

City of Kelowna

Regular Council Meeting

AGENDA



Monday, October 28, 2019
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

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

2. Confirmation of Minutes

4 - 9

Regular PM Meeting - October 21, 2019

3. Development Application Reports & Related Bylaws

3.1 Pandosy St 1636 -1652, Z19-0100 TA19-0013 - ALM888 Ventures Ltd., Inc. No. BC1089095

10 - 14

The Mayor to invite the Applicant, or Applicant's Representative, to come forward.

To consider a staff recommendation NOT to support a site-specific text amendment to allow for a retail cannabis sales establishment within 500 m of another establishment and to consider an application to rezone the subject property from the C7 - Central Business Commercial zone to the C7rcs - Central Business Commercial (Retail Cannabis Sales) zone.

3.2 Rutland Ct 2155-2165, Z19-0106 (BL11950) - CGSB Automotive Group LTD., Inc. No. BC0731187

15 - 17

To consider an application to rezone the subject property from the C2 – Neighbourhood Commercial zone to the C10 – Service Commercial zone to be consistent with the Future Land Use designation for the site and to more accurately reflect the current uses on the property.

3.3	Rutland Ct 2155-2165, BL11950 (Z19-0106) - CGSB Automotive Group LTD., Inc. No. BC0731187	18 - 18
	To give first reading to Bylaw No. 11950 in order to rezone the subject property from the C2 - Neighbourhood Commercial zone to the C10 - Service Commercial zone.	
3.4	Barkley Road 456, Z19-0113 (BL11952) - Landon D. Horne, Tamara J. Horne	19 - 23
	To consider an application to rezone the subject property from RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone to allow for the construction of a carriage house.	
3.5	Barkley Road 456, BL11952 (Z19-0113) - Landon D. Horne, Tamara J. Horne	24 - 24
	To give first reading to Bylaw No. 11952 in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU1C - Large Lot Housing with Carriage House zone.	
4.	Bylaws for Adoption (Development Related)	
4.1	Ethel Street 2483, Z19-0066 (BL11927) - Uri Yarkoni	25 - 25
	To adopt Bylaw No. 11927 in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone.	
5.	Non-Development Reports & Related Bylaws	
5.1	Water Supply Policy	26 - 34
	To consider a Water Supply Policy for Kelowna Water Utility Customers.	
5.2	Snow Route Area Boundary Modifications	35 - 41
	To provide Council with a proposed update to the Traffic Bylaw No. 8120 which includes additional designated snow route areas and proposed boundary adjustments to the existing snow route areas.	
5.3	BL11951 - Amendment No. 35 to Traffic Bylaw No. 8120	42 - 45
	To give Bylaw No. 11951 first, second and third readings in order to include additional designated snow route areas and proposed boundary adjustments to the existing snow route areas as attached as Schedules A and B.	
5.4	Development Cost Charges Bylaw No. 11948 Amendment No.5 to Development Cost Charge Bylaw No.10515	46 - 62
	To provide Council with an amendment to the Development Cost Charge Bylaw for Park Acquisition and Development, and to highlight a revision to the Parks Development Funding Program brought to Council on June 17, 2019.	

5.5	BL11948 - Amendment No. 5 to the Development Cost Charge Bylaw No. 10515	63 - 66
	To give Bylaw No. 11948 first, second and third reading to amend the Development Cost Charge Bylaw for Park Acquisition and Development, as part of the overall Parks Funding Program.	
5.6	Doyle Ave 350 Redevelopment	67 - 156
	To provide Council an update on the planning and disposition processes for the redevelopment plan of a portion of 350 Doyle Avenue.	
5.7	Highway 33 Extension Update	157 - 181
	To present Council with historical background on the Highway 33 Extension, the status of design and land acquisition for the corridor, as well as work which will be undertaken as part of the Transportation Master Plan.	
5.8	STPCO Update and Regional Transportation Plan – Option Refinement and Screening	182 - 256
	To provide Council with an update on STPCO activities and provide an overview of the Regional Transportation Plan options refinement and screening process, prior to option evaluation.	
6.	Resolutions	
6.1	Draft Resolution, re: 2020 Council Meeting Schedule	257 - 258
	To adopt the 2020 Council Meeting Schedule	
6.2	Draft Resolution, re: Cancellation of November 19, 2019 Public Hearing	259 - 259
7.	Mayor and Councillor Items	
8.	Termination	



City of Kelowna Regular Council Meeting Minutes

Date: Monday, October 21, 2019
 Location: Council Chamber
 City Hall, 1435 Water Street

Members Present Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Charlie Hodge, Brad Sieben, Mohini Singh, Luke Stack* and Loyal Wooldridge

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming, Planner Specialist, Adam Cseke*; Planner, Andrew Ferguson*; Sustainability Coordinator, Michelle Kam*; Park and Landscape Planner, Melanie Steppuhn*; Policy & Planning Department Manager, Danielle Noble-Brandt*; Fire Chief, Travis Whiting*; Legislative Coordinator (Confidential), Arlene McClelland

Guest RCMP Kelowna Detachment, Superintendent Brent Mundle*

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:33 p.m.

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

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

2. Confirmation of Minutes

Moved By Councillor DeHart/Seconded By Councillor Wooldridge

R959/19/10/21 THAT the Minutes of the Regular Meetings of October 7, 2019 be confirmed as circulated.

Carried

3. Reports

3.1 RCMP Update Report

Superintendent Brent Mundle

- Displayed a PowerPoint presentation outlining achievements in the 2016-2019 Crime Reduction Strategy, provided year-to-date crime statistics, and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor DeHart

R960/19/10/21 THAT Council receive the RCMP Update report from the Superintendent, Kelowna RCMP Detachment dated Oct. 21, 2019.

Carried

4. Development Application Reports & Related Bylaws

4.1 Gramiak Rd 535, Z19-0062 (BL11949) - Barry and Doris Marciski

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Donn

R961/19/10/21 THAT Rezoning Application No. Z19-0062 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 4 Section 22 Township 26 Osoyoos Division Yale District Plan 29137, located at 535 Gramiak Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

Carried

4.2 Gramiak Rd 535, BL11949 (Z19-0062) - Barry and Doris Marciski

Moved By Councillor Given/Seconded By Councillor Wooldridge

R962/19/10/21 THAT Bylaw No. 11949 be read a first time.

Carried

5. Bylaws for Adoption (Development Related)

Councillor Stack declared a conflict of interest as his employer owns property in the LUC area and left the meeting at 2:24 p.m.

5.1 Franklyn Rd, All Star Ct, Leathead Rd and Houghton Rd, Z19-0097 (BL11859) - Multiple Owners

Moved By Councillor Wooldridge/Seconded By Councillor Given

R963/19/10/21 THAT Bylaw No. 11859 be adopted.

Carried

Councillor Stack rejoined the meeting at 2:24 p.m.

5.2 Springfield Rd 1050 and Gordon Drive 2040, Z19-0084 (BL11863) - Multiple Owners

Moved By Councillor Given/Seconded By Councillor Wooldridge

R964/19/10/21 THAT Bylaw No. 11863 be adopted.

Carried

5.3 Inkarr Rd1481 (Units 1-21), Z19-0082 (BL11880) - Multiple Owners

Moved By Councillor Hodge/Seconded By Councillor Singh

R965/19/10/21 THAT Bylaw No. 11880 be adopted.

Carried

5.4 Sutherland Ave 1421, Z19-0085 (BL11893) - Salco Management Ltd

Moved By Councillor Singh/Seconded By Councillor Hodge

R966/19/10/21 THAT Bylaw No. 11893 be adopted.

Carried

5.5 Sutherland Ave 1247, Z19-0086 (BL11895) - JABS Construction Ltd

Moved By Councillor Hodge/Seconded By Councillor Singh

R967/19/10/21 THAT Bylaw No. 11895 be adopted.

Carried

**5.6 Hollywood Rd S. 520-528, Z19-0087 (BL11897) - Keycam Holdings Ltd., Inc.
No.BC0914240**

Moved By Councillor Donn/Seconded By Councillor DeHart

R968/19/10/21 THAT Bylaw No. 11897 be adopted.

Carried

5.7 Sutherland Ave 1431 & 1441 Z19-0090, (BL11901) - Multiple Owners

Moved By Councillor Donn/Seconded By Councillor DeHart

R969/19/10/21 THAT Bylaw No. 11901 be adopted.

Carried

5.8 Toovey Rd 1265, Z19-0093 (BL11909) - Roger Hamm

Moved By Councillor Donn/Seconded By Councillor DeHart

R970/19/10/21 THAT Bylaw No. 11909 be adopted.

Carried

5.9 Belgo Rd, 1502, 1512 and 1522, Z19-0076 (BL11910) - Multiple Owners

Moved By Councillor Donn/Seconded By Councillor DeHart

R971/19/10/21 THAT Bylaw No. 11910 be adopted.

Carried

6. Non-Development Reports & Related Bylaws

6.1 Age-Friendly BC Recognition for Community for All

Staff:

- Displayed a PowerPoint Presentation outlining the Community for All Action Plan and confirmed receipt of Recognition by the BC Minister of Health and the Rick Hansen Foundation Grant.

Moved By Councillor Donn/Seconded By Councillor Hodge

R972/19/10/21 THAT Council receives, for information, the report from the Sustainability Coordinator and Park and Landscape Planner dated October 21, 2019, with respect to the Age-Friendly BC Recognition and the Rick Hansen Foundation Grant.

Carried

6.2 Westbank First Nation (WFN) Law Enforcement Monitoring Contract

Staff:

- Provided an overview and reasons for the Westbank First Nation Law Enforcement Monitoring Contract renewal.

Moved By Councillor Donn/Seconded By Councillor Stack

R973/19/10/21 THAT Council authorizes the City to renew the contract with the Westbank First Nation (WFN) for the provision of Law Enforcement Services Monitoring;

AND THAT the Mayor and City Clerk be authorized to execute all documents associated with this transaction.

Carried

6.3 Road Closure Bylaw No 11743 and 11744 - Graham Street

Moved By Councillor Wooldridge/Seconded By Councillor Given

R974/19/10/21 THAT Council receives, for information, the report from the Manager, Strategic Land Development dated October 16, 2019, recommending that Council adopt the proposed closures adjacent to 1000 Clement Avenue;

AND FURTHER THAT Bylaw Nos. 11743 and 11744, being the proposed road closure adjacent to 1000 Clement, be given reading consideration.

Carried

6.4 BL11743 - Road Closure Bylaw - Portion of Road Adjacent to Railway Ave

Moved By Councillor Donn/Seconded By Councillor Sieben

R975/19/10/21 THAT Bylaw No. 11743 be read a first, second and third time.

Carried

6.5 BL11744 - Road Closure Bylaw - Portion of Graham Street

Moved By Councillor Donn/Seconded By Councillor Sieben

R976/19/10/21 THAT Bylaw No. 11744 be read a first, second and third time.

Carried

7. Bylaws for Adoption (Non-Development Related)

Councillor Stack declared a conflict of interest as his employer may be a recipient of a permissive tax exemption and left the meeting at 2:36 p.m.

7.1 BL11936 - 2020 Permissive Tax Exemption Bylaw

Moved By Councillor Sieben/Seconded By Councillor Donn

R977/19/10/21 THAT Bylaw No. 11936 be adopted.

Carried

Councillor Stack rejoined the meeting at 2:36 p.m.

8. Mayor and Councillor Items

8.1 Councillor Singh, Motion, re: Quebec Bill 21

Councillor Singh

- Read the draft resolution and made comment on other municipalities that have stated opposition to Quebec's Bill 21.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R978/19/10/21 THAT City of Kelowna Council continue to identify Kelowna as a multicultural, socially diverse, and inclusive City, and therefore oppose Bill 21 as enacted by the Province of Quebec.

Carried

Mayor Basran

- Made comments on the recent passing of Al Stober and on behalf of Council expressed condolences to the family and recognized Mr. Stober for his philanthropy and contributions to the community.

Councillor DeHart

- Spoke to the Tributes For Teens: Arrivals and Dreams charity event at the Community Theatre this Friday, October 25th.

Councillor Donn

- Spoke to the upcoming United Way Fundraiser Event this Thursday, October 24th.

Councillor Sieben

- Thanked the 300 plus volunteers who helped make the Okanagan Marathon a success.

Councillor Hodge

- Spoke to the Tributes For Teens: Arrivals and Dreams charity event at the Community Theatre this Friday, October 25th.

Mayor Basran

- Advised that the Skate Canada event is in Kelowna starting this week.
- Shout out to Vik Bains who won the Okanagan Marathon.

9. Termination

This meeting was declared terminated at 2:47 p.m.

Mayor Basran

/acm

City Clerk

DRAFT

REPORT TO COUNCIL



Date: October 28, 2019

To: Council

From: City Manager

Department: Development Planning

Application: TA19-0013 and Z19-0100

Owner: Alm888 Ventures Ltd, Inc. No. BC1089095

Address: 1636-1652 Pandosy St

Applicant: Grasshopper Cannabis Inc.

Subject: Rezoning and Text Amendment Application

Existing Zone: C7- Central Business Commercial

Proposed Zone: C7rcs- Central Business Commercial (Retail Cannabis Sales)

1.0 Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA19-0013 to amend City of Kelowna Zoning Bylaw No.8000 as outlined in the Report from the Development Planning Department dated October 28, 2019 for Lot B, District Lot 139, Osoyoos Division Yale District Plan 5934, located at 1636-1652 Pandosy St, Kelowna, BC NOT be considered by Council;

AND THAT Rezoning Application No. Z19-0100 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B, District Lot 139, Osoyoos Division Yale District Plan 5934, located at 1636-1652 Pandosy St, Kelowna, BC from the C7- Central Business Commercial zone to the C7rcs- Central Business Commercial (Retail Cannabis Sales) NOT be considered by Council.

2.0 Purpose

To consider a site-specific text amendment to allow for a retail cannabis sales establishment within 500 m of another establishment and to consider an application to rezone the subject property from C7 - Central Business Commercial to C7rcs - Central Business Commercial (Retail Cannabis Sales).

3.0 Development Planning

Staff is recommending non-support for the proposed site-specific text amendment and rezoning application to allow for a retail cannabis sales establishment. The proposal requires a text amendment to the specific use regulations for cannabis retail sales in Section 9.16.1 of the Zoning Bylaw:

9.16.1 Any retail cannabis sales establishment must be set back a minimum distance of 500 metres from another Retail Cannabis Sales Establishment, measured from closest lot line to closest lot line.

The proposal is located approximately 263 m from closest lot line to closest lot line from an approved retail cannabis sales establishment located at 547 Bernard Ave, near the District on Bernard. The minimum distance of 500 metres is intended to avoid clustering of multiple stores, particularly in urban areas. The application to reduce the distance between cannabis stores by nearly half does not meet the intent to limit clustering of this use. This minimum proximity distance is similar to the provincial government requirement for a minimum of 1 km between new retail liquor stores.

The application was processed following the initial intake of retail cannabis sales rezoning applications. As such, it was evaluated with the City's standard rezoning process, established in the Development Application Procedures Bylaw.

4.0 Proposal

4.1 Project Description

A retail cannabis sales establishment is proposed in an existing ground-floor commercial retail unit fronting onto Pandosy St near the intersection with Leon Avenue.

4.2 Site Context

The property is located in the City Centre Urban Centre and has a Future Land Use Designation of MXR- Mixed Use (Residential/Commercial). The surrounding area is comprised of other commercial uses. City Park is located approximately 275m away measured closest lot line to closest lot line of the subject property.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C7- Central Business Commercial	Offices
East	C7- Central Business Commercial	Commercial schools
South	C7- Central Business Commercial	Non-accessory parking
West	C7- Central Business Commercial	Broadcasting Studios

Subject Property Map:



5.0 Application Chronology

Date of Application Received: May 31, 2019
Date Public Consultation Completed: July 3, 18 & 24, 2019

6.0 Alternate Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA19-0013 to amend City of Kelowna Zoning Bylaw No.8000 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated October 28, 2019 for Lot B, District Lot 139, Osoyoos Division Yale District Plan 5934, located at 1636-1652 Pandosy St, Kelowna, BC, be considered by Council;

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

AND THAT Rezoning Application No. Z19-0100 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B, District Lot 139, Osoyoos Division Yale District Plan 5934, located at 1636-1652 Pandosy St, Kelowna, BC from C7- Central Business Commercial zone to C7rcs- Central Business Commercial (Retail Cannabis Sales) be considered by Council;

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

AND FURTHER THAT if the Rezoning Bylaw is adopted, Council direct Staff to send a recommendation to the British Columbia Liquor and Cannabis Regulation Branch that they support issuance of a non-medical cannabis retail store license for this legal lot with the following comments:

- The proposed location meets amended site-specific local government bylaw requirements and as such, no negative impact is anticipated;
- The views of the residents were captured during a public hearing process for the rezoning of the property and Council meeting minutes summarizing those views are attached; and
- Local government recommends that the application be approved because of compliance with local regulations and policies.

Report prepared by: Jocelyn Black, Planner Specialist

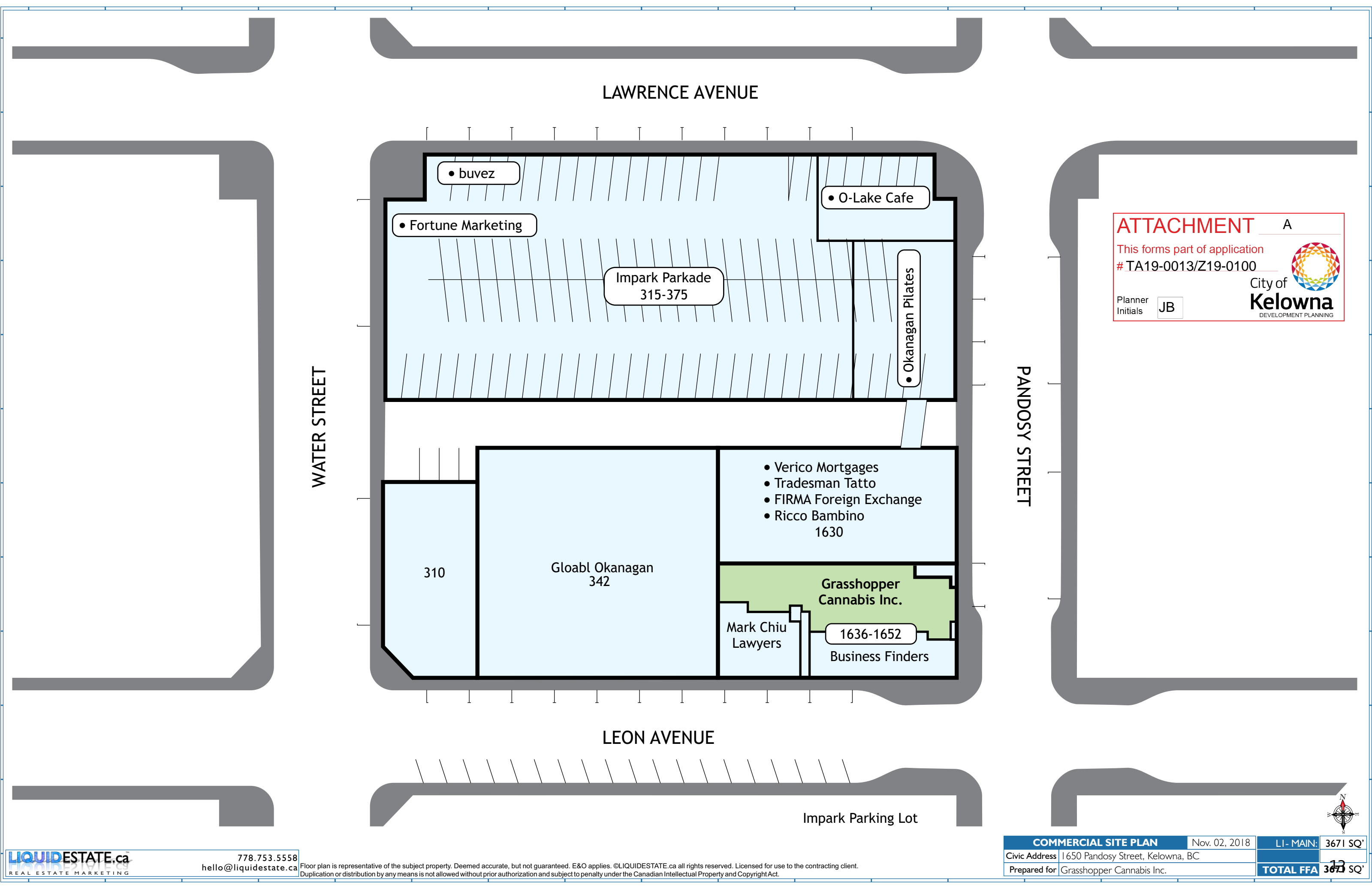
Reviewed by: Laura Bentley, Urban Planning & Development Policy Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Attachment A: Site Plan

Schedule A: Site Specific Amendment to City of Kelowna Zoning Bylaw No. 8000



ATTACHMENT

A

This forms part of application

TA19-0013/Z19-0100

Planner Initials

JB

City of Kelowna

DEVELOPMENT PLANNING

SCHEDULE "A" – Site Specific Amendment to City of Kelowna Zoning

Bylaw No. 8000 TA19-0013

Section	Existing Text	Proposed Text				Rationale
Section 9.16- Specific Use Regulations- Retail Cannabis Sales Establishments	9.16.1 Any Retail Cannabis Sales Establishments must be set back a minimum distance of 500 metres from another Retail Cannabis Sales Establishment, measured from closest lot line to closest lot line.	9.16.8 Site Specific Uses and Regulations Uses and regulations apply to the C7-rs-Central Business Commercial (Retail Cannabis Sales) on a site-specific basis as follows:				To allow for a retail cannabis sales establishment within 500m of the approved retail cannabis sales establishment located at 547-559 Bernard Ave
			Legal Description	Civic Address	Regulation	
		1	Lot B, District Lot 139, Osoyoos Division Yale District Plan 5934	1636-1652 Pandosy St	To allow for a retail cannabis sales establishment within 500m of the approved retail cannabis sales establishment located at 547-559 Bernard Ave	

REPORT TO COUNCIL



Date: October 28, 2019

To: Council

From: City Manager

Department: Development Planning

Application: Z19-0106

Owner: CGSB Automotive Group LTD.,
Inc. No. BC0731187

Address: 2155-2165 Rutland Ct

Applicant: City of Kelowna

Subject: Rezoning Application

1.0 Recommendation

THAT Rezoning Application No. Z19-0106 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1 Section 35 Township 26 Osoyoos Division Yale District Plan 9018, located at 2155-2165 Rutland Court, Kelowna, BC from the C2 – Neighbourhood Commercial zone to the C10 – Service Commercial zone be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To consider an application to rezone the subject property from the C2 – Neighbourhood Commercial zone to the C10 – Service Commercial zone to be consistent with the Future Land Use designation for the site and to more accurately reflect the current uses on the property.

3.0 Development Planning

Development Planning staff support the proposed rezoning from the C2 – Neighbourhood Commercial zone to the C10 – Service Commercial zone as it is in line with the Official Community Plan (OCP) Future Land Use designation of SC – Service Commercial for the subject property, is located within the Permanent Growth Boundary, and is consistent with the existing uses on the property.

The existing C2 – Neighbourhood Commercial zone was in place as the underlying zone to the previous Land Use Contract on the property. It is not reflective of the current uses, which include Automotive and Minor Recreational Vehicles Sales, Rentals and Repairs. Therefore, staff have initiated a rezoning application to C10 to reflect the current uses and to conform to the Future Land Use designation of SC – Service Commercial. There are no other commercial zones that allow for the use of Automotive and Minor Recreational Vehicles Sales, Rentals and Repairs.

4.0 Proposal

4.1 Background

The property was previously regulated by a Land Use Contract (LUC77-1082), which Council approved to be terminated on July 30, 2018. Once a Land Use Contract is approved to be terminated, the termination comes into effect one year later and as such the LUC regulating the site was terminated as of July 30, 2019. Once the LUC was officially terminated, the uses on the property no longer conformed to the land use regulations permitted for the site as per the C2 – Neighbourhood Commercial zone.

4.2 Project Description

The proposed rezoning from C2 to C10 would bring the property into conformance with the Zoning Bylaw with respect to the Automotive and Minor Recreational Vehicles Sales, Rentals and Repairs use currently operating on the property.

Although the site is proposed to be rezoned from the C2 – Neighbourhood Commercial zone to the C10 – Service Commercial zone, the rezoning application does not involve a development proposal as there are no immediate changes expected to occur with respect to the existing building located on-site. Staff do not anticipate any development changes to the site in the short- to medium-term.

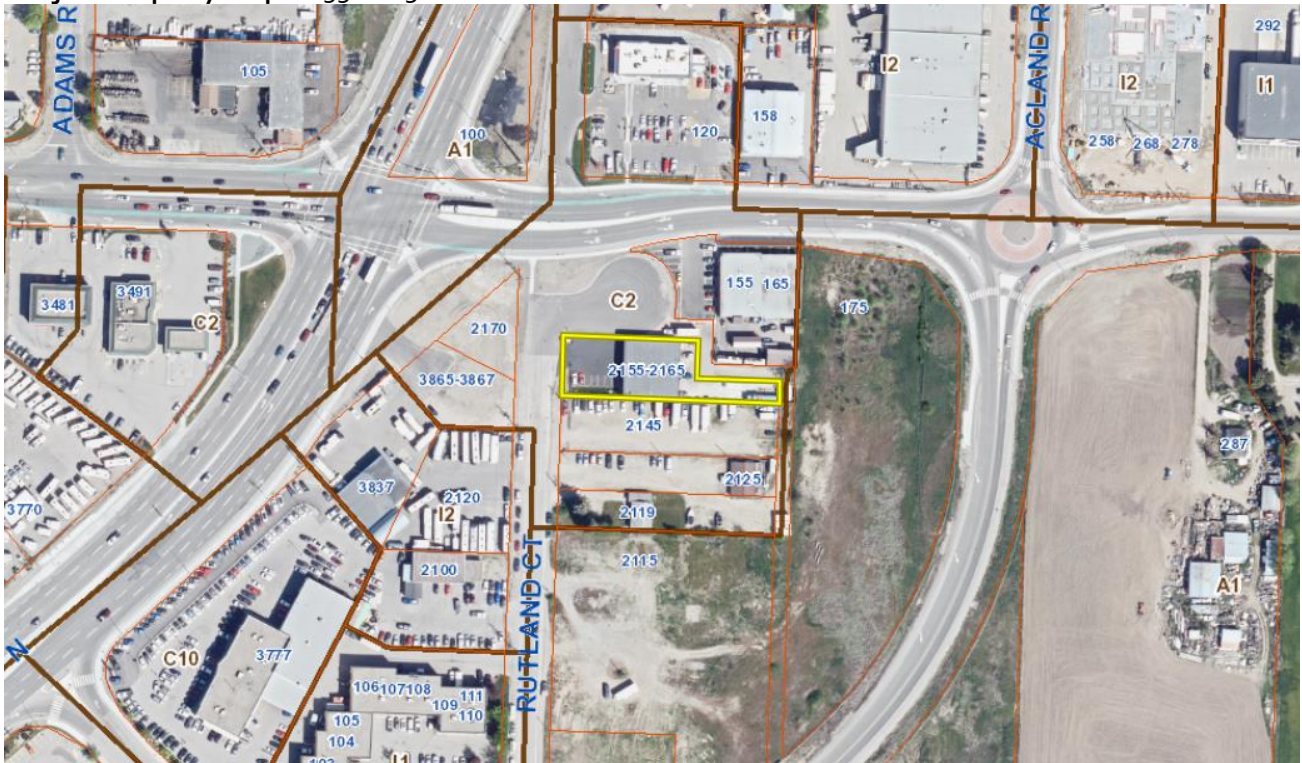
4.3 Site Context

The subject property is located in the Rutland City Sector near the intersections of Rutland Court, Old Vernon Road, Rutland Road North and Highway 97 North. It is in close proximity to transit routes located along Highway 97 North, Sexsmith Road, Old Vernon Road and Rutland Road North. The surrounding neighbourhood is largely comprised of C2 – Neighbourhood Commercial, I2 – General Industrial, C10 -Service Commercial and A1 – Agriculture 1 zoned properties. The surrounding Future Land Use designations include largely SC – Service Commercial, IND – Industrial and REP – Resource Protection Area.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C2 – Neighbourhood Commercial	Commercial
East	A1 – Agriculture 1	Vacant Lot
South	C2 – Neighbourhood Commercial	Commercial
West	C2 – Neighbourhood Commercial	Vacant lot

Subject Property Map: 2155-2165 Rutland Court



5.0 Application Chronology

Date of Application Received: July 26, 2019
Date Public Consultation Completed: October 6, 2019

Report prepared by: Andrew Ferguson, Planner II

Reviewed by: Laura Bentley, Urban Planning & Development Policy Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

CITY OF KELOWNA
BYLAW NO. 11950
Z19-0106 - 2155-2165 Rutland Court

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 1 Section 35 Township 26 Osoyoos Division Yale District Plan 9018, located on Rutland Court, Kelowna, BC from the C2 – Neighbourhood Commercial zone to the C10 – Service Commercial 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

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: October 28, 2019

To: Council

From: City Manager

Department: Development Planning

Application: Z19-0113

Owner: Landon D. Horne, Tamara J. Horne

Address: 456 Barkley Road

Applicant: Landon Horne

Subject: Rezoning Application

Existing OCP Designation: Single / Two Unit Residential (S2RES)

Existing Zone: RU1 – Large Lot Housing

Proposed Zone: RU1c – Large Lot Housing with Carriage House

1.0 Recommendation

THAT Rezoning Application No. Z19-0065 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 10 District Lot 167 ODYD Plan 13550, located at 456 Barkley Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To consider rezoning the property from RU1 – Large Lot Housing to RU1c – Large Lot Housing with Carriage House to allow for the construction of a carriage house.

3.0 Development Planning

Development Planning supports the proposed rezoning to RU1c – Large Lot Housing with Carriage House.

The subject property has a Future Land Use Designation of Single / Two Unit Residential (S2RES) and is within the Permanent Growth Boundary (PGB), which supports the proposed RU1c zone. Also, the addition of residential units in already built-up areas advances the Official Community Plan (OCP) policy of developing

a compact urban form. Finally, the proposal is sensitive to the context of the neighbourhood, and, as such, upholds the OCP policy regarding sensitive infill.

4.0 Proposal

4.1 Project Description

The proposed rezoning would allow for a carriage house on the subject property. The proposed carriage house is 1 storey in height with 2 bedrooms. The carriage house would have access from the front of the property as the lot does not have access to a lane. No variances have been identified.

4.2 Site Context

The subject property is in the North Okanagan Mission Sector within the PGB. The subject property and all surrounding properties are zoned RU1 and have a Future Land Use Designation of S2RES. Several properties in the surrounding area have been rezoned to RU1c, RU6 and RU2.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing	Single Dwelling Housing
East	RU1 – Large Lot Housing	Single Dwelling Housing
South	RU1 – Large Lot Housing	Single Dwelling Housing
West	RU1 – Large Lot Housing	Single Dwelling Housing

Subject Property Map: 456 Barkley Road



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.3 Focus development to designated growth areas.

Policy .2 **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 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 (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Objective 5.22 Ensure context sensitive housing development.

Policy .6 **Sensitive Infill**. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

6.0 Technical Comments

6.1 Development Engineering Department

- See Schedule A

7.0 Application Chronology

Date of Application Received: September 5, 2019
Date Public Consultation Completed: September 24, 2019

Report prepared by: Aaron Thibeault, Planner II

Reviewed by: Laura Bentley, Urban Planning & Development Policy Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Schedule A: Development Engineering Memo

Attachment A: Site Plan

CITY OF KELOWNA

MEMORANDUM

Date: September 19, 2019
File No.: Z19-0113
To: Community Planning Services (AT)
From: Development Engineering Manager (JK)
Subject: 456 Barkley Rd

SCHEDULE		A
This forms part of application # Z19-0113		
Planner Initials	AT	 City of Kelowna <small>COMMUNITY PLANNING</small>
RU1 to RU1c		Carriage House

Development Engineering has the following comments and requirements associated with this application. The utility upgrading requirements outlined in this report will be a requirement of this development.

1. Domestic Water and Fire Protection

This property is currently serviced with a 19mm-diameter water service. The service will be adequate for this application. One metered water service will supply both the main residence and the carriage house.

2. Sanitary Sewer

Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. The service will be adequate for this application.

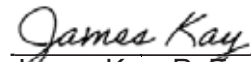
3. Development Permit and Site Related Issues

Direct the roof drains onto splash pads.

One driveway access is permitted from Barkley Rd as per bylaw.

4. Electric Power and Telecommunication Services

It is the applicant's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for service upgrades to these services which would be at the applicant's cost.



James Kay, P. Eng.
Development Engineering Manager

AS

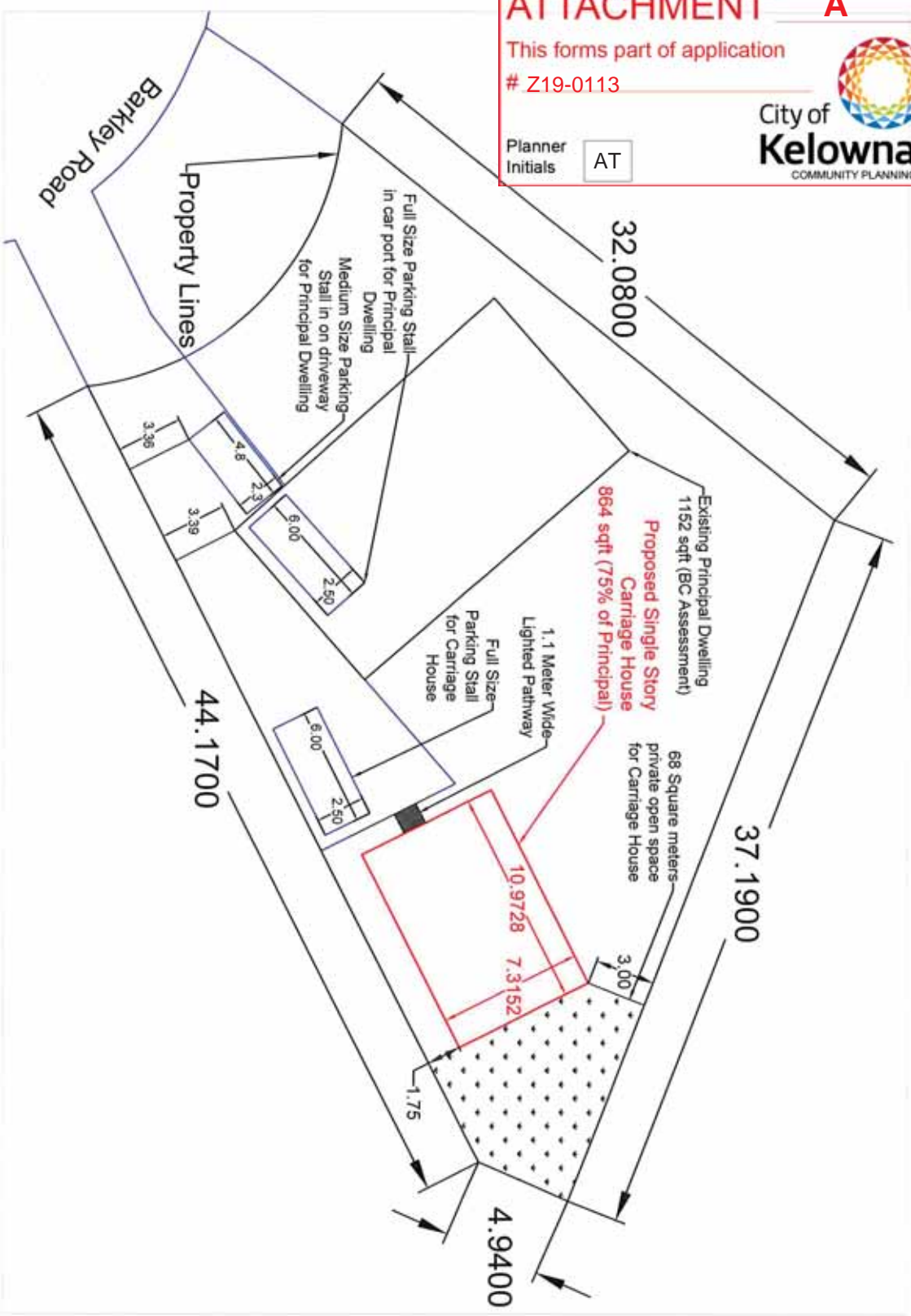


ATTACHMENT A

This forms part of application

Z19-0113

Planner Initials AT



Parcel Area: 0.255 Acre

Site Coverage of Carriage House: 7.8%

Total Site Coverage: 25.4% (Principal House Including Carport Area & Carriage House)

DATE	July 27th, 2019
DRAWN	Landon Home
PHONE	(250) 863-8140
EMAIL	landon@lconstruction.ca
SCALE	1:200
DRAWING	NO. 1

456 Barkley Road
V1W1E3 Kelowna BC
PLAN KAP13550 LOT 10
DISTRICT LOT 167

CITY OF KELOWNA
BYLAW NO. 11952
Z19-0113 – 456 Barkley 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 10 District Lot 167 ODYD Plan 13550, located on Barkley Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House 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

CITY OF KELOWNA
BYLAW NO. 11927
Z19-0066 – 2483 Ethel Street

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 1 District Lot 136 ODYD Plan 41733, located on Ethel Street, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling 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 9th day of September, 2019.

Considered at a Public Hearing on the 8th day of October, 2019.

Read a second and third time by the Municipal Council this 8th day of October, 2019.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: October 28, 2019
To: Council
From: City Manager
Subject: Water Supply Policy
Department: Civic Operations

Recommendation:

THAT Council adopts Council Policy No. 383 being the Water Supply Policy as outlined in the Report from the City Manager dated October 28, 2019.

Purpose:

To consider a Water Supply Policy for Kelowna Water Utility Customers.

Background:

On October 7, 2019 Council passed the following resolutions:

"THAT Council direct staff to proceed with developing a policy regarding water supply for customers of the Kelowna Water Utility consistent with the recommendations outlined in this report

AND THAT staff be directed to bring forward a draft Policy on Water Supply for customers of the Kelowna Water Utility at a future PM meeting of Council".

Based on the information in the October 7, 2019 report to council and the ensuing Council discussion, staff has drafted a Policy on Water Supply using the City's policy template for Council's consideration.

Discussion:

The Water Supply Policy will guide staff in finalizing an agricultural water rate structure, updates to the Water Regulation Bylaw, the development of a Water Shortage Plan that includes drought management, and for long term water supply planning.

Staff expect to complete consultation regarding an agricultural water rate structure with the agricultural community and our customers of the former South East Kelowna Irrigation District (SEKID) in November. A revised Water Regulation Bylaw that incorporates both the potable and non-potable water systems is scheduled to be considered by Council in the spring of 2020. It will be in the spring of 2020 that Council will set all water rates, including agricultural rates, for 2021. Properties in the former SEKID area will continue to pay the 2018 SEKID rates through 2020.

Conclusion:

The Water Supply Policy provides clear direction to staff regarding priorities for water supply in the future and provides clarity for the agricultural community as to the long-term operation of the non-potable water system.

Internal Circulation:

Division Director, Infrastructure
Utility Planning Manager
Water Operations Manager
Controller
Revenue Supervisor
Communications Consultant

Considerations applicable to this report:**Considerations not applicable to this report:**

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by:

K. Van Vliet, Utility Services Manager

Approved for inclusion:



J. Creron, Deputy City Manager

cc:

R. MacLean, Utility Planning Manager

A Schumacher, Revenue Supervisor



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

Council Policy

Water Supply

ESTABLISHED: 2019-10-28

Contact Department: Civic Operations

Guiding Principle

To operate a reliable water system that delivers clean, safe, drinking water and adequate water for commercial, industrial, agricultural, and fire protection services at equitable and competitive rates.

Purpose

To set priorities, direction and limitations of water delivery to City water utility customers to ensure fairness and responsible management of the resource.

Application

This policy applies to the City water utility and its customers.

Policy Statements

1. The City operates potable and non-potable water systems and will ensure clean, safe potable water is provided to all utility customers to maintain public health and safety.
2. The City will provide adequate water for other uses (e.g. industrial, commercial, irrigation) when available to support local business and the Kelowna economy.
3. Water for irrigation may be sourced from either potable or non-potable supply. The City will determine the extent of the non-potable water system as well as the properties served by the system based on best overall value to the utility and consistent with the priorities outlined in Council Policy.
4. The non-potable system will be maintained and operated to meet the Canadian Water Quality Guidelines for the Protection of Agricultural Water Uses during the irrigation season.
5. The City supports agriculture within the utility service area. Pricing of water for agricultural purposes will reflect the community's support and will be set to be competitive with agricultural water rates in the Okanagan Valley.
6. Properties classified as Farm under the Assessment Act will be eligible for agricultural water rates ..
7. To encourage the use of the lower cost, non-potable water to the extent that it is available, pricing for non-potable water for irrigation purposes will be lower than the pricing for potable water for the same customer class.
8. City bylaws and policies for water supply will reflect the following priorities (ranked from highest to lowest):
 - Safe water for human health and sanitation;
 - Fire suppression, emergency response and risk mitigation;
 - Commercial, Industrial and Agricultural use;
 - Irrigation for aesthetics.

Amendments

Resolutions listed here with associated action



Water Supply Policy for Water Utility

October 28, 2019

Outline

- ▶ Purpose of Water Supply Policy
- ▶ Policy Statement Development
- ▶ Conclusions



Purpose

- ▶ Significant changes to bylaw required
- ▶ Set priorities, directions, limitations, level of service

To ensure fairness and responsible management of the resource across all customer classes and support other city policies and initiatives

Policy Statement Development

- ▶ Presented concept and proposed policy statements Oct 7.
- ▶ Drafted attached Policy.



Conclusions

- ▶ Policy directs the ongoing support of water for Agriculture, consistent with the Agriculture Plan
- ▶ Agricultural support requires Farm Status
- ▶ Clear direction on water supply priorities to set a foundation for future work.





Questions?

For more information, visit kelowna.ca.

Report to Council



Date: October 28, 2019
To: Council
From: City Manager
Subject: Snow Route Area Boundary Modifications
Department: Infrastructure Operations

Recommendation:

That Council receives, for information, the report from the Public Works Manager dated October 28, 2019 recommending modifications to the designated snow route areas within the Traffic Bylaw No. 8120;

AND THAT Bylaw No. 11951 being Amendment No. 35 to Traffic Bylaw No. 8120 be forwarded for reading consideration;

Purpose:

To provide Council with a proposed update to the Traffic Bylaw No. 8120 which includes additional designated snow route areas and proposed boundary adjustments to the existing snow route areas.

Background:

"Snow Routes" are designated areas that are typically more challenging for snow removal due to elevation, road width, numerous cul-de-sacs, etc. Within a designated snow route, an on-street parking ban may be issued during significant periods of snow fall. The first snow routes in Kelowna were created in 2015 and have since been expanded to other areas of the City, as they have proven to be an effective method for ensuring that priority routes are cleared in an efficient, cost-effective and safe manner. Since the original routes were created, additional growth has occurred within hillside developments. Public acceptance of Snow Routes has also been favorable, and staff are recommending that routes are expanded into additional areas.

In an ongoing effort to improve service, staff have compiled the following recommended modifications to the existing snow route areas as per Schedule A:

1. The addition of the McKinley Beach snow route area.
2. Consolidation of Wilden and Magic Estates areas into a single area. A minor boundary adjustment is also required to include the development located at the end Clifton Road North. The revised snow route area would be renamed "Magic Estates/Wilden/North Clifton".
3. Boundary adjustment to the existing "Ponds" snow route area to include other neighborhoods within the Mission area. The revised snow route area to be renamed "South Mission" to better reflect the area.

Additional signage will be installed within the proposed new neighborhoods. The minimal cost impacts can be absorbed within existing budgets. Staff proposes to use the existing snow removal budget to fund the additional signage and installation.

Communications Comments:

Residents on Snow Routes will be notified prior to the program implementation and neighbourhood signage installation. The notification will include instructions on how to sign up for Snow Route updates through the City's eSubscribe system. Notifications will also be posted on the City website, social media channels, and local media.

Internal Circulation:

Civic Operations
Bylaw Services
Communications Department
Financial Planning
City Clerk

Considerations applicable to this report:

Legal/Statutory Authority:

Traffic Bylaw 8120

Financial/Budgetary Considerations:

Staff proposes to utilize the existing snow removal budget to fund the additional signage and installation.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

External Agency/Public Comments:

Submitted by:

D. Astofooroff, Public Works Manager

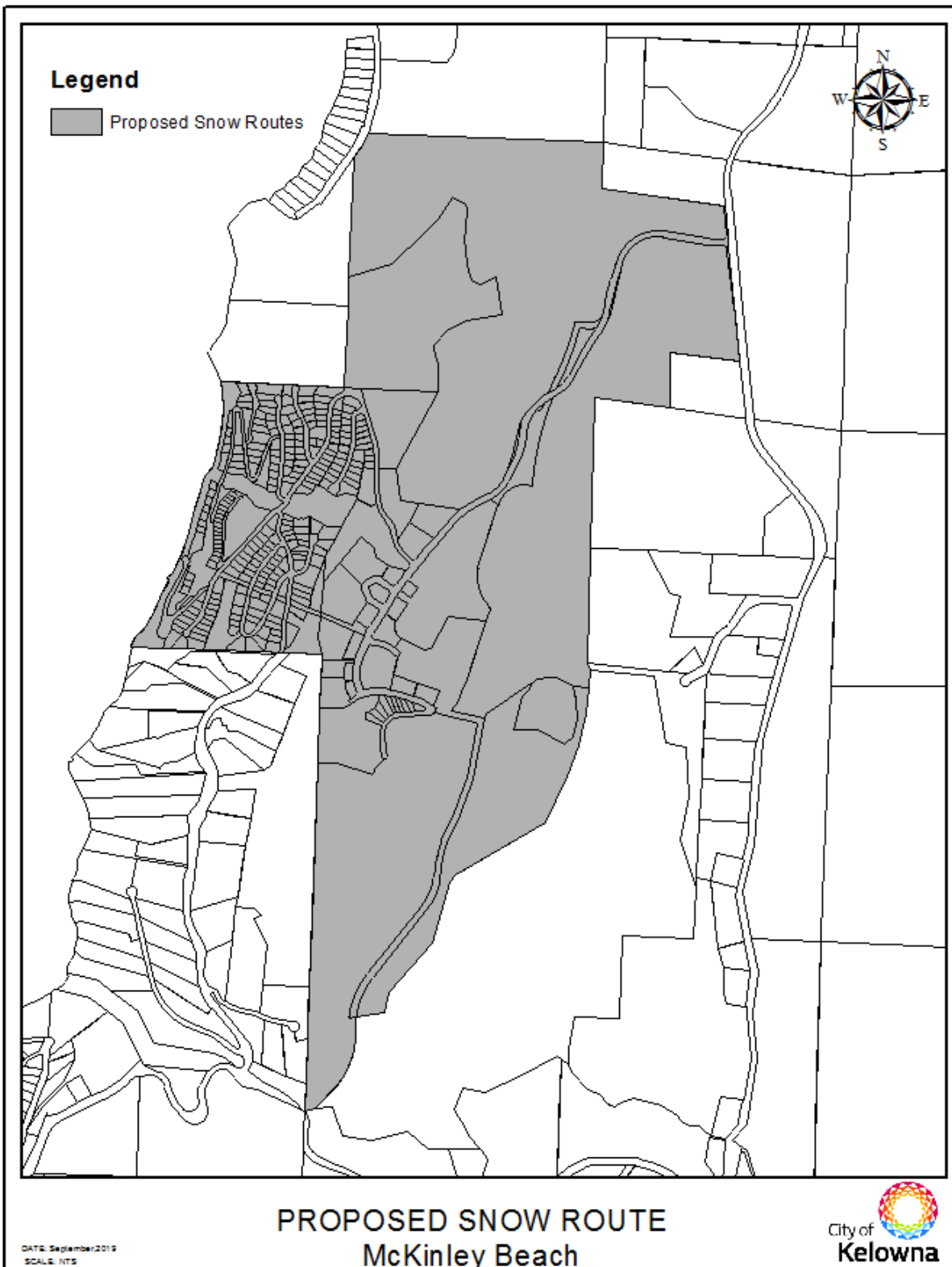
Approved for inclusion:

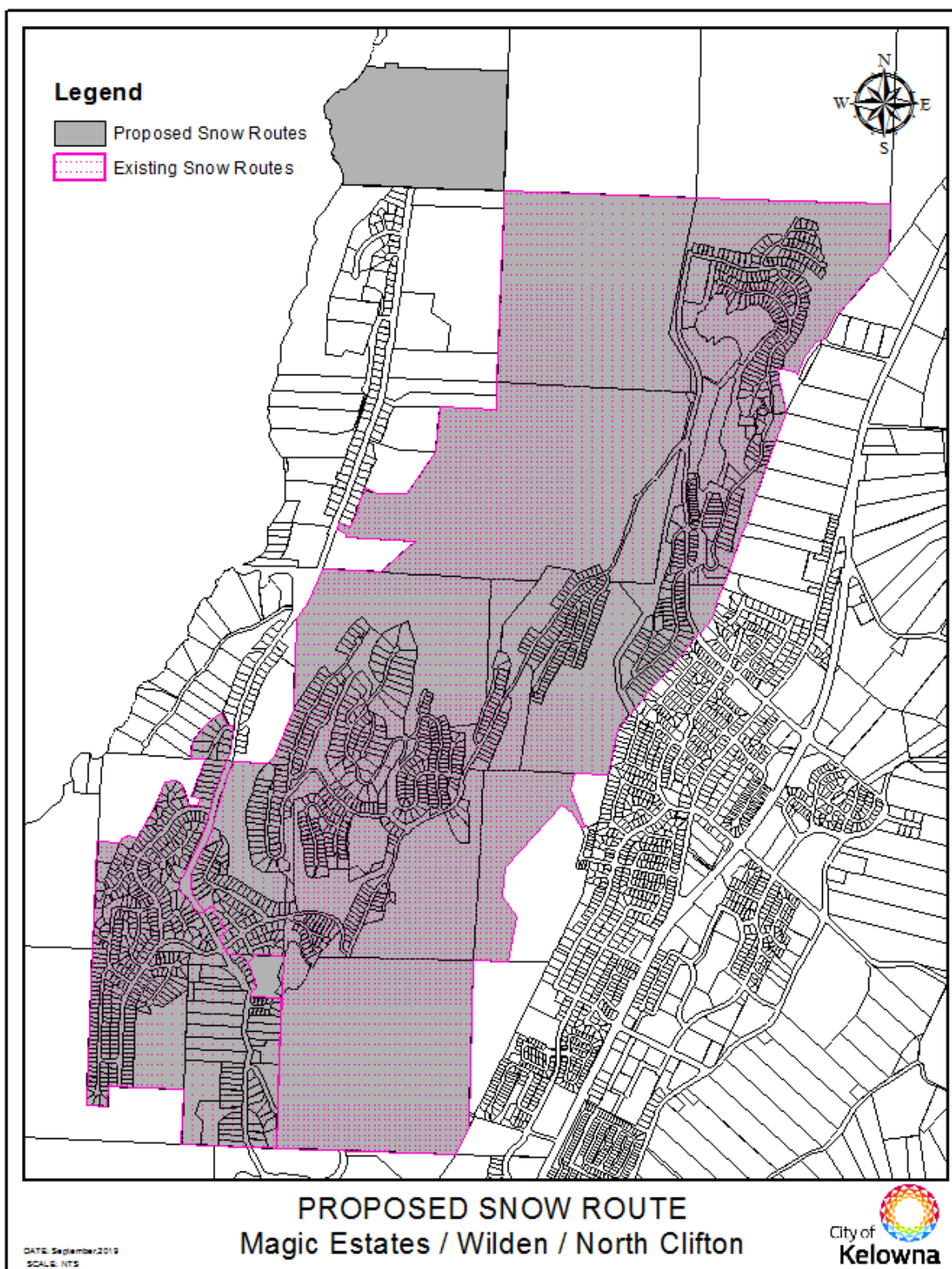
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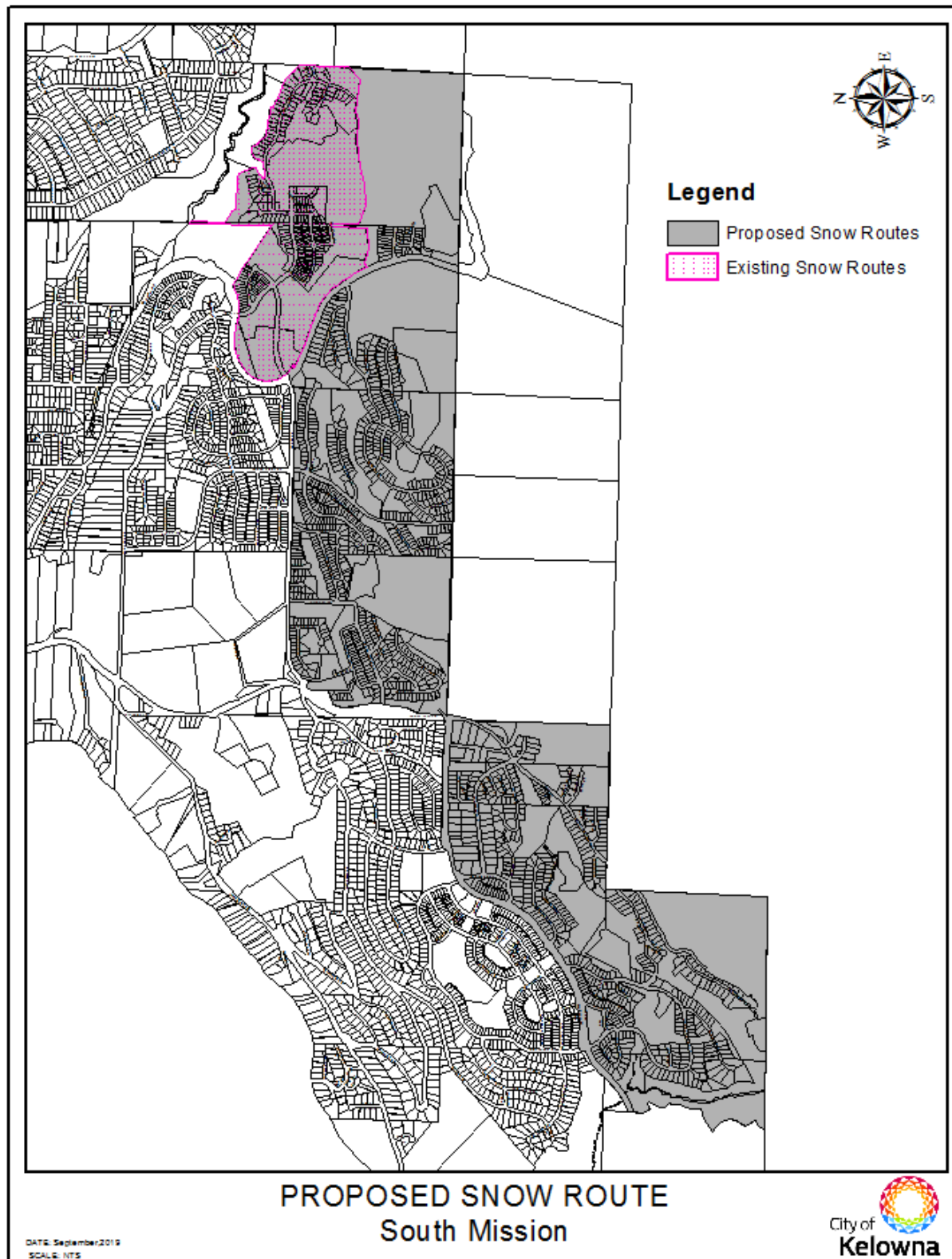
cc:

C. Boback, Legislative Coordinator Confidential
G. King, Financial Planning Manager
D. Gazley, Bylaw Services Manager
K. O'Rourke, Community Communications Manager

Schedule A



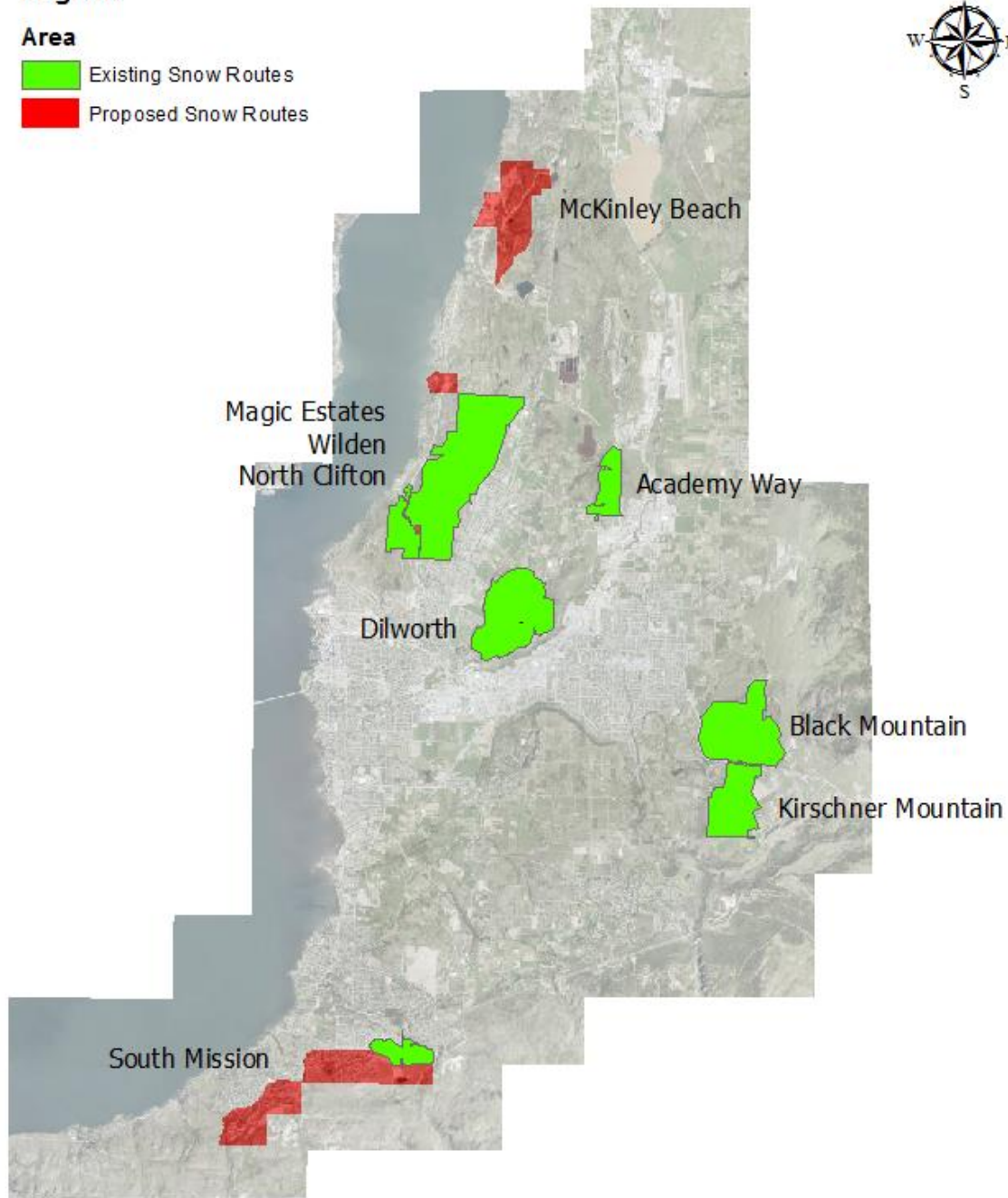




Legend

Area

- Existing Snow Routes
- Proposed Snow Routes



PROPOSED SNOW ROUTE Proposed Snow Routes Overall

DATE: September 2019
SCALE: NTS



CITY OF KELOWNA

BYLAW NO. 11951

Amendment No. 35 to Traffic Bylaw No. 8120

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Traffic Bylaw No. 8120 be amended as follows:

1. THAT **Part 2 – General Regulations, 2.5.4 Snow Route Parking Ban Area** be amended by:
 - a) adding the map for McKinley Beach as attached to and forming part of this bylaw as Schedule A;
 - b) deleting the maps for The Ponds, Wilden and Magic Estates in their entirety and replacing with new Maps for Magic Estates – Wilden – North Clifton and South Mission as attached to and forming part of this bylaw as Schedule B.
2. This bylaw may be cited for all purposes as "Bylaw No. 11951, being Amendment No. 35 to Traffic Bylaw No. 8120."
3. This bylaw shall come into full force and effect and be binding on all persons as of the date of adoption.

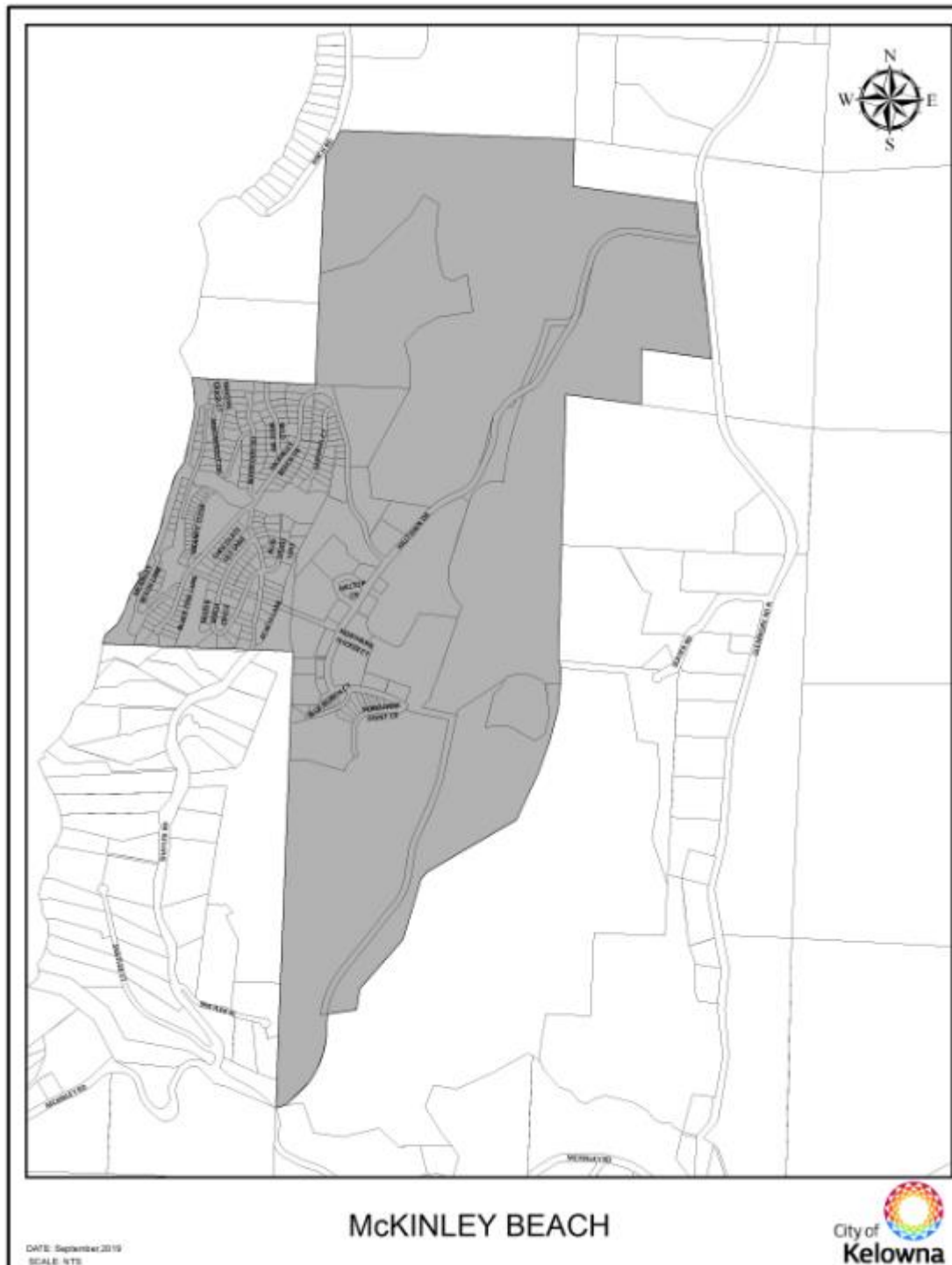
Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

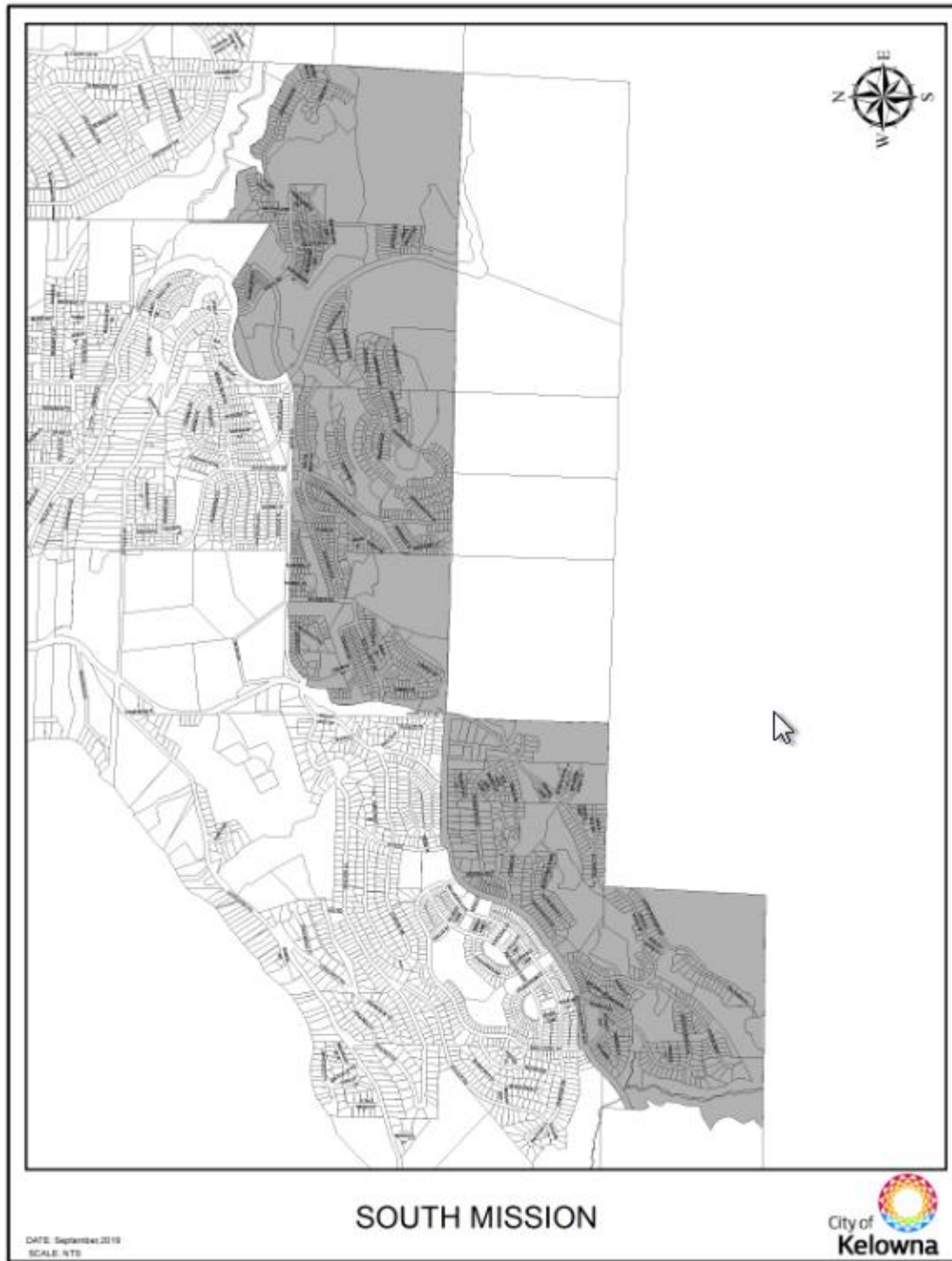
Schedule A



Schedule B



Schedule B – continued



Report to Council



Date: October 28, 2019

To: Council

From: City Manager

Subject: Development Cost Charges Bylaw No. 11948 Amendment No.5 to Development Cost Charge Bylaw No.10515

Department: Infrastructure Engineering
Parks and Building Planning

Recommendation:

THAT Council receives, for information, the report from the Infrastructure Engineering Manager dated October 28, 2019, with respect to amending the Development Cost Charge Bylaw No. 10515 with Park updates in Schedule A and the associated Map;

AND THAT Bylaw No. 11948, being Amendment No.5 to Development Cost Charge Bylaw No.10515, be given reading consideration;

AND FURTHER THAT Council direct Staff to submit the amended Development Cost Bylaw and supporting documentation to Ministry of Community Services for their review and approval prior to fourth reading and adoption by Council.

Purpose:

To provide Council with an amendment to the Development Cost Charge Bylaw for Park Acquisition and Development, and to highlight a revision to the Parks Development Funding Program brought to Council on June 17, 2019.

Background:

The Development Cost Charge (DCC) Bylaw sets out the charges imposed on developers to offset some of the infrastructure expenditures incurred to service the needs for new development. DCCs are intended to facilitate development by providing a method to finance capital projects related to public roads, water, sanitary sewer, drainage and parkland acquisition and development as defined by the Local Government Act. The City does not currently collect DCCs for either drainage or parkland development.

The proposed DCC Bylaw amendment would establish a new Parkland Development DCC to fund new Park amenities required to support growth. In addition, the current Parkland Acquisition DCC would now include Linear Parks acquisition.

In May 2017, the Parks Development Report¹ identified both the current deficit and projected future deficit growth in parks development. Council recognized the financial impact should be shouldered by multiple sources and shared between development, taxation, and user revenues. In June 2018 the Parks Development Funding Strategy² identified a series of funding tools including changes to the Parks DCC.

The draft Parks Development Program³ was presented in June 2019, and Council directed staff to proceed with key stakeholder and public engagement based on Model A – Full Implementation as the preferred option.

Following presentation of the engagement results on September 16, 2019, Council directed staff to advance the associated Bylaw. The accompanying final version of the Parks Development Program has been prepared for submission to the Province.

Financial/Budgetary Considerations:

The current DCC Bylaw 10515 was adopted by Council June 2011 in conjunction with the 2030 OCP review. The DCC Bylaw was updated in 2016 and again in 2019 to reflect current land and construction costs ensuring adequate funding for growth related infrastructure.

The proposed Park Development and Linear Park Acquisition DCCs will change the DCC program by \$113 million (Table 1). The proposed Parks DCC increase will be funded \$73.7 million (65%) from DCCs and \$39.3 million (35%) from the City in the form of Taxation, Gas Tax, Infrastructure Levy and Parks Revenue.

Table 1. Major funding sources for infrastructure projects in the DCC program.

2030 Major Services - Funding Sources (\$ Millions) - 2019 Parks Development Amendment								
Major Service	Gov't Funded	Developer Funded		City Funded		New Totals	Current Totals	Change
	Grant	Developer Construct	DCC's	Taxation	Utility User Rates			
Arterial Roads	39.7	75.1	234.1	168.9		517.9	517.9	-
Water Distribution		6.4	26.3		31.3	64.0	64.0	-
Wastewater Trunks		7.4	28.2		9.4	45.1	45.1	-
Wastewater Treatment			66.1		21.9	88.0	88.0	-
Parkland Acquisition	5.4		150.1	18.8		174.3	165.4	8.9
Parks Development			65.8	38.2		104.0	-	104.0
New Totals	45.1	88.9	570.8	225.9	62.5	993.3	880.3	113.0
Current Totals	45.1	88.9	497.1	186.6	62.5	880.3		
Change	-	-	73.7	39.3	-	113.0		

¹ City of Kelowna, May 8, 2017. Park Development Report.

² City of Kelowna, June 11, 2018. Park Development Funding Strategy.

³ City of Kelowna, June 17, 2019. Park Development Funding Program.

The City's share of the increase (\$39.3 million) assumes the funding sources shown in Table 2. The Infrastructure Levy generates \$5.2 million per year in revenue and \$1.4 million (27%) will be used to partially fund the City's share of the Parks DCC increase. The Parks DCC funding strategy also assumes \$453,500 per year in Parkland Revenue and \$3.55 million in taxation and Gas Tax funding that is identified in the 10-Year Capital Plan.

Table 2. Funding sources for the City share of Parks DCC increase.

Revenues	\$/year
Taxation/Gas Tax (10-year capital plan)	\$3,550,173
Infrastructure Levy (27%)	\$1,404,000
Parkland Revenues	\$453,500
Total	\$5,407,673

Proposed revisions: In order to encourage affordable housing and reduce the number of illegal suites, secondary suites currently pay a reduced flat rate \$2,500 DCC. This impact was not properly accounted for in the previous report to Council. In order to not exceed the previously reported² total Parks DCC of \$14,526 per residential unit, while accommodating the secondary suite subsidy, staff have reviewed overall costs and also propose to omit Ritchie Brook Park from the current program. The land for this park has not been acquired yet. A good balance between urban and suburban parks, and an equitable distribution across the City are still maintained. This park will be considered for inclusion in the next 20-Year Servicing Plan, following the adoption of the 2040 Official Community Plan (OCP).

The proposed total Parks DCC is \$14,525 per residential unit. A summary of the proposed change to the Parks DCCs for each development type is provided below. Refer to the DCC Bylaw Schedule A (Attachment 1) for full details.

Table 3. Summary of Parks Acquisition and Development DCC by development type.

Type	Total Parks DCC	Municipal Contribution*
Residential 1 – 5 (per unit)	\$14,525	\$3,835
Commercial (base)	\$2,013	\$1,170
Industrial (base)	\$6,545	\$3,803
Institutional	Exempt	-

*Funded from Taxation, Gas Tax and/or Infrastructure Levy.

The City's 10-Year Capital Plan will be updated to reflect the revised project costs and funding apportionment pending Council adoption of the DCC Bylaw. The 20-Year Servicing Plan and DCC bylaw will be updated again in conjunction with the 2040 Official Community Plan and Transportation Master Plan in the next two years.

Legal/Statutory Authority:

The Development Cost Charge (DCC) Bylaw sets out the charges collected from Developers for public roads, water, sewer, drainage and public parkland acquisition and development when subdividing or constructing, altering or extending a building, pursuant the Local Government Act.

Legal/Statutory Procedural Requirements:

The Local Government Act requires the Inspector of Municipalities to approve local government DCC bylaws. The following process, which is recommended by the DCC Best Practices Guide, is being followed by staff for amending the DCC Bylaw.

- Development of DCCs by staff (including stakeholder engagement) – May to Sep 2019
- Council readings (1st, 2nd and 3rd) of proposed DCC Bylaw by Council Oct 28, 2019,
- Bylaw revisions by staff (if any) considering Council input,
- Submission of DCC Bylaw and Supporting Documentation to Ministry of Community Services,
- Statutory approval from Inspector of Municipalities – 6 weeks (estimate)
- Fourth Reading and adoption of DCC Bylaw by Council - Dec 9, 2019 (provisional)
- Bylaw implementation – Jan 1, 2020 (provisional)

Existing Policy:

Imagine Kelowna called to create great public spaces, grow vibrant urban centres, preserve Okanagan Lake as a shared resource and build healthy neighbourhoods for all.

Council Priorities 2019-2022 identified measures to transform this vision into action. Specifically, relevant to this report:

- Vibrant neighbourhoods, by creating animated parks and public spaces,
- Vibrant neighbourhoods, through developing accessible and multi-purpose amenities,
- Economic resiliency, through the reduction of the infrastructure deficit.

The accompanying Corporate Priorities also identify:

- Increasing non-taxation revenues

External Agency/Public Comments:

Refer to previous Report to Council September 16, 2019 - Parks Development Funding Program – Engagement Summary.

Internal Circulation:

Divisional Director, Financial Services
Divisional Director, Infrastructure
Divisional Director, Active Living & Culture
Divisional Director, Corporate Strategic Services
Divisional Director, Partnerships & Investments

Considerations applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Communications Comments:

Submitted by:

J. Shaw, Infrastructure Engineering Manager
R. Parlane, Parks & Buildings Planning Manager

Approved for inclusion:



A. Newcombe, Division Director, Infrastructure

Attachment 1 - DCC Bylaw 11207 Rate Schedule (Schedule A)

Attachment 2 - DCC-Parks-Sector-Plan-2019

Attachment 3 - Presentation DCC Bylaw Amendment

cc: G. Davidson, Divisional Director Financial Services
A. Newcombe, Divisional Director Infrastructure
J. Gabriel, Divisional Director Active Living & Culture
C. Weaden, Divisional Director, Corporate Strategic Services
D. Edstrom, Divisional Director, Partnerships & Investments
I. Wilson, Infrastructure Operations Department Manager
G. King, Financial Planning Manager
M. Steppuhn, Parks and Landscape Planner
C. Gregson, Financial Analyst
J. Saufferer, Real Estate Department Manager

SERVICE AREA	Sector	Residential 1 To 15 Units/Hectare (Each Lot or Unit)	Residential 2 >15-35 Units/Hectare (Each Lot or Unit)	Residential 3 >35-85 Units/Hectare (Each Lot or Unit)	Residential 4 Greater Than 85 Units/Hectare (Each Lot or Unit)	Residential 5 Maximum applied to 56 sq. mtrs. unit	Residential 5 Per Square Meter of habitable floor space applied to units 56 sq. mtrs. or less	Secondary Suites Per Unit	Commercial For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for per sq. mtr over 93	Commercial Per Square Meter	Seasonal Agricultural Commercial (See Commercial)	Institutional "A" For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for per sq. mtr over 93	Institutional "B" For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for Drag	Industrial/ Campground Minimums	Industrial/ Campground Per Hectare over minimum Developable Land	Seasonal Agricult. Industrial Minimums	Seasonal Agricult. Industrial Per Hectare over minimum
ALL SERVICES								2,500									
ROADS																	
SE Kelowna	R-A	11,068	10,404	7,415	6,973	5,423	97.3		3,405	36.6	1,702	3,405		11,068 - 1st .405 hctr/prtn	27,338	5,534	13,669
South Mission	R-B	27,666	26,006	18,536	17,430	13,556	243.3		8,511	91.6	4,255	8,511		27,666 - 1st .405 hctr/prtn	68,337	13,833	34,168
NE of Inner City	R-C	16,758	15,753	11,228	10,558	8,211	147.4		5,155	55.5	2,578	5,155		16,758 - 1st .405 hctr/prtn	41,393	8,379	20,697
North of Hwy 33	R-D	15,054	14,151	10,086	9,484	7,377	132.4		4,631	49.8	2,315	4,631		15,054 - 1st .405 hctr/prtn	37,184	7,527	18,592
North of Inner City	R-E	13,244	12,449	8,873	8,344	6,489	116.5		4,074	43.9	2,037	4,074		13,244 - 1st .405 hctr/prtn	32,713	6,622	16,356
Inner City	R-I	9,583	9,008	6,421	6,037	4,696	84.3		2,948	31.7	1,474	2,948		9,583 - 1st .405 hctr/prtn	23,671	4,792	11,835
WATER																	
Inner City	W-A	1,503	1,007	721	511	421	7.6		577	6.2	288	577	577	1,503 -1st .15 hctr/prtn	10,398	751	5,199
South Mission	W-B	995	666	477	338	279	5.0		382	4.1	191	382	382	995 -1st .15 hctr/prtn	6,883	497	3,442
Clifton/Glenmore	W-D	3,729	2,498	1,790	1,268	1,045	18.7		1,432	15.4	716	1,432	1,432	3,729 -1st .15 hctr/prtn	25,805	1,865	12,902
TRUNKS																	
Inner City	S-A	1,687	1,401	945	911	743	13.3		648	7.0	324	648	648	1,687 -1st .15 hctr/prtn	11,677	844	5,838
South Mission	S-B	1,631	1,354	914	881	719	12.9		626	6.7	313	626	626	1,631 -1st .15 hctr/prtn	11,289	816	5,644
TREATMENT																	
Inner City & South Mission	T-A	3,691	3,063	2,067	1,993	1,626	29.2		1,417	15.3	708	1,417	1,417	3,691 -1st .15 hctr/prtn	25,540	1,845	12,770
PARKS																	
Parkland acquisition	P-A	7,979	7,979	7,979	7,979	7,979	143.2		Exempt	Exempt	Exempt	Exempt	Exempt	Exempt Exempt	Exempt	Exempt	Exempt
Park development	P-D	6,545	6,545	6,545	6,545	6,545	117.5		2,013	21.7	1,007	Exempt	Exempt	6,545 - 1st .405 hctr/prtn	16,167	3,273	8,084
NOTES																	
- Roads - Charges are Net of "Assist Factor" of 15%																	
- Wastewater Trunks/Treatment - Charges are Net of "Assist Factor" of 1%																	
- Water - Charges are Net of "Assist Factor" of 1%																	
- Areas not noted above are provided water by suppliers other than the City																	
- Parks - Charges are Net of "Assist Factor" of 8%																	
- General - 1,000 square feet is considered to be the equivalent of 92.9 meters																	
- sector designations denote geographical areas as designated on attached Sector maps A1 to A5																	
									- Commercial or Institutional Calculation								
									The measurement unit for Commercial and Institutional development is square meters of floor area.								
									The calculation of floor area of a commercial or institutional building is based on the gross floor								
									area which is measured from the outside edge of all exterior walls, less the area used for parking								
									of motor vehicles and bicycles in the building permit application.								
									- Industrial Calculation								
									The measurement unit for Industrial development is hectares of site area. The calculation of industrial site								
									area is based on the gross area of the site that is proposed for development in a building permit								
									application, including access, parking and loading and excludes landscaped areas and the undeveloped								
									portion of the site that is being held in it's pre-developed state for future additional development (0.405 hectares minimum).								

N



City Boundary



DCC Parks Sector Plan

P-A Parkland Acquisition & P-D Parks Development

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



DCC Bylaw Amendment – Parks DCC

October 28th, 2019



Development Cost Charges

- ▶ DCCs are collected from land developers to pay for infrastructure to service new development.
- ▶ DCCs are imposed by bylaw pursuant to the Local Government Act.
- ▶ DCCs facilitate development by providing a method to finance capital projects related to growth.
- ▶ Payable at subdivision or building permit.
- ▶ DCC Bylaw requires Provincial approval.

Eligible Infrastructure

- ▶ Transportation – not off street parking
- ▶ Sewage
- ▶ Water
- ▶ Drainage
- ▶ Parkland Acquisition and Improvement



Ineligible Infrastructure

- ▶ Fire Halls, Police Buildings
- ▶ Recreation and Cultural Centers
- ▶ City Halls
- ▶ Works Yards
- ▶ Arenas
- ▶ Affordable housing
- ▶ Child care facilities



Funding for DCC Services

2030 Major Services - Funding Sources (\$ Millions) - 2019 Parks Development Amendment								
Major Service	Gov't Funded	Developer Funded		City Funded				
	Grant	Developer Construct	DCC's	Taxation	Utility User Rates	New Totals	Current Totals	Change
Arterial Roads	39.7	75.1	234.1	168.9		517.9	517.9	-
Water Distribution		6.4	26.3		31.3	64.0	64.0	-
Wastewater Trunks		7.4	28.2		9.4	45.1	45.1	-
Wastewater Treatment			66.1		21.9	88.0	88.0	-
Parkland Acquisition	5.4		150.1	18.8		174.3	165.4	8.9
Parks Development			65.8	38.2		104.0	-	104.0
New Totals	45.1	88.9	570.8	225.9	62.5	993.3	880.3	113.0
Current Totals	45.1	88.9	497.1	186.6	62.5	880.3		
Change	-	-	73.7	39.3	-	113.0		



City's Share of Funding

Revenues	\$/year
Taxation/Gas Tax (10-year capital plan)	\$3,550,173
Infrastructure Levy (27%)	\$1,404,000
Parkland Revenues	\$453,500
Total	\$5,407,673



Changes from previous Report

- ▶ Remove Ritchie Brook and Tower Ranch #2 Neighbourhood Parks.



2040 OCP Update

- ▶ DCC Bylaw will be updated in 2021 in conjunction with 2040 OCP
- ▶ Update will include all eligible infrastructure to accommodate growth:
 - ▶ Roads,
 - ▶ Water,
 - ▶ Sewer,
 - ▶ Parks.
- ▶ Infrastructure demands from other areas to be reviewed as part of 2040 OCP/ 20-Year Servicing Plan update.



Next Steps

- ▶ Council readings (1st, 2nd and 3rd) of proposed DCC Bylaw (Oct 28st, 2019),
- ▶ Submission of DCC Bylaw and Supporting Documentation to Ministry of Community Services,
- ▶ Statutory approval from Inspector of Municipalities
- ▶ Fourth Reading and adoption of DCC Bylaw by Council (December, 2019),
- ▶ Bylaw implementation.
- ▶ In-Stream Protection



Questions?

For more information, visit kelowna.ca.

CITY OF KELOWNA

BYLAW NO. 11948

Amendment No. 5 to Development Cost Charge Bylaw No. 10515

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Development Cost Charge Bylaw No. 10515 be amended as follows:

1. THAT Schedule A be deleted in its entirety and replaced with a new Schedule A as attached to and forming part of this bylaw.
2. AND THAT the DCC Paks Sector Plan be deleted in its entirety and replaced with a new DCC Paks Sector Plan as attached to and forming part of this bylaw.
3. This bylaw may be cited for all purposes as "Bylaw No. 11948, being Amendment No. 5 to Development Cost Charge Bylaw No. 10515."
4. 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, second and third time by the Municipal Council this.

Approved by the Ministry of Community Services this

Adopted by the Municipal Council this

Mayor

City Clerk

Bylaw No. 10515 - Page 7
Schedule 'A'

SERVICE AREA	Sector	Residential 1 To 15 Units/Hectare (Each Lot or Unit)	Residential 2 >15-35 Units/Hectare (Each Lot or Unit)	Residential 3 >35-65 Units/Hectare (Each Lot or Unit)	Residential 4 Greater Than 65 Units/Hectare (Each Lot or Unit)	Residential 5 Maximum applied to 56 sq. mtrs. unit	Residential 5 Per Square Meter of habitable floor space applied to units 56 sq. mtrs. or less	Secondary Suites Per Unit	Commercial For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for per sq. mtr over 93	Commercial Per Square Meter	Seasonal Agricultural Commercial (See Commercial)	Institutional "A" For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for per sq. mtr over 93	Institutional "B" For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for Drag	Industrial/ Campground Minimums	Industrial/ Campground Per Hectare over minimum Developable Land	Seasonal Agricult. Industrial Minimums	Seasonal Agricult. Industrial Per Hectare over minimum
ALL SERVICES																	
2,500																	
ROADS																	
SE Kelowna	R-A	11,068	10,404	7,415	6,973	5,423	97.3		3,405	36.6	1,702	3,405		11,068 - 1st .405 hctr/prtn	27,338	5,534	13,689
South Mission	R-B	27,666	26,006	18,536	17,430	13,556	243.3		8,511	91.6	4,255	8,511		27,666 - 1st .405 hctr/prtn	68,337	13,833	34,168
NE of Inner City	R-C	16,758	15,753	11,228	10,558	8,211	147.4		5,155	55.5	2,578	5,155		16,758 - 1st .405 hctr/prtn	41,393	8,379	20,697
North of Hwy 33	R-D	15,054	14,151	10,086	9,484	7,377	132.4		4,631	49.8	2,315	4,631		15,054 - 1st .405 hctr/prtn	37,184	7,527	18,592
North of Inner City	R-E	13,244	12,449	8,873	8,344	6,489	116.5		4,074	43.9	2,037	4,074		13,244 - 1st .405 hctr/prtn	32,713	6,622	16,356
Inner City	R-I	9,583	9,008	6,421	6,037	4,696	84.3		2,948	31.7	1,474	2,948		9,583 - 1st .405 hctr/prtn	23,671	4,792	11,835
WATER																	
Inner City	W-A	1,503	1,007	721	511	421	7.6		577	6.2	288	577	577	1,503 -1st .15 hctr/prtn	10,398	751	5,199
South Mission	W-B	995	666	477	338	279	5.0		382	4.1	191	382	382	995 -1st .15 hctr/prtn	6,883	497	3,442
Clifton/Glenmore	W-D	3,729	2,498	1,790	1,268	1,045	18.7		1,432	15.4	716	1,432	1,432	3,729 -1st .15 hctr/prtn	25,805	1,865	12,902
TRUNKS																	
Inner City	S-A	1,687	1,401	945	911	743	13.3		648	7.0	324	648	648	1,687 -1st .15 hctr/prtn	11,677	844	5,838
South Mission	S-B	1,631	1,354	914	881	719	12.9		626	6.7	313	626	626	1,631 -1st .15 hctr/prtn	11,289	816	5,644
TREATMENT																	
Inner City & South Mission	T-A	3,691	3,063	2,067	1,993	1,626	29.2		1,417	15.3	708	1,417	1,417	3,691 -1st .15 hctr/prtn	25,540	1,845	12,770
PARKS																	
Parkland acquisition	P-A	7,979	7,979	7,979	7,979	7,979	143.2		Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Park development	P-D	6,545	6,545	6,545	6,545	6,545	117.5		2,013	21.7	1,007	Exempt	Exempt	6,545 - 1st .405 hctr/prtn	16,167	3,273	8,084

NOTES

- Roads - Charges are Net of "Assist Factor" of 15%

- Wastewater Trunks/Treatment - Charges are Net of "Assist Factor" of 1%

- Water - Charges are Net of "Assist Factor" of 1%

- Areas not noted above are provided water by suppliers other than the City

- Parks - Charges are Net of "Assist Factor" of 8%

- General - 1,000 square feet is considered to be the equivalent of 92.9 meters

- sector designations denote geographical areas as designated on attached Sector maps A1 to A5

- Commercial or Institutional Calculation

The measurement unit for Commercial and Institutional development is square meters of floor area. The calculation of floor area of a commercial or institutional building is based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles in the building permit application.

- Industrial Calculation

The measurement unit for Industrial development is hectares of site area. The calculation of industrial site area is based on the gross area of the site that is proposed for development in a building permit application, including access, parking and loading and excludes landscaped areas and the undeveloped portion of the site that is being held in it's pre-developed state for future additional development (0.405 hectares minimum).

City Boundary
DCC Parks Sector Plan



P-A Parkland Acquisition & P-D Parks Development

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The City of Kelowna does not guarantee its
accuracy. All information should be verified.



DCC Parks Sector Plan

Rev. Oct 21/19

Report to Council



Date: October 28, 2019
To: Council
From: City Manager
Subject: Doyle Avenue 350 Redevelopment
Department: Real Estate

Recommendation:

THAT Council receives, for information, the report from the Manager, Strategic Land Development dated October 28, 2019, with respect to the redevelopment of 350 Doyle Avenue.

Purpose:

To provide Council an update on the planning and disposition processes for the redevelopment plan of a portion of 350 Doyle Avenue.

Background:

RCMP Detachment

In 2013, the City acquired three properties at 1190 Richter Street for the relocation of the Kelowna RCMP detachment. The RCMP detachment was relocated to the new facility in 2018. In 2015, the City initiated a multi-phase planning process (Civic Precinct Plan) to determine the long-term land use goals for the Civic Precinct and Cultural District. Construction of the new detachment was completed in 2017, and the RCMP fully relocated to the new facility on Richter Street by 2018. The previous RCMP facility at 350 Doyle Avenue was demolished in the fall of 2018, and the parcel currently sits vacant.

Civic Precinct Plan

The City undertook a comprehensive planning process from 2015-2016 to determine long-term redevelopment goals and civic investment priorities for the RCMP site and surrounding Cultural District lands. The Civic Precinct Plan addressed the following issues:

- Land uses, including identification of sites for future civic facilities;
- Policy direction to guide future developments (public and private); and,
- Opportunities to enhance public space.

Key Civic Precinct Plan Assumptions & Constraints

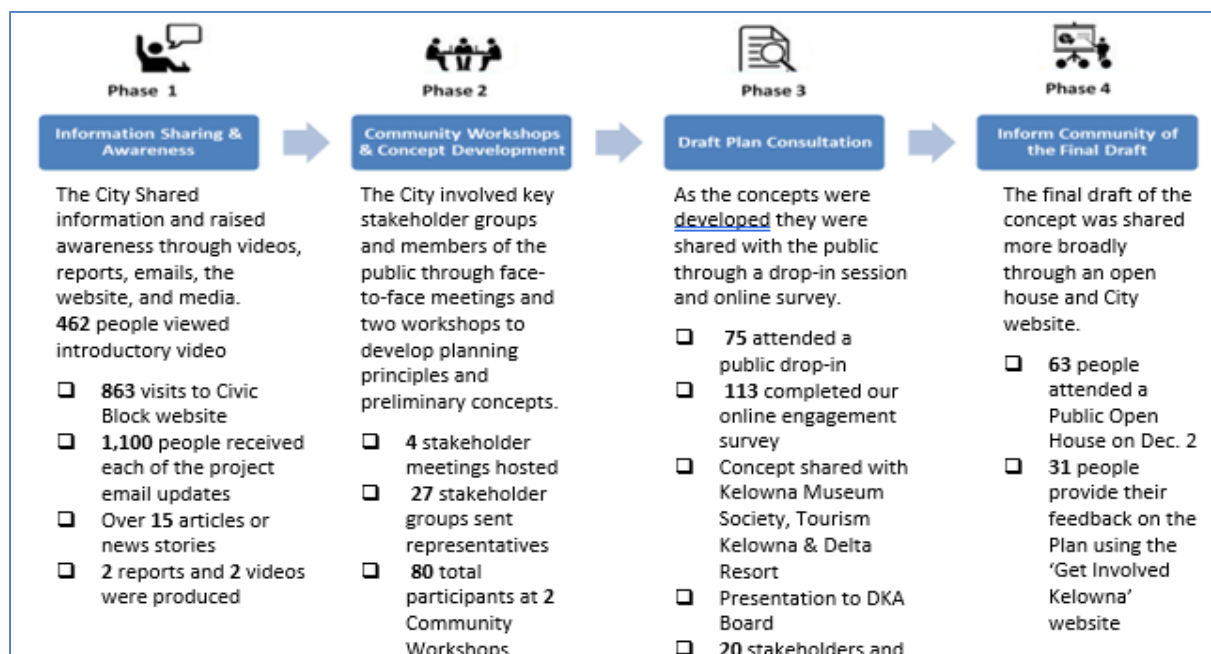
The Civic Precinct Plan was informed by the key assumptions and constraints listed below. This information framed community engagement and the subsequent recommendations to ensure key plan directions were pragmatic, but respectful of the uniqueness of this area as the civic heart of Kelowna. The key assumptions were:

1. Due to the infrastructure deficit facing the City of Kelowna and limited capacity within the Capital Plan to add significant infrastructure projects over the next 10 years, staff assumed most investment in the near-term (5-10 years) would be led by the private sector.
2. Based on the facility condition of Kelowna Community Theatre (KCT) and Memorial Arena, both facilities will have renewal needs within the near term and will likely be redeveloped within the long-term (10-25 year) plan horizon.
3. The Community Trust boundary (as shown in Schedule 'F') and conditions will not be amended, thereby prohibiting any commercial/revenue-generating uses on the City Hall block (e.g. the City Hall lot & Memorial Arena site).

Following these assumptions, the former RCMP site was identified as having the greatest potential to offset land relocation costs and deliver key public amenities in the near-term through a mixed-use redevelopment. Also, the terms of the Community Trust would limit the feasibility of a contemporary Performing Arts Centre on the City Hall Block.

Public Engagement Process

A broad cross-section of the community was engaged through face-to-face meetings, community workshops, drop-in sessions and online tools to understand the community priorities for the long-term redevelopment of this area. The public engagement process (graphic below) followed four phases of work and responded to the key plan objectives.



Key Engagement Themes

The following key themes emerged from the engagement process:

- **Bring activity to the area** – boost vitality and vibrancy throughout the year.
- **Enhance the Artwalk** – extend the Artwalk as a pedestrian spine to link the Cultural District.
- **Maintain cultural facilities and enhance presence** – position civic facilities for long-term growth, ensuring the Cultural District remains the heart of arts and culture in Kelowna.
- **Finance creatively** – explore ways to generate revenue and partnerships through the build out of the plan to deliver identified amenities.
- **Create a central public plaza** – develop a central public space as an amenity for residents, employees and visitors to downtown and cultural district.
- **Encourage pedestrian / cycling mobility** – make it easy for people to walk and cycle.
- **Minimize and disguise parking** – limit visual impact; avoid using prime real estate for parking purposes and find ways for parking to be shared in non-peak hours.

Key Policy Directions of the Civic Precinct Plan

Based on the engagement themes as well as technical analysis, the following policy directions were developed to guide redevelopment and civic investment priorities for the Civic Precinct and disposition process for the former RCMP site.

- **Housing:** by signaling new sites for mixed-use redevelopment (e.g. RCMP site, BC Government site on Ellis Street) there is an opportunity to increase residential density and enhance activity in the Civic Precinct and leverage private investment for public amenities in the Cultural District.
- **Public Space:** by enhancing public space in the area through a new Civic Plaza, redesign of the Bennett Plaza, Artwalk extension and a new courtyard at the rear of the Laurel Packinghouse the area will be positioned to serve the growing population and downtown workforce.
- **Community and Cultural Amenities:** key sites will be protected for future expansion of cultural facilities. For example, the Kelowna Community Theatre site is identified for a future Performing Arts Centre (PAC) as a landmark site for the Cultural District. Also, new cultural/community spaces will be provided through future mixed-use redevelopment (e.g. 6,000 sq. ft in RCMP redevelopment) to enhance cultural vitality in the near-term.
- **Transportation:** infrastructure investments and human scaled urban design will make walking and cycling safe and convenient transportation options. The extension of the Artwalk will serve as a north-south spine for walking and cycling through the area. In addition, enhancements to Doyle Avenue will shift the focus from cars to people.

The Civic Precinct Plan identifies near-term and long-term objectives to increase vibrancy and establish a foundation of amenities, while protecting for the future expansion of cultural facilities. The redevelopment of the RCMP site through the disposition process will advance a range of the plan's objectives for urban design, increased vibrancy, public space improvements (Artwalk & Civic Plaza) as well as new community/cultural space in the Cultural District. At the same time, the plan also anticipates

a growing cultural sector by designating a number of civic sites to enhance the presence of the Cultural District. Overall, the plan provides a comprehensive vision to support the on-going growth of this area as a vibrant mixed-use district.

Future KCT Development (Parcel 'A' as shown in Schedule B)

The Civic Precinct Plan prioritized the location of a future theatre at the corner of Water Street and Doyle Avenue. The plan established that this site provides an exemplary long-term location for an important civic facility and that the future development of a new theatre in this location should be protected. It is recognized that redevelopment of the theatre in the current location challenges ongoing operations during re-development. Staff will formulate a contingency plan at the time of redevelopment of the theatre consistent with City practices for the replacement or repair of other major civic facilities.

In examining the redevelopment potential of 350 Doyle Avenue, staff considered ensuring that the future redevelopment needs for the Kelowna Community Theatre would be met. Colliers Project Leaders ("Colliers") were engaged to perform a market demand, facility size and site suitability analysis (attached as Schedule 'C') to ensure that those future needs could be accommodated on the remnant site to the west of the Artwalk extension. Staff are confident that future theatre land requirements are protected, and redevelopment of the remnant lands can proceed. The report prepared by Colliers will also contribute to future planning for the Kelowna Community Theatre redevelopment. The report outlines future theatre size alternatives for consideration by staff which will impact use and capital costs. Ultimately, the City will need to determine whether to invest in a community theatre of similar size and operations as the current model or proceed with development of a larger, costlier theatre; in either event, both development scenarios can be accommodated on the existing site.

Development Site (Parcel B as shown in Schedule B)

The Civic Precinct Plan outlines several important outcomes for redevelopment of land within the precinct. The key outcomes for the redevelopment of lands are outlined in the attached Civic Precinct Plan.

Important considerations specific to the redevelopment of the former RCMP site include:

- The extension of the Artwalk south to Doyle Avenue upon redevelopment;
- The inclusion of a 6,000 square foot community space within the development;
- The inclusion of residential development in the form of a maximum 13 story tower;
- The inclusion of a Civic Plaza at the northwest corner of the site to the east of the Artwalk extension with the following features:
 - The Civic Plaza should have active edges defined by new buildings with public or commercial retail uses (the new Performing Arts Centre and new mixed-use building should be oriented and designed to open onto the plaza);
 - The Civic Plaza should be designed as a primarily hard-surfaced space that can be programmed to accommodate a multitude of uses and events;
 - The Civic Plaza should be designed to work with, and accommodate, the grade change to permit easy and universal pedestrian access;

- The Civic Plaza should be designed to work as an integrated expansion of the Artwalk, linking the existing Art Walk in the north to the proposed extension of the Art Walk in the south;
- The Civic Plaza should be designed as a well-lit, safe, high quality, flexible use space with durable, long-lasting materials; and,
- The footprint of new buildings on the Kelowna Community Theatre site and the former RCMP site should follow the schematic design for the Civic Plaza.

Further important planning considerations endorsed within the Civic Precinct Plan included:

- Protection of the current Kelowna Community Theatre site for redevelopment of the facility (it was identified in the plan that the future theatre should remain in its current location)
- The inclusion of residential and commercial occupancy within the precinct to support activity and vibrancy in evenings and weekends in the area, promoting safety and vitality.
- Building height considerations were identified for all properties to protect views, appropriately shadow public spaces and reinforce the *My Downtown Plan*.

Disposition (Land Lease: Parcel B)

Staff examined the market potential for the development of an up to 13-storey residential tower on the lands and confirm that there is significant desire to develop the property consistent with the Civic Precinct Plan objectives and standard development parameters established by the City. The property has been marketed consistent with the desired objectives of the plan and staff will be reporting to Council in-camera to recommend disposition under the following conditions:

- 80-year land lease;
- Developer requirement to construct the Civic Plaza and significant portion of the Artwalk extension;
- Doyle Avenue frontage improvements; and,
- Development covenant to be registered on title that would require:
 - Residential use above grade;
 - Commercial use at grade;
 - Minimum number of residential units;
 - 13-storey (40m) maximum height requirement ;
 - LEED certified standard;
 - Adherence to the site-specific design guidelines of Civic Precinct Plan¹ ;
 - Parking shall be provided on site within a 2-level parking podium structured, accessed from the lane off of Doyle;
 - The first level of parking shall be at or below the elevation of Doyle, and the parking podium shall be set back from the edge of the Art Walk and appropriately screened with landscaping along this edge; and,
 - The building's podium shall include an active public use edge defining the new Civic Plaza.

¹ Civic Precinct Plan: Site Specific Design Guidelines, Section 3.0, p. 58-65.

The long-term land lease will be used as a mechanism to ensure future civic interest in the property is protected. Upon the expiration of the 80-year term, the land and building revert to City ownership. This structure ensures future control of this land within the important civic block.

Staff will recommend a preferred proponent to lead the redevelopment of the site for Council consideration at an in-camera meeting in November. The standard practice of confidentiality throughout the disposition process is required in order to protect transactional integrity and allow the City to negotiate the best possible agreement terms. Upon completion of a typical due diligence period, Staff anticipate being in a position to publicly announce the successful proponent (and the related development details) in early 2020.

Artwalk & Community Amenity Space

The contractual requirement to construct the majority of the Artwalk extension and civic plaza will provide valuable amenity to the community. The Civic Precinct Plan identified a desire to include 6,000 square feet of community space in the redevelopment of Parcel B to complement the plan objectives. This space is expected to be delivered in 'shell' form by the developer and conveyed to the City as a strata title.

Staff envision the community space as a cultural/creative hub which will complement the new development and adjacent cultural facilities, provide valuable creative space for the local arts community, and fulfill objectives in the Civic Precinct Plan and the newly-adopted Cultural Plan.

Staff will be providing more information about the cultural hub development process in an upcoming report.

Financial/Budgetary Considerations:

The anticipated value of the lease of \$6,500,000 ensures that significant community benefit (in the form of the Artwalk extension and Community Space) will be contributed with no direct impact to taxation.

Leasehold Disposition Summary – Key Financial Details	
Disposition Price (as listed)	\$6,500,000
Less: cost of Artwalk extension	\$2,300,000
Less: cost of Community space	\$1,800,000
Net Disposition Proceeds (est.)	\$2,400,000

Internal Circulation:

Divisional Director, Active Living and Culture
Divisional Director, Partnerships & Investments
Department Manager, Policy & Planning
Manager, Parks and Public Spaces
Manager, Cultural Services
Communications Advisor, Corporate Strategic Services

Community Communications Manager, Corporate Strategic Services

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

External Agency/Public Comments:

Communications Comments:

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

Approved for inclusion: J. Säufferer, Department Manager, Real Estate

Attachments:

1. Schedule A – Civic Precinct Plan
<https://www.kelowna.ca/our-community/planning-projects/long-range-planning/urban-centres/mydowntown/civic-block-plan>
2. Schedule B – Subdivision Plan
3. Schedule C – Colliers Report
4. Schedule D – Staff Ppt. Presentation
5. Schedule E – Colliers Ppt. Presentation
6. Schedule F – Community Trust Boundary

cc: J. Gabriel, Divisional Director, Active Living and Culture
D. Edstrom, Divisional Director, Partnerships and Investments
D. Noble-Brandt, Dept. Manager, Policy & Planning
G. Davidson, Director, Financial Services
S. Kochan, Manager, Partnerships
R. Parlane, Manager, Parks and Public Spaces
C. McWillis, Manager, Cultural Services
C. Weaden, Divisional Director, Corporate Strategic Services

Schedule 'B'





City of Kelowna Performing Arts Centre

Market Demand, Facility Size and Site Suitability Study

PREPARED BY:

Colliers Project Leaders / Advisory Services
304 - 546 Leon Avenue
Kelowna, BC
V1Y 6J6

PREPARED FOR:

City of Kelowna
Real Estate Services
1435 Water Street
Kelowna, BC
V1Y 1J4

May 2018

Acknowledgements

City of Kelowna:

Terry Barton, Urban Planning Manager
Sandra Kochan, Partnerships Manager
Graham Hood, Strategic Land Development Manager, Real Estate Services
Graham March, Planning Specialist
Robert Parlane, Manager, Parks & Buildings Planning

Colliers Project Leaders:

Anne Hunger, Advisor
Ralf Nielsen, Managing Director Advisory Services
Michael Pepper, Senior Advisor

Proscenium Architecture + Interiors Inc.

Kori Chan, Principal
Juliette Dubois, Architect
Shereen Chak, Architect

Schick Shiner and Associates

Richard Schick, Theatre Expert

Cover picture: okanaganjazzblues.org

Doc #: 890962-0018 (5.0)

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Executive Summary

The City of Kelowna has developed a Civic Precinct Plan (endorsed by Council in March 2016) to guide the long-term redevelopment and public investment priorities in downtown Kelowna. The City expects the Civic Precinct will grow into a regional destination to live, work, shop, learn and play - a vibrant mixed-use district over the next 25 years.

The plan has identified key sites for future development including the former RCMP site on Doyle Avenue and the 65,000 sq. ft. parcel of land at the corner of Doyle Ave and Water St. – currently the Kelowna Community Theatre. The latter site has been identified in the City's long term plan for a future Performing Arts Centre (PAC). Proposed to be a standalone facility, the Centre is envisioned to become the cultural landmark for the Precinct and Kelowna's downtown.

The City's Real Estate Services department is now looking to determine the size range, cost and suitability of the site for the future Centre. This work will involve Infrastructure Planning and Cultural Services departments as key stakeholders and leaders within the City's cultural and community plans.

To achieve the aforementioned objective, Colliers Project Leaders has conducted both a qualitative and quantitative assessment of supply, demand, sizing, and design for the PAC. Demographic and arts "spending bundle" analysis has been conducted by our sub-consultant, Schick-Shiner and Associates, and these results have been validated against "performing arts seats per population" benchmarks from other Colliers client work.

The net result of the analytical work conducted to date is:

- A. If the City wants to maintain a local community focused PAC, it should be sized in the order of 850 total seats for the main and 250 seats for studio theatres. Depending upon the size of associated amenity space and level of "finish", the cost to deliver a facility of this size is estimated at \$43.6M
- B. If the City wants to attract larger, touring performing artists (i.e. 'road house') then the PAC should be sized to 1,200 total seats for main and 250 seats for studio theatres. Depending upon the size of associated amenity space and level of "finish", the cost to deliver a facility of this size is estimated at \$61.7M

Pursuant to the analysis referenced above, a site analysis was conducted by Colliers third-party consultant Proscenium Planning & Architecture Inc. (Proscenium). Proscenium analyzed the compatibility of the site to accommodate a 1,200 seat theatre and determine a suitable geometry, orientation, loading access and connections to other buildings and uses of the Civic Precinct. This analysis determined that a 1,200 seat theatre would be able to fit on the proposed parcel of land. The site enables the building to have two possible orientations, with the main entrance located on Doyle Ave or Water Street.

1. Project Background & Introduction

Kelowna is the largest city in British Columbia's Okanagan Valley. Bordering Okanagan Lake, Kelowna is home to more than 127,500 people, and encompasses 214 km² of land and 48 km² of water area. Kelowna is home to several local theatre groups, a symphony orchestra, museums and numerous art galleries, which form the context for this study.

The City of Kelowna embarked upon a Civic Precinct Plan, endorsed by Council in March, 2016, to guide the long-term redevelopment of key sites in the Downtown area and to determine key public investment priorities. This plan will help this area of Downtown continue to grow into a destination to live, work, shop, learn and play. The plan identifies key sites for future mixed-use development (RCMP site on Doyle Avenue, Interior Health site on Ellis) and protects sites (Kelowna Community Theatre, City Hall Parking Lot, Memorial) for future civic uses to support a dynamic Cultural District.

The following principles were established by the City of Kelowna in conjunction with community input and inform the Civic Precinct Vision, responding to local needs and aspirations.

- Principle #1 – Encourage vibrancy through a broad mix of land uses and public spaces
- Principle #2 – Make the area a distinct and diverse cultural precinct
- Principle #3 – Restrict market residential developments
- Principle #4 – Build on existing facilities and patterns of infrastructure wherever possible
- Principle #5 – Create landmark public spaces that define future development
- Principle #6 – Use public land for community amenities
- Principle #7 – Look for partnership with the private sector to benefit the community
- Principle #8 – Consider the economic and financial impact of all proposals
- Principle #9 – Enhance opportunities for a healthy and complete community
- Principle #10 – Be pedestrian oriented while still accommodating vehicles
- Principle #11 – Examine parking strategies holistically

These principles provide overall direction for the Civic Precinct Land Use Plan (the Plan), and will be referenced throughout this report to ensure that assumptions and recommendations are consistent with the City's vision for the Cultural District. The Plan establishes the City's goals for the redevelopment of sites by defining the future land uses, design guidelines, public space enhancements and partnership opportunities that will position the study area to become a vibrant mixed-use district over the next 25 years.

Most relevant to this study, the plan has identified the former RCMP site on Doyle Avenue; and the 65,000 sq. ft. parcel of land at the corner of Doyle Ave and Water St. – currently the Kelowna Community Theatre (KCT) as strong redevelopment opportunities. More specifically, the KCT site and part of the former RCMP site have been identified in the City's long term plan as the location for a future Performing Arts Centre. Proposed to be a standalone facility, the Centre is envisioned to become the cultural landmark for the Precinct and Kelowna's downtown.

The City's Real Estate Services engaged Colliers Project Leaders to determine the size range, cost and suitability of the site for the future PAC. This work involved Infrastructure Planning and Cultural Services departments as key stakeholders and leaders within the City's cultural and community plans.

2. Market Demographics

The Regional District of Central Okanagan (RDCO) is the economic centre of the area which encompasses:

- Kelowna
- West Kelowna
- Lake Country
- Peachland

Not included in RDCO, but also in the same geographical area are the Westbank First Nations and Okanagan Indian Band (Duck Lake)

The greater community is located 390 km (a 4 hour drive or 45 minutes by air) from Vancouver to the west and 605 km (a 6.25 hour drive or 70 minutes by air) from Calgary to the east. The nearest large city is Kamloops, with a population of 90,280 and a 166 km (2 hour drive) to the northwest. Other major centres close by are Vernon (population 40,116 and a 45 minute drive to the north) and Penticton (population 33,761 and a 50 minute drive to the south).

Community Demographics

Studies have demonstrated that certain demographic segments of a community are more likely to be arts consumers than the general population of that community. Individuals of these arts-centric demographic are generally older, more highly educated, and have higher family income than the average in the general population. As these are the key indicators for a theatre patron and arts consumer, only these factors of the community demographic will be considered for the purposes of this study. See below for information from the Canadian Arts Consumer Profile 1990-1991 (1992 - Decima Research/Les Consultants Cultur'inc Inc.). Although this publication is over 25 years old it continues to provide an accurate profile of the arts consumer.

Insofar as any arts operation draws its audience from both the City of Kelowna as well as its trading area (Regional District of Central Okanagan), the demographic analysis will include both of these segments. The market area for the arts, depending on what is being presented, will extend for individual events to Vernon, Penticton and the smaller communities surrounding these centres. However, for the purposes of this study, demographic profiles for these areas will not be included, as they can not be considered a steady customer base.

Demographic information has primarily been sourced from the 2016 Canada Census and 2016 National Household Survey.

A population history of Kelowna and the surrounding area demonstrates that the City has been in rapid and sustained growth between both the 2006 and 2011 census (10.8%) and between the 2011 and 2016 census (8.4%). Between the 2011 and 2016 census Kelowna was the fastest growing city in British Columbia, exceeding both Victoria and Vancouver. BC Stats suggests that this growth trend is projected to continue:

Year	City of Kelowna Population Estimates	Year to year % Increase	8, 10 and 13 year %			Kelowna CMA* Population Estimates	Year to year % Increase	10 and 13 year %		
2016	127,380					197,018				
2017	129,442	1.62				200,207	1.62			
2018	131,595	1.66				203,538	1.66			
2019	133,761	1.65				206,887	1.65			
2020	135,955	1.64				210,281	1.64			
2021	138,157	1.62				213,687	1.62			
2022	140,381	1.61				217,126	1.61			
2023	142,640	1.61				220,620	1.61			
2024	144,908	1.59			13.76	224,129	1.59			13.76
2025	147,179	1.57				227,641	1.57			
2026	149,452	1.54				231,156	1.54			
2027	151,715	1.51			19.10	234,657	1.51			19.10
2028	153,972	1.49				238,148	1.49			
2029	156,208	1.45				241,606	1.45			
2030	158,419	1.42			24.37	245,026	1.42			24.37

Table 1 Population Growth until 2030

*CMA = Census Metropolitan Area, defined by Statistics Canada as including the following Census Subdivisions: Kelowna, West Kelowna, Lake Country, Duck Lake IR 7, Tsinstikeptum IR 9 and 10, Peachland, and Central Okanagan.

Our assumption is that the new PAC moves forward and is completed and operational within ten years (2028). It could potentially open sooner if funding is secured within the next two years. The development timeline allows for mobilization, fundraising/financing, design, construction and fit ups. In 2028, we have estimated that the City population is projected to be 154,000 and the population of the regional district would be 238,150. Analysis of the building program (Section 4) is based on meeting the demand of the population in 2028 to ensure the PAC is financially sustainable and is right sized to the community.

Breakdown of the population of Kelowna and area by age is as follows (2016 Census):

Group	Kelowna	%	City of	%
	CMA	of pop	Kelowna	of pop
0 to 24 years	50,170	25.7	33,750	26.5
25 to 39 years	35,010	18.0	24,500	19.2
40 to 64 years	68,035	34.9	42,690	33.5
65 to 84 years	35,915	18.4	22,180	17.4
85 years and over	5,755	3.0	4,250	3.3
Total	194,885	100.0	127,370	100.0

Table 2 Population of Kelowna by Age groups

Breakdown of the population of Kelowna and area by age and gender is as follows (2016 Census):

Group	Kelowna CMA				City of Kelowna			
	Male	Female	% Male	% Female	Male	Female	% Male	% Female
0 to 24 years	25,515	24,655	50.86	49.14	17,115	16,620	50.73	49.27
25 to 39 years	17,435	17,555	49.83	50.17	12,295	12,205	50.18	49.82
40 to 64 years	32,495	35,545	47.76	52.24	20,280	22,405	47.51	52.49
65 to 84 years	17,120	18,795	47.67	52.33	10,300	11,885	46.43	53.57
85 years and over	2,180	3,565	37.95	62.05	1,580	2,670	37.18	62.82
Sub Total	94,745	100,115	48.62	51.38	61,570	65,785	48.35	51.65
Total	194,860		100		127,355		100	

Table 3 Population of Kelowna by Gender

Breakdown of the population of Kelowna and area (ages 25 to 64) by highest level of education attained was as follows (2016 Census):

Total population aged 25 to 64 years Highest Education Attained	City of Kelowna		Kelowna CMA	
	Total	%	Total	%
No certificate, diploma or degree	5,190	8	8,020	8
High school diploma or equivalent	15,925	26	25,365	27
Postsecondary certificate, diploma or degree	31,815	52	47,630	50
Apprenticeship or trades certificate or diploma	8,740	14	14,305	15
Total	61,670	100	95,320	100

Table 4 Population of Kelowna by level of education

Household (before tax) incomes (2.8 or more persons per household) (2016 Census):

Income Range	City of Kelowna		Kelowna CMA	
	# of Households	% of Total	# of Households	% of Total
Under \$19,999	4,825	9.0%	6,765	8.3%
\$20,000 to \$49,999	14,345	26.6%	20,750	25.5%
\$50,000 to \$79,999	11,895	22.1%	18,055	22.2%
\$80,000 and over	22,845	42.4%	35,790	44.0%
Total	53,910	100.0%	81,360	100.0%

Table 5 Population of Kelowna by household income

City of Kelowna:

- Median total household before tax income for individuals: \$68,627
- Median total household before tax income for families 2.8 or more: \$87,233

Kelowna CMA

- Median total household before tax income for individuals: \$71,127
- Median total household before tax income for families 2.8 or more: \$87,813

Tourist Profile

Kelowna is one of the most popular tourist destinations in British Columbia and more than 1.9 million visitors came to the city in 2016. Findings on the profile, demographics and characteristics of Kelowna's tourists have been evaluated and researched by different national and provincial and local institutions, such as the Government of B.C., Stats Canada, Destination BC, Tourism British Columbia and Tourism Kelowna. The results listed are limited to the potential visitors of cultural events as outlined in the previous chapter.

Breakdown of the tourists of the Thompson Okanagan Region by age in 2017 (by Destination BC):

Age groups ¹	2015	% change (2014-15)
0-19 years	19%	0%
20-44 years	29%	0%
45-64 years	30%	0%
65+ years	22%	0%

Table 6 Tourist profile by age

Over half (51%) of all respondents had completed university degrees. Over one-third (35%) of all visitors to the Okanagan are from households with annual incomes of \$100,000 or more.

The majority of Kelowna's visitors (59%) indicated that the main purpose of their trip was for a leisure/vacation break. The most popular reasons for visiting Kelowna were sightseeing (33%) and family vacation (31%), with more than three quarters (82%) of visitors from Canada. The average number of nights visitors spent in Kelowna was 6.7 nights, which is sufficient time to attend cultural events offered by the City.

Tourist Activities

While various outdoor activities and visits to wineries and farms attract the majority of tourists during their stay, 13% of the visitors were planning to attend or did attend Festivals or Events and 11% visit Galleries or Museums during their stay in Kelowna.

Almost one fifth (20%) of visitors rated arts and cultural activities as 'important' or 'very important' motivators in their decision to return to the Okanagan Valley. In a study conducted in 2002 to support the Okanagan Cultural Corridor Project (OCCP) almost two-fifths (37%) of travelers were classified as "Cultural Tourists". These travelers placed higher importance on the role of arts and cultural activities on their return to the Okanagan Valley and to British Columbia than did their non-cultural counterparts. However, there was no appreciable difference in the importance of arts and culture in the likelihood to return to the Okanagan Valley versus British Columbia more generally. This indicates that the travelers do not necessarily perceive the Okanagan Valley as a outstanding cultural destination relative to the entire province of British Columbia.

Tourist Entertainment Spending

Canadian residents from outside BC and international tourists exhibit the largest spending on entertainment when they visit the Thompson Okanagan. Entertainment spending by tourists has been increasing from an average spending per visitor of \$53 in 2011, to \$270 in 2016 (by Destination BC). This indicates that there is potential for the new PAC to attract tourists through programming and positioning the City as a “cultural destination.”

	Average spending per visitor
All Travellers in the Thompson Okanagan	\$378
BC residents	\$271
Other Canadian residents	\$605
US residents**	\$315
Other international residents**	\$506

Table 7 Tourist profile by average spending per visitor

Demographic Summary

In summary, the population of the Regional District and area is older (53% are 25 to 64 years of age), moderately well educated (52% with some post-secondary education) and moderately affluent (median household before tax incomes over \$70,000). The population is experiencing steady growth. This demonstrates that Kelowna and area has a demographic profile that will continue to support the performing arts and cultural programming in the City.

Further, there is potential to establish Kelowna as a cultural destination. However, the strong seasonality and competition from other offerings in the region indicates that the new PAC and future programming should be primarily focused on serving local and regional residents.

Audience Potential

Audience studies in Canada show that audiences for the performing arts vary by discipline. Older individuals with higher incomes attend more traditional performing arts such as opera, symphonic music and classical dance. Younger individuals with lower incomes attend more contemporary performances and less traditional performances. It is significant to note that in both cases, the level of education is high. This holds true for all performing arts, with the exception of pop / country and western music.

When the Census Canada statistics are analyzed in light of the Canadian Performing Arts Consumer Profile, a clear picture emerges of a market ready for development, requiring the correct mix of programming, marketing and venue.

Over the past number of years, there have been significant studies profiling the Canadian performing arts consumer. However, the Canadian Arts Consumer Profile 1990-1991 (1992 - Decima Research/Les Consultants Cultur'inc Inc.) remains one of the most detailed and comprehensive studies available, as it profiles the demographic composition of the performing arts consumer by performing arts discipline. This study is over 20 years old. However, no studies that encompass all disciplines have been conducted recently. Colliers recognizes there have been changes in the way people consume entertainment since that time. However, in the absence of more robust studies, it is assumed the predominant demographic profile for each of the major performing arts disciplines is as follows:

- **Ballet:** The demographic characteristics of ballet (classical) performance show that a high percentage of audiences are women (62% to 75%), tend to be older (41% above 55 years of age) and have higher levels of education and incomes.
- **Contemporary Dance:** A large percentage of audiences for contemporary dance appear to be female (58% to 66%) however, unlike ballet performances, the audiences tend to be younger (approximately 50% of the audience surveyed were under the age of 35 years while only 15% were over the age of 55 years). Due to the relatively young age of the audience, household income tends to be lower, however, the level of education appears to be the same as that for audiences of ballet.
- **Theatre-Drama:** Again, a high proportion of the audience are women and there are a high proportion of seniors in committed audiences for this discipline. In addition, a higher percentage of the audiences have higher incomes.
- **Theatre-Comedy:** Among frequent audience members there appears to be close to an even split between male and female. The audiences tend to be younger than for the theatre-drama audiences (under 45 years) and have a lower income (at \$60,000 in 1991 dollars). although this is still high compared to the general population. Audiences show a high proportion of individuals with post-secondary education.
- **Theatre-Avant-Garde:** The demographic characteristic for these audiences tend to be the same as those for contemporary dance. They are younger (59% are 35 years and less), and therefore have lower household incomes. Again, audiences show a high proportion of post-secondary education.

- **Opera:** Of individuals surveyed at opera performances, 62% tend to be female and 50% of the audience are over 55 years of age. Opera audiences tend to be more affluent (49% earn more than \$50,000 per year) and better educated (54% holding at least a bachelor's degree). In addition, there is a direct correlation between frequency of attendance and household income.
- **Symphonic/Classical Music:** Audiences for symphonic music are generally comprised of equal numbers of men and women. The audience tends to be older, with 63% to 76% in the 45 years of age and older cohort. Like traditional performing arts audiences, symphonic audiences are more affluent (27% report household incomes in excess of \$75,000) and are better educated (52% have post-secondary educations).
- **Pop/Rock Music:** As expected, pop/rock audiences are made up of young singles and students. Of the frequent audience members, 70% are under 35 years of age, 62% have a high school or college education, and 55% have an annual household income of less than \$50,000.
- **Musicals:** Women more frequently attend musicals than men (58% to 64% are women). Audiences for musicals tend to be evenly spread throughout age groupings with a slight bias to the 16 to 34 years of age cohort. Although there is a tendency for the audience to be higher educated and more affluent, this is not as pronounced as in the more traditional performing arts.
- **Country and Western Music:** Country and western audiences are overwhelmingly women (69%) while the age of the over-all audience tends to be 35 to 54 years of age with household incomes of less than \$50,000. Individuals with up to a high school education are more likely to attend country and western performances.
- Other modern genres of music like Hip-Hop, Dance, Electronic will not be included in this report, as events presenting these art forms are typically not hosted in traditional settings with audience seating.

Through the analysis of the community and performing arts consumer profile, it is directionally clear that programming with the best chance of success would be the more traditional and accessible art forms. Once an audience has been found for this type of entertainment, the programming envelope could be expanded and developed.

3. Facility Potential Usage

Data received for the Kelowna Community Theater (KCT) indicates that over the last five years, total attendance and booking days have experienced up to 20% volatility, but overall show a strong demand for arts consumption.

Attendance (Main Stage and Studio theatres):

- 2013 – 100,377
- 2014 – 75,551
- 2015 – 78,513
- 2016 – 86,613
- 2017 – 81,716

Seasonality of attendance (Main Stage and Studio theatres):

Booking data shows a strong seasonality with spring and the end of the year being the strongest seasons and numbers dropping during summer.

January	February	March	April	May	June	July	August	Sept.	October	Nov.	Dec.
16,035	33,125	51,783	48,061	37,590	36,864	16,567	16,814	26,373	41,781	39,640	58,137

Table 8 Sum of bookings per month 2013-2017

Theatre booking days:

Space	2013	2014	2015	2016	2017
Theatre	259	236	256	243	282
Black Box	175	171	197	163	156
Total	434	407	453	406	438

Table 9 Sum of booking days per year

Data being somewhat volatile both seasonally and year-over-year, suggests that bookings may be significantly influenced by the companies/performances Kelowna was able to attract to perform at the KCT.

Overall, the booking and attendance statistics indicate that the City of Kelowna and surrounding area have a high degree of arts consumption. This supports the conclusion of the demographic study in the preceding section suggesting that the City of Kelowna and surrounding area have the right demographic for profile for arts consumption. This further supports the conclusion of a November 2015 Environics Analytica Study which stated that “at least 20% of Kelowna has attended a live event in the past year”.

The City expects a population growth of 20% in the next 10 years. Although it can reasonably be expected that the attendance for the performing arts will go up at a commensurate rate, this cannot necessarily be said for the number of theatre bookings.

In assessing the degree to which a new proposed facility could secure bookings, an allowance can be made for typical patterns of demand associated with multi-purpose facilities as well as the demand for the existing venue. Most groups will try to book on Friday or Saturday nights as these are the most marketable days of the week. Likewise, they will avoid booking on long weekends and around holidays as the audience potential is less predictable during those times.

The same theory applies to times of the year. For example, the dates leading up to Christmas are “prime dates”, but the days immediately following Christmas are not, unless the event offers something unique or special which will motivate audiences to attend. January is a difficult time to market events, as is the summer and the beginning of September. The beginning of February can be difficult as well. Sundays and Mondays of holiday weekends are commonly periods of very low bookings. Although the facility is available for booking 365 days a year, the prime booking days only account for 236 days or 65%. The remaining 129 days will be difficult to book until a large number of the prime dates are used or the operation motivates groups through rental incentives to book at these times, which will be addressed in a 2018 planned review of fees & charges for KCT.

When looking at the KCT main stage bookings for the past four years, it can be seen that the aforementioned pattern is evident. There were only three ticketed events in January 2017, and no events in the first two weeks of September. There was only one event following Christmas. The anomaly or aberration is that there was significant activity in July and August. This could be explained because Kelowna is a “summer resident” destination during these months.

The KCT main theater had 282 booking days in 2017 while the studio theatre had 156. With a new venue, with better facilities, a larger studio theatre and an increase in population, one could expect an increase in bookings and events. By attracting more and different touring groups the offer of a variety of shows will become broader and generate access to a larger customer group within the City and in its surrounding communities. However, there is little chance for quantification of this increase other than the established demand based on the analysis of demographics as well as the analysis of competing venues that doesn't satisfy this demand. Another aspect that will highly influence the number of bookings is the City's ability to promote its new venue amongst the touring groups and other artists and musicians who book the PAC for their shows.

Competition

Twelve theatre or arena venues in the surrounding communities were identified as providing similar services and a short survey was sent to each for comparative data-gathering purposes. Response was disappointing, with only 5 venues completing the survey. Consequently, “trend” analysis is difficult to extract from the survey data. However, the table below lists the venues surveyed, their locations, seating capacity, type of venue and whether it reasonably represents competition for the KCT or a new venue.

Venue	Location	Seating	Type	Competition ?	Reason
Cleland Community Theatre	Penticton	443	Proscenium	No	Significance
Creekside Theatre (Lake Country)	Lake Country	272	Proscenium	Yes	
Frank Venables Theatre (Oliver)	Oliver	406	Proscenium	No	Size - too small

Venue	Location	Seating	Type	Competition ?	Reason
Prospera Place	Kelowna	6,800	Arena	No	Size - too large
Rotary Centre for the Arts	Kelowna	326	Proscenium	Yes	
Sagebrush	Kamloops	706	Proscenium	No	Distance - too far away
Sandman Centre	Kamloops	5,464	Arena	No	Size - too large; Distance - too far away
South Okanagan Events Centre	Penticton	5,000	Arena	No	Size - too large; Distance - too far away
The Forum	Kelowna	Limited	Club type	No	Size - too small; Function - not really a theatre
The Habitat	Kelowna	Limited	Club type	No	Size - too small; Function - not really a theatre
Trinity Baptist Church	Kelowna	700	Church	No	Function - lack of facilities & booking availability
Vernon and District Performing Arts Centre	Vernon	750	Proscenium	Yes	High demand events, amenities, acoustics

Table 10 Theatres and Venues in the Okanagan region

As can be seen from the above, three of the venues are large arenas and would book major traveling artists that can attract, and require, large audiences. One of the venues is a church, and churches typically have limited availability and lack the necessary technical facilities and back of house spaces to attract many of the community users. As such, churches are typically a venue of last resort and are booked when other theatres are not available.

Sagebrush Theatre in Kamloops, while a comparable facility (to which certain patrons would travel to for “special functions”) represents too far of a commute to be reasonably assumed as a competitive facility. The same argument applies to Cleland Community Theatre, which due to its size could be considered as a competing facility to the studio theatre.

The primary competition for the KCT is the Vernon and District Performing Arts Centre. It is close to the same seating capacity as the KCT, has outstanding acoustics and a very aggressive program and marketing campaign, with the type of shows which could possibly draw people from Kelowna. The competitive mitigant is the location – Vernon is a 45 to 55 minute drive from downtown Kelowna which theatre visitors are probably only willing to drive for exceptional, high profile performances.

Secondary competition for the KCT, more specifically the studio venue, will be the Rotary Centre for the Arts as well as the Cleland Community Theatre, which is within a 20 to 30 minute drive.

The other 3 venues, while true theatres, are smaller than the KCT and would attract smaller events and community based presentations that don't justify the commute from Kelowna and which would not command large ticket sales.

The KCT, with a seating capacity of 853 (including wheelchair/companion seating), is the largest venue in the community, in addition to being the best equipped and most desirable for mid-level touring groups and other community events.

Physical Conditions

A Level 2 Building Condition Assessment was conducted on the KCT in 2009. The assessment identified that although the theatre has experienced periodic renovations and repairs, it is approaching the end of its useful life cycle.¹ It also has physical limitations which negatively impact its functionality for artists and performers as well as the overall audience experience:

- 853 seats distributed over only one level makes it difficult for events that do not sell to audience capacity. An event with 425 (approx.. 50% of capacity) patrons in the theatre would be perceived as empty and negatively affect the enjoyment of the performance and future attendance.
- An audience chamber this size on only one level does not create an intimate relationship between the audience and performer.
- The design of the theatre is dated, without balconies, boxes, and other facilities which put the performer and audience in close proximity.
- The audience chamber does not have the acoustical volume (height) that is required to support music events.
- Public areas, washrooms, doors and back stage spaces show limited accessibility for persons with disabilities. KCT is currently considered not compliant with current accessibility codes.

A new facility will address these physical limitations and create an attractive environment for various kinds of events. A new facility alone will not result in a sustainable increase in booking activity, but with improved acoustics and a more intimate atmosphere a new venue improves the audience experience and supports the essence of the performance. This makes a new venue more attractive to both audience and renting companies / performers, which should allow the venue operators to attract higher quality events.

¹ Kelowna Community Theatre Level 2 Assessment, AMTi, 2009.

4. Building Program

Theatre Seating Capacity

There is a prevalent tendency in Western Canada for communities to build theatres which are too large for the population base to support. Although it is true that a theatre space must be large enough to support future growth and quality events, it is equally true that an inappropriately sized theatre (either too small or too large) will stifle growth and discourage attendance by the population and use by community groups.

Consequently, seating capacity is the most critical issue for the City of Kelowna to address. In particular, this issue must be addressed at the beginning of the planning process, where capacity setting will determine to a great extent the architectural style, theatrical form, capital costs, operating costs, audience development potential, and most importantly, the quality of the theatrical experience the community will receive.

While there is no ideal theatre size and no magic formula by which to choose the right capacity, in general, there are break points or thresholds in sizing which will give provide direction as to the range which should be considered. Although these thresholds are somewhat subjective or qualitative in nature, they do represent reasonable indicators or bookends for capacity analysis.

A studio theatre of 200 to 250 seats is a small space which is economical to build and operate. It is appropriate for drama, meetings, music (solo or 5 to 6 pieces) and is reasonably straight-forward to run solely by volunteers. At 300 to 400 seats, we begin to see a robust community theatre which can still be built economically on one seating level. A built-form over 400 seats will require a balcony and it is at this level we start to experience the balance between potential box office gross revenues and the cost of hosting quality events.

At 600 seats, design is of paramount importance, as the volume of theatre space becomes unwieldy as the seating capacity increases. Due to the variety of programming, a multi-purpose theatre requires an intimacy which will be sacrificed for size if there is not careful consideration of the design issues. In the geometry of the theatre space there is an important relationship between the width of the proscenium opening, its height, the width of the seating area, its height and the distance from the back row of seating to the stage. Although an architect can provide a pleasant working design for an intimate 400 seat theatre, it is not just a simple matter of linear expansion to achieve 600 seats. For example, if the seating area is made wider to increase capacity, the proscenium must also become wider. If this is done, the height of the proscenium opening will also need to increase, as it must not become less than 3/4 of the width. Stated plainly, by changing one dimension you must change them all.

As size increases from 600 seats, design becomes even more critical. To accommodate the increased capacity, there is a common tendency to make the seating area wider in order to keep the audience close to the stage. However, if this area becomes wider, it must therefore become taller in proportion. This will create a somewhat 'barnish' feel which runs counter to the requirement that a community multi-purpose space be intimate and warm.

It is still possible, although difficult, to construct a comfortable 800 seat space. However, this represents the upper-most limit in which the problems as outlined above are easily solved. If capacity rises above

800 seats, a second balcony or parterre becomes a requirement unless the seating area is indeed made wider, creating a different type of theatre which may or may not meet community needs.

Theatres in the range of 900 to 1,200 seats tend to operate under the booking theatre model, commonly called a 'road house' and exist in larger communities where the population can support this type of operation. In this case, there tends to be other theatres, smaller in size, available in the community to fulfil the need for intimacy. A theatre in the range of 1,200 will allow for bookings of 'name attractions' as the box office will support the cost (1,200 seats at \$25 per ticket gives a gross of \$30,000). This will increase the Options for this type of programming, but at the expense of a wider variety of use.

The City has identified that there is potential to attract larger touring shows. Anecdotal evidence suggests that Kelowna is overlooked due to its small size by shows who seek a one-night venue on their road trips between the Lower Mainland and Calgary/Edmonton.

It is possible to operate a smaller space by presenting two performances on consecutive days instead of one. Higher ticket prices could possibly be demanded since the space is smaller and more intimate, making for a higher quality of the audience experience. However, this increases overhead costs and may make it cost prohibitive for some local organizations such as the symphony or undesirable for larger touring road shows who can only afford a one-night venue in their schedule.

With all of the above in mind, there are some critical capacity planning factors which need to be addressed in detail, as follows:

- **Size and audience development:** Primarily, a community theatre is a multi-use facility where the bulk of the users are developing an audience; especially immediately before and after the opening of a new facility. If the seating capacity is too large and the theatre cannot be filled there is high probability, over time, that the groups will not succeed, artistically or financially. In terms of audience development, the theatrical experience is a significant factor. The product a theatre is offering to the community is the experience of attending an exciting event. This experience is made up of many factors, the most important of which is the performance, but also to be considered are the lobbies, bar service, cleanliness, design of the theatre space and size of the audience attending the event in comparison to the seating capacity. Audience development is made easier if the theatre space is conducive to the event and attendance. The City should carefully consider the pros/cons of larger vs. smaller seating capacity PAC. Large seating capacity is suited to larger, high profile name attractions and would generate proportionally higher box office revenues. However, smaller events or groups that exceed the capacity of the studio theatre may not be able to fill a large space with 1,000+ seats and create a desirable theatre experience.
- **Operating costs:** Such costs are primarily a function of management and the operating model rather than size. However, it is reasonable to suggest that it would cost more to operate a large theatre, particularly in janitorial and front of house services. In addition, as the scale of operation expands, there would be lower proportional use of volunteers and as such the operation would demand a more experienced (and therefore more expensive) management team. However, for a theatre with 1,000+ seats, a booking theatre model should be considered in order to attract larger touring shows that fill capacity and therefore increase revenues.
- **Capital costs are affected directly by size.** It follows that the larger the space, the higher the cost unless architectural quality is sacrificed. Architectural quality has a direct and lasting effect on the

type of shows which could be presented and the theatrical experience the audience could expect. Consequently, it is important to build the highest quality facility which the community can afford.

From a quantitative perspective, while there is currently a dearth of benchmarking information available for smaller centres such as Kelowna regarding recommended arts seating capacity, Colliers is able to draw upon previous client experience and published data. Specifically, in a performing arts centre study for the Calgary Centre for Performing Arts (CCPA), a major centre performing arts “coverage model” of performing arts seats per 1,000 of population was calculated for 5 Canadian markets, as follows:

Market	2007	2016
Calgary	9.0	10.4
Edmonton	16.9	16.6
Toronto	18.4	17.2
Vancouver	32.0	N/A
Winnipeg	12.5	N/A
Simple Average	17.8	14.7

Table 11 Seats per 1,000 residents in different Canadian markets

This short comparison shows an average of 14.7 seats per 1,000 citizen. As well, CCPA set a long-term target for Calgary of 15 seats per 1,000 of population. Given the smaller size of Kelowna as compared to these major Cities and overall reduced number of cultural programming options available to the public, it is suggested that the 15-seats per 1,000 of population can be reduced by 20 % to 12-seats per 1,000 of population. When calculating the necessary seat capacity for Kelowna, the two local theatres, the Rotary Centre and Creekside Theatre (598 seats) have to be included.

Assuming a projected population of 154,000 in 2028 (Section 2), the recommended arts seating capacity in the City would be 1,848. Subtracting the local competing theatres (598 seats) yields a PAC benchmark of 1,250 seats. This is based on the assumption that PAC is sized to match the size of the community, opens by 2028 and is positioned to be financial profitability and sustainability early in its lifecycle.

For the purposes of this report, based on a arts seats per population metric, that the seating capacity of the new PAC could be 1,200, including a 250 seat studio theatre. It is noted that a theatre of this size would need to operate and market it's programming differently than the current KCT. Detailed analysis of the various business model options to achieve a financially sustainable PAC should be conducted by the City prior to deciding on the final size of the theatre.

Space Program

The table below summarizes a proposed building program for a new facility with 3 building Options:

- a ‘luxury’ facility with premium spaces and larger areas;
- a moderate facility appropriate to a community the size of Kelowna, allowing larger events; and
- a basic facility with sufficient spaces for community use.

The gross up factor for the theatre has been set at 65%, which allows for wall thickness, corridors, stair wells, mechanical rooms and void spaces. It may be possible to reduce this further in practice when detailed design is done.

Space	Area Theatre 850 seats Moderate	Area Theatre 1000 seats Moderate	Area Theatre 1200 seats Moderate
*includes 240 seat Studio theatre			
	sq ft	sq ft	sq ft
SUMMARY THEATRE AND STUDIO THEATRE			
Public Areas	11,260	14,610	17,510
Stage and Audience Chamber	11,580	13,680	15,480
Stage Support	2,110	2,110	2,410
Performer Support	2,680	3,760	3,960
Studio Theatre	4,940	4,940	4,940
Production	820	950	1,200
Multi-purpose Rooms	2,000	2,000	2,000
Building Services	1,770	1,770	1,770
TOTAL NET AREA THEATRE	37,160	43,820	49,270
Gross Up 65%	24,154	28,483	32,026
TOTAL GROSS AREA THEATRE	61,314	72,303	81,296

Table 12 Building program summary

The detailed building program is provided in Appendix #2.

Functional Relationships

Functional relationship drawings are created to inform the design team as to how the spaces in the space program relate to each other. Certain spaces need to be adjacent to or in close proximity to other spaces for maximum efficiency of operation. For example, in the theatre, the wardrobe maintenance and laundry space has to be close to the dressing rooms for the building to efficiently support the activities. Loading access should be provided with clear routes to those facilities to which the heaviest and largest bulk goods will be delivered. The public should have easy access to the lobbies leading to the audience chambers, and should not be routed past “back of house” spaces.

At this stage in the development process, the greatest importance is the understanding of the relationships between the performance spaces, the public spaces and the support areas. A graphic representation of this is shown in Appendices 4, 5 and 6.

Facility Footprint

In order to assess how the building footprint might be applied to a land site, a building footprint has been developed and is summarized in the table below. The following table summarizes the building footprint (The detailed space program is included in Appendix #2):

Option	Ground Floor	Other Floors	Other Spaces/ Designated Areas	Total
Option 1 850 seats	33,850	17,300	10,150	61,300
Option 2 1,000 seats	39,670	20,130	12,500	72,300
Option 3 1,200 seats	41,400	26,570	13,330	81,300

Table 13 Summary of building footprint.

The footprint of the performance venues and community centres is relatively straight forward to calculate. There are certain spaces which have to be on the same level -- for example, the lobby, the stage and orchestra levels of the theatre, and the loading dock, green room and stage storage spaces which function in support of the performance spaces. Other spaces can be on other floors, either on a basement level or on upper levels. The multi-purpose rooms and studio theatres should generally be on the ground floor but other studios could be located on a second floor.

Theatre Form

The theatre should be a classic proscenium theatre. The preferred format is a modified playhouse configuration with a main floor, parterre and balcony with a narrow gallery of boxes which run along the side walls of the audience chamber from the proscenium to the rear. In this setting, all audience areas are in proximity to the stage and the Orchestra Pit between the stage and main floor. Control rooms will be arranged above the balcony.

A seating configuration on multiple levels provides benefits to the operation and use of the theatre in terms of the flexibility it creates in order to host multiple different events. Structuring the audience seating in the modified playhouse configuration allows the PAC to close off upper levels in conjunction with adjusted lighting for small events, where main floor and parterre offer sufficient capacity for the demand. This increases efficiency of operations, but most importantly prevents the audience from perceiving the theatre as being empty which typically detracts from their enjoyment of the performance.

The seating will be a continental format with egress into corridors at the sides of the audience chamber. However, seating rows would not go to the wall of the audience chamber and it would be possible for the patrons to move along the wall of the theatre without exiting the audience chamber.

Programming for the theatre will be a variety of activities including drama productions, musical theatre, dance, recitals, concerts, lectures and video/film presentations as well as non-theatrical events. In this way, the theatre is a multi-purpose facility and the design solution should reflect the flexibility required for these activities. This would include adjustable acoustics and an orchestra shell which enable the users to “tune” the room to activities which are taking place in the space.

A sample of possible Design Guidelines for the new PAC are provided in Appendix 7. Note that a detailed review, validation and analysis of the theatre form described above would occur during schematic design of the PAC.

Construction Cost Estimates

While detailed cost estimates for the proposed PAC will be refined as programming, sizing, uses, and finish levels are crystallized, indicative cost estimates have been detailed below, noting that there are multiple aspects apart from the pure construction cost that should be factored into cost estimates. Additionally, costs for FF&E, theatre specific equipment, seats and acoustical allowance have been included. Finally, the costs listed below include site services, soft costs and other professional fees during design and construction. It excludes any contingencies including escalation.

	Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats
Gross Area [sq ft]	61,300	72,300	81,300
Total Cost	\$ 43.6M	\$ 53.0M	\$ 61.7M
Cost per sq ft	\$710	\$733	\$760

Table 14 Summary of space requirements and construction cost

Construction cost per square foot increase with the complexity of the construction. For example, there is an increasing construction effort to accommodate audience seatings on multiple floors. Option 2 and 3, due to their respective sizes not considered a regular community theatre anymore, thus higher standards – in particular the theatrical equipment - have been taken into account. The detailed calculation of the costs for this strategic investment are outlined in Appendix 3.

Cost-Value Analysis

The following table provides a comparison of advantages and disadvantages for the three considered sizes of the main theatre. Capacity of the main theatre has mayor impact on which groups the City will be able to attract and therefore the variety of cultural services that can be offered to the community through the new PAC. The value added by a new facility will be brought into relation to the associated costs for each model.

	weight	rating	Option 1	rating	Option 2	rating	Option 3
Service offering	3	2	Same program as current KCT delivered at high investment	2	Slight increase in capacity but does not reach crucial capacity	3	Investment creates improved service and broader offer for the citizen
Community activities	2	3	Both theatres are suitable for community groups	1	Large theatre will be too expensive for community groups	1	Large theatre becomes too expensive for community groups
Additional venues, sources of income			All venues offer space for retail, a meeting space, the black box theatre and lobby space that will serve as venues for private events. However, the larger lobby space in option 3 makes a greater impression and could generate a larger additional source of income due to its higher quality and representative value.				
	2	2		2		3	
Risk of empty seats	1	2	Community groups will not be able to constantly fill 850 seats; affects audiences experience	1	Capacity too small for most touring groups, too big for community use	3	Capacity attracts touring groups and larger audience, balcony to be closed off for smaller events
Landmark	1	1	Landmark within the community and the City but likely no further acknowledgement	2		3	Architectural effort for landmark building feasible for large theatre as it supports marketing efforts
Marketing efforts	1	2	Parts of marketing efforts covered by community groups	2	Parts of marketing efforts covered by community groups	1	Higher management efforts to increase group bookings and ticket sales
Urban Concept	1	3	Small footprint leaves more space for set back from art walk and hiding loading dock	2	Larger footprint with only minimum set back	2	Larger footprint with only minimum set back
SUM (weight*rating)		24		19		26	

Table 15 Comparison of the three theatre sizes

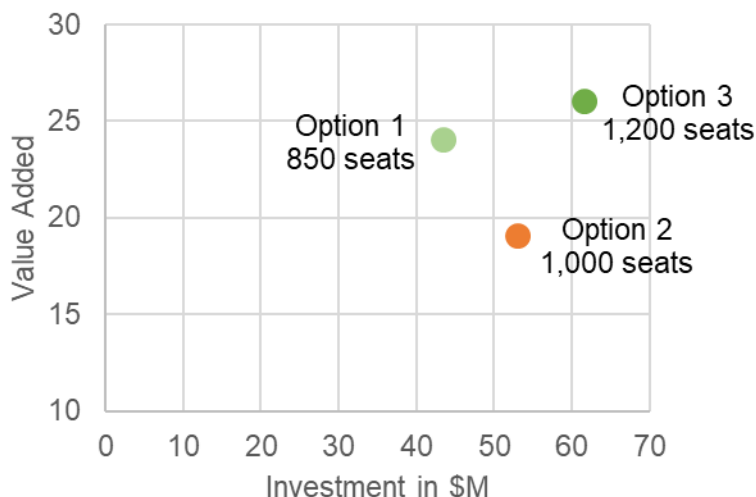


Figure 1 Cost Value Matrix for three different main theatre sizes

The matrix above shows, that option three (1,250 seats) offers the highest added value and at the highest necessary investment. It has to be noted, that option one (850 seats) offers a very similar value as it allows more community use but does not expand the cultural offering to the citizen as it is the case for option three. Option two (1,000 seats) at a medium capacity shows disadvantages for both – community use and group bookings. Therefore it is not recommended to further consider option 2.

Furthermore options 1 and 3 both add a high level of value to the City's development. The differentiating aspect between these two options is the community use vs. regional cultural centre. For that reason it can be concluded that if the City wants to maintain a local community focused PAC, it should be sized in the order of 850 total seats for the main and 250 seats for studio theatres.

If the City otherwise desires to attract larger, touring performing artists (i.e. 'road house') and establish a regional platform for cultural activity within the Cultural District then the PAC should be sized to 1,200 total seats for main and 250 seats for studio theatres.

5. Site Analysis

The City's central precinct plan stipulates in its principles that new development should build on existing facilities wherever possible and use public land for community amenities. Following these principles, the plan has identified key site for future PAC development focusing on the 65,000 sq. ft. parcel of land at the corner of Doyle Ave and Water St. – currently the Kelowna Community Theatre (KCT) west of the former RMCP site on Doyle Avenue. More specifically, the KCT site has been identified in the City's long term plan as the location for a future Performing Arts Centre.

Buildable Site

As a first step during the site analysis, the buildable site has been identified, which is shown in the plan below. The 65,000 sq. ft. parcel of land is defined by Smith Ave to the North, Water Street to the West and Doyle Ave to the South. The West edge of the site is developed according to neighbouring mixed use development as well as the art walk and related urban planning principles. One important feature of the City's Civic Precinct concept is the plaza which will define the north-east corner of the buildable site.

The buildable site available sizing is altered after reductions due to required set backs from the art walk, Doyle and Water Street. This leads to a rectangular buildable site of 67.5m by 82.4m which provides 59,870 sq. ft. of land as the basis for preliminary design and program allocation.

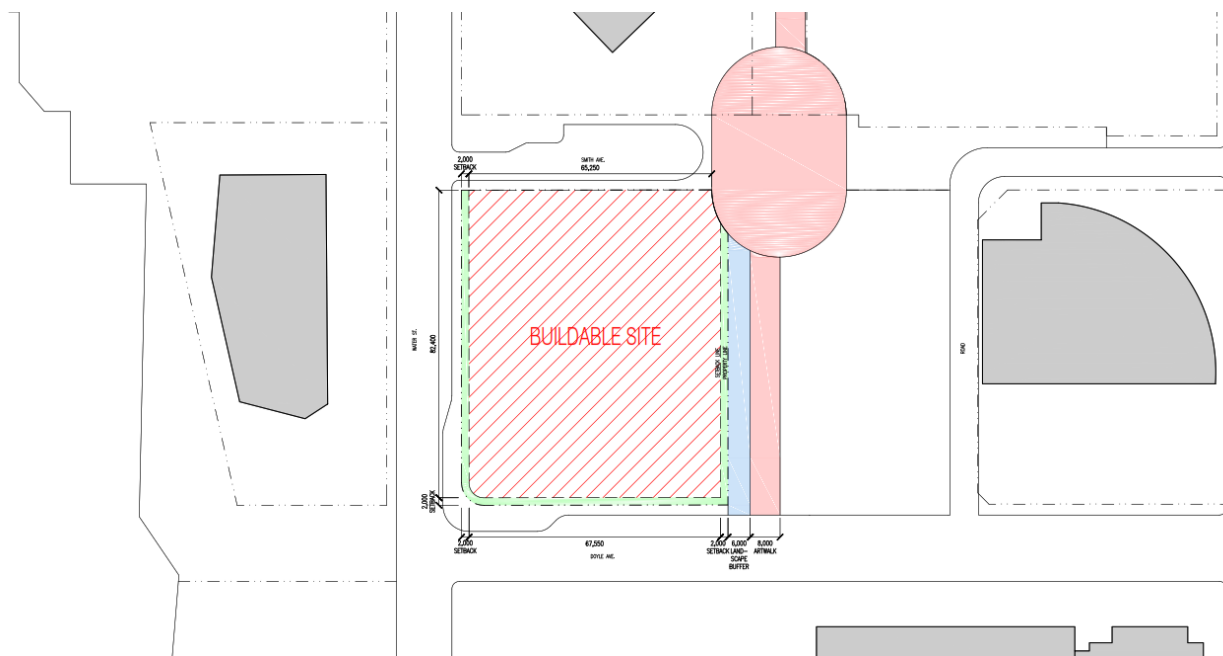


Figure 2 Buildable Site

Access

Development of Options for program allocation is determined by the orientation of the main entrance and the access for logistics within the broader urban concept. While the main entrance is intended to provide a grand impression on visitors and the general public, back of house areas like loading docks don't typically contribute to the visual impression of the theatre for the community.

In an attempt to maximize accessibility for visitors and logistics but also achieve a high functionality of the internal spaces, two access Options have been developed. The major criterion which differentiate the two Options are the orientation of front and back of house areas. The resulting access and egress for the public and back of house logistics are illustrated below:

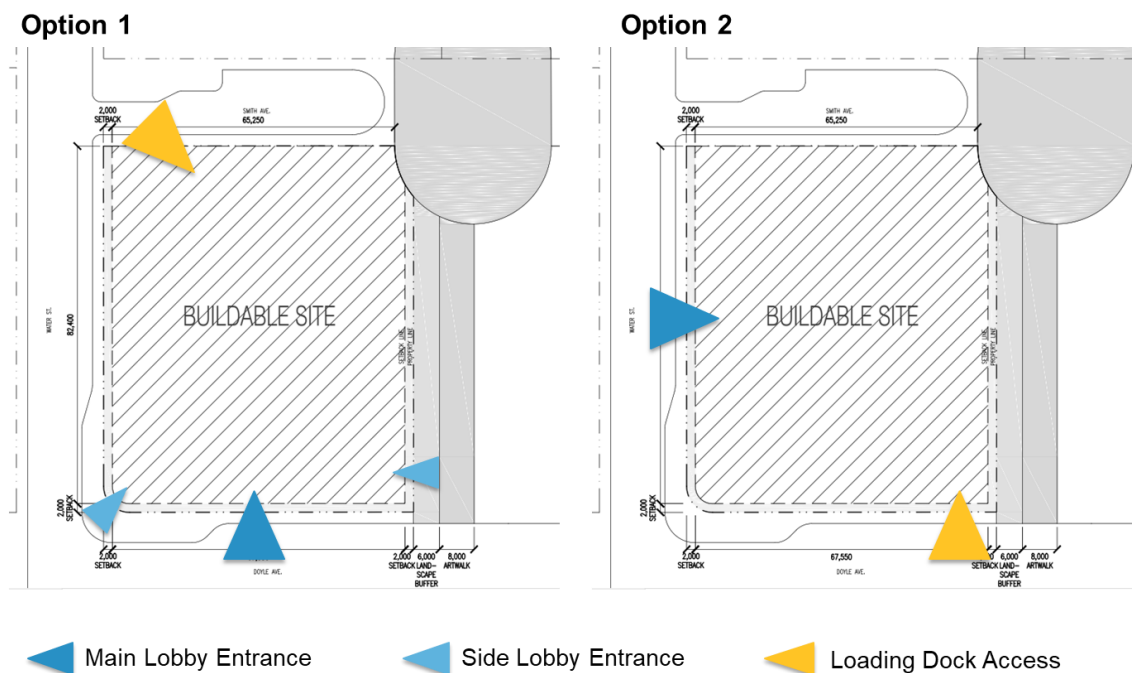


Figure 3 Access for public and logistics for each Option

An important aspect of theatre operations with quick turnover of performers and companies is the location and resulting functionality of the loading dock and adjacent interior spaces. Two design Options have been considered in this regard:

- Off Doyle street, 90° angle, loading dock adjacent to the art walk
(This Option requires trucks to reverse along Doyle Street into the loading dock)
- Off Smith Ave, 30° angle, loading dock opens along Smith Ave
(This Option requires trucks to drive onto the oncoming traffic lane on Water Street and back up into Smith Ave.)

The two Options are illustrated in the next graphic.

While the impact on traffic first seems higher for Option 1, having to stop traffic on Water Street in both lanes to back up into the loading dock, the two presented Options will likely not vary significantly in operation, as the majority of loading and unloading processes take place in late evening hours or during the night, when traffic is less frequent along Water and Doyle street.

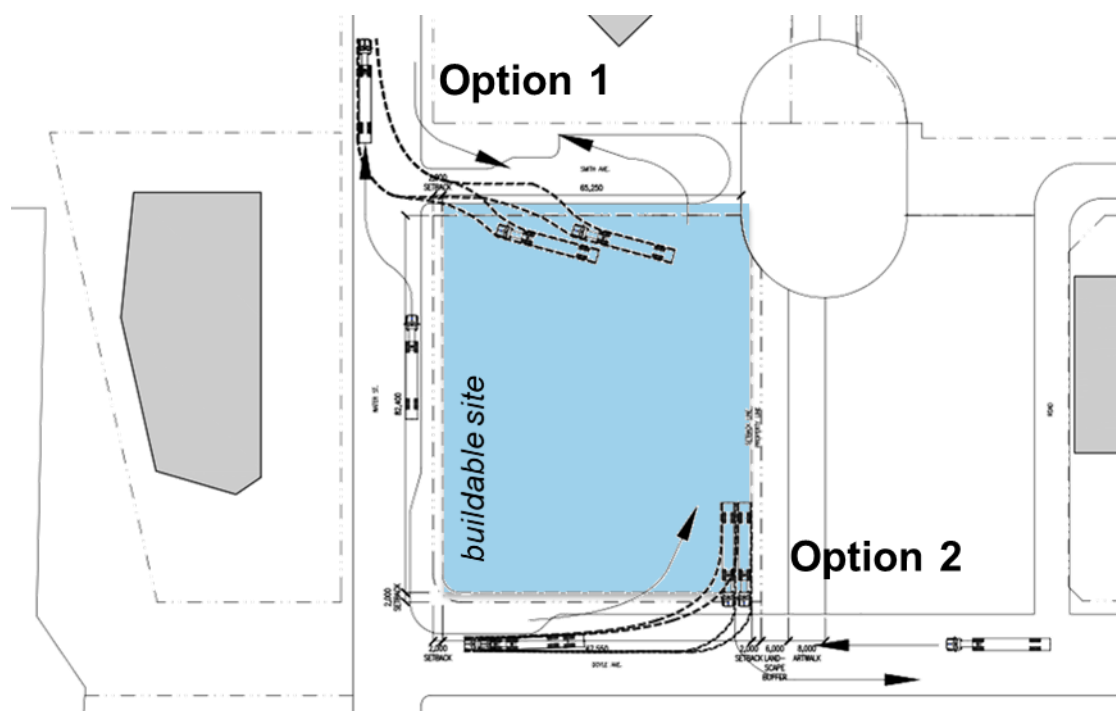


Figure 4 Loading docks, access and egress routes

Program Allocation

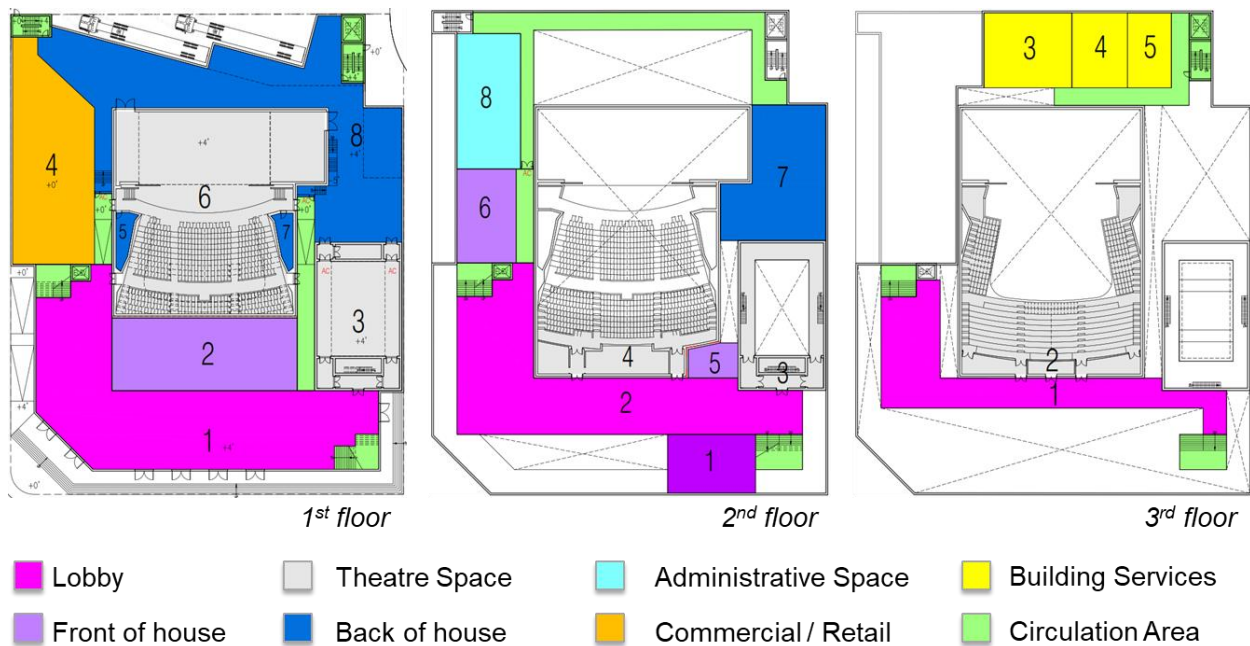
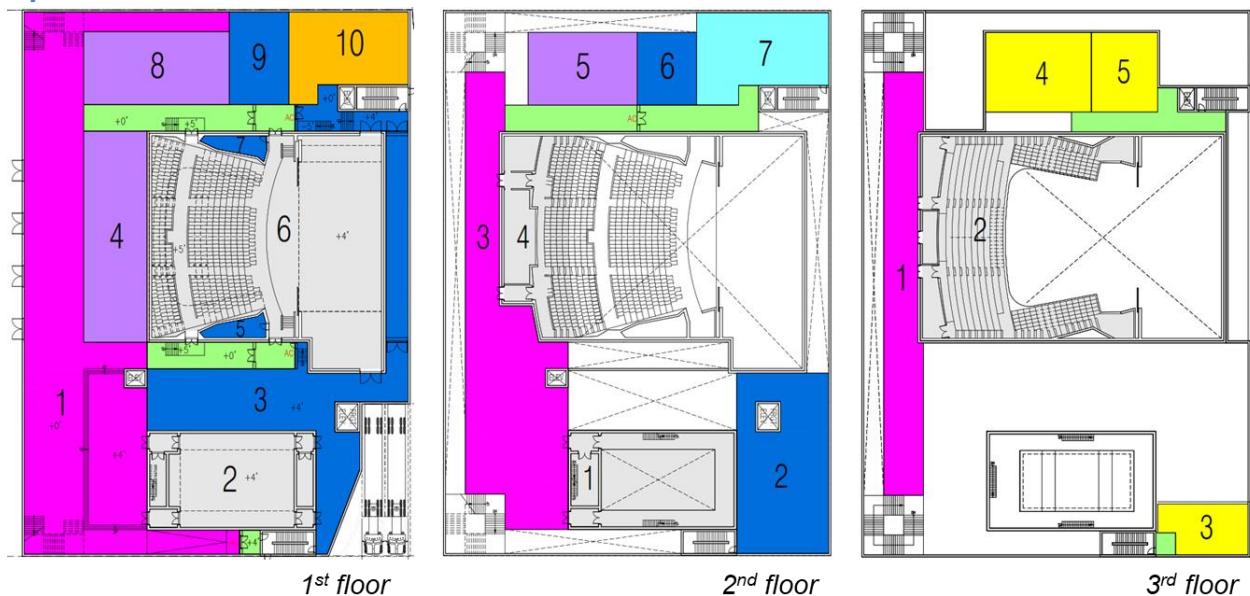
Program allocation, is necessary to prove the building program fits on the designated site. In order to do so, the largest functional program, associated with a 1,200-seat theatre, has been used as the basis of the site analysis.

The table below shows the minimum footprint of the three Options on the ground floor, including the 65% space gross up. See Appendix 2 for the detailed space program including indication of ground floor allocation. All options fit within the 59,870 sq ft buildable area and are feasible for the current PAC site.

Option	Ground Floor	Other Floors	Additional Design Considerations	Total
Option 1 850 seats	33,850	17,300	10,150	61,300
Option 2 1,000 seats	39,670	20,130	12,500	72,300
Option 3 1,200 seats	41,400	26,570	13,330	81,300

Table 16 Building Footprint for Options 1-3

A priority for new PAC is to support the urban concept and contribute to achieving the objectives of the City's Civic Precinct Plan. Analysis of the building footprint, public access and desired animation to adjacent public areas led to the development of two orientation options. The figures give an overview of the allocation of spaces and orientations. More detailed conceptual blocking diagrams and orientations are in Appendix 4-6.

Option 1**Option 2**Figure 5 Program Allocation of Option 1 and 2, 1st – 3rd floor**Space Program and Functionalities**

The following section provides more detail on the requirements of each space with regard to its location within the building and its connections to other spaces. It also compares the two Options as presented and how those requirements are reflected in the current plans.

Noting the preliminary nature of this study, future schematic design will elaborate the optimal PAC space requirements and desired connections.

Lobby Space

In Option 1, the theatre main entrance faces Doyle St. The large lobby gathering space could be used for informal performances, audience outreach programs, and other formal events. Both primary venues, the main and studio theatres, can be accessed through the lobby which allows audiences to mix and mingle during breaks and after the shows. The box office and other public amenities also open to this central lobby. Lobby spaces on the second and third floor ensure access to the higher elevation seating in the theatre. There would be opportunity for these spaces to serve as gallery walks that offering views to Lake Okanagan and the main entrance below via a full height atrium.

Under Option 2, Water Street is activated by the theatre's main entrance and lobby that spans the entire length of the building, making a grand impression on lake-walking pedestrians. This creates the opportunity for two large open staircases at both corners of the building.

Front of house space

Front of house spaces are: reception, bars, storage and Front of House (FOH) operations, coat room, restrooms, and multi-purpose rooms. All spaces apart from the multi-purpose room are located on the ground floor, where the primary interaction with the audience will take place. The main bar will be in the entrance level lobby, other portable bars can be installed on the other levels.

Both Options allocate the multi-purpose rooms on the second floor; Option 1 offers separate access from the staircase in the north-west corner and Option two accesses the multi-purpose room via the main entrance and through the lobby. Considering the preliminary nature of the current plans which focus on the feasibility of the program on site, and the functionalities between access, stage, and back of house spaces, those aspects can easily be changed as design proceeds and are not favoring one Option over the other.

Ideally, the multi-purpose room would be accessible from a separate entrance in close proximity to the exterior and wheelchair accessible, which also allows delivery for various events. Washrooms should be accessible without necessarily entering the main lobby space so the multi-purpose room can be operated as a separate unit without opening the main lobby.

Theatre Space

Earlier in this study, the type of theatre space and the correlating space needs were determined / recommended. The theatre spaces would consist of the main stage, side stages as well as the auditorium on two levels. Lower seating rows would be accessed from the sides and the higher elevations from the back of the theatre, with wheelchair seating provided on all levels, if needed. The second venue, the studio theatre, offers a more intimate theatre experience and can also be used as a multi-purpose room, for rehearsing, classes or other private events. It can offer various adaptable seating configurations. All those features are identically for both Options 1 and 2.

Back of House (BOH) space

All stage and performer support areas are categorized as back of house space. Both Options allocate related back of house spaces across two levels. The 1st floor captures the functions of storage spaces for catering, janitorial, stage and technical equipment, usher accomodation, and the performance workshop.

Second floor functions focus on performer support which encompasses performer waiting, green rooms, and dressing rooms with backstage washrooms.

The differentiating criterion between the two Options is the allocation of the rehearsal space and wardrobe maintenance spaces. In Option 2, this space can be operated as a separate unit, accessible without opening all back of house spaces. Option 1 integrates the rehearsal space in the large BOH area predicated by the geometry of the site to make efficient use of this area.

One major part of BOH space is the loading dock. Planning the connection between the loading dock and the stage helps to minimize distances and offer efficient loading processes for visiting companies / performers. Option 2 shows a very efficient loading dock, as it allows for direct loading and unloading from the stage to the trucks, while still keeping distance for acoustic isolation of the stage. The loading dock planned in Option 1 is less efficient due to the angled bays, creating a less efficient connection between trucks and the stage as well as the need for bigger circulation areas in order to move large equipment. The studio theatre is accessible from the loading dock in both scenarios.

Administrative space

Both Options allocate the administrative space to the second level, with Option 1 along water street, and Option 2 over-looking the civic plaza. Both provide sufficient space for approximately 20 workstations. The box office is allocated within the lobby space fully accessible to the public and patrons before shows. During conceptual and schematic design, attention should be paid to the connection between the box office and administrative space to improve efficiency for theatre staff.

Commercial / Retail

The sizing or nature of commercial or retail uses as part of the new PAC were outside the scope of this study. Both Options include a possible location within the building for such uses. Option 1 includes the space as part of the street presence along Water street, whereas Option 2 anchors the space on the north-east corner, creating an attractive retail space for people enjoying the art walk.

Building services

The planned Options as presented show three separate units or spaces for building services, meant to operate as individual units for the main theatre, the studio theatre and the remaining parts of the building.

Integration into the Cultural District

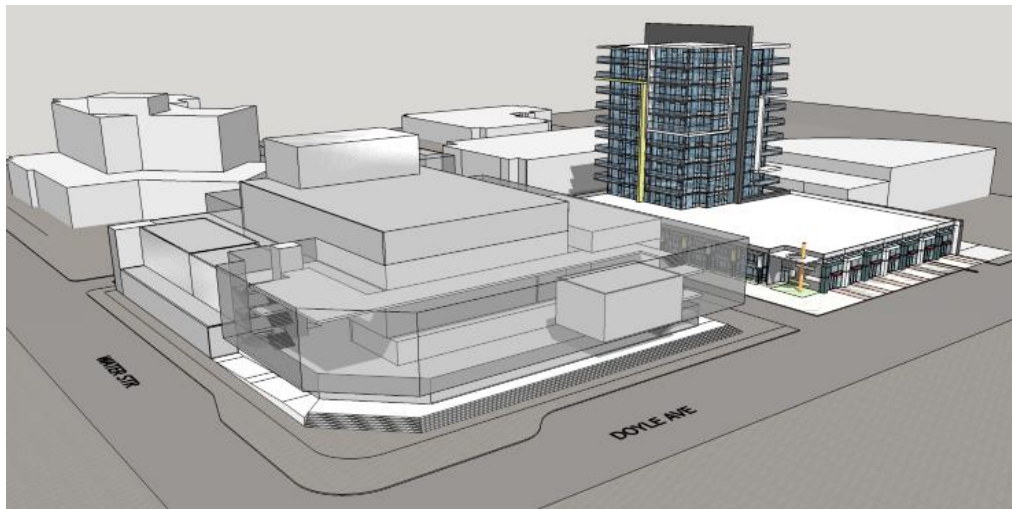
As the City of Kelowna proceeds to establish the art walk as a central connection through the Cultural District, the supportive value of the PAC to this concept should be considered during early planning stages. Of special importance is the building wall facing the east side of the building bordering the art walk. The two Options as presented establish a very different presence towards this design element, as described below.

Option 1 accesses parts of the PAC lobby from the art walk, opening the theatre up towards the east. The solid wall along the studio theatre and BOH spaces can be opened up to enable the rehearsal space. Current design Options show a set-back of the building at the corner of the Civic Plaza. This could possibly be used for additional commercial space, which may create another point of interest for the public crossing Civic Plaza. The public experience between the plaza and waterfront will be impacted by the presence of the large loading docks. This could make Smith Avenue unattractive as a pedestrian

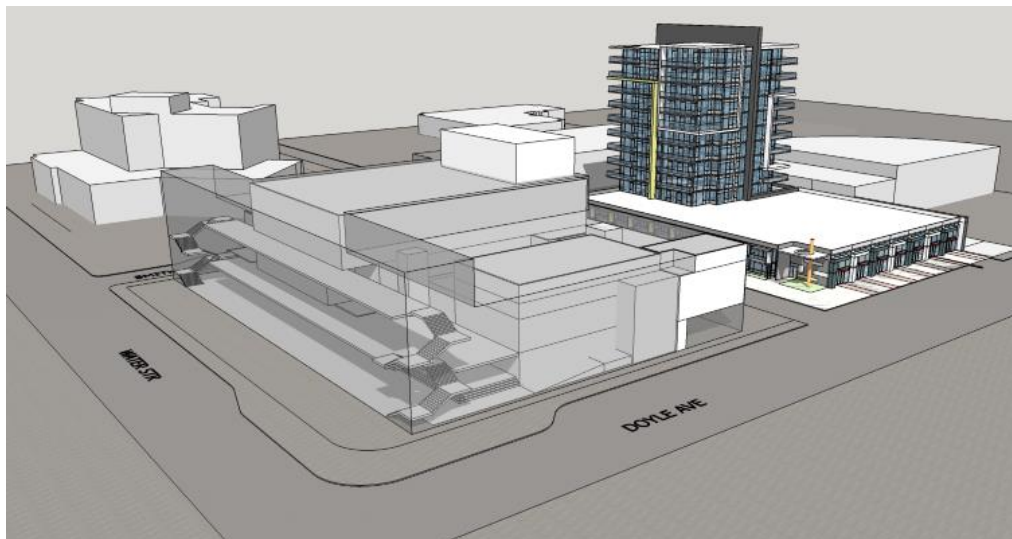
connection between the Cultural District, plaza, art-walk and the lake. The City should evaluate whether the full closure of Smith Avenue to vehicles would allow set-back and other landscaping measures to mitigate this impact.

Option 2 integrates the civic plaza concept through the allocation of the commercial space at the north-east corner of the site. The presence of the entire building under this Option is characterized by a large wall without or with very few openings, but the commercial space helps to mitigate this situation. The fly tower above the main stage will also be close to the art walk. Further south, at the corner of Doyle and the art walk is the loading dock, which can possibly be closed off and not visible to the public, but is still subject to architectural measures in order to integrate this space into the Cultural District.

The following pictures provide a first impression of the proposed Performing Arts Centre located on the current location of the community theatre, within the Cultural District. 3D models are a first study regarding the required volume and do not reflect a architectural design process. The view towards the southeast corner of the building is included in this section. For views from other directions see Appendix 8



*Figure 6 3D model
Option 1 – SE
View*



*Figure 7 3D model
Option 2 – SE
View*

Final considerations

It has been proven, that the current Community Theatre site would also be suitable for the new Performing Arts Centre in terms of the conformity with the Civic Precinct Plan and also the fit of the building footprint. In addition to this there are also some challenges that have to be considered making the decision.

	Benefits	Challenges
Location – same site for KCT and PAC	The identity of the site at Water Street as the platform for theatre and arts in the City of Kelowna will be maintained.	Community theatre activities need to be relocated to a temporary venue for the time of demolition of the current theatre and the construction of the new PAC.
Buildable site and building footprint	The site fits the footprint of the largest of the three options and therefore could accommodate the new PAC regardless of the final sizing decision.	The two developed options for the program allocation are seeking to balance benefits and challenges between urban concept and interior functionality of the theatre, not achieving ideal situation for both in one scenario.
Cultural District	The cultural district is predestinated to be the location for a new performing arts centre. The PAC will emphasise the importance of this concept.	Surrounding surfaces of a theatre are, apart from lobby spaces, often tall walls without windows. While this could provide a large canvas for artists along the artwalk it will still require efforts to create an attractive space, that attracts pedestrians.
Logistics	As the Civic Precinct is not a residential area traffic during evenings and nights is limited and trucks can enter and egress the loading dock without major effect on traffic.	Pedestrian traffic is of high importance within the district, especially along the art walk and connections to the lakeshore. It will be difficult to limit the exposure of the large loading dock along one of these pedestrian routes.

Table 17 Benefits and Challenges of the selected site

6. Conclusions, Recommendations, and Next Steps

Conclusions

Capital funding has yet to be identified for the new PAC. Design and construction of a new PAC is five to ten years in the future. It could be completed as early as 2024. Based on the assumptions and demographic analysis, a theatre between 850 and 1,200 total seats on the site of the existing Kelowna Community Theatre is viable. This recommendation is based on:

- Current and projected demographic profiles suggests that there will be consistent market demand for performing arts in Kelowna.
- Attendance and event bookings in local and regional theatres show a strong demand for theatre and arts consumption.
- The Kelowna Community Theatre is high utilized throughout the year but in poor condition, accessibility constraints and is at the end of its lifecycle.
- Visitors and tourists are a large potential customer base that could enhance ticket sales during spring and summer.
- There is currently a vacuum in the Kelowna region in terms of performing arts facilities that directly compete with the KCT.
- A new PAC to replace the existing KCT directly fulfills a number (6/11) of the principles outlined in the City's Civic Precinct Plan, as follows:
 - Principle #1: Encourage vibrancy through a broad mix of land-uses and public spaces
 - Principle #2: Make the area a distinct and diverse cultural precinct
 - Principle #4: Build on existing facilities and patterns of infrastructure wherever possible
 - Principle #5: Create landmark public spaces that define future development
 - Principle #6: Use public land for community amenities
 - Principle #9: Enhance opportunities for a healthy and complete community
- All three size options (850, 1000, 1,200) are feasible on the designated site. The site size does not represent a limiting factor for the decision between the three models.
- The largest benefits for the community are related to the small options, proceeding with a Community theatre and the largest option, that expands the range of possible events to a more professional level, attracting performance groups.
- The two analysed orientation options for the building program allocation seek to maximize internal functionality and benefits for the urban concept of the Civic Precinct. Option 1 increases the benefits for the Cultural District, while still developing a functional theatre space. Option 2 increases the internal functionality and presents both challenges and opportunities for art walk.

Recommended Next Steps

Considering the findings presented above, this report recommends that The City of Kelowna take a number of key steps, as outlined below, to further develop and examine the creation of a 850-1,200 seat performing arts facility at the existing KCT site:

- Seek funding (through federal and provincial Ministries (eg. Department of Canadian Heritage Cultural Spaces Program) or internal City budgets)) to refine this report's space and cost estimates by developing a preliminary functional program and "concept-plans" for the proposed facility;
- Implement processes to gather detailed market research and demand "surveys" vs. calculated demand for the PAC;
- Reach out to competing or similar facilities who have used alternative funding models to explore the City's financing Options and gather lessons learned;
- Monitor for any regulatory changes or new potential funding opportunities that may emerge over the next six-to-eight months;
- **Develop a Business Plan that includes detailed financial analysis on the operating model options, estimates projected revenues and further develops the PAC's conceptual design to meet the City's Cultural Plan objectives and achieve financial sustainability.**
- Investigate Options for continuous theatre activity in Kelowna through design and construction (KCT is demolished) and until opening of the new Performing Arts Centre;
- Conduct a formal RFI/RFQ/RFP procurement process to determine interest and short-list preferred partners for pursuit of various facility delivery models.

Appendix #1 – Attendance and Booking Details

KCT - Main Stage and Black Box Audience Stats

Month	2013	2014	2015	2016	2017
January	5,326	3,403	1,502	3,516	2,288
February	5,459	5,829	5,489	9,179	7,169
March	14,258	7,723	9,187	11,624	8,991
April	12,506	9,950	7,225	7,993	10,387
May	7,769	8,593	7,654	6,027	7,547
June	10,239	6,104	6,735	7,321	6,465
July	3,614	984	3,775	4,249	3,945
August	3,939	839	1,343	4,507	6,186
September	5,713	4,798	7,194	4,769	3,899
October	11,196	7,055	6,138	8,265	9,127
November	9,966	8,127	8,876	7,632	5,039
December	10,392	12,146	13,395	11,531	10,673
TOTALS	100,377	75,551	78,513	86,613	81,716

Bookings

Space	2013	2014	2015	2016	2017
Theatre	259	236	256	243	282
Black Box	175	171	197	163	156
Total	434	407	453	406	438

Appendix #2 – Detailed Space Program

Space	Area Theatre 850 seats Moderate		Area Theatre 1000 seats Moderate		Area Theatre 1200 seats Moderate	
*includes 240 seat studio theatre						
	sq ft	% of total	sq ft	% of total	sq ft	% of total
SUMMARY THEATRE AND STUDIO THEATRE						
Public Areas	11,260	30%	14,610	33%	17,510	36%
Stage and Audience Chamber	11,580	31%	13,680	31%	15,480	31%
Stage Support	2,110	6%	2,110	5%	2,410	5%
Performer Support	2,680	7%	3,760	9%	3,960	8%
Studio Theatre	4,940	13%	4,940	11%	4,940	10%
Production	820	2%	950	2%	1,200	2%
Multi-purpose Rooms	2,000	5%	2,000	5%	2,000	4%
Building Services	1,770	5%	1,770	4%	1,770	4%
TOTAL NET AREA THEATRE	37,160	100%	43,820	100%	49,270	100%
Gross Up 65%	24,154	65%	28,483	65%	32,026	65%
TOTAL GROSS AREA	61,314	165%	72,303	165%	81,296	165%

Functional Areas	Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats	Building Footprint		
				Ground Level	Other Floors	tbd
Public Areas	11,260	14,610	17,510			
Inner Lobby Lower (Theatre and Studio Theatre)	3,850	5,800	5,800	x	-	
Upper Lobby	2,100	2,800	2,800	-	x	
Second Balcony	0	0	1,400	-	x	
Box Office Windows and Office	200	200	300	x		
Box Office Manager	120	120	120	x		
Box Office Work/Storage	100	100	100	x		
Bars	150	250	300	x	(x)	
Bar Storage	150	200	250	x		
Donors Lounge	800	800	1,350		x	
Donors Restrooms	0	0	0		x	
Donors Pantry	100	100	100		x	
Donors Storage	100	100	150		x	
Catering Kitchen & Storage	600	600	800	x		
First Aid	120	120	120	x		
Office - House Manager	140	140	140	x		
Coat Room	400	600	800	x		

Functional Areas	Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats	Building Footprint		
				Ground Level	Other Floors	tbd
Public Areas	11,260	14,610	17,510			
Ushers Locker Room	200	200	200			x
Janitor Closet	40	40	40	x		
Storage - FOH Operations	300	300	300	x		
Restrooms - Female Public	1,000	1,200	1,400			x
Restrooms - Male Public	550	700	800			x
Restrooms - Assisted H'cap't	240	240	240			x
Stage & Audience Chamber	11,580	13,680	15,480			
Sound & Light Locks	in gross	in gross	in gross	in gross	in gross	
Audience Seating (orch, partaire)	4,900	5,600	4,900	x		
Audience Seating (balcony)	2,700	3,600	3,600		x	
Audience Seating (second balcony)	0	0	1,800		x	
Sound mix position	in gross	in gross	in gross	in gross	in gross	
Stage	2,200	2,600	3,000	x		
Wing space 1	400	400	600	x		
Wing space 2	300	300	300	x		
Rigging Grid- stage	in gross	in gross	in gross	in gross	in gross	
Catwalks - FOH	in gross	in gross	in gross	in gross	in gross	
Orchestra Pit	400	500	600		x	
Orchestra Storage	100	100	100		x	
Trap Room	0	0	0			
Control Room - Lighting	120	120	120		x	
Control Room - Sound, Video	160	160	160		x	
Control Room - Stage Management	100	100	100		x	
Observation Room/Follow Spot Booth	100	100	100		x	
Observation Room/Follow Spot Booth	100	100	100		x	
Dimmer Room	0	0	0			
Sound Rack Room	in control room	in control room	in control room		in control room	

Functional Areas	Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats	Building Ground Level	Footprint Other Floors	tbd
Stage Support	2,110	2,110	2,410			
Rigging Store	150	150	200	x		
Lighting storage	200	200	200	x		
Sound storage	150	150	200	x		
Stage Tech Storage	500	500	500	x		
Piano storage (2)	150	150	150	x		
Platforms, stands & Chair store	400	400	500	x		
Office - Technical Director	200	200	300	x		
Visting Company Office	120	120	120			x
Restrooms - Backstage - Unisex	200	200	200			x
Janitor Closets	40	40	40	x		
Performer Support	2,680	3,760	3,960			
Performer Waiting	0	200	200			x
Dressing Room - 2person (1)	140	140	140			x
Dressing Room - 2person (1)	0	140	140			x
Dressing Room - 4 person (2)	480	480	480			x
Dressing Room - Chorus (1)	400	400	400			x
Dressing Room - Chorus (1)	400	400	400			x
Dressing Room - Chorus (1)	0	400	400			x
Rehearsal Room 1	500	600	600			x
Rehearsal Room 2	0	200	200			x
First Aid (incl w/c)	120	120	120			x
Janitor Closet	40	80	80			x
Wardrobe Maintenance	120	120	120			x
Laundry	80	80	80			x
Green Room	400	400	600			x
Green Room Storage	0	0	0			x

Functional Areas	Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats	Building Footprint		
				Ground Level	Other Floors	tbd
Studio Theatre	4,940	4,940	4,940			
Studio Theatre (Aud and Stage)	3,200	3,200	3,200	x		
Lobby	In lobby above	In lobby above	In lobby above	in lobby above		
Control Room - Lighting	100	100	100	x		
Control Room - Sound	100	100	100	x		
Control Room - Stage Management	60	60	60	x		
Stage Tech Storage	200	200	200	x		
Office - Technical Director	120	120	120		x	
Restrooms - Backstage - Unisex	120	120	120			x
Dressing Room - Chorus (1)	300	300	300			x
Dressing Room - Chorus (2)	300	300	300			x
Dressing Room	140	140	140			x
Green Room	300	300	300			x
Catwalks/Grid	in gross	in gross	in gross	in gross	in gross	
Production	820	950	1,200			
Loading Dock	300	300	400	x		
Workshop	400	500	600	x		
Workshop Storage	120	150	200	x		
Building Services	1,770	1,770	1,770			
Reception	120	120	120	x		
Facility Manager	160	160	160		x	
Offices (2)	200	200	200		x	
Open Office	300	300	300		x	
Office Storage	100	100	100		x	
Meeting Room/offices	300	300	300		x	
Stage Door/Security	150	150	150	x		
Stage Door Waiting	in above	in above	in above	x		
Mechanical Rooms	in gross	in gross	in gross		x	
Telephone Equipment/ Server Room	in gross	in gross	in gross		x	
Custodial Office	140	140	140		x	
Storage - Custodial Supply and work room	300	300	300		x	

Functional Areas	Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats	Building Ground Level	Footprint Other Floors	tbd
Multi-purpose Rooms	2,000	2,000	2,000			
Medium Sized (1)	1,200	1,200	1,200		x	
Storage	200	200	200		x	
Piano Storage	80	80	80		x	
Change Room Male	120	120	120		x	
Change Room Female	200	200	200		x	
Washrooms Public	200	200	200		x	
TOTAL NET AREA	37,160	43,820	49,270			
Gross Up 65%	24,154	28,483	32,026			
TOTAL GROSS AREA	61,314	72,303	81,296			

Building footprint

Options	Ground Floor	Other Floors	Depending on design	Sum
Option 1 850 seats	33,850	17,300	10,150	61,300
Option 2 1,000 seats	39,670	20,130	12,500	72,300
Option 3 1,200 seats	41,400	26,570	13,330	81,300

Appendix #3 – Cost Estimation Details

Input Parameters

Input Parameters		Option 1 850 seats	Option 2 1,000 seats	Option 3 1,200 seats	
Building Parameters					
Gross Area	[sq ft]	61,314	72,303	81,296	
Seating Capacity (Theatre)		850	1,000	1,200	
Seating Capacity (Studio theatre)		240			
Cost Parameters					
General Costs					
I	Construction Costs	[\$ / sq ft]	500	520	540
II	FF & E	[%]	5%		
Theatre specific Costs (FF & E specific)					
III	Equipment Allowance		see estimation		
IV	Acoustical Allowance		see estimation		
V	Audience seats (Theatre)	[\$ / unit]	320	320	360
VI	Audience seats (Studio theatre - retractable system)	[\$]	300,000		
Fees					
VII	Professional Fees and Disbursements	[%]	15%		
	Architectural Services	[%]	8%		
	Consulting Engineering Services	[%]	5%		
	Theatre Consulting Services	[%]	1%		
	Acoustics Consulting Services	[%]	1%		
VIII	Project Planning and Administration	[%]	2%		
Others					
IX	Parking Allowance	[%]	2.5%		
X	Site services / development allowance	[\$]	1,000,000		
Contingencies					
XI	Estimating Contingency	[%]	0%		
XII	Construction Contingency	[%]	0%		

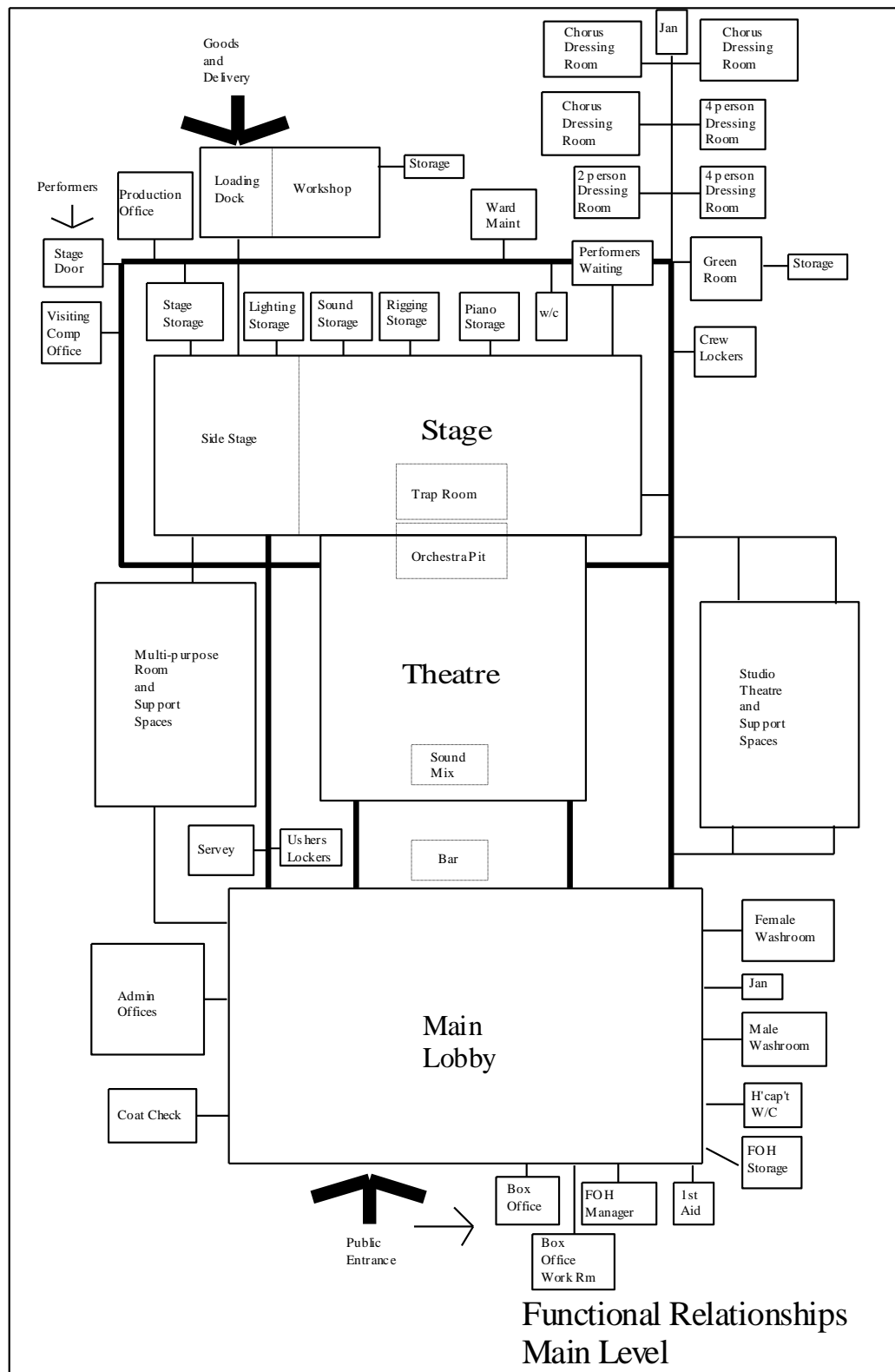
Capital Cost Estimates

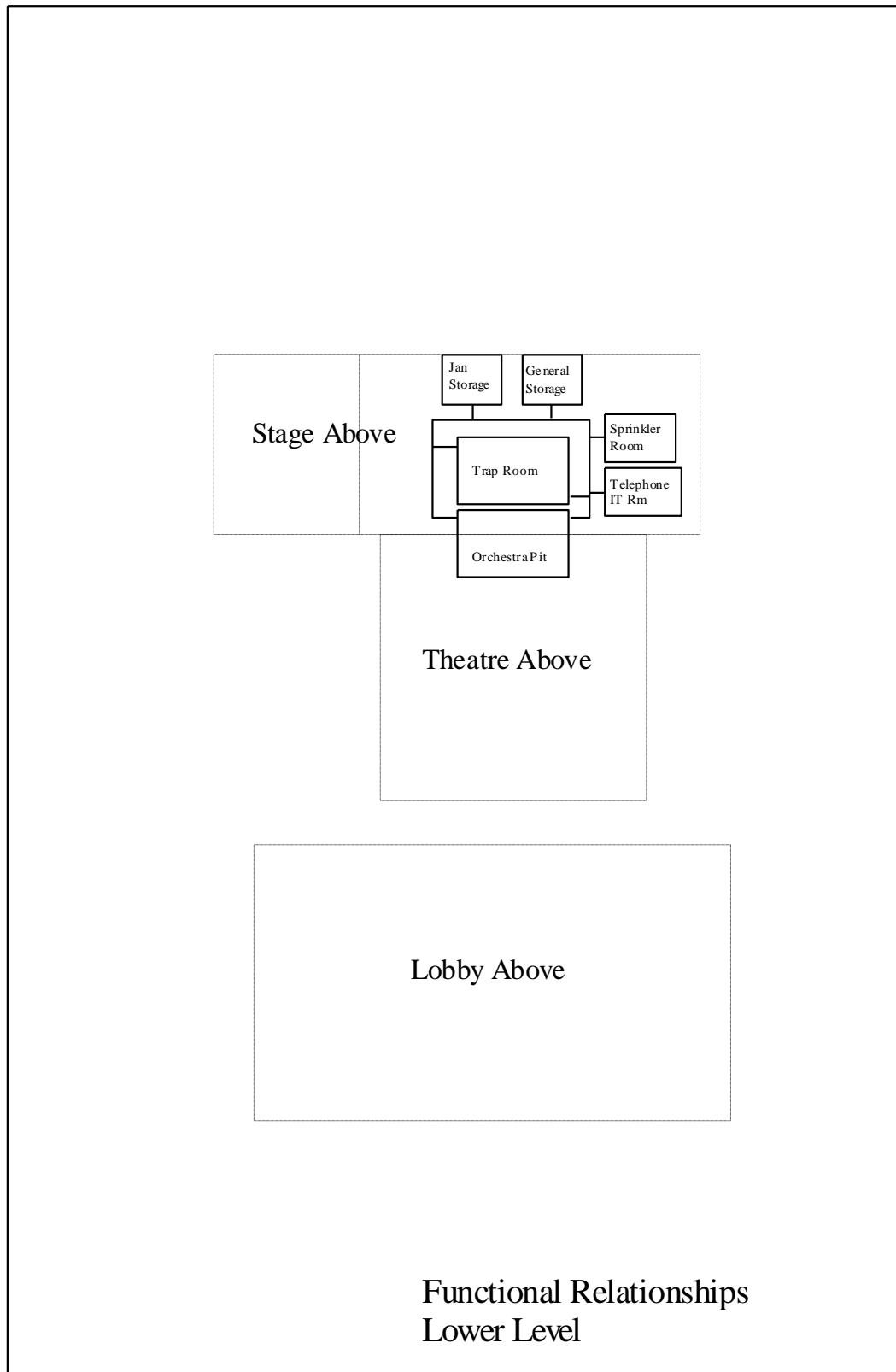
Category		Option 1	Option 2	Option 3
General Costs				
I	Construction Costs [\$]	30,657,000	37,597,560	43,899,570
II	Furnishing, fixtures and equipment [\$]	1,532,850	1,879,878	2,194,979
Theatre specific Costs (FF & E specific)				
III	Equipment Allowance [\$]	3,644,200	4,000,000	4,400,000
IV	Acoustical Allowances			
	Adjustable Acoustics [\$]	0	400,000	600,000
	Orchestra Enclosure [\$]	180,000	180,000	300,000
V	Audience seats (Theatre) [\$]	272,000	320,000	432,000
VI	Audience seats (Studio theatre - retractable system) [\$]	300,000	300,000	300,000
Fees				
VII	Professional Fees and Disbursements [\$]	4,598,550	5,639,634	6,584,936
VIII	Project Planning and Administration [\$]	613,140	751,951	877,991
Others				
IX	Parking Allowance [\$]	804,746	986,936	1,152,364
X	Site services / development allowance [\$]	1,000,000	1,000,000	1,000,000
SUB TOTAL		43,602,486	53,055,959	61,741,839
Contingencies				
XI	Estimating Contingency	0	0	0
XII	Construction Contingency	0	0	0
TOTAL		43,602,486	53,055,959	61,741,839

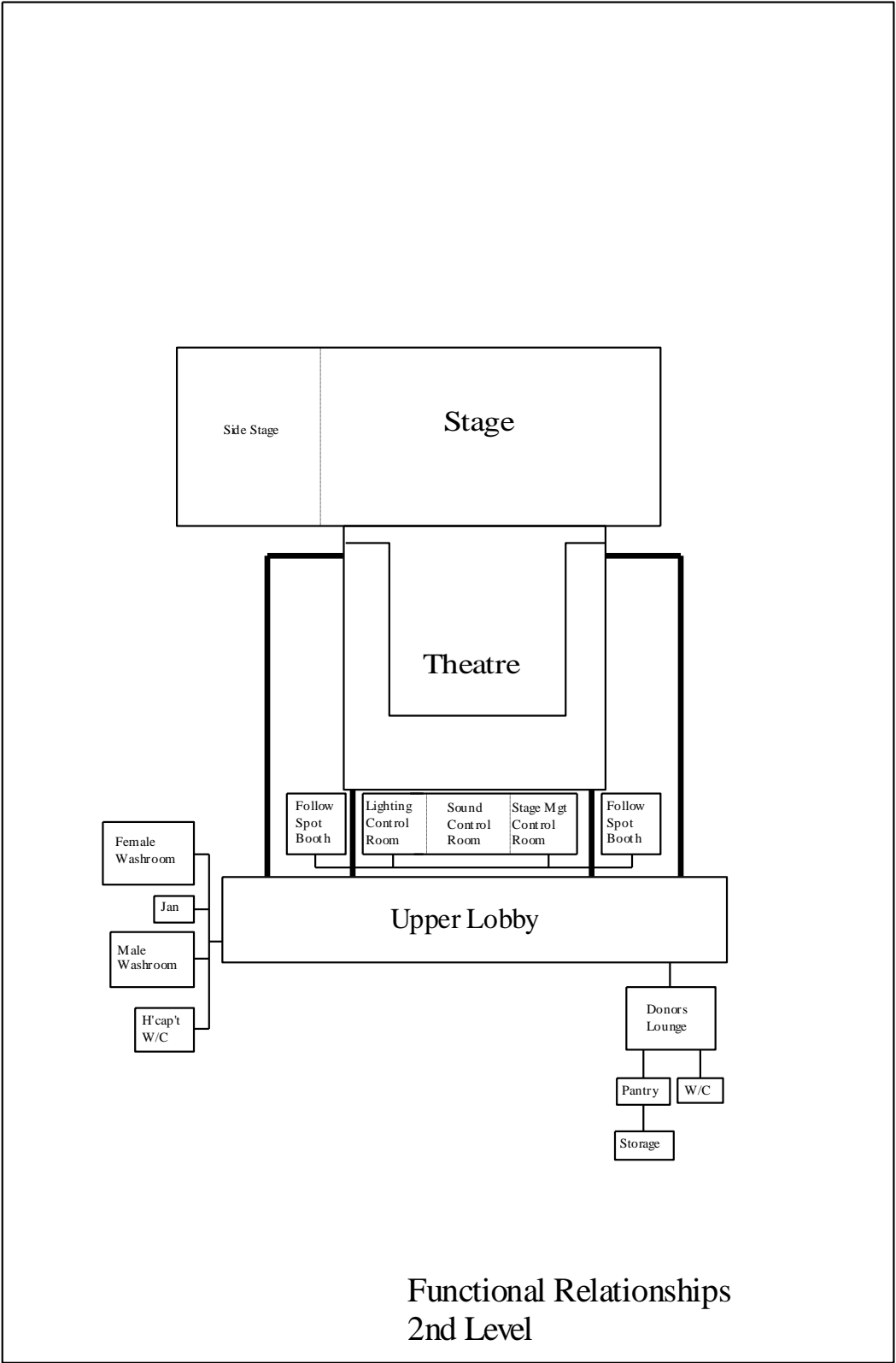
Not included in estimate:

site acquisition
escalation (all costs in 2018 dollars)
PST or GST

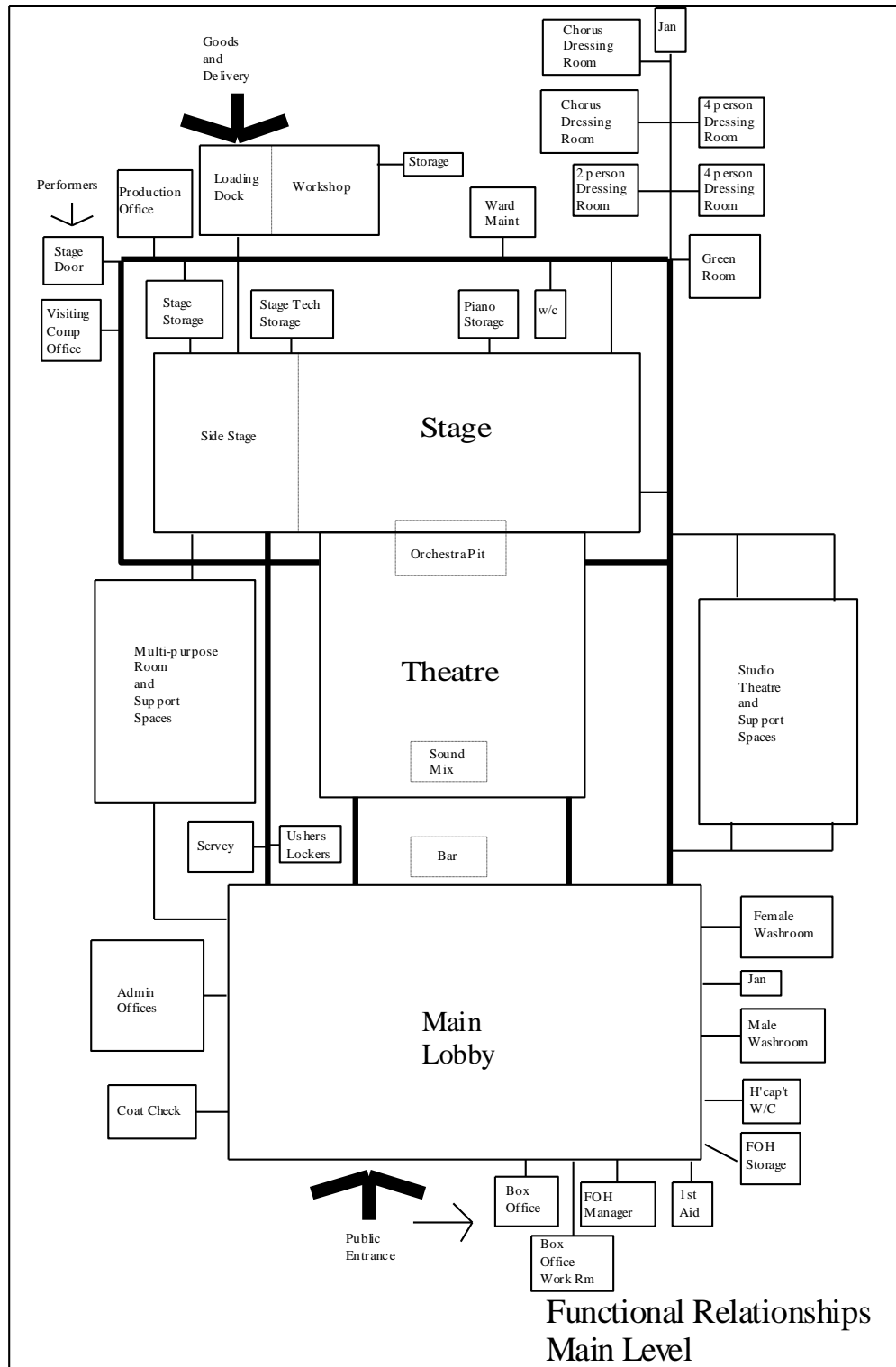
Appendix #4 – Functional Relationships | Option 3 | 1,200 seats

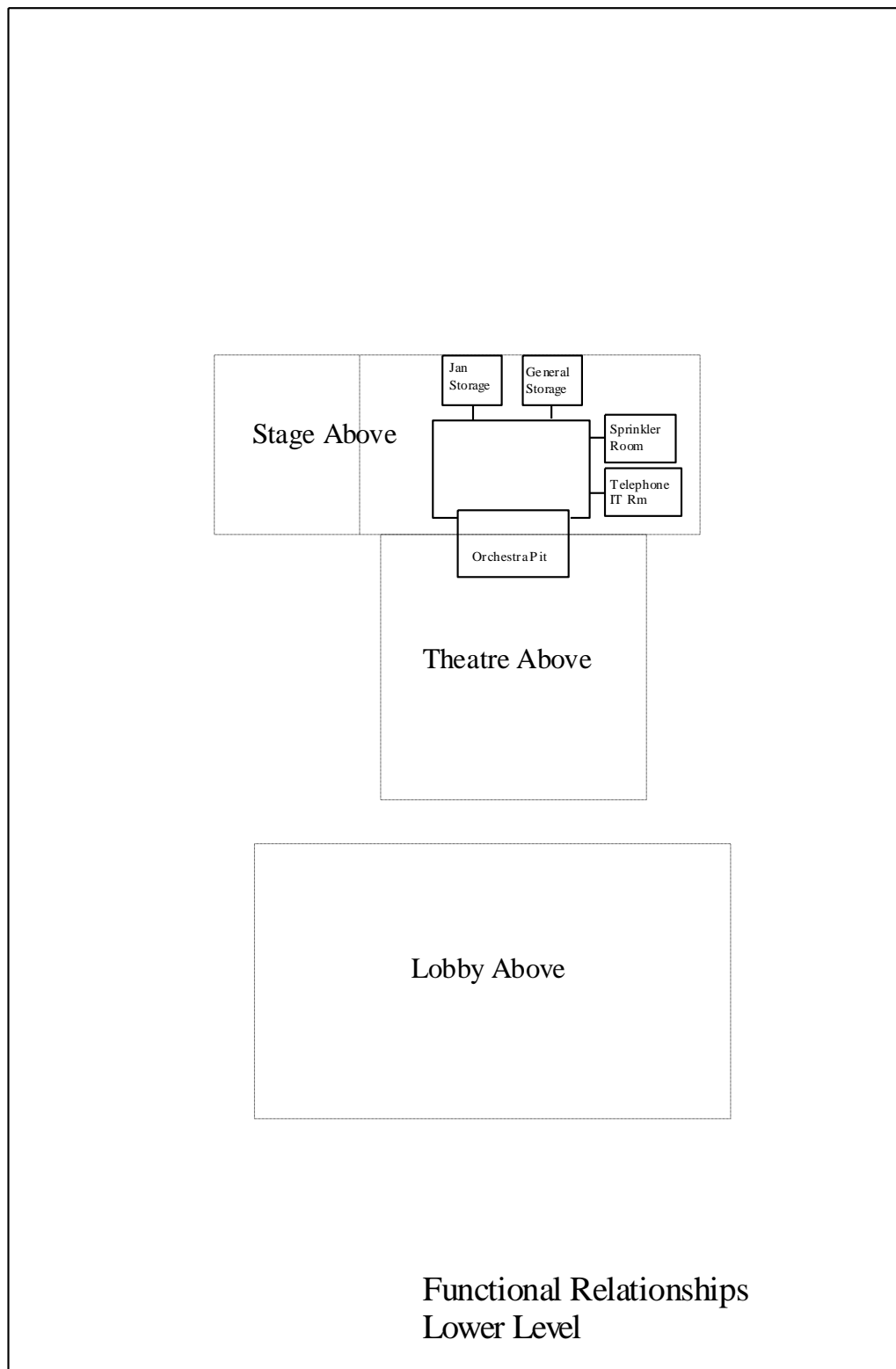


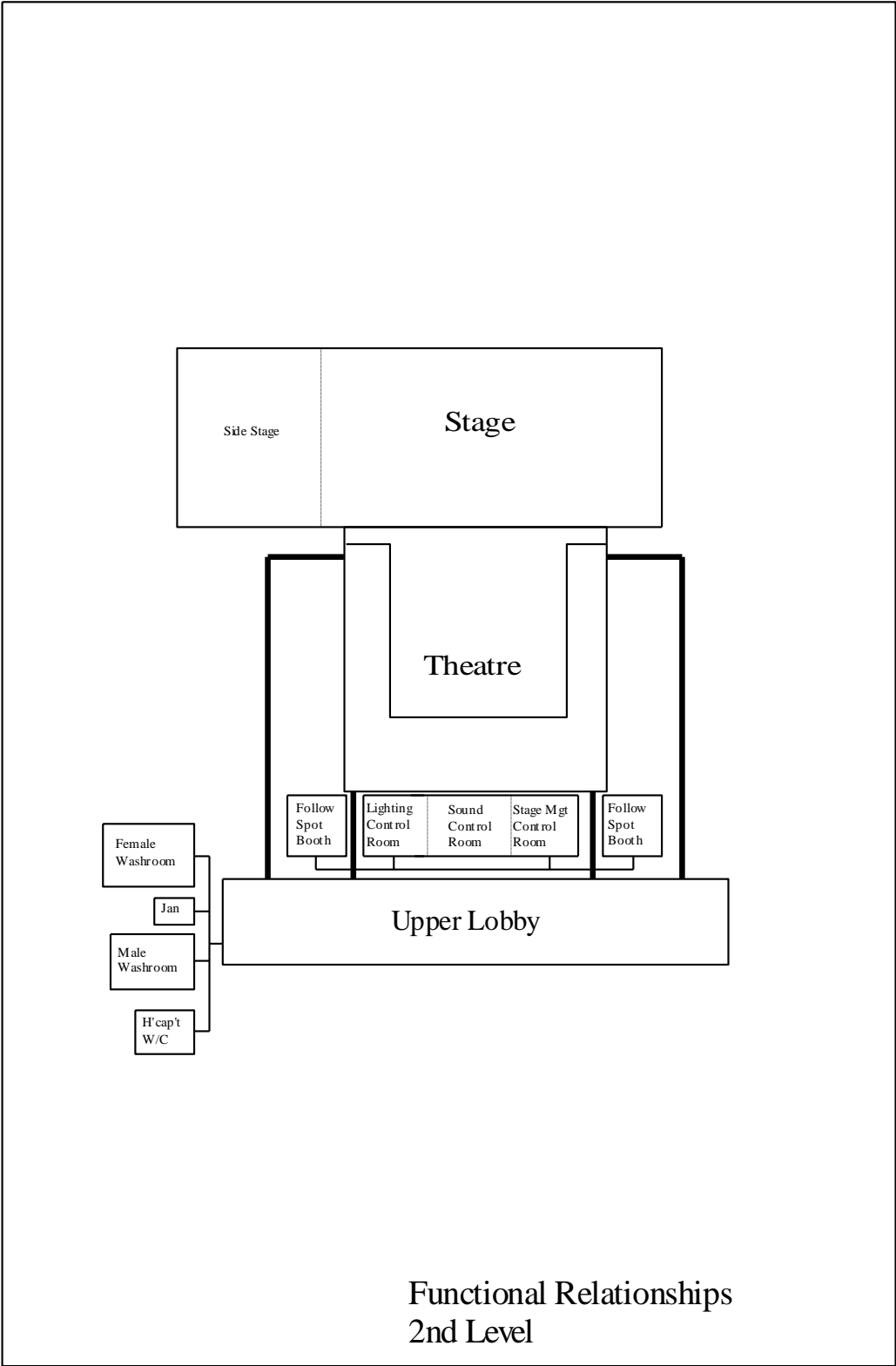




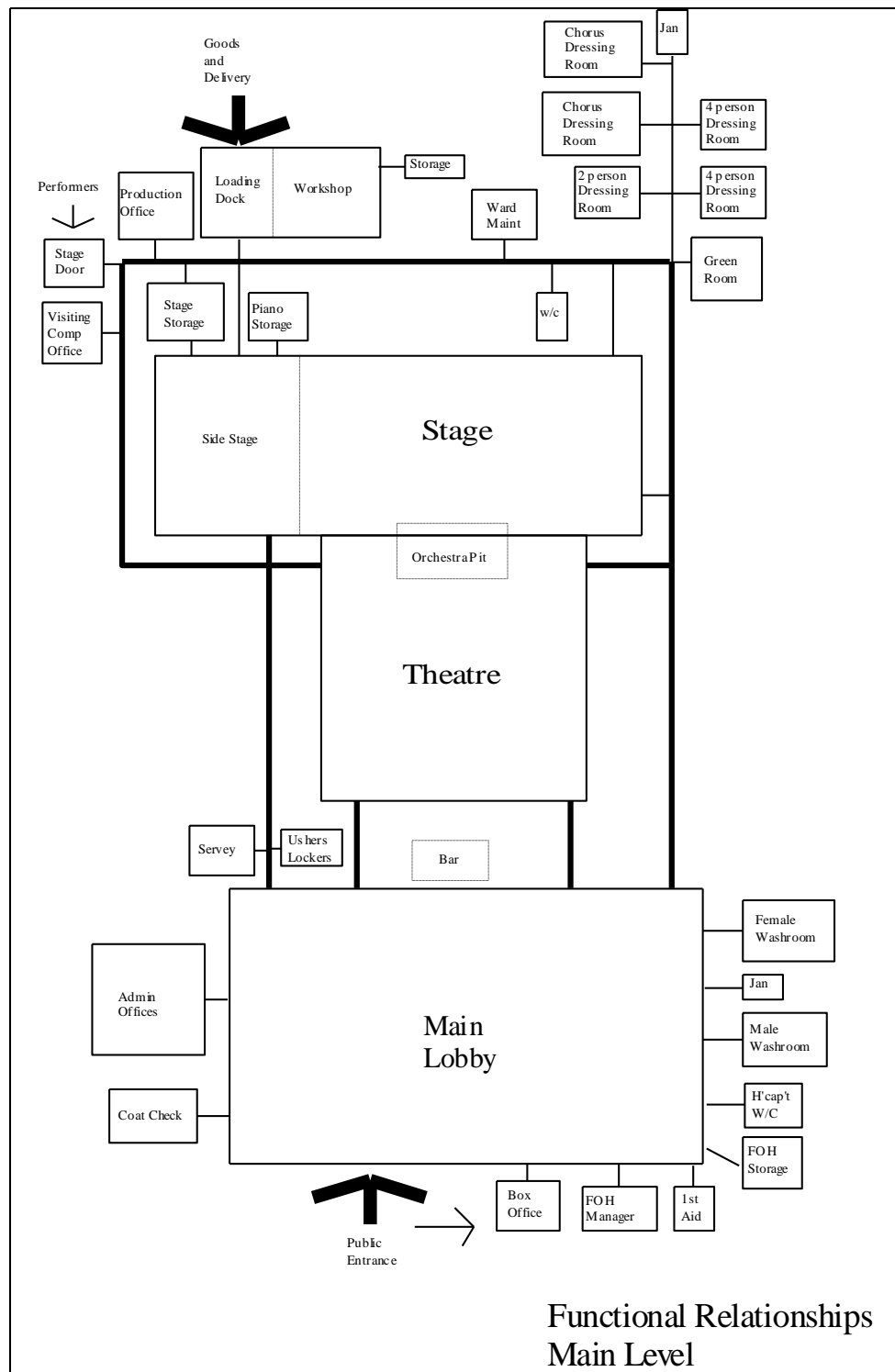
Appendix #5 - Functional Relationships | Option 2 | 1,000 seats

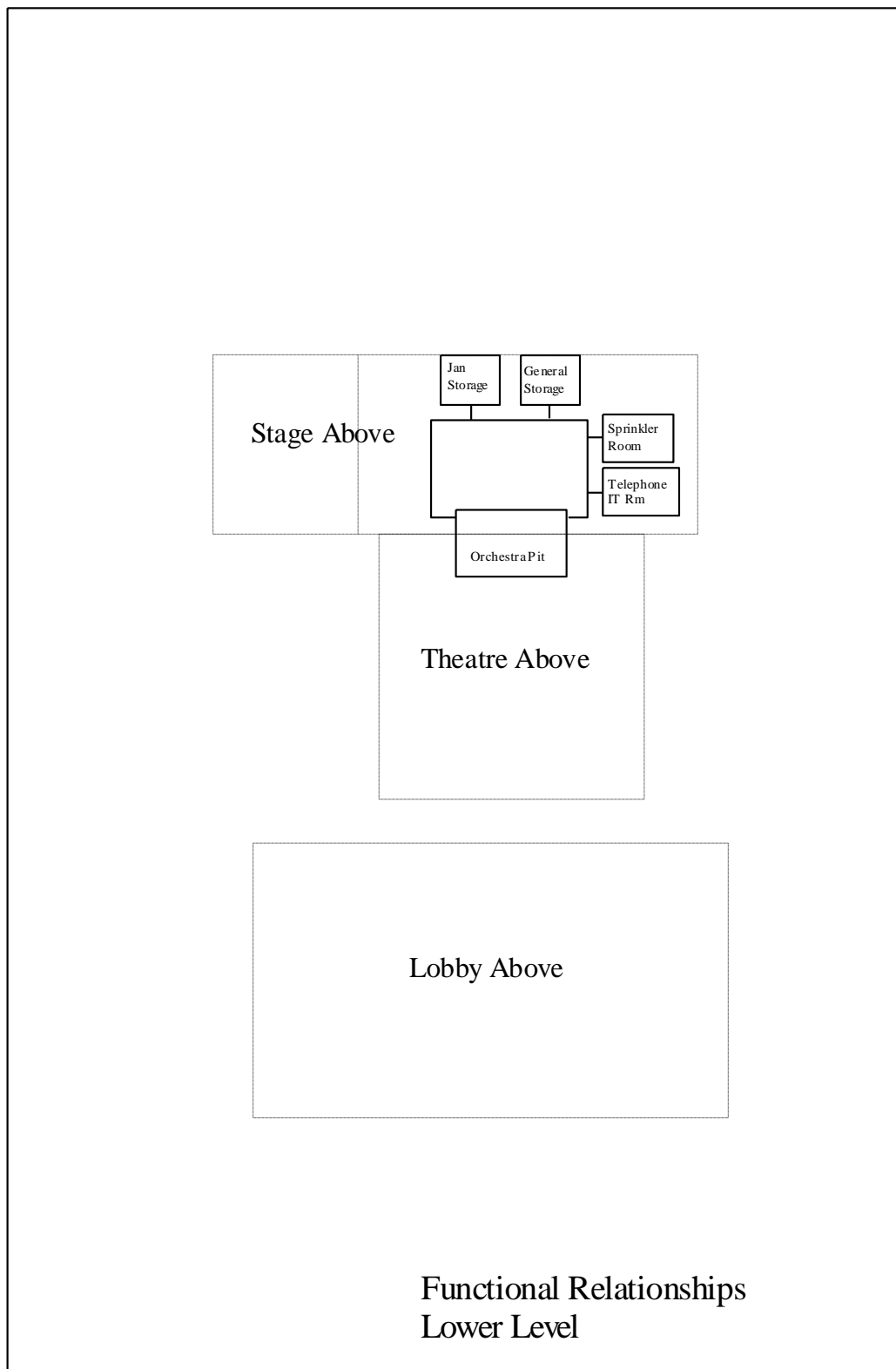


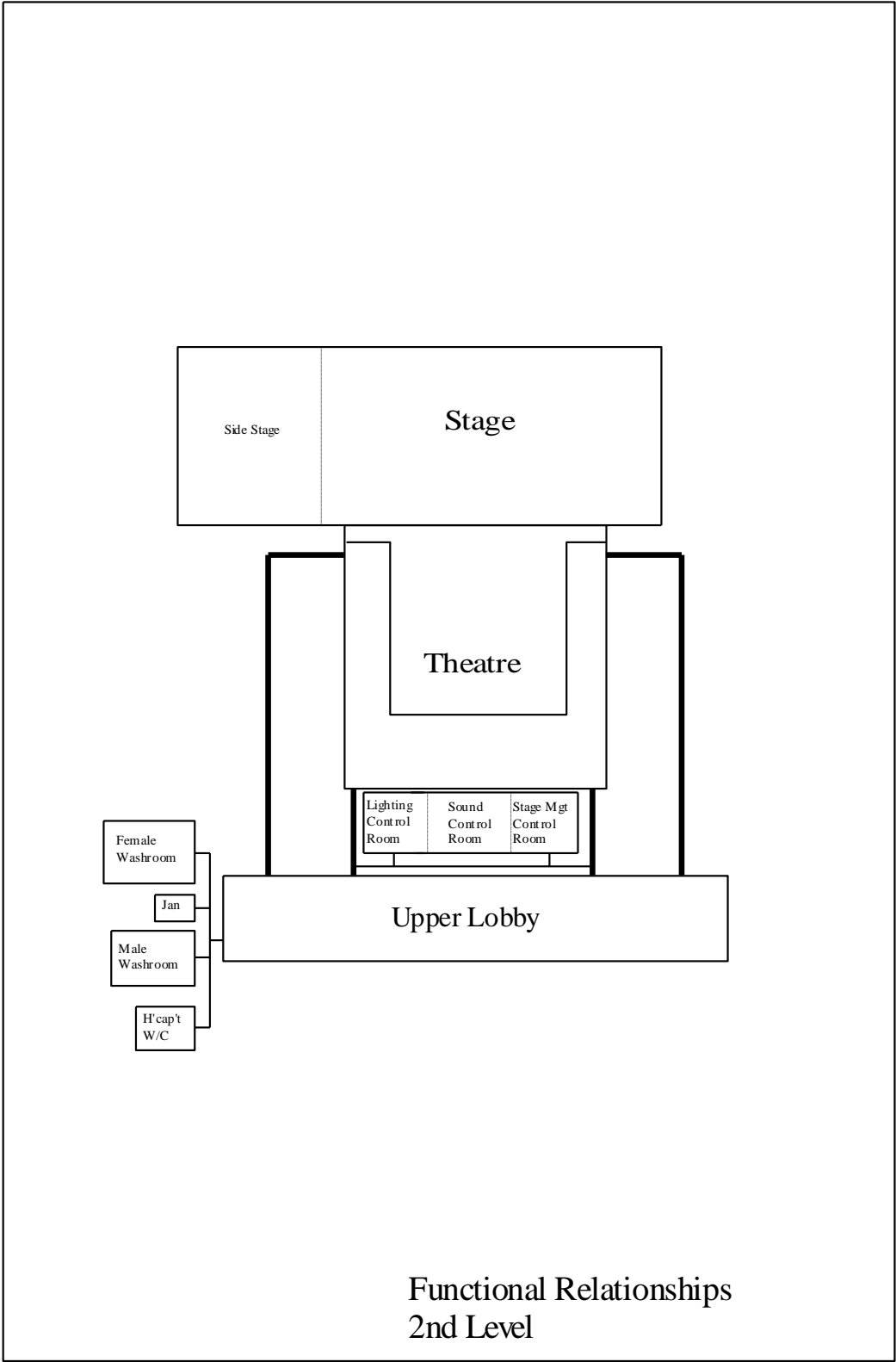




Appendix #6 – Functional Relationships | Option 1 | 850 seats







Appendix #7 – Sample Design Guidelines

Design Guidelines

Theatre Lobby

This will be the space receiving the most use in the facility, as all activities connect through this space. In addition to event usage, it may be frequented by individuals who have no connection to the arts and use the space because it is a pleasant, warm and welcoming environment experience.

The following should frame the approach to the design of the lobby:

- use of wood and stone and other local materials
- an abundance of windows looking out into the environment, a prevalence of natural light during the day and warm lighting in the evenings;
- an outside deck with gas heaters to extend the use in the fall and early in the spring;
- controlled acoustics so the space is not noisy yet does not sound empty; and
- many alcoves and discreet places for people to sit and talk or be comfortable alone.

Theatre

The following should frame the approach to the theatre design:

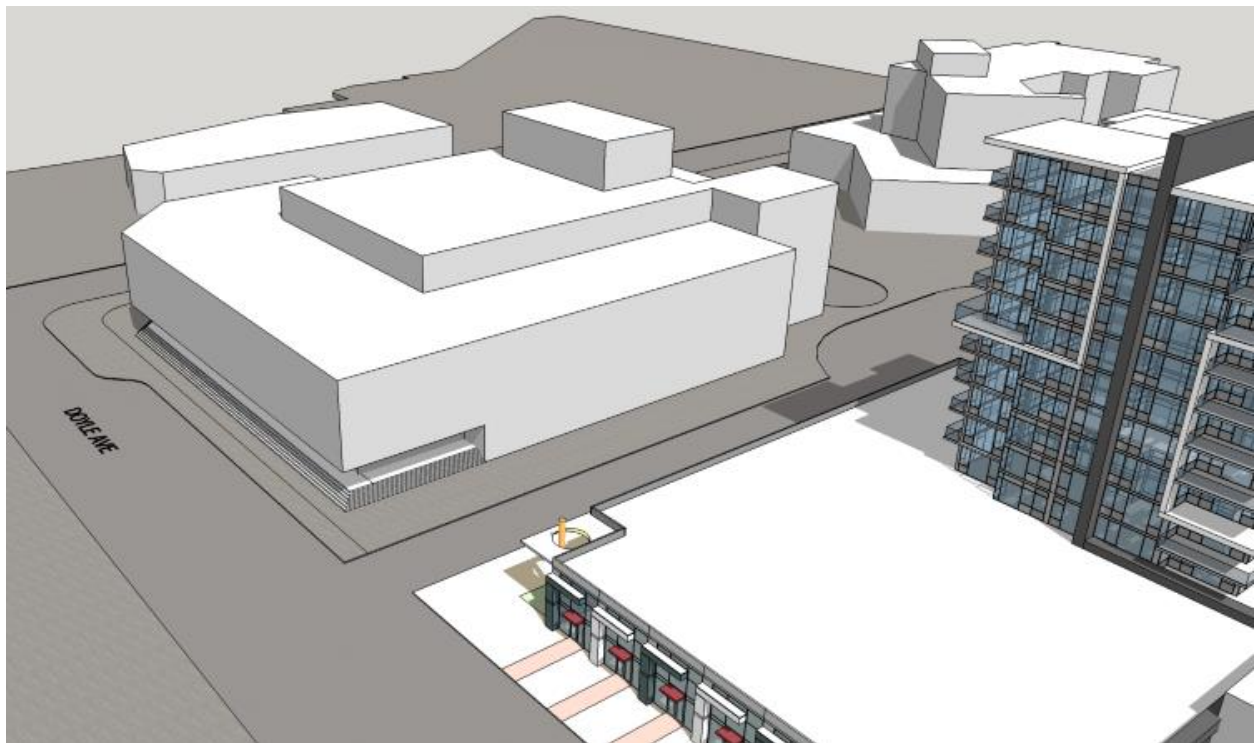
- the venue is a tool used in the creation of a work of performing art and all design and technical decisions and considerations should support this principle;
- the audience chamber and stage should support the performer/audience relationship;
- the public spaces should create a sense of celebration generating an anticipation of things to come;
- the audience chamber should reflect the serious endeavors and respect of the work required to create the art. Performing in the venue should be a very special occasion, full of the pleasure of sharing the experience with the audience; and
- the design should acknowledge the history, traditions or future aspirations of cultural and performing arts in the region and community.

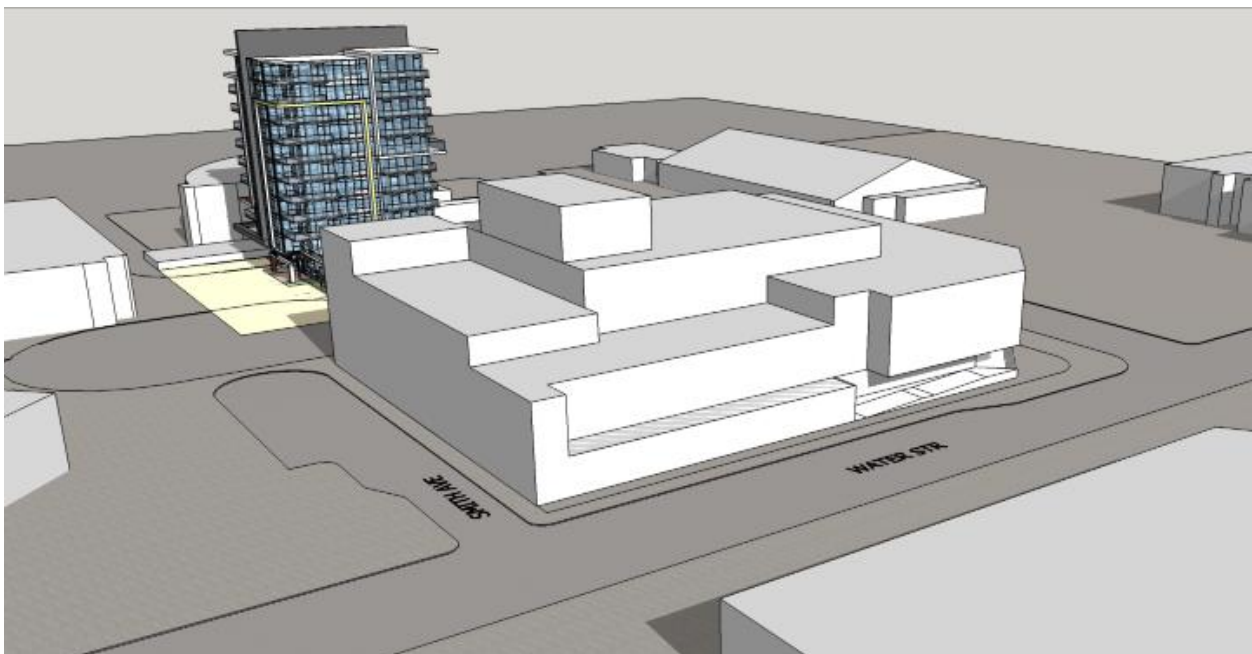
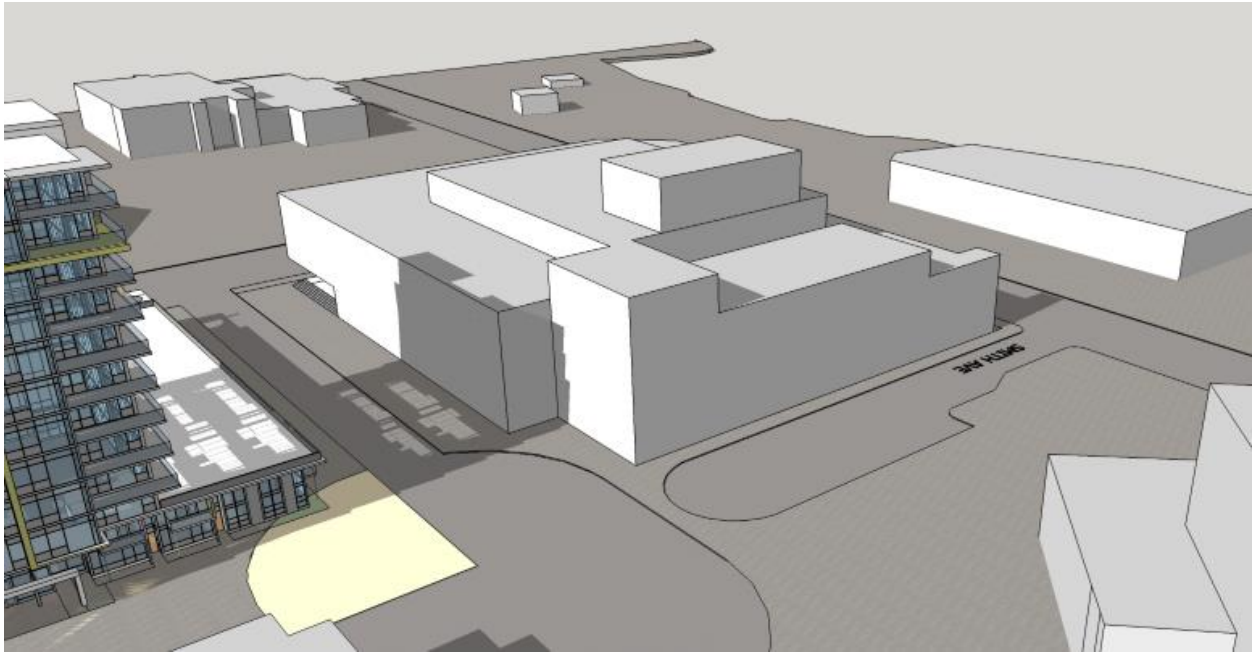
Specifically, the design team should address the following issues:

- the facility should support many different activities, not only traditional theatrical events but also non-theatrical activities;
- the design should allow flexibility of use and concurrent use of adjacent spaces to maximize use;
- the change-over between events should be as easy and efficient as possible;
- the facility should be cost effective to operate;
- the infrastructure should be in place to allow the City to add equipment and other features easily and economically as the community grows and their needs change; and
- the venue and the technical facilities should be safe, accessible, easily learned and able to be run by volunteers.

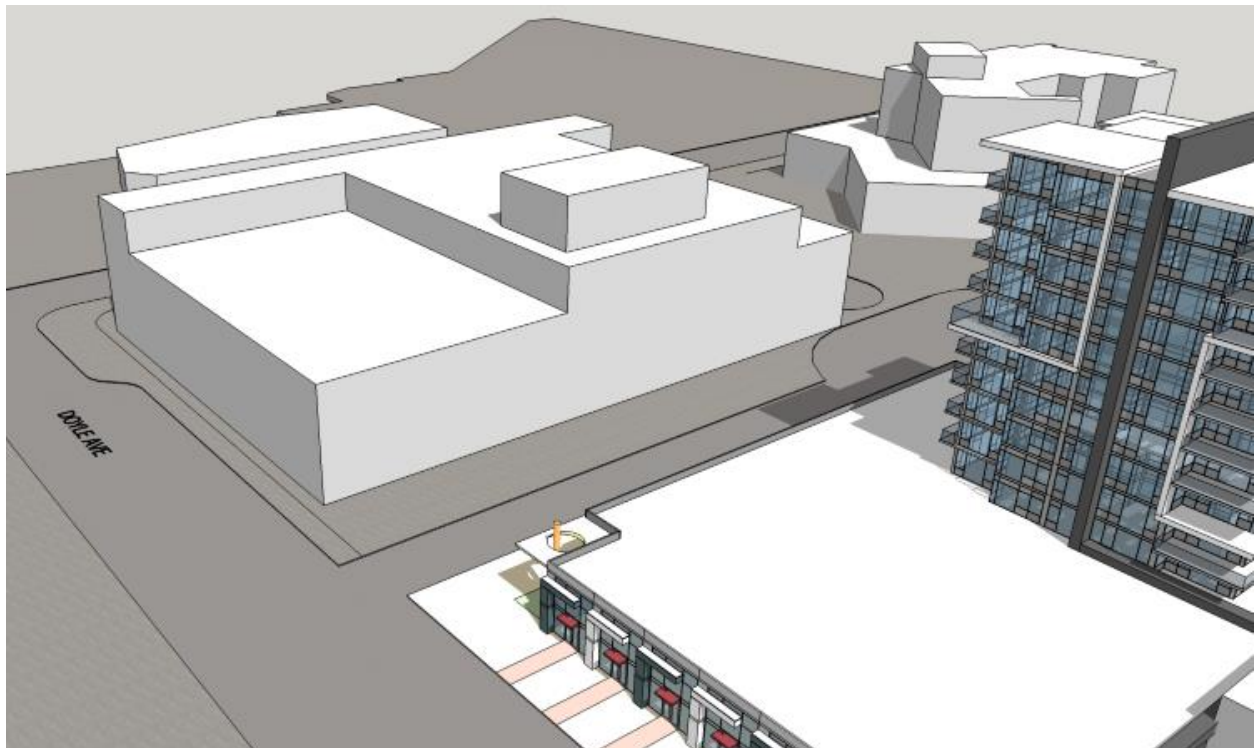
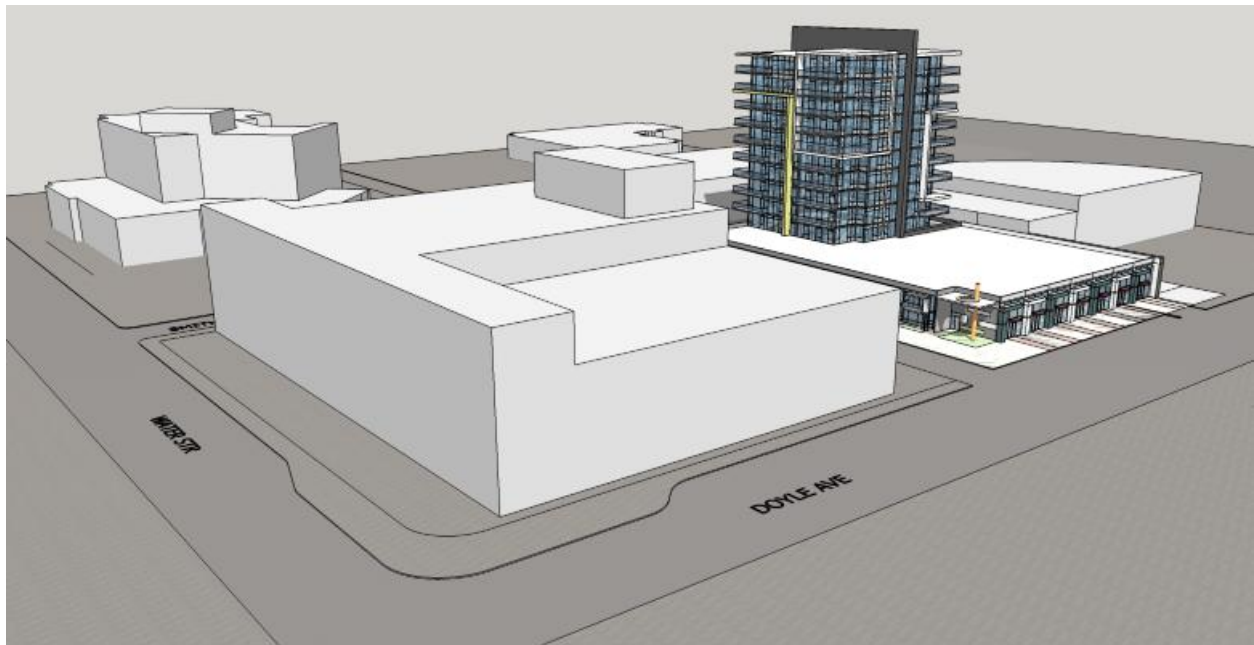
Appendix #8 – 3D model

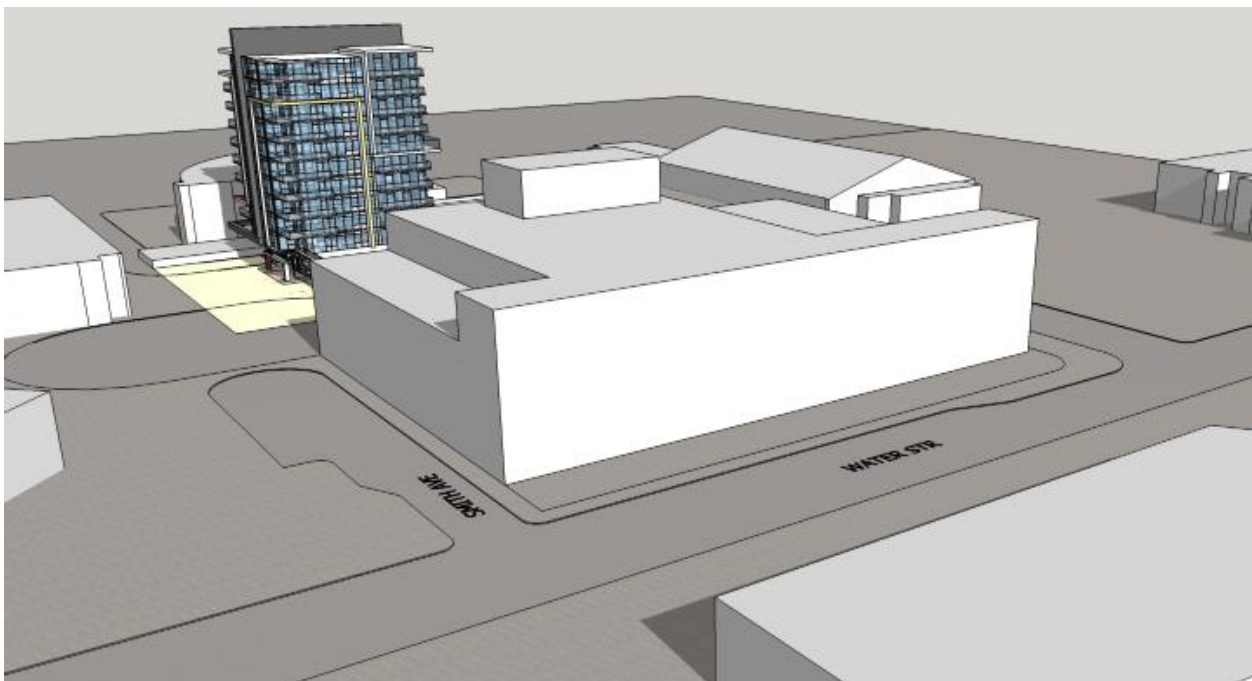
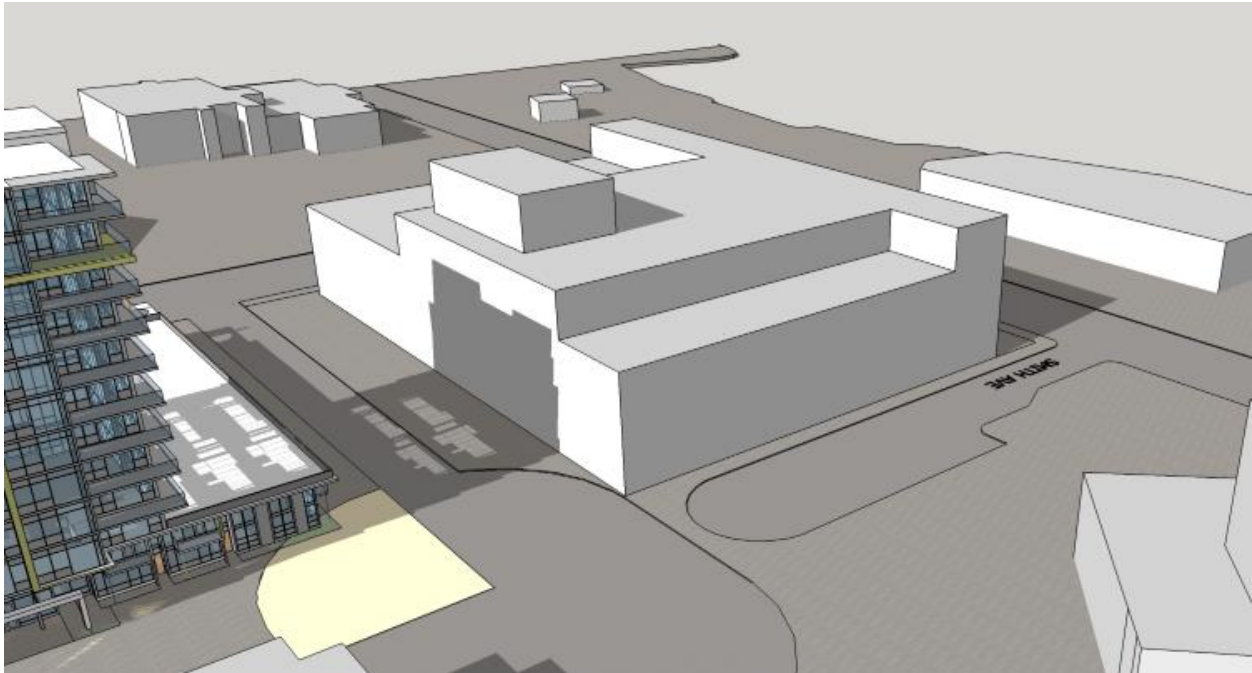
Option 1





Option 2







350 Doyle Avenue

Redevelopment



350 Doyle Avenue



Agenda

- ▶ RCMP Detachment & Demolition
- ▶ Civic Precinct Plan
- ▶ Kelowna Community Theatre
- ▶ Disposition Update

Civic Precinct Plan Objectives

In anticipation of the disposition of the RCMP parcel on Doyle Ave the following objectives were identified:

- ▶ Identify land uses, including identification of sites for future civic facilities
- ▶ Provide policy direction to guide future developments (public & private)
- ▶ Identify opportunities to enhance public space



Public Engagement Process



Phase 1

Information Sharing & Awareness

The City Shared information and raised awareness through videos, reports, emails, the website, and media.

462 people viewed introductory video

- ❑ 863 visits to Civic Block website
- ❑ 1,100 people received each of the project



Phase 2

Community Workshops & Concept Development

The City involved key stakeholder groups and members of the public through face-to-face meetings and two workshops to develop planning principles and preliminary concepts.

- ❑ 4 stakeholder meetings hosted

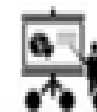


Phase 3

Draft Plan Consultation

As the concepts were developed they were shared with the public through a drop-in session and online survey.

- ❑ 75 attended a public drop-in
- ❑ 113 completed our online engagement survey
- ❑ Concept shared with



Phase 4

Inform Community of the Final Draft

The final draft of the concept was shared more broadly through an open house and City website.

- ❑ 63 people attended a Public Open House on Dec. 2
- ❑ 31 people

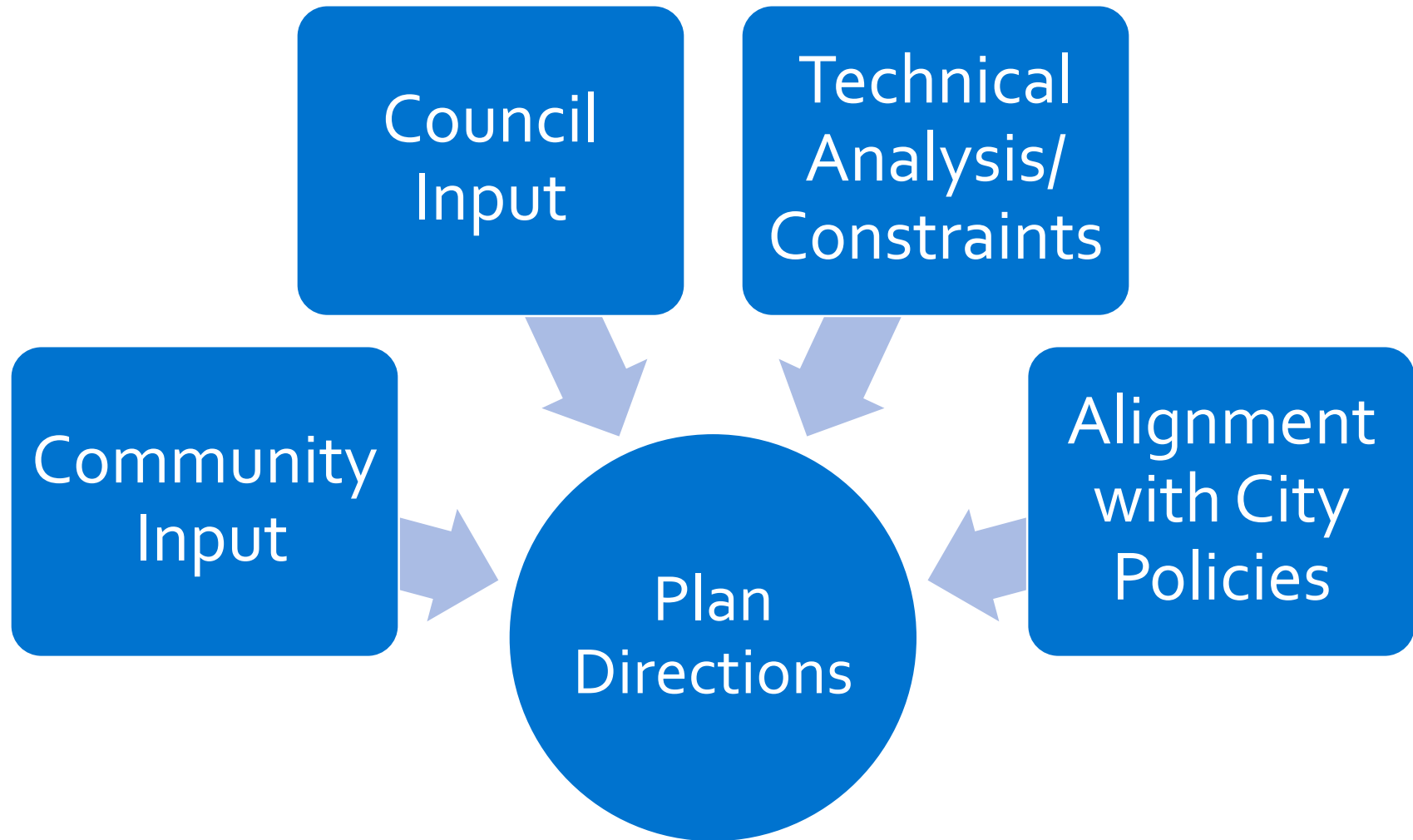
What We Heard from the Public



- ▶ Bring activity to area
- ▶ Enhance the Artwalk
- ▶ Create a central public plaza

- ▶ Maintain cultural facilities & enhance presence
- ▶ Finance creatively
- ▶ Minimize & disguise parking

Developing the Plan Directions



Major Policy Directions of Plan



Rendering of Doyle Ave
(Looking East)

- A. Enhance activity in area via mixed-use projects
- B. Create new public spaces in Cultural District
- C. Protect for future community & cultural amenities
- D. Make area more walkable & bicycle friendly

Goals for Redevelopment of RCMP Site

- ▶ Bring vibrancy to area
- ▶ Add residents to downtown
- ▶ Extend Artwalk
- ▶ Create a central public plaza
- ▶ Deliver new cultural / community amenity space
- ▶ Improved streetscape on Doyle Ave



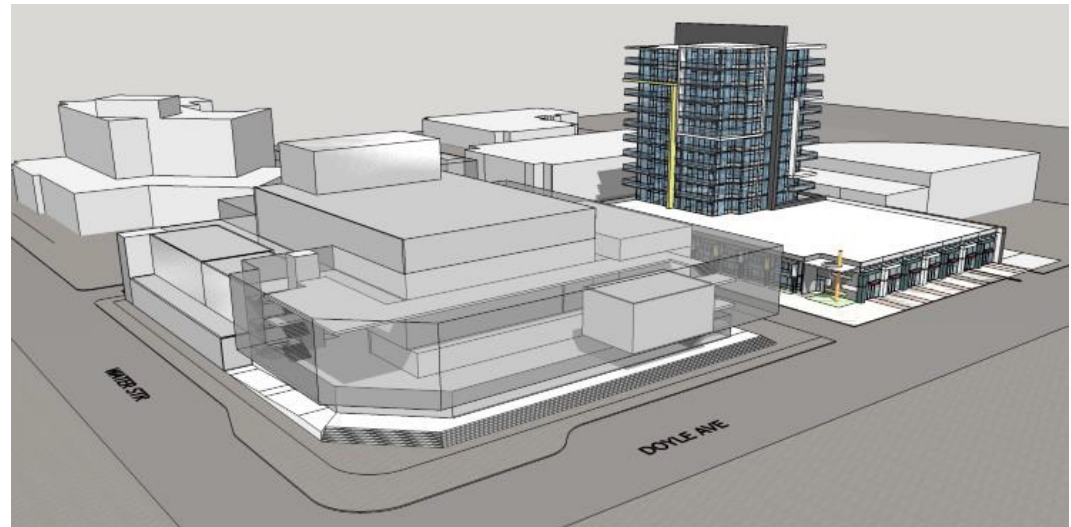
(Looking East) Rendering of Doyle Ave

Kelowna Community Theatre

- ▶ Colliers Report (2018)
 - ▶ Market demand
 - ▶ Feasibility
 - ▶ Site suitability



Colliers
Project Leaders

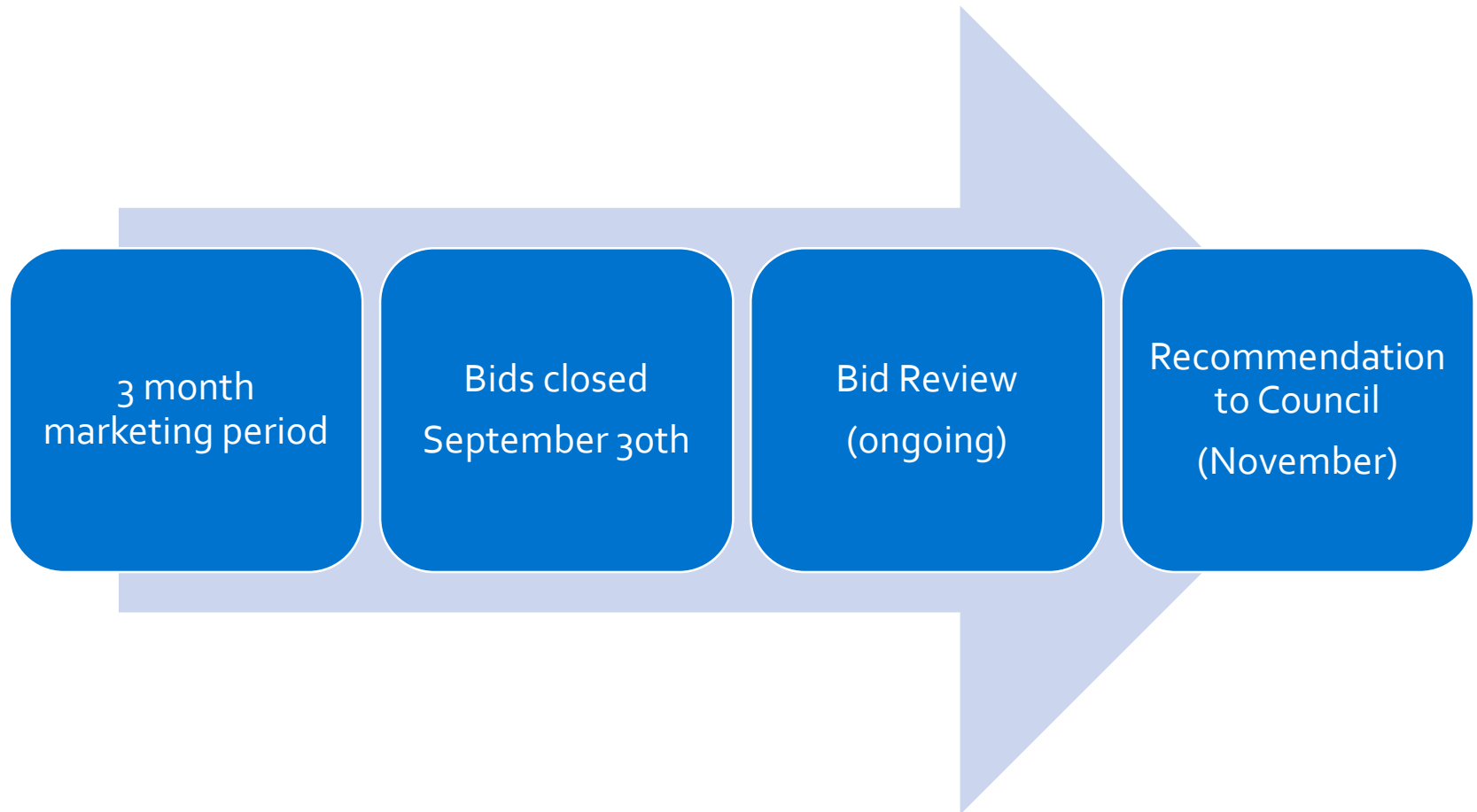


Disposition Update

- ▶ Marketing
- ▶ Requirements
- ▶ Submissions
- ▶ Process



Marketing



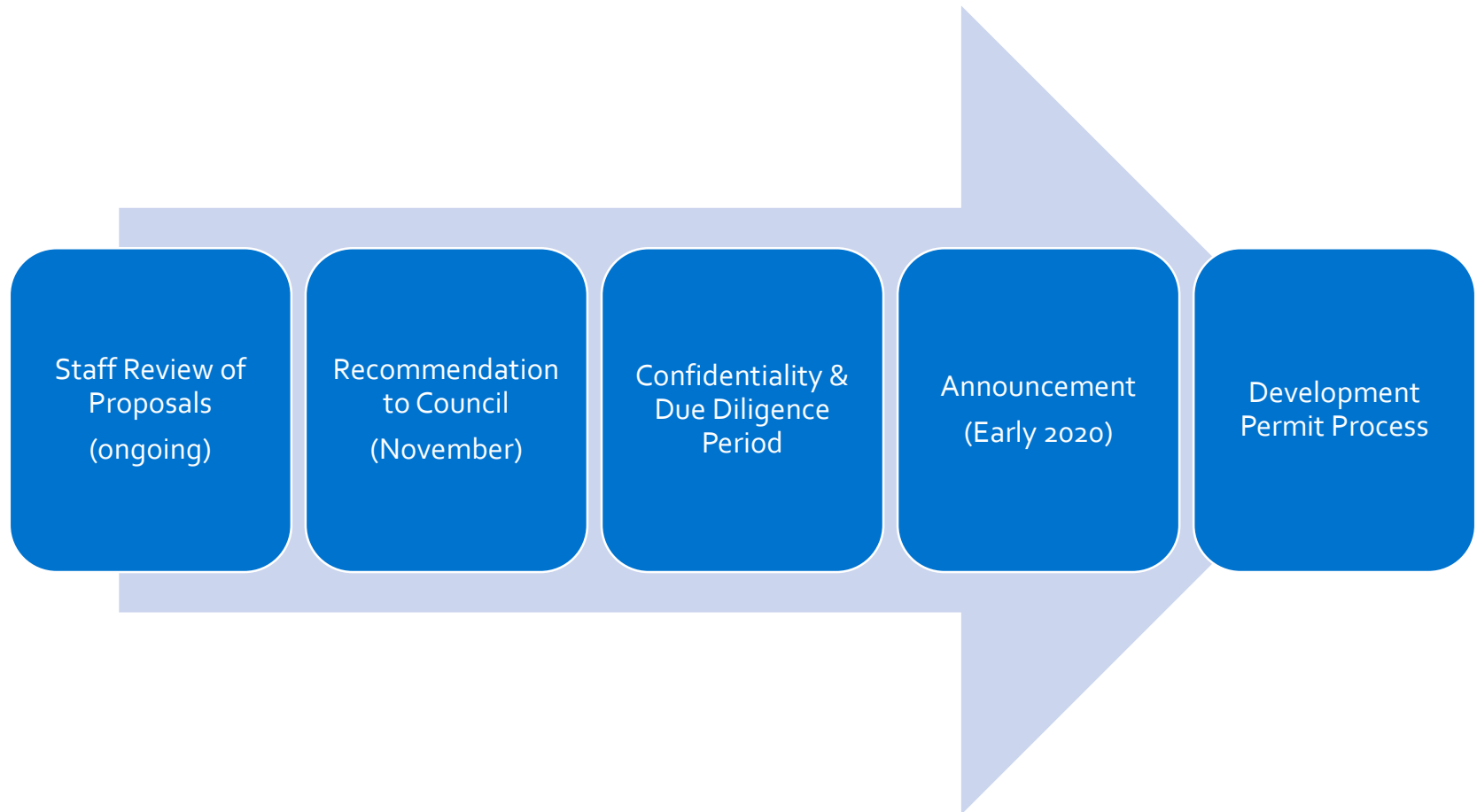
Marketing

- ▶ List Price - \$6.5 Million
- ▶ Term – 80 Year Land Lease
- ▶ Community Amenity
 - ▶ Artwalk Construction
 - ▶ Community Space (6000 Square Feet)
 - ▶ Cultural Hub

Site Requirements

- ▶ 80 year land lease
- ▶ Repurchase option
- ▶ Development covenant:
 - ▶ Residential use above grade
 - ▶ Commercial use at grade
 - ▶ Minimum number of residential units (100)
 - ▶ 13 story (40m) maximum height requirement
 - ▶ LEED certified standard
- ▶ Civic Precinct Plan: Site Specific Design Guidelines

Selection & Development Process



Kelowna Performing Art Centre Feasibility Study and Options Analysis

Ralf Nielsen - Managing Director Advisory Services

Kelowna | October 29, 2019

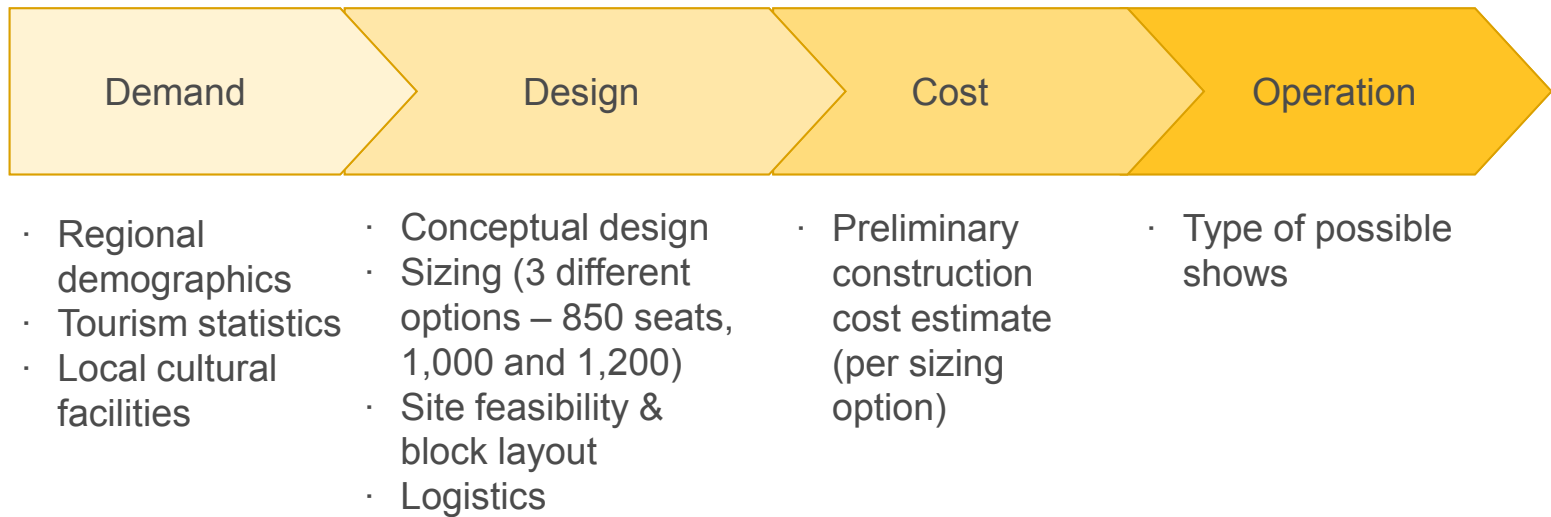
Colliers Doc. 890962-0050(1.0)



Colliers
Project Leaders

Performing Arts Centre

Analysis Methodology



In partnership with Schick-Shiner & Associates and Proscenium Planning & Architecture Inc.

Performing Arts Centre

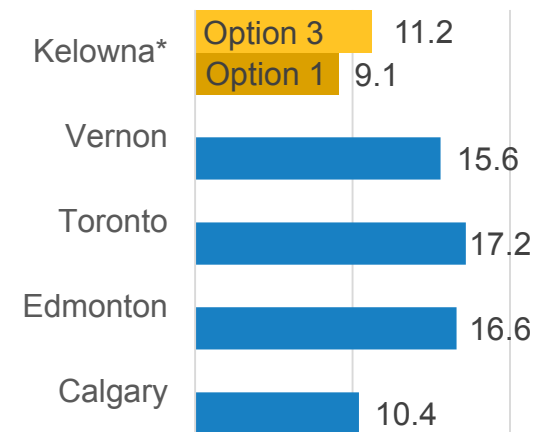
Demand and Population Projection

- Individuals of a arts-centric demographic are generally **older**, more highly **educated**, and have **higher family income** than the average population. The City's population is characterized as follows:
 - > 20% of the population are 65 years and older.
 - > 50% hold a postsecondary education degree.
 - Median total household income for families is \$87,233 (before tax)
- Kelowna's population is projected to grow by > 20% until 2030.



Kelowna has a demographic profile that will continue to support performing arts and cultural programming in the City.

Theatre Seats per 1,000




*Based on 2030 population, incl.
Rotary Centre for the Arts, Performing
Arts Centre (Box Theatre, Main Stage)

NOTE: Tourists are not considered a reliable customer base due to high seasonal variations and a strong competition with other cultural and recreational offerings.

Performing Arts Centre

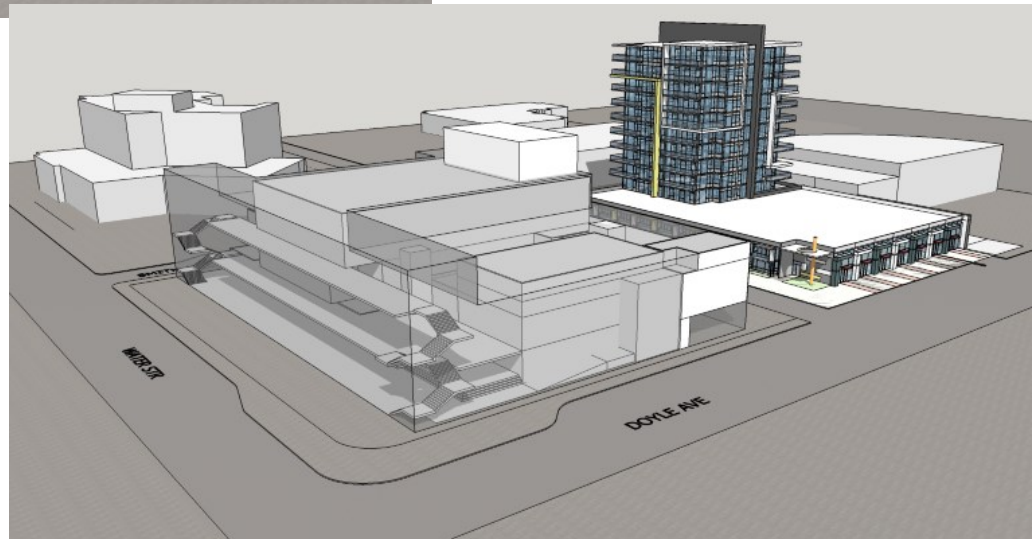
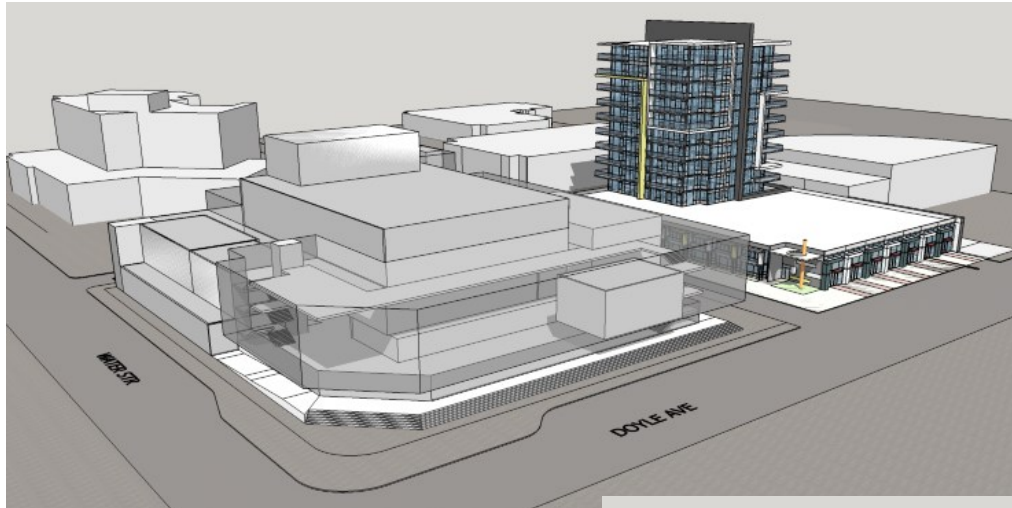
Analyzed Options

	Option 1	Option 2	Option 3
Main stage seating*	850 seats	1,000 seats	1,200 seats
Floorspace	61,300 sq ft	72,300 sq ft	81,300 sq ft
Total Construction Costs	\$43.6M	\$53.0M	\$61.7M
Cost per sq ft	\$710	\$733	\$760
Construction complexity	Low (no balcony)	Medium (balcony)	Medium (balcony)
Fit out standard	Moderate	Medium	Medium
Community involvement vs. Group booking			
	Community	Touring Groups/ Artists	

* All options include a 250 seat Black Box theatre in addition to the main stage.

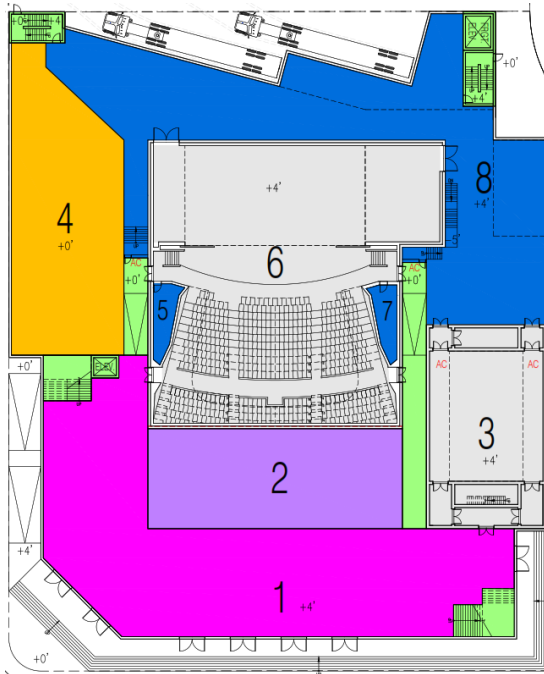
Performing Arts Centre

3D Massing and Orientation Options

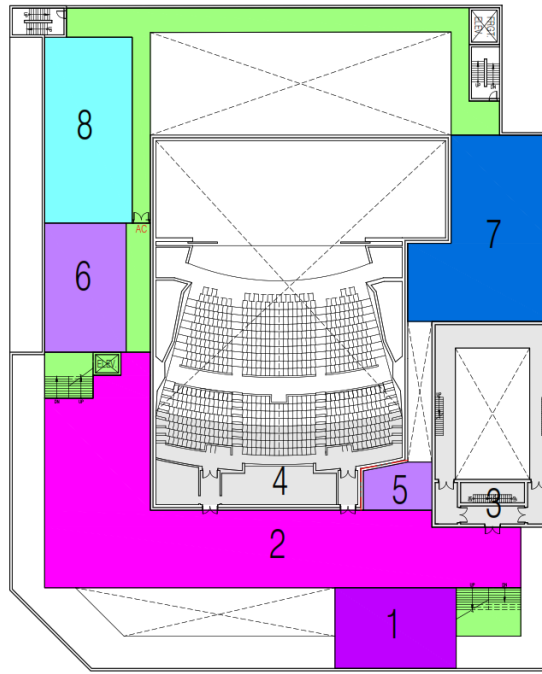


Performing Arts Centre

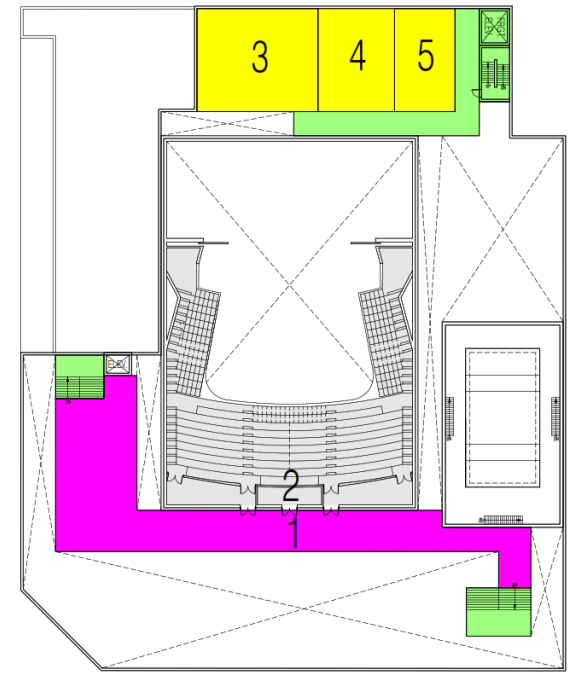
Program Allocation – Entrance at Water and Doyle



1st floor



2nd floor

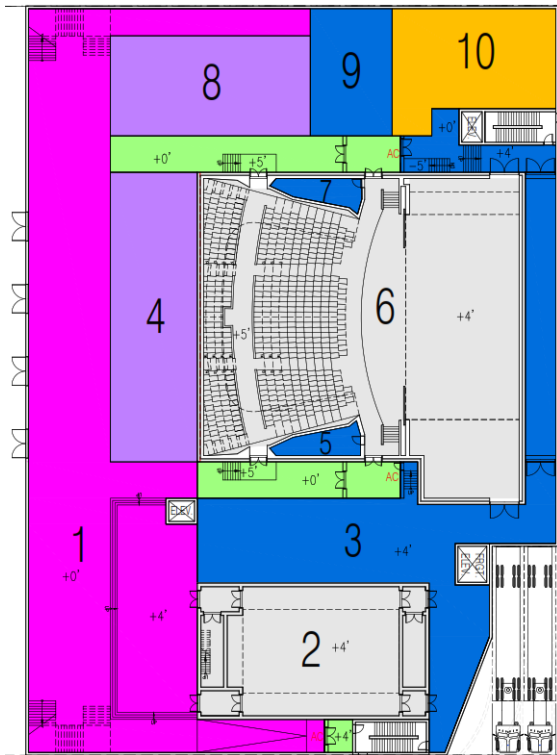


3rd floor

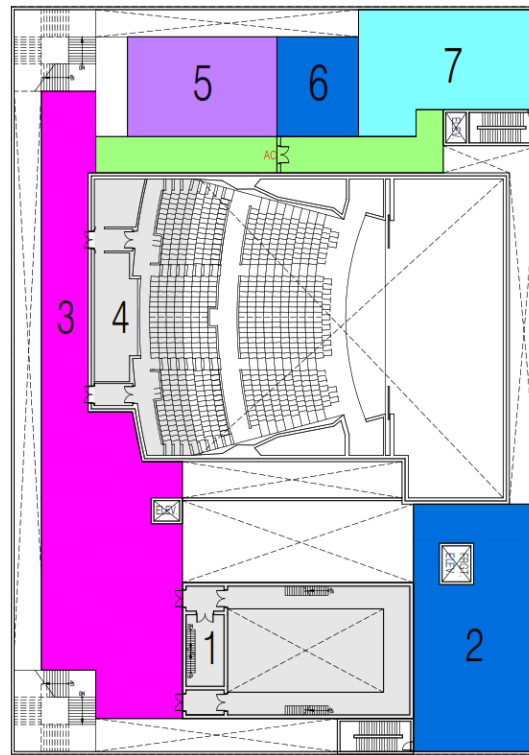


Performing Arts Centre

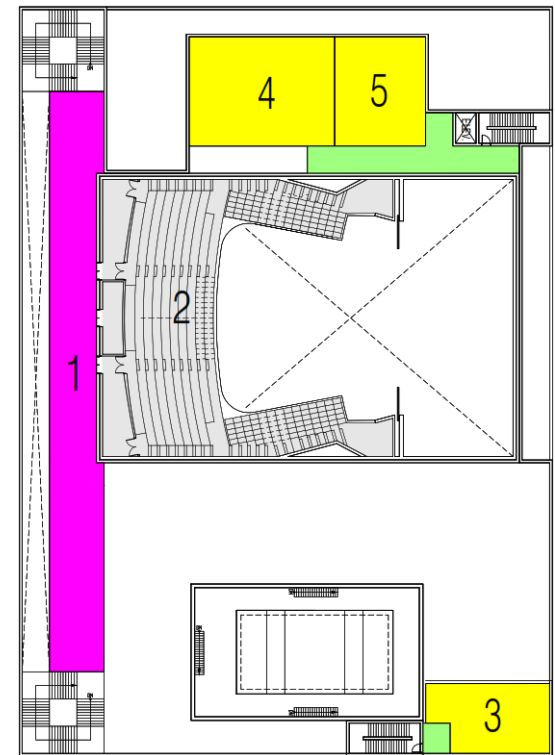
Program Allocation – Entrance on Water Street



1st floor



2nd floor



3rd floor

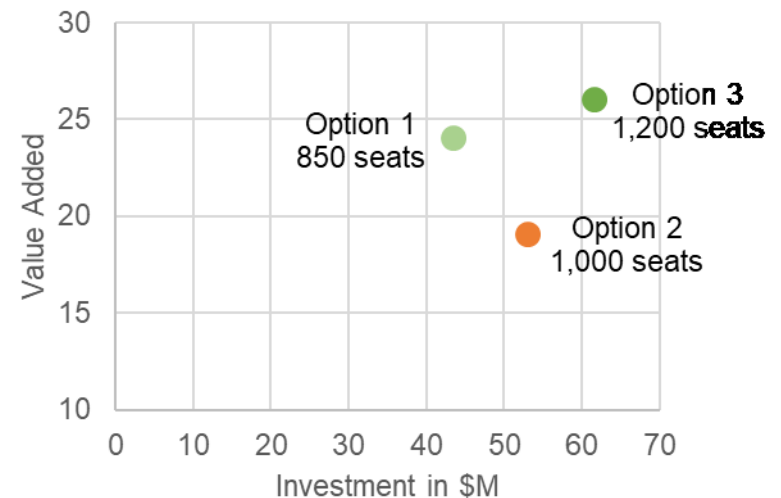
- | | | | |
|---|---|--|---|
| Lobby | Theatre Space | Administrative Space | Building Services |
| Front of house | Back of house | Commercial / Retail | Circulation Area |

Performing Arts Centre

Cost-Value Analysis of the three Options

Options were compared with regard to:

- Service offering
- Community activities
- Additional venues & sources of income
- Risk of empty seats
- Landmark
- Required marketing efforts by the City
- Integration into urban concept



Option 3 offers the highest added value at the highest investment followed by Option 1 at the lowest investment. Option 1 will be a community theatre and Option 3 will attract touring groups and a larger audience. |

Performing Arts Centre

Conclusions

- Demographic profiles suggest **consistent demand** by residents and tourists.
- Kelowna Community Theatre is at the **end of its lifecycle**.
- There is only one **competing** mid-sized **theatre** in the Okanagan Valley.
(Vernon and District Performing Art Centre)
- **Two options** – both 850 and 1,200 seats* are **viable**.
- The **site is suitable** for all sizes.
- A suitable **operating model** will depend on the size of the theatre.

* Main stage seats. All options include a 250 seat Black Box theatre.

Questions?



Kelowna Sawmill Properties Circa 1944

-  Legal Parcel
-  Community Trust

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

0 25 50
Meters

Rev. Jan. 12/11

Report to Council



Date: October 28, 2019
To: Council
From: City Manager
Subject: Highway 33 Extension Update
Department: Integrated Transportation

Recommendation:

THAT Council receive for information, the report from the Integrated Transportation Department Manager, dated October 28, 2019 regarding the Highway 33 Extension Update.

Purpose:

To present Council with historical background on the Highway 33 Extension, the status of design and land acquisition for the corridor, as well as work which will be undertaken as part of the Transportation Master Plan.

Background:

Vision for the Corridor

The historical vision for this corridor has been a freeway alternative for Highway 97, connecting UBCO to a second crossing of Okanagan Lake. This strategy has significant challenges, as the cost of a freeway bypass of Kelowna and the Westside, including a second crossing of Okanagan Lake, was estimated to be roughly \$700 million in 2006. It is likely that the full realization of the historical vision would be well in excess of \$1 billion today.

The rationale for a bypass of Kelowna is undermined by the fact that only 13 per cent of traffic on the WR Bennett Bridge passes through the city without stopping. Further, the work undertaken by the Ministry's Central Okanagan Planning Study to date points strongly towards increasing the people-moving capacity of the existing corridor.

Project Status

Clement 2 is a Priority 2 project in the 10-Year Capital Plan. The scope of work includes a four-lane connection between Spall Rd and Highway 33, with at-grade intersections at Spall, Dilworth, and Enterprise. The most recent cost estimate for these works is \$57 million. The Capital Plan assumes that the project would be funded through a mix of Development Cost Charges (DCC's), grants from senior levels of government and taxation.

Clement 2 is at a conceptual design stage, with considerable work remaining before construction could commence. Several design parameters have changed since the concept was prepared. The CN Rail line, a significant design constraint, is no longer active. Staff are working with BC Transit to develop a plan for relocating the transit facility. A long-term evaluation of City Works Yard is also underway. While the conceptual design for Clement 2 allows for both facilities to remain operational, future uses of these two properties will likely affect the design.

Clement 3 is a land-only project in the 10-Year Capital Plan, to acquire property for the section between Highway 33 and McCurdy.

Conclusion:

As part of Phase 3 of the Transportation Master Plan, the benefits and costs of the Highway 33 Extension will be compared against other potential transportation projects. Staff and consultants have identified that greater benefits may be achieved by extending the project to McCurdy. Staff will also investigate options to reduce costs by changing the nature of the road towards a project that can be realistically delivered in the mid-term, and that maximizes the benefits to the City. Some of these options may resemble a city street rather than a freeway. This project also requires a financial strategy to be delivered in partnership with senior levels of government.

Internal Circulation:

City Clerk
Communications
Infrastructure Delivery
Infrastructure Engineering
Real Estate

Considerations not applicable to this report:

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

Submitted by:

R. Villarreal, Integrated Transportation Department Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachment 1 – Highway 33 Extension Update

cc: A. Newcombe, Divisional Director, Infrastructure

B. Beach, Infrastructure Delivery Dept Manager
C. Weaden, Divisional Director, Corporate Strategic Services
D. Edstrom, Divisional Director, Partnership & Investments
J. Shaw, Infrastructure Engineering Manager
J. Saufferer, Real Estate Department Manager
R. Villarreal, Integrated Transportation Department Manager
S. Fleming, City Clerk



Clement/Hwy 33 Extension Update

October 2019



The Historical Vision

- ▶ North End Connector
- ▶ Central Okanagan Bypass
- ▶ Central Okanagan Multimodal Corridor
- ▶ Highway 33 Extension
- ▶ Clement Extension

The Historical Vision



City of Kelowna

The Historical Vision

- ▶ Highway 33 Extension part of a long-term alternative for Harvey
- ▶ Limited access freeway, leading to a second crossing

Current Capital Plan

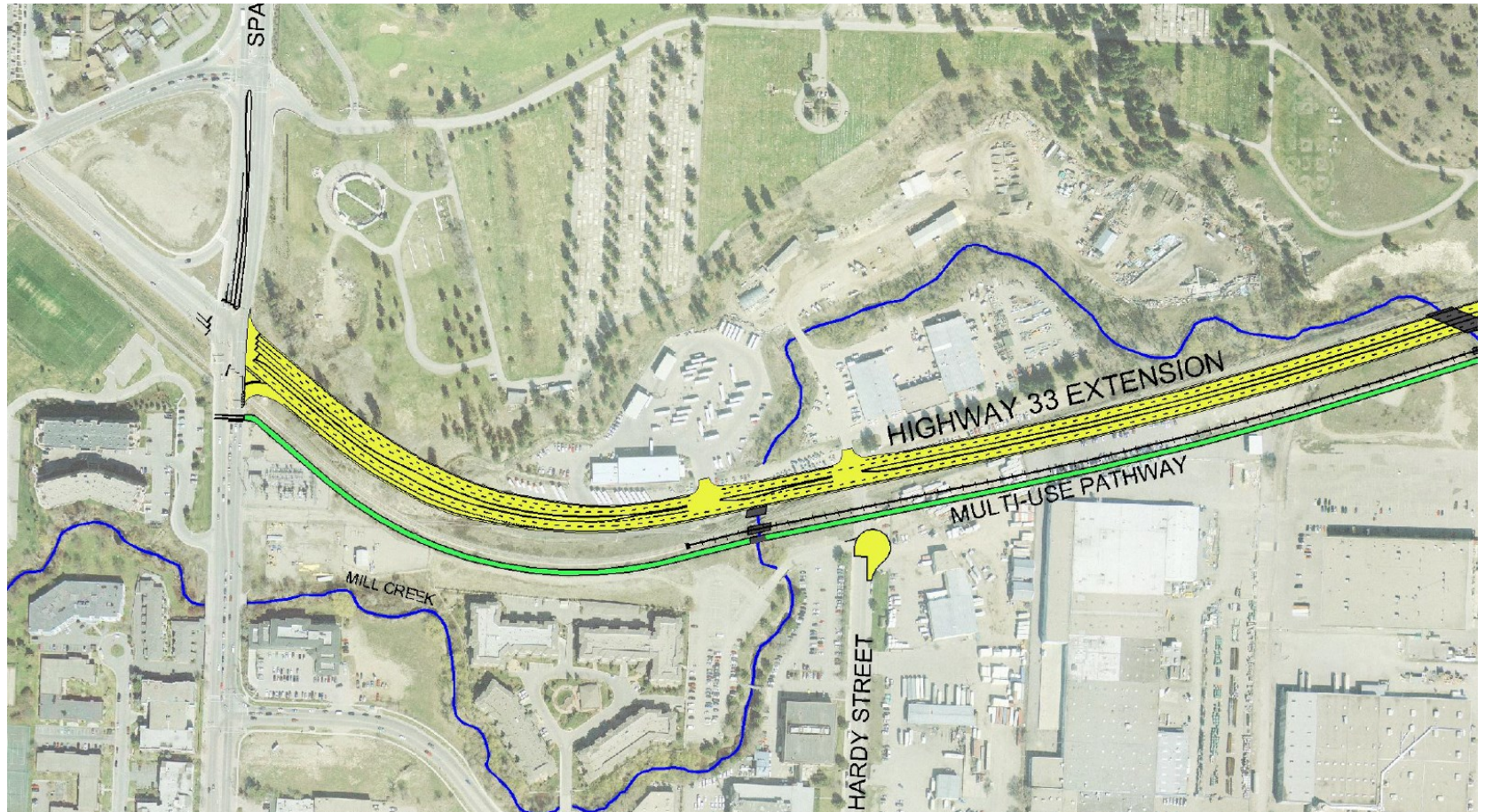
- ▶ Clement 2 – Spall to Hwy 33
 - ▶ Four lanes
 - ▶ Traffic lights - no interchanges
 - ▶ Estimated cost - \$57M
- ▶ Clement 3 – Hwy 33 to McCurdy
 - ▶ \$1.1M for land acquisition



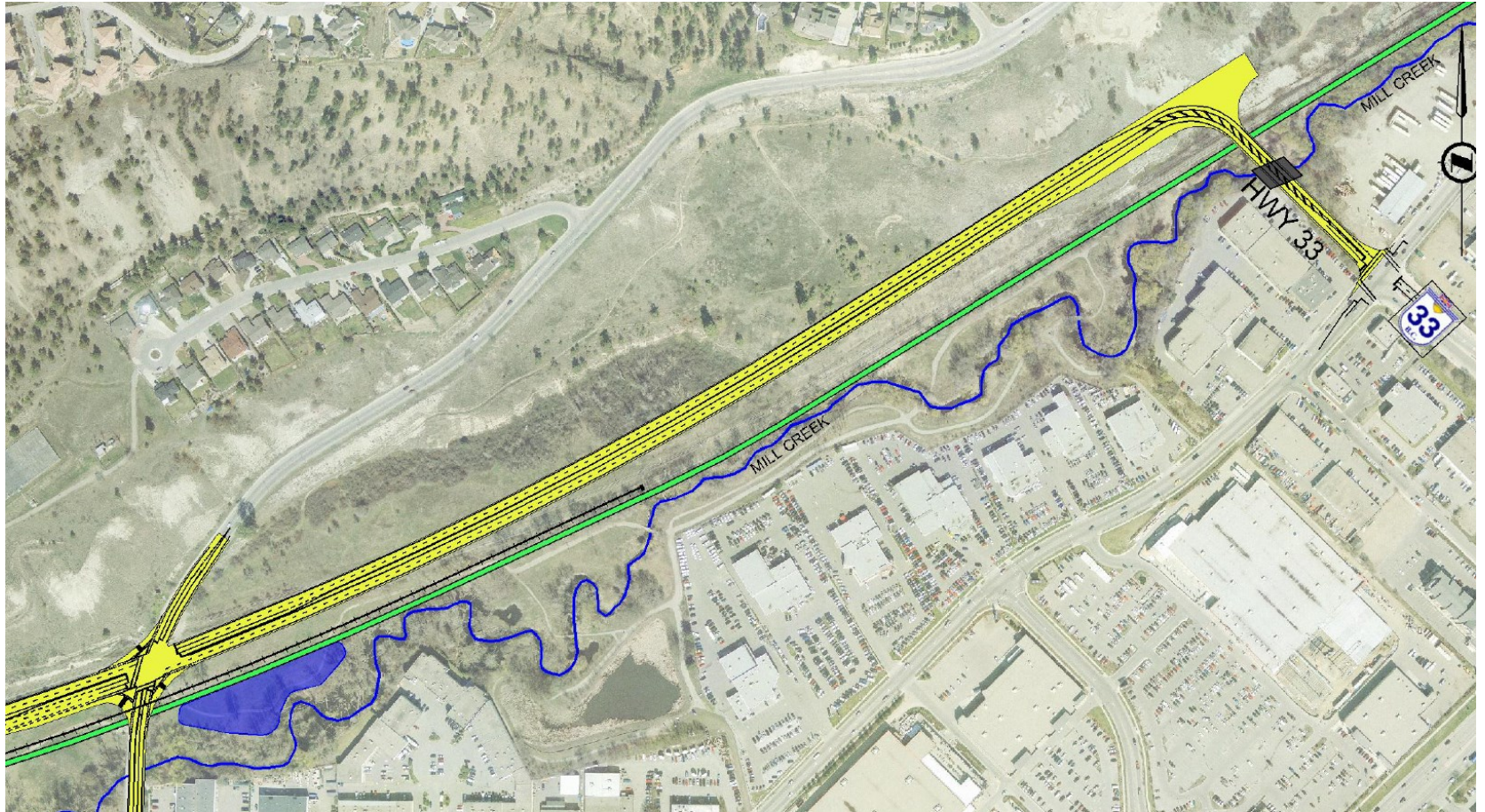
Clement 3
(Hwy 33 to McCurdy)

Clement 2
(Spall to Hwy 33)

Current Capital Plan



Current Capital Plan



Changes Since 2008

- ▶ Rail line inactive
- ▶ Okanagan Rail Trail built
- ▶ Transit facility may be relocating

Important Considerations

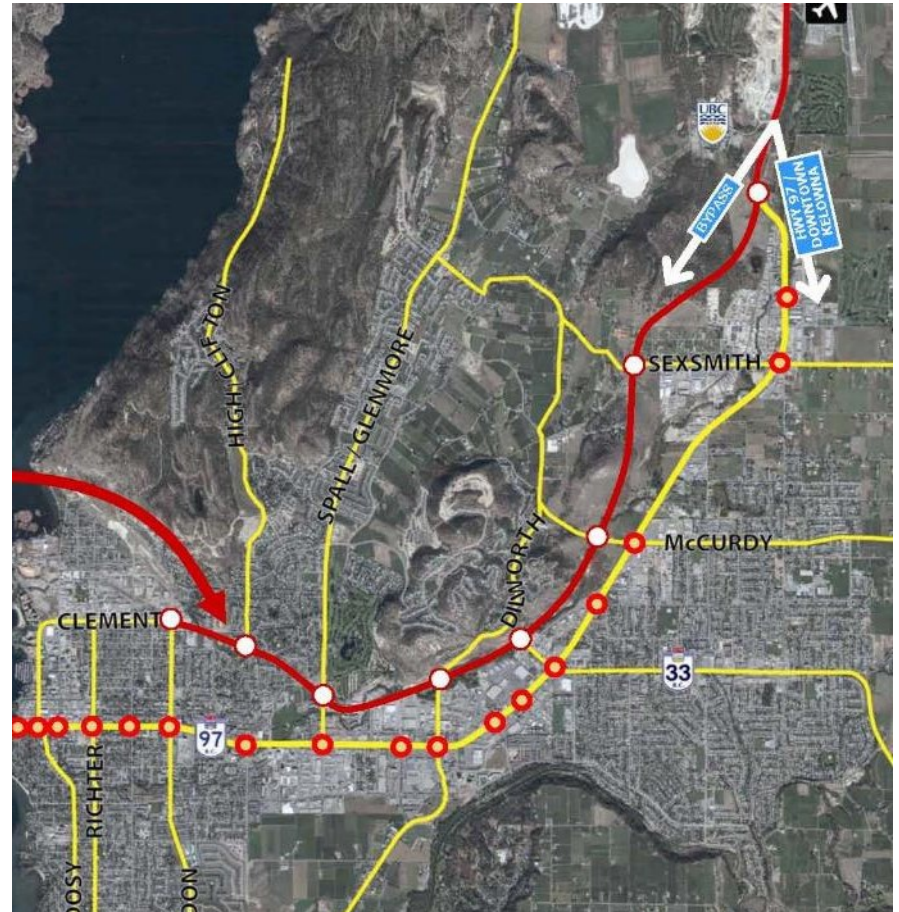
- ▶ Future of City Works Yard
 - ▶ Current design accommodates both City and transit facilities
- ▶ Construction cost escalation
- ▶ Environmental impacts
- ▶ Mill Creek flood mitigation
- ▶ Impacts to Rail Trail
- ▶ Noise impacts for nearby residents
- ▶ Visual impacts

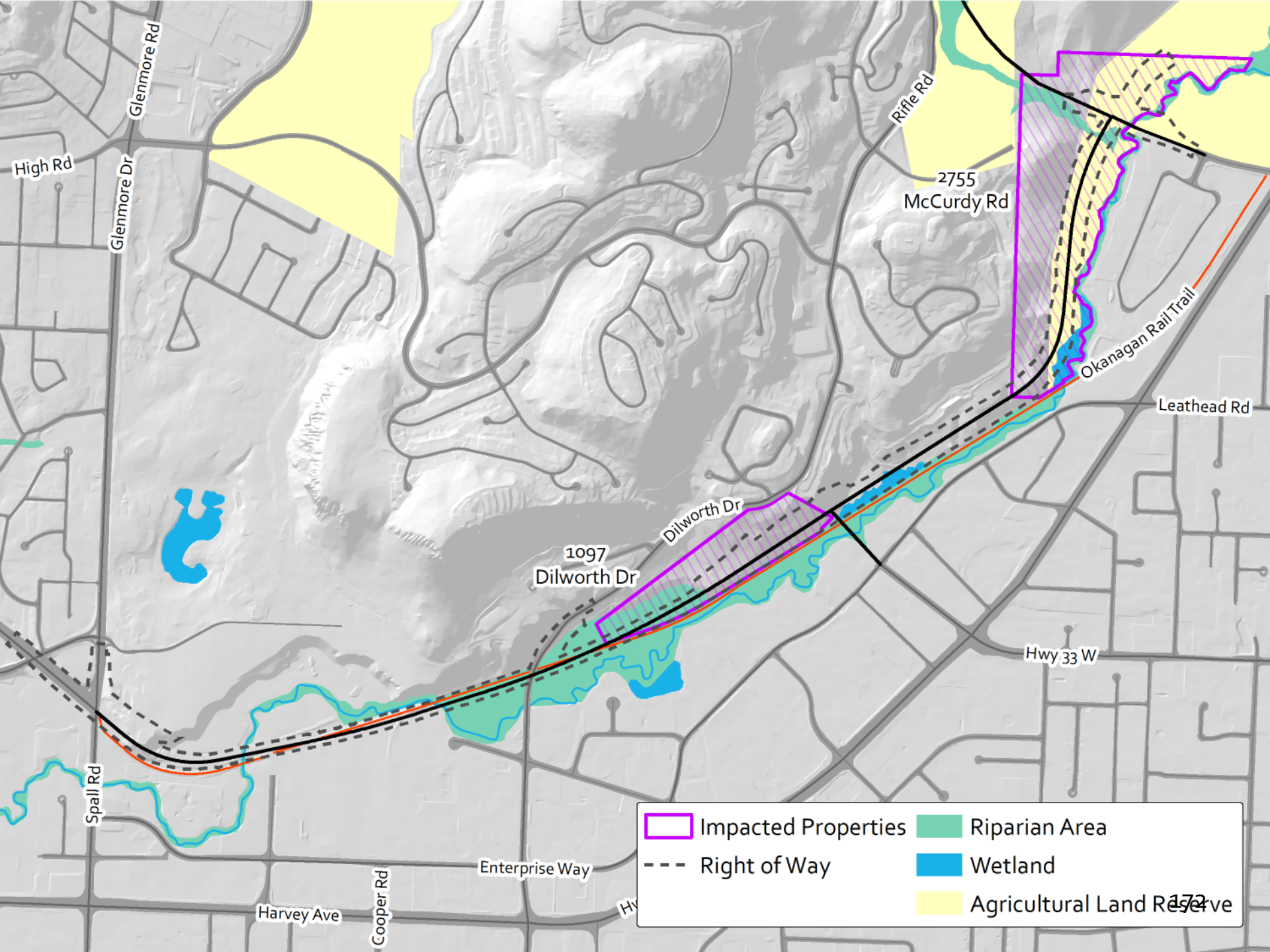
Interchanges

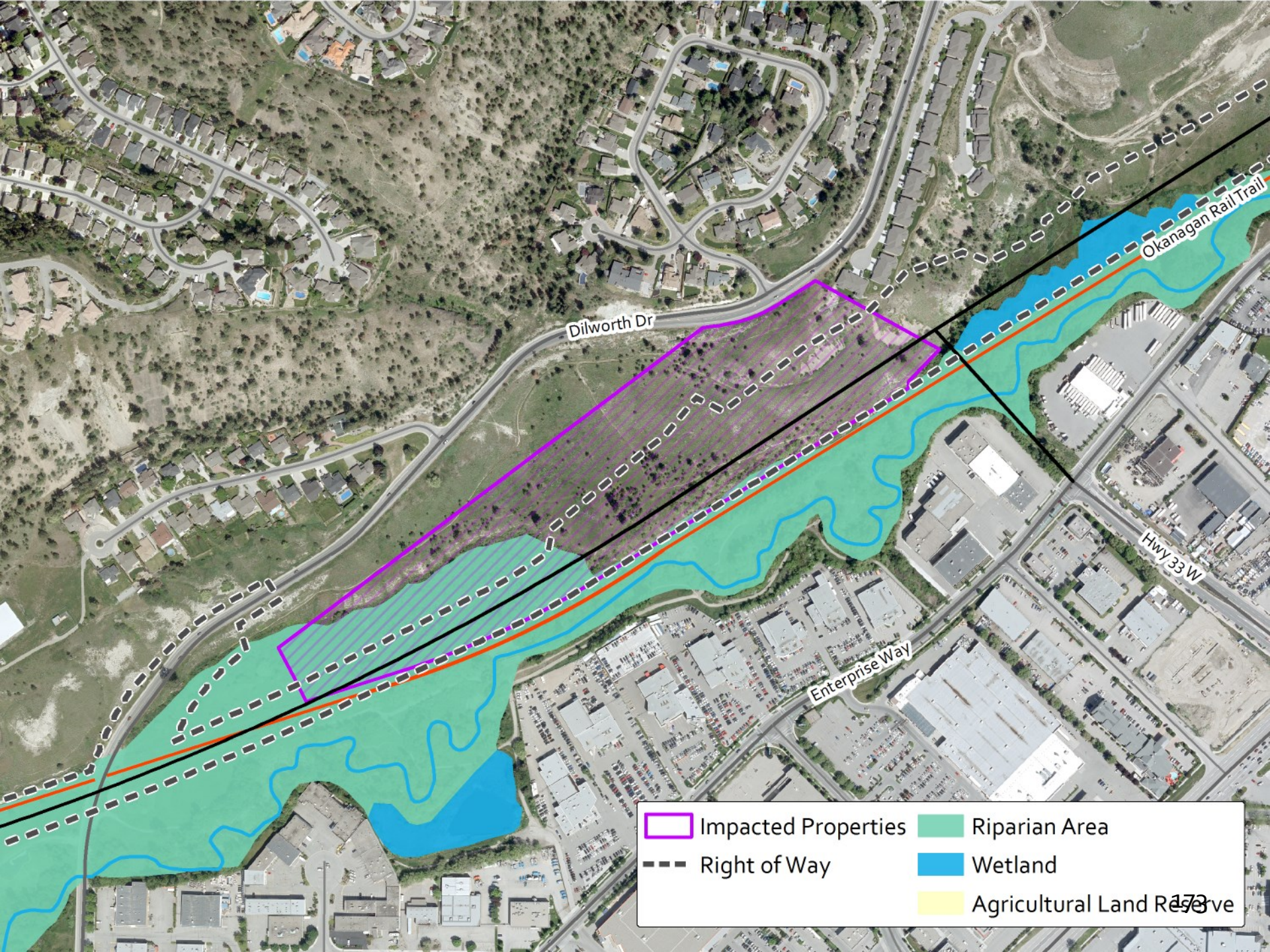
- ▶ Roadway capacity is largely determined by intersections
- ▶ No interchanges in current design
- ▶ Interchanges offer high capacity at a high cost (\$40-60M each)

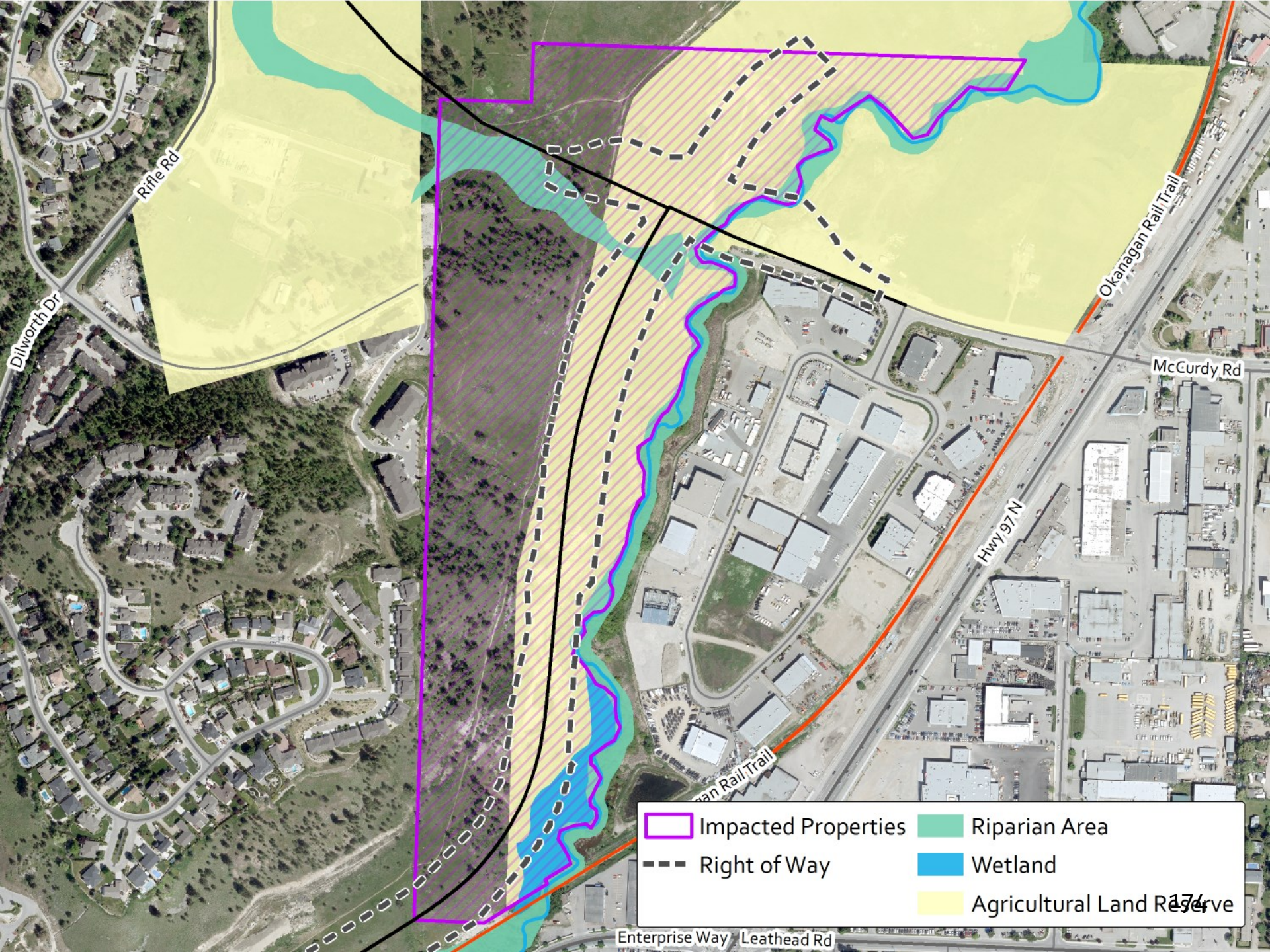
Interchanges

- ▶ Historic vision includes seven interchanges
- ▶ Cost for all interchanges could be in the range of \$250M - \$400M









Impacted Properties	Riparian Area
Right of Way	Wetland
Agricultural Land Reserve	

Modelling Work (2014)

- ▶ Estimated change in traffic with Hwy 33 Ext

- ▶ 2030 PM Peak Hour

- ▶ No interchanges

Hwy 33 Ext	2500
Enterprise	-28%
Harvey	-7%
Springfield	-6%
Overall	+8%

Modelling Work (2014)

- ▶ Roughly 7% reduction on Harvey and Springfield
- ▶ Half of traffic on Hwy 33 Ext is diverted from other routes
 - ▶ Other half is generated or 'induced'
 - ▶ Traffic volumes in Midtown increase by 8 per cent overall

Challenges for the Historical Vision

- ▶ Work undertaken by the Ministry to date is pointing towards increasing the people-moving capacity of the existing corridor
- ▶ Historical vision tied to a second crossing

The Need for a Bypass

- ▶ Only 13% of traffic on the bridge is just passing through Kelowna
- ▶ Slightly more trips destined for Midtown than the City Centre in the afternoon peak
 - ▶ 'The Hourglass' is a destination as well as a bottleneck

Potential for Transit

- ▶ Land use not supportive for transit
 - ▶ Bounded by Dilworth Mountain on one side
 - ▶ Far from destinations on the other
- ▶ Harvey Avenue has greater potential for mass transit
- ▶ Hwy 33 Ext may allow for transit priority measures on Harvey Avenue

Shorter Term Options

- ▶ Staff will be investigating more incremental options
 - ▶ May resemble a city arterial more than a Provincial highway
- ▶ Benefits and costs will be evaluated alongside other projects as part of Transportation Master Plan

Summary

- ▶ Highway 33 Extension is not 'shovel ready'
 - ▶ Design parameters have changed
 - ▶ Extending to McCurdy may pull more traffic from Harvey
- ▶ Vision of a freeway alternative for Harvey unlikely
 - ▶ Relies heavily on a second crossing
 - ▶ Prohibitively expensive
- ▶ Benefits and costs will be evaluated in Transportation Master Plan
 - ▶ Potential to include more incremental options
 - ▶ Trying to find a project that can be delivered within the TMP horizon

Report to Council



Date: October 28, 2019

To: Council

From: City Manager

Subject: Sustainable Transportation Partnership of the Central Okanagan (STPCO) Update and Regional Transportation Plan – Option Refinement and Screening

Department: Integrated Transportation

Recommendation:

THAT Council receives, for information the report from the Strategic Transportation Planning Manager, dated October 28, 2019, with respect to an update on Sustainable Transportation Partnership of the Central Okanagan (STPCO) activities and the Regional Transportation Plan (RTP) – Option Refinement and Screening (Connecting Our Region).

Purpose:

To provide Council with an update on STPCO activities and provide an overview of the Regional Transportation Plan options refinement and screening process, prior to option evaluation.

Background:

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) is a formal partnership of the City of Kelowna, City of West Kelowna, Districts of Lake Country and Peachland, Westbank First Nation and the Regional District of Central Okanagan. The STPCO coordinates the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental). The STPCO also provides a formal forum for discussion amongst elected officials, senior and technical staff, as well as stakeholders and the general public.

Discussion:

The STPCO Work Plan is divided into the three areas of Strategic Partnerships with Senior Government, Transit Program and Delivery, and Regional Transportation Planning. In the summer and fall of 2019, activity highlights included initiating the update of the Regional Bicycling and Trails Master Plan, updating transit services for fall, launching a Bike to Work Week public engagement feedback survey and helping to promote Fall GoByBike Weeks (October 21 – November 3, 2019). Updates are described in more detail in the attached presentation and STPCO Fall 2019 Newsletter. The next STPCO Local Government Advisory Board meeting will be a facilitated workshop on November 13, 2019 to discuss the future of regional governance.

Regional Transportation Plan:

The Regional Transportation Plan is a long-range plan that will help shape the future of the Central Okanagan region by identifying the transportation investments that will be needed over the next 20 years.

Transportation across the region provides a vital connection to jobs, markets, health care, education, recreation, shopping, emergency services and family and friends.

By 2040, population in the Central Okanagan is expected to increase by 38% to approximately 277,000 people. The issues affecting all our communities – economic competitiveness, air quality, climate change, goods movement, emergency response, public health and quality of life, are all directly impacted by the transportation choices we make today. Future population growth provides both a challenge and an opportunity to find more economically and environmentally responsible ways to move goods and people across our region.

By working collaboratively, we can ensure that regional transportation supports a strong economy and quality of life in the Central Okanagan, both now and into the future.

Coordination with Other Long-Range Planning Efforts:

The Regional Transportation Plan is being coordinated with the Kelowna Transportation Master Plan (TMP), the Kelowna Official Community Plan (OCP), the Okanagan Gateway Transportation Study (OGTS), and the Central Okanagan Planning Study (COPS), among other current long-range planning efforts. Any prioritized options for regional transportation programs and investments that are made in the Regional Transportation Plan will be coordinated with these other long-range plans.

Spring 2019 Engagement:

In the spring of 2019, after option development workshops with all the Councils in the region, staff launched Let's Talk Transportation - a public engagement in-person event and online questionnaire designed to understand the values and interests of Central Okanagan residents and obtain input on potential transportation options. On April 24th, 2019 more than 90 people from across the region gathered at the University of British Columbia Okanagan (UBCO) to take part in an in-depth conversation about the future of transportation in the region. Working in small groups, participants discussed ways to make getting around the region more accessible, more convenient and more enjoyable. They explored regional and community-specific transportation challenges and answered the question: "What do you dream about for the future of transportation?" They also took part in a World-Cafe-style discussion where they commented on potential transportation solutions for seven geographic areas of the region and added their own ideas about potential projects, programs, and policies that should be considered.

To broaden the engagement, the project team also released a multi-part, in-depth, online questionnaire. In total, 577 people responded, and provided over 1,600 individual comments. People from communities across the Central Okanagan participated in the engagement opportunities and included representatives from a wide variety of geographic areas and local organizations, as well as students, seniors, people with diverse abilities, and elected officials.

The results of the engagement are being used to inform both the Regional Transportation Plan and the Okanagan Gateway Transportation Study. A summary of the engagement is attached to this report.

Option Refinement and Screening:

This Council presentation will provide an overview of the option refinement and screening process that has occurred since the spring engagement. Since spring 2019, option ideas heard from the engagement were incorporated into the options long list, and the options were further refined using a corridor analysis approach. Resulting options were screened using the following screening questions:

1. Does improving the specific mode on this corridor segment **address an identified problem?**
2. Would a project for this mode be **consistent with the RTP goals?**
3. Would a project be **regionally significant?**
4. Would a project to support this mode be **competitive with other options?**

The presentation will share the results of the option refinement and screening process, as described in the attached presentation, with opportunities for feedback.

Conclusion:

Moving forward, the project team will finalize the list of options and evaluate them against the RTP vision and goals developed in Phase 1. Preliminary recommendations will be brought back to Council for review in spring 2020. Completion of the plan is targeted for mid 2020.

Internal Circulation:

Communications Advisor
Policy and Planning Department Manager
Transportation Planner

Considerations not applicable to this report:

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

Submitted by: M. VanZerr, Strategic Transportation Planning Manager

Reviewed and approved by: R. Villarreal, Integrated Transportation Department Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachment 1 - STPCO Fall 2019 Newsletter

Attachment 2 - Spring 2019 Engagement Summary

Attachment 3 - STPCO Update and RTP Option Refinement and Screening Presentation

cc: A. Newcombe, Divisional Director, Infrastructure
C. Weaden, Divisional Director, Corporate Strategic Services
R. Smith, Divisional Director, Planning & Development Services
R. Villarreal, Integrated Transportation Department Manager
S. Fleming, City Clerk

Fall
2019

STPCO UPDATE

Quarterly Newsletter #5

This newsletter provides a brief update on the Sustainable Transportation Partnership of the Central Okanagan (STPCO) activities that occurred during summer and fall 2019.

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) is a formal partnership of the City of Kelowna, City of West Kelowna, Districts of Lake Country and Peachland, Westbank First Nation and the Regional District of Central Okanagan. The organization coordinates the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental).

STPCO Local Government Advisory Board:

- Colin Basran, Mayor, City of Kelowna
- Gord Milsom, Mayor, City of West Kelowna
- Gail Given, Chair, Regional District of Central Okanagan
- James Baker, Mayor, District of Lake Country
- Cindy Fortin, Mayor, District of Peachland
- Chief Christopher Derickson, Westbank First Nation



The STPCO also provides a formal forum for discussion amongst elected officials, senior and technical staff, as well as stakeholders and the general public. The next board meeting will be a facilitated workshop on November 13, 2019 to discuss the future of regional governance. For more information, contact Rafael Villarreal, rvillarreal@kelowna.ca or visit smartrips.ca/stpco-meetings.



Regional Bicycling and Trails Master Plan update underway

The Regional Bicycling and Trails Master Plan will provide an update to the Regional Active Transportation Master Plan that was adopted in 2012.

The 2012 plan presented a future bicycle and pedestrian network to provide safe and convenient travel options, connecting significant destinations across the region. It included design guidelines for a range of active transportation facility types to ensure a safe and comfortable experience for people walking and cycling.

In the years since the plan was created, many active transportation connections have been completed and additional active transportation plans have been developed by jurisdictions within the region.

Additionally, the province has recently released an Active Transportation Strategy. Updating the 2012 plan to align with recent changes will help focus the vision for bicycle and trail connections throughout the Central Okanagan.

The plan was kicked off in Fall 2019 and is being coordinated with development of the Regional Transportation Plan. Interviews are being scheduled with staff in each jurisdiction throughout October and November to gain an understanding of updates that have been made to the network since 2012. The plan is anticipated for completion in 2020.

To access the 2012 Master Plan, visit the Plans and Programs page at smartrtrips.ca/about/stpc0.

Regional Transportation Plan

In spring 2019, the regional transportation planning team launched Let's Talk Transportation – a public engagement event and questionnaire designed to understand the values of Central Okanagan residents and obtain input on potential transportation options. Since then, the project team has been busy analyzing the results of the engagement and conducting a corridor-level analysis to refine and screen the options. This fall the regional councils will hear an update on the refined options and plan status. In addition, a workshop on governance is planned for the Local Government Advisory Board in November. Completion of the plan is anticipated for 2020.



E-scooters gain more ground

Currently, any device which does not fit the Motor Vehicle Act's definition of a bicycle, wheelchair or motor vehicle is not permitted on public roads or sidewalks. This limits electric scooters to off-street pathways like the Okanagan Rail Trail. Uptake for e-scooters has been strong in Kelowna despite these limitations, with daily ridership more than three times greater than the Kelowna's pedal bikeshare pilot. The Province has recently introduced legislation to allow new vehicle types to be piloted on public roads with consent from local governments, which would increase opportunities to expand electric scooters and new mobility options in the region.

Help shape BTWW 2020

In 2019, more than 2,300 Central Okanagan residents registered for Bike to Work Week and collectively travelled 91,500 kilometres by bike, saving nearly 20,000 kilograms of greenhouse gases.

As we begin planning for Bike to Work Week 2020, we are looking for input on what motivates you to participate, what you like about the event and what can make this event even better.

Please complete the short questionnaire and share why you love BTWW by October 21, 2019 at getinvolved.kelowna.ca.



Transportation Updates



Fall transit service updates

Fall is a time of change in the Kelowna Regional Transit System with new routes and route names in effect as of September 1, 2019. Service levels on routes going to and from secondary and post-secondary schools were reinstated for the fall to reflect increased demand for transit at this time of year.

Three new routes and associated new bus stops were introduced on the Westside:

- Route 24 Shannon Ridge: replaces a portion of the existing route 24 Shannon Lake while also providing new service to the neighbourhoods along Shannon Ridge Dr. and Auburn Rd.
- Route 26 Old Okanagan: replaces the portion of the existing route 24 Shannon Lake serving along the Old Okanagan Hwy.
- Route 28 Shannon Lake: replaces the existing route 28 Smith Creek, maintaining service to Smith Creek while extending service to Tallus Ridge, Shannon Woods, and Crystal Springs neighbourhoods along Shannon Lake Rd.

Other adjustments included improved Sunday service and weekday evening service for route 97 Okanagan on the Westside, improved midday service on weekdays and Sunday service for the route 8 University/OK College, and weekday peak hour trips extended to serve the Ellison area on route 23 Lake Country. For a full list of seasonal service changes and updated route and schedule information, visit bctransit.com.

Fall Go by Bike Weeks

The province-wide Fall GoByBike Weeks event runs from October 21 - November 3, 2019.

This event encourages residents to ride their bikes to and from school, work and anywhere they need to go, as a form of everyday transportation.

This event also focuses on sharing safety and gear tips for the riding your bike in the fall season and weather.

Participants can register for free and earn a chance to win a cycling trip for two to the Baltics at GoByBikeBC.ca.



Connecting Our Region

Our first region-wide transportation plan



Let's Talk Transportation! Engagement Summary

July 2019



Introduction

Transportation across the region provides a vital connection to jobs, health care, education, recreation, shopping, emergency services, family and friends.

By 2040 the population in the Central Okanagan is expected to increase by 38% — almost 77,000 new residents. Future population growth provides both a challenge and an opportunity for us to find ways to move around the region that are better for people, the economy and the environment.

The issues facing all our communities — economic competitiveness, air quality, climate change, public health, quality of life — are directly impacted by the transportation choices we make today.

The Regional Transportation Plan is a long-range plan that will help shape the future of the Central Okanagan by identifying the transportation projects, programs and policies that will be needed over the next 20 years.

Working collaboratively across the region

The project is led by the Sustainable Transportation Partnership of the Central Okanagan (STPCO) — a collaboration of City of Kelowna, City of West Kelowna, District of Lake Country, District of Peachland, Westbank First Nation and Regional District of Central Okanagan.

Regional Transportation Plan Vision:

“A transportation system that connects people to regional destinations within the Central Okanagan and beyond, supporting and enhancing the region’s economy, social networks, and natural ecosystem.”

Engaging with people across the region

To understand the values and interests of Central Okanagan residents, the Regional Transportation Planning Team has been seeking input from the public and key stakeholders since 2018.

In the spring of 2019, the project team launched Let's Talk Transportation — a regional conversation that took place at the University of British Columbia Okanagan and an online questionnaire. This engagement summary provides the highlights of what we heard during this phase of engagement.

This information will be used to help shape the Central Okanagan's first regional transportation plan.



577
people
completed
questionnaires



90
people engaged
in in-depth
conversations



1600
comments received
through the
questionnaire

Let's Talk Transportation: The Conversation



How can we make transportation work for people, the economy and the environment?

On April 24, 2019, 90 people from across the region gathered at the University of British Columbia Okanagan (UBCO) to take part in an in-depth conversation about the future of transportation in the region.

Working in small groups, participants discussed ways to make getting around the region more accessible, more convenient and more enjoyable. They explored regional and community-specific transportation challenges and answered the question: "What do you dream about for the future of transportation?" They also took part in a series of small group discussions where they commented on potential transportation solutions for seven geographic areas of the region and added their own ideas about projects, programs and policies that would make travel through the region more accessible, convenient and enjoyable.

Let's Talk Transportation: The Questionnaire



To broaden the engagement, the project team sought input from the general public through a multipart, in-depth questionnaire posted to the smartTRIPS website. In total, 577 people shared their thoughts and opinions.

Questionnaire respondents were asked to comment on the same potential transportation solutions for seven geographic areas of the region and to indicate their level of support for 31 potential transportation solutions that were clustered into the following five categories:



Transit



Active transportation



Vehicle efficiency



Land use and development



Trip reduction and elimination

Outreach and promotion

The public was invited to participate in both the conversation and the questionnaire. Invitations and notices were circulated through social media networks, the smartTRIPS website, posters and news releases.

Special effort was made to reach all communities in the project's geographic area including Peachland, West Kelowna, Westbank First Nation, Kelowna, Lake Country and the Central Okanagan East and West Electoral Areas. Effort was also made to engage diverse audiences and people with varied interests and perspectives through posters and social media posts.

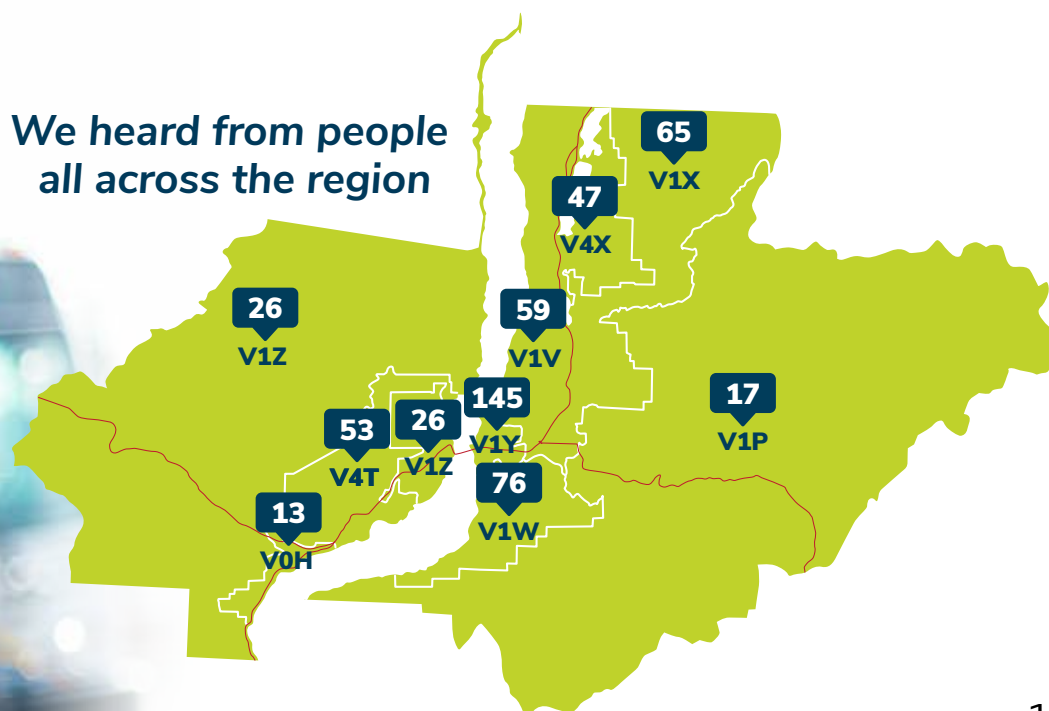
A shuttle bus was offered to residents of Peachland, West Kelowna and Westbank First Nation to facilitate their participation in the conversation held at UBCO. The bus was promoted to registered participants through the on-line event registration page and through each community's social media channels.



Participation

People from communities across the Central Okanagan region participated in the Let's Talk Transportation conversation held at UBCO and responded to the online questionnaire. Participants in the conversation included representatives from a wide variety of local organizations, geographic areas, students, seniors, people with diverse abilities, and elected officials. The geographic distribution of questionnaire respondents mirrored the distribution of population by region.

**We heard from people
all across the region**



"The traffic lights, and timing of them, need to be looked at. I am finding the lights are impeding traffic flow."

What we learned: At-a-glance

Through the conversation and questionnaire, residents of Peachland, West Kelowna, Westbank First Nation, Kelowna, Lake Country and the Central Okanagan East and West Electoral Areas told us what they think would make travel around the region more accessible, convenient and enjoyable. Here's what we learned:

People want to see:

- More transit and active transportation (biking and walking) options
- Increased efficiency in the existing road network (this includes optimizing bridge capacity)
- An increase in transit frequency and hours of service
- An active transportation network separated from vehicle traffic
- Safe walking and biking routes to school
- Ride hailing (e.g. Uber) and carshare (e.g. Modo)
- New housing near transit and employment centres
- Medical and other services located closer to home
- Policies that encourage working from home or shifting hours of work (to reduce vehicles on the road)
- Affordable and accessible transportation choices for people of all income and with diverse abilities
- Consideration of the climate impacts of transportation choices

The results indicated lower support for:

- Pricing strategies such as congestion pricing

"Glenmore's connection to Highway 97 in Lake Country desperately needs an upgrade."

"Accessibility means more than wheelchair friendly. I can't walk very far and I can't stand very long so if a bus doesn't get close to where I need to go, I can't use it."

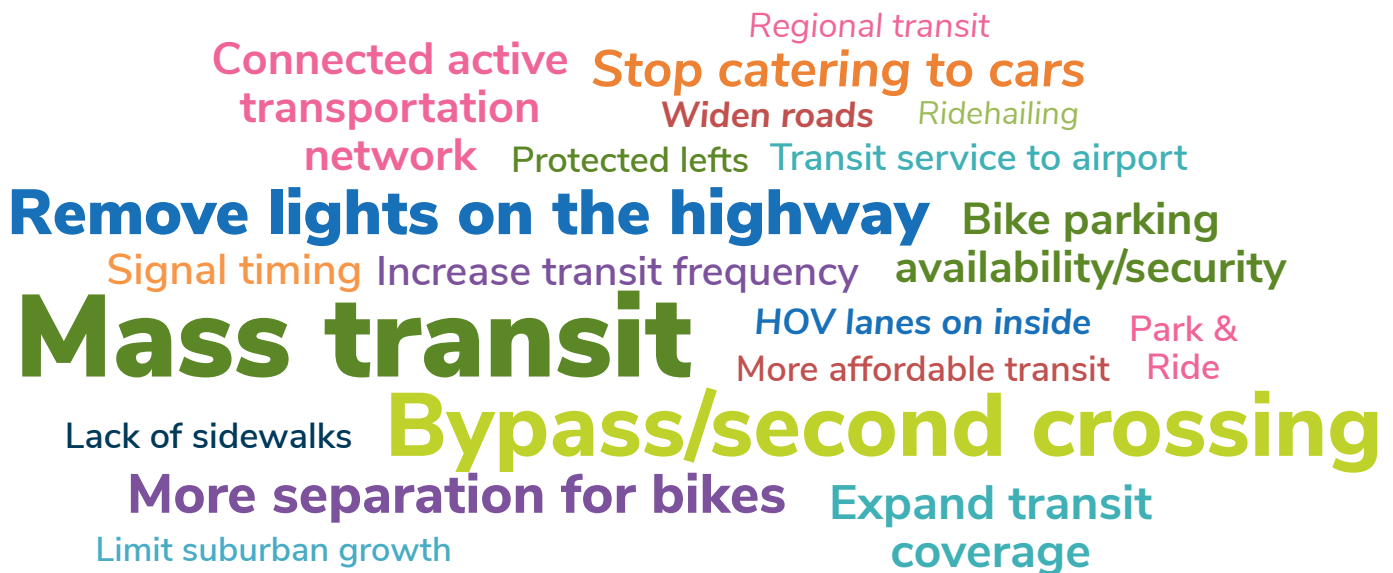
What do you dream about?

Each community in the region has unique transportation challenges that affect people's ability to connect to jobs, health care, education, and other services across the region.

Through short, visual stories, we introduced conversation participants to some of these challenges — and then we asked them to create coloured banners showing the transportation solutions that would make their lives easier. Here are some of the things conversation participants dream about:



Questionnaire respondents provided more than 1600 open-ended comments. Here are some of the priorities we heard:*



We also heard about the importance of providing affordable and accessible transportation choices for people with diverse abilities. Comments from participants to the Let's Talk Transportation conversation include:

- Improve handyDART
- Ensure bicycle lanes are wide enough for mobility aids such as recumbent bikes and scooters

* Responses were grouped into categories and tallied. Font size roughly corresponds with frequency of mention.

What we learned:

Potential transportation solutions by category

Questionnaire respondents indicated a high level of support for more frequent transit, safe walking and biking routes to school, separated bikeways, ride hailing and car sharing programs, and reducing cars by telecommuting or working from home.

RESULTS KEY: ■ Very supportive ■ Somewhat supportive ■ Not sure ■ Not supportive



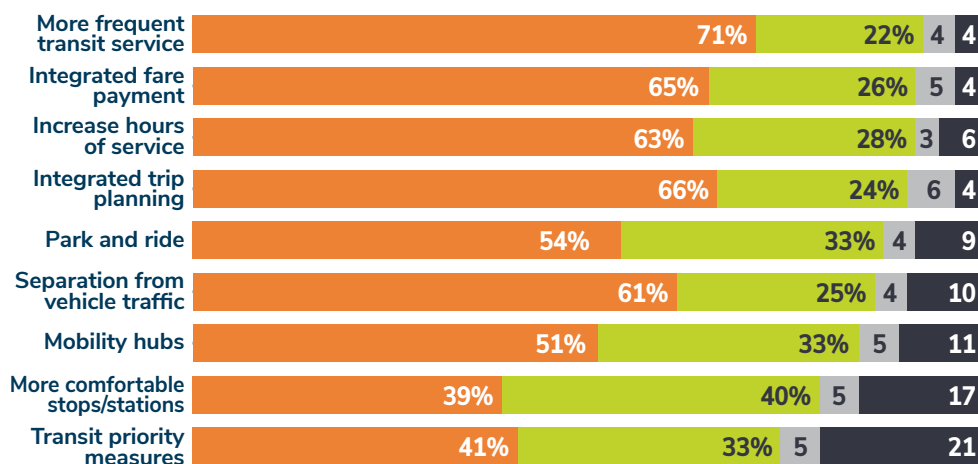
Transit

Respondents were asked, "How supportive are you of the potential transportation solutions listed below that aim to improve regional travel by transit?"

93% support* more frequent transit service

91% support integrated fare payment and increasing hours of service

90% support integrated trip planning (one app for multiple modes)



* respondents indicated 'very supportive' or 'somewhat supportive'



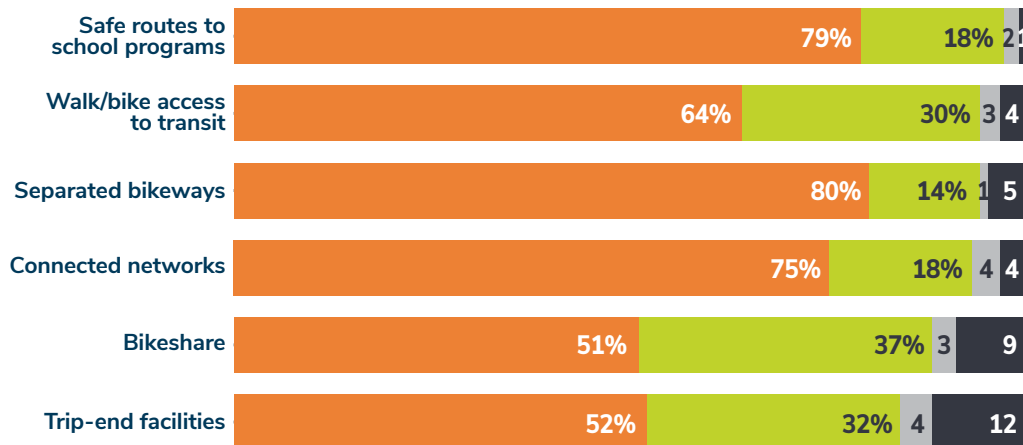
Active transportation

Respondents were asked "How supportive are you of the following potential solutions that aim to improve regional travel by walking or biking?"

97% support safe routes to school programs

94% support walk/bike access to transit

94% support separated bikeways



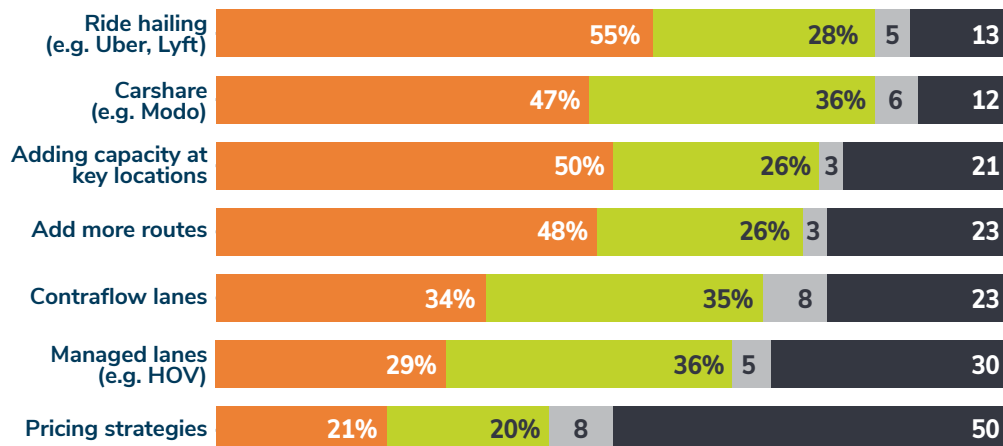
Vehicles

While providing convenient regional connections by transit, biking and walking are important, many regional trips will still need to be made by vehicle, whether for goods movement, emergency/evacuation purposes or private travel. Respondents were asked "How supportive are you of the following potential solutions that aim to improve the efficiency of regional travel by vehicle?"

83% support ride hailing

83% support carshare

76% support adding capacity at key locations





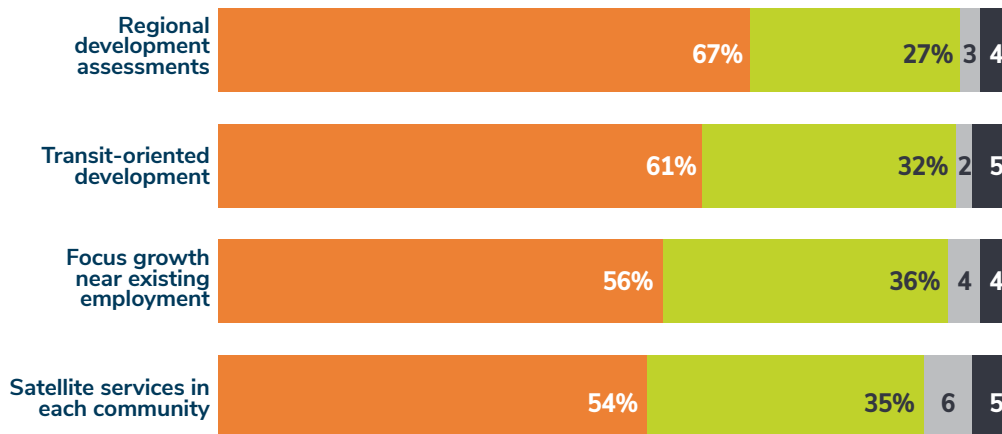
Land use and development

Land use and development patterns can determine how far we need to travel and the convenience of various travel modes for reaching destinations. Respondents were asked “How supportive are you of the following potential solutions that aim to improve regional travel using land use and development strategies?”

94% support regional development assessments (to assess the travel impacts of proposed developments)

93% support transit-oriented development (higher density around transit nodes)

92% support focused growth near existing employment



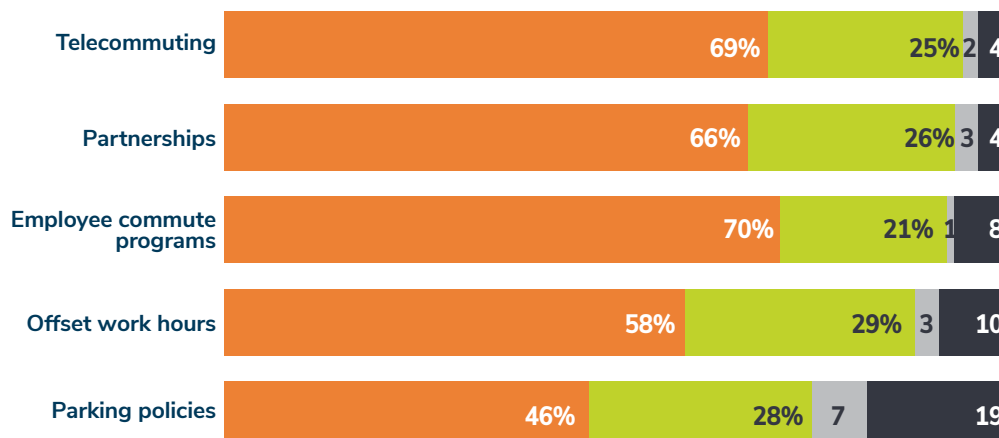
Trip reduction and elimination

Travel Demand Management refers to programs or policies that reduce the need to travel by single-occupancy vehicle during congested times of day. Respondents were asked “How supportive are you of the following Travel Demand Management strategies?”

94% support telecommuting

91% support employee commute programs

87% support offset work hours



What we learned:

Potential transportation solutions by geographic area

To facilitate more specific and detailed input, the Central Okanagan was divided into geographic areas and people were asked to indicate their level of support for potential transportation solutions in each area. They were also asked to share their own ideas about ways to make transportation around the region more accessible, convenient and enjoyable.



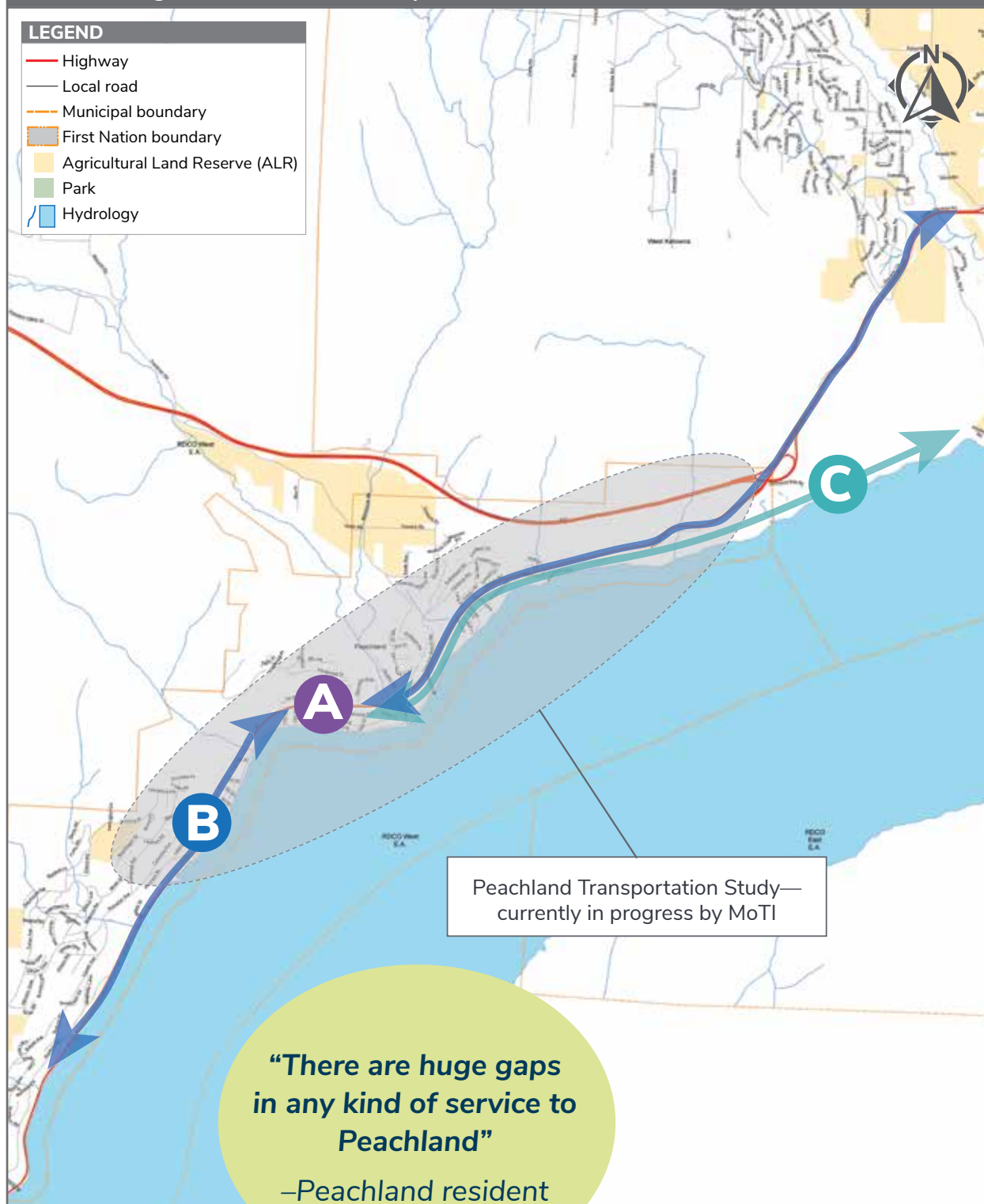
▲ During the conversation at the Let's Talk Transportation event, participants added comments and ideas to large maps

*How supportive
are you of
these ideas to
improve regional
transportation?*

Using geographic area maps and descriptions, conversation participants and questionnaire respondents provided comments and indicated their level of support for potential transportation solutions.

Results from each of these geographic areas are presented in the pages that follow.

Connecting Peachland and beyond



Connecting Peachland and beyond

A. Transit / Mobility Hub (location TBD)

- Centralized transit station with connections north and south, and potentially to other modes of transportation (car/bikeshare, local transit, park and ride, etc.)
- Creates a centralized point to connect to longer distance transit trips

Very Supportive: **63%**
Somewhat Supportive: **27%**
Not supportive: **5%**
Not sure: **5%**

B. Transit Connections North and South

- Enhanced transit routes connecting to the north and south through Peachland, including potential extension of RapidBus
- Provides a direct transit connection from Peachland to the rest of the region

Very Supportive: **61%**
Somewhat Supportive: **28%**
Not supportive: **5%**
Not sure: **6%**

C. Westside Trail

- Multi-use walking and bicycling trail along the lake that would connect Peachland to the W.R. Bennett Bridge (alignment TBD), ultimately forming part of the Trail of the Okanagans
- Provides a safe and comfortable regional pedestrian and bicycling route for all ages and abilities

Very Supportive: **70%**
Somewhat Supportive: **21%**
Not supportive: **6%**
Not sure: **3%**

What other ideas do you have?

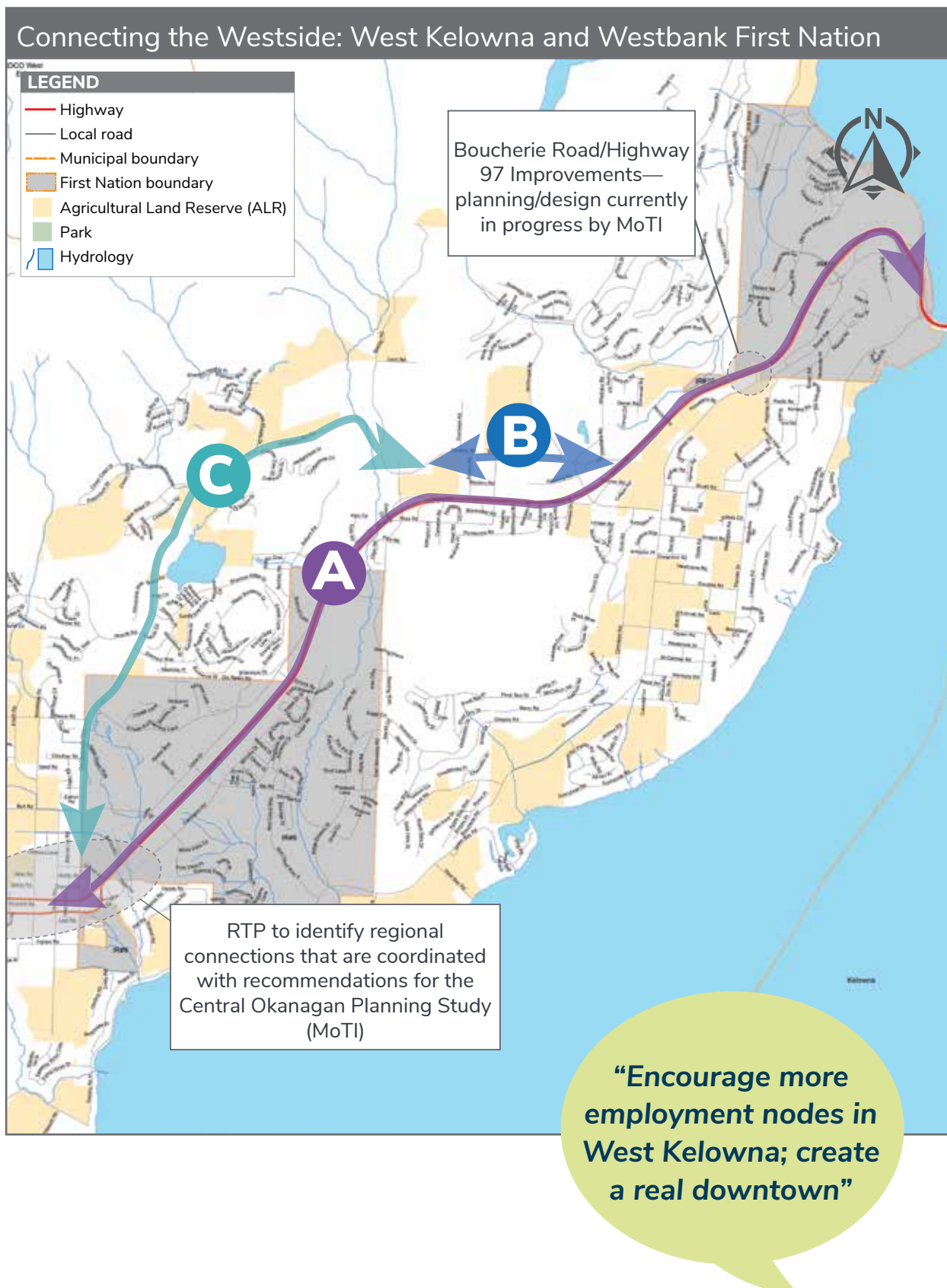
Other ideas from conversation participants and questionnaire respondents include:

Projects

- Pedestrian over or underpass into the town centre
- A park and ride (possibly at Antlers Beach)
- Improved handyDART service
- Light Rail – Peachland to UBCO
- A seabus/water taxi or float plane that connects to a transit hub
- An hourly connection to Kelowna with a rapid bus/train
- A Highway 97 bypass around Peachland
- Move proposed transit hub in Option A to downtown Peachland

Programs and policies

- Bikeshare
- A community health nurse or doctor in the community — to reduce the number of trips to Kelowna General Hospital
- Education and encouragement to use sustainable modes of travel
- Increase the frequency and reliability of transit service



Connecting the Westside: West Kelowna and Westbank First Nation

A. Highway 97 Dedicated Transit Lanes

- Transit running on the shoulder or in dedicated transit lanes in the median, supported by park and ride and/or other mobility options that make it easier to get to/from transit
- Allows transit to bypass congestion on the highway providing travel-time advantage and increased reliability for transit

Very Supportive: **55%**
Somewhat Supportive: **25%**
Not supportive: **17%**
Not sure: **3%**

B. Stevens Road Capacity Expansion

- Additional lanes and access management measures on Stevens Road
- Provides additional east-west capacity in the area

Very Supportive: **41%**
Somewhat Supportive: **34%**
Not supportive: **14%**
Not sure: **11%**

C. Shannon Lake Road Transit Enhancements

- Transit priority intersection treatments
- Allows buses to pass queued vehicles and provides better transit travel times and reliability as traffic volumes grown in this corridor

Very Supportive: **46%**
Somewhat Supportive: **32%**
Not supportive: **11%**
Not sure: **10%**

D. Westside Trail

- Multi-use walking and bicycling trail along the lake that would connect Peachland to the W.R. Bennett Bridge (alignment TBD), ultimately forming part of the Trail of the Okanagans
- Provides a safe and comfortable regional pedestrian and bicycling route for all ages

Very Supportive: **69%**
Somewhat Supportive: **21%**
Not supportive: **7%**
Not sure: **3%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

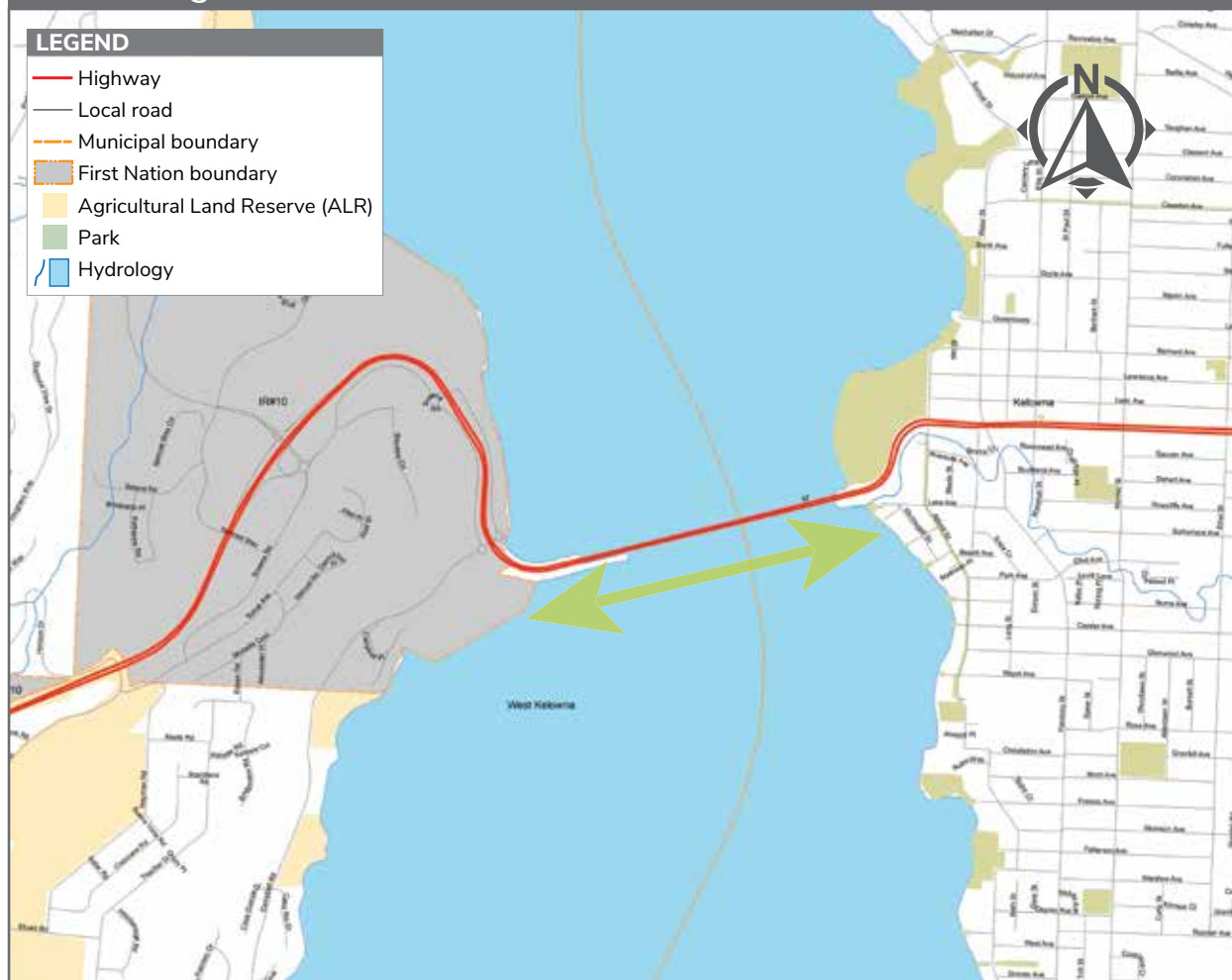
Projects

- Replace traffic lights on highway with interchanges
- A separated east-west bike route running either along Highway 97 or to the north
- Light rail transit along Highway 97
- Add more sidewalks and lighting (e.g. Elliott Road, Shannon Lake Road, Hudson Road)

Programs and policies

- Agricultural routes for farm equipment
- Add more services and employment on the Westside
- Land use decisions that limit sprawl
- Improve transit hours of service, frequency, reliability, and security at bus stops

Connecting across the lake



What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

Projects

- Park and ride / park and bike
- Gondola (with park and ride)
- Light rail on Highway 97 and bridge
- Real-time trip information/ electronic signs
- Bridge toll or mobility pricing
- Dynamic lane assignment on the bridge
- A second crossing
- Remove the lights on approaches to the bridge

Programs and policies

- Westside health centre, to reduce trips to Kelowna
- More employment on the Westside
- Shift employees' hours of work

Connecting across the lake

A. Reversible contra-flow lane

- The middle lane would become reversible (allowing 3 lanes of eastbound travel in the morning and 3 lanes of westbound travel in the afternoon). This is similar to the operation of the old bridge, but could be achieved with a movable barrier

Very Supportive: **46%**
Somewhat Supportive: **33%**
Not supportive: **20%**
Not sure: **2%**

B. Reversible contra-flow lane dedicated to transit

- Same as above, however the third lane in each direction would be a transit-only lane, providing travel-time advantage for transit

Very Supportive: **33%**
Somewhat Supportive: **24%**
Not supportive: **39%**
Not sure: **4%**

C. New dedicated shoulder transit lane

- This option would either convert an existing shoulder lane to be a dedicated contra-flow transit lane, or convert the existing active transportation pathway to a transit lane and redevelop the pathway in another manner

Very Supportive: **38%**
Somewhat Supportive: **26%**
Not supportive: **30%**
Not sure: **6%**

**“Park and ride option
at bridge lake ends is
a great idea!
It’ll allow folks to
park and bike too.”**

D. High frequency bus

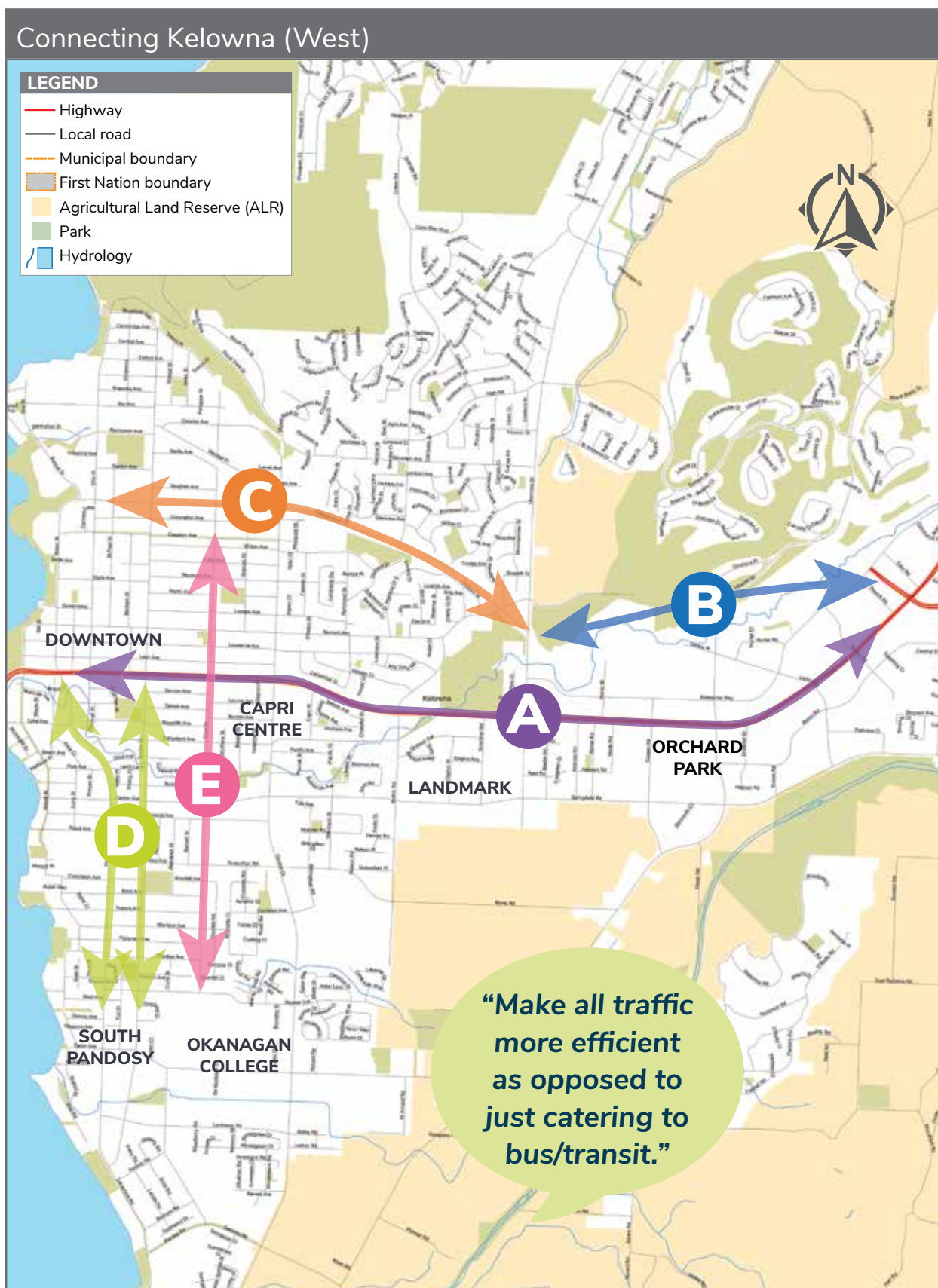
- Very high frequency bus across the lake combined with first/last mile options
- A shuttle-bus service with park and ride and shared mobility options at either end of the lake

Very Supportive: **42%**
Somewhat Supportive: **35%**
Not supportive: **17%**
Not sure: **7%**

E. Water taxi / ferry

- This option would include a ferry boat or water-taxi across the lake with park and ride and shared mobility options at either end

Very Supportive: **37%**
Somewhat Supportive: **27%**
Not supportive: **30%**
Not sure: **7%**



Connecting Kelowna (West)

A. Highway 97 Dedicated Transit Lanes

- Dedicated lanes for transit – could be either in the median or curb lane
- Provides travel time advantage and reliability for transit

Very Supportive: **42%**
Somewhat Supportive: **29%**
Not supportive: **26%**
Not sure: **2%**

B. Central Okanagan Multi-Modal Corridor (COMC)

- Extension of Clement Avenue to Highway 33, which could potentially include RapidBus and transit priority infrastructure
- Provides a multimodal alternative corridor to Highway 97

Very Supportive: **64%**
Somewhat Supportive: **24%**
Not supportive: **9%**
Not sure: **3%**

C. Clement Avenue Transit Priority or Dedicated Transitway

- Transit priority infrastructure or dedicated transit-only lane (that could potentially be converted to light rail in the longer-term)
- Provides travel time advantage and reliability for transit

Very Supportive: **45%**
Somewhat Supportive: **32%**
Not supportive: **16%**
Not sure: **7%**

D. Richter and/or Pandosy Transit Enhancement

- Transit priority treatments at intersections (e.g. transit queue jumps signal priority)
- Allows buses to pass queued vehicles, providing transit travel time advantage and reliability

Very Supportive: **48%**
Somewhat Supportive: **34%**
Not supportive: **13%**
Not sure: **5%**

E. Ethel Street Active Transportation Corridor Extension

- Extension of the Ethel Street active transportation corridor south of Highway 97 to Okanagan College
- Creates a continuous north-south pedestrian and bicycling corridor and connections to other regional pathways

Very Supportive: **63%**
Somewhat Supportive: **24%**
Not supportive: **8%**
Not sure: **4%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

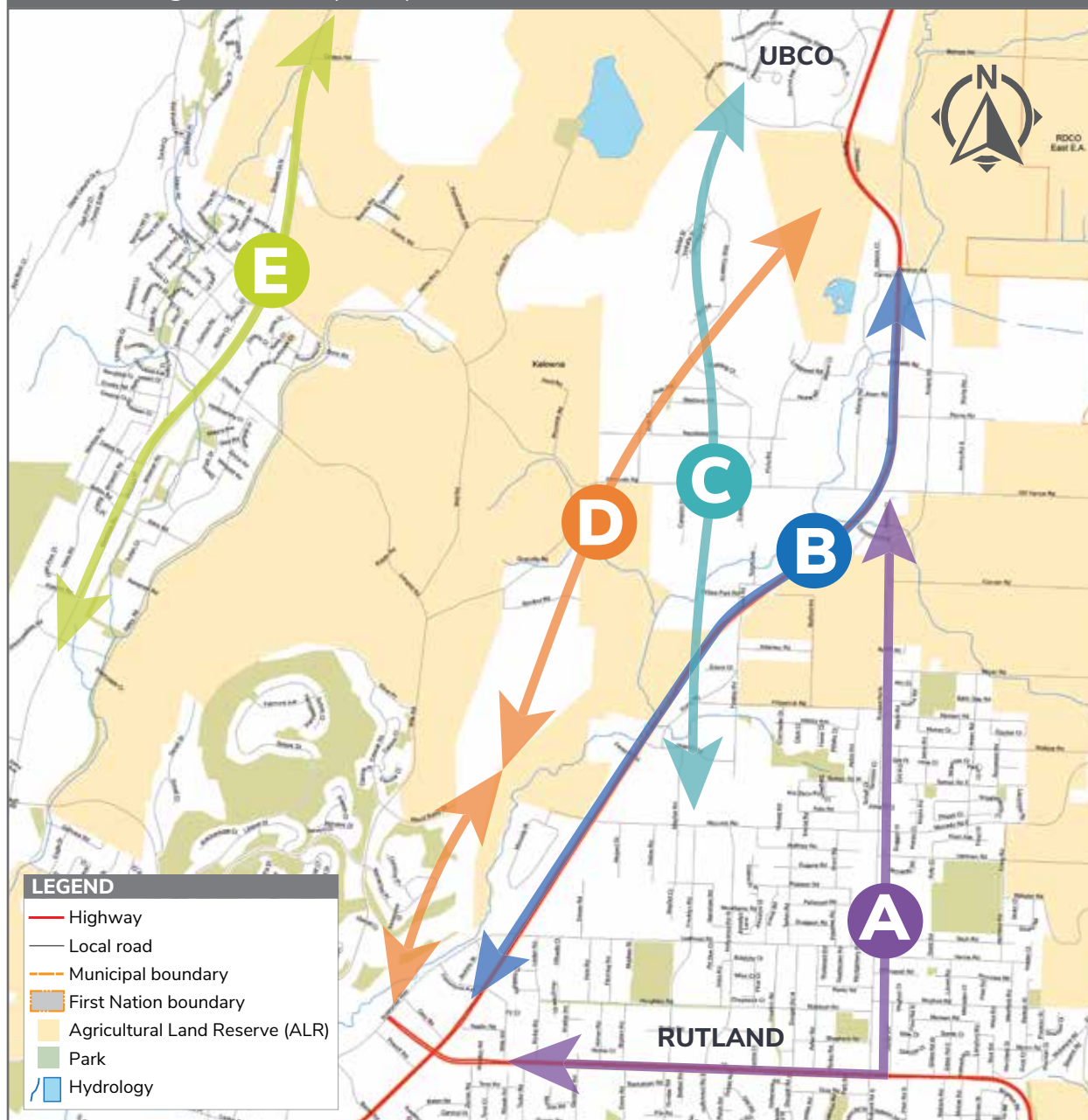
Projects

- Move or remove HOV lanes on Highway 97
- More pedestrian overpasses on Highway 97

Programs and policies

- Protected left turns at more places on Highway 97
- Education/awareness campaign focused on sharing the road
- Improved sweeping and plowing of bike routes

Connecting Kelowna (East)

**Other ideas from conversation participants and questionnaire respondents include:****Projects**

- Add more access points and better lighting to Okanagan Rail Trail
- Improve transit connections to UBCO
- Grade separated transit along highway i.e. Skytrain
- Fill gaps in local bike network

Programs and policies

- Add more options for people to walk, bike and take transit rather than build new roads
- Allow commercial vehicles or HOVs to use Highway 97 dedicated transit lanes
- Expand transit coverage to outlying areas (e.g. Black Mountain, Southeast Kelowna and Sexsmith Industrial Area)

What other ideas do you have?

Connecting Kelowna (East)

A. Highway 33 / Rutland Road Transit Priority

- Transit enhancements such as transit queue jumps and transit priority at signals to improve transit on Highway 33 and Rutland Road
- Reduces delays and improves reliability of transit along these routes

Very Supportive: **50%**
Somewhat Supportive: **31%**
Not supportive: **14%**
Not sure: **6%**

“An alternate route through town is badly needed.”

B. Highway 97 Dedicated Transit Lanes

- Transit-running on the shoulder or in dedicated transit lanes in the median
- Creates dedicated space and time advantage for transit

Very Supportive: **47%**
Somewhat Supportive: **21%**
Not supportive: **28%**
Not sure: **4%**

C. Hollywood Road Extension and Transit Priority

- New network road connecting Hollywood Road to UBCO, including infrastructure to improve transit operations
- Enables access to new development and a more direct connection to UBCO for all modes, including transit

Very Supportive: **49%**
Somewhat Supportive: **29%**
Not supportive: **12%**
Not sure: **10%**

D. Central Okanagan Multi-Modal Corridor (COMC)

- New roadway parallel to Highway 97 that could be a highway or major local street
- Could connect from McCurdy to Highway 33 (shorter arrow) or from the UBCO area to Highway 33 (long arrow)
- Provides an alternate corridor that diverts traffic from Highway 97; could be a priority transit route

Very Supportive: **68%**
Somewhat Supportive: **18%**
Not supportive: **11%**
Not sure: **4%**

E. Glenmore Road Improvements for all Modes

- Extension of four-laning to John Hindle Drive, separated pathway for full length and transit priority infrastructure (e.g. queue jump lanes)
- Provides a comfortable corridor for walking and biking while addressing increased travel demand for vehicles and transit

Very Supportive: **77%**
Somewhat Supportive: **16%**
Not supportive: **4%**
Not sure: **3%**



Connecting the Gateway

A. Acland-Bulman Connection

- Connection between the north end of Acland Road and the airport
- Creates a new, direct road connection between Rutland Road and the Airport, as an alternative to Highway 97

Very Supportive: **53%**
Somewhat Supportive: **30%**
Not supportive: **13%**
Not sure: **4%**

B. Improved Highway 97/Airport Access

- New or upgraded access from Highway 97 to and from the Airport (e.g. an interchange or series of connections)
- Addresses intersection safety issues and limited capacity of the current traffic signals to accommodate future traffic growth

Very Supportive: **67%**
Somewhat Supportive: **25%**
Not supportive: **5%**
Not sure: **2%**

C. Shared-use of the Former Rail Corridor

- Shared use of the Okanagan Rail Corridor by active transportation and other specialized modes such as transit or shuttles
- Opportunity for 'creative' use of space that provides a multi-modal alternative to Highway 97

Very Supportive: **53%**
Somewhat Supportive: **21%**
Not supportive: **22%**
Not sure: **4%**

D. RapidBus Extension to the Airport

- High quality transit, such as RapidBus service extension to the airport
- Makes transit a more viable option for Airport employees and passengers

Very Supportive: **69%**
Somewhat Supportive: **22%**
Not supportive: **7%**
Not sure: **3%**

E. Internal Gateway Connectivity

- Increased travel options between UBCO, the Airport and within the Okanagan Gateway through options such as micro-transit, shuttles and shared mobility options (car share, bikeshare, scooter share, etc)

Very Supportive: **53%**
Somewhat Supportive: **30%**
Not supportive: **11%**
Not sure: **6%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

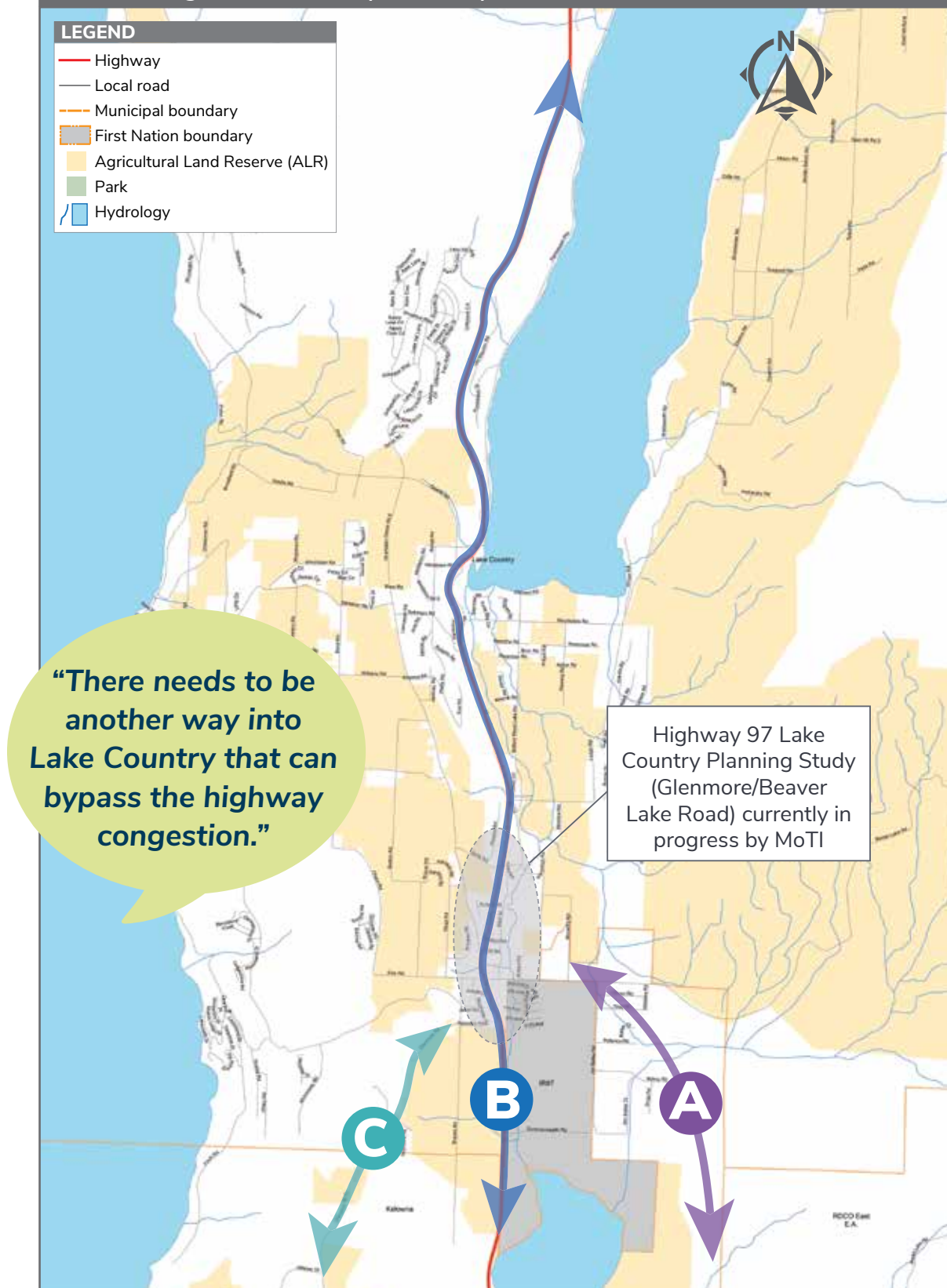
Projects

- Better connection for walking from nearby hotels and services to the airport
- Extend 3-laning of Highway
- Should be an eastern route to/from Lake Country (i.e. extension of the Jim Bailey Industrial Park Connection further south)
- Dedicated right-of-way for transit – make it more attractive, reliable, faster
- Elevated rail system along the rail trail corridor
- Transit service for seasonal agricultural workers

Programs and policies

- Rail Trail should be protected for walking, biking or potentially small electric vehicles
- Move stops for intercity buses closer to UBCO
- Congestion pricing
- E-bikes/bikeshare/scooter share
- Shift work hours to reduce peak period travel
- Incentives to leave car at home

Connecting Lake Country and beyond



Connecting Lake Country and beyond

A. Jim Bailey Industrial Park Connection

- Industrial road connection between Jim Bailey Industrial Park and the Airport
- Provides a more direct connection for industrial traffic and is an alternative to Highway 97

Very Supportive: **57%**
 Somewhat Supportive: **22%**
 Not supportive: **11%**
 Not sure: **10%**

B. Expanded Service to Lake Country and Beyond

- Extension of the RapidBus or other similar service to Lake Country (e.g. along Highway 97 or Glenmore Road), as well as expanded transit service north to Vernon
- Improves transportation options for Lake Country residents

Very Supportive: **65%**
 Somewhat Supportive: **24%**
 Not supportive: **8%**
 Not sure: **3%**

C. Glenmore Road Upgrades and Active Transportation

- “Spot” improvements to straighten curves and improve intersections, as well as better bicycling and pedestrian facilities
- Maintains Glenmore Road as a multi-modal alternative to Highway 97

Very Supportive: **77%**
 Somewhat Supportive: **17%**
 Not supportive: **4%**
 Not sure: **2%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

Projects

- Better road connection between Glenmore and Okanagan Centre Road East
- Expand vehicle capacity at Highway 97 and Beaver Lake Road
- Widen Highway 97 in Winfield
- Complete the Rail Trail connection to Kelowna, consider paving in future
- Transit hubs and/or park and rides
- Light rail connection north and south
- Improved active transportation and rail trail connections
- Elevated corridor from Westbank First Nation to Lake Country (no lights)

Programs and policies

- Consider removing Oyama stops to Route 90 – Vernon Connector
- Carpool programs, app for ride share
- Bikeshare at key transit stops
- Congestion tolls
- E-bus stop in Lake Country
- Intercity bus stops

Shaping the future of the Central Okanagan

Thanks to all the people who have taken the time to support the engagement process for the Central Okanagan's first region-wide transportation plan. The community input to the Let's Talk Transportation conversation and questionnaire, along with technical and financial evaluations, will help identify the priority projects, programs and policies that will shape the future of the Central Okanagan Region.

Here's what the community said about the engagement process:

96% of respondents said the information was clear and understandable

74% said they understood how public input will be used in the process

92% said that participating was a valuable experience

80% said they learned something new

Next steps

Since 2018, people from across the region have added their priorities and perspectives to the regional transportation planning process through questionnaires and in-person events including region-wide pop-up open houses and interactive small-group conversations and discussions. Early public and stakeholder input helped confirm the vision and goals for the project, and the Let's Talk Transportation conversation and questionnaire, along with technical and financial considerations, will help inform the evaluation of potential regional transportation solutions.







STPCO Kelowna Council Update

October 28th 2019
218

Outline

[Events](#) [Bicycle](#) [Carpool](#) [Walk](#) [Transit](#) [Programs](#) [About](#)

STPCO Newsletter

The STPCO newsletter is intended to provide a brief quarterly update on the activities of the Sustainable Transportation Partnership of the Central Okanagan.



1. STPCO Work Plan reporting

STPCO Newsletters

<https://www.smarttrips.ca/about/stpcostpcostpco-newsletter>

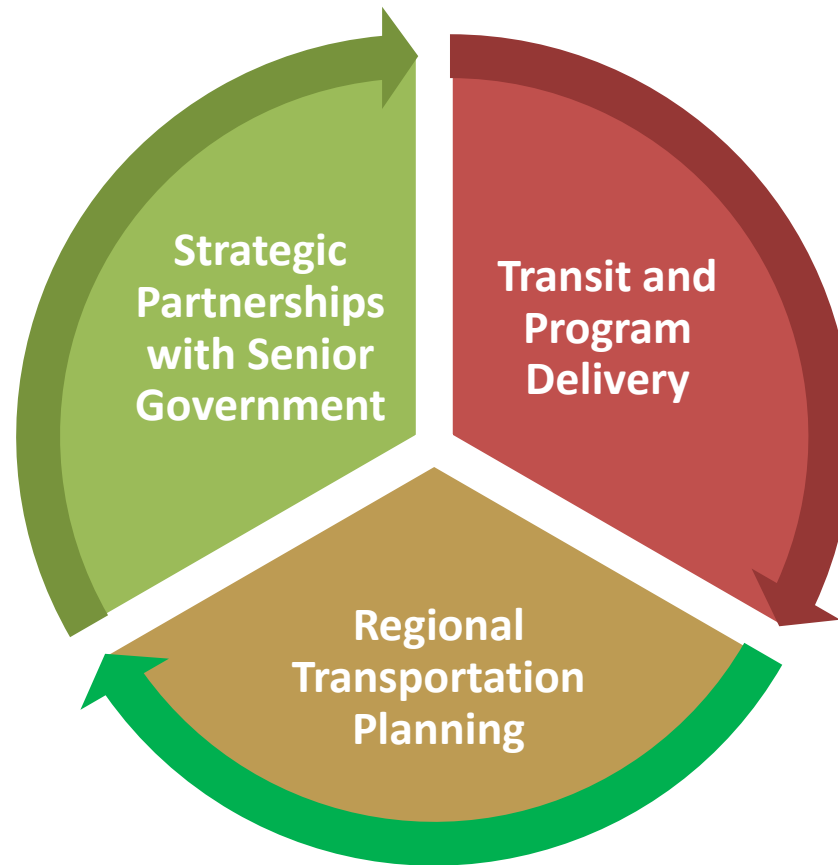
a. Year end report and 3 year work plan

i. 3-Year Work Plan status

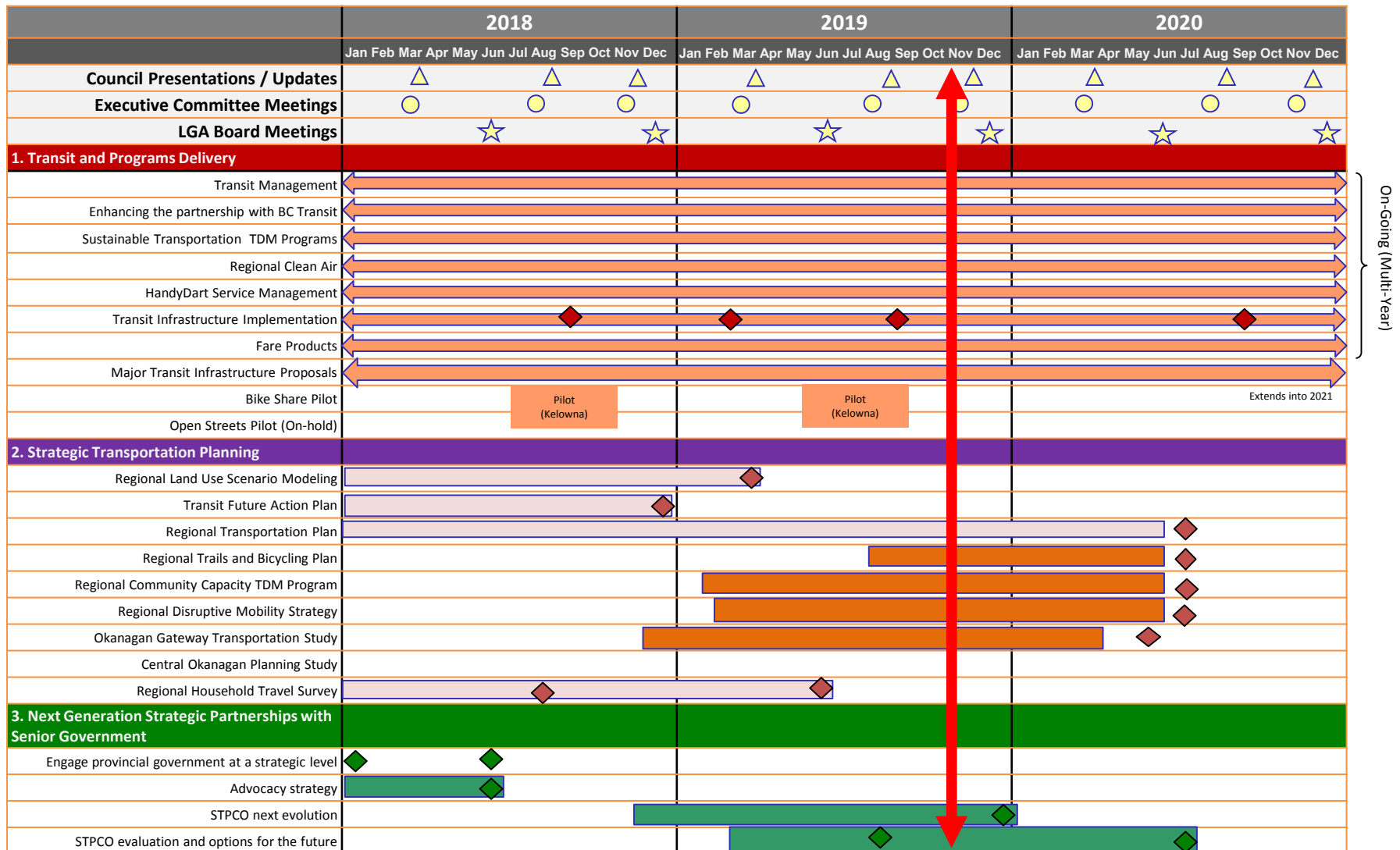
b. Transit updates

c. Regional Transportation Plan

3 year work plan



STPCO Work Plan Reporting and Schedule 2018-2020



Transit updates

Investing in Canada Infrastructure Program (ICIP) Updates:

- Transit Operations and Maintenance Facility. A jointly funded (City of Kelowna/BC Transit) study is underway to define the project and prepare for funding submission.
- Upcoming Regional Transit Staff Working Group meeting to confirm projects in each partner community.



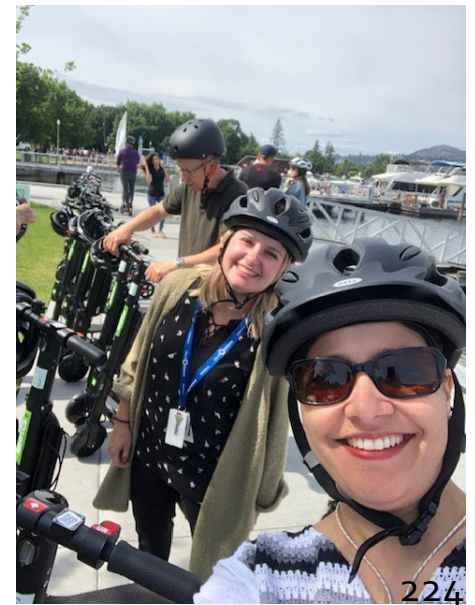
Transit updates

Fall Transit Service Changes:

- Service levels on routes servicing post-secondary and secondary schools was reinstated for the fall
- Three new routes and associated new bus stops were introduced on the Westside:
 - Route 24 Shannon Ridge
 - Route 26 Old Okanagan
 - Route 28 Shannon Lake

Programs

- Bike to Work Week
 - Recent engagement survey (closed 10/21)
 - General feedback / ideas for improvement
- New Shared Mobility Permit Program
 - 3X increase in demand from Summer 2018 (e-scooters)
 - Recently announced provincial MVA amendment opens potential for piloting new vehicles on roads



Regional Planning

- Regional Transportation Plan
 - Connecting our Region: Let's Talk Transportation event and online survey
 - Public Engagement Summary
 - Option Refinement and Screening
- Okanagan Gateway Study



577

people
completed
questionnaires



90

people engaged
in in-depth
conversations



1600

comments received
through the
questionnaire

QUESTIONS?

smartTRIPS.ca



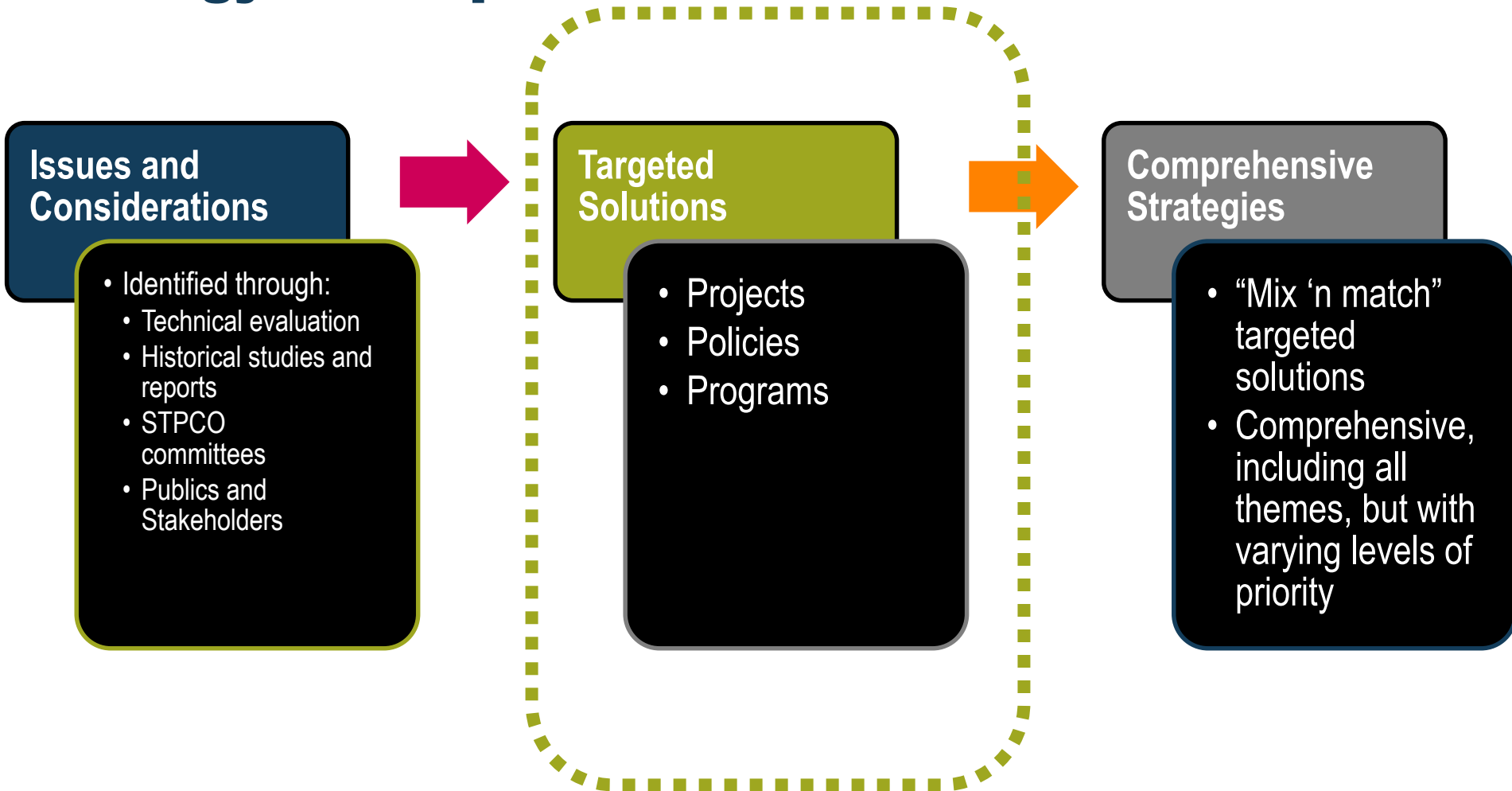
Regional Transportation Plan

Update
Option Screening
October 2019



Screening Process

Strategy Development Process



Targeted Solutions



Physical
Infrastructure
Options



- Preliminary Options Long List**
- Previous Studies
 - Response to Specific Problems



- Modal Corridors and Screening**
- Adds public / stakeholder input
 - Creates regional corridors for consideration by mode
 - Removes corridors / segments from the RTP within the RTP horizon

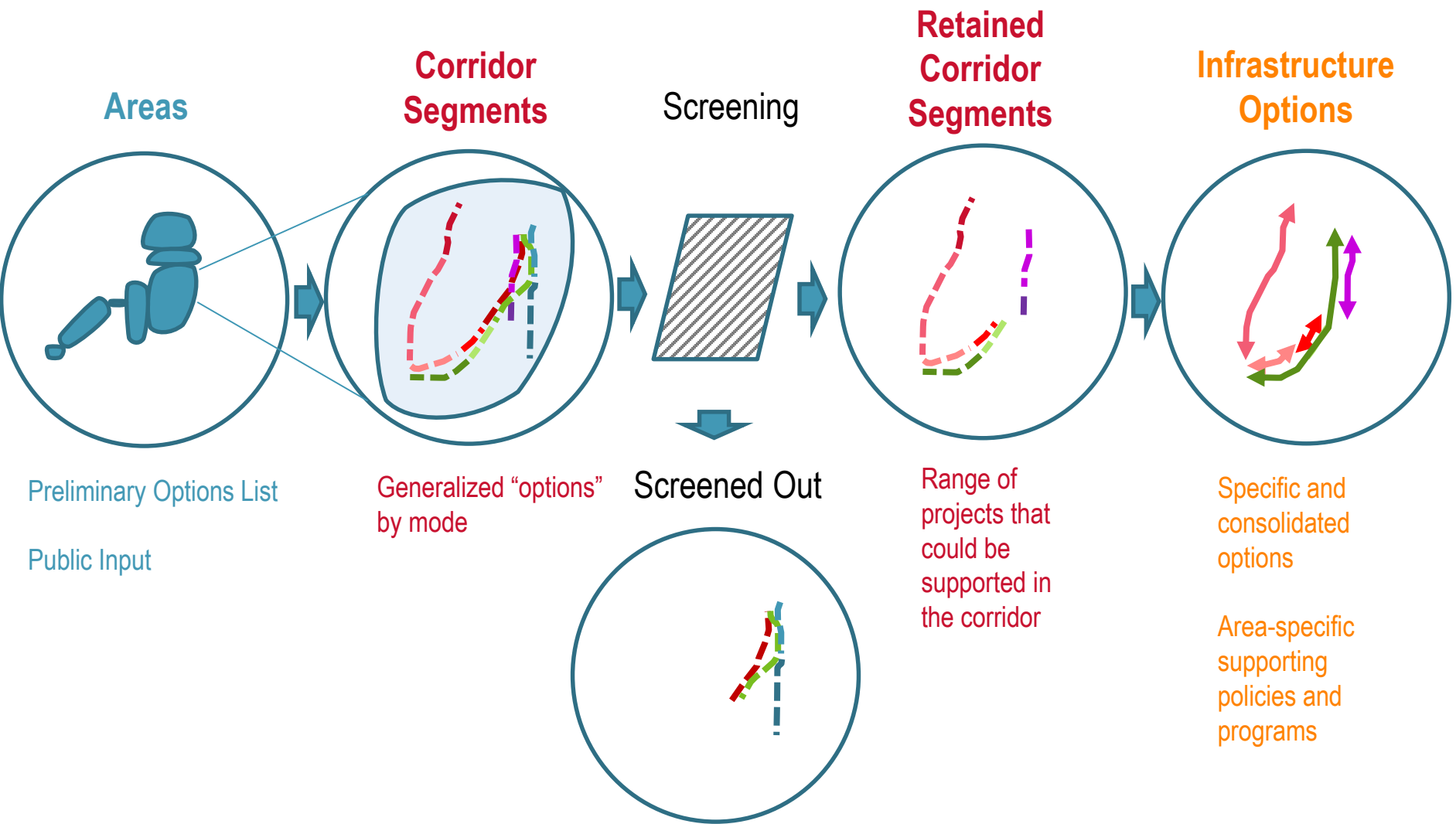


- Consolidated Options**
- Refinement and consolidation of preliminary options that pass screening



Supporting Policies, Programs, Service

Screening Process



Screening Goals

- Consolidate input from a range of sources
- Transparent process
- Progressively reduce the range of options based on the goals of the study
- Screen out projects that are not regional in nature or consistent with the RTP goals



Screening Lake Country

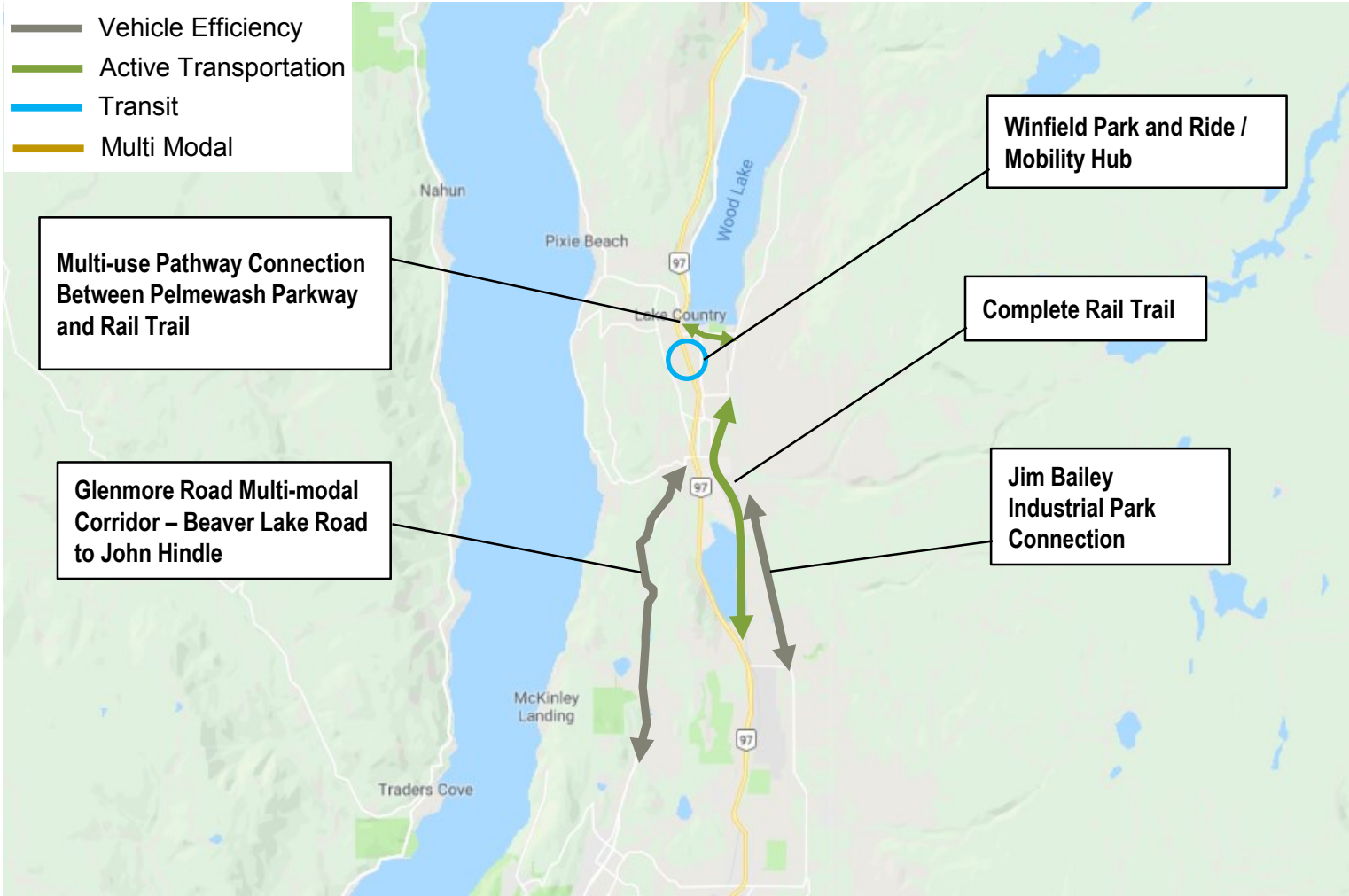
Lake Country

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Winfield / Oyama	Oyama to Ocelola Road	All modes	Rail Trail available Hwy 97 is free flowing	-
	Ocelola Road to South of Beaver Lake Road	Vehicle	MOTI study	Active Transportation, Transit
	Beaver Lake Road to Old Vernon Road	Vehicle	MOTI study	Active Transportation, Transit
Glenmore Road	Beaver Lake Road / Seaton Road to Chase Road	Transit	Hwy 97 is preferable	Active Transportation, Vehicle
	Chase Road to John Hindle Drive	Transit	Hwy 97 is preferable	Active Transportation, Vehicle
East of Elision Lake	Beaver Lake Road to Old Vernon Road	-	-	All modes

Resulting Options (see map)

- Multi-use Pathway Connection Between Pelmewash Parkway and Rail Trail
- Complete Rail Trail
- Glenmore Road Multi-modal Corridor – Beaver Lake Road to John Hindle
- Jim Bailey Connection
- Winfield Park and Ride / Mobility Hub

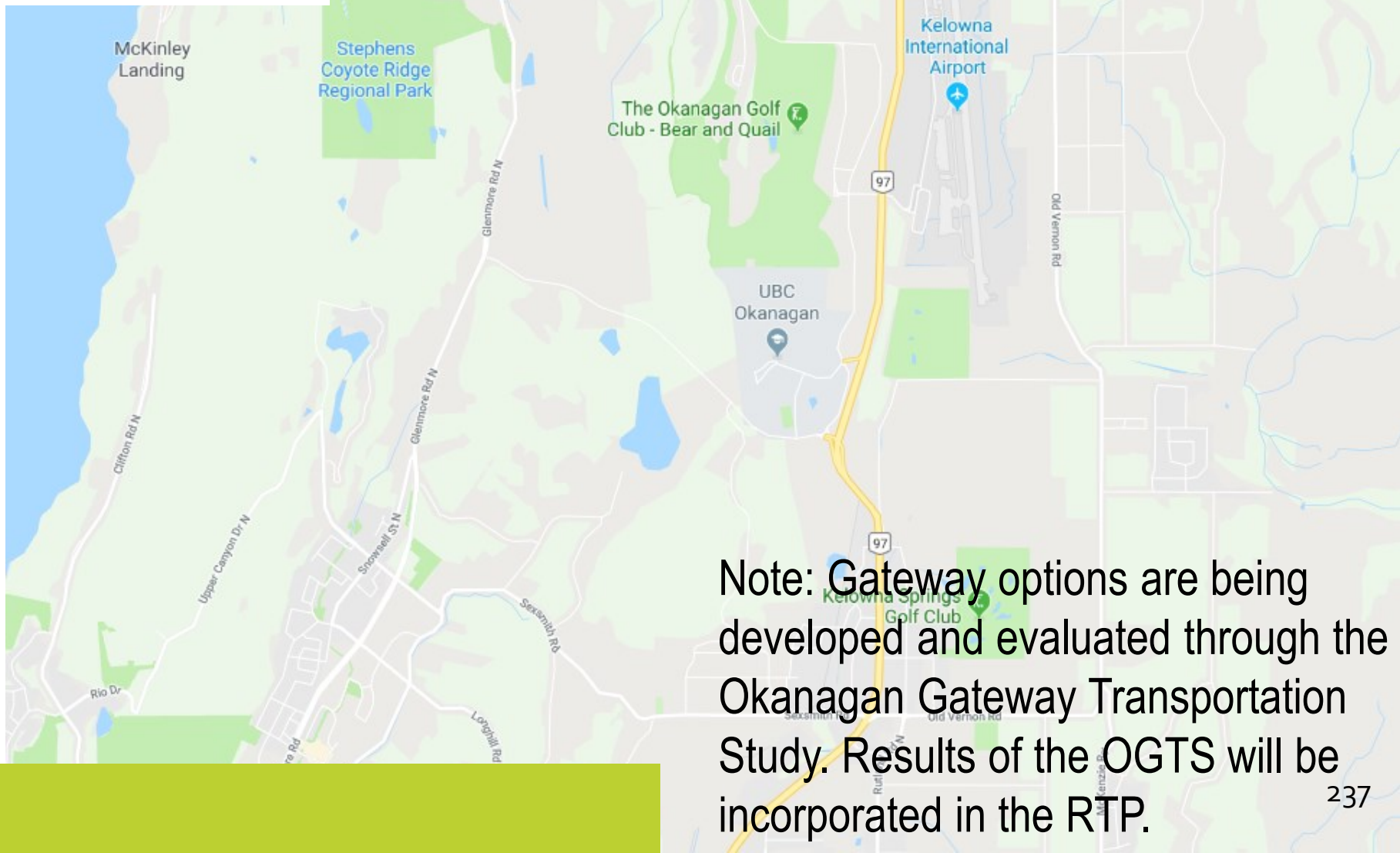
Lake Country – Resulting Options



Screening Okanagan Gateway

Okanagan Gateway

- Vehicle Efficiency
- Active Transportation
- Transit
- Multi Modal



Note: Gateway options are being developed and evaluated through the Okanagan Gateway Transportation Study. Results of the OGTS will be incorporated in the RTP.

Screening

Kelowna (East)

Kelowna (East)

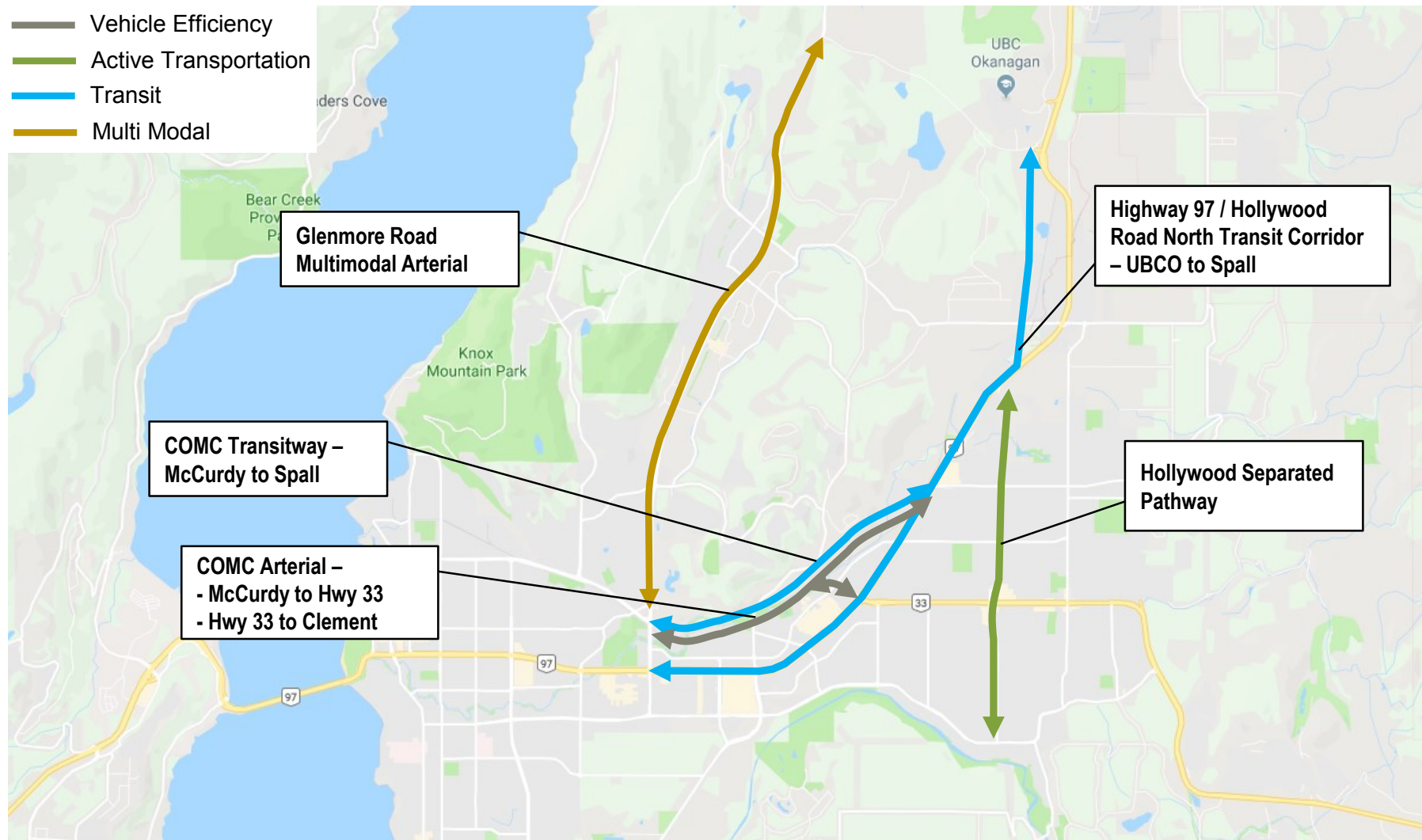
Corridors	Segments	Corridor segment / mode combinations that passed screening
Glenmore Road	John Hindle to Union Road	All modes
	Union Road to Clement Avenue	All modes
Central Okanagan Multi-modal Corridor	Highway 97 at John Hindle to McCurdy Road	None
	McCurdy Road to Highway 33	Transit, Vehicle
	Highway 33 to Spall Road	Transit, Vehicle
Hollywood Road	UBCO to Highway 97 (North Extension)	Transit
	Highway 97 to Springfield Road (South Extension)	Active Transportation
Highway 97	John Hindle to McCurdy Road	None
	McCurdy Road to Highway 33	Transit
	Highway 33 to Spall Road	Transit
Rutland Road / Acland – Bulman Road	Kelowna Airport to Old Vernon Road	None
	Old Vernon Road to Highway 33	None

Kelowna (East) - continued

Resulting Options (see map)

- Glenmore Road Multimodal Arterial – John Hindle to Clement
- COMC Transitway – McCurdy to Spall
- COMC Arterial – McCurdy to Highway 33 and /or Highway 33 to Clement
- Highway 97 / Hollywood Road North Transit Corridor – UBCO to Spall
- Hollywood Separated Pathway – Rail Trail to Mission Greenway

Kelowna (East) – Options



Screening

Kelowna (West)

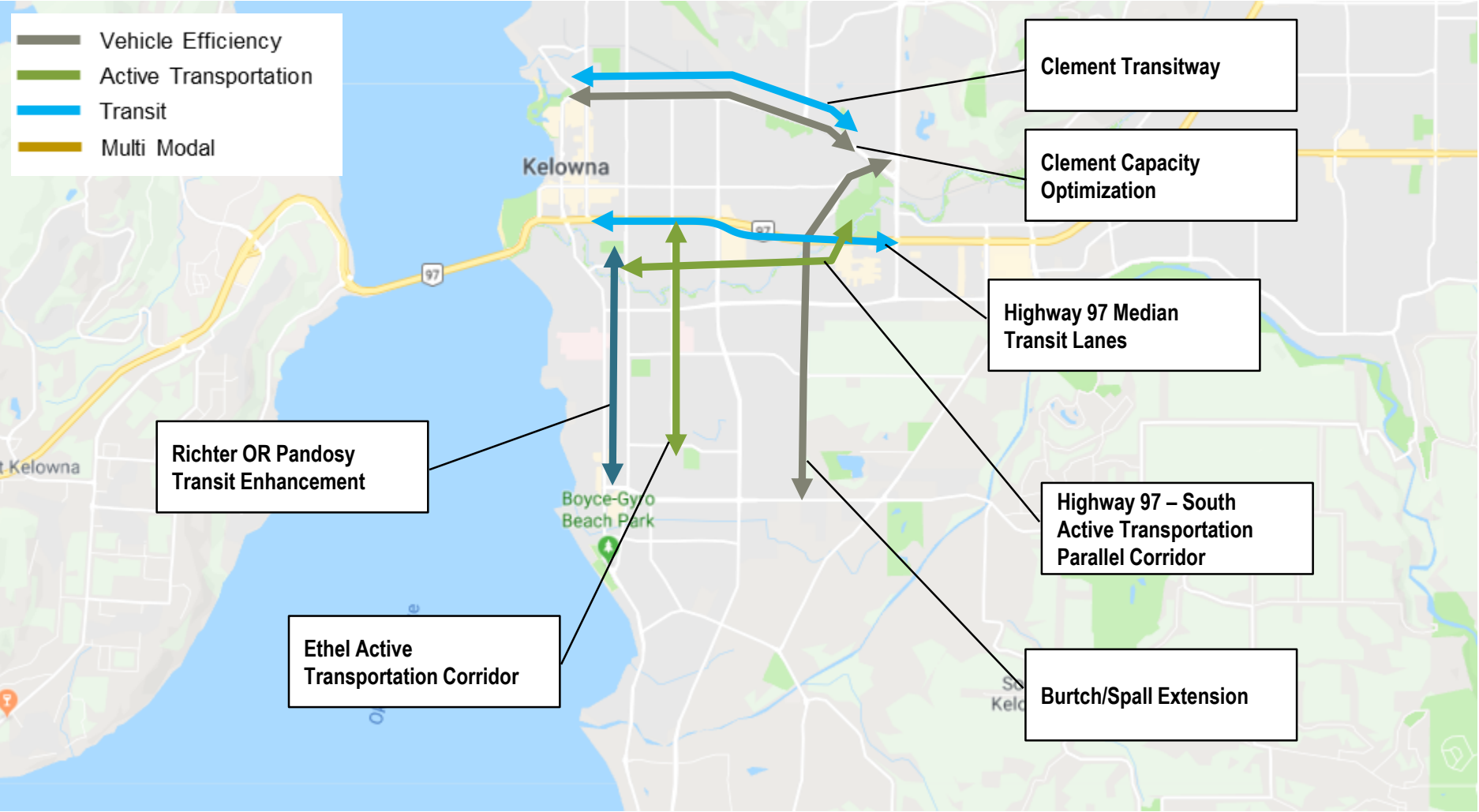
Kelowna (West)

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Clement Avenue / COMC	Glenmore Road to Downtown	Active Transportation	Cawston corridor available	Transit, Vehicle
Highway 97	Spall Road to Bridge	Vehicle	MOTI study	Active Transportation, Transit
Spall Road / Burtch Road	Glenmore Road to KLO Road	None	-	All modes
Gordon Drive	Clement Avenue to Capital News Centre	All modes	Ethel is primary AT corridor Not a regional route for transit / vehicle	-
Pandosy Street / Richter Street / Ethel Street	Downtown to Highway 97	Active Transportation, Vehicle	Ethel available, vehicle to be addressed with COPS and lake crossing options	Transit
	Highway 97 to South Pandosy Street	Vehicle	ROW unavailable	Active Transportation, Transit

Resulting Options (see map)

- Richter OR Pandosy Transit Enhancement
- Ethel Active Transportation Corridor
- Clement Transitway
- Clement Capacity Optimization
- Highway 97 Median Transit Lanes
- Highway 97 – South Active Transportation Parallel Corridor
- Burtch/Spall Extension

Kelowna (West) – Resulting Options



Screening

Connecting across the lake

Connecting across the lake (all previous options retained)

- Reversible contra-flow lane
- Reversible contra-flow lane: dedicated to transit
- New dedicated shoulder transit lane
- Very high frequency bus across lake combined with first/last mile options
- Water taxi / ferry

Screening

Westside (West Kelowna and WFN)

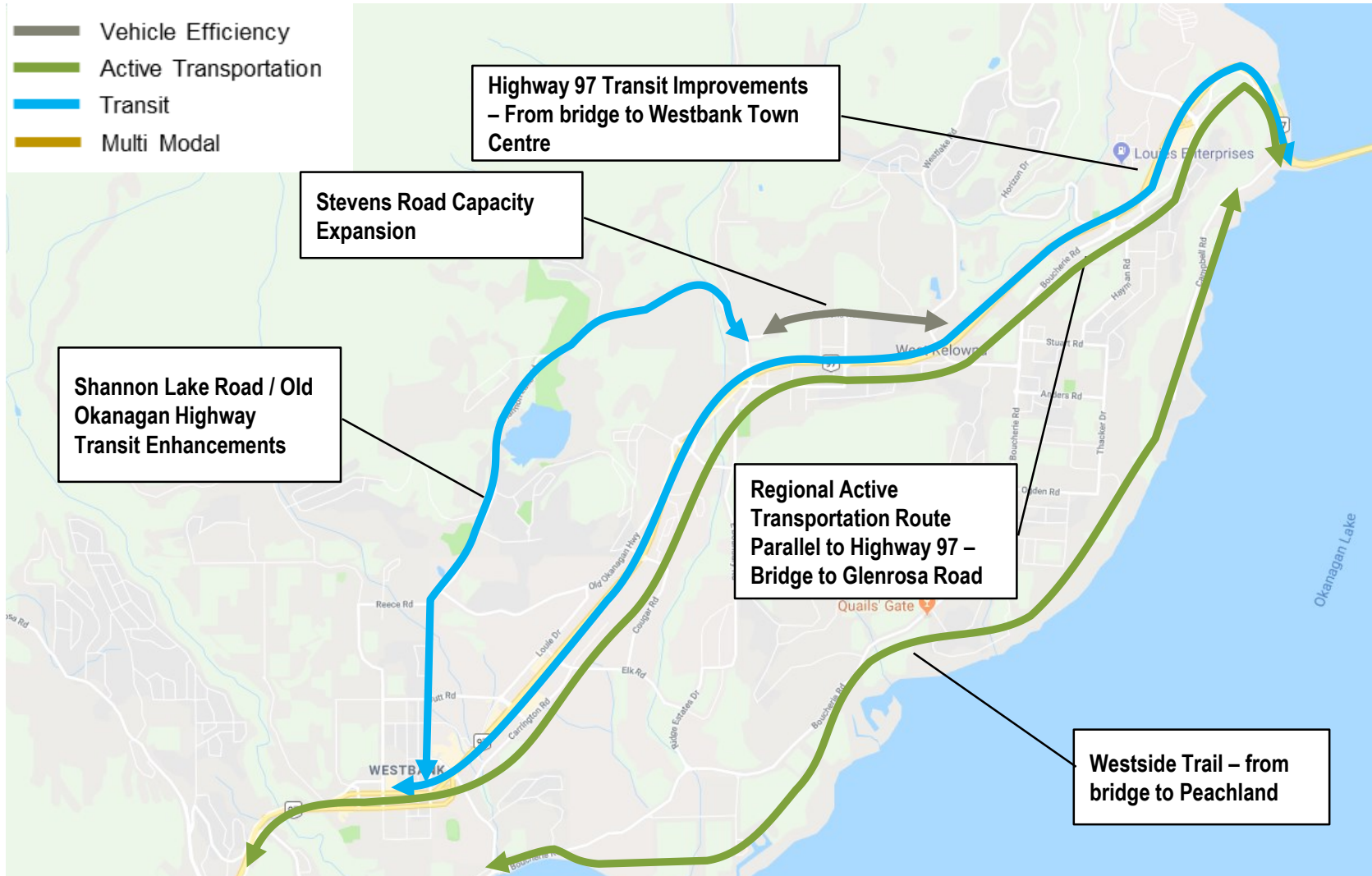
Westside

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Highway 97	Bridge to Westbank Town Centre	Vehicle	MOTI study	Active Transportation, Transit
	Westbank Town Centre to Highway 97C	Transit, Vehicle	Transit demands not likely to warrant improvement MOTI study	Active Transportation
Shannon Lake Road / Old Okanagan Highway / Stevens Road	Shannon Lake Road / Old Okanagan Highway	Active Transportation, Vehicle	Terrain limits competitiveness of AT Limited ability to draw traffic from Highway	Transit
	Stevens Road	-	-	All modes
Westside Trail	Bridge to Peachland	Transit, Vehicle	Not applicable	Active Transportation

Resulting Options (see map)

- Highway 97 Transit Improvements – From bridge to Westbank Town Centre
- Stevens Road Capacity Expansion
- Shannon Lake Road / Old Okanagan Highway Transit Enhancements
- Regional Active Transportation Route Parallel to Highway 97 – from bridge to Glenrosa Road
- Westside Trail – from bridge to Peachland

Westside Projects – Resulting Options



Screening Peachland

Peachland

Corridors	Segments	Corridor Segment / mode		
		Screened Out	Rationale	Retained
Peachland	Transit / Mobility Hub	Active Transportation, Vehicle	Not regionally significant Addressed by transit	Transit
	Westside Trail	Transit, Vehicle	Not applicable	Active Transportation

Resulting Options (see map)

- Transit / Mobility Hub
- Westside Trail – Peachland to Westside

Peachland – Resulting Options



Screening Summary

Option Examples

infrastructure options retained through screening

Lake Country

- Expanded Service to Lake Country & Beyond
- Glenmore Road Transit
- **Jim Bailey Road Connection**
- **Glenmore Road Upgrades and Active Transportation**

Gateway

- Acland-Bulman Connection
- **Improved Highway 97 / Airport Access**
- **Rapid Bus Extension to the Airport**
- **Internal Gateway Connectivity**
- **Shared Use of the Former Rail Corridor**

Kelowna (East)

- **Glenmore Road Capacity Improvements**
- **Central Okanagan Multi-modal Corridor (COMC)**
- **Hollywood Road Extension**
- **Highway 97 Transit Lanes**
- **Glenmore Road / John Hindle Transit Improvements** (part of Glenmore Multi-modal corridor)
- **COMC Transit Priority or Dedicated Lanes**
- **Hollywood Road Extension Transit Priority**
- Highway 33 / Rutland Road Transit Priority
- **Glenmore Road Active Transportation** (part of Glenmore Multi-modal corridor)

Kelowna (West)

- **Highway 97 Transit Lanes**
- **COMC / Clement Avenue RapidBus**
- **Dedicated Transitway near COMC / Clement**
- **Pandosy and/or Richter Transit Improvements**
- Queensway Exchange / KGH Shuttle
- Direct Service to South of Highway 97 Bridge
- **Glenmore to Burtch Connection**
- **Burtch Road Extension**
- **COMC Highway 33 to Clement Avenue**
- **Ethel Active Transportation Corridor**

Bridge

- **Reversible Contra-Flow Lane**
- **Reversible Contra-Flow Lane: dedicated to transit**
- **New dedicated shoulder transit lane**
- **Very high frequency bus & first/last mile**
- **Water Taxi / Ferry**

Westside

- Highway 97 Interchanges
- **Stevens Road Capacity Expansion**
- **Highway 97 Dedicated Transit Lanes**
- **Westside Multi-Modal Trail**

Connecting the Westbank Town Centre / IR 9 Commercial Centre

- Couplet
- **Highway 97 Bus Lanes or Transit Shoulder Running**
- **Old Okanagan Highway / Shannon Lake Road Transit Priority**
- **Westside Trail**

Peachland

- **Transit / Mobility Hub**
- **Westside Trail**
- Transit Service to North and South

Next Steps

Next Steps

- Fully define the options
- Confirm functionality with modelling
- Create regional scenarios
- Evaluate scenarios
- Identify programs and policies for each area. Some example types include:
 - Land Use
 - Modal Integration
 - Pricing
 - Transit Service Connections
 - Shared Mobility

DRAFT RESOLUTION

Re: 2020 Council Meeting Schedule

Staff is recommending the following schedule for regular Council Meetings in 2020:

THAT the 2020 Council Meeting Schedule be adopted as follows:

Monday Regular Meetings

January 13, 20, and 27
February 3, 10 and 24
March 2, 9, 16 and 23
April 6, 20, and 27
May 4, 11 and 25
June 1, 15, 17* and 22
July 13 and 27
August 10 and 24
September 14 and 28
October 5, 19 and 26
November 2, 9, 16 and 23
December 7 and 10*

Public Hearing/Regular Meetings

January 21
February 4 and 25
March 17
April 7 and 21
May 12
June 2 and 23
July 14 and 28
August 11 and 25
September 15
October 6 and 27
November 17
December 8

- * June 17th – Pre-Budget Council Meeting
- * December 10th – 2020 Budget Deliberations

BACKGROUND:

The recommended schedule provides for thirty-seven (33) Monday Council Meetings (excluding the June 17th Pre-Budget Council Meeting and the December 10th 2020 Budget Deliberations) and twenty-three (18) Public Hearing/Regular Council Meetings. As in previous years, the schedule accommodates Council's attendance and participation at the SILGA, FCM and UBCM annual conventions.

Date: October 28, 2019
File: o610-50



Office of the City Clerk
1435 Water Street
Kelowna, BC V1Y 1J4
250-469-8645
kelowna.ca

Council meetings

2020 schedule

UPDATED: September 2019

Monday Regular Meetings (9 a.m./1:30 p.m.)

2020 Pre-Budget meeting, June 17 (evening)

Summer schedule

Conventions: SILGA: April 28 - May 1 (Vernon)
UBCM: Sept. 21 - 25 (Victoria)

Public Hearing/Regular Meeting (6 p.m.)

2020 Budget deliberations, Dec 10 (9 a.m.)

Statutory holiday

Year-end closure

FCM: June 4-7 (Toronto)

JANUARY						
S	M	T	W	T	F	S
			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	

FEBRUARY						
S	M	T	W	T	F	S
						1
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

MARCH						
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL						
S	M	T	W	T	F	S
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19	20	21	22	23	24	25
26	27	28	29	30		

MAY						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE						
S	M	T	W	T	F	S
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY						
S	M	T	W	T	F	S
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AUGUST						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER						
S	M	T	W	T	F	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER						
S	M	T	W	T	F	S
				1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER						
S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER						
S	M	T	W	T	F	S
		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		

DRAFT RESOLUTION

Re: Cancellation of Public Hearing and Regular Meeting – November 19, 2019

THAT the Public Hearing and Regular Meeting of Council held on November 19, 2019 at City Hall, Council Chambers, 1435 Water Street, Kelowna B.C, be cancelled.

BACKGROUND:

Council Chambers will be undergoing renovations and unavailable for use.

Date: October 28, 2019