

# City of Kelowna

## Regular Council Meeting

### AGENDA



Monday, May 29, 2017

9:00 am

Knox Mountain Meeting Room (#4A)

City Hall, 1435 Water Street

Pages

**1. Call to Order**

**2. Confirmation of Minutes**

3 - 7

Regular AM Meeting - May 15, 2017

**3. Reports**

**3.1 Regional Collaboration on Sustainable Transportation**

30 m

8 - 32

This report provides an update for Council on the activities of the local government partnership on sustainable transportation in preparation for the governance review of the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

**3.2 Update - Bellevue Creek Linear Park Master Plan**

30 m

33 - 58

To provide Council with an update on progress made in developing trail connections identified within the Bellevue Creek Linear Park Masterplan and the City of Kelowna's Official Community Plan. Also, to allow the Director of Parks Services for the Regional District of Central Okanagan to update Council on the recently adopted Woodhaven Nature Conservancy Regional Park Management Plan.

**4. Resolution Closing the Meeting to the Public**

THAT this meeting be closed to the public pursuant to Section 90(1) (e), (g), (k) and Section 90(2) (b) of the *Community Charter* for Council to deal with matters relating to the following:

- Acquisition, Disposition, or Expropriation, of land or improvements;
- Potential Litigation;
- Provision of a Municipal Service; and
- Negotiations with another level of government (School District No. 23).

**5. Adjourn to Closed Session**

- 6. Reconvene to Open Session
- 7. Issues Arising from Correspondence & Community Concerns
  - 7.1 Mayor Basran, re: Issues Arising from Correspondence 30 m
- 8. Termination



## City of Kelowna

### Regular Council Meeting

### Minutes

Date: Monday, May 15, 2017  
 Location: Knox Mountain Meeting Room (#4A)  
 City Hall, 1435 Water Street

Council Members Present: Mayor Colin Basran, and Councillors Maxine DeHart, Ryan Donn, Gail Given, Tracy Gray, Charlie Hodge, Brad Sieben\*, Mohini Singh\* and Luke Stack

Staff Present: City Manager, Ron Mattiussi; Deputy City Clerk, Karen Needham, Divisional Director, Active Living & Culture, Jim Gabriel\*; Divisional Director, Infrastructure, Alan Newcombe\*; Parks & Buildings Planning Manager, Robert Parlane\*; Suburban and Rural Planning Manager, Todd Cashin\*; Community & Neighbourhood Services Manager, Mariko Siggers\*; Social Development, Sue Wheeler\*; and FOI Legislative Coordinator, Sandi Horning

(\* denotes partial attendance)

#### 1. Call to Order

Mayor Basran called the meeting to order at 9:01 a.m. and advised that staff will be providing an update regarding the Emergency Operations Centre.

#### 2. Confirmation of Minutes

Councillor Sieben joined the meeting at 9:02 a.m.

**Moved By Councillor Hodge/Seconded By Councillor Stack**

**R367/17/05/15** THAT the Minutes of the AM Meeting of May 8, 2017 be confirmed as circulated.

**Carried**

### **3. Reports**

#### **3.1 Emergency Operations Centre Update**

City Manager:

- Provided an update regarding the Emergency Operations Centre.
- Made comments regarding weather pattern that was anticipated to sweep through the region this past weekend and the weather pattern that actually swept through the region.
- Advised that Mission Creek is flowing at unprecedented levels. It's the highest it's been in 100 years.
- Advised that Mill Creek has some capacity; however, it is reaching unprecedented levels as well.
- Responded to questions from Council.
- Provided an update regarding the "advanced planning" that will be taking place this week.
- Provided comment regarding the potential areas along Okanagan Lake that could be at risk for flooding.
- Advised that Brian Reardon will be acting as EOC Director on a full-time basis for this week.

Councillor Singh joined the meeting at 9:08 a.m.

Staff:

- Provided an update on the watershed and displayed photos of the various areas of the region that have been affected by the flooding and made comment on each area.
- Responded to questions from Council.
- Provided additional comment regarding what the Advanced Planning team will be considering.

**Moved By Councillor Singh/Seconded By Councillor Stack**

**R368/17/05/15** THAT Council receives, for information, the verbal update from the City Manager dated May 15, 2017 regarding the Emergency Operations Centre and the 2017 Freshet;

AND THAT Council endorses and supports the Extension of the Declaration of a State of Local Emergency for the City of Kelowna to 12:00 am (midnight) on Friday, May 19, 2017 regarding the 2017 Freshet.

**Carried**

### 3.2 Neighbourhood Learning Centres

Divisional Director, Active Living & Culture:

- Provided opening comments regarding the presentation to Council.
- Responded to questions from Council.
- Confirmed that City staff will have control over the uses and locations.
- Advised that moving forward staff want to ensure that the dedicated City space is for the City's exclusive use.

Staff:

- Displayed a PowerPoint Presentation regarding current and future Neighbourhood Learning Centres in Kelowna.
- Advised that the Letter of Intent is non-binding.
- Responded to questions from Council.
- Clarified that currently School District #23 can rent the unused space to third parties, however the City cannot.

**Moved By Councillor Donn/Seconded By Councillor Sieben**

**R369/17/05/15** THAT Council receives, for information, the Report from the Community & Neighbourhood Services Manager dated May 15, 2017 regarding current and future Neighbourhood Learning Centres in Kelowna;

AND THAT Council, endorses, in principle, the City's intent to establish a Neighbourhood Learning Centre as part of the future Okanagan Mission Junior Middle School as outlined in Report dated May 15, 2017;

AND THAT Council authorizes the Mayor and City Clerk to execute a Letter of Intent with School District No. 23 regarding the Neighbourhood Learning Centre at Okanagan Mission Junior Middle School;

AND FURTHER THAT staff report back with a recommendation on whether or not to proceed with a Joint Use Agreement for the Neighbourhood Learning Centre at the Okanagan Mission Junior Middle School.

**Carried**

The meeting recessed at 10:20 a.m. The meeting reconvened at 10:27 a.m.

### 3.3 Journey Home Strategy - Governance Structure

Divisional Director, Active Living & Culture:

- Provided opening comments regarding the presentation to Council.
- Responded to questions from Council regarding budget amendments and staffing.

Staff:

- Displayed a PowerPoint Presentation summarizing the proposal for the development of a Journey Home Strategy and the proposed governance structure.
- Provided an overview of the principles for Kelowna's Homeless Serving Systems Strategy.
- Responded to questions from Council.

City Manager:

- Responded to questions from Council regarding the term employment of the Social Development Manager.
- Responded to additional questions from Council.

**Moved By Councillor Stack/Seconded By Councillor Hodge**

**R370/17/05/15** THAT Council receives, for information, the Report from the Social Development Manager dated May 15, 2017 outlining a proposed governance structure to support the development of a long-term strategy to address homelessness;

AND THAT Council approves, in principle, the Journey Home Governance Structure as outlined in the Report from the Social Development Manager dated May 15, 2017;

AND FURTHER THAT Council directs staff to prepare a Journey Home Task Force Terms of Reference for consideration.

**Carried**

**4. Resolution Closing the Meeting to the Public**

**Moved By Councillor Gray/Seconded By Councillor Donn**

**R371/17/05/15** THAT this meeting be closed to the public pursuant to Section 90(1) (e) of the *Community Charter* for Council to deal with matters relating to the following:

- Acquisition, Disposition or Expropriation of Land or Improvements

**Carried**

**5. Adjourn to Closed Session**

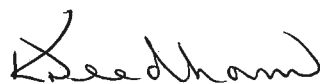
The meeting adjourned to a closed session at 12:01 p.m.

## 6. Reconvene to Open Session and Termination

The meeting reconvened to an open session, and was declared terminated, at 12:13 p.m.

  
\_\_\_\_\_  
Mayor

/slh

  
\_\_\_\_\_  
Deputy City Clerk

DRAFT

# Report to Council



**Date:** May 29, 2017  
**File:** 0482-20  
**To:** City Manager  
**From:** Integrated Transportation, Department Manager  
**Subject:** Regional Collaboration on Sustainable Transportation

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## **Recommendation:**

THAT Council receives, for information, the report of the Integrated Transportation Manager, dated May 29<sup>th</sup>, 2017 with respect to the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

## **Purpose:**

This report provides an update for Council on the activities of the local government partnership on sustainable transportation in preparation for the governance review of the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

## **Background:**

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) has been formally in place since 2013 through the Intermunicipal Transportation Service and Regulation Bylaw No. 10830. The STPCO evolved from the Regional Transportation Committee and the Transportation Demand Management function of the Regional District. The STPCO is an Intermunicipal Service Agreement between the local governments of the Central Okanagan, consisting of the City of Kelowna, District of Lake Country, City of West Kelowna, Westbank First Nation, District of Peachland and the Regional District of the Central Okanagan. The Local Government Advisory (LGA) Board directs the work of the Partnership, and an Executive Committee oversees the partnership.

Strategic regional cooperation takes years to foster, and the SPTCO is an approach to unify the regional transportation voices and interests of partners with different principles, values, and political circumstances with populations that range from 6,000 to 130,000. The STPCO has come a long way since its inception, however, it is time to review the partnership with the understanding that building trust and cooperation is a process that can take years.

## **Regional Transportation**

The purpose of the STPCO is to coordinate the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental).

Sustainable transportation is not a goal that each jurisdiction can achieve in isolation and can only be achieved by local governments making a deliberate and conscious decision to work together to effectively and efficiently plan, coordinate, manage and monitor the region's transportation system.

As much of the travel by local citizens and visitors is regional in nature—in that most trips cross multiple jurisdictions—the intent of the partnership is to collaborate in the regional planning and administration of transportation investments, services, and programs in order to best fulfill the collective goals of sustainable transportation. Through this partnership, resources (e.g. funds, data, models, staff, equipment, etc.) are shared through proportional contributions from each member partner agency.

Overall, the intention of the STPCO is to allow the Central Okanagan as a whole to improve its ability to achieve the collective goals of sustainability central to the policies adopted by each local government.

### **STPCO Principles**

1. Respect local autonomy
2. Strive for regional fairness and equity
3. Adopt a common set of Regional Transportation Values and Policies
4. Maintain trust and positive relations
5. Employ a consensus-based decision model
6. Adopt sustainable funding and planning principles
7. Employ an adaptive and flexible governance structure
8. Single point for regional transportation and senior government interactions
9. Dedicated leadership at all levels
10. Ensure the structure is adequately resourced and maintained
11. Initial governance model should be simple with further changes as appropriate

### **STPCO 2013- 2017 results**

Currently the work of the STPCO is divided in three areas: Regional Programs, Regional Planning and Regional Transit.

**Regional Programs:** these are mainly transportation demand management (TDM) programs, are delivered every year and are formally what is funded by the STPCO partners.

- SmartTRIPS programs
  - SmartTRIPS Website
  - Bike to Work/School Week
  - Bike Rodeos
  - Carpool Month
  - iWalk

- School Travel Planning/Safe Routes to School (1 or 2 schools per year)
- Transit Fare Product Marketing – Explore opportunities for new outlets
- Developed Active Transportation Wayfinding/Signage Standards
- Community Campaigns (e.g. United Way Bus Pull)
- OK College and UBC Okanagan Marketing Projects with both schools

### **Regional Planning:**

Approximate amount of grants attracted to the region in planning and studies: \$750,000

- Update of regional transportation planning model
  - Partnered with MoTI's consultant to leverage resources
- Delivered the Regional Strategic Transportation Plan Phase 1 - Values and Principles
- Funding Application
  - Successfully obtained a Federal Gas Tax grant from UBCM's Strategic Priorities Fund through the Regional District for the Regional Strategic Transportation Plan
- Regional land use database
  - Coordinated regional land use modeling with all partners for transportation model and developed 2040 land use projections
  - Developed a regional fine-scale land use database with estimates of population, employment at a parcel level
- Regional Household Travel Survey
  - Obtained a Regionally Significant Gas Tax Grant and partnered with the City of Vernon
  - Delivered the 2013 Household Travel Survey
- Facilitated the Okanagan Valley Trail Route
- Drafted the Westside Regional Trail Plan
- Developed the regional transportation databank
  - Including various data sets, e.g.:
    - Household Travel Survey
    - Transit and Traffic counts
    - Travel survey for IHA staff relocating to Downtown Kelowna
    - Regional land use and projections
- Capstone/research projects in partnership with UBCO

### **Regional Transit:**

- Fare review and implementation of new fare structure
  - Increase in revenues for local partners to offset inflation increases and share of regional transit.
- New bus advertising contract
  - Increased revenues for local partners approximately \$60K/year in new funding
  - New guaranteed minimum of \$200K/year
- Completion of RapidBus project infrastructure
  - Queensway and South Pandosy exchanges.
  - Working with UBC Okanagan and BC Transit on UBC-O Exchange, to be completed in 2017.
- HandyDART Advisory Committee
- Updated regional GIS bus stop management system
- UBC U-Pass referendum for fare increase
- Transit planning analytics system

- Developing a transit planning framework
- Combines market potential and ridership for transit prioritization
- First ever comprehensive Transit customer satisfaction surveys (2014 and 2016)

### Cost apportionment

The budget allocated to the former Transportation Demand Management function of the Regional District was transferred to the STPCO and each of the partners contribute in accordance with shares based on converted assessment.

### STPCO review process:

The partnership has evolved and it is time to undertake a review of the STPCO's mandate, governance, impact and fit in delivering on its intended mandate. In the framework of the Regional Strategic Transportation Plan, staff with the help from a consultant is reviewing the current STPCO model. The review will consist of four blocks: context setting, model assessment, wayfinding with stakeholders and final recommendation.



The three main objectives of the review are:

- Review of the STPCO's mandate, governance, impact and fit in delivering on its intended mandate
- Review of its operation
- Change as needed

At a technical level, STPCO has delivered and has added value attracting funding for planning and leveraging resources. However, the strategic value of this partnership is to have 'one voice' of solidarity providing a more significant and efficient means of communicating and working with senior-level governments, which has not always been the case.

The STPCO will need to evolve to be more agile and responsive to the common needs of the partners and provide an avenue for continued dialogue as it relates to the challenge of sustainable transportation.

### Internal Circulation:

Community Engagement Manager  
Communications Advisor

Divisional Director, Infrastructure  
Special Project Manager, Infrastructure  
Transportation Planner, Integrated Transportation

**Considerations not applicable to this report:**

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

Submitted by:

R. Villarreal, Department Manager, Integrated Transportation

**Approved for inclusion:**



A. Newcombe, Infrastructure Divisional Director

Attachment: Presentation titled 'Sustainable Transportation partnership of the Central Okanagan'

cc: Community Engagement Manager  
Communications Advisor  
Divisional Director, Infrastructure  
Special Project Manager, Infrastructure  
Transportation Planner, Integrated Transportation



# Sustainable Transportation Partnership of the Central Okanagan (STPCO) City of Kelowna Update

May 2017





# Objective of today's presentation & report

To provide information and context to Council in preparation for the STPCO review



# Context

Today  


Fall 2017  


City of **West Kelowna**  
District of **Peachland**

City of **Kelowna**  
District of **Lake Country**

**RDCO**  
**Westbank First Nation**

# Sustainable Transportation Partnership of the Central Okanagan (STPCO)

What is the STPCO?

*partnership formed by the local and regional governments of the Central Okanagan.*

What is the purpose of the Partnership?

*coordinate the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental)*

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City of **Kelowna**

**RDCO**

District of **Peachland**

District of **Lake Country**

**Westbank First Nation**

# A Regional Partnership?

Canadian Examples:



In the US:

Metropolitan Planning Organizations (MPO) in urban areas

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City of **Kelowna**

**RDCO**

District of **Peachland**

District of **Lake Country**

**Westbank First Nation**

# How the STPCO came to be?



City of **West Kelowna**

City of **Kelowna**

**RDCO**

District of **Peachland**

District of **Lake Country**

**Westbank First Nation**<sup>18</sup>

# STPCO Principles

- 1) Respect local autonomy
- 2) Strive for regional fairness and equity
- 3) Adopt a common set of Regional Transportation Values and Policies
- 4) Maintain trust and positive relations
- 5) Employ a consensus-based decision model
- 6) Adopt Sustainable Funding and Planning principles
- 7) Employ an adaptive and flexible governance structure
- 8) Single point for regional transportation and senior government interactions
- 9) Dedicated leadership at all levels
- 10) Ensure the structure is adequately resourced and maintained
- 11) Initial governance model should be simple with further changes as appropriate

City of **West Kelowna**

City of **Kelowna**

**RDCO**

District of **Peachland**

District of **Lake Country**

**Westbank** First Nation

# Context = Complex

- There are many actors in transportation



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City of **Kelowna**

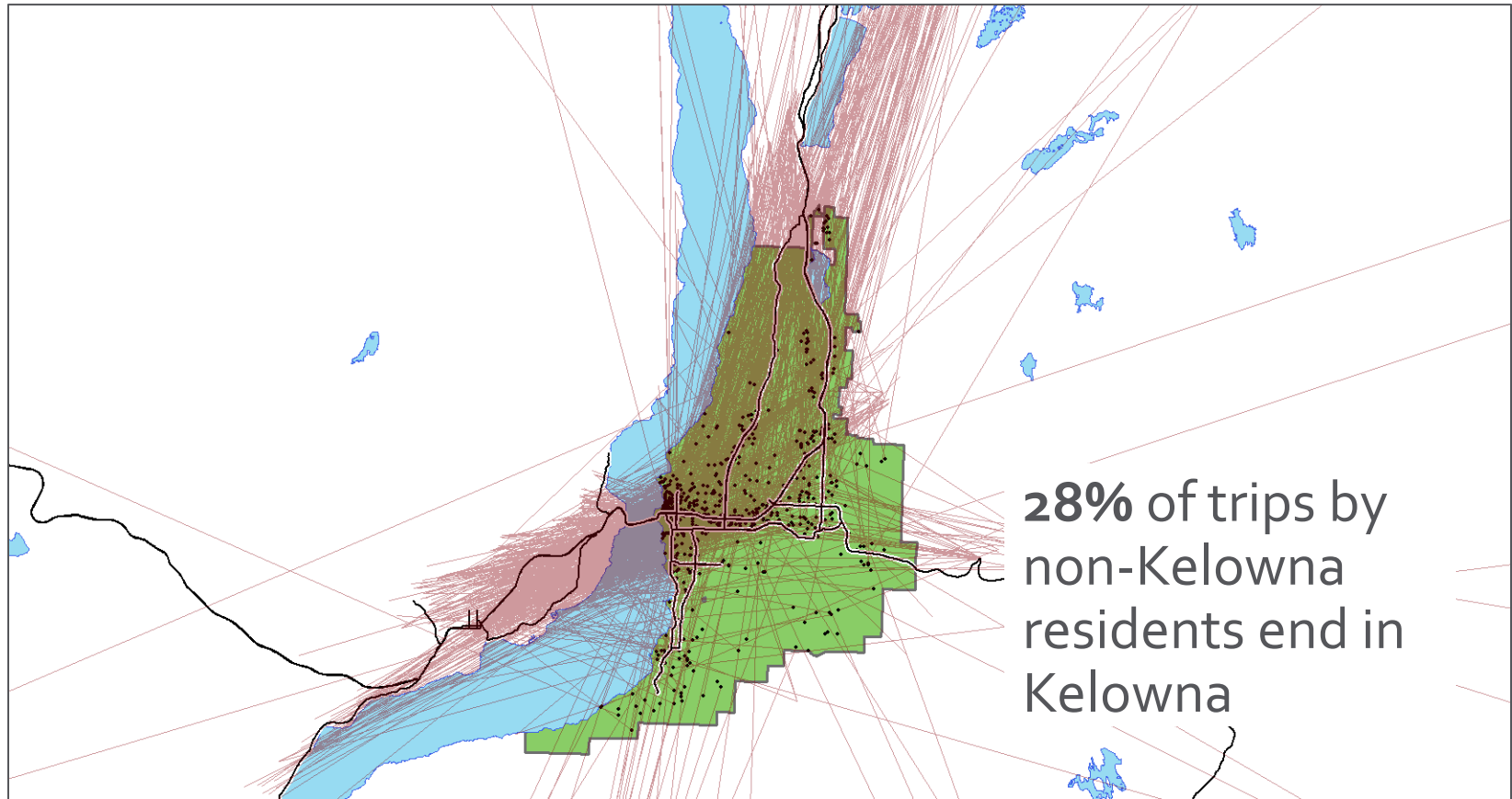
**RDCO**

District of **Peachland**

District of **Lake Country**

**Westbank First Nation**

# Context



City of **West Kelowna**

City of **Kelowna**

**RDCO**

District of **Peachland**

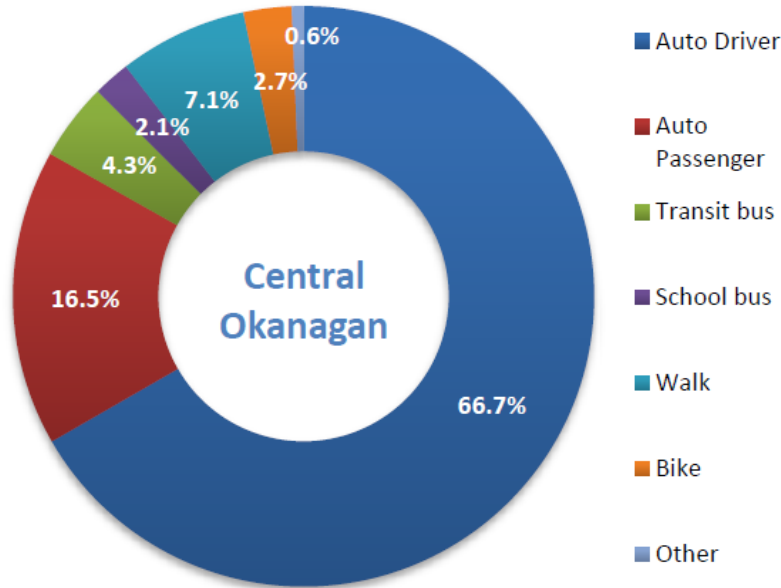
District of **Lake Country**

**Westbank First Nation**

# Context

Current transportation patterns are unsustainable

Central Okanagan is one of the most auto-dependent regions in Canada



Source: 2013 Household Travel Survey

Car oriented culture/developments (Land use conducive to vehicle use)



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City of **Kelowna**

District of **Lake Country**

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# In the past/old school

Land Use: Homes in  
Suburbs

Transportation: Drive

Land Use: Parking at  
Work, Shop, Etc.



In the past: Regional Transportation = Highways

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# The evolution of transportation

- ▶ Service rather than supply
- ▶ Mobility options rather than just modes
- ▶ **Transportation is place making & an economic engine**
- ▶ Land use and how we grow
- ▶ Regions rather than Cities
- ▶ New players: Technology & “free will”

**Disruptive technology!**



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# Three areas of work (examples)

## Regional Programs

- SmartTRIPs programs
  - Smarttrips.ca
  - BTWW
  - Bike Rodeos
  - School Travel Planning
- Wayfinding/Signage Standards
- Community Campaigns

## Regional Planning

- Grant applications
- Regional Strategic Transportation Planning
- Data analytics
  - Household Travel Survey
  - Land Use projections
- Westside Regional Trail Plan

## Regional Transit

- Transit admin Management
- Fare Review & Implementation
- Advertisement contracts
- Transit Planning & analytics

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# The Journey Ahead

- ▶ How to be strategic about regional transportation?

## Shifting the question<sup>1</sup>:

From

*what infrastructure do we need to accommodate the increasing levels of traffic?*

To

*What are the best investments to achieve the vision for the Region?*

<sup>1</sup> adapted from Innovative MPO, A guidebook for metropolitan transportation planning, pg. 14

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# Regional Strategic Transportation Plan

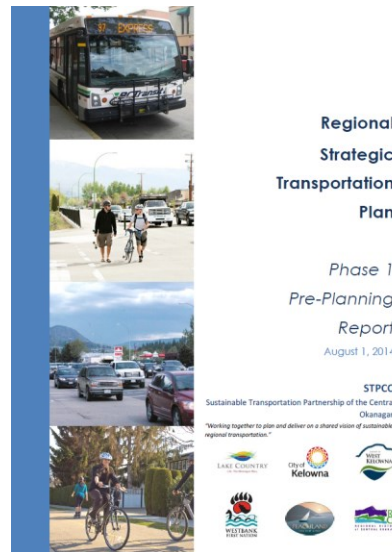
- First ever Regional Transportation Plan for the Central Okanagan (beyond highways)



Regional Active  
Transportation Plan 2012

City of **West Kelowna**

District of **Peachland**



**RSTP - Phase 1:** Principles & Values 2014

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District of **Lake Country**



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# RSTP Phase 2 Road Map

## Regional Strategic Transportation Plan

- Create a vision for a sustainable transportation system
- Develop strategies for adapting to and supporting new technology
- Build the tools to measure and prioritize programs and projects

## Subcomponents

- Governance review
- Regional Transportation Network and hubs
  - Includes an update to the Regional Active Transportation Plan
- Intelligent Transportation Strategy
- Shared Mobility & TDM Strategies
- Disruptive technology and new mobility strategy
- Funding and Implementation Plan

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City of **Kelowna**

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District of **Peachland**

District of **Lake Country**

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# STPCO Governance Review

- ▶ Review of the STPCO's mandate, governance, impact and fit in delivering on its intended mandate
- ▶ Review of its operation
- ▶ Change as needed

# Key Challenge

- ▶ Balance heterogeneous partners

*The SPTCO is an approach to unify the regional transportation voices and interests of partners with different principles, values and political circumstances with populations that range from 6,000 to 130,000*

Learning process for all the partners

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District of **Lake Country**

**Westbank First Nation**

# Moving forward

- ▶ STPCO governance review underway
  - ▶ Host LGA Board Workshop, June 14, 2017
  - ▶ Recommendations
  - ▶ Council direction
- ▶ Regional Strategic Transportation Plan
  - ▶ Regional shared mobility & demand management strategy
  - ▶ Regional Transportation Network and regional hubs
    - ▶ Planning and technical sub-committee
  - ▶ MoTI's COPS coordination

# Questions?



City of **West Kelowna**

District of **Peachland**

City of **Kelowna**

District of **Lake Country**

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# Report to Council



**Date:** May 29, 2017

**File:** 1840-10

**To:** City Manager

**From:** Parks and Buildings Manager

**Subject:** Bellevue Creek Linear Park - Master Plan Update

Report Prepared by: Lindsay Clement, Parks Planner

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## **Recommendation:**

THAT Council receives, for information, the report from the Parks and Buildings Planning Manager dated May 29, 2017, with respect to the Bellevue Creek Linear Park Master Plan.

## **Purpose:**

To provide Council with an update on progress made in developing trail connections identified within the Bellevue Creek Linear Park Masterplan and the City of Kelowna's Official Community Plan. Also, to allow the Director of Parks Services for the Regional District of Central Okanagan to update Council on the recently adopted Woodhaven Nature Conservancy Regional Park Management Plan.

## **Background:**

Bellevue Creek, once known as Sawmill Creek, is an important natural feature running through the heart of the Okanagan Mission. The source of Bellevue Creek is Little White Mountain, approximately 14 Km southeast of the Kelowna city limits. After entering the City, the creek travels through varied topography, including a scenic canyon that gives rise to two awe-inspiring waterfalls before draining into Okanagan Lake.

Within the City, Bellevue Creek travels through both the Upper and Lower Mission neighbourhoods. The corridor length within the City is just over 6.0 Km; of this, approximately 3.4 Km is a mix of single family residential and large development parcels, and 2.6 Km is already in public ownership (i.e., City and/or Crown.)

Both sides of the Bellevue Creek Corridor were first proposed as a public route of access in the City of Kelowna's Official Community Plan of 1995, (Sections 2.8 and 9.6.8, Maps 9.1 and 15.1) and the North Mission – Crawford Sector Plan of 1997. The 2000 OCP and the current OCP list both sides of the south arm of Bellevue Creek as a public route of access. (Map 14.2 and Table 14.1.) The city-wide Linear Park

Master Plan, adopted by Council in the fall of 2009, identifies the development of the Bellevue Creek corridor as one of the top linear park priorities throughout the City.

Rapid growth continues to put increasing pressure on existing parks and trails. Sidewalks in the Lower Mission area are limited. Residents of Kelowna have consistently indicated that supplementing the existing linear park and greenway network is important. Recreational trends indicate that unstructured low cost activities, such as walking and running are becoming more popular, especially with Kelowna's aging baby boomer population, and with young families. Trails along the Bellevue Creek corridor will allow residents to participate in informal activities as they wish.

It is recognized that this project will be long-term in nature (20+ years) and consequently will need to be implemented in phases. It is also contingent upon Council and budget availability, property acquisition, and environmental approvals. Great progress is being made in furthering the development of this Greenway which includes the following highlights:

- Memorandum of understanding between Worman Commercial and the City of Kelowna for the adaptive reuse of the heritage buildings on the Surtees Property. The site is designed as heritage buildings in a park setting and the visibility of the trailhead will be a key aspect of this design;
- Adoption of the Woodhaven Nature Conservancy Regional Park Management Plan by the Central Okanagan Regional District;
- Trail development partnership with developers in The Ponds neighbourhood. This is a multi-year program to construct several public trail sections on the rim of the canyon as part of the Bellevue Creek Greenway. The partnership agreement is based upon the principle of equal cost sharing between the City and the developers;
- Upgrades at Canyon Falls Park. Budget was approved in 2016 to upgrade the trail into the ravine to allow park users to view the waterfalls safely. The upgrades include stairs and handrails to meet public safety standards; and
- Upland connections to Myra-Bellevue Provincial Park. BC Parks has identified the Kettle Valley Railway, KLO Creek (Myra Canyon), and Bellevue Creek as special features with special character, fragility and heritage values. The Bellevue Creek linear trail will tie into this existing trail network within the Park.

Due to its proximity to residential areas, Bellevue Creek Greenway has a large recreational catchment area, and will positively impact the entire community. It will provide a legacy for future generations to help protect the quality of life we experience today.

**Internal Circulation:**

Divisional Director, Infrastructure

Director Strategic Investments

Infrastructure Operations Dept. Manager

**Existing Policy:**

OCP Objective 7.13 Provide a city-wide linear park and trail network

OCP Objective 7.15 Develop park partnerships

**External Agency/Public Comments:**

Regional District of Central Okanagan

**Considerations not applicable to this report:**

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Communications Comments:

Alternate Recommendation:

Personnel Implications:

Financial/Budgetary Considerations:

**Submitted by:**

R. Parlane, Parks and Buildings Manager

**Approved for inclusion**



A. Newcombe, Divisional Director, Infrastructure

Attachment: Bellevue Creek Linear Park – Master Plan Update Presentation

cc: Divisional Director, Infrastructure  
Director Strategic Investments  
Community Engagement Manager  
Development Engineering Manager  
Infrastructure Operations Department Manager  
Real Estate Services Manager



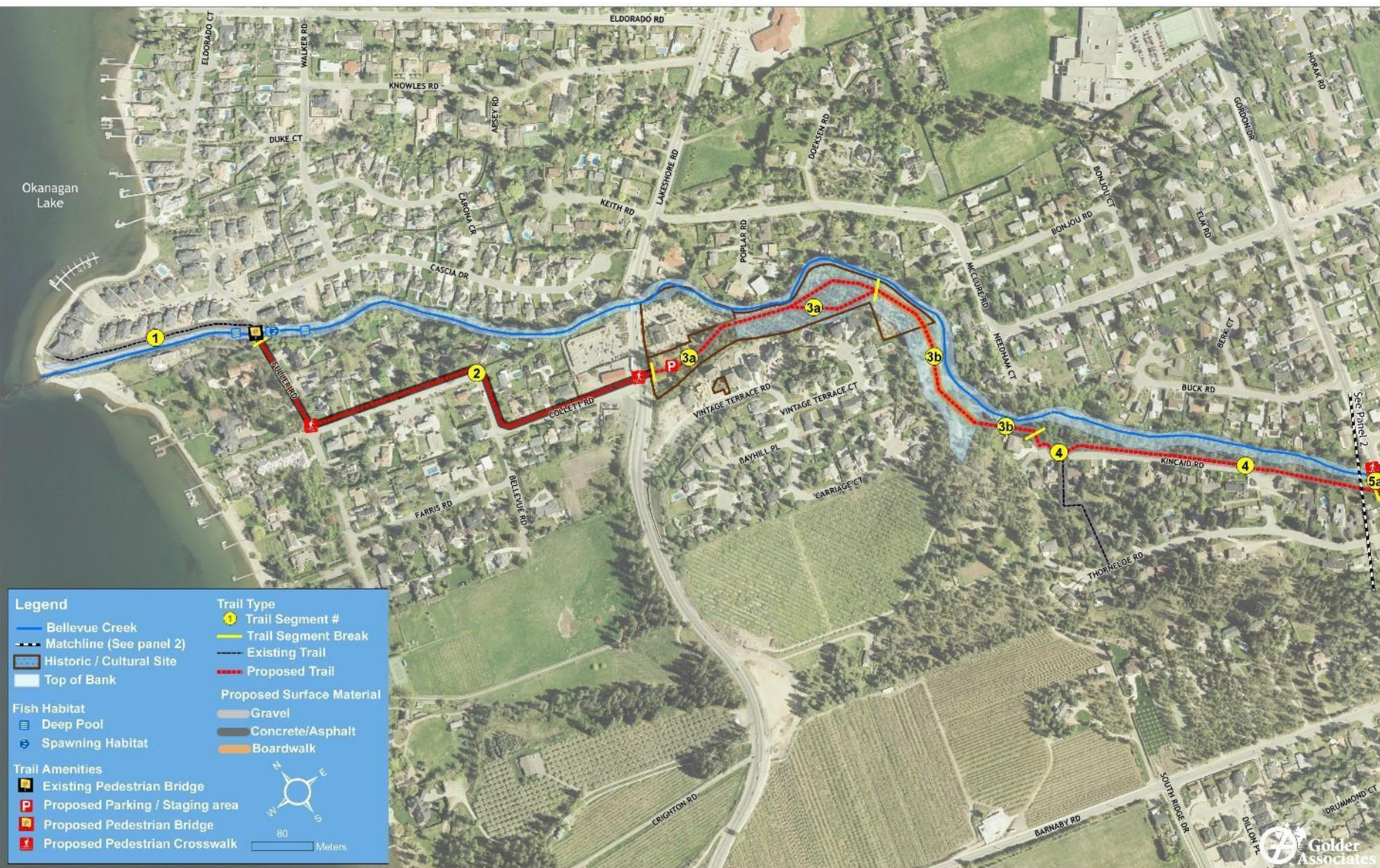
# Bellevue Creek Linear Park Development Progress Report

May 8<sup>th</sup>, 2017



# Overview

- ▶ Surtees Property
- ▶ Woodhaven Nature Conservancy Management Plan (*presented by Murray Kopp, Director of Parks Services, RDCO*)
- ▶ The Ponds neighbourhood development
- ▶ Canyon Falls Park
- ▶ Upland connection to Myra-Bellevue Provincial Park

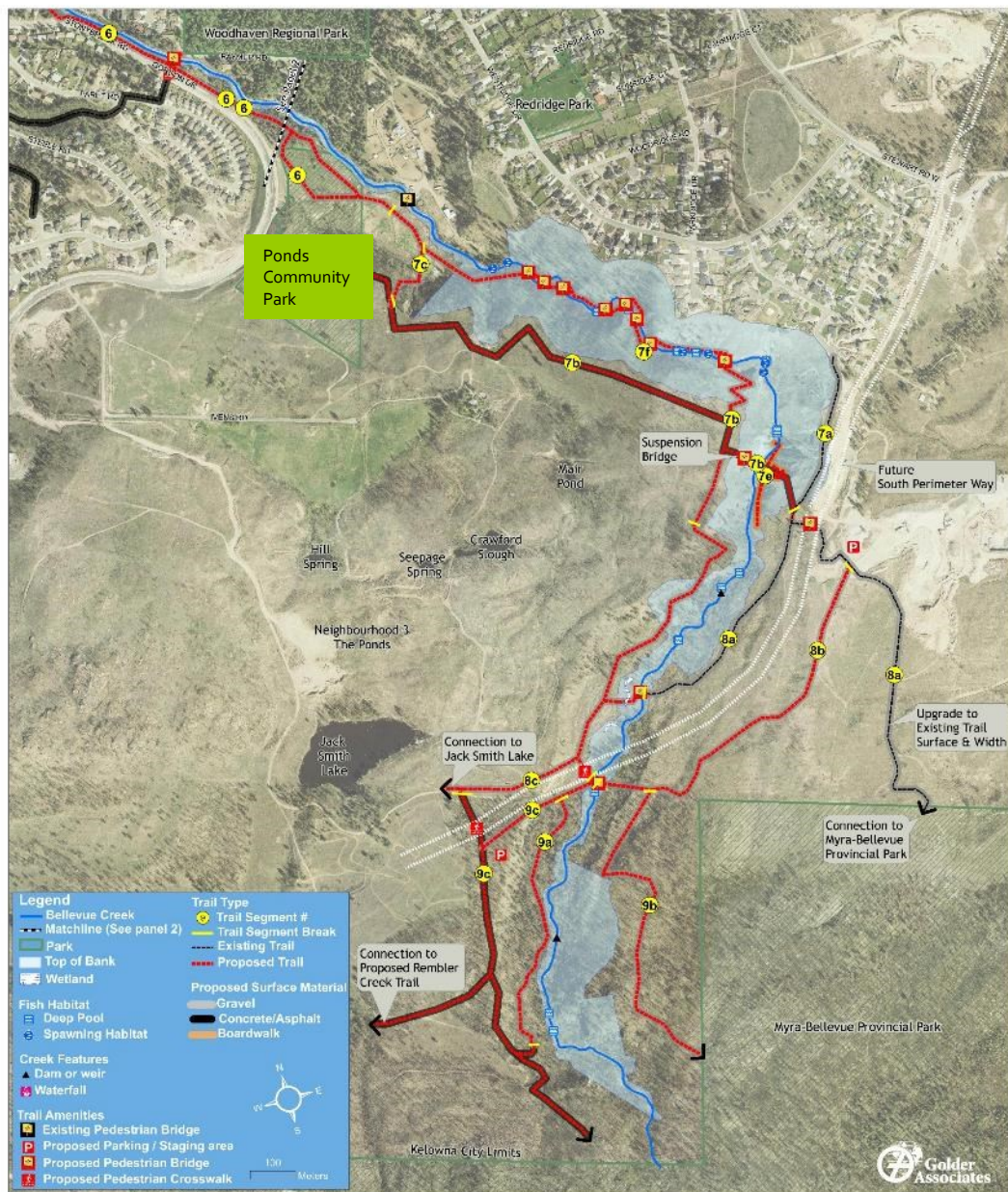


# Bellevue Creek Greenway

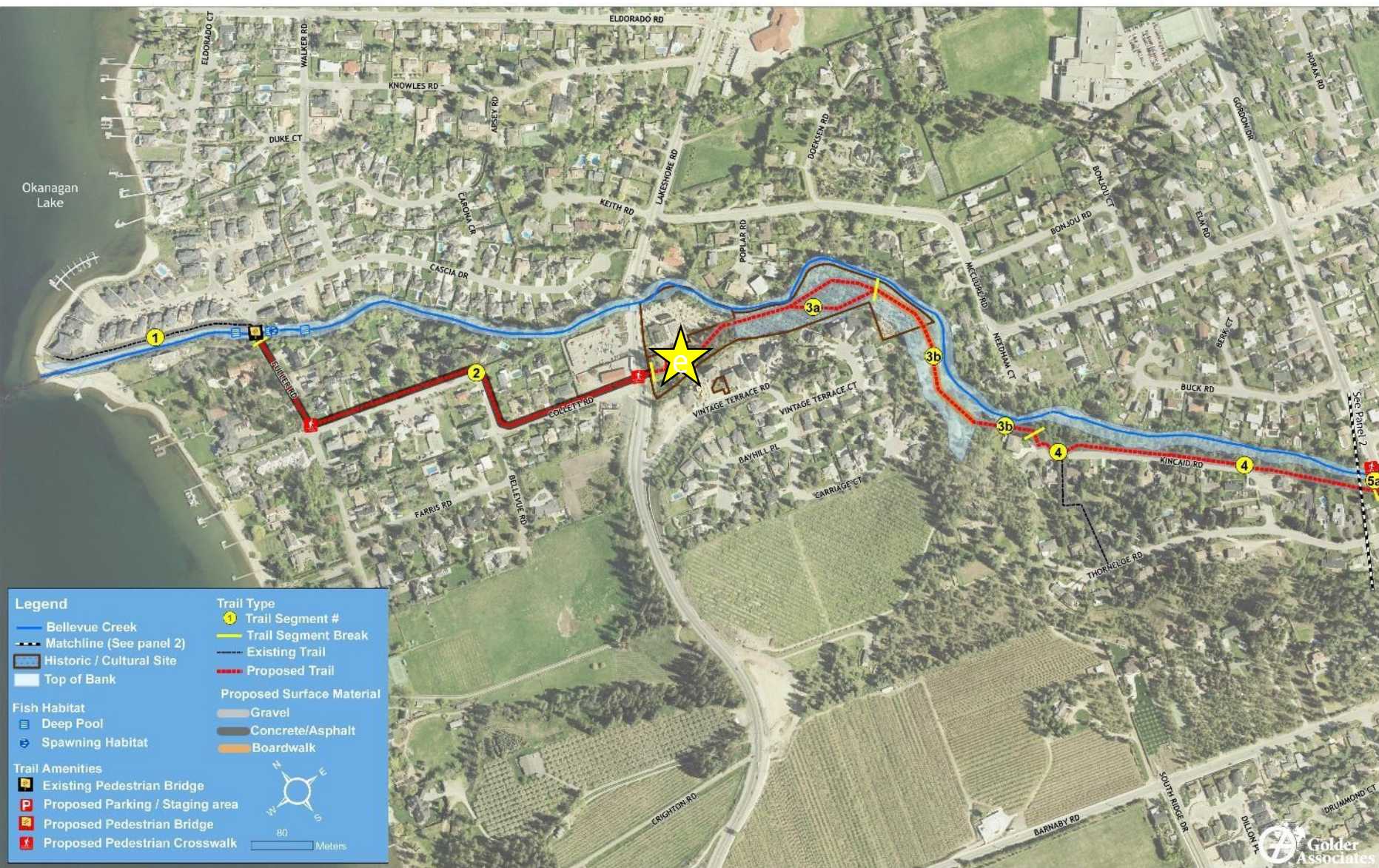
## Okanagan Lake to Gordon Drive - Panel 1

December 2009





Bellevue Creek Greenway  
Raymer Road to City Limits - Panel 3  
December, 2009



# Bellevue Creek Greenway

## Okanagan Lake to Gordon Drive - Panel 1

December 2009



# Surtees Property – Conceptual Rendering



Surtees Property – Conceptual Rendering





# Woodhaven Nature Conservancy Regional Park Management Plan

January 20, 2017



Final Submission

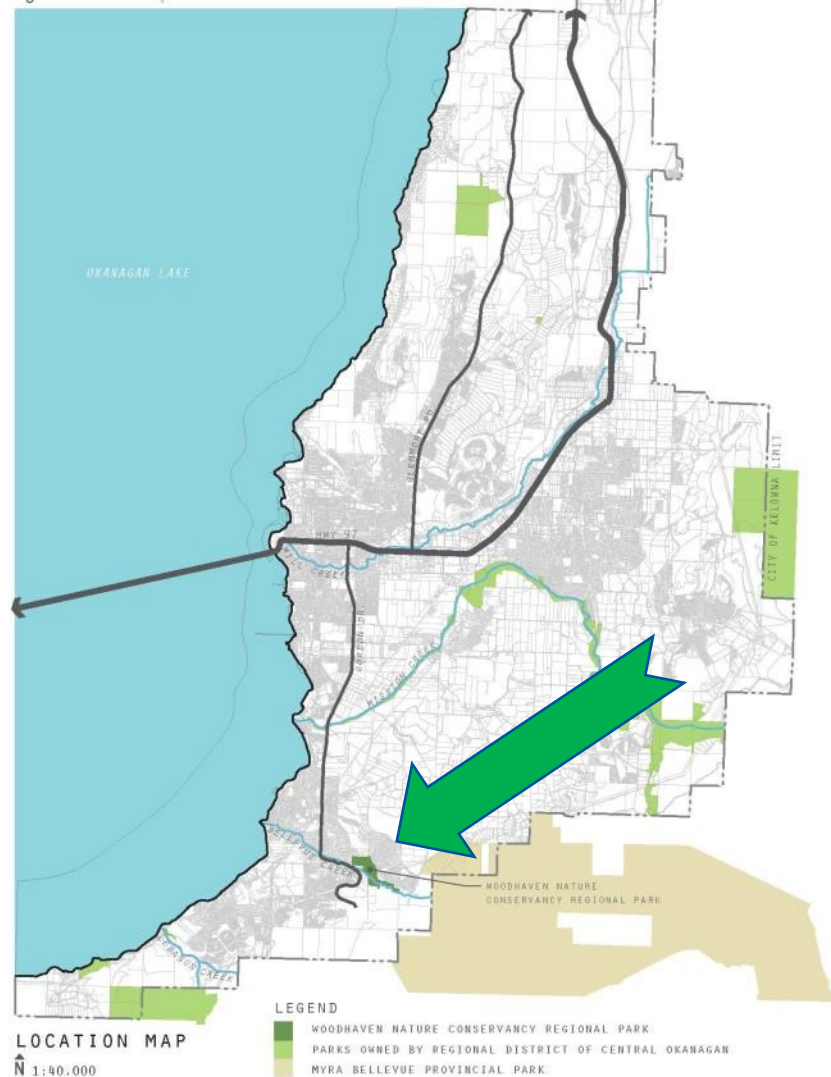


OUTLAND DESIGN  
LANDSCAPE ARCHITECTURE



# Woodhaven Nature Conservancy

Figure 1: Location Map





# Woodhaven Nature Conservancy

# Management Plan Goals:

## **Conservation**

Balance recreational uses and conservation of natural assets

## **Interpretation and education**

Enhance the role of First Nations knowledge and indigenous teaching at the park

## **Outdoor experience**

Manage the park to promote opportunities for healthier lifestyles for all visitors

## **Stewardship and partnership**

Work with external partners to optimize mutual benefits and coordinate management efforts

# Key Management Plan Objectives:

1. Park access provision
2. Connections to a broader park context
3. Conversion of agricultural land use
4. Evolution of the park as a learning landscape
5. Protection and enhancement of riparian corridors
6. Stabilization of sensitive hillslopes
7. Management of woodland areas

Figure 2: Current Land Use, Road and Trail Network Map

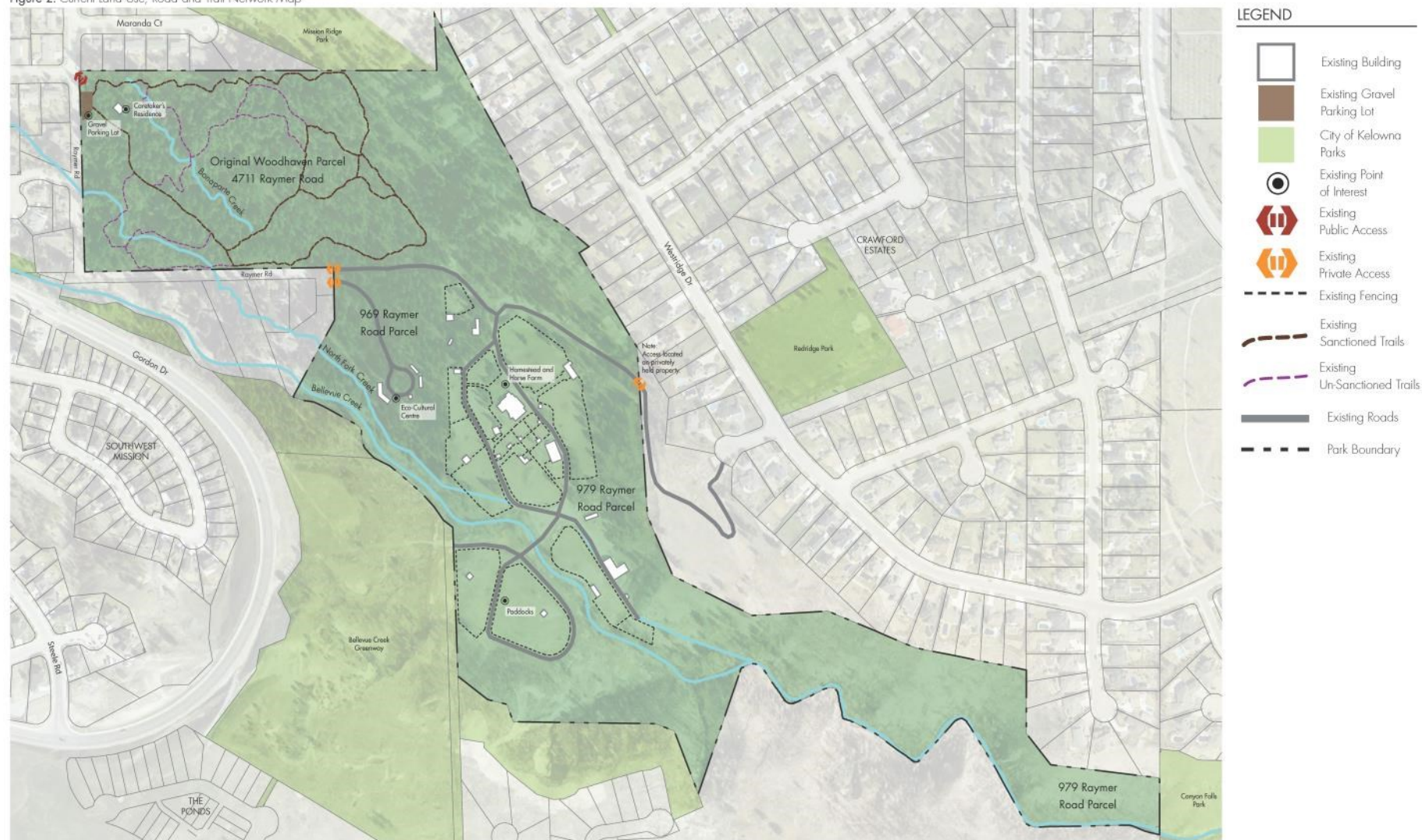
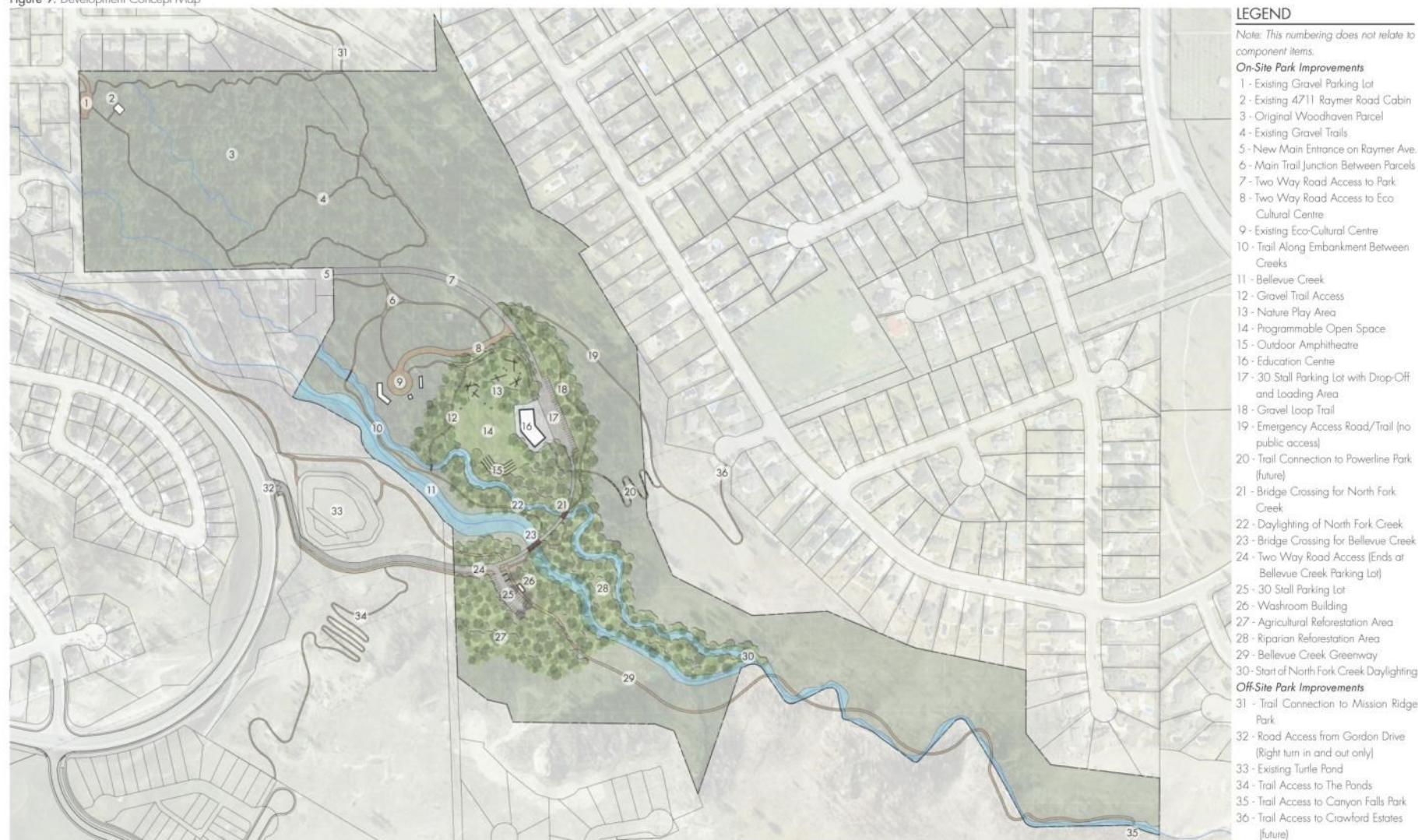
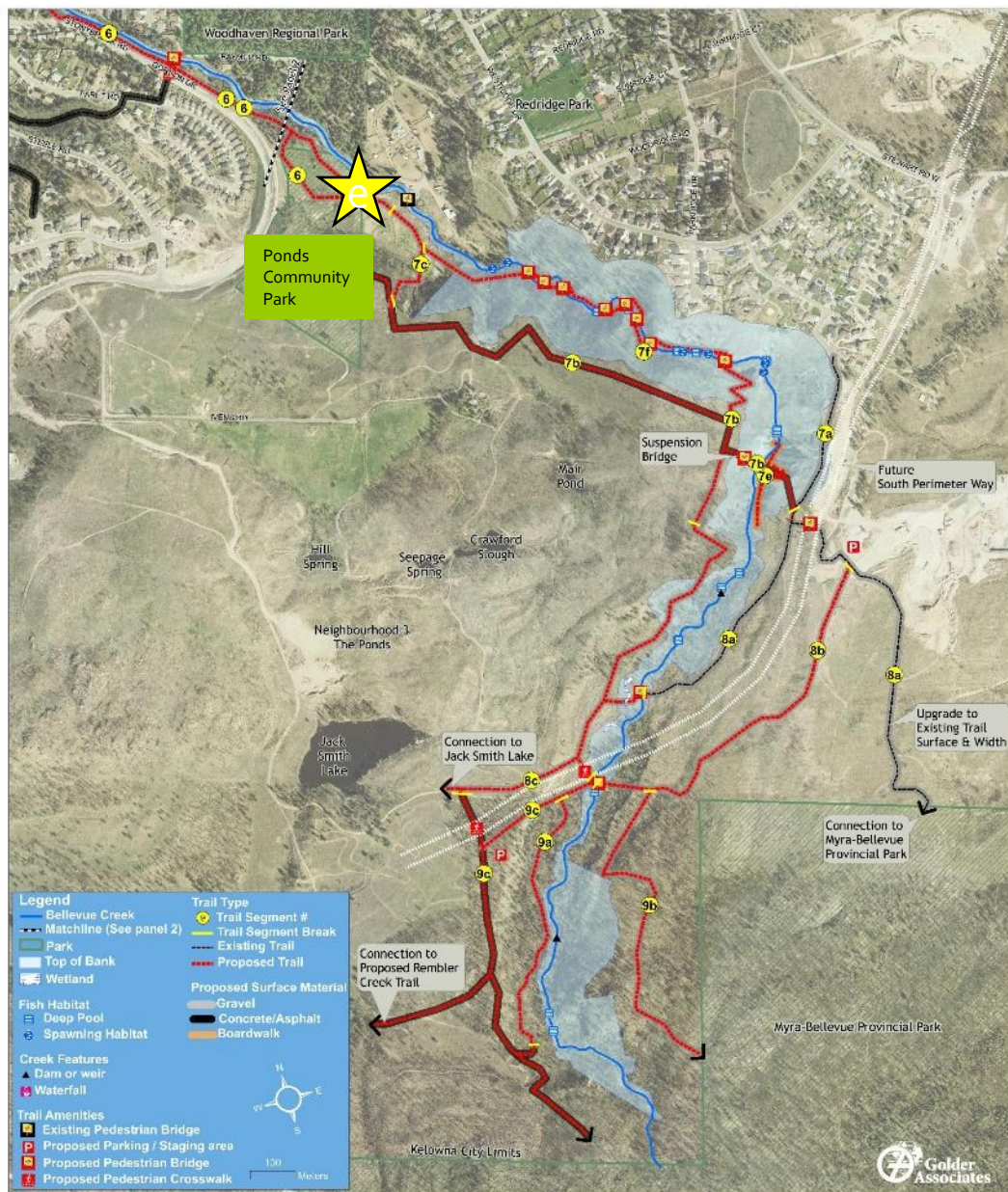


Figure 9: Development Concept Map



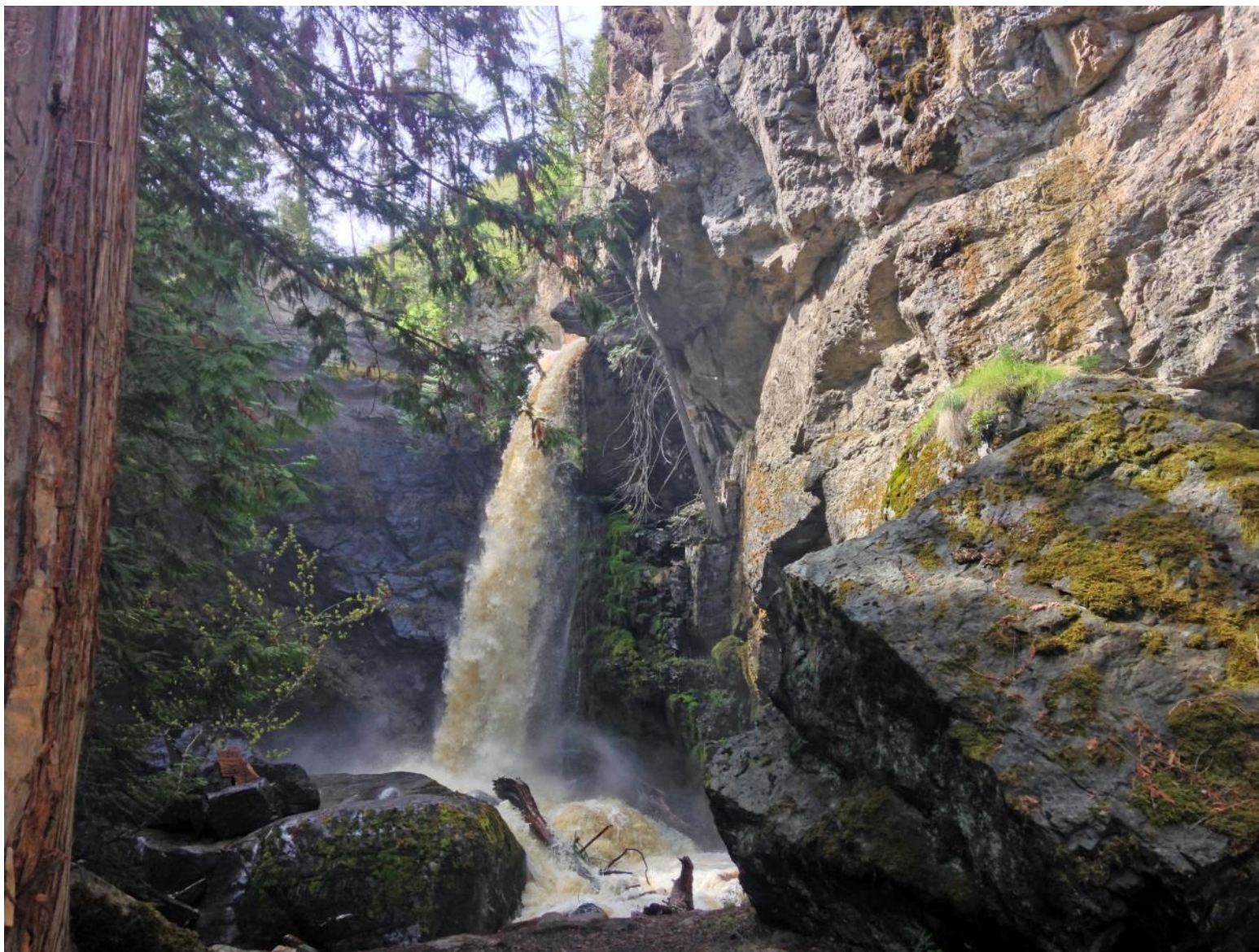
# Moving the Plan Forward:

1. 20 Year Capital Plan Estimated at \$5 Million
  - a) Partnerships – City of Kelowna / SD #23 / UBC / BC Parks
  - b) Connections – Community / Other Parks
  - c) Restoration of Natural Areas
  - d) Trails
  - e) Park Amenities
2. Implementation to Begin – 2021 / 2022
3. Included as part of RDCO 5 Year Capital Plan



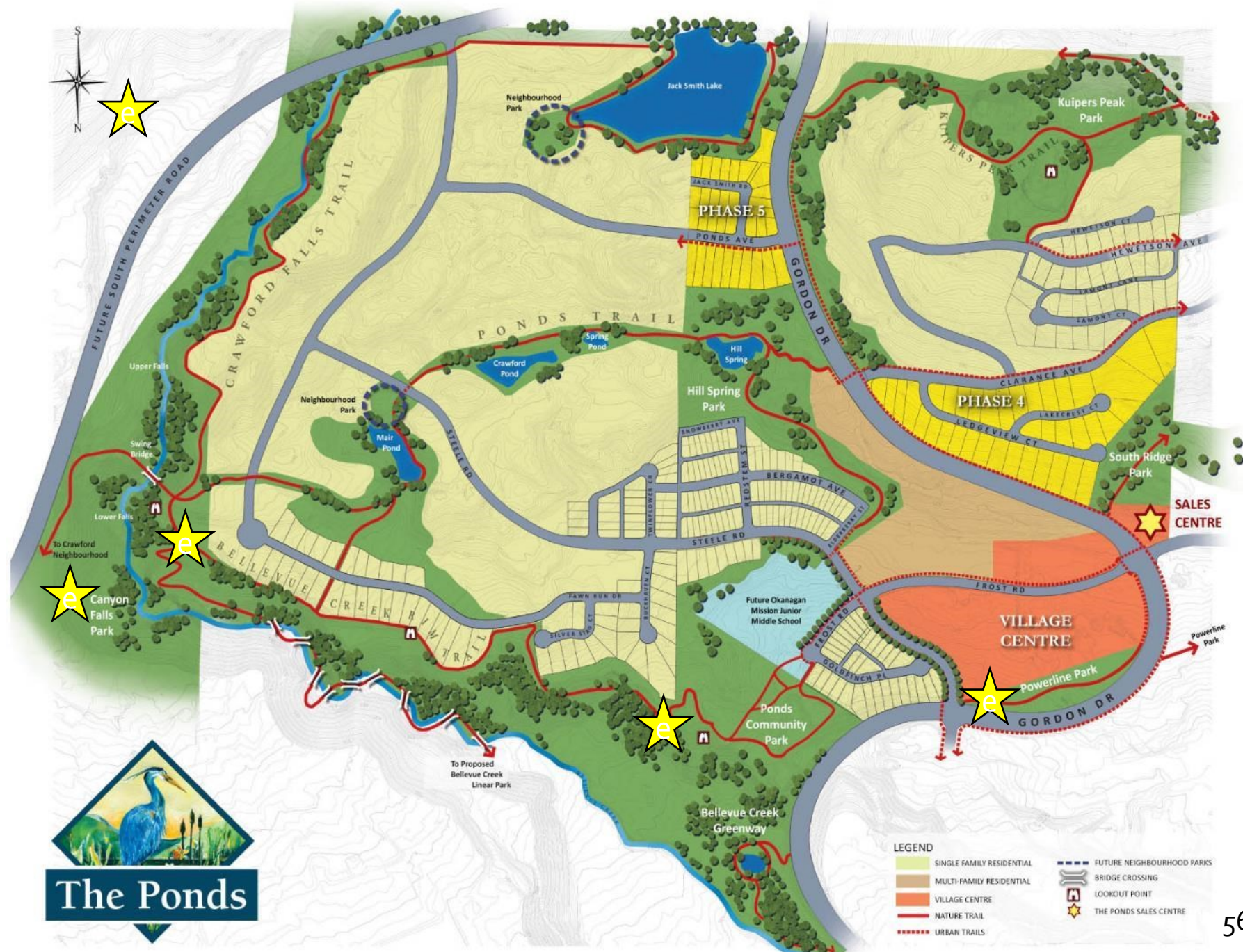
Bellevue Creek Greenway  
Raymer Road to City Limits - Panel 3  
December, 2009







# The Ponds



## LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- VILLAGE CENTRE
- NATURE TRAIL
- URBAN TRAILS
- FUTURE NEIGHBOURHOOD PARKS
- BRIDGE CROSSING
- LOOKOUT POINT
- THE PONDS SALES CENTRE





*Questions?*

For more information, visit [kelowna.ca](http://kelowna.ca).