City of Kelowna
Regular Council Meeting
REVISED AGENDA

Monday, May 5, 2014
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

   This meeting is open to the public and all representations to Council form part of the public record. A live audio feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes 5 - 15

   Regular PM Meeting - April 28, 2014

3. Public in Attendance

   3.1 Doug Nicholas, Pacific Sport Okanagan, re: Report to Council 16 - 32

   To provide Council with an overview of the activities involving Pacific Sport Okanagan.

4. Non-Development Reports

   4.1 Pandosy Waterfront Redevelopment & Public Engagement Update 33 - 384

   To provide Council with an update on the results of the Pandosy Waterfront community engagement process as supported by Council in the report dated January 15, 2014 (attached as Schedule 'A').

5. Committee Reports

   5.1 Financial Statements for the Year Ending December 31, 2013 385 - 413

   To present the Financial Statements to Council for acceptance per the legislative requirement, to provide Council with a recommendation on the appropriation of $2,300,000 of surplus to general reserves and to seek approval to include the Financial Statements in the annual report.

6. Development Application Reports & Related Bylaws

6.1 Official Community Plan Bylaw Amendment Application No. OCP13-0003 & Rezoning Application No. Z13-0004 - 1800 Crosby Road, DRS Ventures Ltd. 414 - 454

The applicant is proposing to amend the future land use and zoning to accommodate a 12 lot development on a portion of the subject property in the Glenmore area.

6.1.1 Bylaw No. 10960 (OCP13-0003) - 1800 Crosby Road, DRS Ventures Ltd. 455 - 456

Requires a majority of all members of Council (5).
To give Bylaw No. 10960 first reading in order to change the Future Land Use Designation of a portion of the subject property from the Single/Two Unit Residential, Multiple Unit Residential (Low Density) and Major Park/Open Space designations to the Single/Two Unit Residential, Multiple Unit Residential (Low Density) and Major Park/Open Space designations.

6.1.2 Bylaw No. 10961 (Z13-0004) - 1800 Crosby Road, DRS Ventures Ltd. 457 - 458

To give Bylaw No. 10961 first reading in order to rezone a portion of the subject property from the A1 - Agriculture 1 zone to the P3 - Parks and Open Space and RU2 - Medium Lot Housing zones.

6.2 Rezoning Application No. Z14-0005 - 669 McClure Road, Heritage Log Structures Inc. 459 - 468

The applicant is requesting permission to rezone the subject property from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone in order to facilitate a subdivision of the parcel into two (2) equal lots.

6.2.1 Bylaw No. 10959 (Z14-0005) - 669 McClure Road, Heritage Log Structures Inc. 469 - 469

To give Bylaw No. 10959 first reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone.

6.3 Official Community Plan Bylaw Amendment Application No. OCP14-0009 - Proposed Miscellaneous Amendments, City of Kelowna 470 - 487

To proceed with miscellaneous amendments to the Official Community Plan (OCP) based on staff initiated policy and map changes.

6.3.1 Bylaw No. 10943 (OCP14-0009) - Miscellaneous Housekeeping Amendments, City of Kelowna 488 - 496

Requires a majority of all members of Council (5).
To give Bylaw No. 10943 first reading in order to amend the Kelowna 2030 - Official Community Plan Bylaw No. 10500.

7. Non-Development Reports & Related Bylaws

7.1 2014 Financial Plan - Final Budget 497 - 517

To present the 2014 Final Budget submissions and the 2014-2018 Financial Plan and related Bylaws to Council for their consideration and approval.

7.1.1 Bylaw No. 10950 - Five Year Financial Plan, 2014-2018 518 - 522

To give Bylaw No. 10950 first, second and third readings.

7.1.2 Bylaw No. 10952 - Tax Structure Bylaw, 2014 523 - 523

To give Bylaw No. 10952 first, second and third readings.

7.1.3 Bylaw No. 10948 - Annual Tax Rates Bylaw, 2014 524 - 526

To give Bylaw No. 10948 first, second and third readings.

7.1.4 Bylaw No. 10949 - DCC Reserve Fund Expenditure Bylaw, 2014 527 - 527

To give Bylaw No. 10949 first, second and third readings.

7.1.5 Bylaw No. 10951 - Sale of City-Owned Land Reserve Fund Expenditure Bylaw, 2014 528 - 528

To give Bylaw No. 10951 first, second and third readings.

7.2 Industrial Land Inventory 529 - 532

To provide Council with an analysis of the current inventory of industrial lands that are available to accommodate future growth, and to gain a better understanding of existing industrial land uses throughout the City.

7.3 Update of Subdivision, DevelopmentServicing Bylaw 7900 – Transportation Section 533 - 566

To provide information and a status update on the revision of the Subdivision, Development & Servicing Bylaw No. 7900 – Transportation Section.

7.4 LATE ITEM - Verbal Report, re: Helicopter Landing - RCMP *567 - 568*

To grant approval to the RCMP to land its helicopter on the grassed area of the Library on May 10, 2014.

8. Bylaws for Adoption (Non-Development Related)

8.1 Bylaw No. 10939 - Sterile Release Program Parcel Tax Bylaw 2014 569 - 580

To adopt Bylaw No. 10939 in order to impose and levy a Parcel Tax upon the owners of land or real property within the City of Kelowna being served by the Sterile Insect Release Program.

9. Mayor and Councillor Items

10. Termination

City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, April 28, 2014
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Walter Gray and Councillors Colin Basran, Maxine DeHart, Gail Given, Robert Hobson, Mohini Singh, Luke Stack* and Gerry Zimmermann*
Members Absent	Councillor Andre Blanleil
Staff Present	City Manager, Ron Mattiussi; City Clerk, Stephen Fleming; Cultural Services Manager, Sandra Kochan*; Sustainability Coordinator, Michelle Kam*; Subdivision, Agriculture & Environment Services Manager, Todd Cashin*; Urban Planning Manager, Ryan Smith*; Revenue Manager, George King*; Subdivision, Agriculture & Environment Planner, Damien Burggraeve*; Infrastructure Divisional Director, John Vos*; Director of Real Estate, Derek Edstrom*; Real Estate Services Manager, Jeff Hancock*; and Council Recording Secretary, Arlene McClelland

1. Call to Order

Mayor Gray called the meeting to order at 1:34 p.m.

Mayor Gray advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By: Councillor Stack/Seconded By: Councillor Hobson

R266/14/04/28 THAT the Minutes of the Regular Meetings of April 14, 2014 be confirmed as circulated.

Carried

3. Public in Attendance

3.1. Cheryl Miller, Grants Manager, Central Okanagan Foundation, re: 2014 Community Social Development Grants and Grants to Address the Sexual Exploitation of Youth

Michelle Kam, Sustainability Coordinator
- Introduced Cheryl Miller, Grants Manager, Central Okanagan Foundation

Cheryl Miller, Grants Manager, Central Okanagan Foundation
- Provided an overview of the report regarding the City of Kelowna's 2014 Community Social Development Grants and Grants to Address the Sexual Exploitation of Youth.

Moved By: Councillor Zimmermann/Seconded By: Councillor Singh

R267/14/04/28 THAT Council approve the City of Kelowna's 2014 Community Social Development Grants and Grants to Address the Sexual Exploitation of Youth as administered by the Central Okanagan Foundation.

Carried

3.2. Nataley Nagy, Executive Director, Kelowna Art Gallery, re: Annual Report

Sandra Kochan, Cultural Services Manager
- Introduced Nataley Nagy, Executive Director, Kelowna Art Gallery

Nataley Nagy, Executive Director, Kelowna Art Gallery
- Displayed a PowerPoint Presentation of the Annual Report.
- Responded to questions from Council.

Moved By: Councillor Hobson/Seconded By: Councillor Singh

R268/14/04/28 THAT Council receives the Annual Report from the Kelowna Art Gallery.

Carried

4. Development Application Reports & Related Bylaws

4.1. OCP 2030 Bylaw No. 10500 - Amendment to Map 4.1 - Generalized Future Land Use

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.
- Responded to questions from Council.

Moved By: Councillor Basran/Seconded By: Councillor Hobson

R269/14/04/28 THAT OCP Bylaw Amendment No. OCP14-0004 to amend Kelowna 2030 - Official Community Plan Bylaw No. 10500 by amending Map 4.1 - Generalized Future Land Use to change the designation of the area bound by Ethel Street to the west, Bordon Avenue to the south, Bowes Street to the east, and the rear lane north of Laurier Avenue from S2RES - Single/Two Unit Residential to MRL - Multiple Unit Residential (Low Density), in accordance with Map "A" attached to the Staff Report dated April 4, 2014, be considered by Council;

AND THAT Council considers the public process outlined in the Staff Report dated April 4, 2014 to be appropriate consultation for the purpose of Section 879 of the Local Government Act;

DRAFT

AND THAT Amendment Bylaw No. 10947, being an amendment to Bylaw No. 10500 Kelowna 2030 - Official Community Plan, be forwarded to a Public Hearing;

AND FURTHER THAT Council direct staff to provide notice to owners of the subject properties, and owners of the immediately adjacent properties designated S2RES - Single/Two Unit Residential, as identified on Map "A".

Carried

4.1.1. Bylaw No. 10947 (OCP14-0004) - Amendment to OCP 2030 Bylaw No. 10500, City of Kelowna

Moved By: Councillor Stack/Seconded By: Councillor Given

R270/14/04/28 THAT Bylaw No. 10947 be read a first time;

AND THAT the Bylaw has been considered in conjunction with the City's Financial Plan and Waste Management Plan.

Carried

4.2. Rezoning Application No. Z13-0041 - 979 & 989 Laurier Avenue, AJ Weins Development Group Ltd.

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.
- Responded to questions from Council.

Moved By: Councillor Given/Seconded By: Councillor Stack

R271/14/04/28 THAT Bylaw No. 10947 be read a first time. THAT Rezoning Application No. Z13-0041 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lots 1 & 2, District Lot 138, ODYD, Plan 6809, located at 979 & 989 Laurier Avenue, Kelowna, BC from the RU6 - Two Dwelling Housing zone to the RM2 -Low Density Row Housing zone, be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to final adoption of Amendment Bylaw No. 10947 for OCP Amendment application OCP14-0004;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the registration of a plan of subdivision to consolidate the two properties into one title;

AND THAT final adoption of the Zone Amending Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject properties;

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction.

Carried

DRAFT

4.2.1. Bylaw No. 10955 (Z13-0041) - 979 & 989 Laurier Avenue, AJ Weins Development Group Ltd.

Moved By: Councillor Given/Seconded By: Councillor Stack

R272/14/04/28 THAT Bylaw No. 10955 be read a first time.

Carried

4.3. Rezoning Application No. Z14-0012 - 1370 Water Street, Kelowna Yacht Club

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.
- Responded to questions from Council.

Moved By: Councillor Given/Seconded By: Councillor Hobson

R273/14/04/28 THAT Rezoning Application No. Z14-0012 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1, DL 139 & 4083, O.D.Y.D., Plan EPP29214, located on 1370 Water St., Kelowna, BC from the P1 - Major Institutional and P3 - Parks and Open Space zones to the P1lp - Major Institutional (Liquor Primary) zone, as shown on Map "A" attached to the Report of the Urban Planning Department dated April 14, 2014, be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered in conjunction with Council's consideration of a Liquor License Application for the subject property;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Ministry of Transportation and Infrastructure being completed to their satisfaction.

Carried

4.3.1. Bylaw No. 10953 (Z14-0012) - 1370 Water Street, Kelowna Yacht Club

Moved By: Councillor Zimmermann/Seconded By: Councillor Stack

R274/14/04/28 THAT Bylaw No. 10953 be read a first time.

Carried

4.4. Development Permit Application No. DP14-0007 - 1450 Union Road, Glenwest Properties Ltd.

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By: Councillor Hobson/Seconded By: Councillor Zimmermann

R275/14/04/28 THAT Council authorizes the issuance of Development Permit No. DP14-0007 for Lot 3, Sections 8 and 9, Township 23, ODYD, Plan KAP86750, located on 1450 Union Road, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land, be in general accordance with Schedule "B";
3. Landscaping to be provided on the land be in general accordance with Schedule "C";
4. The applicant be required to post with the City, a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;

AND FURTHER THAT the applicant be required to complete the above-noted condition No. 4 within 180 days of Council's approval of the Development Permit Application in order for the permit to be issued.

Carried

4.5. Official Community Plan Bylaw Amendment Application No. OCP14-0001 and Rezoning Application No. Z14-0001 - Various Addresses on Clement Avenue, St. Paul Street and Richter Street, City of Kelowna & Miles Vucicevic

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By: Councillor DeHart/Seconded By: Councillor Zimmermann

R276/14/04/28 THAT Official Community Plan Bylaw Amendment No. OCP14-0001 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of:

1. Lot 4, District Lot 139, ODYD, Plan 1021, located on 1160 Richter Street, Kelowna, BC
2. Lot 5, District Lot 139, ODYD, Plan 1021, located on 1156 Richter Street, Kelowna, BC
3. Lot 6, District Lot 139, ODYD, Plan 1021, located on 1150 Richter Street, Kelowna, BC

from the COMM - Commercial designation to the EDINST - Educational/Institutional designation, as shown on Map "A" attached to the Report of Land Use Management Department dated April 28, 2014, be considered by Council;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the purpose of Section 879 of the Local Government Act, as outlined in the Report of the Land Use Management Department dated April 28, 2014;

THAT Rezoning Application No. Z14-0001 to amend City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of:

1. Lot A, District Lot 139, ODYD, Plan KAP63401, located on 1175 St. Paul Street, Kelowna, BC
2. Lot B, District Lot 139, ODYD, Plan KAP63401, located on 1185 St. Paul Street, Kelowna, BC
3. Lot 1, District Lot 139, ODYD, Plan 1021, located on 690 Clement Avenue, Kelowna, BC
4. Lot 2, District Lot 139, ODYD, Plan 1021, located on 1170 Richter Street, Kelowna, BC

5. Lot 3, District Lot 139, ODYD, Plan 1021, located on 1166 Richter Street, Kelowna, BC
6. Lot 4, District Lot 139, ODYD, Plan 1021, located on 1160 Richter Street, Kelowna, BC
7. Lot 5, District Lot 139, ODYD, Plan 1021, located on 1156 Richter Street, Kelowna, BC
8. Lot 6, District Lot 139, ODYD, Plan 1021, located on 1150 Richter Street, Kelowna, BC
9. Lot 7, District Lot 139, ODYD, Plan 1021, located on 630 Clement Avenue, Kelowna, BC
10. Lot 8, District Lot 139, ODYD, Plan 1021, located on 630 Clement Avenue, Kelowna, BC
11. Lot 9, District Lot 139, ODYD, Plan 1021, located on 630 Clement Avenue, Kelowna, BC
12. Lot 10, District Lot 139, ODYD, Plan 1021, located on 576 Clement Avenue, Kelowna, BC
13. Lot 11, District Lot 139, ODYD, Plan 1021, located on 576 Clement Avenue, Kelowna, BC
14. Lot 12, District Lot 139, ODYD, Plan 1021, located on 576 Clement Avenue, Kelowna, BC from the I2 - General Industrial and I4 - Central Industrial zones to the P1 - Major Institutional zone, be considered by Council;

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

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to registration at the Land Titles Office of a plan of consolidation.

Carried

4.5.1. Bylaw No. 10956 (OCP14-0001) - Various Addresses Richter Street, City of Kelowna & Miles Vucicevic

Moved By: Councillor Stack/Seconded By: Councillor Zimmermann

R277/14/04/28 THAT Bylaw No. 10956 be read a first time;

AND THAT the Bylaw has been considered in conjunction with the City's Financial Plan and Waste Management Plan.

Carried

4.5.2. Bylaw No. 10957 (Z14-0001) - Various Addresses on Clement Avenue, St. Paul Street and Richter Street, City of Kelowna & Miles Vucicevic

Moved By: Councillor Stack/Seconded By: Councillor Given

R278/14/04/28 THAT Bylaw No. 10957 be read a first time.

Carried

4.6. Rezoning Application No. Z14-0009 - 1470 Guisachan Place, Sohayl & Sholen Ghadirian

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.
- Responded to questions from Council.

Moved By: Councillor Hobson/Seconded By: Councillor Basran

R279/14/04/28 THAT Rezoning Application No. Z14-0009 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of portions of Lot 3, District Lot 136, ODYD, Plan 9353 from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone and from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone as shown on Map "A" attached to the report of Subdivision, Agriculture & Environment Services, dated April 16, 2014, be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction.

Carried

4.6.1. Bylaw No. 10954 (Z14-0009) - 1470 Guisachan Place, Sohayl & Sholen Ghadirian

Moved By: Councillor Zimmermann/Seconded By: Councillor DeHart

R280/14/04/28 THAT Bylaw No. 10954 be read a first time.

Carried

4.7. Rezoning Application No. Z10-0044, Extension Request - 120 Homer Road, Nathan Morden

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.
- Responded to questions from Council.

Moved By: Councillor Zimmermann/Seconded By: Councillor Singh

R281/14/04/28 THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Zone Amending Bylaw No. 10403 (Z10-0044) to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 13 Section 27 Township 26 ODYD Plan 14897, except Plan 39705, located at 120 Homer Road, Kelowna BC, be extended from March 21, 2014 to June 20, 2014.

Carried

4.8. Temporary Use Permit Application No. TUP13-0001, Extension Request - 2045 Begbie Road/990 Glenmore Road

Staff:
- Displayed a PowerPoint presentation summarizing the application before Council.
- Responded to questions from Council.

Moved By: Councillor Given/Seconded By: Councillor Stack

R282/14/04/28 THAT Council authorize a five month extension to July 18th, 2014, of the issued Temporary Use Permit No. TUP13-0001to allow the continued operation of Advanced Powerlines Ltd. on a portion of Lot 16, Block 4, Section 9, Township 23, ODYD, Plan 896, Except Plans KAP64694 and KAP85916, located at 2045 Begbie Road, Kelowna, BC as shown on Map "A", which was subject to the following conditions:

a) Issuance of a Business License for Advanced Powerlines; and
b) The applicant be required to bring the residential uses (i.e. Mobile Home) into compliance with ALC and City regulations.

Carried

5. Bylaws for Adoption (Development Related)

5.1. Official Community Plan Bylaw Amendment Application No. OCP13-0008 & Rezoning Application No. Z13-0009, Supplemental Report - (N of), (Off of) & 2458 Joe Riche Road, Black Mountain Irrigation District

Councillor Zimmermann declared a conflict of interest due to being on the BMID Board and departed the meeting at 2:47 p.m.

Moved By: Councillor Hobson/Seconded By: Councillor Basran

R283/14/04/28 THAT Council authorizes the Mayor and City Clerk to execute the Memorandum of Understanding with the Black Mountain Irrigation District respecting recreational trail alignments, attached to the report of the Urban Planning Department, dated April 28, 2014;

AND THAT final adoption of Official Community Plan Amending Bylaw No. 10912 and Zone Amending Bylaw No. 10913 be considered by Council.

Carried

5.1.1. Bylaw No. 10912 (OCP13-0008) - (N of), (Off of) & 2458 Joe Riche Road, Black Mountain Irrigation District

Moved By: Councillor Hobson/Seconded By: Councillor DeHart

R284/14/04/28 THAT Bylaw No. 10912 be adopted.

Carried

5.1.2. Bylaw No. 10913 (Z13-0009) - (N of), (Off of) & 2458 Joe Riche Road, Black Mountain Irrigation District

Moved By: Councillor Basran/Seconded By: Councillor Singh

R285/14/04/28 THAT Bylaw No. 10913 be adopted.

Carried

Councillor Zimmermann rejoined the meeting at 2:49 p.m.

5.2. Bylaw No. 10862 (Z11-0051) - 2651 Longhill Road, Richard & Walter Denman

Moved By: Councillor Singh/Seconded By: Councillor Basran

R286/14/04/28 THAT Bylaw No. 10862 be adopted.

Carried

5.3. Bylaw No. 10899 (TA13-0005) - Amendments to Section 13.4 - Low Density Cluster Housing in Zoning Bylaw No. 8000

Moved By: Councillor Basran/Seconded By: Councillor Singh

R287/14/04/28 THAT Bylaw No. 10899 be adopted.

Carried

5.4. Bylaw No. 10907 (Z12-0070) - 543 Tungsten Court, Tysen Properties Ltd.

Moved By: Councillor Singh/Seconded By: Councillor Basran

R288/14/04/28 THAT Bylaw No. 10907 be adopted.

Carried

6. Non-Development Reports & Related Bylaws

6.1. Sterile Insect Release Program Parcel Tax Bylaw 2014

Staff:
- Responded to questions from Council.

Moved By: Councillor Basran/Seconded By: Councillor Singh

R289/14/04/28 THAT Council approves the Sterile Insect Release Program Parcel Tax Bylaw No. 10939 as outlined in the report of the Revenue Manager dated April 28, 2014, charging the 2014 Sterile Insect Release (SIR) Parcel Tax to individual property tax rolls in accordance with the 2014 SIR Parcel Tax Assessment Roll provided to the City of Kelowna by the Regional District of North Okanagan

Carried

6.1.1. Bylaw No. 10939 - Sterile Release Program Parcel Tax Bylaw 2014

Moved By: Councillor Basran/Seconded By: Councillor Singh

R290/14/04/28 THAT Bylaw No. 10939 be read a first, second and third time.

Carried

6.2. Clifton Road Drainage

Staff:
- Displayed a slide showing the road cross-section.
- Responded to questions from Council.

Moved By: Councillor Hobson/Seconded By: Councillor Basran

R291/14/04/28 THAT Council receives for information, the report from the Infrastructure Division Director dated April 28th, 2014 regarding the Clifton Road - Road, Drainage, and Utilities Project;

AND THAT Council approves the revised Clifton Road - Road, Drainage, and Utilities Project including water and wastewater pipe replacements and construction of a 4 lane road cross section from Lambert to clement Way;

AND THAT Council authorize the expenditure of $3,601,100 ($437,481 from the previously approved 2014 Capital Road Budget, $1,841,064 from the Clifton DCC Sector I Roads, $674,839 from the Sanitary Sewer Utility Reserves, and $647,716 from the Water Utility Reserves) for the purposes of designing and constructing the DCC Clifton Road and Drainage Project and replacing adjacent water and sanitary sewer mains;

AND THAT Council authorize staff to include the remaining taxation funding of $312,000 in the 2014 carry over program;

AND FURTHER THAT the 2014 Financial Plan be amended to accommodate these expenditures.

Carried

6.3. Mission Creek Greenway Maintenance Agreement

Staff:
- Displayed a map showing the Greenway trail system.

Moved By: Councillor Hobson/Seconded By: Councillor Zimmermann

R292/14/04/28 THAT Council approves the City renewing the Mission Creek Greenway Management and Regulation Agreement with the Regional District of Central Okanagan for a term of five (5) years commencing upon the date of execution of the agreement, in the form attached to the Report of the Manager, Real Estate Services, dated April 23, 2014;

AND THAT Council authorizes staff to complete the reassignment of the two License of Occupation tenures associated with the Mission Creek Greenway from the City of Kelowna to the Regional District;

AND FURTHER THAT the Mayor and City Clerk be authorized to execute all documents necessary to complete this transaction.

Carried

7. Bylaws for Adoption (Non-Development Related)

7.1. Bylaw No. 10922 - Parcel Tax Bylaw for Lawrence Avenue Local Area Service

Moved By: Councillor Singh/Seconded By: Councillor Basran

R293/14/04/28 THAT Bylaw No. 10922 be adopted.

Carried

7.2. Bylaw No. 10945 - Amendment No. 1 to the Five Year Financial Plan 2013-2017

Moved By: Councillor Basran/Seconded By: Councillor Singh

R294/14/04/28 THAT Bylaw No. 10945 be adopted.

Carried

8. Mayor and Councillor Items

Councillor DeHart:
- Spoke to her attendance at the Vaisakhi Day celebrations held April 26th.
- Spoke to her attendance at the Kelowna City Concert Band event.
- Spoke to her attendance at Elise Clark's Celebration of Life.

Councillor Singh:
- Spoke to her attendance at the Vaisakhi Day celebrations held April 26th.

Mayor Gray:
- Spoke to his attendance at the Mayor's Caucus Meeting last week in Cranbrook
- Noted that today is the "National Day of Mourning" and advised that Council observed a moment of silence at 11:00 a.m. earlier today.

9. Termination

This meeting was declared terminated at 3:35 p.m.

Mayor

City Clerk

DRAFT


Pacific
SPORT

Pacific SPORT



Who we are…

The provincial network of PacificSport Centres consists of five not-for-profit organizations working in collaboration to support increased sport participation and improved sport performance throughout BC.

viaSPORT BRITISH COLUMBIA
CHANGING THE GAME. CHANGING LIVES.

BRITISH COLUMBIA

CANADIAN SPORT INSTITUTE
INSTITUT CANADIEN DU SPORT

Network of PacificSport Centres





PacificSport Okanagan

Our Vision

To be the best regional sport centre in Canada, fully engaging Okanagan communities in the sport pathway and leading BC to the highest levels of sport participation and performance.





Our Mission

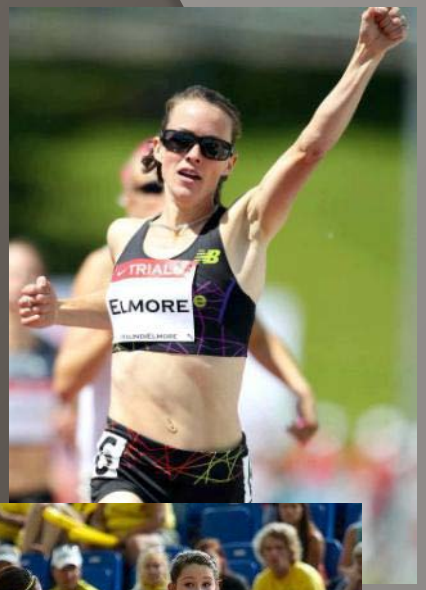
To empower our communities to play, participate and perform at their best, through sport.



What we do…

1. Sport Performance & Excellence

- Athlete & Coach Carding
- Regional Coach Funding Program
- Athlete Development Programs
- Coach Development Services







Pacific SPORT

2. Sport Participation & Development

- Sport Discovery Programs
- School Participation Programs
- Physical Literacy Programs
- Health & Wellness Initiatives







3. Education & Advocacy





- Coach Education/Certification
- Athlete/Coach Recognition
- Community Sport Advocacy
- Regional Sport Liaison (MSO/PSO – LSO)



Pacific SPORT

4. Support & Resources





- Sport Information Centre
- Grants & Inclusion Programs
- Event Bidding & Hosting Support
- Equipment & Technology Enhancements



Pacific SPORT

Funding Sources

- Municipal
- Provincial (ViaSport)
- Canadian Sport Institute Pacific
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Report to Council

Date: 04/30/2014

Rim No. 0920-20-001

To: City Manager

From: G. Hood, Manager, Strategic Land Development

Subject: **Pandosy Waterfront Redevelopment & Public Engagement Update**

Recommendation:

THAT Council receives, for information, the Report from the Manager, Strategic Land Development dated April 30, 2014, with respect to the redevelopment of City owned property and public engagement initiatives in the Pandosy Waterfront area;

AND THAT Council direct staff to further examine the feasibility and cost of 'Refined Option 4' for the preferred site design as set out in the Report from the Manager, Strategic Land Development dated April 30, 2014;

AND FURTHER THAT Council direct staff to address the policy and planning recommendations from the facilitator's report, Frank Ducote, attached as Schedule B to the Report from the Manager, Strategic Land Development dated April 30, 2014 and report back to Council with implementation suggestions.

Purpose:

To provide Council with an update on the results of the Pandosy Waterfront community engagement process as supported by Council in the report dated January 15, 2014 (attached as Schedule 'A').

Background:

In 2010, staff created a plan for the redevelopment of the City-owned properties on Abbott Street north of Cedar Avenue and on Walnut Street south of Cedar Avenue. The plan focused on increasing public access to the waterfront, while meeting the Official Community Plan (OCP) objectives of bringing Pandosy to the lake.

The City proposed to undertake the land redevelopment in two phases. The first phase included the properties north of Cedar Avenue, while the second phase included the properties south of Cedar Avenue.

A primary goal of the site concept plan for the properties north of Cedar Avenue was to animate the waterfront by increasing public interaction with the lake and creating an additional tourist commercial facility with a public restaurant. The disposition of the commercial portion of the site was intended to pay for park construction and allow for

continued waterfront investment in the area, while continuing to facilitate public access to the site. The proposed plan sought to provide additional community amenity as the construction of park space in this location is not prioritized or funded in the current capital plan.

In the fall of 2010, staff brought forward a formal OCP Amendment, Rezoning Application and Subdivision Application for Phase 1 of the Cedar Avenue redevelopment.

After the rezoning application public hearing in June 2011, Council did not approve the City-initiated rezoning application. Council requested that staff "implement a new area planning and public consultation process for the Cedar Avenue area through an Area Re-development Plan".

City Council endorsed a public engagement process at their January 20, 2014 meeting, encouraging the community to work together to craft a new plan for Pandosy Waterfront. The engagement process was designed to build an awareness and understanding of the project; build community trust in the engagement process; engage stakeholders through a variety of outreach options; demonstrate transparency, and accountability; and inform residents and stakeholders of the project milestones and results in a timely manner.

The recommended engagement process resulted after multiple discussions with primary stakeholders, including the KLO Central Neighborhood Association and Kelowna Outrigger Canoe Club.

The recommendation before Council shows a significant shift from the 2011 proposal with the inclusion of the four City-owned properties south of Cedar Avenue, additional park space, keeping all mixed use development on the east side of Abbott Street and a change from seeking financial return on the project to seeking a solution that will require no additional tax impact.

It also provides a planning solution which will animate the lakefront, bringing year-round vibrancy through active living opportunities such as the park and multi-use corridor, as well as a neighbourhood design that ties Pandosy Village and nearby development to the lake.

Site Redevelopment Parameters

The following list outlines the Council approved site development parameters for the design charrette facilitators and participants to consider as part of their task.

Paddle Centre
Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet space.

Financial Viability
Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment options.

Park
Incorporate a park and waterfront walkway as an integral part of the site.

Pedestrian and Park Connections
Incorporate park and pedestrian connections to current and anticipated developments.

Parking
Design site and buildings to meet bylaw requirements for future zoning.

Riparian Setbacks
Respect the required riparian setbacks.

Council Policy 76
Adhere to or make recommendations for amendment to Council Policy 76.

Timing
Complete public engagement and any required rezoning by the fall of 2014.

Communications and Engagement Summary

While the charrette was identified as the main focus for public input into the design of Pandosy Waterfront, the overall engagement process also included several other opportunities to ensure broader public participation. It is important to note that public feedback must always be considered along with other technical, financial and environmental information.

The charrette was identified as the key engagement strategy because it provides quality feedback from a balanced group. In a charrette, the participants have time to become well informed through information sharing, dialogue and idea exchange. The diverse perspectives represented, ensure that proposed options are debated in-depth before they are finalized.

The City of Kelowna's public engagement process for Pandosy Waterfront occurred from January 20 – March 7 with a general timeline as follows:

Date	Activity
Jan 20	Council approved public engagement process for Pandosy Waterfront
Jan 27	Pandosy Waterfront opened for feedback on getinvolved.kelowna.ca
Feb 24	Feedback collected was provided to charrette participants for consideration
Feb 25 - 26	Two day charrette (with day one neighbourhood focus and day two site focus)
Feb 25 – 26	Public review sessions of charrette models and site designs
Feb 27	Open House with refined charrette designs
Mar 3 – 7	Display of charrette work at City Hall
Mar 7	Last day for final feedback

Activity Summary

The engagement process was designed to ensure that Kelowna residents were aware of and understood the project and that there were a variety of opportunities to provide input through the process. Key components of the process can be broken down into informing and engaging.

Inform

- City website saw more than 1488 unique pages views of the landing page
- Neighbourhood notification letter sent to 708 landowners and residents in the South Pandosy neighbourhood
- Advertising placed in the Kelowna Capital news for five weeks
- Four new releases and a public service announcement, plus two media advisories sent to local media
- Six eSubcribe bulletins sent directly to the inboxes of more than 900 people who signed up to receive project information
- Unpaid media including 25 articles, 29 letters to the editor and numerous radio interviews

Engage

- Online engagement tool collected 128 ideas and 558 comments
- Two day design charrette including 30 volunteers representing community, business and resident organizations – media also attended
- More than 110 people attended two charrette public review sessions at the close of each charrette day
- Over 250 people attended the open house on February 27
- Social media used for advertising and to share information with the City's 9240 Twitter followers and the 1500 Facebook users that 'like' the City's page. Facebook advertising garnered more than 17,000 views and 618 engagements ('likes' or click throughs).
- Charrette models available at City Hall for viewing and comment
- Face to face meetings with residents, landowners and community organizations.

Pre-Charrette Feedback

Prior to the charrette, feedback was collected online at getinvolved.kelowna.ca where the public could generate ideas and respond to open ended questions based on the project parameters as approved by Council. From January 27 to February 21, there were 91 ideas and 453 comments generated. This feedback along with the correspondence sent to Mayor and Council was provided to charrette participants for their consideration going into the charrette.

The most highly supported ideas in each topic on the online engagement tool prior to the charrette included:

- Save waterfront foreshore for public use, beach and park
- Create development across (on the east side of) Abbott Street
- Retain City ownership of the land
- Rezone as park (P3)
- Create car free, walkable space which is safe for biking
- Include the four City-owned properties south of Cedar Avenue in the planning exercise
- Shoppers should be able to easily stroll to the waterfront from Pandosy
- Make paddle rentals and instruction available to the general public
- Do not try to recoup monies from commercial activities or zoning on the site

Charrette Facilitator's Report

The Pandosy Waterfront Charrette Summary Report (attached as Schedule 'B') was prepared by Frank Ducote of Frank Ducote Urban Design. The report explains the charrette process, outcomes and makes recommendations for staff and Council consideration. Ultimately, two site designs (See sketches attached within Schedule 'B') were refined by the facilitators to present to the public, staff and Council for consideration. The report recommends 'Refined Option 4' for the future site design and rezoning of the City owned properties west of Abbott Street. This recommendation is supported by the fact that 3 of the 4 groups in the charrette created site designs in line with Refined Option 4 while the remaining group focused on Refined Option 1. The facilitator also makes recommendations supporting the adoption of design and planning policy for future neighborhood development.

*Note: During the design charrette, participants requested the flexibility to work on all 11 City-owned lots, plus two road ends rather than just the seven lots north of Cedar Avenue as initially outlined. This was supported by the charrette consultants and City staff. The resulting models and site plans therefore include all 11 City-owned lots, plus the two road ends.

Charrette Feedback

Additional feedback from the public was collected regarding the options developed by charrette participants. Input was gathered at two public charrette review session through "dotmocracy" and feedback forms. In total 136 forms were returned. The online engagement tool was also open for idea generation and comment on charrette options from February 25 until March 7.

Feedback forms
The feedback forms showed only slight variation in preference between the two refined options – often the difference of only a few respondents.

- Of the refined options, Refined Option 4 had the highest support for:
    - The clearest movement to and through South Pandosy by foot (21 responses) and by vehicle (20 responses)
    - View opportunities of the lake (29 responses)
    - View opportunities of the park from adjacent streets (22 responses)
    - The location of paddle centre (26 responses)
- Refined Option 1 had the highest support for:
    - The clearest movement to and through South Pandosy by bike (20 responses)
    - Best sense of arrival to the waterfront from Abbott Street (22 responses) and from Cedar Avenue (24 responses)
    - Best waterfront access (26 responses)
    - Clearest distinction between public and private land (27 responses)
- There was equal support for each refined option as the best strategy to pay for public amenities (19 responses for each)
- There was high support for idea of a non-motorized pier (77 responses said yes)

Within the comment section on the forms, the following emerged:

- There were 18 comments that did not support the sale of two City-owned properties in Refined Option 1
- There were 36 comments that expressed concern over aspects of the Paddle Centre including the location, the cost of the facility and the potential for a tall building to block lake views.
- A site design was circulated by a community group calling themselves People for the Park that they labeled Option #5. This option was provided to charrette participants during day two of the charrette and the participants were free to use any of the ideas it contained in their work. Although feedback forms reference Option #5 (24 comments) as a desirable option, it was produced outside the charrette and so can only be considered as feedback, with the same weight as other written feedback or verbal feedback received during the process.

See Schedule 'C' for a full public engagement summary.

Options Analysis

The major differences between Refined Option 1 and 4 are the road realignment, the location of the Paddle centre, the park size and associated cost of park development. Each site design accommodates the Paddle Centre and includes park, the continuation of the Abbott Street multi-use corridor and a public pier. For a full comparison see the charrette facilitators report attached as Schedule 'B'.

Planning

The recommendations created by charrette participants and refined by the charrette facilitators have been analyzed by staff to determine consistency with the City's policy and planning objectives.

Site Design

As was identified in the report from the facilitator, two refined options provide important urban design elements which would contribute positively to the future development of the Pandosy waterfront area. Staff is supportive of the objective of charrette participants to protect a breadth of public waterfront by rezoning a portion of all 11 City owned properties (and two road ends) to P3 – Parks and Open Space. Staff are also in agreement with the contention of the facilitator (see page 4 of facilitator report) that the objective and subjective outcomes delivered by 'Refined Option 4' outweigh those provided by 'Refined Option 1'. Specifically, the creation of a defined public space and improved movement patterns created through the re-alignment of Abbott Street are seen to bring significant urban design benefit. The continuation of the Abbott Street multi-modal corridor on the west side of the promenade provides benefits to the park, pedestrian and vehicular experience and allows for the establishment of a commercial corridor on the east side of Abbott Street. The size of the park and riparian areas proposed in this scenario also exceed those proposed in the current Official Community Plan (OCP).

Project Parameters and Feedback

Of the options from the charrette, Refined Option 4 is closest to bridging Council's parameters and the public and charrette feedback.

Specifically, a park and Paddle Centre are included, pedestrian and park connections are made, riparian setbacks and Council Policy 76 are respected, parking can be incorporated into the design and Option 4 has the lowest tax impact of the options crafted in the charrette. Timing of any rezoning required is still expected to take place in 2014.

Much of the public feedback is also incorporated in Refined Option 4 such as including the four properties south of Cedar in the site design, keeping all commercial use on the east side of Abbott Street, retaining ownership of all waterfront (some upland property will be sold) and rezoning it park, and creating a walkable space which is safe for biking.

Neighbourhood

Some neighbourhood recommendations in the facilitators report create an inconsistency with current City policy regarding height, at-grade use and alternative lot size in the proposed zones (C4 & RU1). Staff requires additional time to explore the impacts of these proposed changes and propose a further report to Council, outlining which specific recommendations of the facilitator should be adopted as policy. Staff will also report back to Council on the appropriate mechanism to adopt proposed recommendations as policy. Staff is supportive of the remaining neighbourhood recommendations in the report.

Cost

Since the charrette, the two refined site design options have been further examined by staff and consultants to determine feasibility and cost. This exercise was performed in order to ascertain whether either option could meet the parameter endorsed by Council requiring that the development option have no further taxation impact. The cost estimates provided by True Consulting are class D (high level) estimates and include contingencies, engineering and administration estimates.

An initial cost and feasibility study was performed by staff and consultants. It was determined that the ultimate taxation impact associated with the implementation of the 'Refined Option 1' was estimated to be $2.6 million. Without the sale of two City owned properties, on Abbott Street, this figure would climb to over $4.4 million. It was identified in the report from the facilitator that the sale of these properties was not supported in the feedback received, further increasing the likelihood of significant taxation requirements in order to implement 'Refined Option 1'.

Preliminary Estimate: Cost & Revenue

	Refined Option 1	Refined Option 1 (current alignment)	Refined Option 4	Refined Option 4 (No lane)
Capital Cost				
Item				
Park Construction	$ 2,001,134	$ 2,001,134	$ 951,021	$ 951,021
Utility Relocation/Road & Abbott Upgrade	$ 2,675,400	$ 2,599,345	$ 2,888,655	$ 2,860,060
Additional Land Requirements	$ 110,000	$ -	$ 70,000	$ 70,000
Unbudgeted Demolition	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Total Capital Expense	$ 4,936,534	$ 4,750,479	$ 4,059,676	$ 4,031,081
Land Sale Revenue				
Abbott Triangle	$ -	$ -	$ 1,430,000	$ 1,796,000
Meikle Road & 3076 Meikle	$ 587,895	$ 587,895	$ 2,235,000	$ 2,235,000
377 Meikle	$ -	$ 423,000	$ 423,000	$ 423,000
Abbott street lots	$ 1,700,000	$ 1,700,000	$ -	$ -
Remnant Half of Abbott (future)	$ -	$ -	$ 350,000	$ -
Total Land Sale Revenue	$ 2,287,895	$ 2,710,895	$ 4,438,000	$ 4,454,000
Funding Requirement	**$ 2,648,639**	**$ 2,039,584**	**$ (378,324)**	**$ (422,919)**
Optional Additional Amenity Costs				
Pier	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Sanitary lift building/odor control	$ 737,100	$ 737,100	$ 737,100	$ 737,100
Park washroom	$ 429,000	$ 429,000	$ 429,000	$ 429,000
Paddle centre*	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000

*Cost may be user funded

For detailed costs and drawings see attached Schedule 'E'.

The costs associated with the options as outlined above do not include the incorporation of all elements of the participant developed plans, including the construction of a paddling center. The optional additional amenity costs have been separated by staff for prioritization by Council. Park development costs (attached as Schedule 'D') are comparable to other City developed park amenities. Utility decommissioning and relocation costs are applicable to both options as are road and multi-modal corridor construction costs. The incorporation of the Abbott Street corridor and relocation of above ground utilities adds significant cost to the infrastructure requirements of either option. 'Refined Option 1' increases the distance of Abbott Street corridor and road reconstruction for the development. The construction cost of the most recently completed sections of the Abbott Street corridor have been as high as $6700 per linear meter. The costs of upgrading the road network in 'Refined Option 4' are increased due to the design of two traffic circles.

Both options suggest the inclusion of a public pier which has been estimated by staff to cost $150,000. This amenity is not deemed by staff to be critical to the immediate enjoyment of the park space.

A lift station currently exists at the base of Cedar Avenue. The cost to enclose this lift station and provide appropriate odor control is also separated from the above cost estimates and noted as optional, as is the incorporation of a public washroom for park users. These amenities could be funded at a later date.

'Refined Option 1' presents a greater opportunity to phase the associated capital costs through staged development. A park could be constructed in advance of the road and multi modal corridor upgrades. The park construction costs, which could commence as a first stage of development, could be offset by land disposition proceeds. The total capital funding requirement of phasing the development for 'Refined Option 1' is estimated at $2.6 million. The inclusion of all City owned properties on Abbott Street in the park development would push that figure approximately $1.8 million higher.

'Refined Option 4' requires much of the infrastructure change be constructed immediately due to the requirement to construct a new Abbott Street. While this also requires an immediate capital influx, a large portion of this outlay can be recaptured through the sale of City owned properties (identified in the above table).

In keeping with Council direction to not increase capital taxation requirements for this development, staff sought further consulting estimates on the refined options, in an effort to seek alternatives to reduce the cost of the project. Alternatives to both 'Refined Option 1' and 'Refined Option 4' are provided.

By keeping the current road alignment and implementing the remainder of 'Refined Option 1', the overall project cost for this option is reduced by an estimated $610,000. By working together with adjacent land owners, it may be possible to reduce the infrastructure relocation requirements and increase financial return to the land owners east of Abbott Street. Through elimination of the requirement of the lane off of Abbott Street in 'Refined Option 4' a greater flexibility in development options would arise. It is estimated that the net impact on the cost through elimination of this lane is a reduction of $45,000.

Paddle Center

The recommendation to accommodate a paddle center within both scenarios remains consistent with the parameter endorsed by Council. Due to the anticipated cost associated with this building and because the club is at the early stages of developing, staff are not recommending a solution which pays for the construction of this facility through this development process.

The City supports the incorporation of a future paddle center at Pandosy Waterfront as did the majority of charrette participants. The highest level of public support for the paddle centre was in the location shown in Refined Option 4 at the foot of Meikle Avenue.

Staff recommends continued ongoing support of the Kelowna Outrigger Canoe Club through the continued provision of a temporary use permit and protection of a permanent location within the site. Staff will continue to work with the club to find the appropriate alternative means to fund the development of a facility to house club operations that remains consistent with the P3 zone. Many infrastructure funding partnerships have been successful on other City projects including the Kelowna United Soccer Association dome, Central Okanagan Sailing

Association and Okanagan Gymnastics Club. Staff will incorporate the future requirement for this facility within all park design exercises.

Recommendations:

Staff has sought to make recommendations that bridge the charrette outcomes, with public feedback and parameters endorsed by Council in the report dated January 15, 2014. Upon further examination of the planning and cost implications of the two refined options, Staff support the continued exploration of the cost of 'Refined Option 4'.

Next Steps:

Should Council support the recommendations of this report, staff will further analyze the financial implications associated with 'Refined Option 4' and present a solution which minimizes the taxation impact while remaining consistent with the plan created in the charrette. The plan will also seek to adhere to the Council endorsed parameter stating that any associated rezoning be implemented by the fall of 2014. Staff will commission of final road design and cost estimate for the re-alignment of Abbott Street and prepare surveys for road dedications and consolidations accordingly. Staff will also report back on the planning policy recommendations.

Financial/Budgetary Considerations:
Please see financially-related comments in the Background section of this report.

Internal Circulation:
Divisional Director, Community Planning & Real Estate
Divisional Director, Communications & Information Services
Divisional Director, Infrastructure
Divisional Director, Active Living & Culture
Director, Subdivision, Agriculture & Environment
Manager, Policy & Planning
Manger, Urban Planning
Manager, Parks & Public Spaces
Manager, Transportation & Mobility
Manager, Utility Planning
Supervisor, Communications

Considerations not applicable to this report:
External Agency/Public Comments:
Alternate Recommendation
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications:

Submitted by: G. Hood, Manager, Strategic Land Development

Approved for inclusion: D. Edstrom, Director, Real Estate

Attachments:

1. Schedule A - Report to Council, January 15, 2014
2. Schedule B - Facilitator Report
3. Schedule C - Public Engagement Summary
4. Schedule D - Park Cost Summaries
5. Schedule E - Road, Utility & Abbott Corridor Summaries
6. Schedule F - Opinion of Value of Remnant Properties
7. Schedule G - Council Policy 76
8. Schedule H - Staff PowerPoint Presentation
9. Schedule I - Facilitator PowerPoint Presentation

cc: D. Gilchrist, Divisional Director, Community Planning & Real Estate
D. Noble, Manager, Policy & Planning
R. Smith, Manager, Urban Land Use
C. Weaden, Divisional Director, Communications & Information Services
T. Barton, Manager, Parks & Public Spaces
J. Vos, Divisional Director, Infrastructure
M. Hasan, Manager, Transportation & Mobility
J. Gabriel, Divisional Director, Active Living & Culture
A. Reeder, Manager, Utility Planning
S. Gambacort, Director, Subdivision, Agriculture & Environment
K. Grayston, Director, Financial Services
R. Mattiussi, City Manager
J. Foster Sexsmith, Communications Supervisor

Report to Council

Date: January 15, 2014

Rim No. 0920-20-001

To: City Manager

From: Graham Hood, Manager, Strategic Land Development

Subject: **South Pandosy Waterfront Redevelopment**

Recommendation:

THAT Council receives for information the report from the Manager, Strategic Land Development dated January 15, 2014 with respect to the redevelopment and public engagement initiatives for the Pandosy Waterfront area;

AND THAT Council directs staff to proceed with the communications and engagement process for the redevelopment of Pandosy Waterfront as outlined in the report from the Manager, Strategic Land Development dated January 15, 2014;

AND THAT Council directs staff to proceed with the communications and engagement process based on the site redevelopment parameters identified in the Report of the Manager, Strategic Land Development dated January 15, 2014;

Purpose:

The purpose of this report is to seek Council support for a recommended communications and engagement process supporting the redevelopment of lands in the Pandosy Waterfront area and to seek Council direction on site redevelopment parameters for the future development of the area.

Background:

In 2010, staff created a plan for the redevelopment of the City-owned properties on Abbott Street north of Cedar Avenue and on Walnut Street south of Cedar Avenue. The plan focused on increasing public access to the waterfront, while meeting the Official Community Plan (OCP) objectives of bringing Pandosy to the lake.

The City proposed to undertake the land redevelopment in two phases. The first phase included the properties north of Cedar Avenue, while the second phase included the properties south of Cedar Avenue. See site map attached in Schedule 'A'.

A primary goal of the site concept plan for the properties north of Cedar Avenue was to increase public interaction with the lake and to create an additional tourist commercial facility with a public restaurant. The disposition of the commercial portion of the site was

intended to pay for park construction and allow for continued waterfront investment in the area, while continuing to facilitate public access to the site.

In the fall of 2010, staff brought forward a formal OCP Amendment, Rezoning Application and Subdivision Application for Phase 1 of the Cedar Avenue redevelopment.

After the rezoning application public hearing in June 2011, Council did not approve the City-initiated rezoning application. Council requested that staff "implement a new area planning and public consultation process for the Cedar Avenue area through an Area Re-development Plan".

Staff is requesting that Council consider a public engagement and communication process in order to proceed with the redevelopment of the lands. Staff is also requesting Council support of a set of project parameters which will frame the public engagement process. These requests are consistent with the 2012-2014 Council priority "To develop a plan for Cedar Avenue".

In a report to Council dated July 18, 2013, staff made a recommendation to Council to support the use of 3050 Abbott Street for the Kelowna Paddle Centre through a License of Occupation over the property. The Kelowna Outrigger Canoe Club was granted a License of Occupation for the lands for a period of three years. The Kelowna Outrigger Canoe Club, working in cooperation with and representing several paddling disciplines, has been identified as a primary stakeholder in the redevelopment of the site. They have an interest in continuing to work with the City toward a permanent facility.

Staff has also identified the KLO Neighborhood Association as a primary stakeholder. The KLO Neighborhood Association has approached the City about the future land use on the site and has indicated that they would be willing to work with the City in a public engagement process.

Staff met several times with the KLO Neighborhood Association and Kelowna Outrigger Canoe Club to seek feedback and support in the formation of a public engagement process. Staff also sought input from these stakeholders on potential parameters for the site development. The communications and public engagement process and the recommended site redevelopment parameters are products of these discussions and staff recommendations.

Identified objectives of the Kelowna Outrigger Canoe Club and KLO Neighborhood Association are:

- Site include a public amenity component (Paddle Centre)
- Site include a park component
- Site redevelopment consider the overall neighborhood context/plan
- Site redevelopment consider the continuation of the linear waterfront park concept
- Site redevelopment involve public input and consideration

Options for redevelopment are driven by current market conditions and impact the desired uses on the lands. The cost of the project and the return to the City are highly dependent on future land use and park construction costs. The stakeholders are cognizant of the financial

impacts of the development and supportive of initiatives which incorporate commercial or residential use to offset park and public space development costs.

Site Redevelopment Parameters

The following list outlines the proposed parameters or guidelines which all redevelopment options must follow.

Paddle Centre
Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet space.

Financial Viability
Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment options.

Park
Incorporate a park and waterfront walkway as an integral part of the site.

Pedestrian and Park Connections
Incorporate park and pedestrian connections to current and anticipated developments.

Parking
Design site and buildings to meet bylaw requirements for future zoning.

Riparian Setbacks
Respect the required riparian setbacks.

Council Policy 76 (Schedule 'B')
Adhere to or make recommendations for amendment to Council Policy 76.

Timing
Complete public engagement and any required rezoning by the fall of 2014.

Communications and Engagement Process

The communications and engagement process seeks to formalize an implementable option for the redevelopment of the lands through an inclusive, open and transparent public process.

The process includes:

- Creating awareness and understanding of the project
- Encouraging broad community involvement in the process
- Developing a site plan for the seven City-owned properties on Abbott Street north of Cedar Avenue
- Creating a neighbourhood context for the project site including neighbourhood design form and walkway extension
- Finalizing a development option for the site.

The engagement process would start in late-January and be completed by April. The process would be conducted in three phases with the key components outlined below.

A charrette (an urban design workshop) will be used as the major focus within the process, but it is important that the broader community has access to and can participate in public engagement activities as well. A variety of engagement activities will be used to round out the process.

Phase I: Project Launch

- Council report
- Media Announcement
- Mind Mixer launch (online engagement platform)
- Website information
- Resident notification
- Advertising
- Community presentations
- Media and public relations

Phase II: Collect Input

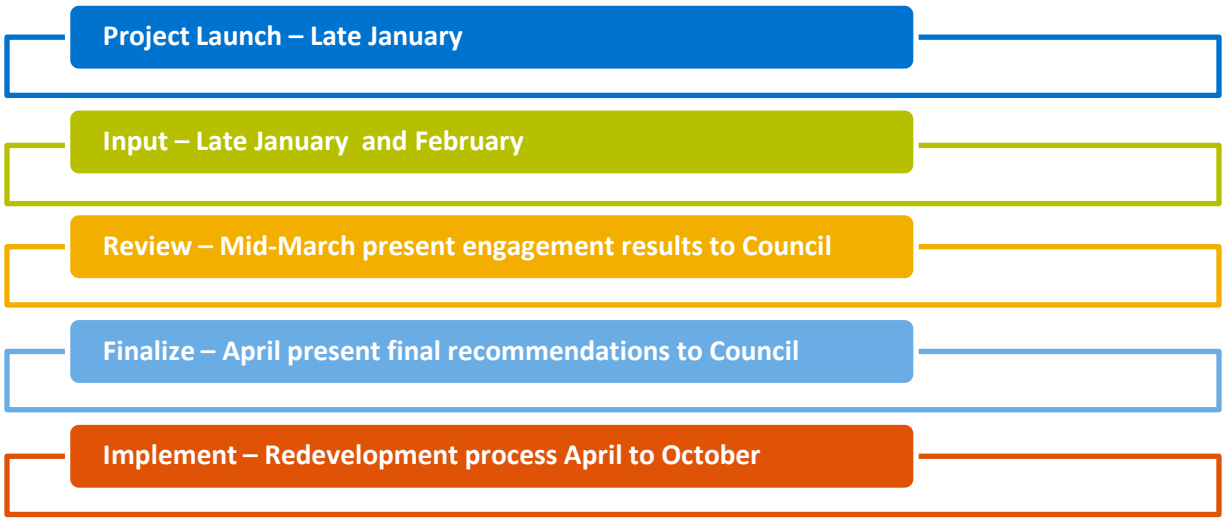
- Design charrette and follow up open house
- Continued use of Mind Mixer
- Public and media relations

Phase III: Review and Finalize

- Architectural refinement
- Report back to Council
- Report back to neighbourhood and community

Project Timing

In order for the project to move ahead, it is proposed that the engagement process and rezoning be completed by the fall of 2014.



Project Deliverables:
The proposed process is intended to deliver a site design for the seven City-owned properties to the north of Cedar Avenue for Council endorsement. A full architectural design of the buildings is beyond the scope of the public engagement process and is anticipated to accompany any future development applications on the site. The process will also deliver a set of design criteria for both the site and the Pandosy waterfront neighborhood for Council endorsement. It is anticipated that these criteria would be added as an addendum to the Stonefield report (Attached as Schedule 'C'), which was independently created in 2004 and formed the basis of the current Official Community Plan for the neighborhood. Future development applications on the site and in the Pandosy waterfront neighborhood should be consistent with these criteria. Staff will bring forward a rezoning application for the City-owned properties which is consistent with both the site design and design criteria upon endorsement of the site plan and criteria by Council.

Financial/Budgetary Considerations:

Please see financial comments in the Background section of this report.

As identified in the report to Council dated September 4, 2013, the City Parkland Acquisition Strategy does target some waterfront park acquisitions over the next 20 years. The recommended strategy of redeveloping the Pandosy Waterfront lands through a 'no net loss' approach, does not return funds to the Land Sales Reserve in order to continue such acquisitions. Any such further acquisitions would require alternate funding sources.

Internal Circulation:

Divisional Director, Community Planning & Real Estate
Manger, Urban Planning
Divisional Director, Communications & Information Services
Manager, Parks & Public Spaces
Divisional Director, Infrastructure

Considerations not applicable to this report:
External Agency/Public Comments:
Alternate Recommendation
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications:

Submitted by: G. Hood, Manager, Strategic Land Development

Approved for inclusion: D. Edstrom, Director, Real Estate

Attachments:
1. Schedule A – Site Map
2. Schedule B – Council Policy 76
3. Schedule C – Stonefield Report
4. PowerPoint

cc: D. Gilchrist, Divisional Director, Community Planning & Real Estate
D. Noble-Brandt, Manager, Policy & Planning
J. Foster Sexsmith, Communications Supervisor
R. Smith, Manager, Urban Land Use
C. Weaden, Divisional Director, Communications & Information Services
T. Barton, Manager, Parks & Public Spaces
J. Vos, Divisional Director, Infrastructure
R. Mattiussi, City Manager
J. Gabriel, Divisional Director, Active Living & Culture


WALNUT ST
MEIKLE AVE
NEWSOM AVE
GROVES AVE
CEDAR AVE
LAKESHORE RD
PANDOSY ST
KLO RD
GROVES AVE
TUTT ST

POLICY 76

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
kelowna.ca

Council Policy

Disposal of City Property

APPROVED July 12, 2004

RESOLUTION: R375/10/04/26
REPLACING: R1039/08/11/24; R892/99/11/01; R-1971/07/06; R688/04/07/12
DATE OF LAST REVIEW: April 2010

---

1. THAT property of the City of Kelowna be sold when it appears that there is no present or future use contemplated or where there is no strategic benefit to the City.

2. THAT the Manager, Real Estate Services continually keep the property inventory of the City under review and submit recommendations to the Municipal Council for disposal of any property considered not to have present or reasonable future use or where holding of the property has no strategic benefit to the City.

3. THAT each sale be considered on its own merits by the Municipal Council taking into consideration the recommendations of the Director of Real Estate & Building Services.

4. THAT, when permitted by statute, lands may be listed for sale through a contracted real estate agent and/or multiple listing service at the discretion of the Director of Real Estate & Building Services.

5. THAT the City of Kelowna, with respect to its properties located at the foot of Cedar Avenue (see below for properties affected) will require that building heights within 25m of non City-owned single unit waterfront home be no more than 2.5 storeys in height and that any potential rezoning to allow for a hotel, not include provision for any of the following uses:

   - Powerboat marina
   - Facilities requiring a liquor primary license
   - Hotel in excess of 50 units
   - Properties Affected (by address)

3020 Abbott Street	3060 Abbott Street	3096 Walnut Street
3030 Abbott Street	3070 Abbott Street	3098 Walnut Street
3040 Abbott Street	3080 Abbott Street	252 Meikle Avenue
3050 Abbott Street	3090 Walnut Street	

REASON FOR POLICY

To identify that the City only acquires and holds land when it is needed.

LEGISLATIVE AUTHORITY

Local Government Act, Sec. 176

PROCEDURE FOR IMPLEMENTATION

As outlined in this policy.



Cedar Avenue Area Land Use Review

March 30, 2004

prepared for: City of Kelowna

prepared by:

Stonefield Development Consultants



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1.0 Introduction

1.1 Preamble

The pattern of land use in the Cedar Avenue area has been the subject of recent inquiry for redevelopment opportunities. In response, the City of Kelowna authorized the preparation of a Land Use Review to identify the need for Official Community Plan (OCP) Future Land Use changes required to support redevelopment opportunities within the Cedar Avenue Area.

With the area's prominence and economic importance to the community, the land use review necessarily entailed a high level of public participation as well as key involvement of City staff throughout the study process. At the same time, it was important that the process establish a strong vision responding to the study area's development potential while being firmly grounded in economic reality.

The study process has culminated in the preparation of this report which is intended to provide the guidance necessary to ensure well-integrated redevelopment of the area. It contains a preferred land use scenario that has been refined with input from stakeholders, general public and staff. The report presents a review of the development potential, a summary of the public input that informed the process, key recommendations for redevelopment in the Cedar Avenue Study Area as well as the rationale for proposed land use changes.

1.2 Background

The Cedar Avenue Study Area is located in Kelowna's South Pandosy Town Centre as shown in the Figure 1: South Pandosy Town Centre map. The study area boundary is defined by Okanagan Lake to the West, West Avenue to the North, the western back lane of Pandosy Street to the East and several properties abutting Walnut Street to the south. The land use review affects a condensed area of approximately 90 properties, including park and transportation connections to adjoining areas, as well as neighboring commercial development on Pandosy Street.

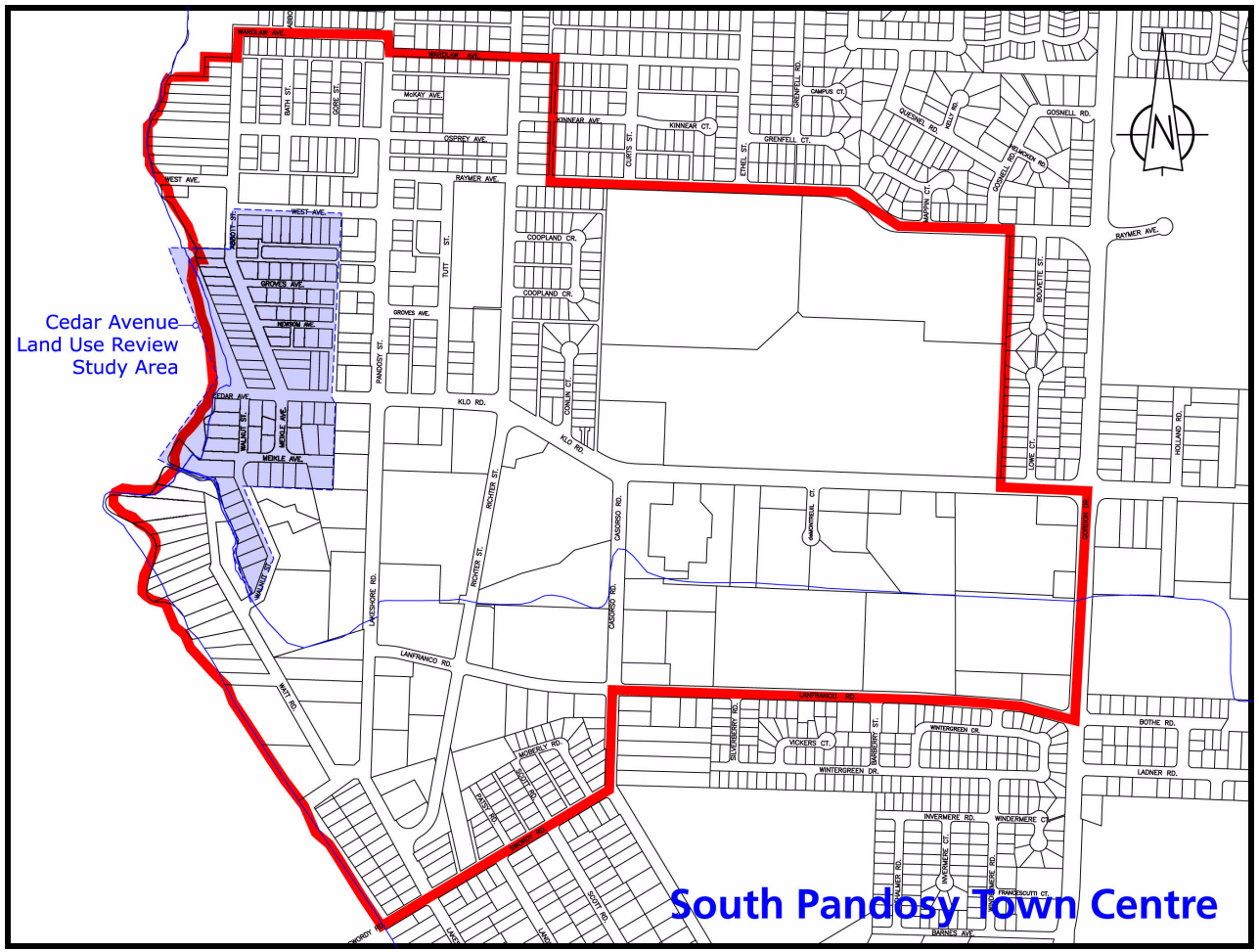
1.3 Need for the Study

The City's Official Community Plan identifies "Pandosy by the Lake" as a Town Centre. To fulfil that expectation, significant land use changes, are required, especially in the core of the Town Centre between Lake Okanagan and Pandosy Street. The Sector Plan, which provides some preliminary direction for possible land use changes, also acknowledges the need for "a more" specific level of planning to address site or neighbourhood specific land use issues to formulate a framework to guide development."



The study goal is to put into place a land use pattern that can be realistically developed within a 10 year period. The Cedar Avenue Area Land Use Review was conducted to ensure timely, well coordinated development which provides maximum community value and achieves the City's Town Centre objectives as noted in the City's Official Community Plan.

Figure 1: South Pandosy Town Centre





1.4 Schedule

Table 2: Schedule of Event

Dates	Event	Description
January 13	Project Initiation	consulting team held a start-up meeting with the City.
February 23	Landowner Workshop	consulting team identified existing conditions and presented them to area landowners.
March 04	Public Open House	presented summary of landowner comments and 3 alternative development scenarios.
March 19	Draft Report	Cedar Avenue Land Use Review draft report.
March 24	Interim Preferred Land Use Strategy	Preferred land use scenario delivered for review by City of Kelowna Advisory Planning Commission.
March 31	Final Report	Preferred land use scenario.
To be announced	Council Resolution	Council to review the study findings and hold a public hearing regarding the OCP amendment.



2.0 Methodology and Work Plan

2.1 Approach

The Cedar Avenue Area Land Use Review was prepared with considerable interaction between local stakeholders, the general public and City staff. Feedback on both existing land uses as well as possible alternative land use scenarios was analyzed and synthesized towards preparation of a preferred scenario. The existing OCP Future Land Use Map was used as the benchmark land use scenario, since it has already received public endorsement through the formal public review process. It is intended that the preferred scenario contained in this report could be formally endorsed by City Council and form the basis for amending the current OCP Generalized Future Land Use Map.

Public Input

Public consultation for the Cedar Avenue Area Land Use Review included two public events to investigate possible development options for the study area. Property owners within the study area boundaries were sent a written invitation to a stakeholder workshop held on February 23, 2004. The March 4th Public Open House was advertised in local newspapers, under City Information, on Friday, February 27, 2004. Both events were well-attended with over 40 people attending the first session and over 100 people attending the second.

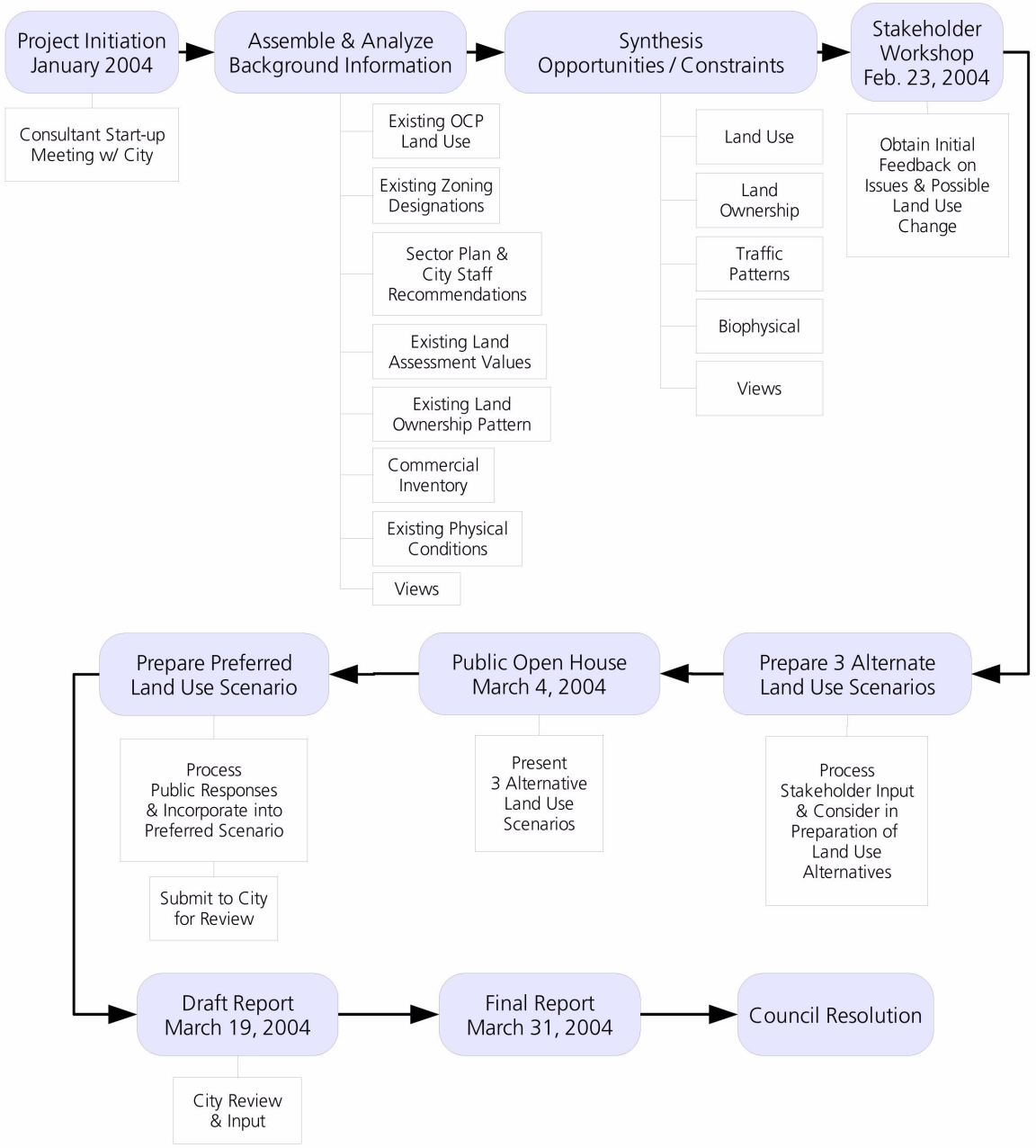
A complete record of feedback received at each public event, via comment sheets or through notes taken, will be available on file with the City. A summary of key stakeholder and public input is contained in the appendices of this report.

2.2 Work Plan

The Land Use Review was an opportunity to evaluate the relationships between land economics, built form, the community and the natural environment. An inventory of various ideas and possibilities for the study area was conducted. Public input informed the entire process to ensure optimization of redevelopment in a socially, economically and environmentally responsible manner. In addition, meetings with City staff were held to discuss land use alternatives based on input received from stakeholders and the general public. The following flowchart (Figure 3: Cedar Avenue Land Use Review Study Process) is a summary of the process conducted with key dates highlighted.



Figure 3: Cedar Avenue Land Use Review Study Process





3.0 Inventory and Analysis

An overview analysis was conducted by the Consulting Team to review exiting physical conditions, land use policy as well as general economic conditions which would influence future development within the study area. The following provides a summary of that analysis.

3.1 Existing Physical Conditions

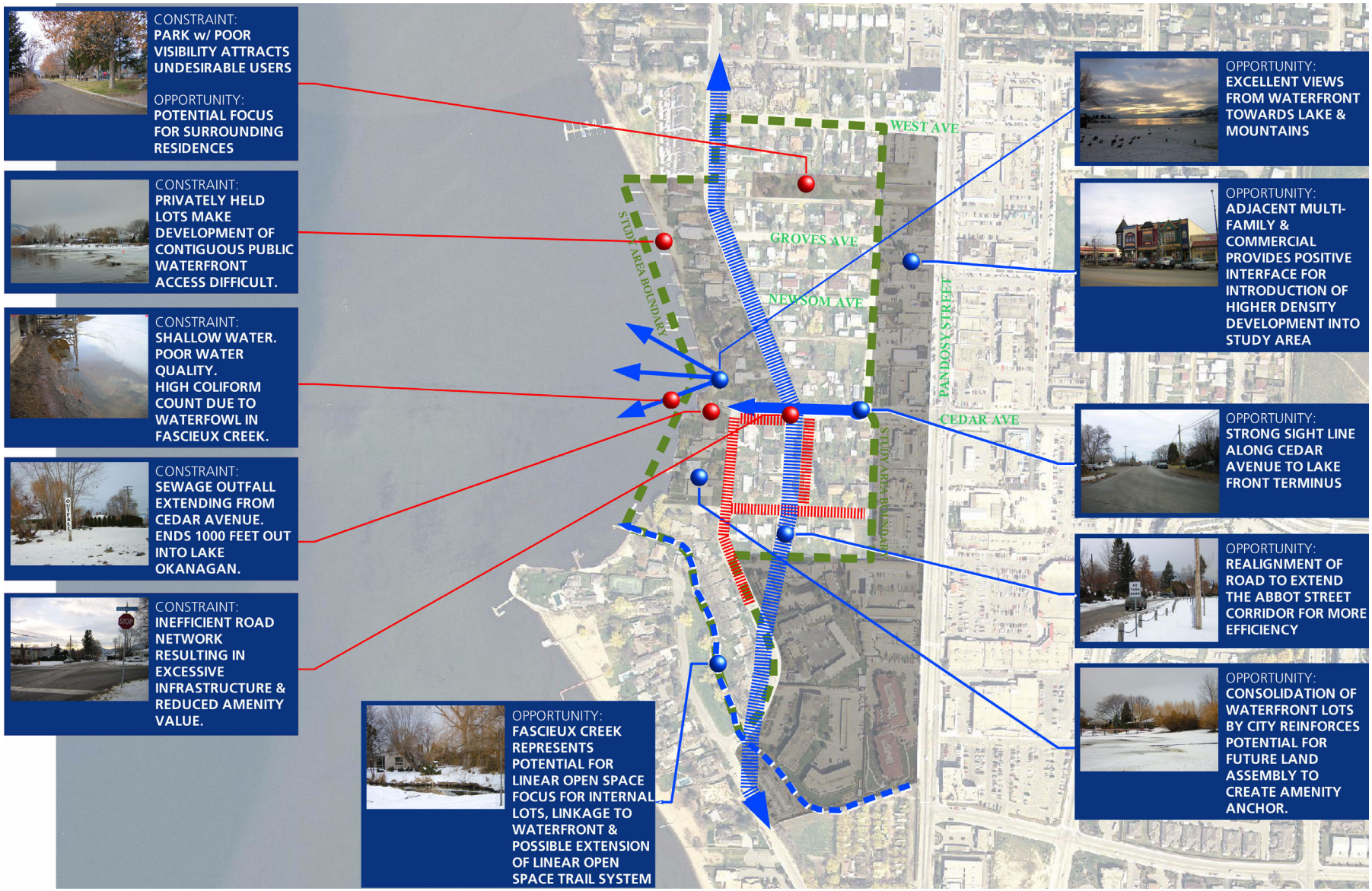
The study area is comprised of approximately 90 properties of mainly older single family homes. The City of Kelowna owns 11 lots on the waterfront and there is evidence of recent land assembly initiatives from the private sector. The road pattern within the study area consists of a network of city streets and lanes which collectively create a relatively complicated transportation pattern while resulting in an inefficient configuration of land parcels.

Natural features include the lakefront and Fascieux Creek with their associated public parks spaces. Fascieux Creek passes along the southern boundary of the study area, in generally an east-west orientation. Due to upstream waterfowl habitat influences, the creek has very poor water quality. This, along with a shallow bay and limited wave action due to the surrounding shoreline configuration, results in an elevated coliform count at the lakefront park, rendering it unsuitable as a swimming area. Possible extension of creek outlet into the lake could improve this condition. A summary of existing conditions as well as associated opportunities and constraints is contained in Figures 4 and 5.



Figure 4: Existing Conditions

Figure 5: Summary of Opportunities and Constraints



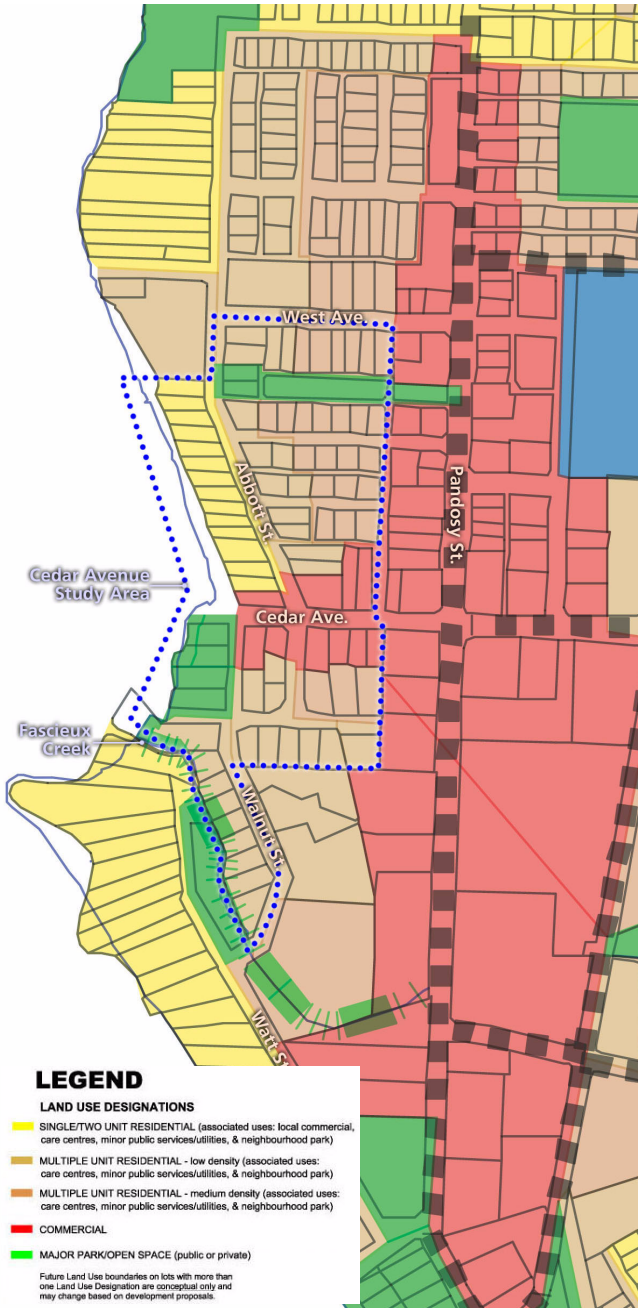
March 29, 2004



3.2 Existing OCP Designations

The Generalized Future Land Use Map illustrates existing designated land uses within the study area as approved through the public process. The plan contemplates a mixture of low and medium density multi-family residential on internal parcels with single family residential retained on both City-owned and non-City-owned waterfront lots. Cedar Avenue itself is designated for commercial development extending to Abbott Street. An enlarged waterfront park is depicted on City-owned lands. Please refer to Figure 6: OCP 2020 - Generalized Future Land Use Map.

Figure 6: OCP 2020 - Generalized Future Land Use Map





3.3 Summary of Sector Plan Recommendations

Below are objectives relating to redevelopment in the Cedar Avenue Area as expressed in the South Pandosy / KLO Sector Plan (1997):

Urban Form and Design

- protect scenic views and encourage the development of landmark buildings at key intersections,
- utilize architecture and built form to seamlessly "fit" new development into existing streetscape and reduce the mass in multi-family projects,
- limit height to 3 stories of residential development above structured parking; whereas commercial buildings may reach 4 to 6 stories,
- massing and density of commercial structures should be greatest along Pandosy Street / commercial core,
- avoid creating large blocks of land (over 5 ha. without through streets or parks) developed as medium density multifamily residential development.

Waterfront / Open Space

- strengthen relationship to waterfront through parks, access points and commercial development,
- network of open space to allow for active and passive recreation,
- waterfront access near Town Centre,
- integrate natural areas into developments to promote interpretive opportunities,
- acquire more waterfront lots in strategic locations to enable better public access along the foreshore,
- create green spaces to enhance environmental comfort and the experience of place and to facilitate social interaction and cultural events.

Neighbourhood

- protect integrity of outlying low density neighbourhoods.

Commercial Uses

- enhance commercial districts by integrating tourist facilities with strategic waterfront locations, especially restaurants,
- encourage accessible public open space that is compatible with the use and design of the building,
- strongly encourage special retail/boutique shops, restaurants and hotels, and eventually recreation and entertainment uses to expand the tenant mix and tourist atmosphere of the area.

Residential Uses

- higher density housing adjacent to Town Centre including a proportion of affordable housing stock,



- encourage mixed-use and multi-family residential buildings with usable exterior balconies and arcades. Also, encourage landscaping on the balconies and roofs of these buildings,
- encourage integration of special housing needs.

Transportation

- provide a commercial standard rear lane along the westerly boundary of the Town Centre separating the commercial and residential uses between Cedar and Wardlaw Street,
- close Watt Road at Lakeshore Road and improve beach area parking.

Area Specific

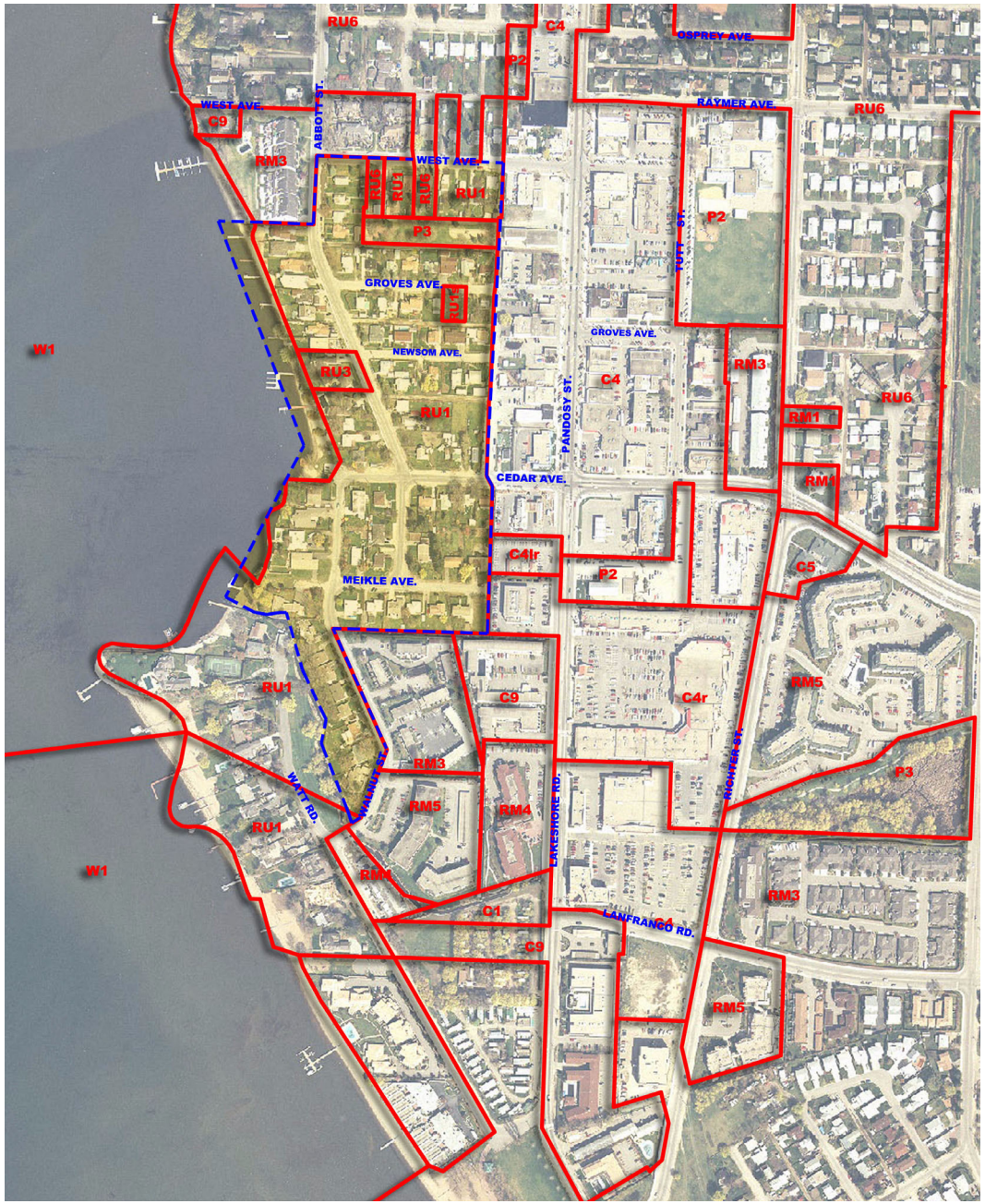
- consider a lakefront type restaurant / boutique shops at the western end of Cedar Ave. near the lake,
- consider re-alignment of the Abbott/Wardlaw, Cedar/Walnut/Meikle/Abbott and Watt/Walnut intersections to provide a more continuous flow of local vehicles from north to south, from Kinsmen Park to Gyro Park. In addition, consider redevelopment of the streetscapes of this Abbott/Watt corridor to appear as a grand residential "drive",
- encourage the development of residential buildings fronting on the Abbott/Watt corridor to present a grander or more stately image than other residential areas and that enhances the desired character of the corridor,
- recognize the need for a community centre in the South Pandosy/KLO sector.

3.4 Existing Zoning

Present zoning within the study area is predominantly an RU1 designation with the exception of limited interspersed parcels of RU3 and RU6 - all single family zoning designations with RU6 allowing for duplex dwellings. The only non-residential zoning designation is West Avenue Park within a P3 Parks and Open Space zone. See Figure 7: Existing Zoning Plan.

This zoning pattern does not conform to the recently adopted OCP Land Use designations. In order to establish consistency, future rezoning of study area lands will be required.

Figure 7: Existing Zoning Plan





3.5 Commercial Economic Considerations

The initiative to allow for commercial development on Cedar Avenue and the related economic feasibility implications rely on a number of key factors. These are summarized as follows:

- total amount of commercial space in South Pandosy Town Centre is 50,000 square metres according to the City of Kelowna. Of this total 16,000 square metres is on Pandosy Street located between Cedar and Wardlaw,
- only major retail tenants on Pandosy Street between Cedar and Wardlaw are Liquidation World and Lakeview Market,
- commercial development along Cedar Avenue may provide an opportunity for small independent retailers similar to those currently located along Tutt Avenue to find an affordable location in the study area,
- vacancy rate for commercial space along Pandosy is quite low (about 3%),
- rents along Pandosy currently range between $10-$20 per square foot for ground floor retail space and between $6-$12 per square foot for second floor office space,
- successful street retail locations require good exposure to significant levels of vehicle and pedestrian traffic, proximity to one or more anchor tenants and convenient on-street parking,
- pedestrian traffic and exposure to drive-by traffic along Cedar Avenue is minimal compared to Pandosy,
- existing land uses at three of the four corners of the Pandosy / Cedar intersection (two gas stations and a bank) make it difficult to get shoppers to "turn the corner" onto Cedar,
- no anchor tenant or major attraction at the west end of Cedar Avenue at the present time,
- possible anchor tenants include a major waterfront park, a waterfront restaurant, a lakeshore walkway, a resort development similar to Mission Shores and the Eldorado Hotel or some combination thereof,
- commercial development along Cedar Avenue would require street beautification similar to Pandosy and provision of parking along both sides of the street,
- commercial development along Cedar Avenue west of Pandosy could attract a lot of "non-local" traffic into the adjoining residential neighbourhoods,
- rents on Cedar will be lower than on Pandosy, making it difficult for one or two storey commercial projects to be financially feasible,
- allowing for mixed use development (ie. two or three storeys of residential over ground floor commercial) would help from a financial standpoint and could introduce a different mix of land uses into the study area (ie. live work studios).



4.0 Land Use Planning Scenarios

Based on the inventory and analysis of relevant data, discussions with local land owners, the City of Kelowna, and public input received during the focus group/workshop sessions, land use programming alternatives were established to govern the subsequent development of appropriate land use scenarios.

From the input obtained, three alternative land use scenarios were developed, employing the existing OCP Generalized Future Land Use Map as the benchmark for public endorsement. The following is a summary of the three land use scenarios which were generated and presented at the March 4th public open house.

4.1 Alternative Land Use Scenarios

The various features of the Land Use Scenario are supported in the following ways:

Scenario 1: Modified OCP Option

This scenario basically reflects land uses depicted on the existing OCP with minor adjustments to reflect rationalized land use/parcel boundaries.



Generally, medium and low density multi-family development serves as a transitional land use between the commercial use along Pandosy Street to the east and waterfront single family uses to the west. A significant commercial component is contained on either side of Cedar Avenue terminating at a large waterfront park located at the foot of Cedar Avenue on the lakefront. A total of approximately 272 residential units and 7080 square metres of commercial would be possible. Possible street closures include portions of Walnut & Meikle streets in addition to potential consolidation of some City lanes. West Avenue Park is shown to extend all the way to Pandosy Street to the east and to Abbott Street to the west. Figure 8: Modified OCP Option, illustrates this scenario as presented to the public.

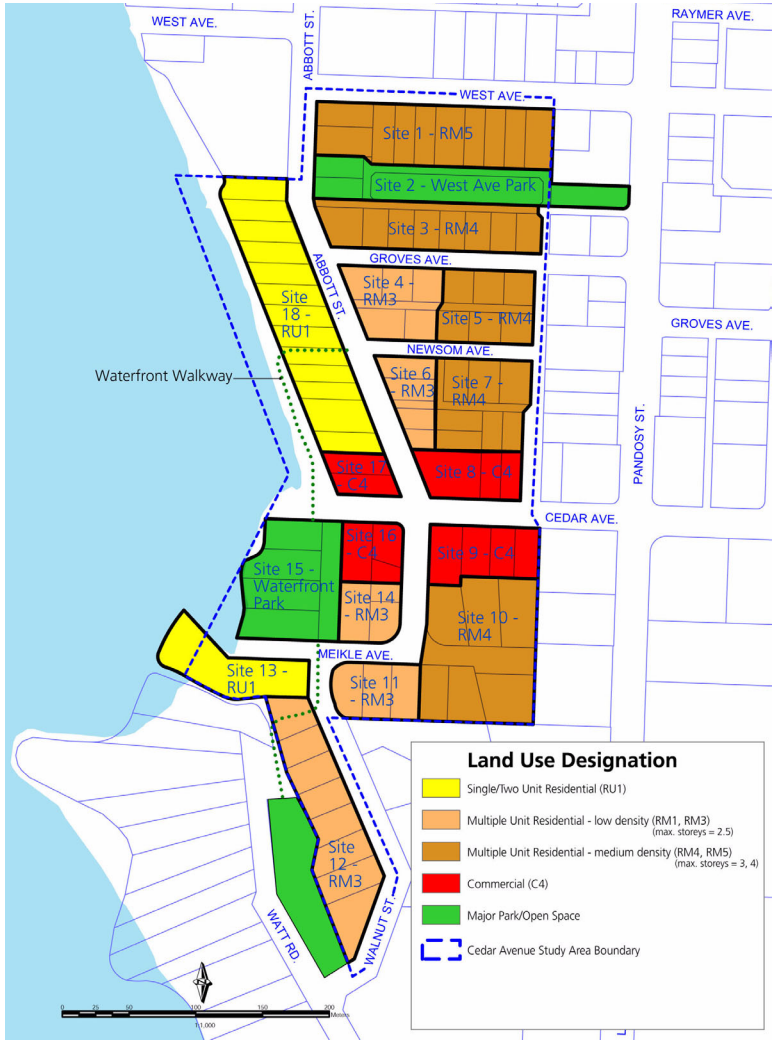


Figure 8: Modified OCP Option

Scenario 2: Lakeside Resort Option

This scenario represents a more bold land use statement, with the introduction of an approximately 5 acre site consolidated for a waterfront resort use extending to Abbott Street.

This scenario contains all low and medium density multi-family with no single family use retained. Street closures contemplated include portions of Walnut, Newsom and Meikle Streets as well as a portion of Cedar Avenue. In addition, the potential consolidation of city lanes is presented in an effort to create more efficient and usable multi-family parcels. Extension of the Abbott Street beautification program was also a consideration of this scenario. A significant linear waterfront park is proposed to be constructed from fill into the lake to the West. This park would include a possible jetty feature which could also facilitate a public boat moorage facility. Dredging the foreshore combined with extension of the Fascieux Creek outlet might render this a swimming area.

A reduced commercial component is contemplated due to the potential extent of the resort land base. A total of 455 residential units and a total of 3480 m² of commercial (including the proposed C-9 tourist commercial area) could be possible under this scenario. Figure 9: Lakeside Resort Option illustrates the proposed Scenario 2.

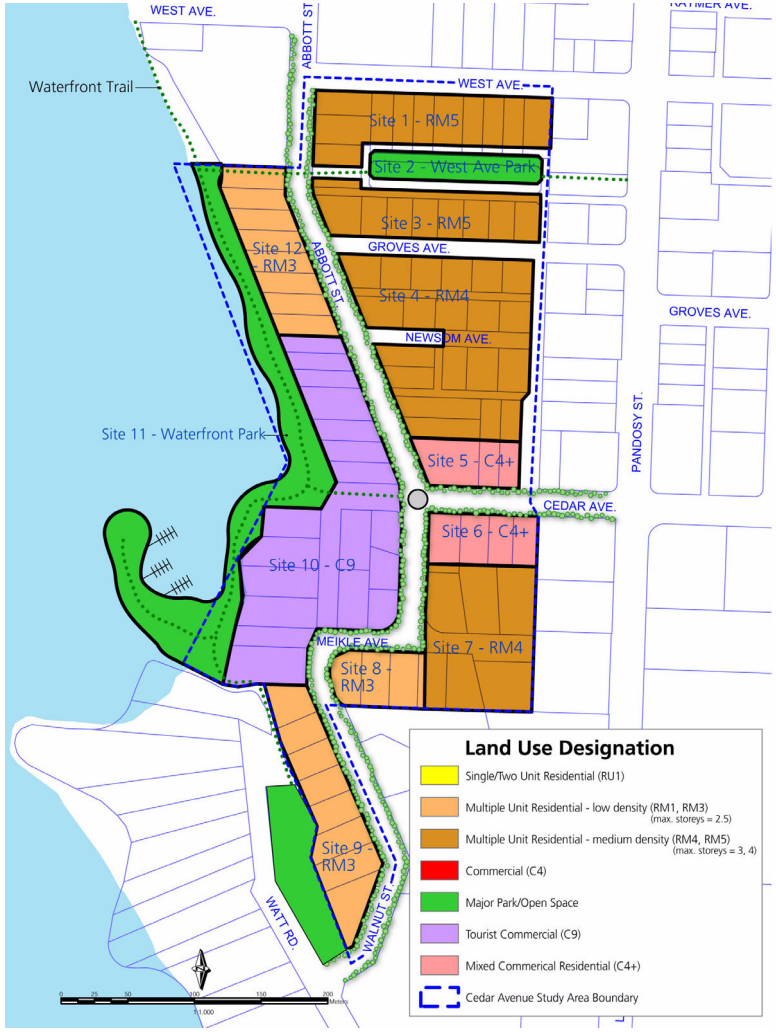


Figure 9: Lakeside Resort Option

Scenario 3: Waterfront Park and Road Realignment

This scenario was considered as a homogenized approach to achieving general OCP land use densities. It did not contain any real key distinguishing features, consisting entirely of low and medium density multi-family uses and public open space with commercial uses limited only to a waterfront restaurant.

This scenario illustrates realignment of Abbott Street combined with partial closures of Walnut and Meikle Streets and a portion of Cedar Avenue. City lanes may also be consolidated into possible future development parcels.

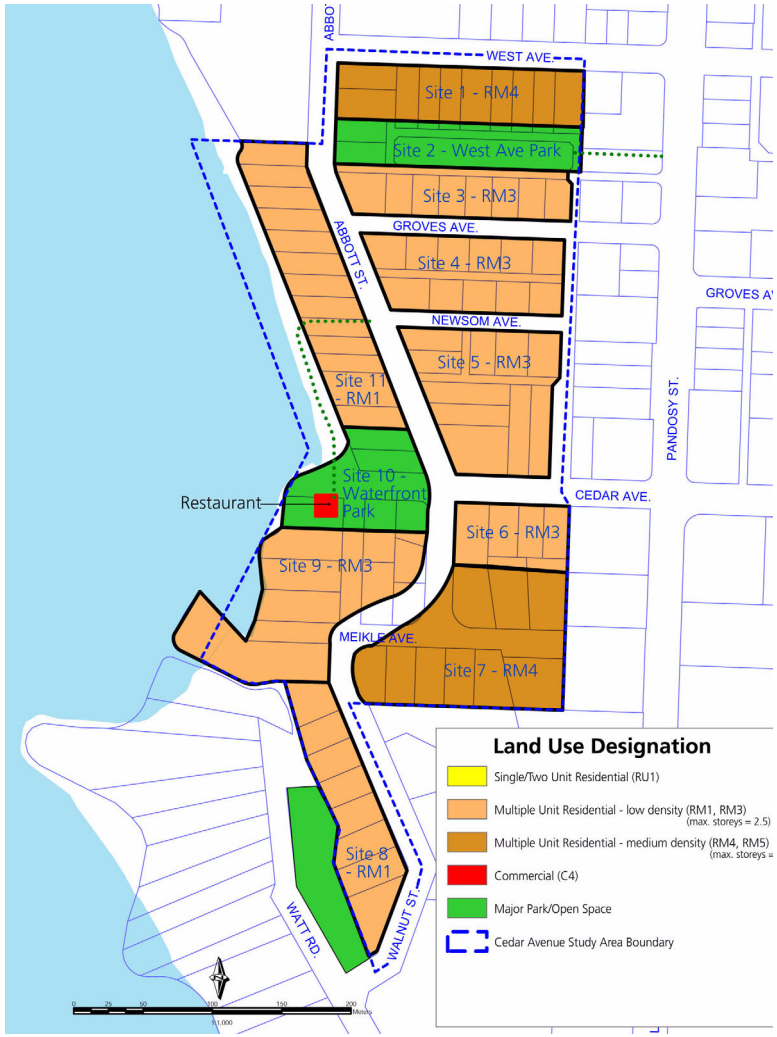


Figure 10: Waterfront Park and Road Realignment Option



4.2 Public and Stakeholder Commentary

As illustrated in Table 11: Survey Response Matrix, the public indicated predominant support for Option 2: Lakeside Resort, with notable support for features in Options 3 and 1.

Briefly, the public supported the following features:

1. Street beautification along Abbott Street.

2. West Avenue Park as configured in Option 1.

3. Mixed-use commercial development along Cedar Avenue.

4. Waterfront park as configured in Option 3.

In addition, it is acknowledged that some public requests are not part of the scope of a land use review or are not consistent with the City's Official Community Plan. However, they express views that stakeholders feel strongly about; these are listed in the bottom section of the survey responses.

How to read the Survey Response Matrix

The blue bands highlight an overall preference for a Development Option. While its associated features are listed below. Only positive responses for a feature were given a value ("1") and thereby summed. For example, under Option 1 feature "West Avenue Park" received 5 responses which means 5 people liked or generally preferred that configuration for West Avenue park. "X" indicates a requests to exclude certain features. Marking negative responses with an "X" allows us to scan through the matrix and visually survey unpopular features while it avoids "voting" against a feature.



Table 11: Survey Response Matrix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	Option Total	Feature Total
Option 1: Modified OCP		1							0.5	0.5					1																							1				1		1		X		**6**	
West Ave Park		1					1				1					1																		1					1								6
Cedar Ave Commercial									1						1			1																													3
Waterfront Park		1						1																																							2
Waterfront Walkway		1																																													1
Site 18 as RU1							1				1																																				2
Beach Access						0.5					1				1																																		2.5
Option 2: Lakeside Resort			1		1				0.5				1	1			1				1	1	1		1	1		1						1			1				1	1				X		**15.5**	
Waterfront Walkway/Park		X					1																																1		1							3
Walnut-Cedar Closure	X	X																				X									1																	1
Park extension into lake			1										1										1																									3
Marina	X																						1																									1
City Lands as park							1											1	1																													3
Mixed-use commercial			1				1																																		1				1				4
Lakeside Resort Hotel				X				X							X																																	0
Abbott Street Beautification		1	1				1								1																				1												5
Option 3: Waterfront Park & Road Realignment	1			1		1				0.5																	1			1	1	1			1	1										1	X	**10.5**	
Restaurant	X						1	X							1			1	1																									X					4
Waterfront Park				1			1																																						1		1			4
Beach Access						0.5																																											0.5
West Ave Park																											1					1																	2
Road Realignment	X						1							X								X	X		X																							1
Requests																																																
Lake preservation										1																			1									1	1								4
SF on Groves & Newsom						1	1																																				1	1		1		5
Restrict heights to 3 stories		1					1																																1							3
Site 8+7 - Opt 2 as RM5														1								1	1		1	1																					5
Fascieux Creek preservation		1																																1											1		3
Fascieux Creek area as RU1																																													1		1
Vehicle Parking	1	X																															1														2
SF on Abbott								1																																								1
Restrict heights to 2 stories						1					1																						1											1				4

4.3 Recommended Land Use Scenario

While three alternative scenarios were shown at the public open house, the Lakeside Resort option evolved as the generally preferred direction (see Table 11: Survey Response Matrix). This option was therefore used as a basis for the recommended land use scenario. Refinements to this option were made in response to comments received during the public open house and further input received from City staff. As a result, the final preferred land use strategy includes the following characteristics:











1. Site 1: Medium Density Multi-family RM5

- Properties designated to support 4 storey apartment buildings on both sides would support the Sector Plan goal of encouraging more housing in transitional areas.

2. West Avenue Park as Configured in Option 1.

- maintain an emergency access route through the park.
- allow local commercial tenants access to the lane parallel to Pandosy Street.
- landscape the park in a manner to support it as a public open space to avoid a private feel.
- establish clear sight lines from Abbott Street through West Avenue Park and the lane to Pandosy Street.

3. Street Beautification along Abbott Street.

- include bike paths and ornamental lighting.
- promote as a recreation corridor for more active modes of transportation such as walking and cycling.
- establish Abbott Street as the main north-south pedestrian connection.
- extend streetscaping treatments to locations outside the study area.

4. Mixed-use Commercial Development along Cedar Avenue.

- designate properties fronting on Cedar Avenue to permit ground floor commercial with residential above.
- place rear access lanes behind Cedar Avenue to service and strengthen the proposed mixed-use commercial.

5. Waterfront Tourist Commercial Site

- require a road closure of Walnut Street between Cedar and Meikle. Option 3 showed a waterfront park that was also popular. Option 2 can accommodate a waterfront park in a different configuration (such as shown on Option 3).
- allow for a clear pedestrian access through a green space off the end of Cedar Avenue.

6. Waterfront Walkway

- assess the environmental impacts of the marina portion of the park extension into the lake, seek Provincial approval.
- site walkway within 10 metre (dedication) of shore zone above the high water mark unless park extension receives Provincial approval.

7. Upgraded Interface between Fascieux Creek and Lake

- enhance this area of biological value.







- properties backing onto Fascieux Creek would permit townhouse development. It should be noted that this area is subject to leave strip standards to protect against human disturbance.

8. Site 12: RM3

- redeveloping to RM3 in terms of density increases would help create transitional areas. Despite the home/property values on this site, RM3 is achievable given the economic trends seen elsewhere along waterfront properties.

9. Road Realignment

- soften the hard curve along Abbott-Meikle-Walnut to facilitate movement through the area for all users while minimizing disturbances for local residents.

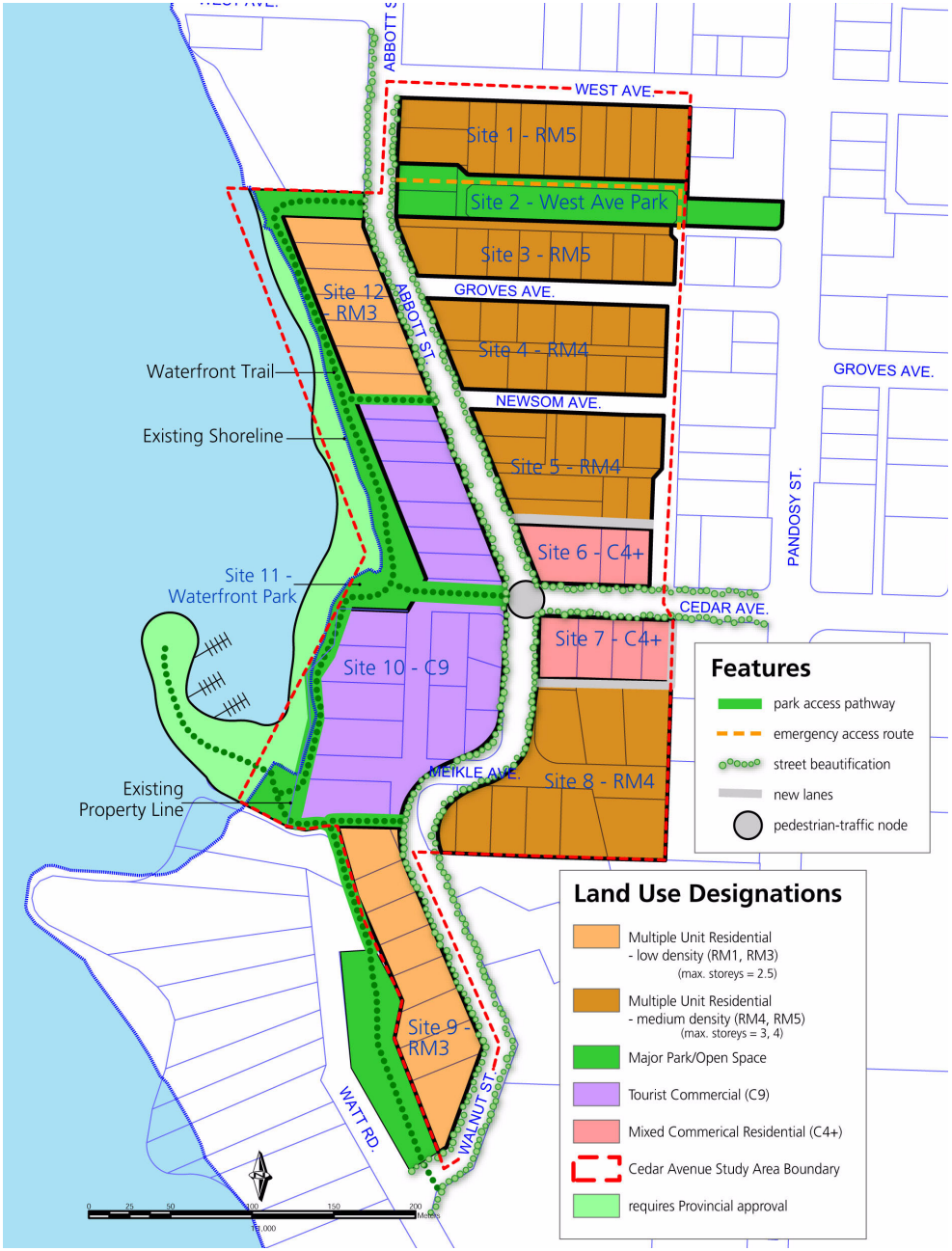
Table 12: Study Area Development Potential

Parcel Identifier	Proposed Zoning	Land Area(2	Assumed Building Form	Residential Development Potential(3	Commercial Development Potential(4
Site 1	RM5	7,923	four storey apartment	68 units	
Site 2	P	6,031	West Avenue park		
Site 3	RM5	5,930	four storey apartment	51 units	
Site 4	RM4	7,449	three storey apartment	42 units	
Site 5	RM4	6,479	three storey apartment	36 units	
Site 6	C4+	2,691	residential over commercial	26 units	1,340 sq m
Site 7	C4+	3,137	residential over commercial	32 units	1,640 sq m
Site 8	RM4	11,153	three storey apartment	63 units	
Site 9	RM3	7,057	townhouse	24 units	
Site 10	C9	19,851	tourist commercial	85 units	500 sq m
Site 11	P	6,801	waterfront park		
Site 12	RM3	5,294	townhouse	18 units	
Area Totals		89,796		445 units	3,480 sq m

1) Development Consulting Group and Stonefield Development Consultants estimates.
2) Land area in square meters based on information provided by the City of Kelowna.
3) Residential development potential assumes the maximum FSR which requires all parking under the building.
4) Development potential for sites 6 and 7 assumes ground floor commercial along Cedar Avenue and three storeys of residential above.



Figure 13: Recommended Land Use Strategy





5.0 Recommendations

The following sections provide a summary of the key values inherent in the preferred land use scenario along with major recommendations contained in the plan.

5.1 Summary of Process and Findings

The study process was conducted successfully resulting in the establishment of a preferred land use strategy for the Cedar Avenue study area. It represents the coming together of public and private interests for the long term benefit of the entire community. The land use strategy which has evolved represents a sustainable model from economic, social and environmental perspectives. It provides a focus for waterfront activity which serves as a tourist destination anchor complementing the existing well established commercial district on Pandosy Street thus reinforcing the identity of "Pandosy by the Lake" as a viable town centre. The scale of development is sensitive to existing and future surrounding uses while creating the required critical mass to ensure overall economic viability of land uses. Reclamation of the Fascieux Creek corridor and the lake foreshore will improve environmental conditions while significantly enhancing neighbourhood as well as community recreation values. Consolidation of land parcels through partial street closures and lane removal improves both vehicular and pedestrian circulation patterns as well as waterfront access. In retrospect, the process and study results reinforce the policies and strategies of the OCP and sector plan recommendations by completing and formalizing the next level of land use planning which was always contemplated.

5.2 Major Recommendations

Designating for Multiple Unit Residential

The Cedar Avenue area should permit an evolution from the older low density housing to a more transitional area of low and medium density housing stock. Any upzoning will encourage redevelopment; this process will occur regardless of land values. Generally, the greater the upzoning, the greater the financial incentive to redevelop and the sooner it will occur.

Under the appropriate zoning, most sites will redevelop to their highest and best use within a 10 year time frame. However, it is estimated that Site 12 may be the last one in the study area to redevelop, simply because some of the existing home owners will not be interested in selling regardless of price. If one or two property owners refuse to sell, it will be difficult to assemble a large enough portion of Site 12 to make for a viable project in the short run.



Facilitating Mobility

In order to increase safety and regulate traffic speeds, bikeway and traffic calming improvements are recommended. In its current configuration, the hard curve of the Abbott-Meikle-Walnut collector road may benefit from some softening since it might present congestion problems in the future if the area redevelops to higher densities and traffic increases as a result. The proposed plan would help reduce congestion and parking problems in the following ways:

- Providing strong neighbourhood connections through the area to encourage pedestrian travel,
- Creating mixed-use commercial areas would connect residents to their daily needs and reduce the need for vehicle trips,
- Designing a safe recreational corridor along Abbott Street to encourage active modes of transportation such as walking and cycling,
- Focusing traffic back onto major thoroughfares such as Pandosy Street, where it is more appropriate, instead of encouraging travel through neighbourhoods,
- Including traffic calming measures such as a dedicated bike laneway and traffic circle at Cedar Avenue and Abbott Street. The circle could also be a good location for public art.

Lane Access

Lanes and parking need to be placed where they are most strategically needed. It would be appropriate to provide access to the rear of the proposed mixed-use commercial sites along Cedar Avenue. In addition, providing on-street parking is preferable to any upgrading of existing back lanes (ie. the lane that parallels Pandosy Street) in order to lessen traffic into service areas. Any upgrade of the features on the proposed plan would help increase vital lane access in the following ways:

- maintaining the lane connection from the park to the commercial properties fronting Pandosy Street in order to service commercial tenants and emergency access into the park,
- maintaining Newsom Avenue open to traffic,
- reinforcing strong east-west traffic flow onto Pandosy from the study area.

Pedestrian Access

It is important to create appropriate public pedestrian connections both north-south and east-west. Pedestrian access through Site 4 could be ensured through strong development permit area guidelines that would include a requirement for public access easements. This would achieve control over development without having to resort to formal Right of Way designation which in turn could result in fractured and inefficient development parcels. In addition, the following recommendations apply to other sites:



- creating a strong north-south east-west pedestrian connection could be accommodated by extending Abbott Street streetscape treatments to other streets both inside and outside the study area (much of what happens may be development driven),
- establish clear sight lines from Abbott Street through West Avenue Park and the lane to Pandosy Street.

Development Nodes

Large blocks of consolidated parcels need to allow for pedestrian access. To be consistent with the terms of the study, the Land Use Alternative map illustrates areas of land use designation similar to the current OCP Generalized Future Land Use Plan. The exception being that roads are not coloured so they can be seen and addressed independently. Thereby the sites are represented not as development parcels but as zones of land use designation.

Public access could be secured through easements and development permits. This ensures that all the objectives related to pedestrian access and open space can be accomplished through a process that allows the staff to assess individual projects based on their merits. An additional overlay could be prepared to establish possible appropriate parcelizations. The recommended land use strategy would help connect the neighbourhood with the proposed development in the following ways:

- maintain critical site lines and a strong trail connection to the waterfront from Cedar Avenue.
- ensure that lakefront resort development be truly of a "tourist commercial" nature in order to avoid turning it into an exclusive residential development.

Parks

A link from the north end of the "waterfront trail" back into West Avenue park through the north-most lot would be desirable to strengthen the connection between the waterfront and West Avenue Park allowing pedestrians to travel from the commercial core along Pandosy Street, through West Avenue Park to the lake, then south to Cedar Avenue or Fascieux Creek.

The recommended land use strategy would help establish continuity in the park system / pathway system through increased connectivity in the following ways:

- maintaining a strong trail connection to the waterfront from Cedar Avenue,
- ensure that West Ave. park is landscaped to support it as a public open space to avoid a private feel,
- connecting the proposed marina to the Watt Road green space.



6.0 Implementation

Implementation of the preferred land use strategy will be achieved over time through different levels of land use legislation and guideline policy enforcement. These are summarized below.

6.1 OCP Amendment

Change long term land use policy as reflected in General Future Land Use Map and Development Permit Area Guidelines.

6.2 Phased Zoning Amendments

Site specific implementation of OCP land use designations by rezoning on a parcel-by-parcel basis in accordance with the City of Kelowna Zoning By-law, in response to land owner applications.

6.3 Subdivision

Consolidation and reconfiguration of development parcels and traffic systems in accordance with City of Kelowna subdivision standards, in response to land owner applications.

6.4 Development Permits

Implementation of existing environmental guidelines, and establishment of more detailed form and character guidelines to ensure execution of cohesive development which reinforces overall sense of place, environmental protection and open space access goals and objectives.

Require land owners to apply for public access easement through the development permitting process. Regulate private open space through zoning or within general multi-family development parcel guidelines.



7.0 Appendices

7.1 Stakeholder Workshop Panels

7.2 Public Open House Panels









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WATERFRONT CHARRETTE

Summary Report

ACKNOWLEDGEMENTS

City of Kelowna

April 16, 2014

On behalf of the consultant team, I would like to thank the following City of Kelowna staff for their assistance during the charrette process:

Graham Hood, Strategic Land Development Manager
Derek Edstrom, Real Estate Director
Doug Gilchrist, Community Planning and Real Estate Divisional Director
Danielle Noble-Brandt, Policy and Planning Department Manager
Alec Warrender, Planner II
Jodie Foster Sexsmith, Communications Supervisor

Additionally, we would like to thank the many individuals and groups who took part in the Charrette. Included, were participants from the following organizations:

Central Okanagan Development Commission
Central Okanagan Naturalists Club
Kelowna Paddle Centre
Kelowna Chamber of Commerce
Okanagan Mainline Real Estate Board
Pandosy Village Business Association
KLO Central Neighbourhood Association
Okanagan Mission Residents Association
Coalition of Kelowna Community Associations
Kelowna South Central Association of Neighbourhoods
Okanagan College
Urban Development Institute

I would also like to acknowledge our fellow consultants for their hard work and assistance in facilitating the 3 day design charrette process.

Sincerely,



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View of Okanagan Lake from Pandosy Waterfront

INTRODUCTION

The redevelopment of Pandosy Waterfront has been discussed, contemplated, deliberated and generally mulled over for more than a decade. The waterfront is clearly important to the Pandosy neighbourhood and the community as a whole.

- The Cedar Avenue Area Land Use Review (also known as the Stonefield report) was completed in 2004.
- In 2010 staff created a plan for the redevelopment of the City-owned properties on Abbott Street, north of Cedar Avenue with a focus on bringing "Pandosy to the Lake".
- The plan goal was to increase public interaction with the lake and to create an additional tourist commercial facility with a public restaurant.
- The disposition of the commercial portion of the site was intended to pay for park construction and allow continued waterfront investment in the area.
- After the public hearing in June 2011, Council did not approve the City-initiated rezoning application and requested that staff implement a new area planning and public consultation exercise.
- In July 2012, a Temporary Use Permit was provided for one of the subject properties (3050 Abbott) for use as a paddle centre.

- A new public engagement process has now been initiated. A design charrette (urban planning workshop), and other engagement activities to complete a site plan will provide an addendum to the Cedar Avenue Land Use Review that provides neighbourhood context for the site.
  - This includes design criteria for the site and the South Pandosy neighbourhood, as well as an outline of proposed future walkway connections.
  - Frank Ducote Urban Design was retained by the City of Kelowna to conduct a public planning and design charrette for the Pandosy Waterfront Neighbourhood and focusing particularly on the City-owned lands at the lakeside at the foot of Cedar Avenue.

CITY COUNCIL IDENTIFIED THE PANDOSY WATERFRONT PROJECT AS ONE OF ITS PRIORITIES FOR 2014

PURPOSE

Council understands there were concerns with the last version of project and approved a new engagement process in January 2014. A major component of the process is the design charrette, which provides the community an opportunity to work together toward a solution that can be implemented by Council.

Council recognizes that the community would like a neighbourhood context for the Pandosy Waterfront Project. The scope of this project has broadened to include the development of an addendum to the Cedar Avenue Area Land Use Plan. The addendum will outline design guidelines for the South Pandosy area. This is similar to the kind of design criteria and policy that was completed successfully for the Downtown Plan.

The Pandosy Waterfront properties are identified in the 2004 Area Plan and the Official Community Plan for a mixed use waterfront development. The goal is to bring year-round vibrancy to the area.

Council wants to move this project forward in a reasonable time frame. This can only be achieved with funding outside regular taxation.

Project Parameters
As part of the framework going into the engagement process, Council outlined a set of eight project parameters or guidelines for the redevelopment of Pandosy Waterfront.

These include:

1. Paddle Centre - Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet of space.
2. Financial Viability – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
3. Park – Incorporate a park and waterfront walkway as an integral part of the site
4. Pedestrian and Park Connections – Incorporate park and pedestrian connections to current and anticipated developments.
5. Parking – Design site and buildings to meet bylaw requirements for parking in future zoning.
6. Riparian Setbacks – Respect required riparian setbacks.
7. Council Policy – Adhere to or make recommendations for amendment to Council Policy 76 (Disposal of City Property).
8. Timing – Complete public engagement and any required rezoning by the fall 2014.







During a two day design charrette, four teams of community representatives and planning and design experts each explored possible scenarios for the Pandosy waterfront. Through a process of refinement, two options were ultimately presented at the Open House held on February 27, 2014. They are shown and described in Section 2, the Charrette Process. Public feedback collected at the event and also online by the City will be reported by staff separately and will help inform Council's deliberations. To assist in those deliberations, the consultant team's evaluation of the two options created during the design charrette and presented at the open house are further detailed in section 3.

The criteria shown in the chart, are a mix of objective and subjective (experiential) measures. No weight has been given to the criteria.

Discussion

There are similarities as well as key differences between these two options. In terms of similarity, they both recommend most of the 11 city-owned lots be used for a waterfront park, provide for a paddling centre, provide a public dock generally in the Cedar Avenue corridor, and recommend the same site for a potential hotel and associated amenities (cafes, restaurants) on adjacent privately owned land.

In measurable objective terms, Option 1 (Cedar Green) ranks higher in that it utilizes existing road alignments and thereby creates a larger park. By using existing streets it could be more feasible to develop the park in the short term. It also provides an opportunity for all season animation by providing a community center that could accommodate the paddle club, and other community programs and events. A rentable event space would also provide rent revenue for ongoing maintenance if not for capital improvements.

SUMMARY

In other objective as well as in a number of subjective terms, the assessment suggests that Option 4 (New Abbott Street Parkway) may have better outcomes. First, all land to the lakeside of the new Abbott Street would be public, affording uninterrupted views from both public and private lands. The street would thus help define the separation between public and private land. This new route would also be simpler and clearer to use than using existing roads. More waterfront frontage (i.e. More linear metres of waterfront) is public. There would be a definable shape to the waterfront park, rather than it being irregular and non-contiguous. This option would also create larger city-owned parcels and redundant street rights-of-way that could be sold to pay for desired amenities without added taxes.

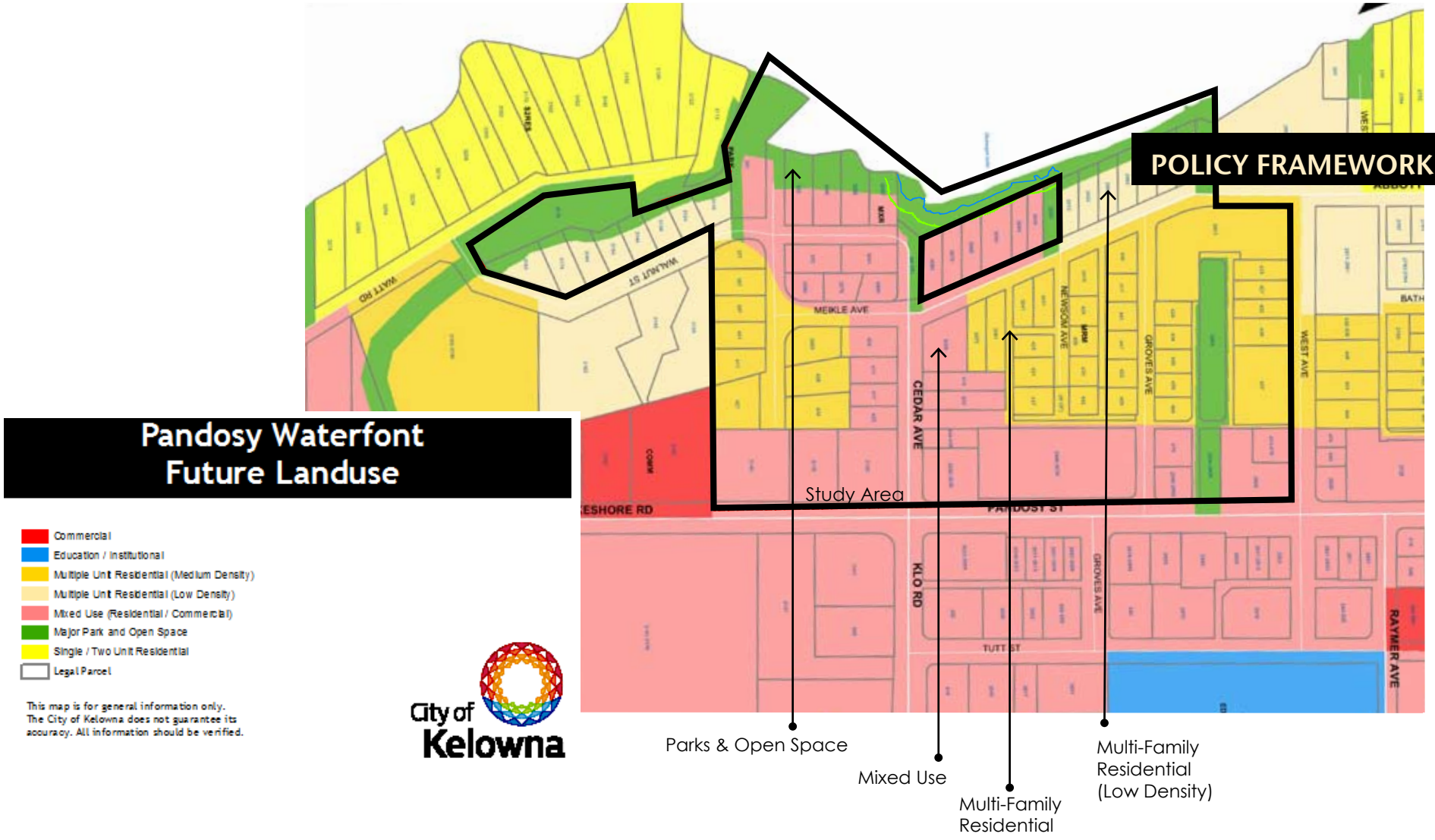
Further and very importantly, three out of the four charrette teams recommended some form of a new Abbott Street alignment rather than using the existing street rights-of-way.

CRITERIA	Option 1 Cedar Green	Option 4 New Abbott St. Parkway
	Uses existing alignment Abbott/Meikle/Walnut	Creates new direct alignment Abbott to Walnut
Simplicity of movement & wayfinding		√
Sense of ownership, public vs. private domains		√
Defined park space		√
Continuous views of lake		√
Park Size	√ 10810 m2	5740 m2
Respects riparian setback requirements	√	√
Maximizes publicly owned waterfront (linear frontage)		√
Paddling centre location	√ At Cedar Ave.	√ At Meikle Beach
Public dock, centrally located	√	√
Feasible implementation in short term	√ Uses existing roads	Closes & sells some existing roads
Ability to pay	√ 2 lots on waterfront	√ More land made available for sale

Conclusion

Given this assessment, the consultant team feels that two different and very exciting options were developed through the charrette process and, on balance, recommends that Council approve Option 4, the New Abbott Street Parkway, in principle and that schematic design commence simultaneously for both the new alignment and the new waterfront park. At the same time, there may be some features in Option 1 that Council may wish to incorporate into a refined direction, such as rehabilitated wetlands at the south end.

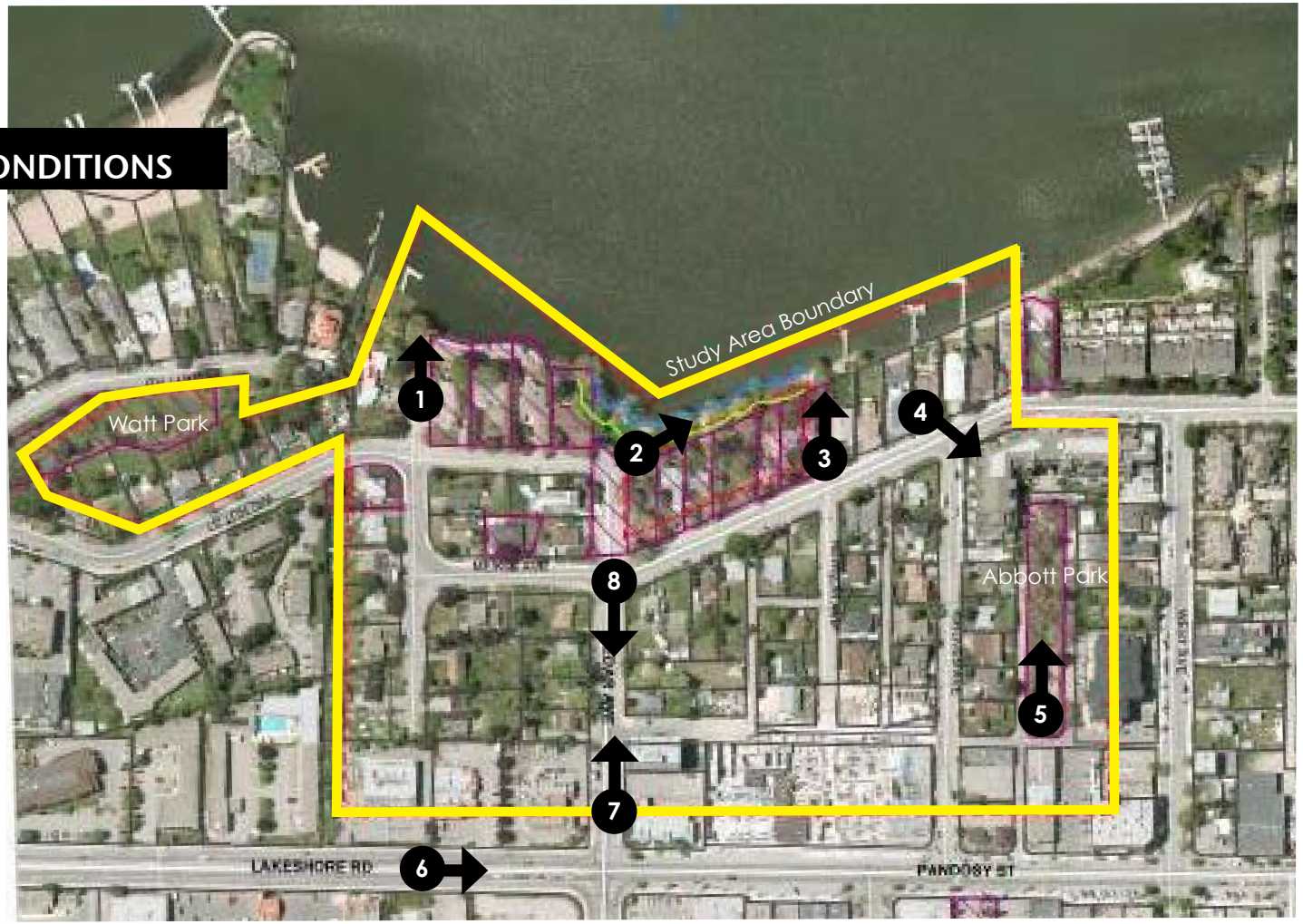
POLICY FRAMEWORK



The Cedar Avenue Land Use Plan anticipates a significant range of development opportunities to move toward a complete community. Major elements of the plan include:

- Mixed-use development concentrated on Pandosy/Lakeshore and to a lesser degree on Cedar Avenue and Abbott Street.
- Multi-family residential and to a lesser degree low density multi-family residential areas away from the streets noted above.
- A continuous waterfront path starting at Abbott Park to the north and linking through to Watt Park in the south.
- Mixed-use development on the eleven City- owned waterfront lots between Meikle and Newsom Avenues.

EXISTING CONDITIONS



Site photos shown were taken as indicated on this map

1



2



3



The study area is generally located west of Pandosy/Lakeshore Drive to the lake with Cedar Avenue providing the main access in the east/west direction. There are two waterfront parks relatively close, Kinsmen Park to the north and Gyro Beach Park to the south, each about half a kilometer away. Two small neighbourhood parks are located within the study area: Watt Park to the south and Abbott Park between Groves and West Avenues. Abbott Park connects from Pandosy to the lake via a right of way through the Abbott House development.

While both neighbourhood parks are wonderful local amenities, they are somewhat hidden from daily public view and are less used than they might otherwise be. Use of Watt Park is also hampered by the absence of a direct and convenient connection from Walnut Street.

Preliminary analysis of study area connectivity options



4



5



6

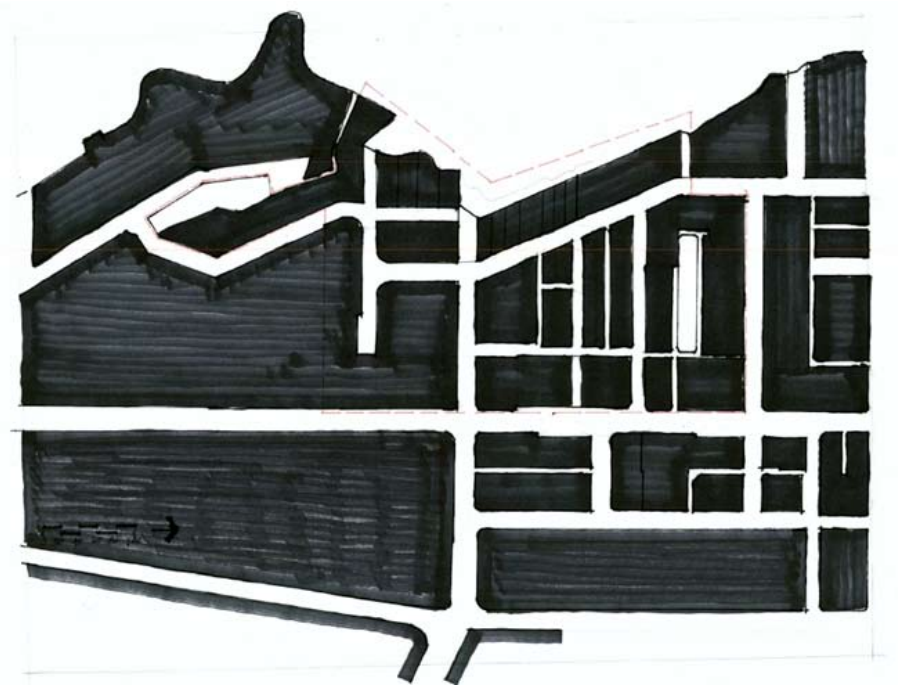


EXISTING CONDITIONS

Issues and Opportunities

The study area is characterized by an irregular and non-standard block, street and subdivision pattern, which together tends to create challenges both in orientation and circulation, as well as subdivision. Further, conventional off-street structured parking approaches are compromised by a high water table created by soil conditions and close proximity to Lake Okanagan. The result of all this is a need for simplification of movement and possibly other changes to street and block patterns and land assemblies that foster economic land development that is consistent with the general vision for the land use and density provisions of the Official Community Plan.

At the context scale, this figure-ground diagram illustrates the striking difference in block patterns and resulting connectivity – or lack thereof, between the area north of Cedar Avenue and the area south of Cedar Avenue.



7



8



DAY 1

CHARRETTE PROCESS





CEDAR GREEN NEIGHBOURHOOD

The Cedar Green Neighbourhood concept added principles that included:

- Paddle sports - Centre of excellence, active living on the water, events, training, programs (youth, adults, adaptive);
- Restoration - Include environmental restoration opportunities;
- Preserve park concept - Alternative funding model rather than selling city-owned properties;
- Allow greater height between Abbott and Pandosy Streets;
- Community Centre - Paddle club, programmable space, food trucks rather than brick and mortar restaurants, public pier and launch (car top boats only);
- Providing ample, accessible public parking;
- Improve pedestrian connections from Pandosy to the waterfront through 'green finger' park corridors; and
- Active commercial frontage down Cedar Ave. to Abbott St.

Team 1 - FACILITATOR GABE ROSS

Dom Vinci, Peter Courtney, Jim Bates, Caroline Grover, Christopher Miller, Jacqueline Tames, Jan Cornell and Fraser McIntosh

DAY 1

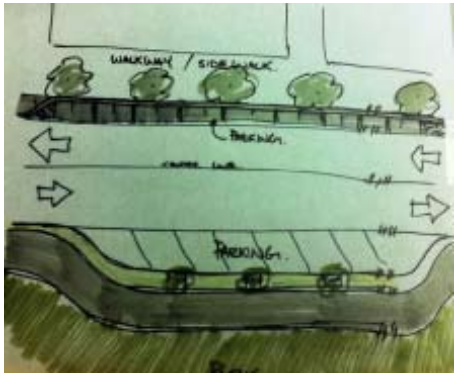
CHARRETTE PROCESS

NEIGHBOURHOOD

Principles include:

- Sell road closures and east end of waterfront lots at Abbott Street Crescent;
- P3 - Waterfront continuation of Abbott Street;
- Minor modifications to Official Community Plan (OCP);
- Increased value and development potential across from the par;
- Minor road re-alignment (Abbott Street);
- Restoration / naturalization of south end of park;
- Iconic public pier and paddle centre at end of KLO/Cedar, and
- Preserve future Watt Road connection.

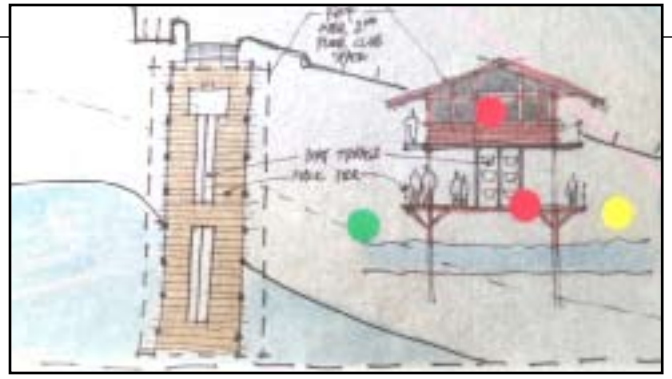


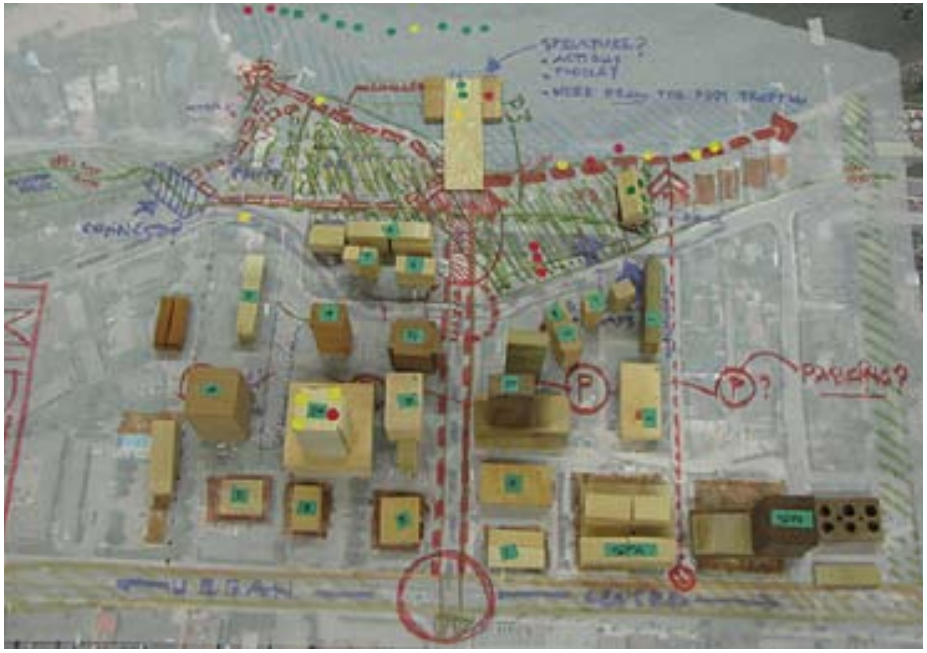




Team 2- FACILITATOR CAL MEIKLEJOHN

Kim Dodds, Richard Burroughs, Sandy Redman, Kevin Johnson, Shane Worman, Greg Christie and Sara McClellan







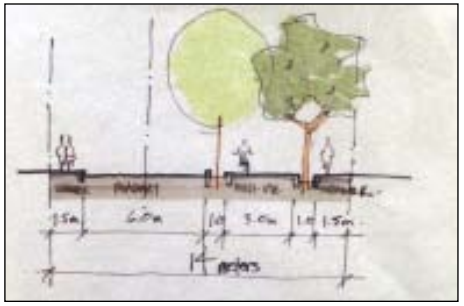
DAY 1

CHARRETTE PROCESS

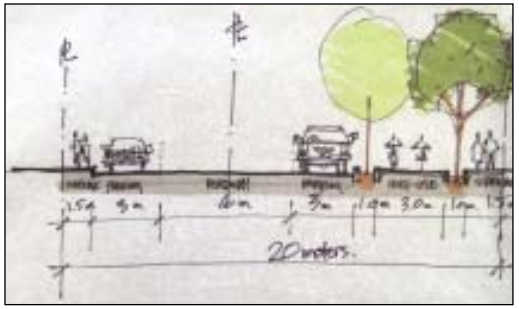
MIDTOWN NEIGHBOURHOOD

Midtown added principles including:

- Terrace - Town centre and water edge;
- Waterfront P3;
- Pier;
- Paddle Centre on four city lots south of Cedar Ave.;
- Discuss road re-alignment;
- Master plan parking.



Typical Cross Section of Abbott Street



Cross Section of Abbott Street at the park

Team 3 - FACILITATOR JIM MEIKLEJOHN

Mark Thompson, Ian Sisett, Albert Weisstock, Barb Watts, Ken Webster and Judy Dickson

DAY 1

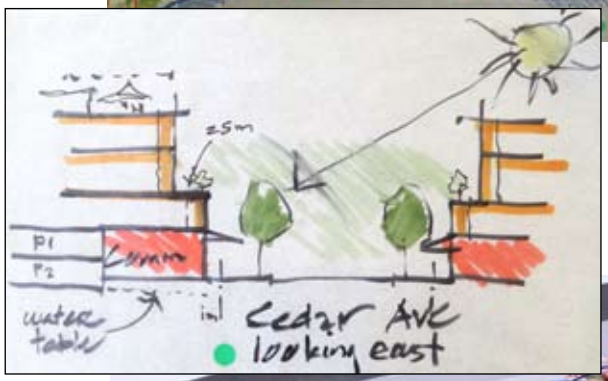
CHARRETTE PROCESS

NEW ABBOTT PARKWAY NEIGHBOURHOOD

Urban Design Principles:

- Improve connectivity, permeability and wayfinding with additional pedestrian connections to/from Pandosy/ Lakeshore ("green fingers");
- Traffic calming - Roundabouts;
- Identify the primary gateway at Pandosy/KLO/Cedar with landmark buildings and places of work, shops and residential developments to create a sense of arrival;
- Create a special sense of place through good urban design and outstanding architectural design, generally of a low to mid rise scale;
- Ensure lively frontages on Pandosy/Lakeshore, Cedar Avenue and Abbott Street with storefronts, cafes, and front doors to residential developments. Paddling Centre and restaurant as neighbours at south end;
- Creating value with park; and
- Ability for phased implementation.







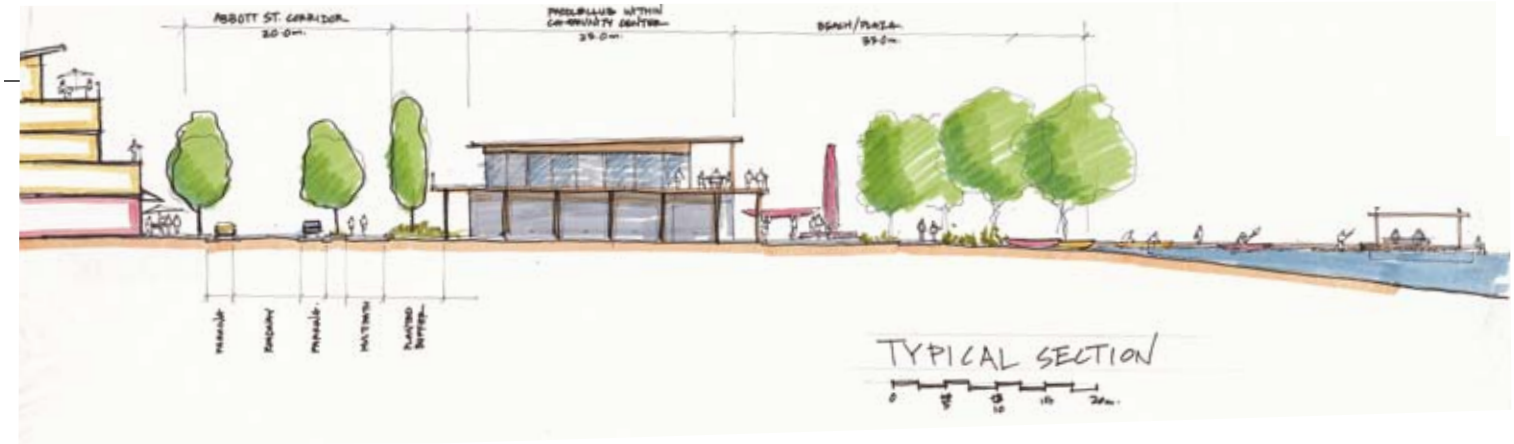
Team 4- FACILITATOR FRANK DUCOTE

Bob Whitehead, Bev Kalmakoff, Doug Hahn, Graham Kershaw, Kelly Roth, Wayne Judesch, Dave Cullen, Judy Dennison and Brenda Bachmann

DAY 2

CHARRETTE PROCESS





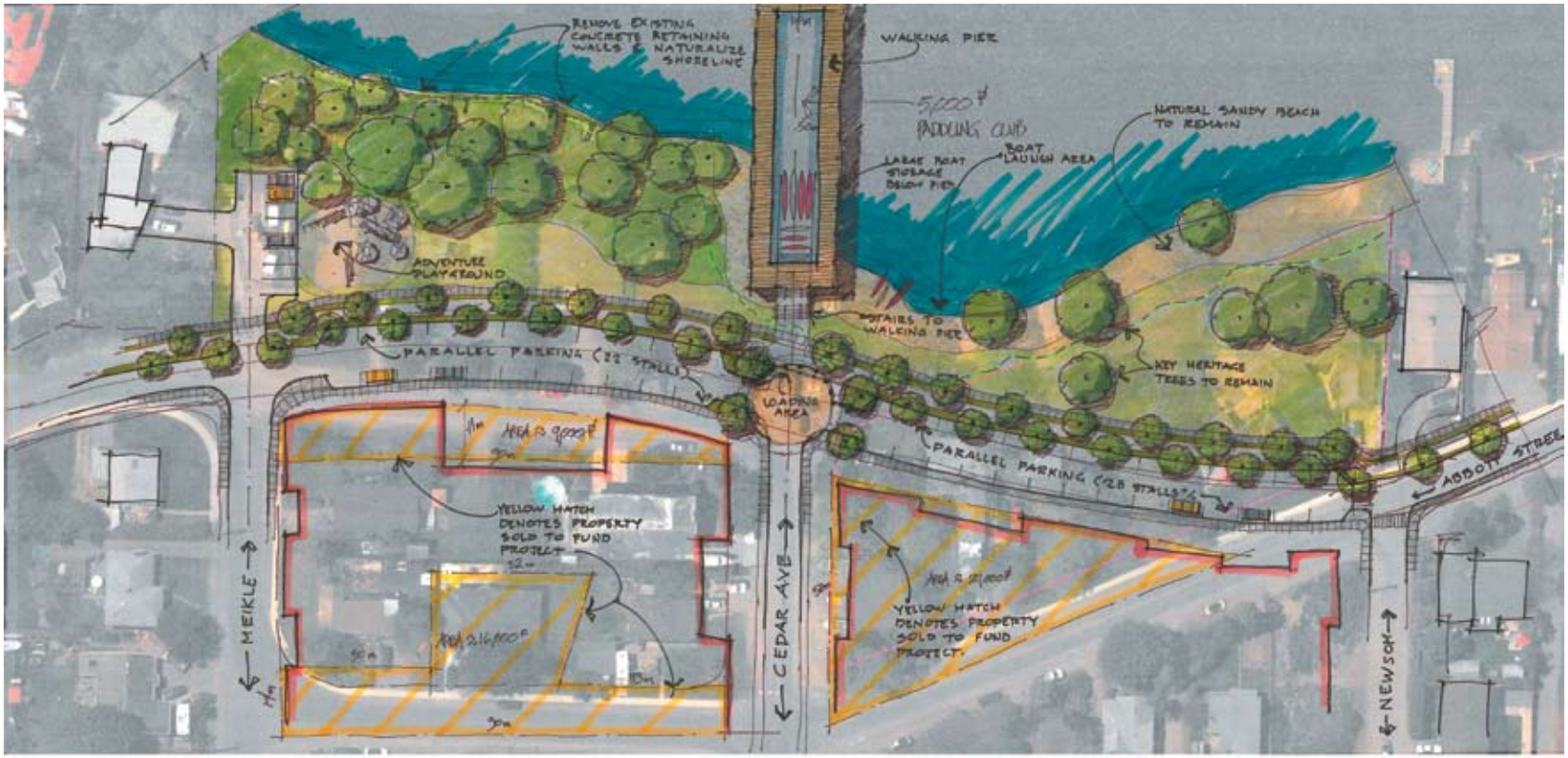
Team 1

CEDAR GREEN SITE DESIGN

- Yellow hatch indicates possible sale of two lots to fund park project;
- Bold central location for community centre and paddle club with landmark art piece;
- Redeveloping Walnut Ave. as a pedestrian promenade space with opportunity for temporary street vendors;
- Re-alignment of Meikle St. to extend Abbott St. south;
- Public Dock;
- Diverse programs with naturalized wetlands, outdoor classroom, and active lawn space, and
- Provide pedestrian and cycle connection to Watt Park.

DAY 2

CHARRETTE PROCESS



Yellow 'hatch' marks indicate proposed properties that could be sold to pay for park project

Team 2 SITE DESIGN

- Connect Abbott St. to Walnut St. with a curvilinear street to reflect the natural shoreline and the upgraded Abbott St.;
- Continue existing street character of the upgraded Abbott St.;
- Provide a vehicular connection to Watt Park from Walnut St.;
- Optimize configuration of remnant, non-waterfront city property to maximize development potential;
- Close "superfluous" road such as Meikle St.;
- Locate rowing club building on walking pier to create landmark and maximize usable area of waterfront park, and
- Restore/naturalize waterfront south of Cedar Ave., and
- Maintain sandy beach north of Cedar Ave.

DAY 2



Team 3 MIDTOWN SITE DESIGN

The initial "Midtown" concept was revised on Day 2, to have a direct curvilinear Abbott Street alignment. This change provided an opportunity to free up some City-owned land from the original seven waterfront lots and a partial closure and sale of the now-redundant portion of Abbott Street, shown with a dashed red outline. There was also the possibility of closing up and selling part or all of the block of Meikle south of Cedar Avenue and incorporating it into a consolidated site for future development.

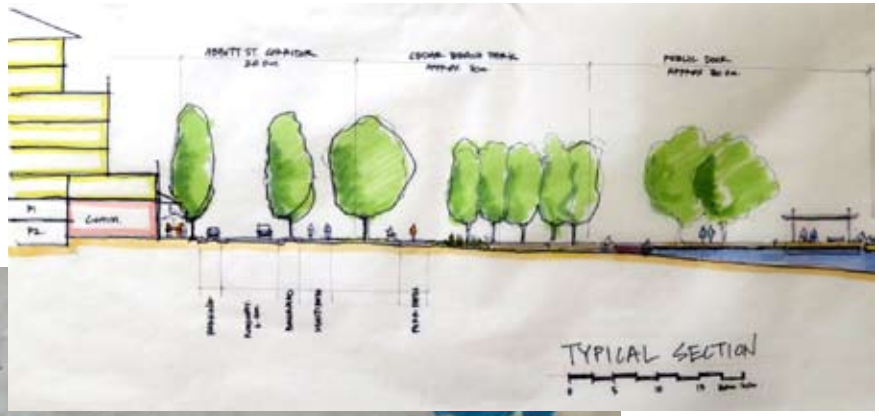
This change was done in part to provide a simpler way of moving through the area, and equally importantly, to provide a source of cost-recovery to go toward proposed public park and related amenities.

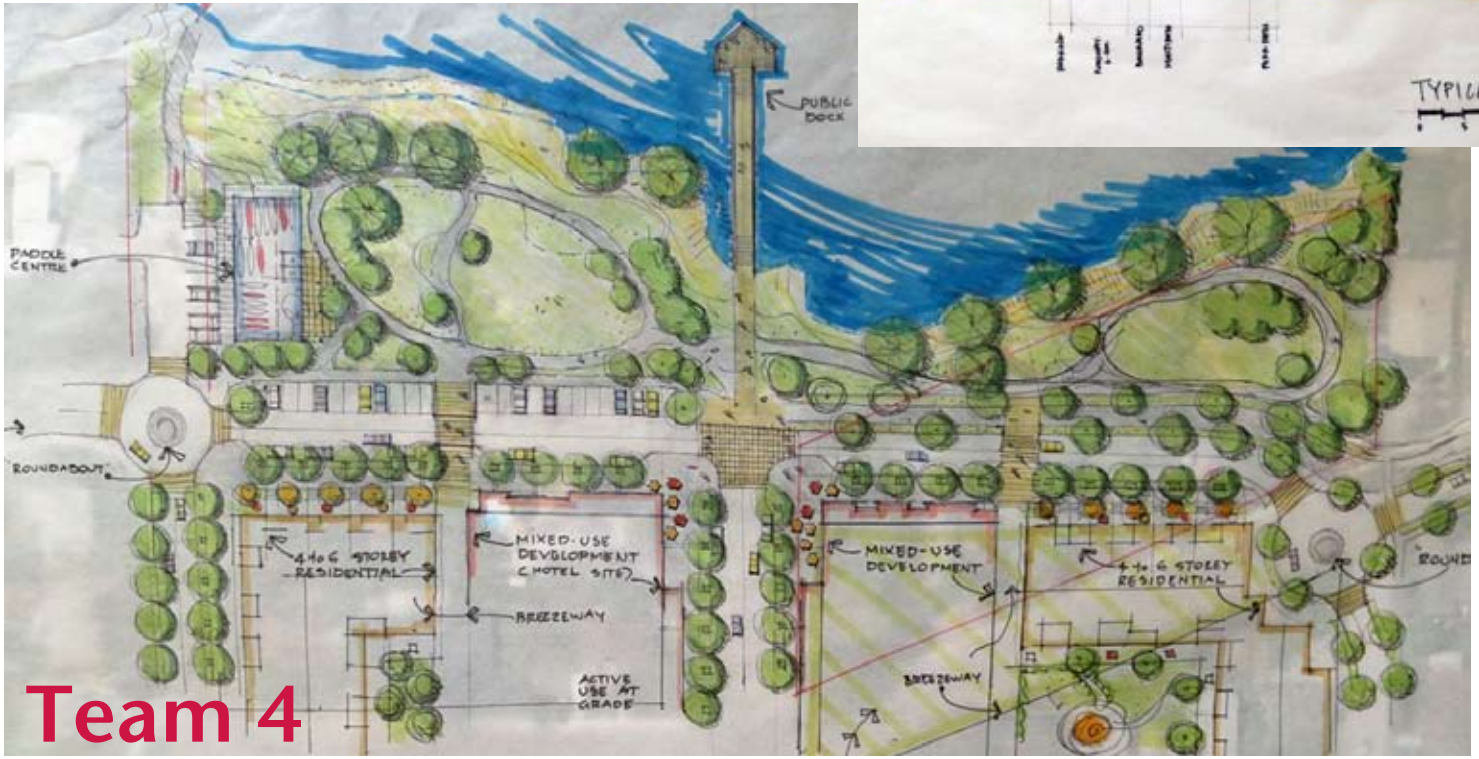
Key features of the plan include a central plaza, a Cedar Ave. dock and the Paddling Centre at the southerly end of the proposed waterfront park. Traffic calming measures and diagonal parking would together help to slow traffic through the park area.

The group also chose to stop at this point and not refine the plan further.

DAY 2

CHARRETTE PROCESS



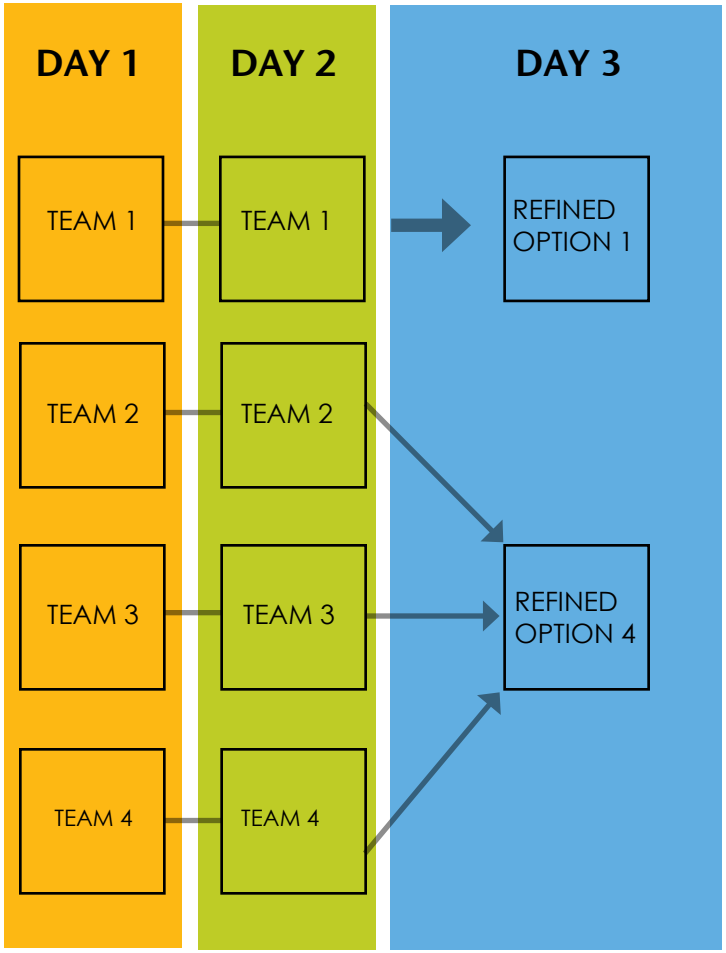


NEW ABBOTT PARKWAY SITE DESIGN

Based on the context planning of Day 1, this team reinforced the concept of the "New Abbott Street" alignment in this closer look at the waterfront site scale. Key features include:

- A new and straight connection between Abbott Street to the north and Walnut Street to the south, announced and traffic-calmed by roundabouts or T-Intersections in the park segment;
- Continuous public access at the lakeshore;
- Public on-street parking on the new Abbott Street Parkway, south of Cedar Avenue;
- Use of remaining City-owned land and closed parts of Abbott and Meikle made available for sale to pay for amenities (shown in yellow hatching);
- A location for the Paddling Centre at the terminus of Meikle at the lake; short term surface parking here should be available to the wider public for putting personal watercraft in the water;
- A central public dock for short-term non-motorized watercraft moorage; and
- A hotel and cafe/ restaurant site opposite the new waterfront park, up to 7-8 storeys to signal the importance of this location and to mark Cedar Avenue as the gateway to the lakeshore park.

CHARRETTE PROCESS



On Day 1, after an introduction to the process and a walking tour, the attendees were split into four random groups, each representing a range of interests. They spent the rest of the day exploring the context of the Pandosy study area. Each of the four teams created an overall broad vision of the study area in terms of land use, massing, movement and open space. While many aspects of the concept plans varied, in basic terms of the OCP, land uses were not significantly questioned with the exception of the City-owned waterfront lots. All teams considered park in some form of P3 zoning to be most appropriate.

Originally, it was the intent to work all of Day 2 to explore massing of development scenarios for the waterfront lots, but as noted, no mixed-use development was deemed acceptable by participants. Facilitators spent the remainder of the afternoon refining the four options for review in the second evening's drop-in session.

Day 3 was spent by the facilitator/designers refining the two main concepts, Option 1 and 4 in 3D model form for review at the public Open House on Thursday, February 27.

Two main differences in approach emerged by the end of Day 1, largely as a result of the study of movement and circulation to and through the community. On Day 1, Teams 1 and 3 initially showed the Abbott/Meikle/Walnut alignment, while Teams 2 and 4 opted for a direct connection between Abbott Street and Walnut Street.

Notably, on Day 2, further teamwork by Team 2 led them to also recommend a direct Abbott/Walnut connection alternative as well. Although not a consensus, it was clear that there was more support for a direct Abbott/Walnut alignment than the other, more circuitous option.

Since the two approaches contrasted so greatly, it was decided that they would be refined further at a detailed level for eliciting informal public feedback by the charrette teams at the evening drop-in session at the end of Day 2.

DAY 3

CHARRETTE PROCESS

REFINED OPTION 1 : CEDAR GREEN

Large-scale 3D models of Options 1 and 4 were built by the facilitator/designers to demonstrate terrain, and for comment and feedback at the public Open House event at the end of Day 3. The statistics for the waterfront park are shown below.

Note: Plan provides two northern lots identified for possible sale

- Within the riparian areas: total 3010 m2
- Hardscape (paths, plazas, etc): 760 m2
- Softscape: 2250 m2
- Parkland (Publicly owned land including paddle center and other built objects) to the edge of curb of Abbott St.: 10,810 m2



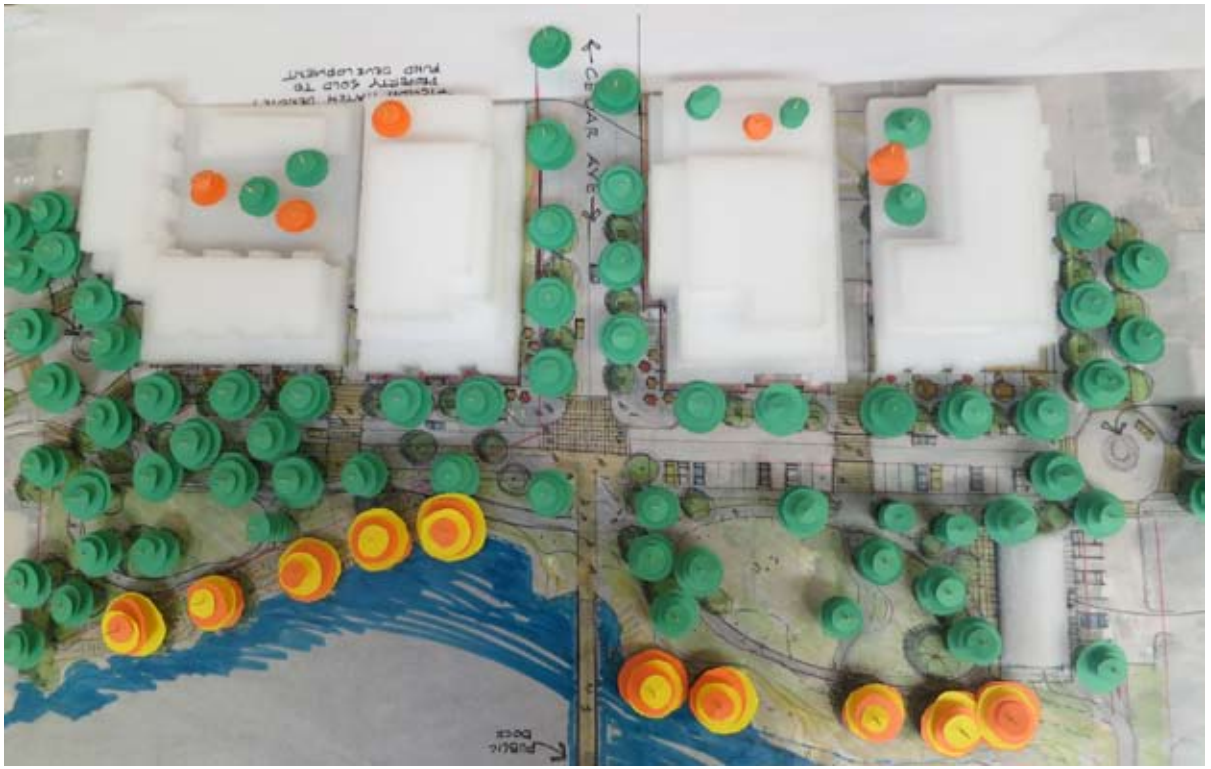


DAY 3

CHARRETTE PROCESS







REFINED OPTION 4: NEW ABBOTT PARKWAY

- Within the riparian areas: total 3660 m2
- Hardscape: 275 m2
- Softscape: 3385 m2
- Parkland (Publicly owned land) to the edge of curb of Abbott St: 5740 m2











PUBLIC ENGAGEMENT PROCESS



Two informal, public drop-in sessions were held on the evenings of Feb. 25 and 26 followed by a formal Open House on Feb. 27. A "dotmocracy" process was used as part of the charrette process, to evaluate public impressions of work completed from Day 1 and Day 2.

On each of the first two nights, visitors were given 3 dots of each: green, yellow and red, representing strong support, mild support and no support respectively. This page shows 3 elements that the public strongly opposed. They were:

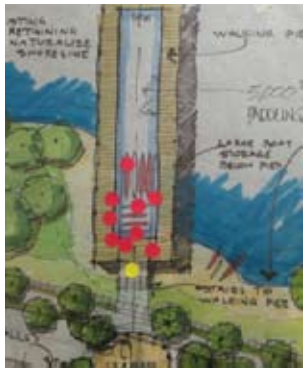
1. Excessive building height (above 8 storeys);

2. Sale of two lots on the waterfront;

3. Paddling Centre on the proposed dock.

It should be noted that initial negative reactions of viewers were often moderated through discussion with charrette participants. The paddling centre on the dock was one of these ideas where people changed their outlook upon discussion. However, the "dotmocracy" exercise was not repeated on the open house on Day 3. Instead, a questionnaire was distributed that would provide more detailed feedback on refined Options 1 & 4. Staff will report this feedback as well as online surveys conducted separately by the City of Kelowna.

1



2



3



PUBLIC ENGAGEMENT PROCESS

Process Summary

The City of Kelowna's public engagement process for Pandosy Waterfront ran from January 20 – March 7 with a general timeline as follows:

- Jan. 20 – City Council approves public engagement process for Pandosy Waterfront
- Jan. 27 – Online engagement tool (getinvolved.kelowna.ca) opens for idea generation and feedback
- Feb. 24 – All feedback collected on or before Feb. 21 provided to charrette participants for consideration
- Feb. 25/26 – Two day charrette
- Feb. 25/26 – Public review of charrette work at the end of each day
- Feb. 27 – Open House with refined charrette designs
- Mar 4 to7 – Charrette material available for viewing at City Hall
- Mar 7 – Last day for feedback collection

While the design charrette was identified as the main focus for public input into the design of Pandosy Waterfront, the overall engagement process also included other opportunities to ensure broader public participation. A separate summary of feedback gathered through the process outside the charrette, will also be provided to Council.

The City also collected public feedback through:

- An online engagement tool (getinvolved.kelowna.ca) with over 123 ideas and 580 comments on the ideas;
- Two public review sessions of the work completed by charrette participants with over 110 people attending and 45 feedback forms collected;
- An open house with over 250 people attending and 136 feedback forms collected;
- Face to face meetings with community organizations, major land owners and residents;
- Correspondence to staff as well as Mayor and Council through email, mail and telephone.

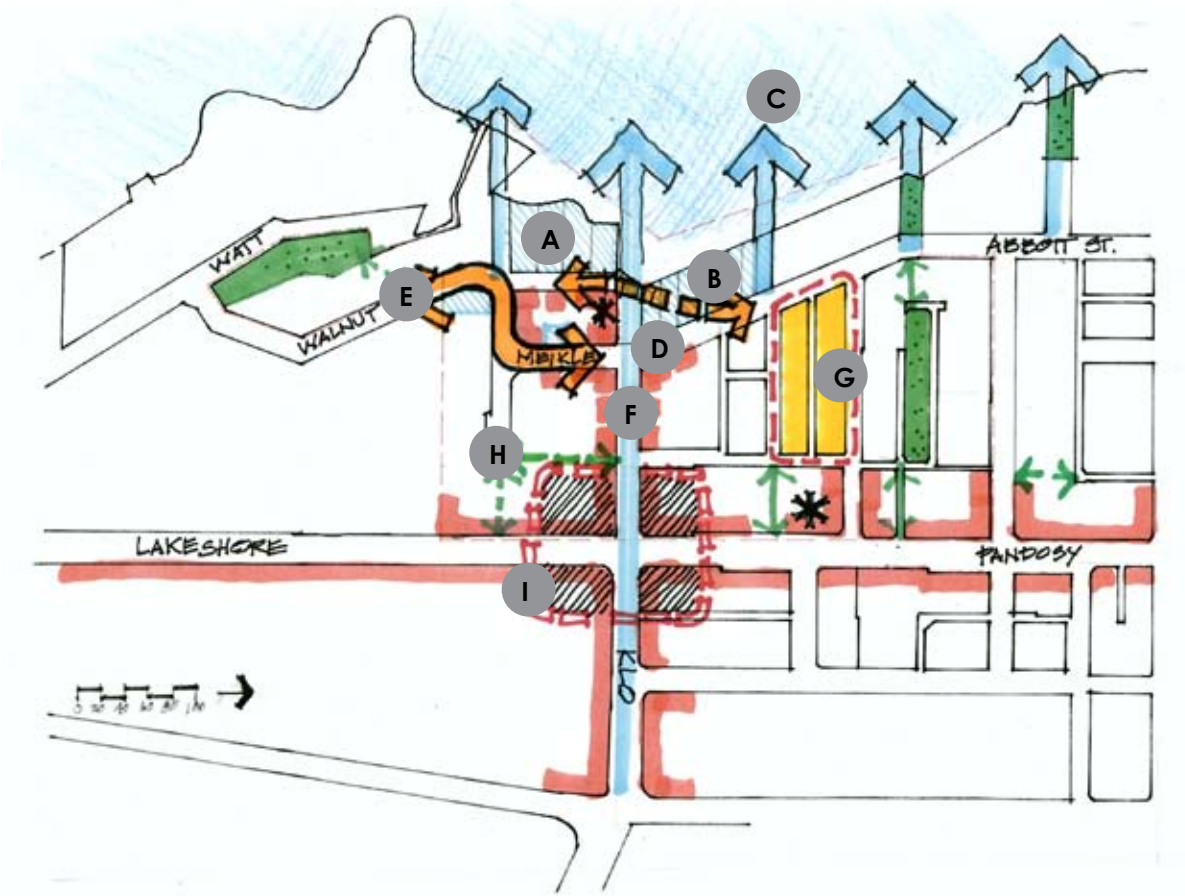
A Balanced Table

The stakeholder list for the charrette was developed in cooperation with the KLO Central Neighbourhood Association. Stakeholder groups represented the diverse interests of the neighbourhood as well as the rest of Kelowna including community, business and neighbourhood organizations. Each stakeholder group chose its own representatives and a lottery was used to select an additional four seats for neighbourhood residents and four residents at large (Kelowna residents outside the Pandosy neighbourhood). In total there were 30 charrette participants with over half either residents or representing resident associations. The group looked at the site from these diverse perspectives to come up with a solution for the site.





URBAN DESIGN IDEAS



This diagram summarizes a number of the big moves arising from the design charrette and related consultant urban design analysis. They include:

A. Incorporate four additional City-owned lots and two road ends into the site design.

B. Use the direct new "Abbott Street Parkway" alignment rather than the indirect route.

C. Protect street-end views to the lake wherever possible.

D. Potential hotel/restaurant site.

E. Provide a pedestrian connection to Watt Park from Walnut Street. (Location to be determined)

F. Choice of use at grade on Cedar Avenue, but with preference for small local shops and services. Note: C4 zone requires commercial space at grade.

G. Shallow-depth lots provide opportunities for dense ground-oriented row houses.

H. Seek new connections and "green fingers" from Lakeshore and Cedar Avenue to fully integrate the Meikle Avenue area with the larger neighbourhood.

I. Reinforce the KLO/Cedar/Pandosy/Lakeshore intersection with small floor-plate and well-designed mixed-use developments up to twelve storeys in height.

This section summarizes urban design ideas that evolved from the charrette and may have implications for future physical planning or rezoning applications that seek development variances. Where ideas vary from existing land use policy and/or zoning provisions, further consideration by staff and Council is required that go beyond the scope of the charrette.

URBAN DESIGN IDEAS

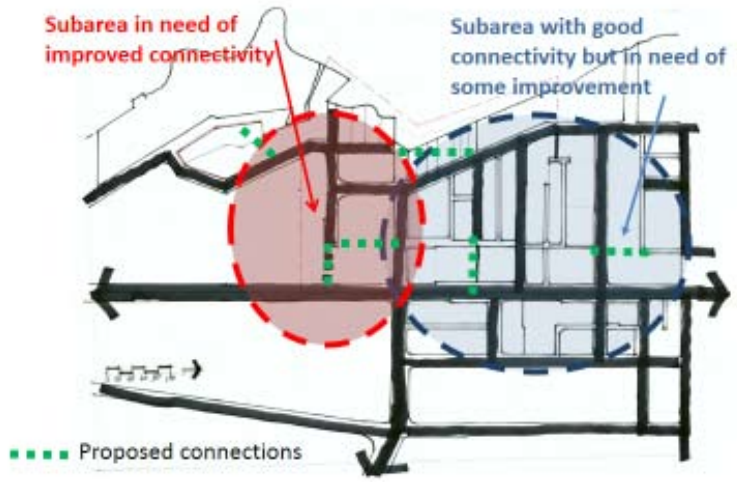
Movement, Connectivity and Wayfinding

Streets provide the fundamental organization of an urban area and they shape the way we perceive a place, that is, our sense of orientation and ability to find our way. Street patterns create blocks and subdivision patterns, which together create a physical framework for future urban development.

The single most important issue is how to complete and connect the Abbott Street multi-use corridor through the study area. Thinking to date has been to do this by means of the current streets, Abbott to Meikle to Walnut, with some adjustments for better intersections. An alternate desire line was identified through the charrette process that would directly connect Abbott to Walnut Street, thus eliminating the circuitous Meikle Avenue "fishhook" turn.

As the diagram shows, there are parts of the study area where there is a connected street and block pattern and others where connectivity and wayfinding can be improved. These are generally north and south of Cedar Avenue, respectively. The southerly area, where Abbott Street, Meikle Avenue and Walnut Streets converge, is confusing and not easy to navigate. Further, there is no connection to either Lakeshore or Cedar Avenue. The absence of these key links is a deterrent to logical and well-integrated development of parcels south of Cedar.

Dashed lines indicate recommended connections as further described below.



Recommendations:

1. Connect Abbott Street directly to Walnut Street to dramatically simplify and improve circulation as well as the sense of orientation. (Team 4 called this route the "New Abbott Street." Others call it "Abbott Parkway.")
2. Provide a pedestrian and bicycle link from Meikle Avenue to Lakeshore Drive, as a well-landscaped "green finger" similar to the existing pedestrian link to Abbott Park.
3. Provide a north-south vehicular link from the east-west segment of Meikle Avenue to Cedar Avenue, generally in alignment with the existing lane west of Lakeshore. This need not be a full street dedication but should meet standard emergency vehicle requirements.
4. Complete the service lane north of West Avenue.

Parks and Open Space

From the outset, the future disposition of the city-owned lands on the waterfront was the most contentious issue for participants in the charrette, and by the end of Day 1 it was very clear that there was little support for mixed-use development of these lots. As a result, all four teams incorporated all eleven city-owned lots, plus two road ends, and the Cedar Avenue lot into the site design. Please refer to Section 2 for a full discussion on this subject.

The parts of the waterfront are different from each other in important ways. The northerly section provides more of a sandy beach condition while the section south of Cedar Avenue is muddy in places. The latter are could be considered for habitat restoration if required by the Ministry of the Environment. If so, then Refined Option 1 would like receive a more important consideration than Refined Option 4.



URBAN DESIGN IDEAS

Land Use

All teams generally supported the land use and density aspects of the OCP, with the following potential specific refinements.

Recommendations:

1. Intensify Commercial/Office Uses at Pandosy/ KLO/Cedar

Teams recognized this as a major significant corner that identifies the area and serves as a gateway to the waterfront precinct. It also has significance for public transportation as a potential transit hub. As such, there is an opportunity for additional height at these four corners to symbolize and strengthen this important role.

Heights in excess of the OCP limit of 8 storeys may be considered if certain design and land use criteria are met. These include provision of a rhythm of small storefronts at sidewalk level to screen structured parking and the provision of job opportunities in terms of office space and live/work opportunities on at least two floors. Residential use above grade is not considered a sufficient criteria for additional height above the OCP limit in and of itself. A third and most important criterion is design excellence and shadow performance. Final heights should not exceed 12 storeys. (This would require a DVP to the C4 zone.)

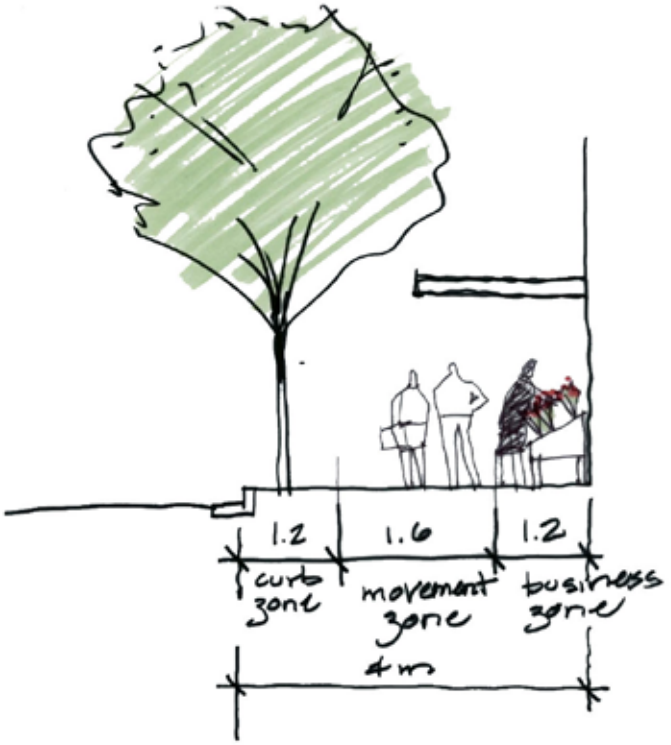
2. Choice of use on Cedar Avenue and Abbott Street

Charrette participants generally supported commercial uses at grade on Cedar Avenue, consistent with the OCP. However, on the second day of the charrette, the Urban Development Institute advisor suggested that the likelihood of retail viability away from the main arterials is constrained not only by lack of exposure but also by the potential requirement for a second level of structured parking. In his view, the costs and space requirements for ramps for two levels of parking may make off-arterial commercial use a challenge.

Given this, flexibility in ground floor use is recommended, but local-serving commercial frontages are still encouraged in order to provide vitality and walking-distance service to the growing community.



Suter Brook development in Port Moody, BC



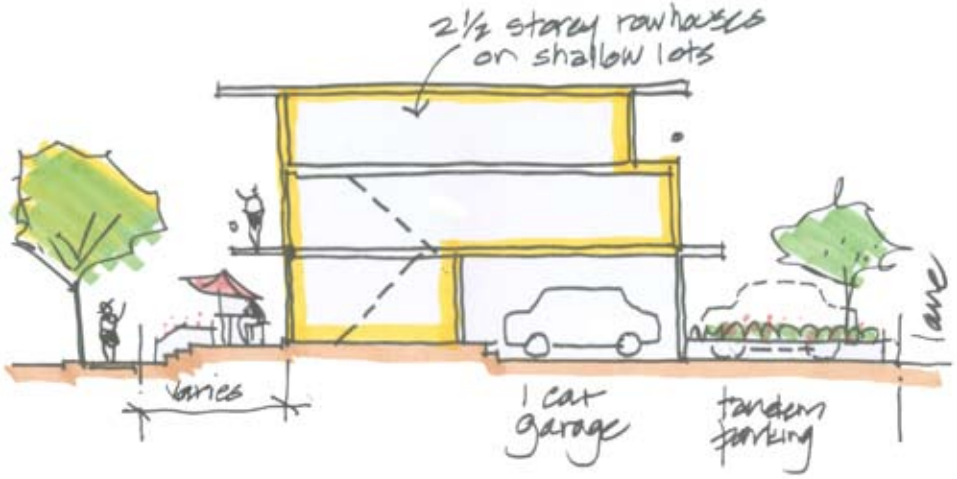
URBAN DESIGN IDEAS

3. Boutique Hotel at Cedar and Abbott Street

Charrette teams indicated a special opportunity for a hotel at the intersection of Cedar Avenue and Abbott/Walnut, preferably on the southeast corner. No consensus was reached on height, but the use of the term "boutique hotel" suggests a low rise configuration. This use, in combination with cafes and a restaurant, could provide overlook and help animate the waterfront park.

4. Variety of Housing Choice

Existing lot sizes and proximity to nearby lower density residential areas offer opportunities for a mix of housing types, which all communities should strive for. Shallow lots, in particular, lend themselves to smaller assemblies to develop townhouses with at-grade parking accessed from rear lanes. Tandem parking for two vehicles should be considered to facilitate this building type, with one garage parking space and one uncovered space.



Shallow depth lots are very suitable for ground-oriented rowhouses. Tandem parking provides space for 2 stalls, one covered and one outside.



Built Form and Height

On Day 1during the context study, all teams concluded there was some opportunity for additional building height in certain locations. Team 3 called their vision "*Midtown*" to signal a bold identity for this part of South Pandosy, with off-arterial heights up to 24 storeys.

The three other teams considered more modest height increases up to the 8 storey range, with the proposed hotel site being identified in order to identify and punctuate the terminus of Cedar Avenue at the proposed waterfront park.

Public feedback during the drop-in evening sessions indicates general support for a low to mid rise development massing and character rather than a high rise character. Opinions vary as to what these terms mean, but in essence it can be interpreted that people were supportive of off-arterial heights up to 4 storeys.

Recommendations:

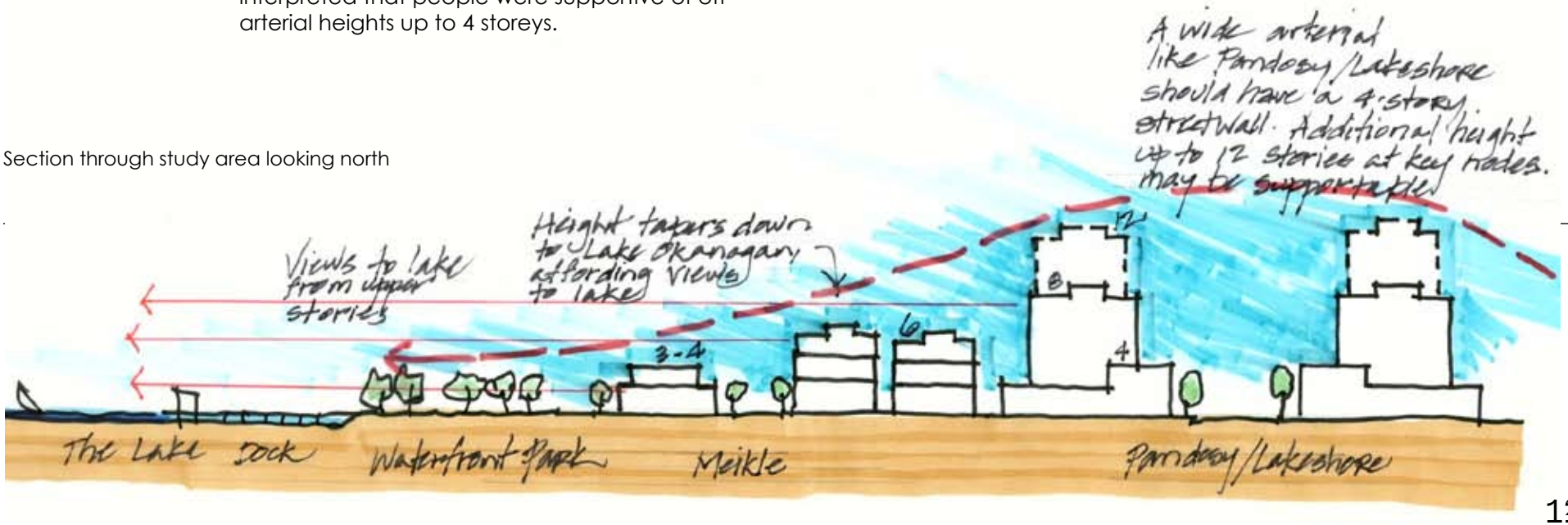
1. Buildings Orient to Streets and Open Spaces

The location, siting and architectural design quality are most important. Buildings should be oriented to, define and help animate the public realm (streets and open spaces). This will also promote casual surveillance and help enhance public safety.

2. Building Height and Shadow Performance

Strictly from an urban design standpoint, taller buildings in the range of 8-12 storeys on the arterials and lower 3-4 storey forms near the waterfront is a sound concept. In between these areas, heights up to 6 storeys for residential developments should be considered. This will permit opportunities for private views to the lake and mountains from upper floors.

Section through study area looking north



(Recommendations continued)

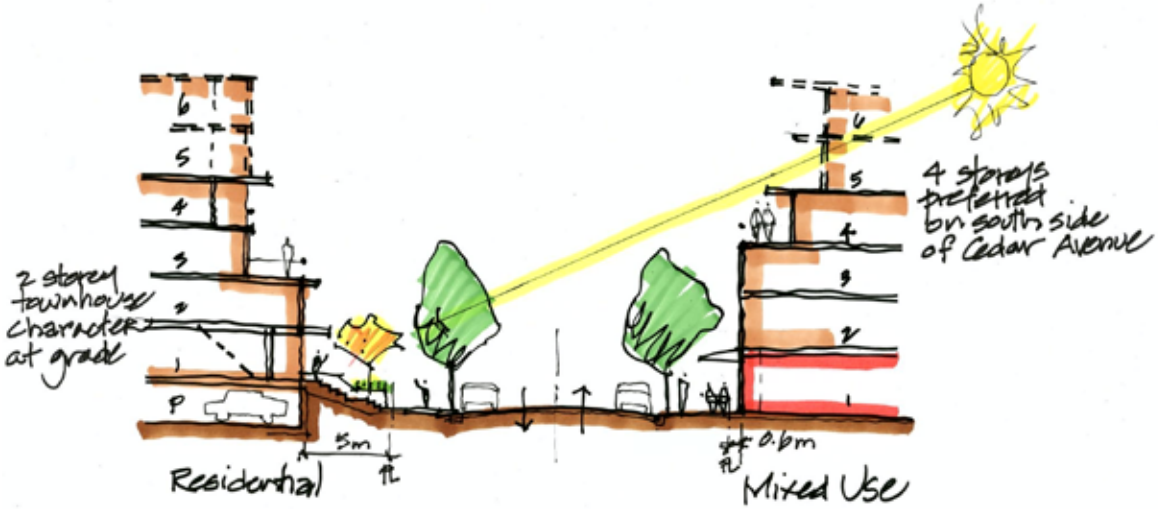
Construction experience regarding new 6-storey frame buildings indicates that step-backs are not practical. For structural reasons, these buildings tend to be vertical in profile but can be quite articulated in plan. It is recommended that residential buildings exceeding 5-storeys in height be oriented in north-south directions to minimize shadow impacts on public spaces.

3. Building Length and Pedestrian Permeability

Buildings in excess of 45m should incorporate a significant break and mid-block pedestrian movement through the site. A two storey high breezeway is preferred. Abbott House serves as an outstanding local precedent for this approach.

4. Pedestrian Scale at the Street

- A 2-storey street wall located at grade with a minimum 2.5m step-back to upper floors is recommended. Mixed-use developments should be located a minimum of 4.0m from final curb location, to provide a reasonable sidewalk and street tree environment.
- A 0.6m front setback from the 4.0m distance is recommended for mixed use developments in order to provide opportunities for overhangs, balconies, bay windows and the like.





Abbott House Breezeway

For multi-family residential developments, a front setback of 4-5m is recommended, in order to provide usable patio spaces and stair access to the first habitable floor, which is likely to be located at the top of partially below-grade structured parking.

5. Weather Protection for Mixed-Use Developments

Commercial uses at sidewalk level should provide reasonable weather protection, preferably by means of integrated steel and glass canopies. Alternatively, 3-point fabric awnings over individual storefronts may be considered, and these are not to be used as signage.

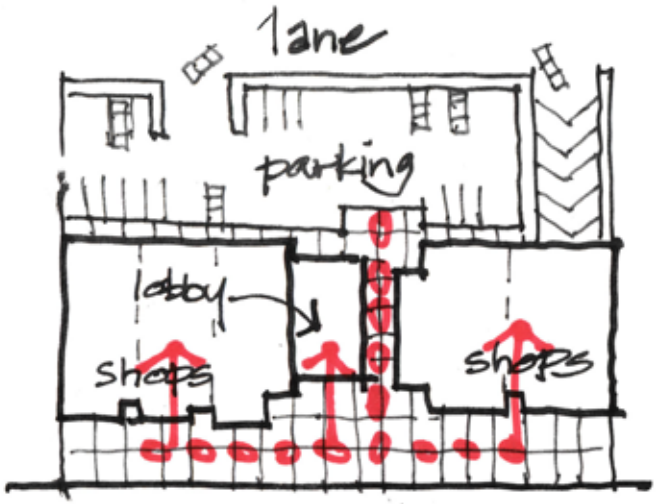
6. Discreet Parking and Loading Access

Access to off-street parking and loading is to be provided by means of lanes where they exist or will be created, or, if not available, on secondary streets. Structured parking should be concealed with active uses at or near grade facing public thoroughfares, public spaces and pedestrian rights of way.

7. City Policy

Recommendations should be consolidated into a design guideline recommendation section. These design guidelines would either translate into a new DP S. Pandosy area category in the OCP, or a Statutory Building Scheme to be registered on title, or both. Many of the recommendations go beyond guidelines, and therefore could realistically only be stipulated by a Stat Building Scheme.





An exterior through-way from front entry to rear parking is preferable to a rear entry only configuration.

Paying for the Desired Amenities

At the outset of the charrette on Day 1, there seemed to be a general indifference on the part of many charrette participants to Council's direction to use land sales or other non-tax means to pay for the desired park improvements. This was consistent with the "all park" outlook among participants. However, as work at the four team tables progressed during the day, it became clear that two teams (2 and 4) had found a way to try and achieve this objective, largely through the "direct Abbott to Walnut" road alignment discussed above.

This alignment allows portions of the city-owned lots and redundant segments of Meikle St. to be made available for revenue-generating development, either as a stand-alone developments or as part of consolidated larger parcels.

The work on Day 2 led both of the other two teams (1 and 3) to also consider modifying their positions to provide some degree of land sales for the purpose. Team 1; Cedar Green Neighbourhood, did so by identifying two single family residential lots at the northerly end be retained and sold. As mentioned above in the Movement section, Team 3; Midtown Neighbourhood did so by changing their preferred road alignment to a direct if curvilinear Abbott to Walnut one.

The "Cedar Green" concept, OPTION 1, provides more waterfront park space (10,810 m2) than "New Abbott Parkway" concept, OPTION 4 at (5740 m2).

It should be noted that no detailed cost and cost recovery analysis was undertaken as part of the charrette process.



Refined Option 4: New Abbott Parkway, plan drawing

Recommendation

Based on the evaluation summarized earlier in this report, Refined Option 4 New Abbott Parkway, is recommended for approval in principle. It offers a number of advantages over other options, including ease of movement, clarity of ownership, continuous access to the waterfront as well as potential for cost recovery. There also seems to be more public support for the paddling centre to be located at the southerly end of the site rather than the centre on or adjacent to the dock.

Pandosy Waterfront

Public Engagement Summary

April 25, 2014

City of Kelowna



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Introduction

Background

The City owns seven properties on Abbott Street, north of Cedar Avenue and four properties south of Cedar Avenue on Walnut Street and Meikle Avenue, plus two road ends. See the site plan below.

The redevelopment of this property, known as the Pandosy Waterfront has been contemplated for more than a decade. The waterfront is clearly important to the Pandosy neighbourhood and the community as a whole. City Council also identified the Pandosy Waterfront project as one of its priorities for 2014.

Council endorsed a public engagement process at their January 20, 2014 Council meeting, encouraging the City and the community to work together to craft a new plan for Pandosy Waterfront. Once the plan is complete, it will guide the redevelopment of the City-owned properties within the context of the Pandosy neighbourhood, recognizing the need for future waterfront connections.

Prior to the public engagement process launched in 2014, the history of the Pandosy Waterfront included:

- Purchase of the City-owned properties between 1989 and 1998.
- Completion of the Cedar Avenue Area Land Use Review, also known as the Stonefield report in 2004.
- Inclusion of future land use for the area in the City's 2030 Official Community Plan, which was adopted in 2011
- Creation of a plan in 2010 for the redevelopment of the City-owned properties on Abbot Street, north of Cedar Avenue with a focus on bringing "Pandosy to the Lake".
    - The plan goal was to increase public interaction with the lake and to create an additional tourist commercial facility with a public restaurant.
    - A disposition of a portion of the land for commercial use on the site was intended to pay for park construction and allow continued waterfront investment in the area.
    - After the public hearing in June 2011, Council did not approve the City-initiated rezoning application and requested that staff implement a new area planning and public consultation exercise.
- Provision of a Temporary Use Permit for one of the subject properties (3050 Abbott) for use as a paddle centre was granted to the Kelowna Outrigger Canoe Club in July 2012 for a three-year term.

Engagement Purpose

Taking into account the history of the site, an engagement process was initiated to finalize an option for the seven City-owned properties north of Cedar Avenue and to create a neighbourhood context for the project site (design form and walkway connections).

A design charrette was identified as the main vehicle for public engagement for the site design but the engagement process in general also ensured broader public participation through the City's online engagement tool, opportunities for public review of the charrette work and a public open house. Feedback was also collected through face to face meetings and correspondence (email, mail and telephone).

The engagement process was designed to meet the following objectives:

- Build awareness and understanding of the project
- Build community trust in the engagement process
- Engage stakeholders through a variety of outreach tactics
- Demonstrate transparency, accountability and follow through as the process moves through planning and implementation

- Inform residents and stakeholders of the project milestones and results in a timely manner (i.e. this is what we've heard, this is the map to get us there, this is how much it will cost and when we expect to get there)

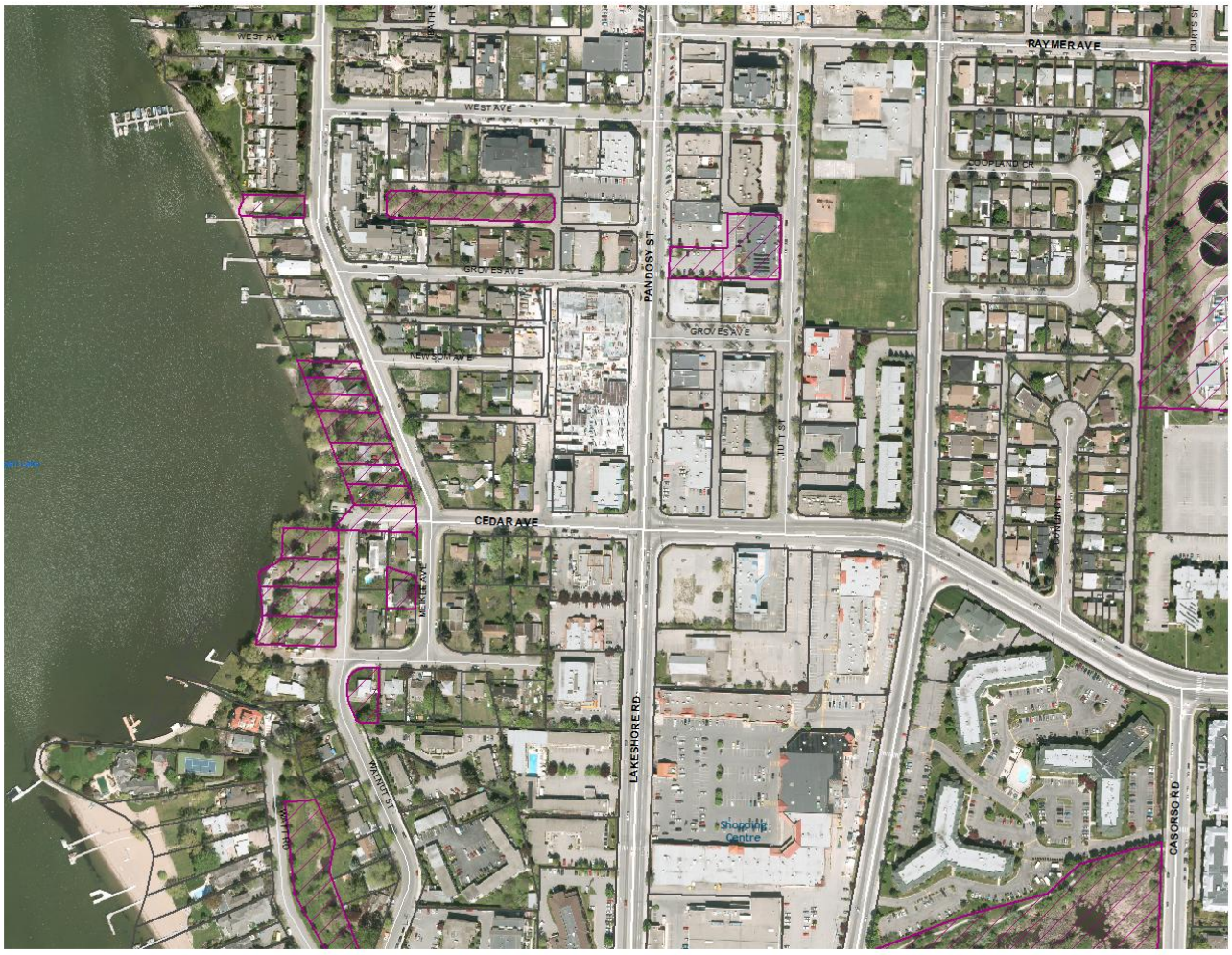
At the end of the process the City expected to have three deliverables:

- A site plan for the seven City-owned properties on Abbott Street just north of Cedar Avenue.
- An addendum to the Cedar Avenue Area Land Use Review (or Stonefield report) that provides neighbourhood context for the site. This will specifically include design criteria for the site and the South Pandosy neighbourhood, as well as an outline of proposed future walkway connections.
- A development option which will move ahead with Council and community support.

As with all public engagement, it should be noted that public input is one aspect of the project and must be considered with along with other technical, financial and environmental information.

*Note: During the design charrette, participants requested the flexibility to work on all 11 City-owned lots, plus two road ends rather than just the seven lots north of Abbott Street as initially outlined. This was supported by the charrette consultants and City staff. The resulting models and site plans therefore include all 11 City-owned lots, plus the two road ends.

Site Plan



Project Parameters

As part of the framework going into the engagement process, Council endorsed a set of eight project parameters or guidelines for the redevelopment of Pandosy Waterfront.

These include:

- Paddle Centre - Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet of space.
- Financial Viability – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
- Park – Incorporate a park and waterfront walkway as an integral part of the site
- Pedestrian and Park Connections – Incorporate park and pedestrian connections to current and anticipated developments.
- Parking – Design site and buildings to meet bylaw requirements for parking in future zoning.
- Riparian Setbacks – Respect required riparian setbacks.
- Council Policy – Adhere to or make recommendations for amendment to Council Policy 76 (Disposal of City Property).
- Timing – Complete public engagement and any required rezoning by the fall 2014.

Public Engagement Process

General Timeline

The design charrette was identified as the main focus for the public engagement, recognizing that the in-depth time spent in the charrette allows participants the time to ask questions, engage in discussion and put forward well informed options.

The engagement process also provided several opportunities for broader public participation through the City's online engagement tool, opportunities for public review of the charrette work and a public open house. Feedback was also collected through face to face meetings and correspondence (email, mail and telephone).

Specifically, the public feedback gathered between January 27 and February 21 was provided to the charrette participants to be used as an input for decision making during the charrette.

Timeline Overview

Date	Activity
Jan 20	Council approved public engagement process for Pandosy Waterfront
Jan 27	Pandosy Waterfront opened for feedback on getinvolved.kelowna.ca
Feb 24	Feedback collected was provided to charrette participants for consideration
Feb 25 - 26	Two day charrette with day one neighbourhood focus and day two site focus
Feb 25 – 26	Public review sessions of charrette models and site designs (more 110 attendees)
Feb 27	Open House with refined charrette designs (more than 250 attendees)
Mar 3 – 7	Display of charrette work at City Hall
Mar 7	Last day for final feedback

Charrette Summary

Charrette Consultant Team
The charrette consulting team was made up of four facilitators including lead consultant Frank Ducote from Frank Ducote Urban Design, as well as Gabe Ross from Golder Associates Ltd. and Jim and Cal Meikejohn from Meiklejohn Architects Inc.

Charrette Participants
The City worked with the KLO Central Neighbourhood Association to determine a stakeholder list for the charrette. Stakeholder groups were indentified to represent the diverse interests of the neighbourhood as well as the rest of Kelowna and included community, business and residential organizations. Each stakeholder group chose their own representatives.

Team 1	Team 2	Team 3	Team 4
Dom Vinci Central OK Development Commission	Kim Dodds Coalition of Kelowna Community Associations	Mark Thompson Coalition of Kelowna Community Associations	Bob Whitehead KLO Central Neighbourhood Association
Peter Courtney Central OK Naturalists	Richard Burroughs KLO Central Neighbourhood Association	Ian Sisett KLO Central Neighbourhood Association	Bev Kalmakoff Kelowna South Central Association of Neighbourhoods
Jim Bates Kelowna Paddle Centre	Sandy Redman Kelowna Paddle Centre	Albert Weisstock Landowner	Doug Hahn Kelowna Paddle Centre
Caroline Graver Kelowna Chamber of Commerce	Kevin Johnson Landowner	Barb Watts Pandosy Village Business Association	Graham Kershaw Okanagan College
Christopher Miller	Shane Worman	Ken Webster	Kelly Roth

Okanagan Mainline Real Estate Board	Urban Development Institute	Urban Development Institute	Okanagan Mission Residents Association
Jacqueline Tames Neighbourhood Resident	Greg Christie Neighbourhood Resident	Judy Dickson Neighbourhood Resident	Wayne Judesch Pandosy Village Business Association
Jan Cornell Resident at Large	Sara McClellan Resident at Large		Judy Dennison Neighbourhood Resident
Fraser McIntosh Resident at Large			Brenda Bachman Resident at Large
			Dave Cullen Urban Development Institute

In addition, a lottery was used to choose four seats representing neighbourhood residents and four representing residents at large (Kelowna residents outside the Pandosy neighbourhood). In total there were 30 charrette participants with over half either residents or representing resident associations. On the first day, participants were randomly sorted into four teams.

Representatives from Tourism Kelowna, Okanagan College Student Association, UBCO Student Association were also invited but unable to attend.

At the end of the two-day process, there was general consensus around many issues and participants seemed to feel genuinely pleased with the work produced.

Media Involvement
Media were welcomed to attend the charrette, the public review sessions and the open house to capture images and / or speak with the participants. During the two days most local media outlets visited or covered the event.

Public Involvement
While the charrette activities were limited to the charrette volunteers, there were public review sessions after each day of the charrette, as well as an open house to wrap up. About 30 people attended the first day, about 80 the second day and over 250 people came to the open house.

Additionally, the same information was posted to the online engagement tool at getinvolved.kelowna.ca for those that could not attend in person but still wanted to view or comment on the work.

Charrette Outcomes

Day One – The Neighbourhood
- Participants were broken into four random teams.
- They went on a walking site tour and then spent the rest of the day working on design guidelines and building models for the neighbourhood.
- Broad themes included future building heights and locations, road and waterfront connections.
- A public review session was hosted to provide those interested with an opportunity to see and comment on the work of the charrette participants – about 30 people attended.
- "Dotmocracy" (use of coloured dots applied to various parts of the models) and comment forms were used to get a general sense of what charrette participants and public attendees supported or did not support.
- Information including images was loaded to the online engagement platform
- See Appendix A for photos of the neighbourhood models

Day Two – Site Design
- The teams continued working in their same groups and moved to site specific design.

- As noted above, during day one, there was much discussion about the inclusion of the four City-owned lots, south of Pandosy and it was decided that these plus the two road ends were integral to many plans. They were included in all site designs produced.
- The plans contained many similarities with each of the four designs showing a paddle centre and a public pier. Three of the designs re-aligned Abbott Street to create a distinct break between park on the west and private land / development land on the east – this provides a saleable piece of land east of Abbott Street. One design left Abbott Street in its current alignment and proposed selling the two most northern City-owned lots.
- A public review session was hosted to provide those interested with an opportunity to see the work of the charrette participants – about 80 people attended.
- "Dotmocracy" and comment forms were used to get a general sense of what charrette participants and public attendees supported or did not support.
- Information including images was loaded to the online engagement platform
- See Appendix B for photos of the site designs.

Day Three – Open House

- The consultants worked through the four models using the similarities and differences to refine options down to two concept models.
    - One with a re-alignment of Abbott Street which allows saleable land on the east side of Abbott
    - One with no re-alignment and the sale of the two northern properties
- An open house was hosted to provide those interested with an opportunity to see the work of the charrette participants – about 250 people attended.
- Information including images and a link to the feedback form were loaded to the online engagement platform
- See Appendix C for photos of the refined models.

Other Engagement

As outlined above, the engagement process was designed to ensure that Kelowna residents were aware of and understood the project and that there were a variety of opportunities to provide input through the process. Key components of the process can be broken down into informing and engaging.

Inform

City Website

Project pages were created on Kelowna.ca/cityprojects and launched on Jan 20. Between Jan 20 and Mar 7 when feedback collection closed, there were 1,488 individual page views of the project landing page and over 2,267 total views

The pages included project background, information on the design charrette, public review and open house information, a link to the online engagement tool, a project timeline, an outline of the project parameters and FAQs.

See Appendix D for image of landing page.

Neighbourhood Notification Letter

An addressed letter was sent to 708 land owners and residents in the South Pandosy neighbourhood through Canada post during the week of February 3.

See Appendix E for the letter.

Advertising
Advertising was placed in the Kelowna Capital news for five weeks. Four times in the City's Community in Action section and one time as a stand-alone display ad. Ads ran January 24 and 31 as well as Feb 7, 18 and 21.

See Appendix F for ad copies.

News Releases and Public Service Announcements
Four news releases and one public service announcement were issued by the City to all local media. In addition two media advisories were sent. One to invite local media to attend the lottery to draw for charrette participants and the second to invite them to drop into the charrette. News releases were issued January 20 and 27, as well as February 7 and 18. The public service announcement was issued March 4.

See Appendix G for releases and PSAs.

eSubscribe Bulletins

The City was able to use our eSubscribe system to send email notifications (bulletins) directly to the inbox of the almost 900 people who signed up to receive information about Pandosy Waterfront. Bulletins were sent on January 27, February 7, 18, 25 and 26 as well as March 4.

See Appendix H for copies.

Earned Media
Through the City's media monitoring program, over 25 articles were collected between the announcement of the project on January 20 and the close of feedback collection on March 7. In addition, there were more than 29 letters to the editor, from 20 authors during the same time frame.

It should be noted that the City's media monitoring program does not capture on-air interviews with local radio stations and local magazines. Project manager, Graham Hood also spoke numerous times on local radio.

Some letters to the editor continued to appear after the feedback collection closed on March 7. These have not been included in the summary.

Article Summary

Date	Outlet	Title	Author
Feb 27	Capital News	Charrette on Pandosy Waterfront Poses plenty of questions	Charlie Hodge
Feb 28	Castanet	Waterfront park theme of charrette	
Feb 27	Castanet	Frustration over Cedar Avenue	Wayne Moore
Feb 26	CBC Daybreak	A plan for part of Kelowna's Waterfront	
Feb 26	Daily Courier	Minds made up before planning process begins	Ron Seymour
Feb 25	CHBC	Trying for development consensus	
Feb 25	Daily Courier	Developer wants to keep highrises away from waterfront	Ron Seymour
Feb 17	Castanet	Waterfront charrette participants set	Wayne Moore
Feb 13	Capital News	More questions than answers on Cedar Ave options	Charlie Hodge
Feb 8	Castanet	Pandosy waterfront charrette planned	Wayne Moore
Jan 31	Daily Courier	Help plan future of waterfront area	Ron Seymour
Jan 28	Infotel	Public input sought for Pandosy Waterfront	Adam Proskiw
Jan 28	Daily Courier	Public invited to help plan Pandosy Waterfront	
Jan 27	AM 1150	Public can have a say on future design of Pandosy Waterfront	Craig Power

Jan 21	AM 1150	Pandosy Waterfront redevelopment back on City's radar	Craig Power
Jan 21	Daily Courier	Waterfront compromise	Jon Manchester
Jan 21	Daily Courier	Cedar Ave proposal going back to public	
Jan 20	Capital News	Cedar Avenue land issue back on Kelowna's drawing board	Alistair Waters
Jan 21	Castanet	Pandosy waterfront plan gets fresh look	Wayne Moore
Jan 20	CHBC	Controversial development plans revisited	
Jan 18	Castanet	Cedar Ave project back on council radar	Wayne Moore
Jan 18	Daily Courier	Kelowna hopes for census on plans for waterfront	Ron Seymour
Jan 20	AM 1150	South Pandosy Development again before council	Anita Sthankiya
Jan 20	Daily Courier	Right idea at the right time	Ron Seymour
Jan 17	Daily Courier	Development of lakeshore back before city council	

Summary of Letters to the Editor

Date	Outlet	Title	Author
Mar 7	Capital News	Preserve Waterfront for All Visitors	Ono Curatolo
Mar 7	Daily Courier	Charette or charade?	Gerry Michaud
Mar 5	Daily Courier	Cedar Avenue lots should be all park	Paul Mitchell
Mar 1	Castanet	Thanks for new idea on the waterfront	Bob Whitehead
Mar 3	Daily Courier	Lots were bought for park	Robert Chichocki
Feb 28	Daily Courier	Public opinion ignored	Denton and Dianne Powles
Feb 28	Daily Courier	Get the results first, then ask for opinions	Larry McIlveen
Feb 28	Daily Courier	Online questionnaire flawed	B.E. Bailey
Feb 28	Capital News	City shows no effort at democracy	Lisa Masini
Feb 28	Capital News	High density construction requires more city parks	Tom Treadgold
Feb 28	Capital News	City shows it's been listening	Bob Whitehead
Feb 27	Daily Courier	City has no vision to preserve waterfront	Ken Campbell
Feb 25	Castanet	More Waterfront Parks	Tom Treadgold
Feb 25	Daily Courier	Land was bought to be a park	David Jenkins
Feb 25	Daily Courier	City trying to back out of promise to build park	Joellen and John Broughton
Feb 21	Capital News	Info gathering on Cedar Ave Park allows for pro-city bias only	B.E. Bailey
Feb 20	Capital News	Opposition to closed door charrette on Cedar Ave waterfront properties	Robert Chichocki
Feb 21	Daily Courier	Cedar Ave Plan should include boardwalk	Ted Strange
Feb 19	Daily Courier	Save Pandosy Waterfront for green space	J.L. Lambrick
Feb 18	Capital News	City Hall not encumbered by democracy	L.W. Jupp
Feb 14	Daily Courier	Park character spoiled by City	Michael Neill
Feb 12	Capital News	Repurposing Cedar lakefront would be a betrayal	David Jenkins
Feb 11	Daily Courier	Another view of Pandosy	Michael Neill
Feb 6	Capital News	Cedar Ave lakefront tussle continues	J.L. Lambrick
Feb 5	Daily Courier	Plan made with public input	Graham Hood
Feb 5	Daily Courier	Previous council's waterfront plan being ignored	Shirley Clarke
Feb 3	Daily Courier	Betrayed over Cedar Ave park	J.L. Lambrick
Feb 2	Daily Courier	One way to push project through	George Tebbitt
Jan 30	Daily Courier	Have your say on future park	Michael Neill

See Appendix I for full pieces captured in the media monitoring program.

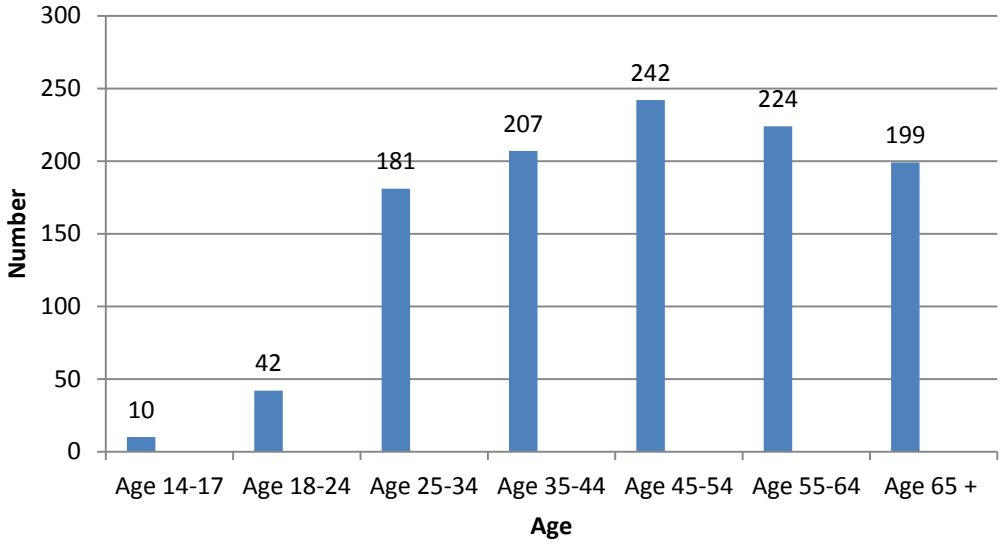
Engage

Getinvolved.kelowna.ca
The City's engagement tool MindMixer, is an online software product which is used in cities across North America. As with most other social media applications and online forums, the tool requires participants to sign in with their name, their age and their postal code. First names and last name initial are shown publically. Best practice in online forums is to require at least some form of identification to encourage civil discourse as people are not completely anonymous.

There are currently more than 1100 active participants using the tool.

- They are about 40 per cent male and 60 percent female
- The average age is 49

Age and number of participants



The City's online engagement platform was used to collect feedback in two phases, the first leading up to the charrette and the second to collect feedback about options generated through the charrette.

Overall, 128 ideas and 558 comments were collected. Web analytics also show that there were almost 1900 individuals page views of the Pandosy Waterfront category landing page between January 27 and March 7, with a peak of 171 unique views on the evening of the charrette open house.

Pre-charrette Engagement

In the first phase between January 27 and February 21, the online engagement tool was available to generate ideas and respond to open ended questions based on the project parameters. These included:

- What will you do at Pandosy Waterfront? – What activity would you like incorporated at Pandosy Waterfront (Walking, riding, paddling, visiting for a coffee…)? This was a photo share activity.
- Fitting In - What is important to you when considering how Pandosy Waterfront will fit into the neighbourhood?
- Tell us what you really, really want? - What are your ideas for specific features at Pandosy Waterfront?
- Paying for it - What are your suggestions for offsetting the cost of the park, paddle centre and other amenities to be included on site?
- Making connections - What are your suggestions for park and walkway connections from Pandosy Waterfront to the rest of the neighbourhood?

- The Paddle Centre - What should be considered when incorporating the Paddle Centre into the Pandosy Waterfront site?

Participants generated 91 ideas and 453 comments were captured.

This feedback along with correspondence to staff, Mayor and Council was collated and provided to charrette participants by email prior to the charrette and in hard copy at the charrette.

Charrette Engagement

In the second phase the online tool was open from February 25 to March 7 to provide opportunities for the public to view and comment on each charrette participant team's work such as neighbourhood modeling, site design and then finally two refined site options. Information was uploaded to the site at the end of each charrette session.

Participants generated 37 ideas and 105 comments were captured.

Analytics show that there were more than 950 views of the site designs during period from February 26 to February 28 alone.

Charrette Public Review Sessions
In order to provide an opportunity for those unable to participate in the charrette directly to review and comment on the work of the charrette participants, a public review session was available from 6:30 – 8:00 pm each evening. More than 30 people attended the first night and about 80 attended the second night.

Attendees took part in "dotmocracy" and were provided three green, three yellow and three red dots each to indicate feature of the charrette work that they supported, felt neutral about or did not support.

Open House
On February 27 a wrap up open house was hosted that provided an opportunity for attendees to review all the work the charrette participants had completed, plus two refined models created by the charrette consultants. A feedback form was provided at the open house and online (available until March 7) to solicit comment.

More than 250 people attended the open house and more than 136 people returned feedback forms in person or online.

Social Media
Facebook and Twitter were used for both advertisement and to support news releases and public service announcements. Facebook advertising was used to announce the project and input opportunities with ads running from Jan 28 to 30. The advertising garnered over 17,000 views and 618 engagements ('likes' or click throughs).

Additional Facebook posts and tweets were issued Feb 6, 7, 18 and 27. The City has over 1500 Facebook likes and more than 9240 Twitter followers.

Charrette Models to City Hall
In order to provide additional viewing and comment on the site design and models crafted at the charrette, they were available at City Hall from March 3 to March 7.

Face to Face meetings
Lastly, City staff attended scheduled face to face meetings with community organizations and individual residents.

Date	Name	Interest
Jan 29	KLO Central Neighbourhood Association	Resident Association
Feb 6	Albert Weisstock	Major Landowner
Feb 6	Bob Whitehead	Neighbourhood Resident
Feb 6	Michael Neill	Neighbourhood Resident
Mar 4	Michael Neill	Neighbourhood Resident
Mar 6	Jane Hatch	Neighbourhood Resident
Mar 19	Paul Mitchell	Kelowna Resident

Feedback Summary

Charrette Feedback

For a full report on the charrette and the work the charrette participants undertook, see Frank Ducote's Waterfront Charrette Summary report.

Additional feedback from the public was collected regarding the options developed by the charrette participants. This input was gathered through feedback forms at the open house and through a link to an online version of the same form. In total 136 forms were returned. (Note: not all forms returned had all questions answered)

The feedback forms allowed for comment on each team's site design as well as the Refined Option 1 and Refined Option 4 developed by the charrette consultants. The feedback showed only slight variations in preference between the refined options – often the difference of only a few respondents.

- Of the refined options, Refined Option 4 had the highest support for:
    - The clearest movement to and through South Pandosy by foot (21 responses) and by vehicle (20 responses)
    - View opportunities of the lake (29 responses)
    - View opportunities of the park from adjacent streets (22 responses)
    - The location of paddle centre (26 responses)
- Refined Option 1 had the highest support for:
    - The clearest movement to and through South Pandosy by bike (20 responses)
    - Best sense of arrival to the waterfront from Abbott Street (22 responses) and from Cedar Avenue (24 responses)
    - Best waterfront access (26 responses)
    - Clearest distinction between public and private land (27 responses)
- There was equal support for each refined option as the best strategy to pay for public amenities (19 responses for each)
- High support for idea of non-motorized pier (77 responses said yes)

Within the comments the following emerged:

- There were more than 18 comments that did not support the sale of property in Refined Option 1
- There were more than 36 comments that expressed concern over aspects of the Paddle Centre including the location, the cost of the facility and the potential for a tall building to block the view.
- A site design was circulated by People for the Park that they called Option #5. This option was provided to charrette participants during day two of the charrette and the participants were free to use any of the ideas it contained in their work. Although feedback forms reference Option #5 (more than 24 comments) as a desirable option, it was produced outside the charrette and so can only be considered as feedback, the same as other written feedback or verbal feedback received during the process.

See Appendix J for full form reporting of feedback forms collected between February 27 and March 7.

GetInvolved.Kelowna Feedback

The ideas and comments generated on the online tool can be broken into two phases. Phase one generated ideas and comments prior to the charrette and they were used as an input into the charrette. Phase two generated ideas and comments which were to evaluate the design options generated by the charrette participants.

Pre-charrette Feedback

In the first phase between January 27 and February 21, the online engagement tool was available to generate ideas and respond to open ended questions based on the project parameters approved by Council. There were seven topics including a photo share activity and an announcement of the charrette review sessions and open house. The most highly supported ideas for each of the topics are shown below.

Topic: Fitting In
Question: What is important to you when considering how Pandosy Waterfront will fit into the neighbourhood?

- Include four City-owned lots in Cedar Avenue in the Planning

Topic: Making Connections
Question: What are your suggestions for park and walkway connections from Pandosy Waterfront to the rest of the neighbourhood?

- Shoppers should be able to easily stroll to the Waterfront from Pandosy.

Topic: The Paddle Centre
Question: What should be considered when incorporating the Paddle Centre into the Pandosy Waterfront site?

- Make paddle rentals and instruction available to the general public

Topic: Paying For It
Question: What are your suggestions for offsetting the cost of the park, paddle centre and other amenities to be included on the site?

- Do not try to recoup monies from commercial activity or zoning on the site.

Topic: Tell Us What You Really, Really Want!
Question: What are your ideas for specific features at Pandosy Waterfront?

- Save waterfront foreshore for public use, beach and park.
- Development should be across (on the east side of Abbott Street)
- Retain City ownership of the land
- Rezone as park
- Create car free, walkable space which is safe for biking

Charrette Feedback
Starting on February 26, there were four topics that provided the opportunity to share ideas and comment on the options developed during the charrette. The most highly supported ideas for each of the topics are shown below.

Topic: Day One – The Neighbourhood
Question: Share your thoughts on the outcomes of day one of the charrette

- Building heights should increase moving away from the water – uncomfortable with four stories along waterfront if they block views of properties further from the lake

Topic: Day Two – Site Design
Question: Share your thoughts on day two of the charrette

- Include section of the park and beach for dogs

Topic: Pandosy Waterfront Open House
Question: Share your thoughts about the charrette models from the open house on February 27

- Consider Plan #5 (Note: As outlined above, this plan cannot be considered except as feedback as it was developed outside the Council approved process)

See Appendix K for full listing of ideas generated and the associated comments generated between January 27 and March 7.

Mayor and Council Correspondence Feedback

Between January 20 and March 7 when feedback collection closed, Mayor and Council received correspondence from 28 authors.

- Of these authors, 17 of them specifically supported a park only option for the development of Pandosy Waterfront, without the sale of any City-owned waterfront land or any commercial development added to the site.
- Seven authors were writing in response to a letter sent to the Daily Courier by Paul Mitchell, which outlined a desire for all 11 City-owned properties all to be used for park, that any development should go on the east side of Abbott Street and that the City should remove the projects parameters as approved by Council.
- Several authors also encouraged commercial development only on the on the east side of Abbott Street and three authors expressed difficulty with the use of the online engagement tool.

Name	Topic
Betty Storgaard	Support for park only
Irvin & Pat Taylor	Support for park only
James Ward	Support for park only
John A Bailey	Support for Paul Mitchell's letter to the editor
Louise White	Support for park only
Denice & Dean Griswold	Support for Paul Mitchell's letter to the editor
Donna Numminen	Support for park only
Tom Read	Support for park only
Leighanna Hebein	Support for park only
Ross & Lynn Langmaid	Support for park only
Millie Cole	Support for Paul Mitchell's letter to the editor
Dirk van Hees	Support for park only
Faye Saxon	Support for park only
Helen Day	Support for Paul Mitchell's letter to the editor
Al Harrison	Support for Paul Mitchell's letter to the editor
John Cameron	Support for Paul Mitchell's letter to the editor
Ian Pooley	Charrette – congratulations
Michael Neill	Development rendering
Paul Mitchell	Support for Paul Mitchell’s letter to the editor
Carol & Joe Czech	Support for park on west side of Abbott and development on east side
Anne Dillon	Support for park only
Barbara Bailey	Issues with online tool
Brenda Thomson	Vision for Pandosy Waterfront
David Jenkins	Support for park only
Bev Kalmakoff Secretary for KSAN	Support for park only from KSAN
Larry Kelly	Keep an open mind to the process
Birk Hoehn	Support for park and commercial only across the street
Tom Treadgold	Support for a park only

An additional 12 authors sent in feedback after the collection closure, with most once again supporting a park only option including the proposal circulated by People the Park.

Appendix A
Day One Neighbourhood Models

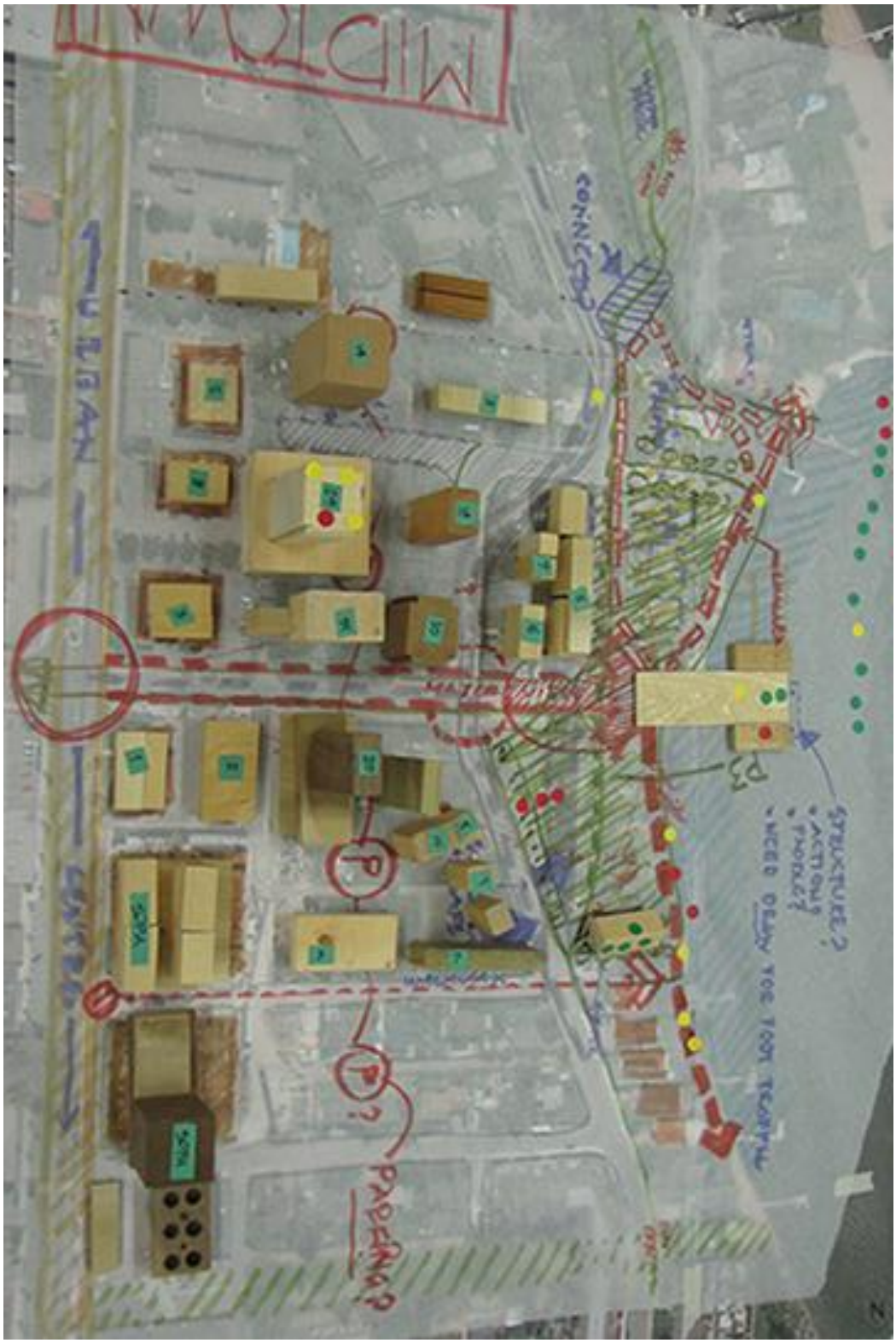
Team 1



Team 2



Team 3


MIDTOWN
CONNECTION
PARKING
STRUCTURE?
ACTION?
PHONE?
NEED ONE FOR TOP FLOOR

Team 4

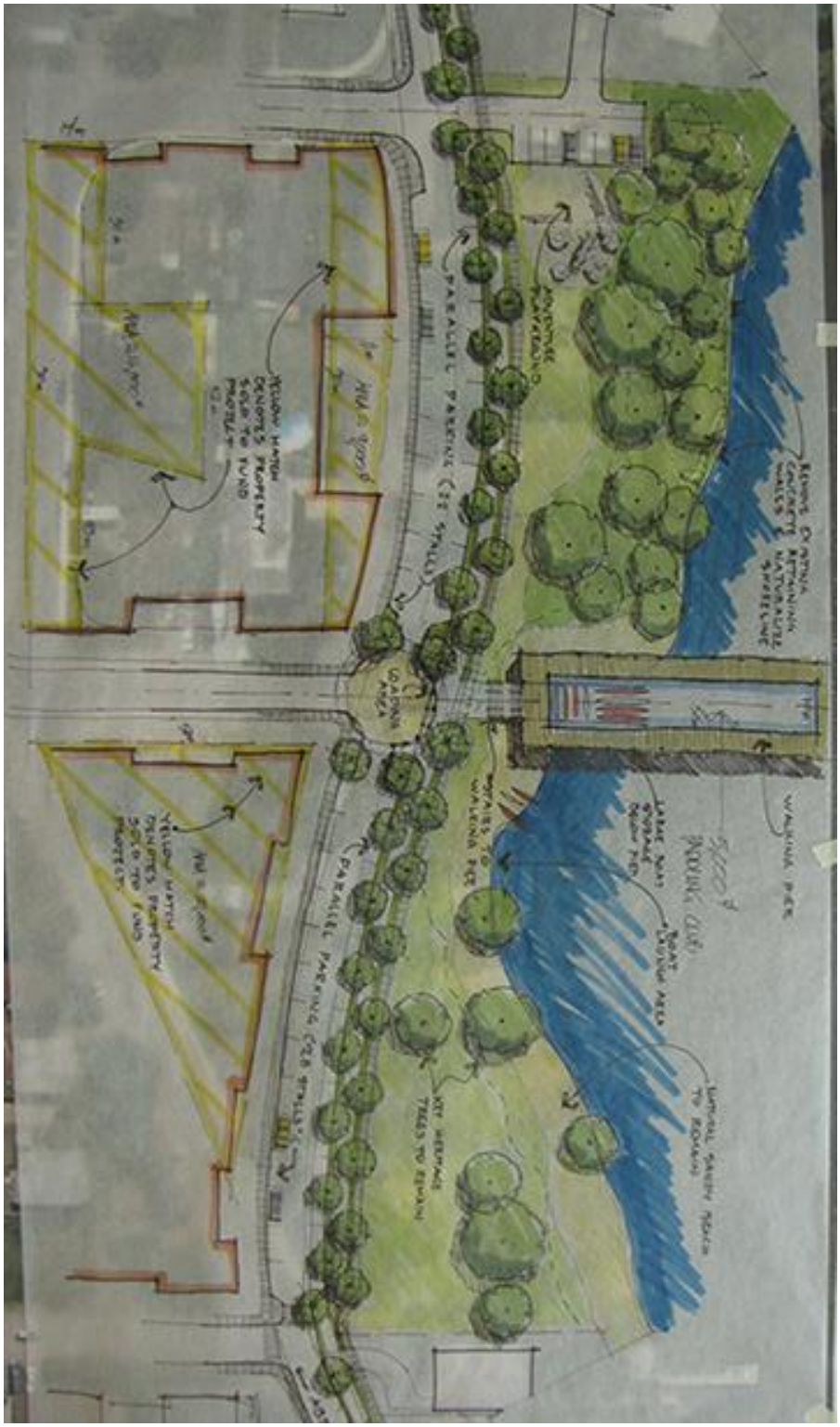


Appendix B
Day Two Site Plans

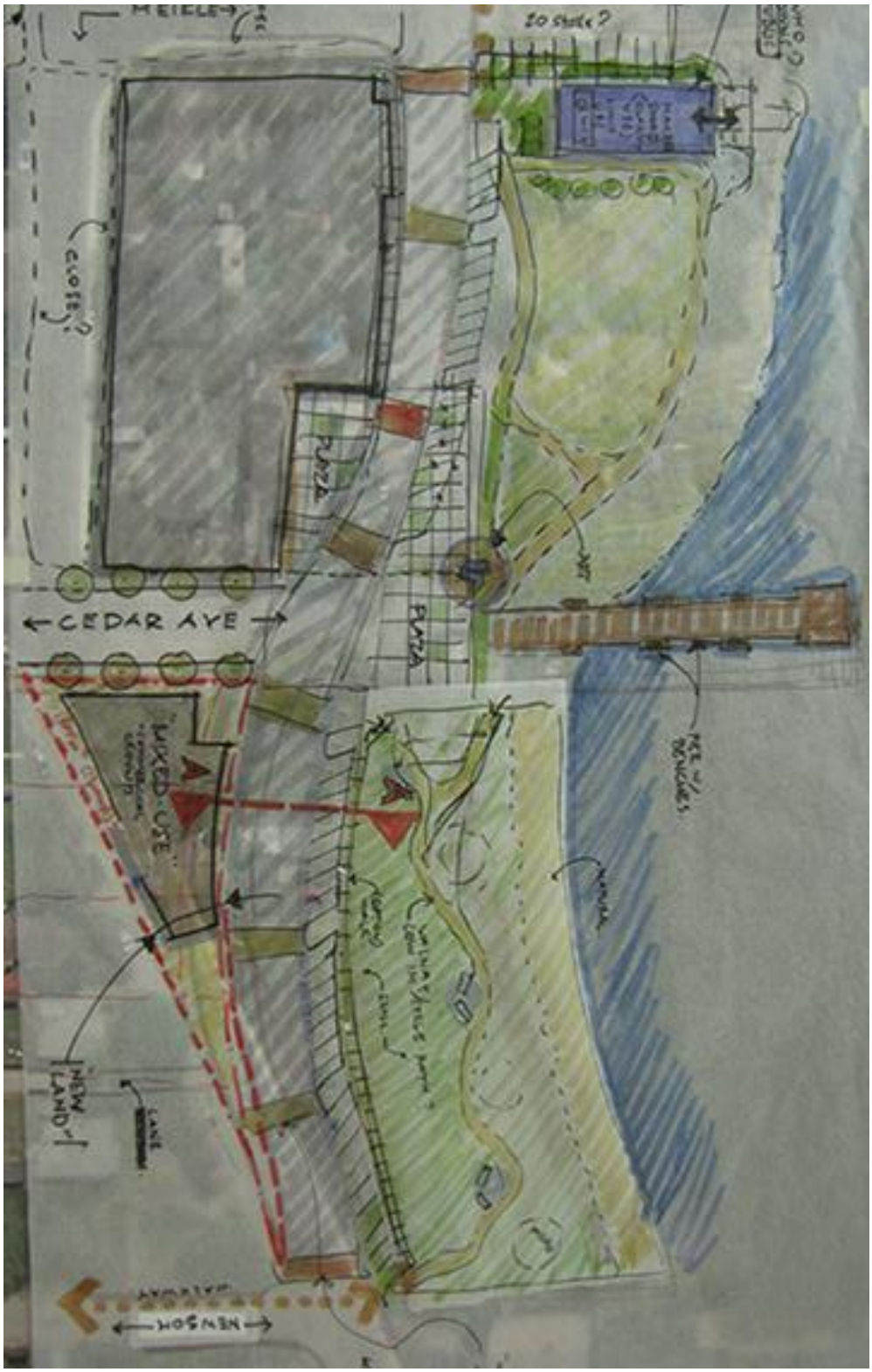
Team 1



Team 2


PARALLEL PARKING (32 STALLS)
YELLOW HATCH DENOTES PROPERTY SOLD TO FUND PROJECT
PARALLEL PARKING (28 STALLS)
WALKING PIER
BOAT LAUNCH AREA

Team 3



Team 4

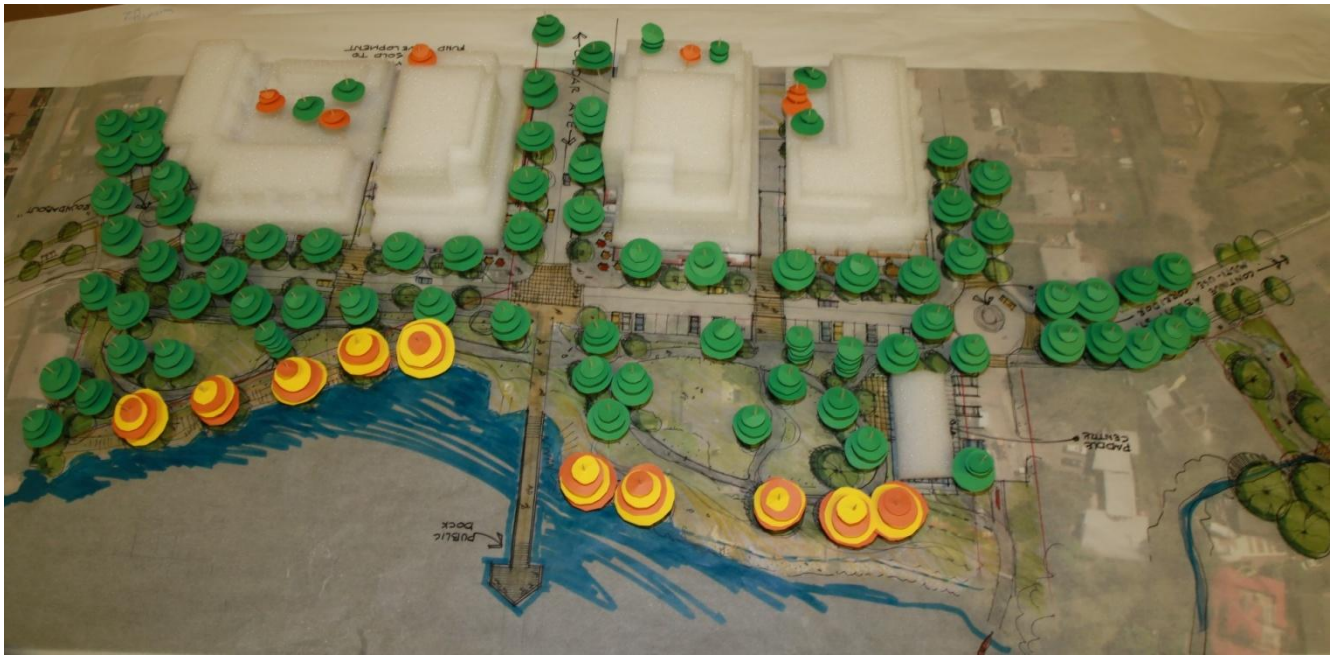


Appendix C
Refined Models #1 and #4

Refined #1



Refined #4



Appendix D
City Website

Project Landing Page



Appendix E
Neighbourhood Notification Letter



A Fresh Look at Pandosy Waterfront

Pandosy Waterfront is an exciting area where the lake and the locals meet.

Share you ideas about its future.

Crafting a New Plan

As neigbours of Pandosy Waterfront, you are invited to work together with the City to craft a new plan for Pandosy Waterfront.

The site includes seven City-owned lakefront properties on Abbott Street, north of Cedar Avenue (see over for map).

The plan will guide the redevelopment of the City-owned properties, within the context of the Pandosy neighbourhood and recognizing the need for future waterfront connections.

Project Parameters

City Council endorsed a public engagement process at their January 20 Council meeting. As part of the framework going into the engagement process, Council outlined a set of eight project parameters or guidelines for the redevelopment.

These include:

- **Paddle Centre** - Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet of space.
- **Financial Viability** – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
- **Park** – Incorporate a park and waterfront walkway as an integral part of the site
- **Pedestrian and Park Connections** – Incorporate park and pedestrian connections to current and anticipated developments.
- **Parking** – Design site and buildings to meet bylaw requirements for parking in future zoning.
- **Riparian Setbacks** – Respect required riparian setbacks.
- **Council Policy** – Adhere to or make recommendations for amendment to Council Policy 76 (Disposal of City Property).
- **Timing** – Complete public engagement and any required rezoning by the fall 2014.

Get Involved

Design Charrette
The main focus of the public engagement process is a two-day charrette (urban design workshop) scheduled for February 25 and 26.

About 25 to 30 volunteers will participate, representing the diverse interests of the neighbourhood and Kelowna as a whole. The goal is to have a balanced group, looking at a variety of perspectives to come up with the best solution for the site - residents, businesses and community organizations will all be involved.

To find out more or to sign up for the workshop, visit kelowna.ca/cityprojects.

Online
Leading up to the charrette, you can share your ideas through the City's online engagement tool at getinvolved.kelowna.ca

Expected Timeline

- Collect input online until February 21
- Design charrette February 25 and 26 with public review at the end of each day
- Open House February 27
- Review engagement results with Council in March
- Finalize and bring forward final recommendations in April
- Implementation from April through fall

More Information

kelowna.ca/cityprojects
getinvolved.kelowna.ca

Contact

Graham Hood
Strategic Land Development Manager
ghood@kelowna.ca
250-469-8469

Site map



Pandosy Waterfront is comprised of seven City-owned lakefront properties on Abbott Street, north of Cedar Avenue.

FAQs

How will this process be different than what we've seen before?
A lot has changed since the last time City Council reviewed this project in 2011 – there is a new Council, a paddle centre is proposed for inclusion and city staff have worked with the community to come up with an engagement process.

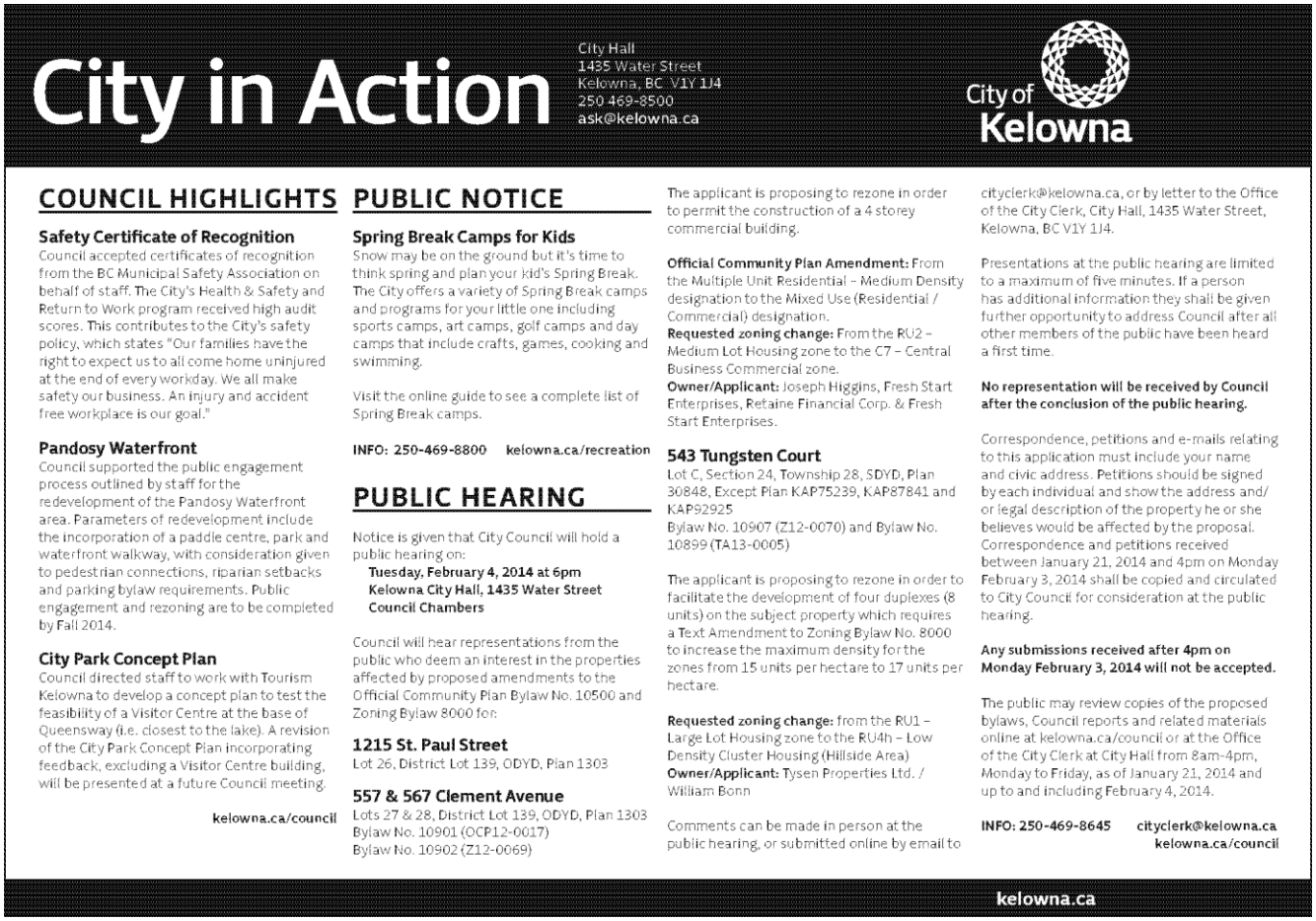
We understand there were concerns with the previous version of the Cedar Avenue plan and Council is ready to take another look. The public engagement process will help us understand what our community wants for the site, based on Council's parameters for the project. See reverse for project parameters.

What will we get out of the public engagement process?
At the end of the process the City expects to have three things:

- A site plan for the seven City-owned properties on Abbott Street just north of Cedar Avenue.
- An addendum to the Cedar Avenue Area Land Use Review (or Stonefield report) that provides neighbourhood context for the site. This will specifically include design criteria for the site and the South Pandosy neighbourhood, as well as an outline of proposed future walkway connections.
- A development option which will move ahead for rezoning.

Appendix F
Ad Copies

January 24, 2014



City in Action

City Hall
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
ask@kelowna.ca

City of Kelowna

COUNCIL HIGHLIGHTS

Safety Certificate of Recognition

Council accepted certificates of recognition from the BC Municipal Safety Association on behalf of staff. The City's Health & Safety and Return to Work program received high audit scores. This contributes to the City's safety policy, which states "Our families have the right to expect us to all come home uninjured at the end of every workday. We all make safety our business. An injury and accident free workplace is our goal."

Pandosy Waterfront

Council supported the public engagement process outlined by staff for the redevelopment of the Pandosy Waterfront area. Parameters of redevelopment include the incorporation of a paddle centre, park and waterfront walkway, with consideration given to pedestrian connections, riparian setbacks and parking bylaw requirements. Public engagement and rezoning are to be completed by Fall 2014.

City Park Concept Plan

Council directed staff to work with Tourism Kelowna to develop a concept plan to test the feasibility of a Visitor Centre at the base of Queensway (i.e. closest to the lake). A revision of the City Park Concept Plan incorporating feedback, excluding a Visitor Centre building, will be presented at a future Council meeting.

kelowna.ca/council

PUBLIC NOTICE

Spring Break Camps for Kids

Snow may be on the ground but it's time to think spring and plan your kid's Spring Break. The City offers a variety of Spring Break camps and programs for your little one including sports camps, art camps, golf camps and day camps that include crafts, games, cooking and swimming.

Visit the online guide to see a complete list of Spring Break camps.

INFO: 250-469-8800 kelowna.ca/recreation

PUBLIC HEARING

Notice is given that City Council will hold a public hearing on:

Tuesday, February 4, 2014 at 6pm
Kelowna City Hall, 1435 Water Street
Council Chambers

Council will hear representations from the public who deem an interest in the properties affected by proposed amendments to the Official Community Plan Bylaw No. 10500 and Zoning Bylaw 8000 for:

1215 St. Paul Street

Lot 26, District Lot 139, ODYD, Plan 1303

557 & 567 Clement Avenue

Lots 27 & 28, District Lot 139, ODYD, Plan 1303
Bylaw No. 10901 (OCP12-0017)
Bylaw No. 10902 (Z12-0069)

The applicant is proposing to rezone in order to permit the construction of a 4 storey commercial building.

Official Community Plan Amendment: From the Multiple Unit Residential - Medium Density designation to the Mixed Use (Residential / Commercial) designation.
Requested zoning change: From the RU2 – Medium Lot Housing zone to the C7 – Central Business Commercial zone.
Owner/Applicant: Joseph Higgins, Fresh Start Enterprises, Retaine Financial Corp. & Fresh Start Enterprises.

543 Tungsten Court

Lot C, Section 24, Township 28, SDYD, Plan 30848, Except Plan KAP75239, KAP87841 and KAP92925
Bylaw No. 10907 (Z12-0070) and Bylaw No. 10899 (TA13-0005)

The applicant is proposing to rezone in order to facilitate the development of four duplexes (8 units) on the subject property which requires a Text Amendment to Zoning Bylaw No. 8000 to increase the maximum density for the zones from 15 units per hectare to 17 units per hectare.

Requested zoning change: from the RU1 – Large Lot Housing zone to the RU4h – Low Density Cluster Housing (Hillside Area)
Owner/Applicant: Tysen Properties Ltd. / William Bonn

Comments can be made in person at the public hearing, or submitted online by email to cityclerk@kelowna.ca, or by letter to the Office of the City Clerk, City Hall, 1435 Water Street, Kelowna, BC V1Y 1J4.

Presentations at the public hearing are limited to a maximum of five minutes. If a person has additional information they shall be given further opportunity to address Council after all other members of the public have been heard a first time.

No representation will be received by Council after the conclusion of the public hearing.

Correspondence, petitions and e-mails relating to this application must include your name and civic address. Petitions should be signed by each individual and show the address and/or legal description of the property he or she believes would be affected by the proposal. Correspondence and petitions received between January 21, 2014 and 4pm on Monday February 3, 2014 shall be copied and circulated to City Council for consideration at the public hearing.

Any submissions received after 4pm on Monday February 3, 2014 will not be accepted.

The public may review copies of the proposed bylaws, Council reports and related materials online at kelowna.ca/council or at the Office of the City Clerk at City Hall from 8am-4pm, Monday to Friday, as of January 21, 2014 and up to and including February 4, 2014.

INFO: 250-469-8645 cityclerk@kelowna.ca
kelowna.ca/council

kelowna.ca

City in Action

City Hall
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
ask@kelowna.ca

City of Kelowna

COUNCIL HIGHLIGHTS

Airport Fees Review

Council approved a bylaw amending fees at Kelowna International Airport to compensate for increased costs of operations. Affected fees include fuel fees, landing and terminal fees and vehicle lot parking rates. Hourly and metered parking rates will remain unchanged.

Parking Management Strategy

Council endorsed recommended guiding principles, approved base parking fee adjustments and directed staff to launch Phase 2 of the Parking Management Strategy, including the creation of area plans, beginning with the South Pandosy and Downtown areas.

Ethel Street Active Transportation Corridor

Council supported an application for a $100,000 Cycling Infrastructure Partnerships Program Grant covering a portion of the cycling component of an Active Transportation corridor on Ethel Street and approved moving Phase 1 of the construction (between Harvey and Bernard Avenues) up one year.

kelowna.ca/council

PUBLIC NOTICES

Removal of Highway Dedication

Council will consider the permanent closure and removal of the highway dedication of a portion of Road adjacent to Sutton Glen Park on:

Monday, February 17, 1:30pm
Kelowna City Hall, 1435 Water Street – Council Chambers

Pursuant to Section 26 of the Community Charter, the City intends to sell the "Closed Road" under Bylaw No. 10910, being a portion of Road adjacent to Sutton Glen Park and consolidate it with the adjacent City-owned property (Sutton Glen Park), having an area of 479.0 m2.

The public may review copies of the proposed Road Closure and Removal Dedication Bylaw No. 10910, on kelowna.ca or at the Real Estate department at City Hall, 4th Floor, from 8am-4pm, Monday to Friday, and/or be given an opportunity to address Council on Monday, February 17, pursuant to Section 40 of the Community Charter.

INFO: 250-469-8610

Take a fresh look at Pandosy Waterfront!

The City of Kelowna and the community are working together to craft a new plan for Pandosy Waterfront. It's an exciting area where the lake and the locals meet. The site includes seven City-owned lakefront properties on Abbott Street, north of Cedar Avenue.

To get involved:
- Share your ideas through the City's online engagement tool at getinvolved.kelowna.ca until February 21.
- Volunteer for the two-day design charrette (an urban design workshop) scheduled for February 25 and 26.
- Review charrette outcomes in person or online at the end of each workshop day.
- Attend an open house on February 27.

You can also get project updates sent directly to your inbox by signing up for City's e-Subscribe service.

INFO: 250-469-8469 **kelowna.ca/cityprojects**

kelowna.ca

City in Action

City Hall
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
ask@kelowna.ca

City of Kelowna

COUNCIL HIGHLIGHTS

Professional Arts Grants

Council approved 2014 Professional Arts Operating Grants of $25,000 to the Alternator Centre for Contemporary Art and $55,000 to the Okanagan Symphony Society. Staff will report back to Council on additional funding recommendations for the Kelowna Ballet Society.

Arts, Culture & Heritage Operating and Project Grants

Council received an update on the recipients of the 2014 Arts, Culture and Heritage Operating and Project Grants and highlights of the 2013 recipient's achievements.

Keloha Event Funding

Council approved a $15,000 grant from the Strategic Events Fund for the 2014 Keloha Music and Arts Festival. Keloha is a three day eclectic music festival with a tropical feel, art displays and creative activities. In 2013, the event attracted about 4,000 people per day with about half coming from communities outside the Okanagan.

Our Rutland

Council received information about the Our Rutland project and the community engagement timelines. The engagement process is intended to foster a sense of neighbourhood in the Rutland Town Centre through capital projects and/or community programming by building on ideas from stakeholders, residents and businesses. Have your say at getinvolved.kelowna.ca.

kelowna.ca/council

PUBLIC NOTICES

Holiday hours at civic properties & family events

To mark Family Day, City Hall will be closed:

Monday, February 10

Swimming, skating, curling, Park & Play and more will be available throughout the day at the Parkinson Recreation and Capital News Centres. Have your BC Family Day Passport stamped by exhibitors and you will be entered to win some great prizes. For more information, visit kelowna.ca/recreation.

The Glenmore Landfill will be open regular hours, 7:30am to 4:45pm and Parkinson Recreation Centre will be open from 10am to 3pm.

INFO: 250-469-8600

Removal of Highway Dedication

Council will consider the permanent closure and removal of the highway dedication of a portion of Road adjacent to Sutton Glen Park on:

Monday, February 17, 1:30pm
Kelowna City Hall, 1435 Water Street – Council Chambers

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The public may review copies of the proposed Road Closure and Removal Dedication Bylaw No. 10910, on kelowna.ca or at the Real Estate department at City Hall, 4th Floor, from 8am 4pm, Monday to Friday, and/or be given an opportunity to address Council on Monday, February 17, pursuant to Section 40 of the Community Charter.

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The City of Kelowna and the community are working together to craft a new plan for Pandosy Waterfront. It's an exciting area where the lake and the locals meet. The site includes seven City owned lakefront properties on Abbott Street, north of Cedar Avenue.

To get involved:

- Share your ideas through the City's online engagement tool at getinvolved.kelowna.ca until February 21.
- Volunteer for the two day design charrette (an urban design workshop) scheduled for February 25 and 26.
- Review charrette outcomes in person or online at the end of each workshop day.
- Attend an open house on February 27.

You can also get project updates sent directly to your inbox by signing up for City's e Subscribe service.

INFO: 250-469-8469 kelowna.ca/cityprojects

PUBLIC HEARING

Notice is given that City Council will hold a public hearing on:

Tuesday, February 18, 2014 at 6pm
Kelowna City Hall, 1435 Water Street
Council Chambers

Council will hear representations from the public who deem an interest in the properties affected by proposed amendments to the Official Community Plan Bylaw No. 10500 and Zoning Bylaw 8000 for:

(OFF OF) Joe Riche Road

Portion of Lot 19, Sections 17, 18 and 19, Township 27, ODYD, Plan 1991, Except Plan 39110

(N OF) Joe Riche Road

Portion of Lot D, Sections 18 and 19, Township 27, ODYD, Plan KAP80286

2458 Joe Riche Road

Portion of Lot 8, Sections 18 and 19, Township 27, ODYD, Plan 1991 Except Plan KAP80286 and KAP87038
Bylaw No. 10912 (OCP13 0008)
Bylaw No. 10913 (Z13 0009)

The applicant is proposing to amend the Official Community Plan Future Land Use Designation and rezone the subject property to construct an ultra violet water disinfection facility. An amendment to the Official Community Plan (OCP) Future Land Use designation for a portion of the subject properties is required from part AGR Resource Protection Area and PARK Major Park and Open Space, to apart PSU Public Services Utilities and PARK Major Park and Open Space. A rezoning from A1 Agriculture 1 to P4 Utilities is also required.

Official Community Plan Amendment: From the REP Resource Protection Area designation, PARK Major Park and Open Space designation to the PSU Public Service Utilities designation as shown on MAP A.
Requested zoning change: From the A1 Agriculture 1 zone to the P4 Utilities zone as shown on Map B.
Owner/Applicant: Black Mountain Irrigation District (BMID) / Aqua Consulting Inc. (Bob Hrasko)

In compliance with Council Policy No. 359, the following liquor primary license amendment application is currently under consideration by Kelowna City Council:

PUBLIC MEETING

Notice is given that City Council will hold a public meeting on:

Tuesday, February 18, 2014 at 6pm
Kelowna City Hall, 1435 Water Street
Council Chambers

587-589 Lawrence Avenue

Lot 6, District Lot 139, ODYD, Plan 2536 LL12 0006

The applicant is requesting Council support for a Liquor Primary License for a new liquor primary establishment located on the subject property.

Proposed Change: A new liquor primary establishment with a total capacity of 250 persons, operating between the hours of 11am 2am 7 days a week.
Owner/Applicant: Finnasha Holdings Corp. Inc. No. BC0905417 / Rising Tide Consultants Ltd. for DV8 Entertainment Inc.

Comments can be made in person at the public hearing/meeting, or submitted online by email to cityclerk@kelowna.ca, or by letter to the Office of the City Clerk, City Hall, 1435 Water Street, Kelowna, BC V1Y 1J4.

Presentations at the public hearing/meeting are limited to a maximum of five minutes. If a person has additional information they shall be given further opportunity to address Council after all other members of the public have been heard a first time.

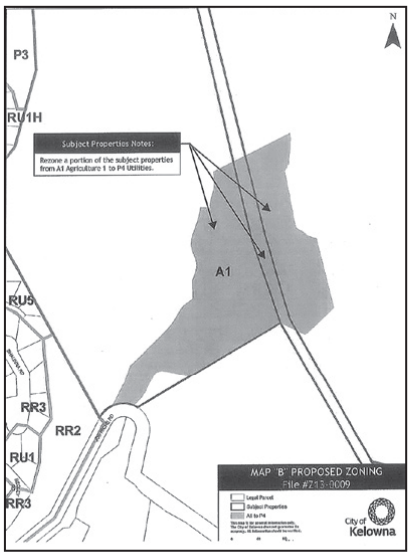
No representation will be received by Council after the conclusion of the public hearing/ meeting.

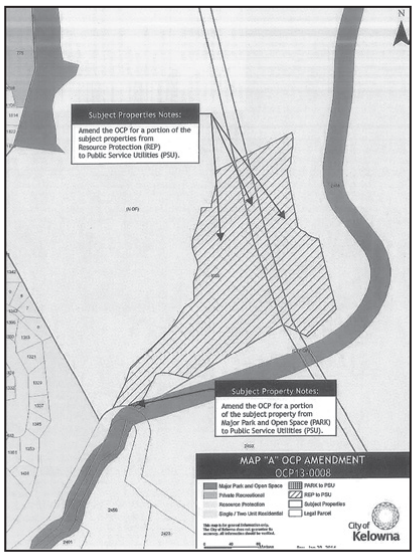
Correspondence, petitions and e mails relating to this application must include your name and civic address. Petitions should be signed by each individual and show the address and/ or legal description of the property he or she believes would be affected by the proposal. Correspondence and petitions received between February 4th, 2014 and 4pm on Monday, February 17, 2014 shall be copied and circulated to City Council for consideration at the public hearing.

Any submissions received after 4pm on Monday, February 17, 2014 will not be accepted.

The public may review copies of the proposed bylaws, Council reports and related materials online at kelowna.ca/council or at the Office of the City Clerk at City Hall from 8am 4pm, Monday to Friday, as of February 4th, 2014 and up to and including February 18, 2014.

INFO: 250-469-8645 cityclerk@kelowna.ca
kelowna.ca/council





kelowna.ca

February 18, 2014



Public Notice

City of Kelowna

City Hall 1435 Water Street Kelowna, BC V1Y 1J4 250 469-8500

OPEN HOUSES

Pandosy Waterfront

The City of Kelowna and the community are working together through a charrette (urban design workshop) to craft a new plan for Pandosy Waterfront. The plan will guide the redevelopment of seven City-owned lakefront properties, within the context of the Pandosy neighbourhood.

Drop by **St. Paul's United Church (3131 Lakeshore Road)** to follow the charrette progress and share your thoughts about the outcomes.

Public Charrette Review Sessions
Tuesday, February 25 and Wednesday, February 26
6:30-8pm

Open House
Thursday, February 27
5-8pm

If you can't make it person, you can view the information at getinvolved.kelowna.ca and provide comments by March 7.

INFO: 250-469-8469 **kelowna.ca/cityprojects**

kelowna.ca

City in Action

City Hall
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
ask@kelowna.ca

City of Kelowna

COUNCIL HIGHLIGHTS

Heritage Week
Council received an update on the Central Okanagan Heritage Society's activities, grants program and information about Heritage Week events, running Feb. 17 to 23, 2014.

Development application signage
Council received a report about the Development Application Process Review implementation. Completed improvements include updates to the application submission process, restructuring of departments to more efficiently handle and process files, enhancements to the mapping and tracking system, consistently branded "It's your neighbourhood" signage and templates, and formalized policies.

Rental housing
Council approved the 2014 Rental Housing Grants, helping to increase the supply of rental housing in Kelowna. The vacancy rate in Kelowna has dropped from 4 per cent to 1.8 per cent, which could have an effect on monthly rental rates. The 2014 grants will add 70 new units at Pleasantvale and twelve at 550 Rowcliffe.

Shoreline stabilization
Council endorsed the application for a $30,000 grant from the Okanagan Basin Water Board for the Strathcona Park Shoreline Stabilization Project, which will see improvements along Royal Avenue to Strathcona Park.

Public Art
Council received an annual update on the City's Public Art Program. Plans for 2014 include updating the Public Art brochure, a Cool Arts Society project, development of a new piece for the Police Services building, relocation of the Queensway Running Man, initiation of a temporary public art program and a signage project at the foot of W.R. Bennett Bridge.

Police Services Building AAP
Council endorses the alternative approval process for the borrowing of $42 million for the Police Services Building Project. Two open houses are scheduled for March 6 and 10 from 3:30pm-6:30pm at the Royal Anne Hotel. Staff will be available to answer questions about the building and related project work. For more information, go to kelowna.ca/cityprojects.

kelowna.ca/council

PUBLIC NOTICES

Notice of Alternative Approval Process
The City of Kelowna wishes to proceed with adoption of Bylaw No. 10900, being the Kelowna Police Services Building Loan Authorization Bylaw, authorizing the borrowing of Forty-Two Million, Three Hundred and Eighty-Four Thousand Dollars ($42, 384, 000.00) for the construction of a new Police Services Building and related project work.

City Council may adopt the Bylaw only if it does not receive elector responses against the proposal signed by at least 10% of the electors of the City of Kelowna. Under Section 86 of the Community Charter the number of electors who must sign the alternative approval process elector response form against the Bylaw to prevent Council from adopting it is 9,484.

Alternative Approval Process (AAP) elector response forms will be accepted only if they are in the form established by the City of Kelowna. The forms are available at the Office of the City Clerk at City Hall, Parkinson Recreation Centre at 1800 Parkinson Way and the City's website, kelowna.ca starting on Tuesday, Feb. 18, 2014. Regardless of the location from which the form was obtained, the elector response forms must be submitted to the City Clerk at the following address:

Office of the City Clerk,
City of Kelowna, 2nd Floor, City Hall,
1435 Water Street, Kelowna, BC, V1Y 1J4.

The deadline for submitting a signed AAP elector response forms opposing the Bylaw is 4pm, Friday, March 28, 2014.

Kelowna Police Services Building Loan Authorization Bylaw is available for public inspection at the Office of the City Clerk, during regular office hours, Monday through Friday, 8am to 4pm.

For information on the construction of the new Kelowna Police Services Building, please contact Kevin Van Vliet, Manager Utility and Building Projects, Waste Water Treatment Plant, 951 Raymer Avenue 250-469-8826.

For more information on the alternative approval process, please contact Corinne Boback, Legislative Coordinator, Office of the City Clerk, 2nd Floor, City Hall, 1435 Water Street, 250-469-8653.

Two public Open Houses will be held:
Thursday, March 6 & Monday, March 10
3:30pm–6:30pm
Royal Anne Hotel on Bernard Ave.
City staff will be on hand to answer any questions.

Also, all information relating to this project will be posted on the City's website at kelowna.ca/cityprojects under the "Police Services Project" page.

kelowna.ca/cityprojects

Register for Pesticide Spray Notification
Kelowna residents who wish to be informed when pesticide spraying occurs close to their homes are asked to register with the City of Kelowna's Pesticide Notification Registry **before March 15, 2014**.

Residents must sign up each year for the registry to be kept accurate. Those included in the 2013 registry must register again if they wish to continue in the notification program.

Register online at kelowna.ca/environment or by emailing enviro@kelowna.ca, calling 250-469-8556 or mailing applications to City of Kelowna Development Services, 1435 Water Street, Kelowna, BC, V1Y 1J4.

INFO: 250 469-8556 kelowna.ca/environment

OPEN HOUSES

Pandosy Waterfront
The City of Kelowna and the community are working together through a charrette (urban design workshop) to craft a new plan for Pandosy Waterfront. The plan will guide the redevelopment of seven City-owned lakefront properties, within the context of the Pandosy neighbourhood.

Drop by **St. Paul's United Church (3131 Lakeshore Road)** to follow the charrette progress and share your thoughts about the outcomes.

Public Charrette Review Sessions
Tuesday, Feb. 25 and Wednesday, Feb. 26
6:30-8pm

Open House
Thursday, Feb. 27
5-8pm

If you can't make it person, you can view the information at getinvolved.kelowna.ca and provide comments by March 7.

INFO: 250-469-8469 kelowna.ca/cityprojects

kelowna.ca

Appendix G

City News Releases and Public Service Announcements

A fresh look at Pandosy Waterfront

Jan. 20, 2014

City Council endorsed a public engagement process

City Council endorsed a public engagement process at today's meeting that will see the City and the community work together to craft a new plan for Pandosy Waterfront. The redevelopment of the seven City-owned lakefront properties on Abbott Street, north of Cedar Avenue is listed as one of Council's priorities for 2014.

"We understand there were concerns with the last version of the site plan and we are ready to take another look," said Mayor Walter Gray. "A lot has changed since the project was last before the community in 2011. We've got a new Council, we've proposed the inclusion of a paddle centre and staff has worked with the community to come up with an agreeable engagement process."

As part of the framework going into the engagement process, Council endorsed a set of eight project parameters or guidelines for the redevelopment. These include:

- **Paddle Centre** – Accommodate Kelowna Paddle Centre within redevelopment scenarios, including up to 5,000 square feet of space.
- **Financial Viability** – Complete the development with no additional tax impact **and** consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
- **Park** – Incorporate a park and waterfront walkway as an integral part of the site.
- **Pedestrian and Park Connections** – Incorporate park and pedestrian connections to current and anticipated developments.
- **Parking** – Design site and buildings to meet bylaw requirements for parking in future zoning.
- **Riparian Setbacks** – Respect required riparian setbacks.
- **Council Policy** – Adhere to or make recommendations for amendment to Council Policy 76.
- **Timing** – Complete public engagement and any required rezoning by the fall of 2014.

"The engagement process will kick off next week, including a two-day charrette or urban design workshop at the end of February," said Graham Hood, Strategic Land Development Manager. "We recognize that we need broad community involvement, so we'll round out the process with our online engagement tool, an open house and public review sessions at the end of each charrette day."

For more information or to find out how you can get involved in public engagement activities for the project, visit kelowna.ca/cityprojects.

Get Involved in Pandosy Waterfront

Jan. 27, 2014

Public engagement process

The public engagement process that will see the City and the community work together to craft a new plan for Pandosy Waterfront gets underway today with the launch of the City's online engagement tool.

"We've worked with the KLO Central Neighbourhood Association to come up with an engagement process that will include a broad range of participants who represent the diverse interests of the Pandosy neighbourhood and Kelowna as a whole," said Graham Hood, Strategic Land Development Manager for the City of Kelowna.

Input will be collected through the online engagement tool until Feb. 21 and then be used to feed into a type of urban design workshop called a charrette, which is scheduled for Feb. 25 and 26.

A group of about 25 to 30 volunteers will take part in the two-day event, looking at a variety of perspectives to come up with a balanced solution for the site. Residents, businesses and community organizations will all take part.

For those who can't be involved directly in the charrette, there are public review opportunities built into the process. You'll be able to comment on the work of the charrette group at the end of each workshop day and in one final open house on Feb. 27. This can be done in person or from home as the City will make same information available on the City's website.

For project information and to find out about signing up for the charrette, visit kelowna.ca/cityprojects and to start sharing your ideas, go to getinvolved.kelowna.ca.

Pandosy Waterfront Charrette Sign Up

Feb. 07, 2014

Sign-up by Tuesday, Feb. 11

A two-day charrette (urban design workshop) Feb. 25 and 26 will be part of the process to craft a new plan for Pandosy Waterfront.

“The engagement process is underway to develop design guidelines for the neighbourhood, much like we did for the Downtown Plan, along with a site design for the seven City-owned lakefront properties on Abbott Street, just north of Cedar Avenue,” said Graham Hood, Strategic Land Development Manager for the City of Kelowna. “Our online engagement tool continues to be very active and the next step is the charrette.”

About 25 to 30 volunteers will participate, representing the diverse interests of the neighbourhood and Kelowna as a whole. The goal is to have a balanced group, looking at a variety of perspectives to come up with the best solution for the site - residents, businesses and community organizations will all be involved.

To sign up as a neighbourhood resident or as a Kelowna resident-at-large for the charrette, email aearle@kelowna.ca by end of day Feb. 11 with your name and contact information. Stakeholder groups have been contacted directly. If there are several volunteers representing any one interest group, names will be drawn in lottery style.

Even if you can't participate, you can follow the charrette progress, check out the work of the participants and share your thoughts about the outcomes.

Public Charrette Review Sessions
Tuesday, Feb. 25 and Wednesday, Feb. 26
6:30 - 8 p.m.
St. Paul's United Church - 3131 Lakeshore Rd.

Open House
Thursday, Feb. 27
5 - 8 p.m.
St. Paul's United Church - 3131 Lakeshore Rd.

If you can't make it person, you'll still be able to see and comment on the information at getinvolved.kelowna.ca. Feedback will be collected after these sessions until March 7.

For more information, visit kelowna.ca/cityprojects or share your thoughts at getinvolved.kelowna.ca.

Pandosy Waterfront moves from online to in-person

Feb. 18, 2014

Public engagement process

At the end of this week, the public engagement process for the Pandosy Waterfront moves from collecting feedback online to a more up-close and personal approach.

“About 30 volunteers from across the community will roll up their sleeves and work together for two days at a design charrette,” said Graham Hood, Strategic Land Use Manager for the City of Kelowna. “The volunteers will craft a plan for City-owned lakefront property, north of Cedar Avenue on Abbott Street and will come up with a set of design guidelines to shape the future development of the South Pandosy neighbourhood.”

Input will be collected through the online engagement tool at getinvolved.kelowna.ca until Friday Feb. 21. The ideas recorded will feed into the charrette, which is scheduled for Tuesday, Feb. 25 and Wednesday, Feb. 26.

For those not directly involved in the charrette, there are still opportunities to follow the charrette progress, check out the work of the participants and share thoughts about the outcomes.

Public Charrette Review Sessions
Tuesday, Feb. 25 and Wednesday, Feb. 26
6:30 - 8 p.m.

St. Paul's United Church - 3131 Lakeshore Rd.

Open House
Thursday, Feb. 27
5 - 8 p.m.
St. Paul's United Church - 3131 Lakeshore Rd.

The charrette information will also be posted at getinvolved.kelowna.ca for those that can't attend in person. Feedback after these opportunities will be collected until March 7.

For project information, visit kelowna.ca/cityprojects and to start sharing your ideas, go to getinvolved.kelowna.ca.

Last week for Pandosy Waterfront feedback

Mar. 04, 2014
Public Service Announcement

Kelowna residents are invited to visit City Hall until Friday to see the models and design drawings created by 30 community volunteers during last week's charrette for Pandosy Waterfront. Feedback about the designs will also be collected until this Friday, March 7.

Next week, City staff will start reviewing feedback that has been collected since January through emails, phone calls, the online engagement tool, as well as two public review sessions and an open house attended by more than 250 people.

Input will be analysed and provided to City Council along with the charrette designs in April.

For project information, visit kelowna.ca/cityprojects and to share your final thoughts, go to getinvolved.kelowna.ca.

Appendix H
eSubscribe Bulletins

January 27, 2014

A Fresh Look at Pandosy Waterfront

City Council endorsed a public engagement process at their January 20 Council meeting that will see the City and the community work together to craft a new plan for Pandosy Waterfront. It's the exciting area where the lake and the locals meet. The site includes seven City-owned lakefront properties on Abbott Street, north of Cedar Avenue.

The plan will guide the redevelopment of the City-owned properties, within the context of the Pandosy neighbourhood and recognizing the need for future waterfront connections.

As part of the framework going into the engagement process, Council endorsed a set of eight project parameters or guidelines for the redevelopment. These include:

- **Paddle Centre** – Accommodate Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet of space.
- **Financial Viability** – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
- **Park** – Incorporate a park and waterfront walkway as an integral part of the site.
- **Pedestrian and Park Connections** – Incorporate park and pedestrian connections to current and anticipated developments.
- **Parking** – Design site and buildings to meet bylaw requirements for parking in future zoning.
- **Riparian Setbacks** – Respect required riparian setbacks.
- **Council Policy** – Adhere to or make recommendations for amendment to Council Policy 76.
- **Timing** – Complete public engagement and any required rezoning by the fall of 2014.

Get Involved

No matter how much or how little time you have, you can be involved in planning the future of Pandosy Waterfront.

Take Part in the Charrette

The main focus of the public engagement process is a two-day charrette (urban design workshop) scheduled for February 25 and 26. About 25 to 30 volunteers will participate, representing the diverse interests of the neighbourhood and the Kelowna community as a whole. The goal is to have a balanced group, looking at a variety of perspectives to come up with the best solution for the site - residents, businesses and community organizations will all be involved. To find out more or to sign up for the workshop, visit kelowna.ca/cityprojects.

Even if you can't attend the charrette, there are public review opportunities built in. You'll be able to comment on the work of the charrette group at the end of each day and in one final open house at the end of the process. This can be done in person or you'll find the same information available on the City's website.

Share Your Ideas Online

Leading up to the charrette at the end of February, you can share your ideas through the City's online engagement tool at getinvolved.kelowna.ca. Input collected up until February 21 will feed into the charrette process.

For More Information

Visit kelowna.ca/cityprojects or contact Graham Hood, Strategic Land Development Manager by phone at 250-469-8469 or by email at ghood@kelowna.ca.

February 7, 2014

Pandosy Waterfront Design Charrette

A two-day charrette (urban design workshop) on February 25 and 26 will be used part of the process to craft a new plan for Pandosy Waterfront.

About 25 to 30 volunteers will participate, representing the diverse interests of the neighbourhood and Kelowna community as a whole. The goal is to have a balanced group, looking at a variety of perspectives to come up with the best solution for the site - residents, businesses and community organizations will all be involved.

To sign up as a neighbourhood resident or Kelowna resident at large for the Pandosy Waterfront charrette, please email aearle@kelowna.ca by end of day February 11 with your name and contact information. Stakeholder groups have been contacted directly. If there are several volunteers representing any one interest group, names will be drawn in lottery style.

Public Review and Open House

Even if you can't participate, you can follow the charrette progress, check out the work of the participants and share your thoughts about the outcomes.

Public Charrette Review Sessions
Tuesday, February 25 and Wednesday, February 26
6:30 - 8:00 pm
St. Paul's United Church - 3131 Lakeshore Road

Open House
Thursday, February 27
5:00 - 8:00 pm
St. Paul's United Church - 3131 Lakeshore Road

If you can't make it person, you'll still be able to see and comment on information at getinvolved.kelowna.ca. Feedback will be collected after these sessions until March 7.

Frequently Asked Questions (FAQs)

For answers to a few of the common project questions like those below, visit the project FAQs page on the City website.

- Why are only the City's seven properties north of Cedar Avenue being included for site design at the charrette?
- Can Development Cost Charges (DCCs) be used to develop a park?
- How do I use the online engagement tool at getinvolved.kelowna.ca?

For More Information

Visit kelowna.ca/cityprojects or contact Graham Hood, Strategic Land Development Manager by phone at 250-469-8469 or by email at ghood@kelowna.ca.

February 18, 2014

Pandosy Waterfront

At the end of this week, the public engagement process for the Pandosy Waterfront moves from collecting feedback online to a more up-close and personal approach.

About 33 volunteers from across the community will roll up their sleeves and work together for two days at the design charrette.

- Participants include stakeholder groups like the Central Okanagan Naturalists Club, the Pandosy Village Business Association, Okanagan College, resident associations (KLO, KSAN, OMRA and the Coalition of Kelowna Community Associations), youth and the development community.
- In addition, eight extra spots were drawn through a lottery for residents who were not affiliated with a stakeholder group.
- Overall, more than half of the participants are residents or represent resident associations.

Input will be collected through the online engagement tool at getinvolved.kelowna.ca until **Friday, Feb. 21**. The ideas recorded will feed into the charrette, which is scheduled for Tuesday, Feb. 25 and Wednesday, Feb. 26.

For charrette and public review information, visit kelowna.ca/cityprojects. To share your ideas before Feb. 21, go to getinvolved.kelowna.ca.

February 25, 2014

Pandosy Waterfront

Check out charrette day one outcomes at getinvolved.kelowna.ca!

February 26, 2014

Pandosy Waterfront

Visit getinvolved.kelowna.ca to see four site designs created today by the Pandosy Waterfront charrette participants.

After discussion during day one of the charrette, the designs now include the seven City-owned properties north of Cedar Ave, plus the four south of Cedar and the two road ends.

If you'd like to check them out first hand, drop by tomorrow's open house.

- Thursday, February 27 from 5 - 8 pm
- St. Paul's United Church at 3131 Lakeshore Road

For more information visit kelowna.ca/cityprojects.

March 4, 2014

Last week for Pandosy Waterfront feedback

If you haven't had a chance to see them first hand yet, you can visit City Hall until Friday to see the models and design drawings created by 30 community volunteers during last week's Pandosy Waterfront charrette.

Feedback about the designs will also be collected until this **Friday March 7, 2014.**

Starting next week, City staff will review feedback that has been collected since January through emails, phone calls, the online engagement tool, as well as two public review sessions and an open house attended by more than 250 people.

Input will be analyzed and provided to City Council along with the charrette designs in April.

For project information, visit kelowna.ca/cityprojects and to share your final thoughts, go to getinvolved.kelowna.ca.

Appendix I
Earned Media

Letter: Preserve waterfront for all visitors
Kelowna Capital News
Friday, March 7, 2014

To the editor:

Many concerned citizens have expressed their suggestion in finding a proper site for the Kelowna Tourist Info Centre. Opposing arguments have been endorsed by the president of the tourist centre and the manager of the chamber of commerce.

With due respect to these individuals who claim that the best location is at the foot of Queensway Avenue, I believe they are biased. First of all the chamber of commerce can be located in an office downtown; a two storey (info centre) building will destroy the lake view, eliminate parking and increase traffic congestion in the area, especially if Westcorp builds the 24-storey tower and blocks Mill Road to Queensway.

The city and the tourist office claim that a waterfront office will help Kelowna's tourist industry. I would suggest to keep the present highway office and install a satellite branch along the lake with longer hours to service the walk-in traffic. The Chamber can relocate elsewhere. The highway will alleviate the traffic congestion: Can anyone imagine during summer how hard it will be for large motor homes or travel trailers attempting to find their way to the tourist office on Queensway?

As a last choice why not remodel the old yacht club building for the tourist centre, although limited parking and accessibility would still be a challenge, I'm sure Mr. Stuart would not object to a smaller park.

Ono Curatolo

Kelowna

Charette a charade?
The Daily Courier (Vernon)
Gerry Michaud
Friday, March 7, 2014

With respect to the Abbott Street debate, Ron Seymour's article, "Minds made up before...." on Feb. 25, seems to imply our only obligation as citizens is to vote every four years and that is all.

Of course, we elect councillors to act on our behalf, but they don't always do so, or sometimes do so selectively.

Civic responsibility classes in high school taught us that input by everyone was good, even essential to the process. Good decisions are made with everyone in mind.

The Abbott Street waterfront decision is important because of its major consequences for years to come - the long-lasting beauty and live-ability of our city.

People of all socio-economic brackets should be able to enjoy our waterfront for now and future generations. Over-development of the waterfront now for short-term financial gain for the city is a permanent loss for our children and grandchildren.

I think it is good to reach out to the community to get as many viewpoints as possible. What is wrong with that? Of course, there will be conflicting viewpoints, but I think the people of Kelowna are smart enough to

give mostly good opinions. I may not agree with all of them, but I want to know what they are and will respect them.

That is what we elect councillors to do, also. The problem here is a lot of people, including me, are saying that the process to get those opinions was misleading and flawed; that the decision process seems very directed and predetermined so that it gives the impression it will represent the will of the community, but actually won't.

Transparency in politics is always good. It's lacking here.

When I tried to give input on the city website around the issue, my impression was that the City of Kelowna had designed a website that was flawed and would skew my opinions; that it would not give an accurate representation of my views.

I found it next to impossible to show real displeasure with some of the ideas proposed - the paddle club, for example.

It seems this is a case where our taxpayer dollars are going toward convincing us we should accept an agenda that we don't really want - in effect getting taken advantage of by our own money. That is not what we elect councillors to do.

Maybe we should have a plebiscite on the issue. I am sure I speak for a lot of people when I say we are tired of the backroom manoeuvrings in government at all levels.

Enough people are saying the "charette" seems more like a "charade." Maybe there is something to that.

That should be of interest to you and your newspaper, Mr. Seymour.

Gerry Michaud

Kelowna

Letters:
Cedar Avenue lots should all be park
Kelowna Daily Courier
Wednesday, 05 March 2014

I am writing to encourage the citizens of Kelowna to seriously consider how they would like to have the irreplaceable waterfront land accumulated by the City of Kelowna in the Cedar Avenue/Abbott Street area to be developed. This is a once-in-forever opportunity to plan for the future and I strongly believe all this property should be retained by the citizens of Kelowna and used as a park.

Old newspaper articles and documents indicate much of this property was originally purchased for development as a park and that many of the lots were purchased specifically with park funds.

It is only more recently that commercialization of this space was included in the concept. There is plenty of space for that type of usage on the east side of Abbott Street, where unobstructed lake views and access to the park will still make those properties highly desirable and promote the revitalization of the area envisioned by the city.

A boutique hotel, restaurants and shops can all be located on the east side of Abbott in a way that will preserve the waterfront lots and create a vibrant, unique area for tourists and locals alike. These new commercial and residential developments overlooking the park would also create substantial tax revenue that will pay for this park in a short time.

The city will never have a similar opportunity to purchase this amount of waterfront land in the future. Waterfront land is now too expensive for the city to purchase 11 contiguous lots.

I think our city's previous mayors and councillors have shown tremendous foresight in assembling these properties over the years. We are extremely fortunate these lands were purchased when waterfront was still financially affordable.

The South Pandosy area is quickly changing into one of the city's high-density areas and this density will only increase in the future. It is one of the areas the city has designated for high-density use in the OCP. The population of Kelowna will continue to grow, putting increased pressure on our existing waterfront parks. Because of the cost of housing, families will increasingly be raising their children in condos. The lack of private yards will need to be replaced with public parks within close walking distance to where they live. The city has organized a charrette to discuss development of this property.

However, they have placed such tight parameters for member discussion that the conditions are biased and limit discussion of preserving the space solely for park.

They are:
- Inclusion of space for the paddle club (a paddle club is a great idea, but why here? The paddle club was recently granted temporary space for three years and, somehow, ended up as a required component for these lots. They were also granted three votes, when "citizens at large" only have four votes);
- Financial viability - complete the development with no additional tax impact (if we can spend $42 million on an RCMP detachment building that has a life span of 50-75 years, can't we spend a few million developing a waterfront park that will last for eternity?);
- The timeline calls for a plan by the end of April (the city has had three years to review this property and is suddenly allowing only four months, from start to finish, for evaluating options and choosing a plan).
- The five lots to the south owned by the city and paid for primarily with park funds are also not included in this charrette. They should be. It would be like having a charrette for only half of Bernard Avenue. Does that make any sense at all?

I ask the city to remove these restrictions and allow for open and unencumbered discussion by members of the charrette, encompassing all of the 11 lots owned by the city in this area.
The city has now closed a poorly designed website that allowed citizens to give input on the project. It was extremely difficult to navigate and did not easily allow for disagreement of the ideas presented.
This entire process has been flawed from the beginning and appears to be biased towards encouraging commercial development of these lots, rather than retaining them all as park.

The 2012 Citizen Survey indicates community access to parks is one of the top things that make Kelowna livable. Citizens consistently ranked parks near the top in relevant categories.

We have to look well past the "here and now" and show the type of foresight that was shown by our forefathers when land was set aside for City Park, Gyro Park and other waterfront parks.

These parks were not cheap when they were created, but councils at the times rightly concluded waterfront parks are priceless. Let's not have our children and grandchildren walk past this property in 20 or 30 years and shake their heads at our lack of vision.

This is not the time for complacency. If you believe, as I do, that this precious land must be retained for future generations as a waterfront park, please make your thoughts known by emailing the mayor and council at: mayorandcouncil@kelowna.ca.

If you are interested in reviewing further information and the history of these properties, please visit the Facebook page: facebook.com/PeopleforthePark.

Let's ensure this property is zoned P3 (park), never sold or developed, and is preserved to serve as a park for the citizens of Kelowna for all time.

Paul Mitchell, Q.C.
Kelowna

Letters:
Thanks for new idea on the waterfront
Castanet
Mar 1, 2014

I would like to commend City council and City management for having the flexibility to reverse course to conform to the public's needs.

Their recent decision to change their long held position and now include all of the 13 city owned waterfront properties as one large waterfront park is very refreshing to see.

Bob Whitehead

Lots were bought for park
Kelowna Daily Courier
March 3rd, 2014

In 2011, there was a public hearing on the waterfront land along Cedar Avenue and Abbott Street.

Citizens from across the city crammed council chambers demanding that all of their precious waterfront land be kept for a park.

The council of the day listened and turned down the foolish idea of selling most of it for commercial and residential development.

Despite this, the city is carrying on its agenda with a charrette to make decisions on using the land. Charrettes are usually stacked to favour the business establishment of chamber of commerce and developers etc.

This is why citizens who want all their 11 lots for park won't be allowed in the charrette. Also, there is secrecy surrounding the four lakeshore lots south of Cedar Avenue and two lots east of Walnut Street on Meikle.

Why not simply have a public referendum to decide the waterfront land issues during the civic election this fall at minimal costs? The city doesn't want real democracy because this forces it to do what the people want.

Reporter Ron Seymour claims that the best use of our land is for a commercial strip mall with residences and a board walk. Contrary to what the materialists, Seymour and the city think, there has been too much public waterfront land sold off and wrecked by commercial and residential buildings.

This waterfront land is a rare beautiful gift of nature, best used as a park haven to uplift the souls of citizens and future generations. It is scarce. As the population multiplies, people will need more waterfront park with sandy beach; not less.

In his Jan. 20 editorial, Seymour stated that converting the lots into exclusive use as parkland isn't what the city bought the lots for in the first place. This is deceitfully false.

There is documented evidence that the city in the 1990s wanted all the land for a park. At the 2011 hearing, there was evidence that an elderly lady wanted her property used for a park as her legacy. Because the city promised her this, she sold. Likewise, Mr. Fraser sold only because the city assured him his property and all other properties would be used for a park. Many parks are created without development on site. Citizens,

don't believe the city's phony story that development is needed to recover costs of the land and to create the park.

The cost of benches and planting grass seed is small. The city bought the properties at bargain prices and the rents were steadily increased.

If the land isn't paid off by now, then something is haywire at city hall. Has the park fund and land reserve account vanished? Do we need a judicial inquiry? The Mission Creek Green Way was built with donations from the public and service clubs etc. So, why not do the same for our waterfront park? If the city can waste $800,000 on the silly outhouse in City Park and on the obscene $250,000 salary for the city manager, then it can afford the park.

Robert Cichocki

Opinion:
Charrette on Pandosy waterfront poses plenty of questions (clipped)
Kelowna Capital News
Charlie Hodge -
Feb 27, 2014

Thank you to the folks who gave time earlier this week to partake in the Cedar Avenue planning charrette. The process, however, still appears to have been more like a charade.

I attended the Wednesday evening display at the end of the process and am still shaking my head. Can anyone say smoke screen?

After reviewing the results and discussions with some participants, I'm convinced the process was not as open as suggested.

Tuesday morning, the charrette began with a tour of property from Pandosy to Abbott Street, even though that area has nothing to do with the subject land from Abbott to the waterfront. Charrette facilitators rationalized the tour as important to understand the "big picture" for later planning the waterfront portion. That sounds reasonable on first blush but has an odour of manipulation at the end of the day. Upon return, charrette participants spent the afternoon arranging little wooden blocks all over the maps between Pandosy and Abbott Street.

Finally on Wednesday morning, participants got to work on the actual park site and broke into four tables with each table drafting separate conceptual plans. After lunch participants were told they had done such a great job they were sent home early while charrette facilitators finished the maps.

All four maps from the participant tables had Abbott Street realigned, with every concept reducing the land size and diminishing parkland. All concepts showed a commercial structure remaining, albeit the road moved in front of it instead of behind. According to charrette participants, lead facilitator Frank Ducote told them repeatedly that land "needs" to be given up for commercial or development purposes in order to pay for the park.

Ironically the concept that drew as much or even more attention from onlookers was a fifth one promoted by an unidentified resident of the neighbourhood which, while containing buildings, kept the parkland intact. Unfortunately many of the general public were misled (accidentally, I'm sure) by a digital concept picture next to it on the wall showing a highrise being proposed near the park site. The inference of the digital rendering next to the artistic rendering suggested they were connected and submitted by the same person, which made some viewers nervous.

Thankfully some workshop participants were relentless Tuesday and early Wednesday morning in insisting that they be able to look at all 11 lots in the area, not just the seven city staff and facilitators wanted them to look at.

But there are still more questions than answers.

Why was an area property owner who is proposing a 24-storey hotel complex connected to the site allowed to take part and vote in the charrette when not all other property owners in the area were? Is that not a conflict?

Why did staff not include the 11 properties in the original planning for the charrette and only did so after that question was posed two weeks ago and several charrette participants demanded it?

Why was there never a plan proposed for discussion that completely eliminated the commercial component from the waterfront portion?

Why was a map of the current site not available for public viewing until I asked for one Wednesday night?

Why was the paddle board association granted three members on the charrette?

Why do council and city staff continue to say a commercial component is needed in order to pay for the proposed park when the city has received significant rent for the past 20 years? Renters and taxpayers have likely covered the bill already—and what are development cost charge funds for?

There are plenty more questions to be asked too.

Public opinion ignored
Daily Courier
February 28, 2014

Re: Cedar Avenue development (also referred to as South Pandosy Lakeshore)

Apparently saying "open and transparent" means as little to the current city council as does "please voice your opinion."

Both terms are used when convenient and are meant only to appease the public. When public consultation is ignored, it is a huge waste of everyone's time.

Trying to voice an opinion on the website was difficult as the questions only allowed a yes or no response. Also a large segment of the taxpayers are unfairly eliminated in this process because not everyone has a computer or is computer savvy enough to navigate the site.

The properties along the lakeshore were bought specifically for the purpose of providing a park, as the city's own documents prove, so why not make it a park? Once waterfront property is developed for another purpose it is virtually impossible to reclaim for a park, as we all know.

So why ruin one of the last remaining areas in Kelowna, eliminating its intended purpose?
This seems particularly strange upon the recent announcement of the city's plan to replace sand on a lakeshore area near Strathcona Park.

If there is inadequate funding to develop a park immediately, perhaps the amenities could wait, but let's keep it for the original purpose. Why does the city refuse to include the four other lots in this parcel?

Recently, someone suggested the city may have a developer waiting in the wings for this prime area. If this is truly the case, inform the citizens.

Denton and Dianne Powles,
Kelowna

Get the result first, then ask for opinions
Daily Courier
February 28, 2014

Re: the city charrette on South Pandosy:
"Never call a meeting until the outcome is a foregone conclusion." - Ken Follett

Larry McIlveen,
Kelowna

Online questionnaire flawed
Daily Courier
February 28, 2014

Cedar Avenue park, now arbitrarily renamed Pandosy Waterfront, even though Pandosy is one city street away from the waterfront, is the focus of much discussion locally.

Land that was purchased over many years with the intention of creating a new park in the South Pandosy district. That plan is now under threat by those who
believe this should not be park for all the citizens of Kelowna, already paid for by all Kelowna taxpayers, but rather an area of mixed development with a public walkway through this land.

The land in question is located in a cosy cove, teeming with wildlife, and offers many possibilities within the parkland concept.

City Hall is engaged in a process to gather information regarding what Kelowna citizens want, but the process is flawed. Their main tool for information is Mindmixer, a social media research tool, where one is invited to start a "conversation" or "share ideas" with others.
After several attempts, I finally grasped what the public is supposed to do.

Mindmixer, as it is used by our City Hall, is not for the faint-hearted, at least not for those who like to disagree in a "conversation."

When presented with a photo, the options are "Love it", "Like it," "It's OK" or "I'm Neutral," but nowhere does it offer the option of "I Dislike it."

When I queried City Hall as to the rationale behind no negative option for a response, I was told "the platform does not provide a 'don't like' option for the ideas."

How then was I able to find that other communities who had used Mindmixer were able to offer "Not Appropriate" as an acceptable response?

Similarly, a cursory troll of the Internet indicates while some cities use the soft photos/questions/ideas that Kelowna does, some of those cities, for example, Orlando, included tick boxes so the city could clearly gauge public perception on a given project. Correspondence to me indicated that City Hall had decided not to include that option. Why not?

Furthermore, Mindmixer is meant to generate qualitative information (touchy feely stuff, in my words) and not quantitative data (hard numbers).

What was City Hall afraid of? That the results would reflect something different from what they wanted to hear?

I have been told these responses will serve as the basis of discussion for this week's charrette, a workshop with stakeholder groups represented, the goal of which is to come up with a consensus as to how to move the project forward.

As someone who studied market research and used these methods to make decisions, I would suggest the methods used by City Hall to determine the wishes of its citizens are flawed.

I would also suggest the sample used for their information gathering is flawed. If City Hall is actually planning on using the results of Mindmixer, they will not hear from those without a computer, those who are not tech savvy, and those who are not prepared to give their name, birth year, email address and postal code.

I note that while many people have viewed Mindmixer, an insignificant proportion have actually joined the "conversation." And that is not because people do not care.
Is it too much to ask City Hall to gather unbiased data before making an irreversible decision on this important and sensitive community land?

I also question the indecent haste in which this whole information gathering and decision making is being done. City Hall has had almost three years to move on this, yet beyond allowing temporary use of one property for the paddling club for a nominal fee, and the placement of riprock along the water's edge, completely ruining the beachfront in the process, I am not aware of any communication with the public at large regarding this potential gem of a park.

If I were to wish to punch something through with the minimum of consultation, I would do what City Hall has done.

First, they changed the name from Cedar Avenue park to Pandosy Waterfront, taking "park" out of its name and replacing it with the name of a funky area with interesting "commercial" developments, but not near the waterfront.

Second, City Hall provided minimum notification regarding the future of Cedar Avenue park. A few journalists picked up the story, but there was no active attempt to engage the public such as there has been recently with the proposed new RCMP building.

Third, a decision was made to use Mindmixer instead of a straightforward market research questionnaire.

Fourth, the timing is tight and takes place at a sub-optimal time of year for residents. The timing from the first publication in local newspapers regarding Cedar Avenue park to the closing of comments on Mindmixer is barely a month, and in a month when many people who are normally engaged with local issues, are on holiday.

Fifth, a charrette was organized for Feb. 25-26 with an open house Feb. 27, again when many people are away. The public is allowed to participate in the charrette by attending sessions on mid-week evenings only.

This promises to exclude seniors who do not like driving at night, families with young children and anyone who works evenings. Would it have been so difficult to have an open house on a weekend?

The selection of stakeholder groups invited to participate is also curious. While the money used to purchase the parkland came from taxes collected from all Kelowna taxpayers, not all residents' associations are represented.

Following the results of the charrette, the public is allowed to provide input on the conclusion arrived at by the charrette for eight day only. Why the rush? Could it be that holiday makers will be returning in March and may then wish to become involved?

Or is it that the more time the citizens of Kelowna are given to dwell on the possible loss of waterfront parkland, the more people will rally to the defence of a park.

Finally, our mayor and council are elected to represent us and it does not reflect well on them when the public feels betrayed by the process and timing of this project.

B. E. Bailey,
Kelowna

City shows no effort at democracy
Capital News
February 28, 2014

To the editor:

Re: Cedar Avenue development

There seem to be three key facts I can glean on the topic of the Cedar Avenue area: The space was originally intended as park land, there is a significant number of folks who want to see it stay park land only (i.e. no commercial), and the current method of gathering feedback from the public is quite biased.

I don't think the idea of keeping the area park only has been adequately presented as an option to the public and there has been a bias towards making the area commercial/park in the city's presentations and feedback gathering process.

This doesn't seem to be democracy in action or practice.

I think people need to be given equal information about both possibilities (park only and park/commercial) and let them decide from there.

What I've seen is mock-ups of how nice the proposed park/commercial development would be, but I'd like to see how nice a park-only could be, and then make up my mind.

Lisa Masini,

Kelowna

High density construction requires more city parks
Capital News
February 28, 2014

To the editor:

With regard the current proposal of city-owned lakefront properties on Abbott Street,

I truly believe the entire property should be a park. Over the next few years the existing houses should be removed, it should be improved as per Gyro and Kinsmen Parks and the Abbott Street improvement should be extended all the way to Watt Road.

In my opinion, to allow commercial development of any kind, on the west side of Abbott Street, would be counter productive to all we have tried to accomplish in creating waterfront access to the growing population of the entire community.

This has become especially relevant as most of the new residential developments have very small homes, condos or apartments due to perpetually increased building costs in relation to taxpayers' ability to pay for mortgages and leases.

The key to sustaining our community is to ensure access to the one resource the city can truly provide—waterfront parks.

Tom Treadgold,

Kelowna

City shows it's been listening
Capital News
February 28, 2014

To the editor:

I would like to commend Kelowna city council and city management for having the flexibility to reverse course to conform to the public's needs.

Their recent decision to change their long held position and now include all of the 13 city-owned waterfront properties [Cedar Avenue area] as one large waterfront park is very refreshing to see.

Bob Whitehead,

Kelowna

Waterfront park theme of charrette
Castanet
February 28, 2014

If the results of this week's charrette are any indication of what will eventually happen then a waterfront development in the South Pandosy/Cedar Avenue area will include a lot of parkland.

The two day charrette, which concluded Wednesday resulted in four different design visions.

According to Shane Worman, a member of UDI (Urban Development Institute) and a resident of the neighbourhood the common theme of all four was the entire lakeshore would be park.

"All four options had no commercial development on the waterfront. Everything was gone to the other side of the street," says Worman.

"All the options included the paddling club, in whatever form it takes, on the waterfront. The location and form were different in all four of the schemes."

Worman says in all four concepts the park would stretch across the 11 waterfront lots - the original seven north of Cedar Avenue plus four properties south of Cedar.

"One of the common threads running through was that all 11 lots be considered by this process and I believe the city heard that loud and clear because they did expand our scope of work on the last day to include those other four lots which was not the original intent," says Worman.

"From a staff level they said this looks integral, all the plans are integral so therefore on the second day we were free to plan that. What comes of that I don't know."

Graham Hood, the city's strategic land development manager, says the idea of opening up the entire development area for design consideration came from facilitators of the exercise.

"There was a uniform vision in the room that those lands were intertwined and needed to be considered together. The facilitators came back and said to staff we need to look at things in a more holistic manner," says Hood.

"Based on the way the designs were going - they were in a different scope than we envisioned so it just made sense to look at all those lots."

KLO Central Neighbourhood Association president, Richard Borroughs also took part in the design exercise.

Borroughs, like Worman, was pleased with the outcome.

"It was great to see the citizens come together from across Kelowna with their ideas and to create some great concepts," says Borroughs.

"It was also interesting to see the uniformity we all had on some things such as preserving the waterfront for all of Kelowna. I thought it was a great exercise."

Borroughs says both city staff and ultimately City Council will have some great ideas to look at.

Hood says facilitators will take the designs and the feedback, refine the vision and prepare it in report form to give to staff.

At that point staff and the lead facilitator will report their findings to council.

Hood expects that report to come back to council in late March or early April.

Click here to view the four designs submitted through the planning exercise.

Letters:
City has no vision to preserve waterfront
Kelowna Daily Courier
Thursday, 27 February 2014

What is this obsession City Hall apparently has for putting up buildings on our waterfront?
We may never know because councillors practically never have comprehensive debate on issues at council meetings.
Case in point: this proposed building for the tourist bureau. Were councillors really prepared to accept the proposal to build it in City Park? Do they really believe the latest proposal for the foot of Queensway is a justifiable place for such a building?
And the proposal for a minimal park at Cedar Avenue - does council have so little vision as to believe that buildings on the west side of Abbott Street in that location are better than using the seven city-owned lots for waterfront park?
I would like to think there is some vision and long-term thinking among councillors and city staff. But it isn't apparent.
We often hear council wants Kelowna to be the best mid-sized city in Canada and yet there is this obsession to squander and denigrate our biggest asset - the lake and views of it.
Does anyone think that had the powers that be been in control in 1905, that City Park would exist today?
I hope councillors can give their collective heads a shake and recognize the present and future values of our lakeshore
Ken Campbell,
Kelowna

Frustration over Cedar Avenue
Castanet
Wayne Moore
Feb 27, 2014

Michael Neill is frustrated with the process and the restrictions being place on those involved in the Pandosy Waterfront design charrette.

The two-day charrette wraps up today (Wednesday).

Neill, with "People for the Park," says he has been led to believe restrictions placed on the charrette by City Council is frustrating some of those taking part.

He is on vacation in Mexico but says he is speaking with those involved.

"The frustration has always been that they (city) only want to talk about half of the property and would not discuss the whole package which we thought had to be looked at in order to come up with a proper plan for the whole area and build something that was truly magnificent," says Neill.

"It frustrated me that the paddle club was put in as a mandatory component providing them with several thousand square feet of space and building when the city only had barely a month to access how well the paddle club was doing. It seems premature."

By only making a decision on half of the area now, Neill says his fear is the city could be left with nothing more than a walkway along the waterfront instead of a park.

"People for the Park" has released its concept for what the neighbourhood could look like.

Neill says drawings were presented at the charette to favourable reviews, however, he adds the plan cannot be implemented because charrette participants are only able to consider the northern portion of the waterfront.

"We believe our plan addresses the concerns of both the City and its residents, with significant development and the creation of an affordable and legacy park," says Neill.

The concept plan allows for a five-storey boutique hotel with cafe and retail at ground level set back from the waterfront. as well as three to five storey condos on the east side of Abbott Street, again set back from the waterfront.

In front of both a large waterfront park stretching from Newsom Avenue south to Meikle Avenue.

Neill says this concept differs greatly from one presented to the city back in 2011 when the city initially reversed its stand on a mixed commercial/park project amid growing public opposition.

Ultimately, Neill says he and his supporters are not opposed to commercial development within the development area, they are just concerned a commercial development might choke out a park altogether.

"I see an opportunity for us to be able to afford and have a very significant and beautiful park and all the commercial," adds Neill.

"I want to maximize the park."

Video/Audio:
A plan for part of Kelowna's waterfront
CBC Daybreak South – February 26, 2014

More waterfront parks
Castanet
Feb 25, 2014

With regard the current proposal of City-owned lakefront properties on Abbott Street, I truly believe the entire property should be a park. Over the next few years the existing houses should be removed, it should be improved as per Gyro and Kinsmen Parks and the Abbott Street improvement should be extended all the way to Watt Road.

In my opinion, to allow commercial development of any kind, on the west side of Abbott Street, would be counterproductive to all we have tried to accomplish in creating waterfront access to the growing population of the entire community.

This has become especially relevant as most the new residential developments have very small homes or condos or apartments due to perpetually increased building costs in relation to taxpayers ability to pay for mortgages and leases.

The key to sustaining our community is to ensure access to the one resource the city can truly provide - waterfront parks!

Tom Treadgold

Opinions:
Minds made up before planning process begins
Kelowna Daily Courier
Ron Seymour
February 26th, 2014
Page: A3
Section: City

The first question posed by a member of a new volunteer planning group that met for the first time Tuesday was whether the whole thing was a big waste of time.

It seemed like a good question. It reflected the skepticism some feel toward the city's effort to draw public input on the fate of municipally owned waterfront lands in the South Pandosy neighbourhood.

Some think the fix is in with the charrette, the fancy French term mysteriously used for the planning exercise.

Critics believe the city is secretly committed to selling a portion of the 2.5 acres of land for residential and commercial development, and having public access to the waterfront provided only through a boardwalk and fairly narrow green strip.

This view is so well-established in some quarters that it was something facilitator Frank Ducotte tried to address head-on during his opening remarks to the 33 volunteers who gathered at St. Paul's United Church.

A diversity of participant views on the fate of the municipal lots is not only understandable, it's welcome, Ducotte said. The important thing as people advance those various viewpoints, he said, is that everyone be respectful toward one another, maintain an open mind, and try to think of what's in the community's best interest.

All fine words. And then were immediately challenged by a panel member who suggested everything was "pre-cooked" to ensure city council gets the recommendation it desires for mixed use development on waterfront lands.

Ducotte, an SFU urban design professor who's obviously had some experience with highly opinionated folks, refused to be drawn into the spat the panel member seemed to be craving mere minutes into the daylong session.

"The city's long-held vision for mixed-use development on the site is "something we're going to explore," Ducotte said mildly.

And city staff then stressed whatever recommendations the group comes up with - keep the entire site as parkland, go for the mixed-use approach or some other idea entirely - will be dutifully relayed to council.

"What you create here over the next couple days will be taken to council," said Graham Hood of the city's real estate division.

If there's any fix involved, or any "pre-cooked" notions, they are almost certainly held by most of the volunteers now participating in the planning exercise.

"The head of a KLO neighbourhood association said before the meeting his group is firmly in favour of making the entire site parkland. Individuals representing the development community undoubtedly will push for the mixed-use approach.

So good luck trying to find some common ground between those viewpoints.

The likely leanings of other participant members can be reasonably assumed from the groups they represent. Members of the Naturalist Club and other local neighbourhood groups will probably favour the all-park idea, while those representing business and construction groups will probably endorse the mixed-use strategy.

The decision-makers in terms of coming up with the group's recommendation by Thursday's deadline might well be the handful of participants whose names were chosen at random from the 50 or so people not obviously affiliated with any special interest group.

In fact, it might have been better for the city to just assemble the whole group in a random fashion. Pluck names from the phone book, phone people out of the blue and ask if they'd like to participate in an important planning exercise, and fill up the available spots that way.

At least then, those chosen to get involved wouldn't be going in with pre-conceived notions - freely acknowledged or clandestinely-held - of what's the best future for the municipally owned South Pandosy waterfront lands.

Of course, the ultimate decision rests, as it should, with the nine people who've actually been elected to represent all the citizens of Kelowna.

The mayor and council - not a group of busybodies, blowhards and developers - are the only ones with the legitimacy and the authority to say what happens to the South Pandosy waterfront.

So the real question isn't if the fix is in with this week's charrette. It's why it's even being held at all.

Video:
Trying for development consensus
CHBC News Video – February 25, 2014

Letters:
Land was bought to be a park
Kelowna Daily Courier
Tuesday, 25 February 2014

I find it disappointing city council is, once again, opening an issue that has long been decided. The city purchased properties, on Abbott Street, north of Cedar Avenue, on behalf of the citizens it serves, for a

future waterfront park: this is clear from internal city documents related to the purchases that consistently refer to the area as the "Cedar Avenue Park Site."
Press reports at the time also indicate that the city was clear about its intention for the property to become a park. The current official community plan also supports this aim with two of its goals stating:
7. Provide Spectacular Parks. Provide spectacular parks where people pursue active, creative and healthy lifestyles close to where they live and work.
8. Include Distinctive and Attractive Neighbourhoods. Develop distinctive and attractive neighbourhoods and urban centres with safe, accessible public spaces that enhance investment.
My overriding concern is that council makes every effort to preserve our waterfront access for the enjoyment of future generations of citizens and visitors: for council now to rezone the properties for commercial development will be a betrayal of the purpose for which this land was purchased.
David Jenkins,
Kelowna

City trying to back out of promise to build park
Kelowna Daily Courier
Tuesday, 25 February 2014

Beachfront property is finite; there is only so much city lakeshore available and once that is gone there won't be any more.

During the summer, both Gyro and Rotary beaches on Lakeshore are overcrowded and look worn out.
So, why is the city determined to exploit the public's lakeshore properties on Abbott and Walnut Streets with some development?

Isn't it about time we thought about the wishes of taxpaying citizens of this city instead of the ambitions of the developers and their almighty dollars?

The best use for all of the public's 11 lakeshore properties along Abbott and Walnut Streets is a beautiful park with a sandy beach and an obstructed view.

The city originally bought the land for a park, but now is reneging on that deal.

With an increasing population, the citizens will use every bit of the park and will need more.
Penticton is famous for its waterfront parks with sandy beaches. Why don't we follow suit?

Why destroy the public's lakeshore land, when there is land that could be used for commercial and new residential development along the east side of Abbott and Walnut Streets over to Pandosy Street?

Also, the city owns two lots east of Walnut Street on Meikle. What are the plans for those two properties? Could they not be used for the city's envisioned commercial enterprises?
People in the know, such as Michael Neill, are speaking out and exposing how the city is doing everything to get its way for development.
The city is having a charrette, starting today, to discuss and plan. On Thursday, there is a public open house at St Paul's United Church. The charrette has about 25 people representing interest groups, including a handful of paddleboarders and a group of developers, each having a representative, but only five people from the public (chosen by lottery).

Numerous residents associations representing many thousands of citizens are allowed only two or three representatives. Neither the public nor the media are allowed to watch the proceedings.

Furthermore, citizens who want all public lakefront property used "for park only," won't be allowed in the charrette.

As usual in these types of meetings, the groups are heavily represented in favour of city hall's agenda.

The charrette is a charade. The whole program is designed to get the biased results the city wants. Allowing development to recover land costs isn't necessary.

The land was bought many years ago, rented out and therefore it has been paid off. Also, there are city land reserve accounts and park acquisition funds available.

Neill has exposed how the city deliberately ruined the shoreline of four properties along Walnut Street with massive piles of boulders costing $314,000.

He is shocked and stated this and other behaviour by the city is unethical, irresponsible, arrogant and deceptive. He represents the group People for the Park and he is asking the public for help to stop the madness.

Citizens, it is urgent to save all our 11 waterfront properties as park. So please, as soon as possible, make your voice heard loud and clear.

Joellen and John Broughton,
Kelowna

Developer wants to keep highrises away from waterfront
Kelowna Daily Courier
Ron Seymour
Tuesday, 25 February 2014

A major new development proposed for a lakeside neighbourhood shows a tower of 24 storeys flanked by a dozen low- and medium-rise buildings.

The ambitious project would be built on about four acres of land centred around the intersection of Cedar and Meikle avenues in the South Pandosy neighbourhood.

It would include hundreds of residential suites, commercial premises at street level, and a boutique hotel.
"I believe the time has come for a project like this," landowner and developer Albert Weisstock said Monday. "Our philosophy is to keep the foreshore 100 per cent parkland, and push the density back from the waterfront."

Personally and through his family-owned company, Weisstock has been buying land in the area for more than a decade.

The neighbourhood is attractive from a development point of view, he said, given its close proximity to both Okanagan Lake and the busy shopping area of South Pandosy.

Where people might have once objected to such high-density development near the water, Weisstock believes most now accept such projects can create a vibrant and interesting neighbourhood while preserving and enhancing public access along the lakeshore.
"South Pandosy is a great canvas," he said. "I think a development like this really is the future of the area."
Weisstock is among 33 members of a charrette, or volunteer planning team, assembled by the City of Kelowna to look at the future of the area around Cedar Avenue.

The charrette will hold its first of three consecutive meetings today. Weisstock was invited by the city to join the charrette because he is a major landowner in the area being studied.

His development plans are currently conceptual in nature, and would require city approvals that include zoning changes and height variances. If all approvals are eventually given, he anticipates build-out would take between five and 10 years.

The city owns seven waterfront lands north of Cedar Avenue, and four waterfront lots immediately south of Cedar. In Weisstock's conceptual plan, the city lots are shown as being converted to parkland.

The city has had plans to sell the upland portion of the municipal lots north of Cedar to allow for some residential and commercial development.

Weisstock says if that ends up being the approach taken by the city, it could jeopardize the viability of his own development proposal.

"I don't know why the city sees its role as being in competition with private sector developers," he said. "In my plan, all the city land is kept as park, and the city would get about a million dollars by selling us a part of Meikle Avenue. It would be a win-win for everybody."

Letters:
Info gathering on Cedar Ave Park allows for pro-city bias only
Kelowna Capital News
Feb 21, 2014

To the editor:

Cedar Avenue Park, now arbitrarily renamed Pandosy Waterfront, even though Pandosy is one city street away from the waterfront, is the focus of much discussion locally. Land that was purchased over many years with the intention of creating a new park in the South Pandosy District, is now under threat by those who believe that this should not be park for all the citizens of Kelowna, already paid for by all Kelowna taxpayers, but rather an area of mixed development with a public walkway through this land. The land in question is located in a cozy cove, teeming with wildlife, and offers many possibilities within the parkland concept.

City Hall is currently engaged in a process to gather information regarding what Kelowna citizens want, but the process is clearly flawed. Their main tool for information is Mindmixer, a social media research tool, where one is invited to start a “conversation” or “share ideas” with others. After several attempts, I finally grasped what the public is supposed to do. Mindmixer, as it is used by our City Hall, is not for the faint-hearted, at least not for those who like to disagree in a “conversation”. When presented with a photo, the options are “Love it!”, “Like it”, “It’s OK!” or "I’m “Neutral”, but nowhere does it offer the option of "I “Dislike it”. When I queried City Hall as to the rationale behind no negative option for a response, I was told that “the platform does not provide a ‘don’t like’ option for the ideas.” How then was I able to find that other communities who had used Mindmixer were able to offer “Not Appropriate” as an acceptable response? Similarly, a cursory trawl of the internet indicates that whilst some cities use the soft photos/ questions/ ideas that Kelowna does, some of those cities, for example, Orlando, included tick boxes so that the city could clearly gauge public perception on a given project. Correspondence to me indicated that City Hall had decided not to include that option. Why not?

Furthermore, Mindmixer is meant to generate qualitative information (touchy feely stuff, in my words) and not quantitative data (hard numbers).What was City Hall afraid of? That the results would reflect something quite different from what they wanted to hear?

I have been told that these responses will serve as the basis of discussion for the charrette, a two-day workshop with stakeholder groups represented, the goal of which is to come up with a consensus as to how to move the project forward. As someone who studied market research and used these methods to make decisions, I would suggest that the methods used by City Hall to determine the wishes of its citizens are flawed. I would also suggest that the sample used for their information gathering is flawed. If City Hall is actually planning on using the results of Mindmixer, they will not hear from those without a computer, those who are not tech savvy, and those who are not prepared to give their name, birth year, email address and postal code. I note that whilst many people have viewed Mindmixer, an insignificant proportion have actually joined the “conversation.” And that is not because people do not care. People have contacted City Hall,

expressing their frustrations with Mindmix, but there have been no alterations to the chosen “conversation” tool.

Is it too much to ask City Hall to gather unbiased data before making an irreversible decision on this historically important and sensitive community land? I also question the indecent haste in which this whole information gathering and decision making is being done. City Hall has had almost three years to move on this, yet beyond allowing temporary use of one property for the Paddling Club for a nominal fee, and the placement of rip rock along the water’s edge, completely ruining the beachfront in the process, I am not aware of any communication with the public at large regarding this potential gem of a park. If I were to wish to punch something through with the minimum of consultation, I would do exactly what City Hall has done. First, they changed the name from Cedar Avenue Park to Pandosy Waterfront, taking the “park” out of its name and replacing it with the name of a funky area with interesting "commercial" developments, but one not near the waterfront.

Second, City Hall provided minimum notification regarding the future of Cedar Avenue Park. A few journalists picked up the story, but there was no active attempt to engage the public such as there has been recently with the proposed new RCMP building.

Third, a decision was made to use Mindmixer instead of a straightforward market research questionnaire.

Fourth, the timing is tight and takes place at a sub-optimal time of year for residents. The timing from the first publication in local newspapers regarding Cedar Avenue Park to the closing of comments on Mindmixer is barely a month, and in a month when many of the sort of people who are normally engaged with local issues, are on holiday.

Fifth, a charrette was organized for Feb. 25 and 26, with an Open House on the 27th, again when many people, including our Mayor, are away. The public is allowed to participate in the charrette by attending sessions on the aforementioned mid-week evenings only. This promises to exclude those seniors who do not like driving at night, families with young children, and anyone who works evenings. Would it have been so difficult to have an Open House on a weekend, or would that generated too much interest in the project by the public?

The selection of stakeholder groups invited to participate in the charrette is also curious. Whilst the money used to purchase the parkland came from taxes collected from all Kelowna taxpayers, not all Residents’ Associations are represented. Only four seats out of approximately 30 are earmarked for all residents of Kelowna at large, yet the Paddling Club, which only located to the park on a temporary basis nine months ago, has managed to secure three seats.

Following the results of the charrette, the public is allowed to provide input on the conclusion arrived at by the charrette for eight days only. Why the rush? Could it be that holiday makers will be returning in March and may then wish to become involved? Or is it that the more time the citizens of Kelowna are given to dwell on the possible loss of waterfront parkland, a once in a lifetime occurrence involving the last available waterfront land in Kelowna, earmarked for parkland and paid for with park funds years ago, the more people will rally to the defence of a park. This is not City Hall’s intention at all!

Finally, our mayor and council are elected to represent us and it does not reflect well on them when the public feels betrayed by the process and timing of this project.

B.E. Baile,
Kelowna

Letter: Opposition to closed door charrette on Cedar Ave. waterfront properties
Kelowna Capital News
Thursday, February 20, 2014

To the editor:

Re: Pandosy Waterfront Land Charade
In 2011, there was a public hearing on the waterfront land along Cedar Ave. and Abbott St. Citizens from across the city crammed council chambers demanding that all of their precious waterfront land be kept for a park. The council of the day listened and turned down the foolish idea of selling most of it for commercial and residential development.

Despite this, the city is carrying on its agenda with a charrette on Feb. 25 and Feb. 26 to make decisions on using the land. Charrettes are usually slanted to favour the city's agendas, the chamber of commerce and developers etc.

These scheduled charrettes are a charade because the four waterfront lots along Walnut St. and the two city-owned lots east of Walnut St. are omitted. Also, citizens that want all the lakeshore property for park only, won't be allowed to be represented at the charrettes. The media and public aren't allowed to witness the event. Why all this closed-door discrimination and sneaky secrecy?

Why not simply have a public referendum to decide the waterfront land issues during the civic election this fall at minimal costs? The city doesn't want real democracy because this forces it to do what the people want.

Our waterfront land is a rare beautiful gift of nature, best used as a park haven to uplift the souls of citizens and future generations. It is scarce. As the population multiplies, people will need more waterfront park with sandy beach; not less. Already, there has been too much public waterfront land sold off and wrecked by commercial and residential buildings.

Why sell-off and wreck more rare public waterfront? There is plenty of land for commercial and residential development along the east side of Abbott and Walnut St over to Pandosy St and Lakeshore Rd. Why not use the city-owned properties east of Walnut St on Meikle and adjacent properties for commercial development?

Many parks are created without development on site. Citizens, don't believe the city's phony story that development is needed to recover costs of the land and to create the park. The cost of benches and planting grass seed is small. The city bought the properties at bargain prices and the rents were steadily increased. If the land isn't paid off by now, then something is haywire at city hall. Has the park fund and land reserve account vanished? Do we need a judicial inquiry?

The Mission Creek Greenway was built with donations from the public and service clubs etc. So, why not do the same for our waterfront park? If the city can waste $800,000 on the silly iconic outhouse in City Park and on the obscene $250,000 salary for the city manager, then it can afford the park.

Citizens; send your concerns to Strategic Land Manager, Graham Hood ghood@kelowna.ca, phone 250-469-8469, fax 250-862-3349, or to the mayor and councillors.

Robert Cichocki,
Kelowna

Cedar Ave. plan should include boardwalk
Kelowna Daily Courier
Friday, February 21, 2014 02:00

When all the decisions have been made about the Cedar Avenue park, I hope the plan will include a boardwalk so the people can enjoy walking and being part of the ambience. I think the shore should belong to the public.
Ted Strange,
Kelowna

Save Pandosy waterfront for green space
Kelowna Daily Courier
Wednesday, 19 February 2014

So now our "kinder gentler" council is no such thing, as it has applied restrictive guidelines to its Pandosy waterfront "charrette," so as to hoodwink an unsuspecting public into thinking it will be really open discussion.

Such clever maneuvering may more easily appear to back city plans to divide and commercialize this public park.

Contrary to the city's representations, its own records confirm earlier (and wiser?) councils dedicated some eight years in acquiring all these properties with the stated intent of preserving them for future beachfront park.

City records also state the costs were applied to the "park acquisition account."

Many of the public are not aware of this and, of course, may wonder why we are so adamant this wonderful forethought be fulfilled. It should be mentioned that the city has received rent from all the houses on the properties for some 14 to 25 years.

Nothing is owed by the city as a result of this acquisition.

Ron Seymour's recent column on the fate of the land contains so many unfactual points that appear so knowledgable and will unfortunately be believed by the public. This will make it even harder to protect this last remaining beautiful natural bay and some 1,000 feet of public beachfront park.

Seymour apparently believes our already crowded road end accesses and "engineered" waterfronts are quite sufficient and will continue to be in spite of the rapid growth of the city.

This so wisely preserved public parkland needs only a small amount of gentle treatment to provide simple sought-after green space, commanding views and a haven in our busy city.

The acres of dormant development land across the road can provide all the activities the city demands - as well as development income to the city - and, as Peachland has so intelligently done, a smarter integration of people and their lake.

Those participating in the city's charrette please be aware how important your decisions are.
J.L. Lambrick,
Kelowna

City hall not encumbered by democracy
Kelowna Capital News
Feb 18, 2014

To the editor:

Charlie Hodges' column in Friday Feb. 14 Capital News (More Questions Than Answers About Site Development) has put this whole issue into its proper context by shown how undemocratic [Kelowna city] council and staff have set it up so that the outcome can only be in their favour.

Several years ago my wife and I, along with a lot of other residents of the Mission, took part in discussions for the OCP for this area at St. Paul's United Church, hosted by the late councillor Alyce Clark and councillor Sharon Shepherd. One of the main decisions made was for all of the lake shore property now being discussed to be acquired for waterfront park.

Another item discussed was regarding the property bounded by Gordon, Casorso and Barnes and the promise made by council at that time was that property would not be allowed to be filled with condominiums as was done on KLO across from Okanagan College. And what do we have now well on its way to become exactly that?

If council were to do the right thing since we have waited this long, why not hold off a little longer and at the time of the next election put it on the ballot for a vote by the citizens?

L.W. Jupp, Kelowna

Waterfront charrette participants set
Castanet
Wayne Moore
Feb 17, 2014

The list of 33 people who will participate in a two-day charrette to help determine the future landscape of the Pandosy Waterfront project has now been determined.

KLO Central Neighbourhood Association President, Richard Borroughs selects charrette participants under the watchful eye of city Communications Supervisor, Jodie Foster-Sexsmith.

A lottery was held Monday morning at City Hall to determine the final eight participants.

Four of those came from the South Pandosy neighbourhood and four more from the community at-large.

City communications supervisor, Jodie Foster-Sexsmith, says 15 people had applied for the four South Pandosy slots while 22 had put their names forward for the four at-large spots.

Those people will be contacted before the entire list off 33 participants is made public.

Foster-Sexsmith says more than half of those participating (17) in the charrette are residents or representatives of neighbourhood associations with the rest (16) coming from stakeholder groups.

Graham Hood, the city's strategic land development manager, says the charrette will take place Feb 25 and 26.

"They will be tasked with coming up with the future of the South Pandosy neighbourhood as well as a design for what occurs of seven city owned properties just to the north of Cedar Avenue," says Hood.

"They will be given the history of how we have gotten to this place, they will be given the framework that council has endorsed for them to work within and then they will be working with facilitators who are very experienced in municipal charrettes and design workshops like this to move forward and design the neighbourhood and those sites."

The council endorsed parameters include:
•Paddle Centre – Accommodate Kelowna Paddle Centre within redevelopment scenarios, including up to 5,000 square feet of space.
•Financial Viability – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
•Park – Incorporate a park and waterfront walkway as an integral part of the site.
•Pedestrian and Park Connections – Incorporate park and pedestrian connections to current and anticipated developments.
•Parking – Design site and buildings to meet bylaw requirements for parking in future zoning.
•Riparian Setbacks – Respect required riparian setbacks.
•Council Policy – Adhere to or make recommendations for amendment to Council Policy 76.

•Timing – Complete public engagement and any required rezoning by the fall of 2014.

An original proposal for the area was shot down in 2011 by the previous council after a community backlash against a plan to include a commercial component into the planned park.

The proposal called for a mixed use commercial/park development on the 2.3 acre site along the waterfront on Abbott Street between Newsom and Cedar Avenues.

Most of those opposed to the project asked that the entire piece of waterfront be dedicated to parkland.

Opinions:
Hodge: More questions than answers on Cedar Ave options
Kelowna Capital News
Charlie Hodge
Thursday, February 13, 2014

Before February has ended, the City of Kelowna will have played host to another charrette designed to create a plan for the future use of the waterfront property at Cedar Avenue.

That process, however, is already under the microscope of public scrutiny and has inspired a fair amount of raised eyebrows. Rightfully so.

I smell a skunk in the woodpile.

While I am not opposed to a charrette process in theory, I do have serious concerns when a supposed open-minded planning process for the community is not really an open process or even open-minded.

It seems to me that there is little transparency or open-minded thinking when questions asked or criteria set for surveys will only result in providing the answers desired.

The Cedar Avenue beach development caused significant debate at City Hall some two years ago. Numerous Cedar Avenue area residents voiced concerns, as did the majority of neighbourhood association members.

At the top of the list of concerns was: Should a commercial building be allowed or should the 11 properties involved be simply kept as park land?

Suggestions included a walkway, possible restaurant, and a commercial building of at least two storeys.

Council back then, which I was a part of, was torn over the debate.

Many residents insisted the site had long been tagged for future park use.

Now, it seems, the current council may have lost site of the real issue and the supposed open-minded process is really not so open-minded.

The current council endorsed a set of eight project parameters or guidelines for the redevelopment planning. Among the eight are:

• Paddle Centre—Accommodate Kelowna Paddle Centre within redevelopment scenarios, including up to 5,000 square feet of space.

• Financial Viability—Complete the development with no additional tax impact .

• Park—Incorporate a park and waterfront walkway as an integral part of the site.

• Timing—Complete public engagement and any required rezoning by the fall of 2014.

The wording of those parameters sparks concerns.

I am pleased to see the site being used by the Kelowna Paddle Centre for canoes, kayaks, paddleboards, etc., and I understand its members are currently using one of the property homes as a headquarters.

However, their use of the city property was quietly granted without council consent (that I am aware of), so I'm surprised there is an assumption that the group will apparently continue there and take an active role in the future planning charrette when no public process or concurrence has taken place.

Regarding taxes, the city mandate is to "complete the development with no additional tax impact." Give me a break. That mandate pretty much eliminates a park-only plan.

"Incorporate a park and waterfront walkway as an integral part of the site." Integral? How about the point of the site, not just a part of.

"Complete public engagement and any required rezoning by the fall of 2014." Since council and staff had two years to get around to this issue, a public process and then rezoning by the end of the fall of this year seems a bit rushed. Is this a way of avoiding it becoming a controversial election issue? Hmmm….

So, later this month a group of 30 people will sit down and discuss the plan, based on the criteria already established for the property by staff and apparently approved by council. Charrette members will also be asked to consider the input the public has given on an online website.

The wheels on this wagon are weak and wobbly.

Of the 30 spots for charrette members, 25 were appointed by staff, while only five were left open for interested members of the public. At the time of this column's crafting, more than 50 people had applied to be among those five members.

The website is filled with lots of pretty pictures and cutesy questions, but none of them ask one key question: Do you support a commercial building on the site?

The website asks residents to choose answers on a variety of issues and encourages input on lots of fluff—but nothing about being opposed to a building which was really the main concern.

All of which to me begs the questions: Is there a company or developer already involved with the site?

I had to chuckle when reading one of the comments which suggested folks might like to see a dog park component at the site.

During my three years on council, I tried several times to have a dog park established near the lake anywhere in Kelowna and the majority of staff and council at the time would not give the concept a sniff of sincere interest—despite the interest of many residents.

Suddenly, it is tossed in as a possibility. (I'll bet my baseball card collection the dog-park idea never sees the light of day).

Concerns over this project are more than just the assumption that there will be a commercial component. Other assumptions of note worth asking include:

• Who has actually selected the charrette members?

• If this is truly a public process why is the session closed to the public, including media who supposedly represent the public?

• What are they hiding or afraid of having the public hear?

• Why is this planned charrette only discussing the seven properties on the north side of Cedar Avenue and not also the four properties on the south side of the road?

Surely a long-term future plan for the overall site should involve the overall site in total, not piecemeal.

What does staff have in mind for the other four sites? What's up with that?

Under the current formula there are simply too many assumptions and gimmies involved already to persuade me this is truly an open and public process.

Is this a charrette or a charade?

Letters:
Park character spoiled by City
The Daily Courier (Vernon)
Friday, February 14, 2014

Re: Graham Hood's letter published Feb. 5.

It's taken a long time for city staff to finally acknowledge the source of funds for the purchase of the Cedar Avenue waterfront lots and park. By my suggesting that all 11 properties were purchased with park funds, city staff have finally come to their defense, stating four of 11 were purchased from a land reserve account.

That leaves seven lots (about 75 per cent of the measured beach frontage) that were indeed purchased explicitly with park acquisition funds. At long last, thank you for some truth.

Below are some relevant snippets scanned from the 25 pages of city document detailing the purchase of all 11 properties over eight years (1989-1997). I don't see any references to a partial park, mixed-use, buy-sever-andsell or whatever (the related documents and more are available online at facebook.com/peopleforthepark).

- September 1992: The lake access in this area is fairly sandy with a gently sloping bottom suitable for swimming and is being used as such by the neighbourhood despite general knowledge of the deep lake outfall in the Cedar Avenue right-of-way. The Leisure Services department also supports extension of this park down to Meikle Avenue beach access because of the ability to include the 66-foot road right-of-way and the large portion of Crown foreshore in the park development at no cost to the City.

Staff's recommendation is to continue renting the existing residences until all properties have been acquired and then to develop the entire area as a neighbourhood beach front park similar to Kinsmen and Strathcona parks.

- March 1996: This acquisition will leave only one remaining parcel to complete Cedar Avenue park site; - April 1997: (this) completes a designated park site. The City completed the first acquisition for Cedar Avenue Park in 1989.

I would also like to refer to a newspaper article from August of 1994: "The park would be on Walnut Street between beach accesses at the ends of Cedar and Meikle Avenues but it would also include Abbott Street properties."

Funding for the Cedar-Meikle project came from the $2-million parkland acquisition fund approved by voters in 1988. The City administrator at the time, Ron Born said, "We have to rent out the houses until we have enough property to put the park together."

Enough said? Well, not quite.

Recently (between 2012-13), our city completed the destruction of the beachfront on the majority of these properties.

They tell me it was done to save the shoreline from erosion. Hogwash.

You can visit our facebook page and review the photos that show how $130,000 of taxpayers' money was used to destroy the charm and character of our park. Instead of a beach "fairly sandy with a gently sloping bottom suitable for swimming," it is now impassable, piled high with ugly boulders and looks more like the foundation for a boardwalk.

It seems a little late now for the city to be involving the public in a charrette asking if we want this or not. Someone, anyone, please do something to stop the madness.

Michael Neill

Kelowna

Repurposing Cedar lakefront would be a betrayal
Kelowna Capital New
Feb 12, 2014

To the editor:

City-owned lakefront properties on Abbot Street, north of Cedar Avenue.

I find it disappointing that Kelowna City Council is, once again, opening an issue that has long been decided.

The city purchased these properties, on behalf of the citizens it serves, for a future waterfront park: This is clear from internal city documents related to the purchases that consistently refer to the area as the “Cedar Avenue Park Site.” Press reports at the time also indicate that the city was clear about its intention for the property to become a park. The current Official Community Plan also supports this aim with two of its goals stating:

7. Provide Spectacular Parks. Provide spectacular parks where people pursue active, creative and healthy lifestyles close to where they live and work.

8. Include Distinctive and Attractive Neighbourhoods. Develop distinctive and attractive neighbourhoods and urban centres with safe, accessible public spaces that enhance investment.

My overriding concern is that council make every effort to preserve our waterfront access for the enjoyment of future generations of citizens and visitors—for council now to rezone the properties for commercial development will be a betrayal of the purpose for which this land was purchased.

David Jenkins,
Kelowna

Another view of Pandosy
Kelowna Daily Courier
Tuesday, 11 February 2014

Re: Ron Seymour's column in the Jan. 31 edition of The Daily Courier.
One vision foresees the entire Pandosy waterfront site being turned into parkland. End of story. Sorry, but that's oversimplified.

My recent interview with Seymour was abruptly ended by him as soon as I said it should be park - no interest in hearing how all the pieces fit together. He did, however, have no problem going on and on about the merits of developing it with residential and commercial buildings.

He suggests we drive by existing parks to see just how empty and unused they are. He needs to also suggest we do the same during eight months of year at Big White.

It's always been the city's vision to develop the land. Amend that to read "more recently been the city's vision" as there is plenty of documented history to the contrary. I have offered the 25 pages of city documents and articles from his own newspaper, but he is not interested.

Spending millions of dollars in the expectation the investment would be recouped. Again, city documents show the land being paid for with park funds. There is nothing to be recouped other than to utilize the space as intended. Even if funds came from general revenue, there is no repayment required if it is used for public benefit. For example, we are not spending $50 million on a new police station with the expectation of someday recouping it.

Sever and sell: This strategy is more recent and not relevant in this case.

An organically grown solution for Pandosy waterfront: Rome wasn't built in a day and nor should this be. The most eclectic, interesting and successful areas of cities are often the downtown, where the landscape is forever changing with a mix of old and new. Downtowns are rarely master-planned or finished; they just evolve, which is where the charm comes from.

Here are the steps I envision for the Pandosy waterfront:
1) Include the other four city-owned lots to the south of Cedar Avenue so we can start with about 900 feet of open lakefront. It's was paid for some 17-25 years ago.
2) Immediately zone the land from residential to park. This does not preclude the ability to add structures, even commercial ones such as a restaurant, community centre or paddle club. The land required would be leased from the city.
3) Remove all eight homes to reveal the vast open space along the long but relatively narrow lakefront. The city has already budgeted $130,00 to remove four of the eight homes.
4) The land east of Abbott and Walnut will now have prime unobstructed lakefront with depths suitable for significant projects including a waterfront hotel, shops, restaurants and even towers; whatever the community wants. Developers now need not worry about something happening in front of them. A new conceptual plan of the area that incorporates the lakefront access and views would help guide the development.
5) Install basic irrigation, and plant grass and natural vegetation around the existing and mature tress, some of which are rare and magnificent. Remove the retaining walls in the northerly lots to allow a natural shoreline to occur.
6) Install a bike and walkway path through entire length of the land. Consider allowing the paddle club to continue its temporary occupancy - we could benefit from a little more time to determine how significant this new amenity should be.
7) Do not alter existing roads or provide lakefront-side parking. Ultimately, the roadway needs to be calmed, perhaps in a fashion similar to Abbott Street.
Consideration needs to given to relocate the paddle club to nearby Kinsmen Park.

It will soon become apparent what changes or structural additions (if any) will be desired on the park land. I am betting the area will be immediately recognized as something quite magnificent and very different from any other Kelowna lakefront park.

Learn more at getinvolved.kelowna.ca.
Michael Neill,

Kelowna

Pandosy waterfront charrette planned
Castanet
Wayne Moore
Feb 8, 2014

A two-day charrette (urban design workshop) Feb. 25 and 26 will be part of the process to craft a new plan for Pandosy Waterfront.

“The engagement process is underway to develop design guidelines for the neighbourhood, much like we did for the Downtown Plan, along with a site design for the seven City-owned lakefront properties on Abbott Street, just north of Cedar Avenue,” said Graham Hood, Strategic Land Development Manager for the City of Kelowna. “Our online engagement tool continues to be very active and the next step is the charrette.”

About 25 to 30 volunteers will participate, representing the diverse interests of the neighbourhood and Kelowna as a whole. The goal is to have a balanced group, looking at a variety of perspectives to come up with the best solution for the site - residents, businesses and community organizations will all be involved.

To sign up as a neighbourhood resident or as a Kelowna resident-at-large for the charrette, email aearle@kelowna.ca by end of day Feb. 11 with your name and contact information. Stakeholder groups have been contacted directly. If there are several volunteers representing any one interest group, names will be drawn in lottery style.

Even if you can't participate, you can follow the charrette progress, check out the work of the participants and share your thoughts about the outcomes.

Public Charrette Review Sessions
•Tuesday, Feb. 25 and Wednesday, Feb. 26
•6:30 - 8 p.m.
•St. Paul's United Church - 3131 Lakeshore Rd.

Open House
•Thursday, Feb. 27
•5 - 8 p.m.
•St. Paul's United Church - 3131 Lakeshore Rd.

If you can't make it person, you'll still be able to see and comment on the information at getinvolved.kelowna.ca. Feedback will be collected after these sessions until March 7.

Cedar Ave lakefront tussle continues
Kelowna Capital News
Feb 6, 2014

To the editor:

Our mayor [Kelowna mayor Walter Gray] has now added chain link fencing to his fascinations with re-bar and concrete. This in his war to prevent Cedar Avenue Park becoming what it was designed to be.

This city’s charrette by its seven strict “parameters” hamstrings open public opinion in a direction engineered by the city. There is, in fact, no need for any great consultation over this property as that was decided many years ago by a council with far more long-term vision than those who sit there today. Those earlier councils are on record, when purchasing the properties over 20 years ago, that all of them were bought specifically for a future lakeside park. At least they understood, even in 1987, with soaring land prices and population, the necessity of saving beach-front for the public.

Now Gray's intent is somehow to make money out of all this by breaking the some 1,000 feet into pieces. It would appear, even with our exploded population, that he believes we already have enough access to beaches.

Walter and his crew have, in fact, created a problem where there was none. These city maneouvers seem at the least unethical and, by some, illegal.

Just remove the houses (for which the city has received many years of rent) and leave the park alone. Southgate and the city will profit far more by preserving this irreplaceable bay.

J.L. Lambrick,
Kelowna

Plan made with public input
Kelowna Daily Courier
Wednesday, 05 February 2014

In his Jan. 30 letter about the public engagement over the Pandosy waterfront, Michael Neill asked why some city-owned parcels are not included in the design charrette (urban design workshop) scheduled for Feb. 25 and 26.

I'd like to answer that question and also make a few clarifications.

The city owns seven lakefront lots on Abbott Street, just north of Cedar Avenue, which are the subject of the upcoming workshop.

The city owns an additional four lakefront properties south of Cedar Avenue on Walnut Street. These properties are adjacent to many large, privately owned parcels whose development will impact the city-owned parcels. There won't be a detailed site plan for these properties because the city does not own all the land.

However, it is recognized that the community would like neighbourhood context for the larger Pandosy waterfront area.

The upcoming charrette will produce an addendum to the Cedar Avenue Area Plan and will describe design guidelines for the South Pandosy area, including this block of properties south of Cedar Avenue.
Neill states that these properties were purchased by the city with park funds. This is incorrect.
Four of the seven properties were purchased from the land reserve account. While there has always been a vision to provide waterfront access and some park space on these properties, the purchase from the land reserve, rather than the parkland reserve, allows flexibility in how that land is used. The public engagement process will craft a detailed site plan for these seven properties.
Neill also states that the city is insisting charrette participants develop a plan that will provide the city with general revenue. This is not the case.

Council provided a clear project parameter that the project have no additional tax impact. The project must seek a balance between building amenities, like a park and a paddle centre, with the need to pay for it. The charrette will bring together community minds to find a creative site solution that meets this parameter.

For more information about the public engagement process and the project parameters for the Pandosy waterfront, visit kelowna.ca/cityprojects.
You can also share your thoughts on the city's online engagement tool at getinvolved.kelowna.ca.

Graham Hood,
Strategic land development manager,
City of Kelowna

Previous council's waterfront plan being ignored
Kelowna Daily Courier
Wednesday, 05 February 2014

A previous mayor and council, over a period of eight years, methodically bought up lakeshore properties along Cedar and Abbott streets for the sole purpose of future parkland.

This beachfront encompasses one of the last natural coves within city boundaries.

That previous mayor and council, in their wisdom, envisioned these acquisitions as parks, such as Strathcona and Kinsmen parks. These acquisitions were duly noted many times in past council proceedings as "to be used as natural parkland."

How on Earth can Mayor Walter Gray and council so easily disregard those past plans, and even consider for one moment construction on this irreplaceable lakeshore property?

The "Pandosy by the Lake" area is rapidly becoming densified, and a natural park is so obvious. The previous council could envision that years ago, why can't Gray? This a perfect opportunity - a peaceful haven is desperately needed in that area.

Shirley Clarke,
Kelowna

Betrayed over Cedar Avenue park
Kelowna Daily Courier
Mon Feb 3 2014
Page: A9
Section: Letters

The Cedar Avenue park has now become the Pandosy area waterfront.

Our kinder, gentler mayor and council have introduced a "charrette," a term not found in many vocabularies. This to settle a problem only created by themseves.

The city once again wants to sabotage parkland that belongs to us all.

Earlier councils devoted over eight years of struggle assembling more than 1,000 feet of beachfront properties specifically for future parkland. The cost of these acquisitions was supposedly covered by the Parkland Aquisition Account.

Further in those documents is the stated wish for "something along the lines of Kinsmen or Strathcona Parks." (This is worth mentioning as in 2011 city staff denied this reason for purchase.) In 2011, plans by the city to build on this property were met with public outcry, and the idea was abandoned. Now, here we go again - this time by use of the charrette.

These public meetings are to be so dictated by the seven city-dictated "parameters" as to manipulate a true debate in the city's favour.

Chainlink fencing has already divided the property and a larger construction is proposed. The city collected rent from the homes on these properties for 14 to 25 years - there should be no need to make a buck out of it now.

When the houses are removed, this beautiful natural area could continue as it is with no present necessity for great expenditure.

Once the park is confirmed, all those derilict acres on the east side of Abbott Street, across from the park, will be developed, providing income for the city and vitality to the park.

Are we to be manhandled once again? Not if we refuse to conform to the city's parameters. This is no compromise - this is betrayal.

J.L. Lambrick
Kelowna

One way to push project through
The Daily Courier (Kelowna)
Mon Feb 3 2014
Page: A9
Section: Letters

Re: your story Kelowna hopes for consensus on plans for waterfront. I know I'm not from around here, but am I alone in thinking that there's a simple solution to the city planning dispute mentioned in the article above? Simply insert the word "Bennett" in the proposal, and Bob's your uncle!

George Tebbitt
Carshalton, England

Help plan future of waterfront area
Daily Courier
Ron Seymour
January 31, 2014

The website may be called getinvolved.kelowna.ca, but so far it hasn't drawn much interest to the city's plans for the South Pandosy waterfront.

In the week it has been live, only 37 people have interacted with the topic on the website. Compare that to the more than 5,000 people who offered their views on the same website regarding the city's controversial plans for a makeover of City Park.

It's early in the consultative process for the South Pandosy scheme - online comments can be offered for another three weeks - but so far I think the disparity in numbers fairly reflects the unequal interest in the fate of the two city-owned waterfront areas.

Everyone knows the location of City Park. It's Kelowna's oldest municipal park and has been prized by generations as the pre-eminent place to go for a lakeside stroll, enjoy the acres of greenery and show off the city to visitors.

The various uses made of the park have changed over the years, and every proposed alteration is subject to considerable public scrutiny and comment. The city's ill-fated plan last year to build a big new tourist information centre in the park - replacing flower beds with concrete, a brick walkway with a parking lot - drew lots of negative response and was wisely jettisoned.

By comparison, the South Pandosy waterfront is largely off the public's radar - mostly because it doesn't yet exist. The city owns seven lakeshore properties north of Cedar Avenue, most of which still have homes on them.

But the homes will eventually be removed or demolished to make way for a new public amenity on the lake. There are two competing visions for the form that amenity should take.

One vision foresees the entire site being turned into parkland. End of story.

The competing vision - harder to sell, perhaps, but one with much more vibrancy and appeal to it - foresees a mix of residential and commercial development with public access to the lake in the form of a waterfront walkway.

This second vision has always been the city's intention for the site. The city has spent millions of dollars buying the properties as they became available over the years, in the expectation that investment would be recouped, and more, through a sever-and-sell approach.

Under this strategy, commonly used elsewhere along the waterfront, the city hives off a wide beachfront portion of the property, then sells the balance of the site to buyers who fully understand they are acquiring near-waterfront land.

They accept and probably, in most cases, look forward to living next to an active, bustling beachfront.

The city's long-held vision for the South Pandosy waterfront is a place that naturally complements the nearby commercial district. Shops, restaurants, a small hotel, private residences - all these elements would bring year-round animation to the area.
The beachfront walkway would improve public access to the water from what exists now, and be the perpetual draw that helps make the South Pandosy waterfront a distinctive and inviting destination.

If you want to see how the other vision would play out, just take a drive this weekend to Strathcona Park, Gyro Park, Cedar Creek Park, Kinsmen Park, Rotary Park, Sarsons Beach Park, Sutherland Park or any of the dozen small parks that lead off Abbott Street.
They're pleasant-enough spots, for sure, but almost certainly empty on a typical winter's day. And largely empty for great swaths of the rest of the year as well. Much as we fool ourselves, Kelowna is not Hawaii.

About one-third of Kelowna's 30-kilometre-long lakeshore is already public property. Over this great distance, there's room for a variety of ways for the public to engage with the water.

A mixed-use waterfront in the South Pandosy district is more than desirable; it's long overdue.

The park-only people will certainly eventually muster their forces and bombard the city's website with their views. But those who favour a wider, more interesting and eclectic vision for South Pandosy should also get involved.

Have your say on future park
Kelowna Daily Courier
Thursday, 30 January 2014

The public charrette for development of the waterfront along Abbott at Cedar Avenue covers only half of the 900-plus feet of lakefront purchased by the city with park funds from 1989 through 1997.

The city does not want to include the other half of the land south of Cedar Avenue in any planning or discussion. Why?

Despite the land being long since paid for with public funds for 14-25 years now (and substantial rental income from the homes on it over that time), the city insists participants in the charrette develop a plan that will provide the city with general revenue. The only way to accomplish this would be to sell the land for private development, which basically forces the public to agree to a compromise just because of an arbitrary demand.

The charrette will nonetheless proceed over the coming weeks. I will hold my further thoughts until that process completes.

I suggest everyone pay close attention because the devil is often in the details.

We can afford to build a narrow waterfront park (with actual green grass, natural vegetation, trees, bike and pedestrian paths, some sandy beach and even a paddle club) and also witness the many acres of neighbouring land across the street suddenly develop into something economically vibrant and spectacular. No compromise is needed to create a progressive and grand vision for a very special area of our fine city.

Michael Neill, Kelowna

Public input sought for Pandosy waterfront
Infotel Multimedia
Adam Proskiw
January 28, 2014

KELOWNA - The city is inviting the public to get involved with the planning of the Pandosy waterfront.

Input from residents will be collected through a website until Feb. 21, when the information will go to a public design workshop called a charrette, scheduled for Feb. 25-26.

The group will be made up of volunteers representing residents, businesses and community organizations.

“(This) has been a long-standing goal of the City to bring Pandosy by the lake actually to the lake,” said Derek Edstrom, Director of Real Estate. “The Pandosy waterfront is an underutilized area that is in need of revitalization. We believe there’s an ability to bring a fresh look at this area and also really bring the community in to help move this project forward.”

Those outside the group will still have the opportunity to comment at the end of the workshop.

The latest proposal for the more than 1000 meters of waterfront seeks to see most of the land sold, with the remaining four lots being turned into a park, complete with Paddle Centre.

Council endorsed a set of eight project guidelines, which call for inclusion of a Paddle centre, a condition that will require no tax impact on the city as well as a possible financial return to the city. Plans also must incorporate a park and waterfront walkway.

“The purpose of this engagement process would be to create an understanding and awareness of this project and where it’s at now and to collect community input on the site design,” said Communications Supervisor Jodie Foster-Sexsmith. “To do this we need to have a transparent process so one of the things that we want to do is make sure there is input collected.”

For more information on the process, visit this website.

Public invited to help plan Pandosy waterfront
Kelowna Daily Courier
Tue Jan 28 2014
Page: A4
Section: Okanagan
Source: The Daily Courier

The city wants everyone to get involved in planning the Pandosy waterfront.

The public engagement process that will see the city and community work together to craft a new plan for the Pandosy waterfront got underway Monday with the launch of a website to gather information.

Input will be collected at the website getinvolved.kelowna.ca. until Feb. 21 and then be used to feed into an urban design workshop called a charrette, scheduled for Feb. 25-26.

A group of volunteers will take part in the two-day event, looking at a variety of perspectives to come up with a balanced solution. Residents, businesses and community organizations will all take part.

"We've worked with the KLO Central Neighbourhood Association to come up with an engagement process that will include a broad range of participants who represent the diverse interests of the Pandosy neighbourhood and Kelowna as a whole," said Graham Hood, strategic land development manager for the City of Kelowna.

For those who can't be involved in the charrette, there are public review opportunities built into the process.

People will be able to comment on the work of the charrette group at the end of each workshop day and at one final open house on Feb. 27.

This can be done in person or from home as the city will make same information available on the city's website.

For project information and to find out about signing up for the charrette, visit kelowna.ca/cityprojects.

Public can have a say on future design of Pandosy Waterfront
AM1150
Craig Power
January 27, 2014

The plan to revitalize the Pandosy Waterfront is on the table and the City of Kelowna is ready to go ahead and get input from the public.

A new on-line engagement tool was launched Monday and will remain open to the public until February 21st, 2014.

"We've worked with the KLO Central Neighbourhood Association to come up with an engagement process that will include a broad range of participants who represent the diverse interests of the Pandosy neighbourhood and Kelowna as a whole," said Graham Hood, Strategic Land Development Manager for the City of Kelowna.

An urban design workshop or "charrette" will take place February 25th and 26th with a public open house February 27th.

For project information and to find out about signing up for the charrette, visit kelowna.ca/cityprojects and to start sharing your ideas, go to getinvolved.kelowna.ca.

Pandosy Waterfront redevelopment back on City's radar
AM1150
Craig Power
January 21, 2014

Revitalizing the Pandosy Waterfront is once again on the City's radar.

Council gave the nod of approval on Monday to move forward with a public engagement process to come up with a plan for the redevelopment of the South Pandosy area.

City staff essentially want to take the popular corridor and "bring it to the lake."

At the heart of the plan, seven lakefront properties along Abbott Street just north of Cedar Avenue.

The plan is to include a new 5,000 square foot paddle centre, a park area that would incorporate a waterfront walkway and tie into the Abbott Street corridor but first the public must be made part of the engagement process to determine what should be considered.

A plan that everyone is happy with.

"At the end of the day we want the headline to read 'great plan, no tax impact,'" said Mayor Walter Gray.

A public 'charrette' will be held sometime in February with hopes to implement the plan between April and October of 2014.

Waterfront compromise
Kelowna Daily Courier
Jon Manchester
Tuesday, 21 January 2014

The fight over development of city-owned waterfront property in Kelowna's Pandosy district is far from over. But it would appear a kinder, gentler City Hall has emerged for this issue's second go round the council table. Under the previous council, the city's proposal for commercial development of the site resulted in public demonstrations and howls of protest.

Now, the city is taking a fresh look at the future of the Pandosy
waterfront and is seeking public engagement on what it deems one of its priorities for 2014.

Nowhere is there mention of a hotel on the strip of lakefront, but the city has set out guidelines with which to frame the discussion.

These include:
Accommodating a paddle sports centre on the property, financial viability (this where heads could butt over commercial development), incorporating a park and waterfront walkway into the site, connecting park and pedestrian connections to current and anticipated developments, adequate parking and protection of riparian areas.

The engagement process will begin right away and is expected to be wrapped up, along with any rezoning of property, by fall.

The city seems to have softened its development mantra, but there are those who want nothing but green space for the site, so there is still potential for sparks to fly.

A realistic compromise would make maximum use of natural and park space with minimal commercial intrusion.

Including some commercial would help draw people to the area year round as well as help pay for the proposed improvements.

Cedar Ave. proposal going back to public
Kelowna Daily Courier
Tuesday, 21 January 2014

The public will again have a chance to add its input into what the city will do with seven lakefront properties it owns north of Cedar Avenue.

City staff say a mix of uses, including a waterfront walkway, is still the best option for the parcels of land. The original proposal resulted in a public outcry with many wanting the entire area made into a public green space.

Municipal officials said it has long been the city's intention that the waterfront properties, acquired at considerable public expense, would be redeveloped in a variety of ways.

Coun. Luke Stack was on council when the land was purchased and said council will try to find a balance between public access and commercial development.

"At the end of the day, it became apparent we had to go back and do a public charrette process," said Stack. "Hopefully we can come up with a plan people can get behind."

Council on Monday endorsed a public engagement process that will see the city and the community work to craft a new plan for the Pandosy-area waterfront.

"We understand there were concerns with the last version of the site plan and we are ready to take another look," said Mayor Walter Gray. "A lot has changed since the project was last before the community in 2011. We've got a new council, we've proposed the inclusion of a paddle centre and staff has worked with the community to come up with an agreeable engagement process."

Gray said the site is not just for the people in the area, but for the community as a whole.

The charrette, Gray said, would be an "important community wide process."

The engagement process will kick off next week, including a two-day charrette or urban design workshop at the end of February.

As part of the framework going into the engagement process, council endorsed a set project parameters or guidelines for the redevelopment. These include:
- Paddle centre - Accommodating the Kelowna Paddle Centre with up to 5,000 square feet of space.
- Financial viability - Completing the development with no additional tax impact and considering development options that result in a financial return to the city for further reinvestment opportunities in the community.
- Park - Incorporating a park and waterfront walkway as an integral part of the site.
- Pedestrian and park connections - Incorporating park and pedestrian connections to current and anticipated developments.
- Parking - Design the site and buildings to meet bylaw requirements for parking in future zoning.
- Riparian setbacks - Respecting required riparian setbacks.
- Timing - Complete public engagement and any required rezoning by the fall of 2014.

Cedar Avenue land issue back on Kelowna's drawing board
Kelowna Capital News
Alistair Waters
Jan 20, 2014

The issue of what to do with seven city-owned waterfront properties in south Pandosy, an issue which ignited a firestorm of public protest three years ago, has resurfaced.

But this time, the city says it plans to sit down with stakeholders from the community to try and figure out what to do with the lands that became collectively known as "Cedar Avenue" after one of the roads nearby.

While the original plan called for some of the property in question to be developed and other parts to be used as waterfront parkland, opponents mobilized protestors and convinced the council of the day to defeat a proposed rezoning and stop the project because it was not all to be park.

So the city now plans what it is calling an "engagement process," which was approved by city council Monday afternoon.

City Hall says it will work with community to craft a new plan for properties, located on the waterfront along Abbott Street, between Cedar Avenue and Newsom Avenue. The redevelopment of the seven properties is listed as one of council’s priorities for 2014.

“We understand there were concerns with the last version of the site plan and we are ready to take another look,” said Mayor Walter Gray. “A lot has changed since the project was last before the community in 2011."

Shortly after being elected in 2012, Gray said the Cedar Avenue issue was one he would like to see resolved by his new council in its first term. And, based on the aggressive timeframe set by city staff, that may very well happen.

The plan is to start working on the public engagement process as early as next week, pick 25 to 30 members of the public and stakeholders to participate in a charrette in late February and report back with a proposal to council for approval by April. Implementation would be complete by October.

As part of the framework going into the engagement process, council endorsed a set of eight project parameters, or guidelines, for the redevelopment. They include:

• Accommodating the Kelowna Paddle Centre within redevelopment scenarios, including up to 5,000 square feet of space. The city approved use of part of the site by The Kelowna Outrigger Club's paddle centre last year.

• Financial viability—Complete the development with no additional tax impact and consider development options which result in a financial return to the city for further reinvestment opportunities in the community.

• Incorporate a park and waterfront walkway as an integral parts of the site.

• Incorporate park and pedestrian connections to current and anticipated developments.

• Design the site and buildings to meet bylaw requirements for parking in future zoning.

• Respect required riparian setbacks.

• Complete public engagement and any required rezoning by the fall of 2014.

“The engagement process will kick off next week, including a two-day charrette or urban design workshop at the end of February,” said Graham Hood, strategic land development manager.

“We recognize that we need broad community involvement, so we’ll round out the process with our online engagement tool, an open house and public review sessions at the end of each charrette day.”

Members of council welcomed the move to bring the issue back, including Coun. Luke Stack, who was the only member of council present at Monday's meeting who served on the previous council that killed the 2011 rezoning. (Fellow councillors Andre Blaneil and Robert Hobson were not present as Blanleil was absent and Hobson has a conflict of interest and cannot be part of the decision making on this issue.)

"I'm pleased to see this moving forward," said Stack. "Hopefully we can come up with a plan that the whole community can get behind."

When the issue was last before council, it divided the public. Some in the community wanted it all to be a park, while others agreed with the city that part should be developed to provide the city with money to create the park.

Rallies were held by opponents, letters protesting the city's plan were published in local newspapers and opponents spoke out on radio talk shows.

The council of the day, already seen by some as indecisive, was blasted by both sides for its response to the issue. A reminder of council's action was even resurrected during the 2012 municipal election by opponents of incumbents running for re-election.

Pandosy waterfront plan gets fresh look
Castanet
Wayne Moore
Jan 21, 2014

Kelowna City Council has endorsed a new public engagement process aimed at having the city and community work together to craft a new plan for the Pandosy Waterfront.

The redevelopment of the seven city-owned lakefront properties on Abbott Street, north of Cedar Avenue is listed as one of Council's priorities for 2014.

"We understand there were concerns with the last version of the site plan and we are ready to take another look," Mayor Walter Gray stated during Monday's council meeting.

"A lot has changed since the project was last before the community in 2011. We've got a new Council, we've proposed the inclusion of a paddle centre and staff has worked with the community to come up with an agreeable engagement process."

A previous attempt at developing the waterfront at that location failed three years ago after a stiff public backlash against a proposed commercial component to the park project.

Council at the time hoped the commercial building would offset the cost of park construction.

While council agreed no additional taxpayer money would go into the project, there was agreement

"I know in other properties we have actually looked for money back to city coffers so we could invest in other areas of the city through the process of buy, sever, sell," says Councillor Gail Given.

"I note staff are not actually even looking for monies back but for a breakeven which I think is very reasonable. It's something that is workable."

The mayor disagreed somewhat saying he would expect a project that does funnel money back to the city.

"While it is too early because we are going into a consultative process, so it would be too early for us to pre-suppose anything, but my expectation would be at the end of the day we come up with an exciting project that actually does spit some money back into the greater community," says Gray.

"But, at the end of the day I think we want the headline to read, 'Great Plan, No Tax Impact.' It's people that came before us that actually put up the money to build the land and we have to be the custodians for a project that is going to benefit the entire community."

As part of the framework going into the engagement process, Council endorsed a set of eight project parameters or guidelines for the redevelopment. These include:
•Paddle Centre – Accommodate Kelowna Paddle Centre within redevelopment scenarios, including up to 5,000 square feet of space.
•Financial Viability – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
•Park – Incorporate a park and waterfront walkway as an integral part of the site.
•Pedestrian and Park Connections – Incorporate park and pedestrian connections to current and anticipated developments.
•Parking – Design site and buildings to meet bylaw requirements for parking in future zoning.
•Riparian Setbacks – Respect required riparian setbacks.
•Council Policy – Adhere to or make recommendations for amendment to Council Policy 76.
•Timing – Complete public engagement and any required rezoning by the fall of 2014.

“The engagement process will kick off next week, including a two-day charrette or urban design workshop at the end of February,” said Graham Hood, Strategic Land Development Manager.

“We recognize that we need broad community involvement, so we’ll round out the process with our online engagement tool, an open house and public review sessions at the end of each charrette day.”

A final decision on the project is expected to be made by council before the November municipal elections.

Video/Audio:
Controversial development plans revisited
CHBC News Video – January 20, 2014

Cedar Ave project back on council radar
Castanet
Wayne Moore
Jan 18, 2014

The much anticipated Cedar Avenue/South Pandosy waterfront plan is back for another look.

The original proposal, opposed by numerous residents and neighbourhood groups around the city, was shot down by council in June, 2011.

That proposal called for a mixed use commercial/park development on the 2.3 acre site along the waterfront on Abbott Street between Newsom and Cedar Avenues.

Most of those opposed to the project asked that the entire piece of waterfront be dedicated to parkland.

Staff is coming back to council Monday asking for support on a recommended communications and engagement process supporting redevelopment and to seek direction on site redevelopment parameters.

Initial consultation with recognized stakeholders has already taken place.

In July, the Kelowna Outrigger Canoe Club was granted a three year Licence of Occupation for lands at 3050 Abbott Street for use as a Kelowna Paddle Centre.

They have been working with the city toward a permanent facility on the site.

Staff have also been in discussions with the KLO Neighbourhood Association which approached the city with a willingness to work together in a public engagement process.

According to the report both groups have also been asked for input on potential parameters for site development.

These objectives include:
•The site to include a public amenity component (paddle centre)
•Include a park component
•Redevelopment to consider the overall neighbourhood context/plan
•Redevelopment to consider the continuation of the linear waterfront park concept
•Redevelopment to involve public input and consideration

The commercial component in the original design was included as a way for the city to pay for development of the park.

The report concludes the stakeholders are cognizant of the financial impacts of development and supportive of initiatives which incorporate commercial or residential use to offset park and public space development costs.

Staff anticipate the engagement process and rezoning be complete by the fall of this year.

Kelowna hopes for consensus on plans for waterfront
Kelowna Daily Courier
Ron Seymour
Saturday, 18 January 2014

Familiar battle lines are shaping up as the City of Kelowna refloats a controversial idea to allow some development on municipally owned waterfront.

Some area residents and neighbourhood groups want all seven lakeshore properties north of Cedar Avenue to be converted exclusively to parkland.

But a spokesman for a developer's association says using a portion of the land for residential and commercial use makes practical and economic sense, and conforms to the city's long-held vision to create a vibrant waterfront near the South Pandosy town centre.

Between the two strongly opposing viewpoints, city officials believe, some community consensus can be established concerning the fate of the waterfront lands.

"We're really interested in seeking a wide variety of public input on what people would like to see happen on that site," Graham Hood, of the city's real estate division, said Friday.

An online portal allowing people to comment on their preferred use of the waterfront lands should go live on the city's website next week. After that, between 25 and 30 people will be chosen from all those who've expressed an interest in joining a city-led discussion group which will make recommendations to council.

"We want to incorporate a broad range of viewpoints on the (discussion panel)," Hood said, indicating the format of the so-called charette will also allow for non-members to voice their views.

Information to be presented to council on Monday shows city staff still favour the incorporation of some residential and commercial development on the properties.

That recommendation could change, however, depending on how the public consultation and feedback process rolls out over the next few months.

Michael Neill, an area resident who led opposition to similar mixed-use plans advanced by the city for the site in 2011, said Friday his views on that matter haven't changed.

"I think it should all be a linear park through there, a nice open green zone with lots of trees," Neill said. "Any development - condos, hotels, restaurants, whatever - should go on the east side of Abbott Street."

But Gail Temple, a past president of the local chapter of the Urban Development Institute, said allowing some development on part of the municipally owned lands would help the city recoup its investment in buying the properties.

She also said the city has long had the intention of creating a vibrant waterfront where public access to the lake is enhanced from what currently exists with construction of a new lakeshore boardwalk.

"It would be fantastic to get an interesting mix of uses at the end of Cedar Avenue," Temple said. "Then a much larger percentage of people would, as a course of their daily activities, be able to enjoy that touch point to the water."

South Pandosy Development Again Before Council
AM1150
Anita Sthankiya
January 20, 2014

The South Pandosy Waterfront development will be back before Kelowna City Council Monday at their regular meeting.

In 2010 a plan for redevelopment of city owned properties on Abbott Street north of Cedar Avenue had caused an uproar with residents as they opposed the idea of adding commercial facilities to the waterfront.

City staff is requesting that Council consider a public engagement and communication process in order to proceed with the redevelopment of the lands.

Right idea at the right time
Kelowna Daily Courier
Ron Seymour
Monday, 20 January 2014

Kelowna city council will have a historic opportunity this year to realize a waterfront vision that first came into focus decades ago.

It's not an overwhelmingly popular vision, admittedly, but it is the right one for seven municipally owned waterfront lands north of Cedar Avenue in the South Pandosy district.

In the months ahead, through a public consultation process that will begin as early as next week, many voices will demand conversion of the lots into exclusive use as parkland.

But that's not why the city bought the properties in the first place. And it's certainly not the best use of the land, in terms of encouraging and enhancing public use.

The plain reality, based on all other city-owned waterfront parks, is the lands would sit largely empty for much of the year. Or worse, become the favoured haunt of those whose presence discourages other people from visiting the parks.

The city has long had the idea of creating a vibrant waterfront suitable for and complementary to the South Pandosy commercial district. Vibrancy means shops, restaurants, residences, perhaps a small hotel.

What's often lost in this plan is that would also actually improve public access to the waterfront with a new boardwalk. It's easy to imagine this stretch of lakeshore becoming a dynamic and interesting place where people congregate throughout the year, not just summer.

In 2011, the council of the day abandoned this laudable goal, essentially bowing to well-intentioned but misinformed arguments that the city lands should be used only for parkland.

The issue has been left in limbo for three years. But it's timely and sensible for the city to again begin a public discussion on the best use of the lands.

The bustling, South Pandosy district deserves a waterfront that matches its vibrancy.

Development of lakeshore back before city council
Daily Courier
January 17, 2014

A controversial city plan for residential and commercial development on municipally owned waterfront land has been revived.

City staff say a mix of land uses, including a waterfront walkway, is still the best option for seven lakeshore parcels north of Cedar Avenue.

Council on Monday will review a staff report that suggests a public consultation process involving the fate of the lands begin within a few weeks.

The projected timeline calls for zoning changes accommodating future residential and commercial development on the properties to be completed by this fall, before November's civic election.

Staff's desire to revive development plans for the waterfront properties is likely to trigger the same kind of negative reception the proposal received from some quarters in 2011.
Many area residents opposed the initiative and demanded the entire site be turned into parkland, with no residential or commercial components.

But municipal officials say it has long been the city's intention that the waterfront properties, acquired at considerable public expense, would be redeveloped in a variety of ways.

Selling a portion of the property for residential and commercial use, city officials say, will recoup some of the money spent on the land's acquisition. And having such land uses, they say, will help create a more vibrant waterfront, complementing the nearby South Pandosy commercial district.

The mixed-use plan also ensures perpetual access to the waterfront with construction of a new boardwalk stretching from Cedar Avenue to a municipal park farther north on Abbott Street, city staff say.

Cedar Ave project back on council radar
Castanet
Wayne Moore
Jan 18, 2014

The much anticipated Cedar Avenue/South Pandosy waterfront plan is back for another look.

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That proposal called for a mixed use commercial/park development on the 2.3 acre site along the waterfront on Abbott Street between Newsom and Cedar Avenues.

Most of those opposed to the project asked that the entire piece of waterfront be dedicated to parkland.

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The commercial component in the original design was included as a way for the city to pay for development of the park.

The report concludes the stakeholders are cognizant of the financial impacts of development and supportive of initiatives which incorporate commercial or residential use to offset park and public space development costs.

Staff anticipate the engagement process and rezoning be complete by the fall of this year.

Appendix J
Open House Survey Feedback

Pandosy Waterfront Open House Survey

1. Which option provides the clearest movement to and through the South Pandosy neighbourhood...

	1	2	3	4	Refined 1	Refined 4	N/A	Rating Count
By foot?	**25.0% (21)**	14.3% (12)	1.2% (1)	4.8% (4)	22.6% (19)	**25.0% (21)**	7.1% (6)	84
By bike?	**25.6% (21)**	14.6% (12)	1.2% (1)	4.9% (4)	24.4% (20)	20.7% (17)	8.5% (7)	82
By vehicle	16.9% (13)	22.1% (17)	2.6% (2)	2.6% (2)	19.5% (15)	**26.0% (20)**	10.4% (8)	77
							Comment	25

answered question	**87**
skipped question	**48**

2. Which option provides the best sense of arrival to the waterfront...

	1	2	3	4	Refined 1	Refined 4	N/A	Rating Count
From Abbott Street?	13.8% (12)	20.7% (18)	1.1% (1)	4.6% (4)	**25.3% (22)**	24.1% (21)	10.3% (9)	87
From Cedar Avenue?	17.3% (14)	11.1% (9)	1.2% (1)	4.9% (4)	**29.6% (24)**	25.9% (21)	9.9% (8)	81
							Comment	20

answered question	**91**
skipped question	**44**

3. Which option provides the best public waterfront access?

		Response Percent	Response Count
1		16.3%	15
2		18.5%	17
3		1.1%	1
4		4.3%	4
Refined 1		**28.3%**	**26**
Refined 4		25.0%	23
N/A		6.5%	6
		Comment	14

answered question	**92**
skipped question	**43**

4. Which option provides the best view opportunities of the lake?

		Response Percent	Response Count
1		16.3%	15
2		16.3%	15
3		1.1%	1
4		2.2%	2
Refined 1		21.7%	20
Refined 4		**31.5%**	**29**
N/A		10.9%	10
		Comment	23

answered question	**92**
skipped question	**43**

5. Which option provides the clearest distinction between public land (park or beach) and private land?

		Response Percent	Response Count
1		15.4%	14
2		16.5%	15
3		1.1%	1
4		4.4%	4
Refined 1		**29.7%**	**27**
Refined 4		26.4%	24
N/A		6.6%	6
		Comment	17
		answered question	**91**
		skipped question	**44**

6. Which option provides your preferred location for the Paddle Centre?

		Response Percent	Response Count
1		11.6%	11
2		18.9%	18
3		1.1%	1
4		5.3%	5
Refined 1		16.8%	16
Refined 4		**27.4%**	**26**
N/A		18.9%	18
		Comment	36

answered question	**95**
skipped question	**40**

7. Which option provides the best strategy to pay for public amenities (park, paths, and other amenities)?

		Response Percent	Response Count
1		17.4%	15
2		14.0%	12
3		2.3%	2
4		2.3%	2
Refined 1		**22.1%**	**19**
Refined 4		**22.1%**	**19**
N/A		19.8%	17
		Comment	32
		answered question	**86**
		skipped question	**49**

8. Which option provides the best opportunity to view the park from adjacent streets and private properties?

	Response Percent	Response Count
1	16.1%	14
2	17.2%	15
3	2.3%	2
4	0.0%	0
Refined 1	24.1%	21
Refined 4	**25.3%**	**22**
N/A	14.9%	13
	Comment	18
	answered question	**87**
	skipped question	**48**

9. Do you agree with the idea of including a public pier for non-motorized boats?

	Response Percent	Response Count
Yes	**74.0%**	**77**
No	26.0%	27
	Comment	37
	answered question	**104**
	skipped question	**31**

10. Provide any other pros or cons about a model that you'd like to share.

	Response Count
	69
answered question	69
skipped question	66

11. Other comments...

	Response Count
	69
answered question	69
skipped question	66

Q1. Which option provides the clearest movement to and through the South Pandosy neighbourhood...	
1	Drawings not clear enough to make a discussion
2	**Note circled several choices but Refined 1 of the Refined versions
3	None
4	Can't tell
5	The current neighbourhood provided the best movement to the current South Pandosy neighbourhood. Green space of municipally owned park space and privately owned RU properties are entirely separate talk.
6	Both concepts should focus on pedestrian flow/movement from the Pandosy and surrounding area. Vehicle traffic should be limited to the connecting corridors off Abbott Street.
7	AVOID VEHICULAR TRAFFIC .OUR VALLEY ENVIRONMENT IS POLLUTED ENOUGH AND WILL GET WORSE WITH THE PROJECTED POPULATION GROWTH.
8	Best: Team 1 refined leave the most parkland available to the public.Circle one - don't know because of short notice of 2 days, it doesn't appear teams had a lot of time to consider this access for full plan for any of the team ideas. Option #1 Team 1 - private building, paddling club set back on Cedar, access to public but City will lease. Option 2 Team 2 leaving less waterfront with pier & concentrated commerical on Pandosy and moving Abbott Street.
9	Surely the point is to enjoy within it, not move through it.
10	Underlined clearest movement. Commented - vehicle safes in congested areas.
11	This is the only plan that connects Abbott with Meikle.
12	foot & bike traffic should be encouraged
13	continue development of Abbott St multi-use path
14	no traffic circle - similar to current Abbott
15	Don't like traffic circle - make similar to existing Abbott St.
16	view of lake to pbstructed - can't drive by
17	silly question
18	#5 People for the Park
19	No accessibility for seniors or persons with disabilities who don't drive/can't walk the distance
20	park seems to offer the most amount of different activities. like the wetlands & teaching centre
21	unable to tell from presentation

Q1. Which option provides the clearest movement to and through the South Pandosy neighbourhood...	
22	What after you survive over built Pandosy traffic?
23	Major realignment of Abbott St not needed.
24	not sure about the refined plan for 1 & 4
25	Same thing

Q2. Which option provides the best sense of arrival to the waterfront...	
1	Drawings to vague
2	**Note circled several choices but Refined 1 of the Refined versions
3	None
4	Can't tell
5	People for the Park plan #5 has best sense of arrival
6	The best is Community Plan #5
7	The current neighbourhood achieves this. Perhaps the residential properties could consider renovating or rebuilding their single family home to clean the neighbourhood up like some of the current homes.
8	Model represents best focus and priority on green space
9	The Abbott Street offers more enriching landscape views while containing commercial development to the East side of Abbott rather than face a large and imposing structure (Refined 1) as viewed directly along the Abbott street. It makes sense to contain Commercial development on the East side which helps address park proponent concerns.
10	because not moving Abbott Street
11	Team #2 - Team 1 has building that blocks the waterfront! No sense of arrival.
12	No buildings over 1 story should be permitted on lake side of Abbott.
13	very concerned about Abbott North
14	is the only entrance from Mission Centre
15	silly question
16	#5 People for the Park
17	dut to not moving Abbott
18	What is here now-just paths, grass and picnic area. Enough!!
19	do not want more traffic on Abbott , should slow traffic down on Abbott
20	Same thing for Abbott st arrival

Q3. Which option provides the best public waterfront access?	
1	Drawings too hard to read
2	**Note circled several choices but Refined 1 of the Refined versions
3	None
4	same
5	All the other plans are saturated with commercial interests. Again, that is a separate conversation and not for the charrette.
6	Remove speed bumps by adding large traffic circle c/w wide walkway at Cedar and Abbott crossing
7	development has been moved back to the other side of Abbott St which is much better but the private structure on lakeside of Abbott dominates too much of the access to park.
8	remove rip and put sand (extend shoreline by land extending into water at present.
9	A plain natural park with indigenous vegetation and walkways and benches
10	None
11	#5 People for the Park
12	Provides Has the most parkland. 5000 sqft of Paddle Club is not justified. Get rid of it to improve public access..
13	Rec. Corridor & park
14	Paddle club blocks view of lake if there is a large building at cedar. Better at meickle road end. Best someplace else

Q4. Which option provides the best view opportunities of the lake?	
1	Drawings to vague with regard to building development
2	None
3	can't tell
4	Paddle centre blocks views
5	Both refined #1 and #4 block views with big paddle centre
6	Refined 1 and Refined 4 actually block the view. Refined 1 and Refined 4 are forgetting that the area is currently residential. Developers job is to attempt rezone, not city staff.
7	All other options demonstrated clear focus on commercial endeavours as priority
8	Minimum structures on lake side of Abbott
9	KEEP ALL DEVELOPMENT AWAY FROM THE LAKE!!!
10	least intrusive on parkland
11	The plans don't have buildings or high piers on the park are the best choices for best views.
12	#1 provides best walking either way
13	not my priority
14	Any option that restricts tall buildings this lake side of Pandosy
15	not important
16	#5 People for the Park
17	none - dont build a dock, private docks are already polluting the shoreline enough. Visual eyesores & prevent navigation by paddling.
18	from a driving perspective
19	All provide views-just depends on what floor you are on in which building
20	Take out houses that are there - enough.
21	Again, get rid of Paddle Club. Its cost and location have not been justified. It blocks the view.
22	develope on east side of Abbott
23	Paddle club blocks view in refined option 1

Q5. Which option provides the clearest distinction between public land (park or beach) and private land?	
1	You can't tell this from the 4 preliminary sketches
2	None
3	?
4	The best is community plan #5
5	Option 2 is very green. This charrette is about park space and not about stepping over the bounds. City does not own east of Abbott.
6	Lake side of street all public use
7	Refined 1 provides the least distinction given the assorted structures within the green/waterscape area. Refined 4 feels more accessible with the trees/park space concentrated on the West side of Abbott street thus creating a buffer between the private and public domains.
8	The Peoples developed plan-the Fifth option is the perferred
9	clear layout compared to others
10	The City aquired property should all be parkland.
11	#5 People for the Park
12	none - all look like the park will be part of to domain of the hotels.
13	? Don't see any difference
14	Don't care - its all overbuilt anyway or sure will be.
15	Perhaps land swaps could be used to modify #1 even further so that the private building is relocated further east and Abbott St. could separate public and private lands.
16	develope on east side of Abbott
17	Both similar

Q6. Which option provides your preferred location for the Paddle Centre?	
1	There should not be a paddle centre in this in Cedar Ave park or at least not in the middle of it.
2	**Note circled several choices but Refined 1 of the Refined versions
3	Hard to say. I like the constructed wetland habitat too, which is palle club in Refined #4. Refined #4 seems closed ro beach so better, also I don't like the size of the building in Refined #1. Wonder why paddle centre not integrated with pier? In refined#1 make paddle centre closer to water, make it smaller (not so high) and leave parking where it is.
4	I don't want paddle centre
5	Please - I don't want paddle centre
6	No to paddle board centre
7	We don't want Paddle Centre on the Waterfront land anywhere
8	I don't want paddle centre here
9	Is the paddle centre a temporary service? Have other activities been considered. Who decided that the Paddle Centre would be there? Was this location opportunity advertised to other interest groups? i.e. dog park. City staff might want to look at BCBID.
10	South end of development does not encumber public access to park or pier area, as well as shoreline access
11	Place Centre at extreme ends of the Park or relocate to another established Parkr
12	or Team 4 that put the clubhouse to the far side because of existing space that is currently for parking.
13	None - no paddle boat club - private club and buildings should be on this or any public park. Everyone should be able to use their paddleboat on this shore and park. Perhaps a drop off circle would work.
14	Samll bistro only upstairs - "no booze"
15	should be a kinsmen park - much unused.
16	dock location is interesting
17	dont care about the paddle centre
18	Not happy with a tall paddle boat building on waterfront
19	concerned about the 16 ft paddle building
20	Somewhere else like Kinsmen Park
21	great concept/good access not sure if the paddle centre needs to be on pier

Q6. Which option provides your preferred location for the Paddle Centre?	
22	Not option 2
23	because it does not use land
24	dont care for paddle boat centre
25	We do not need a paddle centre
26	Dont want a paddle club in the area.
27	does not interfere with view
28	Really dislike paddle centre on corner of cedar
29	worst is the team 2 boats on the dock will make the dock higher
30	Move paddle centre to Kinsmen Park area
31	Kinsman Park or with rowing club in one place, or City Park.
32	The Paddle Centre should not even be there. It is a commercial operation and should be on land zoned for commercial uses - not parkland. KPC's application to Council stated it would take 3 years to realize their business plan and to assess site options for a permanent location. This has not been done during the past 6 months and has not undergone public review and approval by Council. As well, there are public costs for the KPC and these have not been made public.
33	why do we need a paddle center & how did they get included ?
34	Paddle centre is a most important component to either option
35	Relocate them to kinsmen. This will be a small park and their membership and their free building are too large for here. Kinsman has loads of under utilized space
36	I don't know why the Paddle Centre is such a big deal in the overall decision making process. There may be other organizations or sports that have equal merit to the Paddle Folk. We should keep our option open in this regards. The Paddle Centre is not a given!! The have only been in the area since last fall.

Q7. Which option provides the best strategy to pay for public amenities (park, paths, and other amenities)?	
1	No property on the lakeshore shoudl be sold off
2	**Note circled several choices but Refined 1 of the Refined versions
3	Cannot comment, lack of info. Could look at alternatives, develop in stages and raise money thru other than sale of property.
4	I don't want any waterfront land sold off
5	Sell other city properties
6	Do not sell any land to pay for amenities
7	This is no data available to other not on the charrette to make this decision or answer this question.
8	Insufficient information availabe to community to provide informed decision for question 7
9	But not worth cost of less property for park useage. Funding for infrastructure and amenities should be subsidized partially by reserve funds
10	I don't feel that this is a fair and reasonable question as it seems premature to contemplate funding given the complexity of undetermined development variables and commitments.
11	Add additional property and tourist\sales taxes IF NEEDED
12	However, everything should be done to preserve as much land as possible adjacent to the water. Would be preferable to give up less land in the reconfiguration of Abbot St. The use of Development Cost Charges on development in the Pandosy area should contribute to the park improvements.
13	unfortunately that they have to sell the 2 city lots but better than cutting thru the parkland by moving Abbott St.
14	Why should this public park have to pay for these amenities when the other public parks - Strathecona, City Park, Kisman, Gyro, Rotary don't have too.
15	Funds already accumulated from rent from pre purchased homes by the City of Kelowna.
16	underlined public amenities (park, paths) commented- environmental friendly city land!
17	How about the rental revenue? What happened to it?
18	refined 1 pay just for above. #4 fills the city's coffers. Is that the original purpose of this land?
19	This need not be expensive. Leave it natural and provide paths, modest outhouses, benches, tables.
20	Tax $$ like the fancy toilet in City Park

Q7. Which option provides the best strategy to pay for public amenities (park, paths, and other amenities)?	
21	#5 People for the Park
22	Pay for public (taxed money) Are you kidding?
23	Hard to know relative values at this time, minimize the amount of land sold and maximize the amount of park land.
24	like the continuous pathways
25	minimal commercial acceptable
26	dont sell any of the land
27	not sure
28	These are so miniscule compared to the huge borrowing the city is doing at present. Removal of houses already paid for!
29	Stop making us pay for everything! We all pay taxes on everything already for little return. St. Amand has no sewer but pay, pay, pay!
30	Use DCC's from new area developements to pay for it. There is no need to sell parkland to pay for it. Sell land located elsewhere in the City.
31	Not clear at this point.
32	If this area and the Village area was declared a CD Zone specific fees and charges could be written into the bylaw that would allow redevelopment east of Abbott to pay for park and parking improvements. It should be noted that concept refined 4 creates a City park and therefore City funds should be used to forward its development.

Q8. Which option provides the best opportunity to view the park from adjacent streets and private properties?	
1	Drawings far to vague to make an intelligent decision
2	None
3	Can't tell
4	Option 2. Good to see that question 8 acknowledges the understanding of private properties. Why then is the charrette showing rendition of commercial on private properties?
5	Other options focus on development that impede views
6	It all depends on structure heights allowed on adjacent properties as well as view corridors
7	kEEP ALL BUILDINGS ON THE OTHER SIDE OF THE ROAD. SET BACK ALL TALL BUILDINGS AWAY FROM THE LAKEFRONT.
8	not cutting off beach view with development
9	none of them because the commercial bldgs on the east side of Abbott will block the view.
10	No big buildings on the lake please
11	NO big tall buildings
12	#5 People for the Park
13	all?
14	it depends on which side of the paddle centre the private property or adjacent street is located
15	View will be fine if all buidling is done on east side of Abbott street.
16	Optimize water views - move private buildings east of Abbott. Get rid to the Paddle Centre.
17	develope on east side of Abbott
18	I must declare a vested interest here. I own the house at [redacted] and I prefer the view of "Refined 4".

Q9. Do you agree with the idea of including a public pier for non-motorized boats?	
1	Nice for people to walk on and fish from a pier - e.g. Jericho pier in Van, White Rock pier, but don't make it too big. Also why not integrate paddle centre with pier - easier to launch from than beach.
2	No public pier
3	Yes, we as tax payers own the park space. A public pier is welcoming. Lock the gate each evening for safety.
4	This area should be as conducive as possible to (?) public use as identified
5	Wide deck, extensions for benches (image #3)
6	DO NOT IMPOSE UNNECESSARY OBSTRUCTIONS. YOU CAN'T IMPROVE ON NATURE!!!
7	Cost vs. benefit- public pier could be very expensive and we would prefer keeping more parkland rather than selling it to raise funds for the pier and the paddle club.
8	as long as it doesn't allow boat parking underneath as in Team 2 proposal
9	Maybe - Only if the pier doesn't block the view. I want to look down the lake.
10	Try Strathcona or Kinsmen.
11	Only non motorized boats. No power boats on our lake, No motors on the lake. Let's clean up our lake that we are dumping sewage and heavy metals into - Let's follow Vernon's great example.
12	So long as it remains non motorized - no skidoos
13	Purpose of the project is to serve the public. This would qualigy without the noise of motorized boats.
14	please no motorized
15	one side of pier should be for swimmers
16	low maintainance - sustainable material
17	As long as it is attractive and welcoming to pedestrians - maintainence free!
18	but move pier to south end of park in order to appreciate the curve of bay
19	Should move it south
20	People love walking piers so YES
21	Use City parks new pier
22	Too shallow - water constriction will lead to weed growth and mud accumulation.
23	hardly seems worth the expense, even for paddle club

Q9. Do you agree with the idea of including a public pier for non-motorized boats?	
24	Non motorized boats
25	small and simple
26	too small an area for that
27	As long as it doesn't alter or restrict water flow to area to ensure safe swimming
28	large dock prevents vista of the lake from the shore, if necessary keep at minimal.
29	As long as it is small
30	Depends on cost.
31	We just pit in a public pier downtown-many other piers around, don't need any other
32	Don't like any. Do you have to over plan everything?
33	There are 3 liquor stores nearby within 2 blocks of the park. Boaters will use the wharf to tie up and be gone before bylaw enforcement can even get there to charge them.
34	but how do you patrol
35	Yes as long as it is not very large. 100 ft into lake maximum
36	This is a very important public use/access feature.
37	At the end of Cedar.

Q10. Provide any other pros or cons about a model that you'd like to share.	
1	The above mindmixer social media social research questions do not clearly gauge public perception on the Cedar Ave park. Very poor questions!
2	Do not sell any land off. I want plan #5 community plan its the best plan.
3	What about a fenced dog swimming area? Prefer not to move Abbott Street (saves money to keep Abbott St where it is now - saves on paving, lighting etc.) and easier for traffic. Prefer to keep as much of the waterfront as par, as possible.
4	Zone all the city-owned property P3. Put the paddle centre somewhere else. It takes up too much park area. I strongly prefer the People for the Park concept. The team 1 is the best of the city-generated plans but it still has too much paved area. The northern end lots should not be sold. The pier and structure on it blocks the view down Cedar Ave. I love the naturalized areas. Can some shore be salvaged for beach?
5	Overall I prefer Refined #1 because of pedestrian walkway instead of Abbot St. closer to beach, and I like the constructed wetland. I like keeping the hotel across Abbott Street but would allow high rise rather than 5 story, provided narrow. There is a lack of parking in Refined #1 which is a good thing. Encourage more walking and cycling. Perhaps a public parking lot could be across Abbott, deal with developers to get some public parking there.
6	I found it all (including questions) difficult to digest (not too clear). I don't understand why we hesitate about extra costs if they are integrated gradually over time to acquire lakeshore and park land.
7	I want to see community plan #5 implemented
8	Use the Peoples Plan #5 its the best
9	Refinement #4 moves Abbott much too close to the lake. During high water the land between Abbott and the lake would only be a narrow strip. Both refinement #1 and #4 have similar defects such as 1. having a huge paddle board centre blocks views and consumes green space. 2. Both plans have an expensive pier. 3. Both plans sell waterfront land. If I was forced to chose between refined #1 and 4, I would chose refinement #1 as the lesser of the two defective plans. However, my overall choice is the people's plan or community plan #5. It is the best of all plans for the following reasons; 1. It doesn't have a view blocking and space consuming big Paddle Centre. The park area is already small with shallow lots and the Paddle Centre would make the park even smaller. 2. It doesn't have a costly pier. 3. It doesn't sell any waterfront land. 4. It has common sense. It starts out small and keeps things simple with park kept natural and amenities added as budget allows. 5. It represents democracy. It was designed by and for the people. IT is what the actual owners of the land want - not what council and staff want - but what the people the owners of the land want.
10	The options from this charrette show too much though and planning east of Abbott. That area is privately owned and zoned residential and always has been. Any future dev east of Abbott and west of SOPA and 436 Cedar Ave must be done in "step wise" in terms of height and density manner. Abbot from Cedar Ave right up to Highway 97 is only and has only been residential. It should stay

Q10. Provide any other pros or cons about a model that you'd like to share.	
	this way. Let private home owners along Abbott between Cedar and Groves do what is best for themselves.
11	Any development to the west of 436 Cedar Ave and SOPA Square must be designed to "step wise" to ensure the views appreciated by current development at 436 Cedar and SOPA - which developed their projects as per OCP and original commercial zoning
12	The People for the Park proposal is best. It most closely resembles my vision that eventually, public beach will extend from city park to Cedar ave, with a public walkway along the beach. Lakeside properties along Abbott should be purchased and then resold with the beach walkway retained by the city.
13	I would like to see a continuation of Abbott St. linear park corridor. Not convinced we should go as high as 7 storeys closest to the lake, max. should be height of Abbott House.
14	PLEASE PRESERVE THE WHOLE AREA AS PARKLAND FOR WHICH IT WAS PURCHASED.OUR PRESENT AND FUTURE CITIZENS WILL BE ETERNALLY GRATEFUL!!!
15	Concerned about the paddle club's demands now and in the future. Is this site suitable for the future or would it require taking more land from other park uses for building additions, more parking etc. We spoke to paddle club reps at the Open House who felt they would quickly outgow a 5000 sq foot building- similar to what they said has happened in Vernon. Because of this, we're not sure this is the ideal location for them. Have other locations been consdered wher expansion would be more feasible. We don't what this park to be dominated by buildings and parking.
16	Team 1 - high water table so too costly and environmentally unsound to be putting such massive private development close to the waterfront doesn't change the road and not a massively tall pier. Team 4 - new Abbott Street? with hotels and other private establishments, really? Is this Waikiki? I certainly hope this isn't accepted proposal Team 4 refined - like About as is and paddle club? over to the side Team 1 - wants to sell off two lots at end and cut thru parkland with street
17	Which option provides the best protection of the riparian setback?
18	Cons - land should not be sold -lack of parking for paddle club Pro's - movement of road to allow more park land
19	Directly I prefer #1 concept that maintains Abbott where it is and provides a promenade in front of the public commercial buildings.
20	The more beach to walk attracts more visitors. More $ economically in Hotel rentals etc and money spent in community. Things like Peachland and Summerland - open walkways.
21	We need more bike paths that are separated from traffic. If Kelowna wants to bragg about having a large amount of Bike Paths they must be separated from cars/trucks or these bike paths will be under used because they are VERY

Q10. Provide any other pros or cons about a model that you'd like to share.	
	UNSAFE. Not having bike paths is planetary suicide (which we've been commiting for around 100 years) here in Ki-Low-na. The more Bird Sanctuaries and Parks the better too. Seattle now has a Food Growing park and Kelowna needs to learn from that. We can make this community a Rainbow Proud town for all people, if we go in a healthy direction.
22	I am strongly opposed to the preconception that there needs to be a sale of publically owned land, purchased for park to "pay for" the development of the park. I would instead like to see the formation of a fundraising committee that would work to secure the necessary funds. This worked for the Greenway (of which I was part.) Think back to the city fathers when they developed City Park. They bit the bullet and did a park of a size worth visiting.
23	Plan #1 retains the maximum amount of park. End of story.
24	I bought my retirement home on Abbott St in no small measure because it was a quiet residential street and area. What is the reason for the redevelopment beyond what to do with the lakefront properties sold to the city on condition they become park. Is it to benefit residents of the area or elsewhere in Kelowna or visitors. Either way over development will be detrimental to the policy of access to and view of the lake.
25	Plan 4 is very development focused. This brings a whole set of issues: traffic, adverse affects to water table +++ with all those issues, density. Plan 1 is a large multi-purpose open park for all residents of Kelowna. Selling 2 lots will pay for construction. We have large projects under construction now (Sopa) that show little sign of a demand for its completion. Vacancies are high through Kelowna.
26	Model #1 except the 2 lots should not be sold.
27	Children's playground is a must for any model. I like the angle parking on #1 as it provides more spaces that the parallel parking. Hate that the paddle club and big building is the forcus for #4 - NO!
28	I don't like the option of selling off the two waterfront lots.
29	Please no foot/bile path along wet park.
30	What would the outdoor classroom be used for? Inclusion of wetland is good. Include commercial use that will draw Kelowna residents to this area year round rather than just July & August.
31	Building height - under 4 -5 stories
32	Keep building height below 4 stories Maximize public park Maximize connecting between parks for walking and biking.
33	Like the idea of closing Walnut and turning it into a pedestrian path, rather than closing Meikle.
34	Totally confusing!
35	Just give us lots of parkland

Q10. Provide any other pros or cons about a model that you'd like to share.	
36	Definitely agree with rerouting Abbott Street.
37	#2 option provides a separation between apartment buildings and the park.
38	Still like the public boat launch
39	I don't like any of the plans. Let the waterfront return to estuary. Have walkways and cycling paths. No big development.
40	I like #4. It will allow smaller organic retail to locate near the waterfront. Option 4 is dependent on a hotel near because of the lack of road next tot he retail facing the lake. This retail-other than a hotel won't work. No tenants will choose to locate there. The "hotel" footprint and height are too small to build a viable project. So #4 is pretty but not grounded in reality. It won't be built. #4 has the best chance of success. #4 will improve South Pandosy village immensely.
41	This is not only not tourist friends but not a drawing card for residents. We can sit on our own grass and not pay a meter full. Sorry to be negative but isn't it time Kelowna addressed the needs of the taxpayers?
42	Do not sell the land on North side of the site, put the paddle centre there.
43	Need more park area
44	Whatever model leaves the park - all 13 lots as is except for angle parking along Abbott
45	#5 is what the neighbourhood wants and deserves and was promised.
46	Thank you for setting up the charrette. It is much better to have a large number of citizens to discuess the issues to work towards a result that will be acceptable to a larger group of residents.
47	If zoned as park-keep same zoning.
48	The project planner (the city) must center into a discussion with transit - If you are creating a "multi" purpose corridor. Public transit must be a part of the multi purpose.
49	Like model 1, but more larger pier/dock to it.
50	Building a paddle centre is too costly Keep it simple and keep all lands as parks Commercial development can go on the east side of Abbott
51	I love plan refined 1 except the two lots being sold at the north side should not happen! I also do not like the giant paddle club right in the center. The paddle club would work much better at the Kinsmen park up the road. I do not like any of the other plans because the Abbott Road is moved & the potential park land is shrunk.
52	All walkways should be "multi use"
53	The area is a bit *** to allow to many boats to converge.

Q10. Provide any other pros or cons about a model that you'd like to share.	
54	Pro-refined 4 = road restructure allows for more enjoyable continuation for walking/biking. Con -refined 4 - speed bumps not necessary if road is narrow enough - more to maintain in future and overall unpleasant for anyone that does need to drive down that road (ie nearby residents)
55	The vision for Refined 1 option makes the most sense for the area keeping with circulation patterns. Creating an urban park for the area will help compliment the density and future density of the area.
56	concerns that the paddle club will become exclusive like the yacht club.
57	Model one provides the most beautiful park space. Hotel fronting on a promenade is preferred to fronting on a street.
58	I really like refined model 4. Better connection to the waterfront, provides a clearer sense of public access.
59	The various plans were to confusing! After 2 hours of viewing and discussing I am exhausted and not able to choose. It seems likely to me (& many others) that City Hall Beaurocats and advisors have basically made their choice and this charette (charade) was to appease the public!
60	I really think the best place for the paddle club is at the south end of the park. Having it at the west end of Cedar takes away from the view from Pandosy to Cedar.
61	The City should also look at People for the Park drawing that was shown on Castanet (Michael Neill) Looks like they spent a lot of time and money
62	Do not like proposed walkway suggested by teams 1-3-4 along Watt Road.
63	Where is the money from renting the houses on the properties in question? Should of been put aside to fund the park. There should be a municipal auditor looking into these major projects to make sure no improprieties amongst the major holders in the area are in conflict of interest or skewing the vote to their project.
64	All of these are pretty much development and private interest based. Nothing about the environment for flora/fauna being preserved. All contrived and non-relaxing - too artificial! Where were City Planners & Councilors? It is disgusting how Mr. Weissman's big plan showed up out of nowhere, after charette opened.
65	This is a wonderful opportunity to create a landmark for the South Pandosy area. Make it the best public swimming beach in the city. Remove the rip-rap and use it to construct groynes along the beach to naturally trap the sand that moves northward on the littoral current from Mission Creek. Use bioengineering techniques to enhance and stabilize the beach and create riparian habitat. Keep buildings and commerce out of the park. Design the park with a long term vision for community use. There are other larger locations for the Paddle Club - so move it out of this tiny park.
66	Like # 1 , not sure about the ' refined ' plan , do not need a hotel in this area - too much traffic.

Q10. Provide any other pros or cons about a model that you'd like to share.	
67	Refined 1 can be implemented faster as no land consolidation or realignment needed. We have been waiting too long already
68	Refined 4 is the template for a first class City park that parallels, but on a smaller scale, City Waterfront Park. The devslopment of a park like this will have a long term economic benefit for the City. If properly don and done in conjuction with proper and appropriate zoning redvelopment of the area will occur (similar to CD21). It will also encourage improvements in transit and parking. These improvement would benefit the economy of the Village area.
69	I like the separation of public vs park -- rather than muddling them up as in Revision 1.

Q11. Other comments...	
1	I feel very strongly that the city should not sell off any property that we paid for, with our tax dollars, since the 1980s. (We have lived in Kelowna for 45 years). We were told the the land was being bought for public parks. The rent on those properties since they were purchased should amply pay for any park development costs. If necessary, develop the park and its amenities in stages as money becomes available. Remember, parks are for our children and grandchildren so it is very important that we look at the big picture - future needs! Penticton has done a much better job with the whole east to west beach, not only at the south end of Okanagan Lake, but also the north end of Skaha Lake. Peachland also foresaw keeping the development away from their beach front with a long walk that Peachland, as well as many Kelowna residents, appreciate walking. I wonder too, what the legal ramifications are when a city council tells its ratepayers it is buying land for parks and then doesn't do that. Who owns the house at 2994 Abbott? Do they want more privacy? I, for one don't mind paying more taxes so as not to sell off any acquired land to pay for park development. From my way of thinking the parks width or depth is not going to be as far back from the beach as people visualize, if the beach access at Cedar Ave is only about 30 meters at most, from the lake to the parking area. On Thursday evening, Graham Hood said people living in Glenmore and Rutland would not want to see the Mission get more park tax dollars because they live to far away. I totally disagree with this statement. For 16 years we lived on Toovey Road in Rutland and drove our kids down to the lakeside parks in Kelowna to enjoy the beach. Cedar Ave park is for everyone - all Kelowna residents as well as tourists. On the question of the pier / dock. Do we really need another pier? I think there are over 1000 piers between Kelowna and Vernon, if not Penticton. Have you ever sat on the beach at one of the "Beach Access" roads, only to look into the end of one or two piers that block the view up and down the lake? The Paddle Centre! I belong to the Kelowna Canoe and Kayak Club which has been in Kelowna for 33 years, so who and what is behind this paddle centre? If an exclusive Paddle Centre (like the Vancouver Rowing Club) is a good idea, does it need to be in the middle of a park? or this park? It has only been part of Cedar Ave park scene for 9 months but had 3 members in the charrette - a woefully over-representation. I only endorse the group People for the Park and their vision.
2	All should be park. [redacted] St, Kelowna, BC. I don't want Paddle Centre
3	Keep in mind parking will be needed (preferably not pay parking). I don't think families want to pay to park to go to the beach (can't afford it). Our waterfront and lake are what makes Kelowna really special and we need more public access.
4	Refined #1 [redacted] The City must develop the land for use by all citizens, not just the paddlers - the water is suitable for swimming and people should be able to park and take their kids there! We also can't keep designing projects we can't afford or maintain without great expense. Simplify! **Drawing attached on hand written version
5	We much prefer Refined #4 plan. Prefer the paddle centre at the south end as it doesn't appear as prominent. But, do we have to have it in this plan? Does the city tax payer know we are on the hook for this? Also, our house is developed over!! We have no plans to sell or develop in the future. Thanks [redacted]

Q11. Other comments...	
	[redacted]
6	Disappointing how parking is used in Refined #4 to break up the parcels. Refined 1 at least has pedestrian promenade and feels less disturbed by cars and paving dominating. Mixed use on west side would time into park better in Refined !. Keep two lots to the north in Refined 1 concept. Kelowna's limited public waterfront must be preserved or subdivide so can keep waterfront portion.
7	The properties purchased for park with park funds (tax dollars) should not be sold off. This purchase was authorized by a previous council which had some foresight.
8	I am of the view that as much as possible land be kept for public use. I am not opposed to selling small parts that don't distract from overall park concept. I am also strongly in favour of greenspace rather than cement such as the proposed "outdoor classroom" in Refined #1, although it is a nice idea if it can be kept natural, perhaps wooden benches and (?) green. I don't see any model with walkway close to water. It seems to me that unless beach is really viable (and I understand that water quality and erosion make most of it non-viable) walkway along the water would prevent erosion and would be nice (e.g. Stanley park seawall). I think City should start small with development and not spend too much money. I think high rise hotel that is skinny would be better than sprawling low rise. It is really important that any private development be aesthetically pleasing and enhance the experience rather than detract (e.g. False Creek in Van).
9	Keep construction away from lakeshore. Keep as much parkland as possible. Start a long term plan to buy back private property on shoreline one lot at a time. Even if it takes 100 years. The lake is our most important asset. The open shoreline is wanted by the people. Park area comes next, then construction opposite the parks as in Peachland and Penticton.
10	I want People for the Park plan #5
11	Please use community plan #5
12	1. Regarding the city's parametres that a Paddle Centre must be located on the public's Cedar Ave waterfront land. There really isn't much waterfront land there. Having a massive Paddle Centre with parking lot would destroy too much green space and block precious views. Reports indicate that the Paddle Centre would have Outrigger OC-6s canoes (6 person canoes) that are 45ft long by 12 ft wide. They would need a long expensive dock with lifts. Why should the public pay for the Centre and dock by selling their waterfront land? Why have these monster canoes intruding the area and disturbing the public's quiet enjoyment and disturbing wildlife etc. There are more suitable locations with more land and deeper water such as Bertram Park, Cedar Creek Park, Sarsons Beach, Sutherland Park bay, Poplar Point area. Also the Paddle Centre could locate at Kalamoir Park, Bear Creek area, Okanagan Centre, Peachland etc. 2. Regarding the City wanting to sell waterfront land to pay for developing the park, amenities etc. - this is totally unnecessary. The city owns a big supply of properties throughout Kelowna that could be sold for any and all costs of developing the park etc. There is two properties on Meikle, also Walnut Street could be sold. Also, donations can come from the public and from service clubs like Mission

Q11. Other comments...	
	Creek Greenway case etc. And what about lotteries?? As in community plan #5, all that is needed is to rezone the 13 lots for park and start a simple natural park of a few park benches, garbage cans and portable toilets. Over time as budget and available money permits, amenities are added and it could be phased in one lot at a time. 3. The public have always wanted all the lots of the waterfront land for a park since the 1990s. This was restated in 2011 at the public hearings. And again at the charrette, open house and in the newspapers the citizens have overwhelming stated that they want all the 13 waterfront lots as a park only. What does it take for council and staff to get the loud message by the public that they don't want any of their waterfront land sold? Are council and staff asking citizens to give an ultimatum and commandeer City Hall!?? The people overwhelmingly state that the community plan #5 is perfect and it what they want. Therefore to respect the wishes of the citizens of Kelowna, the community plan #5 must be presented to council by staff. To fail to do so it a dereliction of public duty. Staff is duty bound and beholden to the owners of the waterfront land, namely the citizens of Kelowna first and foremost. Actually, the decision of the plan and issues of Paddle Centre, sale of land, financing etc. should be decided directly by the people and for the people through a binding referendum during the municipal election in November at very little cost. Presenting community plan #5 to council is the way to this end of letting the people, the owners of the land decide. Relying on unreliable, unwise council for decisions on important issues is an invitation to dysfunction, poor planning, waste and irreparable damage. Councils haven't solved on significant problem in the last 15 years. Every city problem is increasing in complexity, magnitude an escalating costs because councils don't have the capacity and foresight to properly plan and run the city. It is time we finally advance into the 21st century with decisions based on direct participatory democracy on the public's Pandosy Waterfront land.
13	The properties on Walnut Street (east side) should be rezoned as high density. This would encourage redevelopment of that area as now they are home to aging and unattractive structures.
14	Pandosy Village is the centre of Pandosy Street and any development should step wise go down from Pandosy and not up. The City owned lakefront properties must remain as 100 % greenspace. This charrette and city staff are overstepping their jurisdiction by suggesting commercial or mixed use development that is privately owned is somehow in their hands to decide. The following properties on Abbott Street : 3031, 3041,3061 and 3075, 3095 and properties on Cedar Ave: 420 and 414 - are all residential. Citizens of Kelowna rejected Councils attempt to commercialize our neighbourhood and lakefront years ago. This problem was shelved and then recently dropped on the table again. This charrette would appear more open if it were focused only on the municipally owned properties. Civil servants need to remember and listen more carefully. This entire park proposal was decided years ago.
15	There are ample hotel developments along Okanagan Lakeshore and no "need" for more hotel space in this area. Without demonstrated need for hotel space in this area there is no viable argument to support further commercial development in this area zoned for residential. Community has clearly voiced need/want for expanded green space and only low level residential. There has been sufficient input from community members to clearly demonstrate that community does not support multi-story commercial developments in the area and due to this strong

Q11. Other comments...	
	community resistance, the plan was rescinded in 2011. Council has already heard from community - I am very concerned that this commercial focus will be pushed on the community again.
16	No waterfront property should be sold off nor should any of the property be used for roadway (relocating Abbott). I endorse the People for the Park proposal
17	Option 3 provides the maximum amount of land for park use. This will allow a diverse plan for amenities for all citizens young and old to enjoy. The rendering put forth by People for the Park provides yet more land for public park usage. If the paddle centre is necessary the southern most area could be modified to accommodate. Public washrooms are a must for any park development.
18	Overall I think the charrette developed some useful designs and suggestions and deserve gratitude and thanks but I still feel that the guidelines and direction may have been restrictive of other considerations and options.
19	tHANKS FOR THE OPPORTUNITY TO EXPRESS MY OPINION.
20	unfortunately, these all have some flaws and more consideration should be given to a final development proposal. Charrette a good idea to get input from many people of diverse backgrounds.
21	Please use all the 11 lots for parkland. Do not take land away from these lots for buildings. Do not block the view west from the road.
22	Without having gone through the two days of discussion, or having a detailed explanation of each model, it is virtually impossible to respond to these detailed questions. See my comments below based on the degree of depth I could develop from the material available. -Incorporate bicycle access/flow through no matter which approach is chosen. -It is my understanding that the water quality in this area will prevent swimming. I think this is a key element impacting the design which has not been well communicated. If more people were aware of this, they might be less concerned about preserving every single inch for public park. -I found this open house frustrating because the illustrations/models weren't self explanatory and there wasn't much explanation provided. Need a more formal presentation of each concept including the reasons for each choice, following which more informal feedback can be provided.
23	I would like to see the waterfront pathway acknowledged more explicitly and its connection to the park resolved. I am in support of the strategy to sell the single family parcels to the north once a pathway right of way has been dedicated.
24	This was a 'fricken" waste of time! I don't even know what refined means! Kelowna is such scammers!
25	Waste of time!
26	Overall I think the options are good, they demonstrate a commitment to preserving the lots as park. All the options are too 'busy"; seem a bit forced with everyone's ideas crammed into the available space. Best design concept would be "less is more". Seek simplicity and fewer amenities. A dock, a small building for the paddle club, trees and parking. I do not understand why all the options

Q11. Other comments...	
	include such density. Why are there 7-25 story buildings? Who came up with that? Stick to the 3-5 story structures between Abbott and Pandosy.
27	Needs way more thought for the people and children!
28	The city about 10+ years ago formed a committee as outlined above. We were in the process of planning a fundraising gala when the city stopped holding meetings. I can give you the info on the group. There should be no sale of parkland. This is an opportunity that will be a once in a generation opportunity. [redacted].
29	#1 is the only option because it can be rezoned for park immediately. More park - less commercial.
30	I respect the work done by the planning teams academically without knowing the objectives they were given, if any. Development usually brings increased traffic and parking problems. Has this been assessed? If you ok 3-5 story buildings on Abbott St across from the lakefront, how do you later justify saying NO to the same across the street on the lakefront. The view/access would not be affected. Development is often a slippery slope/thin end of the wedge. It is time for City Council to make a clear statement of the general policy re access to the lake and protecting against unwarranted development.
31	I think the best solution is a combination of the 2 with enough revenue producing development to maintain the LARGE park area, NO hotel.
32	Please save as much green space as possible, don't over develop (no hotel or building over a few stories high nearby) not enough lake views in this city as it.
33	It was very difficult to view the different options, hence no definitive answers. The on line program is difficult to get into, doesn't allow for negatives or non computer literate people to participate. City has grandiose ideas which would be costly and are developer friendly. Lets keep the park from being another concrete and asphalt mess. The land was not purchased for big development. City should be held to its original vision and promise.
34	Get a move on - no pier and no warth.
35	This form is manipulative, outrageous! I feel betrayed!
36	Please keep all lots park.
37	Don't be swayed by those who are only interested in keeping/increasing property values-keep long term vision in place and maximize beauty and access to lake for all.
38	This form serves no purpose other than to manipulate. Just make a park.
39	I favor the design having the most green park space-limit building heights and through traffic.
40	Plan #1 please.
41	including high buildings increases the density and causes parking problems for

Q11. Other comments...	
	locals as well as those visiting.
42	Why is the city so resistant in having a presence for the paddle club in our neighbourhood? As far as I know they have almost no presence in our community right now. Is it possible to keep as much of the waterfront as park as possible? Once its developed we won't get it back.
43	I do not want the paddle club in this development.
44	Boat launch - where to park tow vehicles? Metered parking for how long of a duration? Beach - is it a beach or is it rocks and walkway-can children & families actually utilize it as a beach? This water area used to be a swimming area-maybe sand instead of rocks should have been dumped here.
45	Sell none of the land. Remove the big private building from plan #1 and make that land public parking. Keep all the private buildings East of Abbott St.
46	Thanks for the opportunity for feedback.
47	Accelerate approval of development on the east side of Abbott. Do not spend money on realigning Abbott. Do not over engineer and of this passive park. This is the last of its kind and should be enormously valued because of that. This whole charrette is a farse!
48	This has been a highly manipulated process which does a disservice to the neighbourhood.
49	The website for comments does not allow for a don't like option. The neutral option will be overruled by the three like options. I do not think the Pandosy waterfront should allow pets. The built form should be stepped up going away from the lake.
50	Transit now operates smaller sized accessible buses which could service this area well.
51	Emphasis must be on park/green space with only sufficient commercial use to sustain park use.
52	I was not completely happy with the choices presented & think the charette was too narrow focused and directed. Why couldn't there have been a simple, undeveloped parks plan that could be implemented quickly and cheaply? All I wanted was as much land to be kept as grass, trees and beach. Baby steps...zone to P3.
53	The teams worked hard!
54	Congratulations to the talent pool who did such an impressive display in a short time and to the imaginative designs.
55	Great work over the last 3 days! It seems like a lot of good ideas and feedback came from this exercise.
56	The City shall get away from trying to create a waterfront promenade and create community parks along the waterfront. Pedestrian, bicycle and vehicle

Q11. Other comments...	
	connections can be made once these community parks are established. The City shall focus on other existing parks along the water as they are in disrepair.
57	Where are the bike paths?
58	You tried hard & have some great ideas but it is impossible to compare with the plans all over. The *** and questions about how to pay for it compounds the issue. Hopefully, when I go to the website it will be clearer. It is still in a preliminary stage and need a lot more work to make it a plan to be proud of. Pity it wasn't more inclusive.
59	Far too much to absorb as to details, but I favour a plan which re-aligns Abbott Street and allows the development of property as far back from the proposed park. Maintain a continuous block of parkland. If need, sell the 2 lots on the north end to begin park development. The attractive natural area will help to "sell" the future commercial and high density accomodations. Keep the developed area as far back from parkland as possible and utilize a stepped back front.
60	Why not complete the original plan for a park north of Cedar Ave? Astute purchasing of that real estate would long ago have paid for itself. This purchasing could have been done before the taxes on lakefront were set sky high. No wonder current owners want huge profits on their modest investments going back tot he 1970's. We are not to do anything that will raise city taxes. How much was spent on the charette (charade), ie adverts, rentals, primary maps etc? Please clarify and simplify!! Look forward to seeing all this info in the Courier and the Capital News.
61	I can't imagine that any other lakefront property could be better suited to a boutique hotel with a lakeside patio dining area and a walking pier along the water. It would rejuvenate and revitalize a rather boring area. Not all parks need to be kid friendly. There are lots of other options for family fun.
62	Re-aligning Abbott makes sense. Park on the waterfront and buildings across the street (opposite from the park/water). Landswap will pay for the park.
63	Too confusing. Too short of time to decide major public issues. Parkland before development. Rome wasn't built in day. Why is this a major topic when most people at this time of year are on holidays? Why do we need more "boutique" hotels - as I hear it they are self supportive-so what does that do for the local business? Takes away business from them.
64	No paddle club period! or else let every club have a building. No pier, there are enough piers or enough boats spewing oil & gas into the water as drunks pilot their over filled board, spreading milfoil & making swimmers uneasy about being run over. Look at the major destinations around the world & learn something. I think there are too many planners on city payroll that need to keep coming up with stuff so they can justify their jobs. Stuff that creates stress & turmoil for people trying to live a happy life. I really feel flimflammed. Who did statistics to choose numbers for charette that are an accurate reflection of the citizens true thoughts. This was a shrewd, prejudice process.
65	The Paddle Club lease is for 3 years with a renewal clause for another 3 years. The lease does not specify an end date for the lease. Council agreed to spend

Q11. Other comments...	
	$25,000 for paving and parking for the Paddle Club, plus the cost of the existing chain link fencing that surrounds 3050 Abbott St. The Paddle Club will need to be there 10 to 15 years in order for the City to recover its costs. On top of that, they want a permanent clubhouse at the site. Move them out now. Do not let them get established. Use the lease agreement to put them somewhere else. lease rate is $2500.
66	overall , did not like the City stipulated requirements , not sure how ' paddle center got included , do not realign Abbott , continue Rec Corridor thru to Greenway
67	Reconsider the need for jamming this big paddle club into this small park. As the development to the east proceeds this park will be too small. There are several other suitable locations such as Kinsman and Sutherland Bay
68	I don't believe any of the models are acceptable. The People for the Park model is the one I can accept. We need to preserve this precious land. With the growing population and the need to increase tourism we must have more public beach and park. Perhaps the "paddle club" could go back to the old Aquatic Centre site in City Park.
69	I don't understand why the Paddle Centre people have such a strong influence on the overall decision making process. For example, they have three people on the Charrette! The Paddle people have only been in this location for a few months since last fall. That surely doesn't give them the right to call the shots on the overall area development. In particular, I don't understand why the tax payers should pick up the tab for developing their site and building. Maybe other causes are more worthy -- like a seniors drop-in centre.

Appendix K
Get Involved – Online Feedback

Phase One - Idea Generation from January 27 to February 21	
***Most popular ideas in each topic are in red*	
Topic: What will you do at Pandosy Waterfront?	
Photo Share: What activity would you like to see incorporated at Pandosy Waterfront	
Idea Title	Idea Summary
Would love to have a fenced off, off-leash water park for dogs like Penticton has on waterfront beside waterfront hotel.	
where locals can listen to locals make music in the park!	
Find some grass for a picnic for my family and my dog	
Sit on the beach with my dog	
Sit on a Park Bench and enjoy the view with my family....and our dog.	
A nice place to relax, get a great coffee and enjoy the views and sights of the Lake!	
BOTH dog and kid friendly: pets allowed everywhere, bags and bins, and playground. No one is left at home!	
Hey, everyone in Kelowna could live on the lake in this beauty.	
Part of the area should be a wild life park with natural plantings to enhance the wide variety of wildlife that lives here now	
Lots of grass to throw down a picnic blanket, play Frisbee, a game of chess or practice yoga. No private clubs or commercial!	
Rock climbing. This is what the city did to 5 waterfront lots immediately to the south. www.facebook.com/PeopleforthePark	
Outrigger Canoes (OC-6 Six-person) Regatta Ready on the Beach	
Paddling Centre	
Areas to relax on beach, or walkway during summer.	
A water taxi service to/from downtown, Pandosy Waterfront, Gyro Beach, Eldorado Hotel, ... like Granville Island, Vancouver	
A smaller version of the Island Park amphitheatre to enjoy Parks Alive entertainment, ...	
An off-leash dog park on the water that, as a South Pandosy resident, I don't have to DRIVE my dog to!	

With regard to the current proposal, I truly believe the entire property should be a park. No commercial or residential.		
18 ideas and 270 comments		
Topic: Fitting In		
Question: What is important to you when considering how Pandosy Waterfront will fit into the neighbourhood?		
Idea Title	Idea Summary	
The southern lots should be included in this Charrette/Planning	Why are the lots at the south end excluded from the planning process? It makes no sense at all for entire area not be reviewed at the same time. For Graham Hood to say in a letter to the editor that they are being excluded from the process" because city does not own the lots across the street" makes no sense at all. The City does not own the lots across from the 7 northern properties involved in the Charrette either. What is the difference? Where is the public input on these southern lots? Why is the public being excluded from the planning for these southern lots?..has their use been predetermined? Will there then be another charrette for the southern lots ? If so, is this not a waste of time and energy, and duplication of staff time, (with related taxpayer expenses), and public time and efforts? It would be the same as having a planning carrrette for ½ of Bernard Ave only, and ignoring the other half….does that really make any sense at all?	36*
Maude Roxby like bird sanctuary with a beautiful walkway through	Entice more wildlife/birds back into the city and connect the public to this nature with a winding lakeside walkway with benches scattered throughout	
Walk and dock	Some light commercial outlets, BUT mainly walkway, large public dock (for people, not necessarily motor boats), and keep the paddle center. Tall buildings should be back a block from the lake. Let the sunshine in. Thank you.	
Park zoning P-3 No commercial unless food area, no docks	The 11 properties should all be p-3 zoning.All parkland as purchased many years ago with park funds.No commercial buildings.Food available through Kiosks or non permanent vendors,and no boat docks or power boat marina in area.Make it accesible to all and not commercialized.If you want a boat dock go downtown kelowna we just built a new marina and pier.The park does not have to be grass,it could be more natural for more animals and people to enjoy nature and not urbanized as other parks. Funding has been set aside for the removal of the current houses,properties paid for by the citizens through park funds so make it a park and not destroy the lakefront with more buildings.Buildings can be set back behind the park on other side of abbott st.	
4 ideas and 6 comments		

Topic: Paying For It		
Question: What are your suggestions for offsetting the cost of the park, paddle centre and other amenities to be included on the site?		
Idea Title	Idea Summary	
We own these properties	The cost to remove the existing housing and landscape a park would be minimal. This area has long since been paid for with taxpayers' money and it is high time that it be developed in the manner for which it was originally acquired, namely a park! Trying to recoup monies from commercial zoning merely exposes the current planning regime/council for what they are, money-pandering toadies of the developers.	62*
Funding	Why does it have to be self-funding? There was money for Stuart Park so why not this?	
Use DCCs (Development Cost Charges)	DCCs are the usual method to pay for amenities in an area. This area will soon have a hotel, commercial and high density residential resulting in more private revenue than most other areas in Kelowna. As such, there is no argument or need sell any of the waterfront to pay for the park.	
Density swaps to acquire foreshore property.	The city owns some lakeshore property. We should own more lakeshore property. The city could give developers the option to acquire lakeshore property that is provided to the city in exchange for an increase in their allowable density. Of course, this requires a council who will stick to such rules, rather than giving developers the density they want right at the outset.	
Cost was already paid for through Parks budget	The properties were purchased through parks funding many years ago.Costs for removal of houses has been set aside aswell.Where did the money go for renting the houses on these properties,it should of went to the creation of the park not into general coffers of the city.Poor management of city funds and poor direction for City staff to think we all cant read or find information regarding these funds.Any additional funding should be minimal compared to the 15 million for the incompetant revitalization of downtown and the selling off of our waterfront to Westcorp from Edmonton.The 22.4 million for the parkades downtown .Where is all this money coming from?The minimal needed for the park is miniscul compared to these.	
commercial taxes on small restaurants, townhouse development etc	Nothing comes free - people that think maintenance of parks is free are just plain silly. Mixed tourist and retail developments will not only draw more tourists to Kelowna but will help pay for waterfront maintenance	

Citizen's donations and sell city properties and have lotteries	The mission Greenway Park was built with a lot of donations by individual citizens, groups, also service clubs offered money, time and labour. Also, the city has a huge inventory of city owned properties that could be sold and monies directed towards park development. Also, what about having a park building lottery? It should be noted; there is no needed to try and build an unaffordable iconic park right now. To keep costs low all that's needed now are some park benches. refuse containers and portable toilets. As money becomes available then grass and other amenities are added. Unfortunately the fundamental problem is- The city wants everything expensively iconic to show-off, like the iconic outhouse in city Park.	
7 ideas and 37 comments		
Topic: The Paddle Centre		
Question: What should be considered when incorporating the Paddle Centre into the Pandosy Waterfront site?		
Idea Title	Idea Summary	
make paddle rentals available to the general public	Have a centre where people can rent paddle boards, kayaks, canoes. Have instruction available as well as a clubhouse that could be available for rentals and special events. This would also be a great place for a small coffee shop	49*
Paddle centre in Kinsmen Park is even better	Just a block away, this is a nice deep park with existing washrooms, parking and plenty of space to expand. Very low cost to locate and maintain. Parking at the existing narrow site is detracting from the lakefront beauty. Paddlers would love the setting in Kinsmen park.	
Avoid activities requiring fenced off areas on waterfront site	Keep the area open and inviting to the wider public, preferably within a naturalized beach area, not a select group of paddlers with a fenced off lock up area	
paddle boarding is boring short term - don't spend taxes on it.	sailing, boating etc are good and will help Kelowna's image. Standup paddle boarding is silly and a passing fad	
Build an accessible centre with a wide range of programs.	This is the perfect setting to get everyone out on the water - kids, older adults, families, adaptive, recreational, competitive. Kelowna is home to many national and international level paddlers. Let's tap into this and get the Kelowna community active on water.	
Paddle Centre at Cedar/Pandosy OR at Kinsmen Park	Kelowna needs a paddle centre for sure. Ensure public linear park is protected in the design. Thank you.	
Educate public that paddle centre does not affect accessibility	Address the misconception that paddle centre is restricting lake access to elitist group at the expense of beach front park for the general public. Whether or not people are in favour of the centre, this should be clarified to aid reasonable discussion.	
7 ideas and 25 comments		

Topic: Making Connections		
Question: What are your suggestions for park and walkway connections from Pandosy Waterfront to the rest of the neighbourhood?		
Idea Title	Idea Summary	
Shoppers should be easily stroll to the Waterf from Pandosy Str	It would be nice for shoppers and visitors to be able to shop the Pandosy area, and easily walk or bike toward Pandosy Waterfront Park. Perhaps stop for a coffee or some refreshments by the waterfront. The two areas should feel connected.	63*
Connect Abbot street Multi-use Trail through to Watt Road	Provide opportunity (long term plan) for a multi-use trail connectivity along Abbott, through the proposed park area, and along Walnut/Watt Road to Gyro.	
create a loop to connect the park to both ends of pandosy	Much like the Abbott corridor, create an inviting well lit pathway to encourage people to go from one end of the park and walkway to the other. This would allow for better street parking access to the site and create a good opportunity for circuit walks year round to encourage fitness.	
Start with West Ave Park	Encourage access through West Ave Park through Abbott House to the lake and thence south to as far as Watt Road or further, and north to the next city park. Promote easy pedestrian access from Pandosy and KLO area and elsewhere. Assist in developing the 400 block Cedar Avenue commercially/residentially in lieu of any commercial development on the city-owned waterfront properties.	
4 ideas and 6 comments		
Topic Tell Us What You Really, Really Want!		
Question: What are your ideas for specific features at Pandosy Waterfront?		
Idea Title	Idea Summary	
Save waterfront foreshore for publc use , beach & park	develope across Abbott St , not on lake side	96*
Make it a public beach, park.	There are enough business locations on the Pandosy/Lakeshore streets. Sopa Square development hasn't been filled yet . So keep as much of the LAKEFRONT for public access. Take a look at Penticton with lots of public beach access.	83*
Retain City ownership of the land	No matter what is finally decided to be done with these properties it is important that City ownership is retained. This will preserve the land for future generations. Changes, including demolition of buildings, can always be made in the future if the City owns the land. Once it is sold it is gone forever.	81*
This should be a park, not a commercial/residential development	Commercial/residential should be across Abbott St. Look at just about any town or city with waterfront. They buy up the commercial/residential property and convert it to public use. This is what the purchase of this property was intended to do.	79*

Keep land as park entirely	It would be a trvesty if anything but Park for this land. Development will surely follow if deemed fiesable by developers. We as taxpayers have purchased land over the years and owe our future generations to keep as Park. Seems strange to me that Council has waited for over two years into term to address this topic. Codos to all that took part in the last show of Public Concern.	78*
Green Space	The park needs enough room for people to have a picnic, throw a frisbee, take a nap on the grass. Keep the majority of spaces in the park free for this use.	75*
Rezone as P3 for park as originally intended	It is clear from City documents and press articles written at the time of purchase that these properties were to become a public park: 7 of the 11 properties were paid for out of park funds. Any other zoning is a betrayal of this original intent.	75*
These properties should be rezoned to P-3 in their entirety	Morality dictates Council honour its promises to the former lakeshore owners turning the lots into a park with absolutely no commercial element. This input process is biased and shameful, yet another example of political bludgeonry.	71*
This property should be kept as park land owned by the city.	This property should be kept as beach and park land for the use of the people of Kelowna and owned by the city. Parking and dogs should be kept out of the park.	64*
Car free space, add to the walkability	safe for families and little kids to ride bikes.	62*
All 11 lots to be rezoned to P3	It is very short sighted, to be thinking of using city owned lakefront properties for commercial development. Why are not all 11 of the City owned waterfront properties include in this process?	
Rezone the 11 properties to P3 PARK. We told you that in 2011.	The trees are there already. Just don't sell out Kelowna's waterfront. It belongs to the people who live here and tourists will appreciate it as well. Rezone to P3 Park.	
Rezone to P3 PARK! Build shops on the EAST side of Abbott!	A simple park with a paved bike path, keeping in place the existing trees and natural waterfront. The east side of Abbott is where development should happen, such as a restaurant, coffee shop, sports equipment rentals, etc. These shops would have an ideal view overlooking the park and lake. If it is absolutely desired, a larger condo development would work much better on Meikle Ave. (and it would have a fantastic view of the new park and lake).	
Extensive public foreshore from Knox to Cedar Creek.	Kelowna has the best beaches in the Okanagan. Unfortunately, it is largely isolated from the city by private houses. Kelowna's population keeps growing, with the available public beaches becoming ever more congested. We need a long term plan to reacquire public foreshore in the city. We need a city to be committed to this goal, with a clear, transparent funding plan to progressively move us towards a fully public and accessible foreshore.	

Urban Wildlife Park	Kingfishers, osprey, bald and golden eagles are always fishing in the shallow waters of this bay. Tundra swans overwinter and there are many varieties of ducks year round. Finches, jays and many other non-water birds intermingle with squirrels, racoons, beavers and the odd mink. Plant natural shrubs, trees and grasses to enhance this area on part of the property. Walkways can meander through it and there will be no grass to water or cut. The properties to the north already have 4 magnificent, heritage-class trees on them.
As what was voted for 3years ago . (PARK)	We are a growing community and need more lake front park, buildings can go on the east side of Abbot. If you can cater to the few such as the paddle club please think of the many who will not be participating in this sport but want to spend time enjoying the lake. It was obvious 3 years ago what the public wanted. As my council I have no confidence in you , SHAME on you all if you let this loaded charrette of a few people make this decision.
continue Abbott St Recreation Corridor thru to Mission Creek	no on street parking , slow traffic zone.
Move Paddle Club out, jut have beach front and beach.	I don't think that is the best place for the paddle club. How open to the the public is the paddle club? They should be at Rotary Park with the wind surfers.. That space should be accessible for walks and beach front. It should be a continuation of the Abbott Street walk and the walkway should be developed all the way to rotary park. There should only be very light commercial in there if at all - maybe small restarant or fast food, ice cream and snack bars, etc. Not much in the way of commercial development for that area. This is Kelowna's last chance to preserve this for all to use.
mixed use area	Have an area that can be vibrant and attractive through all four seasons of the Okanagan. This would include small coffee shops with take out windows (seasonal) public washrooms with observation area atop with public art (like Stuart park), a small area for non amplified music production with grassy small amphitheatre, paddle centre open to the public. Interpretive signage along the walkway. Mixed use residential and light commercial to the east of the walkway. A playground for children close to the washrooms would be good. Plenty of benches and shade gazebos. good pathway lighting with perhaps a night garden.
Walk with kids and dogs,coffee shop, nature	My first priority for this area is that it is family friendly - a place I can walk with my kids and my dogs. It would be nice to have spots to stop, such as a patio or coffee shop. And natural waterfront - we have enough beaches in our neighbourhood. The kids and dogs can go there... this waterfront should be for fish and birds.
Rezone to P3 park as was originally intended.	This is a legacy opportunity and it is our duty to give future generations a beautiful green park to enjoy.

Waterfront, green space and integration into the community	The total area must be so that it fits with the total community going from both north and south side of Cedar and lakefront to Pandosy. We must have more than just a green park that will be under utilized a very large part of the year and lack security for users. Commercial and living areas must be there for community security of the park and its users. Like the idea of paddle board building and meeting area, it will add synergy to the area. This can all be done and to a large degree, paid for from sale of portions of lands.
Public walkway, retail shops under upper residences.	I would support limited commercial with residential set back so public can enjoy water. Tables for coffee or lunch with friends. Off-leash water park for dogs and an on-leash area for all. Proper signage and waste disposal. Maybe stage for city approved entertainment. No issue with vendor sales city approved. Coffee shop would be nice. A waterfront park for all. A people place. No cars parking on the beach. Great to have kayak and canoe clubs use as well. Should be self sustaining with no cost to tax payers.
Use one of the existing homes as a restaurant	Instead of tearing down the yellow house on Abbot street, lease it out as a restaurant. It is a huge lot, lots of trees and paved area, similar to Guisachan house. That would save some money to develop a park similar to Kinsmen Park. We could walk dogs, have a playground area, lots of green space for all the future owners of the condos from the east side of Abbot Street to use. Take the five lot area bounded by Cedar and Meikle and use that as a boutique hotel with waterfront access. There would be room for parking and a fairly large hotel. Dig out the Fascieux Creek outlet into to lake and make the area more accessible for swimming. Look how popular Abbot Park is!!!!
Benches, place to launch Kayak, areas for sun tanning	There should be a few places to sit at benches or picnic tables, as well as ample area to lay a blanket down and tan or picnic. More places to launch non motorize boats is always welcome! Also, dogs should be welcomed!!

What I really really want	Well you asked for it, so here goes. What I really really want is to find out what the City really really wants for the entire Cedar Avenue waterfront as I suspect all the public input imaginable will not dissuade them from their hidden agenda. I would respectfully request that they answer the following questions: 1. In 1997, the City said the Cedar Avenue park site was complete when 3080 Abbott St.. was bought. Why wasn't it built? 2. Why then did the City shortly thereafter buy more lakeshore property on Abbott St.? 3. Why does the City now say the area is unsuitable for swimming when it said the opposite in 1992? 4. What is the real reason for excluding the Walnut Rd. properties from this charade? Why has the City bought other non-lakeshore properties in the area? 5. What is the purpose of expensive unnecessary rip rap being installed on the Walnut Rd. beaches...for a boardwalk surrounded by commercial/residential uses? Inquiring minds need to know
A Rational Approach to Planning the Waterfront	If the City wants a good plan for a South Pandosy lake front park, it needs to consider setting better parameters for the process: 1. Participants need to be made more aware of importance of a riparian corridor that respects natural values including wildfowl habitat, and room for native plant and animal species. 2. A plan that doesn't consider both the area north of Cedar Avenue and the area south of Cedar Avenue, even if the plan has to be executed in phases, is not going to be satisfactory to anyone. 3. The planning process can't rule out important choices: it's unfair to insist that there must be some commercial development on the Lake side of Abbott Street before the discussion has even started.
PARK PARK PARK	Kelowna NEEDS protected waterfront for all to use! Make this a park!
boardwalk and small commercial/tourist development	love the area around the Eldorado (and downtown Rotary Park boardwalk and hotels) hotel with its boardwalk and small hotel tourist attractions. A friendly neighborhood pub would be ideal. Key needs are to open up the walking and viewing areas along the shoreline while still having mixed use retail/tourist attractions. Low rise townhouse developments also good.

Financial viability	One of the design parameters is financial viability. There should be no additional taxes as stated by the city. The paddle club has a lease for three years and the city paid for the gravel parking lot and fencing they use. Yes the paddle club will pay rent but it will never amount to the cost of building the parking lot over its 3 year term. So if the parameter of financial viability means no additional taxes, why has the city spent money it will never recover in rent? The paddle club sits on one of the properties being considered in this charrette, and it has cost the taxpayer in additional taxes.
What the heck is a charrette?	A cross between a wire connector and a tobacco product? No, it's planning's newest buzzword reminding one of Mayor Gray's reverse angle parking fetish. The word doesn't exist in Webster's circa 2009 but it does surface in Wikipedia..."an intense period of design or planning activity."...the residents participating may not represent all the residents nor have the moral authority to represent them." Alas I fear this will be the case as the City's pre-planned agenda with its self imposed deadline and its predetermined commercial result will trump the wishes of the real residents of the neighbourhood. For shame!
The deck is stacked	And per George Carllin, the game is rigged and the table is tilted. This charette is more like a marrette where two wires get twisted together whether they like or not, and the hot wire is the City's who have set the parameters, the timing, selected the participants and determined the process, and no doubt the results. Phooey.
Restaraunt and Public Dock	It would be nice to see a restaurant of some sort on the property that also has hourly parking at a dock system. I know the water is a bit shallow during early spring and beginning of fall but it can be done. There just isn't enough waterfront food/beverage places accessible by boat on this lake.
A green roof for whatever buildings get included	If some buildings are included in the plan (be they any combination of restaurant, pub, coffee shop, public paddle centre, band shell, snack kiosk, etc.) I'd like to see a fairly low profile structure like the English Bay Cactus Club with living walls and an accessible green roof upon which one could picnic, toss a frisbee, enjoy the lake view, etc. This way the building would have a very tiny footprint when viewed from above. I think this is would provide a good balance of the amenities many are asking for on this property and yet maintaining nearly 100% of the property's area as green park space (what many others are asking for).

Build a park or sell the land to developers....but do something!	The original city planner's idea was perfectly acceptable to most residents, before the previous council rejected it following protests by a few noisy activists. A public park (if the money is there to quickly build, police and maintain it) would also be acceptable. But right now the area is continuing to get more ugly and run down. The only thing that is unacceptable is more studying and waffling about. Get on with it.
Retain waterfront portion for walkway and paddle club	Zone the balance for mixed commercial usage. Sell the land and buy more waterfront. Repeat until all the waterfront is public. There is no waterfront commercial place between Eldorado/Manteo and the Grand. Ridiculous for a City this size. Go see Steveston for what can be done and it is used year round for locals and tourists alike. Way too much of the parks budget used if all made park. Meanwhile many other parts of the City are still waiting for thier parks to be developed. This City is no longer just the downtown and the lake. Please share for the rest of us who like other park uses beyond a place to walk and sit. A meal and a drink would be nice overlooking the water without having to go downtown or out to the Mission.
Zone all land P3 as originally planned and paid for by rentals.	Apparently excellent raparian area so would like to see some beach for the abundant waterfowl and other water life. Would like a peaceful place to relax with nature but also have areas for picnicing, sunbathing, and pets. No more commercial infringement on the waterfront. There are enough boating areas. Why does paddle club have 3 people in charette? Trees, grass, beach, enough!
Beach front park, with benches, trees	!} Beach front park only . Please. The lake belongs to the people. Lets show case it everywhere possible. Buildings can go anywhere, the lake can't. 2} A lake front dog park??? Cedar creek can't really be considered accessible. 3} Park, Park, Park. 4} Wasn't the property bought with the intention of putting in a park? What changed? The city wants revenue but a building can go anywhere. Let's not ruin this city for our children under the guise of "revenue gaining"
A win-win solution for all	A park is an open area for the public to use and it is owned by the public. It does not have to be all grass. This waterfront property could be rezoned to P-3 and amenity buildings such as a restaurant could still be built under a land lease arrangement. There are many examples of restaurants in municipal parks in BC where the land is still owned by the public. At present there are at least 3 successful restaurants in Stanley Park using land lease arrangements. And in Kelowna we have had two restaurants in City park over the years. Both of these buildings burned and those sites are now grass again. Rezoning the 13 Abbott and Walnut lakefront properties to park will ensure that this land is preserved for future generations. If it is sold it is gone forever.

An off-leash dog beach.	Currently local south Pandosy residents have to drive their dogs to the only off leash dog beach in town.
Food truck parking spaces	Instead of building permanent commercial buildings, the city should encourage local entrepreneurs and chefs to start a food truck. They then can use this area as a staging area for the public's use. This would allow for more land to be dedicated to proper park use.
Within the park use trees and plants that are edible (Seattle)	We are all more concerned about our food sources and using edible vegetation is a possibility. Seattle is creating such an area.
Why does the paddle club get 3 votes on the charrette?	The two major landowners in the area with large financial stakes only get one vote each. The Pandosy Merchants Association only gets 2 votes. The new paddleboard club gets 3 votes. This club only moved to the present site late last fall after Council approved a 3 year temporary lease on a test basis. Now suddenly the charrette is mandated to give them up to 5000 sq. ft. of space and they have 3 votes? Hmmmmmm?
No Commercial business unless food for people,beach ammenities	No commercial space for retail unless its food for people,or items available for beach,tshirts beach accesories etc.And this type can be mobile and not permanent ,and if permanent let it be very small and does not take up valuable parkland space.Rezone to p-3. No piers,marinas or boating activities due to hazards for swimmers etc.We have just added moorage downtown it doesnt have to be everywhere there is shore.
walk and bike paths, paddle centre, mixed use, start simple	Walkway all along the waterfront from Truswell to city park with bike path on or nearby would greatly increase use of underused parks such as Kinsmen. Plan for long term (100 plus years), consider erosion and increased population. Preserve natural environment, green space, and views. Paddle centre great idea. Develop mixed residential/commercial on other side of Abbot, which looks very derelict. Some mixed low rise multifamily residential/commercial could be on waterfront side where space permits. Consider Vancouver's walkway and bike paths at Yaletown and False Creek, beautiful mix and the buildings etc. add to the experience of walking or biking. However, city must continue to control all development to ensure esthetic values, and priority to preserving green space. If housing to be built on city lands, include co-op and/or social housing. Start by tearing down the houses, planting some grass and creating a simple path, lets see how it goes.
Keep the land Natural and relaxing	All commercial development must be east of Abbott street. ALL this land must be a park only, with open space for water front access and enjoying nature. Playing, swimming and relaxing is what was intended

The 7 lots should be a park free of commercial development.	I believe lakeshore access and green space is an essential component of a vibrant and healthy city. Any commercial development should be east of Abbott Street. If our city hopes to become world class, we must value our lake and and its availability to both its citizens and tourists alike. Please don't miss this opportunity to preserve something that all present and future generations will enjoy no matter what their social and economic status is.	
47 ideas and 97 comments		
Topic: Charrette Review Sessions and Open House		
Share your thoughts at the Charrette Review Sessions and Open House		
Idea Title	Idea Summary	
We need more parks	Keep the land as parkland as originally intended. Do we really need more concrete!!	29*
Do not erect buildings on a natural sandy beach	Do not cover a natural sandy beach with huge rocks Do not destroy the opportunity of the public to enjoy a day at the beach with children, family, or tourist friends. Do not lie to the public - our lake & beaches are natures major asset - do not undo God's gift with unrealistic visions to destroy natures gift to all citizens. This sandy beach and shallow water are ideal for young families. Improve sewer outfall to reduce milfoil and other weeds. Why does City confuse citizens by renaming Cedar Park to Pandosy Waterfront?	
Beach front, Sitting plaza out of sand	Maybe even a small Skate park. for kids to jump around curds and banks	
Use the Grande Hotel waterfront area as a model.	The Cedar Avenue area should be similar to the waterfront area between the Yacht Club and the Grande Hotel. There, the public has access to the lake, but there is also commercial and residential development that brings tax revenue, jobs, and activities. Sure it's great to have parks, but in reality our beach parks are expensive to maintain and are only used during the hot months. A good balance between having public park space that all people can enjoy and a neighbourhood that is economically viable for the city should and can be found.	
4 ideas and 12 comments	**Phase Total 91 Ideas and 453 Comments**	

Phase Two - Comment on Charrette Work from February 26 to March 7	
Topic: Charrette Day One - The Neighbourhood	
Share your thoughts on the outcomes of day one of the charrette	
Idea Title	Idea Summary
Building heights backwards	I don't understand how groups of impartial citizens could suggest a virtual wall of minimum 4 story high buildings along the waterfront blocking any inland views while the buildings behind them are typically lower...seems backwards to me see views 2 & 4. The reason...this charette makeup is stacked.. ie: multiple members from one club with an agenda.
Allow Dogs	I realize it is beyond the scope of the charrette so far...but I don't want it to get lost. The neighbourhood desperately needs dog-friendly parks (especially with all of the urban growth going on...i.e. people moving in with dogs and no yard of their own). Please make inclusion of dogs a priority in this park or re-designate nearby parks to allow dogs.
Majority citizens decide land use - then details with charrette	The public own the Lake and the 11 lakeshore lots.Therefore the majority of citizens should directly decide the use of their lakeshore land through a binding referendum during the civic election this Nov.at minimal cost. Then,the majority through charrettes should make most of the decisions in planning and designing land use. This means that every neighbourhood residents association throughout the city representing many, many thousands of citizens should decide the bulk(approx 7o%) of the planning and design of the 11 lakeshore lots and 2 lots on Meikle. Direct democracy by and for the people, forces the city to operate with transparency, accountability and with respect to citizens. It over-rules the self centeredness and elitism of special interest groups like developers and the chamber of commerce etc It provides the greatest good to the greatest number today and future generations. It is an idea whose time has come, as we advance into the 21st century

30*

Paddling centre with restored shoreline. Dogs at West Ave Beach.	Water is murky with mushy soil underneath. Restore area for waterfowl & critters to enjoy. Paddling centre fits perfectly here due to shallow draw & no motors. Need long pier to get out to clear water and allow shorefront restoration. Move rowing club here. Provide storage (fee) for canoes, kayaks, sculls. Washrooms, but no concession (license food carts instead, with healthy & ethnic options). Permeable walking paths that curve for better sense of nature, & slows bikers that use the paths. Create options in the paths, naturally shaded areas for sitting, edible landscaping (berries for barriers, saskatoons...). Area for acoustic music jams. Shoreline too murky - dogs would get filthy. West Ave Park (now Abbott Park) is dog friendly, extend to West Ave Beach access. BTW, I swim & relax at West Ave Beach daily in summer because it is 1/2 block from my house (an old restored bungalow), & I don't have a dog, so making it dog friendly doesn't do me any favours, it just makes sense.
Public dock for launching car top watercraft	I really like the inclusion of a public (floating) dock for launching of car top transportable watercraft (canoes, kayaks, rowing shells, paddle boards, wind surfing, etc.)
Move Paddle Board Centre to Meikle Access or to far north lot	The Paddle Board Centre would be a nuisance blocking people trying to walk up and down and criss-cross and access the lake on their lakeshore property. The Paddle Board Centre could be located on part of the most northerly lot. Also they shouldn't be allowed to have any permanent structure obstructing the view from Abbott St etc Or better yet, the club could use the city owned house at 377 Meikle Ave for their headquarters without blocking views. This would give the club a ready made club house. They could store their paddle boards, etc safely in the yard or on the Meikle Ave beach access. To access the Lake with the paddle boards, all that would be needed is to move some rock on the shore to provide a pathway. If these lots to the extreme north and extreme south aren't suitable, then the Paddle Board Club should be located to a better location such as Kinsman, Strathcona, Sarsons Beach or Sutherland Bay, Manhattan Point, McKinley Landing, Cedar Creek etc

All Natural - beach & grass is no different than paddles & paths	There seems to be some discontent over use of the shore for a paddle centre, or restaurant, or paved paths, or docks, or parking spaces for the park. But frankly I find a landscaped park full of grass to mow and flowers to tend and trees to prune and an artificial beach to create no different. Now I'm not against any of these items...and I think a good compromise is to include all of it...but it's really all part of a manufactured landscape. If you truly want ALL PARK...then I think a reclaimed natural shoreline like Maude Roxby is what you mean isn't it? And shouldn't we leave a corner for the birds and bees too?
Connection to Watt road	I really like how many groups are including a connection to Watt road...let's keep the multi-use pathway going from city park to the mission creek greenway!
Smoothing roads and intersections	I like how many groups smoothed out the awkward roads in the area and traffic calmed them.
Community/Paddle Centre	I really like how team 1 Cedar Green made the paddle centre into an actual community centre complete with programmable space for other uses. It would be a fantastic addition to this great neighbourhood.
Whose on first? What's on second?	Who decided the "teams" or even the team concept? Who are the members of these "teams"? I can't imagine that a paddle club is an important item to all four teams? Sounds like a snow job to me.
Master plan	I'm happy the charrette organizers and teams listened to comments and considered all the properties in the area...not just the original 7. There's a lot of editorials out there but overall I see this process working for all of us.
Team # 2 - has all the right stuff , need a podium GOLD	This idea is what the ' people ' want
13 ideas and 28 comments	

Topic: Charrette Day Two - Site Design		
Share your thoughts on day two of the charrette		
Idea Title	Idea Summary	
Dog Friendly	I recently moved to Kelowna, into the Pandosy area and have been really disappointed by the limits on dog access to parks. I own a Newfoundland dog. Newfs are a breed that thrive in water and as a responsible dog owner, I find it frustrating that the only dog friendly beach in Kelowna in 20 mins drive south to a hilly, rocky beach. This beach is hardly suitable for use, especially when working on water training with my dog. I would like to see a small corner of this new park be marked as dog friendly like so many other communities do around the province. (e.g. Salmon Arm's Canoe Beach Park)	22*
Paddle Centre PLUS Community Centre	I really like the idea of including a community centre together with the paddle centre being proposed.	
Image 1 team 1 is my favourite	After visiting the open house tonight: I like that the paddle centre is central and near the dock...versus shuffled off to the side (And that it includes a community centre) If some land must be sold, I prefer losing some land to the north versus the park becoming really skinny (Also I like that the city retains access to the waterfront portions of this land they are selling) I like that in a first phase of the 7 properties there will be more park to start I like the plaza area created near the paddle centre and mixed use building (that is on private land anyway) I like that the traffic that is not coming to the park is kept well away (I.e. Abbott is not moved closer to the lake and the park) No soccer balls in traffic I like that portions of the waterfront and wetlands are reclaimed in a natural riparian fashion I like that there's a playground for kids I like that the Walnut-Watt connection is included I like that there is something for everyone	
Council please listen to the wishes of the people	I am delighted to see everyone working on the charrette want to save our lake front , we may not get all we want but we may save the lake front for future generations. Thank you for all the hard work.	

Make the dock floating	I really like the idea of having a dock for launching car top watercraft. Please make sure a section of it is floating so it can be used for launching without a lift. See the Kelowna Rowing Club and the little dock in City Park for examples.	
I appreciate the hard work of all the charrette participants	I look forward to seeing this finally completed and enjoying the space. Many thanks to the participants and organizers.	
Was land donated and Canoe Club Question	I understand some lots were donated to the City in this area. Why is there a need to sell some of the lots when the plan has not yet been selected/completed nor a budget drawn? Why is the Canoe and Paddle Club receiving so much favoritism from the City in this planning exercise? Are they paying their own way? Is the City's plans in competition with other commercial plans in the area? If so, should they we included in this evaluation?	
7 ideas and 13 comments		
Topic: Pandosy Waterfront Open House		
Share your thoughts about the charrette models from the open house on February 27		
Idea Title	Idea Summary	
Plan #5 for a simple park	This is plan #5 being referred to in earlier comments. It was provided to the charrette by People For The Park to inspire an all-park concept. It is similar to plan #1 (i.e. no road realignment) but does not sell any lots and leaves the paddle club out until the correct size and location is determined (the existing paddle club can remain in its temp location for now). Significant cost recovery is possible through the sale of Walnut Street where the hotel restaurant is shown. This plan could also be implemented immediately as a simple park, with amenities being added after careful planning and budgeting.	71*

Best place for Paddle Board Centre is at Kinsmen Park	Kinsmen Park has a huge area ideal for a Paddle Board Centre. From the Patterson Ave access to the Lake is about 100 meters. In the north- east corner, there is lots of room for a 5,000 sq ft building with ample parking for all paddle board, kayak, canoe clubs etc It could be expanded if need be. Also, the building wouldn't obstruct the public's view from Abbott St. Kinsmen beach is sandy and joins the big sandy beach in front of the Francis Ave access. There is a nice sheltered bay in front of the Francis Ave access, as well, there is a sheltered bay around the point of Maude Roxby Wetlands Park. Kinsmen Park would be great for a paddle board centre. So, why do paddle boarders want to disrespectfully intrude on the public with a big building blocking views and intrude by using up valuable space in the public's scarce lakeshore land at Cedar Ave? Why the paddle boarders don't gladly locate to the Kinsmen Park, paddle board paradise is beyond comprehension !!
Get rid of Plans # 2, 3, 4 - they ruin scarce lakefront land.	Under charrette plans # 2, 3, 4 (refinement 4), Abbott St would be moved much closer to the Lake from Newsom Ave over to Walnut St The subdivided public land on the east side of the new re-aligned Abbott St to Walnut St, would be sold off. This would be a significant net loss of the public's waterfront land. There wouldn't be much land remaining between re-aligned Abbott St and the Lake. And, during months of high water there would be only a very narrow strip of land there. For an increasing population and for future generations we need more park, beach, green space, wetlands ; not less. Therefore; the public should regard charrette plans 2, 3, 4 as unsuitable, unacceptable and obsolete. The plan that gives the maximum benefit to the public with the most park, sandy beach, green space, wet land today and future generations is plan # 5 by the "People for the Park" group. This peoples' plan #5 is the best of all plans and it should be put in front of Council

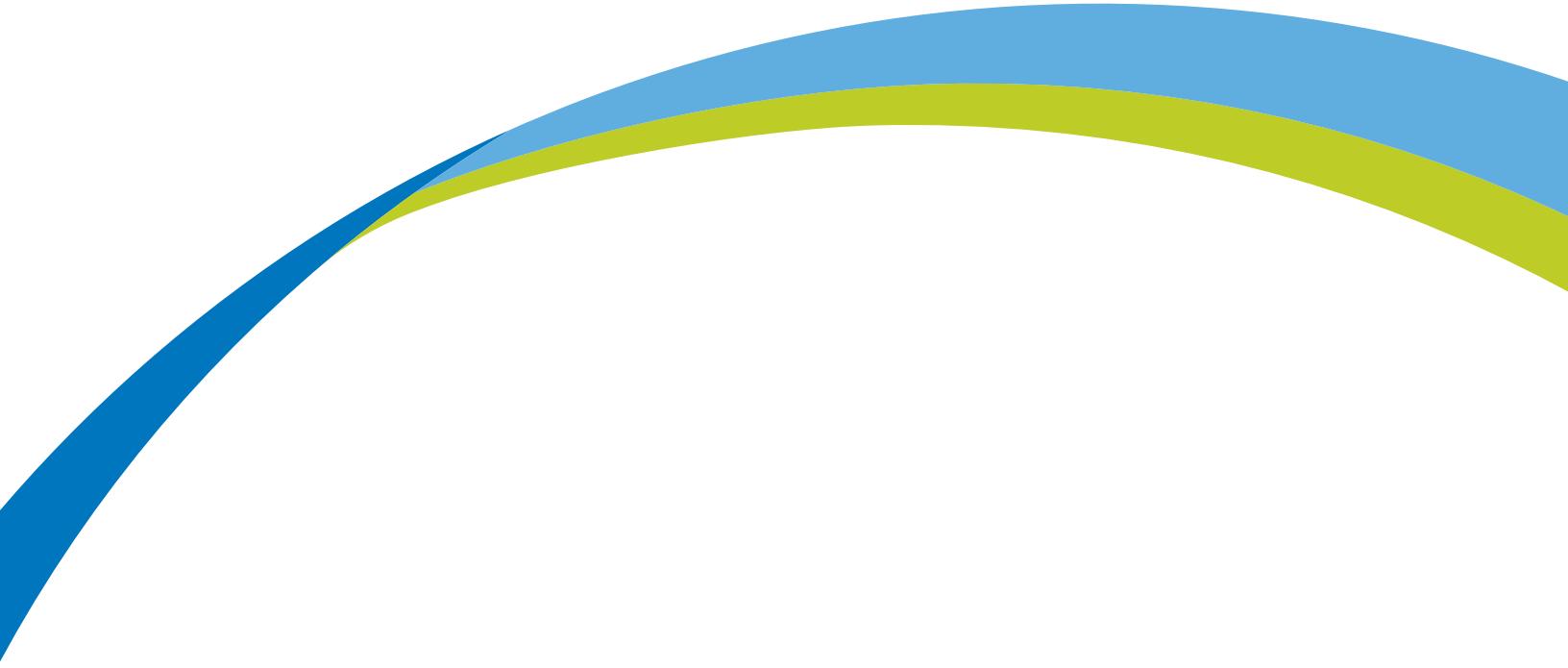
Don't be fooled !- no part of the lakeshore lots need to be sold	The city is trying to fool citizens into believing the only way to pay for developing the park is either raise taxes or sell part of our waterfront land. The city is one of the biggest real estate agents here. It has a huge supply of properties throughout the city. All council has to do is sell a few properties and presto, there is all the money needed for a park Also, the city is quiet about owning two properties in the immediate area east of Walnut St at 3076 Meikle St and 377 Meikle Ave. If need be, these properties or Walnut St could be sold rather than the public's precious waterfront land The Mission Creek Greenway was built with donations by citizens and service clubs and the same could done again here. The city is using every tactic and parameter barrier to manipulate the public into agreeing to sell part of our scarce waterfront land. Our real problem is council. So, tell them not to sell our waterfront land or they will be replaced in the civic election this Nov
Perfect -- Sweet & Simple!	This plan is elegant in it's simplicity. It maximizes the parkland along the lakefront -- and it could go ahead right away. The commercial stuff can follow later on. I also like the idea of taking out the Paddle Club. Those guys will take up way too much space in a relatively small park.
Move paddle club elsewhere and add a wildlife area	The paddle club will have a huge impact on this small park. With up to 500 members eventually it will be invasive and have serious parking implications. And the big building that the taxpayers are paying for will block the view from the road. This shallow bay is teeming with wildlife both birds and mammals. Give that space to them with local grasses and shrubs to attract even more animals.
Is there an online place to view the options in more detail?	This would help those of us who were unable to attend the open house.
plan # 5 look good, but ALL 11 lots should be made into park	A walking / cycling path would be nice but no land should be sold. Leave the existing road where it is and add diagonal parking. All commercial development should be east of Abbott street. Keep the land all natural and green.

Paddle Centre with dog area at West Ave/Abbott St Park and Beach	Water is murky with mushy soil underneath. Restore area for waterfowl & critters to enjoy. Paddling centre fits perfectly here due to shallow draw & no motors. Need long pier to get out to clear water and allow shorefront restoration. Move rowing club here. Provide storage (fee) for canoes, kayaks, sculls. Washrooms, but no concession (license food carts instead, with healthy & ethnic options). Permeable walking paths that curve for better sense of nature, & slows bikers that use the paths. Create options in the paths, naturally shaded areas for sitting, edible landscaping (berries for barriers, saskatoons...). Area for acoustic music jams. Shoreline too murky - dogs would get filthy. West Ave Park (now Abbott Park) is dog friendly, extend to Abbott Beach access. BTW, I swim & relax at West Ave Beach daily in summer because it is 1/2 block from my house (an old restored bungalow), & I don't have a dog, so making it dog friendly doesn't do me any favours, it just makes sense.
limited accessibility	I was disappionted to discover when speaking to those involved in the charrette when I asked if there was any consideration regarding transit access. It seems no one considered ibcorporating transit into the plans...so sad....so limiting...so inclusive to those who don't or can't drive. I thought by now Kelowna was past that, but I guess not!
Get rid of Plans # 2,3,4 - they destroy scarce lakefront land.	Under charrette plans # 2, 3, 4 (refinement 4), Abbott St would be moved much closer to the lake from Newsom Ave over to Walnut St. The subdivided public land on the east side of the new aligned road-link of Abbott St to Walnut St would be sold off. This would be a significant net loss of public waterfront land. Also, there wouldn't be much land remaining between the new aligned Abbott St and the Lake. During months of high water, there would only be a narrow strip of land. For an increasing population and future generations we need more park and green space with sandy beaches ; not less. Therefore; charrette plans 2,3,4 should be regarded as dysfunctionally obsolete and fit for the recycling bin. The plan that gives the maximum public benefit with most park, green space, wet land and sandy beach for today and for future generations is plan #5 by People for the Park. This peoples' plan is the best plan of all that should be put in front of council.
11 ideas and 60 comments	

Topic: Last Day for Feedback Mar. 7		
Question: Any last thoughts as we wrap up feedback collection on the designs crafted during the charrette?		
Idea Title	Idea Summary	
Cedar Ave lots should all be park	Today, March 5, in the Kelowna Daily Courier, Paul Mitchell, Q.C. wrote a letter to the editor that perfectly itemizes all the points to be considered. http://www.kelownadailycourier.ca/letters-to-the-editor/cedar-avenue-lots-should-all-be-park-3514.html (the "Add Link" feature below wouldn't let me paste this in, so I hope it works here…feedback has been made difficult all along by poorly functioning websites)	26*
Keep the park natural	Referring to plan #5, this is my choice. Keep it all as a natural green park. All commercial development should be east of Abbott street, but have a low profile. A walking / cycling path would be nice in the park. Do not sell any of the land.	
Foregone Conclusion?	As one who sees through the glass darkly, I find this whole exercise to have been municipally manipulated, orchestrated, and mandated before it began. I anticipate that the City will enable refinement 4, the one most commercially oriented, because after all three (count 'em 3) of the charade teams "recommended" it. I sincerely hope that I am wrong.	
Why can't council follow the advanced California coast cities?	In the more beautiful cities of southern California like Santa Barbara, Carmel, Carlsbad, San Diego their councils put their waterfront, beaches and green space and views as a top priority. Down there if they had all our waterfront, beaches and views these would be regarded as a city and national treasure . If anyone there would suggest to sell off waterfront land to subsidize commercial development and put up tall buildings along the lake like our stupid councils have done and are trying to do now at Cedar Ave, they would be severely chastised by citizens and even get the wrath of Californian city councils. What citizens have to put up here in fighting for keeping their own waterfront land for park, green space, views ,wildlife etc is absolutely unbelievable. The lack of respect for the citizens and their waterfront treasure by our council in trying to sell off and destroy part of it with buildings and block views with a massive Paddle Centre is disgusting and despicable	

Let the people decide the plan and issues thru referendum	We are having a civic election in Nov, so why not use it to decide the plan and issues at minimal cost? All the people own the waterfront land; not council or staff. So, let all the citizens directly decide the waterfront Land by voting on the plans -- People for the Park #5 versus the Charrette plans and on the Paddle Centre issue, also on financing etc? This rare public waterfront land is far too important for citizens today and future generations to be left to the decisions and whims of the council which doesn't have any wisdom.
Paddle Centre's 45ft long,- 400 lb monster canoes not suitable	The president of the Kelowna Outrigger Canoe Club said they use Outrigger OC-6 canoes. He stated their canoes are for 6 persons and are 45 ft long by12ft wide and weigh approx 400lbs. Why would anyone want these monster canoes in the Cedar Ave area with very shallow water? Having a canoe of 400lbs with 6 adults weighing an average160 lbs plus added supplies would make an approx total weight of 1400 lbs to1500lbs How do you get all that weight into deep enough water without an expensive dock and a lift? How would the public use the dock with the big 12ft wide canoes loading and unloading? With these monster canoes floating around the shore causing a commotion, how do the public have quiet enjoyment and how do the wildlife remain undisturbed in their habitat? Clearly, the Paddle Centre belongs in a larger area with deeper water. Why sell some of the waterfront land to pay for the expensive dock, lift and massive building for the Paddle Club Centre, in the wrong location?
6 ideas and 4 comments	**Phase Total 37 Ideas and 105 Comments**

128 Ideas Total / 558 Comments Total



City of Kelowna

City Hall
1435 Water Street
Kelowna, BC V1Y 1J4

kelowna.ca

Preliminary Opinion of Cost

PARK : ***Cedar Avenue- Concept 1*** ***DRAFT***

DATE : 28-Apr-14

PREPARED BY : B. D.

No.	DESCRIPTION OF WORK	UNITS	ESTIMATED QUANTITY	ESTIMATED UNIT COST	EXTENDED AMOUNT	notes	
1	**Demolition and Clearing**						
	retaining wall removal within foreshore	lot	6	$4,000	$24,000		
	Contingency	%		20% total costs	$4,800		
	Estimated Staff time	%	1	5% total costs	$1,200		
	Subtotal				**$30,000**		**$30,000**
2	**General Requirements**						
	Environmental Protection (silt curtain)	l.m.	275	$75	$20,625		
	Tree and shrub preservation	LS	1	$5,000	$5,000		
	Project Identification	LS	1	$2,000	$2,000		
	Subtotal				**$27,625**		**$57,625**
3	**Excavation and Grading**						
	topsoil and finish grading lawn areas 150mm	m^2	8209	$11	$90,299		
	topsoil and finish grading riparian area 150mm	m^2	4125	$11	$45,375		
	engineered wetland (not incl. wetland plantings)	m^2	1000	$50	$50,000	need some form of water circulation	
	Contingency	%		20% total costs	$37,135		
	Estimated Consultant Costs	%		10% total costs	$18,567		
	Estimated Staff time	%	1	5% total costs	$9,284		
	Subtotal				**$250,660**		**$308,285**
4	**Servicing and Utilites**						
	electical connection, transformer and hookup	LS	1	$25,000	$25,000		
	trenching and conduit for lighting	l.m.	180	$51	$9,180		
	electrial service for 10 vendor stalls (including 85 l.m. trenching@ $51 = 4335)	LS	1	$6,500	$6,500		
	lighting bases, poles and fixtures	each	18	$9,370	$168,660		
	temporary irrigation for riparian area	m^2	4125	$5	$20,625		
	water service hookup					6" water line existing	
	irrigation controller, vaults, backflow preventer, electrical hookup,	LS	1	$30,000	$30,000		
	irrigation valves, lines and heads = ~($6 x 8209 sq. m turf + $230 x 37/ tree)	LS	1	$60,000	$60,000		
	Contingency	%		20% total costs	$63,993		
	Estimated Consultant Costs	%		10% total costs	$31,997		
	Estimated Staff time	%	1	5% total costs	$15,998		
	Subtotal				**$431,953**		**$740,238**
5	**Hardscape**						
	concrete promenade sandblast finish	m^2	1000	$126	$126,000		
	concrete paving for vendor stalls broom finish	m^2	120	$117	$14,040		
	concrete landmark plaza (24m radius) sandblast finish	m^2	1810	$126	$228,060		
	asphalt paving - parking lot 100 mm including prepartion and base aggregates	m^2	1020	$45	$45,900		
	asphalt paving - pathways 50mm (3m X 267 l.m.)	m^2	800	$45	$36,000		
	crusher chip - pathways (1.5m X 100 l.m.) @ wetland - including prepartion and base aggregates	m^2	150	$25	$3,750		
	edging for crusher chip pathway	l.m.	200	$12	$2,320		
	barrier concrete curb around parking lot - including prepartion and base aggregates	l.m.	115	$115	$13,225		
	12' wide flush concrete separation border (between riparian area and lawn areas)	l.m.	100	$80	$8,000		
	Contingency	%		20% total costs	$93,859		
	Estimated Consultant Costs	%		15% total costs	$70,394		
	Estimated Staff time	%		5% total costs	$23,465		
	Subtotal				**$665,013**		**$1,405,251**
6	**Landscape Improvements**						
	shade trees 6cm caliper	each	37	$500	$18,500		
	growing medium for shade trees (20 m^3/ tree)	m^3	740	$105	$77,700		
	sod - north lawn (vacant lots)	m^2	1452	$10	$14,520		
	sod - central lawn	m^2	1964	$10	$19,640		
	sod - south lawn	m^2	3925	$10	$39,250		
	sod - misc areas	m^2	868	$10	$8,680		
	wetland plantings (not incl. wetland construction)	m^2	930	$25	$23,250		
	riparian plantings / restoration (15m x 275m)	m^2	4125	$25	$103,125		
	gravel storage yard for paddle boats with 1.8 m high chain link perimeter fencing ~($10 x 420 s.m.) + ($80 x 78.l.m.) 100 mm deep gravel	LS	1	$10,500	$10,500		
	Contingency	%		20% total costs	$63,033		
	Estimated Consultant Costs	%		20% total costs	$63,033		
	Estimated Staff time	%		5% total costs	$15,758		
	Subtotal				**$456,989**		**$1,862,240**
7	**Site Furnishings**						
	Park entry signage (medium horizontal)	each	2	$3,000	$6,000		
	regulatory signage	each	10	$200	$2,000		
	interpretive signage	each	3	$1,500	$4,500		
	concrete picnic tables	each	6	$2,500	$15,000		
	bollard and chain fencing along Abbott Street	l.m.	100	$135	$13,500		
	permanent bollards (2m o.c.)	each	5	$1,030	$5,150		
	removeable bollards	each	2	$1,000	$2,000		
	drinking fountain	each	1	$10,800	$10,800		
	bike racks	each	2	$1,000	$2,000		
	benches	each	10	$2,500	$25,000		
	trash cans	each	10	$2,100	$21,000		
	public art	LS	1	$200,000	$200,000		
	pedestrian bridge over wetland	LS	1	$25,000	$25,000		
	1.8.m high chain link fencing (north property line)	l.m.	50	$80	$4,000		
	Contingency	%		20% total costs	$67,190		
	Estimated Consultant Costs	%		10% total costs	$33,595		
	Estimated Staff time	%		2% total costs	$6,719		
	Subtotal				**$107,504**		**$1,969,744**
8	**Paddle Centre**						
	concrete surround for paddle centre 3m X 88m	m^2	264	$82	$21,648		
	Contingency	%		20% total costs	$4,330		
	Estimated Consultant Costs	%		20% total costs	$4,330		
	Estimated Staff time	%	1	5% total costs	$1,082		
	Subtotal				**$31,390**		**$2,001,134**
9	**Washroom Building**						
	public washroom / changeroom (1,000 sq. ft. @ $325 per sq. ft.)	LS	1	$325,000	$325,000		
	Contingency	%		20% total costs	$65,000		
	Estimated Consultant Costs	%		20% total costs	$29,250		
	Estimated Staff time	%	1	3% total costs	$9,750		
	Subtotal				**$429,000**		**$429,000**
10	**Public Pier**						
	public pier with composite through-flow decking	LS	1	$100,000	$100,000		
	Contingency	%		20% total costs	$20,000		
	Estimated Consultant Costs	%		20% total costs	$20,000		
	Estimated Staff time	%	1	10% total costs	$10,000		
	Subtotal				**$150,000**		**$2,151,134**
				TOTAL :			**$2,151,134**

Preliminary Opinion of Cost

PARK : ***Cedar Avenue- Concept 2*** ***DRAFT***

DATE : 28-Apr-14

PREPARED BY : B. D.

No.	DESCRIPTION OF WORK	UNITS	ESTIMATED QUANTITY	ESTIMATED UNIT COST	EXTENDED AMOUNT	notes
1	**Demolition and Clearing**					
	retaining wall removal within foreshore	lot	6	$4,000	$24,000	
	Contingency	%		20% total costs	$4,800	
	Estimated Staff time	%	1	5% total costs	$1,200	
	Subtotal				**$30,000**	**$30,000**
2	**General Requirements**					
	Environmental Protection (silt curtain)	l.m.	275	$75	$20,625	
	Tree and shrub preservation	LS	1	$5,000	$5,000	
	Project Identification	LS	1	$2,000	$2,000	
	Subtotal				**$27,625**	**$57,625**
3	**Excavation and Grading**					
	topsoil and finish grading lawn areas 150mm	m^2	3860	$11	$42,460	
	topsoil and finish grading riparian area 150 mm	m^2	4125	$17	$70,125	
	Contingency	%			$22,517	
	Estimated Consultant Costs	%		10% total costs	$11,259	
	Estimated Staff time	%	1	5% total costs	$5,629	
	Subtotal				**$151,990**	**$209,615**
4	**Servicing and Utilites**					
	electical connection, transformer and hookup	LS	1	$25,000	$25,000	
	temporary irrigation for riparian area	m^2	4125	$5	$20,625	
	4" water service hookup	LS	1	$5,000	$5,000	
	irrigation controller, vaults, backflow preventer, electrical hookup,	LS	1	$30,000	$30,000	
	irrigation valves, lines and heads = ~($6 x 3860 sq. m turf + $230 x 47/ tree)	LS	1	$40,000	$40,000	
	Contingency	%		20% total costs	$24,125	
	Estimated Consultant Costs	%		10% total costs	$12,063	
	Estimated Staff time	%	1	5% total costs	$6,031	
	Subtotal				**$162,844**	**$372,459**
5	**Hardscape**					
	**asphalt paving - parking lot 100 mm - includes preparation and subbase aggregate	m^2	1020	$45	$45,900	
	barrier concrete curb around parking lot	l.m.	115	$115	$13,225	
	12' wide flush concrete separation border (between riparian area and lawn areas)	l.m.	210	$91	$19,110	
	Contingency	%		20% total costs	$11,825	
	Estimated Consultant Costs	%		15% total costs	$8,869	
	Estimated Staff time	%		5% total costs	$2,956	
	Subtotal				**$101,885**	**$474,344**
6	**Landscape Improvements**					
	shade trees 6cm caliper	each	47	$500	$23,500	
	growing medium for shade trees (20 m^3/ tree)	m^3	940	$105	$98,700	
	sod - north lawn	m^2	1870	$10	$18,700	
	sod - south lawn	m^2	1840	$10	$18,400	
	sod - misc areas	m^2	150	$10	$1,500	
	riparian plantings / restoration (15m x 275m)	m^2	4125	$25	$103,125	
	gravel storage yard for paddle boats with 1.8 m high chain link perimeter fencing ~($10 x 188 s.m.) + ($80 x 60.l.m.) 100 mm deep gravel	LS	1	$6,700	$6,700	
	Contingency	%		20% total costs	$54,125	
	Estimated Consultant Costs	%		20% total costs	$54,125	
	Estimated Staff time	%		5% total costs	$13,531	
	Subtotal				**$392,406**	**$866,750**
7	**Site Furnishings**					
	Park entry signage (medium horizontal)	each	2	$3,000	$6,000	
	regulatory signage	each	6	$200	$1,200	
	interpretive signage	each	1	$1,500	$1,500	
	concrete picnic tables	each	2	$2,500	$5,000	
	bollard and chain fencing along Abbott Street	l.m.	205	$135	$27,675	
	permanent bollards (2m o.c.)	each	6	$1,030	$6,180	
	removeable bollards	each	2	$1,000	$2,000	
	drinking fountain	each	1	$10,800	$10,800	
	bike racks	each	2	$1,000	$2,000	
	benches	each	4	$2,500	$10,000	
	trash cans	each	5	$2,100	$10,500	
	1.8.m high chain link fencing (north property line)	l.m.	50	$80	$4,000	
	Contingency	%		20% total costs	$17,371	
	Estimated Consultant Costs	%		10% total costs	$8,686	
	Estimated Staff time	%		2% total costs	$1,737	
	Subtotal				**$27,794**	**$894,543**
8	**Paddle Centre**					
	concrete surround for paddle centre 3m X 88m	m^2	475	$82	$38,950	
	Contingency	%		20% total costs	$7,790	
	Estimated Consultant Costs	%		20% total costs	$7,790	
	Estimated Staff time	%	1	5% total costs	$1,948	
	Subtotal				**$56,478**	**$951,021**
9	**Washroom Building**					
	public washroom / changeroom (1,000 sq. ft. @ $325 per sq. ft.)	LS	1	$325,000	$325,000	
	Contingency	%		20% total costs	$65,000	
	Estimated Consultant Costs	%		20% total costs	$29,250	
	Estimated Staff time	%	1	3% total costs	$9,750	
	Subtotal				**$429,000**	**$429,000**
10	**Public Pier**					
	public pier with composite through-flow decking	LS	1	$100,000	$100,000	
	Contingency	%		20% total costs	$20,000	
	Estimated Consultant Costs	%		20% total costs	$20,000	
	Estimated Staff time	%	1	10% total costs	$10,000	
	Subtotal				**$150,000**	**$951,021**
				TOTAL :		**$951,021**

** assumes on road parking covered in roadways cost estimate

April 29, 2014 Our File: 498-401

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

Attention: **Mr. Andrew Reeder, P.Eng.**
Manager, Utilities Planning

Mr. Moudud Hasan, P.Eng.
Manager, Transportation and Mobility

Dear Sirs :

Reference: **Pandosy Waterfront Conceptual Design**
Road & Utility Layouts and Cost Estimates

We are pleased to provide the attached conceptual design drawings and cost estimates for the Pandosy Waterfront Project. We realize the importance of this project to both the Pandosy neighbourhood and the City as whole, and appreciate the opportunity to assist with the development plans.

We understand that plans for redevelopment of the Pandosy Village waterfront area has involved extensive public consultations and stakeholder input. The conceptual plans prepared are based on two of the design charrette redevelopment options. The two options have a number of different benefits with respect to traffic, development and park appeal. The objective of this engineering assignment was to better quantify the road and utility improvement investments required to facilitate these option plans.





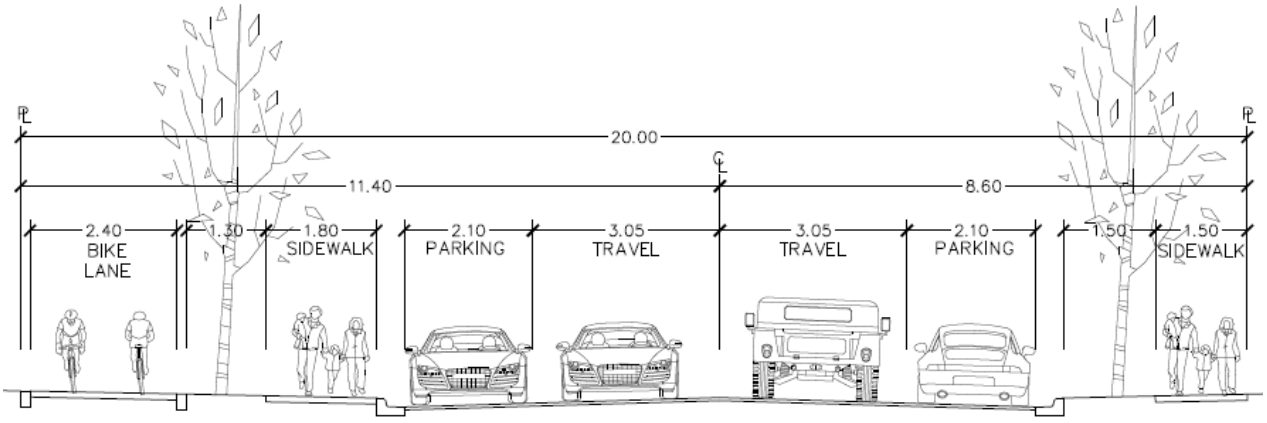
To: Mr. Andrew Reeder, Mr. Moudud Hasan File No: 498-401
Date: April 29, 2014

Conceptual Road Design

The first task was to develop design typical cross section that meets the general intent of the charrette options while maintaining design elements consistent with City standards, the Abbott Street corridor and the Pandosy neighbourhood. Since the road needs to function both as access to the park area as well as a thru street, it was decided that 90 degree parking was not desirable from a traffic and safety perspective. Additional parallel parking has been added where possible to balance the loss of 90 degree stalls.

The design typical cross section is shown below. It includes a separate two way bike path on the lake/park side, which will eventually connect to the similar pathways on Abbott Street and Lakeshore Road. A boulevard strip has been shown between the bike path and sidewalk for safety separation. Unlike the Abbott Street corridor, the sidewalk is shown closer to the road to accommodate loading and unloading from the parallel parking stalls.

On the commercial side of the street a 3m wide decorative boulevard and sidewalk allowance has been provided. This could be widened for street cafes or other amenities by the development as warranted.



Conceptual Utility Design

There are two significant capital cost issues with respect to utility upgrading requirements. The first is the presence of the existing sanitary sewer lift station at the west end of Cedar Avenue. In consultation with City staff, it is expected that relocation of this facility would be very difficult and expensive. Therefore we have made provision in the cost estimates for upgrading of odour control equipment and construction of a building over the main components.

The proposed lift station building affects the road alignment for Layout Options A and B (Team #4) and will affect streetscape and park development plans for the Team #1 concept (Options C and D). For Options A and B, a skew is necessary at the Cedar Avenue intersection to avoid property acquisition on the east side of Walnut Street while avoiding the lift station building.

To: Mr. Andrew Reeder, Mr. Moudud Hasan File No: 498-401
Date: April 29, 2014

The second major utility issue is the cost of relocating existing electrical utilities underground (Fortis power, Telus, Shaw). It is difficult at this stage to estimate costs without extensive consultations and preliminary designs being prepared by the utility companies.

The remainder of utility upgrading plans relatively straight forward. We have assumed upgrading and replacement of all asbestos cement (AC) water mains to current City standards, including new hydrants. The new storm drainage system assumes that subsurface disposal will be feasible through drywells and perforated pipe connections. Relocation and upgrading of sanitary sewer mains is limited to one block in Option A.

Cost Estimate Summary

The cost estimates are considered to be "Class C", which are prepared with limited site information and are based on probable conditions affecting the project. They represent the summation of all identifiable project component costs and can be used for program planning, establishing a more specific definition of client needs, and to obtain approval in principle.

Estimated construction costs of civil infrastructure for the various options are not significantly different from each other; less than 8% between the most expensive and least expensive options. Given the conceptual nature of the designs and the potential contingency cost implications of items such as the lift station building, electrical utilities, geotechnical conditions, surface treatments, landscape plans and other amenities, it is reasonable to say that the options are of relatively equal cost at this stage.

We expect that the more significant variable with respect to project cost of the various options will be the impact on available development parcels, relative property values and acquisition costs where required.

If you require any further information regarding the plans or cost estimate please do not hesitate to contact us.

Sincerely,
TRUE Consulting



Brian Beach, P.Eng., Project Manager

Enclosures: Option Drawings A,B,C,D
Cost Estimates

Division	Title	Amount
01	General Requirements	54,500.00
03	Concrete	355,000.00
26	Electrical	98,000.00
31	Earthworks	95,700.00
32	Roads and Site Improvements	242,700.00
33	Utilities	298,500.00
Sub-Total Civil Construction		1,144,400.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		900,000.00
Sub-Total Project		2,569,400.00
Contingency Allowance 25%		642,350.00
Construction Cost Estimate		3,211,750.00
Engineering 8%		256,940.00
Contract Administration 4%		128,470.00
Construction Cost Estimate (not including GST)		3,597,160.00

Sub-Total for Percentage Quantities 1,089,900.00

Notes:

1 House demolition and removal not included. Park Development not included.

2 Cedar Ave. and Meikle Ave. improvements not included past intersections.

3 Paddle Centre parking area and building not included.

4 Abbott Street removals between Newsom and Cedar not included.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 01 - General Requirements			**Sub-Total Division 01**		54,500.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	10,900.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	10,900.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	10,900.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	10,900.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	10,900.00
	Division 03 - Concrete & Misc. Details			**Sub-Total Division 03**		355,000.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m^2	1,300	70.00	91,000.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m^2	100	120.00	12,000.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	400	70.00	28,000.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m^2	500	130.00	65,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m^2	500	180.00	90,000.00
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
	Division 26 - Electrical			**Sub-Total Division 26**		98,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	400	30.00	12,000.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	18	1,000.00	18,000.00
26.3	26 56 01	Steet Light Poles, Davits and Luminaires	ea	18	3,000.00	54,000.00
26.4	26 56 01	Street Light Wiring	lm	400	10.00	4,000.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
	Division 31 - Earthworks			**Sub-Total Division 31**		95,700.00
31.1	31 11 01	Clearing & Grubbing	ha	0.2	10,000.00	2,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	20,000.00	20,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.2	10,000.00	2,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m^2	200	6.50	1,300.00
31.5	31 24 13	Common Excavation, concrete removal	m^2	100	6.50	650.00
31.6	31 24 13	Common Excavation, on-site reuse	m^3	300	15.00	4,500.00
31.7	31 24 13	Common Excavation, off-site disposal	m^3	1,500	15.00	22,500.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m^3	1,500	25.00	37,500.00
31.9	31 24 13	Subgrade Preparation - Road & Path	m^2	4,200	1.25	5,250.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			**Sub-Total Division 32**		242,700.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m^2	1,800	3.50	6,300.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m^2	3,500	12.00	42,000.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m^2	3,500	7.00	24,500.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m^2	700	7.00	4,900.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m^2	500	9.00	4,500.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m^2	2,500	16.00	40,000.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m^2	2,500	13.00	32,500.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m^2	500	30.00	15,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m^2	500	15.00	7,500.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	30	1,000.00	30,000.00
32.14	32 94 01S	Irrigation System	LS	1	20,000.00	20,000.00
	Division 33 - Utilities			**Sub-Total Division 33**		298,500.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	350	150.00	52,500.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	9	1,400.00	12,600.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	14	500.00	7,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	3	5,000.00	15,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	120	170.00	20,400.00
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	2	1,000.00	2,000.00
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	260	300.00	78,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	130	150.00	19,500.00
33.12	33 44 01	Sanitary Manholes, complete	ea	3	3,000.00	9,000.00
33.13	33 44 01	Drainage Drywells	ea	7	4,000.00	28,000.00
33.14	33 44 01	Catchbasins, Side Inlet	ea	14	1,800.00	25,200.00
33.15	33 44 01	Adjust Existing Manholes	ea	5	1,000.00	5,000.00

Division	Title	Amount
01	General Requirements	55,500.00
03	Concrete	356,000.00
26	Electrical	98,000.00
31	Earthworks	108,325.00
32	Roads and Site Improvements	272,450.00
33	Utilities	274,550.00
Sub-Total Civil Construction		1,164,825.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		900,000.00
Sub-Total Project		2,589,825.00
Contingency Allowance 25%		647,456.25
Construction Cost Estimate		3,237,281.25
Engineering 8%		258,982.50
Contract Administration 4%		129,491.25
Construction Cost Estimate (not including GST)		3,625,755.00

Sub-Total for Percentage Quantities 1,109,325.00

Notes:

1 House demolition and removal not included. Park Development not included.

2 Cedar Ave. and Meikle Ave. improvements not included past intersections.

3 Paddle Centre parking area and building not included.

4 Abbott Street between Newsom and Cedar included as 7m wide lane with inverted crown.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 01 - General Requirements			**Sub-Total Division 01**		55,500.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	11,100.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	11,100.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	11,100.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	11,100.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	11,100.00
	Division 03 - Concrete & Misc. Details			**Sub-Total Division 03**		356,000.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m^2	1,280	70.00	89,600.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m^2	120	120.00	14,400.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	400	70.00	28,000.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m^2	500	130.00	65,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m^2	500	180.00	90,000.00
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
	Division 26 - Electrical			**Sub-Total Division 26**		98,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	400	30.00	12,000.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	18	1,000.00	18,000.00
26.3	26 56 01	Steet Light Poles, Davits and Luminaires	ea	18	3,000.00	54,000.00
26.4	26 56 01	Street Light Wiring	lm	400	10.00	4,000.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
	Division 31 - Earthworks			**Sub-Total Division 31**		108,325.00
31.1	31 11 01	Clearing & Grubbing	ha	0.2	10,000.00	2,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	30,000.00	30,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.2	10,000.00	2,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m^2	300	6.50	1,950.00
31.5	31 24 13	Common Excavation, concrete removal	m^2	250	6.50	1,625.00
31.6	31 24 13	Common Excavation, on-site reuse	m^3	300	15.00	4,500.00
31.7	31 24 13	Common Excavation, off-site disposal	m^3	1,500	15.00	22,500.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m^3	1,500	25.00	37,500.00
31.9	31 24 13	Subgrade Preparation - Road & Path	m^2	5,000	1.25	6,250.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			**Sub-Total Division 32**		272,450.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m^2	2,700	3.50	9,450.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m^2	3,500	12.00	42,000.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m^2	4,300	7.00	30,100.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m^2	700	7.00	4,900.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m^2	500	9.00	4,500.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m^2	2,500	16.00	40,000.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m^2	2,500	13.00	32,500.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m^2	1,200	30.00	36,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m^2	500	15.00	7,500.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	30	1,000.00	30,000.00
32.14	32 94 01S	Irrigation System	LS	1	20,000.00	20,000.00
	Division 33 - Utilities			**Sub-Total Division 33**		274,550.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	365	150.00	54,750.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	10	1,400.00	14,000.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	12	500.00	6,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	3	5,000.00	15,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	0	170.00	-
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	0	1,000.00	-
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	260	300.00	78,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	150	150.00	22,500.00
33.12	33 44 01	Sanitary Manholes, complete	ea	0	3,000.00	-
33.13	33 44 01	Drainage Drywells	ea	7	4,000.00	28,000.00
33.14	33 44 01	Catchbasins, Side Inlet (one top inlet in lane)	ea	15	1,800.00	27,000.00
33.15	33 44 01	Adjust Existing Manholes	ea	5	1,000.00	5,000.00

Division	Title	Amount
01	General Requirements	53,000.00
03	Concrete	330,600.00
26	Electrical	116,000.00
31	Earthworks	68,000.00
32	Roads and Site Improvements	290,600.00
33	Utilities	254,300.00
Sub-Total Civil Construction		1,112,500.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		800,000.00
Sub-Total Project		2,437,500.00
Contingency Allowance 25%		609,375.00
Construction Cost Estimate		3,046,875.00
Engineering 8%		243,750.00
Contract Administration 4%		121,875.00
Construction Cost Estimate (not including GST)		3,412,500.00

Sub-Total for Percentage Quantities 1,059,500.00

Notes:

1 House demolition and removal not included. Park Development not included.

2 Cedar Ave. and Meikle Ave. improvements not included past intersections.

3 Paddle Centre parking area and building not included.

4 Abbott Street between Newsom and Cedar included as 7m wide lane with inverted crown.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 01 - General Requirements			**Sub-Total Division 01**		53,000.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	10,600.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	10,600.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	10,600.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	10,600.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	10,600.00
	Division 03 - Concrete & Misc. Details			**Sub-Total Division 03**		330,600.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m^2	1,200	70.00	84,000.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m^2	120	120.00	14,400.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	660	70.00	46,200.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m^2	900	130.00	117,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m^2	0	180.00	-
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
	Division 26 - Electrical			**Sub-Total Division 26**		116,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	450	30.00	13,500.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	22	1,000.00	22,000.00
26.3	26 56 01	Steet Light Poles, Davits and Luminaires	ea	22	3,000.00	66,000.00
26.4	26 56 01	Street Light Wiring	lm	450	10.00	4,500.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
	Division 31 - Earthworks			**Sub-Total Division 31**		68,000.00
31.1	31 11 01	Clearing & Grubbing	ha	0.2	10,000.00	2,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	15,000.00	15,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.2	10,000.00	2,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m^2	400	6.50	2,600.00
31.5	31 24 13	Common Excavation, concrete removal	m^2	600	6.50	3,900.00
31.6	31 24 13	Common Excavation, on-site reuse	m^3	600	15.00	9,000.00
31.7	31 24 13	Common Excavation, off-site disposal	m^3	1,000	15.00	15,000.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m^3	500	25.00	12,500.00
31.9	31 24 13	Subgrade Preparation - Road & Path	m^2	4,800	1.25	6,000.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			**Sub-Total Division 32**		290,600.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m^2	4,000	3.50	14,000.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m^2	3,700	12.00	44,400.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m^2	3,700	7.00	25,900.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m^2	1,100	7.00	7,700.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m^2	800	9.00	7,200.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m^2	3,100	16.00	49,600.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m^2	3,100	13.00	40,300.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m^2	300	30.00	9,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m^2	800	15.00	12,000.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	40	1,000.00	40,000.00
32.14	32 94 01S	Irrigation System	LS	1	25,000.00	25,000.00
	Division 33 - Utilities			**Sub-Total Division 33**		254,300.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	440	150.00	66,000.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	10	1,400.00	14,000.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	12	500.00	6,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	4	5,000.00	20,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	0	170.00	-
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	0	1,000.00	-
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	220	300.00	66,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	60	150.00	9,000.00
33.12	33 44 01	Sanitary Manholes, complete	ea	0	3,000.00	-
33.13	33 44 01	Drainage Drywells	ea	6	4,000.00	24,000.00
33.14	33 44 01	Catchbasins, Side Inlet (one top inlet in lane)	ea	10	1,800.00	18,000.00
33.15	33 44 01	Adjust Existing Manholes	ea	7	1,000.00	7,000.00

Division	Title	Amount
01	General Requirements	50,500.00
03	Concrete	317,600.00
26	Electrical	116,000.00
31	Earthworks	44,775.00
32	Roads and Site Improvements	281,000.00
33	Utilities	248,300.00
Sub-Total Civil Construction		1,058,175.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		800,000.00
Sub-Total Project		2,383,175.00
Contingency Allowance 25%		595,793.75
Construction Cost Estimate		2,978,968.75
Engineering 8%		238,317.50
Contract Administration 4%		119,158.75
Construction Cost Estimate (not including GST)		3,336,445.00

Sub-Total for Percentage Quantities 1,007,675.00

Notes:

1 House demolition and removal not included. Park Development not included.

2 Cedar Ave. and Meikle Ave. improvements not included past intersections.

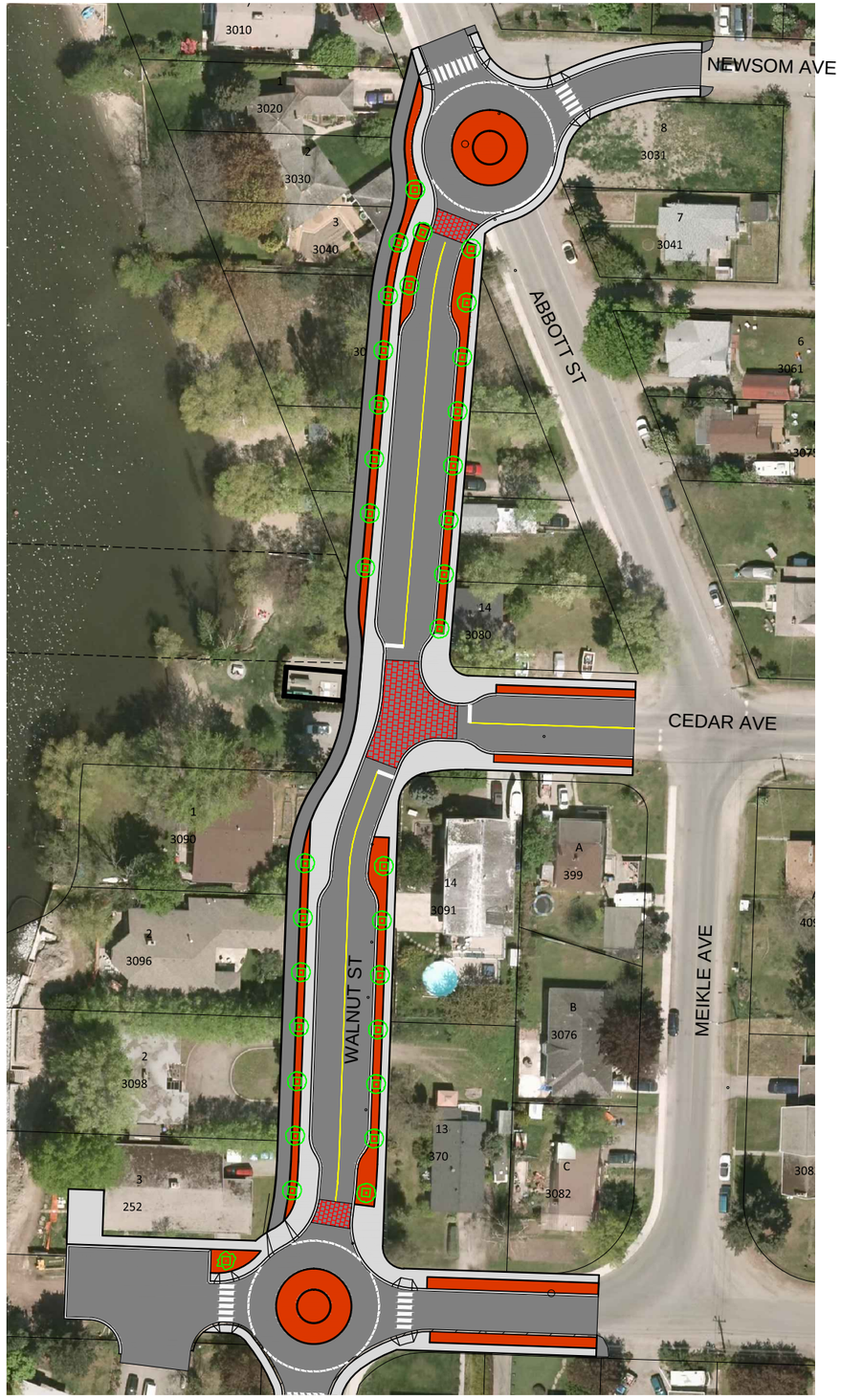
3 Paddle Centre parking area and building not included.

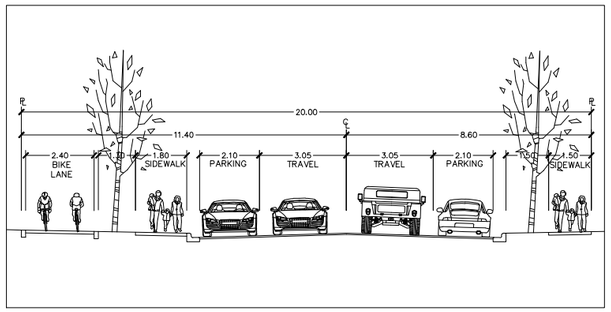
4 Abbott Street between Newsom and Cedar included as 7m wide lane with inverted crown.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 01 - General Requirements			**Sub-Total Division 01**		50,500.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	10,100.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	10,100.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	10,100.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	10,100.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	10,100.00
	Division 03 - Concrete & Misc. Details			**Sub-Total Division 03**		317,600.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m^2	1,200	70.00	84,000.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m^2	120	120.00	14,400.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	660	70.00	46,200.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m^2	800	130.00	104,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m^2	0	180.00	-
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
	Division 26 - Electrical			**Sub-Total Division 26**		116,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	450	30.00	13,500.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	22	1,000.00	22,000.00
26.3	26 56 01	Steet Light Poles, Davits and Luminaires	ea	22	3,000.00	66,000.00
26.4	26 56 01	Street Light Wiring	lm	450	10.00	4,500.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
	Division 31 - Earthworks			**Sub-Total Division 31**		44,775.00
31.1	31 11 01	Clearing & Grubbing	ha	0.1	10,000.00	1,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	15,000.00	15,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.1	10,000.00	1,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m^2	400	6.50	2,600.00
31.5	31 24 13	Common Excavation, concrete removal	m^2	450	6.50	2,925.00
31.6	31 24 13	Common Excavation, on-site reuse	m^3	600	15.00	9,000.00
31.7	31 24 13	Common Excavation, off-site disposal	m^3	500	15.00	7,500.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m^3	0	25.00	-
31.9	31 24 13	Subgrade Preparation - Road & Path	m^2	4,600	1.25	5,750.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			**Sub-Total Division 32**		281,000.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m^2	4,000	3.50	14,000.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m^2	3,500	12.00	42,000.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m^2	3,500	7.00	24,500.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m^2	1,100	7.00	7,700.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m^2	800	9.00	7,200.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m^2	2,900	16.00	46,400.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m^2	2,900	13.00	37,700.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m^2	300	30.00	9,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m^2	800	15.00	12,000.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	40	1,000.00	40,000.00
32.14	32 94 01S	Irrigation System	LS	1	25,000.00	25,000.00
	Division 33 - Utilities			**Sub-Total Division 33**		248,300.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	400	150.00	60,000.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	10	1,400.00	14,000.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	12	500.00	6,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	4	5,000.00	20,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	0	170.00	-
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	0	1,000.00	-
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	220	300.00	66,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	60	150.00	9,000.00
33.12	33 44 01	Sanitary Manholes, complete	ea	0	3,000.00	-
33.13	33 44 01	Drainage Drywells	ea	6	4,000.00	24,000.00
33.14	33 44 01	Catchbasins, Side Inlet (one top inlet in lane)	ea	10	1,800.00	18,000.00
33.15	33 44 01	Adjust Existing Manholes	ea	7	1,000.00	7,000.00

Option A

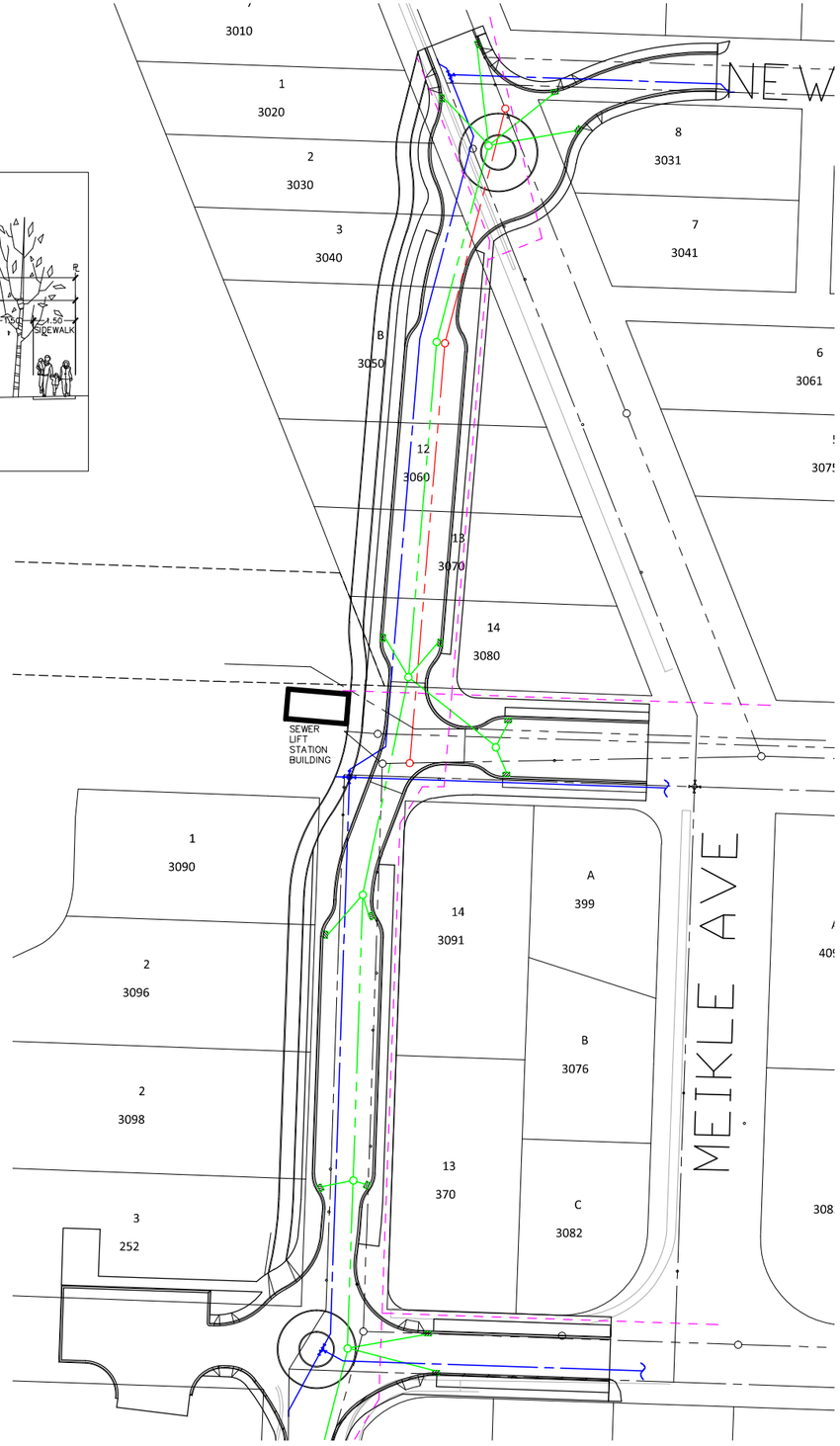




PANDOSY WATERFRONT TYPICAL SECTION
1:100



LAND TENURE PLAN
1:1000



LEGEND

WATER	MANHOLE M.H.
SAN. SEWER	UTILITY POLE U.P.
STORM SEWER	POWER POLE P.P.
GAS	LAMP STANDARD L.S.
U/G TELEPHONE	CATCH BASIN C.B.
U/G ELECTRICAL	HYDRANT HYD
	TREES T
	SURVEY MONUMENT

NAD 83

INSERTION BASE POINT= 300,000 , 5,500,000

Locations and offsets of existing utilities shown on this plan are not guaranteed to be accurate and must be verified in the field PRIOR TO CONSTRUCTION. The City of Kelowna does not guarantee their accuracy. Concerned persons should not rely on these documents and should verify all information shown by way of site survey and other appropriate methods. The City of Kelowna accepts no liability for use of these files or information.

NO.	YY/MM/DD	BY	REVISION	CH'KD

BASE	DGN	DESIGN	MK
APPROVED	BDB		
DATE	APRIL 30 2014		
SCALE	1:500		

THE CITY OF KELOWNA
DESIGN AND CONSTRUCTION

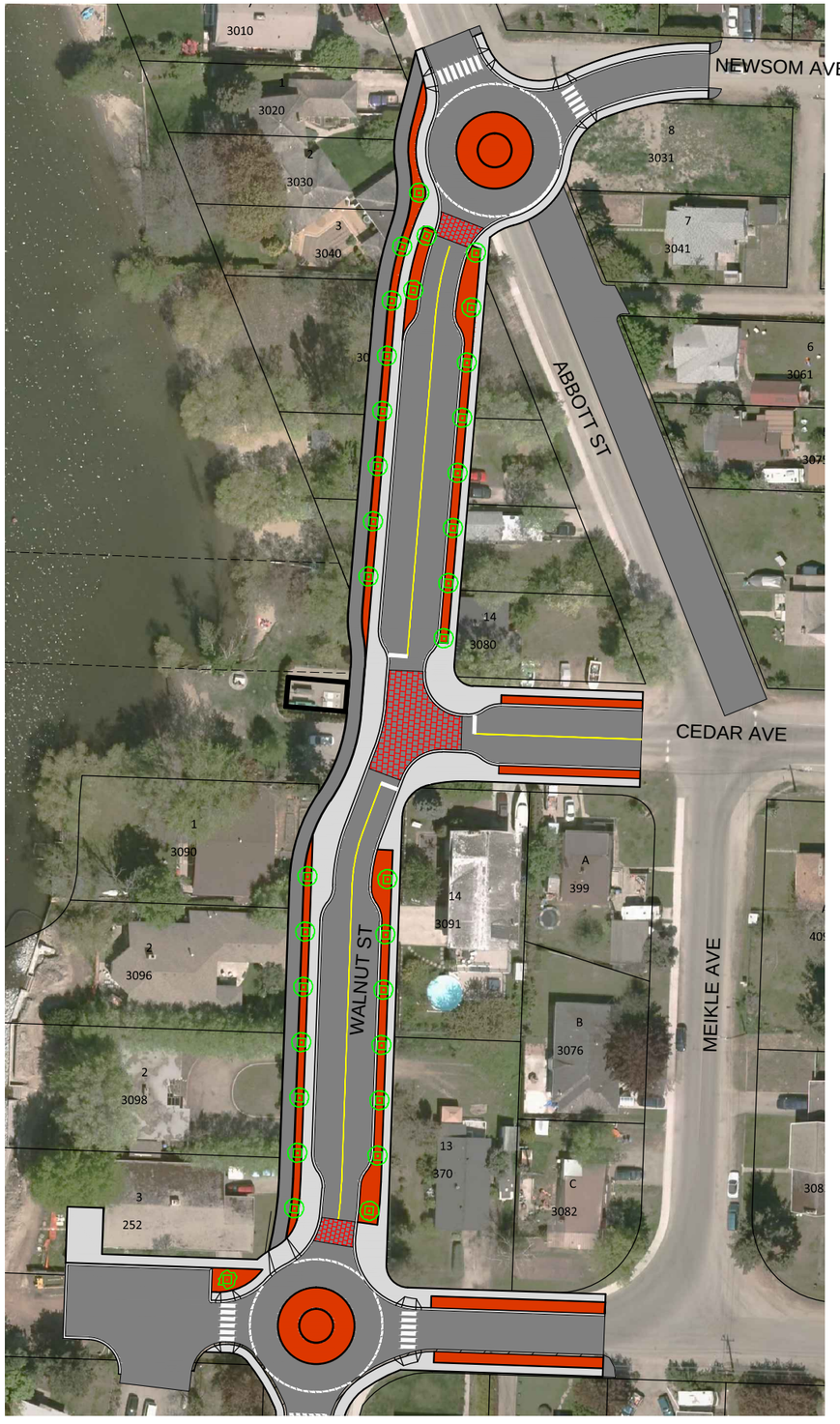
PANDOSY ST WATERFRONT
CONCEPTUAL DESIGN
OPTION A – NO ABBOTT LANE

DIVISION: IPLAN

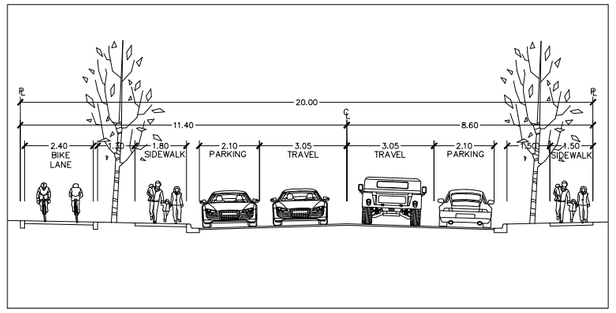
DRAWING NO. C-01

REV NO.

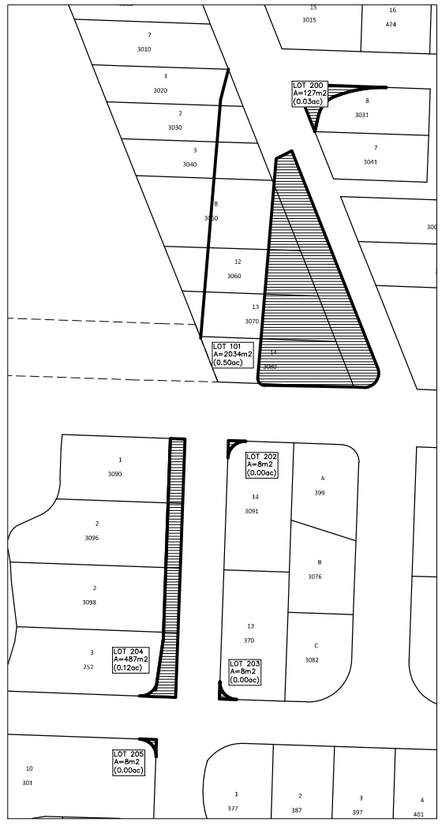
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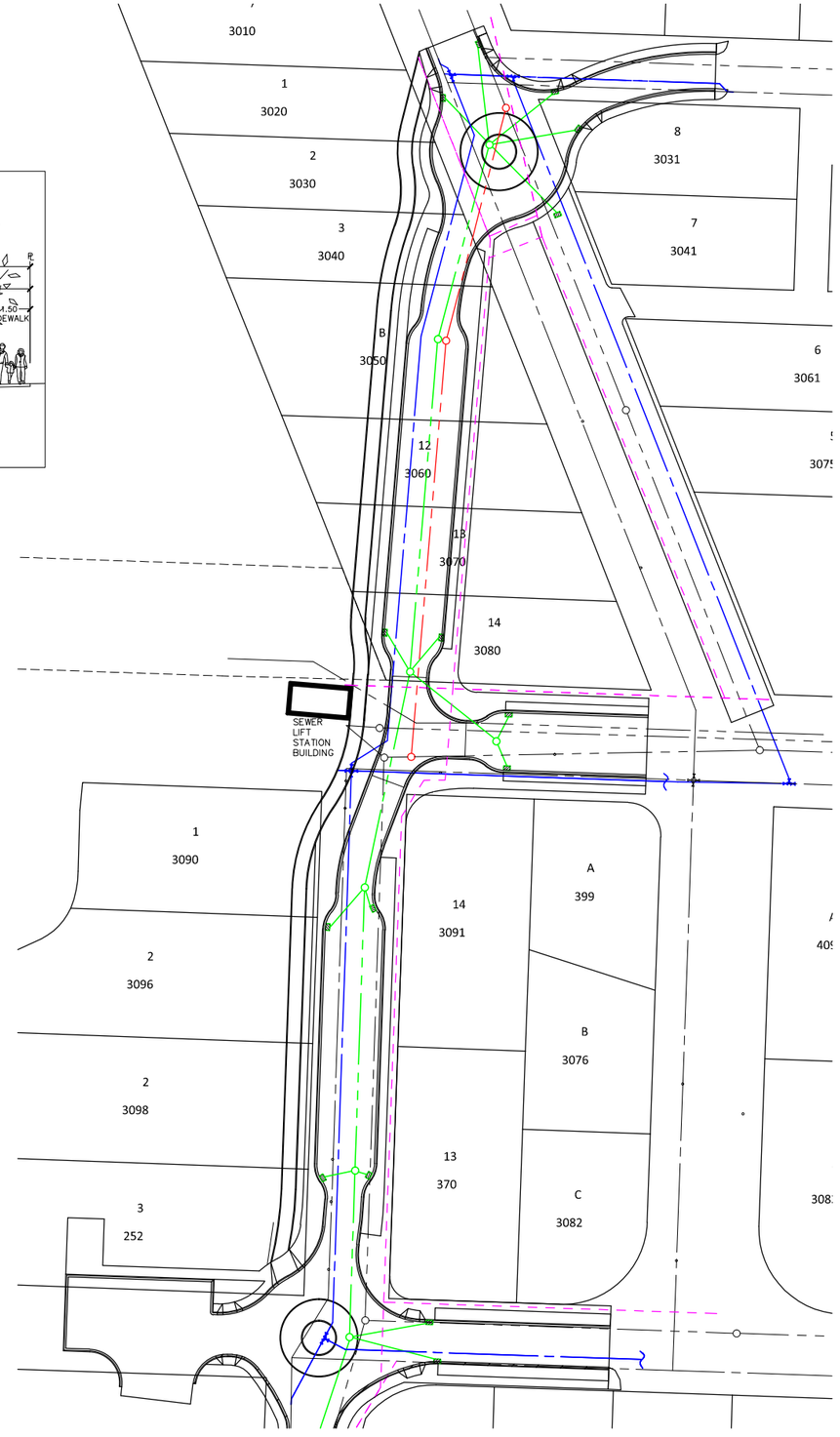
Option B



PANDOSY ST WATERFRONT TYPICAL SECTION
1:100



LAND TENURE PLAN
1:1000



LEGEND

WATER	
SAN. SEWER	
STORM SEWER	
GAS	
U/G TELEPHONE	
U/G ELECTRICAL	

MANHOLE	M.H.
UTILITY POLE	U.P.
POWER POLE	P.P.
LAMP STANDARD	L.S.
CATCH BASIN	C.B.
HYDRANT	HYD
TREES	T
SURVEY MONUMENT	

NAD 83

INSERTION BASE POINT= 300,000 , 5,500,000

Locations and offsets of existing utilities shown on this plan are not guaranteed to be accurate and must be verified in the field PRIOR TO CONSTRUCTION. The City of Kelowna does not guarantee their accuracy. Concerned persons should not rely on these documents and should verify all information shown by way of site survey and other appropriate methods. The City of Kelowna accepts no liability for use of these files or information.

NO.	YY/MM/DD	BY	REVISION	CH'KD

BASE	
DGN	
DESIGN	MK
APPROVED	BDB
DATE	APRIL 30 2014
SCALE	1:500

THE CITY OF KELOWNA
DESIGN AND CONSTRUCTION

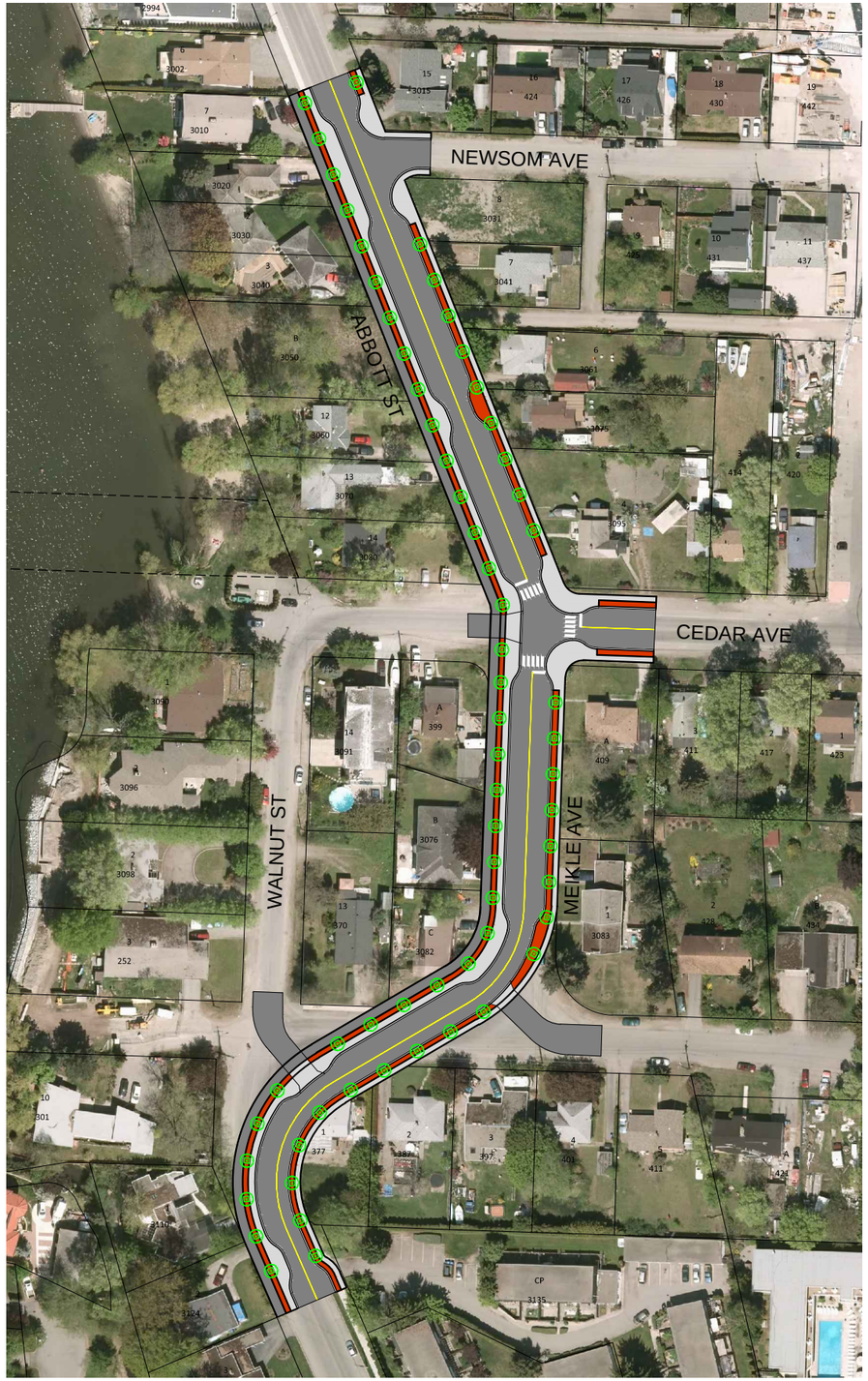
PANDOSY ST WATERFRONT
CONCEPTUAL DESIGN
OPTION B – WITH ABBOTT LANE

DIVISION: IPLAN

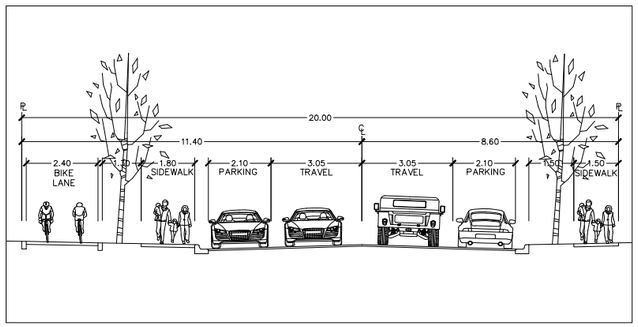
DRAWING NO.: C-02

REV NO.:

PRINTED ON: 4/29/2014 8:41
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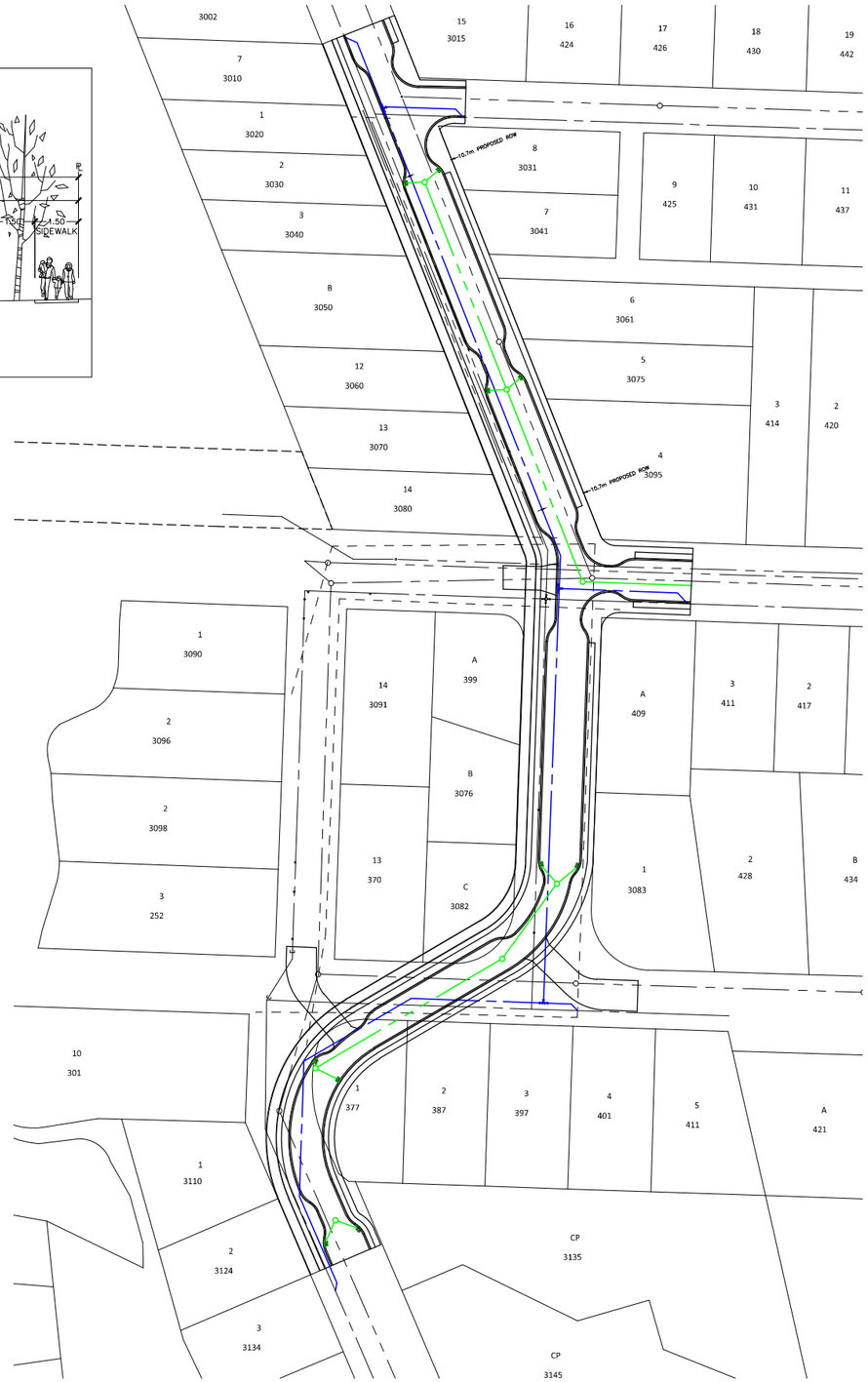
Option C



PANDOSY WATERFRONT TYPICAL SECTION
1:100



LAND TENURE PLAN
1:1000



LEGEND

WATER	MANHOLE M.H.
SAN. SEWER	UTILITY POLE U.P.
STORM SEWER	POWER POLE P.P.
GAS	LAMP STANDARD L.S.
U/G TELEPHONE	CATCH BASIN C.B.
U/G ELECTRICAL	HYDRANT HYD
	TREES T
	SURVEY MONUMENT

NAD 83

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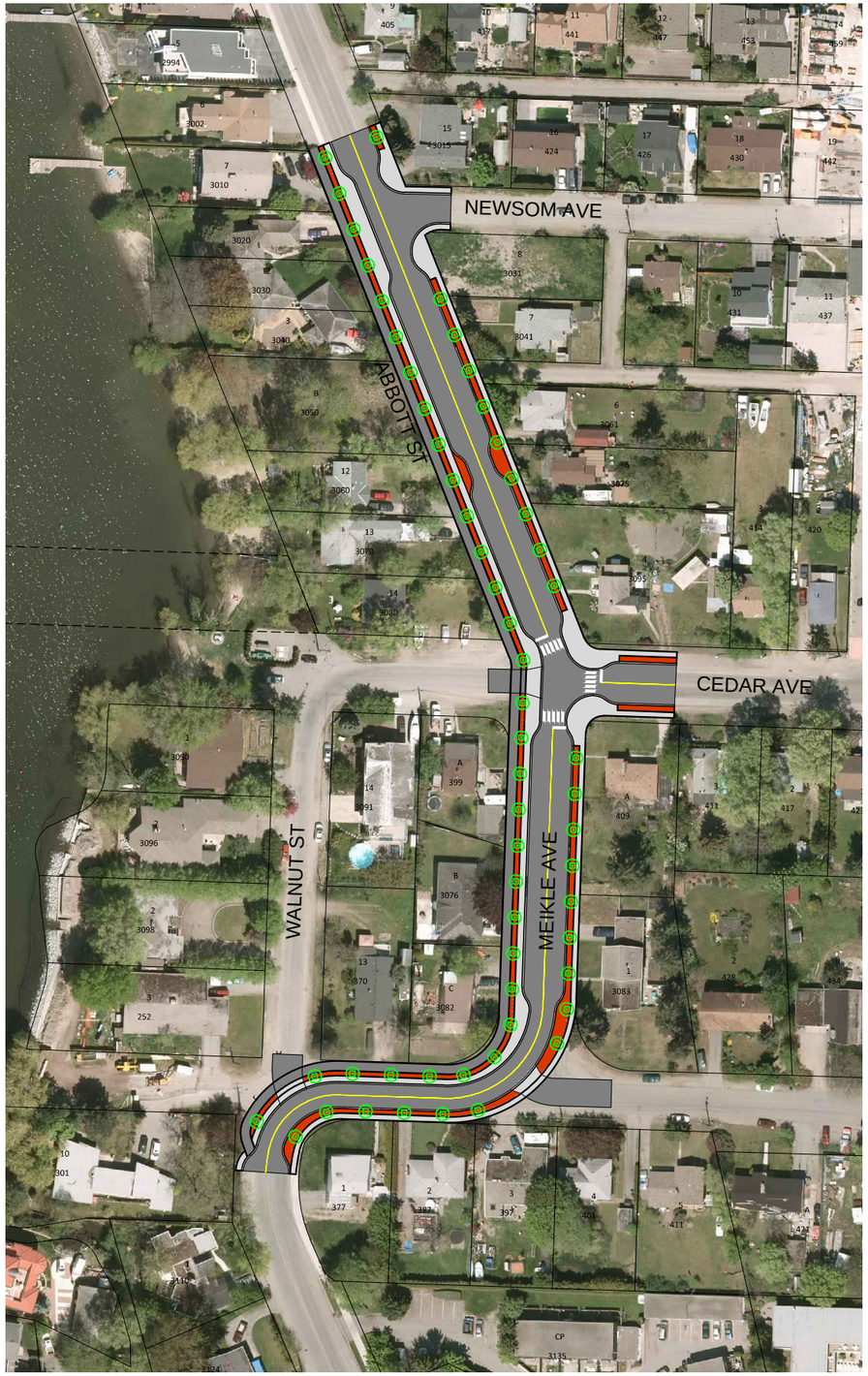
NO.	YY/MM/DD	BY	REVISION	CH'KD

BASE DGN	DESIGN MK
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DATE	APRIL 30 2014
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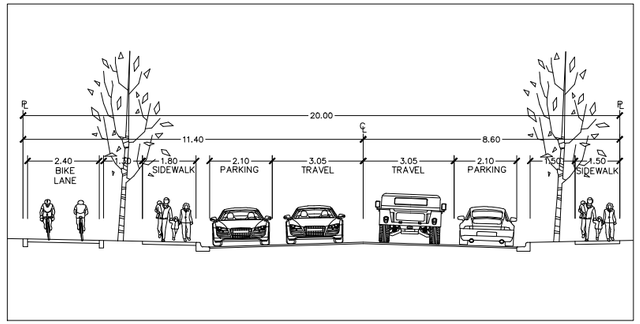
THE CITY OF KELOWNA
DESIGN AND CONSTRUCTION

PANDOSY ST WATERFRONT
CONCEPTUAL DESIGN
OPTION C
ABBOTT/MEIKLE AVE – ADDITIONAL ROW

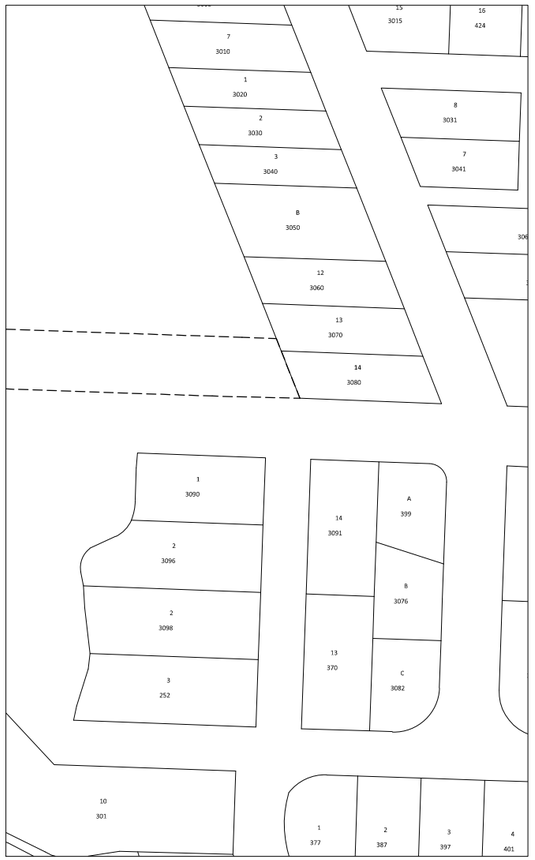
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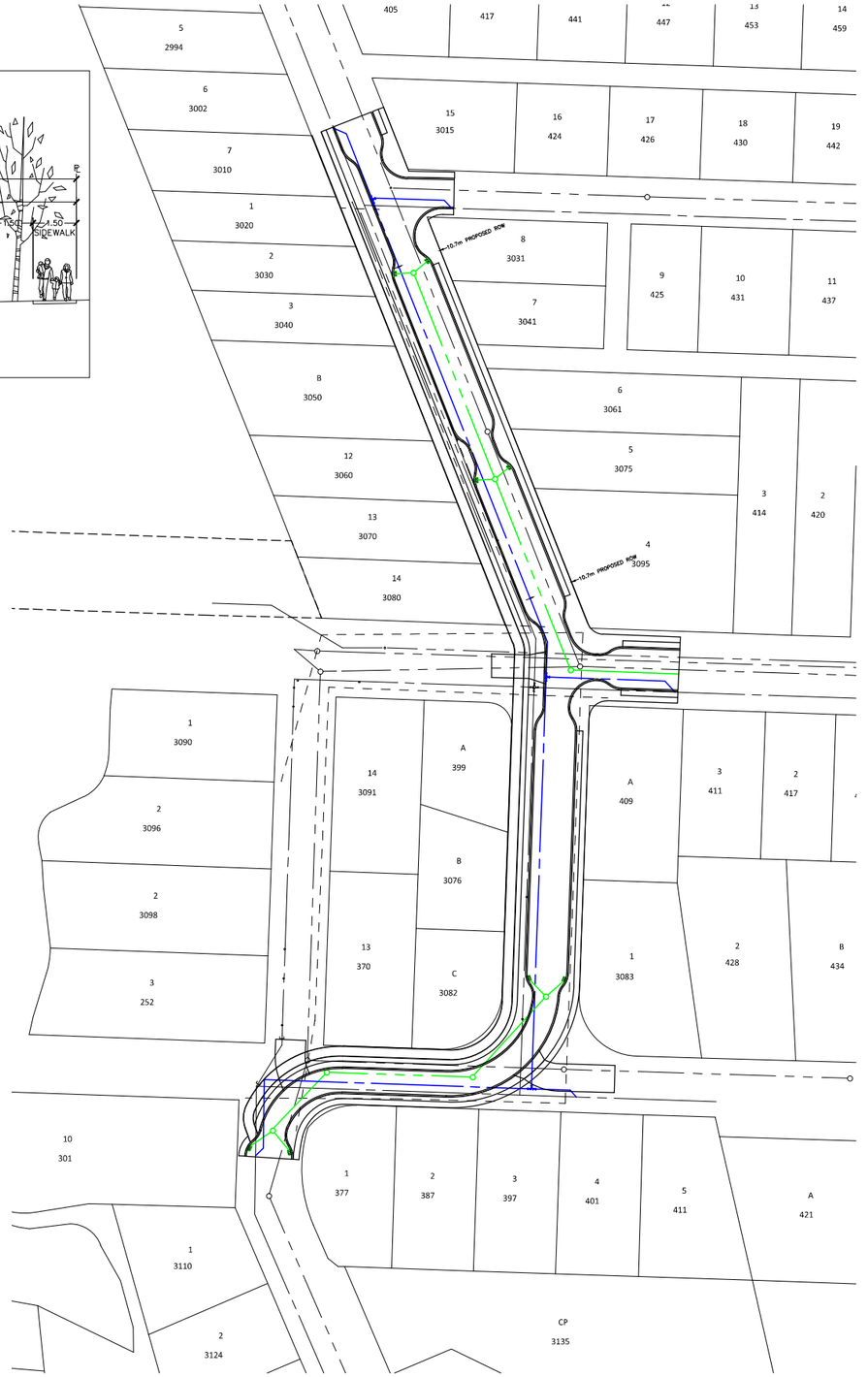
Option D



PANDOSY WATERFRONT TYPICAL SECTION
1:100



LAND TENURE PLAN
1:1000



LEGEND

WATER	MANHOLE M.H.
SAN. SEWER	UTILITY POLE U.P.
STORM SEWER	POWER POLE P.P.
GAS	LAMP STANDARD L.S.
U/G TELEPHONE	CATCH BASIN C.B.
U/G ELECTRICAL	HYDRANT HYD
	TREES T
	SURVEY MONUMENT

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BASE DGN	DESIGN MK
APPROVED	BDB
DATE	APRIL 30 2014
SCALE:	1:750

THE CITY OF KELOWNA

DESIGN AND CONSTRUCTION

PANDOSY ST WATERFRONT
CONCEPTUAL DESIGN
OPTION D
ABBOT/MEIKLE AVE – EXISTING ROW

DIVISION	
IPLAN	
DRAWING NO.	REV NO.
C-04	280

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Short Narrative Appraisal

Hypothetical Surplus Development Lands

Pandosy Waterfront Park

Kelowna, British Columbia

PREPARED FOR:

CITY OF KELOWNA
1435 WATER STEET
KELOWNA, BRITISH COLUMBIA



DRAFT

Sean Hughes, AACI, P. App, RI

Date of Report: April 3, 2014
Effective Date of the Appraisal: February 25, 2014

April 3, 2014

City of Kelowna
1435 Water Street
Kelowna, BC
V1Y 1J4

Attention: Mr. Graham Hood

Dear Sir:

Re: Short Narrative Appraisal
Hypothetical Surplus Development Lands: Pandosy Waterfront Park
Abbott Street, Cedar Avenue, and Meikle Avenue, Kelowna, British Columbia

In response to your request, I have completed an inspection of hypothetical subject properties, and an analysis of relevant data for the purpose of providing an opinion of current market value.

The current market value of the unencumbered fee simple interest in the hypothetical, C4 zoned, fully serviced triangular shaped 27,125 square foot development, referred to as Parcel A, as of February 25, 2014, is estimated at **$1,430,000**.

ONE MILLION FOUR HUNDRED THIRTY THOUSAND DOLLARS

The current market value of the unencumbered fee simple interest in the hypothetical C4 zoned, fully serviced proposed closed road, referred to as Parcel B, at February 25, 2014, is estimated at **$2,235,000**.

TWO MILLION TWO HUNDRED THIRTY-FIVE THOUSAND DOLLARS

The attached report, containing 50 pages of text and 4 schedules in the Addenda, represents the basis for the opinions expressed herein.

Sincerely,

KENT-MACPHERSON

DRAFT

Per: _____
Sean Hughes, AACI, P. App, RI

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ADDENDA

Exhibit A Title Searches
Exhibit B Architectural Concept Drawings
Exhibit C Land Use Control Documents
Exhibit D Appraiser's Qualifications

Section 1 *Summary of Salient Facts*

TYPE OF PROPERTY:	-	Hypothetical C4 zoned development lands surplus from proposed Pandosy Waterfront Park.
CIVIC ADDRESS:	-	Abbott Street, Cedar Avenue, and Meikle Avenue.
LEGAL DESCRIPTION:	-	See Section 2.5.
SITE AREA:		
Parcel A:	-	±0.62 acres (±27,125 square feet).
Parcel B:	-	±0.62 acres (±27,100 square feet).
DATE OF VALUE ESTIMATE:	-	February 25, 2014.
ZONING:	-	Assumed C4; Urban Centre Commercial.
OFFICIAL COMMUNITY PLAN:	-	Assumed MXR; Mixed Use Residential.
HIGHEST AND BEST USE:		
Parcel A:	-	Mixed use and medium density residential development conforming with C4 zoning.
Parcel B:	-	Mixed use and medium density residential development conforming with C4 zoning, following consolidation of Parcel B with adjacent properties.
ESTIMATE OF MARKET VALUE		
Parcel A:	-	**$1,430,000**
Parcel B:	-	**$2,235,000**

FIGURE 1 - AERIAL MAP SHOWING PROPOSED OPTION 4



2.1 PURPOSE, INTENDED USE AND INTENDED USERS

The purpose of this appraisal report is to provide an opinion of the market value of the unencumbered fee simple interest in the hypothetical surplus development land, identified herein as Parcel A and Parcel B, as of February 25, 2014. The intended use of the report is asset valuation to assist staff in preparing a recommendation to council in regards to the potential value that may be realized in the sale of the hypothetical subject parcels. Accordingly, the intended user of the report is the client, The City of Kelowna staff and council. Liability to unintended users or for unintended uses of this report is strictly denied.

2.2 EXTRAORDINARY ASSUMPTIONS

The market value appraisal is conditional to the following critical qualifications and assumptions:

- That the hypothetical surplus development lands are vacant and consolidated into legal parcels, referred to as Parcel A and Parcel B in this report.
- That the hypothetical surplus development lands are zoned C4; Urban Centre Commercial and designated MXR; Mixed Use Residential in Kelowna's OCP.
- That the hypothetical surplus development lands are fully serviced to an urban municipal standard.
- That there are no encumbrances on title for the hypothetical surplus development lands that would limit or restrict their use.

2.3 SCOPE

The scope of the market value appraisal report encompasses:

- an overview of the geographic, population and economic factors relating to the City of Kelowna,
- a brief overview of the neighbourhood,
- a physical inspection of the hypothetical subject properties,

- discussions with regulatory offices concerning data and factors pertinent to the assignment,
- the application of the Direct Comparison Approach to estimating market value based on the highest and best use conclusions herein, and
- data sources utilized for valuation purposes included the following:
    - Kamloops Land Titles Office,
    - BC Assessment,
    - Okanagan Mainline Real Estate Board Central Okanagan MLS Division,
    - City of Kelowna planning and development services department,
    - Kent-Macpherson data bank, and
    - Appraisal and real estate sources familiar with the Central Okanagan real estate market.

2.4 CIVIC ADDRESSES

Abbott Street, Cedar Avenue, and Meikle Avenue, Kelowna, British Columbia.

2.5 PROPERTY IDENTIFICATION

Parcel A: Lot B, Plan KAP10727, DL 14, ODYD; Lots 12, 13, 14, Plan KAP 2708, DL 14, ODYD; and a portion of Abbott Street.

Parcel B: Lot B, Plan KAP39755, DL 14, ODYD; and the proposed Meikle Avenue road closure.

2.6 REGISTERED OWNER

City of Kelowna
1435 Water Street
Kelowna, BC
V1Y 1J4

2.7 EFFECTIVE DATE OF OPINION

February 25, 2014. The subject properties were inspected on February 25, 2014.

2.8 PROPERTY RIGHTS APPRAISED

The property rights appraised are those of the **fee simple** interest in the subject property described herein. The Appraisal Institute of Canada has defined fee simple interest as:

> **"An absolute fee; a fee without limitation to any particular class of heirs or restrictions but subject to the limitations of eminent domain, escheat, police power and taxation. An inheritable estate."**

The hypothetical subject properties have been appraised as though free and clear of any and all charges, liens and encumbrances, whether existing or otherwise, unless otherwise stated.

2.9 DEFINITION OF MARKET VALUE

One commonly cited definition of market value, adopted by the Appraisal Institute of Canada[1] is:

> **"The most probable price which a property should bring in a competitive and open market as of the specified date under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus."**

Implicit in the definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- the buyer and seller are typically motivated;
- both parties are well informed or well advised, and acting in what they consider their best interests;
- a reasonable time is allowed for exposure in the open market;
- payment is made in terms of cash in Canadian dollars or in terms of financial arrangements comparable thereto; and
- the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The definition of market value prescribed in Section 32 of the British Columbia Expropriation Act is:

[1] Canadian Uniform Standards of Professional Appraisal Practice – 2014 Edition

"The market value of an estate or interest in land is the amount that would have been paid for it if it had been sold at the date of expropriation in the open market by a willing seller to a willing buyer."

2.10 MARKET EXPOSURE

In the estimation of market value, the reasonable exposure period on the open market is critically linked to the value conclusion. The exposure period, which is presumed to precede the date of appraisal, is defined as follows:

"The estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale, at market value, on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market."

The concept of reasonable market exposure encompasses adequate, sufficient and reasonable time and effort. The reasonable period is a function of price, time and use, and is not an isolated estimate of time alone. The subject properties' exposure period, terminating at the effective date, considering current economic and real estate market conditions, the property location and quality, and assuming that the project is zoned C4 and fully serviced, is estimated at 12 months.

2.11 MARKET HISTORY

As of the date of this appraisal the hypothetical surplus development lands are not legal parcels and have no previous market history.

2.12 STATEMENT OF LIMITING CONDITIONS

- This report is prepared at the request of the client, the City of Kelowna, c/o Mr. Graham Hood, for the purpose of estimating the current market value of the hypothetical surplus development lands' unencumbered fee simple interest assuming they are vacant, C4 zoned, and fully serviced to an urban-standard. The intended use of the report is asset valuation to assist staff in preparing a recommendation to council in regards to the potential value that may be realized in the sale of the hypothetical subject parcels. Accordingly, the intended user is the client, the City of Kelowna. It is not reasonable for any person to rely upon this appraisal without first obtaining written authorization of the owner and the appraiser. There may be qualifications, assumptions or limiting conditions in addition to that set out below relevant to such other intended use.

- The writer is not qualified in legal matters and does not purport to give legal advice. The following is, therefore, assumed:

  - the legal descriptions furnished by the Kamloops Land Title office is correct;
  - the subject titles are good and marketable; and
  - there are no encroachments, encumbrances, restrictions, leases or covenants that would in any way affect market value, except as expressly noted herein.

- Soil tests and environmental audits of the subject properties have not been commissioned by Kent-Macpherson. It is assumed, therefore, that the subject properties are not adversely impacted by unusual soil conditions, environmental hazards or contaminants as a result of any existing, former or adjacent uses. It is further assumed that the subject properties would not be classified as "contaminated sites" as defined in Bill 26 and its supporting Contaminated Sites Regulations effective April 1, 1997.

- Plans, maps and photographs are presented in this report for the limited purpose of illustration and are not to be relied upon in themselves. It is assumed that the utilization of land and improvements is within the boundaries of the subject properties.

- It is assumed that the intended uses of the subject properties complies with and without contravention of all federal, provincial and municipal laws and regulations, including, but not limited to, all land use bylaws, building codes and regulations, environmental laws and regulations, health regulations and fire regulations. It is further assumed that, for any use of the property upon which this report is based, any and all required licenses, permits, certificates and authorizations can be obtained and renewed except only where otherwise stated.

- No investigation has been undertaken with the City of Kelowna Planning and Development Services, engineering, building, fire and health departments or any other government regulatory agency unless such investigations are expressly represented to have been made in this report. The utility of land and buildings must comply with such government regulations and, if they do not comply, non-compliance may affect the respective market value estimates. To be certain of compliance, other investigations may be necessary.

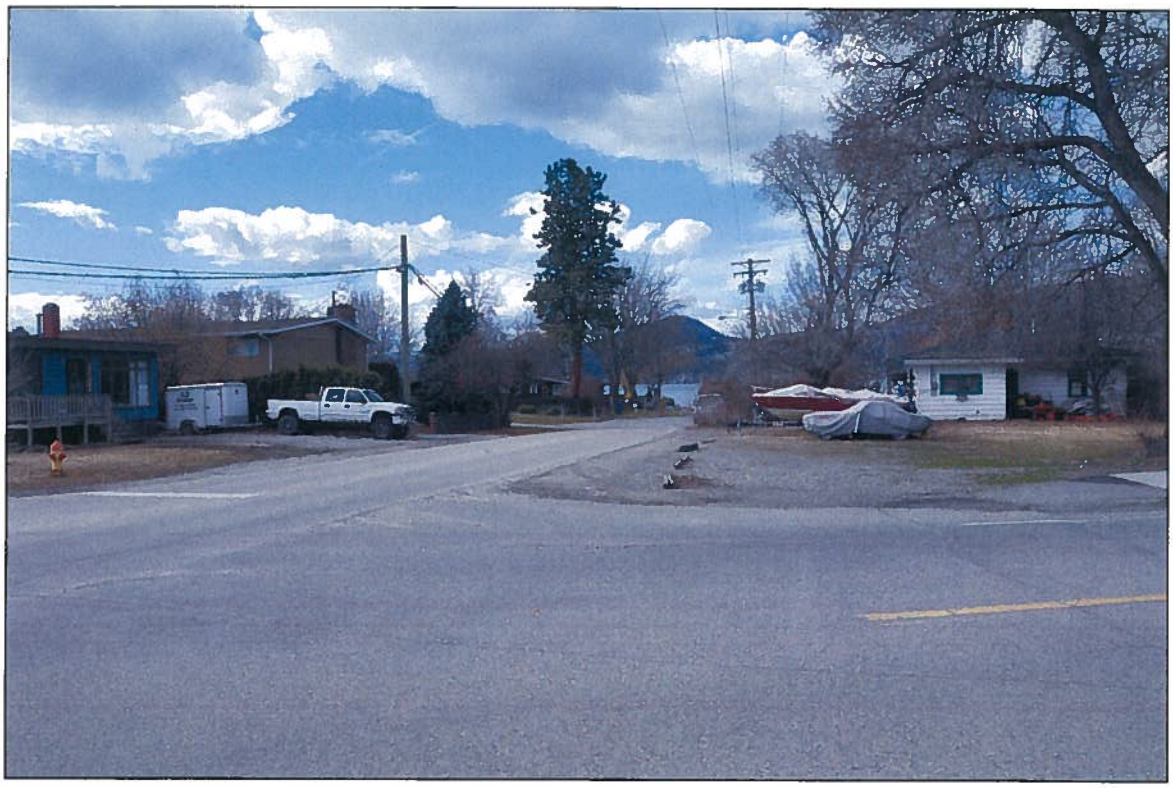
- The writer has not inspected or tested the soil or subsoil. It is assumed, therefore, that there are no inadequacies, insufficiencies or faults in the subject property which are not easily detectable and assume no responsibility for such conditions or for any inspection or testing which might be required to discover such conditions.

- Neither possession of this report nor a copy of it carries with it the right of publication. All copyright is reserved to the writer and is considered confidential by the writer and his clients. It shall not be disclosed, quoted from or referred to, in whole or in part, or published in any manner, without the expressed written consent of the appraiser. This is subject only to confidential review by the Appraisal Institute of Canada as provided in the Code of Ethics, Standards of Professional Conduct and Standards of Professional Practice of the Institute.

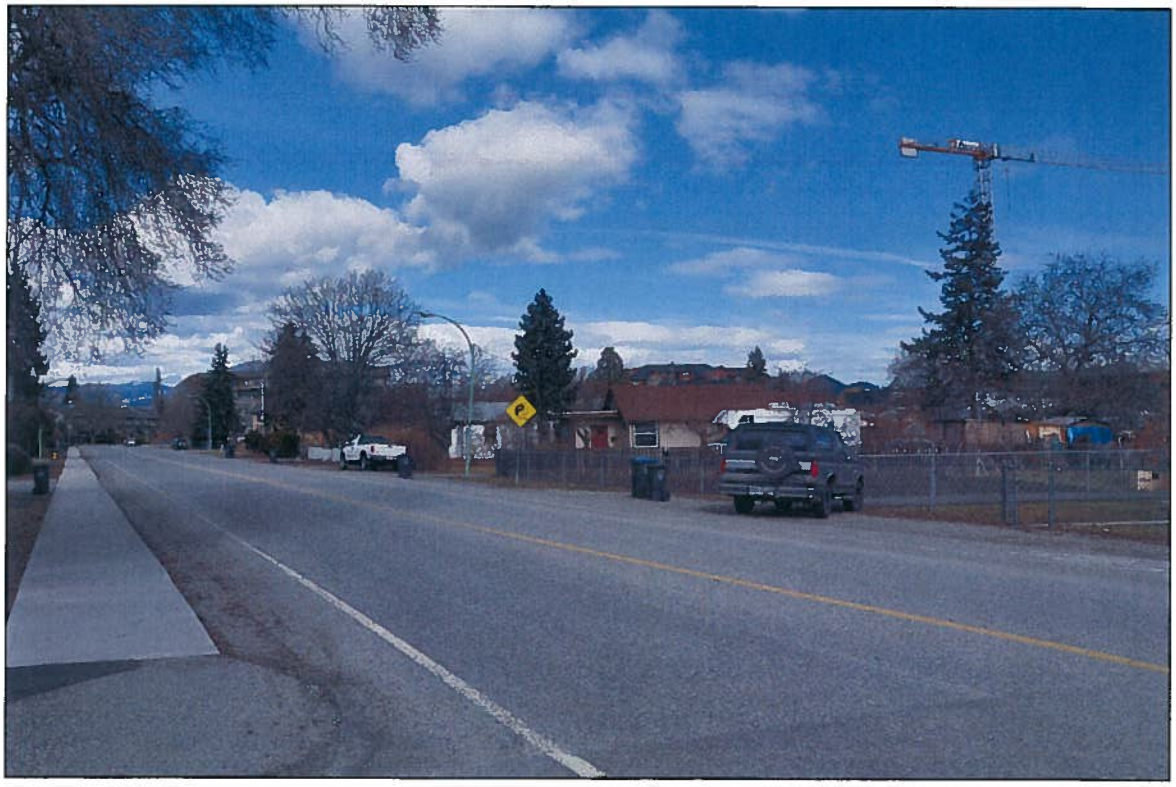
- Market data has been obtained, in part, from documents at the Kamloops Land Title office, or as reported by the Okanagan Mainline Real Estate Board and BC Assessment. As well as using such documented and generally reliable evidence of market transactions, it was also necessary to rely on hearsay evidence. Except as noted herein, a reasonable attempt has been made to verify all such information.

- Because market conditions, including economic, social and political factors, may change rapidly and, on occasion, without warning, the opinions expressed as of the date of the current Market Value Appraisal Report cannot be relied upon to estimate market value as of any other date except with further advice from the writer.

- The compensation for services rendered in this report does not include a fee for court preparation or court appearance, which must be negotiated separately. However, neither this nor any other of these limiting conditions is an attempt to limit the use that might be made of this report should it properly become evidence in a judicial proceeding. In such a case, it is acknowledged that it is the judicial body which will decide the use of the report which best serves the administration of justice.



Looking west from Abbott Street and Cedar Avenue towards Okanagan Lake.



Looking northeast along Abbott Street.



Looking east along Cedar Avenue.



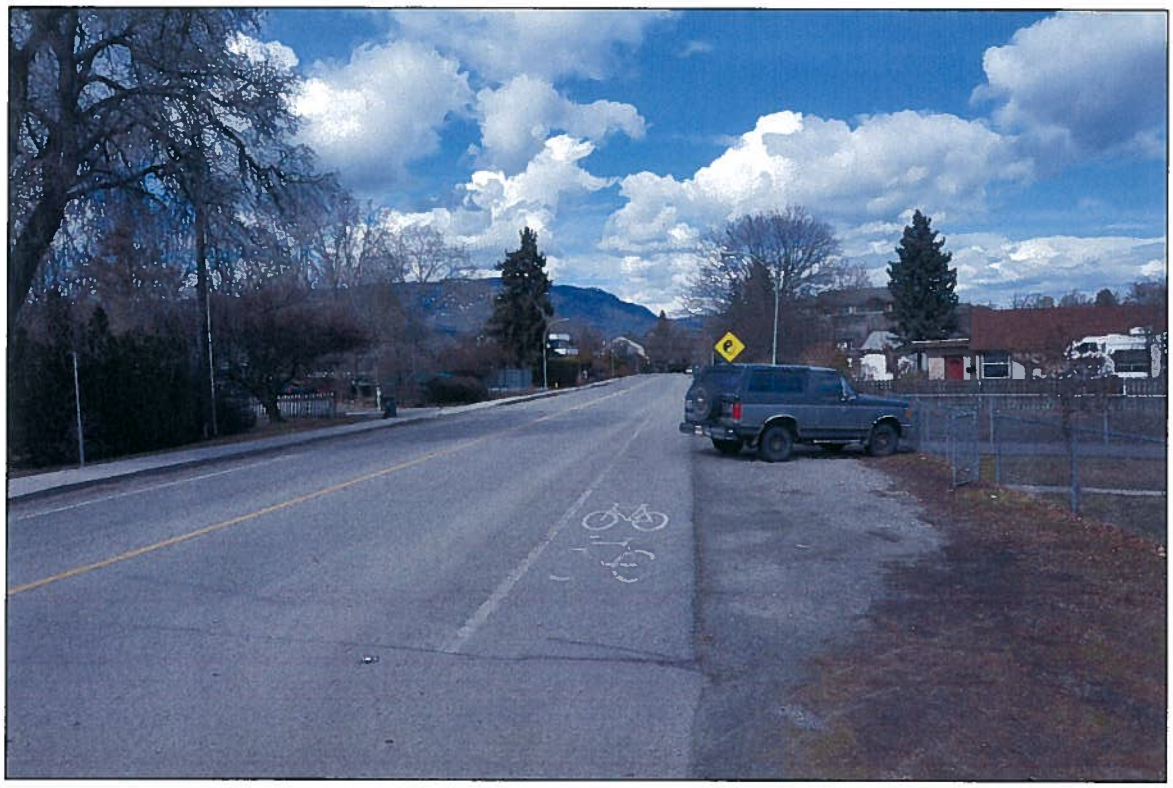
Looking east along Cedar Avenue from Walnut Street.



Looking south from Cedar Avenue along Walnut Street.



View of the road-end park at junction of Cedar Avenue and Walnut Street.



Views of Parcel A from Cedar Avenue.





Looking north from Meikle Avenue and Walnut Street towards Parcel A.



Looking east from intersection of Meikle Avenue and Walnut Street.



Looking north on Meikle Avenue (Parcel B).



View of parcel with residential improvements on 3076 Meikle Avenue (Parcel B).

FIGURE 2 - REGIONAL LOCATION MAP



4.1 LOCATION

The subject properties are located in the South Pandosy neighbourhood in the City of Kelowna. The economic climate within Kelowna, the largest urban community in the interior of British Columbia, has a direct influence on the regional economy. Significant growth, both in population and the local economy, has been driven by, historically, the opening of the Coquihalla Connector, and presently, the expansion of direct flights through Kelowna's International Airport (YLW). The Central Okanagan Regional District is located astride Okanagan Lake between Vernon and Penticton, 385 kilometres northeast of Vancouver via the Coquihalla Highway and Okanagan Connector and 600 kilometres southwest of Calgary.

4.2 POPULATION

The following table contains a summary of population estimates for the Kelowna CMA that were produced by BC Stats. BC Stats is the primary statistical agency for the Province of BC. Estimates of the census years have been referenced in the table; however, BC Stats population estimates differ from those published by Census Canada. BC Stats estimates are stated to include counts that are excluded from the Census Canada surveys, thus they differ slightly. For example, the 2011 Census estimate for the Kelowna CMA was 179,839 as compared to the BC Stats estimate, which indicates a 2% higher population of 183,401.

According to BC Stats, the population of the Kelowna CMA has increased 30%, 1.6% compounded annually, between 1996 and 2013. The City of Kelowna, which is the largest municipality in the area, grew at the same pace as the region.

JURISDICTION	BC STATS POPULATION ESTIMATES				
	1996	2001	2006	2011*	2013*
City of Kelowna	92,859	100,506	110,030	119,734	119,651
District of West Kelowna	—	—	—	31,660	31,212
District of Lake Country	9,330	9,505	9,776	11,896	12,149
District of Peachland	4,675	4,694	4,937	5,203	5,153
Electoral Areas & Reserves	34,764	39,457	42,580	14,908	16,430
RDCO Population	**141,628**	**154,162**	**167,323**	**183,401**	**184,595**

*District of West Kelowna was incorporated in 2007 (Formerly part of Regional District Electoral Area).

Kelowna is the seventh largest municipality in the province following the greater Vancouver and Fraser Valley communities of Coquitlam, Abbotsford, Richmond, Burnaby, Surrey and Vancouver. Based on the recent growth rate, Kelowna's 2030 population will likely be less than then Official Community Plan forecast of 161,701.

4.3 ECONOMIC OVERVIEW

Kelowna is the centre of economic and business activity in the Okanagan Valley and is the largest trading centre between Greater Vancouver and Alberta. The primary employment sources include construction and manufacturing, health, social services and education, retail, tourism, and science and technology. accounting for 64% of the total experienced labour force. Major regional employers include School District 23, the Kelowna General Hospital, UBC Okanagan and Okanagan College. UBC Okanagan, located on the former North Kelowna Campus of the Okanagan University College, accommodates 8,310 undergraduate and graduate students, and a faculty and staff of approximately 2,000. UBC Okanagan, in addition to its recent $370 million expansion, injects $500 million annually into the local economy through growth in students and staff, and spin offs from research.

The Kelowna General Hospital embarked on a $250 million expansion in 2009 to include a 360,000 square foot 6 storey patient care tower, a 34,000 square foot clinical academic campus, an expanded emergency department and a new parking structure. Construction of the $448 million Interior Heart and Surgical Centre (IHSC), the cost of which is inclusive of the 140,000 square foot clinical support building on the east side of Pandosy Street, commenced in mid-2012 following completion of the Centennial patient care tower.

In addition to Kelowna General Hospital, which provides services to the broader region, Westbank First Nation is proposing to build a private medical wellness facility on a 15 acre site on IR#10, overlooking Okanagan Lake. The 200,000 square foot, 100-bed facility is expected to cost approximately $125 million and will focus on all medical services, except emergency, obstetrics, and psychiatric care. The hospital partner has not been announced yet, but the two most likely candidates are Johns Hopkins Medicine International and the Mayo Clinic. The first phase of the hospital is anticipated to create 400 jobs in the region, but that number should grow as the hospital develops. Construction was planned for October 2013, but has been delayed until Spring 2014. The private hospital will be accompanied by a hotel and banquet centre. Phase 1 is currently proposed for 108 hotel rooms and a 400 seat banquet facility. Since the hospital was announced in April 2012, there has been debate about whether the private hospital will be legally chal-

lenged; however, WFN contends that Bill C-11, the Westbank First Nation Self-Government Act, which came into force on April 1, 2005, gives them the right to build and operate a private hospital on their land.

Residential mid and high-rise projects completed prior to the financial crisis and economic downturn during 2008-2009 include the 26-storey Skye on Sunset Drive, the 12-storey Invue near Orchard Park and the 16-storey Madison anchoring the cultural district at the Doyle Avenue and Ellis Street intersection. The $100 million Sopa Square mixed use retail, office and residential project is currently under construction in the South Pandosy Village. The Gallagher's Canyon and Quail Ridge Golf Resort communities and the Dilworth Mountain and SouthRidge Estates residential neighbourhoods are nearing final build-out and staged subdivision and development continues in the Wilden, Black Mountain Golf Resort, Kirschner Mountain, Ponds, Village at Kettle Valley and Tower Ranch neighbourhoods but at a much slower pace relative to the pre-2008/2009 recession period.

4.4 BUILDING PERMIT STATISTICS

4.4.1 Regional Overview

The following table summarizes the building permit construction values for all categories for the Central Okanagan Regional District and municipalities for the 5-year period 2009 to 2013.

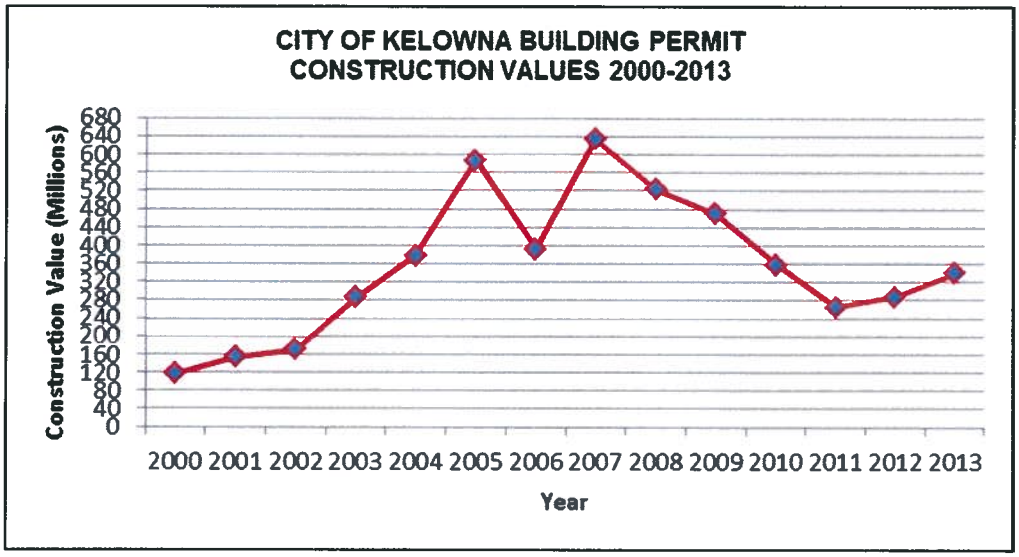
JURISDICTION	2009	2010	2011	2012	2013
District of Lake Country	$ 33,708,809	$ 37,397,439	$ 29,013,010	$ 33,288,807	$ 29,966,890
District of Peachland	$ 10,182,804	$ 4,731,519	$ 8,820,134	$ 7,428,940	$ 12,440,094
Westbank First Nation	$ 32,588,267	$ 39,049,931	$ 63,358,540	$ 34,363,051	$ 27,312,900
Ellison/Joe Riche Electoral Area	$ 7,036,400	$ 7,088,401	$ 6,602,066	$ 5,461,169	$ 3,899,563
Westside Electoral Area	$ 6,913,929	$ 12,804,844	$ 6,771,715	$ 5,031,718	$ 6,485,260
West Kelowna	$ 59,955,336	$ 56,150,249	$ 53,148,175	$ 55,098,933	$ 65,888,837
RDCO Subtotal	$150,385,545	$157,222,383	$167,713,640	$140,672,618	$145,993,544
City of Kelowna	$469,095,187	$358,525,026	$264,552,786	$287,297,693	$339,362,866
TOTAL	**$619,480,732**	**$515,747,409**	**$432,266,426**	**$427,970,311**	**$485,356,410**

The 2009 aggregate building permit values for the region at ±$620 million was the lowest since 2004 despite the fact that construction values included the expansion of the Kelowna General Hospital and development at UBCO. Permit values declined 17% across the region in 2010 led by a decline in non-residential construction for the City of Kelowna, which was down by 70%, or ±$129 million compared to 2009. For 2011, permit values fell another 16% due to a 26% decrease in residential construction as non-residential permits were up 38%. For 2012, permit values were on par overall with the previous year. Despite decreas-

es in values in Lake Country, WFN, and Ellison/Joe Riche, overall permit values in the RDCO were up ±13% from 2012, largely due to the increase in Kelowna. In 2013 the permit values increased, in a regional context, mostly due to a spike in building permits in Kelowna.

4.4.2 City of Kelowna

The following graph illustrates Kelowna's overall building permit values from 2000 through 2013 inclusive of non-residential construction.



The following charts summarize Kelowna's residential starts, residential construction values and year-over-year changes since 2004.

YEAR	RESIDENTIAL UNITS	PERCENT CHANGE	RESIDENTIAL PERMIT CONSTRUCTION VALUES	PERCENT CHANGE
2004	2,070	–	$301,581,118	–
2005	2,716	+ 31%	$459,069,250	+52%
2006	1,383	- 49%	$269,451,996	-49%
2007	1,709	+ 24%	$375,104,590	+39%
2008	1,295	- 24%	$324,126,862	-14%
2009	430	- 67%	$113,967,450	-65%
2010	943	+119%	$212,888,750	+88%
2011	422	- 55%	$107,096,580	-50%
2012	546	+ 29%	$134,155,702	+25%
2013	677	+ 24%	$143,037,565	+ 7%

The residential real estate market peaked in 2005 as evidenced by the decreases in dwelling starts and construction values in following years, especially following the global economic downturn in 2008. The 2009

year was one of the worst in recent history, showing a further reduction in dwelling starts and construction values. New starts rebounded in 2010 with an 88% increase in construction value and 119% increase in the number of units constructed. While 2011 saw significant decreases in units and construction values of -55% and -50% respectively, the 2012 year saw a 29% increase in units and a corresponding increase of 25% in permit values. For 2013, residential starts increased 24% over 2012, and construction permit values increased 7%.

The following outlines the type of dwelling units constructed since 2004.

CITY OF KELOWNA NEW HOUSING STARTS										
YEAR	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Single Detached	923	771	629	546	323	216	328	263	282	318
Secondary Suites	61	37	35	39	16	40	60	56	63	7
Semi Detached	42	55	32	27	76	15	16	9	7	29
Row/Townhouse Units	190	221	163	198	99	45	109	90	135	154
Apartment Units	755	1,556	521	893	770	70	325	0	48	100
Mobile Units	12	8	3	6	11	5	5	4	1	2
Congregate Care	87	68	0	0	0	39	100	0	0	64
Total Residential Units	2,070	2,716	1,383	1,709	1,295	430	943	422	546	677

Detached housing starts in 2007 were at their lowest since 2002 but decreased another 41% and 33% through the 2008/2009 downturn in the market. Since 2009 detached housing has been relatively stable ranging from 263 to 328 units. Secondary suites remain strong while apartment units were suffered the most during the recession. Due to the decline in the market and the oversupply of apartment housing, there were no new starts in 2011 and only 48 in 2012. Townhouse starts have been somewhat erratic but appear to have stabilized over the past four years at 90, 109, 135, and 154 units respectively. Congregate care and apartment housing increased dramatically from 2012 to 2013.

4.4.3 City of Kelowna Commercial and Industrial Construction

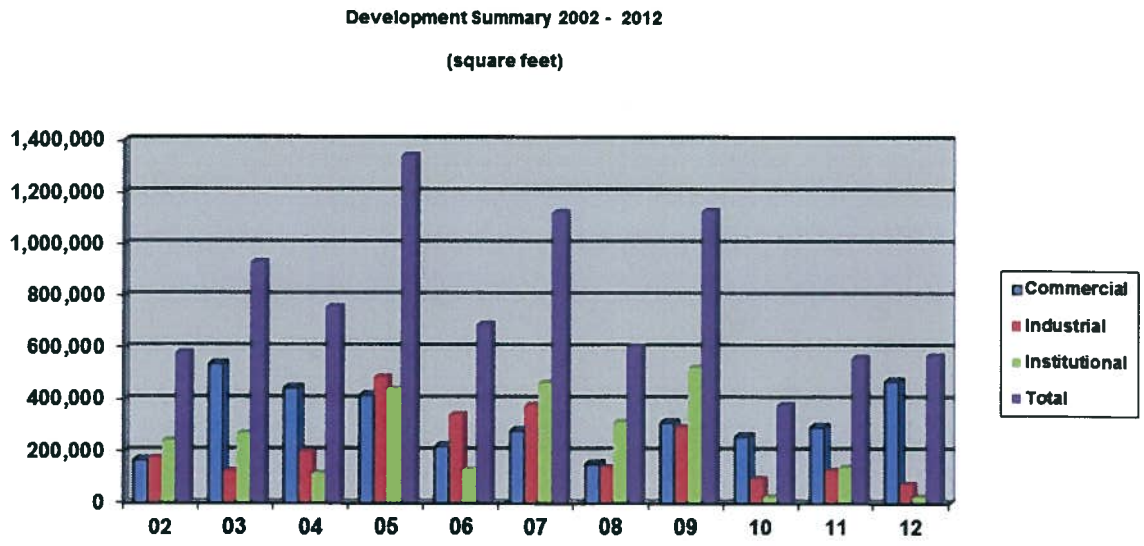
The following charts show the construction value and total area of development added annually to Kelowna's Commercial, Industrial and Institutional sectors within the past decade. The dollar volume is calculated utilizing the New and Addition categories only.

Commercial, Industrial & Institutional Development Comparison (Building Permit Value)

YEAR	COMMERCIAL ($ VOLUME)	% CHANGE	INDUSTRIAL ($ VOLUME)	% CHANGE	INSTITUTIONAL ($ VOLUME)	% CHANGE	TOTAL ($ VOLUME)	% CHANGE
2004	$21,597,000	--	$ 8,318,150	--	$ 12,942,328	--	$ 42,857,478	--
2005	$26,520,500	+ 24%	$21,427,985	+158%	$ 37,219,045	+188%	$ 85,167,530	+ 99%
2006	$23,126,945	- 13%	$15,134,875	- 29%	$ 35,119,406	- 6%	$ 73,381,226	- 14%
2007	$48,962,100	+112%	$28,497,296	+ 88%	$100,300,148	+186%	$177,759,544	+142%
2008	$26,338,500	- 46%	$ 6,811,735	- 76%	$ 98,559,999	- 2%	$131,710,234	- 26%
2009	$51,141,500	+ 94%	$ 8,922,927	+ 31%	$124,209,310	+ 26%	$184,273,737	+ 40%
2010	$31,247,676	- 39%	$ 6,535,500	- 27%	$ 17,454,000	- 86%	$ 55,237,176	- 70%
2011	$25,298,726	- 19%	$ 9,636,980	+ 31%	$ 41,282,000	+ 148%	$ 76,217,706	+ 38%
2012	$39,122,933	+ 55%	$13,375,000	+ 39%	$ 1,395,000	- 966%	$ 53,892,933	- 29%
2013	$52,665,800	+ 35%	$16,504,884	+ 23%	$ 86,742,000	+1964%	$155,912,684	+189%

Commercial building permit values totalled $184 million in 2009, a 40% increase over the previous year, and a 53% increase over the average of the past 5 years. However, the construction values were bolstered by institutional spending which ranged from $100 to $125 million; more than triple the annual spending in 2005 and 2006. Due to institutional construction falling to $17.5 million in 2010 from $124.2 in 2009, the overall non-residential permit values were off by 70% in year-over-year comparisons. For 2011 non-residential construction increased 38% primarily due to the institutional category. The year 2012 shows a decrease of 29% overall again due to $40 million less in institutional construction despite increase in commercial and industrial construction of 55% and 39% respectively. The commercial market in 2013 rebounded significantly in 2013 with increases in every category, specifically institutional.

The following chart shows the amount of square footage added annually in Kelowna from 2002 to 2012.



4.4.4 Commercial Development

Commercial construction totaled 471,793 square feet in 2012 in the City of Kelowna. Between 2008-2012, 1,488,284 square feet of commercial space was added, for an average of 297,657 square feet per year. Since 2003, and average of 338,694 square feet has been added annually. Building permits in 2012 were issued for the second largest amount of commercial area in the more recent decade, only behind 2003. The largest project permitted in 2012 was the 177,850 square foot, 5-storey Landmark VI parkade in the Capri/Landmark Urban Centre of Kelowna.

4.4.5 Industrial Development

Industrial development in 2012 totaled 73,368 square feet. Between 2008-2012, 729,216 square feet of industrial space has been added, for an average of 145,843 square feet annually. The average since 2003 has been 226,079 square feet per annum. Some of the largest industrial projects approved in 2012 included an 18,052 square foot new industrial facility at 837 McCurdy Place, a 16,620 square foot one storey warehouse at 2600 Enterprise Way, and 15,268 square feet of industrial space at 856 McCurdy Place.

4.4.6 Institutional Development

A total of 25,131 square feet of institutional development was added in 2012. Between 2008-2012 a total of 1,027,808 square feet of institutional space was added, for an average of 205,562 square feet per year. The average since 2003 has been 244,545 square feet annually. In 2012, the private sector initiated 62% of the total institutional development in the City of Kelowna, while the public sector initiated the remainder. This is a significant increase over 2011, when the private sector accounted for less than 1% of the total institutional development. Some of the largest new institutional projects approved in 2012 included an 8,816 square foot addition to the gymnasium at UBC Okanagan, as well as a 15,000 square foot addition for Flightcraft Ltd., at 1-5650 Aerospace Drive.

4.4.7 Central Okanagan Regional District Electoral Areas and District of West Kelowna

YEAR	DWELLING STARTS	PERCENT CHANGE	BUILDING PERMIT CONSTRUCTION VALUE	PERCENT CHANGE
2004	408	–	$ 69,785,282	–
2005	569	+39%	$135,269,438	+94%
2006	605	+ 6%	$143,719,592	+ 6%
2007	1,029	+70%	$236,900,323	+65%
2008*	423	-59%	$117,652,394	-50%
2009*	275	-35%	$ 73,905,665	-37%

YEAR	DWELLING STARTS	PERCENT CHANGE	BUILDING PERMIT CONSTRUCTION VALUE	PERCENT CHANGE
2010*	167	-39%	$ 76,043,494	+ 3%
2011*	143	-14%	$ 66,094,706	-13%
2012*	145	- 1%	$ 66,521,956	+0.6%
2013*	192	+24%	$ 76,272,660	+13%

*Includes West Kelowna starts, for consistency purposes.

The Central Okanagan Regional District Electoral Areas experienced substantial growth from 2002 through 2007 ranging from 6% to 39% annually. The 2007 year experienced an explosive growth of 70% to over 1,000 units predominantly due to the multi-family sector. The market downturn in 2008 saw dwelling starts and permit values drop by 59% and 50% followed by further decreases in 2009 of 25% and 37%. The 2010 year experienced a decrease in starts but a similar permit value. For 2011 and 2012 starts and permit values have stabilized at ±145 units and $66 million.

4.4.8 District of Lake Country

Building permit values peaked at $63 million in 2006, and unlike Kelowna and West Kelowna, dropped slightly in 2007 to $60 million. In 2008 permit values dropped further, to just under $50 million, then to $34 million in 2009. This represented a 46% drop in construction values, back to pre-2005 levels. In 2010, permit values rebounded slightly, to $38 million. In terms of housing starts, they follow the permit volumes quite closely, with 255 starts in 2007 and 179 in 2008, a decline of 30%. The big change came in 2009, where only 76 dwelling units were added, the lowest total in many years. The rebound in 2010 was still to only 131 total starts, well below the five year average. The totals for 2012 show a 13% increase in permit value over 2011 to $33.3 million but a decrease to 94 starts from 102. Permit values declined by ±10% in 2013. With a 5-year average of approximately $32,675,000 in permit values, the general trend has been towards stabilization of permit values since 2009.

4.4.9 Peachland

Peachland's building permit totals have shown more volatility than most other jurisdictions in the Central Okanagan. The highest total dollar volume was recorded in 2008 at $16.7 million, a 45% increase over 2007. In 2010 construction value totalled $4.7 million, less than half of the $10.2 million in 2009. For 2011 and 2012 permit values were $8.8 and $7.4 million respectively. Dwelling starts also reflect this experience with 39 in 2007, 59 in 2008 including multi-family projects of 20 and 24 units, 36 starts in 2009 and only 9 starts in 2010. For 2011, 14 starts were registered, all single family. There were 22 starts in 2012 inclusive of one duplex and one fourplex. Permit values increased by ±67% between 2012 and 2013, reaching levels

above those of 2009. The 5-year average for permit values has been approximately $8,720,000, which is buoyed by highs in 2009 and 2013.

4.5 REAL ESTATE OVERVIEW

The following section includes excerpts from the CMHC Fall 2013 Housing Market Outlook.

The following highlights were extracted from the Canada Mortgage and Housing Corporation's Fall 2013 Housing Market Outlook for the Kelowna census metropolitan area (CMA).

- Kelowna area housing starts are forecast at 1,125 homes in 2014 with both single-detached and multiple-family starts increasing next year with competition from a well-supplied resale market will remain a factor tempering growth in demand for new homes this year and next.
- Growth in sales of modestly-priced homes reflects builders' efforts to compete with the resale home market.
- Sales of higher priced homes, while lower than levels recorded in 2012, remain a significant source of new home demand, representing 63 per cent of total single-detached home sales this year.
- New single-detached home prices are expected to begin edging higher in 2014, with inflation pushing up building materials and land costs.
- With few new subdivisions coming on stream during the last several years, the supply of building lots listed for sale has slowly been drawn lower. Expect lot prices to increase later next year as builders bring on new subdivisions to meet demand.
- Kelowna's multiple-family sector will record higher levels of starts in 2014. With few exceptions, builders have focused on smaller, homeowner-oriented attached housing projects during the past two years rather than large apartment condominium buildings.
- Combined townhouse and semi-detached starts totalled 194 units in 2012 compared to 157 units in 2011. This trend has carried over into 2013 with 139 starts to date this year compared to 120 during the same nine months period in 2012.
- For builders, this type of project is more easily released to the market in phases. New lower density multiple-family projects are targeting local rather than out-of-region buyers or those seeking resort homes and second residences.
- Reduced demand for second residences, resort homes and other types of investor-oriented condominiums in combinations with elevated inventories have led to lower levels of condominium starts during the past several years.

- The supply of condominiums under construction has moved steadily lower during the past several years, decreasing to 148 units in September 2013 from levels ranging up to 3,000 units in the mid-2000s.

- Condominium construction is forecast to increase in 2014 as demand improves and the supply of resale homes listed for sale and the inventory of new completed and unabsorbed condominiums move lower.

- With only two new projects coming on stream since 2010, Kelowna's apartment condominium sector may benefit from some pent-up demand in 2014. The most recent condominium development proposals have targeted neighbourhoods near the University of British Columbia Okanagan campus and the downtown core.

- Kelowna area MLS home sales are forecast to increase in 2014. Demand is expected to strengthen as British Columbia records higher levels of migration and the provincial and regional economies experience a pickup in employment growth.

- MLS® single-detached home prices are forecast to stabilize in 2013 and edge higher in 2014. The downward trend in prices recorded in the second half of 2012 and earlier this year has flattened out. The decline was partly due to a shift in the price composition of sales to include a larger share of moderately priced homes compared to the previous year.

- With the Alberta and Saskatchewan economies continuing to expand, Kelowna's resort market can expect to attract a few more condominium buyers in 2014.

- Demand from out-of-region buyers for resort condominiums and second residences has moderated from levels recorded during 2003-2008. Stronger competition from U.S. resort markets and a growing number of new resort developments elsewhere in British Columbia also contributed to fewer sales of this type of home during the past several years.

- Rental vacancy rate to edge lower. The Kelowna area vacancy rate is forecast to edge lower, dipping to 3.5 to 3.0 per cent in 2013 and 2014, respectively, from 4.0 per cent in 2012. Increased employment growth couple with fewer additions to the stock of apartment rental housing will contribute to slightly lower vacancy rates next year.

- Competition from investor-owned apartment condominiums and other types of rental accommodation will remain factors keeping Kelowna's apartment vacancy rate above the ten year average.

- Average apartment rents will remain essentially flat in response to sustained higher vacancy rates, increasing slightly this year and next.

4.5.1 Multiple Listing Service Statistics

The Central Okanagan Division of the Okanagan Mainline Real Estate Board (OMREB) encompasses the Central Okanagan Regional District from Lake Country, near the south boundary of the North Okanagan

Regional District, south to Peachland, adjacent to the north boundary of the Regional District of Okanagan-Similkameen. OMREB provides statistics which are summarized on the following table to provide the annual totals, averages and ratios for each respective category; those being detached single family dwellings (SFD), townhouses, apartments and vacant building (SFD) sites. The right-hand column shows the percentage change for year-to-date (YTD) December 31st 2013 versus 2012.

MULTIPLE LISTING SERVICE CATEGORY	YEAR				2012-2013 CHANGE
	2010	2011	2012	2013	
ALL CATEGORIES					
Total Units Sold	3,649	3,638	3,902	4,433	13.61%
Total Units Listed YTD	11,868	10,896	10,416	9,704	-6.84%
Sale-to-list Ratio	30.70%	33.40%	37.46%	45.68%	18.00%
Active Inventory (Dec.)	3,737	3,856	3,678	3,210	-12.72%
Total Sales Dollars	$1,499,504,455	$1,429,446,610	$1,524,509,393	$1,712,141,189	12.31%
Average Unit Price	$ 410,936	$ 392,921	$ 390,699	$ 386,226	- 1.00%
SINGLE FAMILY DWELLING					
SFD Sold Units	1,741	1,758	1,832	2,164	18.12%
SFD Listings YTD	4,888	4,518	4,424	4,143	- 6.35%
Sale-to-list Ratio	35.60%	38.90%	41.43%	52.23%	26.06%
Active Inventory (Dec.)	1,109	1,138	1,173	923	-21.31%
SFD Sales Dollars	$ 840,049,438	$ 831,337,303	$ 856,814,498	$1,001,761,603	16.92%
Median Dwelling Price	$ 439,900	$ 429,250	$ 425,000	$ 422,750	- 0.53%
Average Dwelling Price	$ 482,510	$ 472,888	$ 467,694	$ 462,694	- 1.02%
TOWNHOUSE					
Townhouse Sold Units	484	497	550	617	12.18%
Townhouse Listings	1,352	1,267	1,226	1,189	- 3.02%
Sale-to-list Ratio	35.80%	39.20%	44.82%	51.89%	7.07%
Active Inventory (Dec.)	395	389	384	381	- 0.78%
Townhouse Sales Dollars	$ 169,250,036	$ 171,730,177	$ 189,610,685	$ 217,570,168	14.75%
Median Townhouse Price	$ 328,000	$ 328,000	$ 334,900	$ 329,000	- 1.76%
Average Townhouse Price	$ 349,690	$ 345,534	$ 344,747	$ 352,626	2.29%
APARTMENT					
Apartment Sold Units	660	686	741	773	4.32%
Apartment Listings	2,255	2,057	1,919	1,722	-10.27%
Sale-to-list Ratio	29.30%	33.30%	38.69%	44.89%	16.02%
Active Inventory (Dec.)	774	766	646	565	-12.54%
Apartment Sales Dollars	$ 167,506,403	$ 171,815,098	$ 177,271,845	$ 180,359,873	1.74%%
Median Apartment Price	$ 235,000	$ 223,000	$ 215,000	$ 210,000	- 2.33%
Average Apartment Price	$ 253,798	$ 250,459	$ 239,233	$ 233,325	- 2.47%
RESIDENTIAL LOT					
Residential Lot Sales	153	144	185	228	23.24%
Residential Lot Listings	914	763	627	545	-13.08%
Sale-to-list Ratio	16.70%	18.90%	29.18%	41.83%	43.35%
Active Inventory (Dec.)	499	541	446	320	-28.25%
Residential Lot Sales Dollars	$ 34,180,736	$ 32,695,510	$ 34,575,106	$ 45,146,765	30.58%
Median Residential Lot Price	$ 194,000	$ 197,450	$ 170,000	$ 180,600	6.24%
Average Residential Lot Price	$ 223,404	$ 227,052	$ 186,892	$ 198,012	5.95%

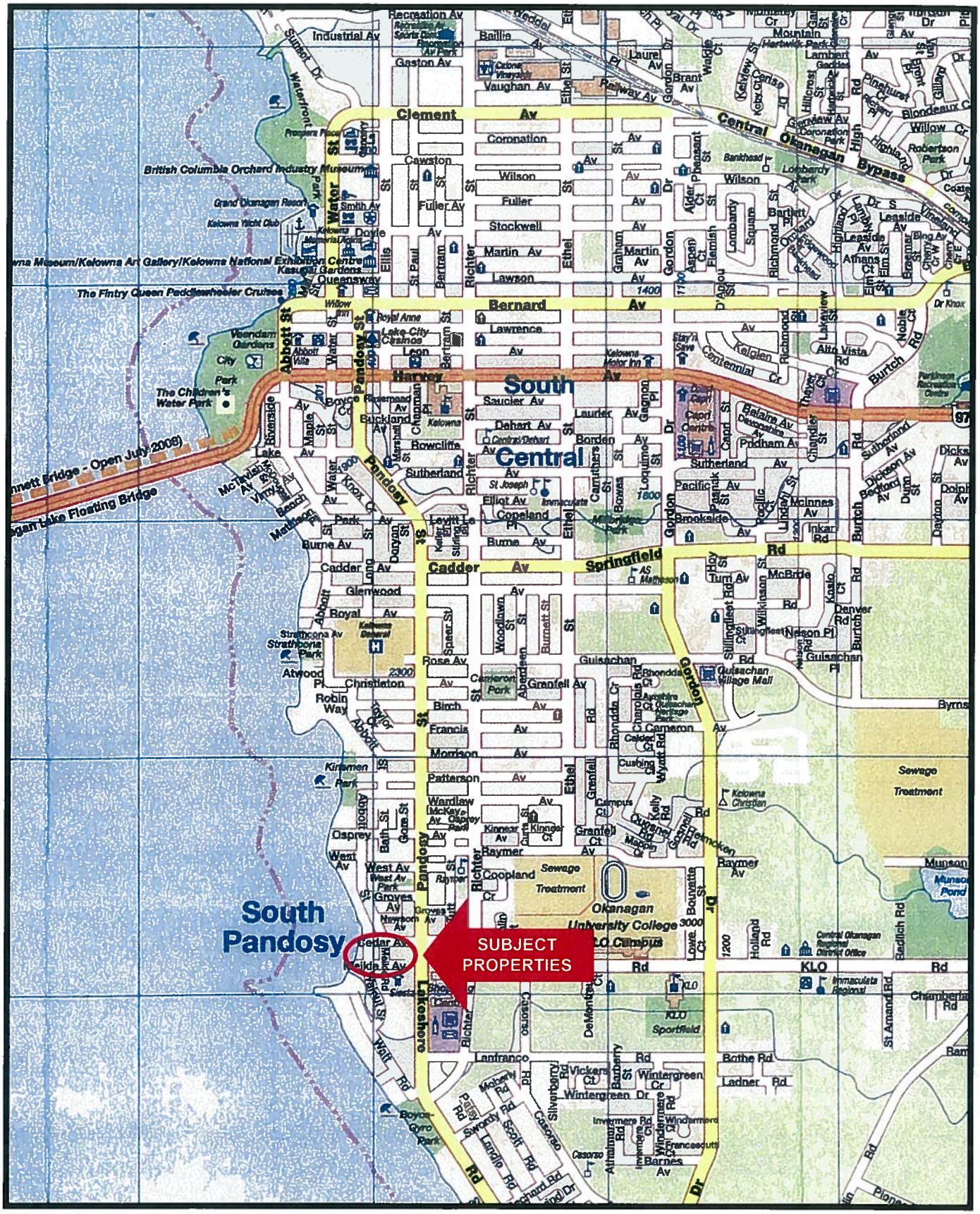
After 2007 set a sixth consecutive record for annual sales volume the market cooled considerably in 2008 and volume continued to decline through to 2011. For 2012, dollar volume and the number of sales were up versus 2011 while the number of listings decreased. This improved the overall sale to list ratio and prices remained relatively stable overall. In 2013, the positive trend continued with further improvements in sales and dollar volume along with fewer listings thereby improving the sale to list ratio overall. This trend was found in all categories while prices remained relatively stable; Apartment show a further softening of prices and lots saw a ±6% improvement.

4.6 SUMMARY AND CONCLUSIONS

The foregoing suggests the market continues to stabilize, with some fluctuations, but consistency in general. With the exception of the City of Kelowna, which is reporting a healthy increase over 2012, due primarily to a congregate care and a multi-family permit for 16 apartment units, construction activity in the Central Okanagan is only beginning to stabilize. The CMHC Housing Market Outlook supports this conclusion, suggesting stronger employment growth, stable prices, a more balanced market, and increased housing starts. However, it is clear that the market is sensitive to price and that demand has shifted away from higher-priced homes.

Over the long-term, the fundamentals of the Okanagan real estate market are strong due to the demographics across Canada, and the desirability of the Okanagan Valley as a recreation and retirement destination. The latest statistics suggest a stabilizing yet precarious real estate market with improved demand and purchaser confidence. The full impact of the global financial crisis on the provincial and local real estate market appears to have bottomed; the expectation is that, for 2014, the market, similar to 2012 and 2013, will continue to trend flat.

FIGURE 3 – LOCATION MAP



Section 5 *Property Description*

5.1 LOCATION

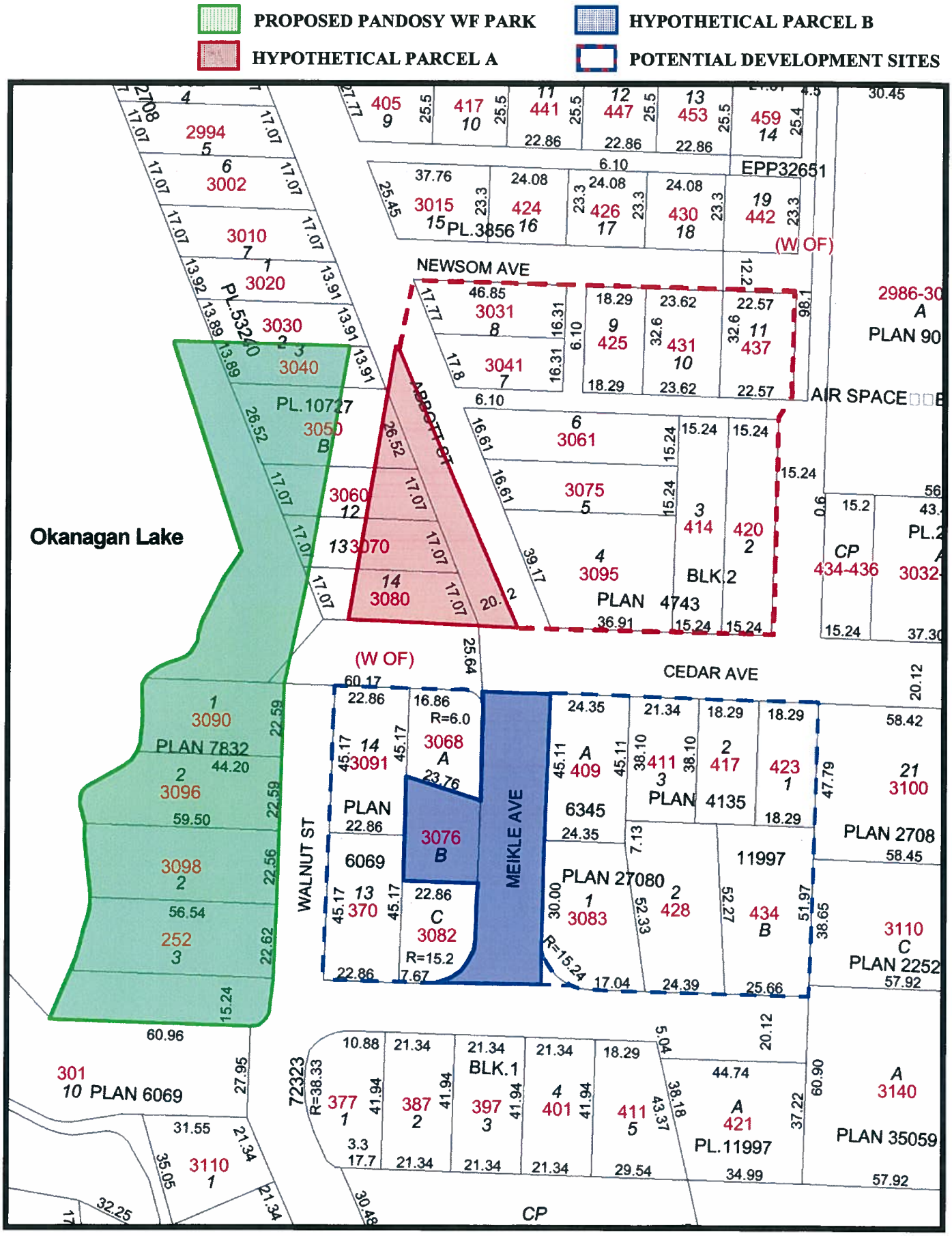
Situated in the South Pandosy neighbourhood of Kelowna, the hypothetical surplus development lands are located in the intersection of Abbott Street, Cedar Avenue, and Meikle Avenue, adjacent to proposed Pandosy Waterfront Park. Dating back more than a decade, the City of Kelowna has been working through a series of land use studies and iterations of plans for the neighbourhood surrounding the subject hypothetical surplus development lands, referred to as the Pandosy Waterfront Park for the purposes of this report. The area has also been considered by the City under the name of the Cedar Avenue Linear Waterfront Park.

The South Pandosy neighbourhood generally comprises single and two storey commercial buildings along Pandosy Street, from KLO Road to Wardlaw Avenue, with single and low to medium density multi-family development between the west side of the commercial development along Pandosy Street to Okanagan Lake, and a mix of single family, commercial, and institutional development between Pandosy Street and Richter Street to the east. South of KLO Road, the commercial development includes two neighbourhood malls, medium density multi-storey commercial office buildings, and predominantly medium density multi-family housing. North of Wardlaw Avenue, and except for the Kelowna General Hospital, the majority of the neighbourhood is single family housing. The neighbourhood is in a state of transition, moving from low to medium density. There have been several medium density condominium apartment projects developed in the neighbourhood in recent years, including Abbott House and West Avenue Lofts, and there are plans for several new commercial and mixed-use developments in the future.

5.2 PROJECT OVERVIEW

A recent charrette for the design of the lands was conducted by the City of Kelowna. Results from the charrette indicate a desire to move towards C4 zoning in line with the OCP designation MXR, while dedicating a large (±2.4 acre), portion of the waterfront as public park. Following the parkland consolidation and development along Abbott Street, the remnant Parcel A will be created, including a portion of Abbott Street, creating a new lane between Parcel A and parcels to the east, and a new road extension connecting Abbott Street with Walnut Street. Parcel B will be created simultaneously out of the closure of Meikle Avenue and a neighbouring residential lot on the west side of the closed roadway. The new waterfront Pandosy park area will be a linear recreational corridor.

FIGURE 4 - COMPOSITE MAP SHOWING PROPOSED OPTION 4



5.3 SITE DATA

5.3.1 Parcel A

Parcel A is a triangular-shaped hypothetical property with a south boundary of ±180 feet, a northwest-facing boundary of ±285 feet, and a northeast-facing boundary of ±315 feet. The ±27,125 square foot (±0.62 acre) site is generally level and is assumed to have full municipal services and full frontage upgrades.

5.3.2 Parcel B

Parcel B is an irregular-shaped hypothetical property that includes approximately 295 feet of Meikle Avenue and a ±0.16 acre parcel on the west side of Meikle Avenue, with a north boundary of ±78 feet, an east boundary of ±85 feet, a south boundary of ±75 feet, and a west boundary of ±106 feet. The ±27,100 square foot (±0.62 acre) site is generally level and is assumed to have full municipal urban standard services.

5.4 ENCUMBRANCES

As of the date of the appraisal, the hypothetical surplus development lands have not been consolidated. The hypothetical surplus development lands are assumed to be unencumbered.

5.5 2014 ASSESSMENT

The hypothetical surplus development lands associated with the proposed development of the Pandosy waterfront park properties have not yet been created as legal parcels, and therefore, do not have assessed values. Further, the properties are not yet zoned C4; Urban Centre Commercial. It is assumed, for the purposes of this report, that the hypothetical surplus development lands are zone C4 and are fully serviced legal parcels. In order to estimate assessed values and taxation for Parcel A and Parcel B of the hypothetical surplus development lands, nearby C4 zoned properties' 2014 assessments were analyzed.

PROPERTY	ZONING	SITE SIZE (SQ. FT.)	LAND VALUE (ASSESSED)	ASSESSED VALUE/ SQ. FT.
2750 Richter Street	C4	50,094	$2,848,000	$56.85
2728 Pandosy Street	C4	53,143	$2,999,000	$56.43
2618 Pandosy Street	C4	36,155	$2,115,000	$58.50
Parcel A	**C4**	**±27,125**	**N/A**	**N/A**
Parcel B	**C4**	**±27,100**	**N/A**	**N/A**

The three C4 zoned properties captioned in the table above present a range of $56.43 to $58.50 per square foot for assessed land values in the South Pandosy neighbourhood. In estimating the assessed values of the

hypothetical surplus development lands referred to as Parcel A and Parcel B, an assessed value of $57 per square foot has been utilized, except that a downward adjustment has been made to the value of Parcel A to account for the triangular shape.

Parcel A:	$38.00 x 27,125	=	$1,030,750
Parcel B:	$57.00 x 27,100	=	$1,544,700

5.6 LAND USE CONTROLS

5.6.1 Parent Parcel Zoning

At present the parent parcels are zoned in the City of Kelowna's Zoning Bylaw No. 8000 as predominantly RU1; Large Lot Housing, with a portion of one parcel zoned RU3; Small Lot Housing. The purpose of the RU1 zone is "to provide a zone for single detached housing, and compatible secondary uses, on larger serviced urban lots", and the purpose of the RU3 zone is "to provide a zone for single detached housing, and compatible uses, on smaller serviced urban lots."

5.6.2 Assumed Zoning

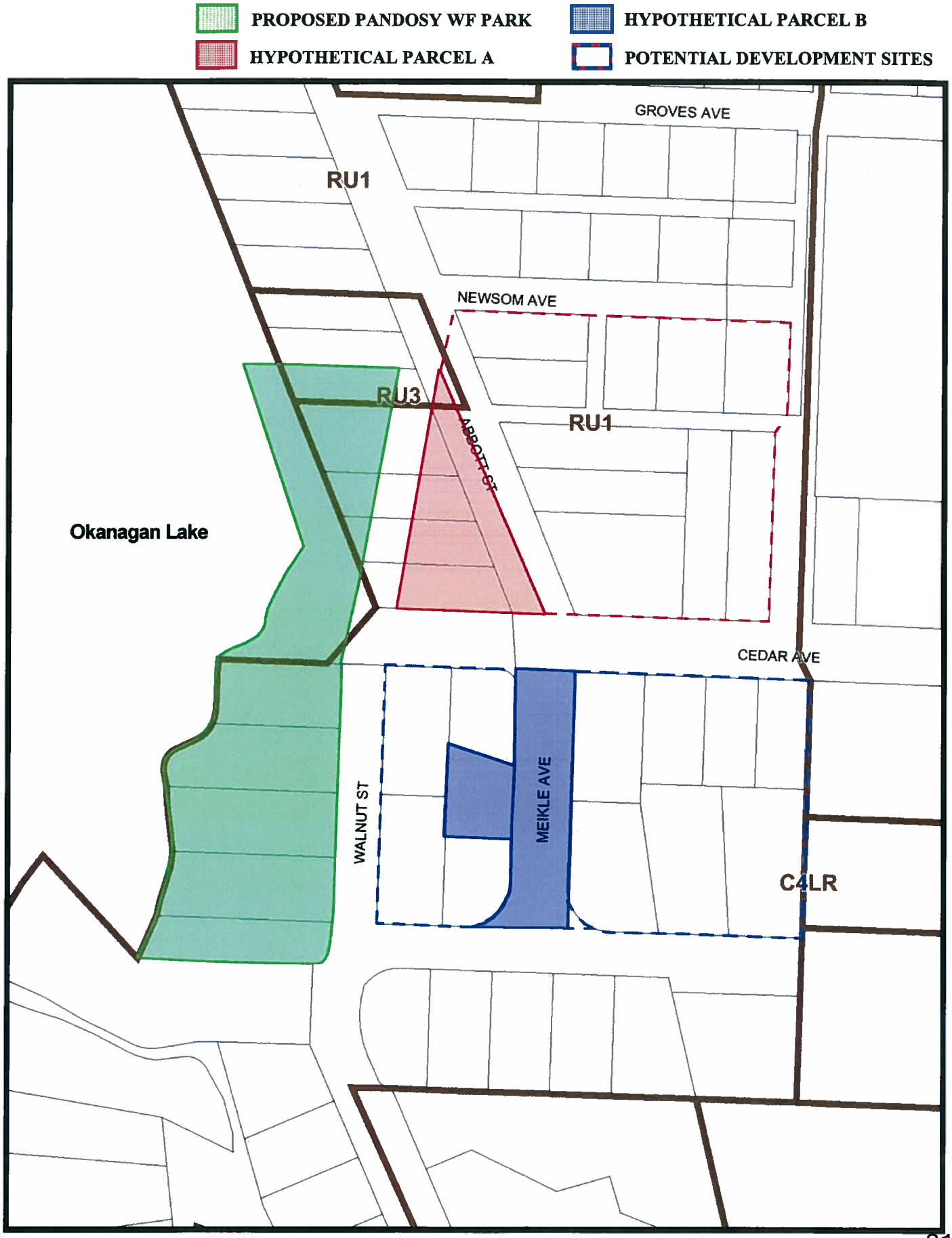
For the purposes of this report it is assumed that the hypothetical surplus development lands are zoned C4, Urban Centre Commercial, pursuant to the City of Kelowna's Zoning Bylaw No. 8000. The purpose of the C4 zone is:

> **"To provide a zone for the development of community commercial centres to serve more than one neighbourhood."**

Principal uses within the C4 zone include, but are not exclusive to:

- Apartment Hotels.
- Apartment housing.
- Commercial Schools.
- Congregate Housing.
- Financial Services.
- Food Primary Establishment.
- Gas Bars.
- Government Services.
- Hotels.
- Liquor Primary Establishment, Minor and Major.
- Retail Stores (general, convenience, and liquor).
- Offices.

FIGURE 5 – ZONING MAP SHOWING PROPOSED OPTION 4



5.6.3 Parent Parcel Official Community Plan

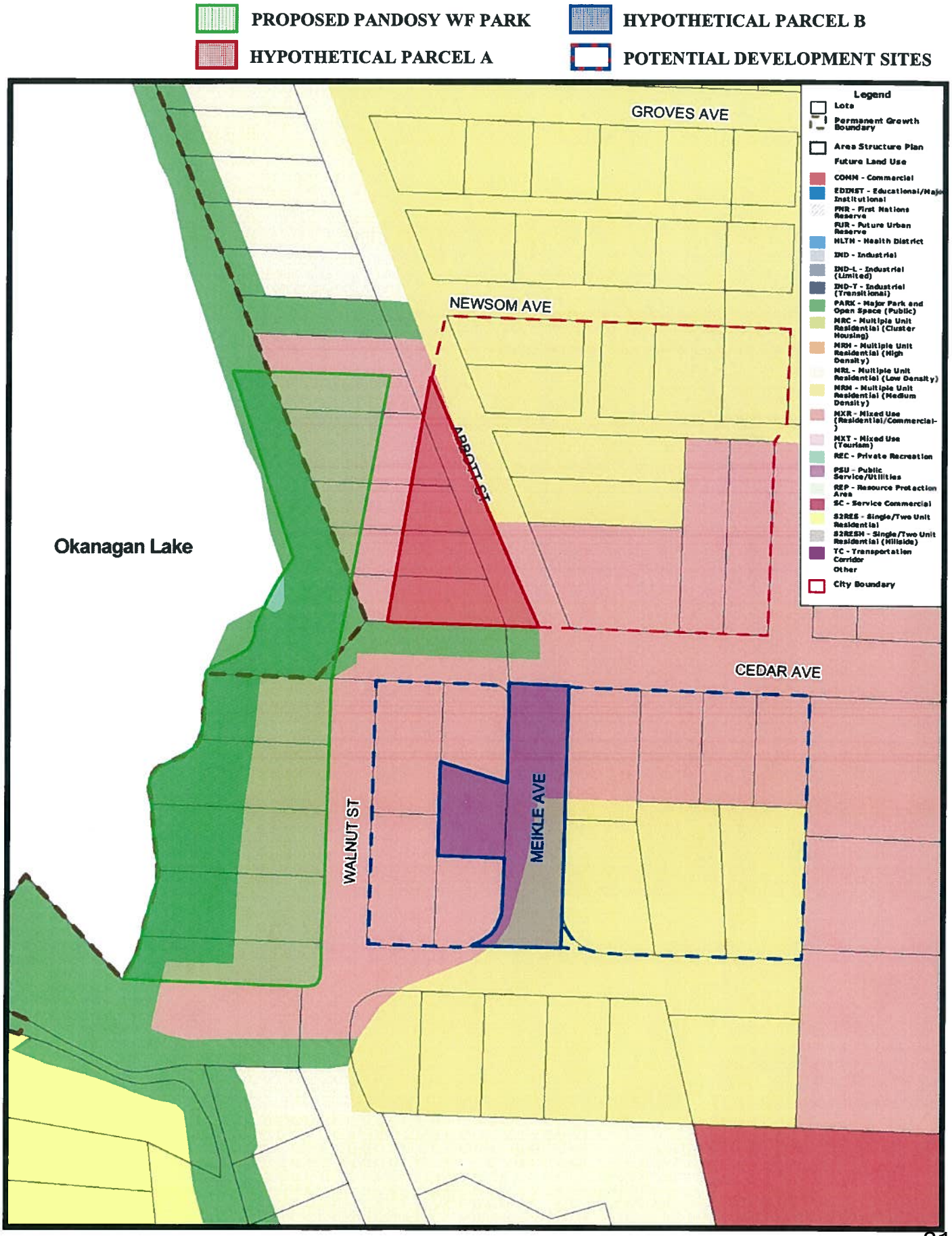
The parent parcels are presently designated as a mixture of MXR; Mixed Use Residential, S2RES Single/Two Unit Residential, and PARK; Major Park and Open Space (Public) in the City of Kelowna Official Community Plan (OCP).

Refer to the following OCP map for the future land use of the parent parcels.

5.6.4 Assumed Official Community Plan

For the purposes of this report, it is assumed that the hypothetical surplus development lands are designated MXR; Mixed Use Residential in the City of Kelowna Official Community Plan.

FIGURE 6 – OFFICIAL COMMUNITY PLAN MAP SHOWING PROPOSED OPTION 4



6.1 CONCEPT

The Appraisal Institute of Canada describes the concept of highest and best use:

> **"That use which is most likely to produce the greatest net return over a period of time. Net return may be monetary as with income producing property or may, in the case of a single family dwelling, take the form of amenities such as pride of ownership, comfort or convenience."**

6.2 CRITERIA

The subject properties' highest and best use is influenced by the following criteria:

- The use must be legal and must comply with land use classifications or zoning regulations or probable zoning and with building regulations applicable to the land.
- The use must be within the realm of probability and not speculative or conjectural.
- There must be a demand for the use selected and economic conditions which make it probable that such use will take place.
- The use must be profitable and provide the highest net return.

6.3 ANALYSIS AND CONCLUSION

6.3.1 Parcel A

Located in the South Pandosy neighbourhood of Kelowna, the triangular shaped Parcel A comprises ±27,125 square feet, and with the assumed C4 zoning could accommodate a total development of ±27,125 square feet of commercial space (FAR 1.0), or ±40,688 square feet of mixed use development (FAR 1.5) assuming a 0.2 bonus for covered parking. Should a full density bonus be provided for sites zoned C4, the FAR can reach 2.35, but development with an FAR of 2.35 on this site is not feasible, as evidenced by the nearby SOPA Square project which has struggled with the costs necessary to accommodate the density.

It is assumed for the purposes of this report that Parcel A is vacant, fully serviced, and zoned C4; Urban Centre Commercial. Further, it is assumed that the OCP designation for the property is MXR; Mixed Use Residential. The C4 zone and MXR future land use fits with surrounding properties in the neighbourhood.

There is potential to expand development of Parcel A with a consolidation of the lots bounded by Newsom Avenue, Cedar Avenue, and Abbott Street. Inclusive of road and lane closures, the total development area could be up to ±3.20 acres. As it is, Parcel A can only accommodate a FAR of 0.96 (±26,040 square feet).

The density of developments within the South Pandosy neighbourhood is increasing due to its desirable commercial and residential location. Parcel A will be well located in the neighbourhood, within close proximity to Pandosy Street/Lakeshore Road and the proposed Pandosy Waterfront Park. Increased interest in the neighbourhood, however, presents the challenge of increased competition for market share. There are a number of commercial and mixed-use developments currently under way or pre-planned in the immediate vicinity that will provide a substantial volume of development in the neighbourhood, both in the commercial and multi-family markets. The area was the subject of considerable focus up to the market downturn of 2008, and has recognized many successful developments such as West Avenue Lofts and the highly-anticipated mixed use development SOPA Square. Additional developments in the vicinity include Abbott House, and the proposed St. Paul's Sanctuary mixed use development which has started pre-selling.

Given the large quantity of in stream and planned office and commercial space in the vicinity of Parcel A, and the proximity of the site to nearby waterfront park, the focus of the mixed use development would best be weighted towards a residential market.

Considering the foregoing, the highest and best use of Parcel A as of February 25, 2014 is development of a mixed use project with a primarily medium-density residential focus.

6.3.2 Parcel B

There are many considerations in the analysis of Parcel B that are similar to the analysis of Parcel A. The same assumptions have been made regarding land use regulations and the same influences have been made for its surrounding neighbourhood.

In the context of neighbouring properties, which are primarily owned by the City of Kelowna and a major developer, and considering the restricted shape and size of Parcel B, it will have to be consolidated for development.

One assembly option includes consolidation of Parcel B with the adjacent properties to the west, which comprise a total of 0.83 acres, to create a rectangular shaped ±1.45 acre development site.

Another option is consolidation of Parcel B with the aforementioned properties along Walnut Street and Meikle, and the properties to the east (excluding those fronting Lakeshore Road), creating a rectangular shaped ±3.27 acre development site.

Although Parcel B is not independently developable, without it, those properties to the west have limited appeal for development. Thus, Parcel B is actually a key piece of the potential land assembly.

Parcel B comprises ±27,100 square feet, and following consolidation with neighbouring parcels, may accommodate a total of ±27,100 square feet of commercial development (FAR 1.0), or ±40,650 square feet of mixed use development (FAR 1.5) with covered parking. Similar to Parcel A, a full bonus up to a 2.35 FAR is not feasible in this market.

Due to the high volume of office and commercial development that is in stream or planned for the South Pandosy neighbourhood, and the potential for high quality views and a pedestrian-focused residential development near the proposed Pandosy Waterfront Park, Parcel B presents an opportunity for a successful development centered on medium density housing, with some potential for retail along Cedar Avenue.

The lands closest to Walnut Street and the proposed Pandosy Waterfront Park are best suited to medium density residential development, while the lands closest to Lakeshore Road are best suited to mixed use multi-storey development with ground floor retail with apartments above.

Therefore, the highest and best use of Parcel B as of February 25, 2014 is development with a mixed use project with a primarily medium-density residential focus following consolidation of the subject with adjacent development lands.

7.1 METHODOLOGY

The application of the Direct Comparison Approach requires the development of an opinion of market value by comparing properties similar to the hypothetical surplus development lands, either have sold recently, are listed for sale, or are under contract.

The Direct Comparison Approach is defined by the Dictionary of Real Estate Appraisal as:

> **"A set of procedures in which an appraiser derives a value indication by comparing the property being appraised to similar properties that have been sold recently, applying appropriate units of comparison, and making adjustments, based on the elements of comparison, to the sale price of the comparables".**

The unit of comparison, which is defined as the component into which a property may be most logically divided for comparison purposes, is considered to be selling price per square foot in the case of the subject properties.

7.2 COMPARABLE SALES SUMMARY

INDEX NO.	CIVIC ADDRESS	ZONING	OCP	LOT AREA (SQ. FT.)	SALE DATE	ADJUSTED SALE PRICE	$/ (SQ. FT.)
1a	1151 Sunset Drive	RM6	MRH	63,162	7/2012	$3,800,000	$ 60.16
1b*1	1151 Sunset Drive	RM6	MRH	63,162	7/2012	$2,600,000	$ 41.16
2	Lawrence Ave.	C7	COMM.	10,471	9/2012	$ 882,979*2	$ 84.33
3	Ellis Street	C7	COMM.	18,000	10/2012	$1,700,000	$ 94.44
4	Sutherland Ave.	RM5	MRM	14,290	3/2012	$ 550,000	$ 38.49
5	540 Osprey Ave.	RU6	MXR	6,098	5/2013	$ 469,000	$ 76.91
6	565-583 Osprey Ave	RU6	MUR-MD	73,621	4/2011	$4,950,000*3	$ 67.24
7	3409 Lakeshore	C9	COMM.	85,378	2/2007	$9,465,000	$110.86
8a	Lakeshore Road	RU6/ C9	COMM.	33,106	Expired	$2,500,000	$ 75.52
8b	Lakeshore Road	RU6/ C9	COMM.	33,106	Offer	$2,300,000	$ 69.47
9	579 Truswell Road	C9	MXT/PARK	37,026	1/2010	$2,250,000	$ 60.77

*1 Extracted land value based on an estimated contributory value for the partially built parkade of $1.2 million.

*2 Actual sale price was $732,979. Including tenant relocation, building demolition, and other expenses, effective cost of acquisition is $882,979.

*3 Actual aggregate sale price was $4,200,000; however, the purchase paid an additional $250,000 in closing costs, $380,000 in off-site costs, and $120,000 in demolition costs to prepare the site for development.

7.3 MARKET CONDITIONS ADJUSTMENT

As discussed the demand for multiple unit residential development land evaporated in 2009 concurrent to the onset of the global financial crisis and credit crunch. With the exception of ground orientated low density multi-family and niche market projects, this segment of the market has remained weak, with a number of properties forced into foreclosure and sold or listed for sale at prices significantly lower than what was achieved prior to 2008. This is of particular importance in analyzing the 2007 sale of Index 7.

In order to gauge the degree of decline of multi-family land over the past few years, a thorough search of all sales, listings and expired listings was completed. The decline in price levels has been evident across the entire Okanagan region; therefore the scope of the search includes market activity to Osoyoos in the south and Lake Country to the north. In order to accurately reflect the price decline relative to waterfront parcels in Kelowna, an analysis of residential waterfront lot sales located near the subject was also completed and detailed on the table on the following page.

Development Land Paired Sales/Listing Analysis

ADDRESS	SALE DATE	SALE/LIST PRICE	% CHANGE	COMMENTS
1302 St Paul St. Kelowna	May-07	$ 1,500,000		Both good sales.
	Oct-10	$ 1,150,000	-23%	2nd sale adj.- $50k for building on 2010 sale.
590 Clifton Rd.	May-07	$ 4,500,000		Original accepted offer that never closed Sale.
590 Clifton Rd.	Feb-10	$ 2,500,000	-44%	
1818 Peak Point Court West Kelowna	Mar-07	$ 1,814,000		
	Nov-10	$ 1,000,000	-45%	Both good sales.
4058/66 Gellatly Rd. West Kelowna	Jan-08	$ 8,900,000		
	Nov-11	$ 4,500,000	-49%	List price reduction.
Seymour Rd., Lake Country	Jun-08	$16,000,000		
	Jan-11	$ 8,000,000	-50%	List price reduction.
OUTSIDE OF KELOWNA AREA				
800 Cottonwood Dr. Osoyoos	Feb-07	$ 7,200,000		
	Nov-10	$ 4,995,000	-31%	Sale and listing.
169 Estabrook Ave. Penticton	Oct-06	$ 1,010,000		
	Jan-11	$ 612,000	-39%	Both good sales.
5890 Columbia Ave. Peachland	Feb-08	$ 1,150,000		Sale.
	Listing	$ 770,000	-33%	Listing.
Willow Beach Osoyoos	Jun-07	$23,000,000		Sale.
	Oct-13	$ 4,100,000	-78%	Sale* (did not include 3.93 acre homesite that had been included in 2007 sale). Rate per acre decreased from $309,514 to $58,255, and rate per front foot decreased from $16,428 to $3,727 over the time period.
		Kelowna Area	**-45%**	
		All Areas	**-44%**	
RESIDENTIAL LOT				
3568 Lakeshore Rd. Kelowna	Aug-07	$ 2,480,000		2007 sale price.
	Jun-13	$ 1,569,951	-36.7%	Sale.

The preceding table reflects the analysis of nine paired sales and or listings of comparable development properties and one vacant residential waterfront parcel. The average price decline is ±43%, with a range of -23% to -78%.

Based on the foregoing analysis on the change in market conditions from 2007 to 2013 and the bon-a-fide offer on Index 8b the adjustment for changes in the market conditions from 2007 to current is estimated at -30%.

The sale and list prices of the comparable properties below have not been adjusted to include any estimated additional costs for demolition off-site servicing and any required road work, unless noted otherwise.

Market Condition Adjustment Schedule

INDEX NO.	CIVIC ADDRESS	SIZE/ SQ. FT.	SALE /LIST DATE	SALE/LIST PRICE	TOTAL % ADJ.	ADJ. SALE/LIST PRICE	ADJ. SALE PRICE/ SQ. FT.
1a	1151 Sunset Drive	63,162	7/2012	$3,800,000	--	$3,800,000	$60.16
1b*1	1151 Sunset Drive	63,162	7/2012	$2,600,000	--	$2,600,000	$41.16
2	Lawrence Avenue	10,471	9/2012	$ 882,979*2		$ 882,979	$84.33
3	Ellis Street	18,000	10/2012	$1,700,000	--	$1,700,000	$94.44
4	Sutherland Avenue	14,290	3/2012	$ 550,000	--	$ 550,000	$38.49
5	540 Osprey Ave.	6,098	5/2013	$ 469,900	--	$ 469,000	$76.91
6	565-583 Osprey Ave	73,621	4/2011	$4,950,000*3	--	$4,950,000	$67.24
7	3409 Lakeshore	85,378	2/2007	$9,465,000	-30%	$6,625,000	$77.60
8a	Lakeshore Road	33,106	Expired	$2,500,000	--	$2,500,000	$75.52
8b	Lakeshore Road	33,106	Offer	$2,300,000	--	$2,300,000	$69.47
9	579 Truswell Road	37,026	1/2010	$2,250,000	--	$2,250,000	$60.77

*1 Reduced value for the $1,200,000 of net parkade value.
*2 Actual sale price was $732,979. Including tenant relocation, building demolition, and other expenses, effective cost of acquisition is $882,979.
*3 Actual aggregate sale price was $4,200,000; however, the purchase paid an additional $250,000 in closing costs, $380,000 in off-site costs, and $120,000 in demolition costs to prepare the site for development.

7.4 ANALYSIS

The comparative indices exhibit per square foot rates from $38.49 to $94.44 per square foot.

Indices 6, 7, 8a and 8b, with rates of $67 to $77 per square foot, provide evidence of medium size commercial and mixed-use development sites in the South Pandosy/Lower Mission neighbourhoods.

Index 6 is the Osprey/Raymer assembly that comprises 12 residentially improved properties (±74,000 square feet) that were acquired in foreclosure. At the time of the sale, the properties had received second

and third readings for rezoning from RU6, Two Dwelling Housing, to C4, Urban Centre Commercial to facilitate a ±183,662 square foot mixed-use strata development. The floor area ratio, based on the proposed consolidation of the 12 parcels (73,621 square feet) and the closure of the adjoining public lane (9,759 square feet), was 2.20. The property sold in April 2011 for $4.45 million, inclusive of $4.2 million for the land and $250,000 in additional closing costs incurred to complete the transaction. Inclusive of $380,000 in off-site costs and $120,000 for demolition, the total cost of acquiring the site and having it ready for development is $4,950,000, $67.24 per square foot. At the time of the sale, the buyer contemplated developing the property with 6 commercial buildings to a total FAR of 1.0, thus the sale price per square foot of net floor area is $67.24. However, subsequent to the sale, and following development of two commercial buildings totalling ±28,000 square feet, the remaining land was redesigned to include a two commercial buildings, two storeys and five storeys, separated by a two storey parkade with 8 brownstone style townhomes along the sides, four per side. The resulting blended FAR for the 92,600 square foot project is 1.24. Based on the redesigned project, the sale price per square foot of net floor area is $53.46.

Indices 7 and 8 are ±85,000 square foot and ±33,000 square foot development sites located across the street from Gyro Beach, one of the most desirable beaches in Kelowna. Indices 7 and 8 are situated on busy corridors at the south end of the South Pandosy commercial corridor.

Index 7 is the 2007 assembly by Cressey that was proposed for a 6 storey, 125 unit mixed use development with a proposed FAR of 1.50. Following the downturn the project was put on hold until the market recovered. The property is a very desirable development site with high traffic exposure, at the south end of the Pandosy commercial district, and across the street from a very desirable park. In comparison, Index 7 is a superior retail location to the subject; although the subject is more desirable for higher-quality permanent residences. After downward adjusting the sale of Index 7 by 30%, for changes in market conditions, Index 7 indicates a rate of $77 per square foot of site area, $51.80 per square foot of net saleable area proposed at the time of the assembly.

Indices 8a and 8b are represented by 3461 Lakeshore Road. There is a Fortis substation located directly behind the property that negatively affects the east side of the property. As they currently exist, the properties have ±330 feet of frontage on Lakeshore Road and Swordy Road. Frontage upgrades are estimated at $100,000. Inclusive of frontage upgrades, the current list price indicates a price of $78.54 per square foot. This project is partially impacted by a road dedication to facilitate widening of Lakeshore Road; however, the dedication is partially off-set by a trade with the City for adjacent land which results in a net gain of land area for Index 8; however, with a proportional cost. Based on the bonafide offer of $2.3 million, Index 8b indicates a rate of $69.47 per square foot, approximately 10% less than the adjusted price of Index 7, which

is consistent with the negative impact of the sub-station and the irregular site shape. In comparison with the subject properties, akin Index 7, Index 8 has a similar semi-waterfront park adjacent location. However, Index 8 has superior retail appeal due to traffic volume and exposure, but has inferior residential appeal and is considered slightly inferior.

Index 5 is provided purely as supportive evidence, as it was improved at the time of sale, and is inferior in relation to the subject due to its smaller site size. Index 5 was included for reference purposes as it is a recent sale ($77.06 per square foot of land) in the vicinity of the subject, but for discussion and reference only.

Indices 2 and 3 represent C7 zoned development sites in downtown Kelowna. Index 2 was acquired for development with a 4 storey office building, while Index 3 was acquired by the City of Kelowna for a parking lot and as a strategic holding parcel.

Index 2 is located on the south side of the 200 Block of Lawrence Avenue, west of the firehall and Water Street. The 10,471 square foot parcel was acquired from the City of Kelowna in July 2012 for $732,979, $70.00 per square foot, for the purpose of building a 15,666 square foot office building to be anchored by a law firm that was already located in the neighbourhood. The property benefits from a restrictive covenant and Licence of Occupation area on the adjacent firehall property which enables the development of the east building elevation as though it were corner sited. The design incorporates windows on the front/north, east and south building elevations and on the second, third and fourth floors' west elevation. Fourteen parking stalls are accessed off the lane, providing a parking ratio of 0.89 stalls per 1,000 square feet of floor area. Off-site construction requirements, with respect to Schedule B of the Development Covenant, include upgrades to the parking facilities on the adjacent firehall property. Additional costs for tenant relocation, building demolition and parking lot improvements on the adjacent firehall property approximate $150,000. Based on the adjusted purchase price, $882,979, the indicated land rate is $84.33 per square foot, or $56.36 per square foot of saleable square foot of commercial area.

Index 3, the former Henderson's Cleaners site is located at the northwest corner of Ellis Street and Lawrence Avenue, one block south of Bernard Avenue. The three contiguous lots comprise an aggregate of 18,000 square feet, inclusive of 120 feet of Ellis Street frontage to the east, 150 feet of Lawrence Avenue frontage to the south and 150 feet of lane frontage to the north. The improved property was acquired in December 2009 for $1,250,000. The purchaser spent $400,000 on the building demolition and the environmental clean-up. The property was developed with a 45 stall gravelled surface parking lot and was reoffered for sale in April 2011 for $2,500,000. The asking price was reduced to $2,000,000 in October 2011 and the property sold to the City of Kelowna in October 2012 for $1,700,000, $94.44 per square foot.

Indices 2 and 3 are not influenced as positively by their proximity to waterfront park as the subject, considering that they are 1 and 2 blocks from City Park, but are nevertheless located downtown and have superior commercial appeal to the subject.

Index 1, the former Lucaya development property, is located in a good location, but the sale was influenced by the partially-built ±60,000 square foot parkade onsite. The project was stopped mid-construction after the downturn and went into foreclosure. Excluding an estimated contributory value for the parkade, of $1,200,000 (20% of the replacement cost), the underlying land value of Index 1 is $2,600,000, $41.16 per square foot, or $22.93 per square foot of net building area considering the approved plans for 113,400 square feet of high-rise residential development.

Index 9 is the La Mission Motor Inn property located on the south west corner of Lakeshore Road and Truswell Road. The property includes 240± feet of Truswell Road frontage and extends an average of 139 feet south to Mission Creek frontage measuring 226± feet. The 1971 constructed two storey motel includes 39 units and owner's suite. The property's use represents an interim use as a transient lodging facility pending more favourable economic conditions permitting redevelopment to a multi-family apartment hotel (condominium) property, akin to Waters Edge located to the west. The property, acquired by the City of Kelowna for the Mission Creek bridge expansion, could potentially accommodate up to 55,539 square feet based on a 1.5 FAR. The ±37,000 square foot property sold for $60.77 per square foot of land. Less weight is placed on Index 9 as it represents the sale of a property that included an operating motel, but has been included based on its similar location and multi-family development potential.

Index 4 is located on the north side of Sutherland Avenue between Pandosy and Richter Streets, in south Kelowna. The 14,290 square foot RM5 zoned parcel comprises 91.9 feet of Sutherland Avenue frontage to the south and a depth of 155.5 feet. A public lane parallels the east and north lot boundaries. Index 4 was listed for sale in July 2010 for $695,000 and sold in March 2012 for $550,000, $38.49 per square foot. Index 4 is inferior to the subject due to location, and less weight is placed in the analysis of this property as it was purchased for development of a rental apartment building in a less appealing neighbourhood. Index 4, therefore, represents a lower limit of value for the subject properties.

Overall, Indices 6, 7, 8a and 8b represent the best comparable properties for the subject hypothetical surplus development lands, presenting a price per square foot range of $67.24 to $77.60. That being said, the subject properties are superior in their proximity to high quality waterfront park development and location within the South Pandosy neighbourhood.

7.5 CONCLUSIONS

The current market value of the triangular shaped hypothetical Parcel A is weighted towards the evidence provided by Indices 6, 7, and 8, at $67 to $77 per square foot, $52 to $56 per square foot saleable, but also with consideration to the values indicated by Indices 2 and 3 at $84 to $94 per square foot. Considering the foregoing, the market value of hypothetical Parcel A, is estimated at: $55 per square foot of net saleable area. Therefore, based on the estimated developable area for Parcel A of 26,040 square feet (0.96 FAR), the assumed C4 zoning, complete off-site servicing, access and exposure to the Abbott Street re-alignment, and the waterfront park adjacent location, as well as the assumptions, critical and limiting conditions contained herein, the current market value of Parcel A, as of February 25, is estimated at $55 per square foot x 26,040 square feet = $1,432,200, rounded to **$1,430,000**.

ONE MILLION FOUR HUNDRED THIRTY THOUSAND DOLLARS

Parcel B is not suited to independent development due to its shape and relation to neighbouring development parcels. The highest and best use conclusion for Parcel B is that the site will be consolidated with one or more adjacent parcels to form a suitable development site. Considering that there are a limited number of owners in the surrounding properties, there is a monopolistic market influence for future consolidation. However, the subject is an integral part of the probable and likely consolidations and in-fact is a key component to redevelopment of the parcels to the west; therefore, no deduction will be made for the limited potential of the site to be developed independently.

Thus, considering the conclusion of Parcel A at $55 per square foot of net floor area, the maximum potential FAR in the C4 zone of 1.5, with covered parking, the value of Parcel B is estimated at: $55 per square foot x 1.5 = $82.50 per square foot of site area. Therefore, subject to the assumptions, critical and limiting conditions contained herein, the value of Parcel B is estimated at $82.50 per square foot: $82.50 x 27,100 square feet = $2,235,750, rounded to **$2,235,000**.

TWO MILLION TWO HUNDRED THIRTY-FIVE THOUSAND DOLLARS

DRAFT

Section 8 *Certification*

Sean Hughes, AACI, P. App, RI

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported critical assumptions, contingent and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.
- I have no present or prospective interest in the properties which are the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- The client for whom this appraisal report has been prepared, and any third parties, are advised that the Appraisal Institute of Canada retains the right to review this report.
- Compensation is not contingent upon the reporting of a predetermined value or direction in value that favours the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- Analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute of Canada.
- The undersigned made personal inspection of the hypothetical properties, as described herein, on February 25, 2014.
- No one provided significant professional assistance to the person signing this report.

The Appraisal Institute of Canada has a Continuing Professional Development (CPD) program for members. As of the date of this report, Sean Hughes, AACI, P. App, RI has fulfilled the requirements of this program.

The market value of the hypothetical surplus development land referred to as Parcel A's unencumbered fee simple interest, as of February 25, 2014, is estimated at **$1,430,000.**

The market value of the hypothetical surplus development land referred to as Parcel B's unencumbered fee simple interest, as of February 25, 2014, is estimated at **$2,235,000.**

Certified this 3rd day of April, 2014.

DRAFT

Sean Hughes, AACI, P. App, RI

POLICY 76

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
kelowna.ca

Council Policy

Disposal of City Property

APPROVED July 12, 2004

RESOLUTION: R375/10/04/26
REPLACING: R1039/08/11/24; R892/99/11/01; R-1971/07/06; R688/04/07/12
DATE OF LAST REVIEW: April 2010

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1. THAT property of the City of Kelowna be sold when it appears that there is no present or future use contemplated or where there is no strategic benefit to the City.

2. THAT the Manager, Real Estate Services continually keep the property inventory of the City under review and submit recommendations to the Municipal Council for disposal of any property considered not to have present or reasonable future use or where holding of the property has no strategic benefit to the City.

3. THAT each sale be considered on its own merits by the Municipal Council taking into consideration the recommendations of the Director of Real Estate & Building Services.

4. THAT, when permitted by statute, lands may be listed for sale through a contracted real estate agent and/or multiple listing service at the discretion of the Director of Real Estate & Building Services.

5. THAT the City of Kelowna, with respect to its properties located at the foot of Cedar Avenue (see below for properties affected) will require that building heights within 25m of non City-owned single unit waterfront home be no more than 2.5 storeys in height and that any potential rezoning to allow for a hotel, not include provision for any of the following uses:

   - Powerboat marina
   - Facilities requiring a liquor primary license
   - Hotel in excess of 50 units
   - Properties Affected (by address)

3020 Abbott Street	3060 Abbott Street	3096 Walnut Street
3030 Abbott Street	3070 Abbott Street	3098 Walnut Street
3040 Abbott Street	3080 Abbott Street	252 Meikle Avenue
3050 Abbott Street	3090 Walnut Street	

REASON FOR POLICY

To identify that the City only acquires and holds land when it is needed.

LEGISLATIVE AUTHORITY

Local Government Act, Sec. 176

PROCEDURE FOR IMPLEMENTATION

As outlined in this policy.

PANDOSY WATERFRONT

May 5th, 2014



AGENDA

- Staff Report
  - Public engagement & feedback summary
  - Site design options & analysis
  - Staff recommendation
  - Next Steps
    - Process & Timing

JANUARY 15TH RECOMMENDATIONS

- Clear outline of parameters for future redevelopment of the site
- Implementation of communications and public engagement plan

PUBLIC ENGAGEMENT SUMMARY

- Activity summary
  - Inform
  - Engage

PRE CHARRETTE FEEDBACK SUMMARY

- Save waterfront
- Development across Abbott Street
- Retain City ownership of the land
- Rezone as park (P3)
- Create car free, walkable space which is safe for biking
- Include all City-owned properties
- Walkable to the waterfront from Pandosy
- Make paddle rentals and instruction available to the general public
- Do not try to recoup monies from commercial activities or zoning on the site

CHARRETTE FEEDBACK SUMMARY

- Refined option 4
  - Movement by foot and vehicle
  - View of lake & park
  - Location of paddle center
- Refined option 1
  - Movement by bicycle
  - Arrival to waterfront
  - Waterfront access
  - Distinction between public & private space

2011 PLAN

- C9 Waterfront Parcel
  - East of Abbott street
- 7 City owned properties
- Financial return desired

2011 PLAN



2011 PLAN



REFINED OPTION 1



REFINED OPTION 4



OPTIONS ANALYSIS: PLANNING

CRITERIA	Option 1 Cedar Green	Option 4 New Abbott St. Parkway
	Uses existing alignment Abbott/Meikle/Walnut	Creates new direct alignment Abbott to Walnut
Simplicity of movement & wayfinding		√
Sense of ownership, public vs. private domains		√
Defined park space		√
Continuous views of lake		√
Park Size	√ 10810 m2	5740 m2
Respects riparian setback requirements	√	√
Maximizes publicly owned waterfront		√
Paddling centre location	√ At Cedar Ave.	√ At Meikle Beach
Public dock, centrally located	√	√
Feasible implementation in short term	√ Uses existing roads	Closes & sells some existing roads
Ability to pay	√ 2 lots on waterfront	√ More land made available for sale

OPTIONS ANALYSIS: TECHNICAL IMPLICATIONS

- Capital impact & feasibility
- Alternative options
- Phasing opportunities
- Riparian requirements
- Subdivision
- Re-zoning

COST ANALYSIS

	Refined Option 1	Refined Option 1 (current alignment)	Refined Option 4	Refined Option 4 (No lane)
Total Capital Expense	$ 4,936,534	$ 4,750,479	$ 4,059,676	$ 4,031,081
Total Land Sale Revenue	$ 2,287,895	$ 2,710,895	$ 4,438,000	$ 4,454,000
Funding Requirement	**$ 2,648,639**	**$ 2,039,584**	**$ (378,324)**	**$ (422,919)**
Optional Additional Amenity Costs				
Pier	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Sanitary lift building/odor control	$ 737,100	$ 737,100	$ 737,100	$ 737,100
Park washroom	$ 429,000	$ 429,000	$ 429,000	$ 429,000
Paddle centre*	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
*Cost may be user funded				

PADDLE CENTRE

- Community amenity
  - Charrette incorporation
- Size & utility
  - Up to 5000 square feet
- Ownership and development cost
  - Possible models

STAFF RECOMMENDATION

- Further examination of the planning and cost implications of ‘Refined Option 4’

NEXT STEPS

- Return in June with…
  - Further analysis of capital impact & technical feasibility of preferred option
  - Refined park design
  - Transportation corridor design/streetscaping
  - Recommendation for adoption of neighborhood planning policy
  - Request to Council to move forward with Re-Zoning application

GENERAL TIMELINE

- May 5th – Council update on public engagement
- May – Further analysis of 'Refined Option 4'
- June – Staff recommendations for implementation
- June/July – Subdivision & re-zoning applications
- Implement – Re-zoning process July to October

OPTIONS ANALYSIS: COST

	Refined Option 1	Refined Option 1 (current alignment)	Refined Option 4	Refined Option 4 (No lane)
Capital Cost				
Item				
Park Construction	$ 2,001,134	$ 2,001,134	$ 951,021	$ 951,021
Utility Relocation/Road & Abbott Upgrade	$ 2,675,400	$ 2,599,345	$ 2,888,655	$ 2,860,060
Additional Land Requirements	$ 110,000	$ -	$ 70,000	$ 70,000
Unbudgeted Demolition	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Total Capital Expense	$ 4,936,534	$ 4,750,479	$ 4,059,676	$ 4,031,081
Land Sale Revenue				
Abbott Triangle	$ -	$ -	$ 1,430,000	$ 1,796,000
Meikle Road & 3076 Meikle	$ 587,895	$ 587,895	$ 2,235,000	$ 2,235,000
377 Meikle	$ -	$ 423,000	$ 423,000	$ 423,000
Abbott street lots	$ 1,700,000	$ 1,700,000	$ -	$ -
Remnant Half of Abbott (future)	$ -	$ -	$ 350,000	$ -
Total Land Sale Revenue	$ 2,287,895	$ 2,710,895	$ 4,438,000	$ 4,454,000
Funding Requirement	**$ 2,648,639**	**$ 2,039,584**	**$ (378,324)**	**$ (422,919)**
Optional Additional Amenity Costs				
Pier	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Sanitary lift building/odor control	$ 737,100	$ 737,100	$ 737,100	$ 737,100
Park washroom	$ 429,000	$ 429,000	$ 429,000	$ 429,000
Paddle centre*	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000

*Cost may be user funded

PARAMETERS

- Paddle center
- Park
- Parking
- Pedestrian connections
- Riparian setbacks
- Council Policy 76
- Financial viability
- Timing









pandosy pandosy pandosy pandosy pandosy pandosy

WATERFRONT CHARRETTE

Summary Report

Presentation



1

- Purpose and Introduction
- Policy Framework
- Existing Conditions
- Issues and Opportunities

2

- Charrette Process

3

- Urban Design Ideas
- Evaluation and Recommendation

Participating Organizations

Central OK Development Commission
Kelowna Paddle Centre
Kelowna Chamber of Commerce
Okanagan Mainline Real Estate Board
Pandosy Village Business Association
KLO Central Neighbourhood Association
Okanagan Mission Residents Association
Coalition of Kelowna Community Associations
Kelowna South Central Association of Neighbourhoods
Okanagan College
Urban Development Institute

1.

The purpose of this presentation is to summarize the process and outcomes of the two-day Pandosy Waterfront Design Charrette, held on February 25th and 26th. A public open house was held on February 27th.

Also included is a series of urban design ideas that may go beyond the scope of the charrette mandate but if found valid may be taken into consideration by staff and Council at some later date.

Project Parameters

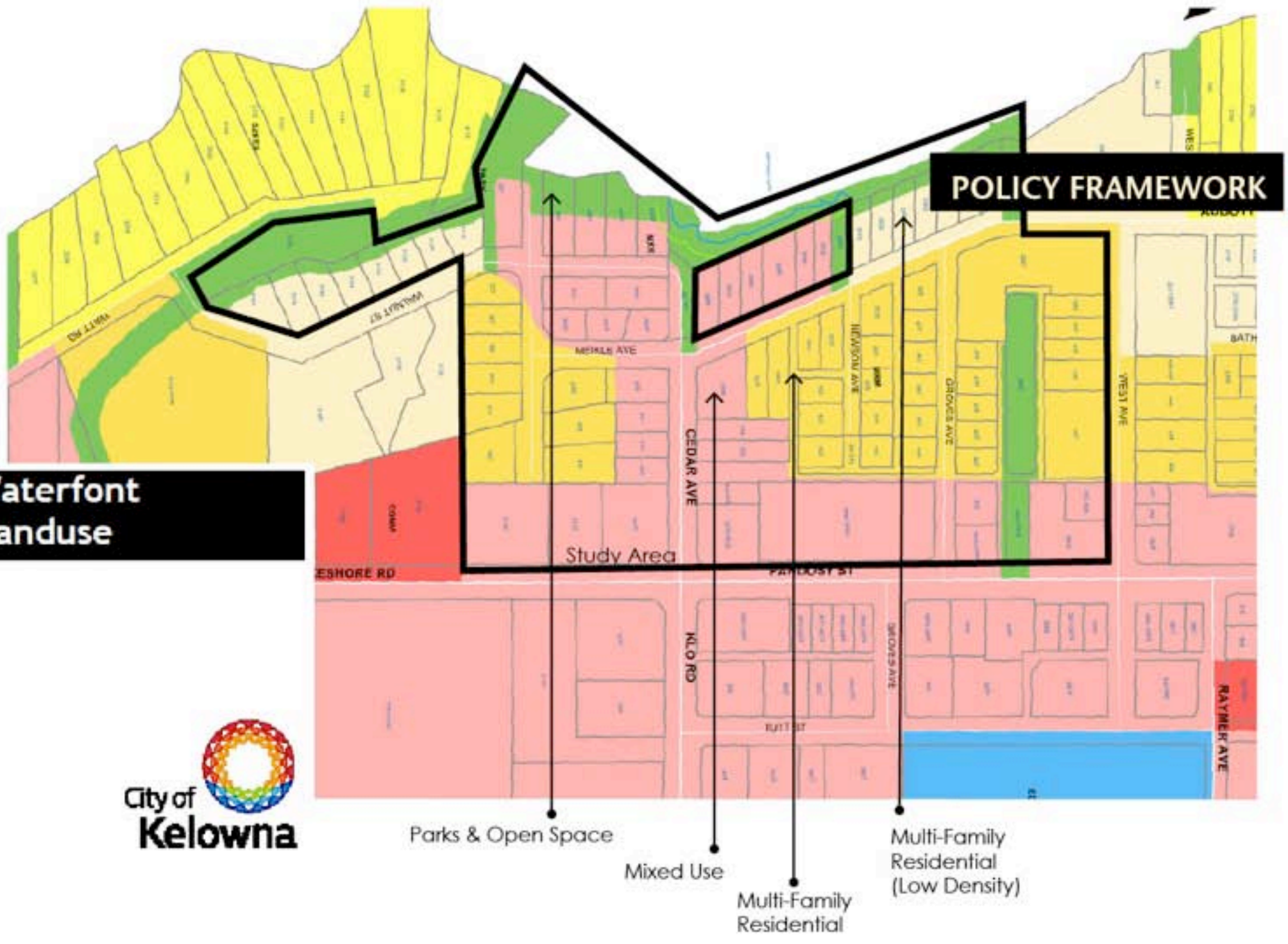
Council outlined eight parameters for the redevelopment of the Pandosy Waterfront. These include:

1. Paddle Centre - Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet of space.
2. Financial Viability – Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment opportunities in the community.
3. Park – Incorporate a park and waterfront walkway as an integral part of the site
4. Pedestrian and Park Connections – Incorporate park and pedestrian connections to current and anticipated developments.
5. Parking – Design site and buildings to meet bylaw requirements for parking in future zoning.
6. Riparian Setbacks – Respect required riparian setbacks.
7. Council Policy – Adhere to or make recommendations for amendment to Council Policy 76 (Disposal of City Property).
8. Timing – Complete public engagement and any required rezoning by the fall 2014.

POLICY FRAMEWORK

Pandosy Waterfont Future Landuse



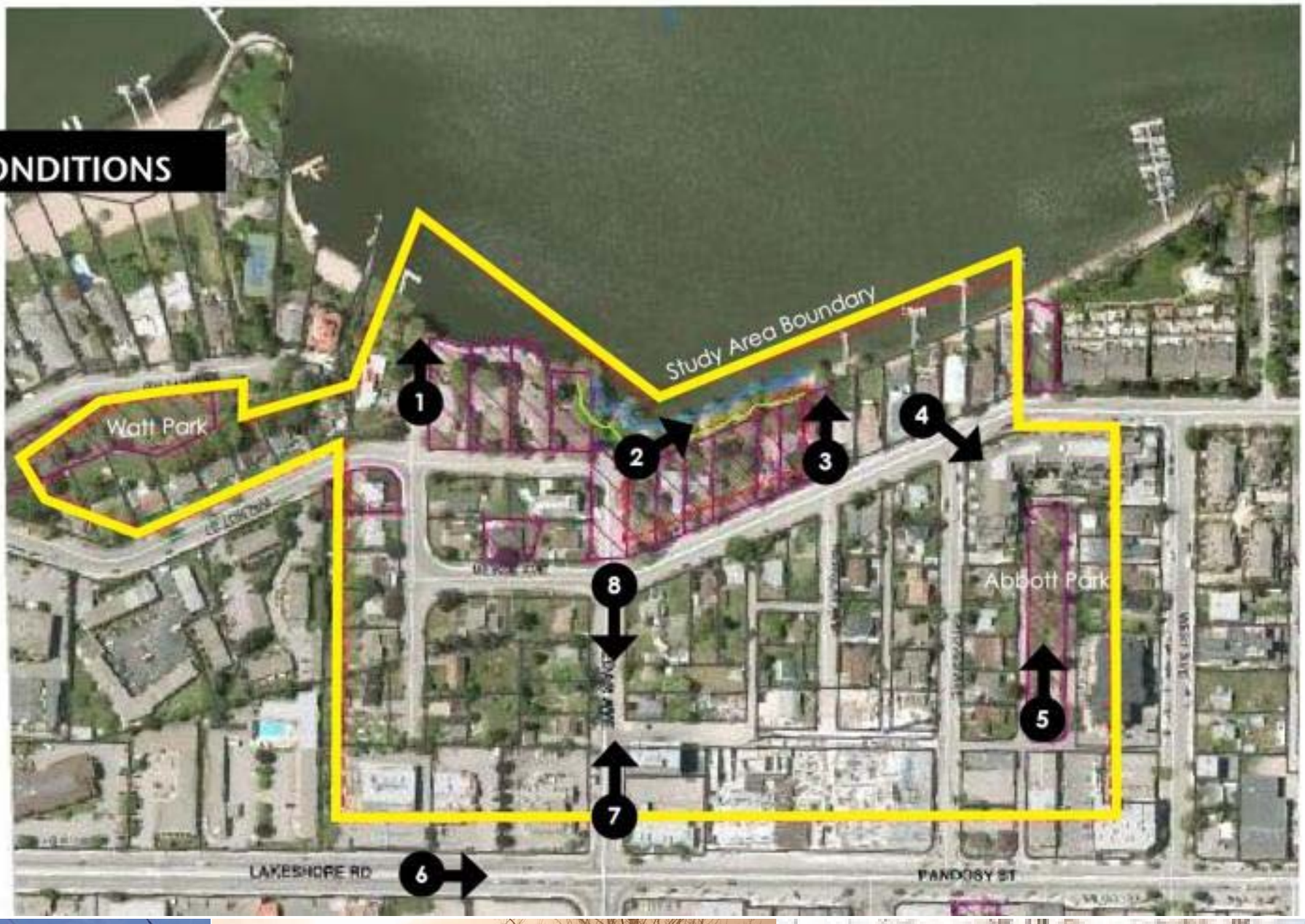


City of Kelowna

The Cedar Avenue Land Use Plan anticipates a significant range of development opportunities to move toward a complete community. Major elements of the plan include:

- Mixed-use development concentrated on Pandosy/Lakeshore and to a lesser degree on Cedar Avenue and Abbott Street.
- Multi-family residential and to a lesser degree low density multi-family residential areas away from the streets noted above.
- A continuous waterfront path starting at Abbott Park to the north and linking through to Watt Park in the south.
- Mixed-use development on the eleven City- owned waterfront lots between Meikle and Newsom Avenues.

EXISTING CONDITIONS





1



2



3

4



5





6

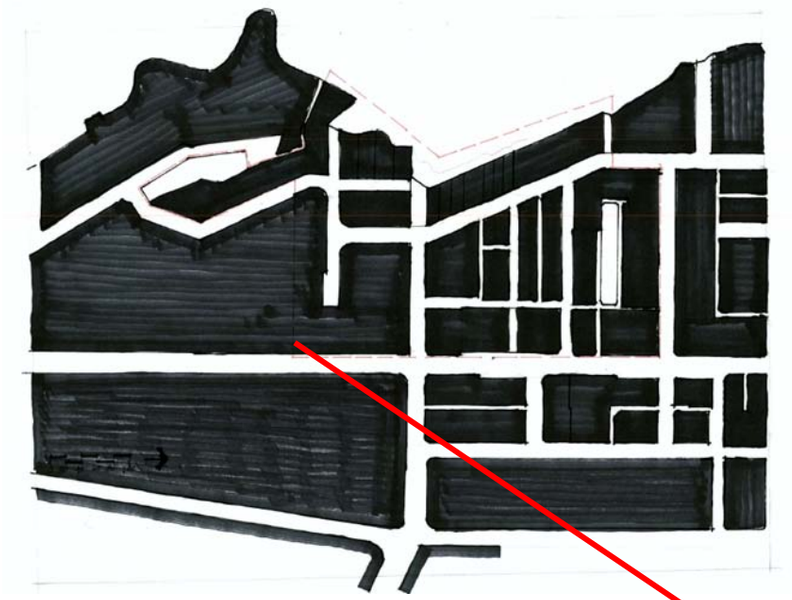


7

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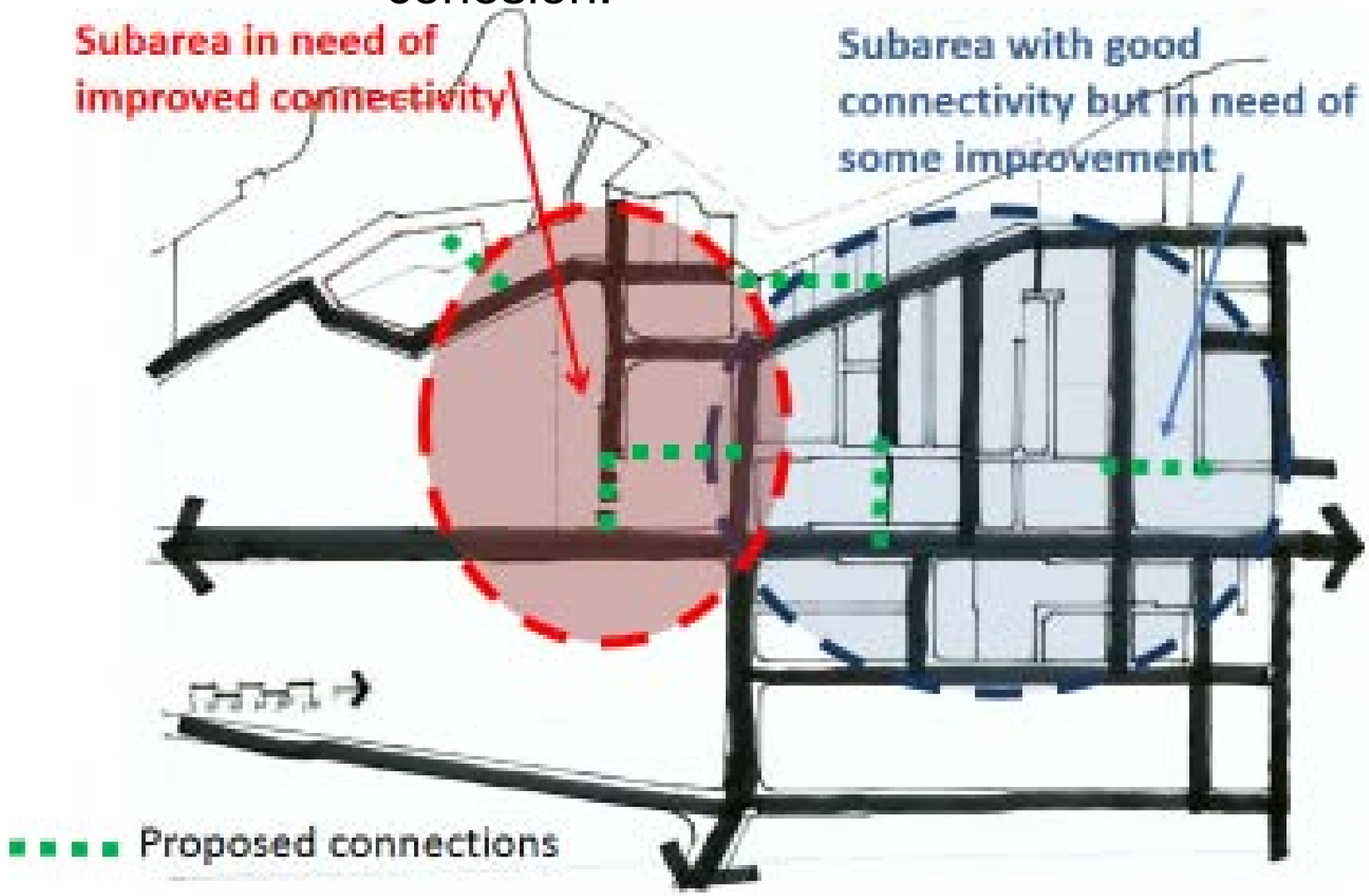


Issues and Opportunities

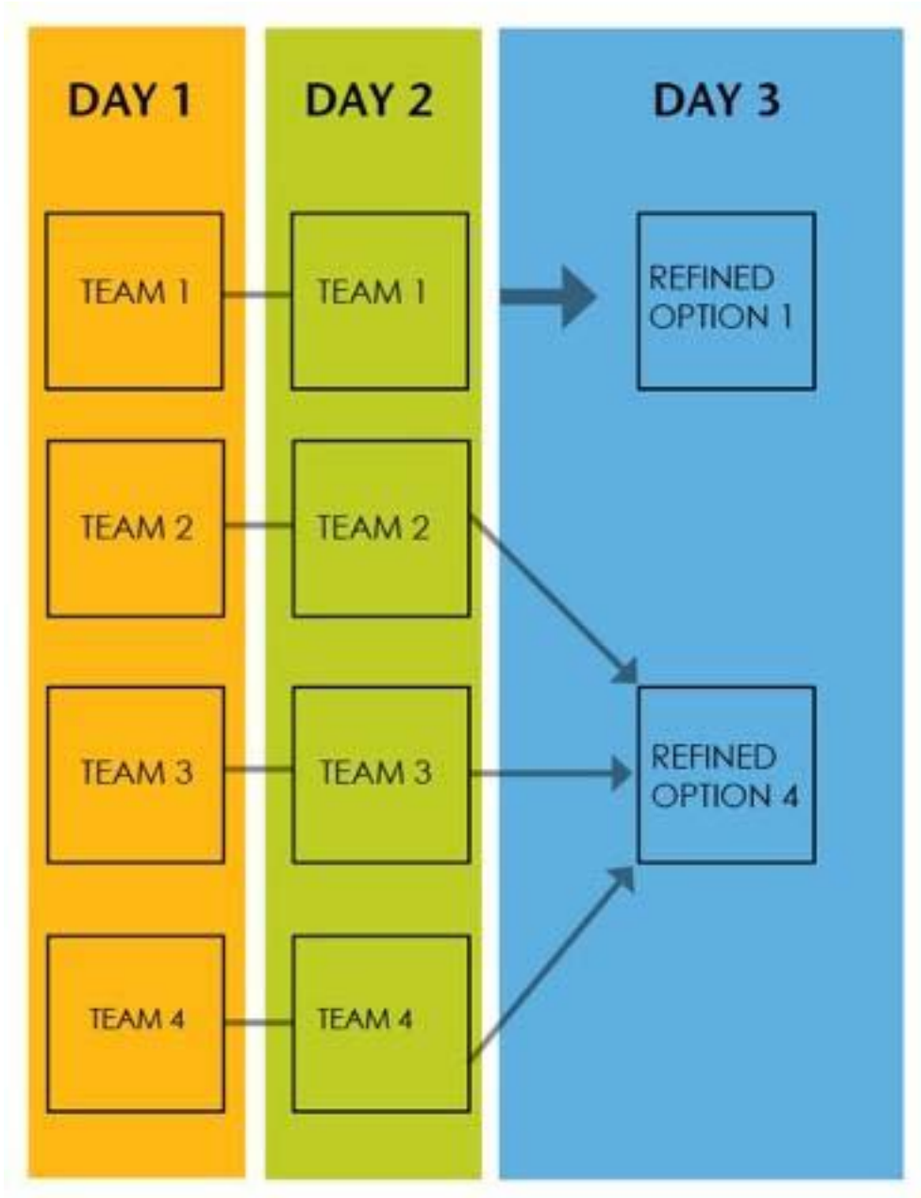


Substantial differences in block patterns and road networks north and south of Cedar Avenue show up clearly in a black and white plan.

Such analysis reveals gaps in circulation and opportunities for improving both circulation and overall neighbourhood cohesion.



2. Charrette Process



Day 1 – neighbourhood context

- Understand existing conditions
- Issues and opportunities - future land use, open space, built form, linkages
- Teams create four overall visions of the future, build models

- Evening public drop in session

Day 2 – waterfront site at a larger scale

- Teams create and revise four concepts
- Seek key commonalities and differences between them
- Decide to focus on two concepts

- Evening public drop-in session

Day 3 – Consultants refine two options

- Build models for public review

- Public Open House

Charrette Participants

Team 1- Facilitator: Gabe **Ross**

Dom Vinci, Peter Courtney, Jim Bates, Caroline Grover, Christopher Miller, Jacqueline Tames, Jan Cornell and Fraser McIntosh

Team 2- Facilitator: Cal **Meiklejohn**

Kim Dodds, Richard Burroughs, Sandy Redman, Kevin Johnson, Shane Worman, Greg Christie and Sara McClellan

Team 3- Facilitator: Jim **Meiklejohn**

Mark Thompson, Ian Sisett, Albert Weisstock, Barb Watts, Ken Webster and Judy Dickson

Team 4- Facilitator: Frank **Ducote**

Bob Whitehead, Bev Kalmakoff, Doug Hahn, Graham Kershaw, Kelly Roth, Wayne Judesch, Dave Cullen, Judy Dennison and Brenda Bachmann

Day 1 included project orientation, a site visit, and breakout teams to discuss and create visions of the future









Day 1 context models









Teams presented their concepts to each other







… and displayed them at an informal public drop in session in the evening



Day 2 focused on the waterfront site scale, and concept plans were again displayed at another informal public drop-in session





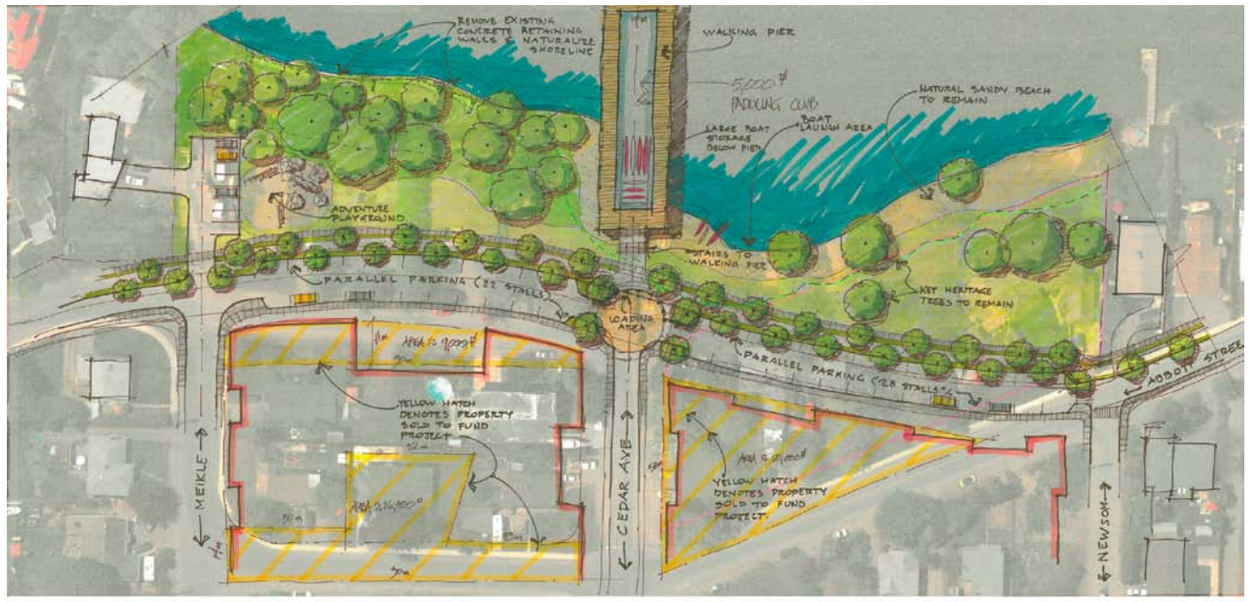




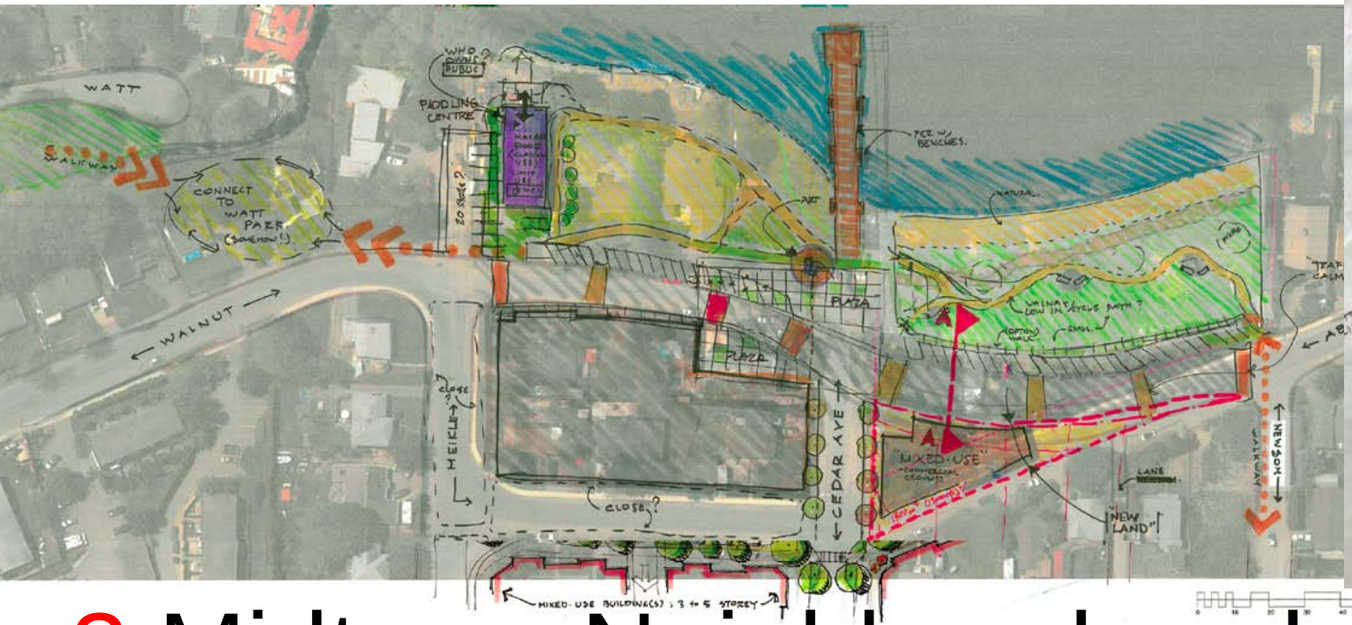
Day 2 Waterfront site concept plans



1 Cedar Green



2 Neighbourhood



3 Midtown Neighbourhood



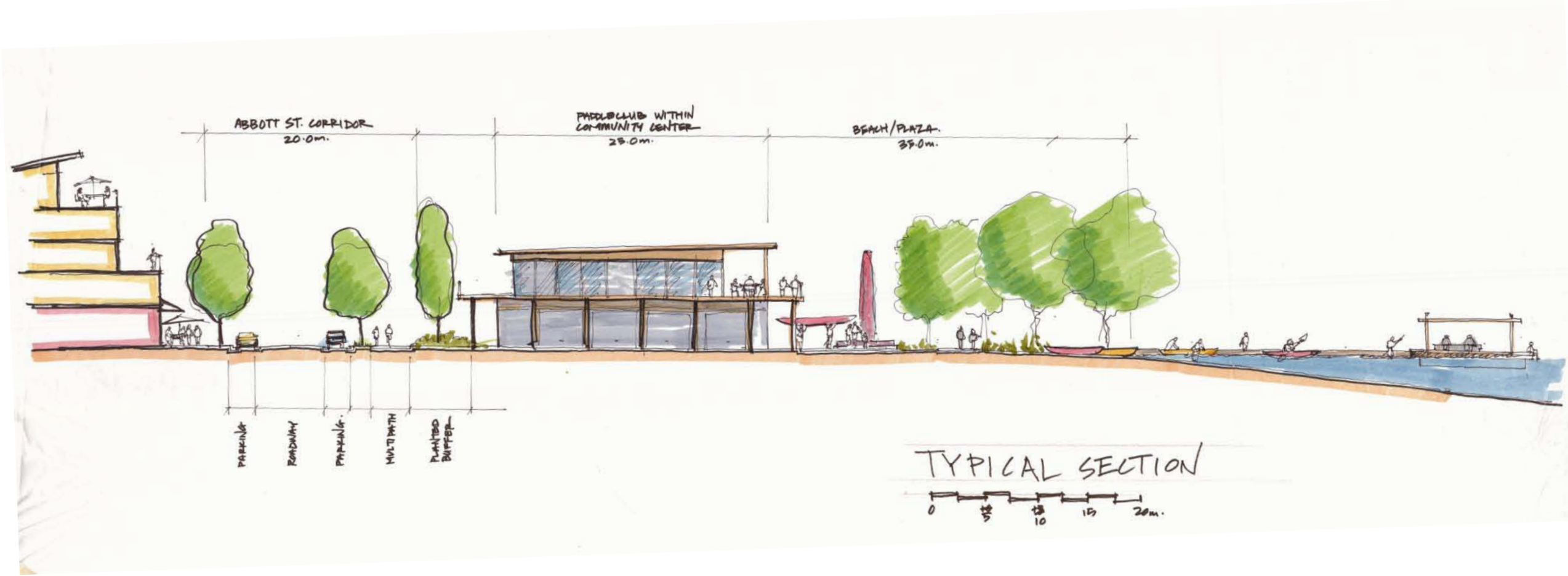
4 New Abbott Parkway

Two schemes were selected to refine in greater detail, since they represented the greatest differences in approach to circulation and waterfront park layout

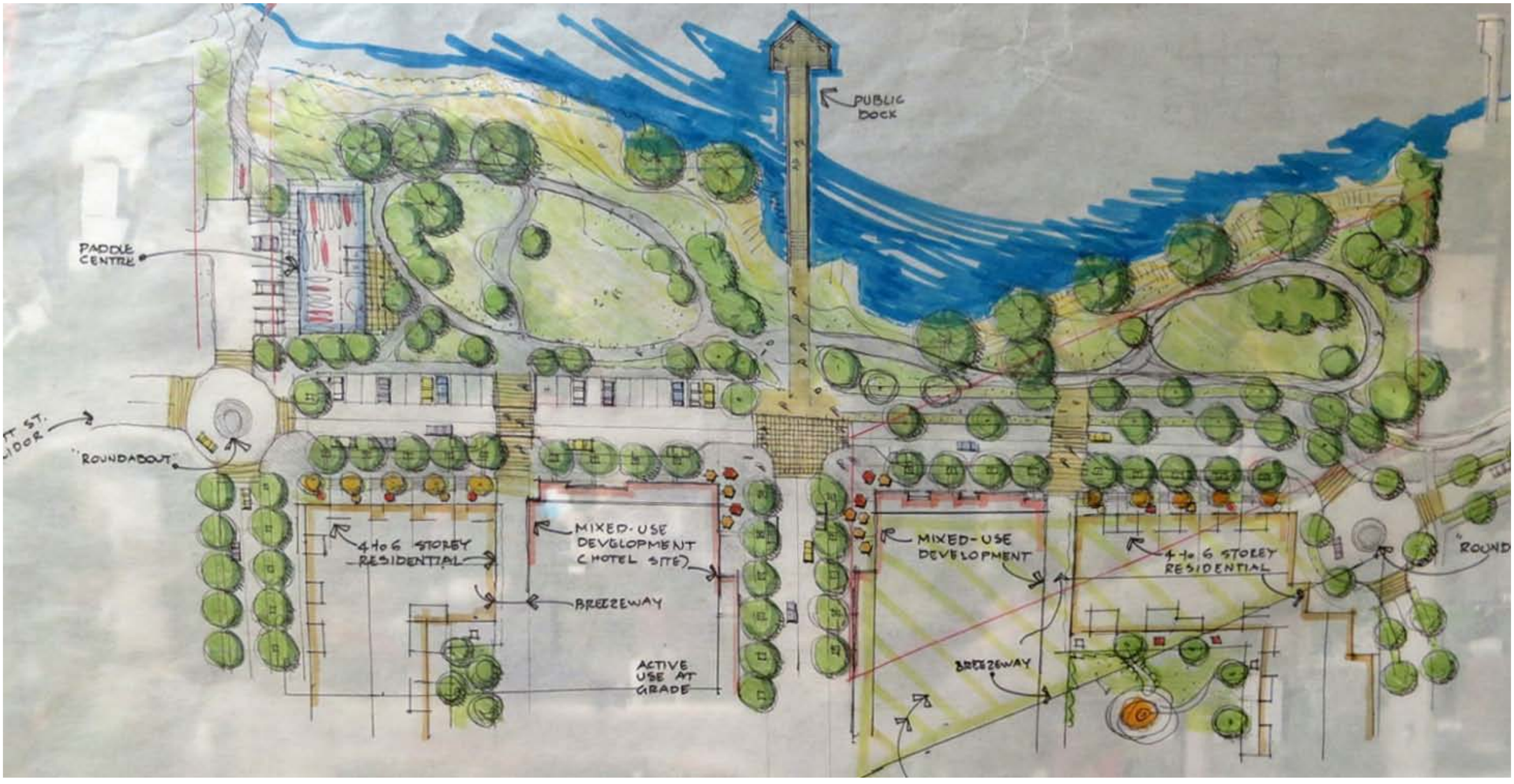


Option 1: Cedar Green

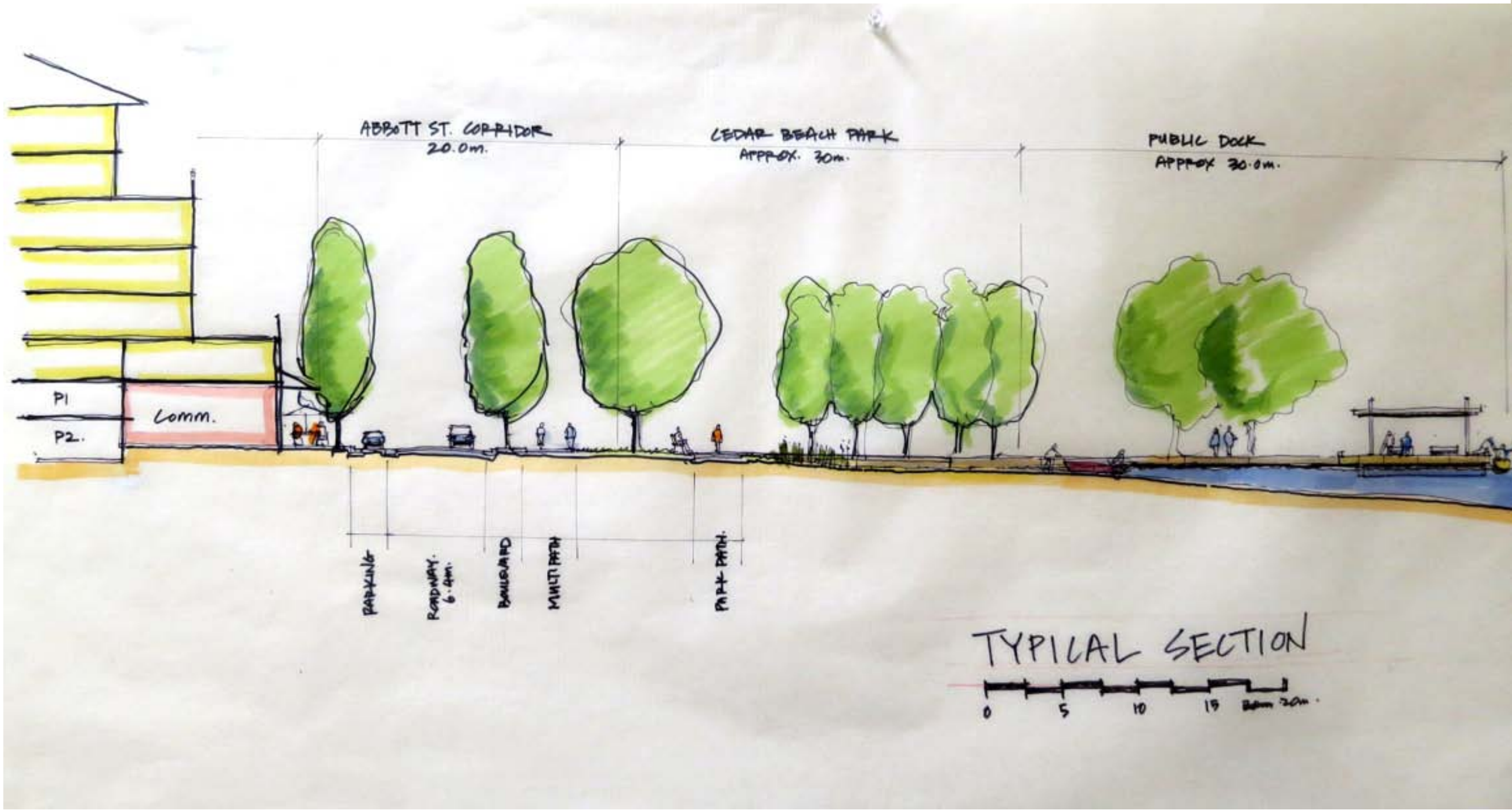
Section looking south



Option 4: New Abbott Parkway



Section looking south



Day 3 included the building of models by the facilitators for the public open house. Charrette participants were of great assistance to the process by being able to informally present and discuss the two concepts for the waterfront lands to attendees







Option 1: Cedar Green model

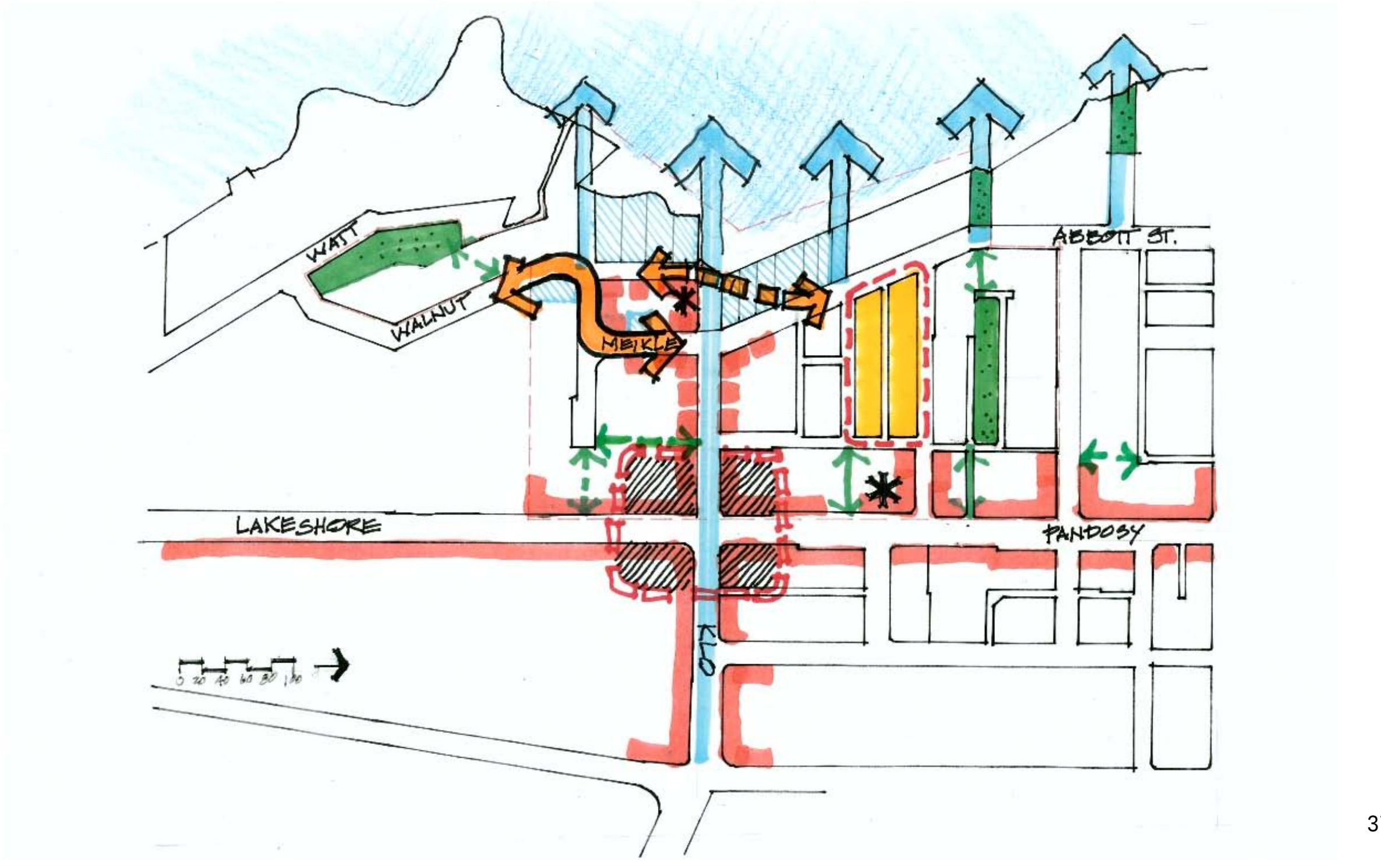


Option 4: New Abbott Parkway - model

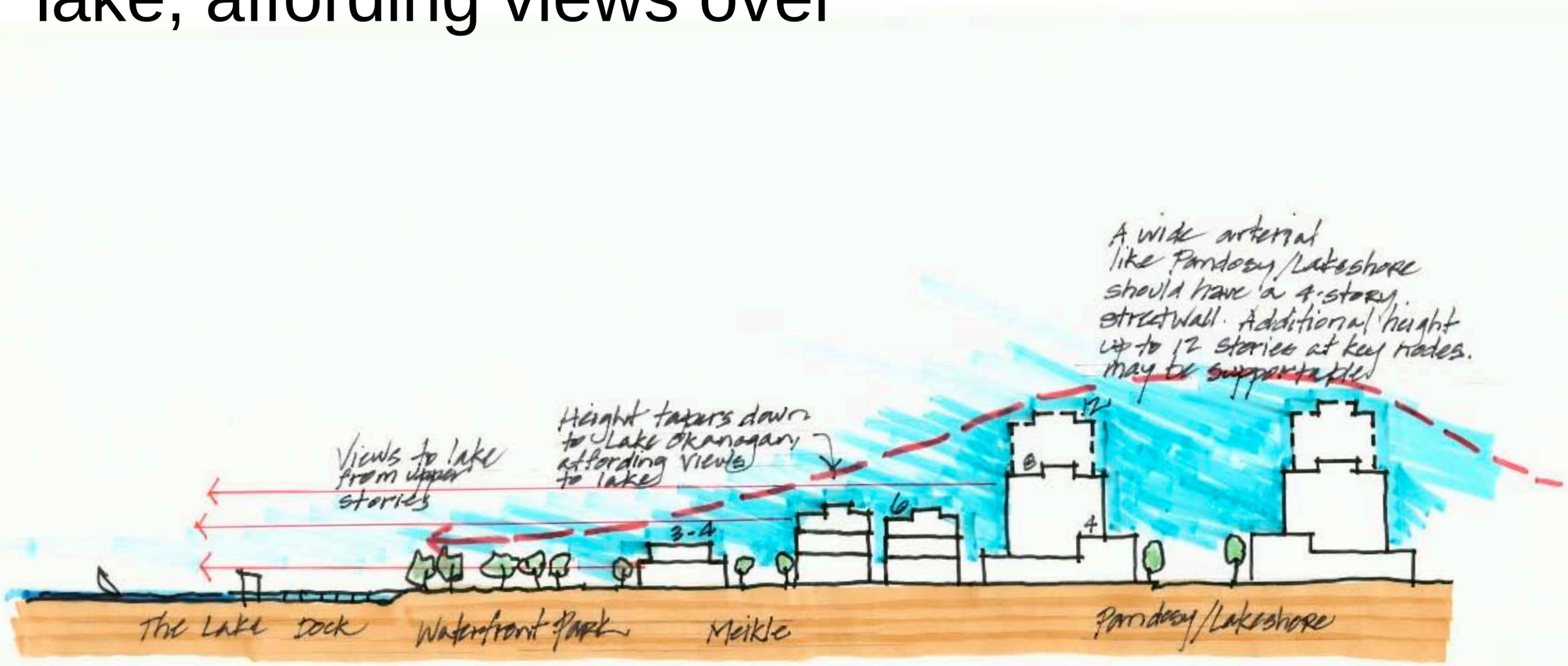




3. Urban Design Ideas

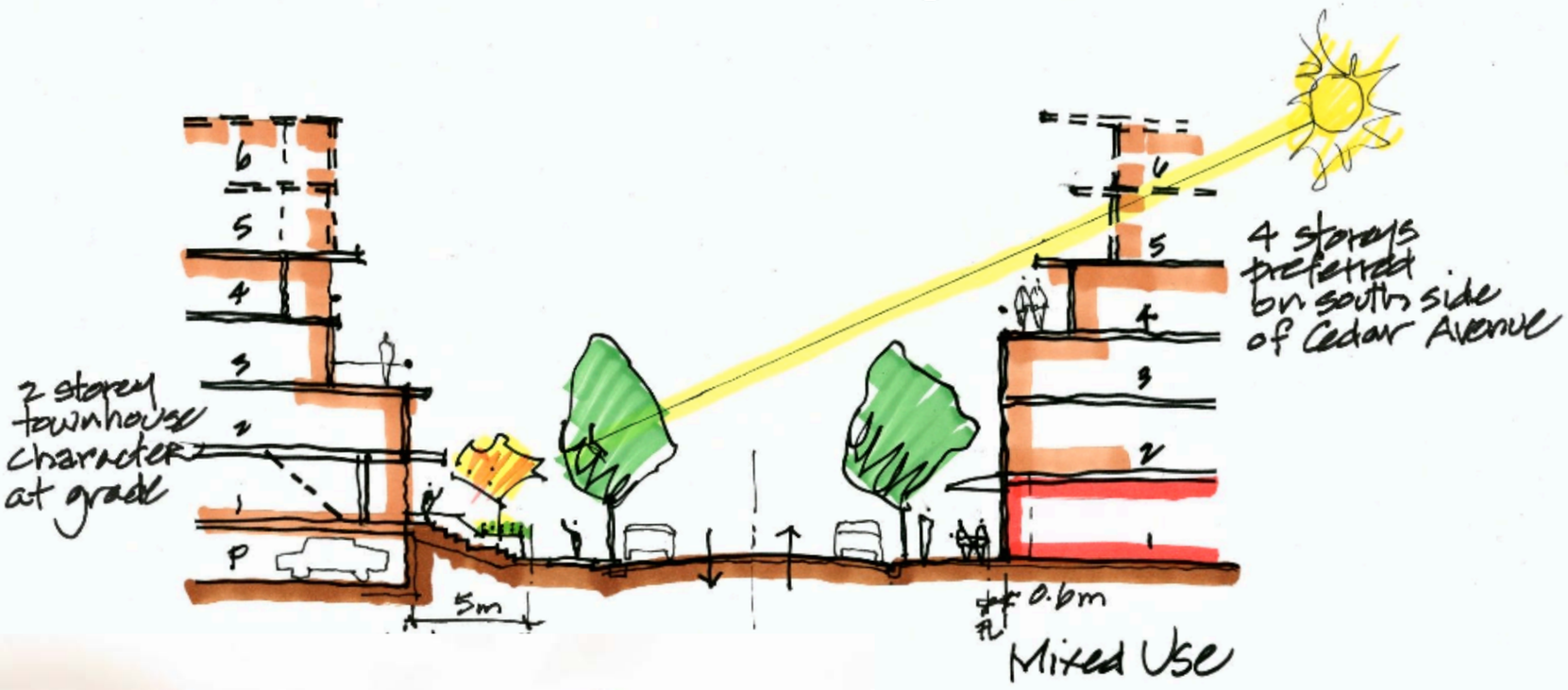


Overall urban form – landmarks at the key intersection, step buildings down toward the lake, affording views over



Section through neighbourhood, looking north

A 2-storey streetwall and stepback at the 3rd floor. Possible choice of use at grade on Cedar Avenue

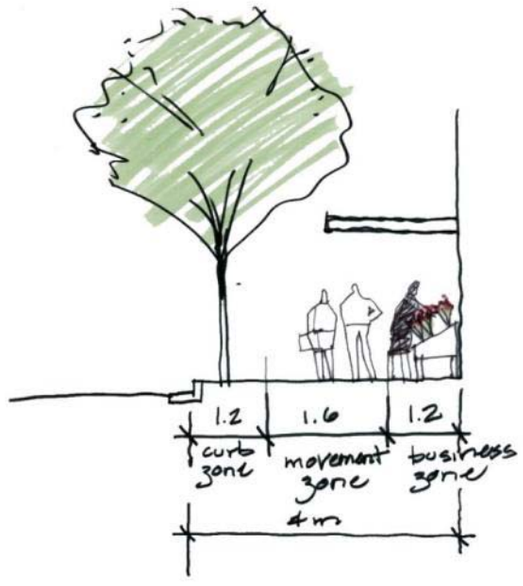




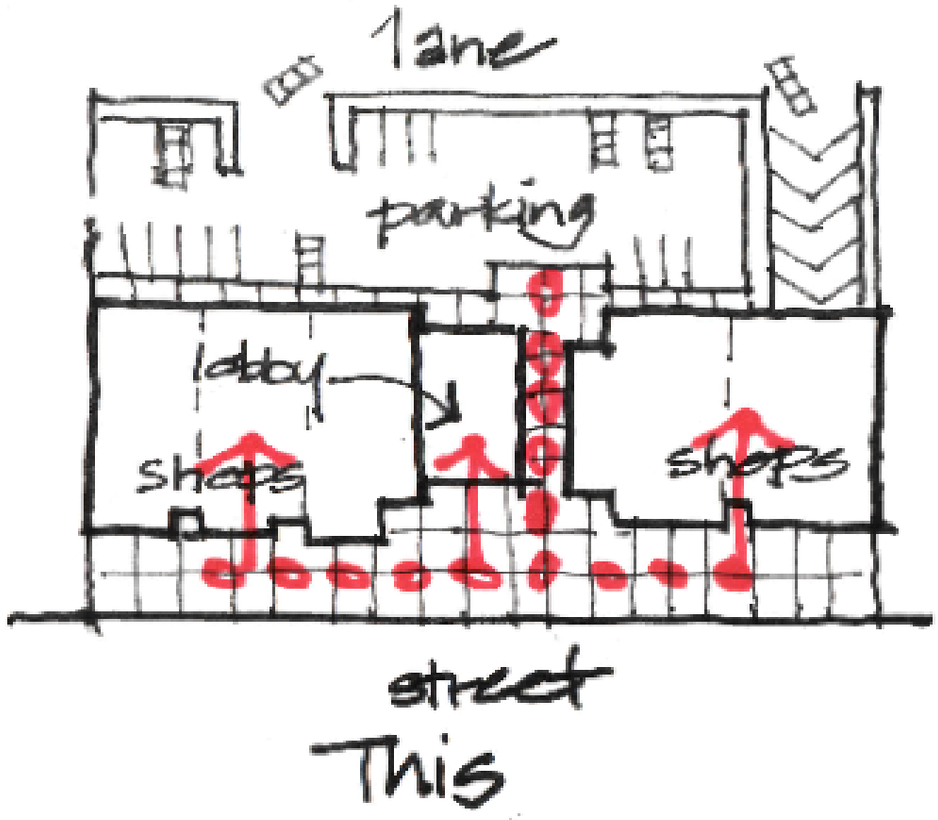
Example of a 2-storey townhouse frontage and pedestrian breezeway at Abbott House

Side by side mixed use example, possibly on Cedar Avenue





Active uses and pedestrian permeability through longer buildings

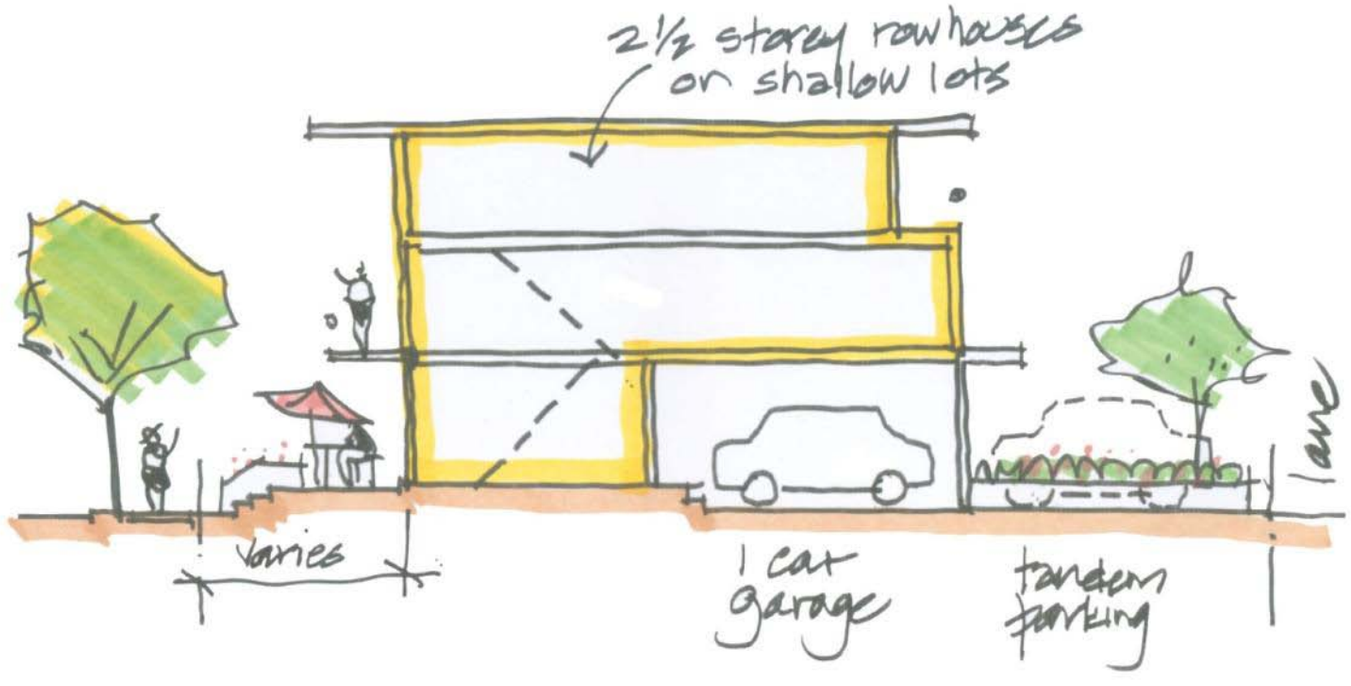


This



Foster a sense of community and animate the public realm by encouraging townhouses and townhouse-like units at grade





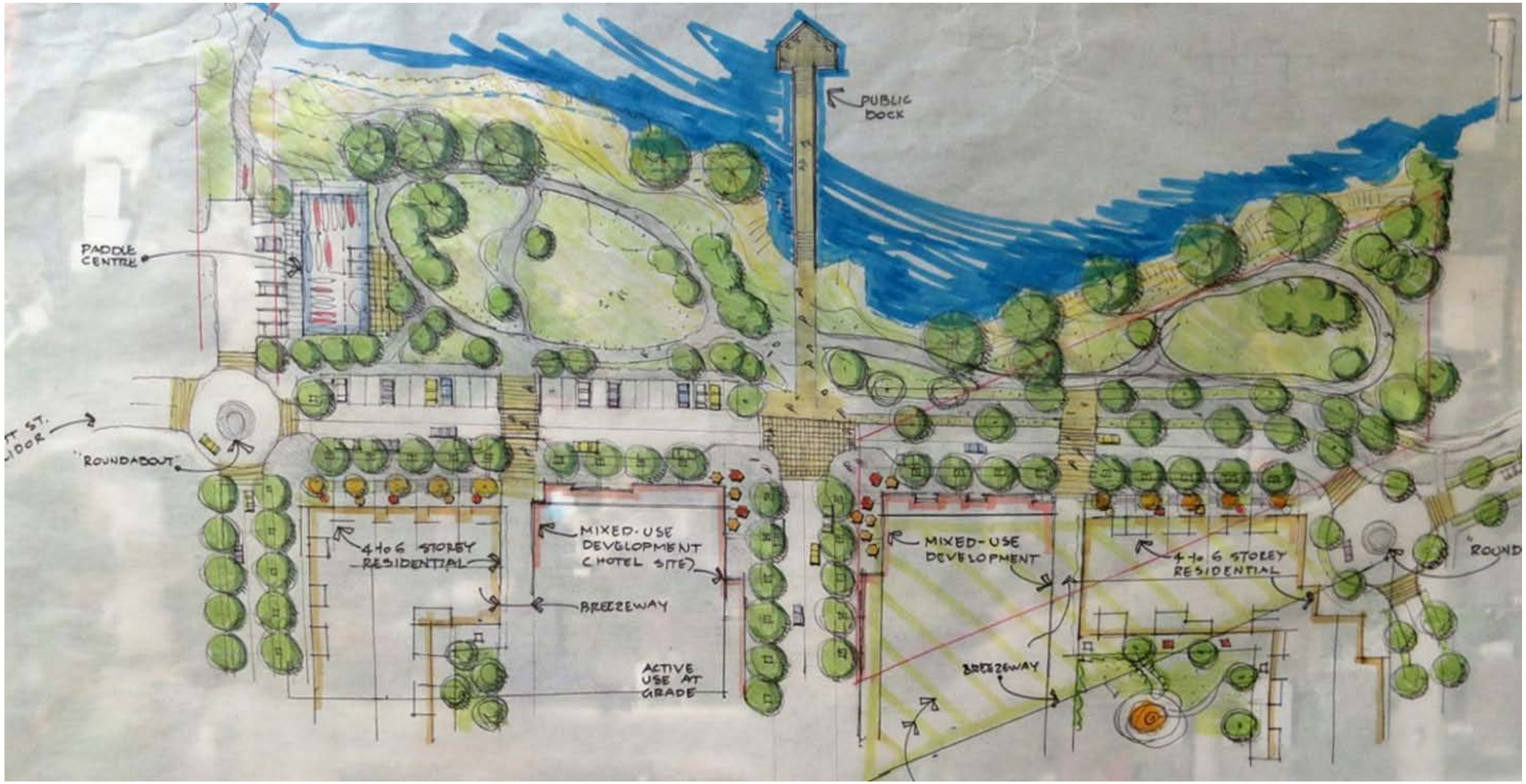
Shallow lots in particular offer a good alternative to apartments with structured parking

Evaluation of two refined options

CRITERIA	Option 1 Cedar Green	Option 4 New Abbott St. Parkway
	Uses existing alignment Abbott/Meikle/Walnut	Creates new direct alignment Abbott to Walnut
Simplicity of movement & wayfinding		√
Sense of ownership, public vs. private domains		√
Defined park space		√
Continuous views of lake		√
Park Size	√ 10810 m2	5740 m2
Respects riparian setback requirements	√	√
Maximizes publicly owned waterfront (linear frontage)		√
Paddling centre location	√ At Cedar Ave.	√ At Meikle Beach
Public dock, centrally located	√	√
Feasible implementation in short term	√ Uses existing roads	Closes & sells some existing roads
Ability to pay	√ 2 lots on waterfront	√ More land made available for sale

Checkmarks indicate preferred aspects

Recommendation: Approve Option 4, New Abbott Parkway



Thank you

FRANK DUCOTE
URBAN DESIGN

MEIKLEJOHN ARCHITECTS INC

Golder Associates

Report to Council

Date: May 1, 2014

File: 0250-20 and 0615-20

To: City Manager

From: Mayor Gray, Chair, Audit Committee

Subject: Financial Statements for the Year Ending December 31, 2013

Report Prepared by: Financial Planning Manager

Recommendation:

THAT Council receives, for information, the Report from the Audit Committee dated May 1, 2014 with respect to the Consolidated Financial Statements and Auditor's Report for the City of Kelowna for the year ending December 31, 2013;

AND THAT Council approves the appropriation of $2,300,000 of surplus generated from all general fund operations in 2013 to general reserves as detailed in the Report from the Audit Committee dated May 1, 2014;

AND FURTHER THAT the Consolidated Financial Statements and Auditor's Report be reprinted in and form part of the City of Kelowna's annual report.

Purpose:

To present the Financial Statements to Council for acceptance per the legislative requirement, to provide Council with a recommendation on the appropriation of $2,300,000 of surplus to general reserves and to seek approval to include the Financial Statements in the annual report.

Background:

A detailed review of draft City of Kelowna Financial Statements for the year ending December 31, 2013 was undertaken on April 29, 2014 by the Audit Committee, the City of Kelowna Auditor, Grant Thornton LLP, and Financial Services staff.

City Administration has recommended the appropriation to reserves of 2013 surplus generated from all general fund operations, in the amount of $2,300,000 in addition to those amounts that are normally appropriated through the budget process. The Audit Committee is in agreement with reasons provided for the appropriation. This results in an unappropriated surplus for 2013 of $237,350 dollars and an accumulated surplus balance of $2.0 million, equivalent to approximately 1.9% of taxation.

The general reserves appropriations recommended are:

Parks Purchase & Development	$ 200,000
Arterial Roads	200,000
Off Road Bikeway	200,000
Partnership Opportunity	200,000
RCMP Building	1,500,000
	$2,300,000

Legal/Statutory Authority:

The Community Charter section 167 "Annual Financial Statements" requires that municipal financial statements for a fiscal year must be presented to council for its acceptance.

Financial/Budgetary Considerations:

The Financial impact is that $2,300,000 will be transferred from surplus to general reserves.

Considerations not applicable to this report:
Internal Circulation:
Legal/Statutory Procedural Requirements:
Existing Policy:
Personnel Implications:
External Agency/Public Comments:
Community & Media Relations Comments:
Alternate Recommendation:

Submitted by:

_____
Walter Gray, Mayor

cc: Councillor R. Hobson - Audit Committee
Councillor G. Given - Audit Committee
Financial Services Director
Financial Planning Manager
Special Projects Manager
Grant Thornton LLP - Auditor
- Mr. Jim Grant, M.B.A., C.A.

2013 Financial Statements

For the year ended December 31, 2013

City of Kelowna



CITY OF KELOWNA

INDEX TO CONSOLIDATED FINANCIAL STATEMENTS

Page

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Consolidated Statement of Changes in Net Financial Assets 5
Consolidated Statement of Cash Flows 6
Notes to the Consolidated Financial Statements 7

Schedules

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Schedule 2 – Segmented Information 21
Schedule 3 – Long Term Debt 23

Independent auditors' report

Grant Thornton LLP
200 - 1633 Ellis Street
Kelowna, BC
V1Y 2A8

T (250) 712-6800
(800) 661-4244 (Toll Free)
F (250) 712-6850
www.GrantThornton.ca

To the members of Council of the City of Kelowna

We have audited the accompanying consolidated financial statements of the City of Kelowna (the "City"), which comprise the consolidated statement of financial position as at December 31, 2013, and the consolidated statement of operations and accumulated surplus, consolidated statement of changes in net financial assets and consolidated statement of cash flows for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's responsibility for the consolidated financial statements
Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' responsibility
Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion
In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the City of Kelowna as at December 31, 2013, and the results of its operations and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Kelowna, Canada
April 29, 2014

Grant Thornton LLP
Chartered accountants

CITY OF KELOWNA
Consolidated Statement of Financial Position
As at December 31, 2013
(in thousands of dollars)

	2013	2012
Financial Assets		
Cash and cash equivalents (Note 3)	**$ 67,842**	$ 28,569
Accounts receivable (Note 3)	**32,309**	29,986
Accrued interest	**952**	463
Portfolio investments (Note 3)	**217,538**	182,523
Long term investments (Note 9)	**6,000**	6,000
Property held for resale	**449**	591
Other	**-**	24
	325,090	248,156
Financial Liabilities		
Accounts payable	**40,753**	42,201
Performance deposits	**7,798**	7,457
Deferred revenue (Note 3)	**35,906**	35,562
Deferred development cost charges (Note 3)	**24,018**	26,632
Long term debt	**120,241**	134,913
	228,716	246,765
Net Financial Assets	**96,374**	1,391
Non-Financial Assets		
Prepaid expenses	**1,482**	1,449
Inventory	**999**	1,324
Work in progress (Note 4)	**59,477**	104,548
Tangible capital assets (Note 4)	**1,563,290**	1,566,769
	1,625,248	1,674,090
Accumulated Surplus (Note 5)	**$ 1,721,622**	$ 1,675,481

Contingent liabilities and Commitments (Notes 7 and 8)

Keith Grayston, CPA, CGA
Director, Financial Services

Walter Gray
Mayor, City of Kelowna

See accompanying notes to the consolidated financial statements.

CITY OF KELOWNA
Consolidated Statement of Operations and Accumulated Surplus
For the Year Ended December 31, 2013
(in thousands of dollars)

	Budget 2013	**Actual 2013**	Actual 2012
Revenue			
Taxation	$ 114,993	**$ 114,844**	$ 110,493
Fees and charges	126,483	**111,870**	129,689
Interest earned	5,530	**6,818**	5,267
DCC contributions	8,957	**11,520**	17,879
Contribution from other governments	30,837	**20,243**	17,593
Other capital contributions	286	**3,759**	2,915
Gain on disposal of tangible capital assets	-	**23,281**	1,274
	287,086	**292,335**	285,110
Expenses			
General government services	22,665	**15,107**	17,140
Protective services	48,020	**48,962**	43,077
Transportation services	31,952	**30,568**	30,297
Recreational and cultural services	32,071	**31,214**	30,153
Other services	17,767	**17,432**	15,490
Airport operations	10,750	**10,672**	10,214
Electrical utility	23,266	**8,030**	24,403
Wastewater utility	10,371	**9,483**	8,450
Water utility	6,016	**4,769**	4,830
Amortization of tangible capital assets	-	**60,092**	57,329
Debt charges	10,317	**9,865**	10,155
	213,195	**246,194**	251,538
Annual Surplus	$ 73,891	**46,141**	33,572
Accumulated Surplus, beginning of year		**1,675,481**	1,641,909
Accumulated Surplus, end of year		**$ 1,721,622**	$ 1,675,481

See accompanying notes to the consolidated financial statements.

CITY OF KELOWNA

Consolidated Statement of Changes in Net Financial Assets

For the Year Ended December 31, 2013

(in thousands of dollars)

	Budget 2013	**Actual 2013**	Actual 2012
Annual Surplus	$ 73,891	**$ 46,141**	$ 33,572
Amortization of tangible capital assets	-	**60,092**	57,329
Proceeds from disposal of tangible capital assets	-	**61,009**	2,509
Gain on disposal of tangible capital assets	-	**(23,281)**	(1,274)
Acquisition of tangible capital assets	(145,205)	**(49,270)**	(77,613)
Change in inventory and prepaid expenses	-	**292**	458
Increase in Net Financial Assets	(71,314)	**94,983**	14,981
Net Financial Assets (Liabilities), beginning of year	1,391	**1,391**	(13,590)
Net Financial Assets (Liabilities), end of year	$ (69,923)	**$ 96,374**	$ 1,391

See accompanying notes to the consolidated financial statements.

CITY OF KELOWNA

Consolidated Statement of Cash Flows
For the Year Ended December 31, 2013
(in thousands of dollars)

		Actual 2013		Actual 2012
Net inflow (outflow) of cash and cash equivalents related to the following activities				
Operating				
Annual Surplus	**$**	**46,141**	$	33,572
Adjustment for non-cash items				
Amortization of tangible capital assets		**60,092**		57,329
Gain on disposal of tangible capital assets		**(23,281)**		(1,274)
Other capital contributions		**(3,759)**		(2,915)
Developer contributions of tangible capital assets		**(2,388)**		(5,317)
Decrease (increase) in non-cash financial assets				
Accounts receivable		**(2,321)**		7,172
Inventory and prepaid expenses		**292**		458
Other assets		**(465)**		(40)
Increase (decrease) in non-cash liabilities				
Accounts payable		**(1,448)**		(2,685)
Deferred development cost charges		**(2,614)**		(11,997)
Other liabilities		**685**		2,633
		70,934		76,936
Capital				
Acquisition of tangible capital assets		**(46,742)**		(72,670)
Proceeds from disposal of tangible capital assets		**61,009**		2,509
		14,267		(70,161)
Investing				
Change in investments		**(35,015)**		1,068
Financing				
Repayment of long term debt		**(10,913)**		(11,700)
Net increase (decrease) in cash and cash equivalents		**39,273**		(3,857)
Cash and cash equivalents, beginning of year		**28,569**		32,426
Cash and cash equivalents, end of year	**$**	**67,842**	$	28,569
Supplemental cash flow information				
Interest paid	**$**	**9,865**	$	10,155
Non-cash capital activities				
Acquisition of tangible capital assets through developer contributions	**$**	**2,388**	$	5,317
Property held for resale transferred from tangible capital assets	**$**	**449**	$	591

See accompanying notes to the consolidated financial statements.

The notes to the consolidated financial statements are an integral part of the statements. They explain the significant accounting and reporting policies and principles underlying these statements. They also provide relevant supplementary information and explanations which cannot be conveniently expressed in the consolidated financial statements.

1. Significant Accounting Policies

The consolidated financial statements have been prepared in accordance with Canadian public sector accounting standards (PSAS).

The following is a summary of the City's significant accounting policies:

Basis of presentation

The City of Kelowna's resources and operations are segregated into General, Airport, Electrical Utility, Wastewater Utility, Water Utility, Natural Gas Legacy, Development Cost Charges and Statutory Reserve Funds for accounting and financial reporting purposes. The consolidated financial statements include all the accounts of these funds. All material interfund transactions and balances have been eliminated within the consolidated financial statements.

The City of Kelowna Library Society is controlled by the City of Kelowna through its appointment of the members of the society. Accordingly, the consolidated financial statements include all the accounts of the society.

Accrual accounting

The accrual method for reporting revenues and expenses has been used.

Inventory

Inventory is valued at the lower of cost, determined principally on a weighted average and specific item basis, or replacement cost.

Work in progress

Work in progress represents capital projects under construction but not yet completed and are valued at cost.

Tangible capital assets

The City records tangible capital assets including assets held as work in progress or capital lease at cost, in the period they were acquired or when the asset is put into use.

All tangible capital assets are valued at cost which includes all costs directly attributable to acquisition, construction, development or betterment of the tangible capital asset.

Assets owned by the City but not paid for by the City including contributions, dedications, gifts and donations, are valued at fair value at the date of contribution, dedication, gift or donation, where fair value is reasonably determinable.

Amortization

The cost less residual value of the tangible capital assets is amortized on a straight-line basis over the useful lives of the asset as follows:

Asset Type	Useful Life Years	Asset Type	Useful Life Years
Parks infrastructure		Vehicles	
Playground equipment	15 - 20	Cars and light trucks	5 - 10
Artificial turf field	10 - 12	Fire trucks	15 - 20
Washrooms, concessions, picnic shelters	40 - 50	IT infrastructure	
Outdoor pools, spray pools	50 - 60	Hardware	4 - 5
Building structure	40 - 75	Software	5 - 10
Building improvements		Telephone system	7 - 10
Exterior envelope	30 - 40	Infrastructue	
HVAC systems	10 - 12	(dependent upon component and material)	
Roofs	15 - 20	Electrical	20 - 25
Electrical, plumbing and fire	15 - 20	Water	10 - 100
Site works - asphalt, water and sewer lines, etc	10 - 100	Wastewater	10 - 100
Machinery & equipment		Drainage	10 - 100
General equipment	7 - 10	Transporation	10 - 100
Grounds equipment and machinery	10 - 15		
Heavy construction equipment	5 - 10		

One half of the annual amortization is charged in the year of acquisition and in the year of disposal.
Land and Work in Progress are not amortized.

Contributions of Tangible Capital Assets

Tangible capital assets received as contributions are recorded at their fair market value.

Intangible Assets

Intangible assets include works of art and historic assets located throughout the City. They are not reflected in these consolidated financial statements.

Interest Capitalization

The City of Kelowna only capitalizes interest on projects being financed internally which will require debenture borrowing upon completion. Interest is calculated on monthly expenditures at the bank prime rate less 2%.

Municipal Finance Authority cash deposits and demand notes

The City issues the majority of its debt instruments through the Municipal Finance Authority. As a condition of these borrowings, a portion of the debenture proceeds is withheld by the Municipal Finance Authority as a debt reserve fund. The City also executes demand notes in connection with each debenture whereby the City may be required to loan certain amounts to the Municipal Finance Authority. These demand notes are contingent in nature. The Debt Reserve and Demand Note balances are as follows:

	2013	2012
Cash Deposits held by MFA	**$ 2,714**	$ 2,642
Demand Notes held by MFA	**7,922**	8,019
	$ 10,636	$ 10,661

Reserves for future expenditures

Reserves for future expenditures are non-statutory reserves which represent an appropriation of surplus for specific purposes. Transfers to reserves for future expenditures include funds to finance incomplete projects and accumulations for specific purposes.

Statutory reserve funds

The use of these funds is restricted by the Community Charter and associated Municipal Bylaws. Statutory reserve funds are funded 100% by cash and portfolio investments.

Revenue recognition

Taxation revenue

Annual levies for non-optional municipal services and general administrative services are recorded as taxes for municipal purposes. Levies imposed by other taxing authorities are not included as taxes for municipal purposes. Taxes are recognized as revenue in the year they are levied.

Through the BC Assessment appeal process taxes may be adjusted by way of supplementary roll adjustments. The affects of these adjustments on taxes are recognized at the time they are awarded.

Fees and charges revenue

Charges for transportation, environmental health, building permits, electrical, water, wastewater, natural gas and airport are included in this category. These revenues are recorded on the accrual basis and recognized as earned which is usually when services are provided or facilities are utilized.

DCC contributions

DCCs are recognized as revenue during the period in which the related costs are incurred.

Government transfers

Government transfers are recognized as revenue in the period that the transfer is authorized, eligibility criteria, if any, have been met by the City, and a reasonable estimate of the amount to be received can be made.

Investment income

The City's investments are disclosed in Note 3.

Investment income is recorded on the accrual basis and recognized when earned.

A portion of the City's investments are invested in pooled funds of the Municipal Finance Authority of British Columbia. Earnings on these funds are allocated to the members from time to time based on the market value of the pool. The City recognizes only its share of the realized earnings of the pool. This revenue is recorded as investment income and the amount is added to the cost of the units held.

To the extent that investments have no stated rate of return, investment income is recognized as it is received.

Expenses

Expenses are recorded in the period in which the goods or services are acquired and a liability is incurred.

Use of estimates

Management has made estimates and assumptions that affect the amounts reported in preparing these financial statements. Actual results could differ from the estimates. Significant areas requiring the use of management estimates relate to the determination of tangible capital assets estimated useful life and related amortization, landfill post closure costs and settlement costs associated with outstanding legal actions.

2. Future Accounting Changes

PS 3260 – Liability for contaminated sites

This section establishes the recognition, measurement and disclosure requirements for reporting liabilities associated with remediation of contaminated sites. The section does not deal with tangible capital asset retirement obligations, liabilities associated with the disposal or sale of a tangible capital asset and acquisition/betterment costs for tangible capital assets that are less than the future economic benefits. This section applies to fiscal years beginning on or after April 1, 2014, with early adoption permitted.

PS 2601 – Foreign currency translation

This section revises and replaces the existing Section PS 2600 Foreign currency translation. This section applies to fiscal years beginning on or after April 1, 2016, with early adoption permitted.

PS 1201 – Financial statement presentation

This section revises and replaces the existing Section PS 1200 Financial statement presentation. This section applies to fiscal years beginning on or after April 1, 2016, with early adoption permitted.

PS 3450 – Financial instruments

This section establishes standards for recognizing and measuring financial assets, financial liabilities and non-financial derivatives. This section applies to fiscal years beginning on or after April 1, 2016, with early adoption permitted.

3. Financial Assets and Liabilities

Cash and cash equivalents

Cash and cash equivalents consist of cash and short-term investments with maturities of 90 days or less from the date of acquisition.

Accounts receivable

Accounts receivable are recorded net of allowance and are comprised of the following:

Type of Receivable	2013	2012
Property Tax	**$ 6,012**	$ 6,487
Trade Receivables	**12,873**	11,722
Due from Federal Government	**1,065**	2,261
Due from Provincial Government	**3,816**	1,241
Due from Regional Government	**56**	56
Utilities	**5,146**	6,986
Deferred Development Cost Charges	**3,341**	1,233
	$ 32,309	$ 29,986

Portfolio investments

Portfolio investments are recorded at cost and are comprised of the following:

Type of Investment	2013	2012
Municipal Finance Authority Bond/Intermediate Funds	**32,627**	32,082
Provincial and Bank Issued Accrual Notes and Debentures	**116,144**	110,349
Publicly traded shares	**55,535**	-
Guaranteed Investment Certificates and Deposit Notes	**13,232**	40,092
Total Portfolio investments	**$ 217,538**	$ 182,523

Operating line of credit

The City has an operating line of credit with the Royal Bank of Canada for an authorized amount of $5.0 million, bearing interest at bank prime rate. At December 31, 2013 the balance outstanding was $nil (2012 - $nil).

Deferred revenue

The City records deferred revenue for funds received in advance on services not yet rendered and is recognized into revenue during the period in which the service is provided. The City also records deferred revenue when a contract specifies how the resources are to be used and therefore funds received in advance are deferred until the period in which the requirements are met. Because these funds are restricted in nature they are shown as a liability.

Deferred Revenue by Type	**2013**	2012
Tax prepayments	**$ 16,159**	$ 15,254
Construction	**12,857**	13,055
Local Service Areas	**3,971**	3,778
Other	**2,662**	2,597
Grants	**257**	878
	$ 35,906	$ 35,562

Deferred Development Cost Charges (DCC)

The City collects development cost charges to pay for a proportionate share of infrastructure related to new growth. In accordance with the Local Government Act, these funds must be deposited into a separate reserve fund. Because these funds are externally restricted in nature they are shown as a liability.

	2012	**Receipts**	**Interest**	**Transfers Out**	**2013**
Roads	$ 13,333	$ 3,916	$ 344	$ 2,229	$ 15,364
Parks	(1,408)	1,666	(64)	1,382	(1,188)
Water	11,358	495	313	360	11,806
Wastewater	1,751	2,201	13	5,929	(1,964)
Drainage	1,598	-	22	1,620	-
Total Deferred DCC	**$ 26,632**	**$ 8,278**	**$ 628**	**$ 11,520**	**$ 24,018**

Long term debt

Debenture debt principal is reported net of sinking fund balances. Interest rates on long term debt ranged from 2.10% to 10.07%. The weighted average rate for 2013 was 5.29% (2012 – 4.73%). Principal repayments for the next five years are as follows:

	2014	**2015**	**2016**	**2017**	**2018**
General Fund	$ 2,531	$ 2,514	$ 2,514	$ 2,494	$ 2,492
Airport	1,333	1,333	1,333	1,333	1,333
Wastewater Fund	4,563	4,157	4,157	4,157	4,157
Water Fund	333	333	333	333	333
Natural Gas Legacy	1,699	1,699	1,699	1,699	1,699
Library Society	421	460	502	180	-
	$ 10,880	**$ 10,496**	**$ 10,538**	**$ 10,196**	**$ 10,014**

Debt as a percentage of total expenditures:

2013	2012	2011	2010	2009
48.91%	53.64%	59.50%	64.66%	68.61%

4. Tangible Capital Assets and Work in Progress

	2013 Work in Progress	2013 Tangible Capital Assets (NBV)	2012 Work in Progress	2012 Tangible Capital Assets (NBV)
Land	**$ 3,036**	**$ 182,146**	$ 90	$ 180,139
Land Improvements	**5,452**	**31,525**	4,073	30,931
Buildings	**13,792**	**163,552**	11,127	167,827
Infrastructure	**26,393**	**1,112,180**	85,124	1,110,295
Machinery and Equipment	**10,804**	**37,888**	4,134	39,978
Natural Gas System (Capital Lease)	-	**35,999**	-	37,599
	$ 59,477	**$ 1,563,290**	$ 104,548	$ 1,566,769

Contributions received in 2013 include:

Type of Contribution

	2013	2012
Land - park	**$ 2,387**	$ 5,214
- transportation	**1**	103
Total Contributed Tangible Capital Assets	**$ 2,388**	$ 5,317

Schedule 1 provides a break down of tangible capital assets and work in progress by function showing the cost, accumulated amortization and net book value of the tangible capital assets.

5. Accumulated Surplus

	Reserves for Future Expenditures	Equity in FortisBC Inc.	Statutory Reserves	Fund Surpluses	Investment in Tangible Capital Assets	Total 2013	Total 2012
Accumulated surplus, beginning of year	$ 74,174	-	$ 39,872	$ 28,100	$ 1,533,335	$ 1,675,481	$ 1,641,909
Annual surplus	746	535	1,372	87,415	(43,927)	46,141	33,572
Transfers	15,891	55,000	2,648	(73,539)	-	-	-
Acquisition of tangible capital assets	-	-	-	(1,918)	1,918	-	-
Repayment of long term debt	-	-	-	(10,913)	10,913	-	-
Accumulated surplus, end of year	$ 90,811	$ 55,535	$ 43,892	$ 29,145	$ 1,502,239	$ 1,721,622	$ 1,675,481

Accumulated Surplus detail as follows:

Description	Balances, Beginning of Year	Transfer From	Transfer To	Interest and other	Balances, End of Year
Non-Statutory Reserves					
General Fund Reserve	$ 42,109	$ 9,439	$ 19,772	$ (87)	$ 52,355
Airport Fund Reserve	14,131	7,152	13,753	173	20,905
Electrical Fund Reserve	3,176	19,069	15,309	584	-
Waste Water Fund Reserve	7,313	131	846	18	8,046
Water Fund Reserve	7,445	525	2,527	58	9,505
	74,174	36,316	52,207	746	90,811
Statutory Reserves					
Parking Reserve	1,588	1,237	4,160	88	4,599
Land Reserve	8,608	1,837	3,262	255	10,288
Capital Works, Machinery & Equip Reserve	29,676	12,989	11,289	1,029	29,005
	39,872	16,063	18,711	1,372	43,892
Surplus by Fund					
General Fund Surplus	1,763	63,578	23,415	40,400	2,000
Airport Fund Surplus	271	14,315	1,658	12,982	596
Electrical Fund Surplus	4,626	23,695	-	19,069	-
Waste Water Fund Surplus	14,104	15,413	8,820	9,604	17,115
Water Fund Surplus	2,255	3,771	2,620	3,315	4,419
Natural Gas Legacy Surplus	4,915	3,385	1,660	1,659	4,849
Library Surplus	166	772	386	386	166
Accumulated Surplus	28,100	124,929	38,559	87,415	29,145
Equity Investment					
Equity in FortisBC Inc.	-	-	55,000	535	55,535
Investment in Non Financial Assets					
Investment in Tangible Capital Assets	1,533,335	33,924	46,755	(43,927)	1,502,239
Accumulated Surplus	$ 1,675,481	$ 211,232	$ 211,232	$ 46,141	$ 1,721,622

6. Government Transfers

Government transfers are the major source of transfers to the City. Due to the completion of the projects in 2013 there is no deferred revenue balances related to these transfers. Government transfers do not include grants in lieu of taxes received from the Federal and Provincial governments. In 2013 the City received and recorded as revenue the following transfers:

	2013	2012
Operating transfers		
Federal	**$ 419**	$ 591
Provincial	**15,045**	15,434
	15,464	16,025
Capital transfers		
Federal	**2,391**	1,430
Provincial	**2,388**	138
	4,779	1,568
Total transfers	**$ 20,243**	$ 17,593

7. Contingent liabilities

Regional District of Central Okanagan

Regional District debt is, under the provisions of the Local Government Act, a direct, joint and several liability of the District and each member municipality within the District including the City of Kelowna.

The loan agreements with the Regional District of Central Okanagan and the Municipal Finance Authority provide that if at any time the scheduled payments provided for in the agreements are not sufficient to meet the Authority's obligation with respect to such borrowing, the resulting deficiency becomes a liability of the member municipalities.

Pension liability

The City and its employees contribute to the Municipal Pension Plan (the Plan), a jointly trusteed pension plan. The Board of Trustees, representing plan members and employers, is responsible for overseeing the management of the Plan, including investment of the assets and administration of benefits. The Plan is a multi-employer contributory pension plan. Basic pension benefits provided are based on a formula. The Plan has about 179,000 active members and approximately 71,000 retired members. Active members include approximately 39,000 contributors from local governments.

The most recent valuation as at December 31, 2012 indicated a $1,370 million funding deficit for basic pension benefits. The next valuation will be as at December 31, 2015 with results available in 2016. Employers participating in the Plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the Plan records accrued liabilities and accrued assets for the Plan in aggregate with the result that there is no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the Plan.

The City of Kelowna paid $5.7 million (2012 - $5.3 million) for employer contributions while employee contributions were $4.7 million (2012 - $4.4 million) to the plan in fiscal 2013.

Post employment benefits

The City of Kelowna does not accrue expenses for post employment benefits such as retirement allowances or compensated absences (sick leave). City employees retiring do not receive any retirement allowance that either vests or accrues over the period of employment. Sick benefits do not accrue and are not vested. The City recognizes the expense for sick time when the event obligates the City to pay.

Legal actions

The City of Kelowna is currently engaged in certain legal actions, the outcome of which is not determinable at this time. Accordingly, no provision has been made in the accounts for these actions.

The amount of loss, if any, arising from these contingent liabilities will be recorded in the accounts in the period in which the loss is realized. The City of Kelowna has insurance policies and financial reserves to offset associated risks.

Royal Canadian Mounted Police Contract

The City of Kelowna does not accrue expenses for banked time earned by RCMP members during their term of service as under the terms of the contract the City is only billed for actual costs. The City recognizes the expense for banked time when the event obligates the City to pay.

The Federal Government and the Royal Canadian Mounted Police are currently disputing a retroactive wage increase to the members dating back to 2009. While the outcome of the dispute is unknown at this time, under the terms of the contract the City of Kelowna may be required to pay the retroactive increase, estimated to be approximately $1.0 million, to the members should the ruling be upheld. The City will recognize the expense for any retroactive wages it is obligated to pay when the dispute is resolved.

8. Commitments

Agreements, contracts and purchase orders

The City has entered into various agreements and contracts for services and construction with periods ranging from one to five years.

The City has purchase orders open as at December 31, 2013 which have not been recorded in the accounts. Due to the reporting capabilities in the Agresso financial system the balance of these open purchase orders are not determinable at this time. The funding for the majority of these obligations has been set aside in reserves for future expenditures. These amounts will be recorded in the accounts in the period the goods and services, to which they relate, are received.

Landfill closure and post closure costs

As required by PSAS and regulated by the Ministry of Water, Land and Air Protection, the City has agreed to obligations regarding the operation of the landfill site. These obligations include recognition of closure and post-closure liability. The City's estimated liability for these expenditures is recognized as the landfill site's capacity is used. The reported liability of $3.6 million (2012 - $3.5 million) represents the portion of the estimated total expenditure recognized as at December 31, 2013. The liability and annual expenditure is calculated based on the ratio of current usage to the total capacity of the site and the discounted estimated future cash flows associated with closure and post-closure activities.

The reported liability is based on estimates and assumptions with respect to events extending over the remaining life of the landfill. The remaining capacity of the landfill site is estimated at 17.5 million tonnes, which is 92.0% of the site's total capacity. The future cash flows for closure and post-closure cost is estimated at $11.9 million as at December 31, 2013. The landfill site is expected to reach its capacity in 2075.

Kelowna Family Y Centre loan guarantee agreement

The City has, under the terms of the partnering agreement between the City of Kelowna and YMCA-YWCA of Central Okanagan, guaranteed repayment in the event that the YMCA-YWCA of Central Okanagan defaults on a $1.8 million, 20 year loan. Under the agreement the City shall resume operation of the facility and assume responsibility for the repayment of the debt incurred by the YMCA-YWCA of Central Okanagan. During 2012 an amendment was made to the agreement for additional financing of $700,000. As at December 31, 2013 the outstanding loan balance was $1,286,901 (2012 - $1,380,522).

Multi-Purpose Facility Public/Private Partnership

The City has, under the terms of the Preferred Share Agreement between the City of Kelowna and RG Properties Ltd., purchased $6.0 million of preferred shares in RG Arenas (Kelowna) Ltd. at a cost of $1 per share. The terms and conditions of the purchase are subject to the terms of a Tripartite Agreement between the City of Kelowna, Royal Bank of Canada and RG Arenas (Kelowna) Ltd., RG Properties Ltd., Prospero Canadian Land Investment Fund Ltd. group of companies.

The City has, under the terms of the above noted Tripartite Agreement, committed to the annual purchase of community use time at the Multi-Purpose facility, commencing with substantial completion, on November 10, 1999 under the following terms:

(i) $1.3 million per annum for Years 1 to 3 comprised of a payment of $1.1 million, which for Years 2 and 3 is subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum, plus an annual payment of $150,000 without any adjustment for CPI;

(ii) $1.2 million per annum for Years 4 to 7, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum;

(iii) $1.2 million per annum for Years 8 to 10, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum, minus $150,000 per annum;

(iv) $1.0 million per annum for Years 11 to 20, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum; and

(v) $0.5 million per annum for Years 21 to 30, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum.

The year 2013 represented year 14 of the agreement.

Should the City not exercise, in its sole discretion, its option to renew any future term for community use time in the Multi-Purpose facility, under the above terms it shall be required to make a lump sum payment to RG Arenas (Kelowna) Ltd. on or before the 15th day of one of year 6, 11, 16, 21 or 26 commencing with the year of substantial completion in the following amounts:

2005	Year 6	$13.2 million
2010	Year 11	$11.9 million
2015	Year 16	$10.4 million
2020	Year 21	$6.7 million
2025	Year 26	$4.5 million

Upon such payment, no further amounts will be payable to RG Arenas (Kelowna) Ltd. and the City will have the right to the community use time for the period from the beginning of the year in which the payment was made until November 9, 2029 without any additional payment.

The City did exercise its option to renew the purchase of community use time under the above annual payments terms and accordingly did not make either of the lump sum payment of $13.2 or $11.9 million otherwise due to RG Arenas (Kelowna) Ltd. in years 6 or 11.

Royal Canadian Mounted Police Services

The Province of British Columbia and the Federal Government have an agreement with the Royal Canadian Mounted Police to provide police services for various municipalities in the Province. This agreement has a 20 year term expiring on March 31, 2032.

9. Long-term investments

Kelowna Developments Ltd.

The investment in Kelowna Developments Ltd., a wholly owned subsidiary, is carried at its cost of $2. The company is inactive with no assets or liabilities and is being retained for potential future use.

RG Arenas (Kelowna) Ltd.

The investment in preferred shares in RG Arenas (Kelowna) Ltd. is carried at its cost of $6.0 million. The shares were purchased under the terms of the Preferred Share Agreement between the City of Kelowna and RG Properties Ltd. and are to be retained until 2028 per the terms of that agreement described in Note 8.

10. Letters of credit

In addition to the performance deposits reflected in cash balances, the City is holding irrevocable Letters of Credit in the amount of $27.1 million (2012 - $22.9 million) which were received from depositors to ensure their performance of works to be undertaken within the City. These amounts are not reflected in the financial statements but are available to satisfy any liabilities arising from non-performance by the depositors. Included in the $27.1 million, the City is holding irrevocable Letters of Credit in the amount of $3.4 million (2012 - $1.2 million) which are received from developers to ensure payment of development cost charges in future years.

11. Capital lease payable

The City has entered into an agreement with FortisBC Energy Inc. ("FortisBC") that has resulted in the creation of the Natural Gas Legacy Fund.

Capital lease

Under the terms of the agreement the City entered into a 35 year capital lease with FortisBC on November 1, 2001 for the natural gas distribution system within the City's municipal boundary. The City has prepaid $47.5 million of the capital lease obligation and has financed the prepayment through debenture debt. The remaining obligation of $2.3 million, which is included in long term debt, will be paid with annual lease payments of $260,870 including interest based on FortisBC approved pre-tax weighted average cost of capital of 10.072%.

Operating lease

The City also entered into a 17 year operating lease with FortisBC on November 1, 2001 whereby the City leases back to FortisBC the operations of the gas distribution system. Under the operating lease FortisBC is required to make annual lease payments to the City calculated by a formula specified in the agreement which is based on the total annual revenue generated by the transaction. At the end of the 17 year term FortisBC has the option of making a termination payment to the City equal to the unamortized portion of the City's $47.5 million prepayment under the capital lease, which is estimated to be $27.0 million, or negotiate a new 18 year operating lease with a continuation of the annual lease payments which existed under the previous 17 year operating lease.

Annual lease revenues for the past five years are:

2009	$4.9 million
2010	$5.0 million
2011	$4.8 million
2012	$4.6 million
2013	$4.4 million

12. City of Kelowna Library Society

In March 1997, the City transferred the Library building and land located on Ellis Street in the City of Kelowna and the related mortgage loan to the City of Kelowna Library Society, a non-profit society. The City has guaranteed the repayment of the mortgage. As at December 31, 2013 the mortgage balance was $1.6 million (2012 - $1.9 million). The City has taken back an option to purchase these assets at a nominal value. The Society's financial information is included in with the City of Kelowna consolidated financial statements.

13 Trust funds

In accordance with PSAS, trust funds are not included in the City's consolidated financial statements. The City administers a Cemetery Maintenance Fund for the perpetual care and maintenance of the City owned and operated cemetery. As at December 31, 2013 the Trust Fund balance is $2.2 million (2012 - $2.1 million).

14. Segmented Information

The City of Kelowna is connecting communities and providing a multitude of services to the citizens of Kelowna. The City's operations and activities are organized and reported by funds and departments. The General Fund reports on operations, funded primarily by property taxes, which include services provided by the City such as general government, protective services, transportation services, recreation and cultural services, as well as public health, and environmental and development services. The City also operates its own airport and City utilities comprised of the electrical, wastewater and water systems that are self-sustaining operations. Operating results reported by the following segments are included in Schedule 2.

General Government
General Government operations are primarily funded by property taxation and business tax revenues. The expenses within the department are for executive and legislative costs, general administration, and other general government areas such as community service grants and rental property operating costs within the municipality. The general revenue reported under the department includes revenues associated with taxation, business tax revenues and senior government payments in lieu of taxes. These revenues have not been apportioned to other departments supported by the General Fund.

Protective Services
Protective services are comprised of police services provided by the Royal Canadian Mounted Police, fire protection services, building inspection services and bylaw enforcement as well as the Provincial Emergency Program.

Police services include administration, crime investigation and prevention, traffic, prisoner custody and court liaison expenses.

The fire department is responsible for effective fire protection and public safety services to the City. This includes fire suppression and rescue, prevention and investigation, specialty rescue/first medical responses and fire safety inspections.

Costs for maintenance and repair of police and fire buildings are included in this section.

Transportation Services
Transportation services are responsible for the delivery of municipal public works services related to the planning, development and maintenance of streets and roads, bridges, drainage systems, street lights, traffic lights and signals, parking lots and on-street parking, and public transit as well as maintenance of workshops, yards and other buildings. The mandate is to provide a safe, efficient, environmentally-sensitive and cost-effective transportation network.

Recreation & Cultural Services
Recreation & cultural services provide services related to recreation, leisure and culture including administration and program costs as well as grounds and building maintenance. Facilities managed within this area include parks and playgrounds, arenas, swimming pools, beaches, boat launches, stadiums as well as community and seniors centers. The H_2O Adventure & Fitness Centre, Parkinson Recreation Centre, Kelowna Community Theatre, Kelowna Museum, Kelowna Art Gallery and the Rotary Centre for the Arts are some of the larger facilities included.

Other Services (Public Health/Environmental/Development Services)
Public health services are comprised of cemetery operations and maintenance, environmental and development services including community planning and zoning as well as landfill operations.

Airport Services
The Airport, owned and operated by the City of Kelowna, provides quality airport services in a safe and cost effective manner in compliance with Federal regulations. The Airport is accounted for in its own fund.

Electrical Services
The Electrical Division oversees the delivery of reliable and safe electricity within the City's electrical utility boundary. FortisBC Energy Inc. ("FortisBC") supplies power to the electric utility. FortisBC provides all network operations for the distribution system including maintenance, capital project planning, management and construction and electric meter management. The Electrical Utility is accounted for in its own fund. During the current year the City sold its electrical assets and operations to FortisBC.

Wastewater Services
Kelowna's sanitary sewer system collects, conveys, treats and disposes of domestic wastewater (derived from the home) and industrial wastewater (resulting from business use, manufacturing and processing). The system currently services approximately 70% of Kelowna's population and continues to be extended to unserviced areas. Kelowna's wastewater system has a treatment capacity of 72 million liters per day. Wastewater Utility is accounted for in its own fund.

Water Services
The Water Utility is responsible for planning, designing, building, operating and maintaining the City's Water Utility and is one of five water suppliers operating within Kelowna's boundaries. The Water Utility is accounted for in its own fund.

Natural Gas Legacy Services
Natural Gas Legacy Fund was created from an agreement with FortisBC for a 35 year capital lease for the natural gas distribution system within the City's municipal boundary and a 17 year operating lease whereby the City leases back to FortisBC the operations of the gas distribution system. The Natural Gas Legacy Fund is accounted for in its own fund.

Library Services
The City of Kelowna Library Society is a non-profit society instituted and controlled by the City of Kelowna. The Society was incorporated for the purpose of establishing, operating, and maintaining libraries and library services for the benefit of the City of Kelowna and its citizens. Financial statements for the Society are prepared separately and are consolidated with the City of Kelowna.

Statutory Reserves
Statutory Reserves include funds for parking, land and capital works, machinery and equipment.

15. Expenses by object

Total consolidated expenses by object are itemized in Schedule 2 – Segmented information.

16. Budget data

The budget figures are from the Annual Five-Year Financial Plan Bylaw adopted before May 15 of each year. Subsequent amendments have been made by Council to reflect changes in the budget as required by law. Amortization of tangible capital assets was not included in the budget. The table below shows the reconciliation between the approved budget and the budget presented in these consolidated financial statements.

		Budget Amount
Revenues:		
Operating budget	$	260,633
Capital budget		26,453
		287,086
Expenses:		
Operating budget		213,195
Capital budget		145,205
		358,400
Annual deficit per approved budget		(71,314)
Add: tangible capital asset purchases		145,205
Annual surplus per statement of operations	$	73,891

17. Comparative figures

Certain comparative figures have been reclassified to conform to the presentation format adopted in the current year.

18. Subsequent event

Subsequent to December 31, 2013, the City of Kelowna received a donation of 55.7 acres of park land with an appraised value of $5,155,000.

CITY OF KELOWNA
Schedule 1 - Tangible Capital Assets
For the Year Ended December 31, 2013
(in thousands of dollars)

				Machinery & Equipment				
	Land	Land Improvements	Buildings	Vehicles	Other Machinery & Equipment	Computer	Misc	Subtotal Machinery & Equipment
Cost								
Balance, beginning of year	$ 180,139	$ 55,523	$ 270,531	$ 26,694	$ 45,116	$ 12,801	$ 3,797	$ 88,408
Add: additions during the year	2,949	3,003	4,691	3,379	925	454	7	4,765
Less: capital held for resale	(449)	-	-	-	-	-	-	-
Less: disposals during the year	(493)	(200)	(855)	(1,264)	(1,700)	-	-	(2,964)
Balance, end of year	182,146	58,326	274,367	28,809	$ 44,341	13,255	3,804	90,209
Accumulated Amortization								
Balance, beginning of year	-	24,592	102,704	12,001	26,531	8,877	1,021	48,430
Add: amortization	-	2,209	8,791	2,087	2,576	1,018	190	5,871
Less: accumulated amortization on disposals	-	-	(680)	(1,095)	(885)	-	-	(1,980)
Balance, end of year	-	26,801	110,815	12,993	28,222	9,895	1,211	52,321
Net Book Value of Tangible Capital Assets	$ 182,146	$ 31,525	$ 163,552	$ 15,816	$ 16,119	$ 3,360	$ 2,593	$ 37,888
Work in Progress	$ 3,036	$ 5,452	$ 13,792	$ -	$ 3,863	$ 1,114	$ 5,827	$ 10,804

	Infrastructure								
	Plant & Facilities	Roads, Lanes, Sidewalks & Bike Paths	Bridges, Overpasses	Underground, Overhead & Other Networks	Airport Infrastructure	Subtotal Infrastructure	Natural Gas Capital Lease	**Total 2013**	Total 2012
Cost									
Balance, beginning of year	$ 110,545	$ 475,919	$ 29,606	$ 1,057,954	$ 31,847	$ 1,705,871	$ 55,609	**$ 2,356,081**	$ 2,264,182
Add: additions during the year	54,305	6,305	-	6,697	8,113	75,420	-	**90,828**	94,480
Less: capital held for resale	-	-	-	-	-	-	-	**(449)**	(591)
Less: disposals during the year	-	(600)	-	(50,887)	-	(51,487)	-	**(55,999)**	(1,990)
Balance, end of year	164,850	481,624	29,606	1,013,764	39,960	1,729,804	55,609	**2,390,461**	2,356,081
Accumulated Amortization									
Balance, beginning of year	43,150	197,132	6,240	331,289	17,765	595,576	18,010	**789,312**	732,738
Add: amortization	4,629	18,657	459	16,169	1,707	41,621	1,600	**60,092**	57,329
Less: accumulated amortization on disposals	-	(447)	-	(19,126)	-	(19,573)	-	**(22,233)**	(755)
Balance, end of year	47,779	215,342	6,699	328,332	19,472	617,624	19,610	**827,171**	789,312
Net Book Value of Tangible Capital Assets	$ 117,071	$ 266,282	$ 22,907	$ 685,432	$ 20,488	$ 1,112,180	$ 35,999	**$ 1,563,290**	$ 1,566,769
Work in Progress	$ 11,290	$ 6,095	$ 315	$ 4,924	$ 3,769	$ 26,393	$ -	**59,477**	104,548
								$ 1,622,767	$ 1,671,317

CITY OF KELOWNA
Schedule 2 - Segmented Information
For the Year Ended December 31, 2013
(in thousands of dollars)

	General Gov't	Protective Services	Transpor-tation Services	Recreation & Cultural Services	Other Services	Airport Services	Electrical Services	Wastewater Services	Water Services	Nat. Gas Legacy Services	Library Services	Statutory Reserves	2013
Revenue													
Taxation	$ 111,402	$ -	$ 104	$ -	$ -	$ -	$ -	$ 1,925	$ 1,413	$ -	$ -	$ -	**$ 114,844**
Fees and charges	24,939	443	7,715	4,035	11,717	24,233	9,112	14,465	9,584	4,571	793	263	**111,870**
Interest earned	3,793	-	-	-	-	184	1,207	405	120	-	-	1,109	**6,818**
DCC contributions	-	-	584	37	4,610	-	-	5,929	360	-	-	-	**11,520**
Contribution from other governments	1,254	3,802	12,164	555	1,638	443	-	367	20	-	-	-	**20,243**
Other capital contributions	667	-	-	-	-	226	-	1,183	49	1,634	-	-	**3,759**
Gain on disposal of tangible capital assets	4,212	-	-	-	-	-	19,069	-	-	-	-	-	**23,281**
	146,267	4,245	20,567	4,627	17,965	25,086	29,388	24,274	11,546	6,205	793	1,372	**292,335**
Expenses													
Salaries and benefits	14,356	24,528	8,253	10,378	4,915	3,704	59	3,036	1,963	-	23	-	**71,215**
Contract and professional services	3,164	1,750	21,178	7,522	7,595	801	862	573	629	-	132	-	**44,206**
RCMP contract	-	22,305	-	-	-	91	-	-	-	-	-	-	**22,396**
Materials and supplies	4,641	1,424	-	9,708	1,418	5,011	6,288	1,203	724	-	18	-	**30,435**
Equipment	198	290	2,262	1,358	1,728	10	-	634	384	-	3	-	**6,867**
Allocations	(5,178)	-	(237)	(123)	(790)	1,165	1,369	3,068	729	20	-	-	**23**
Cost recoveries	(2,597)	(1,650)	(2,559)	(500)	(28)	(667)	(550)	(7)	(477)	-	-	-	**(9,035)**
Grants and external transfers	361	94	22	1,018	2,176	-	-	(124)	-	-	77	-	**3,624**
Utilities	162	221	1,649	1,853	145	557	2	1,100	817	-	-	-	**6,506**
Amortization of tangible capital assets	1,769	932	26,355	8,607	1,426	4,532	609	9,583	4,517	1,600	162	-	**60,092**
Total before Debt	16,876	49,894	56,923	39,821	18,585	15,204	8,639	19,066	9,286	1,620	415	-	**236,329**
Debt interest and fiscal services	2,595	-	-	-	-	744	-	3,009	472	2,892	153	-	**9,865**
Total operating expenses	19,471	49,894	56,923	39,821	18,585	15,948	8,639	22,075	9,758	4,512	568	-	**246,194**
Annual Surplus (Deficit)	$ 126,796	$ (45,649)	$ (36,356)	$ (35,194)	$ (620)	$ 9,138	$ 20,749	$ 2,199	$ 1,788	$ 1,693	$ 225	$ 1,372	**$ 46,141**

CITY OF KELOWNA
Schedule 2 - Segmented Information
For the Year Ended December 31, 2012
(in thousands of dollars)

	General Gov't	Protective Services	Transpor-tation Services	Recreation & Cultural Services	Other Services	Airport Services	Electrical Services	Wastewater Services	Water Services	Nat. Gas Legacy Services	Library Services	Statutory Reserves	2012
Revenue													
Taxation	$ 107,235	$ -	$ 109	$ -	$ -	$ -	$ -	$ 1,748	$ 1,401	$ -	$ -	$ -	**$ 110,493**
Fees and charges	26,715	430	7,249	4,260	11,266	20,099	31,020	14,190	8,641	4,805	782	232	**129,689**
Interest earned	3,198	-	-	-	-	197	125	309	87	-	-	1,351	**5,267**
DCC contributions	-	-	2,728	6,196	1,940	-	-	6,680	335	-	-	-	**17,879**
Contribution from other governments	3,670	3,688	8,603	169	102	1,063	-	298	-	-	-	-	**17,593**
Other capital contributions	499	-	-	-	-	166	-	759	55	1,436	-	-	**2,915**
Gain on disposal of tangible capital assets	1,274	-	-	-	-	-	-	-	-	-	-	-	**1,274**
	142,591	4,118	18,689	10,625	13,308	21,525	31,145	23,984	10,519	6,241	782	1,583	**285,110**
Expenses													
Salaries and benefits	13,701	21,398	8,034	9,511	4,738	3,483	131	2,815	1,852	-	15	-	**65,678**
Contract and professional services	3,320	1,730	20,403	7,490	7,018	594	2,120	567	518	-	141	-	**43,901**
RCMP contract	-	19,725	-	-	-	369	-	-	-	-	-	-	**20,094**
Materials and supplies	4,913	1,076	176	9,402	1,036	4,622	22,714	577	732	-	26	-	**45,274**
Equipment	186	317	2,207	1,421	1,561	6	-	590	365	-	-	-	**6,653**
Allocations	(4,707)	-	(313)	(118)	(670)	965	1,529	2,657	681	20	-	-	**44**
Cost recoveries	(782)	(1,600)	(547)	(459)	(271)	(515)	3	(252)	(76)	-	(7)	-	**(4,506)**
Grants and external transfers	363	91	31	1,067	1,702	-	-	-	-	-	-	-	**3,254**
Utilities	101	237	929	1,281	80	524	-	127	363	-	20	-	**3,662**
Amortization of tangible capital assets	1,483	927	25,142	8,238	1,367	4,257	1,175	8,487	4,491	1,600	162	-	**57,329**
Total before Debt	18,578	43,901	56,062	37,833	16,561	14,305	27,672	15,568	8,926	1,620	357	-	**241,383**
Debt interest and fiscal services	2,798	-	-	-	-	744	-	3,040	493	2,894	186	-	**10,155**
Total operating expenses	21,376	43,901	56,062	37,833	16,561	15,049	27,672	18,608	9,419	4,514	543	-	**251,538**
Annual Surplus	$ 121,215	$ (39,783)	$ (37,373)	$ (27,208)	$ (3,253)	$ 6,476	$ 3,473	$ 5,376	$ 1,100	$ 1,727	$ 239	$ 1,583	**$ 33,572**

CITY OF KELOWNA

Schedule 3 - Long Term Debt
as at December 31, 2013

(in thousands of dollars)

Long term debt - General Fund

Debenture Debt

Year of Maturity	Purpose	Debt Balance Dec. 31/13	Sinking Fund Balance Dec. 31/13	Amount of Issue	Current Interest Rate
	Public Works				%
2019	South Pandosy Spec Area 1	$ 95	$ 139	$ 234	5.99
2019	South Pandosy Spec Area 2	165	245	410	5.99
2019	Automated Curb Side Carts	3,109	1,701	4,810	4.13
2021	Downtown Parkade	1,009	1,191	2,200	4.43
2022	Chapman Parkade	2,322	1,749	4,071	5.37
2028	DCC Roads	5,708	4,692	10,400	5.15
	Local Improvements				
2016	Local Improvements	86	307	393	4.00
2016	Local Improvements	59	210	269	4.43
2017	Local Improvements	15	39	54	4.82
2019	Local Improvements	28	41	69	3.15
	Recreation and Cultural				
2021	Kokanee Gym Facility	259	241	500	5.69
2027	H2O Centre	21,375	6,125	27,500	4.82
2027	Kokanee Gymnastic	622	178	800	4.82
2028	H2O Centre	1,636	364	2,000	5.15
Total Debt - General Fund		**$ 36,488**	**$ 17,222**	**$ 53,710**	

CITY OF KELOWNA

Schedule 3 - Long Term Debt (continued)

as at December 31, 2013

(in thousands of dollars)

Long term debt - Wastewater Fund

Debenture Debt

Year of Maturity	Purpose	Debt Balance Dec. 31/13	Sinking Fund Balance Dec. 31/13	Amount of Issue	Current Interest Rate
	Specified Area Programs				%
2018	Spec. Area 18 - Caramillo	47	88	135	4.65
2018	Spec. Area 19 - Poplar Point	27	50	77	4.65
2022	Spec. Area 22A - Gerstmar	23	16	39	6.06
2024	Spec. Area 21A - McKenzie Bench	900	450	1,350	4.98
2024	Spec. Area 22B - Vista Rd	53	26	79	4.98
2024	Spec. Area 22C - Hein Rd	177	89	266	4.98
2024	Spec. Area 22D - Elwyn Rd	99	50	149	4.98
2024	Spec. Area 22E - Dease Rd	64	32	96	4.98
2024	Spec. Area 22F - Mills Rd	228	114	342	4.98
2024	Spec. Area 29 - Campion Cambro	583	291	874	4.98
2024	Spec. Area 30 - Acland	243	121	364	4.98
2025	Spec. Area 20 - North Rutland	4,711	2,111	6,822	4.17
2025	Spec. Area 28A - Okaview	441	197	638	4.17
2028	Spec Area 26 - Fisher Rd	1,653	368	2,021	5.15
2028	Spec Area 34 - Country Rhodes	356	79	435	5.15
2028	Spec Area 36 - Clifton	218	49	267	5.15
	Sewer Improvement Programs				
2014	Glenwood Sewer Main Replacement	8	82	90	3.15
2014	Long St. Sewer Main Replacement	6	58	64	3.15
2019	Byrns Baron Main	1,890	1,976	3,866	4.98
	Sewage Treatment Plant				
2014	Sewer Treatment Plant Phase III	728	7,272	8,000	5.99
2019	Waste Water Treatment Expansion	12,925	7,075	20,000	4.90
2019	Waste Water Treatment Expansion	6,463	3,537	10,000	4.13
2020	Waste Water Treatment Expansion	7,400	2,600	10,000	4.00
2031	Brandt's Creek Tradewaste Treatment	3,413	387	3,800	4.00
Total Debt - Wastewater Fund		**$ 42,656**	**$ 27,118**	**$ 69,774**	

CITY OF KELOWNA

Schedule 3 - Long Term Debt (continued)

as at December 31, 2013

(in thousands of dollars)

Long term debt - Water Fund

Debenture Debt Maturity	Purpose	Debt Balance Dec. 31/13	Sinking Fund Balance Dec. 31/13	Amount of Issue	Current Interest Rate
	Specified Area Programs				%
2023	Spec Area 16 - Byrns	$ 24	$ 15	$ 39	4.78
2024	Spec Area 18 - Lakeshore	16	8	24	4.98
2028	Spec Area 26 - Fisher Rd	243	54	297	5.15
	Water Improvement Programs				
2028	Cedar Creek Pump Station	6,199	1,378	7,577	5.15
2031	Poplar Point Pump Station Upgrade	1,863	137	2,000	4.00
Total Debt - Water Fund		**$ 8,345**	**$ 1,592**	**$ 9,937**	

Long term debt - Airport Fund

Debenture Debt					
2018	Airport Expansion	$ 8,782	$ 7,218	$ 16,000	4.65
Total Debt - Airport Fund		**$ 8,782**	**$ 7,218**	**$ 16,000**	

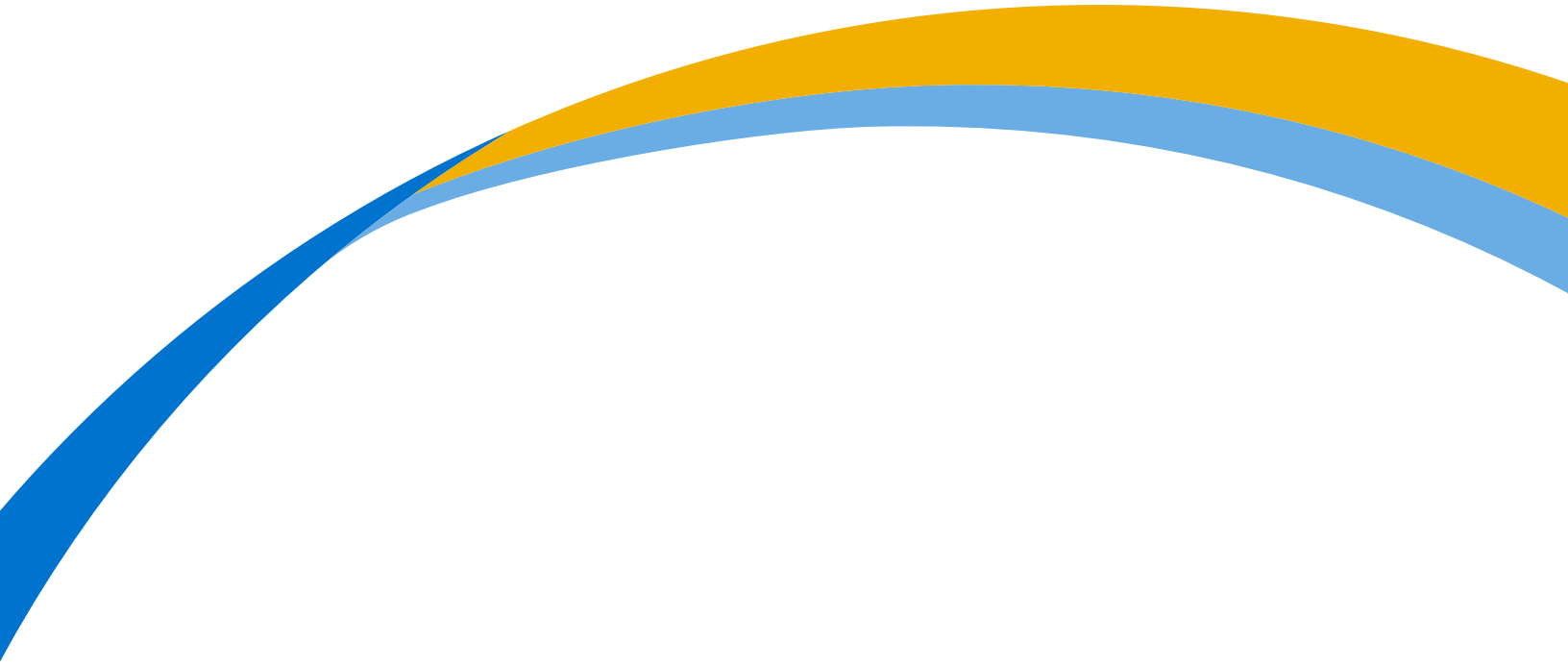
Long term debt - Natural Gas Legacy Fund

Debenture Debt					
2018	Leased Capital Assets	$ 12,151	$ 17,649	$ 29,800	4.43
2018	Leased Capital Assets	7,951	11,549	19,500	4.43
		20,102	**$ 29,198**	**49,300**	
Capital Lease Payable		**2,305**		**2,396**	10.072
Total Debt - Natural Gas Legacy Fund		**$ 22,407**		**$ 51,696**	

Long term debt - Library

2017	Mortgage - Building	$ 1,563		$ 5,100	8.94
Total Debt - Library Fund		**$ 1,563**		**$ 5,100**	

Total City Long Term Debt	**$ 120,241**	**$ 82,348**	**$ 206,217**



City of Kelowna

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REPORT TO COUNCIL

Date:	4/28/2014		
RIM No.	1250-30		
To:	City Manager		
From:	Subdivision, Agriculture & Environment Services (MS)		
Application:	OCP13-0003 & Z13-0004	**Owner:**	DRS Ventures Ltd,
Address:	1800 Crosby Road	**Applicant:**	DE Pilling and Associates
Subject:	OCP Amendment and Rezoning Application		
Existing OCP Designation:	Single/Two Unit Residential Multiple Unit Residential (Low Density) Major Park/Open Space		
Proposed OCP Designation:	Single/Two Unit Residential Multiple Unit Residential (Low Density) Major Park/Open Space		
Existing Zone:	A1 – Agriculture 1		
Proposed Zone:	P3 – Parks and Open Space RU2 – Medium Lot Housing		

1.0 Recommendation

THAT OCP Bylaw Amendment No. OCP13-0003 to amend Map 4.1 of the Kelowna 2020 - Official Community Plan Bylaw No. 7600 by changing the Future Land Use designation of a part of the South East ¼ of Section 5 TWP 23 ODYD Except Plan 896, located at 1800 Crosby Road, Kelowna, B.C., from the current Single/Two Unit Residential - Hillside and Park - Major Park/Open Space designation to the proposed Single/Two Unit Residential and Park - Major Park/Open Space configuration, as shown on "Map A" attached to the report, dated September 2013, be considered by Council;

AND THAT Council considers the public consultation process to be appropriate for the purpose of Section 879 of the Local Government Act, as outlined in the Report of the Subdivision, Agriculture & Environment Services Branch dated April 28, 2014;

AND THAT Rezoning Application No. Z13-0004 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of a part of the South East ¼ of Section 5 Township 23 ODYD Except Plan 896, located at 1800 Crosby Road, Kelowna, B.C., from A1 - Agriculture 1 to the P3 – Parks and Open Space and RU2 – Medium Lot Housing as shown on "Map B" attached to the report, dated September 2013, be considered by Council.

AND THAT final adoption of the zone amending bylaw be considered after the issuance of a Natural Environment Development Permit;

AND FURTHER THAT final adoption of the zone amending bylaw be considered subsequent to the requirements of the Development Engineering Branch, Infrastructure Planning Branch, Real Estate Branch and Glenmore Ellison Improvement District being completed to their satisfaction.

2.0 Purpose

The applicant is proposing to amend the future land use and zoning to accommodate a 12 lot development on a portion of the subject property in the Glenmore area.

3.0 Subdivision, Agriculture & Environment Services Comments

The Glenmore Highlands Area Structure Plan (ASP) encompasses the subject property and provides the framework for land use on the subject property (Ekistics, 2000). The original ASP for the parent parcel identified different land uses for the property including park, single family residential, and multi-family residential – low density. The location of the proposed development is perched above existing development located on the valley floor and this site would be highly visible along a well established urban single family vs. open space boundary.

The current future land use map for this portion of the property assigns Major Park /Open Space land use. The proposed development site would gain access from Crosby Road. The OCP amendment would change approximately 5.6 ha from Single / Two Family Residential into Major Park / Open Space, and be dedicated to the City of Kelowna.

Staff acknowledge the landowners expectation that portions of the parent parcel would be developed as identified in the Area Structure Plan and Official Community Plan. Staff recognize the proposed development area is the most suitable location for residential development from a development perspective, taking into consideration the ease of access, existing services, and the comparatively low environmental sensitivity rating. However, this area is also the most suitable for an easily accessible park and staging area.

Support for policy amendments is generally considered in terms of the net impact of the development and consistency with other relevant policies. Accordingly, the proposed development must represent a clear benefit to the City and its residents and must be justifiable. The proposal results in a net gain of approximately 3.6 ha of land that had a future land use designation for Single / Two Family Residential changed to Major Park / Open Space, with the proposed 14.27 ha Park / Open Space area to be dedicated to the City of Kelowna. The environmental rating of the new proposed park area is primarily High Environmentally Sensitive Area (ESA), with some Moderate ESA, according to the Environmental Assessment Report[1]. The new proposed Single / Two Family Residential area of 1.99 ha is rated as primarily low ESA.

In sum, Staff acknowledges that the net gain to Major Park / Open Space of approximately 3.6 ha, together with the blanket Statutory Right of Way and No Build No Disturb Covenant on the parent remainder, presents a balanced approach that achieves the policy intent of the OCP to preserve parks and open space, contribute to a green connection between Knox Mountain Park and Stephen's Coyote Ridge Regional Park, and provide a reasonable solution to the topographical and access challenges to the site. As such, staff supports the proposal as described.

[1] Ecoscape, 2007. Environmental Assessment Report and Sensitivity Analysis, prepared for DRS Ventures Ltd.

4.0 Proposal

4.1 Background

The subject property at 1800 Crosby Road is located in the northern region of the City in the OCP Sector "Glenmore - Clifton – Dilworth". The subject property is a hillside property in the area commonly referred to as Glenmore and is 35.75 hectares in size. Much of the site is topographically challenged with elevations ranging between approximately 423 metres at the low point located near the terminus of existing Crosby Road along the eastern boundary, and approximately 571 metres in the northwest corner. This significant difference (148 meters) in elevation means that steep slopes are prevalent throughout the property with approximately 23.3 hectares (65% of the area) in excess of 30% slopes. Coarse and fine talus, exposed bedrock and rocky outcrops resulting in hazardous conditions and the sensitive habitats synonymous with steep slopes are dispersed throughout the site. Other natural features on the subject property include three distinct wetlands which encompass approximately 1.15 hectares or 3.2% of the site area. (See Table 1).

The Glenmore Highlands Area Structure Plan (ASP) was developed in 2000 for a 720 hectare subject area dominated by hillside terrain and containing a primarily coniferous woodland forest. The subject property was included in the Glenmore Highlands ASP which also includes the Wilden developments.

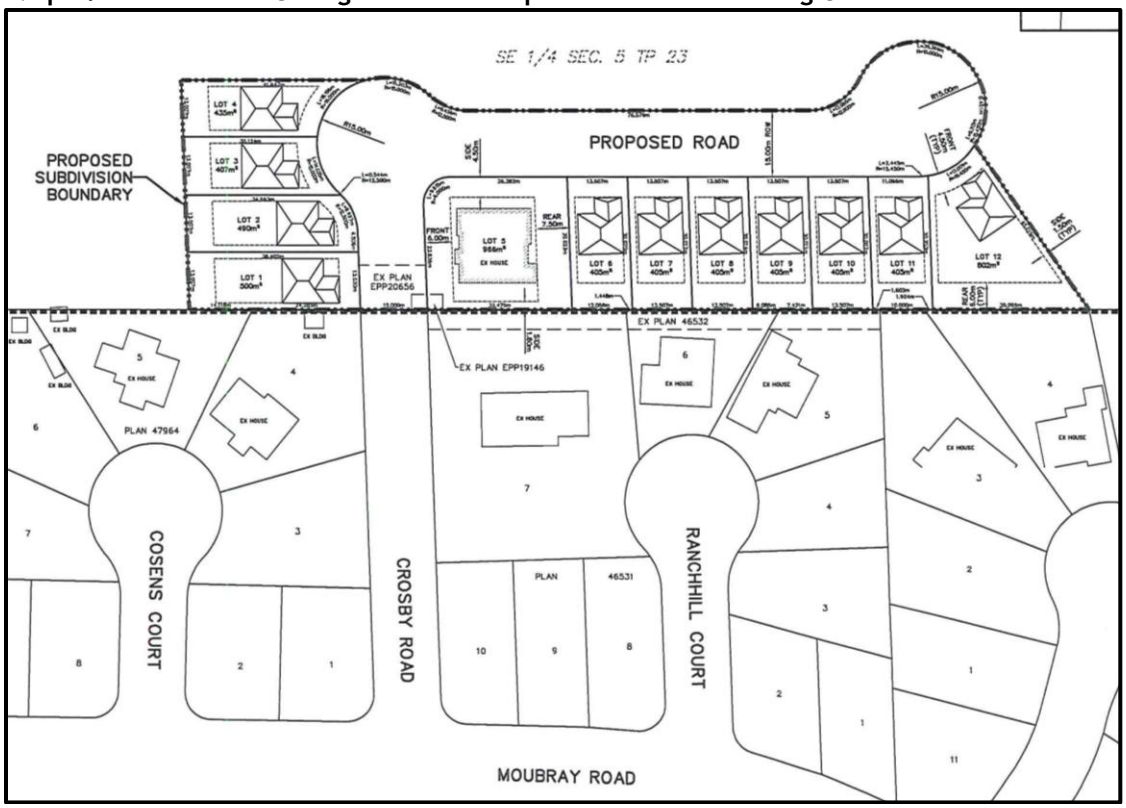
The ASP addressed a modest level of detail with respect to the hillside development and contemplated two forms of residential development on this parent property in the form of clustered single family development at five units per hectare (5uph), and clustered single/multi-family at 10 units per hectare (10uph) density. The Plan broadly considered potential locations for residential development and natural parks and open space at a coarse scale with detailed studies not having been completed. Notably, the portion of the parcel under application was specifically designated as Parks and Open Space, and accordingly the Area Structure Plan has since become the basis for the line work used to generate the Future Land Use Map (Map 19.1) in the current Official Community Plan.

Glenmore Road is the major north/south arterial in this region and would facilitate the majority of traffic movement generated by this development. The subject property is located directly adjacent to an existing, well established community in Glenmore with homes having been established and occupied since the late 1970's. The subject property is presently only accessible from Crosby Road via Glenmore with no access from the west.

4.2 Project Description

The applicant is proposing to rezone the subject property, subdivide and develop a 1.99 hectare portion of the 35.75 hectare subject property. The intent is to develop the lower site as a 12 unit single family development. As the OCP future land use for the proposed development parcel is not consistent with the proposed use, the primary consideration is the amendment of 1.99 ha of future land use designation to single / two unit residential use from major park/open space, with the exchange of approximately 5.6 ha of existing single / two unit residential according to the future land use designation, with a total of 14.27 ha being dedicated to the City of Kelowna as park. The proposed lot configuration and proximity to existing established low density residential development is illustrated below.

Map 1: Location and Configuration of Proposed Lot and Dwelling Units



The applicants have undertaken a number of studies in support of their applications including geotechnical and environmental studies. An environmental assessment was conducted in 2007 for the parent parcel and quantifies the environmentally sensitive areas on the property. The Environmentally Sensitive Area (ESA) results are showed in the table below.

Table 1. Environmental Sensitivity Analysis

Environmental Sensitivity	Area (hectares)	Percentage
Very High	1.15	3.2%
High	20.09	55.4%
Moderate	14.09	38.9%
Low	0.91	2.5%

The environmental assessment conclusions correlate with the City's Sensitive Ecosystem Inventory and the City's Wetland Inventory. As proposed, the majority of the development is sited on the only area that has a 'low' environmental sensitivity rating, however, the proposal will encroach on an area of high environmental sensitivity. The parkland proposed for dedication is rated as high environmental sensitivity.

4.3 Site Context

The subject property is located between the established neighbourhoods of Glenmore and Wilden, within the Glenmore, Clifton, Dilworth Sector. The immediate adjacent zones and uses are indicated in the table below.

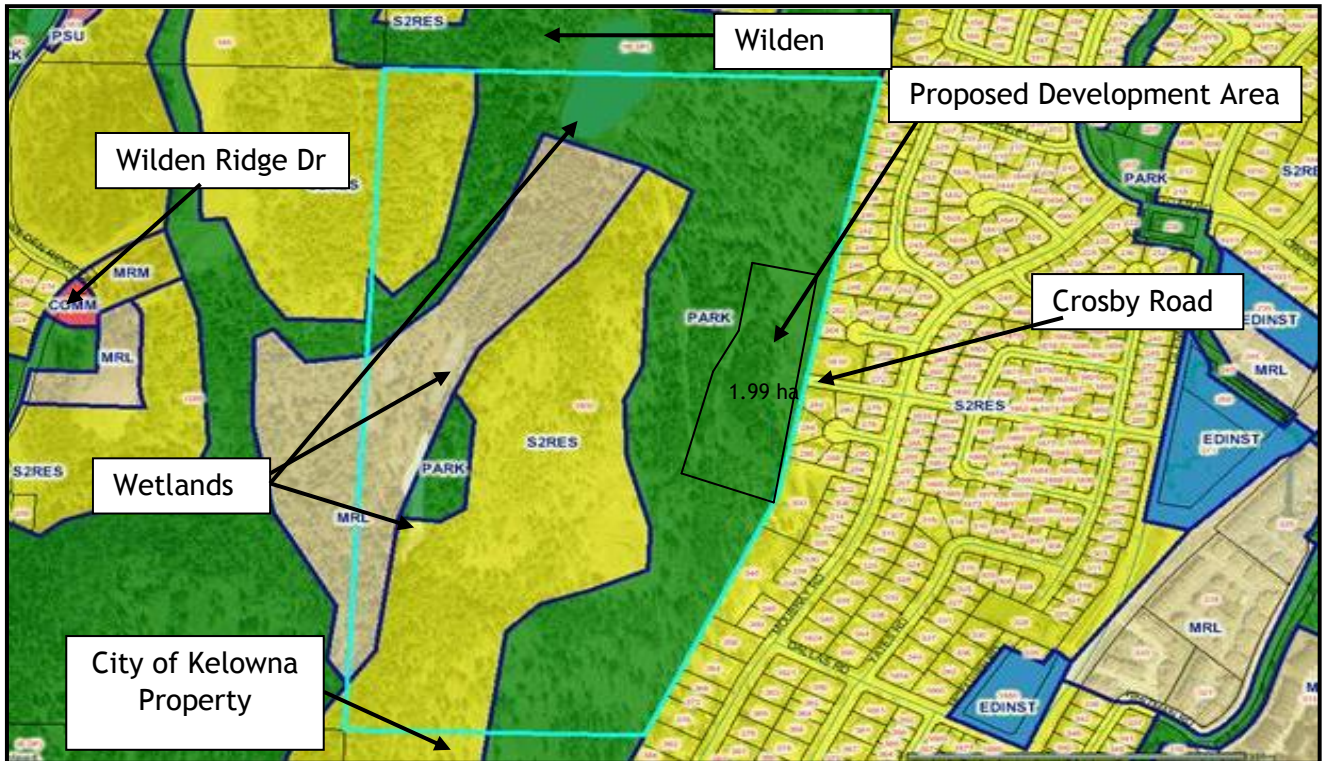
Table 2: Adjacent Zoning and Land Uses

Orientation	Zoning	Land Use
North	P3 – Parks & Open Space	Natural Open Space
East	RU1 – Large Lot Housing RU2 – Medium Lot Housing	Single Family Housing
South	A1 – Agricultural 1 / RU6 – Two Dwelling Residential	Natural Open Space / Single/Two Dwelling Residential
West	RU2H – Medium Lot Housing (Hillside) A1 – Agricultural 1	Single Family Housing Natural Open Space

Site Location Maps

Based on the Glenmore Highlands ASP, the parent parcel has been assigned future land use designations of Multi-family – Low Density, Single/Two Family Residential, and Park/Open Space, as shown on Map 2, below.

Map 2: Future Land Uses



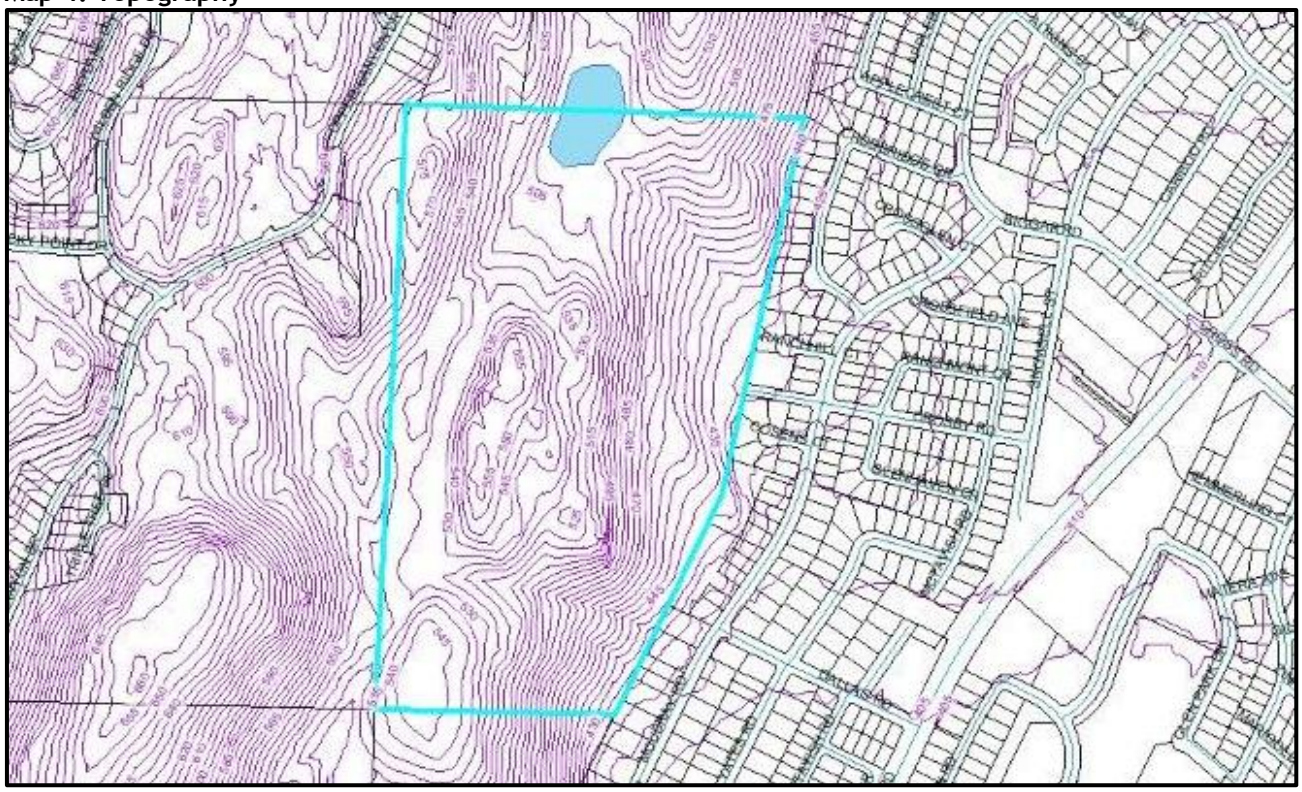
The neighbourhood context and land use is shown below on Map 3.

Map 3: Land Use and Neighbourhood Context

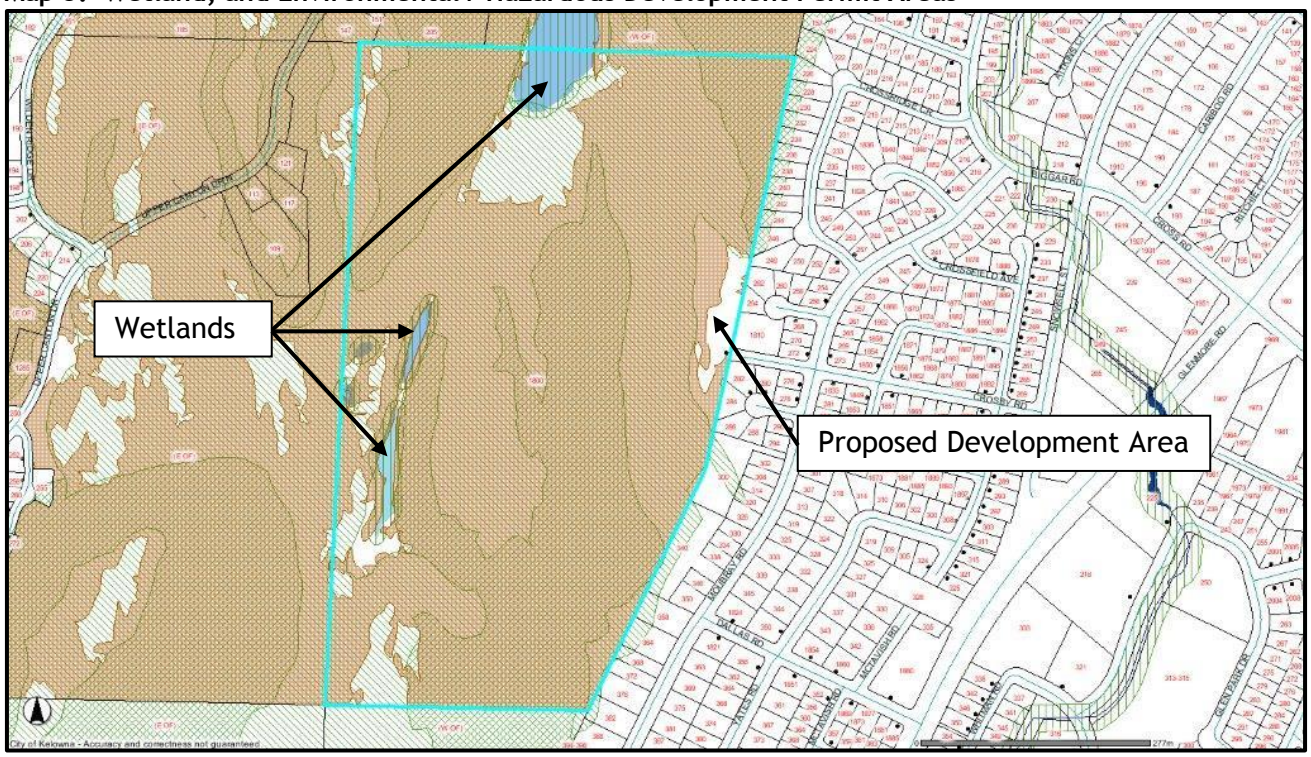


The site topography is shown in Map 3, below. Each contour represents 5 metres of elevation.

Map 4: Topography



Map 5: Wetland, and Environmental / Hazardous Development Permit Areas



4.4 Zoning Analysis

The following table outlines the zoning requirements for RU2 – Medium Lot Housing:

Zoning Analysis Table		
CRITERIA	**ZONE REQUIREMENTS**	**PROPOSAL**
Existing Lot/Subdivision Regulations		
Lot Area	400 m^2	405 – 500 m^2
Lot Width	13 m	13.007 – 13.507 m
Lot Depth	30 m	30.02 – 38.402 m
Development Regulations		
Height	9.5 m	m
Front Yard	4.5 m (6.0 to garage / carport)	4.5 m (6.0 to garage / carport)
Side Yard (1 ½ storey portion)	1.5 m	1.5 m
Side Yard (2 ½ storey portion)	1.8 m	1.8 m
Rear Yard (1 ½ storey portion)	6.0 m	6.0 m
Rear Yard (2 ½ storey portion)	7.5 m	7.5 m
Other Regulations: • There shall be no more than one single detached house per lot. • Parking and Loading section 8 requirements will apply.		

4.5 Public Consultation

The applicant has undertaken a door to door public consultation program, for addresses within 50 metres of the project site. A letter, complete with the proposed OCP amendment package, was left if residents were not home, with contact information for both the applicant and the City of Kelowna file manager. One letter was received by the City of Kelowna in response (attached).

The applicant has provided a summary of the public consultation program (attached).

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

The Kelowna Official Community Plan designates the location of the proposed development on the subject property as Major Park & Open Space. Application OCP10-0001 has been made to change the OCP designation to facilitate the proposed residential development, and to change existing Single/Two Family Residential area to Major Park / Open Space.

7.1 Hillside Policies[2]

7.1.1 Hazardous Condition Review. Ensure that all development and activities in hillside areas are reviewed for compliance with City engineering standards, safety and protection and refer applications to the Province in accordance with applicable requirements.

7.1.2 Alternative Hillside Standards. Consider, within the context of a Hazardous Condition Development Permit, alternative hillside development standards within Zoning Bylaw 8000 and the Subdivision, Development and Servicing Bylaw 7900. The intent is to minimize the effects of development on the natural environment of hillside areas, defined as lands in their natural state that have a slope angle of 10% and greater for a minimum height of 6 metres while preserving areas with slopes of 30% and greater. Effects to be minimized may include cuts and fills, tree cutting, regrading and the visual impact in general of urban development on hillsides;

7.10 Natural Environment Policies[3]

7.10.10 Maintaining Biodiversity. Seek to maintain ecological linkages and biodiversity, including wildlife movement corridors and aquatic and terrestrial pathways, in all land use and development decisions;

7.10.12 Retention of Natural Areas. Encourage all development and infrastructure projects to conserve wetlands, wildlife habitat, trees or other indigenous vegetation. Encourage alternative development methods, such as considering increasing density, narrowing right-of-ways, or cluster housing;

8.1 Housing Policies[4]

8.1.18 Housing Agreements. Support the use of housing agreements to assist in creating affordable and special needs housing.

8.1.32 Higher Density for Affordable Housing. Consider support for development of land involving an OCP amendment to increase the density by no more than two increments to a maximum density designation of Multiple Unit Residential (Medium Density) for proposals where 75% of the housing meets the City's definition of affordable housing and/or core

[2] City of Kelowna Official Community Plan – Environment; p. 7-1.
[3] City of Kelowna Official Community Plan – Environment; p. 7-13.
[4] City of Kelowna Official Community Plan – Housing; pp. 8-3, 8-4, 8-5.

needs housing as defined in the OCP (8.1.16 & 8.1.17). The development must meet the following conditions:

- the density of the development can be sensitively integrated into the surrounding neighbourhood;
- where a lot line abuts a lower density residential land uses designation, buildings facing this lot line within the development shall be stepped back such that there is no more than a one-storey height gain between these building frontages and the height permitted within the land uses assigned to adjacent parcels; and
- height must be determined by the City as appropriate within the context of the adjacent land use designations; and
- supporting infrastructure and park land is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure and park land); and
- a housing agreement must be entered into with the City and registered on title to secure the affordable dwellings for the long term.

14.1 Parks and Leisure Policies[5]

14.1.1 Parks and Open Space. Endeavour to provide a variety of parks and open spaces to meet the diverse needs of the community;
14.1.28 Dedication of Natural Areas. At time of subdivision or rezoning, encourage landowners, where appropriate, to dedicate any significant natural areas / features for preservation or for public use;

5.2 Glenmore Highlands Area Structure Plan (2000)

Section 2.1.3 Wildlife[6]

Wildlife Movement Corridors: the ASP area wildlife movement occurs primarily in a north-south direction between two areas of substantial habitat that are adjacent to the ASP area. Knox Mountain Park is located to the south and Stephen's Coyote Ridge Regional Park is situated to the north. The maintenance of continuous vegetated corridors between these large reserves of natural habitat is critical to the maintenance of biodiversity and ecological viability within the ASP area.

6.0 Technical Comments

6.1 Development Engineering Branch

The Development Engineering Branch has indicated the following items are required for the development. Please refer to the attached memo for a full description of requirements. In summary, the following is required:

- Installation of a centralized mail delivery station;
- A geotechnical report to address slope stability and hydrological issues;
- Satisfactory arrangements regarding flows and sizing infrastructure with Glenmore Ellison Irrigation District (GEID);
- Adequately sized sanitary sewer system;

[5] City of Kelowna Official Community Plan – Parks and Leisure; pp. 14-1, 14-4.
[6] Glenmore Highlands Area Structure Plan, Section 2 Context & Existing Conditions; p. 21.

- Adequately sized drainage system;
- Grading plans;
- Road dedication of Crosby Road Extension;
- Power and telecommunication services and street lights;
- Consulting Engineering Letter;
- A Servicing Agreement, in accordance with Bylaw No. 7900;
- Proposed Park dedicated to the City as a titled property and zoned P3 – Parks / Open Space;
- Adequate road frontage to the park, including gating and signage;
- Sidewalk;
- Fuel reduction for forest health; and a
- Fence between private property and the proposed park.

6.2 Kelowna Fire Department

Fire Department access, fire flows, and hydrants should be installed as per the BC Building Code and the City of Kelowna Subdivision Bylaw #7900.

6.3 Parks and Building Planning Branch

Parks has reviewed the development application and has provided the following comments and requirements:

- The proposed park area shall be dedicated to the City as a titled property zoned P3 – Parks & Open Space and transferred as part of the Zoning Application;
- The parkland shall be kept in a natural, undisturbed condition - no debris and garbage; no unauthorized tree cutting, no damage to natural vegetation, no material and construction storage and/or equipment parking;
- Adequate road frontage will be required for the park entrance to provide public exposure, sightlines, security, and maintenance access;
- The park road frontage will need to be fenced and gated for operations and security.
- Fencing and vehicle gates shall be to City Standards;
- 5 parking stalls shall be provided for visitors to the park vehicles;
- The sidewalk for the Crosby Road extension shall provide a connection between the existing sidewalk on Crosby and the front entrance to the park connecting to the existing old forestry road (e.g. park trail);
- A Blanket Statutory Right of Way (SROW) for public access shall be secured on the remainder of the upland portion of the subject property beyond the park dedication (e.g. future development lands);
- A plan will be needed to address fuel reduction, forest health and the protection of significant characteristics of the forested area. All approved recommendations of the report shall be implemented prior to transfer in ownership of the lands to the City of Kelowna; and
- To prevent private/public encroachment, the applicant will be required to delineate the private property lines adjacent to the park parcel with a minimum 1.2 m high (4') high

black vinyl chain link fence (or approved equivalent) located 150 mm (6”) within the private property.

6.4 Policy and Planning Department

There is a positive benefit to the community in terms of public parkland. By continuing Crosby Rd into the subdivision, this would allow public access to the existing trails. Adding a temporary right-of-way over the trails as a condition of zoning would ensure public access to the existing trails.

6.5 Subdivision Approving Officer

The Subdivision Approving Officer has provided the following comments:

- Development Cost Charges (DCCs) are payable at final subdivision approval; and
- Ensure that through the OCP and rezoning process that the future Hepner Road does not fall within the open space or park future land use. More specifically at the southwest side of the property. The parks and open space area is touching the road without buffering.

6.6 FortisBC – Electric

FortisBC Inc. – Electric has no land rights concerns at this time. It should be noted that land rights issues may arise from the design process but can be dealt with at that time, prior to construction.

6.7 Interior Health Authority

Interior Health Authority is in support of this application.

6.8 Irrigation District

The GEID require upgrades to water and fire protection system adequate to accommodate the proposed 12 lot subdivision and to facilitate adequate fire protection.

6.9 Shaw Cable

The owner / developer to install an underground conduit system.

6.10 Telus

Telus will provide underground facilities to this development. The developer will be required to supply and install conduit as per Telus policy.

7.0 Application Chronology

Date of Application Received:	January 16, 2013
Agency Referral Comments Received:	March 15, 2013
Updated S/D Plans Submitted:	August 8, 2013

Applicant advised to put on hold subject to meeting with Real Estate Staff: Sept. 27, 2013

Agreed to move forward: Jan. 21, 2014

Public Consultation: March 28 to April 18, 2014

Report prepared by:

_____
Melanie Steppuhn, Land Use Planner
Subdivision, Agriculture & Environment Services

Reviewed by:

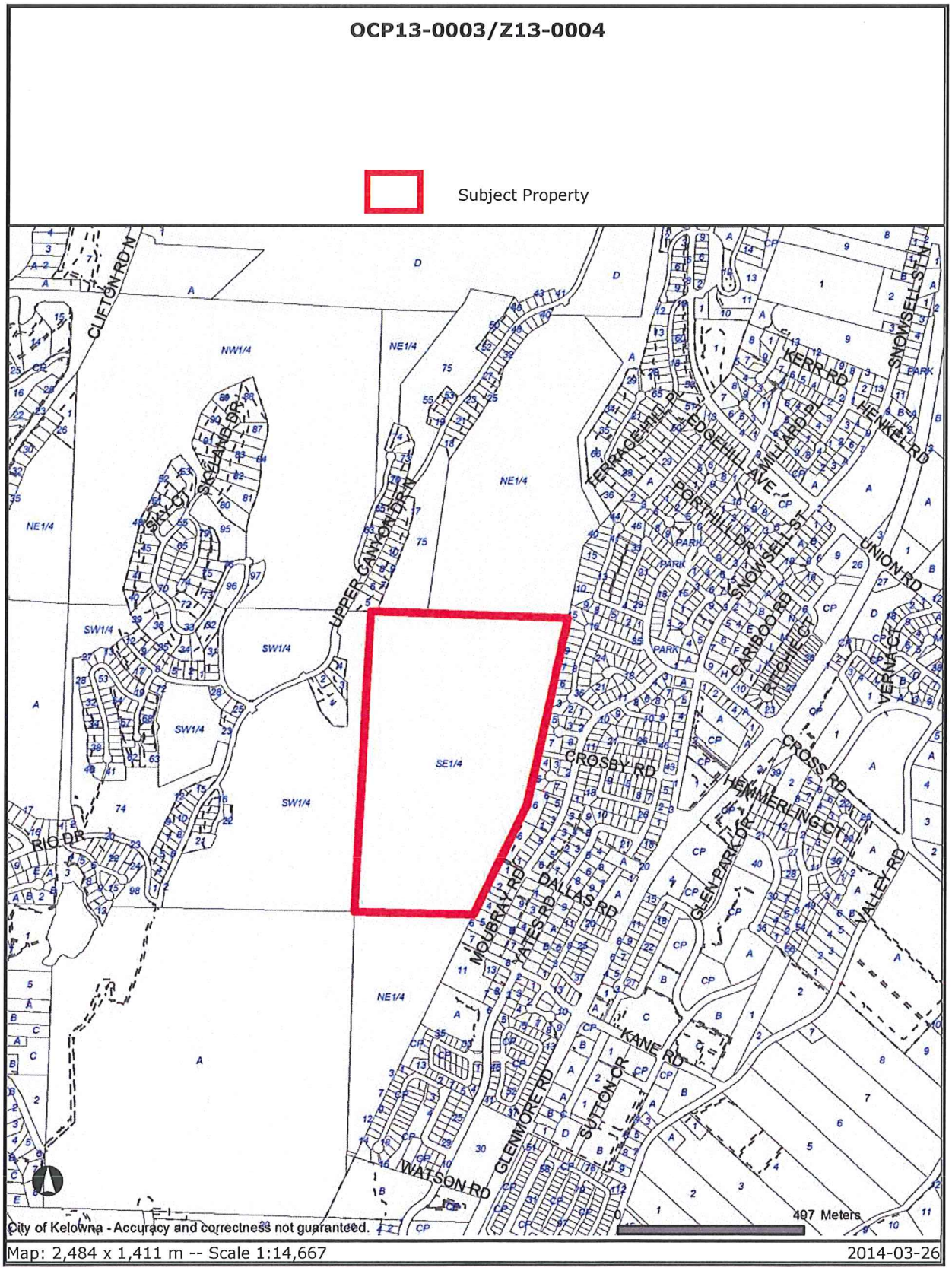
☐ Todd Cashin, Manager, Subdivision, Agriculture & Environment

Approved for Inclusion:

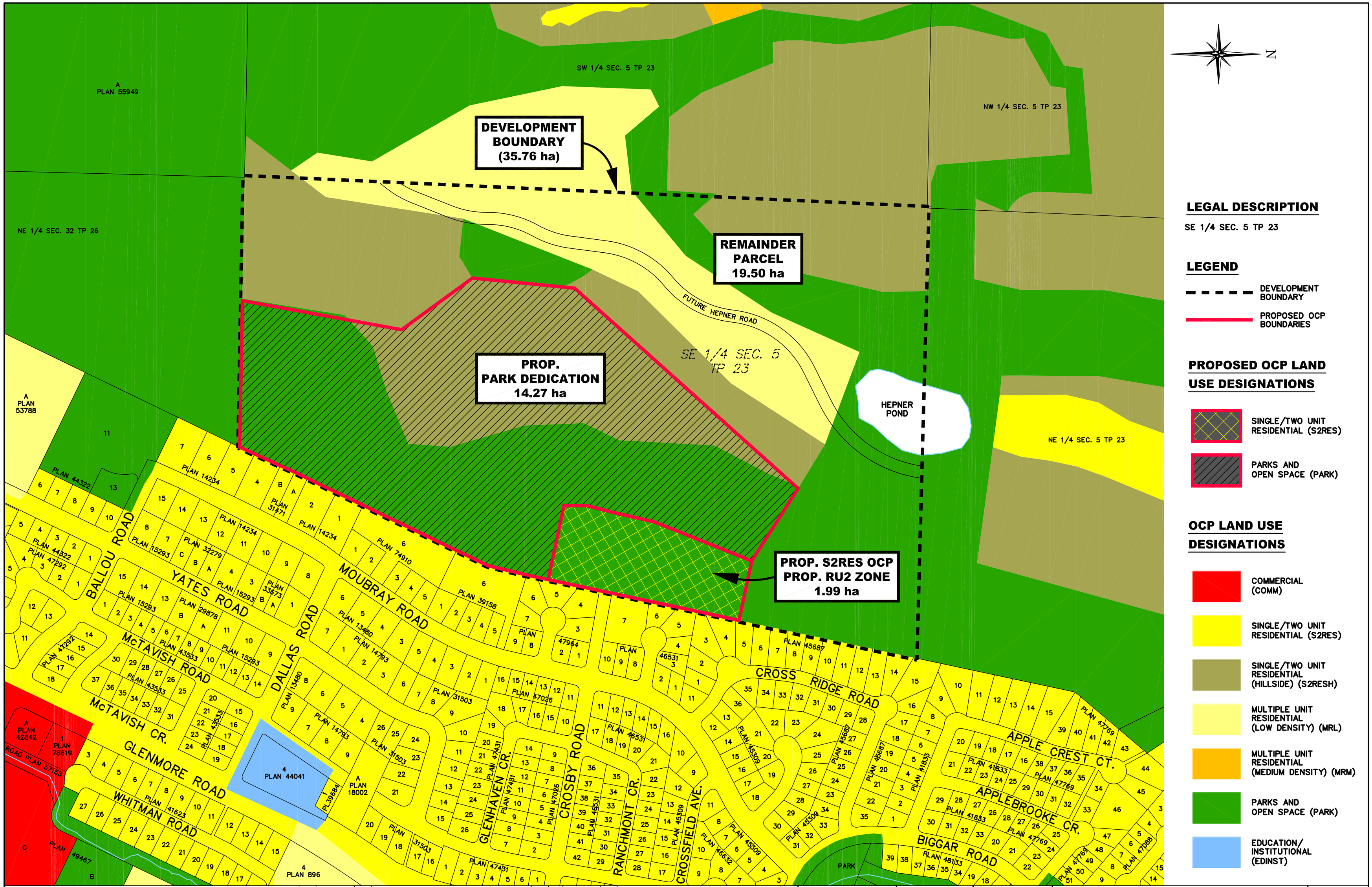
☐ Shelley Gambacort, Director, Community Planning & Real Estate

Attachments:

Subject Property Map (1 page)
Site Plan (1 page)
OCP Amendment 'Map A' (1 page)
Zoning Amendment 'Map B' (1 page)
Preliminary Lot Layout (1 page)
Preliminary Lot Layout with Topography (1 page)
Environmentally Sensitivity Analysis (Ecoscape, 2007) (1 page)
Development Engineering Manager Memo (5 pages)
Public Consultation Summary (17 pages)



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

LEGEND

- DEVELOPMENT BOUNDARY
- PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (S2RESH)
- MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/ INSTITUTIONAL (EDINST)

LEGEND

CABLE TV
GAS
SAN. SEWER
STORM SEWER
U.G. ELECTRICAL
U.G. TELEPHONE
WATER

CAP
CATCH BASIN
ELECTRICAL BOX
HYDRANT
VALVE
LAMP STANDARD

SAN# SANITARY MH (EXISTING OR FUTURE)
SAN# SANITARY MH (PROPOSED)
STM# STORM MH (EXISTING OR FUTURE)
STM# STORM MH (PROPOSED)
TRANSFORMER
UTILITY JUNCTION BOX

No.	MM/DD/YY DATE	BY	REVISION	Chk'd

D.E. Pilling & ASSOC. CONSULTING ENGINEERING
#200–540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
PH: 250.763.2315
FX: 250.763.6559
E: reception@pilling.ca
DALE E. PILLING, P.ENG.

DRAWN	LVZ
DESIGN	PACE
APPROVED	D.E.P.
DATE	SEPT. 2013
SCALE	1:2,000

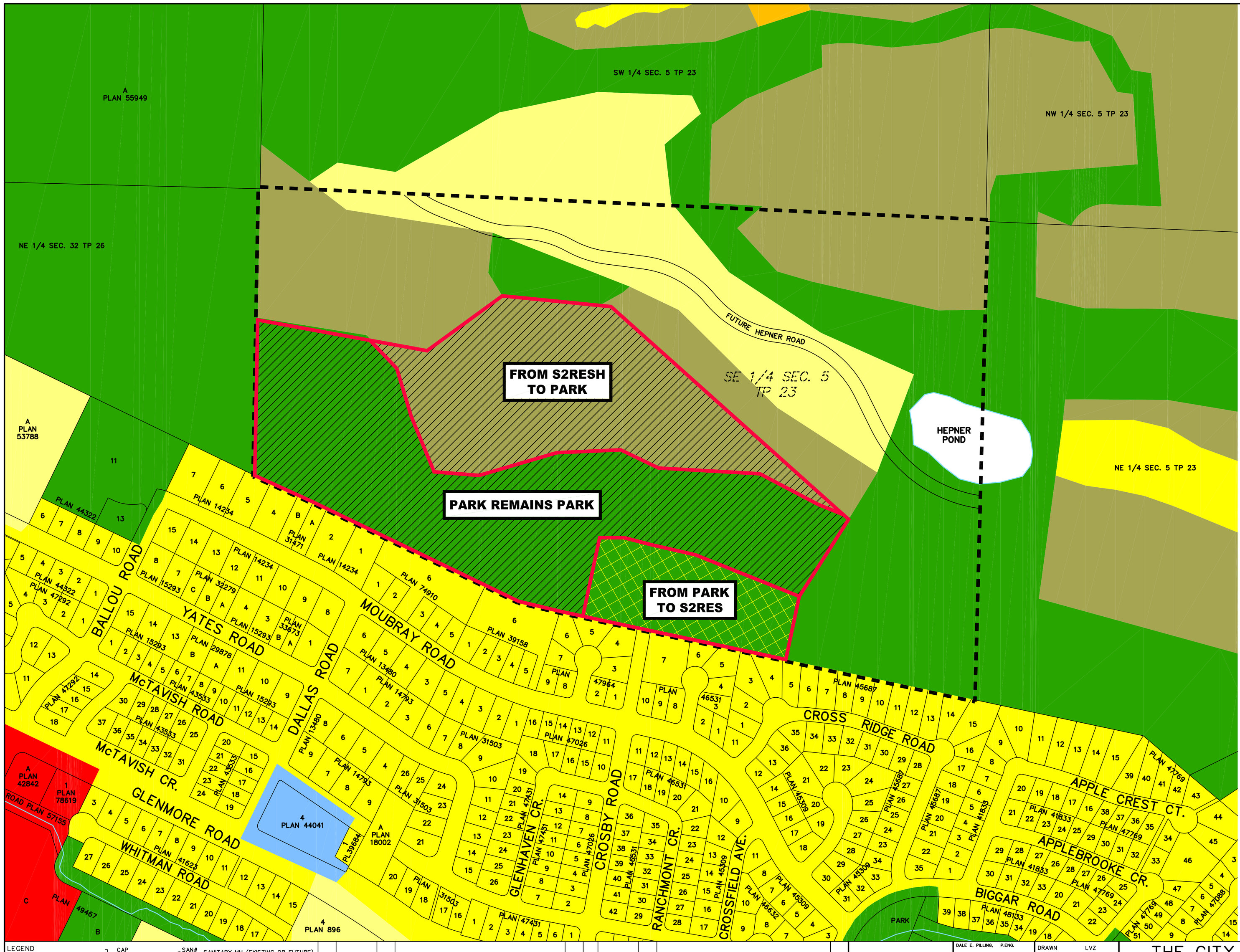
THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
SITE PLAN

CITY FILE No.

DRAWING NO. 2242–Z

PAGE 2A REV. NO. 0



LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

LEGEND

- DEVELOPMENT BOUNDARY
- PROPOSED OCP BOUNDARIES

PROPOSED OCP LAND USE DESIGNATIONS

- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- PARKS AND OPEN SPACE (PARK)

OCP LAND USE DESIGNATIONS

- COMMERCIAL (COMM)
- SINGLE/TWO UNIT RESIDENTIAL (S2RES)
- SINGLE/TWO UNIT RESIDENTIAL (HILLSIDE) (S2RESH)
- MULTIPLE UNIT RESIDENTIAL (LOW DENSITY) (MRL)
- MULTIPLE UNIT RESIDENTIAL (MEDIUM DENSITY) (MRM)
- PARKS AND OPEN SPACE (PARK)
- EDUCATION/ INSTITUTIONAL (EDINST)

LEGEND

CABLE TV
GAS
SAN. SEWER
STORM SEWER
U.G. ELECTRICAL
U.G. TELEPHONE
WATER

CAP
CATCH BASIN
ELECTRICAL BOX
HYDRANT
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SAN# SANITARY MH (EXISTING OR FUTURE)
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DRAWN	LVZ
DESIGN	PACE
APPROVED	D.E.P.
DATE	SEPT. 2013
SCALE	1:2,000

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
OCP AMENDMENT / MAP "A"

CITY FILE No.

DRAWING NO. 2242–Z

PAGE 2B | REV. NO. 0

N

SW 1/4 SEC. 5 TP 23

NW 1/4 SEC. 5 TP 23

A
PLAN 55949

NE 1/4 SEC. 32 TP 26

SE 1/4 SEC. 5 TP 23

FUTURE HEPNER ROAD

HEPNER POND

NE 1/4 SEC. 5 TP 23

FROM
A1 - AGRICULTURAL
T0
P3 - PARKS & OPEN SPACE

FROM
A1 - AGRICULTURAL
T0
RU2 - MEDIUM LOT HOUSING

BALLOU ROAD
YATES ROAD
McTAVISH ROAD
McTAVISH CR.
GLENMORE ROAD
WHITMAN ROAD
DALLAS ROAD
MOUBRAY ROAD
GLENHAVEN CR.
CROSBY ROAD
RANCHMONT CR.
CROSSFIELD AVE.
CROSS RIDGE ROAD
APPLE CREST CT.
APPLEBROOKE CR.
BIGGAR ROAD
PARK

A PLAN 53788
A PLAN 42842
1 PLAN 78619
ROAD PLAN 57155
C PLAN 49467 B
4 PLAN 44041
A PLAN 18002
4 PLAN 896
PL39684

LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

LEGEND

DEVELOPMENT BOUNDARY

PROPOSED ZONE BOUNDARIES

LEGEND

CABLE TV
GAS
SAN. SEWER
STORM SEWER
U.G. ELECTRICAL
U.G. TELEPHONE
WATER

CAP
CATCH BASIN
ELECTRICAL BOX
HYDRANT
VALVE
LAMP STANDARD

SAN# SANITARY MH (EXISTING OR FUTURE)
SAN# SANITARY MH (PROPOSED)
STM# STORM MH (EXISTING OR FUTURE)
STM# STORM MH (PROPOSED)
TRANSFORMER
UTILITY JUNCTION BOX

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DRAWN	LVZ
DESIGN	PACE
APPROVED	D.E.P.
DATE	SEPT. 2013
SCALE	1:2,000

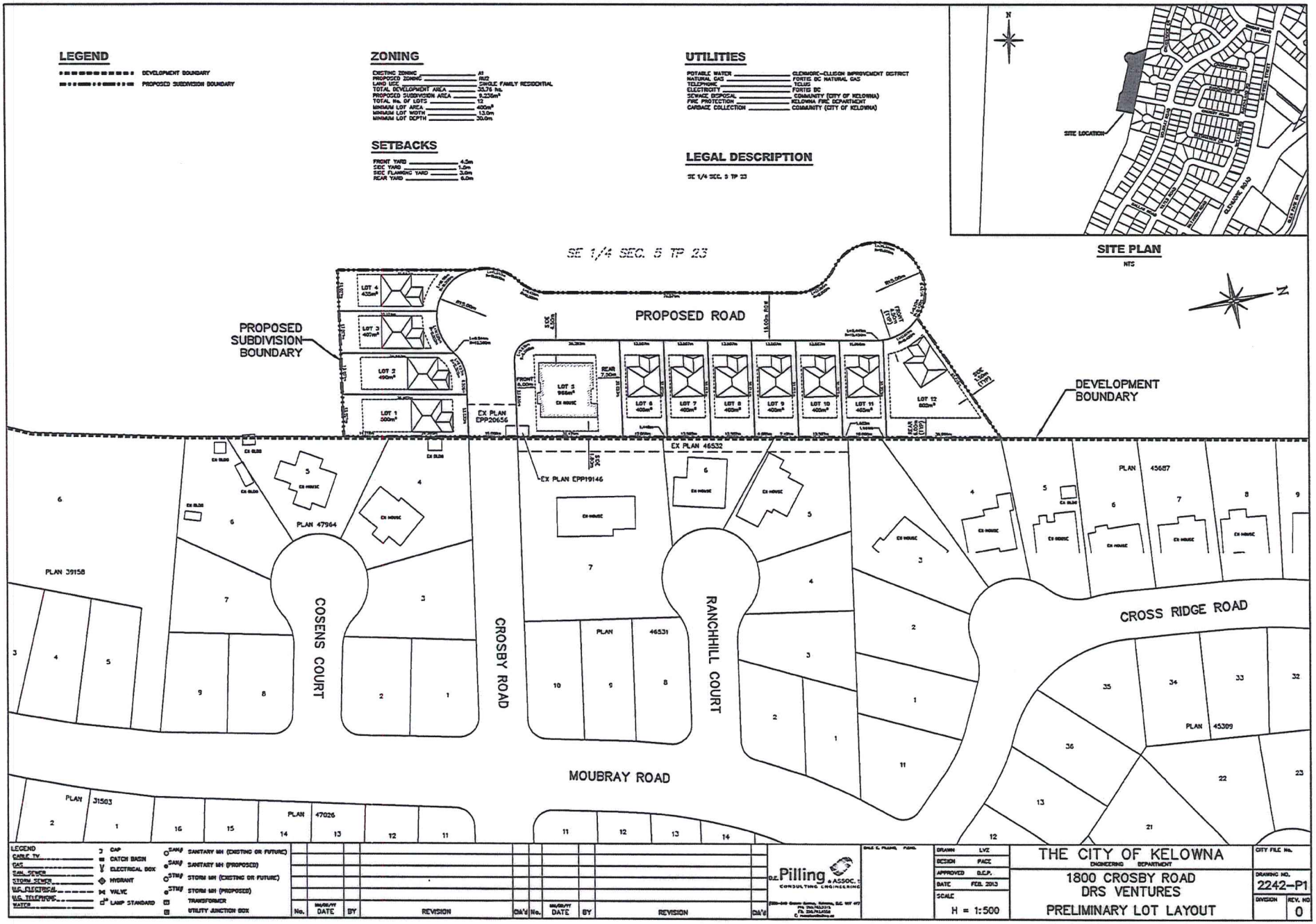
THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
ZONING AMENDMENT / MAP "B"

CITY FILE No.

DRAWING NO. 2242–Z

PAGE 2C REV. NO 0


LEGEND
DEVELOPMENT BOUNDARY
PROPOSED SUBDIVISION BOUNDARY
ZONING
EXISTING ZONING — A1
PROPOSED ZONING — RU2
LAND USE — SINGLE FAMILY RESIDENTIAL
TOTAL DEVELOPMENT AREA — 38,76 ha.
PROPOSED SUBDIVISION AREA — 9,236m²
TOTAL No. OF LOTS — 12
MINIMUM LOT AREA — 400m²
MINIMUM LOT WIDTH — 13.0m
MINIMUM LOT DEPTH — 30.0m
SETBACKS
FRONT YARD — 4.5m
SIDE YARD — 1.5m
SIDE FLANKING YARD — 2.0m
REAR YARD — 6.0m
UTILITIES
POTABLE WATER — GLENMORE-ELLISON IMPROVEMENT DISTRICT
NATURAL GAS — FORTIS BC NATURAL GAS
TELEPHONE — TELUS
ELECTRICITY — FORTIS BC
SEWAGE DISPOSAL — COMMUNITY (CITY OF KELOWNA)
FIRE PROTECTION — KELOWNA FIRE DEPARTMENT
CARBAGE COLLECTION — COMMUNITY (CITY OF KELOWNA)
LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP 23
SITE LOCATION
SITE PLAN
NTS
SE 1/4 SEC. 5 TP 23
PROPOSED ROAD
PROPOSED SUBDIVISION BOUNDARY
DEVELOPMENT BOUNDARY
LOT 1 500m²
LOT 2 490m²
LOT 3 407m²
LOT 4 432m²
LOT 5 986m²
LOT 6 400m²
LOT 7 400m²
LOT 8 400m²
LOT 9 400m²
LOT 10 400m²
LOT 11 402m²
LOT 12 602m²
EX PLAN EPP20656
EX PLAN 46532
EX PLAN EPP19146
PLAN 47964
PLAN 39158
PLAN 45687
PLAN 46531
PLAN 31503
PLAN 47026
PLAN 45309
COSENS COURT
CROSBY ROAD
RANCHHILL COURT
CROSS RIDGE ROAD
MOUBRAY ROAD
LEGEND
CABLE TV
GAS
SAN. SEWER
STORM SEWER
U/G ELECTRICAL
U/G TELEPHONE
WATER
CAP
CATCH BASIN
ELECTRICAL BOX
HYDRANT
VALVE
LAMP STANDARD
SANITARY MH (EXISTING OR FUTURE)
SANITARY MH (PROPOSED)
STORM MH (EXISTING OR FUTURE)
STORM MH (PROPOSED)
TRANSFORMER
UTILITY JUNCTION BOX
No.
DATE
BY
REVISION
Ck'd
O.K. Pilling & ASSOC.
CONSULTING ENGINEERING
DRAWN LVZ
DESIGN PACE
APPROVED O.C.P.
DATE FEB. 2013
SCALE
H = 1:500
THE CITY OF KELOWNA
ENGINEERING DEPARTMENT
1800 CROSBY ROAD
DRS VENTURES
PRELIMINARY LOT LAYOUT
CITY FILE No.
DRAWING NO.
2242-P1
DIVISION
REV. NO
0

LEGEND

400 ORIGINAL GROUND CONTOUR (1m INTERVALS)

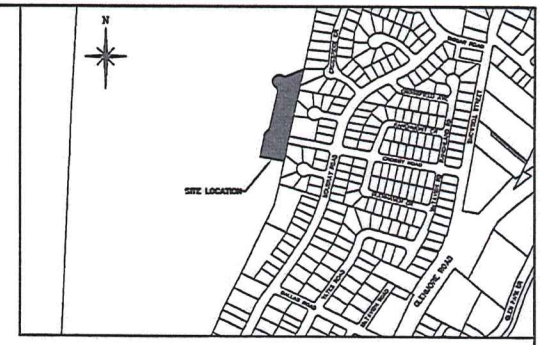
DEVELOPMENT BOUNDARY

PROPOSED SUBDIVISION BOUNDARY

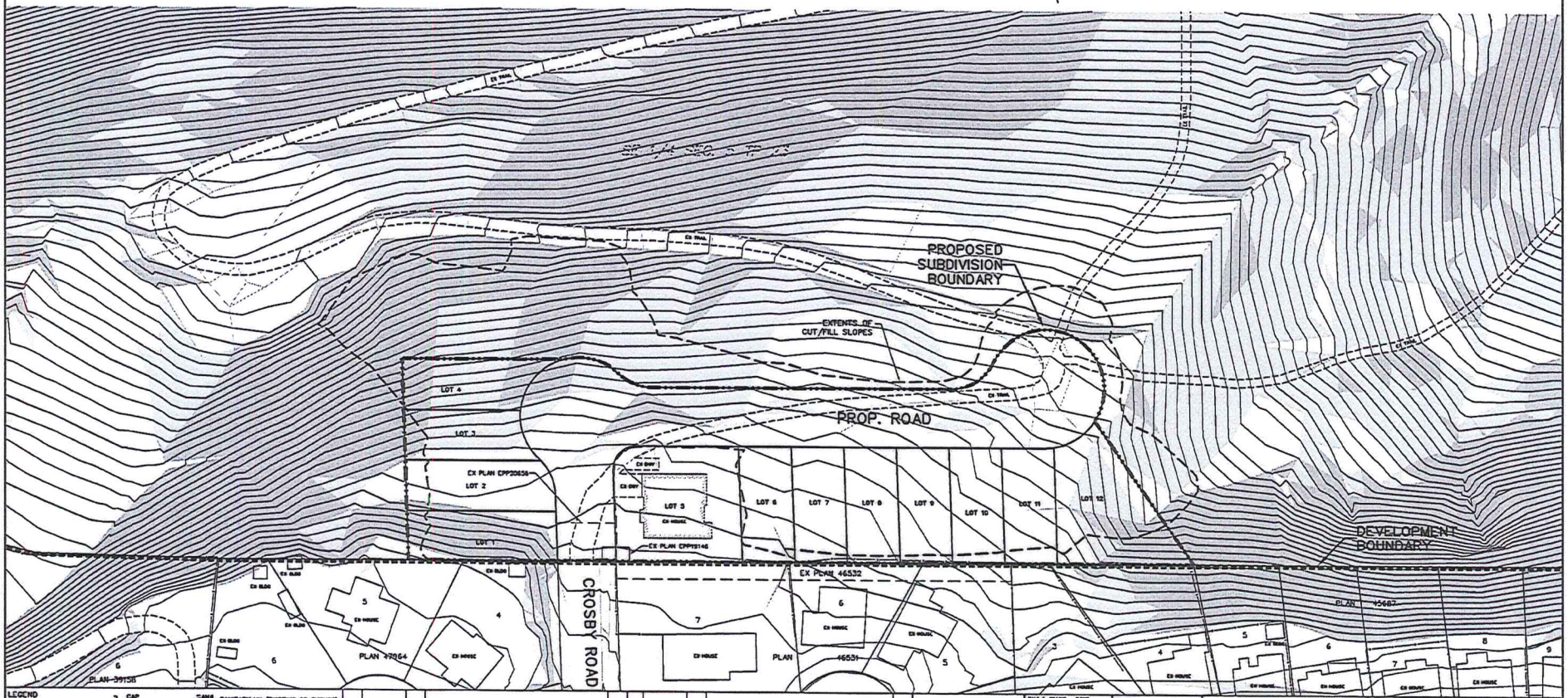
LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23

SLOPES TABLE			
Number	Minimum Slope	Maximum Slope	Color
1	30.00%	40.00%	
2	40.00%	400000.00%	



SITE PLAN



LEGEND

CABLE TV
GAS
SAN. SEWER
STORM SEWER
U/G ELECTRICAL
U/G TELEPHONE
WATER

CAP
CATCH BASIN
ELECTRICAL BOX
HYDRANT
VALVE
LAMP STANDARD

SANITARY MH (EXISTING OR FUTURE)
SANITARY MH (PROPOSED)
STORM MH (EXISTING OR FUTURE)
STORM MH (PROPOSED)
TRANSFORMER
UTILITY JUNCTION BOX

No.	MM/DD/YY DATE	BY	REVISION	Chk'd

No.	MM/DD/YY DATE	BY	REVISION	Chk'd

D.E. Pilling & ASSOC. CONSULTING ENGINEERING

DRAWN	LVZ
DESIGN	PACE
APPROVED	D.E.P.
DATE	MAY 2013
SCALE	1:500

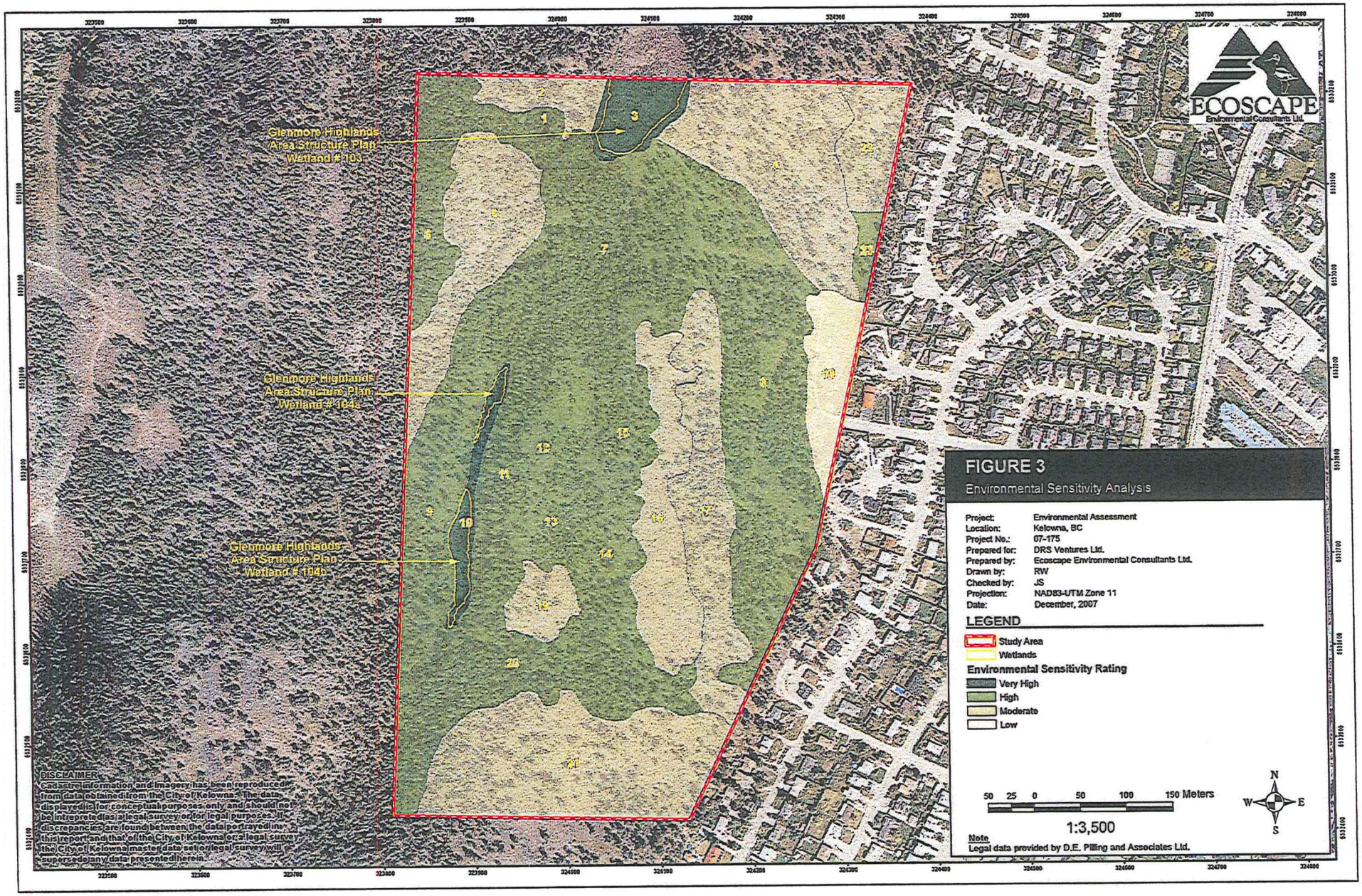
THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES LTD.
+30% SLOPES
PRELIMINARY LOT LAYOUT

CITY FILE No.

DRAWING NO. 2242-P2

DIVISION | REV. NO 0


Glenmore Highlands Area Structure Plan Wetland # 103
Glenmore Highlands Area Structure Plan Wetland # 104a
Glenmore Highlands Area Structure Plan Wetland # 104b
ECOSCAPE
Environmental Consultants Ltd.
FIGURE 3
Environmental Sensitivity Analysis
Project: Environmental Assessment
Location: Kelowna, BC
Project No.: 07-175
Prepared for: DRS Ventures Ltd.
Prepared by: Ecoscape Environmental Consultants Ltd.
Drawn by: RW
Checked by: JS
Projection: NAD83-UTM Zone 11
Date: December, 2007
LEGEND
Study Area
Wetlands
Environmental Sensitivity Rating
Very High
High
Moderate
Low
50 25 0 50 100 150 Meters
1:3,500
N
W
E
S
Note
Legal data provided by D.E. Pilling and Associates Ltd.
DISCLAIMER
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CITY OF KELOWNA

MEMORANDUM

Date: February 22, 2013

File No.: Z13-0004

To: Land Use Management (GS)

From: Development Engineering Manager

Subject: 1800 Crosby Road. Sec 5 TP 23

Development Engineering has the following comments and requirements associated with this application to rezone from A-1 to RU-2, P3
The road and utility upgrading requirements outlined in this report will be a requirement of this application.

The Development Engineering Technologist for this project is John Filipenko. AScT

.1) General

a) This proposed subdivision may require the installation of centralized mail delivery equipment. Please contact Rick Ould, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC V1Y 2K0 to obtain further information and to determine suitable location(s) within the development.

.2) Geotechnical Report

a) Prior to initial consideration, provide a Geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the following:

(i) Confirm that each development node (neighbourhood) is suitable for the proposed land use.

(ii) Identify lands that should not be developed such as environmentally sensitive or hazardous conditions areas.

(iii) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.

(iv) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).

(v) Any special requirements for construction of roads, utilities and building structures.

(vi) Suitability of on-site disposal of storm water, including effects upon adjoining lands.

(vii) Identify slopes greater than 30%.

(viii) Recommendations for items that should be included in a Restrictive Covenant.

(ix) Any special requirements that the proposed subdivision should undertake so that it will not impact adjacent properties.

b) Further detailed reports will be required for each subdivision or development phase as they progress.

.3) Water

a) The property is located within the Glenmore Ellison Irrigation District (GEID) service area. The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and upgrading costs are to be paid directly to the GEID.

b) Provide an adequately sized domestic water and fire protection system. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. Provide water calculations for this development to confirm this. Ensure every building site is located at an elevation that ensures water pressure is within the bylaw pressure limits. Note: Private pumps are not acceptable for addressing marginal pressure.

.4) Sanitary Sewer

a) Provide an adequately sized sanitary sewer system.

b) Provide sanitary routing design complete with calculations ensuring the downstream infrastructure is capable of supporting this rezoning

.5) Drainage

a) Provide an adequately sized drainage system. The Subdivision, Development and Servicing Bylaw require that each lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a hydrogeotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.

b) Provide the following drawings:

i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);

ii) A detailed Stormwater Management Plan for this rezoning; and,

iii) An Erosion and Sediment Control Plan.

c) Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.

d) Significant banks are located on the subject property. The slopes appear to be sensitive to erosion; temporary and permanent measures must be taken to prevent erosion and sediment transport.

.6) Roads

a) Dedicate and Construct the Crosby Road extension to a Local – Class 2 standard (SS-R4)

b) Provide traffic control and street name signs where required. The City will install all signs and traffic control devices at the developer's expense.

c) Grade the fronting road boulevards in accordance with the standard drawing and provide a minimum of 50 mm of topsoil. Major cut/fill slopes must start at the property lines.

d) Verify that physical driveway access will satisfy City requirements for all lots. For steeper lots (15% and greater), show driveways on the lot grading plan with grades or profiles. Where lots are serviced by onsite sewage disposal systems, show limits of cut and fill lines.

e) Maximum length of a permanent cul-de-sac is to be 200 m unless approved otherwise by the Approving Officer.

f) Cul-de-sac approach roads must not exceed bylaw grade requirements.

.7) Power and Telecommunication Services and Street Lights

a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground

b) Street lights must be installed on all roads.

c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.

.8) 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 City's Development Engineering Brancht. 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.

.9) 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 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.

.10) Other Engineering Comments

a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.

b) Parks & Public Places Branch has reviewed the development application and provides the following comments and requirements:

i) The proposed park area shall be dedicated to the City as a titled property zoned P3 – Parks & Open Space and transferred as part of the Zoning Application;

ii) Adequate road frontage will be required for the park entrance to provide public exposure, sightlines, security, and maintenance access;

iii) The park road frontage will need to be fenced and gated for operations and security Fencing and vehicle gates shall be to City Standards;

iv) The sidewalk for the Crosby Road extension shall provide a connection between the existing sidewalk on Crosby and the front entrance to the park connecting to the existing old forestry road (e.g. park trail);

v) A short term SROW for public access (5-10 years until future development occurs) shall be secured on the remainder of the upland portion of the subject property beyond the park dedication (e.g. future development lands);

vi) A plan will be needed to address fuel reduction, forest health and the protection of significant characteristics of the forested area. All approved recommendations of the report shall be implemented prior to transfer in ownership of the lands to the City of Kelowna.

vii) To prevent private/public encroachment, the applicant will be required to delineate the private property lines adjacent to the park parcel with a minimum 1.2 m high (4') high black vinyl chain link fence (or approved equivalent) located 150 mm (6") within the private property.

.11) Charges and Fees

a) Development Cost Charges (DCC's) are payable

b) Fees per the "Development Application Fees Bylaw" include:

i) Street/Traffic Sign Fees: at cost if required (to be determined after design).
ii) Survey Monument, Replacement Fee: $1,200.00 (GST exempt) – only if disturbed.
iii) Engineering and Inspection Fee: 3% of construction value (plus GST).
iv) Latecomer Processing Fee: $1,000.00 (plus GST) per agreement (no charge for 1 day agreements).

c) Sewer Specified Area Administration Fee of $250.00 to amend service boundary.

Steve Muenz, P.Eng.
Development Engineering Manager

JF

D.E. Pilling & ASSOC. LTD
CONSULTING ENGINEERING

April 23, 2014
File: 2242
CoK: Z13-0004

Attention: Melanie Steppuhn, BES, BCLA

Re: 1800 Crosby Road – Proposed OCP Amendment/Rezoning Application
Public Notification and Consultation Summary Responses

In regards to the proposed OCP Amendment and rezoning application for 1800 Crosby Road, information was circulated by hand, to all properties within 50m of the subject property.

As a result of the hand out and discussions on site, I have provided addtional information and cross sections to 3 owners immediately adjacent to the proposed development and been back to review the details with the owners individually.

For your information I have enclosed the following documentation:

- Information handout for neighboring properties, prepared by D.E.Pilling & Assoc., dated April 7, 2014.
- Various email correspondence between myself and some of the residents.

To summarize the feedback from the neighbors I have corresponded with, I can comment as follows:

- 14 properties were provided the information package
- Onsite I spoke with 5 residents who generally supported the proposed subdivision as shown in the package.
- Efforts to grade the subdivision with as little impact to the adjacent properties as possible were commended. As well, the fact that we are providing as much rear yard setback as possible and proposing to fence the rear property line were mentioned to be appreciated.
- Single family lots as proposed are favored in comparison to the multifamily option proposed previously.
- Residents have commented they experience a lot of concern and disturbance with "bush parties" dirt biking and campfires off the end of Crosby Road. Improvements and number of instances this happens seems to have noticeably improved with the recent construction of the new home on the property (1800 Crosby)

D.E. Pilling & ASSOC. LTD
CONSULTING ENGINEERING

April 7, 2014
File: 2242
CoK: Z13-0004

Dear Sir or Madam,

Re: 1800 Crosby Road – Proposed 12 Lot Subdivision & Proposed Park Dedication

Please find attached, drawings that reference a proposed subdivision and park dedication on the lower portion of 1800 Crosby Road.

- 2242 – P1 (rev. 0) – Preliminary Lot Layout
- 2242 – P3 (rev. 0) – Overall Development Plan
- 2242 – Z2 (rev. 0) – OCP Amendment/Rezoning Plan

The proposed development is for 12 single family homes. In conjunction with this proposal, the applicant has also agreed to rezone and dedicate 14.27 ha (35.3 acres) of the parent parcel to the City of Kelowna for park, and register a temporary no build/no disturb covenant on the remainder 19.50 ha (48.2 acres) until such time as the upper portion of the parent parcel is rezoned.

The layout and use of the property as proposed, is the result of our design team working collaboratively with City staff to come up with a mixed use designation for the parcel that best suits the area. This proposal allows for some development to occur where its suitable, and protects and dedicates more park and open space in areas that are currently enjoyed by the areas residents.

Official Community Plan (OCP) amendment, rezoning and development permit applications have been submitted to City of Kelowna as required to accommodate the proposed 12 Lot Subdivision and Park Dedication.

Prior to the application progressing through the City rezoning process, we are interested any comments or input you may have with respect to this layout as proposed. If you have any questions, concerns or comments regarding the 12 Lot Subdivision, please contact the undersigned in writing by Thursday ~~March~~ APRIL 17th 2014 so your comments can be considered.

Sincerely,

Dawn Williams,

D.E. Pilling & Assoc. Ltd.
#200-540 Groves Avenue
Kelowna, BC V1Y 4Y7

Dawn Williams,
Project Manager
dawnw@pilling.ca/ph.250.763.2315

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Melanie Steppuhn,
Land Use Planner
msteppuhn@kelowna.ca

LEGEND

DEVELOPMENT BOUNDARY

PROPOSED SUBDIVISION BOUNDARY

ZONING

EXISTING ZONING	A1
PROPOSED ZONING	RU2
LAND USE	SINGLE FAMILY RESIDENTIAL
TOTAL DEVELOPMENT AREA	35.76 ha.
PROPOSED SUBDIVISION AREA	9,236m²
TOTAL No. OF LOTS	12
MINIMUM LOT AREA	400m²
MINIMUM LOT WIDTH	13.0m
MINIMUM LOT DEPTH	30.0m

SETBACKS

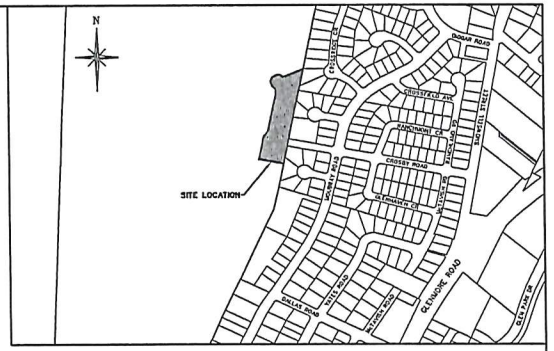
FRONT YARD	4.5m
SIDE YARD	1.5m
SIDE FLANKING YARD	3.0m
REAR YARD	6.0m

UTILITIES

POTABLE WATER	GLENMORE-ELLISON IMPROVEMENT DISTRICT
NATURAL GAS	FORTIS BC NATURAL GAS
TELEPHONE	TELUS
ELECTRICITY	FORTIS BC
SEWAGE DISPOSAL	COMMUNITY (CITY OF KELOWNA)
FIRE PROTECTION	KELOWNA FIRE DEPARTMENT
GARBAGE COLLECTION	COMMUNITY (CITY OF KELOWNA)

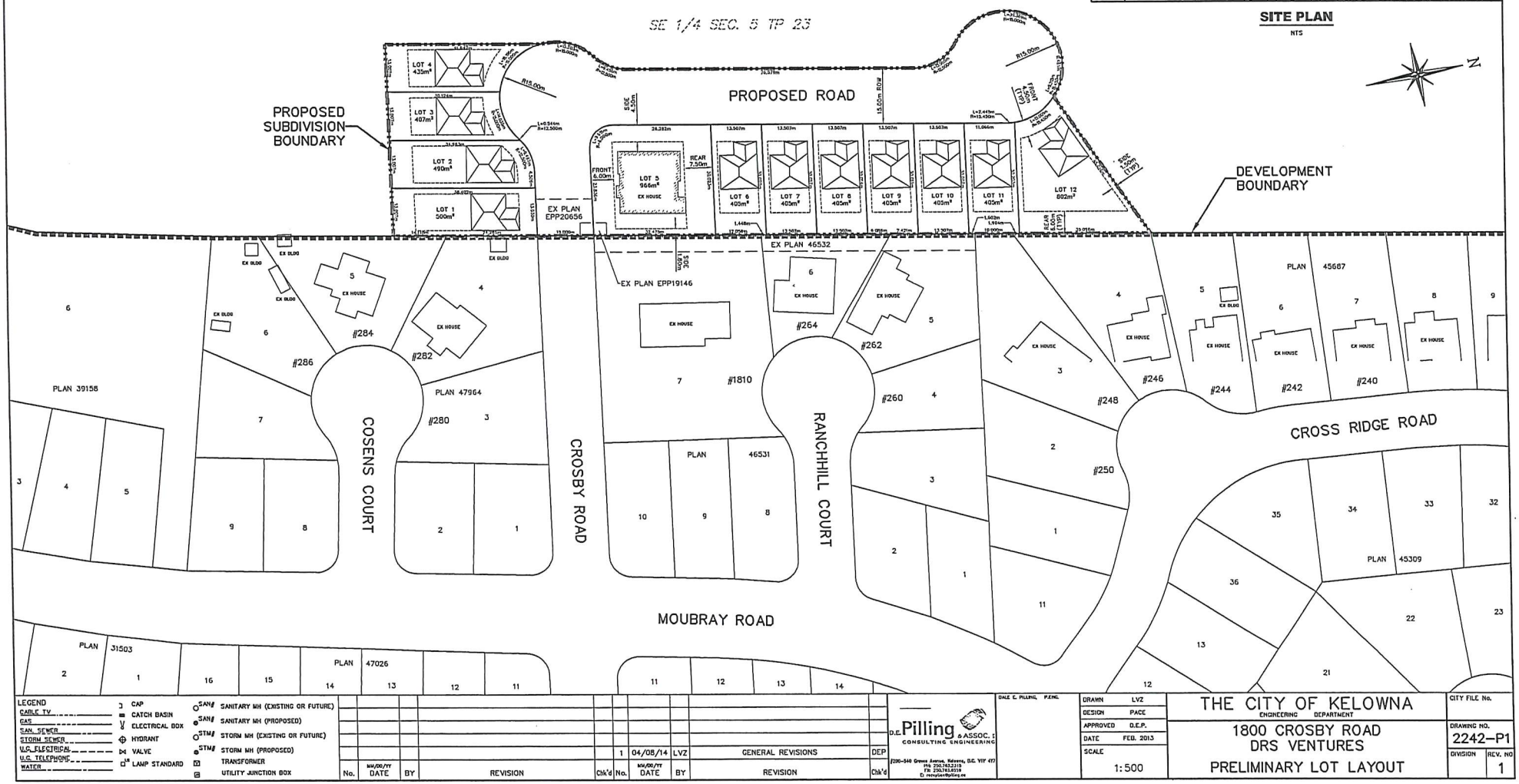
LEGAL DESCRIPTION

SE 1/4 SEC. 5 TP 23



SITE PLAN

NTS



LEGEND		
CABLE TV	CAP	SANI SANITARY MH (EXISTING OR FUTURE)
GAS	CATCH BASIN	SANI SANITARY MH (PROPOSED)
SAN. SEWER	ELECTRICAL BOX	STM STORM MH (EXISTING OR FUTURE)
STORM SEWER	HYDRANT	STM STORM MH (PROPOSED)
U/G ELECTRICAL	VALVE	TRANSFORMER
U/G TELEPHONE	LAMP STANDARD	UTILITY JUNCTION BOX
WATER		

No.	MM/DD/YY DATE	BY	REVISION	Chk'd
1	04/08/14	LVZ	GENERAL REVISIONS	DEP

D.E. Pilling & ASSOC. CONSULTING ENGINEERING
#290-540 Groves Avenue, Kelowna, B.C. V1Y 4T7
PH: 250.763.2318
FX: 250.763.8233
E: reception@pilling.ca

DALE E. PILLING, P.ENG.

DRAWN	LVZ
DESIGN	PACE
APPROVED	D.E.P.
DATE	FEB. 2013
SCALE	1:500

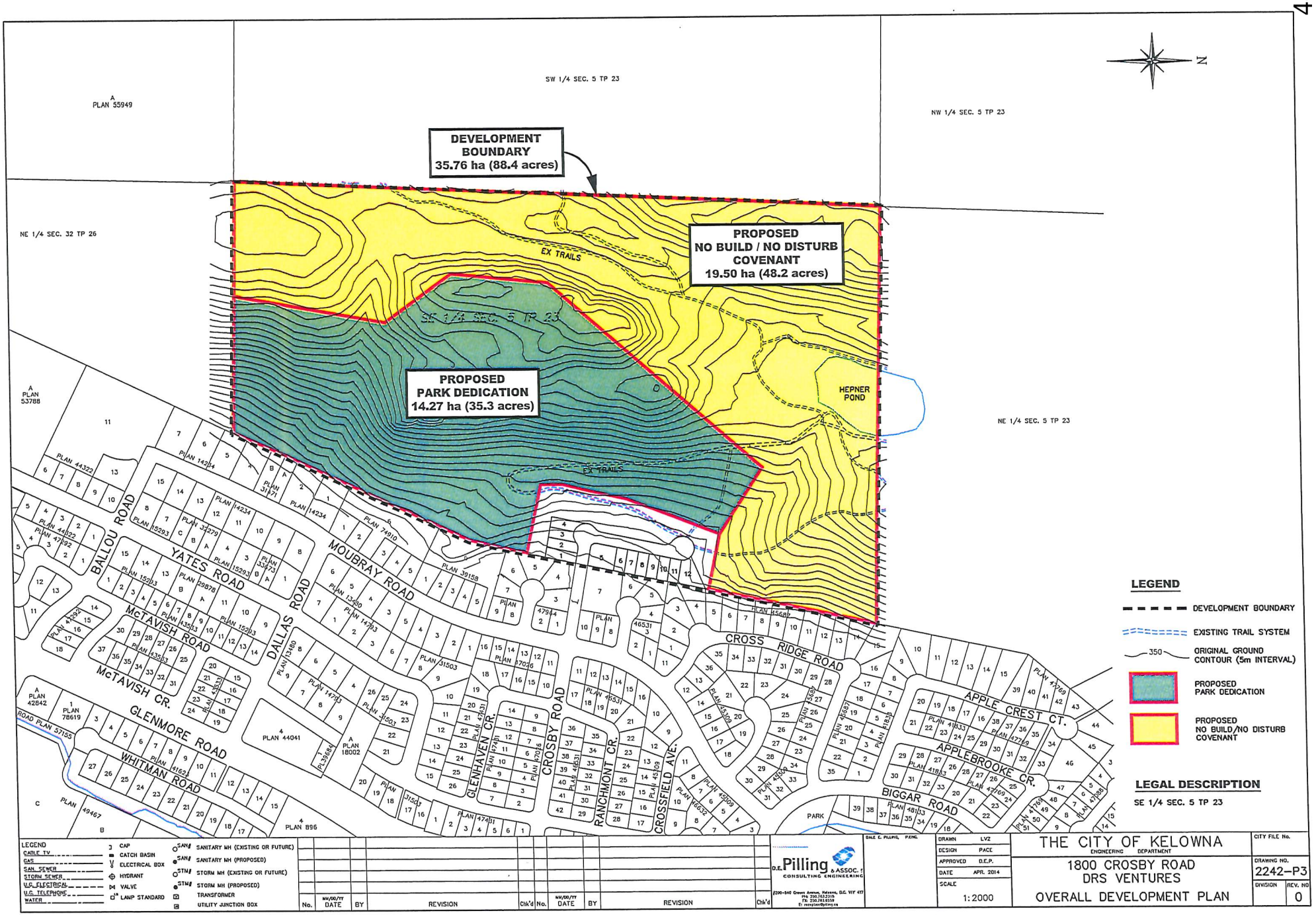
THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
PRELIMINARY LOT LAYOUT

CITY FILE No.

DRAWING NO. 2242-P1

DIVISION | REV. NO 1



LEGEND

CABLE TV	CAP	SANS	SANITARY MH (EXISTING OR FUTURE)
GAS	CATCH BASIN	SANP	SANITARY MH (PROPOSED)
SAN. SEWER	ELECTRICAL BOX	STMS	STORM MH (EXISTING OR FUTURE)
STORM SEWER	HYDRANT	STMP	STORM MH (PROPOSED)
U/G ELECTRICAL	VALVE		TRANSFORMER
U/G TELEPHONE	LAMP STANDARD		UTILITY JUNCTION BOX
WATER			

No.	MM/DD/YY DATE	BY	REVISION	Chk'd

No.	MM/DD/YY DATE	BY	REVISION	Chk'd

D.E. Pilling & ASSOC. LTD. CONSULTING ENGINEERING
#200-540 Groves Avenue, Kelowna, B.C. V1Y 4T7
PH: 250.763.2319 FX: 250.763.8559
E: reception@pilling.ca

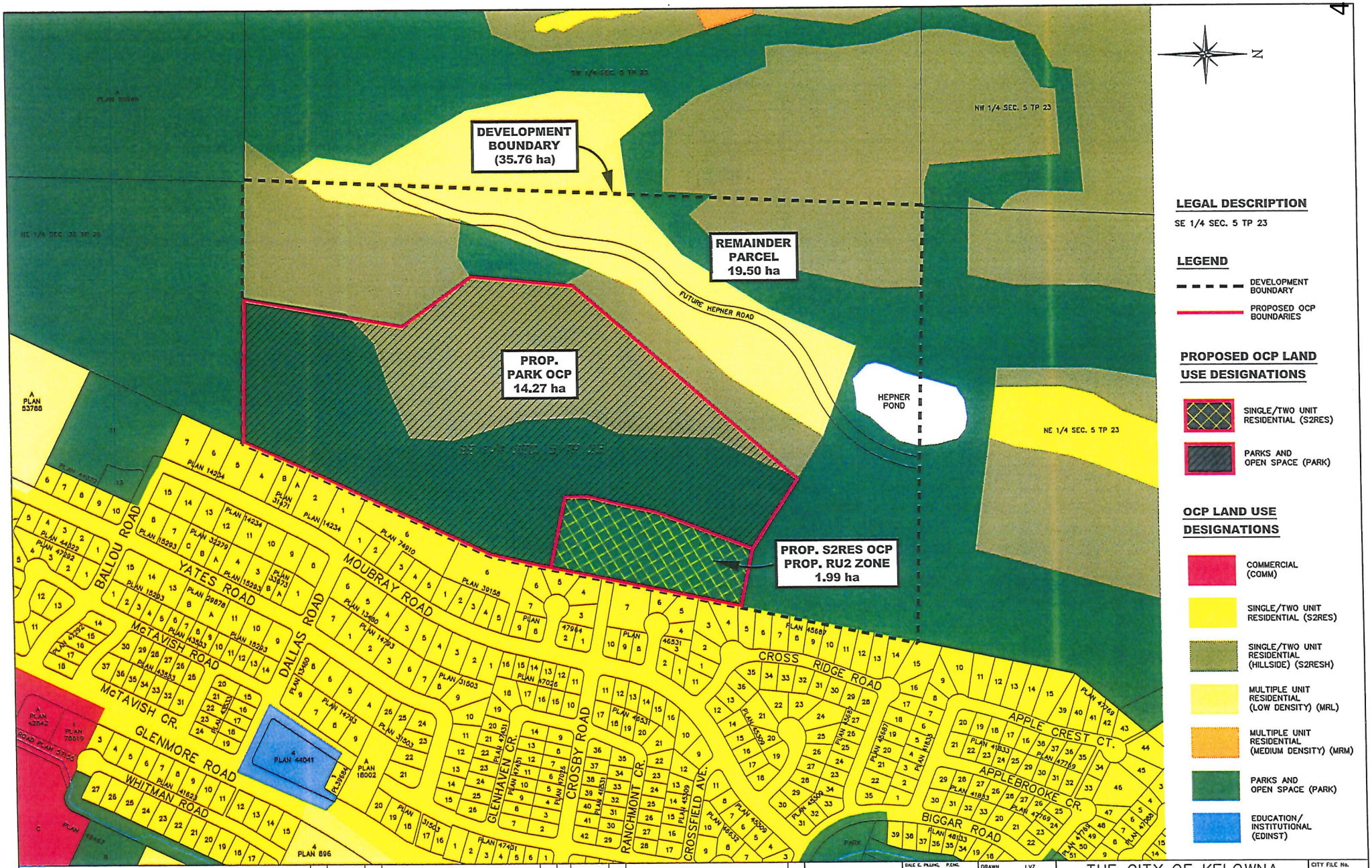
DALE E. PILLING, P.ENG.

DRAWN	LVZ
DESIGN	PACE
APPROVED	D.E.P.
DATE	APR. 2014
SCALE	1:2000

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
OVERALL DEVELOPMENT PLAN

CITY FILE No.	
DRAWING NO.	2242-P3
DIVISION	REV. NO 0



LEGEND
CABLE TV
GAS
SAN. SEWER
STORM SEWER
U.G. ELECTRICAL
U.G. TELEPHONE
WATER
CAP
CATCH BASIN
ELECTRICAL BOX
HYDRANT
VALVE
LAMP STANDARD
SANITARY MH (EXISTING OR FUTURE)
SANITARY MH (PROPOSED)
STORM MH (EXISTING OR FUTURE)
STORM MH (PROPOSED)
TRANSFORMER
UTILITY JUNCTION BOX

No.	MM/DD/YY DATE	BY	REVISION	Chk'd
No.	MM/DD/YY DATE	BY	REVISION	Chk'd

D.E. Pilling & ASSOC. CONSULTING ENGINEERING
#200-540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
PH: 250.763.2315
FX: 250.763.5559
E: reception@pilling.ca

DALE E. PILLING, P.ENG.

DRAWN	LVZ
DESIGN	PACC
APPROVED	D.E.P.
DATE	SEPT. 2013
SCALE	1:2,000

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
OCP AMENDMENT/REZONING PLAN

CITY FILE No.	
DRAWING NO.	2242-Z2
DIVISION	REV. NO 0

- 1 letter of support was provided from #262 Ranchhill Court, immediately adjacent to the development
- 1 letter of objection from #246 Crossridge Crescent has been provided. Ongoing correspondence is attached between myself and the owners to clarify some of the points and questions in their letter.

We welcome any more comments to be forwarded on to us as you receive them so that we have opportunity meet and discussed the application details of the development with anyone that has concern.

I trust this is the information you require.

Sincerely,



Dawn Williams,
Project Manager

#2242

Dawn Williams

From: Dawn Williams
Sent: Friday, April 11, 2014 12:48 PM
To: 'Ed.pam.schulz@gmail.com'
Subject: FW: 2242 - Crosby Road Cross Sections
Attachments: 2242 2014-04-10 Site Sections SL-5 SL-6 rev1.pdf

Hi Pam,

As discussed I've attached an approximation of a cross section through your property. I've detailed on a 7' high cedar hedge along your back property line as a reference.

Hope this helps! Please don't hesitate to call me with any questions.

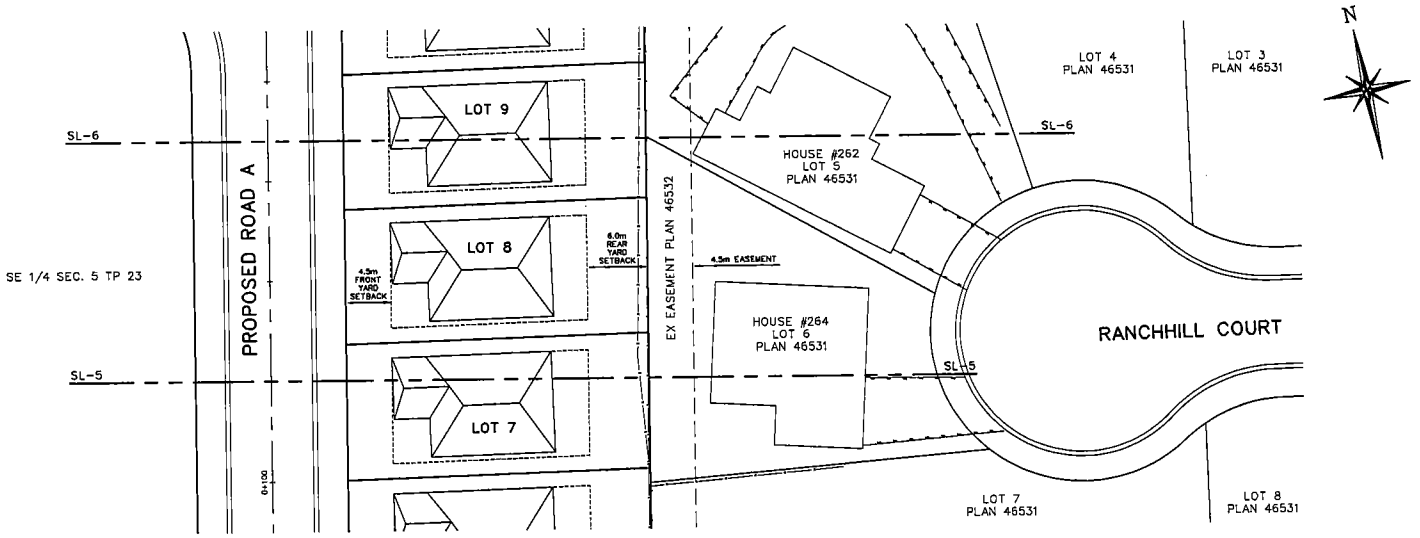
Have a great weekend!

Dawn Williams,
Project Manager

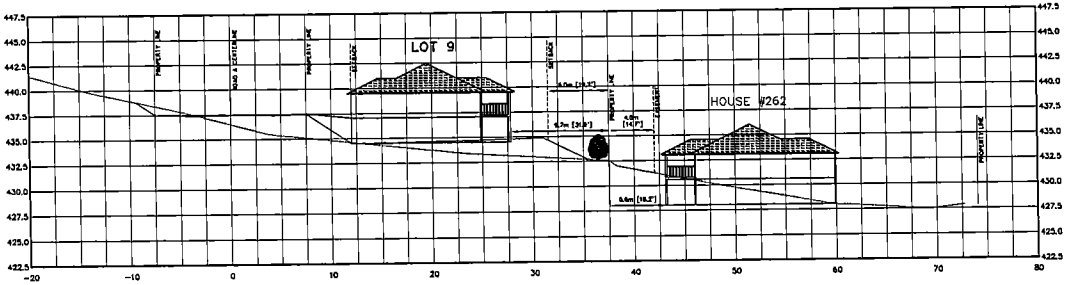
D.E. Pilling & ASSOC. LTD
CONSULTING ENGINEERING

#200-540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
PH: 1-250-763-2315 FX: 1-250-763-6559 C:1-250-215-4568 E: dawnw@pilling.ca

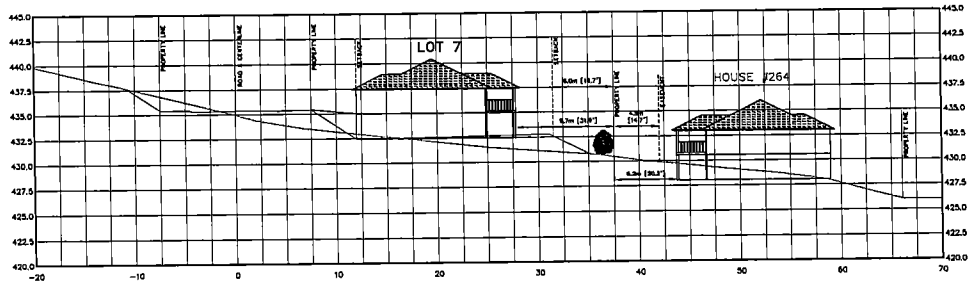
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SL-6 Road A STA. 0+134



SL-5 Road A STA: 0+110



DRAWN LVZ	D.E. Pilling & ASSOC. 1 CONSULTING ENGINEERING		DRAWING NO. 2242
DATE APR. 10, 2014	1800 CROSBY ROAD 12 LOT SUBDIVISION #262 & #264 RANCHHILL COURT SITE SECTIONS SL-5 & SL-6		REV. NO. 1
SCALE H = 1:250 V = 1:250			

2242

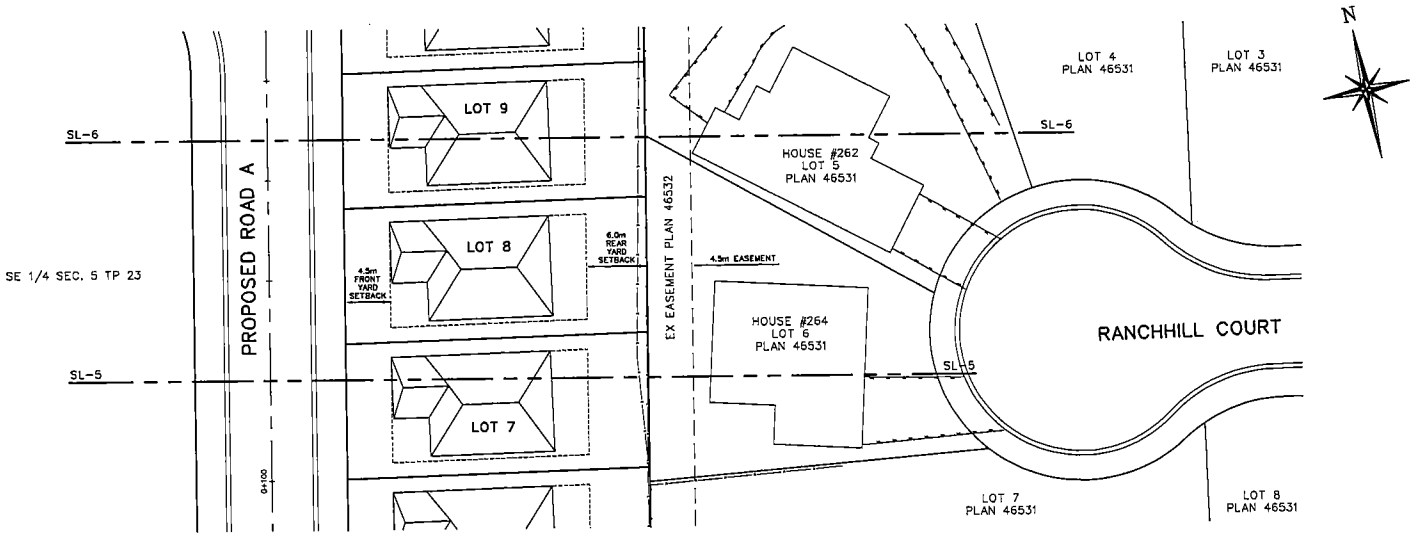
Dawn Williams

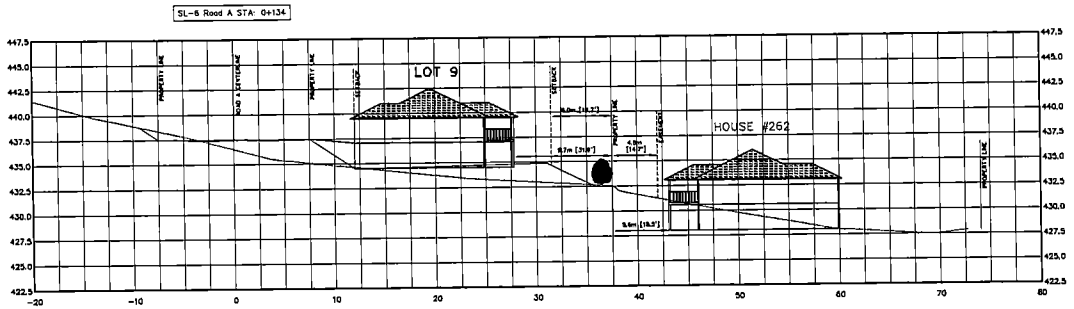
From: RRemillard <rmremillard@shaw.ca>
Sent: Monday, April 14, 2014 10:09 AM
To: Dawn Williams
Cc: Pam Schulz
Subject: Proposed 12 Lot subdivision/1800 crosby rd.

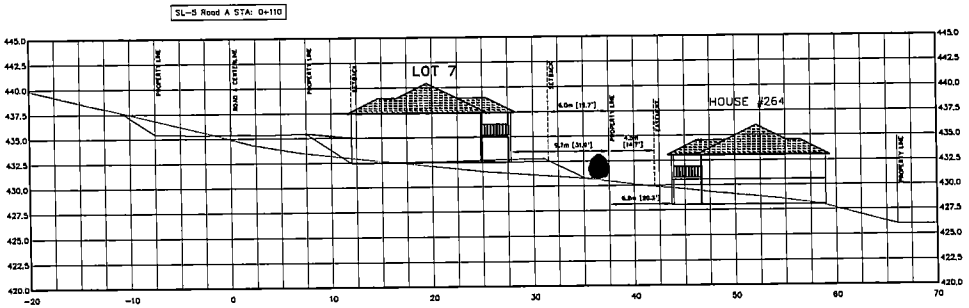
To: Dawn Williams, Project Manager
D.E. Pilling & Assoc. Ltd.

I am sending this e-mail as a confirmation of your visit to our place at 262 Ranchhill Crt., Kelowna B.C.
You explained the proposed 12 lot subdivision plan and how the houses which would back on to our property would be situated.
As you explained it, with the houses which would not be low rental and would keep with the looks of the area and would back onto our yards, we have no objection.
We would request a fireproof vinyl fence separating the existing properties from the proposed development.
This e-mail is being sent in response to Dawn Williams request to document our position.

Ray & Marie Remillard
262 Ranchhill Crt., Kelowna B.C.
Ph (250)868-8468
e-mail# rmremillard@shaw.ca







DRAWN	LVZ
DATE	APR. 10, 2014
SCALE	H = 1:250 V = 1:250

D.E. Pilling & ASSOC. LTD.
CONSULTING ENGINEERING

1800 CROSBY ROAD
12 LOT SUBDIVISION
#262 & #264 RANCHHILL COURT
SITE SECTIONS SL-5 & SL-6

DRAWING NO. 2242
REV. NO. 1

2242

Dawn Williams

From: Dawn Williams
Sent: Tuesday, April 15, 2014 2:35 PM
To: 'RRemillard'
Cc: Pam Schulz
Subject: RE: 2242 - P1 (rev.0) - Preliminary Lot Layout
Attachments: 20140415141759777.pdf

Hello again,

The dotted line you see on the plan is the existing easement line that was registered across the back of your properties in 1991. It is for a drainage easement to protect a ditch.

I've attached a copy of the plan for your reference.

Please let me know if you have any further questions.

Dawn Williams,
Project Manager

D.E. Pilling & ASSOC. LTD
CONSULTING ENGINEERING

#200-540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
PH: 1-250-763-2315 FX: 1-250-763-6559 C:1-250-215-4568 E: dawnw@pilling.ca

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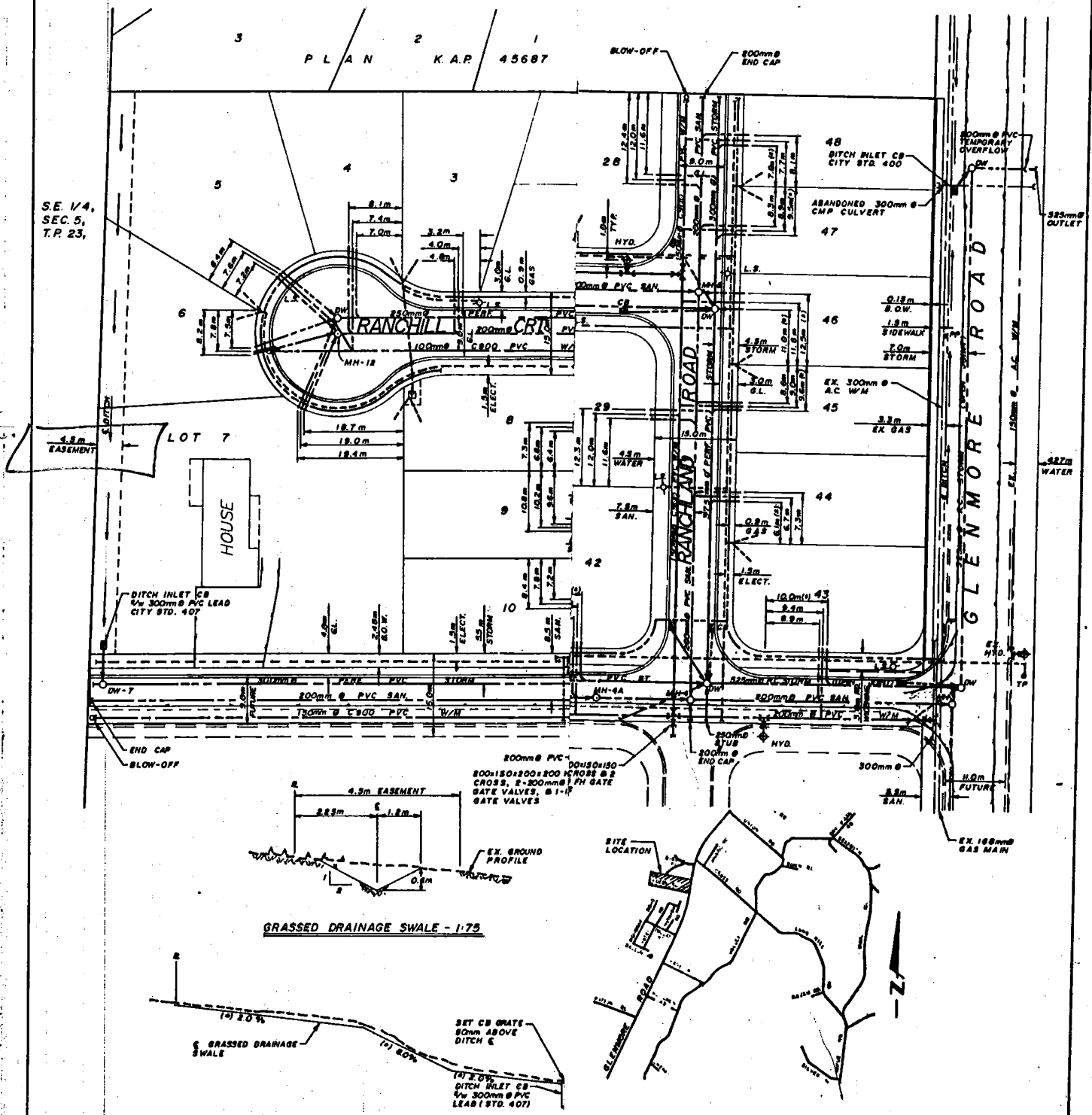
-----Original Message-----
From: RRemillard [mailto:rmremillard@shaw.ca]
Sent: Monday, April 14, 2014 4:38 PM
To: Dawn Williams
Cc: Pam Schulz
Subject: Re: 2242 - P1 (rev.0) - Preliminary Lot Layout

This is further Dawn to my e-mail to you earlier today.
We had a visit from Mrs. Stobert(who lives adjacent to the big house erected by Andy Sandu.
She asked about the dotted line between our houses and the development boundary as illustrated on the plan.
She was asking is this the easement line or exactly what does it represent. If you will check the drawing it comes very close to our house as well as Pam and Ed Schult's house and also cuts across Mrs. Stobert's lot.

Could you address this, we could always call Mrs. Stobert to come over while it is explained. We feel this is the time to address any of these issues.

'ours truly

Ray & Marie Remillard
rmremillard@shaw.ca



LEGEND :

WATER	MANHOLE	○ MH
SAN. SEWER	POWER POLE	● PP
STORM SEWER	LAMP STANDARD	□ LS
GAS	CATCH BASIN	▩ CB
U.G. TELEPHONE	HYDRANT	✦ HYD
U.G. ELECTRICAL	TREES	● T

D.E. PILLING and ASSOCIATES
CONSULTING ENGINEERING Ltd.
209, 1060 DAYTON ST. KELOWNA, B.C. V1Y 7W6
TEL. 763-5718
FAX. 763-6580

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

SBY ROAD
DS, CURB, GUTTER, SIDEWALK,

CITY FILE 391-62
DRAWING NO. 91520-01
DRAWING NO. A-2910-1
DIVISION
REV. No.

2242-3.

Dawn Williams

From: Dawn Williams
Sent: Monday, April 21, 2014 11:50 AM
To: 'Crossrdige'
Subject: RE: 1800 Crosby Road - comment from neighbour

Janet and Graham,

I received your letter regarding the proposed development of 1800 Crosby road. You have a few questions I would like to address, but feel it may be better for us to meet and discuss the items in person. Is there a time this week I can stop by and meet with you?

Dawn Williams,
Project Manager

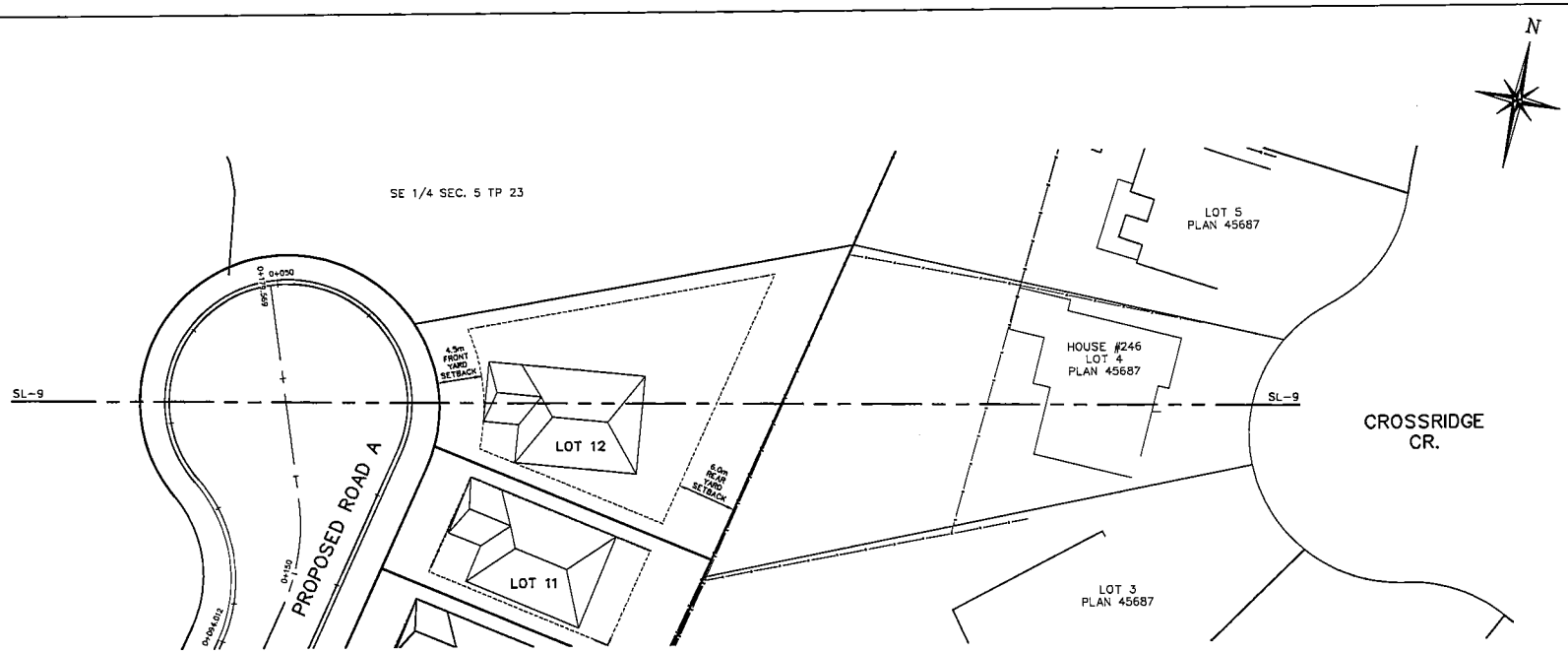
D.E. Pilling & ASSOC. LTD
CONSULTING ENGINEERING

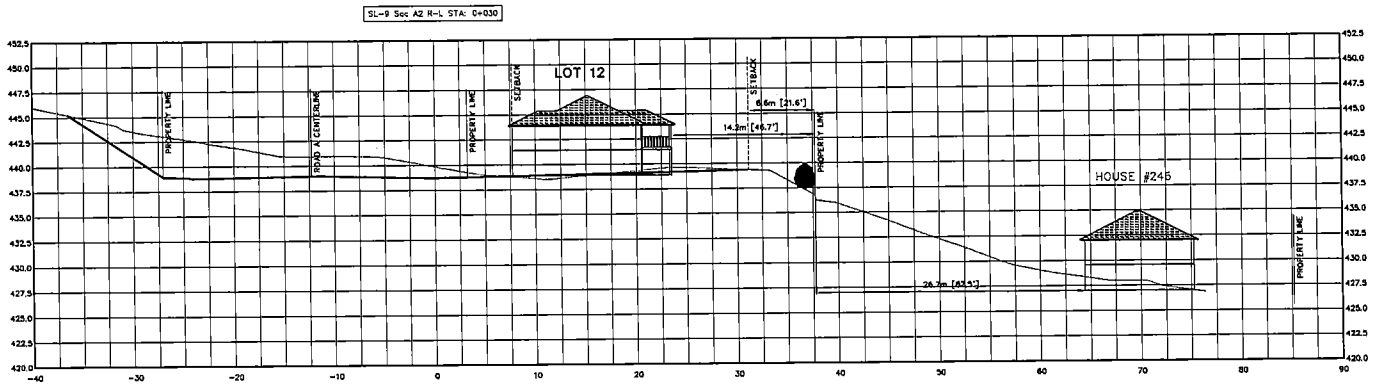
#200-540 Groves Avenue, Kelowna, B.C. V1Y 4Y7
PH: 1-250-763-2315 FX: 1-250-763-6559 C:1-250-215-4568 E: dawnw@pilling.ca

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From: Crossrdige [mailto:crossridge@shaw.ca]
Sent: Tuesday, April 15, 2014 6:20 PM
To: Dawn Williams
Subject: 1800 Crosby Road - comment from neighbour

Please find attached our comments, and questions regarding the proposed 12 lot subdivision.





DRAWN	LVZ	D.E. Pilling & ASSOC. CONSULTING ENGINEERING	DRAWING NO. 2242
DATE	APR. 21, 2014	1800 CROSBY ROAD 12 LOT SUBDIVISION #246 CROSSRIDGE CRESCENT SITE SECTIONS SL-9	REV. NO. 0
SCALE	H = 1:250 V = 1:250		

2242-3.
consult

Dawn Williams

From: Crossrdige <crossridge@shaw.ca>
Sent: Tuesday, April 15, 2014 6:20 PM
To: Dawn Williams
Subject: 1800 Crosby Road - comment from neighbour
Attachments: Comment Regarding 1800 Crosby Road.jpg; Comment regarding 1800 Crosby Road.docx

Please find attached our comments, and questions regarding the proposed 12 lot subdivision.

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

April 12, 2014 File: 2242

Attention: Advisory Planning Committee CoK: Z13-0004

RE: 1800 Crosby Road – Proposed 12 Lot Subdivision & Proposed Park Dedication

This letter is to state our formal opposition to the rezoning at 1800 Crosby Road from agriculture to a 12 lot subdivision for housing. As adjacent property owners, we wish to explain our opposition to this action in writing.

It appears through this proposal that the land owner is trying to bribe the city with parkland, which has a large gradient slope and would be unusable for building in the first place, and the temporary no-build on the remainder until it is rezoned is a given. Further, rezoning that parcel of land means less agricultural/park land yet again.

The basis for our objection is that we purchased our property within the last five years, and researched the undeveloped area and discovered that it was zoned agricultural. Being on an interface was a contributing factor in the purchase of our property for the simple reason that there would be no dwellings looking down over our property.

Two questions as we review the drawings: Are these additional homes going to be modular trailers? If so, this would no doubt affect our property's value. In particular, the house behind our property would have to be built on the exposed bedrock, and we worry that this will cause shift and movement in our own foundation. When Upper Canyon Drive was being built above our home, we felt the rumblings and shocks in our house. We were told upon calling the City of Kelowna that these were 'air shocks'; but glasses of water do not shake and move with air. It was our house shaking. If you approve this 12 lot subdivision, can you assure the stability of our land and foundation?

This area, held in trust by the city, needs to be protected as it is home to various wildlife including deer different types of birds, such as quail, wood peckers, owls, and doves. A development in this area will no doubt adversely impact their habitat. It would be a shame to lose this land to development.

We respect the agricultural land reserve and the fact that the City of Kelowna prides itself in urban planning for the sustainability for all creatures. We hope that it continues to protect and value the importance of these pockets of agricultural land within our urban area.

Very truly yours,

Janet and Graham Williams
246 Crossridge Crescent
(250)868-6551

CITY OF KELOWNA

BYLAW NO. 10960

Official Community Plan Amendment No. OCP13-0003
DRS Ventures Ltd., Inc. No. BC0758611
1800 Crosby Road

A bylaw to amend the "*Kelowna 2030* - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of a portion of the South East ¼ of Section 5, Township 23, ODYD, Except Plan 896, located on Crosby Road, Kelowna, B.C., from the S2RES - Single/Two Unit Residential, MRL - Multiple Unit Residential (Low Density) and PARK - Major Park/Open Space designation to the S2RES - Single/Two Unit Residential, MRL - Multiple Unit Residential (Low Density) and PARK - Major Park/Open Space designation as identified on Map "A" attached to and forming part of this bylaw;

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

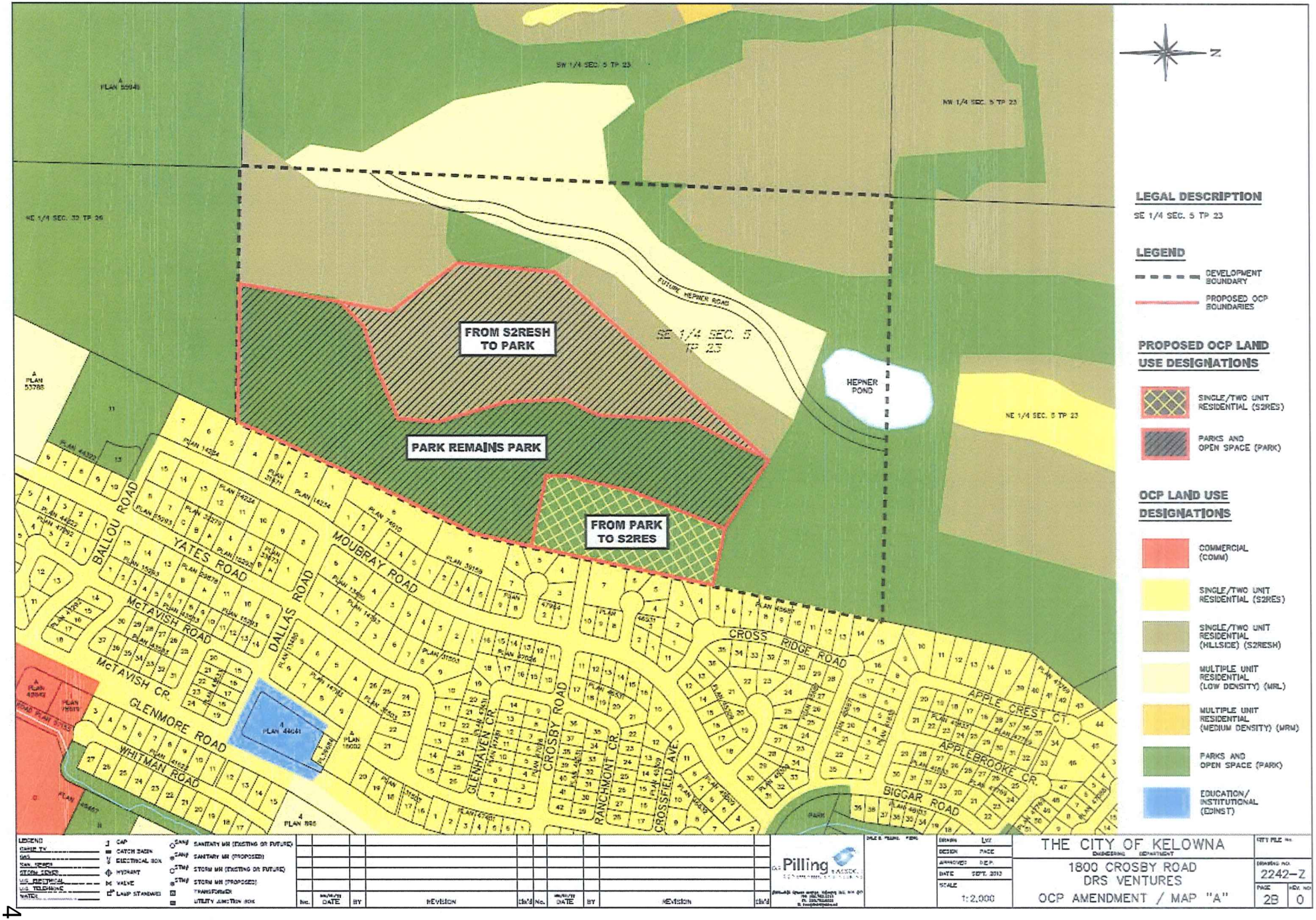
Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk



DRAWN	LVI
DESIGN	PAGE
APPROVED	D.E.P.
DATE	SEPT. 2013
SCALE	1:2,000

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

1800 CROSBY ROAD
DRS VENTURES
OCP AMENDMENT / MAP "A"

CITY FILE No.

DRAWING NO. 2242-Z

PAGE 28 REV. NO 0

CITY OF KELOWNA

BYLAW NO. 10961
Z13-0004 - DRS Ventures Ltd
1800 Crosby Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of a portion of the South East ¼ of Section 5, Township 23, ODYD, Except Plan 896, located on Crosby Road, Kelowna, B.C., from the A1 - Agriculture 1 zone to the P3 - Parks and Open space and RU2 - Medium Lot Housing zone as identified on Map "B" attached to and forming part of this bylaw.

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

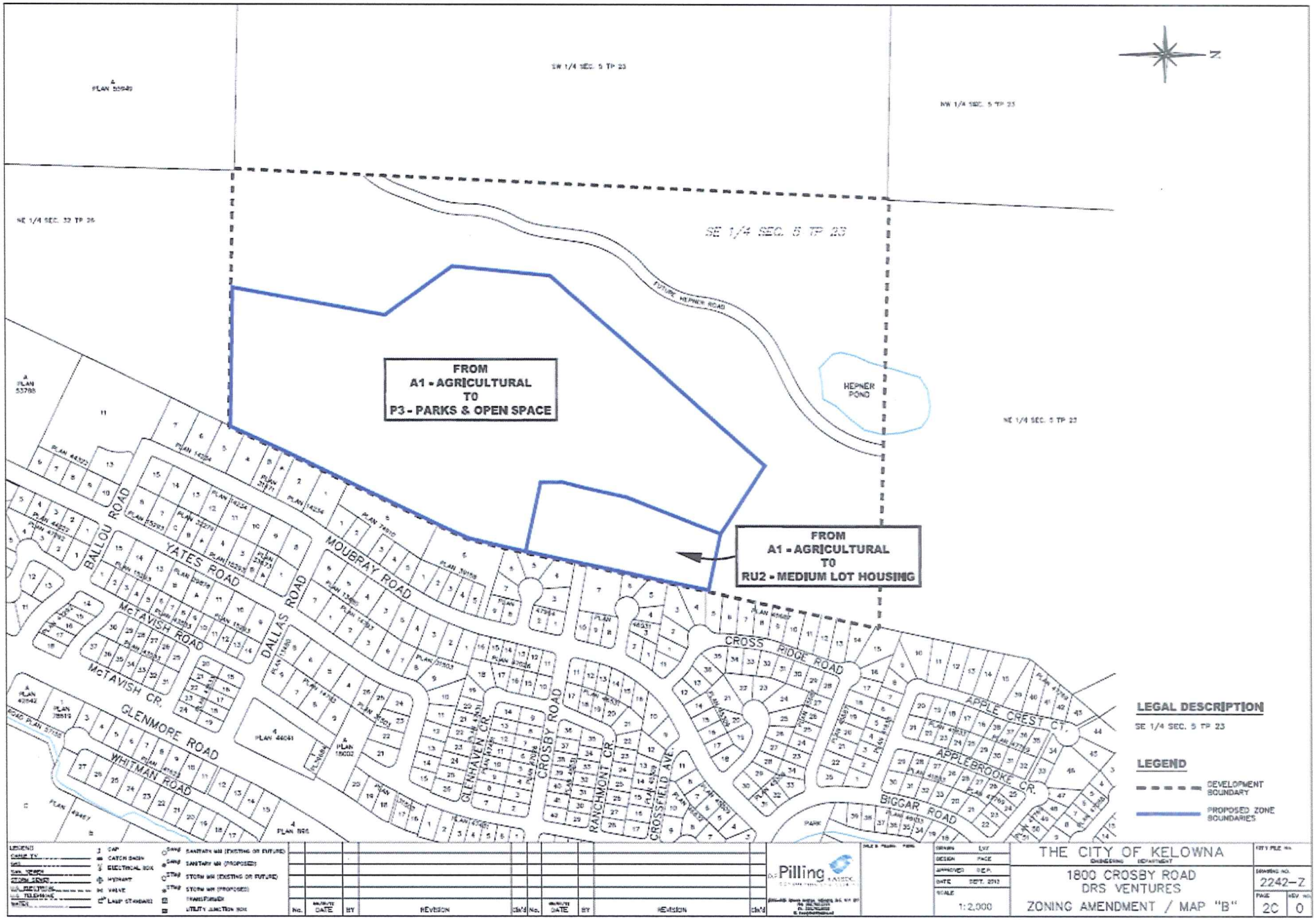
Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk


SW 1/4 SEC. 5 TP 23
NW 1/4 SEC. 5 TP 23
NE 1/4 SEC. 32 TP 26
SE 1/4 SEC. 5 TP 23
NE 1/4 SEC. 5 TP 23
FUTURE HEPNER ROAD
HEPNER POND
FROM
A1 - AGRICULTURAL
TO
P3 - PARKS & OPEN SPACE
FROM
A1 - AGRICULTURAL
TO
RU2 - MEDIUM LOT HOUSING
BALLOU ROAD
YATES ROAD
McTAVISH ROAD
McTAVISH CR.
GLENMORE ROAD
WHITMAN ROAD
DALLAS ROAD
MOUBRAY ROAD
GLENHAVEN CR.
CROSBY ROAD
RANCHMONT CR.
CROSSFIELD AVE.
CROSS RIDGE ROAD
APPLE CREST CT.
APPLEBROOKE CR.
BIGGAR ROAD
PARK
LEGAL DESCRIPTION
SE 1/4 SEC. 5 TP 23
LEGEND
DEVELOPMENT BOUNDARY
PROPOSED ZONE BOUNDARIES
THE CITY OF KELOWNA
1800 CROSBY ROAD
DRS VENTURES
ZONING AMENDMENT / MAP "B"
1:2,000
2242-Z
2C
0

REPORT TO COUNCIL

Date: 4/14/2014

RIM No. 1250-30

To: City Manager

From: Subdivision, Agriculture & Environment Services (MS)

Application: Z14-0005 **Owners:** Heritage Log Structures Inc.

Address: 669 McClure Road **Applicant:** Jennie Coukell

Subject: Rezoning a lot from RU1 to RU2 to facilitate a 2 lot subdivision

Existing OCP Designation: S2RES – Single/Two Unit Residential

Existing Zone: RU1- Large Lot Housing

Proposed Zone: RU2 – Medium Lot Housing

1.0 Recommendation

THAT Rezoning Application No. Z14-0005 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of *Lot 2, District Lot 357, ODYD, Plan 24825*, located on *669 McClure Road*, Kelowna, BC from the RU1 zone to the RU2 zone be considered by Council;

AND THAT the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction.

2.0 Purpose

The applicant is requesting permission to rezone the subject property from RU1 – Large Lot Housing to RU2 – Medium Lot Housing in order to facilitate a subdivision of the parcel into two equal lots.

3.0 Subdivision, Agriculture and Environment Services

The subject property is within the Okanagan Mission Sector of Kelowna. It is designated as S2RES – Single/Two Unit Residential in the OCP and as such the application to rezone to RU2 to facilitate a 2 lot subdivision is in compliance with the designated future land use. In addition,

the OCP generally supports the densification of neighbourhoods through appropriate infill development, including the use of smaller lots.

The proposed lots meet or exceed the zoning criteria standards for the RU2 – Medium Lot Housing zone. The property is serviced by City of Kelowna water and sanitary sewer. McClure Road is currently on the Southridge Bus Transit Route.

Based on current City policy and the services available, City staff supports this application.

4.0 Proposal

4.1 Background / Project Description

The applicant is requesting permission to subdivide the existing 1173 m^2 (0.29 ac) parcel into two equal parcels.

4.2 Site Context

The subject property is located in the Okanagan Mission Sector of Kelowna (see Map 1 - Subject Property, below). Elevations range from 372.7 metres above sea level (masl) at the northwest corner to 374.2 masl at the southeast corner of the property. The property currently has a single family dwelling on the property. In order to create the subdivision, the house will need to be demolished.

The surrounding area is characterized by single family dwellings.

Parcel Summary:

Parcel Size: 1173 m^2 (0.29 ac)
Elevation: 372.7 masl to 374.2 masl
Gradient: approximately 3% sloping down towards the northwest

4.3 Zoning of Adjacent Property

Zoning for adjacent properties is outlined in the following table:

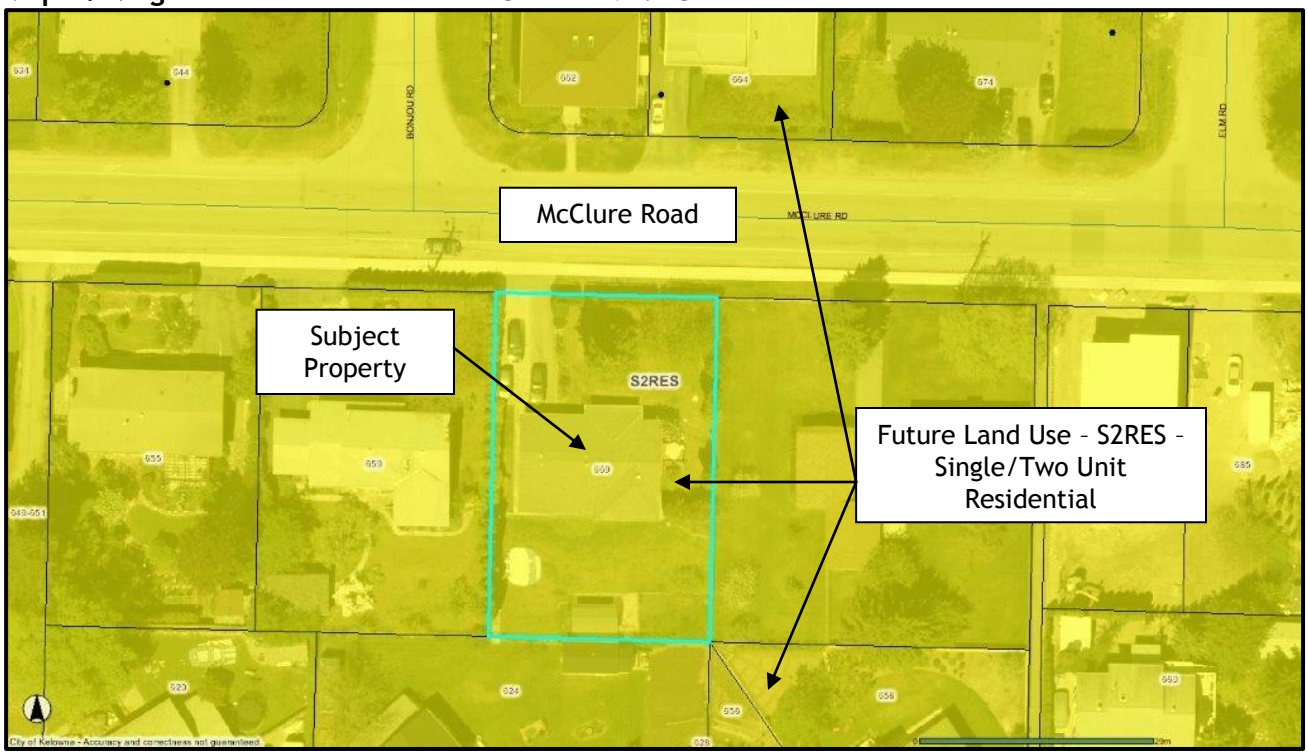
Table 1: Zoning of Adjacent Property

Direction	*Zoning Designation*	*Land Use*
North	RU-1 Large Lot Housing	Single Family Dwelling
East	RU-1 Large Lot Housing	Single Family Dwelling
South	RU-1 Large Lot Housing	Single Family Dwelling
West	RU-1 Large Lot Housing	Single Family Dwelling

Map 1: Subject Property – 669 McClure Road



Map 2: Neighbourhood Future Land Use – 669 McClure Road



4.4 Transit

McClure Road is currently serviced by the #17 – Southridge Bus Transit Route.

4.5 Servicing

The area is currently serviced by City of Kelowna water and sanitary sewer.

4.6 Subdivision and Development Criteria

The proposed lot configuration conforms to the requirements of the RU2 – Medium Lot Housing zone requirements. Subdivision and development criteria for the RU2 zone are shown in the Table 1 below.

Table 2: RU2 Zoning Criteria

CRITERIA	**RU2 – MEDIUM LOT HOUSING - ZONE REQUIREMENTS**
Subdivision Regulations	
Minimum Lot Area	400 m2
Minimum Lot Width	13.0 m
Minimum Lot Depth	30.0 m
Minimum Front Yard	4.5 m (6.0 m from a garage or carport)
Minimum Side Yard	1.5 m (for up to 1 ½ storey portion of building) 1.8 m (for up to 2 ½ storey portion of building) 3.0 m (if there is no garage or carport from the front)
Minimum Rear Yard	6.0 m (for up to 1 ½ storey portion of building) 7.5 m (for up to 2 ½ storey portion of building)
Maximum Site Coverage	40% (50% including driveways and parking areas)

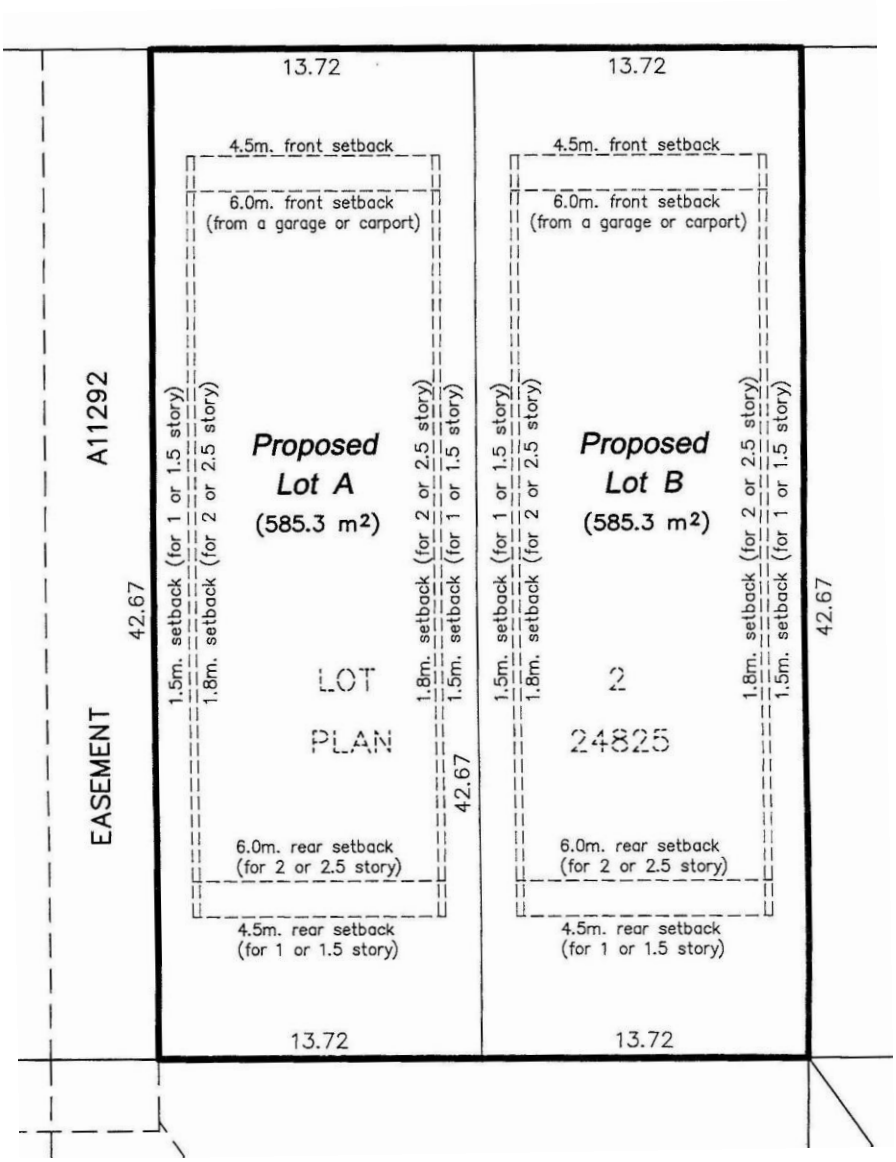
No variances are required for this subdivision at this time.

1.0 THE PROPOSAL

The application proposes to subdivide the 1173 m^2 (0.29 ac) parcel into two approximately equal parcels. The proposed property line would run north/south through the property, leaving road frontage for each parcel along McClure Road (see below and attached).

Should the rezoning application be successful, the applicant are planning to subdivide and build two new homes, similar in style and character as other new homes in the area.

Map 3: Proposed Subdivision Layout



6.0 Current Development Policies

Current development policies that relate to the application are included in the section below.

6.1 Kelowna 2020 – Official Community Plan - General Policies[1]

Focus development to designated growth areas

Compact Urban Form. Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs per ha located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres in particular and existing areas as per the provisions of the Generalized Future Land Use Map.

[1] City of Kelowna Official Community Plan – Development Process; p. 5.3

Permanent Growth Boundary.[2] Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. The City of Kelowna will support development of property outside the Permanent Growth Boundary for more intensive use only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except for Agri-Business designated sites or as per Council's specific amendment of this policy. The Permanent Growth Boundary may be reviewed as part of the next major OCP update.

Ensure context sensitive housing development[3]

Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighborhood with respect to building design, height and siting.

Healthy Communities. Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

7.0 Technical Comments

7.1 Development Services Department

Development Engineering Branch has provided comments for the application, summarized below (memo attached).

a) Road frontage improvements, including curb and gutter, storm drainage, pavement widening, landscaped boulevard, street lighting, and the relocation or adjustment of utility appurtenances if required to accommodate the upgrading construction, will be required.

7.2 Policy and Planning Department

Policy and Planning notes that the property is designated as S2RES – Single/Two Unit Residential in the OCP and as such the application to rezone to RU2 to facilitate a 2 lot subdivision is in compliance and should be supported. The OCP generally supports the densification of neighbourhoods through appropriate infill development, including the use of smaller lots.

7.3 Shaw Cable

Shaw Cable approves the proposed rezoning application from RU1 to RU2 to accommodate a 2 lot single family subdivision. Owner / developer is to supply and install an underground conduit system per Shaw Cable drawings and specifications.

7.4 FortisBC

There are primary distribution facilities along McClure Road. The applicant is responsible for costs associated with any change to the proposed lots' existing service, if any, as well as the provision of appropriate land rights where required. Otherwise, FortisBC (Electric) has no concerns with this circulation.

[2] City of Kelowna Official Community Plan, Policy 5.3.1 (Development Process Chapter).
[3] City of Kelowna Official Community Plan – Development Process; p. 5.27

8.0 Application Chronology

Date of Application Received: February 14, 2014

Agency Comments Received: March 17, 2013

Report prepared by:

_____

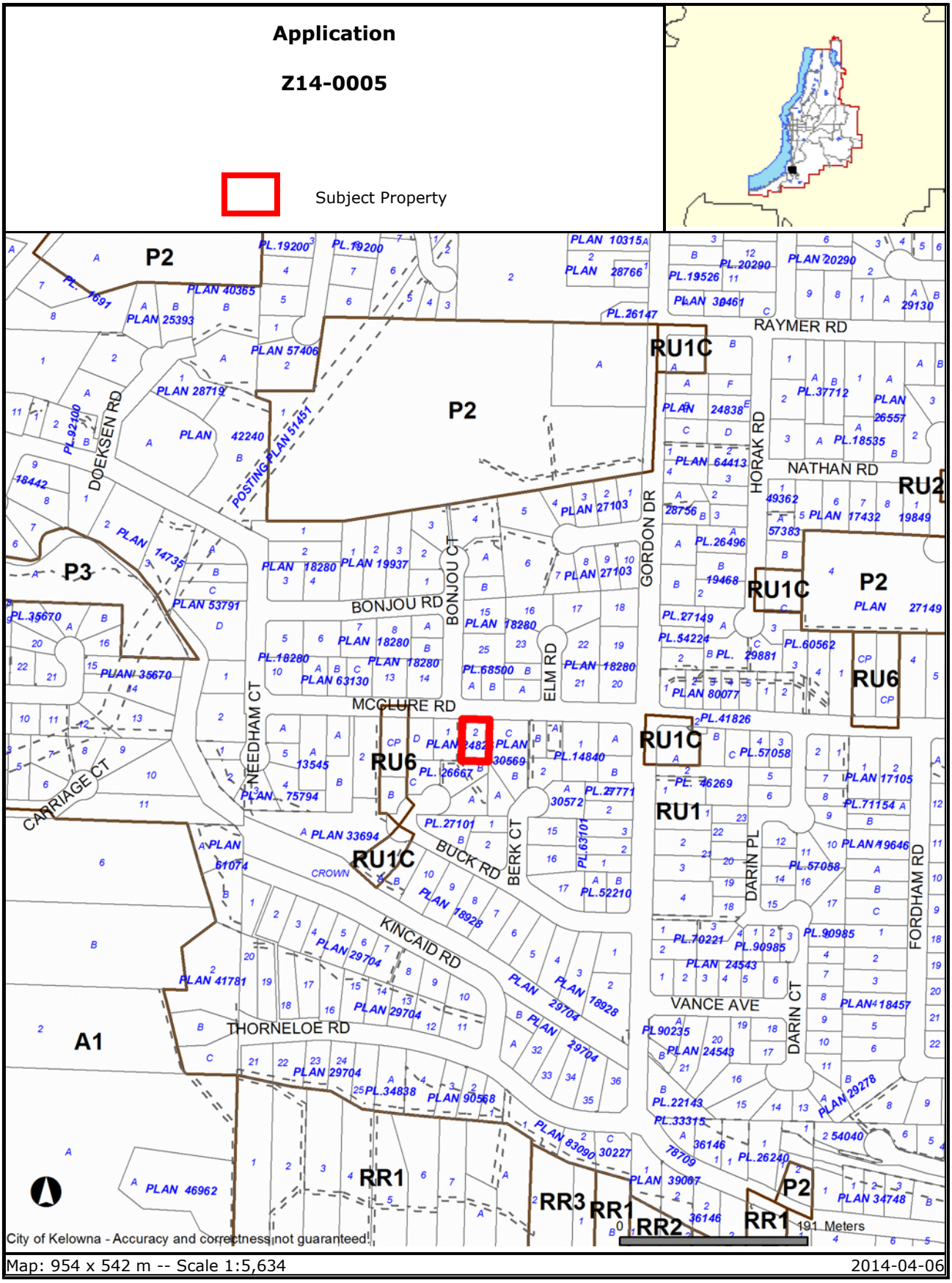
Melanie Steppuhn, Land Use Planner

Reviewed by: ☐ Todd Cashin, Manager, Environment & Land Use

Approved for Inclusion: ☐ Shelley Gambacort, Director, Land Use Management

Attachments:

Subject Property Map
Site Plan – Proposed Subdivision Layout
Development Engineering Memorandum



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

McCLURE ROAD

D

1
PLAN 24825

EASEMENT A11292

13.72

4.5m. front setback

6.0m. front setback
(from a garage or carport)

1.5m. setback (for 1 or 1.5 story)
1.8m. setback (for 2 or 2.5 story)

Proposed Lot A
(585.3 m²)

LOT
PLAN

42.67

6.0m. rear setback
(for 2 or 2.5 story)

4.5m. rear setback
(for 1 or 1.5 story)

13.72

13.72

4.5m. front setback

6.0m. front setback
(from a garage or carport)

1.5m. setback (for 1 or 1.5 story)
1.8m. setback (for 2 or 2.5 story)

Proposed Lot B
(585.3 m²)

2
24825

42.67

6.0m. rear setback
(for 2 or 2.5 story)

4.5m. rear setback
(for 1 or 1.5 story)

13.72

13.72

C

PLAN
30569

B

B

C

R/W PLAN A12274

A

PLAN
26667

BUCK ROAD

A

NOTE:
SETBACKS SHOWN ARE FROM CITY OF KELOWNA ZONING BYLAW NO. 8000 (RU2–MEDIUM LOT HOUSING)

TITLE:

SKETCH SHOWING PROPOSED SUBDIVISION PLAN OF LOT 2, DISTRICT LOT 357, O.D.Y.D., PLAN 24825

DRAWN BY:

RUNNALLS DENBY
british columbia land surveyors
259A Lawrence Avenue
Kelowna, B.C.
V1Y 6L2
Phone: (250)763–7322
Fax: (250)763–4413
Email: neil@runnallsdenby.com

SCALE: 1:400

DATE: JANUARY 30th, 2014

DWG: 13957 BASE

CLIENT: HERITAGE LOG STRUCTURES

FILE No.: 13957

REV. 467

CITY OF KELOWNA

MEMORANDUM

Date: February 24, 2014
File No.: Z14-0005

To: Urban Planning (MS)

From: Development Engineering Manager (SM)

Subject: 669 McClure Road, Lot 2 Plan 24825 RU1 to RU2

Development Engineering has the following comments and requirements associated with this application.

1. General

Road frontage improvements are triggered by this rezoning application. The requirements include curb and gutter, storm drainage system and pavement widening. Also required is a landscaped boulevard, street lighting and the re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The cost of this construction is at the applicant's expense.

The proposed redevelopment includes the subject parcel being subdivided into two lots. A subdivision application will require service upgrades that include the installation of additional services. The work will require road cuts and boulevard and pavement restoration. Development Engineering is prepared to defer the requirements of the rezoning to the subdivision stage.

Steve Muenz, P. Eng.
Development Engineering Manager

SS

CITY OF KELOWNA

BYLAW NO. 10959
Z14-0005 - Heritage Log Structures Inc., Inc.No. BC0750582
669 McClure Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 2, District Lot 357, ODYD, Plan 24825 located on McClure Road, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone.

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Report to Council

Date: April 28, 2014

File: 1200-30 OCP14-0009 / BL 10943

To: City Manager

From: Graham March, Planner Specialist

Subject: 2014-05-05 Report - OCP14-0009 Proposed Miscellaneous Amendments (BL10943)

Recommendation:

THAT OCP Bylaw Text Amendment No. OCP14-0009 to amend Kelowna 2030 – Official Community Plan Bylaw No. 10500 as outlined in the Report of the Planner Specialist dated April 28, 2014 be considered by Council;

AND THAT Council considers the public process outlined in the Report of the Planner Specialist dated April 28, 2014 to be appropriate consultation for the purpose of Section 879 of the Local Government Act;

AND FURTHER THAT OCP Bylaw Text Amendment No. OCP14-0009 be forwarded to a Public Hearing for further consideration;

Purpose:

To proceed with miscellaneous amendments to the Official Community Plan (OCP) based on staff initiated policy and map changes.

Background:

As a result of the continued growth and evolution of the City including new land acquisitions, alignment with Council and provincial policy, and on-going development approvals, Staff has identified changes that are necessary for the OCP to keep pace. The full list of proposed amendments is itemized in Attachment 1. Some highlights include:

- Delete Policy 5.5.1 Table – City Centre building height is regulated through the Zoning Bylaw and individual height exemptions are to be dealt with via Development Variance Permits.
- Delete Policy 5.25.1 – The Development Application Procedures Bylaw gives Staff the opportunity to request a Retail Impact Analysis pending on the scale/scope of an individual application, and therefore is unnecessary to be included in OCP policy.

- Revise OCP Evaluation Checklist - Amend the checklist for additional clarity and to be more concise.
- Addition of a Sign Design Guideline - Add a new policy (17.4) to ensure that context sensitive signs (form, character, and placement) are used for buildings with historical significance.
- Amend Chapter 14 (Sections C. and E. Exemptions) – Exempting additions to Single Family Dwellings for secondary suites less than 30 sq. m. from a Development Permit application to streamline these application types.
- Amend Future Land Use Map 4.1 - Existing Avonlea Neighbourhood Park playground is shown as S2/RES and should be designated as PARK to reflect actual land use. Additionally, boundary adjustments are required to reflect actual lot lines throughout the city.

As adjustments to the GIS legal lot layer occur, amendments are recommended to ensure that the Future Land Use map matches the revised GIS lots layer. Amendments are also suggested to ensure the maps reflect recent park land acquisitions and changes to Development Permit areas. Proposed mapping changes are shown in Attachments 3 through 12.

The proposed amendment to the Hazardous Conditions Development Permit Areas map is required to remove areas unaffected by the hazards listed in the OCP, such as erosion potential, soil composition, and steep slopes. The proposed changes (which are a result of inconsistencies discovered through various DP applications) will result in fewer properties requiring a Hazardous Conditions DP.

Internal Circulation:
Divisional Director, Community Planning & Real Estate
Director, Subdivision, Agriculture & Environment Services
Manager, Urban Planning
Manager, Parks & Building Planning

Legal/Statutory Authority:
Local Government Act Part 26: Division 2 – Official Community Plans, Sections 875 - 882.

Legal/Statutory Procedural Requirements:
Local Government Act Section 879 (1) specifies that a local government must, during the development, repeal or amendment of an official community plan, provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected. This consultation is in addition to the required public hearing.

External Agency/Public Comments:
The requirement for consultation under Section 879 (1) of the Local Government Act was addressed by advertising in the March 28 and April 4, 2014 Capital News and posted the information on the website.

No comments were received as of April 11, 2014 (the day that all comments were due).

Existing Policy:
Kelowna OCP 2030 Bylaw 10500

Considerations not applicable to this report:
Financial/Budgetary Considerations:
Personnel Implications:
Communications Comments:
Alternate Recommendation:

Submitted by:

Graham March,
Planner Specialist, Policy and Planning

Gary Stephen,
Manager, Long Range Planning

Approved for inclusion: Danielle Noble-Brandt,
Department Manager, Policy & Planning

Attachments

Attachment 1 – 2014-04-28 Proposed OCP Miscellaneous Amendments
Attachment 2 – 2014-04-28 Proposed OCP Evaluation Checklist
Attachments 3 to 12 – 2014-04-28 Proposed Map Amendments

cc: General Manager, Community Sustainability
Community Planning Manager
Urban Land Use Manager
Manager, Parks & Building Planning

Attachment 1 - Proposed Miscellaneous Amendments

Staff Initiated OCP Amendments – Miscellaneous (OCP14-0009)
(New wording underlined; wording to be deleted in ~~strikethrough~~)

1. Delete Table from Objective 5.15 Policy .1 - Chapter 5 – **Development Process – Building Height Does Not Apply to the following (table only).** (proposed new wording is underlined; deleted wording in ~~strikethrough~~):

~~Policy .1 Building Height Does Not Apply to the following:~~	
~~Civic Address~~	~~Legal Address~~
~~526 Doyle Avenue~~	~~Lot A, District Lot 139, ODYD, Plan EPP9526~~
~~1368 St. Paul Street~~	~~Lot A, District Lot 139, ODYD, Plan KAP87835~~

2. Delete existing Policy 5.25.1 – **Chapter 5 – Development Process – Retail Impact Analysis**. (wording to be deleted in ~~strikethrough~~). All policies following will need to be renumbered accordingly:

   ~~**Retail Impact Analysis.** Commercial developments greater than 2,300 m2 that would require an amendment to the OCP may be required to prepare, at the discretion of staff and at the applicants' expense, a Retail Impact Analysis (see Chapter 17 for a definition) using Terms of Reference developed by the City.~~

3. Amend Policy 5.39.1 - Chapter 5 – **Development Process – Revised Evaluation Checklist** (Attachment 1)**.** (proposed new wording is underlined; deleted wording in ~~strikethrough~~):

   Evaluation Checklist. Evaluate development applications that require an OCP amendment on the basis of the extent to which they comply with underlying OCP objectives, including the following:

   See Attachment #2 for proposed revised Checklist

4. Add a new Guideline under section 17.0 Signs as Guideline 17.4 – **Chapter 14 – Urban Design Development Permit Areas**. (proposed new wording is underlined; deleted wording in ~~strikethrough~~):

   17.4 Where signage is proposed for buildings with historical character or heritage significance (i.e. listed on the Heritage Register, with Heritage Designation and/or located in a Heritage Conservation Areas or Bernard Avenue that has established historical significance) that signage should use design inspiration from historical influences (e.g. non-illuminated, non-animated & context sensitive).

5. Add new Exemption on Page 14.22 under **C. Intensive Residential – Carriage House / Two Dwelling Housing Design Guidelines:**

The addition of a second dwelling attached to a principal dwelling, provided construction of the new addition does not exceed 30 sq. m (323 sq. ft); or

Add new Exemption on Page 14.30 under **E. Intensive Residential – Hillside Design Guidelines:**

The addition of a second dwelling attached to a principal dwelling, provided construction of the new addition does not exceed 30 sq. m (323 sq. ft); or

6. Amend **Map 4.1 – Generalized Future Land Use** to adjust Future Land Use (FLU) for 1991 Ethel St from Educational/Major Institutional to Major Park / Open Space (public) and adjust FLU for 2035 Ethel St from Major Park / Open Space (public) to Educational/Major Institutional (Map 1).
7. Amend **Map 4.1 – Generalized Future Land Use** to adjust Future Land Use (FLU) for 274 Avonlea Way from Single/Two Unit Residential to Major Park / Open Space (public) to reflect existing park (Map 2).

8. Amend **Map 4.1 – Generalized Future Land Use** to adjust Future Land Use (FLU) for 3760 Lakeshore Rd from Mixed Use Tourism to Major Park / Open Space (public) (Map 3).

9. Amend **Map 4.1 – Generalized Future Land Use** to adjust Future Land Use (FLU) for plan EPP27701 (Map 4):
   - 5325 Lakeshore Rd from Resource Protection Area to Major Park / Open Space (public);
   - (W OF) South Perimeter Way St from Resource Protection Area and Single/Two Unit Residential to Major Park / Open Space (public);
   - (S OF) Tanager Dr and 266 Quilchena Dr from Major Park / Open Space (public) to Single/Two Unit Residential;
   - 5355, 5363, and 5405 Lakeshore Rd from Major Park / Open Space (public) to Resource Protection Area

10. Amend **Map 5.2 – Permanent Growth Boundary** to adjust PGB for (W OF) South Perimeter Way (Map 5)

11. Amend **Map 4.1 – Generalized Future Land Use** to adjust Future Land Use (FLU) for plan EPP33993 (Map 6):
    - (SW OF) Academy Way from Major Park / Open Space (public) to Resource Protection Area;
    - (S OF) Academy Way from Resource Protection Area to Major Park / Open Space (public);
    - portion of (S OF) Academy Way from Major Park / Open Space (public) to Single/Two Unit Residential – Hillside

12. Amend **Map 5.2 – Permanent Growth Boundary** to adjust PGB for (S OF) Academy Way (Map 7)

13. Amend **Map 5.3 – Urban and Village Centres** to adjust University South Village Centre for 823 Academy Way (Map 8)

14. Amend **Map 5.4 – City Sectors** to adjust sector for (S OF) Academy Way (Map 9)

15. Amend **Map 5.6 – Hazardous Condition DP Area Designation** to adjust the boundaries of the Hazardous Conditions DP Area to remove sites that have been determined to not require a DP (Map 10)

Attachment 1 (OCP14-0009)

OCP Amendment Evaluation Checklist (OCP Objective 5.40; Policy .1)

(New wording underlined; wording to be deleted is ~~strikethrough~~)

1. No amendments proposed for this criterion;

   Does the proposed development respect the OCP Permanent Growth Boundary (OCP Map 4.1 and 5.2)?

2. No amendments proposed for this criterion;

   Is the proposed development located in an Urban Centre?

3. Amend to be more succinct;

   Does the proposed development feature a mix of residential, employment, institutional, and/or recreational uses ~~within individual buildings or larger development projects?~~

4. Amend to include where to find definition of "affordable" housing;

   Does the proposed development increase the supply of "affordable" housing? (As defined in ~~the~~ OCP Chapter 17 - Definitions) ~~apartments or townhouses?~~

5. No amendments proposed for this criterion;

   Is the property serviced with water and City sewer at the time of application?

6. Amend to read easier;

   ~~Is there transit service within 400 metres of non-residential projects or major employment generators (50+ employees)?~~

   Is there transit service within 400 metres of major multiple unit residential projects (30 + units) or other non-residential projects or major employment generators (50 + employees)?

7. No amendments proposed for this criterion;

   Does the proposed project involve redevelopment of currently under-utilized, urbanized land?

8. No amendments proposed for this criterion;

   Does the proposed development contribute to preserving lands with slopes greater than 30%?

9. Amend to be less subjective;

   ~~If the project goes ahead, would surrounding property owners be likely to develop their properties as per OCP Future Land Use and other City policy provisions?~~

   Will the project likely facilitate future development on adjacent parcels that meets the policies of the OCP?

10. Amend to be more succinct;

    Does the project avoid negative impacts (shadowing, traffic etc.) on adjoining properties ~~where those adjoining properties are not slated for land use changes~~?

11. No amendments proposed for this criterion;

    Is the project consistent with the height principles established in the OCP?

12. Amend to be less subjective;

    Would the additional density or new land use designation enhance the surrounding neighbourhood (i.e. Complete communities) or introduce incompatible uses? ~~in a way that the current land use designation does not?~~

13. Amend to remove reference to community resources;

    Could the project be supported without over-burdening existing park and other ~~community resources or threatening the viability of existing~~ neighbourhood resources?

14. Amend to reflect minimal cost;

    Could the proposed project be built at minimal (<$) ~~no financial~~ cost to the City? (This should consider operational and maintenance costs.)

15. Propose deleting;

    ~~Would the proposed project help decrease the rate of travel by private automobile, especially during peak hours?~~

16. Propose deleting;

    ~~Does the proposed project result in the creation of substantially more public open space than would be available if the development were not to proceed (not including required open space dedications or non-developable areas)?~~

17. Propose deleting;

    ~~Is there a deficiency of properties within the applicable Sector (See Map 5.4) that already have the OCP designation being sought?~~

Existing

Subject Property Note:

Amend OCP Map 4.1 for a portion of the property from Major Park/Open Space (PARK) to Educational/Major Institutional (EDINST)

Subject Property Note:

Amend OCP Map 4.1 for a portion of the property from Educational/Major Institutional (EDINST) to Major Park /Open Space (PARK)

Proposed

Legend

- Property Lotlines
- Subject Property

Future Land Use Code

- Educational/Major Institutional
- Multiple Unit Residential (Medium Density)
- Multiple Unit Residential (Low Density)
- Major Park/Open Space (public)
- Single / Two Unit Residential

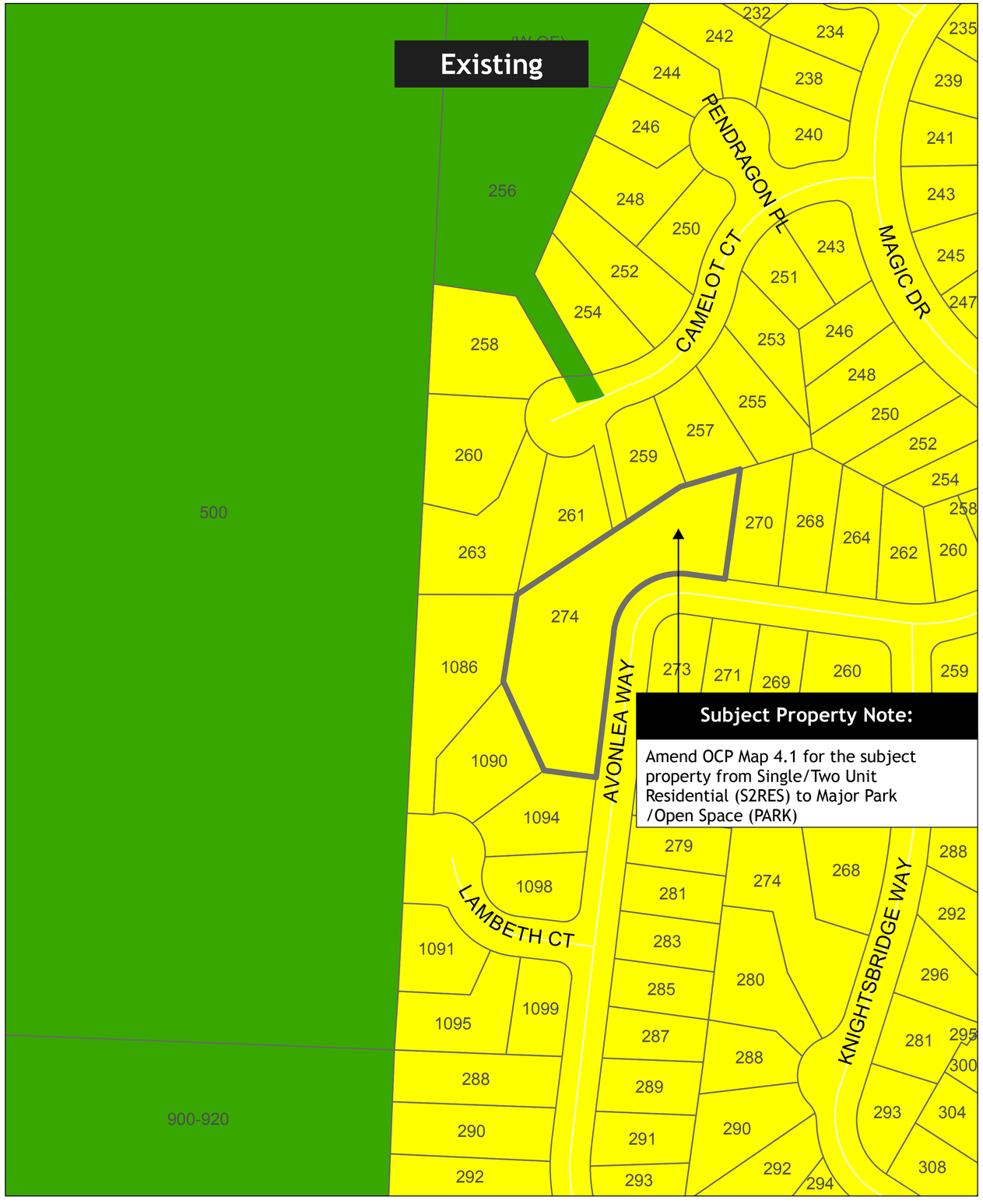
Proposed OCP Map 4.1 Future Land Use Amendments

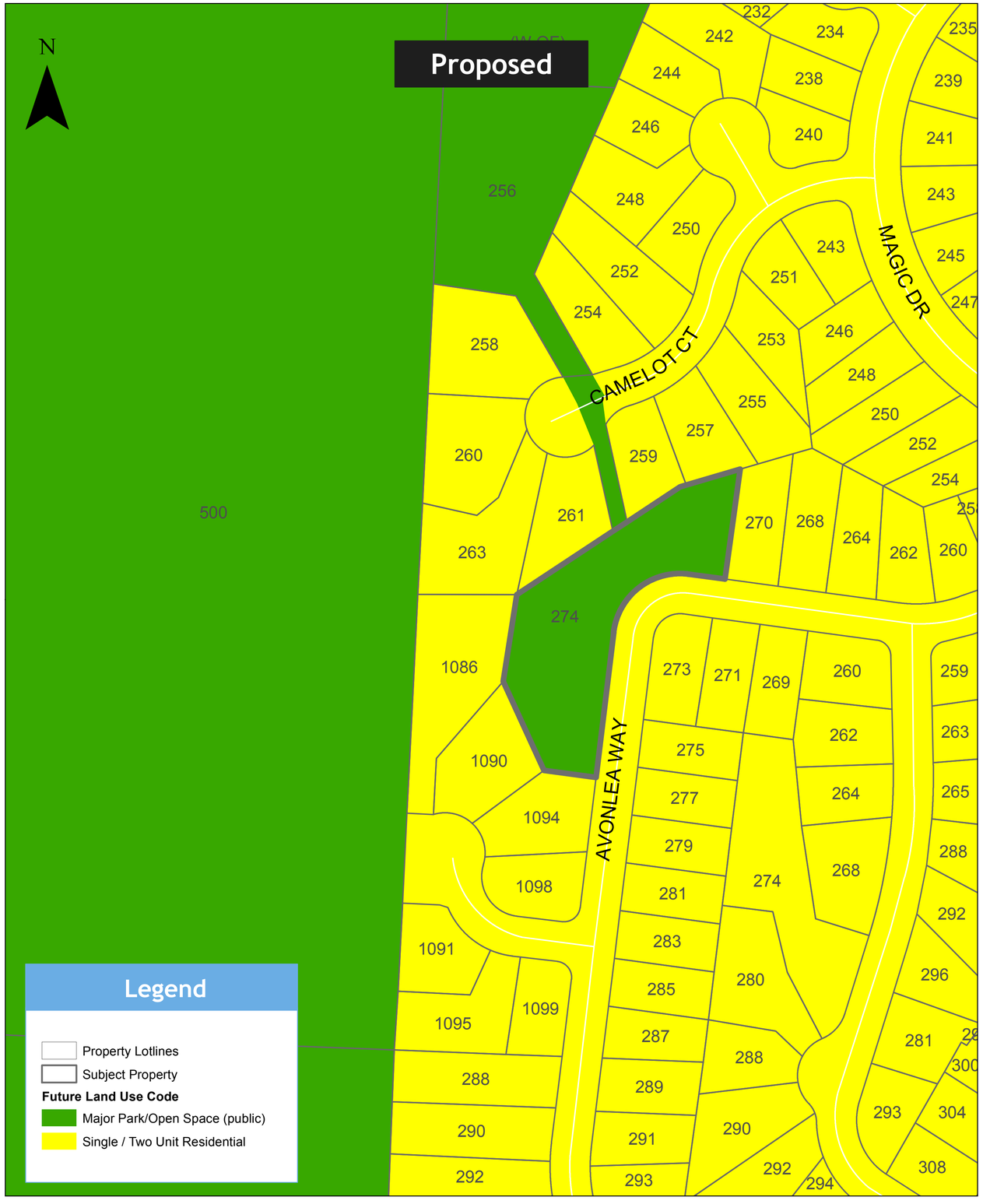
Bylaw 10943 - Map # 1

April 2014

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City of Kelowna





Proposed OCP Map 4.1 Future Land Use Amendments

Bylaw 10943 - Map # 2

April 2014

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City of Kelowna

Existing

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Resource Protection Area (REP) to Major Park /Open Space (PARK)

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Major Park/Open Space (PARK) to Resource Protection Area (REP)

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Major Park /Open Space (PARK) to Single / Two Unit Residential (R2RES)

Proposed

N

Legend

- Property Lotlines
- Subject Property

Future Land Use Code

- Major Park/Open Space (public)
- Resource Protection Area
- Single / Two Unit Residential
- Single / Two Unit Residential - Hillside

Proposed OCP Map 4.1 Future Land Use Amendments

Bylaw 10943 - Map # 3

April 2014

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City of Kelowna

Existing

Proposed

N

5225 5205 5420 5321 5320 5397 5385 5386 5392 5398 5404 5410 5409 5421 5427 5416 5422 5428 5581 266 5506 5508 5510 5512 5514 369 371 5511

326 322 318 314 310 306 302 298 301 305 309 313 317 321 325 329 333 337 341 345 349

327 331 335 354 362 370 376 368 360 325 346 338 323 321 330 336 324 318 331 325 319 313 307 322 289 348

SANDPIPER ST
THRASHER AVE
GROUSE AVE
STELLAR DR
SANDPIPER CT
PHOEBE CT
RAVEN DR
TANAGER CT
TANAGER DR
LEE LANE

(S OF)
(W OF)

5320 314 315 312 311 308 307 304 303 300 299 296 295 294 288 291 287 292 297 282 276 334 330 326 322 318 314

335 344 325 336 328 315 311 320 307 312 303 306 300 299 294 295 288 291 282 287 292 297 301 289 295 307 313 319 325 331

Subject Property Note:

Adjust Permanent Growth Boundary for a portion of properties on OCP Map 5.2 Permanent Growth Boundary

Legend

- Property Lotlines
- Subject Property
- Permanent Growth Boundary

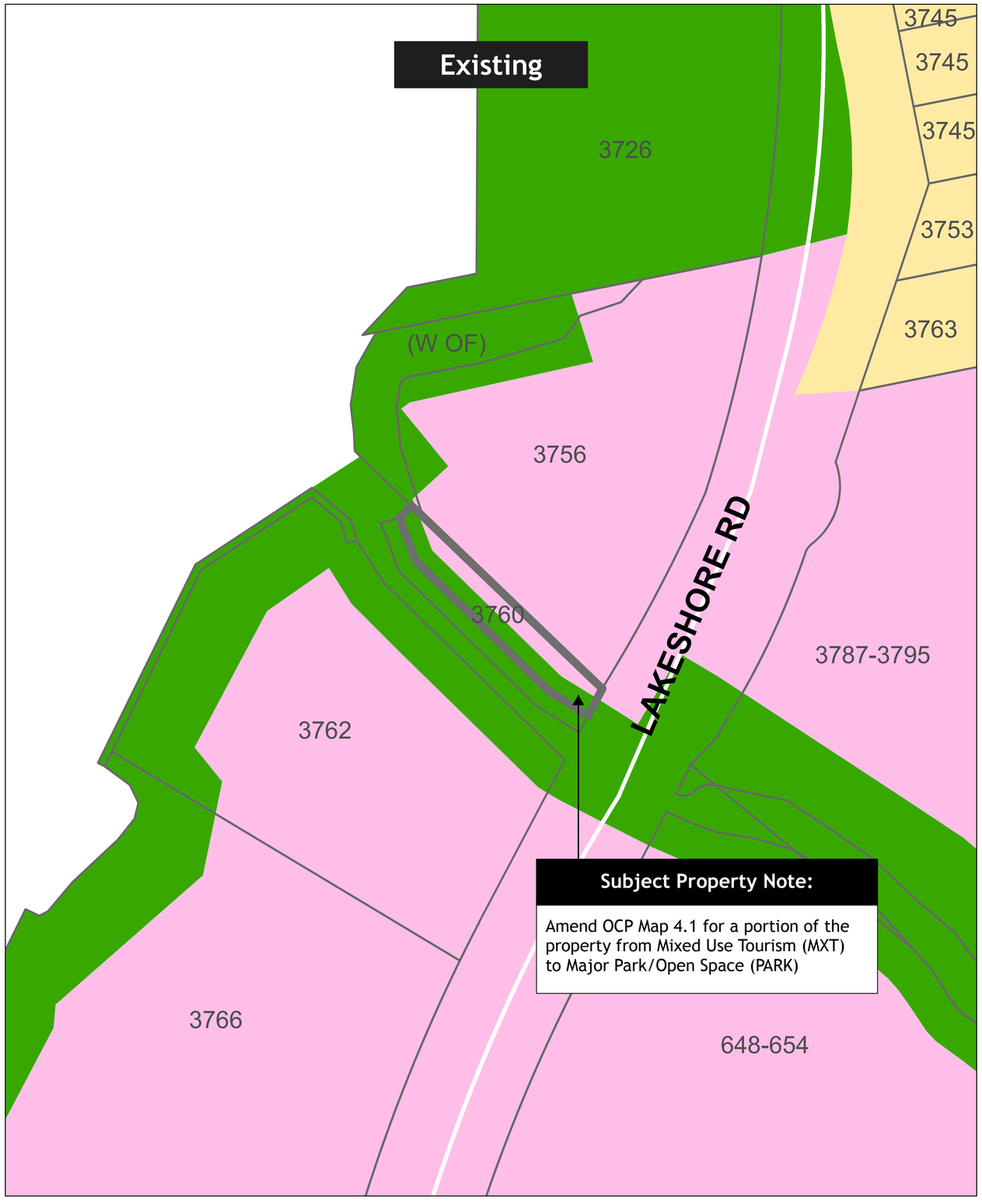
Proposed OCP PGB Amendments

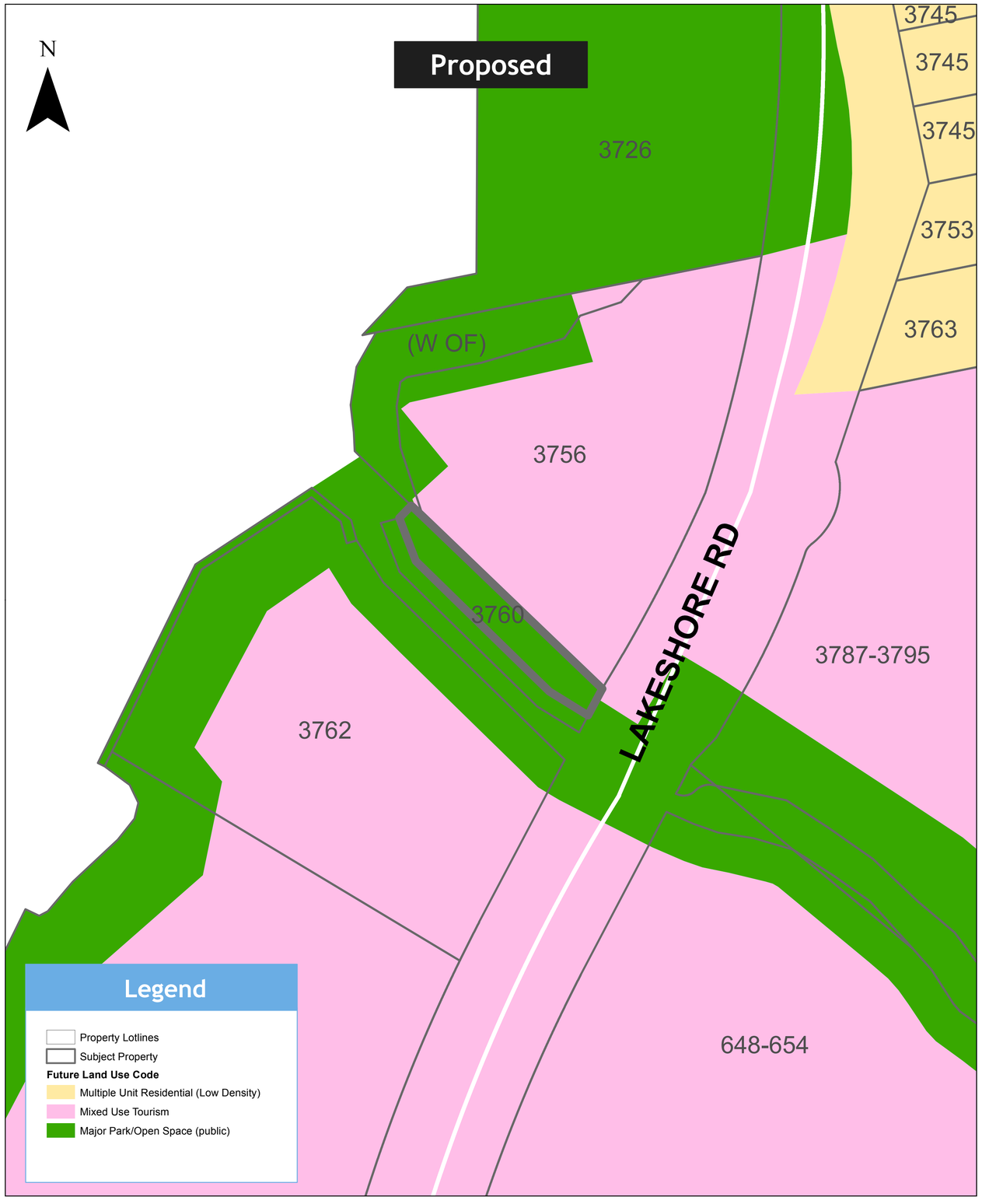
Bylaw 10943 - Map # 4

April 2014

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City of Kelowna





Proposed OCP Map 4.1 Future Land Use Amendments

Bylaw 10943 - Map # 5

April 2014

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City of Kelowna

Existing

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Educational/Major Institutional (EDINST) to Major Park /Open Space (PARK)

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Major Park/Open Space (PARK) to Resource Protection Area (REP)

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Resource Protection Area (REP) to Major Park/Open Space (PARK)

Subject Property Note:

Amend OCP Map 4.1 for a portion of the properties from Major Park/Open Space (PARK) to Single / Two Unit Residentia - Hillside (S2RESH)

Proposed

N

Legend

- Property Lotlines
- Subject Property

Future Land Use Code

- Commercial
- Educational/Major Institutional
- Multiple Unit Residential (Medium Density)
- Multiple Unit Residential (Low Density)
- Major Park/Open Space (public)
- Resource Protection Area
- Single / Two Unit Residential
- Single / Two Unit Residential - Hillside

Proposed OCP Map 4.1 Future Land Use Amendments

Bylaw 10943 - Map # 6

April 2014

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City of Kelowna

Existing

Proposed

N

Subject Property Note:

Adjust Permanent Growth Boundary for a portion of properties on OCP Map 5.2 Permanent Growth Boundary

Legend

- Property Lotlines
- Subject Property
- Permanent Growth Boundary

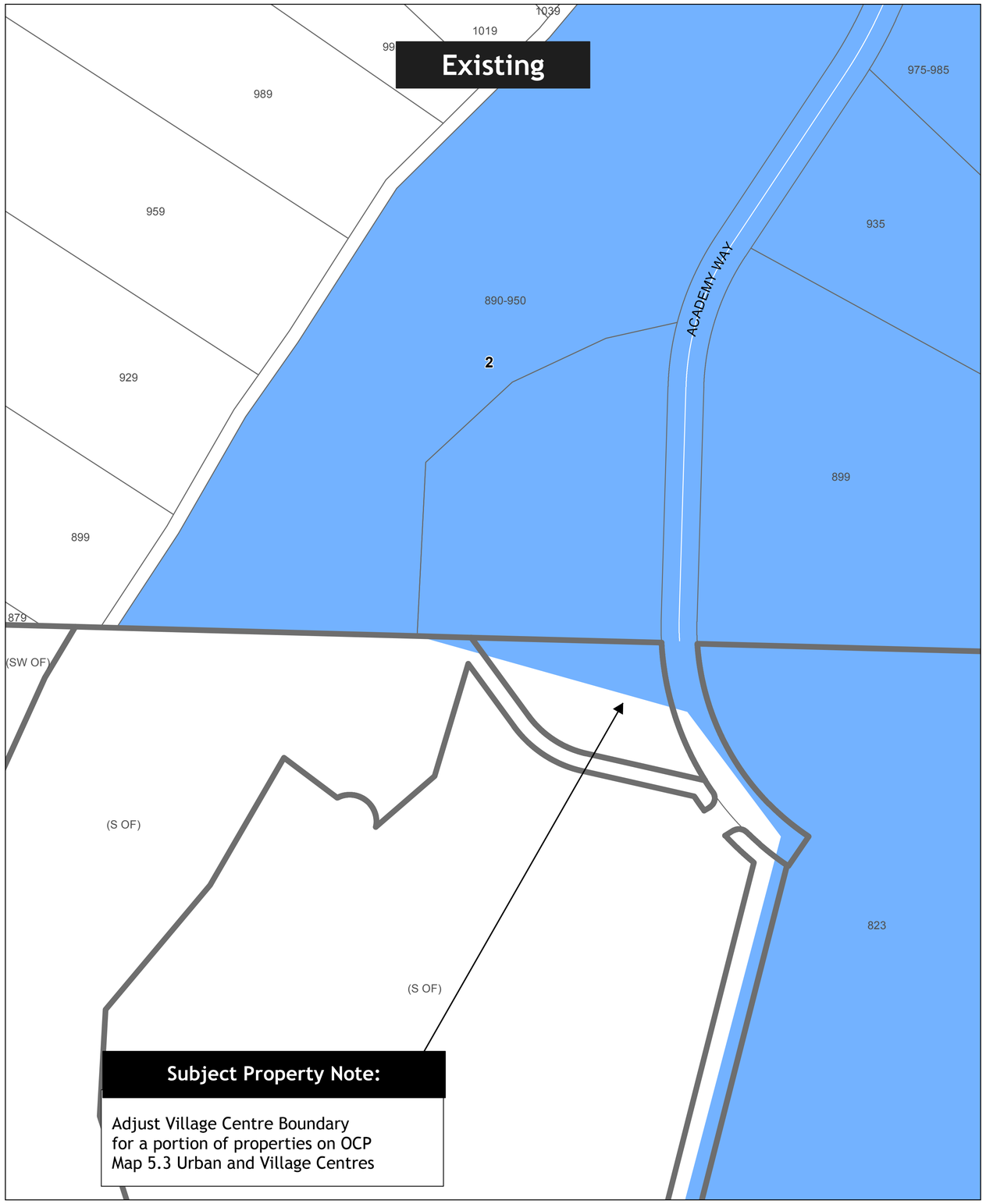
Proposed OCP PGB Amendments

Bylaw 10943 - Map # 7

April 2014

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City of Kelowna





Proposed OCP Map 5.3 Village Centre Amendments

Bylaw 10943 - Map # 8

April 2014

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City of Kelowna

Existing

Proposed

N

Subject Property Note:

Adjust Sector Boundary
for a portion of properties on OCP
Map 5.4 City Sector

Legend

- Property Lotlines
- Subject Property
- Glenmore - Clifton - Dilworth
- Highway 97
- McKinley

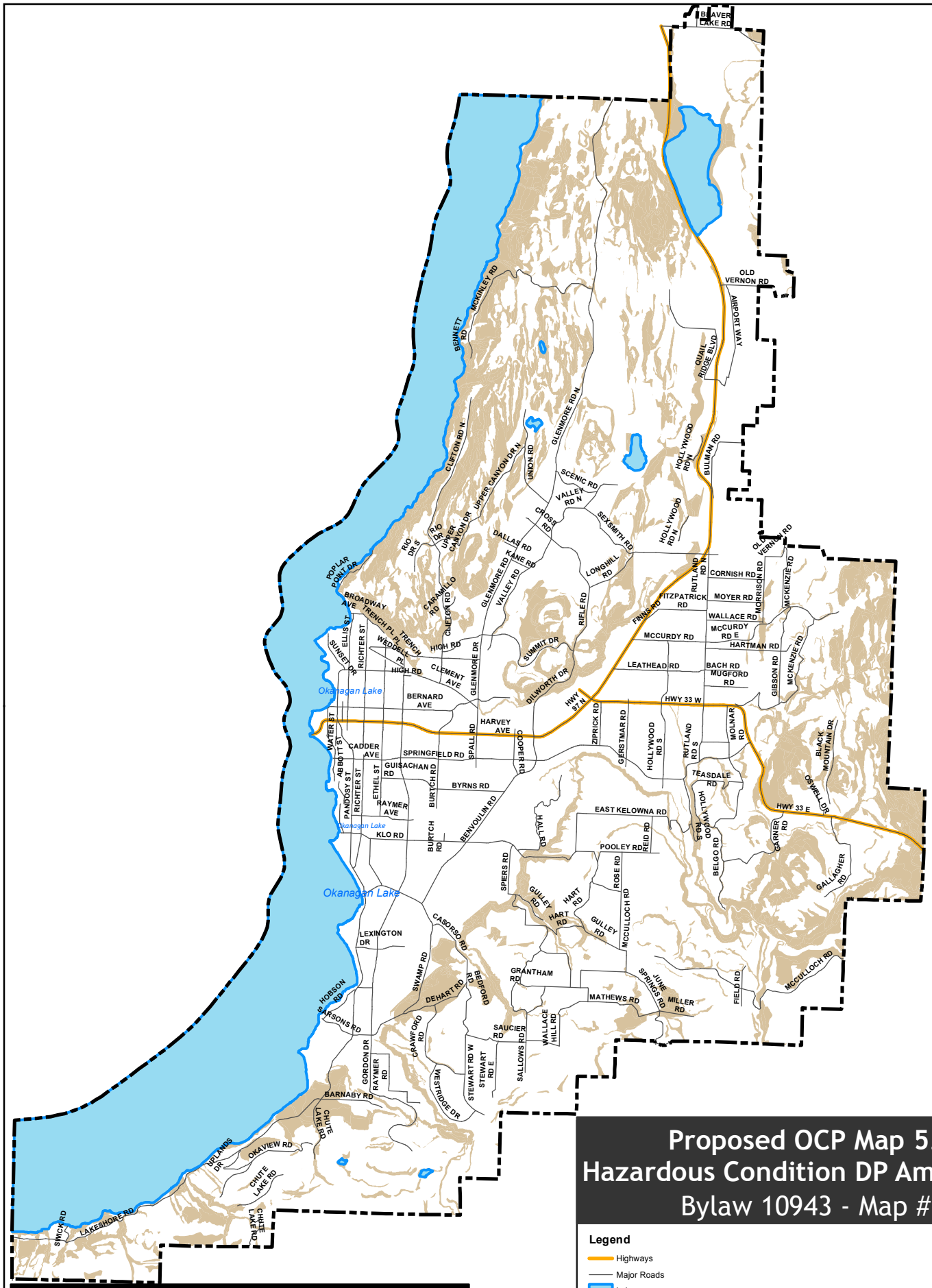
Proposed OCP Map 5.4 City Sector Amendments

Bylaw 10943 - Map # 9

April 2014

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\Amendments\OCP14_0009\2014-03-19_OCP14-0009_Map9_GM.mxd

City of Kelowna



Proposed OCP Map 5.6
Hazardous Condition DP Amendment
Bylaw 10943 - Map # 10

Legend

- Highways
- Major Roads
- Lakes
- City Boundary
- Hazardous Condition DP

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

0 750 1,500 3,000 Metres

April 2014

City of Kelowna

Subject Properties Notes:

Amend OCP Map 5.6 to remove unnecessary Hazardous Condition DP areas

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CITY OF KELOWNA

BYLAW NO. 10943

Official Community Plan Amendment No. OCP14-0009- City of Kelowna - Miscellaneous Housekeeping Amendments

A bylaw to amend the "*Kelowna 2030* - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT **Chapter 5 - Development Process, Objective 5.5 Ensure appropriate and context sensitive built form, Policy .1 Building Height** be amended by deleting in its entirety the table that reads:

Policy .1 Building Height Does Not Apply to the following:	
Civic Address	**Legal Address**
526 Doyle Avenue	Lot A, District Lot 139, ODYD, Plan EPP9526
1368 St. Paul Street	Lot A, District Lot 139, ODYD, Plan KAP87835

2. AND THAT **Chapter 5 - Development Process, Objective 5.25 Ensure that Urban Centres develop as vibrant commercial nodes, Policy .1 Retail Impact Analysis** be deleted in its entirety that reads:

   "Retail Impact Analysis. Commercial developments greater than 2,300 m2 that would require an amendment to the OCP may be required to prepare, at the discretion of staff and at the applicants' expense, a Retail Impact Analysis (see Chapter 17 for a definition) using Terms of Reference developed by the City."

3. AND **THAT Chapter 5 - Development Process, Objective 39 Ensure all development is consistent with the vision, goals and objectives of the OCP, Policy .1 Evaluation Checklist** be deleted in its entirety that reads:

   - Does the proposed development contribute to preserving lands with slopes greater than 30%?
   - Does the proposed development respect the OCP Permanent Growth Boundary (OCP Map 4.1 and 5.2)?
   - Does the proposed development feature a mix of residential, employment, institutional, and/or recreational uses within individual buildings or larger development projects?
   - Is the proposed development located in an Urban Centre?

- Does the proposed development increase the supply of affordable (as defined in the OCP) apartments or townhouses?
- Is the property serviced with water and City sanitary sewer at the time of application?
- Could the proposed project be built at no financial cost to the City? (This should consider operational and maintenance costs.)
- Would the proposed project help decrease the rate of travel by private automobile, especially during peak hours?
- Is there transit service within 400 metres of non-residential projects or major employment generators (50+ employees)?
- Does the proposed project involve redevelopment of currently under-utilized, urbanized land?
- Does the proposed project result in the creation of substantially more public open space than would be available if the development were not to proceed (not including required open space dedications or non-developable areas)?
- Is there a deficiency of properties within the applicable Sector (see Map 5.4) that already have the required OCP designation?
- Does the project avoid negative impacts (shadowing, traffic etc.) on adjoining properties where those adjoining properties are not slated for land use changes?
- Is the project consistent with the height principles established in the OCP?
- If the project goes ahead, would surrounding property owners be likely to develop their properties as per OCP Future Land Use and other City policy provisions?
- Would the additional density or new land use designation enhance the surrounding neighbourhood in a way that the current land use designation does not?
- Could the project be supported without over-burdening existing park and other community resources or threatening the viability of existing neighbourhood resources?

And replaced with the following:

- Does the proposed development respect the OCP Permanent Growth Boundary (OCP Map 4.1 and 5.2)?
- Is the proposed development located in an Urban Centre?
- Does the proposed development feature a mix of residential, employment, institutional, and/or recreational uses?
- Does the proposed development increase the supply of affordable housing (as defined in the OCP)?
- Is the property serviced with water and City sanitary sewer at the time of application?

- Is there transit service within 400 metres of major multiple unit residential projects (30 + units) or other non-residential projects or major employment generators (50 + employees)?
- Does the proposed project involve redevelopment of currently under-utilized, urbanized land?
- Does the proposed development contribute to preserving lands with slopes greater than 30%?
- Will the project likely facilitate future development on adjacent parcels that meets the policies of the OCP?
- Does the project avoid negative impacts (shadowing, traffic etc.) on adjoining properties?
- Is the project consistent with the height principles established in the OCP?
- Would the additional density or new land use designation enhance the surrounding neighbourhood (i.e. Complete Communities) or introduce incompatible uses?
- Could the project be supported without over-burdening existing park and other neighbourhood resources?
- Could the proposed project be built at minimal (<$) cost to the City? (This should consider operational and maintenance costs.)

4. AND THAT **Chapter 14 - Urban Design DP Guidelines, A. COMPREHENSIVE DEVELOPMENT PERMIT AREA (MULTIPLE UNIT RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL DESIGN GUIDELINES), GUIDELINES, 17.0 Signs** be amended by adding a new sub-section 17.4 in its appropriate location as follows:

"17.4 Where signage is proposed for buildings with historical character or heritage significance (i.e. Listed on the Heritage Register, with Heritage Designation and/or located in the Abbott Street and Marshall Street Heritage Conservation Areas) that signage should use design inspiration from historical influences (e.g. non-illuminated and non-animated.)"

5. AND THAT **Chapter 14 - Urban Design DP Guidelines, C. INTENSIVE RESIDENTIAL - CARRIAGE HOUSE/TWO DWELLING HOUSING DESIGN GUIDELINES, EXEMPTIONS** be amended by adding a new bullet after the third bullet the following:

"The addition of a second dwelling attached to a principal dwelling, provided construction of the new addition does not exceed 30 sq. m (323 sq. ft); or"

6. AND THAT **Chapter 14 - Urban Design DP Guidelines, E. INTENSIVE RESIDENTIAL - HILLSIDE DESIGN GUIDELINES, EXEMPTIONS** be amended by adding a new bullet after the ninth bullet the following:

"The addition of a second dwelling attached to a principal dwelling, provided construction of the new addition does not exceed 30 sq. m (323 sq. ft); or"

7. AND THAT **Map 4.1 Generalized Future Land Use Map** be deleted in its entirety and replaced with a new **Map 4.1 Generalized Future Land Use Map** as attached to and forming part of this bylaw;

8. AND THAT **Map 5.2 Permanent Growth Boundary** be deleted in its entirety and replaced with a new **Map 5.2 Permanent Growth Boundary** as attached to and forming part of this bylaw;

9. AND THAT **Map 5.3 Urban and Village Centres** be deleted in its entirety and replaced with a new **Map 5.3 Urban and Village Centres** as attached to and forming part of this bylaw;

10. AND THAT **Map 5.4 City Sector Map** be deleted in its entirety and replaced with a new **Map 5.4 City Sector Map** as attached to and forming part of this bylaw;

11. AND THAT **Map 5.6 Hazardous Condition DP Area Designation** in its entirety and replaced with a new **Map 5.6 Hazardous Condition DP Area Designation** as attached to and forming part of this bylaw;

12. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

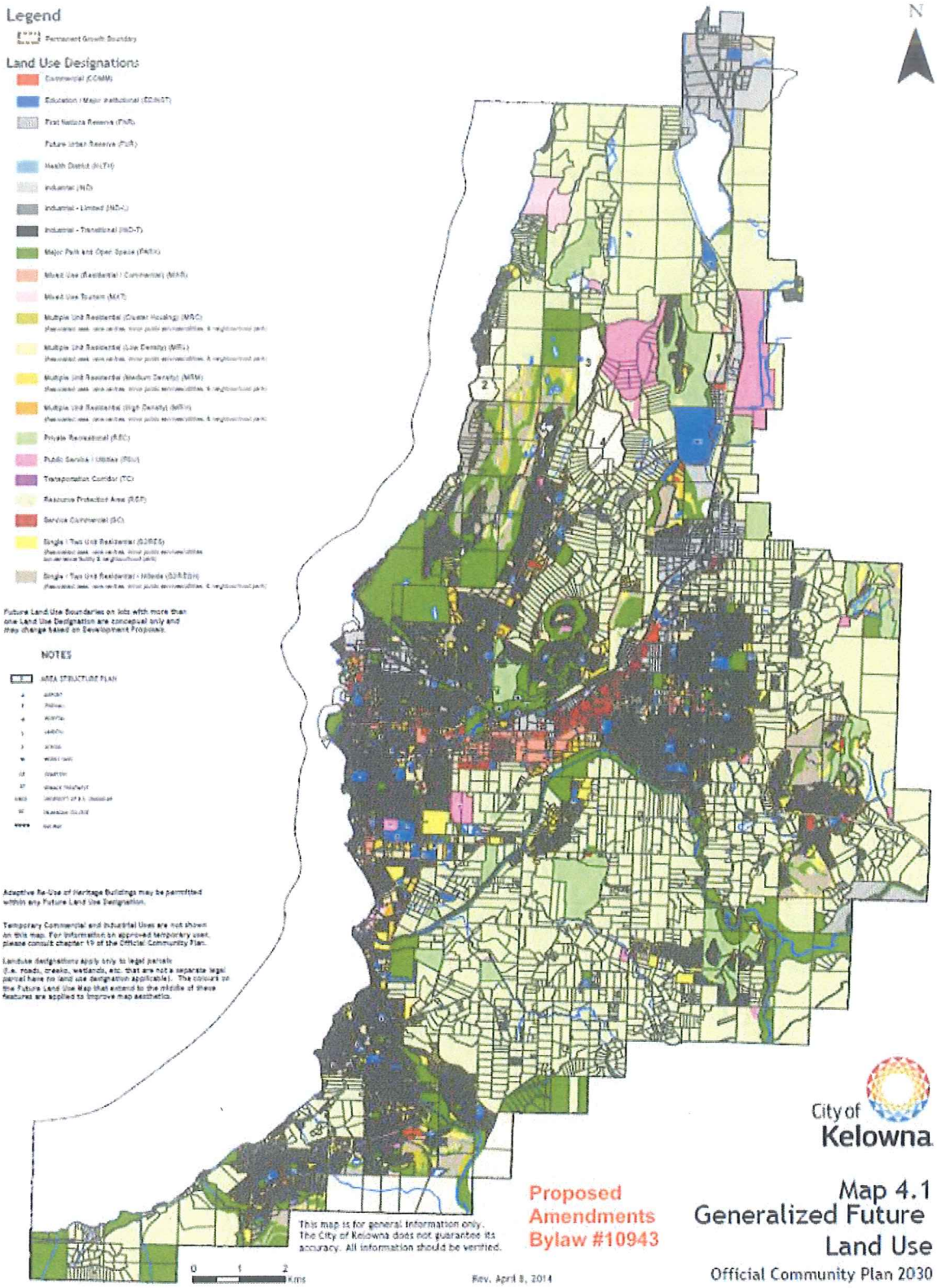
Considered at a Public Hearing on the

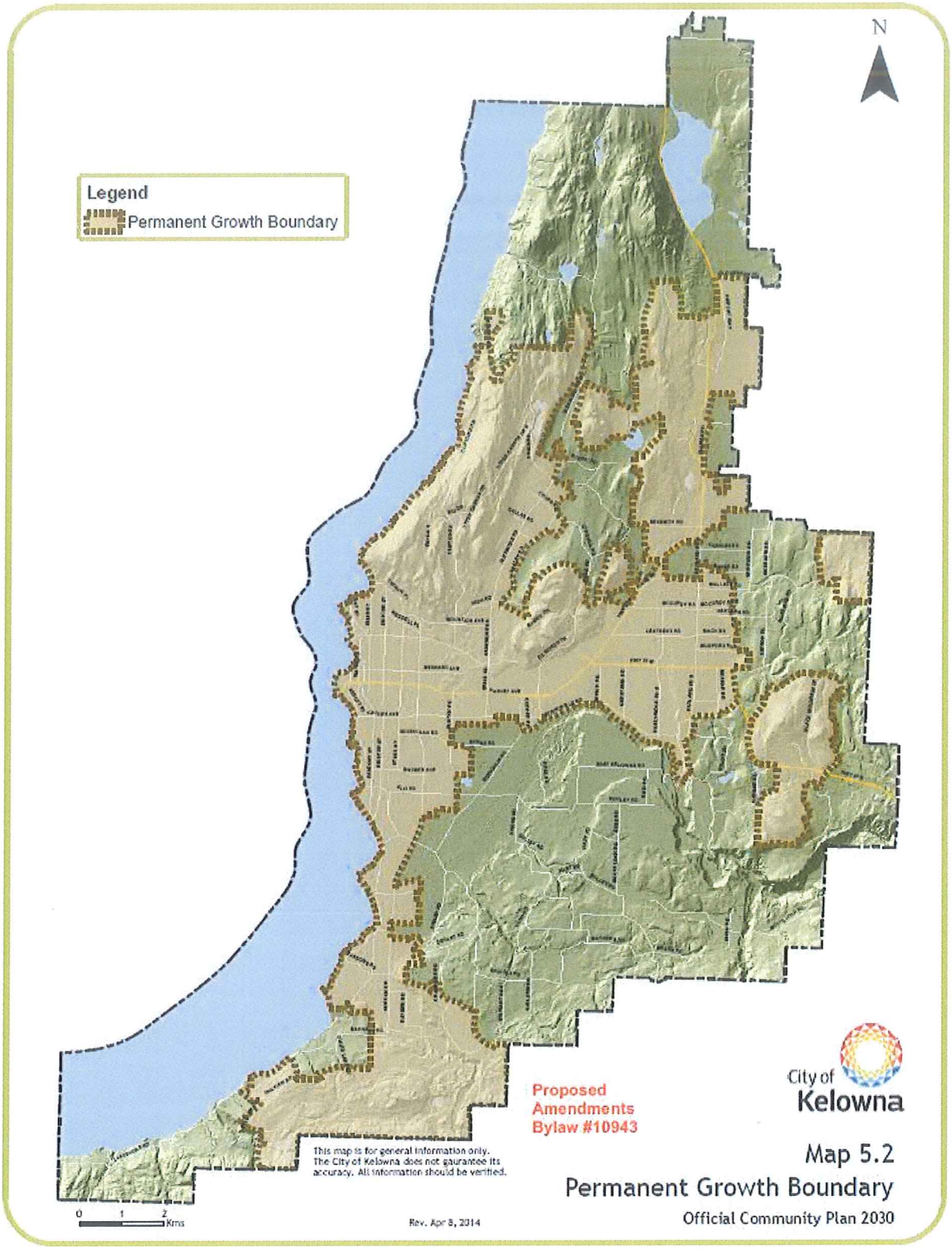
Read a second and third time by the Municipal Council this

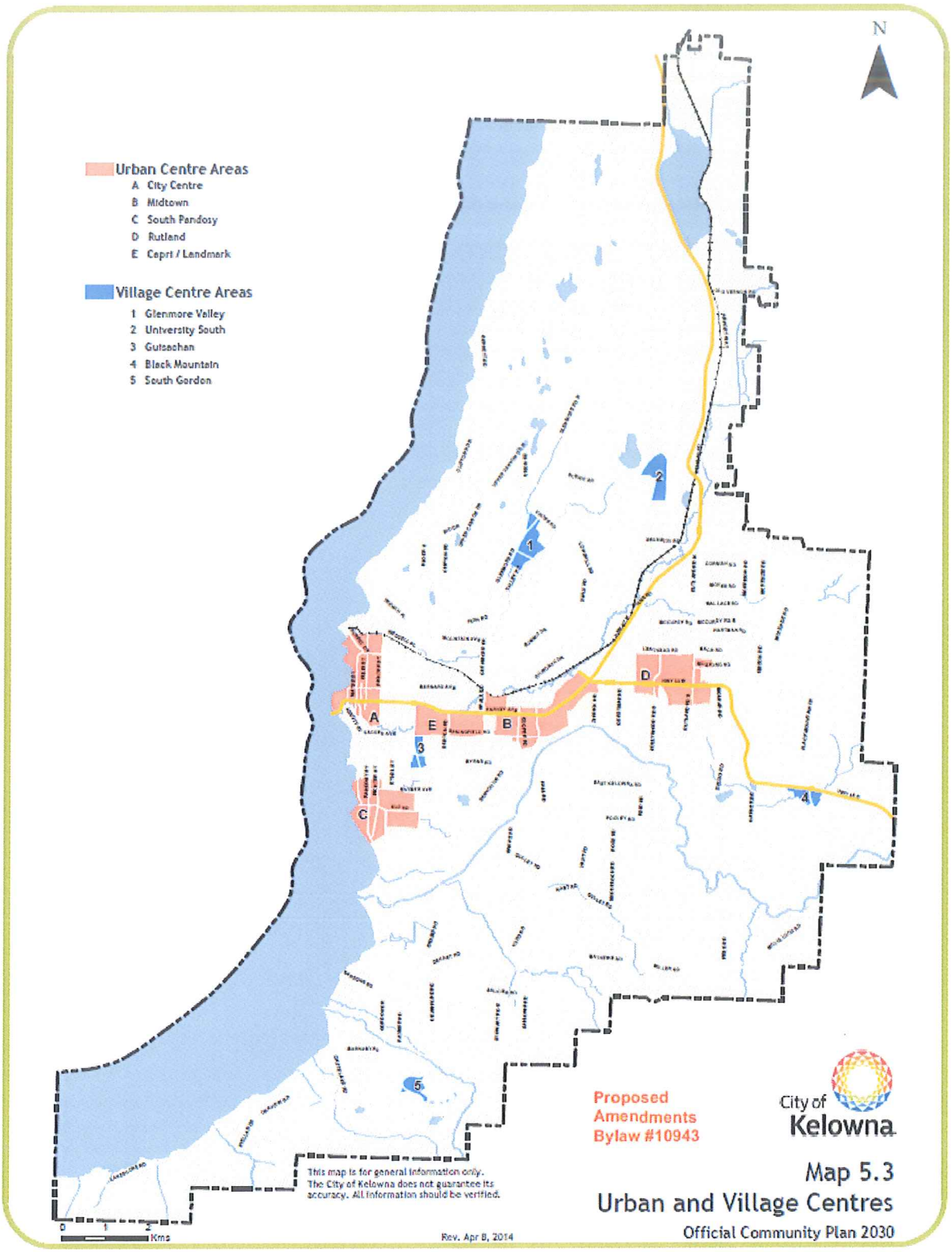
Adopted by the Municipal Council of the City of Kelowna this

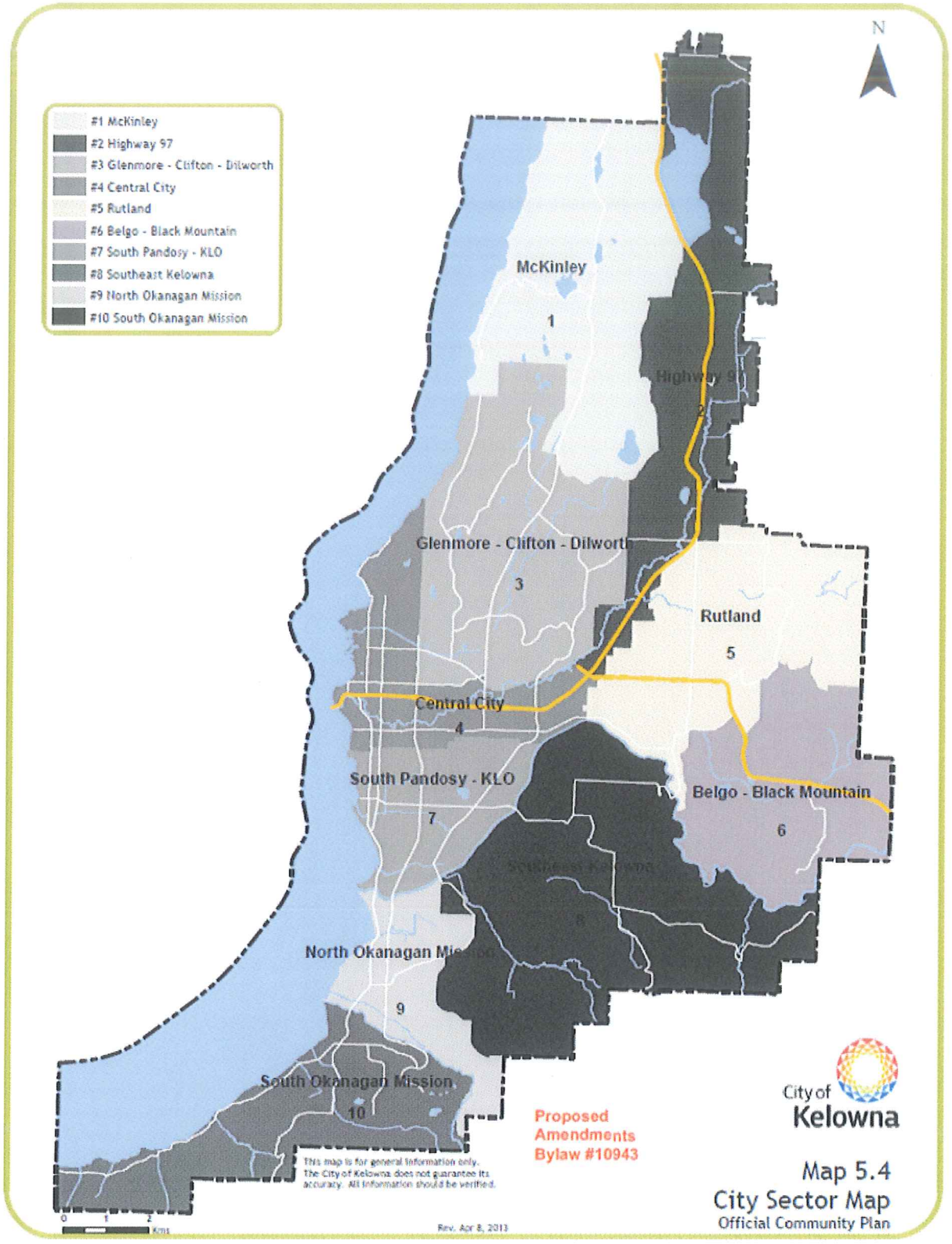
_____
Mayor

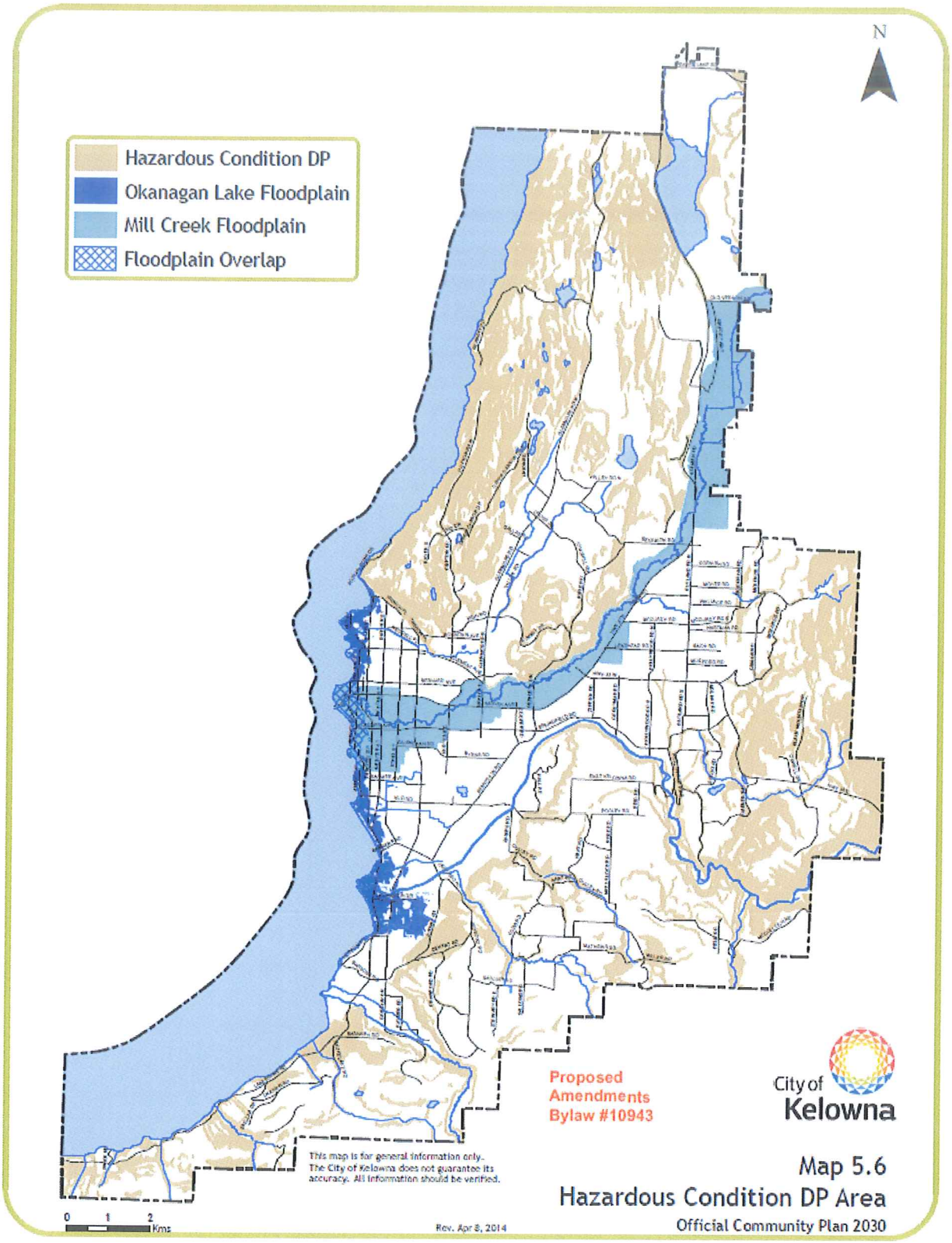
_____
City Clerk


Legend
Permanent Growth Boundary
Land Use Designations
Commercial (COMM)
Education / Major Institutional (ED/INST)
First Nations Reserve (FNR)
Future Urban Reserve (FUR)
Health District (H/TH)
Industrial (IND)
Industrial - Limited (IND-L)
Industrial - Transitional (IND-T)
Major Park and Open Space (PARK)
Mixed Use (Residential / Commercial) (MXR)
Mixed Use Tourism (MXT)
Multiple Unit Residential (Cluster Housing) (MRC)
Multiple Unit Residential (Low Density) (MRL)
Multiple Unit Residential (Medium Density) (MRM)
Multiple Unit Residential (High Density) (MRH)
Private Recreational (REC)
Public Service / Utilities (PSU)
Transportation Corridor (TC)
Resource Protection Area (REP)
Service Commercial (SC)
Single / Two Unit Residential (S2RES)
Single / Two Unit Residential - Hillside (S2RESH)
Future Land Use Boundaries on lots with more than one Land Use Designation are conceptual only and may change based on Development Proposals.
NOTES
AREA STRUCTURE PLAN
Adaptive Re-Use of Heritage Buildings may be permitted within any Future Land Use Designation.
Temporary Commercial and Industrial Uses are not shown on this map. For information on approved temporary uses, please consult chapter 19 of the Official Community Plan.
Landuse designations apply only to legal parcels (i.e. roads, creeks, wetlands, etc. that are not a separate legal parcel have no land use designation applicable). The colours on the Future Land Use Map that extend to the middle of these features are applied to improve map aesthetics.
N
1
2
3
4
0
1
2
Kms
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. April 8, 2014
Proposed Amendments Bylaw #10943
City of Kelowna
Map 4.1
Generalized Future Land Use
Official Community Plan 2030


N
Legend
Permanent Growth Boundary
Proposed
Amendments
Bylaw #10943
City of
Kelowna
This map is for general information only.
The City of Kelowna does not gaurantee its
accuracy. All information should be verified.
0 1 2
Kms
Rev. Apr 8, 2014
Map 5.2
Permanent Growth Boundary
Official Community Plan 2030


N
Urban Centre Areas
A City Centre
B Midtown
C South Pandosy
D Rutland
E Capri / Landmark
Village Centre Areas
1 Glenmore Valley
2 University South
3 Gutsachan
4 Black Mountain
5 South Gordon
Proposed Amendments Bylaw #10943
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 1 2 Kms
Rev. Apr 8, 2014
Map 5.3
Urban and Village Centres
Official Community Plan 2030


#1 McKinley
#2 Highway 97
#3 Glenmore - Clifton - Dilworth
#4 Central City
#5 Rutland
#6 Belgo - Black Mountain
#7 South Pandosy - KLO
#8 Southeast Kelowna
#9 North Okanagan Mission
#10 South Okanagan Mission
N
McKinley
1
Glenmore - Clifton - Dilwort
3
Rutland
5
Central City
4
South Pandosy - KLO
7
Belgo - Black Mountain
6
North Okanagan Mi
9
South Okanagan Mission
10
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 1 2 Kms
Rev. Apr 8, 2013
Proposed Amendments Bylaw #10943
City of Kelowna
Map 5.4
City Sector Map
Official Community Plan


N
Hazardous Condition DP
Okanagan Lake Floodplain
Mill Creek Floodplain
Floodplain Overlap
Proposed
Amendments
Bylaw #10943
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 1 2 Kms
Rev. Apr 8, 2014
Map 5.6
Hazardous Condition DP Area
Official Community Plan 2030

Report to Council

Date: April 24, 2014

Rim No. 0220-20

To: Mayor and Council

From: Ron Mattiussi, City Manager

Subject: 2014 Financial Plan – Final Budget

Recommendation:

THAT COUNCIL adopts the 2014-2018 Financial Plan;

AND THAT Council approves the formulation of 2014 Property Tax Rates that will raise the required funds in 2014, from General Taxation, in the amount of $107,697,000, resulting in an average net property owner impact of 2.49%;

AND FURTHER THAT Bylaw No. 10950 to adopt the 2014-2018 Financial Plan, Bylaw Nos. 10948 and 10952 for the 2014 Tax Rates and Bylaw Nos. 10949 and 10951 for the Reserve Fund Expenditures be advanced for reading consideration.

Purpose:

To present the 2014 Final Budget submissions and the 2014-2018 Financial Plan and related bylaws to Council for their consideration and approval.

Background:

Council approved the Provisional 2014 Financial Plan on December 12th, 2013 and it was amended on March 24, 2014 to include the 2013 carry-over projects. The Final Budget document includes emergency or Council initiated projects that are consolidated with the first two volumes into the 2014-2018 Financial Plan. Depending on the nature of the item being considered, these project adjustments can cause the final budget to go either up or down. The 2014 final adjustments results in a reduction in the taxation requirement but no change to the tax increase from the Provisional Budget level of 2.49% as the new construction revenue amount also was reduced.

The timing of the Financial Plan preparation is to coincide with preparation of the Tax Rates bylaw in accordance with the Community Charter.

Financial Services has projected the 2014 municipal taxation requirements for the City of Kelowna as a result of receiving the following information:

- Revised roll totals, which represent final assessment information from BC Assessment, subsequent to the Court of Revision and incorporating final new construction information.
- Council approval of the 2014 Tax Distribution Policy.
- Additional requests from operating departments resulting from analysis of final 2013 operating results and additional projects identified since Provisional Budget.

Revenue Resulting from New Construction

Final new construction taxation revenues, based on the revised assessment roll, total $1.45 Million, a reduction of $47,800 from the value estimated at Provisional Budget. This estimate was based on BC Assessment preliminary roll information, however, the final new construction level decreased from the earlier estimate once final roll information was prepared by BC Assessment. The total assessed value of new construction for 2014 is $318.4 million, a 3% decrease compared to 2013 new construction assessments.

General Revenues

There is a net general revenue increase of $136,440 which is a result of a decrease in the expected revenue from the Fortis BC Gas Franchise Fee and an increase in the amount received from Provincial Grants in Lieu along with an increase in penalties and interest. There is an increase from the Climate Action Revenue Incentive program of $21,330 which is offset by a contribution to reserve for future requirements.

Supplemental Operating Requests

The Final Budget document includes an increase of general purpose net Operating Expenditures totaling $91,540, excluding the general revenue increase. The most significant operating impacts for Final Budget relate to the Sustainable Transportation Partnership, the Worksafe BC Certificate of Recognition and the transit operating requirements.

The Sustainable Transportation Partnership request accounts for the change from a Regional District program to a municipally administered program. The increased municipal cost recognizes the City of Kelowna share of the program and an equivalent reduction in the Transportation Demand Management requisition from the Regional District. The net impact to the taxpayers will be zero but the collection method is now changed.

Through the hard work of our Risk Management group, in conjunction with all operating departments, the City has obtained the Certificate of Recognition and a $138,000 rebate from Worksafe BC. There are $60,000 of one-time initiatives planned to ensure continued success under this program.

The Annual Operating Agreements have now been received from BC Transit and a further reduction of $84,790 has been submitted for the transit program. The operating contract for the transit system and the use of Gas Tax funding for new buses has reduced the overall costs for transit.

The Final Budget general fund operating requirements are summarized on the blue summary sheets titled "2014 Supplemental Requests" found on page 1 of the Final Budget document.

Capital Program

The 2014 final capital budget results in no change to the taxation contribution as the two General Fund requests are both funded from other sources. The total general purpose pay-as-you-go funding will be $13.9 Million which is a decrease of $118,700 from the 2013 Financial Plan taxation capital value.

There are two general fund capital requests for Council consideration. The full $48 million request for the Police Services Building has been included even though the construction process will occur over the next three years. There is no taxation requirement for this request, however there will be debt repayment over the next thirty years as part of future budgets. This will appropriately allocate costs of maintaining police services to the taxpayers receiving the benefit of that service.

The second request is for the design of the McCulloch Road bridge. This request was discussed at Provisional Budget and the pursuit of development funding was not successful so the request is being brought back using reserve funding.

The Final Budget general fund capital requests are summarized on the yellow summary sheets titled "2014 Capital Requests" found on page 13 of the Final Budget document.

Utilities and Airport

There are five utility operating requests presented for Final Budget consideration. These represent: decreases to Water and Wastewater revenues; a water turbidity and validation study; an update the Wastewater Treatment facility HVAC; and an increase due to postage rate changes.

There is one Final Budget capital request related to the Airport expansion program. This is for the planning and design of a new Ground Transportation Building.

Net Property Owner Impact

2014 assessments came in at an increase of .31% over 2013 assessments considering both market and new construction value changes. There was a -1.03% change in overall market values and a 1.34% increase in new construction assessments.

The maximum that can be claimed for the Provincial Home Owner Grant remains the same as 2013, $770 for homeowners under 65 years of age and $1,045 for those 65 and over. The threshold before the grant begins to reduce has decreased to $1,100,000. After $1,100,000 the grant is reduced by $5.00 for every $1,000 of residential assessed value. Homeowners 65 and over, who do not qualify for the additional home owner grant amount due to the high assessment of their home, may apply to Home Owner Grant Administration. These can be low-income seniors, certain veterans and certain persons with disabilities.

The regular Deferment program along with the family with children program continues to be available. These low-interest loan programs assist qualifying homeowners in British Columbia in paying the annual property taxes on their homes.

The Province announced in Budget 2013 that the 60 per cent school tax credit for light industrial properties is being phased-out over a two year period. Half of the credit was phased out in 2013 and the remaining credit portion will be removed in 2014. This will significantly impact the School Tax

payment for light industrial properties. No changes were announced to the 60 per cent school tax credit for major industry properties or the 50 per cent school tax credit for land classified as "farm".

Conclusion

The recommendation is for a net property tax increase averaging 2.49%. This maintains the tax increase approved at Provisional Budget even with a number of tax impacts at Final Budget. The 2014 Financial Plan continues to provide for the services, infrastructure and amenities expected by the citizens of Kelowna in a cost effective manner.

Legal/Statutory Authority:

Financial Plan under Section 165 of the Community Charter requires adoption of a 5 Year Financial Plan bylaw prior to the annual property tax bylaw. Annual property tax bylaw under Section 197 of the Community Charter, Council must establish tax rates by bylaw after adoption of the financial plan but before May 15th.

Internal Circulation:
G. Davidson, Financial Services Director

Considerations not applicable to this report:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:
Personnel Implications:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation:

Submitted by:

R.L. (Ron) Mattiussi, MCIP
City Manager

cc: Deputy City Manager and Divisional Directors

2014 FINANCIAL PLAN
FINAL BUDGET

City of Kelowna

May 5, 2014



OUTLINE

1. REGULATORY AUTHORITY
2. FINAL BUDGET
3. 5 YEAR FINANCIAL PLAN
4. TAXATION IMPACTS

1. REGULATORY AUTHORITY

CC - Section 165, Financial Plan, 5 Year Financial Plan Bylaw

CC – Section 165, Financial Plan, Objectives and Policies

CC – Section 197, Annual Property Tax Bylaw, Tax rates prior to May 15th

2. FINAL BUDGET

Provisional Tax Demand	$107.74 Million
Operating Requests	($44,900)
Capital Requests	$0
2014 Final Tax Demand	$107.70 Million

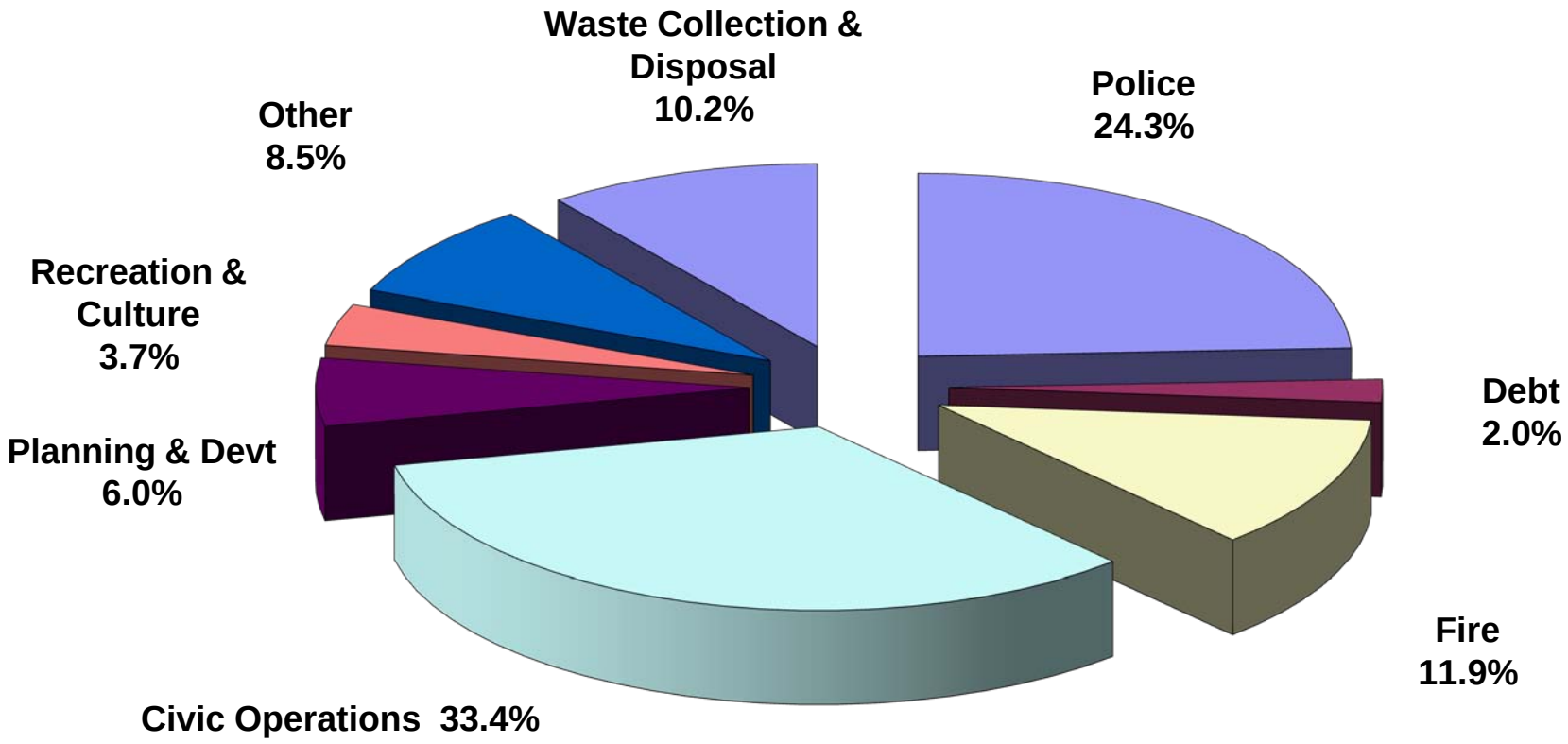
New Construction $1,452,200

Net property owner impact 2.49%

2. FINAL BUDGET - UTILITIES

- Water & Wastewater
  - 5 operating requests
  - Revenue adjustments based on 2013 information and priority items
- Airport
  - 1 capital request

2. FINAL BUDGET



ALLOCATION OF TAX DOLLARS

2. FINAL BUDGET ONGOING IMPACTS

Additional cost increase	$1,207,595
One time costs & Exp. Redn.	$74,550
Capital maintenance	$100,000

Total $1,382,145

Impact on 2015 Budget 1.28%

3. 5 YEAR FINANCIAL PLAN

(Millions)

	2014	2015	2016	2017	2018
General Revenues	($11.8)	(12.1)	(12.4)	(12.7)	(13.0)
Net Operating Budget	$105.5	110.4	117.1	123.2	127.2
Pay-as-you-go Capital	$13.9	14.8	15.5	16.2	17.0
Taxation Demand	***$107.7***	***113.1***	***120.2***	***126.8***	***131.3***
Property Owner Impact	***2.5%***	***3.1%***	***4.7%***	***3.9%***	***2.0%***

3. 5 YEAR FINANCIAL PLAN

5 YEAR FIN'L PLAN ($M)	2014	2015	2016	2017	2018
REVENUE SOURCES					
PROPERTY VALUE TAX	107.7	113.1	120.2	126.8	131.3
LIBRARY REQUISITION	5.4	5.5	5.6	5.8	5.9
PARCEL TAXES	3.5	3.3	3.2	3.2	3.3
FEES AND CHARGES	98.2	98.3	100.8	103.2	105.8
BORROWING PROCEEDS	62.5	1.0	5.2	5.0	2.4
OTHER SOURCES	57.5	45.0	50.4	46.1	45.6
	334.7	266.2	285.5	290.1	294.2
TRANSFERS BETWEEN FUNDS					
RESERVES	101.4	61.8	56.3	62.3	37.0
TOTAL REVENUE	436.1	328.0	341.8	352.4	331.2
EXPENDITURES					
MUNICIPAL DEBT	22.2	22	25.97	27.3	28.37
CAPITAL EXPENDITURES	182.9	74.1	77.7	81.3	50.1
OTHER MUNICIPAL PURPOSES	194.1	196.9	203.5	209.9	216.6
	399.1	292.7	307.1	318.5	295.1
TRANSFERS BETWEEN FUNDS					
RESERVES	37.0	35.3	34.7	33.9	36.1
TOTAL EXPENDITURES	436.1	328.0	341.8	352.4	331.2

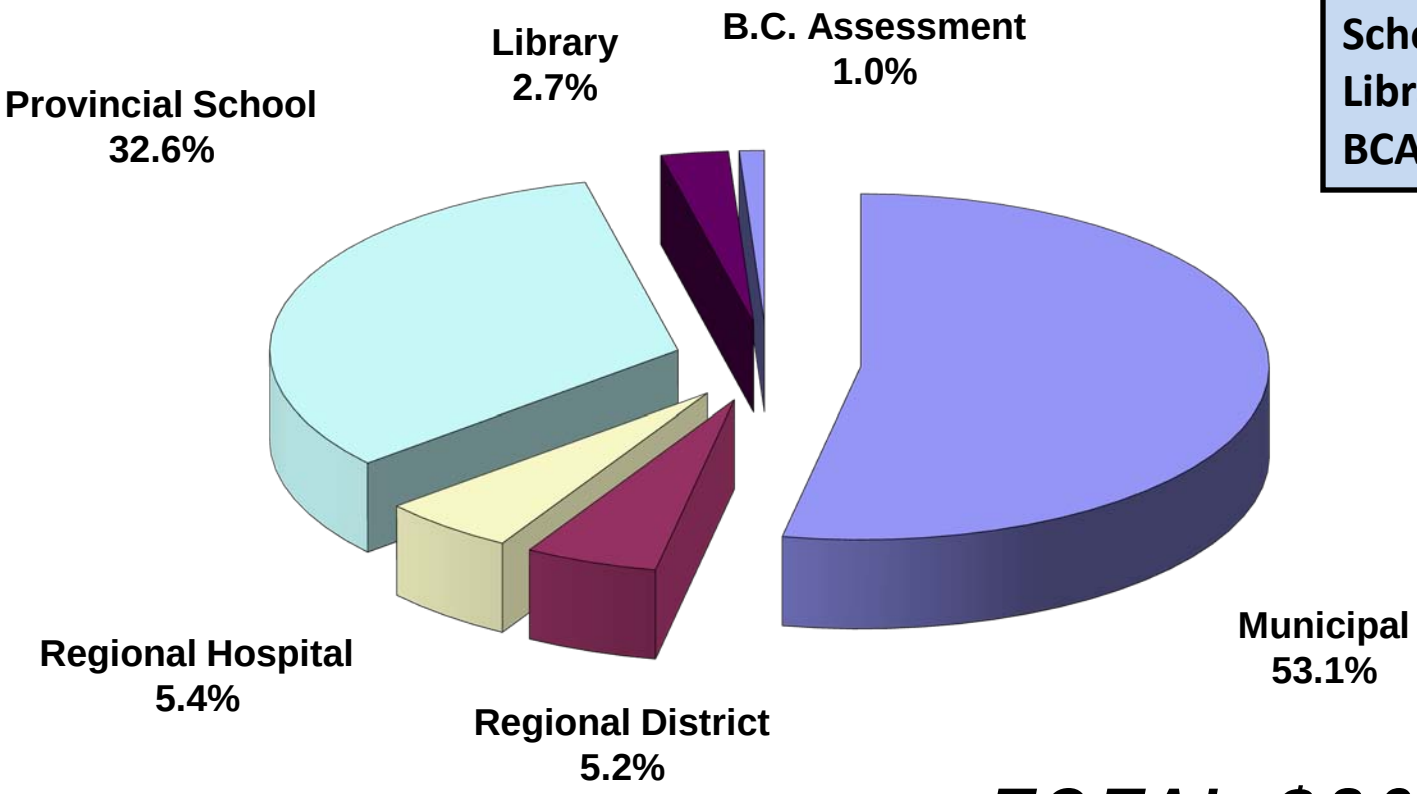
3. 5 YEAR FINANCIAL PLAN

Objectives and Policies

1. Funding Sources
2. Distribution of Property Tax
3. Permissive Tax Exemptions

4. TAXATION IMPACTS

Municipal	$107.7 M
CORD	$10.7 M
Hospital	$10.9 M
School	$66.2 M
Library	$5.4 M
BCA	$2.0 M



TOTAL $203 MILLION

4. TAX IMPACTS

RESIDENTS	2014	2013	Difference	Change
Assessed value	$451,350	$455,910	($4,560)	(1.00%)
Municipal				
General tax levy	**$1,732**	**$1,690**	**$42.13**	**2.49%**
Garbage Col/Red	$197	$197	$0.00	0%
School tax levy	920	921	(0.27)	(0.0%)
Homeowner grant	($770)	($770)	0.00	0%
	150	151	(0.27)	(0.2%)
Regional District levy	159	148	10.63	7.2%
Hospital levy	163	164	(1.45)	(0.9%)
Library levy	87	86	0.80	0.9%
BC Assessment	28	28	0.13	0.5%
Total tax levy	*$2,516*	*$2,464*	*$51.97*	*2.1%*

4. TAX IMPACTS

RESIDENTS	2014	Difference	Change
Assessed value	$451,350	($4,560)	(1.0%)
Municipal	**$1,929**	**$42.13**	**2.2%**
School (Net)	**$150**	**($0.27)**	**(0.2%)**
Others	**$437**	**$10.11**	**2.4%**
Total tax levy	***$2,516***	***$51.97***	***2.1%***

4. TAX IMPACTS

BUSINESS	2014	2013	Difference	Change
Assessed value	$1,212,900	$1,228,630	($15,730)	(1.3%)
Municipal tax levy	$9,718	$9,481	$236.54	2.5%
School tax levy	7,277	7,618	(340.11)	(4.5%)
Regional District levy	1,047	980	67.23	6.9%
Hospital levy	1,073	1,085	(12.55)	(1.2%)
Library levy	489	484	4.48	0.9%
BC Assessment	213	223	(9.64)	(4.3%)
Total tax levy	*$19,817*	*$19,871*	*($54.04)*	*(0.3%)*

4. TAX IMPACTS

BUSINESS	2014	Difference	Change
Assessed value	$1.21M	($15,730)	(1.3%)
Municipal	**$9,718**	**$236.54**	**2.5%**
School	**$7,277**	**($340.11)**	**(4.5%)**
Others	**$2,822**	**$49.52**	**1.8%**
Total tax levy	***$19,817***	***($54.04)***	***(0.3%)***

4. TAX IMPACTS

LIGHT IND.	2014	Difference	Change
Assessed value	$1.97M	($25,530)	(1.3%)
Municipal	**$15,747**	**$382.97**	**2.5%**
School	**$11,792**	**$3,191.53**	**37.1%**
Others	**$5,905**	**$114.70**	**2.0%**
Total tax levy	***$33,444***	***$3,689.19***	***12.4%***

- QUESTIONS

- Review Final Budget Requests

CITY OF KELOWNA

BYLAW NO. 10950

Five Year Financial Plan 2014-2018

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. Schedule "A" attached hereto and forming part of this bylaw is hereby declared to be the Five Year Financial Plan of the City of Kelowna for the period January 1st, 2014 to and including December 31st, 2018.

2. Schedule "B" attached hereto and forming part of this bylaw is hereby declared to be the Statement of Objectives and Policies in accordance with Section 165 (3.1) of the *Community Charter*.

3. This bylaw may be cited for all purposes as the "Five Year Financial Plan Bylaw, 2014-2018, No. 10950".

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Schedule "A"

Financial Plan 2014 - 2018

	2014	2015	2016	2017	2018	2019-2030
REVENUE						
PROPERTY VALUE TAX	107,697,000	113,075,817	120,151,912	126,756,800	131,318,553	1,976,499,755
LIBRARY REQUISITION	5,422,208	5,530,652	5,641,265	5,754,047	5,868,998	88,335,370
PARCEL TAXES	3,451,626	3,272,073	3,219,995	3,241,120	3,262,562	43,020,762
FEES AND CHARGES	98,185,243	98,252,183	100,791,173	103,230,002	105,755,134	1,446,765,291
BORROWING PROCEEDS	62,454,080	1,000,000	5,215,000	4,965,000	2,383,230	31,425,731
OTHER SOURCES	57,527,140	45,037,994	50,434,310	46,115,988	45,637,954	601,790,788
	334,737,297	266,168,719	285,453,654	290,062,957	294,226,431	4,187,837,697
TRANSFERS BETWEEN FUNDS						
RESERVE FUNDS	1,721,276	2,255,221	2,274,631	2,294,421	2,314,592	30,520,650
DCC FUNDS	18,683,395	20,025,508	15,069,848	17,407,661	12,000,829	177,710,688
SURPLUS/RESERVE ACCOUNTS	81,002,077	39,544,817	38,985,607	42,599,158	22,665,911	348,931,087
	101,406,748	61,825,546	56,330,086	62,301,240	36,981,332	557,162,425
TOTAL REVENUE	436,144,045	327,994,265	341,783,740	352,364,197	331,207,763	4,745,000,122
EXPENDITURES						
MUNICIPAL DEBT						
DEBT INTEREST	10,295,577	10,019,384	12,497,882	13,399,424	13,319,395	95,441,499
DEBT PRINCIPAL	11,897,321	11,699,430	13,474,621	13,901,710	15,046,052	90,128,726
CAPITAL EXPENDITURES	182,853,670	74,112,791	77,656,744	81,267,623	50,123,534	961,381,766
OTHER MUNICIPAL PURPOSES						
GENERAL GOVERNMENT	39,379,148	39,709,308	40,765,052	41,707,831	42,888,947	615,377,207
PLANNING, DEVELOPMENT & BUILDING SERVICES	22,047,988	20,527,862	21,152,583	21,755,260	22,370,389	322,369,653
COMMUNITY SERVICES	58,052,503	59,572,401	61,860,113	64,212,519	66,475,335	956,590,060
PROTECTIVE SERVICES	45,935,120	48,286,637	50,086,189	51,767,871	53,701,803	770,521,714
UTILITIES	17,236,300	16,892,163	17,347,583	17,827,151	18,118,083	271,781,811
AIRPORT	11,469,410	11,863,878	12,263,958	12,639,948	13,022,008	186,841,769
	399,167,037	292,683,854	307,104,724	318,479,337	295,065,546	4,270,434,205
TRANSFERS BETWEEN FUNDS						
RESERVE FUNDS	11,206,507	11,453,535	11,468,714	11,473,667	11,480,223	151,380,410
DCC FUNDS						
SURPLUS/RESERVE ACCOUNTS	25,770,501	23,856,876	23,210,303	22,411,193	24,661,994	323,185,508
	36,977,008	35,310,411	34,679,016	33,884,860	36,142,217	474,565,917
TOTAL EXPENDITURES	436,144,045	327,994,265	341,783,740	352,364,197	331,207,763	4,745,000,122

Schedule "B"
Statement of Objectives and Policies

In accordance with Section 165(3.1) of the *Community Charter*, municipalities are required to include in the Five Year Financial Plan, objectives and policies regarding each of the following:

(a) For each of the funding sources described in Section 165(7) of the *Community Charter*, the proportion of total revenue that is proposed to come from that funding source;
(b) The distribution of property value taxes among the property classes that may be subject to taxes; and
(c) The use of permissive tax exemptions.

Funding Sources

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2014. Property taxes and fees and charges are two of the largest sources of revenue. Both have advantages in that they are stable, relatively simple to administer and are generally understood by citizens. The City of Kelowna also utilizes funds from reserves and surplus as another main source of financial support. Reserve funds are closely managed to ensure and protect the current and future financial viability of the municipality. Other sources of revenue may be variable and fluctuate from year to year depending on the economic influences and capital programs undertaken by the City.

Objectives

- Investigate other potential funding sources and securing opportunities for additional revenues.
- Begin to decrease the municipality's reliance on property taxes and explore opportunities to increase the percent of total revenue received from user fees and charges and senior government grants.
- Maintain a fees and charges structure whereby increases are applied on a regular basis in line with inflation, while ensuring that service levels remain competitive and affordable.

Policies

- Pursue non-property tax revenues whenever possible through applying for government grants and charging user fees at appropriate levels.
- Perform regular reviews of revenue generating areas for appropriate application of rate increases.
  - Planning and Development Fees.
  - Recreation & Cultural Services - application of BC Consumer Price Index.
  - Utility Revenues - ensure Utilities operate as self supporting enterprise funds.
- Increase provincial and federal grant revenue through maximum utilization of the City's Grant Manager position.

Table 1: Sources of Revenue

Revenue Source	Revenue $ (000's)	% of Revenue
Property Value Tax	107,697	25%
Library Requisition	5,422	1%
Parcel Taxes	3,452	1%
Fees & Charges	98,185	23%
Borrowing Proceeds	62,454	14%
Other Sources	57,527	13%
Reserve Funds/Accounts	101,459	23%
Total	**436,196**	**100%**

Distribution of Property Tax Rates

Table 2 outlines the council approved municipal tax distribution policy for 2014 and the relative proportion of tax revenues. Projected revenues from the combined residential, recreational and Non-Profit classes, provides the largest proportion of property tax revenue. This cumulative class represents the largest tax assessment base and hence utilizes the majority of City services.

Objectives

- Provide an effective tax change that is the same for all property classes.
- Ensure that business and light industry property tax ratios remain below the average of BC municipalities with populations greater than 75,000.
- Allow for a maximum ratio cap of 3.00:1 for the Light Industrial/Business class.

Policies

- Council will annually review and modify tax class ratios to provide an effective tax change that is the same for all classes.
- The impacts on other property classes from administering a ratio cap on the Light Industrial/Business classes will be reported to Council during the annual Tax Distribution Policy review.
- Regularly review and compare the City's relative position in terms of distribution of taxes to other similarly sized municipalities in British Columbia.

Table 2: Tax Class Ratios and Projected Revenues

Property Class	Description	2014 Tax Class Ratios	Tax Revenue (000's)	2013 Tax Class Ratios
01/08/03	Res/Rec/NP/SH	1.0000:1	74,845	1.0000:1
02	Utilities	5.0301:1	511	5.0475:1
04	Major Industrial	3.0908:1	360	3.0391:1
05/06	Light Ind/Bus/Other	2.0881:1	31,514	2.0822:1
09	Farm Land	0.1242:1	10	0.1279:1
91	Farm Improvements	0.4953:1	457	0.5034:1
	Total Revenues		107,697	

Permissive Tax Exemptions

The City has an existing permissive tax exemption policy which guides the administration and approval of permissive tax exemptions. Some of the eligibility criteria for permissive tax exemptions that are outlined in the policy include the following:

- The applicant must qualify for an exemption under the provisions of the Community Charter.
- The organization receiving an exemption must be a registered non-profit society or registered charity, as the support of the municipality will not be used for commercial and private gain.
- The tax exemption must demonstrate benefit to the community and residents of the City by enhancing the quality of life (spiritually, educationally, socially and culturally), while delivering services economically to the citizens within the community.

The value of tax exemptions provided by Council for 2014 (based on 2013 assessment totals and tax rates) is $2,145,301. The following breaks down the total into various exemption categories and the exemption value for the category:

Places of Worship - $293,306
Private schools - $161,682
Hospitals - $ 114,229
Special Needs Housing - $54,540
Social Services - $177,922
Public Park, Athletic or Recreational - $651,246
Cultural - $252,692
Partnering, Heritage or Other Special Exemptions Authority - $390,783
Revitalization - $48,901

In order to encourage the restoration and preservation of commercial, industrial and institutional building, properties that meet the criteria outlined in the Heritage Building Tax Incentive Program policy can receive a tax exemption.

The establishment of the Revitalization Tax Exemption policy allows qualifying properties within the Downtown Urban Centre and Rutland Urban Centre areas to receive a tax exemption.

Objectives

- Continue to provide permissive tax exemptions to support qualifying organizations that improve the well-being of the community.
- The municipality will continue to provide heritage and revitalization tax exemptions for qualifying properties.

Policies

- Permissive tax exemptions will be considered to encourage activities that: (a) are consistent with the quality of life objectives of the municipality; (b) provide direct access and benefit to the public; and (c) would otherwise be provided by the municipality.
- To meet the city's commitment to the ongoing restoration, preservation and maintenance of buildings and structures on its Heritage Register, eligible properties will be considered for a tax exemption.
- To support the city's revitalization program of the Downtown Urban Centre and Rutland Urban Centre, qualifying properties will be considered for a tax exemption.

CITY OF KELOWNA

BYLAW NO. 10952

Tax Structure Bylaw, 2014

WHEREAS the Letters Patent of the City of Kelowna provide that the municipality may be divided into two (2) or more taxation areas by bylaw adopted prior to the adoption of the Annual Budget Bylaw;

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. **Taxation Area 1**

   All lands and improvement thereon classified for assessment purposes as "Farm".

2. **Taxation Area 2**

   All lands and improvements thereon not included in Taxation Area 1.

3. This bylaw shall be applicable for the 2014 taxation year.

4. This bylaw may be cited for all purposes as "Tax Structure Bylaw, 2014 No. 10952".

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

CITY OF KELOWNA

BYLAW NO. 10948

Annual Tax Rates Bylaw, 2014

WHEREAS the Letters Patent dated the Twenty-fifth day of April, 1973 for the City of Kelowna provides for differing levels of taxation taking into consideration the extent of level of services being provided to different areas within the municipality.

The Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. The following rates are hereby imposed and levied for the taxation year 2014:

   (a) For all lawful General purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "A" of Schedule 1 of this Bylaw;

   (b) For Debt purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "B" of Schedule 1 of this Bylaw;

   (c) For purposes of the Okanagan Regional Library on the assessed value of land and improvements taxable for Regional Library purposes, rates appearing in column "C" of Schedule 1 of this Bylaw;

   (d) For Hospital purposes on the assessed value of land and improvements taxable for Regional Hospital District purposes, rates appearing in column "D" of Schedule 1 of this Bylaw;

   (e) For purposes of the Regional District of Central Okanagan on the assessed value of land and improvements taxable for Regional District purposes, rates appearing in column "E" of Schedule 1 of this Bylaw;

   (f) For purposes of the Regional District of Central Okanagan on the assessed value of land only for the Regional District of Central Okanagan Sterile Insect Release Program, rates appearing in column "F" of Schedule 1 of this Bylaw; and

   (g) For Local Service Area purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in columns "A" and "B" of Schedule 2 of this Bylaw.

2. This bylaw may be cited as "Annual Tax Rates Bylaw, 2014 No. 10948".

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

SCHEDULE 1

CITY OF KELOWNA

GENERAL MUNICIPAL, DEBT, HOSPITAL AND REGIONAL DISTRICT
TAX RATES - 2014

		TAX RATES (DOLLAR OF TAX PER $1,000 TAXABLE VALUE)					TAXABLE LAND ONLY
		A	B	C	D	E	F
PROPERTY CLASS		GENERAL MUNICIPAL	DEBT	LIBRARY	REGIONAL HOSPITAL DISTRICT	REGIONAL DISTRICT	REGIONAL DISTRICT SIR
01	Residential	3.7500	0.0870	0.1930	0.3610	0.3293	0.0463
02	Utilities	18.8625	0.4378	0.9710	1.2636	1.1526	0.1620
03	Supportive Housing	3.7500	0.0870	0.1930	0.3610	0.3293	0.0463
04	Major Industrial	11.5902	0.2690	0.5966	1.2275	1.1197	0.1574
05	Light Industrial	7.8303	0.1818	0.4031	1.2275	1.1197	0.1574
06	Business/Other	7.8303	0.1818	0.4031	0.8845	0.8068	0.1134
08	Recreation/Non-Profit	3.7500	0.0870	0.1930	0.3610	0.3293	0.0463
09	Farm:						
	a) Land	0.4657	0.0108	0.0235	0.3610	0.3293	0.0463
	b) Improvements	1.8574	0.0431	0.0956	0.0000	0.0000	0.0000

SCHEDULE 2

CITY OF KELOWNA

2014 LOCAL SERVICE AREA TAX RATES

PROPERTY CLASS	A DOWNTOWN BUSINESS IMPROVEMENT AREA	B UPTOWN RUTLAND BUSINESS IMPROVEMENT AREA
1. RESIDENTIAL	0	0
2. UTILITY	0	0
4. INDUSTRIAL - MAJOR	0	0
5. INDUSTRIAL - LIGHT	1.5950	1.3476
6. BUSINESS	1.5950	1.3476
7. TREE FARM	0	0
8. SEASONAL	0	0
9. FARM a) LAND	0	0
b) IMPROVEMENT	0	0

CITY OF KELOWNA

BYLAW NO. 10949

Development Cost Charge Reserve Fund Expenditure Bylaw, 2014

WHEREAS, there is an unappropriated balance in the Development Cost Charge Reserve Fund established under Bylaw No. 7112, which has most recently been replaced by Bylaw No. 9095, of Twenty-Four Million, Eighteen Thousand, Two Hundred and One Dollars ($24,018,201.00) as at January 1st, 2014.

AND WHEREAS, it is deemed desirable to expend a portion of the monies set aside under said Bylaw No. 7112, which has most recently been replaced by Bylaw No. 9095, for the purpose of utility, road and land improvement and additions;

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. The sum Twenty-Four Million, Eighteen Thousand, Two Hundred and One Dollars ($24,018,201.00) is hereby appropriated from the Development Cost Charge Reserve Fund to be expended in 2014 for the following purposes:

Land for Park Purposes	$ 1,000,000.00
Road Construction	$11,696,485.00
Water Mains, Pump Stations & Reservoir Construction	$ 4,097,700.00
Treatment Plant Construction & Debt Repayment	$ 5,802,434.00
Wastewater Trunks & Debt Repayment	$ 1,421,582.00
	$24,018,201.00

2. The expenditure to be carried out by the monies hereby appropriated shall be more particularly specified and authorized by resolution of Council.

3. Should any of the above remain unexpended after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the Development Cost Charge Reserve Fund.

4. This bylaw may be cited as the "Development Cost Charge Reserve Fund Expenditure Bylaw, 2014, No. 10949".

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 10951

Sale of City-Owned Land Reserve Fund Expenditure Bylaw, 2014

WHEREAS, there is an unappropriated balance in the Sale of City-Owned Land Reserve Fund of Ten Million, Two Hundred Eighty-Eight Thousand, Four Hundred and Fifty Two Dollars ($10,288,452.00) as at January 1st, 2014.

AND WHEREAS, it is deemed desirable to expend a portion of the monies set aside under said Sale of City-Owned Land Reserve Fund for the purpose of land purchases and enhancements set out below;

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. The sum of Ten Million, Two Hundred Eighty-Eight Thousand, Four Hundred and Fifty Two Dollars ($10,288,452.00) as at January 1st, 2014 is hereby appropriated from the Sale of City-Owned Land Reserve Fund to be expended in 2014 for the following purposes:

General Land Acquisition	$ 5,613,915.00
Parks Land	$ 2,865,264.00
Housing Opportunity	$ 1,809,273.00
	$ 10,288,452.00

2. The expenditure to be carried out by the monies hereby appropriated shall be more particularly specified and authorized by resolution of Council.

3. Should any of the above remain unexpended after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the City-Owned Land Reserve Fund.

4. This bylaw may be cited as the "Sale of City-Owned Land Reserve Fund Expenditure Bylaw, 2014, No. 10951".

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Report to Council

Date: 5/5/2014

File: 1210-50

To: City Manager

From: Danielle Noble-Brandt, Department Manager, Policy & Planning

Subject: Industrial Land Inventory Analysis

Report Prepared by: Graham March & Lindsey Ganczar

Recommendation:

THAT Council receives for information the May 5, 2014 report from the Policy & Planning Department Manager concerning the current inventory of industrial lands.

Purpose:

The purpose of this report is to provide Council with an analysis of the current inventory of industrial lands that are available to accommodate future growth, and to gain a better understanding of existing industrial land uses throughout the city.

The inventory database will be useful in providing background information to assist in future decision making processes. The information can be used to aid policy development, industrial land use strategies, and strategic business development plans. It may also help attract future investment and build business development within the City of Kelowna.

Background:

Industrial land use is integral to a municipality because of the role it plays in accommodating employment growth in many sectors as well as the provision of services to other businesses. These sectors include manufacturing, distribution and warehousing, research and development, professional offices, business services, etc. The City of Kelowna requires a ready supply of industrial land to ensure a strong economic foundation. It also puts the City in a position to be able to respond to economic changes and creates capacity for a larger employment and tax base.

For the purpose of this report, a distinction has be made between vacant industrial lands and underutilized industrial lands. *Vacant* describes those lands that have been given a gross improvement value of less than $10,000 by the British Columbia Assessment Authority (BCAA) or determined to be railway, road or resource extraction. *Underutilized* describes those lands that contain some sort of structure and have a gross improvement value between $10,000 and

$100,000 by BCAA. While there is an intent by the City to bring on new inventory when necessary, there are lots of opportunities to repurpose and retrofit existing land to realize the highest and most productive industrial land use. It should also be noted that these parameters or criteria can be changed to adjust values to specific requests or needs. The database can be sorted or categorized in different formats to address any query or particular policy challenge.

The City of Kelowna has approximately 657 hectares of land either zoned for industrial use, or designated for future industrial use. Of this total, approximately 200 hectares of land are vacant (75 hectares of this total are underutilized) amounting to a 30% vacancy rate. This does not factor in lands that may be partially undevelopable due to slope, accessibility or current lack of servicing.

There are 113 properties comprising 245 hectares of land in the Sexsmith, University, Pier Mac / Airport and North Kelowna areas that do not have services at the property line at this time but are at various stages of planning. Services are in the general area and these properties could be serviced if and when the property owners choose to move forward with development.

A further distinction must be made between vacant and available industrial land. As mentioned previously, vacant lands are parcels that are zoned or designated for industrial use, however, this does not factor in whether or not they are available by the property owners for lease or sale. This report examines only vacant land and does not take into account privately controlled availability.

Several steps were used to determine the amount of vacant industrial land. These include:

- Using British Columbia Assessment Authority data to access the gross improvement assessment value for parcels;
- Using Geographic Information Systems software to:
  a. Verify this data with the City of Kelowna zoning and future land use designation data; and
  b. Overlay the industrial zoned and designated parcels onto aerial photos to help determine vacancy, where required.

The following is a summary of the results of the analysis:

- 3.3%, or 657 hectares, of the **total** land base in Kelowna is either zoned industrial or designated for future industrial land use;
- 631 hectares are designated for industrial use in the OCP (IND, IND-L, IND-T).
  *Not all designated parcels are currently zoned for industrial;
- 458 hectares are currently zoned industrial (I1, I2, I3, I4, I5, I6, CD12, CD15).
  *Not all zoned parcels are designated as Industrial in the OCP;
- 359 hectares of zoned lands are improved and considered developed. This includes underutilized land;
- 99 hectares (or 22%) of zoned industrial land is considered vacant;
- The average annual absorption of industrial land is approximately six hectares, including area required for parking, outdoor storage and on-site landscaping;
- The current amount of zoned and vacant industrial land at 99 hectares would provide approximately a 16.5 year supply based on the current annual absorption of 6 hectares per

year. Factoring in underutilized land that could be intensified and/or redeveloped would extend that time frame. In addition, there are lands designated industrial but not zoned that will further augment the supply.

The above information will be utilized in consultation with the Colliers Market Analysis, which tracks broad trends in vacancy rates, leases and sales of industrial parcels. By monitoring these trends annually, the Urban Land Use and Policy & Planning Departments can be informed of general industrial land inventory when processing development applications and considering land use policies that need to respond to changes in market demands.

The inventory database will be useful in providing background information to assist in future decision making processes. The information can be used to aid policy development (i.e. the need to expand the industrial land use base in the OCP), industrial land use strategies, and strategic business development plans. It may also help attract future investment and build business development within the City of Kelowna.

Conclusion:

Staff believe the City is well served by our existing and future industrial land inventory and do not recommend a change to existing policies or future land use designations at this time. Continued monitoring will occur leading up the next OCP review, at which time a further detailed analysis will be conducted.

Continued enforcement of industrial land use on non-industrial zoned proprerties is appropriate.

Internal Circulation:

Urban Land Use Manager
Divisional Director of Community Planning & Real Estate
Executive Director of Economic Development

Existing Policy:

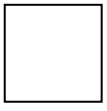
Kelowna OCP 2030 Bylaw 10500

Considerations not applicable to this report:

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

Prepared by:

Graham March, Planner Specialist
Lindsey Ganczar, Planner



Approved for inclusion:

D. Noble-Brandt, Department Manager

Report to Council

Date: 5/5/2014

File: 1850-50

To: City Manager

From: Manager, Transportation & Mobility

Subject: Update of Subdivision, Development & Servicing Bylaw 7900 – Transportation Section

Recommendation:

THAT Council receives, for information, the Report from the Manager, Transportation & Mobility dated May 5, 2014, with respect to Update of Subdivision, Development & Servicing Bylaw 7900 – Transportation Section.

Purpose:

To provide information and a status update on the revision of the Subdivision, Development & Servicing Bylaw No. 7900 – Transportation Section.

Background:

The Civic Infrastructure Process Review (2013) identified the need to align objectives and expectations related to the design, construction and operation of civic infrastructures within the road right of way. One of the high priority follow-up tasks arising from the review was for departments to work together to update Bylaw No. 7900.

Many aspects of Bylaw 7900, originally adopted in 1998, could be enhanced to meet current industry standards and best practices. The road standards contained in the Bylaw need to reflect current policies, sustainability goals and deliver on Council-endorsed community objectives. The Bylaw is being revised to better support the goals and objectives of the City's following key policy documents:

- 2030 OCP: To support sustainability, Kelowna will: Design transportation routes to prioritize investment in transit, pedestrian and bicycle infrastructure in order to increase mobility choices for residents and minimize the use of single occupancy vehicles. Attachment 1 provides a list of 2030 OCP Municipal Infrastructure Objectives relating to Transportation

- Council Directives: Further direction on Greenhouse Gas reduction initiatives has been provided through two specific Council Service Requests:

  - Develop procedures and policies to implement OCP Policy 7.6.1, Transportation Infrastructure Priority, which prioritizes walking, cycling and transit over vehicles; and

  - Increase pedestrian and cycling infrastructure and maximize connectivity.

- Public Survey: The 2030 OCP was informed by public and stakeholder input which indicated that the community strongly supports sustainable transportation infrastructure and the prioritization of active transportation above vehicular modes. (Attachment 2)

New Roadway Cross-section Standards/Current Status
New (proposed) road cross-sections have been developed and revised to reflect input received from internal stakeholders. Select cross-section samples are included in Attachment 3.

Implementation/Next Steps

- External Stakeholder Consultations (UDI, MOTI, SD23, ICBC, RDCO, Utility providers etc.)
- Develop Draft Bylaw Text incorporating Stakeholder Input
- Leadership Team Review
- Follow-up Council Meeting and adoption of revised Bylaw 7900

Internal Circulation:
Director, Regional Services
Manager, Development Engineering/Subdivision
Manager, Road, Drainage & Solid Waste Projects
Manager, Transportation Services
Manager, Utilities Planning
Manager, Capital Assets & Investment
Manager, Policy & Planning
Manager, Urban Planning
Senior Communications Consultant

Considerations not applicable to this report: N/A
Financial/Budgetary Considerations: N/A
Personnel Implications: N/A
External Agency/Public Comments: N/A
Alternate Recommendation: N/A
Legal/Statutory Authority: N/A
Legal/Statutory Procedural Requirements: N/A
Existing Policy: N/A

Submitted by:

M. Hasan, Manager, Transportation & Mobility

Approved for inclusion: J. Vos, Infrastructure Divisional Director

Attachment 1 – OCP Transportation Objectives
Attachment 2 – 2030 OCP Survey Data
Attachment 3 – Update of Subdivision, Development and Servicing Bylaw Presentation

cc: Division Director, Community Planning
Division Director, Civic Operations
Division Director, Communications
Director, Design & Construction Services
Director, Development Services

Attachment 1 – OCP Transportation Objectives

Chapter 7 of the 2030 OCP covers Municipal Infrastructure. Objectives 7.6 through 7.11 are related to Transportation. Relevant policies are included for clarity:

General: To support sustainability, Kelowna will: Design transportation routes to prioritize investment in transit, pedestrians and bicycle infrastructure in order to increase mobility choices for residents and minimize the use of single occupancy vehicles --- one of the largest producers of greenhouse gases;

Objective 7.6: Place increased emphasis on sustainable modes of transportation (walking, cycling, transit) while maintaining automobile, commercial goods and emergency vehicle mobility.

- Policy 1 Transportation Infrastructure Priority – Transportation infrastructure will be funded, designed, constructed and maintained to meet the needs of users and according to the following priority:
  i. Active Transportation (Walking and Cycling)
  ii. Transit
  iii. Movement of Goods and Services
  iv. High Occupancy Vehicles (HOVs)
  v. Single Occupancy Vehicles (SOVs)

  Priority will be assigned to active transportation and transit infrastructure that serves and connects Urban Centres, major employers, health care and educational facilities.
- Policy 2 Complete Streets – Ensure new roads are built as complete streets that incorporate sidewalks and on street bike lanes on arterial and major collector roads and off-road bike paths as per the Active Transportation Plan and provides for efficient transit service as well as sufficient space to include landscaping

Objective 7.7: 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.

- Policy 1 Motorized Trips – Provide infrastructure to the Urban Centres based on the expectation that not more than 45% of total trips in the City Centre and other Town Centres will be by motor vehicle.
- Policy 2 Ease of Movement – Ensure that pedestrians, bicyclists and transit users can move about pleasantly and conveniently and that they are not unduly impeded in their movements by provisions for enhanced automobile mobility.
- Policy 3 Congestion - Recognize and accept that a greater level of congestion will result from an increase in suburban growth and a reduced road construction program. The construction of active transportation corridors will be one of the methods of providing alternatives to relieve this congestion.

Objective 7.8: Provide more active transportation infrastructure to: increase resilience in the face of higher energy prices; improve community health; and reduce greenhouse gas emissions.

Objective 7.9: Ensure efficient and effective transit infrastructure and facilities.

Objective 7.10: Ensure roadway planning supports sustainability goals.

- Policy 1 Roadway Modifications – Implement roadway modifications based on Map 7.3 – 20 Year Major Road Network Plan and a process which primarily considers TDM objectives, but also addresses factors such as collision reduction, travel time savings, pavement quality, cost/benefits, minimum level-of-service policy criteria, movement of goods and services on designated truck routes, and environmental, land use and development objectives. Except where there are safety issues, refrain from implementing major roadway modifications intended to increase capacity and/or efficiency for automobiles on non-commercial routes (truck routes are considered commercial routes) until the peak hour level-of-service (LOS) is at the threshold of failure, measured at non-tourist season peaks.

Objective 7.11: Implement parking management programs that promote reduced car ownership, reduced car trips and increased use of active modes of transportation.

Attachment 2 – 2030 OCP Survey Data:

Designate transportation corridors in each part of the City that will retain a pedestrian/cyclist focus regardless of increased vehicular needs

83% Support
11% Do not support
6% Support with refinements

If you had $100 to spend on transportation related improvements, how would you allocate your money?

16% Sidewalks
17% Bike lanes on the road
26% Pedestrian paths/cyclist lanes
25% Better/more transit
16% New/widened roads

Tradeoffs

1. 24% Keep on street parking on an arterial road
   76% Add a bike lane

2. 19% Decrease driving time by 3 to 5 minutes
   81% Increase safety for cyclists/pedestrians

3. 48% Decrease driving time by 3 to 5 minutes
   52% Increase speed for transit buses

4. 50% Increase taxes to pay for new roads
   50% No new roads / don't widen existing roads

How should priorities be set when the needs of pedestrians and vehicles conflict? (Respondents could indicate more than one selection)

35% Priority to cars along Highway 97 and Highway 33
30% Priority to pedestrians in Urban Centres
21% Priority to pedestrians throughout the city
7% Priority to cars throughout the city
7% Priority to other

If you typically travel alone by car, would you consider another form of transportation?

50% No
37% Yes
12% No answer

How far is your principal destination from your home?

41% 1 to 5 km
32% 6 to 10 km
16% 11 to 15 km
6% More than 15 km
5% Less than 1 km

Do you think that the way transportation infrastructure has been provided within the past 10 years is sustainable?

64% No
36% Yes

Do you think that the City should do more to ensure that future transportation infrastructure is sustainable?

95% Yes
5% No

UPDATE OF SUBDIVISION, DEVELOPMENT & SERVICING BYLAW

Transportation - Road Cross Sections



SUBDIVISION, DEVELOPMENT & SERVICING BYLAW 7900

- Sets standards and specifications for works & services

- Sets application procedures for subdivision and development of land within City boundaries.

BYLAW 7900 - CONTENTS

Chapter 1 - Works & Servicing Requirements

Chapter 2 - Servicing Agreement

Chapter 3 - Quality Control & Assurance

Chapter 4 - Design Standards

Chapter 5 - Construction Standards

BYLAW 7900 – DESIGN STANDARDS

- Water
- Sanitary Sewer
- Drainage
- Highway
- Electrical, Street Lighting & Communication Wiring
- Landscape & Irrigation
- Hillside Development Street Standards

RATIONALE FOR UPDATE

- Design standards in line with OCP policies
- Support reduction in GHG emissions & environmental footprint
- Satisfy community needs & expectations
- Incorporate current industry best practices

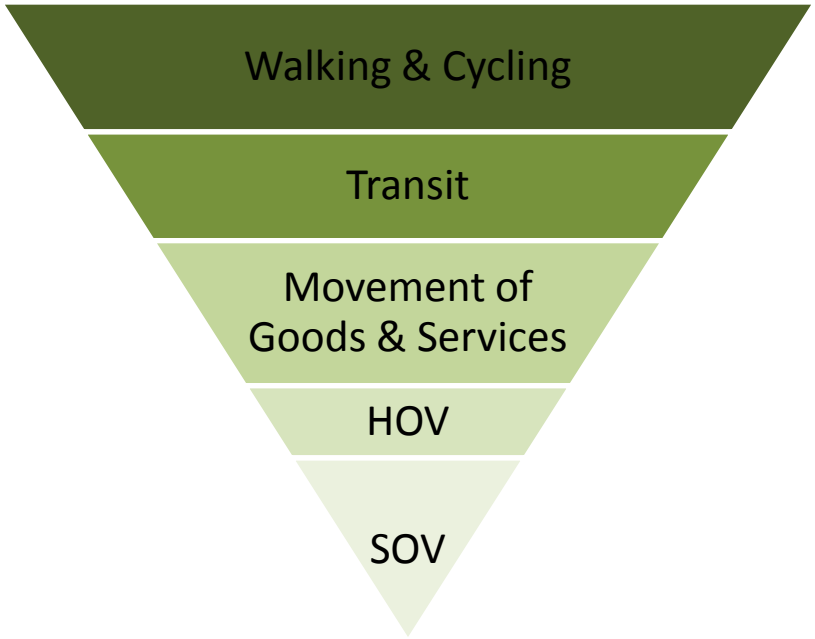
OCP TRANSPORTATION INFRASTRUCTURE OBJECTIVE

To support sustainability, Kelowna will:

Design transportation routes to prioritize investment in transit, pedestrians and bicycle infrastructure…

OCP POLICY HIGHLIGHTS

Objective 7.6: Place increased emphasis on sustainable modes of Transportation



Policy 1: Sustainable Triangle Policy

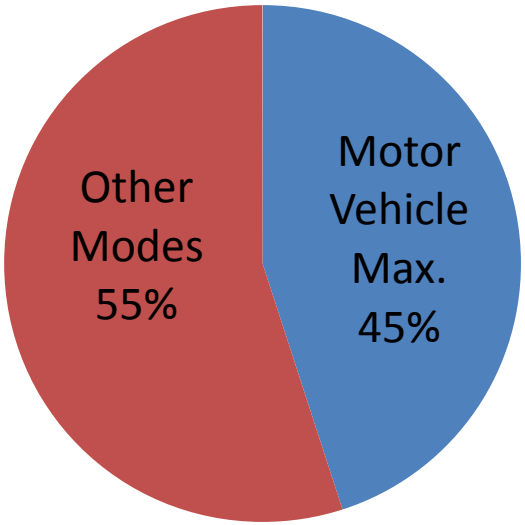


Policy 2: Complete Street Policy

OCP POLICY HIGHLIGHTS

Objective 7.7: Reduce vehicular trips to reduce congestion

Urban Centre Mode Share



Policy1: Urban centre mode share



Policy 2: Quality of active mode trips

PUBLIC SURVEY

75% agree that "the provision of pedestrian, cycling and transit opportunities is more important than the provision of new or wider roads for private vehicles"









PUBLIC SURVEY

83% support designating "transportation corridors in each part of the City that will retain a pedestrian / cyclist focus regardless of increased vehicular needs"



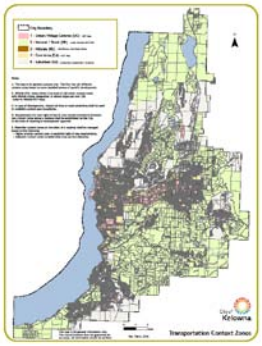


BEST PRACTICES

Traditional Approach	Current Trend (Sustainability)
Auto-oriented	Multi-modal
Operational Efficiency Maximized	Safety / Sustainability / Risk conscious
Build to Meet Unchecked Demand	Demand Management Strategies
Narrowly-defined Objectives	Multiple Bottom Line Approach
Capital Cost Focused	Life Cycle Cost Considerations
Isolated/Reactive Design Solutions	Proactive/Integrated Design Solutions

CONTEXT ZONES

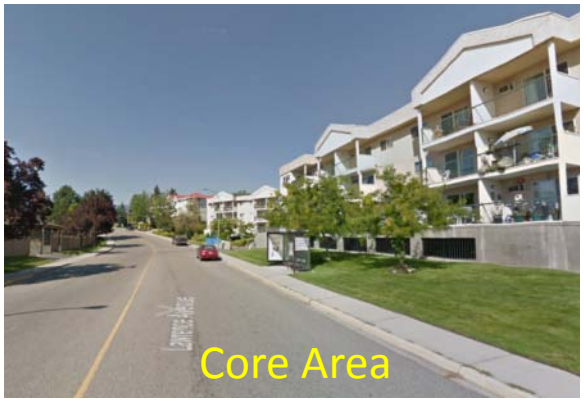
The City will be divided into five context zones based on levels of urbanization, density, land use, topography & environmental considerations



Context Zone Map



Urban Centre / Village Centre



Core Area



Suburban

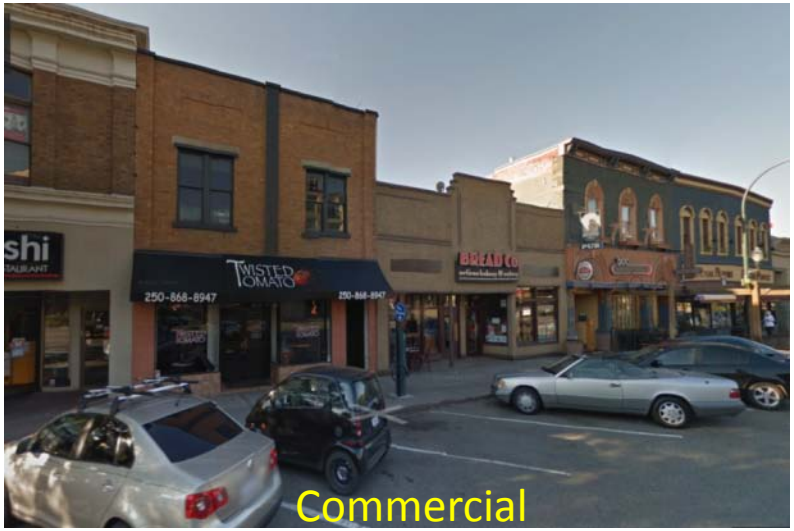


Hillside



Natural / Rural

LAND USES



Commercial


Residential



Industrial



Agricultural

HIGHLIGHTS: PROPOSED WALKING FACILITIES

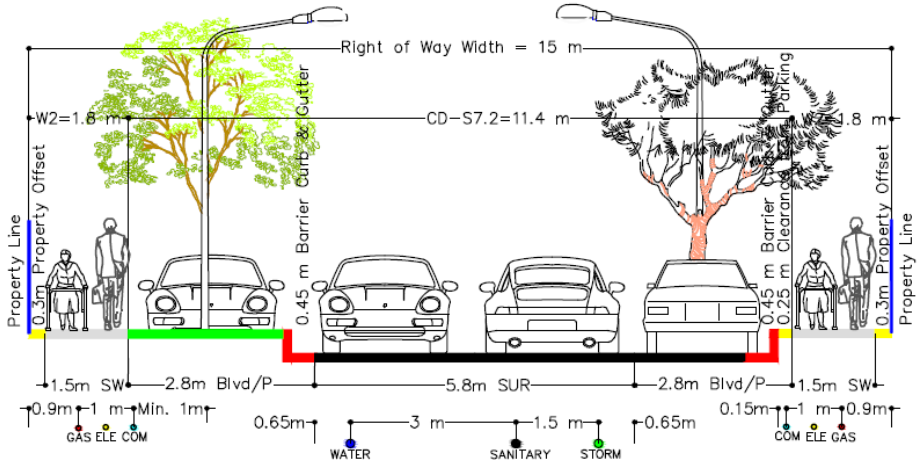
Guiding Policy	Proposed Measures
Improve safety, accessibility, comfort & network connectivity for pedestrians, especially in urban & village centres	Urban Braille in Urban / Village Centre Accessibility in all context zones (exception - Natural / Rural & Hillside)
	Min. 1.8 m wide clear unobstructed sidewalks in Urban / Village Centres Sidewalks on both sides of all roads in Urban / Village Centres
	Collector & arterial roads to have sidewalks on both sides (exception - Natural / Rural context zone) Local roads to have sidewalks at least on one side (exception - Natural / Rural context zone) 4-lane roads to have sidewalks on both sides New guidelines for roadside & off-road shared-use pathways / walkways

HIGHLIGHTS: PROPOSED CYCLING FACILITIES

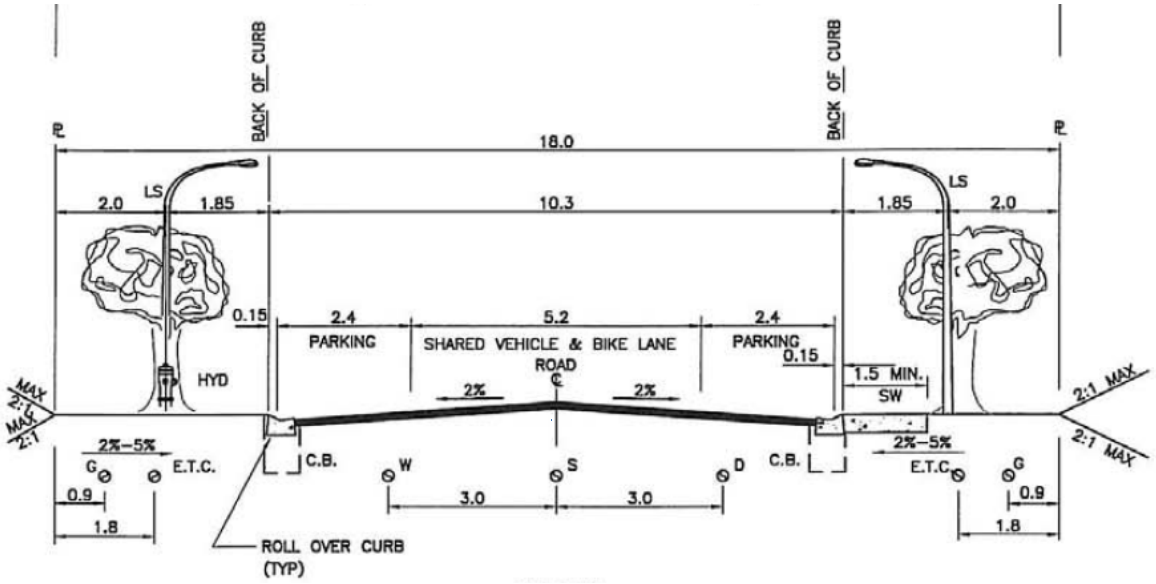
Guiding Policy	Proposed Measures
Improve safety, comfort & network connectivity for all types of cyclists primarily in the core area of the City	Diversified cycling facilities (instead of just bike lanes or sharrows) to satisfy needs of all types of cyclists & to improve route choice options
	Emphasis on off-road & segregated cycling facilities to attract 'Interested but Concerned' group of cyclists (potentially 60%)
	Provision for cycling facilities with due consideration to traffic speed & volumes • Local roads with posted speed 30 Km/hr or less: Single file shared roadway (sharrows) • Local roads with posted speed 40-50 Km/hr: Min. 1.5 m bike lanes • Collector / arterial roads with posted speed 50 Km/hr: Min. 1.65 m bike lanes • Arterial roads with posted speed 60 Km/hr: Min. 1.8 m bike lanes • Arterial roads with posted speed 70 Km/hr or more: off –road / roadside shared-use pathways or cycle tracks

2-LANE

Proposed



Existing



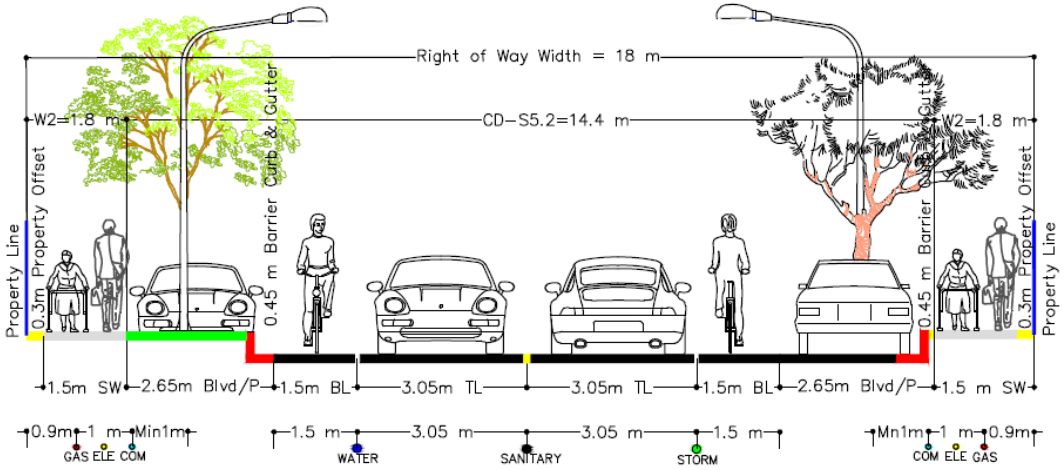
2-LANE



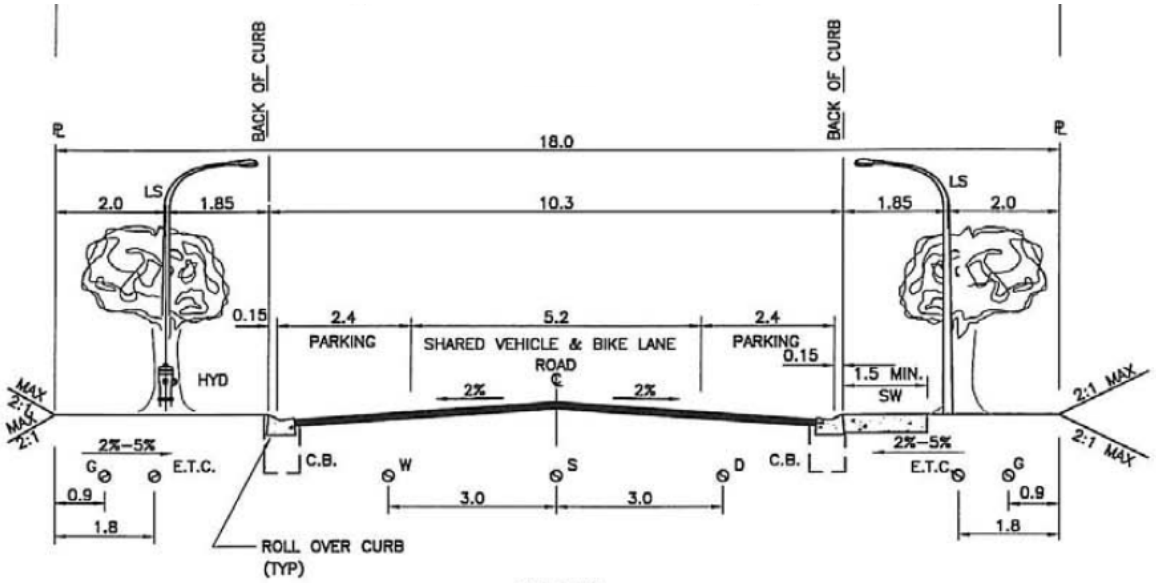
Feature	Change
Right of Way	-3 m (15 m)
Sidewalk	+1.5 m
Bicycle	0.0 m
Travel & Parking Lanes	-1.5 m
Boulevard	-3.85 m

2-LANE WITH BIKE LANES

Proposed



Existing



2-LANE WITH BIKE LANES



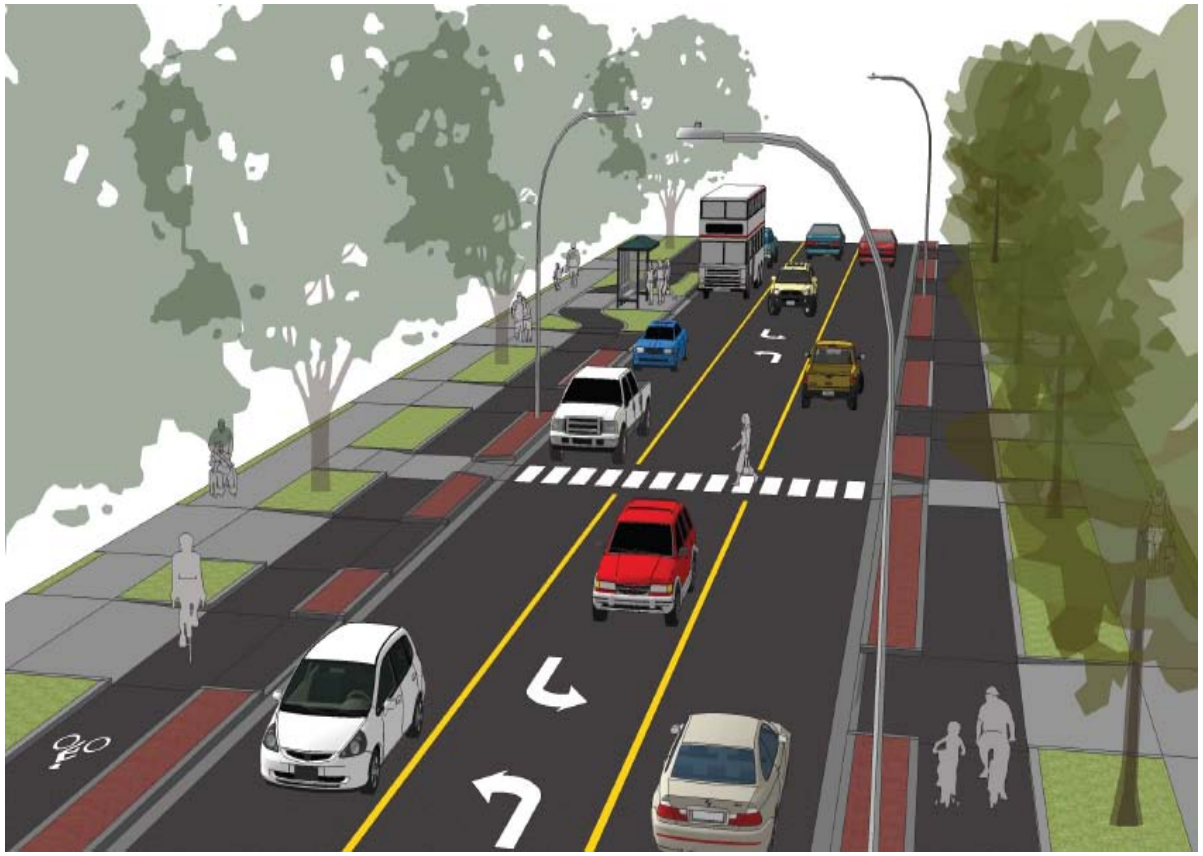
Feature	Change
Right of Way	0 m (18 m)
Sidewalk	+1.5 m
Bicycle	+3 m
Travel & Parking Lanes	-1.2 m
Boulevard	-4 m

3-LANE



Feature	Change
Right of Way	0 m (22 m)
Sidewalk	+0.3 m
Bicycle	+3.3 m
Travel & Parking Lanes	-3.7 m
Boulevard	-0.8 m

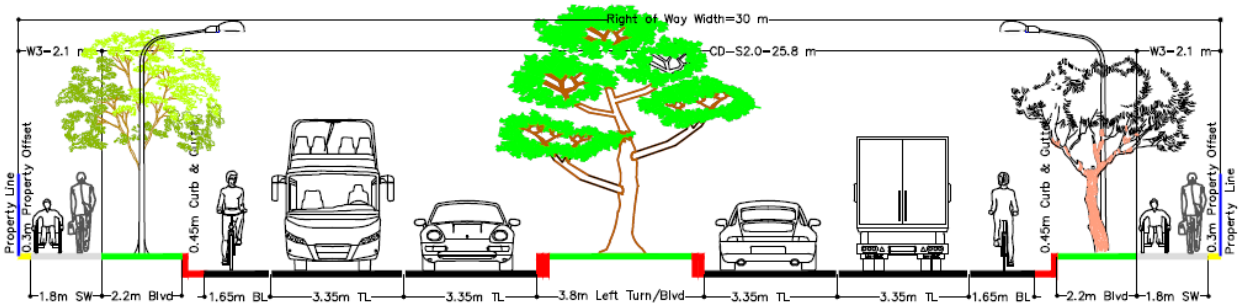
3-LANE
WITH CYCLE TRACKS



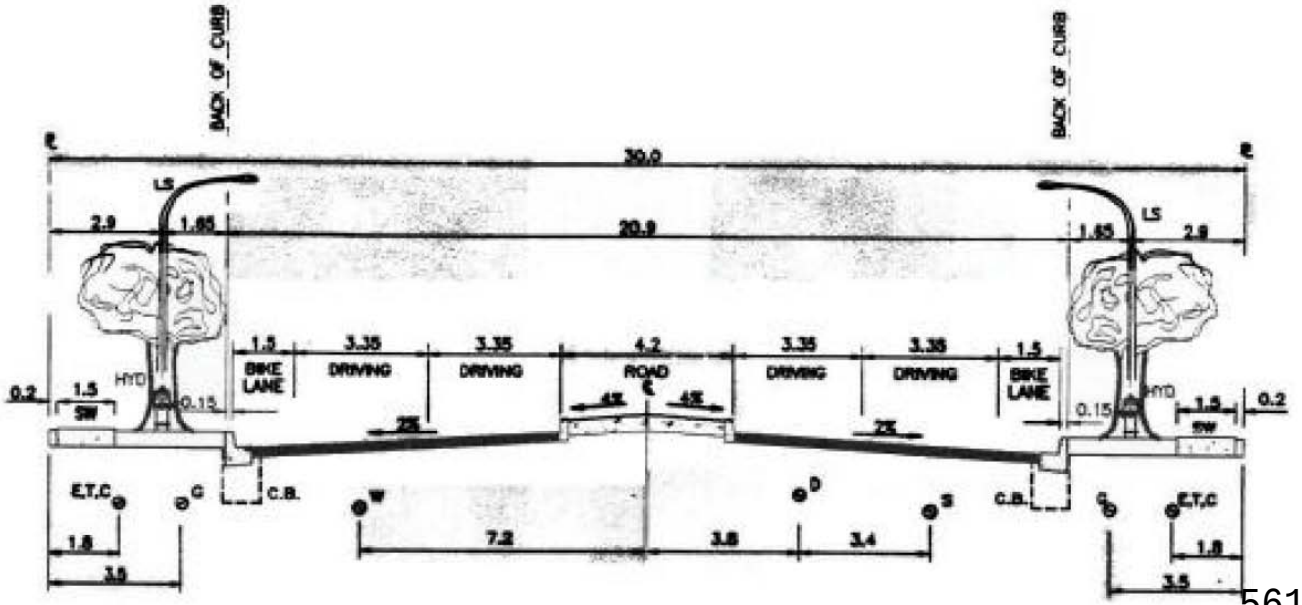
Features	Change
Right of Way	+4 m (26 m)
Sidewalk	+0.6 m
Bicycle	+4.2 m
Travel & Parking Lanes	-3.7 m
Boulevard	-0.5 m

5-LANE

Proposed



Existing



5-LANE



Feature	Change
Right of Way	0 m (30 m)
Sidewalk	+0.6 m
Bicycle	+0.9 m
Travel & Parking Lanes	-0.2 m
Boulevard	-1.5 m

5-LANE WITH CYCLE TRACKS



Feature	Change
Right of Way	+5 m (35 m)
Sidewalk	+0.6 m
Bicycle	+2.4 m
Travel & Parking Lanes	-0.2 m
Boulevard	+1.8 m

KEY CONSIDERATIONS





- Context Sensitive
- Right of Way Requirement
- Life Cycle Cost
- Gradual Change

COMPLETED TASKS

- Project Initiation
- Internal Consultation and Development of Framework
- Production of X-Sections (draft)
- Internal Consultation and Revisions
- Council Report (today)

NEXT STEPS

- External Stakeholder Consultations (UDI, MOTI, SD23, ICBC, RDCO, Utility providers etc.)
- Develop Draft Bylaw Text incorporating Stakeholder Input
- Leadership Team Review
- Follow-up Council Meeting and adoption of revised Bylaw 7900

DRAFT RESOLUTION

Re: Helicopter Landing –RCMP – May 10, 2014

THAT Council grants approval to the Royal Canadian Mounted Police to land the RCMP helicopter on the grassed area of the Library lot on Saturday, May 10, 2014, arriving at 9:00 a.m. and departing at 2:15 p.m., subject to the approval of Transport Canada and compliance with all related flight requirements.

BACKGROUND:

See attached.

Date: May 2, 2014


Water St
Ellis St
St Paul St
Bertram St
Fuller Ave
Richter St
Water Street Boat Launch
Smith Ave
Landing Zone
Doyle Ave
Stuart Park
Kasugai Gardens
Queensway Boat Launch
Queensway

CITY OF KELOWNA

BYLAW NO. 10939

Sterile Insect Release Program Parcel Tax Bylaw 2014

A bylaw pursuant to Section 200 of the *Community Charter* to impose and levy a Parcel Tax upon the owners of land or real property within the City of Kelowna being served by the Sterile Insect Release Program.

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. A Parcel Tax shall be and is hereby imposed and levied upon the owners of land or real property as shown on Schedule "A" attached to and forming part of this bylaw, being served by the Sterile Insect Release Program.

2. The Parcel Tax shall be levied for the 2014 tax year on each parcel of land aforementioned, and the amount of such Parcel Tax shall be One Hundred and Thirty-Nine Dollars and Twenty-Six Cents ($139.26) per assessed acre.

3. This bylaw shall be known for all purposes as the "Sterile Insect Release Program Parcel Tax Bylaw 2014 No. 10939".

Read a first, second and third time by the Municipal Council this 28th day of April, 2014.

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Regional District of Central Okanagan | 2014 S.I.R. PARCEL TAX ROLL | Jurisdiction: 217

Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	03108.010	1315 LATTA RD	LOT 10, PLAN KAP1611, SEC 1, TWP 23, 41	6.39	889.87
217	03121.000	2355 MCKENZIE RD	LOT A, PLAN KAP15859, SEC 1, TWP 23, 41	6.26	871.77
217	03121.010	2295 MCKENZIE RD	LOT 2, PLAN KAP33255, SEC 1, TWP 23, 41	22.57	3143.10
217	03186.100	2685 SEXSMITH RD	LOT 1, PLAN KAP45492, SEC 3, TWP 23, 41	9.02	1256.13
217	03210.125	2517 SEXSMITH RD	LOT 10, PLAN KAP21431, SEC 3&4, TWP 23, 41	7.24	1008.24
217	03210.210	705 VALLEY RD	LOT B, PLAN KAP31659, SEC 3, TWP 23, 41	5.95	828.60
217	03255.321	1982 UNION RD	LOT A, PLAN KAP75150, SEC 4, TWP 23, 41	1.00	139.26
217	03255.322	1980 UNION RD	LOT B, PLAN KAP75150, SEC 4, TWP 23, 41	1.00	139.26
217	03262.000	2389 LONGHILL RD	LOT 13, PLAN KAP1068, SEC 4, TWP 23, 41	6.00	835.56
217	03263.000	2206 LONGHILL RD	LOT 2, PLAN KAP1068, SEC 4&34, TWP 23, 41	7.45	1037.49
217	03264.000	187 VALLEY RD	LOT 3, PLAN KAP1068, SEC 4&34, TWP 23, 41	3.87	538.94
217	03266.000	143 1 VALLEY RD	LOT 5, PLAN KAP1068, SEC 4, TWP 23, 41	3.84	534.76
217	03267.000	127 1 VALLEY RD	LOT 6, PLAN KAP1068, SEC 4, TWP 23, 41	9.27	1290.94
217	03268.000	2214 BONN RD	LOT 7, PLAN KAP1068, SEC 4, TWP 23, 41	4.51	628.06
217	03269.000	115 VALLEY RD N	LOT 8, PLAN KAP1068, SEC 4, TWP 23, 41	10.13	1410.70
217	03270.000	2545 SEXSMITH RD	LOT 11, PLAN KAP1068, SEC 3&4, TWP 23, 41	1.90	264.59
217	03271.000	220 MAIL RD	LOT 12, PLAN KAP1068, SEC 4, TWP 23, 41	9.63	1341.07
217	03272.000	180 MAIL RD	LOT 13, PLAN KAP1068, SEC 4, TWP 23, 41	8.41	1171.18
217	03274.000	135 VALLEY RD N	LOT H, PLAN KAP1636, SEC 4, TWP 23, 41	5.37	747.83
217	03278.000	800 PACKINGHOUSE RD	LOT 3, PLAN KAP1884, SEC 4&9, TWP 23, 41	1.00	139.26
217	03279.000	2160 SCENIC RD	LOT 4, PLAN KAP1884, SEC 4&9, TWP 23, 41	3.80	529.19
217	03337.532	770 PACKINGHOUSE RD	LOT A, PLAN KAP35054, SEC 4, TWP 23, 41	3.86	537.54
217	03395.000	531 GLENMORE RD N	LOT 29, PLAN KAP896, SEC 9, TWP 23, 41	6.39	889.87
217	03645.000	2434 GALE RD	LOT 2, PLAN KAP1453, SEC 23, TWP 23, 41	1.60	222.82
217	03646.000	2504 GALE RD	LOT 3, PLAN KAP1453, SEC 23, TWP 23, 41	4.17	580.71
217	03650.000	2801 DRY VALLEY RD	LOT 7, PLAN KAP1453, SEC 23, TWP 23, 41	3.39	472.09
217	03664.000	2155 QUAIL RIDGE BLVD	LOT 1, PLAN KAP2257, SEC 23, TWP 23, 41	2.18	303.59
217	03664.514	2855 DRY VALLEY RD	LOT A, PLAN KAP37471, SEC 23, TWP 23, 41	1.85	257.63
217	03664.516	2849 DRY VALLEY RD	LOT B, PLAN KAP37471, SEC 23, TWP 23, 41	10.67	1485.90
217	03884.000	3310 MATHEWS RD	LOT 63, PLAN KAP1247, SEC 3&34, TWP 26, 41	9.56	1331.33
217	03899.000	3260 MATHEWS RD	LOT 109, PLAN KAP1247, SEC 3, TWP 26, 41	3.12	434.49
217	03905.001	4232 SPIERS RD	LOT 117, PLAN KAP1247, SEC 3, TWP 26, 41	7.16	997.10
217	03905.104	4236 SPIERS RD	LOT B, PLAN KAP92871, SEC 3, TWP 26, 41	4.45	619.71
217	03906.000	4233 SPIERS RD	LOT 119, PLAN KAP1247, SEC 3, TWP 26, 41	3.90	543.11
217	03907.000	4221 SPIERS RD	LOT 120, PLAN KAP1247, SEC 3, TWP 26, 41	9.70	1350.82
217	03908.000	4215 SPIERS RD	LOT 121, PLAN KAP1247, SEC 3, TWP 26, 41	1.00	139.26

Regional District of Central Okanagan | 2014 S.I.R. PARCEL TAX ROLL | Jurisdiction: 217

Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	03912.000	3030 GRIEVE RD	LOT 125, PLAN KAP1247, SEC 3, TWP 26, 41	6.13	853.66
217	03913.001	3015 GRIEVE RD	LOT 126, PLAN KAP1247, SEC 3, TWP 26, 41	10.19	1419.06
217	03913.100	3145 GULLEY RD	LOT 127, PLAN KAP1247, SEC 3, TWP 26, 41	10.16	1414.88
217	03949.320	4280 SPIERS RD	LOT B, PLAN KAP34609, SEC 3, TWP 26, 41	9.95	1385.64
217	03949.340	4207 SPIERS RD	LOT B, PLAN KAP47098, SEC 3, TWP 26, 41	3.07	427.53
217	03949.390	3480 WATER RD	LOT A, PLAN KAP71707, SEC 3, TWP 26, 41	6.46	899.62
217	03950.000	3965 TODD RD	LOT , PLAN KAP1247, SEC 4, TWP 26, 41	8.67	1207.38
217	03953.000	3895 SPIERS RD	LOT 139, PLAN KAP1247, SEC 4, TWP 26, 41	4.71	655.91
217	03955.000	2809 GRIEVE RD	LOT 141, PLAN KAP1247, SEC 4, TWP 26, 41	11.94	1662.76
217	03956.000	4201 SPIERS RD	LOT 142, PLAN KAP1247, SEC 4, TWP 26, 41	6.18	860.63
217	03960.000	2699 SAUCIER RD	LOT 145, PLAN KAP1247, SEC 4, TWP 26, 41	3.76	523.62
217	03965.000	4175 TODD RD	LOT 150, PLAN KAP1247, SEC 4, TWP 26, 41	8.33	1160.04
217	03968.000	4067 TODD RD	LOT 153, PLAN KAP1247, SEC 4, TWP 26, 41	6.43	895.44
217	03971.503	2287 WARD RD	LOT B, PLAN KAP78689, SEC 4, TWP 26, 41	35.86	4993.86
217	03973.000	3980 TODD RD	LOT 159, PLAN KAP1247, SEC 4, TWP 26, 41	2.41	335.62
217	03979.000	2715 HEWLETT RD	LOT 3, PLAN KAP1656, SEC 4, TWP 26, 41	8.37	1165.61
217	03981.000	2570 SAUCIER RD	LOT , PLAN KAPB6018, SEC 4, TWP 26, 41	1.24	172.68
217	03985.000	2675 HEWLETT RD	LOT A, PLAN KAP12142, SEC 4, TWP 26, 41	5.11	711.62
217	03990.002	3950 SPIERS RD	LOT E, PLAN KAP12142, SEC 4, TWP 26, 41	2.52	350.94
217	03995.027	3920 TODD RD	LOT B, PLAN KAP21140, SEC 4, TWP 26, 41	1.00	139.26
217	03995.159	3955 SPIERS RD	LOT A, PLAN KAP56989, SEC 4, TWP 26, 41	1.33	185.22
217	03995.172	2620 HEWLETT RD	LOT 2, PLAN KAP92520, SEC 4, TWP 26, 41	8.49	1182.32
217	03997.000	1591 SAUCIER RD	LOT 237, PLAN KAP1247, SEC 5, TWP 26, 41	7.78	1083.44
217	04008.001	4025 CASORSO RD	LOT A, PLAN KAP91004, SEC 5, TWP 26, 41	2.83	394.11
217	04008.002	4029 CASORSO RD	LOT B, PLAN KAP91004, SEC 5, TWP 26, 41	3.52	490.20
217	04014.004	3896A CASORSO RD	LOT A, PLAN KAP92331, SEC 5, TWP 26, 41	8.93	1243.59
217	04016.000	3877 CASORSO RD	LOT 4, PLAN KAP2243, SEC 5, TWP 26, 41	1.51	210.28
217	04021.000	3995 CASORSO RD	LOT 8, PLAN KAP2243, SEC 5, TWP 26, 41	5.81	809.10
217	04023.000	1989 WARD RD	LOT 10, PLAN KAP2243, SEC 5, TWP 26, 41	9.33	1299.30
217	04029.000	4153 BEDFORD RD	LOT 1, PLAN KAP15793, SEC 5, TWP 26, 41	5.84	813.28
217	04031.000	4122 BEDFORD RD	LOT 4, PLAN KAP15793, SEC 5, TWP 26, 41	1.88	261.81
217	04032.158	3860 CASORSO RD	LOT 2, PLAN KAP89549, SEC 5, TWP 26, 41	1.00	139.26
217	04118.205	1950 WARD RD	LOT A, PLAN KAP48946, SEC 8, TWP 12, 41	12.85	1789.49
217	04118.206	1990 WARD RD	LOT B, PLAN KAP48946, SEC 8, TWP 12, 41	2.49	346.76
217	04121.000	3677 SPIERS RD	LOT 1, PLAN KAP1072, SEC 9, TWP 26, 41	7.01	976.21
217	04127.000	3663 SPIERS RD	LOT 2, PLAN KAP1765, SEC 9, TWP 26, 41	7.48	1041.66

Regional District of Central Okanagan | 2014 S.I.R. PARCEL TAX ROLL | Jurisdiction: 217

Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	04151.030	3769 SPIERS RD	LOT 1, PLAN KAP23684, SEC 9, TWP 26, 41	2.81	391.32
217	04151.105	2190 GULLEY RD	LOT A, PLAN KAP26008, SEC 9, TWP 26, 41	6.01	836.95
217	04151.125	2568 K.L.O. RD	LOT B, PLAN KAP26528, SEC 9, TWP 26, 41	3.53	491.59
217	04151.140	3664 SPIERS RD	LOT A, PLAN KAP28797, SEC 9, TWP 26, 41	12.87	1792.28
217	04151.150	3668 SPIERS RD	LOT B, PLAN KAP28797, SEC 9, TWP 26, 41	1.00	139.26
217	04151.155	3678 SPIERS RD	LOT C, PLAN KAP28797, SEC 9, TWP 26, 41	6.92	963.68
217	04151.192	2777 K.L.O. RD	LOT A, PLAN KAP43297, SEC 9&10, TWP 26, 41	9.58	1334.11
217	04151.195	3740 HART RD	LOT 6, PLAN KAP29282, SEC 9, TWP 26, 41	13.22	1841.02
217	04151.200	2452 GULLEY RD	LOT 7, PLAN KAP29282, SEC 9, TWP 26, 41	21.87	3045.62
217	04151.210	2725 K.L.O. RD	LOT A, PLAN KAP45934, SEC , TWP 26, 41	28.73	4000.94
217	04151.260	2295 K.L.O. RD	LOT 2, PLAN KAP33463, SEC 9, TWP 26, 41	8.62	1200.42
217	04151.265	3551 SPIERS RD	LOT 3, PLAN KAP33463, SEC 9, TWP 26, 41	3.61	502.73
217	04151.292	2202 GULLEY RD	LOT A, PLAN KAP44147, SEC 9, TWP 26, 41	21.08	2935.60
217	04151.300	3671 SPIERS RD	LOT A, PLAN KAP70726, SEC 9, TWP 26, 41	1.23	171.29
217	04152.000	3690 POOLEY RD	LOT , PLAN , SEC 10, TWP 26, 41	16.99	2366.03
217	04154.000	3400 REEKIE RD	LOT 3, PLAN KAP355, SEC 10, TWP 26, 41	8.73	1215.74
217	04156.000	3455 ROSE RD	LOT 4, PLAN KAP355, SEC 10, TWP 26, 41	16.80	2339.57
217	04157.051	3480 FITZGERALD RD	LOT 5, PLAN KAP355, SEC 10, TWP 26, 41	10.07	1402.35
217	04158.000	3201 ROSE RD	LOT 3, PLAN KAP790, SEC 10, TWP 26, 41	16.21	2257.40
217	04160.001	3090 MCCULLOCH RD	LOT 5, PLAN KAP790, SEC 10, TWP 26, 41	5.65	786.82
217	04161.000	3641 HART RD	LOT 7, PLAN KAP790, SEC 10, TWP 26, 41	6.80	946.97
217	04166.000	3274 MCCULLOCH RD	LOT 2, PLAN KAP978, SEC 10, TWP 26, 41	9.20	1281.19
217	04167.000	3286 MCCULLOCH RD	LOT 3, PLAN KAP978, SEC 10, TWP 26, 41	6.58	916.33
217	04168.000	3296 1 MCCULLOCH RD	LOT 4, PLAN KAP978, SEC 10, TWP 26, 41	4.16	579.32
217	04170.000	3041 POOLEY RD	LOT 3, PLAN KAP1517, SEC 10, TWP 26, 41	2.40	334.22
217	04171.000	3131 POOLEY RD	LOT 2, PLAN KAP1517, SEC 10, TWP 26, 41	1.00	139.26
217	04174.002	3099 MCCULLOCH RD	LOT B, PLAN KAP71621, SEC 10, TWP 26, 41	2.91	405.25
217	04176.000	3591 HART RD	LOT 3, PLAN KAP1589, SEC 10, TWP 26, 41	3.33	463.74
217	04179.000	3635 REEKIE RD	LOT A, PLAN KAP2038, SEC 10, TWP 26, 41	16.48	2295.00
217	04180.000	3635 FITZGERALD RD	LOT B, PLAN KAP2038, SEC 10, TWP 26, 41	35.84	4991.08
217	04181.000	3520 REEKIE RD	LOT 1, PLAN KAP2398, SEC 10, TWP 26, 41	3.96	551.47
217	04183.000	3680 REEKIE RD	LOT 2, PLAN KAP2398, SEC 10, TWP 26, 41	10.94	1523.50
217	04184.000	3096 MCCULLOCH RD	LOT 1, PLAN KAP2957, SEC 10, TWP 26, 41	1.00	139.26
217	04194.000	3275 MCCULLOCH RD	LOT 1, PLAN KAP6530, SEC 10, TWP 26, 41	12.18	1696.19
217	04198.000	3524 ROSE RD	LOT A, PLAN KAP11840, SEC 10, TWP 26, 41	9.17	1277.01
217	04199.100	3564 ROSE RD	LOT A, PLAN KAP18708, SEC 10, TWP 26, 41	11.84	1648.84

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217	04199.156	3269 MCCULLOCH RD	LOT 2, PLAN KAP90496, SEC 10, TWP 26, 41	2.06	286.88
217	04199.180	3301 MCCULLOCH RD	LOT 2, PLAN KAP28811, SEC 3&10, TWP 26, 41	14.83	2065.23
217	04199.252	3630 FITZGERALD RD	LOT B, PLAN KAP30817, SEC 10, TWP 26, 41	10.15	1413.49
217	04199.254	3505 FITZGERALD RD	LOT 1, PLAN KAP30818, SEC 10, TWP 26, 41	20.43	2845.08
217	04199.278	3565 ROSE RD	LOT A, PLAN KAP38325, SEC 10, TWP 26, 41	7.49	1043.06
217	04199.280	3248 MCCULLOCH RD	LOT B, PLAN KAP38325, SEC 10, TWP 26, 41	1.00	139.26
217	04199.302	3665 HART RD	LOT 2, PLAN KAP48949, SEC 10, TWP 26, 41	10.75	1497.05
217	04199.303	3255 MCCULLOCH RD	LOT A, PLAN KAP63291, SEC 10, TWP 26, 41	1.00	139.26
217	04199.306	3671 HART RD	LOT B, PLAN KAP92586, SEC 10, TWP 26, 41	3.71	516.65
217	04201.000	3940 SENGER RD	LOT , PLAN , SEC 11, TWP 26, 41	5.55	772.89
217	04208.000	2604 A BELGO RD	LOT 5, PLAN KAP1380, SEC 11, TWP 26, 41	7.07	984.57
217	04209.000	2502 BELGO RD	LOT 6, PLAN KAP1380, SEC 11, TWP 26, 41	14.62	2035.98
217	04210.000	2550 WALBURN RD	LOT 7, PLAN KAP1380, SEC , TWP 26, 41	3.35	466.52
217	04214.000	2605 BELGO RD	LOT 3, PLAN KAP1380, SEC 11, TWP 26, 41	8.55	1190.67
217	04215.000	2505 BELGO RD	LOT 4, PLAN KAP1380, SEC 11, TWP 26, 41	8.97	1249.16
217	04220.000	3950 BORLAND RD	LOT , PLAN KAPB1862, SEC 11, TWP 26, 41	2.92	406.64
217	04222.000	3527 BEMROSE RD	LOT 2, PLAN KAP2005, SEC 11, TWP 26, 41	3.17	441.45
217	04223.000	3835 BORLAND RD	LOT A, PLAN KAP2645, SEC 11, TWP 26, 41	4.12	573.75
217	04225.000	3553 BEMROSE RD	LOT 1, PLAN KAP4332, SEC 11, TWP 26, 41	4.37	608.57
217	04226.000	3571 BEMROSE RD	LOT 2, PLAN KAP4332, SEC 11, TWP 26, 41	4.96	690.73
217	04227.000	3587 BEMROSE RD	LOT 3, PLAN KAP4332, SEC 11, TWP 26, 41	5.38	749.22
217	04228.000	3625 BEMROSE RD	LOT A, PLAN KAP4553, SEC 11, TWP 26, 41	12.60	1754.68
217	04232.000	3647 BEMROSE RD	LOT 1, PLAN KAP5787, SEC 11, TWP 26, 41	6.28	874.55
217	04234.000	4010 SENGER RD	LOT A, PLAN KAP6005, SEC 11, TWP 26, 41	25.24	3514.92
217	04235.000	3975 SENGER RD	LOT A, PLAN KAP6633, SEC 11, TWP 26, 41	2.62	364.86
217	04237.120	2149 BELGO RD	LOT 1, PLAN KAP31521, SEC , TWP 26, 41	10.04	1398.17
217	04237.130	2327 BELGO RD	LOT 1, PLAN KAP33009, SEC 11, TWP 26, 41	9.35	1302.08
217	04237.137	3547 BEMROSE RD	LOT 1, PLAN KAP71097, SEC 26, TWP 11, 41	1.00	139.26
217	04240.000	2260 GARNER RD	LOT 1, PLAN KAP1380, SEC , TWP 26, 41	6.14	855.06
217	04243.000	2455 WALBURN RD	LOT B, PLAN KAPB3238, SEC 12, TWP 26, 41	7.40	1030.52
217	04245.051	2601 WALBURN RD	LOT 2, PLAN KAP62978, SEC 12, TWP 26, 41	7.63	1062.55
217	04247.000	1190 LEWIS RD	LOT 9, PLAN KAP1380, SEC 13, TWP 26, 41	8.08	1125.22
217	04248.000	2290 GARNER RD	LOT 2, PLAN KAP1380, SEC , TWP 26, 41	7.16	997.10
217	04249.000	2148 WALBURN RD	LOT 4, PLAN KAP1380, SEC 13, TWP 26, 41	10.45	1455.27
217	04254.000	1093 TEASDALE RD	LOT 8, PLAN KAP1380, SEC , TWP 26, 41	5.17	719.97
217	04256.000	1320 BELGO RD	LOT 1, PLAN KAP1926, SEC 13, TWP 26, 41	5.70	793.78

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217	04258.000	1404 LEWIS RD	LOT 2, PLAN KAP1926, SEC 13, TWP 26, 41	10.52	1465.02
217	04261.000	1839 WALBURN RD	LOT 7, PLAN KAP1926, SEC 13, TWP 26, 41	5.61	781.25
217	04269.002	2091 WALBURN RD	LOT 2, PLAN KAP4119, SEC 13, TWP 26, 41	7.83	1090.41
217	04270.002	1810 GARNER RD	LOT A, PLAN KAP91170, SEC 13, TWP 26, 41	2.80	389.93
217	04270.003	1959 WALBURN RD	LOT B, PLAN KAP91170, SEC 13, TWP 26, 41	1.00	139.26
217	04293.000	1181 LEWIS RD	LOT A, PLAN KAP11265, SEC 13, TWP 26, 41	1.24	172.68
217	04315.000	3855 EAST KELOWNA RD	LOT 13, PLAN KAP665, SEC 14, TWP 26, 41	5.09	708.83
217	04317.000	2075 BELGO RD	LOT 9, PLAN KAP1380, SEC 14, TWP 26, 41	4.45	619.71
217	04318.001	1865 BELGO RD	LOT 11, PLAN KAP1380, SEC 14, TWP 26, 41	9.21	1282.58
217	04319.000	2280 HOLLYWOOD RD S	LOT 12, PLAN KAP1380, SEC 14, TWP 26, 41	3.98	554.25
217	04323.000	1725 TEASDALE RD	LOT 2, PLAN KAP1380, SEC 14, TWP 26, 41	2.82	392.71
217	04324.000	1650 GEEN RD	LOT 3, PLAN KAP1380, SEC 14, TWP 26, 41	8.37	1165.61
217	04325.001	1390 GEEN RD	LOT A, PLAN KAP90868, SEC 14, TWP 26, 41	5.28	735.29
217	04325.005	1552 GEEN RD	LOT 1, PLAN EPP34425, SEC 14, TWP 26, 41	1.92	267.38
217	04326.000	1699 TEASDALE RD	LOT 5, PLAN KAP1380, SEC 14, TWP 26, 41	3.93	547.29
217	04327.004	1595 TEASDALE RD	LOT B, PLAN EPP32484, SEC 14, TWP 26, 41	5.79	806.32
217	04329.000	1409 TEASDALE RD	LOT 8, PLAN KAP1380, SEC 14, TWP 26, 41	3.20	445.63
217	04330.000	1555 TEASDALE RD	LOT 10, PLAN KAP1380, SEC 14, TWP 26, 41	1.04	144.83
217	04333.000	1375 GEEN RD	LOT 5, PLAN KAP1380, SEC 13, TWP 26, 41	1.00	139.26
217	04334.001	1225 TEASDALE RD	LOT 6, PLAN KAP1380, SEC 14, TWP 26, 41	4.07	566.79
217	04335.000	1103 TEASDALE RD	LOT 7, PLAN KAP1380, SEC 14, TWP 26, 41	1.04	144.83
217	04343.000	2270 HOLLYWOOD RD S	LOT A, PLAN KAP1845, SEC 14, TWP 26, 41	1.00	139.26
217	04344.000	2015 BELGO RD	LOT B, PLAN KAP1845, SEC 14, TWP 26, 41	6.38	888.48
217	04346.000	1565 1 BELGO RD	LOT B, PLAN KAP1846, SEC 14, TWP 26, 41	5.12	713.01
217	04349.000	1795 TEASDALE RD	LOT 2, PLAN KAPB3498, SEC 14, TWP 26, 41	2.53	352.33
217	04350.000	1469 TEASDALE RD	LOT 1, PLAN KAP4384, SEC 14, TWP 26, 41	7.52	1047.24
217	04351.000	1429 TEASDALE RD	LOT 2, PLAN KAP4384, SEC 14, TWP 26, 41	1.96	272.95
217	04353.000	3675 EAST KELOWNA RD	LOT A, PLAN KAP76792, SEC 15, TWP 26, 41	1.00	139.26
217	04354.000	3257 REID RD	LOT B, PLAN KAP76792, SEC 15, TWP 26, 41	10.86	1512.36
217	04360.093	3754 EAST KELOWNA RD	LOT B, PLAN KAP84170, SEC 14, TWP 26, 41	7.58	1055.59
217	04360.267	1708 GEEN RD	LOT 1, PLAN KAP82075, SEC 14, TWP 26, 41	5.27	733.90
217	04360.268	1655 GEEN RD	LOT 2, PLAN KAP82075, SEC 14, TWP 26, 41	7.44	1036.09
217	04360.354	1950 BELGO RD	LOT 2, PLAN KAP25528, SEC 14, TWP 26, 41	14.27	1987.24
217	04360.484	3860 EAST KELOWNA RD	LOT A, PLAN KAP32177, SEC 14, TWP 26, 41	2.86	398.28
217	04360.527	3795 EAST KELOWNA RD	LOT A, PLAN KAP58793, SEC 14, TWP 26, 41	4.76	662.88
217	04362.000	3193 DUNSTER RD	LOT 5, PLAN KAP187, SEC 16, TWP 26, 41	1.00	139.26

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217	04364.000	2995 DUNSTER RD	LOT 6, PLAN KAP187, SEC 15, TWP 26, 41	1.77	246.49
217	04365.000	3098 EAST KELOWNA RD	LOT 6, PLAN KAP187, SEC 15, TWP 26, 41	9.89	1377.28
217	04366.000	3002 EAST KELOWNA RD	LOT 6, PLAN KAP187, SEC 15, TWP 26, 41	3.43	477.66
217	04367.000	2855 DUNSTER RD	LOT 7, PLAN KAP187, SEC 15, TWP 26, 41	16.12	2244.87
217	04368.000	3152 EAST KELOWNA RD	LOT 7, PLAN KAP187, SEC 15, TWP 26, 41	16.35	2276.90
217	04369.000	2795 DUNSTER RD	LOT 8, PLAN KAP187, SEC 15, TWP 26, 41	17.25	2402.24
217	04370.000	3250 EAST KELOWNA RD	LOT 8, PLAN KAP187, SEC 15, TWP 26, 41	16.90	2353.49
217	04372.000	3208 REID RD	LOT 18, PLAN KAP187, SEC 15, TWP 26, 41	8.77	1221.31
217	04375.000	3350 POOLEY RD	LOT 20, PLAN KAP187, SEC 15, TWP 26, 41	10.05	1399.56
217	04378.000	3053 DUNSTER RD	LOT 11, PLAN KAP665, SEC 15, TWP 26, 41	6.99	973.43
217	04379.000	3073 DUNSTER RD	LOT 12, PLAN KAP665, SEC 16, TWP 26, 41	6.20	863.41
217	04380.000	3502 EAST KELOWNA RD	LOT 11, PLAN KAP187, SEC 15, TWP 26, 41	8.40	1169.78
217	04381.000	2947 EAST KELOWNA RD	LOT 1, PLAN KAP736, SEC 15, TWP 26, 41	8.00	1114.08
217	04382.000	2981 EAST KELOWNA RD	LOT 2, PLAN KAP736, SEC 15, TWP 26, 41	6.57	914.94
217	04385.000	3072 EAST KELOWNA RD	LOT 6, PLAN KAPB821, SEC 15, TWP 26, 41	3.50	487.41
217	04386.001	3622 EAST KELOWNA RD	LOT 12, PLAN KAP187, SEC 15, TWP 26, 41	4.19	583.50
217	04386.002	3652 EAST KELOWNA RD	LOT 12, PLAN KAP187, SEC 15, TWP 26, 41	1.06	147.62
217	04387.000	3183 DUNSTER RD	LOT , PLAN KAP187, SEC 15, TWP 26, 41	4.66	648.95
217	04392.000	3097 EAST KELOWNA RD	LOT 23, PLAN KAPB1550, SEC 15, TWP 26, 41	8.39	1168.39
217	04394.000	3582 EAST KELOWNA RD	LOT B, PLAN KAP1670, SEC 15, TWP 26, 41	2.16	300.80
217	04396.000	2960 MCCULLOCH RD	LOT B, PLAN KAP1703, SEC 15, TWP 26, 41	4.41	614.14
217	04400.000	3430 POOLEY RD	LOT B, PLAN KAP1725, SEC 15, TWP 26, 41	12.77	1778.35
217	04402.000	3251 EAST KELOWNA RD	LOT 1, PLAN KAP3379, SEC 15, TWP 26, 41	3.89	541.72
217	04403.000	3240 POOLEY RD	LOT 2, PLAN KAP3379, SEC 15, TWP 26, 41	2.22	309.16
217	04404.000	3260 POOLEY RD	LOT 3, PLAN KAP3379, SEC 15, TWP 26, 41	11.19	1558.32
217	04406.000	3420 EAST KELOWNA RD	LOT 1, PLAN KAP3380, SEC 15, TWP 26, 41	11.75	1636.31
217	04407.000	3490 EAST KELOWNA RD	LOT 2, PLAN KAP3380, SEC 15, TWP 26, 41	9.84	1370.32
217	04412.000	3288 REID RD	LOT A, PLAN KAP4618, SEC 15, TWP 26, 41	14.02	1952.43
217	04416.000	3329 EAST KELOWNA RD	LOT 1, PLAN KAP5512, SEC 15, TWP 26, 41	6.69	931.65
217	04418.000	3375 DALL RD	LOT 1, PLAN KAP6585, SEC 15, TWP 26, 41	9.72	1353.61
217	04420.000	3060 POOLEY RD	LOT 2, PLAN KAP6585, SEC 15, TWP 26, 41	2.15	299.41
217	04423.190	3350 EAST KELOWNA RD	LOT 1, PLAN KAP30593, SEC 15, TWP 26, 41	1.00	139.26
217	04423.192	3310 EAST KELOWNA RD	LOT 2, PLAN KAP30593, SEC 15, TWP 26, 41	14.52	2022.06
217	04423.194	3410 POOLEY RD	LOT A, PLAN KAP34483, SEC 15, TWP 26, 41	4.50	626.67
217	04423.198	3120 POOLEY RD	LOT B, PLAN KAP34888, SEC 15, TWP 26, 41	9.08	1264.48
217	04423.205	3480 POOLEY RD	LOT A, PLAN KAP53451, SEC 15, TWP 26, 41	1.00	139.26

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Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	04423.207	3367 REID RD	LOT B, PLAN KAP55650, SEC 15, TWP 26, 41	1.85	257.63
217	04423.208	3390 REID RD	LOT 1, PLAN KAP56635, SEC 15, TWP 26, 41	1.00	139.26
217	04423.209	3360 REID RD	LOT 2, PLAN KAP56635, SEC 15, TWP 26, 41	7.32	1019.38
217	04428.000	3395 NEID RD	LOT 26, PLAN KAP187, SEC 16, TWP 26, 41	4.58	637.81
217	04432.000	3194 DUNSTER RD	LOT 5, PLAN KAP665, SEC 16, TWP 26, 41	1.94	270.16
217	04433.000	3172 DUNSTER RD	LOT 6, PLAN KAP665, SEC 16, TWP 26, 41	4.93	686.55
217	04436.000	3042 1 DUNSTER RD	LOT 9, PLAN KAP665, SEC 16, TWP 26, 41	1.66	231.17
217	04525.125	2830 EAST KELOWNA RD	LOT A, PLAN KAP32982, SEC 16, TWP 26, 41	7.45	1037.49
217	04525.228	2877 EAST KELOWNA RD	LOT B, PLAN KAP33697, SEC 16, TWP 26, 41	8.05	1121.04
217	04525.503	2690 BEWLAY RD	LOT 1, PLAN KAP56199, SEC 16, TWP 26, 41	3.20	445.63
217	04574.000	2990 DUNSTER RD	LOT , PLAN KAPB1353, SEC 21, TWP 26, 41	12.06	1679.48
217	04591.000	2934 DUNSTER RD	LOT C, PLAN KAP1700, SEC 22, TWP 26, 41	7.89	1098.76
217	04805.214	2960 DUNSTER RD	LOT 1, PLAN KAP73437, SEC 22, TWP 26, 41	8.58	1194.85
217	04814.000	1250 BELGO RD	LOT 3, PLAN KAP2128, SEC , TWP 26, 41	5.94	827.20
217	04824.000	1205 BELGO RD	LOT 2, PLAN KAP2329, SEC 23, TWP 26, 41	2.42	337.01
217	04825.001	1368 3 TEASDALE RD	LOT 3, PLAN KAP2329, SEC 23, TWP 26, 41	17.17	2391.09
217	04837.000	1454 TEASDALE RD	LOT A, PLAN KAP4697, SEC 23, TWP 26, 41	1.92	267.38
217	04884.000	1255 BELGO RD	LOT 2, PLAN KAPB5620, SEC , TWP 26, 41	14.91	2076.37
217	04898.000	1258 BELGO RD	LOT 3, PLAN KAP9679, SEC , TWP 26, 41	8.94	1244.98
217	05479.000	3363 SPRINGFIELD RD	LOT 5, PLAN KAP1802, SEC 24, TWP 26, 41	12.14	1690.62
217	05482.001	700 HIGHWAY 33 E	LOT A, PLAN EPP7145, SEC 24, TWP 26, 41	1.00	139.26
217	05502.130	811 HIGHWAY 33 E	LOT A, PLAN KAP23321, SEC 24, TWP 26, 41	1.93	268.77
217	05502.305	1151 LEWIS RD	LOT A, PLAN KAP33567, SEC 24, TWP 26, 41	5.94	827.20
217	05502.310	881 HIGHWAY 33 E	LOT B, PLAN KAP33567, SEC 24, TWP 26, 41	9.67	1346.64
217	05502.550	1251 MCKENZIE RD	LOT B, PLAN KAP74860, SEC , TWP 26, 41	5.59	778.46
217	05503.001	751 HARTMAN RD	LOT , PLAN KAP264, SEC 25, TWP 26, 41	8.85	1232.45
217	05510.000	920 HARTMAN RD	LOT 3, PLAN KAP731, SEC 25, TWP 26, 41	6.38	888.48
217	05511.000	1130 HARTMAN RD	LOT 4, PLAN KAP731, SEC 25, TWP 26, 41	5.37	747.83
217	05513.002	1080 GIBSON RD	LOT A, PLAN EPP11757, SEC 25, TWP 26, 41	7.32	1019.38
217	05514.000	1145 MORRISON RD	LOT 2, PLAN KAP1515, SEC 25, TWP 26, 41	2.46	342.58
217	05516.000	712 MCCURDY RD E	LOT 4, PLAN KAP1515, SEC 25, TWP 26, 41	6.83	951.15
217	05517.000	375 GIBSON RD	LOT 4, PLAN KAP1760, SEC 25, TWP 26, 41	3.72	518.05
217	05519.002	1610 SWAINSON RD	LOT 1, PLAN KAP77945, SEC , TWP 26, 41	10.86	1512.36
217	05524.000	1308 MCKENZIE RD	LOT 12, PLAN KAP1760, SEC 25, TWP 26, 41	6.55	912.15
217	05529.000	1795 MCCURDY RD E	LOT 1, PLAN KAP77943, SEC , TWP 26, 41	13.14	1829.88
217	05530.000	1550 SWAINSON RD	LOT 1, PLAN KAP77944, SEC , TWP 26, 41	15.67	2182.20

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Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	05540.000	1485 SWAINSON RD	LOT 4, PLAN KAP3609, SEC 25, TWP 26, 41	1.93	268.77
217	05548.000	1090 MCKENZIE RD	LOT 2, PLAN KAP4586, SEC 25, TWP 26, 41	20.42	2843.69
217	05561.000	690 HARTMAN RD	LOT A, PLAN KAP5499, SEC 25, TWP 26, 41	16.60	2311.72
217	05579.469	1045 EL PASO RD	LOT 22, PLAN KAP22986, SEC 25, TWP 26, 41	5.00	696.30
217	05579.575	839 HARTMAN RD	LOT 2, PLAN KAP29183, SEC 25, TWP 26, 41	17.85	2485.79
217	05579.684	837 HARTMAN RD	LOT A, PLAN KAP35135, SEC 25, TWP 26, 41	2.66	370.43
217	06403.001	2030 SUMMIT DR	LOT 1, PLAN KAP71444, SEC 29, TWP 26, 41	5.13	714.40
217	06403.002	2060 SUMMIT DR	LOT 2, PLAN KAP71444, SEC 29, TWP 26, 41	2.60	362.08
217	06470.000	483 VALLEY RD	LOT 1, PLAN KAP896, SEC 32, TWP 26, 41	4.70	654.52
217	06471.000	463 VALLEY RD	LOT 2, PLAN KAP896, SEC , TWP 26, 41	2.03	282.70
217	06499.001	445 VALLEY RD	LOT 3, PLAN KAP896, SEC 33, TWP 26, 41	8.07	1123.83
217	06501.000	2224 ROJEM RD	LOT 4, PLAN KAP896, SEC 33, TWP 26, 41	8.87	1235.24
217	06502.000	389 VALLEY RD	LOT 5, PLAN KAP896, SEC 33, TWP 26, 41	9.68	1348.04
217	06507.000	2429 LONGHILL RD	LOT 14, PLAN KAP1068, SEC 33, TWP 26, 41	11.55	1608.45
217	06508.000	2449 LONGHILL RD	LOT 15, PLAN KAP1068, SEC 33, TWP 26, 41	1.61	224.21
217	06510.000	120 MAIL RD	LOT 15, PLAN KAP1068, SEC , TWP 26, 41	6.38	888.48
217	06511.000	102 MAIL RD	LOT 16, PLAN KAP1068, SEC , TWP 26, 41	8.75	1218.53
217	06524.000	2300 30 SILVER PL	LOT 8, PLAN KAP1249, SEC 33, TWP 26, 41	3.43	477.66
217	06525.000	2227 ROJEM RD	LOT 9, PLAN KAP1249, SEC 33, TWP 26, 41	3.07	427.53
217	06527.000	2255 ROJEM RD	LOT 11, PLAN KAP1249, SEC 33, TWP 26, 41	4.51	628.06
217	06528.000	2309 ROJEM RD	LOT 12, PLAN KAP1249, SEC 33, TWP 26, 41	4.58	637.81
217	06529.000	2323 ROJEM RD	LOT 13, PLAN KAP1249, SEC 33, TWP 26, 41	2.78	387.14
217	06533.000	2379 ROJEM RD	LOT 17, PLAN KAP1249, SEC 33, TWP 26, 41	1.96	272.95
217	06541.000	330 VALLEY RD	LOT 2, PLAN KAP4043, SEC 33, TWP 26, 41	1.00	139.26
217	06554.120	2389 2 ROJEM RD	LOT A, PLAN KAP26223, SEC 33, TWP 26, 41	4.91	683.77
217	06554.140	2400 LONGHILL RD	LOT A, PLAN KAP26592, SEC 4&33, TWP 23, 41	2.41	335.62
217	06554.160	2461 LONGHILL RD	LOT A, PLAN KAP28623, SEC 33, TWP 26, 41	6.07	845.31
217	06554.195	2350 SILVER PL	LOT 1, PLAN KAP33461, SEC 33, TWP 26, 41	4.57	636.42
217	06554.197	2489 LONGHILL RD	LOT 2, PLAN KAP33461, SEC 33, TWP 26, 41	4.13	575.14
217	06554.199	574 RIFLE RD	LOT 3, PLAN KAP33461, SEC 33, TWP 26, 41	3.39	472.09
217	06554.238	2351 ROJEM RD	LOT C, PLAN KAP61113, SEC 33, TWP 26, 41	4.45	619.71
217	06557.002	2710 LONGHILL RD	LOT B, PLAN KAP88097, SEC 34, TWP 26, 41	1.00	139.26
217	06612.470	2512 LONGHILL RD	LOT A, PLAN KAP26258, SEC , TWP 26, 41	13.50	1880.01
217	06612.672	2614 LONGHILL RD	LOT 1, PLAN KAP40166, SEC 34, TWP 26, 41	3.59	499.94
217	06773.003	1685 RUTLAND RD N	LOT 3, PLAN KAP18313, SEC 35, TWP 26, 41	1.75	243.71
217	06776.900	1990 MCKENZIE RD	LOT 2, PLAN KAP425, SEC 36, TWP 26, 41	11.58	1612.63

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Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	06777.000	1900 MCKENZIE RD	LOT 3, PLAN KAP425, SEC 36, TWP 26, 41	5.78	804.92
217	06778.000	1893 MORRISON RD	LOT 3, PLAN KAP425, SEC 36, TWP 26, 41	2.57	357.90
217	06788.000	1304 MORRISON RD	LOT 10, PLAN KAP425, SEC 36, TWP 26, 41	7.50	1044.45
217	06794.000	685 2 OLD VERNON RD	LOT 16, PLAN KAP425, SEC , TWP 26, 41	7.14	994.32
217	06799.510	1425 MORRISON RD	LOT B, PLAN EPP15301, SEC 36, TWP 26, 41	7.45	1037.49
217	06803.000	1350 HORNING RD	LOT 20, PLAN KAP1760, SEC 36, TWP 26, 41	14.64	2038.77
217	06805.005	1920 MCCURDY RD E	LOT 3, PLAN KAP91486, SEC 31, TWP 27, 41	14.58	2030.41
217	06806.000	1431 LATTA RD	LOT 24, PLAN KAP1760, SEC , TWP 26, 41	2.65	369.04
217	06807.001	1305 LATTA RD	LOT 25, PLAN KAP1760, SEC 36, TWP 26, 41	12.99	1808.99
217	06814.005	1360B LATTA RD	LOT 1, PLAN KAP91485, SEC 31, TWP 27, 41	15.00	2088.90
217	06814.006	1400 LATTA RD	LOT 2, PLAN KAP91485, SEC 31, TWP 27, 41	11.69	1627.95
217	06814.007	1444 LATTA RD	LOT 3, PLAN KAP91485, SEC 31, TWP 27, 41	17.21	2396.66
217	06817.001	1331 MCCURDY RD E	LOT 1, PLAN KAP4060, SEC 36, TWP 26, 41	18.76	2612.52
217	06819.000	1545 MCCURDY RD E	LOT 3, PLAN KAP4060, SEC 36, TWP 26, 41	14.53	2023.45
217	06820.000	1445 LATTA RD	LOT 25, PLAN KAPB4218, SEC 36, TWP 26, 41	12.18	1696.19
217	06828.195	1425 MCCURDY RD E	LOT 2, PLAN KAP23935, SEC 36, TWP 26, 41	1.51	210.28
217	06828.490	1761 MORRISON RD	LOT A, PLAN KAP25654, SEC 36, TWP 26, 41	3.97	552.86
217	06828.500	1750 MCKENZIE RD	LOT B, PLAN KAP25654, SEC 36, TWP 26, 41	9.38	1306.26
217	06828.524	1700 MCKENZIE RD	LOT D, PLAN KAP25654, SEC 36, TWP 26, 41	7.43	1034.70
217	06828.618	1905 JONATHAN RD	LOT 1, PLAN KAP33998, SEC 36, TWP 26, 41	1.00	139.26
217	06828.642	837 MCCURDY RD E	LOT 2, PLAN EPP14181, SEC 36, TWP 26, 41	1.00	139.26
217	06886.003	2025 1 TREETOP RD	LOT 1, PLAN KAP1760, SEC , TWP 27, 41	13.60	1893.94
217	06960.184	240 AMBRIDGEFELD RD	LOT B, PLAN KAP91899, SEC 16, TWP 28, 54	1.00	139.26
217	07143.000	559 BARNABY RD	LOT 3, PLAN KAP1743, SEC 25, TWP 28, 54	1.00	139.26
217	07145.001	4950 FROST RD	LOT 1, PLAN KAP90220, SEC , TWP 28, 54	5.31	739.47
217	07161.000	4856 LAKESHORE RD	LOT , PLAN KAP1722, SEC 25, TWP 29, 41	3.73	519.44
217	07264.002	1456 DEHART RD	LOT 1, PLAN KAP1837, SEC , TWP 29, 41	11.58	1612.63
217	07269.000	999 CRAWFORD RD	LOT 1, PLAN KAP13170, SEC 31, TWP 29, 41	11.85	1650.23
217	07270.072	1265 CRAWFORD RD	LOT 2, PLAN KAP21104, SEC 31, TWP 29, 41	1.00	139.26
217	07270.074	1285 CRAWFORD RD	LOT 3, PLAN KAP21104, SEC , TWP 29, 41	1.00	139.26
217	07278.000	4551 STEWART RD W	LOT 220, PLAN KAP1247, SEC 32, TWP 29, 41	2.89	402.46
217	07280.000	4480 STEWART RD E	LOT 222, PLAN KAP1247, SEC 32, TWP 29, 41	1.00	139.26
217	07286.000	1690 SAUCIER RD	LOT 228, PLAN KAP1247, SEC 32, TWP 29, 41	1.00	139.26
217	07287.000	1670 SAUCIER RD	LOT 229, PLAN KAP1247, SEC 32, TWP 29, 41	6.61	920.51
217	07290.000	1650 SAUCIER RD	LOT 232, PLAN KAP1247, SEC 32, TWP 29, 41	6.69	931.65
217	07291.000	4202 BEDFORD RD	LOT 233, PLAN KAP1247, SEC 32, TWP 29, 41	9.74	1356.39

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Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	07293.000	1601 SAUCIER RD	LOT 238, PLAN KAP1247, SEC 32, TWP 29, 41	1.62	225.60
217	07296.000	1475 DEHART RD	LOT 246, PLAN KAP1247, SEC 32, TWP 29, 41	1.00	139.26
217	07304.000	4132 BEDFORD RD	LOT 3, PLAN KAP15793, SEC 32, TWP 29, 41	6.38	888.48
217	07304.010	1485 DEHART RD	LOT 1, PLAN KAP20969, SEC 32, TWP 29, 41	1.21	168.50
217	07351.000	4305 JAUD RD	LOT 5, PLAN KAP6171, SEC 34, TWP 29, 41	17.49	2435.66
217	09532.000	2527 GALE RD	LOT 1, PLAN KAP10810, SEC , TWP , 41	1.00	139.26
217	09533.000	2517 GALE RD	LOT 2, PLAN KAP10810, SEC , TWP , 41	5.02	699.09
217	09533.051	2545 GALE RD	LOT B, PLAN KAP19044, SEC , TWP , 41	1.00	139.26
217	09533.052	2499 GALE RD	LOT C, PLAN KAP19044, SEC , TWP , 41	1.00	139.26
217	09533.053	2475 GALE RD	LOT D, PLAN KAP19044, SEC , TWP , 41	1.00	139.26
217	09533.054	2449 GALE RD	LOT E, PLAN KAP19044, SEC , TWP , 41	1.00	139.26
217	09533.055	2427 GALE RD	LOT F, PLAN KAP19044, SEC , TWP , 41	1.00	139.26
217	10393.000	2050 BYRNS RD	LOT 1, PLAN KAP2830, SEC 17, TWP 26, 41	21.99	3062.33
217	10394.001	2190 COOPER RD	LOT A, PLAN KAP80629, SEC , TWP , 41	6.70	933.04
217	10410.000	1756 BYRNS RD	LOT 23, PLAN KAP415, SEC , TWP , 41	11.40	1587.56
217	10411.000	1890 BYRNS RD	LOT 23, PLAN KAP415, SEC 19, TWP 26, 41	4.35	605.78
217	10414.000	1756 BYRNS RD	LOT 26, PLAN KAP415, SEC , TWP , 41	15.50	2158.53
217	10517.000	2225 BURTCH RD	LOT 1, PLAN KAP78759, SEC , TWP , 41	1.00	139.26
217	10518.000	1650 BYRNS RD	LOT 2, PLAN KAP78759, SEC , TWP , 41	3.61	502.73
217	10519.852	2225 SPALL RD	LOT B, PLAN KAP40808, SEC , TWP , 41	13.45	1873.05
217	10519.854	1980 BYRNS RD	LOT C, PLAN KAP40808, SEC , TWP , 41	10.99	1530.47
217	10519.856	1990 BYRNS RD	LOT D, PLAN KAP40808, SEC , TWP , 41	1.00	139.26
217	10531.000	1909 BYRNS RD	LOT 15, PLAN KAP415, SEC , TWP , 41	10.05	1399.56
217	10539.000	2429 BENVOULIN RD	LOT 2, PLAN KAP2332, SEC , TWP , 41	1.00	139.26
217	10543.001	2589 BENVOULIN RD	LOT 1, PLAN KAP3357, SEC , TWP , 41	6.26	871.77
217	10549.000	2029 BYRNS RD	LOT 2, PLAN KAP8615, SEC , TWP , 41	8.21	1143.32
217	10589.113	1909 BYRNS RD	LOT B, PLAN KAP67173, SEC , TWP , 41	23.85	3321.35
217	10756.035	1394 LADNER RD	LOT 1, PLAN KAP73438, SEC , TWP , 41	1.00	139.26
217	11501.711	4365 HOBSON RD	LOT 25, PLAN KAP27559, SEC , TWP , 41	1.81	252.06
217	11502.309	4340 HOBSON RD	LOT A, PLAN KAP69885, SEC , TWP , 41	1.00	139.26
217	12185.840	2450 SAUCIER RD	LOT 166, PLAN KAP1247, SEC 33, TWP 29, 41	3.68	512.48
217	12185.870	2225 SAUCIER RD	LOT 180, PLAN KAP1247, SEC 33, TWP 29, 41	1.00	139.26
217	12191.000	4400 JAUD RD	LOT 3, PLAN KAP1734, SEC 33, TWP 29, 41	14.10	1963.57
217	12199.072	4499 WALLACE HILL RD	LOT A, PLAN KAP35213, SEC , TWP , 41	2.06	286.88
217	12199.082	4410 WALLACE HILL RD	LOT 2, PLAN KAP39632, SEC , TWP , 41	4.88	679.59
217	12199.103	2740 HARVARD RD	LOT 14, PLAN KAP62784, SEC , TWP , 41	3.11	433.10

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Jursdiction	Roll	Property Address	Legal Description	Adj. Acres	x139.26
217	12199.105	4300 WALLACE HILL RD	LOT B, PLAN KAP62482, SEC , TWP , 41	15.82	2203.09
				2475.19	344694.96