

Regular Council Meeting
to be held at
City of Penticton Council Chambers
171 Main Street, Penticton, B.C.

Monday, July 6, 2015
at 6:00 p.m.

1. **Call Regular Council Meeting to Order**
2. **Introduction of Late Items**
3. **Adoption of Agenda**
4. **Adoption of Minutes:**

4.1	Minutes of the June 15, 2015 Committee of the Whole Meeting	1-2	Receive
4.2	Minutes of the June 15, 2015 Regular Council Meeting	3-10	Adopt
4.3	Minutes of the June 29, 2015 Special Council Meeting	11-16	Adopt
5. **Presentations:**
6. **Community Partner Delegation (10 minutes maximum):**

6.1	BC Transit – Daniel Pizarro and Maria Lockley Re: Okanagan Similkameen Transit Future Plan
-----	---
7. **Reconsideration of Bylaws and Permits:**

7.1	Fees and Charges Amendment Bylaw No. 2015-33 Re: Local Non-School District 67 (SD67) rates	17-35	Adopt
7.2	Fees and Charges Amendment Bylaw No. 2015-34 Re: Electric – credit score requirements	36-37	Adopt
7.3	Street Naming Bylaw No. 2015-36 Re: 2750 Cedar Road – Avery Place	38-39	2 nd /3 rd
8. **Staff Reports:**

8.1	Development Variance Permit PL2015-032 Re: 28 Huth Avenue	40-49	Del/Sub
-----	--	-------	---------

Staff Recommendation: THAT Council approve "Development Variance Permit PL2015-032" for Lot 2, District Lot 115, Similkameen Division Yale District, Plan KAP91722, located at 28 Huth Avenue, a permit to decrease the minimum required front yard setback from 4.5m to 3.0m, in order to construct a single family dwelling; AND THAT staff be directed to issue "Development Variance Permit PL2015-032".

DDS	8.2	Development Variance Permit PL2015-036 Re: #4 – 197 Dauphin Avenue <u>Staff Recommendation:</u> THAT Council approve "Development Variance Permit PL2015-036" for Lot 1, District Lot 116, Similkameen Division Yale District, Plan 21541 located at #4-197 Dauphin Avenue, a permit to vary Mobile Home Park Bylaw 92-21, to decrease the minimum side yard setback of 3m on one side to 2.4m for the placement of a mobile home and to increase the maximum permitted site coverage of a mobile home and all accessory buildings from 45% to 47%; AND THAT staff be directed to issue "Development Variance Permit PL2015-036".	50-59	Del/Sub
DDS	8.3	Temporary Use Permit No. PL2015-037 Re: 1748 and 1802 Camrose Street <u>Staff Recommendation:</u> THAT Council issue "Temporary Use Permit No. PL2015-037", being a permit to allow for public parking on Lots 1 and 2, District Lot 1997S, Similkameen Division Yale District, Plan KAP72995, located at 1748 and 1802 Camrose Street, for a period of three years, subject to the following conditions: That at the time of building permit issuance the following is provided: a) Adequate lighting to illuminate the site safely; b) Wheel stops and signage be installed delineating individual stalls; c) A crosswalk from the new parking lot to the hospital across Industrial Avenue of a type and in a location determined through a warrant analysis; and d) A 3.0m landscape buffer along Industrial Avenue at the rate of one (1) deciduous tree per ten meters of linear frontage and 10 shrubs per linear meter of frontage. AND THAT the permit be valid for a period of three years, commencing January 2016.	60-67	Del/Sub
PWM	8.4	630 Munson Mt. – BMX Track – Agrologist Report – Supporting Information <u>Staff Recommendation:</u> THAT Council receive this report and after considering the information presented that Council select one of the following alternatives: 1. THAT Council instruct staff to submit a new application to the Agricultural Land Commission (ALC) to allow the non-farm use of developing and operating a BMX track, a Mountain Bike Skills Park, and other complimentary cycling uses on a portion of the property located at 630 Munson Mountain Road; AND THAT in the event the outcome of the ALC Non-farm use application review is positive, set a date for a Public Hearing for both "OCP Amendment Bylaw 2015-13", a bylaw to amend Schedule B of Official Community Plan 2002-20 to change the future land use designation of Lot A, District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to PR (Parks and Recreation) and "Zoning Amendment Bylaw 2015-14", a bylaw to amend Zoning Bylaw 2011-23 to rezone Lot A, District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to P2 (Parks and Recreation); AND THAT in the event the outcome of the ALC Non-farm use application review is negative: THAT "OCP Amendment Bylaw 2015-13" and "Zoning Amendment Bylaw 2015-14," be closed and abandoned. AND FURTHER THAT staff continue to work with the Penticton BMX Club and PACA to locate an alternate site to accommodate their new or expanded operations. OR 2. THAT OCP Amendment Bylaw 2015-13," a bylaw to amend Schedule B of Official Community Plan 2002-20 to change the future land use designation of Lot A, District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to PR (Parks and Recreation) and "Zoning Amendment Bylaw 2015-14", a bylaw to amend Zoning Bylaw 2011-23 to rezone Lot A,	68-97	

District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to P2 (Parks and Recreation); be closed and abandoned;
AND THAT staff continue to work with the Penticton BMX Club and PACA to locate an alternate site to accommodate their new or expanded operations.

OR

3. THAT Council provide specific direction to staff on the matter.

AGMR	8.5	Community Centre Aquatics Floor Tiles Replacement <u>Staff Recommendation:</u> THAT Council approve a budget transfer of \$149,053 to the Pool Deck Tile Replacement account CAP45019 from the following accounts:	98-111
		CAP134-001 Compressor Replacement \$ 1,000	
		CAP134-002 Ice Plant Upgrade \$ 2,000	
		CAP136-004 Building envelope upgrades/windows/doors \$ 2,000	
		CAP136-005 Energy Retrofits - City Wide (includes \$57K amount re-allocated in 2014 operating budget) \$139,250	
		CAP139-009 Gym floors, repairs recommended by Struct. Eng. \$ 803	
		CAP45034 Library/Museum - Architectural \$ 2,000	
		CAP45043 McLaren Arena - Mechanical \$ 2,000	
EDO	8.6	Go Media Contract <u>Staff Recommendation:</u> THAT Council direct that the City enter into a Partnership Agreement with the Tourism Penticton Society for support of the Society's hosting responsibilities at Go Media 2015 as contained in Attachment "A" Partnership Agreement; AND THAT the Mayor and Corporate Officer be authorized to sign the agreement on behalf of the City.	112-120
ACAO	8.7	Okanagan Similkameen Transit Future Plan <u>Staff Recommendation:</u> THAT Council receive this report for information; AND THAT Council support the April 2015 Okanagan-Similkameen Transit Future Plan as contained in Attachment "A".	121-322
CE	8.8	2015 School Zone Traffic Calming Work <u>Staff Recommendation:</u> THAT the Stage 2, permanent school zone traffic calming measures using concrete curbs as illustrated in Figures 1, 2a, 2b and 3 be implemented for Parkway, Wiltse and Carmi Schools; AND THAT permanent traffic calming measures as illustrated in Figure 4 be implemented for Uplands School; AND THAT the traffic calming measures as illustrated in the red circled area of Figure 2b and all of the works illustrated in Figure 5 be included as optional items in the 2015 contract and that they be constructed if funding allows; AND FURTHER THAT should there be insufficient funding to construct the traffic calming measures as illustrated in the red circled area of Figure 2b and all of the works illustrated in Figure 5 that they be brought forward for consideration as part of the 2016 Budget Process.	323-336
DDS	8.9	Zoning Amendment Bylaw No. 2015-39 Re: Cluster Housing <u>Staff Recommendation:</u> THAT Council give first reading to "Zoning Amendment Bylaw 2015-39", a bylaw to add the use 'cluster housing' as a permitted use in the RM2 zone and to add a definition for 'cluster housing' into the definitions section of the bylaw; AND THAT the bylaw be forwarded to the July 20th, Public Hearing.	337-339

9. Correspondence

- 9.1 RDOS – Economic Development Service Establishment Bylaw No. 2695 340-349
Recommendation: THAT Council consent, on behalf of the electors of the City of Penticton, to the adoption of the Regional District Okanagan Similkameen "Economic Development Service Establishment Bylaw No. 2695"; AND THAT the Regional District Board be notified of consent.

10. Committee and Board Reports

- 10.1 Transportation Advisory Committee meeting of May 26, 2015 350-352

Recommendation: THAT Council receive the minutes of the Transportation Advisory Committee meeting of May 26, 2015.

Committee Recommendation: THAT Council approve the installation of the bike repair and water bottle filling station located along the KVR Trail at the Poplar Grove parking lot;
AND THAT Council approve the budget transfer from the Alternative Transportation Infrastructure Fund to the 2015 Capital Budget to install the works to a maximum of \$8,000.

- 10.2 Waterfront Revitalization Sub-Committee meeting of May 26, 2015 353-354
Recommendation: THAT Council receive the minutes of the Waterfront Revitalization Sub-Committee meeting of May 26, 2015.
- 10.3 Community Sustainability Committee meeting of June 3, 2015 355-357
Recommendation: THAT Council receive the minutes of the Community Sustainability Committee meeting of June 3, 2015.
- 10.4 Development Services Advisory Committee meeting of June 4, 2015 358-359
Recommendation: THAT Council receive the minutes of the Development Services Advisory Committee meeting of June 4, 2015.
- 10.5 Economic Development & Prosperity Task Force meeting of June 5, 2015 360-361
Recommendation: THAT Council receive the minutes of the Economic Development & Prosperity Task Force meeting of June 5, 2015.
- 10.6 Penticton Creek Restoration Committee meeting of June 5, 2015 362-363
Recommendation: THAT Council receive the minutes of the Penticton Creek Restoration Committee meeting of June 5, 2015.
- 10.7 Agriculture Advisory Committee meeting of June 10, 2015 364-366
Recommendation: THAT Council receive the minutes of the Agriculture Advisory Committee meeting of June 10, 2015.
- Committee Recommendation: THAT Council direct staff to research options to amend the City of Penticton's 'No Shooting Bylaw' to allow First Nation harvesters and regulated hunters to hunt on large private holdings with the land owners' permission on the outlying acreages within the city limits with respect to wildlife population management similar to what the City of Kelowna has in place.
- 10.8 Heritage and Museum Committee meeting of June 18, 2015 367-371
Recommendation: THAT Council receive the minutes of the Heritage and Museum Committee meeting of June 18, 2015.

Committee Recommendation: THAT the Terms of Reference be revised to reflect the addition of a designated alternate for each representative in the event a representative is unable to attend a meeting.
AND THAT Council approve the revised Terms of Reference for the Heritage & Museum Advisory Committee.

11. **Notice of Motion**
12. **Other Business**
13. **RDOS Update**
14. **Business Arising from In-Camera**
15. **Media and Public Question Period**
16. **Adjournment**

Minutes

penticton.ca

Committee of the Whole held at City of Penticton Committee Room A 171 Main Street, Penticton, B.C.

Monday, June 15, 2015
at 4:00 p.m.

Present:	Mayor Jakubeit Councillor Konanz Councillor Picton Councillor Martin Councillor Sayeed Councillor Watt
Absent:	Councillor Sentes (w/notice)
Staff:	Chuck Loewen, Acting CAO Colin Fisher, Chief Financial Officer Mitch Moroziuk, Director of Operations Dana Schmidt, Corporate Officer Simone Blais, Communications Officer Gillian Kenny, Human Resources Manager Jules Hall, Director of Development Services
Guests:	Dean Clarke, Spectra Deb O'Mara, Spectra Jim Dunlop, BCHHF Bruce Judd, BCHHF

1. Call to order

The Mayor called the Committee of the Whole meeting to order at 4:01 p.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the agenda for the Committee of the Whole meeting held on June 15, 2015 be adopted as circulated.

CARRIED UNANIMOUSLY

Councillor Martin declared a conflict of interest and left the meeting at 4:02 p.m.

3. Presentations

- 3.1 Signage at the SOEC
Jim Dunlop, BC Hockey Hall of Fame
Dean Clarke and Deb O'Mara, Spectra

The representatives of BCHHF discussed their desire for permanent signage at the SOEC site and supplied two drawings of signage.

Mr. Clarke and Ms. O'Mara indicated their support for signage for BCHHA, however, need to review the plans and discuss with current major advertisers.

4. Media and Public Question Period

5. Adjournment

It was MOVED and SECONDED

THAT the Committee of the Whole adjourn at 4:26 p.m. to a closed meeting of Council pursuant to the provisions of the *Community Charter* sections 90 (1) as follows:

- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;
- (c) labour relations or other employee relations;
- (e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the municipality.
- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*.

CARRIED UNANIMOUSLY

Certified correct:

Confirmed:

Dana Schmidt
Corporate Officer

Andrew Jakubeit
Mayor



Minutes



Regular Council Meeting held at City of Penticton Council Chambers 171 Main Street, Penticton, B.C.

Monday, June 15, 2015
at 6:00 p.m.

Present: Mayor Jakubeit
Councillor Konanz
Councillor Martin
Councillor Watt
Councillor Picton
Councillor Sayeed
Councillor Sentes (arrived at 7:34 p.m.)

Staff: Chuck Loewen, Acting City Manager
Dana Schmidt, Corporate Officer
Colin Fisher, Chief Financial Officer
Jules Hall, Director of Development Services
Mitch Moroziuk, Director of Operations
Simone Blais, Communications Officer
Angie Collison, Deputy Corporate Officer

1. Call to Order

The Mayor called the Regular Council meeting to order at 6:01 p.m.

2. Introduction of Late Items

3. Adoption of Agenda

316/2015

It was MOVED and SECONDED

THAT Council adopt the agenda for the Regular Council meeting held on June 15, 2015 as presented.

CARRIED UNANIMOUSLY

4. Adoption of Minutes

4.1 Minutes of the June 1, 2015 Regular Council Meeting

317/2015

It was MOVED and SECONDED

THAT Council adopt the minutes of the June 1, 2015 Regular Council Meeting as presented.

CARRIED UNANIMOUSLY

5. Presentations

6. Delegations

- 6.1 SOWINS – Debbie Scarborough
Re: Update and Strategic Plan for 2nd Stage Housing

Debbie Scarborough, SOWINS provided Council with an update on what South Okanagan Women in Need Society (SOWINS) is doing to respond to the women and children faced with homelessness or unsafe housing and an update on the “Walk a Mile in her Shoes” event.

7. Reconsideration of Bylaws and Permits

- 7.1 Responsible Dog Owner Bylaw No. 2015-27

318/2015

It was MOVED and SECONDED

THAT Council adopt “Responsible Dog Owner Bylaw No. 2015-27”.

CARRIED UNANIMOUSLY

- 7.2 Municipal Ticketing Information Amendment Bylaw No. 2015-28

319/2015

It was MOVED and SECONDED

THAT Council adopt “Municipal Ticketing Information Amendment Bylaw No. 2015-28”.

CARRIED UNANIMOUSLY

- 7.3 Bylaw Notice Enforcement Amendment Bylaw No. 2015-29

320/2015

It was MOVED and SECONDED

THAT Council adopt “Bylaw Notice Enforcement Amendment Bylaw No. 2015-29”.

CARRIED UNANIMOUSLY

- 7.4 Fees and Charges Amendment Bylaw No. 2015-30

321/2015

It was MOVED and SECONDED

THAT Council adopt “Fees and Charges Amendment Bylaw No. 2015-30”.

CARRIED UNANIMOUSLY

- 7.5 Business Licence Amendment Bylaw No. 2015-31

322/2015

It was MOVED and SECONDED

THAT Council adopt “Business Licence Amendment Bylaw No. 2015-31”.

CARRIED UNANIMOUSLY

- 7.6 Fees and Charges Amendment Bylaw No. 2015-32

323/2015

It was MOVED and SECONDED

THAT Council adopt “Fees and Charges Amendment Bylaw No. 2015-32”.

CARRIED
Councillor Konanz, Opposed

8. Staff Reports

8.1 Liquor Application for Special Event Area (SEA) Endorsement Re: 1775 Naramata Road

Delegations/Submissions:

- Applicant: Val Tait, General Manager, Bench 1775 Winery, spoke in favor of the application and explained the Special Event Endorsement purpose. Hosting 9 special events in 2015.
- Debby Sworder, Naramata Road, spoke against the application, sound complaints are coming from area A, concerned with bylaw compliances not being met, recommend Alternate 2 and further restrict the occupancy load;
- Lyle Sworder, Naramata Road, spoke against the application, clarified the report, there are seven wineries, not five. LCLB recommended one common letter, why is the public notification limited to 500 metres, ask for map of neighbouring residents of 8 km;
- Jim Forsythe, Sutherland Road, not trying to stop any winery from making a profit, have to be a balance with residents;
- Jason Cox, President, Chamber of Commerce, spoke in support of the application;
- Doug Cox, Riddle Road, operate a B&B and modest vineyard, heard loud music from Bench 1775 Winery, what permit would allow an establishment to project music audible above the Marina, knew from the schedule that there was an event going on,
- Joyce Cox, Riddle Road, feel B&B are major player in our tourism industry, many guests travel for retreat, loud music can destroy the high rating we have achieved;
- Nancy Yildiz, Sutherland Road, B&B owner, spoke against the application, concerned with the number of events planned, would like a restriction on occupancy load and noise, come up with noise abatement plan, bylaw aware of complaints and response not encouraging, fire safety issues, recommend no decision made until hear from ALC and ACLB; bring all stakeholders to the table, all have to compromise, city needs to update its policy related to noise, improve plan for monitoring noise in the evening, don't rush decision making process;
- Irene Garnet, Upper Bench North, Misconduct Winery and Popular Grove nearby, speak from experience and proximity, should share, if had a problem would discuss with winery, communicate and all can get along;
- Ann Ginns, Sutherland Road, now eight wineries within mile of house, on Saturday heard bongo drums and soul singer from Bench 1775 Winery, called today and bylaw unavailable, ask that noise be kept on their premises, guarantee scene and not heard;
- Stephanie Schales, Midland Road, have winery, spoke against the application, Bench 1775 Winery wants amplified noise and tasting outside;
- Bernd Schales, Midland Road, neighbour, we can hear conversations from their deck, found out wind is coming from north, recap forth of May, 14 letters, listened to 17 plus opposition, loud music, late at night, too many days a week, own a winery, how often plan to play music outdoors, how will responses/complaints handled in future, liability for overserved;
- Jim Forsythe, Sutherland Road, application asking for max 200 people for special events, concerned with buses and number of cars;
- Midland Road, have an orchard, all about families, proponent for more families in the area, protect the land for agriculture purposes;
- Mark Bodrey, Naramata Road, concerned with the music, will become the party central for Naramata bench;
- Martin Lewis, Fairview Road, Special Event endorsement pouring outside, if host event, go through third party process and sell wine prior to the event, from hospitality point of view not conducive to driving tourism in Penticton, tourism is lifeblood in Penticton;

- Applicant: Val Tait, not about having parties, doing decibel readings/levels, not playing music so people can't have a conversation, collecting information for my knowledge, don't want to do music all the time, yet to hold an event more than 110 people, encourage neighbours to come and see us, have shuttle services and make guest sign up for transportation.

324/2015

It was MOVED and SECONDED

THAT Council recommend to the Liquor Control and Licensing Branch (LCLB) that it support the application from Bench 1775 Winery (0988081 BC) for the proposed Winery Special Event Area (SEA) Endorsement for Bench 1775 Winery with maximum hours of service and music:

- Weddings – 11:00 pm service with non-amplified music to 10:00 pm;
- Private Parties – 10:00 pm service with non-amplified music to 9:00 pm;
- Ticketed events - 9:00 pm service with no amplified music;

AND THAT the Bench 1775 Winery business licence restrict the exterior SEA endorsement to a maximum of 150 persons; AND FURTHER THAT the LCLB review with the Agricultural Land Commission (ALC) and confirm the permitted ancillary use of a SEA endorsement on ALR land.

DEFEATED

Mayor Jakubeit, Councillors Picton, Watt, Konanz, Sentes, Martin, Opposed

Main Motion:

It was MOVED and SECONDED

THAT Council recommend to the Liquor Control and Licensing Branch (LCLB) that it support the application from Bench 1775 Winery (0988081 BC) for the proposed Winery Special Event Area (SEA) Endorsement for Bench 1775 Winery with maximum hours of service and music:

- Weddings – 11:00 pm service with amplified or non-amplified music to 10:00 pm;
- Private Parties – 10:00 pm service with amplified or non-amplified music to 9:00 pm;
- Ticketed events - 9:00 pm service with no amplified music;

AND THAT the Bench 1775 Winery business licence restrict the exterior SEA endorsement to a maximum of 200 persons; AND FURTHER THAT the LCLB review with the Agricultural Land Commission (ALC) and confirm the permitted ancillary use of a SEA endorsement on ALR land.

Amendment:

325/2015

It was MOVED and SECONDED

THAT the Bench 1775 Winery business licence restrict the exterior SEA endorsement to a maximum of 150 persons.

CARRIED UNANIMOUSLY

Amendment:

326/2015

It was MOVED and SECONDED

THAT Council recommend to the Liquor Control and Licensing Branch (LCLB) that it support the application from Bench 1775 Winery (0988081 BC) for the proposed Winery Special Event Area (SEA) Endorsement for Bench 1775 Winery with maximum hours of service and music:

- Weddings – 11:00 pm service with amplified or non-amplified music to 9:00 pm;
- Private Parties – 10:00 pm service with amplified or non-amplified music to 9:00 pm;
- Ticketed events - 9:00 pm service with no amplified music.

DEFEATED

Councillors Konanz, Picton, Sentes, Martin, Opposed

It was MOVED No Seconder

THAT the Bench 1775 Winery business licence restrict amplified music to Area A only.

Amendment:

327/2015

It was MOVED and SECONDED

THAT the Bench 1775 Winery business licence limit the number of SEA occasions to 10 per year.

DEFEATED

Mayor Jakubeit, Councillors Watt, Konanz, Sentes, Picton, Opposed

Amendment:

328/2015

It was MOVED and SECONDED

THAT Council recommend to the Liquor Control and Licensing Branch (LCLB) that it support the application from Bench 1775 Winery (0988081 BC) for the proposed Winery Special Event Area (SEA) Endorsement for Bench 1775 Winery with maximum hours of service and music:

- Weddings – 11:00 pm service with amplified music to 9:00 pm or non-amplified music to 10:00 pm.

DEFEATED

Mayor Jakubeit, Councillors Sayeed, Watt, Sentes, Picton, Martin, Opposed

Main Motion as Amended:

329/2015

It was MOVED and SECONDED

THAT Council recommend to the Liquor Control and Licensing Branch (LCLB) that it support the application from Bench 1775 Winery (0988081 BC) for the proposed Winery Special Event Area (SEA) Endorsement for Bench 1775 Winery with maximum hours of service and music:

- Weddings – 11:00 pm service with amplified or non-amplified music to 10:00 pm;
- Private Parties – 10:00 pm service with amplified or non-amplified music to 9:00 pm;
- Ticketed events - 9:00 pm service with no amplified music;

AND THAT the Bench 1775 Winery business licence restrict the exterior SEA endorsement to a maximum of 150 persons; AND FURTHER THAT the LCLB review with the Agricultural Land Commission (ALC) and confirm the permitted ancillary use of a SEA endorsement on ALR land.

CARRIED

Councillor Sayeed, Opposed

8.2 Vacant Building Registration Permit Renewal

Re: 597 Westminster Ave. W

330/2015

It was MOVED and SECONDED

THAT Council support the 12 month renewal for the Vacant Building Registration Permit for 597 Westminster Avenue W., Lot 0, Plan B4558.

CARRIED UNANIMOUSLY

8.3 Development Permit PL2015-027
Re: 88 Lakeshore Drive East

331/2015

It was MOVED and SECONDED

THAT the application for development permit approval for the construction of a four storey, three unit apartment building on Lot 28, Block 1, District Lot 202, Similkameen Division Yale District, Plan 269, Except Plan B7924, located at 88 Lakeshore Drive East, be supported by Council subject to the following conditions:

1. THAT Council pass a Section 939 "excess and extended services" resolution requiring the relocation of a fire hydrant, currently located on the northeast side of the 86 Lakeshore apartment building, closer to 88 Lakeshore Drive, with the final location to be determined by the Engineering Department; and
2. THAT Council require the applicant to submit a preliminary design solution addressing the facade of the west side of the building, in an effort to mitigate the negative impact of a large concrete wall, AND THAT a security, in the amount of 100% of the mitigation measure(s) are to be paid for at the time of building permit issuance.

CARRIED UNANIMOUSLY

8.4 Fees and Charges Amendment Bylaw No. 2015-33
Re: Local Non-School District 67 (SD67) rates

332/2015

It was MOVED and SECONDED

THAT Council give three readings to "Fees and Charges Amendment Bylaw No. 2015-33".

CARRIED

Councillor Picton, Opposed

8.5 Statement of Financial Information

333/2015

It was MOVED and SECONDED

THAT Council receive the amended Statement of Financial Information for the fiscal year ending December 31, 2014.

CARRIED UNANIMOUSLY

8.6 2014 Annual Report

Delegations/Submissions: Nil

334/2015

It was MOVED and SECONDED

THAT Council receive the 2014 Annual Report as circulated.

CARRIED UNANIMOUSLY

8.7 Canada 150 Community Infrastructure Program Grant Application

335/2015

It was MOVED and SECONDED

THAT Council support a grant application for the Lier House Project Upgrade to the Canada 150 Community Infrastructure Program; AND THAT the 2016 Facility Capital Budget include the required City contribution toward the Lier House Project in the amount of \$450,000; AND FURTHER THAT the Facilities Supervisor, Chris Schmidt and the Chief Financial Officer, Colin Fisher, be authorized to sign any required forms related to the grant application.

CARRIED UNANIMOUSLY

8.8 Implementation of e-Bill initiatives and customer statement fee

336/2015

It was MOVED and SECONDED

THAT Council receive the report titled "Implementation of e-Bill initiatives and customer statement fee" for information.

CARRIED UNANIMOUSLY

9. Correspondence

10. Committee and Board Reports

10.1 Economic Development & Prosperity Task Force Meeting of May 11, 2015

337/2015

It was MOVED and SECONDED

THAT Council receive the minutes of the Economic Development & Prosperity Task Force Meeting of May 11, 2015.

CARRIED UNANIMOUSLY

10.2 Agriculture Advisory Committee Meeting of May 13, 2015

338/2015

It was MOVED and SECONDED

THAT Council receive the minutes of the Agriculture Advisory Committee Meeting of May 13, 2015.

CARRIED UNANIMOUSLY

10.3 Arts, Creative & Cultural Innovations Committee Meeting of May 14, 2015

339/2015

It was MOVED and SECONDED

THAT Council receive the minutes of the Arts, Creative & Cultural Innovations Committee Meeting of May 14, 2015.

CARRIED UNANIMOUSLY

It was MOVED and SECONDED

340/2015

THAT Council support the Canada 150 Mosaic Initiative and that the initial \$2,500 deposit be paid from the Contingency Fund for this community project with the remainder of the application fee of \$7,500 to be distributed between participating community groups and the City of Penticton.

CARRIED UNANIMOUSLY

10.4 Waterfront Revitalization Sub-Committee Meeting of May 22, 2015

341/2015

It was MOVED and SECONDED

THAT Council receive the minutes of the Waterfront Revitalization Sub-Committee Meeting of May 22, 2015.

CARRIED UNANIMOUSLY

10.5 Downtown Revitalization Sub-Committee Meeting of May 28, 2015

342/2015

It was MOVED and SECONDED

THAT Council receive the minutes of the Downtown Revitalization Sub-Committee Meeting of May 28, 2015.

CARRIED UNANIMOUSLY

343/2015

It was MOVED and SECONDED

THAT Council approve the design of the 100 Block of Main Street to incorporate:

- A paving stone road surface and paving stone cross walks;
- Asphalt parking areas with contrasting stall delineation;
- Paving stone and concrete sidewalks; and
- Light canopy for the north 2/3 of the 100 block of Main Street and for the Main and Martin connector street.

AND THAT the 2016 budget be structured to include an additional \$394,300 to accommodate these works.

CARRIED

Councillor Konanz, Opposed

344/2015

It was MOVED and SECONDED

THAT Council authorize staff to provide the owners of Mykonos Restaurant an additional extension period for the renovation of its patio until such time as the 300 Block Downtown Revitalization Plan is implemented.

CARRIED UNANIMOUSLY

- 11. Notice of Motion**
- 12. Other Business**
- 13. RDOS Update**
- 14. Business Arising from In-Camera**
- 15. Media and Public Question Period**
- 16. Adjournment**

345/2015

It was MOVED and SECONDED

THAT Council adjourn the Regular Council meeting held on Monday, June 15, 2015 at 9:36 p.m.

CARRIED UNANIMOUSLY

Certified correct:

Confirmed:

Dana Schmidt
Corporate Officer

Andrew Jakubeit
Mayor

Minutes

A decorative horizontal bar consisting of a series of colored squares in blue, red, orange, and yellow.

penticton.ca

Special Meeting of Council held in City of Penticton, Council Chambers 171 Main Street, Penticton, B.C.

Monday, June 29, 2015
at 6:00 p.m.

Present: Mayor Jakubeit
Councillor Sentes
Councillor Konanz
Councillor Picton
Councillor Watt
Councillor Sayeed
Councillor Martin

Staff: Mitch Moroziuk, Acting City Manager
Dana Schmidt, Corporate Officer
Jules Hall, Director of Development Services
Colin Fisher, Chief Financial Officer
Simone Blais, Communications Officer
Lori Mullin, Acting General Manager Recreation Services
Angie Collison, Deputy Corporate Officer

1. Call to Order

Mayor Jakubeit called the Special Meeting of Council to order at 6:02 p.m.

2. Adoption of Agenda

346/2015

It was MOVED and SECONDED

THAT Council adopt the agenda for the June 29, 2015 Special Meeting of Council as presented.

CARRIED UNANIMOUSLY

3. Skaha Marina and Waterpark Development:

3.1 Update from Acting City Manager/Director of Operations

Mr. Moroziuk provided Council with an overview of the project and the public consultation undertaken by Trio Marine Group to date.

3.2 Update from Trio Marine Group

Tom Dyas, on behalf of Trio Marine Group, provided Council with an update on the favorable responses they have received via social media, online, Seniors Centre, Dragon Boat groups and Farmer's Market.

3.3 Public Comments (3 minutes maximum)

- Susan and Brian Gayle, concerned with exclusivity clause; have a paddle boarding business at Skaha beach.
- Phil Cove, South Main Street, opposed to use of park land for private profit, waterslide does not have to be in beautiful park.
- Lila Parsons, Edgewood Drive, opposed, don't have enough parks already, suggested PIB land for waterslides.
- Stan Petrov, Kaleden, concerned about water quality.
- Dorothy Tinning, Wiltse Place, Skaha Lake park always welcoming, high use and issue of sustainability and free public park use for all, we need to reduce parking lot in park boundaries, not increase, need social gathering places, remain environmentally responsible, public opinion needs to be sought through survey of all residents.
- Harvey Quamme, Russet Drive, well used space, premier park of Penticton, worried about loss of 26% of green space, 86 signatures on hard copy, online petition 428.
- Gordon Neish, Stuart Crescent, oppose park land lease to private for profit, opposition to phase 1 is minimal.
- Jake Kimberly, Lakeshore Drive, intent was to expand Skaha park, has Council checked experience of the group investors, asked for legal opinion.
- Mr. Denton, oppose development, Water slide and water park great idea, something the community needs, this is the wrong location, water slides is a standalone operation, short sighted move, support marina enhancement.
- Barry Salaberry, Sandbridge, use park every day, document is extensive, not capable of understanding legal jargon, what experience do they (Trio) have. Lease fees, doesn't seem like a lot of money for what they are getting.
- Darryl Asheman, Lakeside Road, support all comments made, Council bought those properties for park, 8ft fences around water park not a pretty picture.
- Doreen Olsen, Kaleden, opposed to proposal, public parks meant to be free to everyone, no to commercial venture, little time for public to be informed, will more boats affect success of sockeye? Water quality, suggest city wide survey.
- Judy Brock, didn't know it (June 29th Meeting) included a vote, park part of regional growth strategy that was done, came through and put into bylaw by every city council and community, to ensure the health of eco systems.
- Rick Zubly, Sandstone Drive, elected new council for positive change, new floating water park was packed, more parks than taxpayers can take care of, this is great.
- Dennis O'Gorman, Farrell Street, voted for sustainable change, deal done with no meaningful input, why remove green space for boat parking? Beer and wine element possible? There are alternative waterslide locations.
- Gary Zavonaveck, West Kelowna, research demographic of area, purpose of this park is for kids, giving teens something to do, what is the future of the city, what will attract, positive, bring in tourist, revenue for city, give kids somewhere to go.
- Jennifer Taylor, Vice President, Chamber Commerce, spoke in support on behalf of the Chamber of Commerce.

- Tom Sidon, Area D, RDOS Director, property owner in Penticton, surprise no discussion of potential impact on water quality on Skaha Lake, west and east and southern shore drink water from that lake, salmon back recently because of efforts of ONA and PIB, where is water for waterslide coming from? Discharge? Need environmental impact study, federal government put in money for brake waters, consider public trust, Penticton well endowed with shoreline, recommend option four, would like to discuss this at the RDOS.
- Richard, small business owner, have to look to future, new family will have fun at the park, in Montreal built a water park, eastern township built waterslide, big success, revitalized the surrounding area, will bring small businesses money.
- John Bayer, North Vancouver, represent young families that consider moving to this area, look at this from tourism perspective, don't see anything wrong with trying to drive that from Vancouver.
- Glen Sinclair, Skaha Lake Road, number of my questions have been answered, where ever you build the water park you will have construction jobs, approve pub and restaurant, marina needs upgrading.
- Elaine Vonck, Finerty Road, against phase two of Skaha lake development, 55+ residents, doubtful you will see us slide down slides, now a safe and enjoyable park, proposed water slide use where splash pad use, splash pad in safe spot now, shady trees will be gone, should be more public consultation for drastic change to area, doubtful will be a viable business, negative change for citizens and visitors alike.
- Lorraine Stephanson, Farrell Street, Vancouver sun article reads what families want is simple, disturbed to hear Chamber comments, hope not going to chip away at parks for development, have waterslides on private land, PIB if interested, don't approve the waterslide development.
- Nelson Meikle, Coleman Street, EOI, water park nothing stated, restaurant and marina upgrades, got data from Trio Marina Group, asked where the money coming from? Calgary oil fields? Better make sure big bond posted by this group.
- John Anderson, South Main, hear going to lose 26% of park, we are going to lose 50% or more of park, I voted for this council, trusted you to use wisdom carefully, turning Penticton into small Kelowna, want a peaceful life.
- Lynn Crasweller, Atkinson Street, all pensioners do not want to sit on the bench, a water slide would be something would like to use, but don't want to look at for ten months un-used, we had two waterslides? Are they financially viable? Lots of questions, not against the whole plan.
- Sonia Quamme, provided petition, need relaxation, did you run in this election on Skaha Lake proposal, Trio could buy land adjacent to park for water park and mini golf.
- Gerry Gilligan, Penticton Ave, waterpark, if proves unprofitable, will Trio be given opportunity to repurpose site, tear down and return site to city? Not allowed to repurpose site in current agreement, should not give away public property for private profit.
- Susan Tinning, Skaha Lake Road, not against development in Penticton, thoughtful and sustainable around Skaha Lake in interest of residents, tourist and taxpayers alike, removal of public park land, paid for by taxpayers, shortage of parkland, city can't afford to buy new parkland, transfer to private interest long term lease is not consistent with what the city has recognized.
- Louise Stenberg, support previous speaker, use park everyday year round, fitness area, when look across the lake lovely, worst thing is to destroy the view.
- Kevin Harvey, Finerty Road, thank you to council and mayor for looking after city, everybody agree marina needs upgrades, leave park green, place put aside for public use.

- Jim Beattie, Scott Avenue, not sure marina should be upgraded until neighbourhood consulted, water quality, fish, presumptuous without consulting with RDOS, consultation hasn't been adequate, agreement speaks to revenue sharing formula, not a contribution, city is sharing revenue, compromises position when dependent on resources of this endeavor and public space taken away, put on hold until full consultation with citizens of Penticton.
- Diana Sterling, Riddle Road, chair of Tourism Penticton, owner of Loco Landing park, Skaha plans well received by Tourism Board, we are in favour of supporting master plan. This is something we have been needing in Penticton for years, trying to create experience that wows. Additional things that people can do with their families, will have an impact on our tourism sector, need to do more to attract and retain families in our town, this will do that.
- Mr. Singh, owner of hotel on Skaha Lake, wouldn't want to live anywhere else, this is the best for Penticton, concerned about environment, still going to have splash park, more for families, opportunity in Penticton, businesses rely on tourists.
- Hanna Highland, Elm Ave, save our park, provides us with something we all need, a place of rest and relaxation, deal with stress and raising families, haven of rest, refreshment.
- Patti Quinn, Yorkton Ave, went to waterslide, spent our time on beaches, go to Loco Landing once a year, its not built on the beach, lot of tax payers in this town on lower or fixed income that can't afford on regular basis so they utilize beaches, build waterslide anywhere but on the park, look at lower income families that use beaches.
- Jake Kimberly, Lakeshore Drive, not one person has been opposed to business development in this community, opposed to building on public land, walkway on Okanagan has more draw than waterslide, gas line that runs through property, heard lease issue, if business fails - once courts have decided guess who takes over, owner of land takes over, process flawed because no investigation to see if developer has funds, we never promote that we are one of the two cities of the world that have two lakes on either end of the city.
- Glen Sinclair, Skaha Lake Road, if you have it guaranteed banks will go to the wall for you, why isn't business coming together to put in a slide? Why partnering now?
- Dennis O'Gorman, not in support of putting it in swamp land, memories and experience and fun, don't pick parkland for a location as it's not required.
- Nelson Meikle, what about 20 year lease, what is reasonable, EOI should be revisited, could be two or three parties out there that are interested.
- Jim McMannon, Skaha Estates, have visited for 30 summers, use both lakes, world class is something this city needs, everybody is getting older, pro-business, in favor of doing it right, moved here because coming here for 30 years, not recommending saturate with thousands of boats, we don't look like a world class city without a proper marina, services need to be there, can't get boat serviced in Penticton, hope theses services are coming.
- Lila Parsons, surprised this started in May 2013, water park never in the newspaper, would like marina fixed up with restaurant and other stuff, water slide needs chance for people of Penticton to vote on that.
- Harvey Quamme, Russet Drive, would like to leave website up (petition against), up to 428 people have visited site and left signature, would like to leave up and active as long as issue is ongoing, if haven't signed, do so and we will continue to see how many people support the issue of green space in Skaha park.

- Tom Dyas, on behalf of Trio, addressed excessive boat traffic, province follows formula, met with province and met that formula, will not allow us to step outside that area. Water quality, part of world water park association, watch how treat water, filtration system like pool, trapped and reused again, extremely efficient. Not requesting zoning change, area is zoned for amusement and recreational use. All beaches remain open to public and full public use. Working with family that owned previous water park. Evasive mussel species, worked on federal and provincial policy that took it forward. Boat repairs at marina, interim lease allows us to operate marina until structure longer lease, have done a lot down there, fixing restaurant, existing building, wasn't in the best shape, operational this week, along with marine rentals, will look at repairs if something that the city wants in that area. How we would surround park, make park as easy to view (attractive) inside and out. Environment as green as possible, cannot build on gas line, marina forecasts were looked at for number of slips, rentals, one calculation, straight forward.
- Gary Denton, Kendall Crescent, water parks are good just not there.
- John Anderson, Caldwell Estates, predict five councillors will be in favor and two against.
- Gerry Gilligan, Penticton Ave, traffic on highway, build it there and lease land from PIB.
- Brian Baldwin, Winnipeg Street, will the developer build somewhere else?
- Lynn Crassweller, Atkinson Street, check with Vernon waterslide, might be more indicative to our area.

The meeting recessed at 8:59 p.m. and reconvened at 9:08 p.m.

4. Staff Reports:

4.1 Skaha Marina Area Development Agreements

347/2015

It was MOVED and SECONDED

THAT Council receive this report for information;

AND THAT Council after:

- Reviewing the Amended Skaha Marina – Marina Development Agreement, contained in Attachment "A" to this Council Report;
- Reviewing the Amended Skaha Marina – Waterpark Development Agreement, contained in Attachment "B" to this Council Report;
- Listening to citizen comment regarding the proposed marina and waterpark development.

Select the following alternative:

THAT Council authorize the Mayor and Corporate Officer to execute the Amended Skaha Marina – Marina Development Agreement and the Amended Skaha Marina – Waterpark Development Agreement as contained in Attachment "A" and "B".

CARRIED

Mayor Jakubeit and Councillor Sayeed, Opposed

348/2015

It was MOVED and SECONDED

THAT Council direct that 100% of the revenue share from the Skaha Marina Development be reserved for future park acquisition.

CARRIED UNANIMOUSLY

4.2 Fees and Charges Amendment Bylaw No. 2015-34

349/2015

It was MOVED and SECONDED

THAT Council give first, second and third reading to "Fees and Charges Amendment Bylaw No. 2015-34", a bylaw to amend Appendix 7 of Fees and Charges Bylaw No. 2014-07 to address a housekeeping issue related to the Credit Score Requirements for the Electrical Service Payment Plan to set a separate credit score for individuals and businesses;

AND THAT Council amend the Electrical Service Payment Plan by removing Section 2 and replacing it with the following:

2. The Participant must meet the following eligibility requirements:
 - o Must be for a new or an upgrade to an Electrical Service;
 - o Minimum amount eligible for Payment Plan is \$5,000;
 - o Maximum amount eligible for Payment Plan is \$50,000
 - o Must be a City of Penticton Electric Utility customer;
 - o Must have a credit score of: 650 or greater for and individual, or less than 25 for a business;
 - o Must have a maximum of 19 City of Penticton Utility Credit Point;
 - o The customer must own both the land and building where the service is required.

CARRIED UNANIMOUSLY

4.3 Street Naming Bylaw No. 2015-36

Re: Road being created by the subdivision of 2750 Cedar Road

350/2015

It was MOVED and SECONDED

THAT Council give first reading to "Street Naming Bylaw 2015-36", a bylaw to name the new road created by the subdivision of 2750 Cedar Road "Avery Place".

CARRIED
Councillor Sayeed, Opposed

4. Media and Public Question Period

5. Adjournment

351/2015

It was MOVED and SECONDED

THAT Council adjourn the Special Meeting of Council held on Monday, June 29, 2015 at 10:20 p.m.

CARRIED UNANIMOUSLY

Certified correct:

Confirmed:

Dana Schmidt
Corporate Officer

Andrew Jakubeit
Mayor

The Corporation of the City of Penticton

Bylaw No. 2015-33

A bylaw to amend the Fees and Charges Bylaw No. 2014-07

WHEREAS the Council of the City of Penticton has adopted a Fees and Charges Bylaw pursuant to the *Community Charter*;

AND WHEREAS the Council of the City of Penticton wishes to amend the "Fees and Charges Bylaw No. 2014-07";

NOW THEREFORE BE IT RESOLVED that the Council of the City of Penticton in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. Title:

This Bylaw may be cited as "Fees and Charges Amendment Bylaw No. 2015-33".

2. Amendment:

i. Amend "Fees and Charges Bylaw No. 2014-07" by deleting and replacing the following appendices in their entirety:

- Appendix 3 – Arena
- Appendix 16 – Meeting Rooms/Activity Spaces
- Appendix 19 – Parks & Sports Fields
- Appendix 24 – Recreation – Miscellaneous
- Appendix 26 - Theatre

ii. Appendices 3, 16, 19, 24, 26 attached hereto forms part of this bylaw.

READ A FIRST time this 15 day of June, 2015

READ A SECOND time this 15 day of June, 2015

READ A THIRD time this 15 day of June, 2015

ADOPTED this day of , 2015

Andrew Jakubeit, Mayor

Dana Schmidt, Corporate Officer

Appendix 3

Arena Rates (McLaren)	Effective April 1, 2014	2015
-----------------------	----------------------------	------

Ice in

Non Profit/Local/Regular

Child/Youth	\$79.12	\$80.70
Adult	\$149.46	\$152.45
Non School District 67 Schools*		\$40.35

Non Profit/Local/Non-Regular

Child/Youth	\$88.38	\$90.15
Adult	\$149.46	\$152.45
Non School District 67 Schools*		\$45.08

Local Private	\$149.46	\$152.45
Local Commercial	\$180.94	\$184.56
Non Resident	\$151.02	\$154.04

Ice Out (Dry Floor)

Non Profit/Local Regular

Child/Youth	\$33.23	\$33.89
Adult	\$49.80	\$50.80
Non School District 67 Schools*		\$16.95

Non Profit/Local/Non-Regular

Child/Youth	\$33.23	\$33.89
Adult	\$49.80	\$50.80
Non School District 67 Schools*		\$16.95

Appendix 3		
Arena Rates (McLaren)	Effective April 1, 2014	2015
Local Private	\$49.80	\$50.80
Local Commercial	\$129.08	\$131.66
Non Resident	\$52.25	\$53.30

Admission Rates - Public Skating

Single Admission

Preschool	\$0.95	\$1.19
Child	\$1.91	\$2.14
Youth	\$2.86	\$3.10
Adult	\$3.81	\$4.05
Senior	\$2.86	\$3.10
Super Senior	\$1.91	\$2.14
Family	\$9.53	\$10.48
Adult Noon hour skate	\$1.91	\$2.14
Parent & Tot -Adult	\$1.91	\$2.14
Parent & Tot -preschooler	\$0.95	\$1.19
Skate Rentals	\$2.86	\$3.10
Skate Rentals preschooler	\$1.91	\$2.14
Skate rentals - school	\$1.91	\$2.14

10 Tickets

Preschool	\$8.58	\$10.48
Child	\$17.14	\$19.05
Youth	\$25.72	\$27.62
Adult	\$34.28	\$36.19

Appendix 3		
Arena Rates (McLaren)	Effective April 1, 2014	2015
Senior	\$25.72	\$27.62
Super Senior	\$17.14	\$19.05
Family	\$85.72	\$94.29
Adult Noon hour skate	\$17.14	\$19.05
Parent & Tot -Adult	\$17.14	\$19.05
Parent & Tot -preschooler	\$8.58	\$10.48

Community Centre/McLaren Arena Meeting Room

Non Profit/Local/ Regular

Child/Youth	\$10.57	\$11.10
Adult	\$10.57	\$11.10
Non School District 67 Schools*		\$8.33

Non Profit/Local/ Non-Regular

Child/Youth	\$10.57	\$11.10
Adult	\$13.37	\$14.04
Non School District 67 Schools*		\$8.33

Local Private	\$13.37	\$14.04
Local Commercial	\$23.40	\$24.57
Non-Resident	\$33.43	\$35.10

Non School District 67 Schools* are defined as grade schools (1-12) located within City of Penticton boundaries and Penticton Indian Band lands. The Non School District 67 Schools rates are applicable during school hours.

Appendix 16

Meeting Rooms/Activity Spaces	Effective April 1, 2014	2015
-------------------------------	----------------------------	------

Community Centre/McLaren Arena Meeting Room

Non Profit/Local/ Regular

Child/Youth	\$10.57	\$10.78
Adult	\$10.57	\$10.78
Non School District 67 Schools*		\$8.09

Non Profit/Local/ Non-Regular

Child/Youth	\$10.57	\$10.78
Adult	\$13.37	\$13.64
Non School District 67 Schools*		\$8.09

Local Private	\$13.37	\$13.64
Local Commercial	\$23.40	\$23.87
Non-Resident	\$33.43	\$34.10

Community Centre Large Meeting Room

Note: Meeting Room #4, Meeting Room #7, and Combined #2 & #3 Rate is 1.75X Meeting Room Rate

Non Profit/Local/ Regular

Child/Youth	\$18.50	\$18.87
Adult	\$18.50	\$18.87
Non School District 67 Schools*		\$14.15

Non Profit/Local/ Non-Regular

Child/Youth	\$18.50	\$18.87
Adult	\$23.40	\$23.87
Non School District 67 Schools*		\$14.15

Local Private	\$23.40	\$23.87
Local Commercial	\$40.94	\$41.77
Non-Resident	\$58.49	\$59.67

Community Centre Conference Room

Note: Conference Room Rate is 75% X Meeting Room Rate

Non Profit/Local/ Regular

Child/Youth	\$7.93	\$8.09
Adult	\$7.93	\$8.09
Non School District 67 Schools*		\$6.07

Non Profit/Local/ Non-Regular

Child/Youth	\$7.93	\$8.09
Adult	\$10.03	\$10.23

Appendix 16

Meeting Rooms/Activity Spaces	Effective April 1, 2014	2015
Non School District 67 Schools*		\$6.07

Local Private	\$10.03	\$10.23
Local Commercial	\$17.54	\$17.90
Non-Resident	\$25.07	\$25.57

Library/Museum Auditorium

Note - Security premium of \$10.50 added to base rates. To be increased by CPI.

Non Profit/Local/ Regular

Child/Youth	\$16.44	\$16.77
Adult	\$23.09	\$23.55
Non School District 67 Schools*		\$12.58

Non Profit/Local/ Non-Regular

Child/Youth	\$18.98	\$19.36
Adult	\$27.19	\$27.73
Non School District 67 Schools*		\$14.52

Local Private	\$27.19	\$27.73
Local Commercial	\$47.59	\$48.54
Non-Resident	\$67.99	\$69.35

Activity Spaces

Community Centre Dance Studio

Non Profit/Local/ Regular

Child/Youth	\$18.50	\$18.87
Adult	\$18.50	\$18.87
Non School District 67 Schools*		\$14.15

Non Profit/Local/ Non-Regular

Child/Youth	\$18.50	\$18.87
Adult	\$23.40	\$23.87
Non School District 67 Schools*		\$14.15

Local Private	\$23.40	\$23.87
Local Commercial	\$40.94	\$41.77
Non-Resident	\$58.49	\$59.67

Community Centre Gymnasium

Non Profit/Local/ Regular

Child/Youth	\$16.17	\$16.49
-------------	---------	---------

Appendix 16

Meeting Rooms/Activity Spaces	Effective April 1, 2014	2015
Adult	\$33.50	\$34.17
Non School District 67 Schools*		\$12.37

Non Profit/Local/ Non-Regular

Child/Youth	\$22.33	\$22.77
Adult	\$44.67	\$45.56
Non School District 67 Schools*		\$17.08

Local Private	\$44.67	\$45.56
Local Commercial	\$78.16	\$79.73
Non-Resident	\$111.66	\$113.89

Community Centre 1/2 Gymnasium

Note: 1/2 Gymnasium Rate 66.7% X Gymnasium Rate

Non Profit/Local/ Regular

Child/Youth	\$10.78	\$11.00
Adult	\$22.34	\$22.79
Non School District 67 Schools*		\$8.25

Non Profit/Local/ Non-Regular

Child/Youth	\$14.89	\$15.19
Adult	\$29.79	\$30.39
Non School District 67 Schools*		\$11.39

Local Private	\$29.79	\$30.39
Local Commercial	\$52.13	\$53.18
Non-Resident	\$74.47	\$75.97

Community Centre Viewing Room

Note: Viewing Room Rate is 1.667% X Meeting Room Rate

Non Profit/Local/ Regular

Child/Youth	\$17.62	\$17.97
Adult	\$17.62	\$17.97
Non School District 67 Schools*		\$13.48

Non Profit/Local/ Non-Regular

Child/Youth	\$17.62	\$17.97
Adult	\$22.29	\$22.73
Non School District 67 Schools		\$13.48

Local Private	\$22.29	\$22.73
---------------	---------	---------

Appendix 16		
Meeting Rooms/Activity Spaces	Effective April 1, 2014	2015
Local Commercial	\$39.00	\$39.79
Non-Resident	\$55.71	\$56.84

Non School District 67 Schools* are defined as grade schools (1-12) located within City of Penticton boundaries and Penticton Indian Band lands. The Non School District 67 Schools rates are applicable during school hours.

Appendix 19

Parks & Sports Fields	Effective April 1,2014	2015
-----------------------	---------------------------	------

Sports Fields

Non Profit/Local/ Regular

Child/Youth	\$3.46	\$3.53
Adult	\$10.37	\$10.58
Non School District 67 Schools*		\$2.65

Non Profit/Local/ Non-Regular

Child/Youth	\$6.92	\$7.05
Adult	\$13.83	\$14.11
Non School District 67 Schools*		\$5.29

Local Private	\$13.83	\$14.11
Local Commercial	\$24.20	\$24.69
Non-Resident	\$34.57	\$35.26

Kings Park

Non Profit/Local/ Regular

Child/Youth	\$4.20	\$4.29
Adult	\$10.79	\$11.01
Non School District 67 Schools*		\$3.22

Non Profit/Local/ Non-Regular

Child/Youth	\$8.43	\$8.59
Adult	\$16.21	\$16.53
Non School District 67 Schools*		\$6.44

Local Private	\$16.21	\$16.53
Local Commercial	\$28.37	\$28.93

Appendix 19

Parks & Sports Fields	Effective April 1,2014	2015
Non-Resident	\$40.52	\$41.34

Major Event Park

Non Profit/Local/ Regular

Child/Youth	\$5.54	\$5.65
Adult	\$16.60	\$16.93
Non School District 67 Schools*		\$4.24

Non Profit/Local/ Non-Regular

Child/Youth	\$11.07	\$11.29
Adult	\$22.13	\$22.58
Non School District 67 Schools*		\$8.47

Local Private	\$22.13	\$22.58
Local Commercial	\$38.73	\$39.50
Non-Resident	\$55.34	\$56.44

Minor Event Park

Non Profit/Local/ Regular

Child/Youth	\$4.93	\$5.03
Adult	\$14.78	\$15.08
Non School District 67 Schools*		\$3.77

Non Profit/Local/ Non-Regular

Child/Youth	\$9.86	\$10.06
Adult	\$19.71	\$20.10
Non School District 67 Schools*		\$7.55

Appendix 19

Parks & Sports Fields	Effective April 1,2014	2015
Local Private	\$19.71	\$20.10
Local Commercial	\$34.49	\$35.18
Non-Resident	\$49.28	\$50.26
*Major event users	\$20.82	\$21.23

Major Event Parks: Okanagan Lake Park, Gyro Park/Bandshell, Rotary Park, Skaha East

Minor Event Parks: Penticton Youth Park, Lakawanna, Gyro South Lawn, Rose Garden and Marina Way

Wedding Ceremony Rate - Minimum 4 hour booking (additional hours subject to hourly park rates)	\$204.00	\$208.08
--	----------	----------

Passive Parks and Play Courts

Passive Parks

Non Profit/Local/ Regular

Child/Youth	\$3.00	\$3.06
Adult	\$9.00	\$9.18
Non School District 67 Schools*		\$2.30

Non Profit/Local/ Non-Regular

Child/Youth	\$5.99	\$6.11
Adult	\$11.99	\$12.22
Non School District 67 Schools*		\$4.58

Local Private	\$11.99	\$12.22
Local Commercial	\$20.96	\$21.38
Non-Resident	\$29.96	\$30.56

Appendix 19

Parks & Sports Fields	Effective April 1,2014	2015
Admin Rate User	\$8.19	\$8.35

Passive Parks: Neighbourhood parks, Parking lots, Riverside and Beaches

Parking Space Rental (per parking space/per day)	\$5.10	\$5.20
--	--------	--------

Play Courts

Non Profit/Local/ Regular

Child/Youth	\$1.57	\$1.60
Adult	\$4.70	\$4.80
Non School District 67 Schools*		\$1.20

Non Profit/Local/ Non-Regular

Child/Youth	\$3.13	\$3.19
Adult	\$6.26	\$6.39
Non School District 67 Schools*		\$2.39

Local Private	\$10.97	\$11.18
Local Commercial	\$12.54	\$12.79
Non-Resident	\$15.67	\$15.98

Misc Park Fees

Garbage Removal	Actual Cost	Actual Cost
Double Cut and Tournament Preparation for Sports Fields on Weekends	Actual Cost	Actual Cost
Field Mowing - Regular Time - Soccer / Field	\$76.50	\$78.03
Field Mowing - Over Time - Soccer / 2 Fields - First 2 Fields	\$230.52	\$235.13
Field Mowing - Over Time - Soccer / Additional Field	\$115.26	\$117.57
Field Lining - Regular Time - Soccer / First Field	\$190.74	\$194.55
Field Lining - Regular Time - Soccer / Additional Field	\$143.82	\$146.70

Appendix 19

Parks & Sports Fields	Effective April 1,2014	2015
Field Lining - Over Time - Soccer / First Field	\$270.30	\$275.71
Field Lining - Over Time - Soccer / Additional Field	\$183.60	\$187.27

Rates listed are per day

Picnic Table (per table)	\$7.65	\$7.80
Picnic Table Delivery & Return (per table)	\$30.60	\$31.21

Mobile Washroom Unit Rental

Non Profit/Local	\$30.59	\$31.20
Local Private/ Commercial	\$71.39	\$72.82
Gyro Park Connect & Disconnect	\$50.99	\$52.01
All other Parks Delivery, Connect, Disconnect, Return	\$458.99	\$468.17

Note: Additional washroom cleaning charges are applied (when required for an event) as set by contracted cleaning company.

Rates listed are per day

Three - Five Tiered Bleacher Rental

Non Profit/Local	\$9.17	\$9.35
Local Private/ Commercial	\$20.39	\$20.80
Moving and Set Up One Time Fee	\$183.59	\$187.26

Rates listed are per day

Ten Tiered Bleacher Rental

Non Profit/Local	\$20.39	\$20.80
Local Private/ Commercial	\$45.89	\$46.81
Moving and Set Up One Time Fee	\$387.59	\$395.34

Appendix 19

Parks & Sports Fields	Effective April 1, 2014	2015
-----------------------	----------------------------	------

*Moving and set up costs are in addition to rental fees. Actual Costs of labour and equipment to be added. Prior to confirmation of the booking, users will receive a quote for the estimated moving charges. Users may receive permission to move on their own. A damage deposit may be required.

Rates listed are per day

Mobile Stage

Non Profit/Local	\$142.79	\$145.65
Local Private/ Commercial	\$305.99	\$312.11
Moving and Set Up One Time Fee	\$183.59	\$187.26

Rates listed are per day

Mobile Stage with Awning

Non Profit/Local	\$163.19	\$166.45
Local Private/ Commercial	\$387.59	\$395.34
Moving and Set Up One Time Fee	\$1,019.99	\$1,040.39

**Mobile stage daily rates to be calculated annually as part of the City Fleet and approved by Council. Moving and set up costs are in addition to rental fees. Actual Costs of labour and equipment to be added. Prior to confirmation of the booking, users will receive a quote for the estimated moving charges. Users may receive permission to move on their own. A damage deposit may be required.

Park Donation Program

Park Bench Donation - New Bench - 15 year - Council Policy 1037 - December 17, 2012 as ammended from time to time.	\$2,500.00	\$2,500.00
Park Bench Donation - Refurbished Bench - 10 year renewal - Council Policy 1037 - December 17, 2012 as ammended from time to time.	50% of original donation	50% of current donation
Picnic Table Donation - New Table - 15 year - Council Policy 1037 - December 17, 2012 as ammended from time to time.	\$3,000.00	\$3,000.00
Picnic Table Donation - Refurbished Table - 10 year renewal - Council Policy 1037 - December 17, 2012 as ammended from time to time.	50% of original donation	50% of current donation
Plaque Addition or Replacement	\$400.00	\$400.00

Appendix 19

Parks & Sports Fields	Effective April 1,2014	2015
Tree Donation	\$400.00	\$400.00
Bike Rack - New Rack - 15 year - Council Policy 1037 - December 17, 2012 as ammended from time to time.	\$1,000.00	\$1,000.00
Bike Rack - Refurbished Rack - 10 year renewal - Council Policy 1037 - December 17, 2012 as ammended from time to time.	50% of original donation	50% of current donation
Pet Stand - New Pet Stand - 5 year - Council Policy 1037 - December 17, 2012 as ammended from time to time.	\$300.00	\$300.00
Hanging Basket Sponsor - 1 season - location determined by City	\$250.00	\$250.00
Park Stewardship - contribution towards favorite park, trail or beach	\$200.00	\$200.00
Floral Display Sponsor - 1 season - Sponsor one of the City's garden displays	\$2,500.00	\$2,500.00
Park Improvement Projects - Platinum Sponsor	\$10,000.00	\$10,000.00
Park Improvement Projects - Gold Sponsor	\$2,500.00	\$2,500.00
Park Improvement Projects - Silver Sponsor	\$500.00	\$500.00

Non School District 67 Schools* are defined as grade schools (1-12) located within City of Penticton boundaries and Penticton Indian Band lands. The Non School District 67 Schools rates are applicable during school hours.

Appendix 24

Recreation - Miscellaneous	Effective April 1,2014	2015
----------------------------	---------------------------	------

Shower Only

Single Visit	\$2.86	\$3.10
10 Pass	\$25.71	\$27.86

Gymnasium Drop -In

Single Visit	\$3.81	\$4.05
Family	\$9.53	\$10.00

Service Fees

Membership Card Replacement	\$1.91	\$2.14
*Non-Profit Sport/Recreation Groups	\$1.91	\$2.14
*Non-Profit Theatre Tickets	\$1.91	\$2.14
*Commercial Theatre Tickets	\$2.38	\$2.62

* Subject to applicable taxes and card service (Visa/Master/Amex) fees for credit card use.

Agency Activity Pass - Annual	\$570.47	\$599.05
Access Passes	Eligible Persons with disabilities: 25% off 10 Ticket, 1, 3, 6, 12, month passes for pool and fitness room	Eligible Persons with disabilities: 25% off 10 Ticket, 1, 3, 6, 12, month passes for pool and fitness room
Group Discounts	10% off drop-in admission rates for groups of 10 or more. 20% off drop-in admission rates for groups of 20 or more.	10% off drop-in admission rates for groups of 10 or more. 20% off drop-in admission rates for groups of 20 or more. Non School District 67 schools*: 50% off drop-in admission rates for groups of 30 or more.

Appendix 24

Recreation - Miscellaneous	Effective April 1,2014	2015
----------------------------	---------------------------	------

Recreation Program Fees

Program fees set at a level sufficient at minimum to cover all instructor, expendable and consumable materials and extraordinary costs plus an additional 20%.

Storage Rental (Community Centre Gym)

4x7x10 compartment (per month)	\$23.95	\$24.43
Misc. Storage Rentals/sq feet/month (minimum \$10/month)	\$0.58	\$0.59

Piano Rental

The Licensee shall be responsible for and shall pay for the tuning of the Piano if required	Actual Cost	Actual Cost
Grand/Upright Piano (1/3 of a day)	\$11.21	\$11.43

Concert Steinway Piano

Commercial - 1 day of First day	\$172.83	\$176.29
Commercial - Subsequent Days	\$86.41	\$88.14
Non-Profit 1 day or first day	\$86.41	\$88.14
Non-profit - Subsequent days	\$43.21	\$44.07

Specialty Items

Community Centre Equipment Rentals	market value	market value
Community Centre Retail Merchandise	mark up at Retail Price to reflect 25%-50%	mark up at Retail Price to reflect 25%-50%
RV Overnight Parking Permit (a window permit is issued to those user groups requiring an RV on site for special event security - pending approval by the PRC Director of designate. Permit is issued through the RCMP.	\$27.97	\$28.53

Non School District 67 Schools* are defined as grade schools (1-12) located within City of Penticton boundaries and Penticton Indian Band lands. The Non School District 67 Schools rates are applicable during school hours.

Appendix 26

Theatre	Effective April 1,2014	2015
Theatre Technician Rate Rate of \$33.00/hr effective April 1, 2014 is included. To be increased by CPI in non-review years.	\$33.00	\$33.75
Theatre may be rented for a minimum of 4 hours. First half hour and last half hour of rental is for staff to ensure safety requirements and is not available to licensee.		
Theatre rental comes with the Basic House Wash Lighting. Any additions or changes and the reversal back to the Basic House Wash will be charged at actual hours required X Theatre Technician rate per hour.		

Non-Profit/Local Public/Rehearsal/Set up/Take down

Child/Youth	\$45.73	\$46.64
Adult	\$71.38	\$72.81
Non School District 67 Schools*		\$43.42

Non-Profit/ Local Public/ Performance

Child/Youth	\$58.56	\$59.73
Adult	\$84.20	\$85.89
Non School District 67 Schools*		\$53.23

Local Private/Commercial/ Rehearsal/Set up/Take Down	\$84.20	\$85.89
Convention Rate	\$84.20	\$85.89
Local Private/ Commercial/ Performance	\$147.36	\$150.31
Non-Resident/Private/Commercial: Rehearsal Set Up/Take Down	\$168.41	\$171.78
Non-Resident/Private/Commercial: Performance	\$210.52	\$214.73
Non-Resident/Non Profit: Rehearsal Set Up/Take Down	\$84.20	\$85.89
Non-Resident/Non Profit: Performance	\$147.37	\$150.32
Non-Resident Commercial Day Rate*	\$1430/day	\$1460/day
Non-Resident Non Profit Day Rate*	\$799/day	\$ 815 / day

*Additional rental hours past 8 hours on Day Rate will be charged Technician Rate for each additional hour

Dark Days

Non-profit Child/Youth	\$12.82	\$13.08
Non School District 67 Schools*		\$9.81
Adult/Private/ Commercial/Non-Resident	\$25.65	\$26.17

Appendix 26

Theatre	Effective April 1,2014	2015
Set Shop Only	\$6.33	\$6.46

*Non-Profit Theatre Tickets	\$1.91	\$2.14
*Commercial Theatre Tickets	\$2.38	\$2.62

* Subject to applicable taxes and card service (Visa/Master/Amex) fees for credit card use.

Non School District 67 Schools* are defined as grade schools (1-12) located within City of Penticton boundaries and Penticton Indian Band lands. The Non School District 67 Schools rates are applicable during school hours.

The Corporation for the City of Penticton

Bylaw No. 2015-34

A bylaw to amend the Fees and Charges Bylaw No. 2014-07

WHEREAS the Council of the City of Penticton has adopted a Fees and Charges Bylaw pursuant to the *Community Charter*;

AND WHEREAS the Council of the City of Penticton wishes to amend the "Fees and Charges Bylaw No. 2014-07";

NOW THEREFORE BE IT RESOLVED that the Council of the City of Penticton in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. Title:

This Bylaw may be cited as "Fees and Charges Amendment Bylaw No. 2015-34".

2. Amendment:

- i. Amend "Fees and Charges Bylaw No. 2014-07" by deleting and replacing Note #4 of Appendix 7 in its entirety and replacing it with the following:

All customers are eligible to access the "Electrical Service Payment Plan" for the installation of City Electrical Infrastructure that supplies power to their properties. The details of this program are summarized as follows:

- Payment Plan range: A customer can put a minimum amount of \$5,000 up to a maximum amount of \$50,000 on a Payment Plan;
- Payment Plan terms: 5 year payback in equal monthly amounts on the Electric utility Bill plus interest calculated at the Prime Interest Rate +0.5%; and
- The customer has the ability to end the Payment Pan at any time by repaying the balance owing in full at any time without penalty.

Eligibility requirements:

- Must be for a new of an upgrade to an Electrical Service;
- Must be a City of Penticton Electric Utility customer;
- Must have a credit score of: 650 or greater for an individual, or less than 25 for a business;
- Must have a maximum of 19 City of Penticton Utility Credit Points;
- The customer must own both the land and building where the service is required; and
- Protection: Any defaults on the Payment Plan will be subject to the normal City of Penticton utility collection procedures, including service disconnect and ultimately transfer of outstanding amount to taxes. Any outstanding payment plan amounts must be paid in full upon sale of the property.

READ A FIRST time this	29 day of	June, 2015
READ A SECOND time this	29 day of	June, 2015
READ A THIRD time this	29 day of	June, 2015
ADOPTED this	day of	, 2015

Andrew Jakubeit, Mayor

Dana Schmidt, Corporate Officer

The Corporation of the City of Penticton

Bylaw No. 2015-36

A bylaw to name roads in the City of Penticton.

The Council of the City of Penticton in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. Title:

This Bylaw may be cited as "Street Naming Bylaw No. 2015-36".

2. Purpose:

- i. That the City of Penticton name the new road created by the subdivision of 2750 Cedar Road, "Avery Place" as shown on Schedule "A".
- ii. Schedule "A" attached hereto forms part of this bylaw.

READ A FIRST time this 29 day of June, 2015

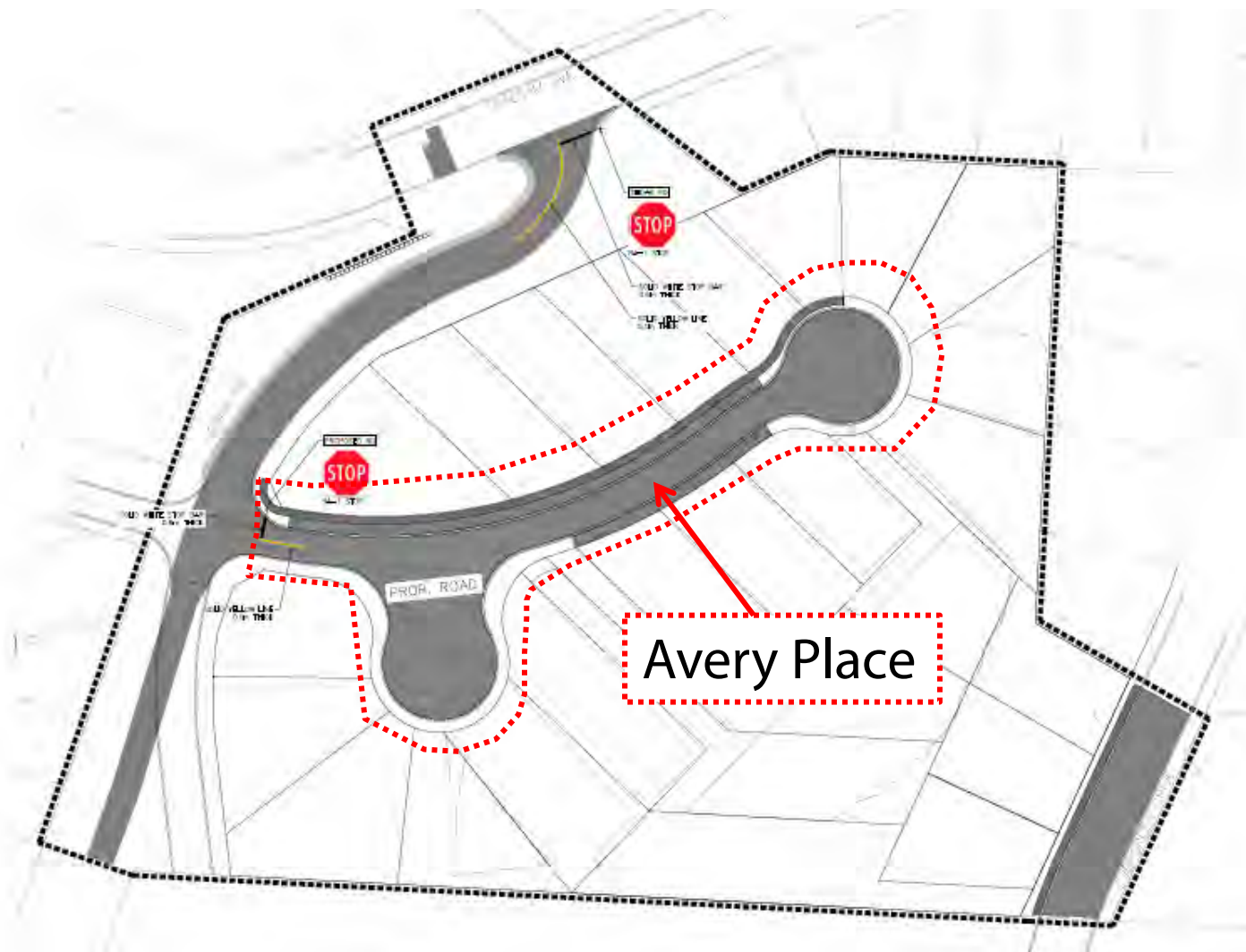
READ A SECOND time this day of , 2015

READ A THIRD time this day of , 2015

ADOPTED this day of , 2015

Andrew Jakubeit, Mayor

Dana Schmidt, Corporate Officer



City of Penticton – Schedule 'A'

Street Naming Bylaw No. 2015-36

Date: _____

Corporate Officer: _____



Council Report



Date: July 6, 2015
To: Mitch Moroziuk, Interim City Manager
From: Lindsey Fraser, Planner I

File No: DVP PL2015-032

Address: 28 Huth Avenue

Subject: **Development Variance Permit PL2015-032**

Staff Recommendation

THAT Council approve "Development Variance Permit PL2015-032" for Lot 2, District Lot 115, Similkameen Division Yale District, Plan KAP91722, located at 28 Huth Avenue, a permit to decrease the minimum required front yard setback from 4.5m to 3.0m, in order to construct a single family dwelling;

AND THAT staff be directed to issue "Development Variance Permit PL2015-032".

Background

The subject property (Attachment 'A') is located in a low-density, residential area of the city and lies just a few metres from Ellis Creek, to the south of the property. The lot is within close proximity to the commercial areas of Main Street and Industrial Avenue. The property is zoned R2 (Small Lot Residential).

The subject property was subdivided in 2010, forming three separate lots. One of the lots was donated to Habitat for Humanity for the construction of a single family home and one lot has a pre-existing home on it. At this time, the owners are looking to build on the remaining lot. However, given the lot size that resulted from the subdivision, as well as riparian limitations caused by the creek, the resultant building scheme requires a minor front yard variance in order to satisfy the needs of the owners.

Proposal

The applicant is requesting a development variance permit to vary the following section of Zoning Bylaw 2011-23:

- 10.2.2.5: Decrease the minimum front yard setback from 4.5m to 3.0m

Financial Implication

N/A

Technical Review

This application was forwarded to the City's Technical Planning Committee and reviewed by the Engineering and Public Works Departments. No conditions prior to variance permit approval were identified through this

referral process. If the application for variance is successful, the applicant will have to show conformance to the requirements of the BC Building Code prior to building permit approval.

Analysis

Approve

In order to achieve the proposed floor plan and respond to the small lot created through subdivision, a variance is being requested. The approval of a Development Variance Permit does not present any negative impact on surrounding properties or create any safety hazards.

There is a general provision in Zoning Bylaw 2011-23 which states that when an attached garage is accessed from the front of the lot, the minimum required distance from the garage to the back of the curb or sidewalk shall be 6.0m. In the case of this property, no sidewalk exists and the back of the curb to the garage is in excess of 6.0m. Thus, the variance being requested would not trigger an additional variance related to this provision.

The owners will need to comply with all measures and restrictions laid out in a previous development permit, specific to the riparian area where a small portion of the deck encroaches into the 20' "no build zone" from the south property line. Monitoring of this will be done by a Qualified Environmental Professional (QEP).

Given the above, staff recommends that Council support the variance and direct staff to issue the permit.

Deny

Council may feel that the variance is not justified and that the property owner should follow the bylaw. If that is the case, Council should deny the variance. Alternatively, Council may wish to refer the application back to staff to work with the property owner in determining an alternative design for the building.

Alternate Recommendations

1. THAT Council refer Development Variance Permit PL2015-032 back to staff.
2. THAT Council approve Development Variance Permit PL2015-032 with additional conditions.
3. That Council deny Development Variance Permit PL2015-032.

Attachments

Attachment A – Subject property location map

Attachment B – Images of subject property

Attachment C – Letter from applicant

Attachment D – Draft DVP

Respectfully submitted,

Lindsey Fraser

Planner I

Approvals

Director	Acting City Manager
JGH	MM

Attachment A – Subject Property Location Map

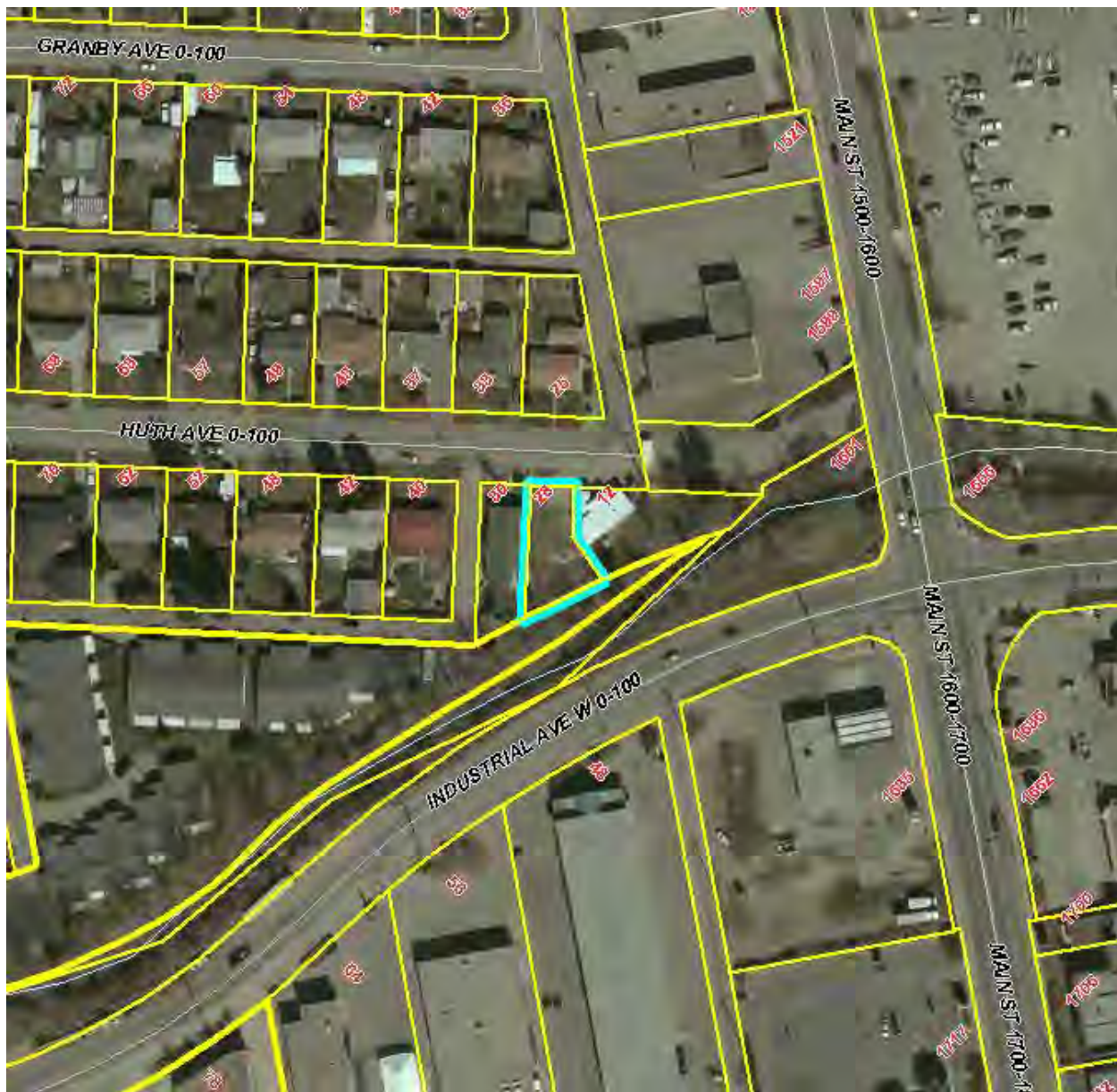


Figure 1: Subject property highlighted in blue

Attachment B – Images of Subject Property



Figure 2: Close-up aerial photo of subject property



Figure 3: 28 Huth Avenue, looking south



Figure 4: 28 Huth Avenue, looking north

Attachment C – Letter from Applicant

Hugo and greg deuschle
2780 cedar road
Penticton bc



April 21 2015

Att : city of penticton

Letter of intent for 28 huth ave

We are asking for a set back relaxation on the front yard (north side along huth ave)
From 19'8" down to 11'0".

We are asking this because of the rear yard riparian area does not allow quite enough
room for a decent size home and garage .

We also think that by doing this the set backs on all three homes (30 huth , 28 huth , 12
huth) will look better stepped back gradually .

Thank you
Greg deuschle

A handwritten signature in red ink, appearing to read "Greg Deuschle". The signature is stylized and extends horizontally to the right.

Attachment D – Draft DVP



City of Penticton
171 Main St. | Penticton B.C. | V2N 5A9
www.penticton.ca | info@penticton.ca

Development Variance Permit

Permit Number: DVP PL2015-032

Name:
Address:

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit;
2. This permit applies to:

Legal: Lot 2, District Lot 115, Similkameen Division Yale District, Plan KAP91722
Civic: 28 Huth Avenue
PID: 028-419-766
3. This permit has been issued in accordance with Section 922 of the *Local Government Act*, to vary Section 10.2.2.5 of Zoning Bylaw 2011-23 to decrease the minimum front yard setback from 4.5m to 3.0, as shown in the plans attached in Schedule A.

General Conditions

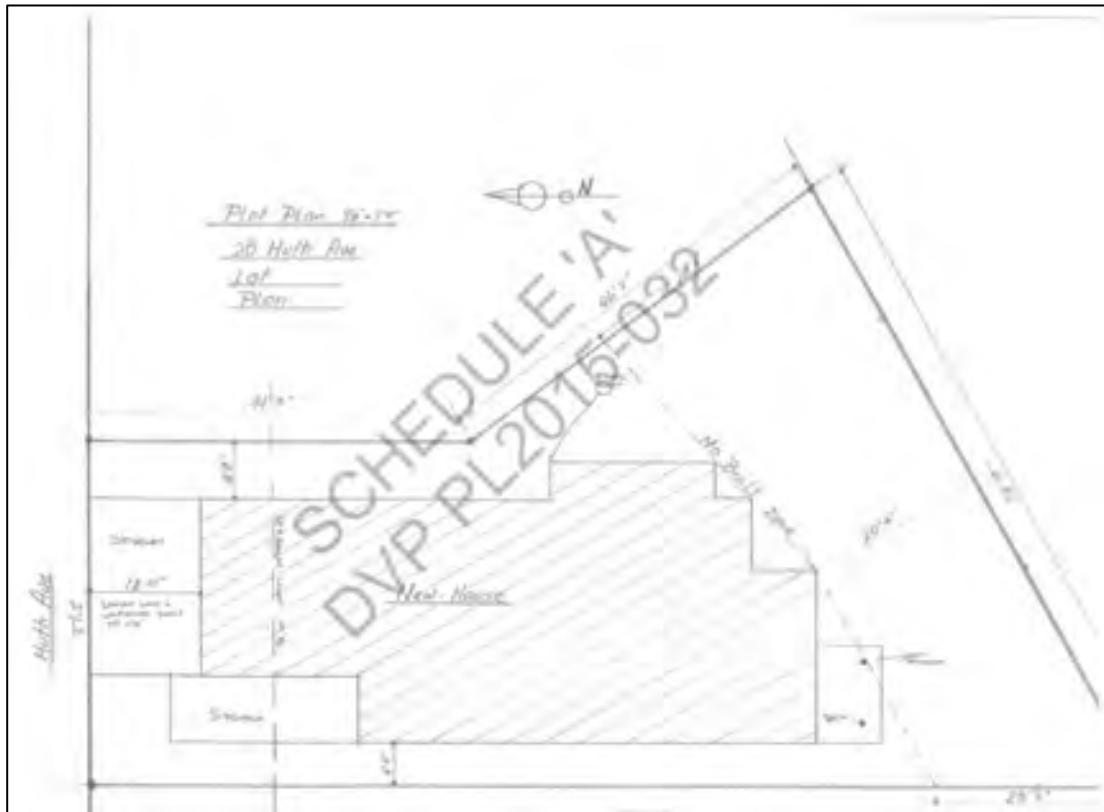
4. In accordance with Section 928(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule A.
5. In accordance with Section 926 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
6. This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.
7. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.
8. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the _____ day of _____, 2014

Issued this _____ day of _____, 2014

Dana Schmidt,
Corporate Officer

Page 2 of 2





Council Report



Date: July 6, 2015
To: Mitch Moroziuk, Interim City Manager
From: Audrey Tanguay, Senior Planner
Address: #4-197 Dauphin Avenue
Subject: **Development Variance Permit PL2015-036**

File No: DVP PL2015-036

Staff Recommendation

THAT Council approve "Development Variance Permit PL2015-036" for Lot 1, District Lot 116, Similkameen Division Yale District, Plan 21541 located at #4-197 Dauphin Avenue, a permit to vary Mobile Home Park Bylaw 92-21, to decrease the minimum side yard setback of 3m on one side to 2.4m for the placement of a mobile home and to increase the maximum permitted site coverage of a mobile home and all accessory buildings from 45% to 47%;

AND THAT staff be directed to issue "Development Variance Permit PL2015-036".

Strategic priority objective

N/A

Background

The subject property is part of the Dauphin Mobile Home Park and features 100 mobile home spaces. The mobile home park was established in 1973 under a land Use Contract. The Land Use Contract (LUC), although still in effect, requires any changes to the mobile home park to conform to the City's current bylaws. The subject property (Attachment 'A') is zoned RSM (Mobile Home Park Housing) as per zoning Bylaw 2011-23 and is designated Medium Density Residential (MR) as per the City's Official Community Plan. The property is also regulated under Mobile home Parks Bylaw No.92-21 which controls the establishment, extension, design and servicing of mobile home parks. The site has an existing mobile home which will be removed and relocated before the new mobile home is in place.

Proposal

The applicant is requesting a development variance permit to vary section 5.02 (b) of Mobile Home Parks Bylaw 92-21 to reduce the minimum side yard setback from 3m to 2.4m and to vary Section 5.03 2 to increase the maximum lot coverage from 45% to 47% to accommodate the placement of a new mobile home.

Financial Implications

N/A

Technical Review

Engineering and Public Works staff have reviewed the proposals and do not recommend any conditions prior to the variance approval. The application was reviewed by the City's Technical Planning Committee on June 11th, 2015. Notes from that meeting were forwarded to the applicant for information.

Analysis

Support

When considering a variance to a City bylaw, staff encourages Council to consider whether there is a hardship on the property that makes following the bylaw difficult or impossible, whether approval of the variance would cause a negative impact on neighboring properties, and if the variance request is reasonable.

In this case there are two variances that are being requested - one for side yard and one for the increase in site coverage. Staff will deal with each separately:

5.02 (b) To vary the minimum yard setback of 3m to 2.4m for the placement of a new mobile home

The reason for the reduced setback is due to size of the new mobile home. Mobile homes are manufactured to Canadian Standards Association (CSA) Z240 standards. The proposed mobile home is 8.2 m (27 feet) wide. The Mobile Home Park Bylaw requires a minimum side yard of 1.5m on one side and 3m on the other side. In this case, the mobile home is proposed to be located at 1.5m on one side and only 2.4m on the other side. The reduction in the setback is minor and should not have a negative impact on any neighboring properties.

Section 5.03 2. of Mobile Home Parks Bylaw 92-21 To vary the site coverage of all buildings from 45% to 47%

The applicant is proposing to place a new mobile home on space #4. As noted above, the double wide mobile home is slightly larger than the former one placed on the site. In regard to the impact on the neighboring properties, staff note that this is the first variance request as part of this mobile home park. Staff do not feel that the 2% variance will have a negative effect on the park but it will limit the ability for the new owners to add or place any accessory buildings on the site.

The proposal follows the requirement of the Land Use Contract H31019 registered on title of the property. Considering the above, the proposal submitted by the property owner will continue to enhance this site and it is recommended that Council support the application and direct staff to issue the permit.

Deny/ refer

Council may consider that the number of variances requested demonstrate that the development will negatively affect the mobile home park and the neighborhood. If this is the case, Council can deny all or one of the proposed variances. Alternatively, Council may want to refer the application back to staff for further work with the applicant.

Deny/ refer

Council may consider that the variances requested demonstrate that the development will negatively affect the residential neighborhood. If this is the case, Council can deny the proposed variance. Alternatively, Council may want to refer the application back to staff for further work with the applicant.

Alternate recommendations

1. THAT Council refer Development Variance Permit File PL2015-036 back to staff to make changes Council feel are appropriate.
2. THAT Council deny Development Variance Permit PL2015-036.

Attachments

Attachment A: Subject property location map
Attachment B: Zoning map of neighbourhood
Attachment C: OCP designation map
Attachment D: Images of subject property
Attachment E: Site Plan
Attachment F: Draft DVP

Respectfully submitted,

Audrey Tanguay
Senior Planner

Approvals

Manager	Acting City Manager
JGH	ncm

Attachment A – Subject Property Location Map



Attachment B – Zoning Map of Neighbourhood



Attachment C- Official Community Plan (OCP) Designation



Attachment D – Images of Property

Figure 1: Property fronting Dauphin Avenue

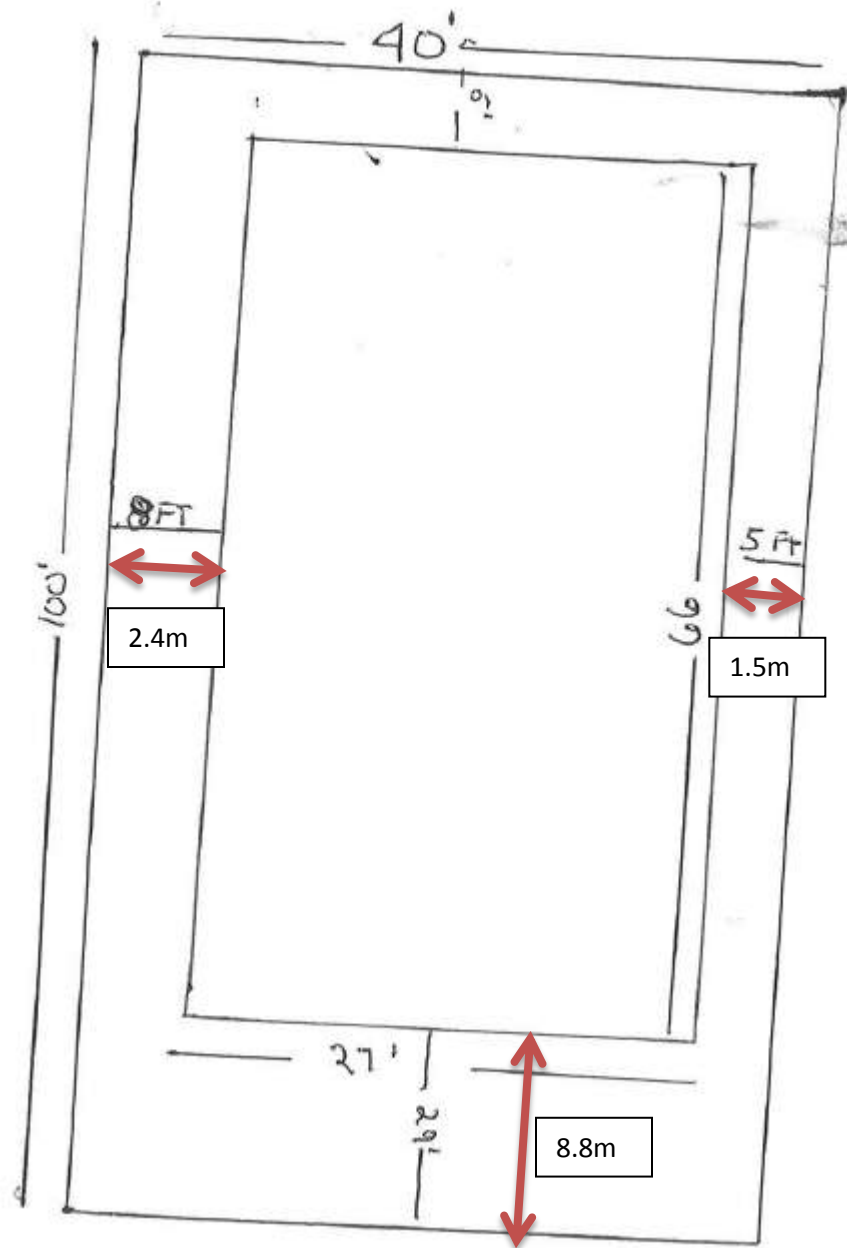


Figure 2: Looking North on Dauphin Avenue



Attachment E – Site Plan

LOT 4



Attachment F – Draft DVP



City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | info@penticton.ca

Development Variance Permit

Permit Number: DVP PL2015-036

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:

Legal: Lot 1, District Lot 116, Similkameen Division Yale District, Strata Plan 21541
Civic: #4 – 197 Dauphin Avenue
PID: 007-412-045
3. This permit has been issued in accordance with Section 922 of the *Local Government Act* to vary Section 5.03 2. of Mobile Home Parks Bylaw 92-21, increasing the maximum lot coverage from 45% to 47% and vary section 5.02 (b) to reduce the minimum yard setback from 3m to 2.4m to accommodate the placement of a new mobile home as shown in the plan attached in Schedule A.

General Conditions

4. In accordance with Section 928(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule A.
5. In accordance with Section 926 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
6. This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.
7. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.

- II. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the 6th day of June, 2015

Issued this _____ day of _____, 2015

Dana Schmidt
Corporate Officer

Page 10 of 10



Council Report



Date: July 6, 2015 **File No:** TUP PL2015-037
To: Mitch Moroziuk, Acting City Manager
From: Blake Laven, Planner
Address: 1748 / 1802 Camrose Street
Legal: Lots 1 and 2, District Lot 1997S, Similkameen Division Yale District, Plan KAP72995

Subject: **Temporary Use Permit to permit public parking for the Penticton Regional Hospital during construction of the new Patient Care Tower**

Staff Recommendation

THAT Council issue "Temporary Use Permit No. PL2015-037", being a permit to allow for public parking on Lots 1 and 2, District Lot 1997S, Similkameen Division Yale District, Plan KAP72995, located at 1748 and 1802 Camrose Street, for a period of three years, subject to the following conditions:

That at the time of building permit issuance the following is provided:

- a) Adequate lighting to illuminate the site safely;
- b) Wheel stops and signage be installed delineating individual stalls;
- c) A crosswalk from the new parking lot to the hospital across Industrial Avenue of a type and in a location determined through a warrant analysis; and
- d) A 3.0m landscape buffer along Industrial Avenue at the rate of one (1) deciduous tree per ten meters of linear frontage and 10 shrubs per linear meter of frontage

AND THAT the permit be valid for a period of three years, commencing January 2016.

Strategic priority objective

N/A

Financial implication

N/A

Background

The subject property (Attachment 'A') is located across Industrial Avenue from the Penticton Regional Hospital. The property is currently vacant, most recently being used as an RV storage operation. The intention of the applicant is to utilize the property as parking for Penticton Regional Hospital staff and visitors during the construction of the new Patient Care Tower, which is scheduled to begin in early 2016 and continue to 2019. Three firms are currently going through a bidding process for the design, build and

on-going management of the new facility. The successful proponent should be identified in the fall of this year. The successful proponent will also be constructing and operating the parking lot on the subject property, if this application is approved.

Because public parking is not a permitted use in the M1 zone, an application to Council is required to allow the use. Rather than rezone the property at this time, the applicants are applying for a Temporary Use Permit to allow the use for a specified period of time. Temporary use permits can be granted for any period that Council wishes, up to a maximum of three years, at which time an extension can be applied for. The property owners have not indicated what the property will be used for after the new hospital building is constructed, but have indicated that it will most likely be used for hospital operations.

Proposal

The applicants are requesting that a temporary use permit be issued to permit public parking for 270 spaces on the subject lands for the three years 2016 – 2019.

Technical Review

Building Department and Engineering Department staff have reviewed the plans and identified several concerns with the temporary parking. First, the property is located across a busy collector street and main truck route into the Industrial area of the city. The intention is to have staff and visitors use the temporary lot. This situation presents the potential for hundreds of people crossing this busy street every day. There is currently no crosswalk from Camrose Street across Industrial Avenue. Secondly, with the temporary lot, there is no lighting currently shown on the plans. As this lot will be used by so many people for a three year period, lighting should be provided. Last, appropriate landscaping of the site is necessary, in order to soften the edges of a surface parking lot when viewed from the street for the duration of the proposed use.

Given the above, staff are recommending that at the time of building permit issuance for the parking lot, that lighting, wheel stops and signage be installed, together with appropriate landscape planting; and that a crosswalk be installed from Camrose Street across Industrial Avenue. The location and type of crosswalk will have to be determined through a warrant analysis, to be provided at the time of building permit application and approved by the City's Engineering Department.

Analysis

Support

When considering an application for a temporary use permit, the OCP has established a set of guidelines for Council and staff to follow. The OCP states that temporary use permits may only be issued provided that the proposed use:

- is not noxious or undesirable;
- does not have a negative impact on adjacent lands;
- does not create a significant increase in demand for City services;
- complies with the DPA guidelines for the area;
- operates at hours that do not disturb the surrounding neighbourhood;
- will not permanently alter the site; and
- complies with council conditions and other provincial and federal enactments

Staff do not feel that the proposal is in conflict with any of the guidelines listed above. The property is located in an industrial area on a busy collector street. While it will create additional traffic, staff do not feel that the traffic will have a negative impact on neighbouring uses. As the site will not be paved, it will not create any permanent alterations to the site. Staff are also recommending that some landscaping be installed to help improve the aesthetics of the lot. This is a typical requirement for parking lots. The landscaping will only be required along Industrial Avenue.

The use of this lot as temporary parking is necessary to assist the construction of the new Patient Care Tower, which has enormous community benefit. With the technical recommendations noted above included in the permit, staff feel that the use can be installed safely and effectively. And as such, recommend that Council support the request.

Deny/ Refer for Public Comment

Council may feel that the proposed use of the property for parking is not an appropriate use of the land or that if parking is to be installed, it should be done in a more permanent manner. If that is the case, Council should deny the application and direct staff to work with the property owners in bringing forward a zoning amendment application.

Alternatively, Council may support the permit with additional conditions not identified by staff, such as the installation of landscaping and / or proper paving of the site.

Alternate Recommendations

1. THAT "Temporary Use Permit No. TUP PL2015-037" be denied.
2. THAT TUP application No. PL2015-037 be referred back to staff for further review as directed by Council.

Attachments

Attachment A:	Subject property location map
Attachment B:	Images of property
Attachment C:	Draft permit

Respectfully submitted,

Blake Laven, RPP, MCIP
Planning Manager
Approvals

Director JGH	Acting City Manager MM
---------------------	-------------------------------

Attachment A
Subject Property Location Map



Attachment B
Images of Subject Property



Figure 1: Image of subject property from Camrose Street, looking north towards the Penticton Hospital



Figure 2: Image of subject property from the corner of Industrial Avenue and Camrose Street

Attachment C
Draft Permit



City of Penticton
111 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | info@penticton.ca

Temporary Use Permit

Permit Number: TUP PL2015-037

South Okanagan Similkameen Medical Foundation
Inc./No. 516244
550 Carmi Avenue
Penticton BC V2A 3G6

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:

Legal: Lots 1 and 2, District Lot 19975 Similkameen Division Yale District, Plan KAP72995
Civic: 1748 and 1800 Camrose Street
PID: 025-609-726 and 025-609-742
3. This permit has been issued in accordance with Section 921 of the *Local Government Act* to allow for the temporary use of the above noted lands for public parking as shown in the plans attached in Schedule A.
4. In accordance with Section 921(3) of the *Local Government Act* the following conditions apply to the permitted temporary use and all works must be installed as a condition of building permit approval:
 - i. Adequate lighting to illuminate the site safely;
 - ii. Curbs stops and signage be installed delineating individual stalls; and,
 - iii. A crosswalk from the new parking lot to Industrial Avenue in a location determined through a warrant analysis
 - iv. A minimum of a 3.0m landscape buffer installed along Industrial Avenue at the rate of 1 deciduous tree per linear meter of frontage and 10 shrubs per meter

General Conditions

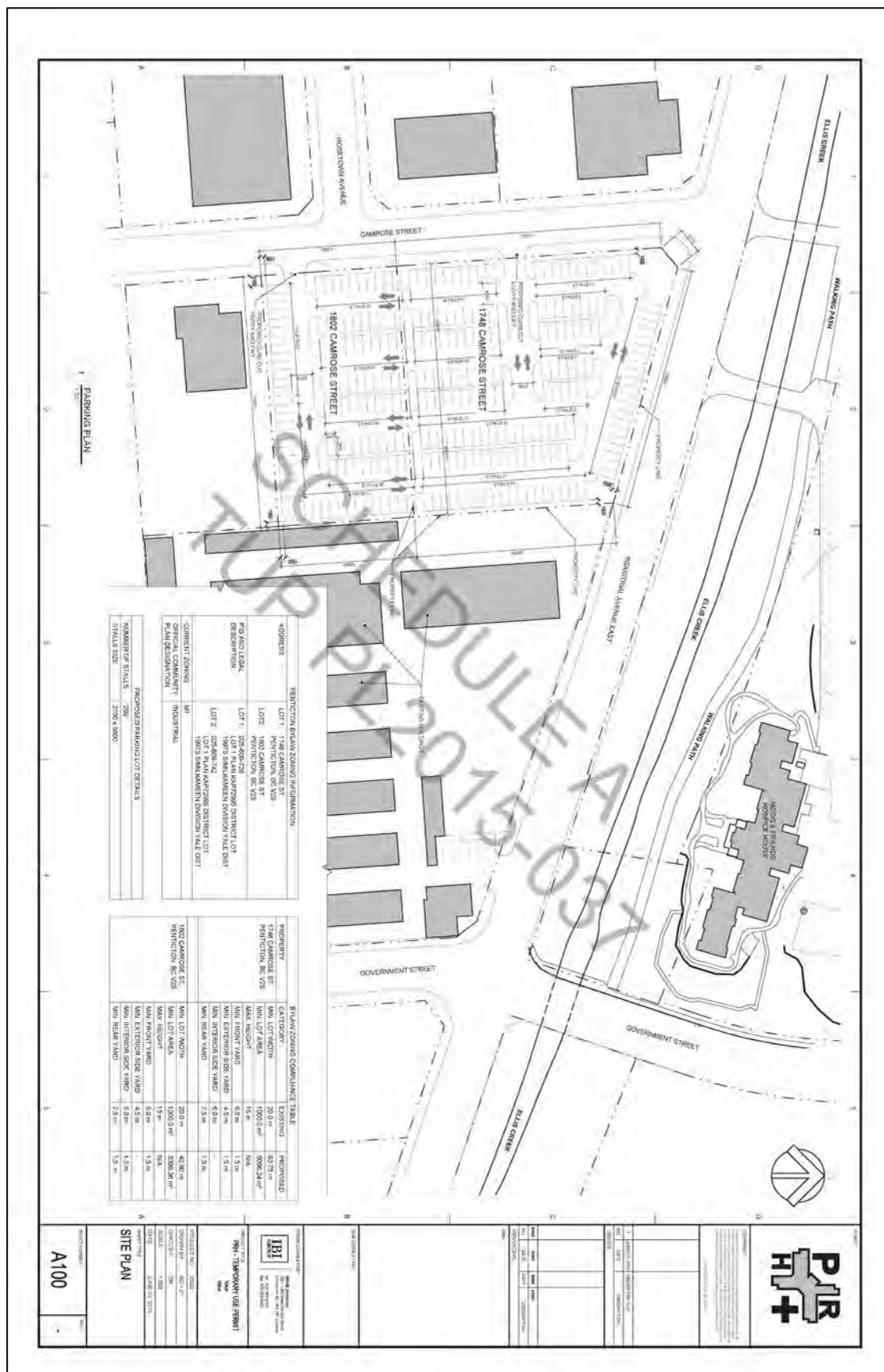
5. In accordance with Section 928(2) of the *Local Government Act* the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule A.
6. In accordance with Section 921(11) of the *Local Government Act* This permit shall expire on December 31, 2018.
7. This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.

- 16. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.
- 17. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the _____ day of _____, 20_____

Issued this _____ day of _____, 20_____

Dana Schmidt,
Corporate Officer





Council Report



Date: July 6, 2015 **File No:** 6120-20
To: Mitch Moroziuk, Acting City Manager
From: Len Robson, Public Works Manager
Subject: **630 Munson Mtn – BMX Track – Agrologist Report – Supporting Information**

Staff Recommendation

THAT Council receive this report and after considering the information presented that Council select one of the following alternatives:

1. THAT Council instruct staff to submit a new application to the Agricultural Land Commission (ALC) to allow the non-farm use of developing and operating a BMX track, a Mountain Bike Skills Park, and other complimentary cycling uses on a portion of the property located at 630 Munson Mountain Road;

AND THAT in the event the outcome of the ALC Non-farm use application review is positive, set a date for a Public Hearing for both "OCP Amendment Bylaw 2015-13", a bylaw to amend Schedule B of Official Community Plan 2002-20 to change the future land use designation of Lot A, District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to PR (Parks and Recreation) and "Zoning Amendment Bylaw 2015-14", a bylaw to amend Zoning Bylaw 2011-23 to rezone Lot A, District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to P2 (Parks and Recreation);

AND THAT in the event the outcome of the ALC Non-farm use application review is negative:

THAT "OCP Amendment Bylaw 2015-13" and "Zoning Amendment Bylaw 2015-14," be closed and abandoned.

AND FURTHER THAT staff continue to work with the Penticton BMX Club and PACA to locate an alternate site to accommodate their new or expanded operations.

OR

2. THAT OCP Amendment Bylaw 2015-13," a bylaw to amend Schedule B of Official Community Plan 2002-20 to change the future land use designation of Lot A, District Lot 187, Similkameen Division

Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to PR (Parks and Recreation) and "Zoning Amendment Bylaw 2015-14", a bylaw to amend Zoning Bylaw 2011-23 to rezone Lot A, District Lot 187, Similkameen Division Yale District, Plan 28179, located at 630 Munson Mountain Road, from A (Agriculture) to P2 (Parks and Recreation); be closed and abandoned;

AND THAT staff continue to work with the Penticton BMX Club and PACA to locate an alternate site to accommodate their new or expanded operations.

OR

3. THAT Council provide specific direction to staff on the matter.

Strategic priority objective

N/A

Background

January 19th, 2015 Council received a presentation from BMX Club requesting support for an expansion or relocation of their BMX Track. Council requested staff review and report out on the potential opportunities that may be available to assist the club with their request.

On March 2, 2015 Council received the "BMX Track – Expansion / Relocation" administration report. Council supported the relocation of the BMX track to 630 Munson Mountain Road and requested the club work with PACA to develop a multi-use bike area. Subject to the Agricultural Land Commission (ALC) approval to amend the previously approved non-farm use application for sports fields, the OCP and Rezoning bylaw amendments for this property would be considered by council.

On March 11, 2015 the Agricultural Committee considered the use of 630 Munson Mtn. Road for a BMX track and bicycle park and recommended to Council that this use be supported. On April 22, 2015 the Agricultural Committee rescinded their support for a BMX track and passed a further resolution for the City to reassess the agricultural capabilities of 630 Munson Mtn. Road prior to any decision to alter the use of the lands.

On May 19th, 2015 Council received the "BMX Track Relocation – Munson Mountain – ALC Update" administration report. The ALC did not support the application to amend the previously approved non-farm use of sports fields to include a BMX Track. If the City wishes to pursue the relocation of the BMX track and other similar cycling uses to this site a new non-farm use application is required. Council requested staff hire an Agrologist to provide an independent assessment of the land with respect to its agricultural viability to better equip them to render a decision on the future land use of 630 Munson Mountain Road.

Council at their Regular Council meeting held on Tuesday, May 19, 2015, passed the following resolution:

8.2 BMX Track Relocation – ALC Update

Re: Munson Mountain

279/2015 **It was MOVED and SECONDED**

THAT Council hire an Agrologist to assess the land quality at 630 Munson Mountain, and in the interim, evaluate other location opportunities for PACA and the BMX Club.

CARRIED UNANIMOUSLY

Wayne A. Blashill, PAg. was hired to inspect and provide an unbiased professional opinion on the agricultural capability, arability, and agricultural options for the property and to identify the effects of locating a BMX Track within the property at 630 Munson Mtn. Road. The complete report is appended as Attachment "A".

This report provides Council with additional information on the agricultural capability of the site and the effects of placing a BMX bike park on a portion of the site. The intent is to provide Council with the information required to render a decision on the future use of the property located at 630 Munson Mountain Road.

The Agrologist suggests that 3 areas within the site, totaling approximately 3.25 acres of the 10 acre parcel is currently arable pending land shaping. These area are as illustrated by the 2 shades of green in Figure 1 - 630 Munson Mtn. Road – Agricultural Capability.

Figure 1 – 630 Munson Mtn. Road – Agricultural Capability



The report suggests that the landfilled area of the site may be remediated by spreading a minimum of 2 feet of topsoil on the 4 acre section of filled land. The quantity of topsoil required is estimated at approximately 9,700 cubic meters of soil. The estimated cost to procure and place this quantity of topsoil is between \$35/m³ and \$50/m³ for a total approximate cost of \$412,000.

The Agrologist's Report concludes the following:

It is the Agrologist's opinion that the property has about 3.25 acres that is currently arable. Polygon 1 (4 acres) is considered non-arable. The reasons are: high pH; high surface concentrations of soil carbonates; presence of possible contaminants in underlying construction waste and road asphalt. Topsoil placement would raise the root zone enough to make polygon 1 arable. The rest of the area is non-arable due to steep slopes and residential housing.

The BMX bike-park will have minimal effect on the agricultural capability of the property and on the activities of adjacent vineyards & orchards. Impacts of agricultural activities on the bike-park (and

vice versa) would be lessened by a hedge or berm and further reduced with a notice board placed in the BMX parking area.

Comments contained herein on grape suitability are from basic knowledge & observations of existing vineyards. However, a viticulture specialist should be consulted to confirm this acreage is suitable for producing wine grapes. The BC Ministry of Agriculture Crop Production Guides should be reviewed before crop options are finalized and to plan seasonal agriculture operations.

Financial implication

ALC Application Fee - \$600

Staff time required to assemble application, documents, and administration of the application.

If Council resolves to dispose of the property, the revenue collected would be allocated to the Parks Reserve Fund. The value of the property will be estimated and disclosed to Council by-way of an In-Camera Council Report.

Analysis

Staff has provided Council with three options to select from. The first would see the City make a new application to the ALC. This would continue to move forward the introduction of bicycle uses on 630 Munson Mountain Road and may, subject to ALC approval and OCP amendment, in the future lead to the creation of a cycling destination area for various forms of cycling in the community.

Alternatively should Council wish to consider the position advanced by the Agricultural Committee and residents in the area they could decide to not make a new application to the ALC and abandon the OCP and Zoning Amendment Bylaws. This would then free up the land and Council could consider disposal options.

Last Council could provide staff with specific direction on what action they would like to see on this project.

Alternate recommendations

All as contained in the Staff Recommendation above.

Attachments

Attachment "A" – 630 Munson Mtn. Road, Penticton BC, Agrologist's Report

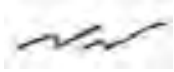
Respectfully submitted,



Len Robson
Public Works Manager

Approvals

Acting City Manager



Attachment "A" – 630 Munson Mtn. Road, Penticton BC, Agrologist's Report

630 MUNSON MOUNTAIN ROAD

PENTICTON BC

AGROLOGIST'S REPORT

630 MUNSON MOUNTAIN ROAD

PENTICTON BC

AGROLOGIST'S REPORT

By: Wayne A. Blashill, PAg.
11519 Quinpool Road.
Summerland, BC. V0H 1Z5.
(250) 494 5323
e-mail: wayne_blashill@telus.net
June 5, 2015.

Signature:

Wayne Blashill, PAg

INTRODUCTION

This Agrologist's Report has been compiled to provide agricultural capability, arability and agriculture options for a property at 630 Munson Mountain Road, Penticton, BC. The acreage is directly adjacent to Munson Mountain Park. This report may be used to form part of a future ALC Application. The land is currently in the ALR.

The owners full name and contact information is:

City of Penticton
171 Main Street.
Penticton, BC. V2A 5A9
(250) 490 2400

The owner would like to consider the land use options they may have for this site. They intend to decide if the parcel is better suited for agriculture, or if it can be used for recreational activities such as a BMX pedal-hike park.

Mr. Blashill, PAg has worked on several ALC applications; most recently for Vihar Construction in Smithers and Apex Gravel in East Kelowna, BC. Mr. Blashill has a soil science background, which is essential in assessing land based agriculture activity. Soils related experience is required to: estimate the depth & extent of the soil resource; and calculate land & climatic capability for agriculture. Mr. Blashill has experience in botany, horticulture and has completed soil survey on 325 vineyards in the Okanagan & Similkameen. The author has knowledge in evaporation theory, soil water balance modelling and soil chemistry. The Agrologist's opinion is based on site & soil observations along with the operational constraints & details of the project from the owner.

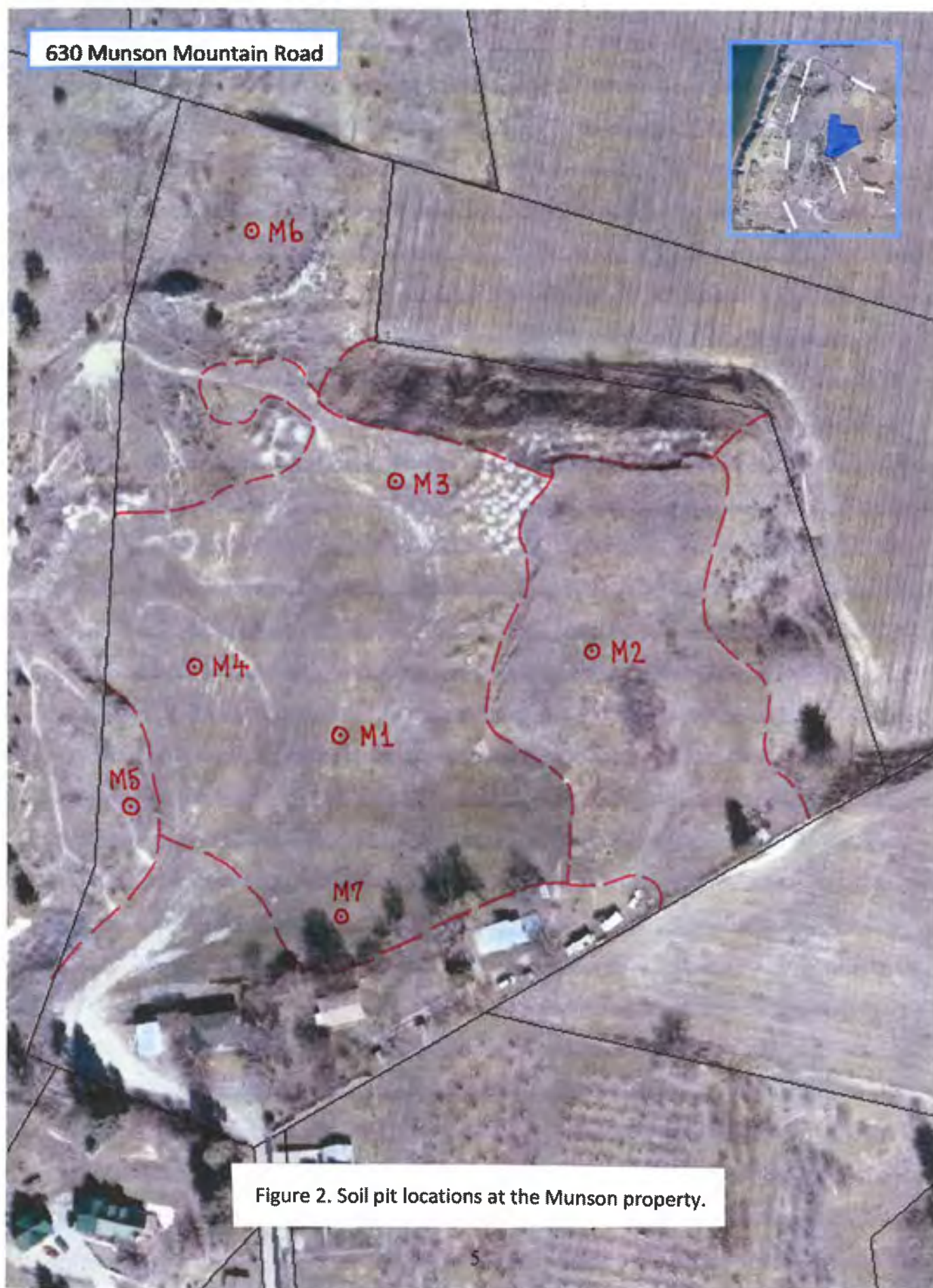
METHODS

The site was inspected on May 26, 2015. Six (6) soil pits were excavated by machine on the 10 acres. One soil pit was dug by hand. The soil pits were placed to sample the range of fill and natural soils on the acreage. The BC Ministry of Forests FS882 field form was used to record the data. The polygon boundaries and labels are shown in Figure 1. The soil pit locations are in Figure 2.

The soil horizons were described to determine the agricultural capability; depth of topsoil; surface gravel content. Soil color, roots, % coarse fragments, texture are among the factors used to differentiate soil horizons and topsoil depth & extent.

The soil pits were excavated to about 1.5 metres for the soil description. The pit was then extended down to about 12 feet to determine the depth to fill and record the type of debris encountered. Pits M1, M2, M5 and M6 had soil descriptions. Notes were recorded at M3, M4 and M7. A soil sample was taken from pit M5 to represent the better quality original





grassland soil. The top 10 cm of M4 was sampled, since it looked like the lowest quality soil in the fill area. The chemistry samples will determine the nutritional status of the soil.

RESULTS

It was determined from field inspection that the 10-acre parcel is partly composed of fill from construction waste and partly original soil. The fill material includes sediment excavated for basement construction (i.e. gravel, sand, silt and clay). The concrete, re-bar, metal, plastic and wood present is from house demolitions. Road asphalt was also found dispersed in varying amounts in the fill and in surface piles.

A gully in the north-central part of the parcel was filled with this material over a period of years. Operations ceased and the surface of the fill was smoothed and left until the present day.

Soils

The elevation of the area is about 440 metres. Table 1 has the soils description for soil pit M5 (original soils). Table 2 the soils description for M1 (fill material). Soil pit pictures are in Appendix A. The field cards with complete descriptions are found in Appendix B.

Table 1. Soil description for pit M5. Calcareous Brown Cherozem (NRC, 1998).

HORIZON	DEPTH	COLOUR	TEXTURE	TOTAL	COARSE	FRAGMENT	CONTENT
	(cm)			Gravel	Cobbles	Stones	Total
				(%)	(%)	(%)	(%)
LFH	1-0						
Ahk	0-16	10YR3/2	silt loam	0	0	0	0
Bmk	16-21	2.5Y4/3	silt loam	0	0	0	0
Ck1	21-50	2.5Y5/2	silt	0	0	0	0
Ck2	50-84	2.5Y5/2	silt	0	0	0	0

Table 2. Soil description for pit M1. Rego Brown Chernozem.

HORIZON	DEPTH	COLOUR	TEXTURE	TOTAL	COARSE	FRAGMENT	CONTENT
	(cm)			Gravel	Cobbles	Stones	Total
				(%)	(%)	(%)	(%)
LFH	0.5-0						
Ahk	0-18	10YR3/2	silt loam	10	5	0	15
Ck1	18-47	10YR6/2	silt loam	10	5	3	18
Ck2	47-82	10YR5/2	silt loam	10	5	0	15
Ck3	82-105	2.5Y5/3	silt loam	10	5	0	15

Soil Chemistry

The soil chemistry from M5 is used to determine the fertility of the original topsoil (Table 3). It can be compared to the surface layer of the fill at pit M4, summarized in Table 4. The complete chemistry data sheet for the Ahk (0-16) and Ck1 (0-10) horizons is found in Appendix B.

The topsoil at M5 is deficient in nitrate; marginal in sulfur, copper and chlorine. EC and %OM are good. Other nutrients range from optimal to excess. The pH is 8.2.

M4 soil is deficient in nitrate & phosphorus; marginal for iron, zinc, manganese and chlorine. EC is good, while %OM is very low. Other nutrients range from optimal to excess. The pH is 8.3.

The fill soil is of lower overall quality when compared to the adjacent grassland soils. This is confirmed by the additional fertilizer needed to produce the same yield of grapes & tree fruits. See bottom of chemistry sheet in Appendix B. However, both soils have high pH and high concentrations of carbonates right to the soil surface. Carbonates can be a problem for 2 reasons. They tend to raise soil pH, making nutrients unavailable to plants. They are also toxic to micro-organisms reducing natural nitrification.

Plant physiology is adversely affected by high concentrations of carbonates. Vineyard managers throughout the Okanagan have persistent problems with carbonates in these types of silty lacustrine deposits. Periodic remediation is necessary to avoid loss in yield. Fortunately grapes are moderately tolerant to carbonates.

Table 3. Soil chemistry data for pit M5 in the arable soil.

SAMPLE	pH	%OM	NO ₃ (ppm)	TEC (meq/100g)	P (ppm)	K (ppm)	Ca (ppm)	Mg (ppm)	EC (dS/m)
Ahk(0-16)	8.2	4.3	3	28.8	>60	373	4760	500	0.34

Table 4. Soil chemistry data for pit M4 in the fill.

SAMPLE	pH	%OM	NO ₃ (ppm)	TEC (meq/100g)	P (ppm)	K (ppm)	Ca (ppm)	Mg (ppm)	EC (dS/m)
Ck1(0-10)	8.3	1.0	2	25.5	6	178	4410	331	0.83

Agricultural Capability

The nearest climate station to the property is the Penticton airport at 342 m in elevation (RAB, 1972). The property is about 100 m higher than the climate station. This tends to lower the climatic moisture class. The climatic capability for agriculture is estimated as:

**6A
(1c)**

Aridity subclass 6A is improved through irrigation to Class 1. Climatic Class (1c) has a freeze free period greater than 150 days and growing degree days (above 5°C) from 2060 to 2225. The range of crops include: grapes, peaches, cherries, pears, plums, apples, apricots, berries, a wide variety of vegetables, cereal grains and forage crops.

The property was mapped into 7 landforms (Howes & Kenk, 1988) of similar characteristics. Table 5 has the agricultural capability rating for each polygon in Figure 1. Table 6 has the definitions for the various capability classes (Kenk, 1983).

Table 5. Agricultural capability classes for each polygon. Improved rating in brackets.

Polygon #	Agricultural Capability	Landform	Acres
1	5F	Construction waste & road asphalt fill.	4.0
2	4F (3F)	Sagebrush & grassland on glacial-fluvial blanket.	1.75
3	7T	Steep slope with original soil.	0.5
4	7T	Steep slope with construction waste & road fill.	0.5
5	4F ⁸ : 6T ² (3F)	Sagebrush & grasslands on glacial-lacustrine blanket.	1.25
6	4F (3F)	Sagebrush & grasslands on glacial-lacustrine blanket.	0.25
7	6F	Houses, trees, lawn, asphalt road, buried asphalt road.	1.75

Table 6. Agricultural capability class & definitions for Table 3.

Class	Subclass	Limitation	Definition
3	F	Fertility	High acidity or alkalinity and/or high levels of carbonates. Does not restrict the range of crops. But ongoing additions of fertilizer and/or soil amendments are required to maintain productivity for a wide range of crops.
4	F	Fertility	Very high acidity or alkalinity and/or very high levels of carbonates. Crop productivity and range is attainable with intensive & judicious applications of fertilizer and/or other soil amendments.
5	F	Fertility	Extreme acidity or alkalinity and/or extremely high levels of carbonates. Can improve crop range with closely controlled & carefully monitored applications of fertilizers and/or soil amendments.
6	F	Fertility	Very poor fertility status. Unsuitable for agricultural crops and is impractical to improve with feasible management practices.
	T	Topography	Simple or complex slopes 31 to 60%. Provides sustained natural grazing for livestock.
7	T	Topography	Simple or complex slopes >30%. Not useable for agriculture or grazing.

The 5F is not considered improvable, since topsoil would have to be imported. It would be difficult and expensive to find enough topsoil to cover 4 acres. It would not be feasible. Farmers could not afford the expense and still stay in business. Conversely, a city may have the finances & equipment to undertake these kinds of improvements.

Polygon 1 was not given a 6F rating, since it has a cover of grasses & weeds growing on it. The vegetation was thicker around pit M1, but sparse around pits M3 and M4. Weeds indicate that the soil can support plant growth.

DISCUSSION

Risk

It is not recommended that food crops be grown on soils containing construction waste and asphalt. The risk is that crop roots extending into this material may uptake elements

and compounds and concentrate them in the edible tissues of the plant. Concrete and re-bar probably would have minimal effect on human health. It is composed mostly of gravel, clay, lime and iron.

However, road asphalt is of more concern for several reasons. The bitumen binder in asphalt contains petroleum hydrocarbons. They are associated with benzo-pyrene and other polycyclic aromatic hydrocarbons which have been linked to cancer. Road asphalt also contains pollutants acquired during use as roadways. Particles from tire wear, oil drips, gasoline leaks, exhaust, antifreeze, de-icing products etc. become embedded in the surface. Copper, cadmium, zinc and other metals all can be found in road asphalt. High concentrations of these elements in food can pose a risk to human health.

There is little research of food crops being grown on construction & asphalt waste. England is conducting trials with grasses & willows being grown on old landfill sites (FCC, 2013). The vegetation is dried and burned for electricity, not consumed as food. It is their hope that eventually the landfill can be returned to agricultural production.

Remediation

The fill could be rehabilitated through topsoil placement. Spreading a minimum 2 feet of topsoil on polygon 1 would reduce the likelihood of root contact with the fill material. This would be sufficiently thick for most vegetable crops. Dwarf apple rootstocks can penetrate up to 2.5 feet deep. However, some crops such as grapes and alfalfa can root several feet deep. Deep rooting crops would still run the risk of contaminant uptake. In addition, irrigation can be adjusted to promote shallow rooting.

Fill removal in combination with topsoil placement is another option that would increase the depth between the roots and the fill. Currently the fill is sequestered in place. Removal would temporarily generate dust contaminated with fill material. Moreover, finding an alternate location for the fill may be problematic.

LAND USE OPTIONS

Polygon 1

This polygon comprises about 4 acres in the middle of the property. It is entirely composed of fill material and rated as 5F capability. It is of questionable agricultural suitability and is considered non-arable. Soil pits M1, M3, M4 and M7 are in this polygon. The substrate here is made up of construction waste and road asphalt. It contains concrete, re-bar, plastic, wood, nylon rope, irrigation, iron & sewer pipe, glass, clay, a lighter, asphalt pieces and crushed asphalt. The asphalt pieces are generally dispersed in the sediment. The crushed asphalt is in concentrated pockets (Figure 5). Piles on site also have asphalt pieces in them.

It would require substantial soil amendments to be put into crop production. It is estimated a minimum 2 feet of topsoil would be required to move the root zone high

enough to avoid roots entering the fill. Raising the soil surface would also bring it closer in height to adjacent polygons.

The field would be initially seeded soon after site preparation to non-irrigated forage (Table 7). This will control water & wind erosion and establish a crop. The field would not require fencing or irrigation and would be mowed for weed control. The field would remain in forage until the owners decide on future crop options. Commercial hay production would require irrigation and seeding to a Haymaker mix (70% Tall Fescue; 30% Profile Orchard Grass). Grapes and tree fruits are higher value crops that would require perimeter fencing, irrigation and trellis system. Carbonate tolerant rootstock should be used.

Once this site is put back into agriculture production, it is recommended that plant tissue be periodically tested for contaminants. This would ensure that the underlying fill material does not adversely affect the quality of the food grown on it.

Polygon 2

This polygon occupies about 1.75 acres and is arable in its present condition. It could be planted to tree fruits or grapes. It is rated as 4F (3F) because of the very high concentration of carbonates right up to the soil surface.

Polygons 3 and 4

These 2 polygons are non-arable due to adverse slope and are rated as 7T. They are too steep to safely operate farm machinery. Together they total 1 acre.

Polygon 5

This polygon occupies about 1.25 acres in the northwest part of the property. It is arable for grapes & tree fruits in its present condition. However, the southern portion of it is hummocky and would require some smoothing before planting. The capability rating is 4F⁸: 6T² (3F).

Polygon 6

Polygon 6 is a 0.25 acres sliver along the western edge of the property. It is arable with a rating of 4F (3F) and could support grapes or tree fruits. There are currently a couple of walnut trees growing there.

Polygon 7

It is about 1.75 acres in size and is rated as 6F. It has houses, asphalt road, buried asphalt road, trees and lawn. This polygon currently generates revenue for the owner in the form of rent. It does not appear to contain the fill material found in polygon 1. The houses could be used as a farm house, permanent farmworker accommodation or outbuildings.

This would negate the need to rehabilitate this polygon. However, demolition of the houses and roadway would allow for more farming activity. Topsoil would need to be imported. The trees would be retained to provide shade for livestock.

Table 7. Pasture mix for non-irrigated forage crop.

SPECIES	%
Tall Fescue	40
Crested Wheatgrass	20
Niva Orchard-grass	15
Smooth Brome-grass	15
White Clover	10

Water Requirements

Local water allocations for irrigation run about 2.24 acre-feet. The standard water license issuance in the Okanagan is for 3 acre-feet. Water use depends on the crop. Three acre-feet would be enough volume for hay/forage production. Tree fruits require less water. Grapes are the most water efficient and need drip irrigation for only about 4 hours every 4 days. The water requirement for grapes is a fraction of that needed for hay.

BMX Bike Park

1. Impact on the Property.

The BMX bike park is considered low risk to the agricultural capability of this property. The hummocky topography in the vicinity of the proposed track provides natural jumps. The track will require additional earthworks. It is suggested that the owner not use asphalt on the turns. Instead, use removable geo-technical or articulated rubber pads to drape around the corners.

Parking would be on the asphalt road at the entrance to the property. Concrete barriers would be placed to restrict vehicle traffic. The bike park is not anticipated to generate noticeable noise, since they are not motorized. Gas and oil leaks would not be a concern.

The track can be readily put back into original condition. Topsoil from the track will be stockpiled during track construction. It will later be used to reclaim the track surface on the arable part. Jumps will be smoothed and topsoil spread on the surface and seeded (Table 7). However, most of the track will be on the non-arable fill material. This would not be reclaimed.

2. Impact of the Bike Park on Adjacent Agricultural Activities.

It is expected that the BMX bike park will have minimal effect on adjacent agricultural activities. Dust produced from bike racing is not expected to drift off the acreage. The natural steep-slopes on the north & east side would buffer the hike-park from the neighboring agricultural operations there. The houses along the south edge of the

property buffer the bike-park from the orchards in that direction, ensuring minimal impact there. Potential agri-tourists visiting the north & east adjacent farms would not see much of the bike-park, since the Munson property is in an elevated position to them.

Planting a cedar hedge on the flat near the edge of the slope would reduce dust drift and provide a visual screen for tourists. An earthen berm placed along the edge would have a similar effect. The berm would be seeded.

3. Impact of Adjacent Agricultural Activities on the Bike Park.

Pesticide spray from adjacent farms may drift onto the hike-park. It is expected that the risk from such drift would not be greater than that which currently exists for any property that is next to an operating farm. Farm neighbors experience drift of pesticides, fungicides and other chemicals; more so than in a distant urban area. However, the hike-park will have a greater number of people in the vicinity of the spray than would be there in a normal rural setting. There will also be noise from farm machinery.

It is suggested that a cedar hedge or earthen berm be placed to inhibit the drift of chemical sprays and reduce farm machinery noise. Bike park events could be timed to coincide with agriculture activities. A liaison could be established with surrounding farmers. Farmers would notify a bike-park contact person about upcoming spraying schedules. A notice board would be placed at the bike-park. Spray and re-entry times would be posted on the board.

Alternately, the bike-park liaison would notify farmers as to upcoming special events and track meets. Spraying activities would commence once the event is over.

Mitigating Factors

There were no wetlands or sensitive sites found at 630 Munson Mountain Road. Munson Mountain Park is adjacent to the west side of the property and operated by the City of Pentticon.

CONCLUSION

It is the Agrologist's opinion that the property has about 3.25 acres that is currently arable. Polygon 1 (4 acres) is considered non-arable. The reasons are: high soil pH; high surface concentrations of soil carbonates; presence of possible contaminants in underlying construction waste and road asphalt. Topsoil placement would raise the root zone enough to make polygon 1 arable. The rest of the property is non-arable due to steep slopes and residential housing.

The BMX bike-park will have minimal effect on the agricultural capability of the property and on the activities of adjacent vineyards & orchards. Impacts of agricultural activities on the bike-park (and vice versa) would be lessened by a hedge or berm and further reduced with a notice board placed in the BMX parking area.

Comments contained herein on grape suitability are from basic knowledge & observations of existing vineyards. However, a viticulture specialist should be consulted to confirm this acreage is suitable for producing wine grapes. The BC Ministry of Agriculture Crop Production Guides should be reviewed before crop options are finalized and to plan seasonal agriculture operations.

REFERENCES

- FCC Environment. 2013. "FCC harvests first biomass crop on landfill sites". Reported by <edie.net> news service in May 2013.
- Howes, D.E. and E. Kenk. 1988. Terrain Classification System for British Columbia. MOE Manual 10. Ministry of Environment. Victoria.
- Kenk, E. 1983. Land Capability Classification for Agriculture in BC. MoE Manual 1. Ministry of Environment. Victoria.
- NRC. 1998. The Canadian System of Soil Classification. Agriculture Canada. Research Branch. Ottawa.
- RAB. 1972. Climatic Capability for Agriculture in BC. RAB Technical Paper 1. Province of BC. Victoria.

APPENDIX A
PHOTO DIARY



Figure 1. Soil pit M1 in the fill area with darkish topsoil and a good cover of weeds.



Figure 2. Pit M1 dug to about 12 feet.



Figure 3. Soil pit M2 in original sagebrush grasslands.



Figure 4. Pit M3 in the fill area down to 10 feet.



Figure 5. Pit M4 with a buried layer of crushed road asphalt starting at 40 cm.



Figure 6. Soil pit M5 with dark topsoil in original grassland area.



Figure 7. Pit M5 dug down 10 feet.



Figure 8. Soil pit M6 in the original sagebrush grassland area to the northwest.

APPENDIX B
FS882 FIELD CARDS
SOIL CHEMISTRY



PROVINCE OF
BRITISH COLUMBIA
Ministry of Forests

ECOLOGICAL

CLASSIFICATION

RECONNAISSANCE FORM

SITE TYPE

630 MUNSON MNT. ROAD

DATE May 26 2015

SURVEYOR Blashill

SITE NO

PLOT NO M1

BIOGEOCLIMATIC UNIT

MAP UNIT

ECOSYSTEM ASSOC

LOCATION

TRANSECT

49° 30.973 N

LOCATION

119° 34.280 W

AIR PHOTO NO

X CO-ORD

Y CO-ORD

MAP SHEET (NTS)

LONG

LAT

ELEVATION 445

(m) SLOPE

%

ASPECT

MESO SLOPE POS

LEVEL

SURFACE SHAPE

straight

MOISTURE REGIME

NUTRIENT REGIME

SUCCESSIONAL STATUS

EXPOSURE

SITE HISTORY - fill + construction waste

GEOLOGY

BEDROCK GEOLOGY

COARSE FRAG. LITH

NOTES: Photo # 497 - soil pit

Photo # 498 - hole.

Depth to fill = 1.2 m (asphalt)

- found plastic bags; irrigation pipe, nylon rope.

FS 682 RES 88/08

SITE DIAGRAM

SURFACE SUBSTRATE

HUMUS

DEAD WOOD

BEDROCK

ROCKS

MINERAL SOIL

WATER

SOIL CLASSIF

Rego Brown Chernozem

TERRAIN CLASSIF

Ab

HUMUS FORM

DRAINAGE CLASS

ML

ROOTING DEPTH

55 cm

ROOT RESTRICTING

TYPE

SEEPAGE WATER DEPTH

cm

LAYER

DEPTH

cm

HUMUS

M1

PROFILE
DIAGRAM

HORIZON	DEPTH	FABRIC		ROOTS		MISCELLANEOUS	COMMENTS
		STRUCTURE / CONSIST	CHAR / TEXTURE	AB	SIZE		
LPH	0.5-0						

MINERAL SOIL

HORIZON	DEPTH	COLOUR	TEXTURE	% COARSE FRAGS.				ROOTS		MISC.	COMMENTS
				G	C	S	TOT	AB	SIZE		
AhK 0-18	10YR 3/2	Sil	10	5	-	15	A	VF	C	PL	
Ck1 18-47	10YR 6/2	Sil	10	5	3	18	P	M	C	PL	- efferv; moderate
Ck2 47-82	10YR 5/2	Sil	10	5	-	15	F	M			
Ck3 82-105	2.5Y 5/3	Sil	10	5	-	15	-	-			

NOTES

- lots of weeds here.

- carbonates

SOIL DESCRIPTION



PROVINCE OF
BRITISH COLUMBIA
Ministry of Forests

ECOLOGICAL CLASSIFICATION

RECONNAISSANCE FORM

630 Mason Rd.

DATE May 26, 2015

SURVEYOR Blackill

SITE NO

PLOT NO M2

SITE TYPE

BIOGEOCLIMATIC UNIT

MAP UNIT

ECOSYSTEM ASSOC.

LOCATION

TRANSECT

LOCATION

AIR PHOTO NO. X CO-ORD Y CO-ORD

MAP SHEET (NTS) LONG. LAT

ELEVATION 449 (m) SLOPE 5 % ASPECT NW

MESO SLOPE POS MID SURFACE SHAPE convex

MOISTURE REGIME NUTRIENT REGIME

SUCCESSIONAL STATUS EXPOSURE

SITE HISTORY - looks like original soil.

GEOLOGY

BEDROCK GEOLOGY COARSE FRAG. LITH

SITE DIAGRAM

NOTES:

Photo #449 - soil pit
- this area with sage & grasses looks native
- no fill encountered.

SURFACE	SUBSTRATE
HUMUS	—
DEAD WOOD	—
BEDROCK	—
ROCKS	—
MINERAL SOIL	—
WATER	—

FS 882 RES 88/08

SOIL CLASSIF. Orthic Eutric Brunisol

TERRAIN CLASSIF. SFG

HUMUS FORM

DRAINAGE CLASS well

ROOTING DEPTH 20 cm

ROOT RESTRICTING TYPE

SEEPAGE WATER DEPTH cm

LAYER DEPTH cm

HUMUS

M2

PROFILE
DIAGRAM

HORIZON	DEPTH	FABRIC				ROOTS		MISCELLANEOUS	COMMENTS
		STRUCTURE	CONSIST	CHAR	TEXTURE	AB.	SIZE		

MINERAL SOIL

STRUCTURE

HORIZON	DEPTH	COLOUR	A _p	TEXTURE	% COARSE FRAGS				ROOTS	MISC	COMMENTS
					0	2	5	10+	AB.	SIZE	
Bmk1	0-5	2.5Y4	3	SL	—	—	—	—			M SBK - effec. wood
Bmk2	5-17	2.5Y5	3	SL	—	—	—	—			F SBK
Ck1	17-58	2.5Y5	2	S	—	—	—	—			MA
Cv2	58-110	2.5Y5	2	S	—	—	—	—			MA

NOTES - carbonates right to surface

SOIL DESCRIPTION



PROVINCE OF
BRITISH COLUMBIA
Ministry of Forests

ECOLOGICAL

CLASSIFICATION

RECONNAISSANCE

FORM

SITE TYPE

630 Munson Road

DATE

May 26, 2015

SURVEYOR

Blashill

SITE NO

PLOT NO

M5

BIOGEOCLIMATIC UNIT

MAP UNIT

ECOSYSTEM ASSOC

LOCATION

TRANSECT

LOCATION

49° 30.964 N
119° 34.324 W

AIR PHOTO NO

X CO-ORD

Y CO-ORD

MAP SHEET (NTS)

LONG

LAT

ELEVATION

454

(M) SLOPE

2

% ASPECT

East

MESO SLOPE POS

MID

SURFACE SHAPE

straight

MOISTURE REGIME

NUTRIENT REGIME

SUCCESSIONAL STATUS

EXPOSURE

SITE HISTORY

- looks like original soil

GEOLOGY

BEDROCK GEOLOGY

COARSE FRAG. LITH

NOTES:

Photo # 502 - soil pit

Photo # 503 - no fill encountered

SITE DIAGRAM

SURFACE SUBSTRATE

HUMUS	-
DEAD WOOD	-
BEDROCK	-
ROCKS	-
MINERAL SOIL	-
WATER	-

FS 882 RES 88/08

SITE DESCRIPTION

SOIL CLASSIF

Calcareous Brown Chernozem

TERRAIN CLASSIF

Lfb

HUMUS FORM

DRAINAGE CLASS

MW

ROOTING DEPTH

20 cm

ROOT RESTRICTING

TYPE

SEEPAGE WATER DEPTH

cm

LAYER

DEPTH

cm

HUMUS

M5

PROFILE DIAGRAM

HORIZON	DEPTH	FABRIC	ROOTS	MISCELLANEOUS	COMMENTS
		STRUCTURE / CONSIST / CHAR / TEXTURE	AB	SIZE	
Lfh	1-0				

MINERAL SOIL

STRUCTURE

HORIZON	DEPTH	COLOUR	TEXTURE	% COARSE FRAGS	ROOTS	MISC	COMMENTS
				0 1 2 3 4 5 6 7 8 9 10	AB	SIZE	
AhK	0-16	10YR 3/2	Sil	- - - -	A	F	- offer all the way down
Bmk	16-21	2.5Y 4/3	Sil	- - - -	P	F	
Ck1	21-50	2.5Y 5/2	Si	- - - -	-	-	VC, PL
Ck2	50-84	2.5Y 5/2	Si	- - - -	-	-	VC, PL

NOTES: - Carbonates right to surface



PROVINCE OF
BRITISH COLUMBIA
Ministry of Forests

ECOLOGICAL CLASSIFICATION

RECONNAISSANCE FORM

630 Munsam Rd.

DATE May 26, 2015
SURVEYOR Blaskett
SITE NO.
PLOT NO. Mb

SITE TYPE

BIOGEOCLIMATIC UNIT MAP UNIT

ECOSYSTEM ASSOC.

LOCATION

TRANSECT 49° 31.053 N
LOCATION 119° 34.298 W
AIR PHOTO NO. X CO-ORD. Y CO-ORD.
MAP SHEET (NTS) LONG. LAT.
ELEVATION 444 (M) SLOPE 12% ASPECT NE
MESO SLOPE POS upper SURFACE SHAPE convex
MOISTURE REGIME NUTRIENT REGIME
SUCCESSIONAL STATUS EXPOSURE

SITE DIAGRAM

SITE HISTORY - looks like original soil

GEOLOGY

BEDROCK GEOLOGY COARSE FRAG. LITH

NOTES: Photo #504

Sage brush grass land; looks native; original soil

SURFACE	SUBSTRATE
HUMUS	-
DEAD WOOD	-
BEDROCK	-
ROCKS	-
MINERAL SOIL	-
WATER	-

FS 682 RES 88/00

SOIL CLASSIF. Calcareous Brown Chernozem

TERRAIN CLASSIF.

HUMUS FORM

DRAINAGE CLASS

ROOTING DEPTH 16 cm

ROOT RESTRICTING TYPE

SEEPAGE WATER DEPTH cm

LAYER DEPTH cm

HUMUS

Mb

PROFILE
DIAGRAM

HORIZON	DEPTH	FABRIC		ROOTS		MISCELLANEOUS COMMENTS
		STRUCTURE / CONSIST.	CHAR. / TEXTURE	AB.	SIZE	
LPH	1-0					

MINERAL SOIL

STRUCTURE

HORIZON	DEPTH	COLOUR	A _p	TEXTURE	% COARSE FRAG.				ROOTS		MISC.	COMMENTS
					G	C	S	TOY	AB	SIZE		
Ahk	0-16	2.5Y4	3	L	-	-	-	-			M, SBK	- alloy.
Bmk	16-22	10YR4	3	sil	-	-	-	-			M, SBK	
Ck	22-50	5Y4/2		sil	-	-	-	-			- PL	

NOTES: - carbonates right to surface.

SOIL DESCRIPTION

Exova
 #104, 19575-55 A Ave
 Surrey, British Columbia
 V3S 8P8, Canada
 T: +1 (604) 514-3322
 F: +1 (604) 514-3323
 E: Surrey@exova.com
 W: www.exova.com



Farm Soil Analysis

Bill To: Wayne Blashill	Grower Name: 630 Munson Road	Lot Number: 1072617
Report To: Wayne Blashill	Client's Sample Id:	Report Number: 2014180
	Field Id: M5 Ahk (0-16)	Date Received: May 29, 2015
11519 Quinpool Road	Acres: 10	Disposal Date: Jun 28, 2015
Summerland, BC., Canada	Legal Location:	Report Date: Jun 03, 2015
V0H 1Z5	Last Crop: Crop not provided	Arrival Condition:
Agreement: 99398		

Nutrient analysis (ppm)														Soil Quality			
Depth	N*	P	K	S**	Ca	Mg	Fe	Cu	Zn	B	Mn	Cl	BiCarbP	pH	EC(dS/m)	OM(%)	Sample#
0" - 16"	3	>60	373	3	4760	500	10	0.6	2	1.0	2.8	6.0		8.2	0.34	4.3	5095799
Excess														Alkaline	Very Toxic	High	
Optimum														Neutral	Toxic	Normal	
Marginal														Acidic	Caution	Low	
Deficient														Very Acidic	Good	Very Low	
Total lbs/acre	13	320	1989	17	Texture n/a			Hand Texture n/a			BS 100 %						
					Sand n/a			Silt n/a			Clay n/a			Ca 82.4 %	Mg 14.3 %	Na <0.5 %	K 3.3 %
Estimated lbs/acre	15	216	748	18	Ammonium			n/a			TEC 28.8 meq/100g			Na <30 ppm			
					Lime 0 T/ac			Buffer pH			Not Required			Est. N Release n/a			C:N Ratio n/a

*Nitrate-N **Sulfate-S n/a = not analysed

RECOMMENDATIONS FOR BALANCED CROP NUTRITION

Macro-nutrients	Grapes					Fruit trees				
	Yield	N	P2O5	K2O	S	Yield	N	P2O5	K2O	S
Growing Condition		To be added (lbs/acre)				bu/ac	To be added (lbs/acre)			
Excellent		49	0	0	13	4	121	0	0	9
Average		39	0	0	7	3	104	0	0	5
Your Goal						0				
Removal Rate (Seed/Total)						4	0 / 0	0 / 0	0 / 0	0 / 0
Micro-nutrients	Iron	Copper	Zinc	Boron	Manganese	Iron	Copper	Zinc	Boron	Manganese
To be added (lbs/ac)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The ideal pH range is 6.0 to 7.5

The ideal pH range is 6.0 to 7.5

Comments:

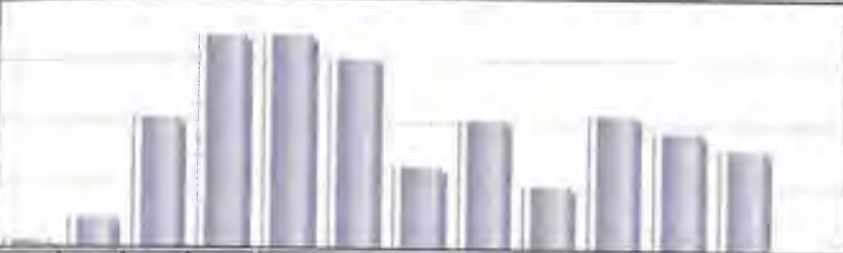
Exova
#104, 19575-55 A Ave
Surrey, British Columbia
V3S 8P8, Canada

T: +1 (604) 514-3322
F: +1 (604) 514-3323
E: Surrey@exova.com
W: www.exova.com



Farm Soil Analysis

Bill To: Wayne Blashill	Grower Name: 630 Munson Road	Lot Number: 1072617
Report To: Wayne Blashill	Client's Sample Id:	Report Number: 2014181
11519 Quinpool Road	Field id: M4 Ck1 (0-10)	Date Received: May 29, 2015
Summerland, BC., Canada	Acres: 10	Disposal Date: Jun 28, 2015
V0H 1Z5	Legal Location:	Report Date: Jun 03, 2015
Agreement: 99398	Last Crop: Crop not provided	Arrival Condition:

Nutrient analysis (ppm)														Soil Quality				
Depth	N*	P	K	S**	Ca	Mg	Fe	Cu	Zn	B	Mn	Cl	B/CarbP	pH	EC(dS/m)	OM(%)	Sample#	
0" - 10"	2	6	178	95	4410	331	6	1.0	<0.5	1.2	1.9	6.4		8.3	0.83	1.0	5095800	
Excess														Alkaline	Very Toxic	High		
Optimum														Neutral	Toxic	Normal		
Marginal														Acidic	Caution	Low		
Deficient														Very Acidic	Good	Very Low		
Total lbs/acre	7	20	593	316	Texture n/a						Hand Texture n/a		BS 100 %					
Estimated lbs/acre	9	14	356	429	Sand n/a		Silt n/a		Clay n/a		Ca 86.4 % Mg 10.7 % Na 1 % K 1.8 %							
					Ammonium n/a		TEC 25.5 meq/100g Na 70 ppm											
					Lime 0 T/ac		Buffer pH		Not Required		Est. N Release n/a		C:N Ratio n/a					

*Nitrate-N **Sulfate-S n/a = not analysed

RECOMMENDATIONS FOR BALANCED CROP NUTRITION

Macro-nutrients	Grapes					Fruit trees				
	Yield	N	P2O5	K2O	S	Yield	N	P2O5	K2O	S
Growing Condition			To be added (lbs/acre)			bu/ac		To be added (lbs/acre)		
Excellent		53	86	67	0	4	125	158	62	0
Average		43	51	33	0	3	108	143	30	0
Your Goal						0				
Removal Rate (Seed/Total)						4	0 / 0	0 / 0	0 / 0	0 / 0
Micro-nutrients	Iron	Copper	Zinc	Boron	Manganese	Iron	Copper	Zinc	Boron	Manganese
To be added (lbs/ac)	2.0	0.0	7.0	0.0	0.0	2.0	0.0	7.0	0.0	0.0

Iron should be applied foliar.
The ideal pH range is 6.0 to 7.5

Iron should be applied foliar.
The ideal pH range is 6.0 to 7.5

Comments:



Council Report



Date: July 6, 2015
To: Mitch Moroziuk, Interim City Manager
From: Lori Mullin, Interim General Manager – Recreation & Facilities
Subject: **Community Centre Aquatics Floor Tiles Replacement**

File No:

Staff Recommendation

THAT Council approve a budget transfer of \$149,053 to the Pool Deck Tile Replacement account CAP45019 from the following accounts:

CAP134-001	Compressor Replacement	\$ 1,000
CAP134-002	Ice Plant Upgrade	\$ 2,000
CAP136-004	Building envelope upgrades/windows/doors	\$ 2,000
CAP136-005	Energy Retrofits - City Wide (includes \$57K amount re-allocated in 2014 operating budget)	\$139,250
CAP139-009	Gym floors, repairs recommended by Struct. Eng.	\$ 803
CAP45034	Library/Museum - Architectural	\$ 2,000
CAP45043	McLaren Arena - Mechanical	\$ 2,000

Strategic priority objective

N/A

Financial implication

Revised project cost for the Aquatics Floor Tiles Replacement project:	\$299,053
Funding currently allocated to the project:	\$150,000
Funding shortfall:	\$149,053

Shortfall to be funded via a Budget transfer from existing Facility Capital Projects.

Cost benefit to the City:

Elimination of ongoing annual operational expense estimated at \$79,380

Return on investment within 3.75 years

Background

Council received two reports regarding Community Centre Aquatics Floor Tile replacement in 2014.

The first Report presented on June 9, 2014 outlined the project costs and funding sources (Attachment "A") and the second report presented on August 18, 2014 (Attachment "B") outlined options for pool shut down dates and adjustments to funding sources.

Resolutions from June 9, 2014:

270/2014 It was MOVED and SECONDED

THAT Council approve the replacement of the tiles in the Community Centre relating to the three pool decks, the sauna and steam room floors, the change room and shower floors, and the aquatics staff administration and work areas;

AND THAT Council approve up to \$150,000 of funding for this project;

AND THAT Council approve a portion of the necessary funding, up to \$57,000 re-allocated from the 2014 Operating Budget;

AND THAT Council approve the balance of the necessary funding, up to \$93,000 allocated from the 2014 Community Works Fund Grant.

Resolutions from August 18, 2014:

372/2014 It was MOVED and SECONDED

THAT Council approve the Community Centre Pool Shutdown from July 27, 2015 to September 13, 2015 for replacement of the aquatics floor tiles; and

THAT Council rescind resolution 270/2014 for funding for this project in the amount of \$150,000 with \$57,000 funded from the reallocation of funds from within the operating budget due to a cancelled beach lease, and \$93,000 funded from the Community Works Fund Grant; and

THAT Council approve funding of up to \$ 57,000 towards this project for tile maintenance in 2014 with reallocation of funds from within the operating budget due to a cancelled beach lease; and

THAT Council approve in principle, the necessary fund up to \$150,000 from the 2015 Operating and Capital Budgets for completion of this project in 2015.

Analysis

Staff issued a Request for Proposals (RFP) for the Aquatic Pool Tile project which resulted in only one qualified bid at a cost of \$299,053. The project cost was \$149,053 over the approved budget. The major drivers for the cost increase were labor costs far higher than expected due to the tight completion schedule, 7 weeks, forcing the contractor to pay a premium to staff. Also extra tile details are required needed on all transition points as specified by Interior Health.

The 2015 tile project includes retiling the pool decks, viewing area, steam room, sauna, change rooms and showers. The aquatics staff area retiling is out of the scope of work for 2015 and will be included in the 2016 capital budget process.

Staff reviewed the business case for the project and deemed that the project should still proceed. The annual maintenance costs for these tiles equate to \$79,380 if the slip resistance required for these tiles is maintained appropriately.

The original budget outlined a financial return in 23 months. With the updated costs, the financial return is realized in 3.75 years which in the long term still makes sense.

This investment will also produce a return of increased safety and enjoyment of and by the staff and public using the aquatics facilities.

The Facilities Department has reviewed their 2015 Capital Budget and determined that it can reallocate funds from existing projects to fund the shortfall.

Alternate recommendations

1. THAT Council approve a budget increase of \$149,053 to the Pool Deck Tile Replacement account CAP45019 but direct staff to find an alternate funding source.

Attachments

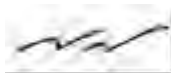
Attachment "A": June 9, 2014 Council Report – Community Centre Aquatics Floor Tile Replacement
Attachment "B": August 18, 2014 Council Report – Community Centre Pool Tile Replacement

Respectfully submitted,

Lori Mullin

Lori Mullin
Interim General Manager – Recreation & Facilities

Approvals

Director	City Manager	Concurrence - CFO
		

Attachment "A": June 9, 2014 Council Report – Community Centre Aquatics Floor Tile Replacement

Attachment "B": August 18, 2014 Council Report – Community Centre Pool Tile Replacement

Council Report

penticton.ca

Date: June 9, 2014
To: Annette Antoniak, City Manager
From: Chuck Loewen, General Manager – Recreation & Facilities
Subject: Community Centre Floor Maintenance

File No:

Staff Recommendation

THAT Council Approve the replacement of the tiles in the Community Centre relating to the three pool decks, the sauna and steam room floors, the change room and shower floors, and the aquatics staff administration and work areas;

AND THAT Council Approve up to \$150,000 of funding for this project;

AND THAT Council Approve a portion of the necessary funding, up to \$57,000, re-allocated from the 2014 Operating Budget;

AND THAT Council Approve the balance of the necessary funding, up to \$93,000, allocated from the 2014 Community Works Fund Grant.

Strategic priority objective

N/A

Financial implication

Elimination of ongoing annual operational expense estimated at \$79,380

Total Operational Budget Impact:

- Impact to 2014 Operating Budget
 - o NIL with Re-allocation of 2014 Operating Budget of \$57,000
- Impact to 2014 Capital Budget
 - o Increase of \$93,000
 - o Funding from increased Community Works Fund Grant
- Return On Investment
 - o 23 months

Background

In June 2011, the Community Centre reopened after a successful renovation and expansion of the facility during 2010 and the first part of 2011.

The expansion and renovation included an expanded main pool from 6 lanes to 10 lanes, a separate leisure pool with added features, an enlarged hot pool and new steam and sauna rooms, along with modern state of the art change and shower rooms catering to men, women, and families with accessibility to all members of the public.

The new aquatics areas were extremely attractive, themed after European spa designs, and utilizing the latest of European tile aesthetics.

The pool became an instant success with the public and participation increased exponentially from previous years.

The tiles, as aesthetically pleasing as they were, did require additional operational maintenance costs. The size of the tiles (12" X 24") did provide a larger surface per tile requiring additional cleaning and etching maintenance to prevent potential slips by those using the pool.

Facilities staff worked with the architects, engineers, designers, tile suppliers and tile care suppliers to determine the best and most cost efficient methods of maintenance and thousands of dollars were spent by contractors and the City in finding the best solutions.

Over the past three years many thousands of dollars have been spent in acid washes, tile etching and tile grinding as well as daily and weekly power washing and cleaning to ensure the tiles were the most slip resistant possible.

Grit filled epoxy treatments have recently been tested on some floor areas, and those too have failed to provide a solution for reduced operational costs in maintaining slip resistance of the tiles.

Analysis

From the experiences and analysis of staff working with various potential solutions, it has been determined that an etching of the tiles would need to be conducted quarterly, and at the very least every trimester, to maintain the tiles' slip resistance and minimize potential slips and falls.

Additionally, normal daily and weekly cleaning and maintenance would continue, but not to the degree it has been required.

The area impacted is 13,300 square feet of surface. This includes all pool deck areas, the steam and sauna room floors, the change room and shower floors and the aquatic staff work areas.

Annual Incremental Maintenance Expense Estimate:

The cost per etching, calculated at \$1.15 per square foot equates to \$15,295 plus applicable taxes.

Providing a quarterly etch per annum calculates to \$61,180 plus taxes.

Additional cleaning and maintenance required is 10 hours weekly or 520 hours annually at an additional cost of \$18,200.

The incremental addition of annual maintenance costs for these tiles equate to \$79,380 if the slip resistance required for these tiles is maintained appropriately.

Replacement Expense Estimate:

Conversely, the replacement of these larger 12" X 24" tiles to a smaller 2" X 2" tile providing more grout surface for bare, wet feet to 'adhere' to, will result in less maintenance expense while producing the required slip resistance and safety to the public.

The cost for replacing the current tiles is broken out as follows:

Removal of current tile	\$2.00 per square foot
Cost of replacement tile	\$4.00 per square foot
Cost of installation	\$4.00 per square foot
Cost for drainage swells variances	\$17,000 allowance
Cost for 13,300 square feet	\$17, 000 + (\$10 X 13,300)
Total Expense	<u>\$150,000</u>

Calculated Return on Investment:

This investment of \$150,000 will produce a financial return in approximately 23 months, less than two years, when one considers the cost of maintenance of the current tiles at \$79,380.

This investment will also produce a return of increased safety and enjoyment of and by the public using the aquatics facilities.

Proposed Replacement Schedule:

1. Staged removal of the tiles in all the change and shower areas mid-June 2014.
2. Staged installation of new tiles in all the change and shower areas late-June to mid-July 2014
3. Removal and installation of tiles in hot tub, sauna, steam and slide areas mid-July to mid-August 2014
4. Removal and installation of tiles in leisure pool areas during annual shutdown end-August to beginning September 2014.
5. Removal and installation of tiles in main lap pool areas during annual shutdown end-August to beginning September 2015.
6. Removal and installation of tiles in aquatics administration and work areas through the year 2015.

Proposed Source of Funding:

The proposed funding for Council consideration comes from two main sources.

- A. The 2014 Operating Budget includes \$57, 000 for payment of the Lease by the City for Airport Beach. This lease was not renewed with the City by its owner, and these funds would be available for consideration by Council to be re-allocated for the replacement of the tiles.

- B. In the 2014 Capital Budget, the City budgeting for approximately \$900,000 in funding from the Community Works Fund Grant. The actual funding for 2014 has been announced, and the City will be receiving approximately \$1,370,000 from this Grant for this year.

It is proposed that Council approve the re-allocation of \$57,000 in the 2014 Operating Budget from the Airport Beach Lease payment to the tile replacement, and with the additional funding from the CWF Grant, allocate a further \$93,000 to the tile replacement.

Alternate recommendations

As directed by Council.

Attachments

N/A

Respectfully submitted,

Chuck Loewen

Chuck Loewen
General Manager – Recreation & Facilities

Approvals

Director	City Manager	Concurrence - CFO
		

Council Report

penticton.ca

Date: August 18, 2014
To: Annette Antoniak, City Manager
From: Chuck Loewen, General Manager - Recreation & Facilities
Subject: Community Centre Pool Tile Replacement

File No:

Staff Recommendation

Option A:

THAT Council Approve the Community Centre Pool Shutdown from November 17, 2014 to January 4, 2015 for replacement of the aquatics floor tiles; and

THAT Council Maintain the Approved Resolution 270/2014 for funding for this project in the amount of \$150,000 with \$57,000 funded from the reallocation of funds from within operating budget due to a cancelled beach lease, and \$93,000 funded from the Community Works Fund Grant; and

THAT Council Approve up to an additional \$19,500 for aquatics tile etching during the annual shutdown in the first week of September 2014, and the subsequent three month maintenance expense;

OR

Option B:

THAT Council Approve the Community Centre Pool Shutdown from July 25, 2015 to September 13, 2015 for replacement of the aquatics floor tiles; and

THAT Council Rescind Resolution 270/2014 for funding for this project in the amount of \$150,000 with \$57,000 funded from the reallocation of funds from within the operating budget due to a cancelled beach lease, and \$93,000 funded from the Community Works Fund Grant; and

THAT Council Approve funding of up to \$57,000 towards this project for tile maintenance in 2014 with a reallocation of funds from within the operating budget due to a cancelled beach lease; and

THAT Council Approve in Principle the necessary funds up to \$150,000 from the 2015 Operating and Capital Budgets for completion of this project in 2015.

Strategic Priority Objective

N/A

Financial Implication

Option A: November 17, 2014 – January 4, 2015

- Net Impact \$28,500

Option B: July 25 – September 13, 2015

- Net Impact \$44,500

Background

Council approved the replacement of aquatics floor tiles at the June 9, 2014 Council Meeting. The tiles installed in the pool expansion project in 2011 have proven to be too costly to maintain adequate slip resistance and therefore require replacement. Three years of testing various options to maintain consistent and long term slip resistance were not successful.

Resolution 270/2014:

- *Up to \$150,000 was approved at the June 9, 2014 Council Meeting for aquatic floor tiles replacement (\$57,000 reallocation of funds from within operating budget due to cancelled lease, \$93,000 Community Works Fund Grant).*

Upon further research with tile companies, it was identified that tile replacement requires humidity to be completely removed from the environment, and therefore, all pools are required to be drained. This negates Staff from implementing the planned stages of tile replacement, while maintaining operations and allowing partial access to the pools (i.e. tiling around hot tub while leisure and main pool are open). It was confirmed that 7 weeks are required to tile all aquatic areas. Staff considered adding 6 weeks on to the regular annual pool shut down the beginning of September but contractor resources were not available for that time frame.

Staff reviewed alternative shutdown dates to best fit the 7 week closure in to the aquatics programming schedules.

Two options for Council's consideration are:

November 17, 2014 – January 4, 2015; and

July 25, 2015 – September 13, 2015.

Analysis

Patron and Staff Safety

Staff believes it is important to replace the tiles as soon as possible to best improve the tile slip resistance in the aquatics area. A temporary tile treatment (chemical or etch) will be implemented the beginning of September 2014 as part of the existing maintenance program and if the project is delayed until next year, additional treatments will be required throughout the year.

Human Resource Implications

The Human Resources (HR) Manager, was consulted regarding Part Time (PT) staffing implications.

Management/HR would provide notification to PT aquatic staff of the 7 week pool shutdown (due to the requirements to re-tile the pool deck). PT staff would be informed that there are no available aquatics part-time hours during this time and that regular scheduling will resume upon pool re-opening. If maintenance projects and tasks become available, PT aquatics staff would be given an opportunity for those hours.

For PT reception staff, management/HR would also provide notification of the extended pool shut down and advise that working hours would be reduced similar to pool shutdown schedules.

The regular Full Time (FT) aquatic staff would continue to work through the shutdown completing project work, program development, training, implementing new scheduling software, and strategic planning. The FT overnight pool maintenance staff would be re-assigned work within Facilities during the shutdown.

HR has contacted the Union in advance of this, providing notification that Staff will be seeking direction from Council on the timing of this issue.

General Aquatics Operations Impacts

- One set of week day lessons would be cancelled (5 week program) for November shut down and two 2-week lesson sets would be cancelled for the Summer shut down; reduction in lesson set offerings could potentially fill up (maximize) earlier lesson sets and additional lesson sets will be added as required.
- Weekend lesson sets in the Fall will be cut short.
- Aquatic courses (Bronze Medallion, Bronze Cross, AWSI, LSI recertification) would be rescheduled to other dates.
- R.E.A.C.T. (aquatic rehabilitation program) and regular aquafit classes would be cancelled during shutdown.
- New Waves (private lessons for people with special needs) would be cut in half (about 4-5 sessions) for the November shutdown. Program not offered in the summer.
- Swim Club rentals would be cancelled
 - November shutdown: KISU 5 weeks of regular training and 1 week Christmas camp; Pikes 5 weeks of Fall maintenance training; Special Olympics 5 weeks of training.
 - Summer shutdown: KISU no impact on Summer training, 1 week of Fall training; Pikes 1 week of regular training, 2 weeks of abbreviated training, 1 week of Fall training; Special Olympics no impact.
- No access to pool for specialized user groups such as Dale Charles Physiotherapy and special needs clients with outside agencies (eg. McNaughton, PDSCL, PDCRS).
- All general public swimming users will be impacted by the closure.
- In general, there is a far greater customer impact on a November closure as the aquatics facility is much busier in these months versus the summer months.

Affected user groups have been contacted in advance of this, providing notification that Staff will be seeking direction from Council on the timing of this issue.

Note: The rest of the Penticton Community Centre would be fully operational including fitness room, recreation programs, drop-in sports, child-minding, facility rentals, etc.

Financial Implications of 7 Week Shutdown:

November 17, 2014 – January 4, 2015

Loss of Aquatic Revenue:	\$99,000	Public swimming, lessons, programs, rentals, etc.
Reduced Expenses:	<u>\$90,000</u>	Reduction/reallocation of staff wages, reduction of supplies
Net Loss:	\$ 9,000	

Temporary Tile Treatment	<u>\$19,500</u>	One treatment/labour to improve tile slip resistance
Total Net Impact	<u>\$28,500</u>	

July 25 – September 13, 2015

Loss of Aquatic Revenue:	\$54,000	Public swimming, lessons, programs, rentals, etc.
Reduced Expenses:	<u>\$68,000</u>	Reduction/reallocation of staff wages, reduction of supplies
Net Savings:	\$14,000	

Temporary Tile Treatment	<u>\$58,500</u>	Up to 3 treatments/labour to improve tile slip resistance
Total Net Impact	<u>\$44,500</u>	

Operational impacts will be managed within existing operational budgets. Temporary tile treatments will require budgeting and allocation of funds.

Communication Plan

Staff is developing a communication plan, in consultation with the City's Communications Officer, to ensure all appropriate notification for given audiences is provided, and will outline the necessity for the closure.

Targeted communications will go to:

- Community Centre patrons (signage in building, social media, E-News, Rec Guide, etc.)
- Swim Clubs and other Pool User Groups
- Dale Charles Physiotherapy Clinic
- Media

Communication to staff, patrons, user groups, media will be rolled out to ensure the appropriate notice is provided to all impacted groups.

Alternate recommendations

As directed by Council.

Attachments

N/A.

Respectfully submitted,

Chuck Loewen,
General Manager – Recreation & Facilities

Approvals

Director	City Manager 	CFO 	HR Manager 	
----------	---	--	--	--



Council Report



Date: July 6, 2015
To: Mitch Moroziuk, Acting City Manager
From: Colleen Pennington, Economic Development
Subject: **Go Media Contract**

File No:

Staff Recommendation

THAT Council direct that the City enter into a Partnership Agreement with the Tourism Penticton Society for support of the Society's hosting responsibilities at Go Media 2015 as contained in Attachment "A" Partnership Agreement;

AND THAT the Mayor and Corporate Officer be authorized to sign the agreement on behalf of the City.

Strategic priority objective

N/A

Background

Go Media is the Canadian Tourism Commission's (CTC) biggest annual consumer media show hosting industry partners from across the country and over 120 media from Canada, the United States and the CTC's 10 international markets.

Attendees will spend September 27 to October 1, 2015 in Penticton, at the Penticton Trade and Convention Centre. This show is owned by the CTC.

Tourism Penticton won the bid to host Go Media for 2015.

GO Media Schedule of Activities

Pre – Event:	Tours , primarily in rest of Canada for media delegates
Sunday:	Delegates arrive in Penticton and South Okanagan
Monday:	Up to 2 Half-day tours restricted to media only Marquee Event – Penticton and Region
Tuesday:	Full-day of appointments Marquee Event – Penticton and Region
Wednesday:	Full day of appointments

2016 Host's Event
Thursday: Departures to post-tours across Canada

Council has previously received information or briefings on Go Media on these occasions;

- Go Media was part of the budget presentation from Tourism Penticton Society in 2013.
- Go Media was also part of the budget presentation on December 10, 2014 from the Tourism Penticton Society. \$125,000 was approved in the Economic Development budget for the support of the event.
- Earlier in 2015, Council heard from Tourism Penticton Society and organizers, Chris Bower, Sally Pierce and Ian McDonald with an update on progress to date regarding Go Media.

Financial implication

In the 2015 budget, a maximum of \$125,000 was approved as a part of the Economic Development budget to support the event. These funds may be transferred to the Society by means of a Partnership Agreement (see Attachment "A").

Under the agreement, the City of Penticton will provide the funds upon receipt of a series of documentation indicating the completion of the event planning.

In the event that the event concludes with a surplus, the City of Penticton will receive all the surplus funds. Seventy five percent (75%) of the surplus returned to the City will be retained by the City until the City has been reimbursed the entirety of its funding of \$125,000. Tourism Penticton Society will receive any residual surplus as an incremental budget in the following budget year.

Analysis

Go Media has significant influence on the types of earned media and the brand reputation of Penticton and the South Okanagan. A successful event will showcase the region and create long term tourism and brand awareness benefits. The estimated conference investment is \$775,000. This is comprised of contributions from the CTC, in kind and cash expenditures.

As the host, Tourism Penticton Society (the Society) agreed to certain responsibilities including transportation, accommodation for media, media tours, meeting space and 2 events. The host of the Go Media conferences typically invests at least \$275,000 to deliver their commitments under the hosting agreement. Due to the efforts of the Tourism Penticton Society to garner in kind support, the Penticton Conference's out of pocket costs are budgeted at \$165,000.

The known parties who are contributing to the conferences direct out of pocket costs include the City of Penticton and the Penticton Hospitality Association. Other funders such as the Province of BC through Destination BC may also contribute.

Tourism Penticton Society has approximately 90 days remaining prior to the execution of a very high profile event.

Updates from the Society with respect to the event planning as well as site visits have been very positive.

Alternate recommendations

1. That Council direct staff to enter into the Partnership Agreement with amended terms and conditions.
2. That Council provide alternative direction.

Respectfully submitted,

Colleen Pennington
Economic Development

Approvals

Acting City
Manager



Attachment A – Draft Partnership Agreement

PARTNERSHIP AGREEMENT

THIS AGREEMENT is made the ____ day of July, 2015.

BETWEEN:

THE CORPORATION OF THE CITY OF PENTICTON

171 Main Street

Penticton, B.C. V2A 5A9

(the "**City**")

OF THE FIRST PART

AND:

TOURISM PENTICTON SOCIETY

553 Veas Drive

Penticton, B.C. V2A 8S3

(the "**Society**")

OF THE SECOND PART

WHEREAS

- A. The City and the Society are parties to an agreement dated for reference January 1, 2013, under which the Society has agreed to provide Visitor Information Services and Tourism Services for and on behalf of the City (the "Tourism and Visitor Information Services Agreement");
- B. The City and the Society wish to enter into another agreement to host Go-Media 2015 completing in October 2015.

AND WHEREAS

- C. The City has established a service and operates programs to support and encourage economic development in the City;
- D. The City acknowledges the importance of Go-Media to economic development and growth through tourism;
- E. The City acknowledges the importance of marketing Penticton and the region as a tourism destination and the role of tourism in economic development;
- F. The Society has a mandate to attract visitors and tourists to the City and the South Okanagan and has secured the Go-Media as a key element of a successful tourism industry promotion; and
- G. The City has the authority under the *Community Charter* Part 3 Section 21 to enter into a partnering agreement under which a person agrees to provide a service on behalf of the City, and may provide assistance under a partnering agreement.

NOW THEREFORE in consideration of the mutual covenants and agreements herein contained and the sum of One Dollar (\$1.00) now paid each to the other and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged), the parties hereto covenant and agree as follows:

- 1. In this Agreement, including its recitals, capitalized terms shall have the same meaning as assigned to them under the Tourism and Visitor Information Services Agreement dated January 1, 2013.
- 2. As part of their hosting, The Tourism Society agreed to organize and provide the following for GO-Media:
 - (a) Airport transfers for arriving and departing delegates
 - (b) Accommodation for all media at selected host hotels
 - (c) Ground transportation to and from GoMedia site and hotels and hospitality functions

- (d) Organize 8 half day media tours in the Penticton area that can be used to promote Penticton as a major Destination for visitors
 - (e) To develop media tours, to use after Go-Media, that have themes focused in Science, Art, Sports, Motor Sports and food related experiences that writers in the Lower Mainland, Calgary, Seattle and Saskatchewan can access.
 - (e) Meeting space at Penticton Convention Centre
 - (f) Marquee event on first and second night of GoMedia and supply passes for the City Mayor & Council and key staff members
 - (g) Develop media digital & print packages customized to support writers with information, photos, video and experiences that exist in Penticton and the South Okanagan- Similkameen. The ownership of rights will be with Tourism Penticton and usage rights that will be extended to The City, PHA and other Penticton Stakeholders.
 - (h) Develop pageantry that will professionally promote Penticton at the event
 - (i) Hire an event coordinator to oversee the 2015 Go-Media project
 - (j) Work in partnership with industry, Canadian Tourism Commission, Tourism Industry Association of Canada, Destination BC and Thompson Okanagan Tourism Association to execute a premium event by leveraging funds they have available, and
 - (k) To seek out sponsorship dollars and in-kind sponsorship to minimize the financial obligation for the City
3. The Society shall use funding received from the City under Section 7 only for Go Media programs that the City has expressly approved as identified within this budget. The Society agrees to keep the funds made available through this Agreement, separate from other funds.
4. The Society recognizes that additional funders and sponsors would be beneficial to the Go Media event. The Society will make reasonable efforts to seek additional funding (including both cash and in-kind contributions) from other organizations both private and public including but not limited to regional partners to assist in funding the Society's hosting responsibilities for the event and meeting the deliverables referred to in Section 2.

In the event that the Go Media event concludes with a surplus, the City of Penticton will receive all the surplus funds. Seventy five percent (75%) of the surplus returned to the City will be retained by the City until the City has been reimbursed the entirety of its funding of \$125,000. Tourism Penticton Society will receive any residual surplus as an incremental budget in the following budget year.

To be clear, Tourism Penticton Society will be provided funding in the following budget year incremental to the funding normally provided under the Tourism and Visitor Information Services Agreement based on:

- Surplus amounts up to and including \$166,667 will be divided such that 25% of the surplus amount will be added to the Tourism Penticton Society budget in the following year or
- Any surplus amount greater than \$166,667 will be added to the Tourism Penticton Society budget in the following year.

5. The Society agrees that the benefit to the City of Penticton flows primarily from two sources:

- positive earned media including increased positive brand recognition of Penticton as a destination for tourism and for attraction of new residents and businesses , and
- the creation of long term tourism assets.

The Society shall make available upon request by the City, all written information provided to the Society with respect to Go Media.

The Society shall provide a post report to the City on the deliverables initiated under Section 2 and their success relative to these objectives including a detailed financial reconciliation.

6. The Society agrees to focus primarily on creating exposure by day trips, marquee events and other means to tourism assets located within the City of Penticton unless agreed to in writing with the following exceptions:

- o two trips to Osoyoos contingent on the receipt of funding from Destination BC as outlined in the attached email.
- o one marquee event to be hosted in Okanagan Falls.
- o one trip to Summerland

7. The City agrees to provide the following funds to the Society upon delivery, and approval, not to be unreasonably withheld, of the following items:

- a) Payment shall be provided in the amount of FORTY THOUSAND DOLLARS (\$40,000) upon signing of the agreement.
- b) Payment shall be provided in the amount of TEN THOUSAND (\$10,000) upon receipt of a comprehensive list of day media tours. Documentation should be sufficient to explain the tourism assets explored as well as the number of participants and experience.
- c) Payment shall be provided in the amount of TEN THOUSAND (\$10,000) upon receipt of a detailed description of the brand placement, size and quantity in the venues, transportation, materials.
- d) Payment shall be provided in the amount of TEN THOUSAND (\$10,000) upon receipt of a detailed description of the pageantry as well as a detailed event plan for each marquee event for approval by the City. The event plan must showcase Penticton as a destination venue with a unique memorable Okanagan experience and be in sufficient detail to allow for inspection of the guest experience.

- e) Payment shall be provided in the amount of TEN THOUSAND (\$10,000) upon receipt of the following plans: the transportation and logistics and volunteer plans.
- f) Payment shall be provided in the amount of FORTY FIVE THOUSAND (\$45,000) upon receipt of the budget, highlighting the in kind and cash funding of the event.

Approval will be deemed to have been provided unless a response in writing has been sent to the Society within three working days of the receipt of the item.

8. Following the conclusion of the Go Media event but prior to December 31, 2015, the Society shall create tourism assets including fully licensed photography showcasing at least 5 experiences.

At least one experience must showcase each of the following: science, local food, biking and sports tourism. Delivery of this item will include:

- posting of the self-guided experiences on the tourism website and
- receipt by the City of the licensed photography and
- receipt of digital files documenting the experiences.

9. In the event that the Go Media event is not completed, the City may withhold further funding in relation to that program, and any funds previously advanced to the Society under section 3 for that program must be returned to the City without delay, but excluding funds that the Society has legally committed to a third party in accordance with this Agreement.

IN WITNESS WHEREOF the parties hereto have set their hands and seals as of the day and year first above written.

THE CORPORATION OF THE CITY OF PENTICTON,)
by its authorized signatories:

_____)

_____)

_____)

Name: _____)

_____)

_____)

Name: _____

TOURISM PENTICTON SOCIETY, by its authorized)
signatories:)

)

_____))

Name:)

)

_____))

Name:)

)



Council Report



Date: July 6, 2015
To: Mayor and Council
From: Mitch Moroziuk, Acting City Manager
Subject: **Okanagan-Similkameen Transit Future Plan**

File No:

Staff Recommendation

THAT Council receive this report for information;

AND THAT Council support the April 2015 Okanagan-Similkameen Transit Future Plan as contained in Attachment "A".

Strategic priority objective

N/A

Background

The Okanagan-Similkameen Transit Future Plan describes what services, infrastructure and investments will be needed over the next 25 years to introduce a regional transit program. The plan supports local community goals and objectives, such as strengthening the link between transportation and land use in order to support sustainable growth.

The plan creates a long term vision for transit in the Okanagan and Similkameen that supports the Regional Growth Strategy (RGS) and existing Official Community Plans (OCPs), other local planning initiatives and also supports the initiatives of the BC Transit Strategic Plan.

The plan supports the Provincial Transit Plan (PTP) by expanding fast, reliable, green transit and to increase transit ridership and travel mode share. The plan describes the transit service, fleet and facility changes needed to move forward with the proposed vision. It also looks at ways to understand the values of a transit system and the support for increased transit investment.

The specific items that impact Penticton are as follows:

1. Goals

- The transit system complements the goal of compact complete communities and is integrated with local government land use and transportation plans.
- The transit system is efficient.
- The transit system is a viable alternative to the private vehicle.

2. Ridership Targets

- To see mode share reach 3% in Penticton.
- To see Penticton ridership grow from 454, 000 to 1,200,000 trips per year by 2040.

3. Improved Regional Transit

- The creation of a Regional Transit System that will connect the towns and cities within the Okanagan-Similkameen as well as provide a connection to the adjacent Transit System to the north.
- Coalmont, Princeton, Hedley, Keremeos, Osoyoos, Oliver, Okanagan Falls, Kaleden, Penticton, Naramata, Summerland and Peachland will become interconnected and will also be able to connect to West Kelowna and Kelowna. This will allow for an increased level of public transportation service between areas and better access to services, educational facilities and employment centers.

4. Higher Frequency Service

- More frequent transit service within Penticton on the Number 5 Main Street Route and the Sunday Route.
- More frequent transit service on other routes within Penticton.
- Additional night service will be created to allow access to entertainment and restaurant amenities in the downtown.
- Route extensions to currently unserved areas such as upper Wiltse, Sendero Canyon and Spiller Road will be created.
- Connections to adjacent areas in the West Bench will be introduced and extensions to Penticton Indian Band lands will be explored.

5. Handy Dart Service

- Provision of Conventional Transit travel training for Handy Dart users.
- Introduction of a registration and recertification system for Handy Dart users.
- Alignment of hours with the Conventional Transit System.
- Introduction of Saturday Service.

6. Governance Structure

A new governance structure will be created to streamline the implementation of items within the Regional Transit Plan and to enable more comprehensive and efficient system management.

Financial implication

In order to meet goals and targets as set out in the Okanagan-Similkameen Transit Future Plan an investment in transit operating, capital resources and staff time will be required. The projected financial requirements are outlined in Table 2 of the Okanagan-Similkameen Transit Future Plan appended as Attachment "A". Any forecasted service hours, fleet requirements and infrastructure requirements will be presented to Council as part of the annual budget process for their approval prior to implementing.

While improved service will ultimately necessitate increased costs, there are also significant efficiencies that will result from the Transit Future plan to mitigate cost increases. This includes an emphasis on more direct routing, improved transit exchanges and a system of performance guidelines and targets.

Analysis

Providing an endorsement for the Okanagan-Similkameen Transit Future Plan would provide support to the Regional District, other municipalities in the region and BC Transit in terms of how the region will move forward with Regional Transit in the future.

Should Council wish they could elect to not endorse the Regional Transit Plan.

Alternate recommendations

THAT Council not endorse the April 2015 Okanagan-Similkameen Transit Future Plan.

Attachments

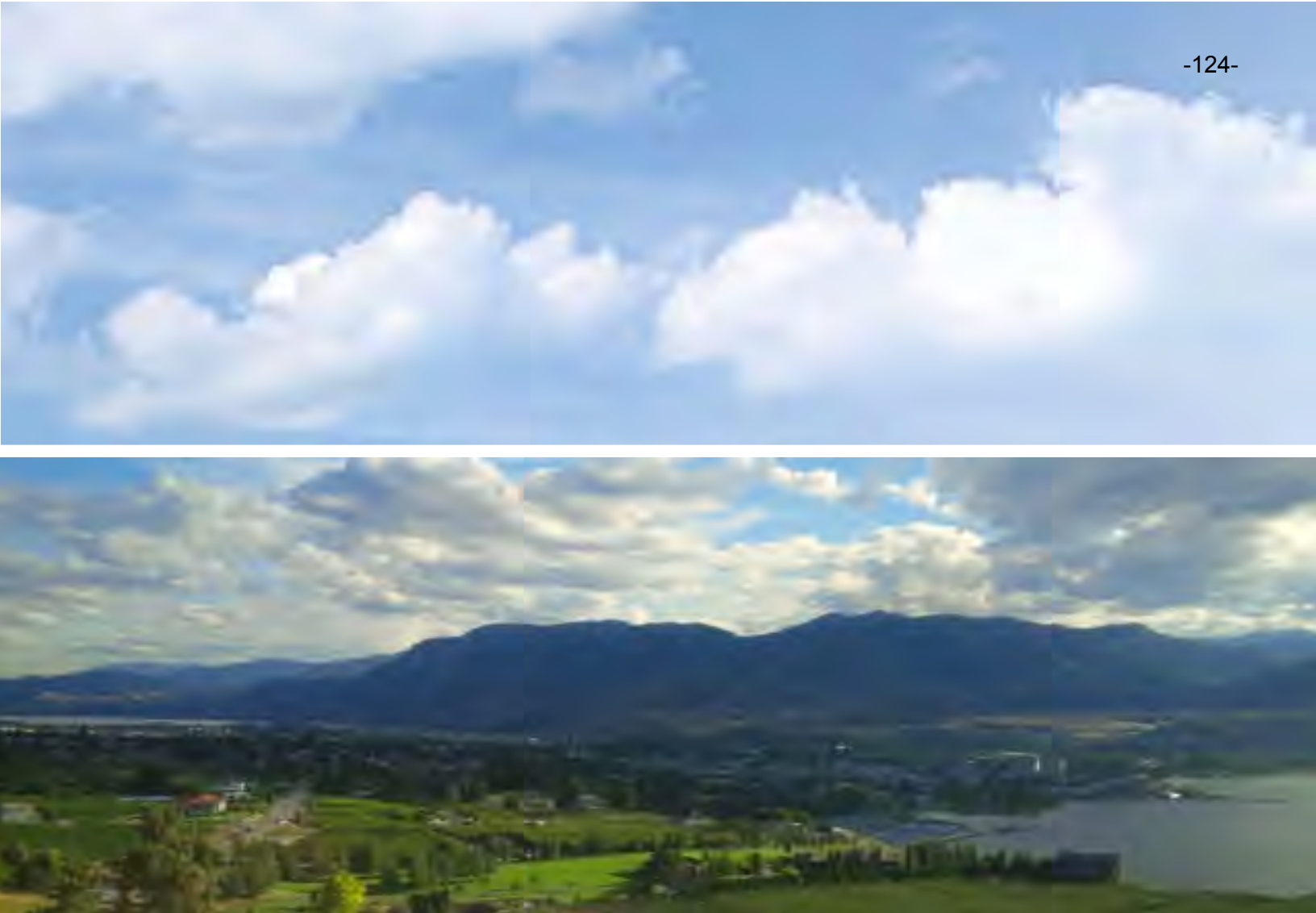
Attachment "A" – Okanagan Similkameen Transit Future Plan

Respectfully submitted,

Mitch Moroziuk P.Eng. MBA
Acting City Manager
City of Penticton

Attachment "A" – Okanagan Similkameen Transit Future Plan

<..\\..\\Public Works\\Transit\\2013 Transi Future Plan\\April 2015 Final RDOS Transit Future Plan.pdf>



Transit Future Plan

Okanagan-Similkameen | April 2015



BC Transit would like to thank all those who were involved in the creation of this plan

2 Executive Summary

Vision and Goals
Ridership Targets
The Transit Future Plan Network
Implementation Strategy
Revised Governance
Moving Forward

32 Introduction

Why do We Need a Transit Future Plan?
What is a Transit Future Plan?
Study Area
Linkage to Other Plans
Linkage to Local Plans

37 Participation

Approach of the Engagement Strategy
Consultation Summary
Phase One
Phase Two

50 Setting the Scene

Population and Demographics
Employment and Education
Land Use and Planning
Transportation

82 Transit Today

Conventional Transit
Paratransit
Custom Transit
Transit Infrastructure

116 Vision and Goals

Vision Statement
Goals
Ridership and Mode Share Target

124 Network

Service Layers
Regional and Inter-Regional Network
Local Transit Networks

- Penticton
- Keremeos & Area
- Okanagan Falls & Naramata
- Oliver
- Osoyoos
- Princeton
- Summerland

Benefits of the Transit Future Plan Network

137 Resources

Service Hours
Benchmarking
Fleet Requirements
Transit Infrastructure

148 Implementation Strategy

Immediate Priorities
Short Term Priorities
Medium and Long Term Priorities

182 Moving Forward

Service Monitoring
Funding the Plan
Alternate Local Funding Options
Budget Development Process
Keys to Success

188 Appendices

Appendix 1: Issues and Benefits of Integration
Appendix 2: Glossary of Terms

Executive Summary

Transit has tremendous potential to contribute to more economically vibrant, livable, and sustainable communities. The need to realize this potential in the Okanagan-Similkameen is increasingly important because of factors such as a large aging demographic, consolidation of medical services, mobility for individuals who do not have access to other modes of travel, population growth and climate change. These factors, particularly the projected increase in seniors across Okanagan-Similkameen communities, are already creating increasing mobility and transportation pressures.

In consideration of these issues, the local governments in the Okanagan-Similkameen have adopted:

- Official Community Plans (“OCPs”)
- The South Okanagan Regional Growth Strategy
- Community action plans like the Integrated Community Sustainability Plan (Osoyoos)

In addition to these planning initiatives in the Okanagan-Similkameen, the BC Provincial Transit Plan and BC Transit’s 2030 Strategic Plan inform the Transit Future Plan.

The Transit Future Plan builds on the Okanagan-Similkameen land use and transportation policies and includes an implementation strategy for transit investments. See Figure 1. The Transit Future Plan was developed through a participatory planning process involving stakeholder advisory groups and broad community consultation across the Regional District. The Transit Future Plan envisions what a community's transit network should look like 25 years from now, informing local governments and the province about the transit investments and changes we will work toward, and the order that those changes will happen. Included in this are the investments, ridership targets, networks, and infrastructure needed to achieve the vision.

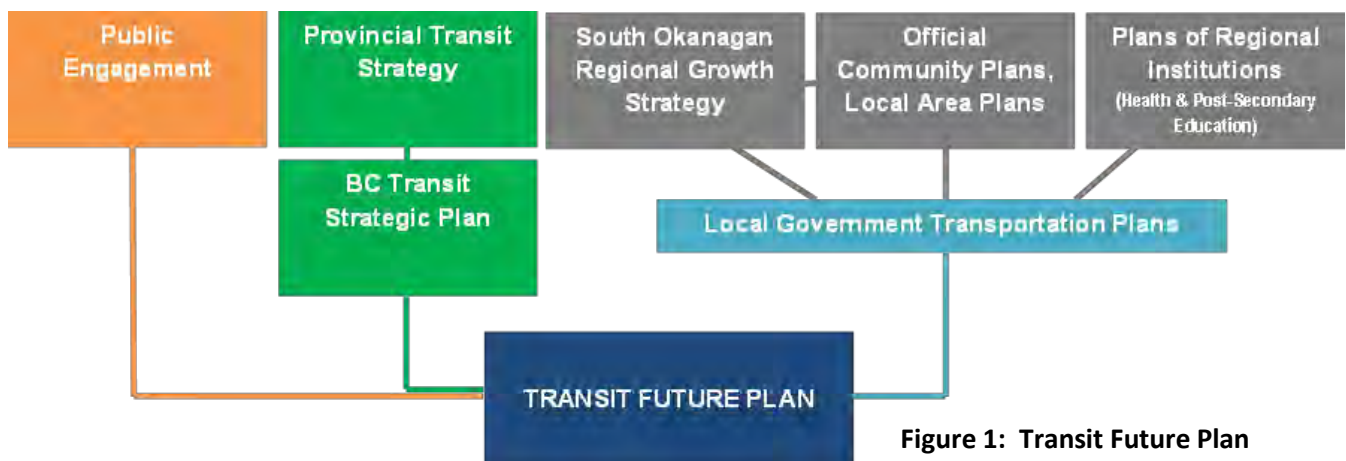


Figure 1: Transit Future Plan Framework

Vision & Goals

Vision Statement

“By the year 2040: Transit in the Regional District of Okanagan-Similkameen connects people and communities locally, regionally, and inter-regionally through cost-effective, convenient, integrated, accessible, and user-friendly services.”

Goals

1. **The transit system complements the goal of compact complete communities and is integrated with local government land use and transportation plans.**
2. **The transit system is efficient.**
3. **The transit system is a viable alternative to the private vehicle.**

Ridership Targets

The Okanagan-Similkameen Transit Future Plan recognizes that the region contains urban and rural character areas and has different mode share targets to reflect this. **Based on stakeholder input the transit mode share for transit:**

- **Inside Penticton** is three per cent (3%) of all trips by 2040, which will require Penticton ridership to grow from 454,000 to 1.2 million trips per year
- **Outside of Penticton** is two per cent (2%) of all trips by 2040, which will require a ridership increase from 40,000 to 540,000 trips per year.

The combined ridership across the RDOS will require 1.7 million annual trips to be made by transit by 2040, an increase of 3.4 times from the current 498,000 annual trips.



The Transit Future Plan Network

The Okanagan-Similkameen Transit Future Network includes four distinct layers of transit service to better match transit service to demand. The network is designed to be easy to use and competitive with automobile travel by improving the directness, reliability and frequency of the transit system. The network focuses on service along key corridors, service connecting neighbourhoods and major destinations and service which connects town centres to one another. The Transit Future Plan may require some customers to transfer from one route to another to complete their journey, with the trade-off that trips will be more frequent and overall travel will be more direct.

Frequent Transit Network (FTN)

The Frequent Transit Network (FTN) provides medium-to high-density mixed land use corridors with a convenient, reliable, and frequent (15 minute service) transit service operating weekdays between 7:00 am and 6:00 pm. The goal of the FTN is to allow customers to spontaneously travel between major destinations and reach the inter-regional exchange without having to consult a transit schedule. The FTN will carry the majority of total ridership in the Okanagan-Similkameen and for this reason justifies capital investments such as a high level of transit stop amenities, service branding, and transit priority measures.

Local Transit Network (LTN)

The Local Transit Network (LTN) is designed to connect neighbourhoods to local destinations and to the FTN. LTN services allow customers to plan a trip to work, school, or the local shopping centre. Frequency and vehicle types are selected based on demand, with LTN routes sub-categorized into either an Urban or Small Town LTN.

Urban Local Transit Network

- Frequency 30 minutes or greater
- Connection to local destinations , FTN
- Conventional fixed-route , fixed-schedule service

Small Town Local Transit Network

- Frequency 60 minutes or greater
- Connection to local destinations, FTN, or Regional/Inter-regional services
- May include Paratransit options:
 - o **Fixed schedule with On-Request service** This type of service has set trip times and a usual route, but the schedule is designed to allow one or two deviations within one kilometre from the usual route to serve customers that are beyond walking distance, or who face mobility challenges.
 - o **On-Request service** This type of Paratransit has set operating hours, but routes and schedules are determined based on requests received. Because it is not consistent, this form of Paratransit is more difficult for customers to understand and requires the most planning ahead, however it can be an effective form in very low density areas.

Targeted Transit

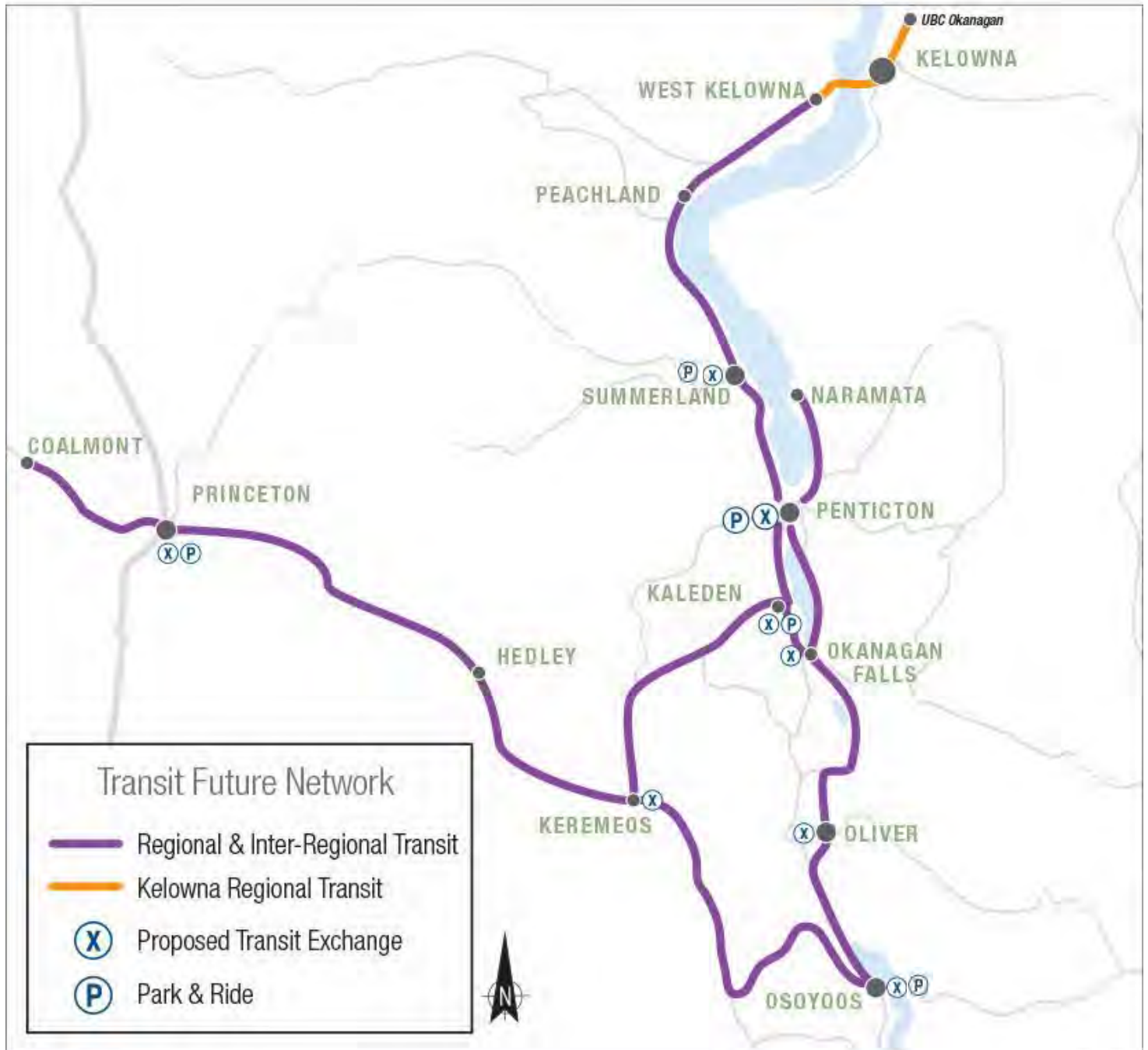
Targeted services are a collection of transit services that do not fit into the frequent or local transit network definition and are more focused on the needs of specific customers. These services include:

- **Regional transit services** designed to provide access between communities of the region. The target market includes a mix of people travelling for health services, personal shopping, and for some communities commuter services for post-secondary students and employees.
- **Interregional services** are designed to provide commuter connections for post-secondary students and employees working outside of the Okanagan-Similkameen, as well as access to advanced medical services and specialized shopping not available in Penticton or other regional hubs.
- **School or Employee Shuttle Services** are trips focused on servicing destinations which attract high volumes of commuters, but may be located outside of a regular service area, and often include cost-sharing or special fare structures based on agreements with the school or employer.

Custom Transit

- **handyDART** Door-to-door services for customers unable to use the Frequent Transit or Local Transit Network services.

Okanagan-Similkameen Future Regional and Inter-regional Transit Network Map





Keremeos & Area: 25 year Network Vision

Small Town Local Transit Network

- Local Transit
- Regional Transit



Okanagan Falls & Naramata: 25 year Network Vision



Oliver: 25 year Network Vision



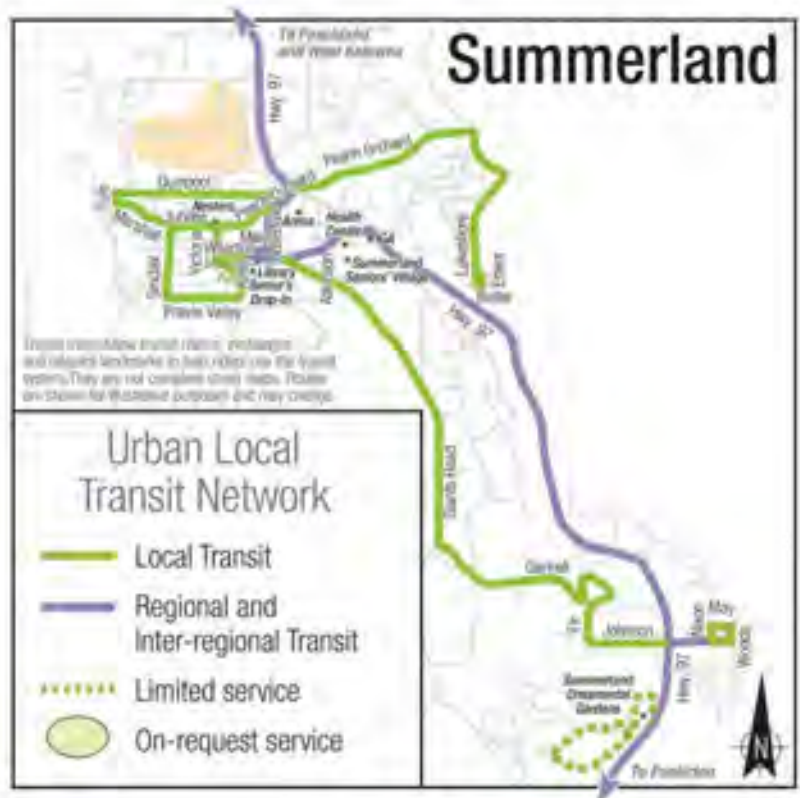
Osoyoos: 25 year Network Vision



Princeton & Area: 25 year Network Vision



Summerland: 25 year Network Vision



Implementation Strategy

Establishing the Transit Future Plan network requires prioritizing transit investments and developing an implementation strategy to transform today's network into the future network. Note that actual implementation of expansion is contingent on available local and provincial funding. See table 1 below.

Table 1: Implementation Strategy

Immediate Implementation Priorities (2015)	
Small Town Local Transit	
1	Introduce Local transit to Okanagan Falls IMPLEMENTED JANUARY 19 2015 This service is an expansion to the Okanagan-Similkameen Transit System, expanding the system from 1 regional connector route (Targeted service) between Penticton and Area A (Naramata), to include local service within Okanagan Falls and an additional regional connector route between Penticton and Area D as described in Option 2.
Targeted Transit: Regional and Inter regional Transit	
2	Okanagan Falls ↔ Penticton: Introduce new daily and commuter connections along Eastside Road between Okanagan Falls and Penticton IMPLEMENTED JANUARY 19 2015 In conjunction with Option 1, this service is an expansion to the Okanagan-Similkameen Transit System, adding an additional regional connector route between Penticton and Area D (Okanagan Falls)
Supporting Priorities	
3	Adopt a revised governance structure to streamline implementation actions contained in this plan and enable more comprehensive system management and performance monitoring. Decision-making, administrative transit knowledge, transit resources, public information, fares and schedules are largely fragmented across the five separate systems in the RDOS. Better integration is an essential step to implementing the Transit Future Plan and enabling services that coordinate seamlessly for transit customers. Therefore it is strongly recommended that the first priority out of this Transit Future Plan is to begin a regional discussion about levels of integration and potential strategies.

4	[Contingent on Integrated Governance] Adopt service standards and route performance guidelines for transit services in Penticton and Outside of Penticton. Service standards and route performance guidelines provide a consistent tool to measure the performance of new and existing services. These standards and guidelines will ensure services are effective and in line with community goals and enable the provision of evidence based service planning recommendations to local government partners across the RDOS.
5	[Contingent on Integrated Governance] Consolidate Riders Guides across the region to include all transit systems (see West Kootenays Riders Guide) Develop a single Riders Guide for all transit services across the RDOS so that transit customers will be able to plan ahead to use transit services in adjoining communities.
6	[Contingent on Integrated Governance] Determine and adopt a comprehensive and consistent menu of fares and fare products for Local, Regional and Inter-regional transit services
7	[Contingent on Integrated Governance] Improved coordination of schedules Review schedules for minor cost-neutral changes to enable greater connectivity between transit services Introduce Online/Smart phone trip planner In tandem with consolidating all schedule and route information for the region, introduce an online/smart phone trip planner
8	[Contingent on Integrated Governance] Develop a region-wide strategy to adopt enhanced long term education and ridership programs designed to introduce area residents to transit.

Short-term Implementation Priorities (0 to 5 years)	
Frequent Transit	
9	Phase One of Main Street Frequent Transit Network (FTN) Development - Two Phases This is the first major step to implement the primary Main Street FTN. Transit service frequencies on the existing route 5 Main Street will be adjusted and expanded to create a Frequent Transit route. This phase focuses on service expansion between Cherry Lane Mall and Lakeshore Drive.

Urban Local Transit	
10	Penticton: Improve Sunday Hourly service on Route 5 Main Street will be introduced for four hours on Sunday afternoons. This will operate on a staggered time table with the existing hourly Route 16 Lake to Lake Sunday Service to provide (between both routes) 30 minute service along the Main/Government corridor from noon until 4:00 pm. This will augment north/south travel during the busiest times on Sundays.
11	Penticton: Improve late night service to 12:00 am on Fridays and Saturdays and during Peachfest. Additional hours and schedule adjustments to Routes 5 Main Street and 15 Night Route for late night service connecting to downtown and the entertainment district.
12	Penticton: Introduce Service to the Wiltse Area. Local Transit service will be extended to include more coverage in the Wiltse area. The most likely candidate for extension is Route 1 Okanagan Lake/Wiltse.
13	Greater Penticton: Examine and identify opportunities to extend conventional and handyDART transit service to developments located on adjoining Penticton Indian Band lands. Working in tandem with the Penticton Indian Band (PIB) and the City of Penticton, conduct a feasibility study to assess possibilities for future expansion to connect residents of and retail locations on PIB lands with the Penticton Transit System. Potential sites include Redwing Estates and Green Avenue Channel developments; further sites will be identified using the PIB's Land Use Plan as a guide.
14	Greater Penticton: Introduce Service to the West Bench. The transit service area will be extended to include the West Bench. Owing to its location the West Bench is most cost-effectively served by the Targeted Regional Connector service operating between Penticton and Summerland. • Service levels and service delivery will be determined based on an examination of ridership demand to be conducted as part of the Service Change Service Discussion Document for this expansion, but are preliminarily estimated at four trips per day, Monday to Friday.

Small Town Local Transit	
15	Keremeos: Introduce service two days per week within Keremeos, and to Cawston and Ollala. This new service would use a vehicle stationed in Princeton, which would travel to the Keremeos area two days per week to enable access to daily needs, post office, and medical service for residents of Keremeos, Cawston and Olalla.
16	Princeton: Introduce weekday scheduled service within Princeton interspersed with periods of on-request service for people with a disability. 3 full days + 1 hour on Tuesday/Thursdays. Existing service hours within Princeton would be re-allocated in combination with new hours in order to offer scheduled fixed-route service. Peak trips will be offered Monday through-Friday, while daytime scheduled service will be offered on Mondays, Wednesdays and Fridays. Scheduled service will be designed to connect with Targeted transit regional connectors operating between Princeton and Penticton. Note: This option must be implemented in conjunction with service expansion to Keremeos because both expansions rely on the same new additional vehicle.
Targeted Transit: Regional and Inter-regional Transit	
17	Penticton ↔ West Kelowna: Add two round trips per day, Monday to Friday at commuter hours. This option introduces a new service for Penticton and Summerland residents working, studying, and going to Kelowna for medical reasons. Service will begin in Penticton and offer timed connections to Kelowna Regional Transit Rapid Bus in West Kelowna. Rapid Bus offers express limited stop service to downtown Kelowna and UBCO, and connections to regular transit routes in Kelowna. The service will also enable residents of Kelowna to visit Summerland and Penticton for the day, supporting visitor opportunities from Kelowna, and adding options for residents of Summerland to travel to Penticton for education and personal reasons.
18	Penticton ↔ West Kelowna: Add three additional midday rounds trips Monday and Wednesday, and Friday. The addition of midday services on select days of the week enables RDOS residents from communities south and west of Penticton, in addition to Penticton and Summerland residents, to access Kelowna for medical purposes and shopping.

19	Princeton ↔ Keremeos: Introduce one return trip between Princeton and Keremeos on Tuesdays and Thursdays. Note: This option must be implemented in conjunction with local service expansion to Keremeos and in Princeton (Option15) because the vehicle used for these expansions will be housed in Princeton. This option will benefit eastbound travel between Princeton and Hedley to Keremeos. Local Government partners and BC Transit should also contact the Ministry of Highways to explore opportunities to install stops to serve smaller communities along the way.
20	Princeton ↔ Penticton: Adjust existing schedule for more time in Penticton to enable connections to the Penticton ↔ West Kelowna midday trips. Designed to be carried out in conjunction with Option 18, this option extends the hours of service for targeted transit service operating between Princeton and Penticton, so that trips are slightly later. This will enable RDOS residents originating in the Similkameen to access the midday targeted service operating between Penticton and West Kelowna.
21	Osoyoos ↔ Penticton: Increase service to two round trips per day Monday to Friday, connecting with with midday Kelowna service from Penticton. a. Phase One: Addition of one trip on Friday mornings. This option adds an additional round trip on Friday morning between Osoyoos and Penticton. In combination with the scheduled service to Kelowna, which operates on Mondays, residents of the South Okanagan will have 8 trips per week to Penticton. b. Phase Two: Addition of second trip on Friday afternoons. Service to include a second additional round trip on Fridays. c. Phase Three: Conversion of Monday Kelowna trip to two Penticton trips, connecting with Kelowna Service from Penticton. With the conversion of the existing Monday Kelowna trip to two trips between Osoyoos and Penticton residents of the South Okanagan will have 10 trips per week to Penticton with connections to Kelowna available on Mondays, Wednesdays and Fridays.
22	Osoyoos ↔ Penticton: Increase service to four round trips per day, Monday to Friday to provide northbound and southbound commuters access to major employers in the Oliver area. This expansion provides the opportunity for residents living north and south of Oliver access

	to new employment in the Oliver area at the new corrections facility. Service viability and trip times will be confirmed and determined by shift structure. This service will also provide improved options for trips by Penticton area residents to the South Okanagan.
Infrastructure Priorities	
23	Along the FTN Corridor in Penticton, between Downtown and Cherry Lane Mall. Invest in on-street customer amenities such as transit shelters and shade, benches, and enhanced customer information. Transit information should include transfer locations for service to Okanagan College, Penticton Regional Hospital, civic facilities, and also transfer locations to access targeted transit to other communities. Other transportation information should include active transportation maps and way-finding within a 200-400 m radius of each principle FTN stop.
24	Reconfigure the existing Cherry Lane/Warren Avenue exchange in order to enable sufficient capacity for integrating targeted regional transit services with local transit, as well as active transportation facilities (pedestrian, bicycle racks, and local transit information). Sufficient space is needed to accommodate three conventional vehicles, and layover space for up to three community-shuttle sized vehicles.
25	Highway-side transit stops. Explore opportunities with the Ministry of Transportation to develop highway-side stops for: - Manufactured home and LSIB communities along between Princeton and Keremeos (Hwy 3) - Twin Lakes (Hwy 3A) - Gallagher Lake (Hwy 97) - Agricultural Research Centre (Hwy 97)
26	Continue to improve transit customer facilities. Continued improvement and maintenance of transit facilities and on-street customer amenities are important for the successful operation and future growth of the transit system. Some improvements that have been identified are: Space transit stops along a corridor at appropriate intervals between 300m - 400m. In some locations, transit stops are spaced too closely together, leading to slower transit

	trips and higher transit stop maintenance costs. Corridor transit and transportation projects should include a review of stop locations prior to investing in infrastructure. Invest in on-street customer amenities such as transit shelters, customer information, benches. Bike racks at key stops and pedestrian-oriented lighting at transit stops.
27	Install universally accessible transit stops. BC Transit buses are all accessible, but basic stop infrastructure such as sidewalks (or concrete pads), are required for these features to be used. Establish criteria to prioritize the universal accessibility of transit stops and implement a program of annual upgrades and installations of sidewalks or pads across the RDOS.
Custom Transit Priorities	
28	Support ongoing conventional travel training among applicants for Custom Transit. Transit customers in Penticton with accessibility challenges make excellent use of the existing conventional transit system which operates on a much lower hourly cost than custom transit. This culture should continue to be encouraged as it offers benefits of both convenience (schedules are known) for transit users, and cost efficiency for transit partners.
29	Custom registration and recertification of existing handyDART registrants. BC Transit is developing a revised handyDART registration process which is currently being implemented as a pilot project in several transit systems. Based on the outcomes this new approach will be fine-tuned and implemented in communities providing handyDART service as a separate service from conventional and paratransit.
30	Penticton handyDART: Aligning the hours of operation Mondays through Fridays and service area with the regular conventional service (excluding night service).
31	Penticton handyDART: Expand handyDART to include service on Saturdays.

Local Transit

Short Term Priorities

Projected additional hours and ridership on the three to five year horizon pending available local and provincial funding.

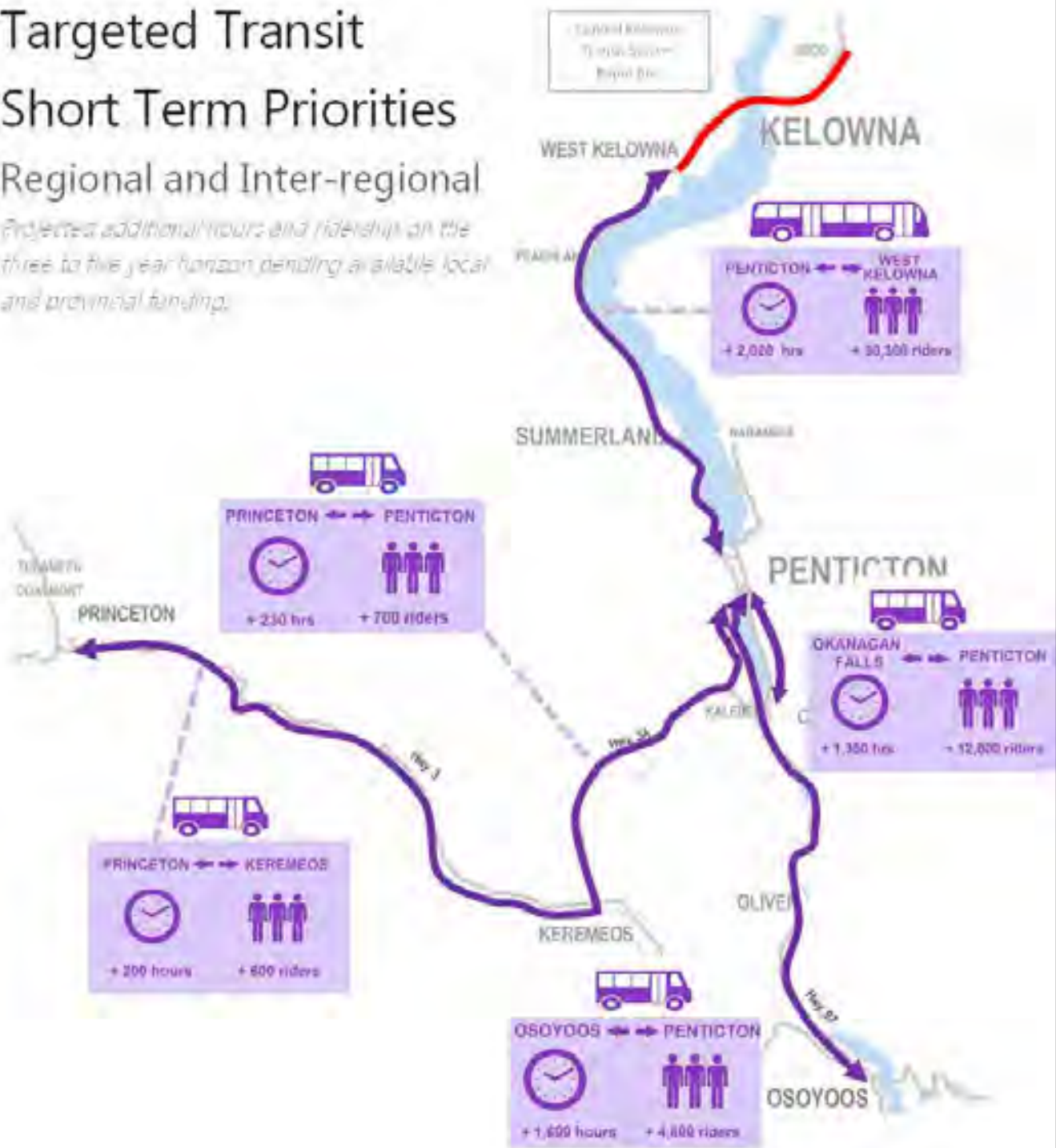


Targeted Transit

Short Term Priorities

Regional and Inter-regional

Projected additional hours and ridership on the three to five year horizon pending available local and provincial funding.



Medium & Long-term Implementation Priorities (6 – 25+ years)	
Frequent Transit	
32	Penticton: Phase Two of Main Street Frequent Transit Network (FTN) Development.
33	Penticton: Investigation of Secondary FTN – potentially serving Okanagan College.
34	Penticton: Phase One Secondary FTN Network development.
35	Penticton: Phase Two of Secondary FTN development will expand service hours in order to reach Main Street FTN level of service.
Urban Local Transit	
36	Penticton: Extend select local Penticton routes to 30-minute service Monday to Saturday.
37	Penticton: Extend Regular Routes to 8:00 pm Monday to Saturday.
38	Penticton: Introduce Service to Sendero Canyon.
39	Penticton: Improve Sunday service by introducing service at 2014 Saturday levels.
40	Penticton: Extend service to Spiller Road.
Small Town Local Transit	
41	Osoyoos: Improve daytime local service within Osoyoos Monday to Friday.
42	Oliver: Introduce daytime local service within Oliver Monday to Friday.
43	Summerland: Introduce dedicated local transit service to Summerland Monday to Saturday.
44	Osoyoos & Oliver: Expand local transit service to Saturdays.
45	Okanagan Falls: Introduce service on Saturdays within Okanagan Falls.

46	Princeton: Introduce evening service on Friday night.
47	Osoyoos & Oliver: Introduce evening service on Friday and Saturday.
48	Princeton: Introduce service on Saturdays.
49	Keremeos: Introduce service on Saturdays.
50	Summerland: Introduce evening service Friday and Saturday.
51	Summerland: Introduce service on Sundays.
52	Osoyoos & Oliver: Introduce service on Sunday.
Targeted Transit: Regional and Inter-regional Transit	
53	Penticton ↔ West Kelowna: Increase service on weekdays to four round trips.
54	Princeton ↔ Penticton: Increase service to five days per week.
55	Osoyoos ↔ Penticton: Introduce three round trips on Saturday.
56	Summerland ↔ Penticton: Introduce three round trips on Saturday.
57	Summerland ↔ Penticton: Introduce evening service on Friday and Saturday.
58	Keremeos ↔ Osoyoos: Introduce service between Keremeos and Osoyoos.
59	Naramata ↔ Penticton: Introduce evening service on Friday and Saturday.
60	Okanagan Falls ↔ Penticton: Introduce evening service on Friday and Saturday.
Targeted Transit: Employee Shuttles	
61	Conduct a feasibility study for an employee shuttle between Summerland or Trout Creek to the Agricultural Research Centre.
62	Conduct a feasibility study for an employee shuttle timed to meet shift changes between Princeton and Copper Mountain Mine.

Infrastructure Priorities	
63	Local Exchanges.
64	Penticton Park&Ride.
65	Hwy 3A/Hwy 97 Transfer/ Park&Ride.
Custom Transit Priorities	
66	Assess the need for Okanagan-Similkameen expansion to align with the coverage area of Okanagan-Similkameen Routes 10, 20 and 21.
67	Summerland: Formal reclassification of custom services into Tier 3 Custom.
68	Summerland: Continue to expand service over time to meet demand.
69	Penticton Urban: Continue to expand service over time to meet demand.
70	Conduct a feasibility study to assess unmet trips within the Osoyoos and Oliver area that would be met by the introduction of Custom (handyDART).

Cost of Short Term Implementation Priorities

Preliminary costs have been developed for the short- term service improvement priorities requiring expansion hours. See Table 2. Cost and revenue projections are based on the 2013/14 Annual Operating Agreement (AOA) budget figures, and actual costs and impacts may vary depending on the finalization of service and operating details. Ridership projections are also estimates, based on analysis of current ridership trends and expected trends associated with the proposed service change. Actual implementation is subject to the available local and provincial funding.

Table 2: Short Term Implementation Priorities & Preliminary Cost Estimates*

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
Frequent Transit								
9. Penticton: Phase One of Main Street Frequent Transit Network (FTN) Development.	1	56,800	2,620	36,700	\$26,700	\$257,100	\$128,600	\$101,800
Urban Local Transit								
10. Penticton: Improve Sunday Service.	0	5,700	260	2,600	\$1,900	\$26,300	\$12,200	\$12,200
11. Penticton: Improve late night service to 12:00 am on Fridays and Saturdays and during Peachfest.	1	14,100	650	5,200	\$3,800	\$96,200	\$65,700	\$26,700
12. Penticton: Introduce Service to the Wiltse Area.	0	8,700	400	2,000	\$1,500	\$32,700	\$15,900	\$15,300
13. Greater Penticton: Introduce Service to the West Bench.	0	8,700	400	1,200	\$900	\$32,700	\$16,500	\$15,300
Small Town Local Transit								
15. Keremeos: Introduce service two days per week within Keremeos, and to Cawston and Ollala.	1	11,600	500	1,500	\$3,000	\$51,400	\$31,700	\$16,700
16. Introduce scheduled Transit Service in Princeton on Monday, Wednesday and Friday with limited scheduled Tuesday and Thursday service.	0	30,000	1,300	3,900	\$7,700	\$68,900	\$22,200	\$39,000

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
Targeted Transit: Regional and Inter-regional Service								
19. Princeton Keremeos: Introduce one return trip between Princeton and Keremeos on Tuesdays and Thursdays. Note: This option must be implemented in conjunction with local service expansion to Keremeos and in Princeton (Option 15) because the vehicle used for these expansions will be housed in Princeton.)	0	4,700	200	600	\$1,200	\$10,600	\$3,400	\$6,000
20. Princeton ↔ Penticton: Adjust existing schedule for more 90 more minutes in Penticton to enable connections from Princeton to the Penticton West Kelowna midday trips.	0	5,400	230	700	\$1,400	\$12,200	\$3,900	\$6,900
17. Penticton ↔ West Kelowna: Introduce two round trips per day, Monday to Friday at commuter hours.	2	66,800	1,260	18,800	\$14,100	\$223,700	\$141,600	\$68,000
18. Penticton ↔ West Kelowna: Add three additional midday rounds trips Monday and Wednesday, and Friday to connect with services originating in Osoyoos and Princeton.	0	40,300	760	11,400	\$8,500	\$82,700	\$35,600	\$38,600
21 Osoyoos ↔ Penticton: Increase service to two round trips per day Monday to Friday and connecting with midday West Kelowna service from Penticton. a) Add one Friday morning trip.	0	7,300	170	500	\$1,300	\$9,600	\$2,900	\$5,400

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
b) Add one Friday afternoon trip.	1	6,000	140	400	\$1,000	\$32,300	\$25,400	\$5,900
Targeted Transit: Regional and Inter-regional Service								
c) Convert existing Monday Osoyoos ↔ Kelowna trip into two Osoyoos ↔ Penticton trips.	0	1,300	30	100	\$300	\$1,700	\$400	\$1,000
22. Osoyoos ↔ Penticton: Increase service to four round trips per day, Monday to Friday to provide northbound and southbound commuter's access to major employers in the Oliver area.	1	53,500	1,260	3,800	\$9,600	\$95,000	\$44,000	\$41,400
Custom Transit: handyDart								
30. Penticton handyDART: Aligning the hours of operation Monday through Fridays more closely with the regular conventional service (excluding night service).	0	10,200	700	4,500	\$3,000	\$32,300	\$7,800	\$21,500
31. Penticton handyDART: Consider introducing handyDART on Saturdays.								

Notes:

*Estimate based on 2013/14 budgets. Final costs may change based on budgets at the time of implementation confirmation of final operational details.

**The vehicle requirements shown here appear feasible but would need to be confirmed by BC Transit's Fleet Standards department closer to the implementation date.

*** Net Local Share of Costs represents local share of costs less estimated revenue.

****BC Transit share of costs do not include BC Transit share of Vehicle Lease fees.

Revised Governance

Decision-making, administrative transit knowledge, transit resources, public information, fares and schedules are largely fragmented across the five separate systems in the RDOS. Better integration is an essential step to implementing the Transit Future Plan and enabling services that coordinate seamlessly for transit customers.

Governance-related decisions fall into several layers of transit provision including Customer Information and Riders Guides, Fares and Pass Structures, Schedules, Driver Hours, and Fleet Resources. **For the future, integrating service on one or more of the topic areas will have an overwhelming impact on the efficiency and effectiveness of transit in Okanagan-Similkameen and how it serves it's communities.** See Appendix One in the plan for further details regarding the existing issues and the benefits of integration.

The case for improved system intergration

Each transit system is composed of layers of transit provision:

- **Transit Information/Riders Guides**
- **Fares and Passes**
- **Schedules**
- **Resources – driver hours**
- **Resources – fleet**
- **Marketing and promotion**

***These functions
are all carried
out in quintuplet
within the RDOS***

Is this redundancy and multiplicity needed?

Many residents are unaware of the transit services in neighbouring communities. Integration of some layers could make the transit easier to use, while also making transit provision more efficient

Therefore it is strongly recommended that the first priority out of this Transit Future Plan is to begin a regional discussion about levels of integration and potential strategies. Recent successes in the West Kootenay area could form a model to guide this process.

System integration can be achieved while maintaining multiple operating companies. Given the spatial extent of transit service in Okanagan-Similkameen and blend of existing operating companies (one commercial and three not-for-profits), this would be the recommended condition for system amalgamation.

If supported, in order to move forward on regional integration, a number of steps are required in terms of approval and agreement. These steps would be confirmed with local government partners but would likely use the following path:

- Step 1 - Regional District of Okanagan Similkameen receives and endorses the RDOS Transit Future Plan
- Step 2 – A Regional Transit Advisory Committee is formed and elected officials are appointed as members. The members and municipalities they represent agree to recognize the Committee as responsible for setting regional fares, processes and products as well as respect recommendations of the Committee for regional planning initiatives, expansion priorities and service hour allocation
- Step 3 – The Committee endorses a Terms of Reference which agrees to participate in a single schedule for the system, and in doing so, acknowledge local service changes must be done in line with scheduled regional changes. Further, the committee honours a regional fare structure approved by the committee, but in doing so, not give up the right to set a local fare
- Step 4 – BC Transit would then work with the local government partner staff to develop a preliminary integrated schedule for transmittal to the Transit Committee for their review and discussion
- Step 5 – The proposed service implementation and integration is discussed and approved by the Transit Committee

This path would then enable implementation of the integrated service. Since the costs for service options presented in this Plan have been determined based on a non-integrated state, a more integrated transit system and governance structure would not only bring a more positive passenger experience and higher ridership but also a more cost-effective service.

Note that a number of the service options contained in this plan look at extending service to areas in neighbouring jurisdictions such as the Penticton Indian Band Lands and the Central

Okanagan regional District. These initiatives will require the formation of new partnerships. These partnerships could be formed inclusive to a Regional Transit Advisory Committee or separately from it. Regardless, it would be supportive of transit in the area to:

- Seek broader involvement of RDOS local governments in transit partnerships, including municipalities and Indian bands currently not involved
- In partnership with other local governments in the North Okanagan and Central Okanagan Regions look for opportunities to conduct long-term transportation planning collaboratively, including an assessment of future demand and potential modes/vehicle types (bus, rail, cycling, park and rides).

Service Design Standards and Performance Guidelines

As part of the ongoing management of the transit network, service standards and route performance guidelines are being developed for transit systems across British Columbia as tools that can be used to help make service planning decisions and measure how well the transit system is progressing towards achieving its vision, goals and targets.

- **Service standards** define service levels (frequency of service, span of day service is provided, days of the week when service is provided), the service area and when new service should be introduced to an area.
- **Performance guidelines** measure service effectiveness and monitor how well the transit system is progressing to achieving the vision of the Transit Future Plan.

These measures are meant to ensure an acceptable level of service quality to the customer, and along with the Transit Future Plan, guide planning decisions and recommendations for transit. The performance guidelines are monitored and inform the Annual Performance Summary (APS) reports presented to transit partners on an annual basis.

Owing to the comprehensive nature of the Okanagan-Similkameen Transit Future Plan, Service Design Standards and Performance Guidelines will be developed once the new governance model has been established, providing an integrated forum for RDOS review of these guidelines. Upon completion, the service standards and route performance guidelines will be re-examined and renewed in time with updates to the Transit Future Plan. This is necessary since standards and performance guidelines are evolutionary and should grow with the system and development of the community and its changing needs.

Funding the Plan

To meet the mode share and ridership targets of the Transit Future Plan, capital and operating investments in the transit system will be required over the next 25 years. Annual operating costs are based on service hours. Hours within Penticton are projected to increase from the existing 22,866 hours to approximately 43,000 hours, while hours for services outside of Penticton, including regional services, are projected to increase from the existing 8,100 hours to 28,000 hours.

The plan also calls for capital investments that include:

- Expanding the combined medium and heavy duty transit fleet from the existing 8 vehicles to 20 vehicles
- Expanding the combined light duty fleet from the existing 13 vehicles to 26 vehicles (or if the fleet is integrated, to 23 vehicles)
- An updated integrated primary transit exchange at Cherry Lane Mall (Warren Ave) in Penticton
- New secondary transit exchanges at Okanagan College and within the downtown areas of Oliver, Osoyoos, Princeton, and Summerland
- Improvements to accessibility and customer amenities at transit stops
- Pedestrian-friendly improvements to streetscapes in areas undergoing intensification and redevelopment, particularly urban villages adjacent to the Frequent Transit Network
- Park & Ride facilities on the edges of Penticton, Kaleden, Osoyoos, Princeton and Summerland.

Given the increase in transit investment expected over the coming decades, the way in which transit is and will be funded needs to be reviewed. BC Transit and its funding partners will need to work together to achieve stable and predictable funding sources beyond the existing mechanisms.

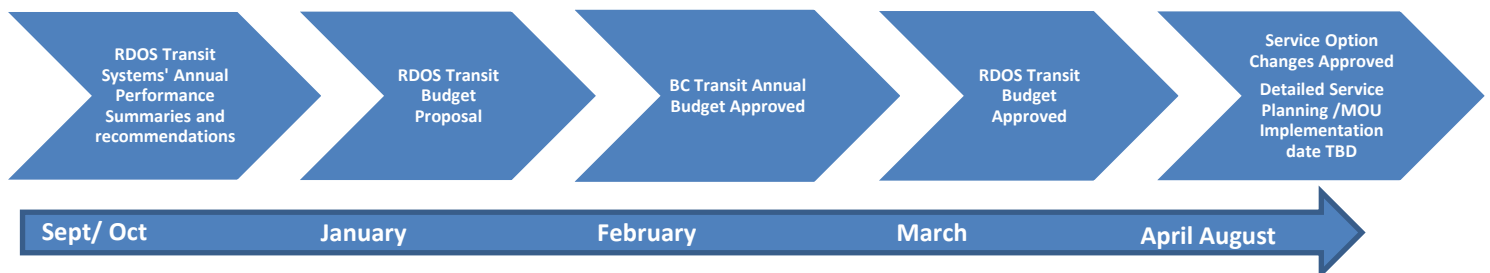
Budget Development Process

The Implementation Strategy section establishes milestones over the next 25 years which strategically guide the system from today to the Transit Future vision. Supporting annual plans and three year service budget and initiative letters will provide the operational and budget details necessary to implement service changes.

Once the Transit Future Plan is approved it will act as a source of initiatives that drive BC Transit's operational and capital expansion process. This in turn guides budget development for BC Transit and the RDOS, as well as BC Transit's annual provincial budget submissions. Since provincial funding for transit is confirmed on an annual basis, implementation of any option requiring expansion is dependent on BC Transit's fiscal year budget, and available provincial funding normally confirmed by the province in mid-February each year.

Implementation of specific service options and packages is also dependent on allocation of available provincial transit expansion funding between transit systems as determined through BC Transit's Transit Improvement Program (TIP).

Once local government has approved a service option or combination of options for implementation – and local and provincial funding has been approved, if required – an Implementation Agreement Memorandum of Understanding (MOU) will be developed for signature by all required parties including BC Transit. This MOU outlines the service changes to be developed for implementation and the roles and timeline for implementation. Once signed, changes to scope may change timelines. Detailed costing will be confirmed throughout implementation.



Keys to Success

To guide the plan from vision to reality will require an on-going dialogue between the Province, BC Transit, the RDOS and its local governments, and local authorities on transportation policy, funding and the linkage between land use and transit planning.

The Transit Future Plan builds upon previous plans (Official Community Plans, the South Okanagan Regional Growth Strategy, and Neighbourhood Land Use Plans) and will be used to communicate the vision and direction for transit in the RDOS. This plan identifies transit supportive policies outlined in local OCPs and the South Okanagan Regional Growth Strategy. Other steps required for the success of the plan include integrating the transit strategy into other municipal projects, land use and development decisions, supporting travel demand management measures, transit oriented development and transit friendly land use practices.

BC Transit will work with the RDOS and other local partners to begin to take steps to guide the Transit Future Plan from vision to reality. These efforts will only be successful if done in partnership, with continuous dialog between these partners to ensure strong links between:

- Land use planning and transit planning
- Provincial and regional transportation and transit planning
- Transportation policy and funding availability.



Introduction

Why do We Need a Transit Future Plan?

Transit has tremendous potential to contribute to more economically vibrant, livable, and sustainable communities. The need to realize this potential in the Okanagan-Similkameen is increasingly important because of factors such as an aging demographic, mobility for individuals who do not have access to other modes of travel, population growth and climate change. BC Transit has initiated the development of a Transit Future Plan for the Okanagan-Similkameen and other areas of the province to support the creation of more livable and sustainable communities.

Transit Future Plans are intended to:

- Focus public investment in transportation (the movement of people and goods)
- Influence and support urban form that supports public transit and active modes of transportation (e.g. walking and cycling)
- Provide access to services within the community such as health care, education and business
- Create communities and neighbourhoods where people can live, work and play without complete reliance on automobiles
- Ensure the road network is available for the efficient transportation of people and materials
- Reduce energy consumption and the production of greenhouse gas emissions primarily by reducing the use of single occupancy vehicles
- Make transit more competitive with private automobile travel

What is a Transit Future Plan?

The Transit Future Plan for the Okanagan-Similkameen envisions the transit network 25 years from now and describes the services, infrastructure and investments that are needed to get there. Although it is BC Transit's role to guide the plan from vision to reality, the intended outcomes of the plan cannot be

achieved by a single agency but rather through strategic and financial partnerships between local governments, regional partners, the Province of British Columbia and BC Transit.

The plan intends to promote and support planned land use in the region that will facilitate an increase in the use of transit and other sustainable modes of transportation. Municipal, regional and provincial planning agencies are pivotal to the success of the plan through strategic transit oriented development, transit friendly land use practices, travel demand management practices, and the provision of appropriate transit infrastructure at stop locations.

Study Area

This plan has been created for the Regional District of Okanagan-Similkameen (RDOS), is located in the southern interior of British Columbia. It borders the Fraser Valley Regional District to the west, the Thompson-Nicola Regional District and the Regional District of Central Okanagan to the north, the Regional District of Kootenay Boundary to the east and the USA border to the south. The Regional District is comprised of six incorporated municipalities, eight Electoral Areas, and eight Indian Reserves. See Figure 2.

Municipalities

- City of Penticton
- District of Summerland
- Town of Oliver
- Town of Osoyoos
- Town of Princeton
- Village of Keremeos

Electoral Areas

- Electoral Area A-Osoyoos Rural
- Electoral Area B-Cawston
- Electoral Area C-Oliver Rural
- Electoral Area D-Kaleden/Okanagan Falls
- Electoral Area E-Naramata
- Electoral Area F-OK Lake West/West Bench
- Electoral Area G-Keremeos Rural/Hedley
- Electoral Area H-Princeton Rural

Indian Bands

- Penticton 1 Indian Reserve
- Osoyoos 1 Indian Reserve
- Lower Similkameen Indian Band
 - o Alexis 9 Indian Reserve
 - o Ashnola 10 Indian Reserve
 - o Blind Creek 6 Indian Reserve
 - o Chopaka 7 & 8 Indian Reserve
 - o Lower Similkameen 2 Indian Reserve
- Upper Similkameen Indian Band
 - o Chuchuwayha 2 Indian Reserve

Figure 2: Regional District of Okanagan-Similkameen

The Regional District of Okanagan-Similkameen has a population of 80,742 as of 2011. Population is distributed across Electoral Areas, municipalities, and Aboriginal lands. The City of Penticton has the highest population of 32,877 and the District of Summerland has the second highest population of 11,280. Combined, they comprise approximately 55 per cent of the Okanagan-Similkameen population. The remaining 40 per cent of the population lies within the eight Electoral Areas, the Town of Osoyoos, Town of Oliver, Town of Princeton, Village of Keremeos and the eight Indian Reserves.

Population is concentrated along the north-east border of the region. Highest densities are experienced in the Town of Oliver, City of Penticton, Village of Keremeos and Town of Osoyoos. Much lower densities are experienced in Electoral Areas H and G, Ashnola 10 Indian Reserve and Chuchuwatya 2 Indian Reserve. There are other unincorporated communities with notable resident populations, including Naramata, Cawston and Olalla. Population density is an important determinant in targeting potential transit ridership.

Linkage to Other Plans

The Transit Future Plan is designed to support the sustainable development of the region as expressed through local Official Community Plans, and the South Okanagan Regional Growth Strategy.

The Transit Future Plan will also contribute to the targets and priorities expressed in the Provincial Transit Plan and BC Transit's Strategic Plan.

Provincial Transit Plan (2008)

The Provincial Transit Plan is British Columbia's \$14 billion strategy for expanding fast, reliable and green transit. The plan emphasizes that, from a transportation perspective, the best means of reducing greenhouse gas emissions is to focus on dramatically increasing transit ridership (and thereby reducing single occupancy vehicles), linking transit to active modes of travel (walking and cycling) and having land use decisions, largely made by local government, focus on transit oriented development. The Transit Future Plan sets the framework for accomplishing these substantial goals in the Okanagan-Similkameen.

The Provincial Transit Plan sets a number of measurable targets including:

- Reducing greenhouse gas emissions and air contaminants from cars by 4.7 million tonnes by 2020
- Doubling transit ridership in B.C. to over 400 million trips a year by 2020
- Increasing the transit market share in regional centres from three per cent to four per cent by 2020 and five per cent by 2030. For the Okanagan Similkameen, this would translate into increasing transit ridership from 493,312 to 3 million passengers annually by 2020¹, and 4 million by 2030²

BC Transit 2030 Strategic Plan (2010)

The strategic plan establishes BC Transit's vision to lead the development of sustainable transportation networks that will shift demand to greener modes of travel and contribute to a healthier province. It determines BC Transit's long-term direction and priorities. Most of all, the plan declares the organization's ongoing commitment to develop transportation options that help connect people and communities to a more sustainable future.

The Transit Future Plan is designed to support key initiatives and priorities in BC Transit's Strategic Plan, specifically:

- Increase integration with other types of sustainable travel, such as walking and cycling
- Influence land use and development patterns
- Identify and establish priority corridors for transit
- Enhance existing partnerships and develop new ones
- Increase BC Transit's environmental, social and economic accountability



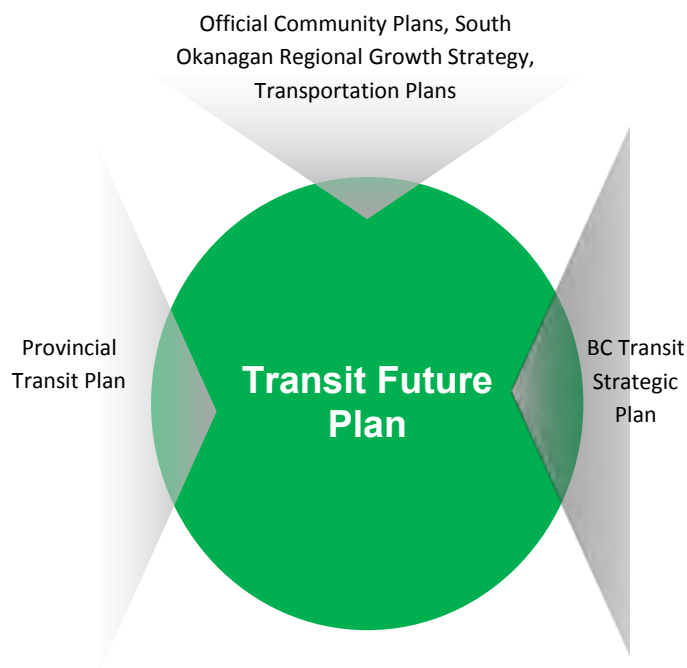
¹ Assuming a total of 75.60 million annual trips made by all residents on the Okanagan-Similkameen, based upon a projected population of 86,610 by 2031 (BC Statistics), 2.9 total trips for all modes of transportation per day for 301 days per year.

² Assuming a total of 79.28 million annual trips made by all residents on the Okanagan-Similkameen, based upon a projected population of 80,833 by 2031 (BC Statistics), 2.9 total trips for all modes of transportation per day for 301 days per year.

Linkages to Local Plans

In addition to the Provincial Transit Plan and BC Transit's Strategic Plan, the Transit Future Plan is directly influenced by and aligned with local planning efforts including, but not limited to:

- Official Community Plans
- South Okanagan Regional Growth Strategy
- Municipal Transportation Plans
- Area redevelopment and land use plans
- Community plans and programs



Participation

This Plan was created in collaboration between BC Transit and the Regional District Okanagan-Similkameen. A Transit Future Plan working group composed of representatives from the five existing transit systems operating in the Okanagan-Similkameen (The City of Penticton, the District of Summerland, the Town of Osoyoos, the Town of Princeton, and the Regional District of Okanagan-Similkameen) guided the plan consultation and development process to ensure the plan aligned with and built on existing and approved land use and transportations plans.

BC Transit completed a range of public consultation initiatives including the development of a project website, the two phases of public consultation featuring BC Transit's mobile open house the Transit Future Bus, numerous meetings with stakeholders representing a range of community interests, online and print surveys and project updates on the website. Consultation with area First Nations was carried out as a separate process, and involved surveying conducted with the assistance of officials from the Penticton Indian Band and Osoyoos Indian Band. These initiatives were completed to raise awareness of the plan, receive input on determining priorities for implementation and to ensure delivery of a plan that will meet the diverse needs of the people of Okanagan-Similkameen.



Transit Future Plan Consultation

The Transit Future Plan consultation initiatives included the following:

Stakeholder Advisory Groups

Representing organizations within their respective communities, the role of stakeholder groups was to provide open, honest and constructive feedback, and act as the liaison between each individual participating organization and BC Transit. The groups were comprised of representatives from Interior Health, post-secondary institutions, community groups, business groups, local and regional government staff and elected officials. Key meetings included:

- An initial round of eight stakeholder advisory group meetings held in December 2013 to discuss the planning process, community context, and produce preliminary vision, goals and network concepts
- A subsequent round of eight stakeholder group meetings held in June 2014 reviewed the vision and goals, refined transit networks, and determined implementation priorities.

Consultation with the broader community was conducted in two phases at key milestones of the plan to ensure the final plan reflects the needs and priorities of the community. Updates and presentations were delivered to the working group members and the Regional District of Okanagan-Similkameen (RDOS) to inform partners and elected officials of the Transit Future Plan process, with a final presentation delivered at the end of the planning process in October 2014 that sought the RDOS Board agreement of the Transit Future Plan vision, goals, and network and implementation plan.



Approach of the Engagement Strategy

The public engagement in the Transit Future Plan is intended to engage different audiences at different levels. Audience groups identified include the spectrum from the general public and non-riders to transit riders, and encompassed the geographic span of the RDOS.



The Transit Future Bus Open Houses engaged members of the general public including transit riders of non-transit riders in self-paced setting with opportunities for visitors to learn and share their ideas with staff.



Stakeholder workshops were targeted towards representatives from organizations reflecting different interests in the RDOS, such as Interior Health, seniors groups, business associations and post-secondary institutions. Sessions were carried out in a highly structured format across the communities of the RDOS.



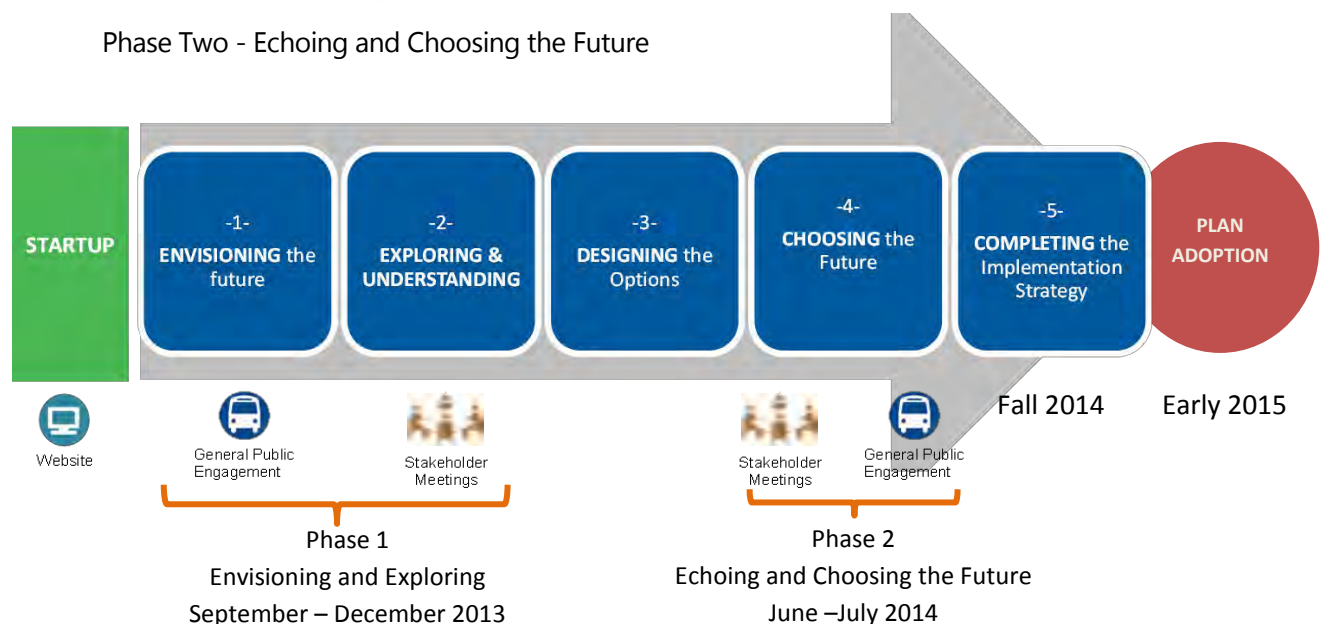
Surveys were used to gather input from the general public at transit future bus events, and also available online for people who were not-able to attend Transit Future Bus events.

Timeline

The Transit Future process spanned from summer 2013 to early 2015 and included two phases:

Phase One - Envisioning and Exploring the Future

Phase Two - Echoing and Choosing the Future



Consultation Summary

In total, over 2,200 people participated in the Transit Future Plan engagement. This participation was spread across 32 events encompassing 94 hours of consultation and is one of the most extensive consultations efforts conducted for any Transit Future Plan in British Columbia.

		
 Stakeholder workshops	• 16 events • 40 hours of workshops	120 Participants
 Transit Future Bus Open House	• 16 events • 54 hours of open houses	1,900+ Visitors
 Surveys	• Available at Open Houses • Online 6-9 weeks after each Open House	268 Respondents

BC Transit Future Project Website

Launched to coincide with Phase One consultation, this dedicated web page was established for the duration of the Transit Future Plan, which provided updates and materials throughout the plan process. reports, presentations and online surveys to allow feedback during consultation. The BC Transit Future Project website also provided tools for public feedback and comment.

Phase One: Envisioning & Exploring

Transit Future Bus - Transit Future Bus Tour

Eight separate events occurred during the week of September 10- 15, 2013. These events focused on high traffic areas as well as large local events across the region. Where the Transit Future Bus could not be co-scheduled with a major community event (such as the Penticton Market), the bus was located in a high-traffic area, such as adjacent to the post office (Princeton), or on Main Street (Osoyoos).

- Tuesday September 10, 2013 - Osoyoos
- Tuesday September 10, 2013 – Keremeos
- Wednesday September 11, 2013 – Princeton
- Friday September 13, 2013 – Oliver
- Friday September 13, 2013 – Okanagan Falls
- Saturday September 14, 2013 – Penticton Market
- Saturday September 14, 2013 – Cherry Lane Mall, Penticton
- Sunday September 15, 2013 – Summerland Fall Fair
- Saturday May 16 , 2014 – Elks Rodeo, Keremeos

Online / Print Survey - Local residents, workers and visitors (spanning transit users and non-users) in the Okanagan-Similkameen were encouraged to complete a survey, available online from September 10 to October 31st and in hard print copy during the Transit Future Bus Tour. The survey sought to build an understanding of primary destinations and origins within the region, as well as how residents of the region perceive their travel needs to change over the next twenty-five years.

The Transit Future Bus is a mobile 'open house' used to engage community members in the development of the Okanagan-Similkameen Transit Future Plan. On the bus, participants are able to provide feedback through interactive displays and an online and hard copy transit survey. The bus also features a kids' zone.



Advertising & Media

A variety of methods were used to advertise the opportunities to provide input to the Phase One engagement. Print media included a press release, advertisements in local papers, and posters delivered to local government partners; online media included popular websites like Castanet as well as BC Transit's Facebook page.

Stakeholder Workshops

Working with contributions and suggestions made by municipal and regional representatives from the RDOS, staff developed a list of 253 organizations and individuals who were invited to be a part of a stakeholder advisory group. Based on concerns that the long distance and winter travel conditions could impede participation of stakeholders in meetings, BC Transit took the decision to host meetings across each major community hub of the region. In total, eight stakeholder meetings across seven different communities of the region for both Phase One and Phase Two of the plan.



Workshop Dates and Locations

- December 9, 2013 - Penticton & Naramata
- December 10, 2013 - Oliver & Osoyoos
- December 11, 2013 - Princeton & Keremeos
- December 12, 2013 - Summerland & Okanagan Falls

Specific objectives of Phase One Stakeholder workshops

- Re-affirm the feedback heard from the general public during the transit bus tour.
- Begin work towards developing a vision statement for transit in the region.
- Develop a realistic transit mode share.
- Develop the preliminary 25-year network.

Phase One Public Feedback Highlights

Transit Future Bus - In total, the Transit Future Bus drew over 1,100 visitors across eight locations in seven communities. Attendance was highest at the Penticton Market, with 463 visitors. A total of 274 written comments were received across the eight Transit Future Bus Events.

The top three themes to emerge from the Transit Future Bus were:

- Interregional connections (connections to Kelowna)
- Regional connections (connections to Penticton from outlying communities)
- Improve accessibility and mobility for people with disabilities.

Online / Print Survey - 128 surveys were completed, the majority of them by visitors to the Transit Future Bus, representing a mix of transit customers and non-customers.

Survey Highlights:

- There is strong desire for transit in communities that do not have transit
- Connections and transfers need to be improved

Although only 22 per cent of respondents currently use transit more than 2-3 times per week, when asked how they foresaw their transit needs in 25 years, 63 per cent of respondents expected to be using transit at least 2-3 times per week.

Stakeholder Workshops - A total of 75 stakeholder representative participated in eight three-hour long workshops held December 9th to 12th in seven communities across the region. Representation was particularly strong from Interior Health and Okanagan College.

Region-wide Workshop Themes

Each community consulted was consistent in the desire for improved connections within the region, and the coordination of services between existing and future transit to maximise the resource being delivered. This finding reiterates what was heard from the general public during Phase One consultations.

An aging population was cited across each community as challenge. This was particularly evident in Keremeos and also Okanagan Falls where local service did not exist and there are limited alternatives for regional trips.

Major Themes by Community

Penticton

- Connections to Kelowna
- Expansion to residential areas outlying the city

Oliver

- Stops in downtown for the existing South Okanagan Transit service
- Local service for residents not able to drive, including seasonal workers

Osoyoos

- Increased frequency on the existing route
- More days of service; interest in commuter-compatible schedules for travel to Oliver

Princeton

- Local Fixed Route service (upgrade from the existing Paratransit)
- Better coordination between Interior Health and BC Transit for people travelling to Penticton and Kelowna

Keremeos

- Local Fixed Route Service
- Service for residents of fairly dense manufactured home park neighbourhoods outside of town and also transient workers who are outside of walking distance to daily needs was identified

Summerland

- Pleased with recent expansion implemented in October 2013;
- Additional local transit services are seen as a means to support the local economy

Okanagan Falls

- Optimism around planned expansion to introduce local transit
- Looking further ahead to custom transit

Phase Two: Echoing and Choosing the Future

Following Phase One, BC Transit staff used the information gathered to develop the draft key plan concepts, networks and service options. These were then presented for comment and confirmation in Phase Two.

Stakeholder Workshops

Stakeholders representatives identified in phase one were invited to reconvene to review and refine the key plan elements.

Workshop Dates and Locations

- June 9, 2014 - Oliver & Osoyoos
- June 10, 2014 - Princeton & Keremeos
- June 11, 2014 - Penticton
- June 12, 2014 - Summerland & Okanagan Falls

Specific objectives of Phase Two stakeholder workshops were to:

- Review and confirm the proposed Vision and Goals
- Introduce and confirm the Networks Maps
- Prioritize service options and identify supporting infrastructure.



Transit Future Bus

Echoing the Phase One Transit Future Bus tour, the Phase Two Transit Future Bus tour was composed of eight events identified in consultation with working group representatives.

- Tuesday July 22, 2014 - Summerland
- Tuesday July 22, 2014 - Keremoes
- Wednesday July 23, 2014 - Princeton
- Wednesday July 23, 2014 - Osoyoos Evening Market
- Thursday July 24, 2014 - Oliver Country Market
- Thursday July 24, 2014 - Penticton, Cherry Lane Mall
- Saturday July 26, 2014 - Penticton, Farmer's Market
- Saturday July 26, 2014 - Okanagan Falls, Flea Market

On the bus, visitors were able to provide feedback of the draft Regional and Inter-regional networks for travel between communities of the region, and to Kelowna, and transit networks for local service within communities. Comments on the transit networks were gathered through interactive displays, and also a hardcopy survey. The bus also featured a kid's zone.

Online / Print Survey

Local residents, workers and visitors (spanning transit users and non-users) in the Okanagan-Similkameen were encouraged to complete a survey, available in hard print copy during the Transit Future Bus Tour, and online from July 28 to August 11, 2014. The survey was available in different formats enabling participants to focus on networks and options across the entire Regional District of Okanagan-Similkameen, or a subsection of the Regional District. The survey sought to explain and gauge approval of draft Transit Future Network concepts.

Phase Two Public Feedback Highlights

Stakeholder Workshops

A total of 45 stakeholder representatives participated in eight two-hour long workshops held June 9-12th, 2014 in seven communities across the region. Participants represented a broad variety of organizations, however representation from health and post-secondary interests in the region was impressively consistent.

Key elements modified based on Phase Two stakeholder input included the Vision and Goals, and the Local Network in some communities. In addition stakeholders helped staff understand what the most valuable order of priorities was among the options. These refined concepts, Networks, and prioritised service options were then brought to the Regional-District of Okanagan-Similkameen Board on June 19, 2014 before being unveiled to the general public during the Phase Two Transit Future Bus road tour.

Transit Future Bus

In total, the Phase Two Transit Future Bus drew over 800 visitors across 8 locations in 7 communities. Attendance was highest at the Penticton market, with over 550 visitors.

The dot-vote technique used to gauge support showed resounding support for the draft Regional and Inter-regional Transit network, the Local Transit Network, and the prioritized service options from the general public attendees of transit future bus.



What is Dot-Voting?

Dot-voting is a frequently used technique on Transit Future buses in order to quickly enable the public to respond to preferred concepts. Bus visitors are offered a selection of small dot stickers and then asked to place their stickers by the ideas they most support.

Regional & Inter-regional Network Response Highlights:

- The most popular network connection was the Penticton to Kelowna connection; 34 per cent in support of weekday services between Penticton and Kelowna.
- Additional service between Summerland and Penticton was also highly-marked (respondents likely did not realize that the Penticton to Kelowna service will provide additional Summerland connections between both Penticton and Kelowna).
- Other high interest connections included connections between Okanagan Falls and Penticton as well as between Osoyoos and Penticton.

Local Network Response Highlights:

- The level of support for network improvements across all communities shows agreement with the timeframes provided; that is, many of the most-supported initiatives have been appropriately classified within the short term time frame
- Some visitors to the Transit Future Bus in Summerland were dissatisfied with the classification of local transit in the medium and long-term time category; it should be noted however, that the community of Summerland has been recipient of a recent transit expansion in the Okanagan-Similkameen region, and stands to gain additional service from the Inter-regional connection between Summerland and Penticton.

Online / Print Survey

140 surveys were submitted with about 40 coming from Transit Future Bus, and the remaining being completed online, or by mail. Survey respondents were able to skip some questions, and likely owing to the longer length and complexity of questions the number of responses submitted per question varies.

Regional and Inter-Regional Network Response Highlights

- Likely reflective of high levels of participation from residents of the Osoyoos area, the improvement of connections between Osoyoos and Penticton over the short term was a clear priority among survey respondents.
- Improved connections between Penticton and Kelowna in the short term.
- Priority preferences over the medium and longer term are more distinct than in the short term. For instance among improvements between Penticton and Kelowna, improving weekday service was a clear priority over improving Saturday service.

Local Network Response Highlights:

- When asked to prioritise among improvements for local transit across the whole region, survey respondents of the regional-scale survey selected improving local service within Penticton and

introducing local service in Okanagan-Similkameen communities that do not have any local service such as Keremeos.

- **Penticton**
 - o Extend 5 Main Street service to midnight on Friday, Saturday and during Peachfest.
 - o Extend regular routes from 6:30 pm to 8 pm Monday to Saturday, start night bus at 8pm.
 - o Introduce 15 minute frequencies between Lakeshore and Cherry Lane Mall.
- **Princeton¹ & Keremeos**
 - o Introduce weekday scheduled service within Princeton, continuing periods of on-request service for people with disability and in rural areas
 - o Introduce local service two days per week within Keremeos and to Cawston and Olalla
 - o Introduce local service on Saturday in both Keremeos & Princeton
- **Osoyoos & Oliver**
 - o Improve daytime local service within Osoyoos, with about four trips per day, Monday to Friday.
 - o Expand local service in Osoyoos and Oliver to Saturdays and introduce late night service to 10:00 pm on Friday and Saturday.
 - o Introduce local service to Oliver Monday to Friday.
- **Summerland**
 - o Introduce local service to Summerland with fixed route service to Lakeshore, Sinclair, and Trout Creek, operating Monday to Saturday.
 - o Introduce local evening service on Friday and Saturday.
 - o Conduct an assessment exploring Agricultural Research Centre connections.

¹ Note: some survey respondents were concerned to not see mention of Coalmont and Tullameen on the network map – to clarify: there are no plans to remove these communities from the service coverage area.

Setting the Scene

The Regional District of Okanagan-Similkameen (RDOS) is located in the southern interior of British Columbia. It borders the Fraser Valley Regional District to the west, the Thompson-Nicola Regional District and the Regional District of Central Okanagan to the north, the Regional District of Kootenay Boundary to the east and the USA border to the south. The Regional District is comprised of eight Electoral Areas, six incorporated municipalities, and eight Indian Reserves.

The region is in a semi-arid climate with hot dry summers and cool dry winters. Temperatures range from 30°C in the summer to -5°C in the winter. The mean annual precipitation is 250 mm, and the mean annual snowfall is 70 cm. Major natural features include Okanagan Lake, Skaha Lake, Okanagan Lake, and the Similkameen River.

Population growth, demographic characteristics, land use, and settlement patterns are important factors in planning a successful transit network. The subsequent sections identify existing and future demographic, land use, and transportation trends, focusing on both Okanagan-Similkameen-wide information and information specific to the various municipalities and jurisdictions.

Population and Demographics

The Regional District of Okanagan-Similkameen has a population of 80,742 as of 2011¹. Population is distributed across Electoral Areas, municipalities, and Aboriginal lands. The City of Penticton has the highest population of 32,877 and the District of Summerland has the second highest population of 11,280. Combined, they comprise approximately 55 per cent of the Okanagan-Similkameen population. See Table 3. The remaining 40 per cent of the population lies within the eight Electoral Areas, the Town of Osoyoos, Town of Oliver, Town of Princeton, Village of Keremeos and the eight Indian Reserves. See Figure 3.

Population is concentrated along the north-east border of the region. Highest densities are experienced in the Town of Oliver, City of Penticton, Village of Keremeos and Town of Osoyoos. Much lower densities

¹ 2011 census

are experienced in Electoral Areas H and G, Ashnola 10 Indian Reserve and Chuchuwayha 2 Indian Reserve. There are other unincorporated communities with notable resident populations, including Naramata, Cawston and Olalla. Population density is an important determinant in targeting potential transit ridership.



Figure 3: Okanagan-Similkameen Valley Regional District

Table 3: Okanagan-Similkameen Population and Density, by Jurisdiction (2011 census)

City of Penticton	32,877	44,313	40.7	7.8	10.5
District of Summerland	11,280	15,204	14.0	1.5	2.1
Town of Oliver	4,824	6,078 ¹	6.0	8.8	11.1
Town of Osoyoos	4,845	6,901 ¹	6.0	5.7	8.1
Town of Princeton	2,724	2,724 ²	3.4	2.6	3.5
Village of Keremeos	1,330	1,916 ¹	1.6	6.4	8.7
Penticton 1 Indian Reserve	1,667	-	2.1	0.1	-
Osoyoos 1 Indian Reserve	628	-	0.8	0.0	-
Lower Similkameen Indian Band	243				
Alexis 9 Indian Reserve	25	-	-	0.1	-
Ashnola 10 Indian Reserve	73	-	-	0	-
Blind Creek 6 Indian Reserve	25	-	-	0.2	-
Chopaka 7 & 8 Indian Reserve	70	-	-	0.0	-
Lower Similkameen 2 Indian Reserve	50	-	-	0.0	-
Chuchwayha 2 Indian Reserve (Upper Similkameen Indian Band)	76	-	-	0.0	-
Electoral Area A-Osoyoos Rural	1,892	-	2.3	0.1	-
Electoral Area B-Cawston	1,140	-	1.4	0.0	-
Electoral Area C-Oliver Rural	3,473	-	4.3	0.1	-
Electoral Area D-Kaleden/OK Falls	5,717	-	7.1	0.1	-
Electoral Area E-Naramata	1,844	-	2.3	0.0	-
Electoral Area F-OK Lake West/West Bench	2,100	-	2.6	0.0	-
Electoral Area G-Keremeos Rural/Hedley	2,314	-	2.9	0.0	-
Electoral Area H-Princeton Rural	1,768	-	2.2	0.0	-
Total	80,742	95,134	100		-
Unincorporated Communities					
Okanagan Falls	2,500 ³	3,720 ⁴		-	
Naramata	1,647	1,700		2.1	
Cawston	1,105	-		0.9	
Olalla	401	-		8.2	
Hedley	252	-		4.4	

*Source: Unless otherwise noted: BC Transit growth estimate based on a 1% annual growth rate

¹ On-Trend growth based on 1991-2011 census population² Stable population from 2011 census³ Source: Okanagan Falls Economic Development Action Plan⁴ Based on 2% annual growth of Okanagan Falls – Okanagan Falls is projected to receive the majority of new population growth in Area D.

Historical and Projected Population Growth

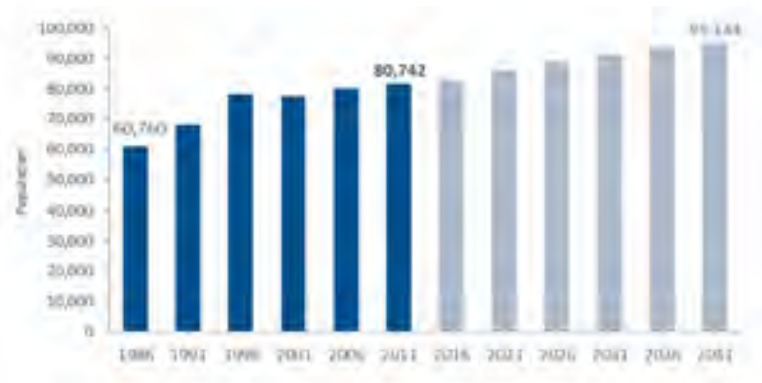
Okanagan-Similkameen Regional District

Over the past 25 years, the Okanagan-Similkameen population increased from 60,760 in 1986 to 80,742 in 2011, a 25 year increase of 33 per cent. This is less than the provincial population increase of 52 per cent.

Looking ahead, the Okanagan-Similkameen² is projected to reach a population of 95,134 in

2041, an increase of 17 per cent from 2011 see Figure 4. Of the communities in the region, Osoyoos is anticipated to grow the most quickly, with forecasted increases of 45 per cent to 2041. Although forecasts are not available for all bands, trends show significant growth of population located on Indian Band lands, with Penticton Indian Band population growing most rapidly.

Figure 4: Historical and Projected Population Growth



Penticton

Penticton has experienced six per cent population growth over the last 10 years, increasing from 30,985 in 2001 to 32,877 in 2011. By 2041, the city is expected to reach a population of 44,313 - a 35 per cent increase from 2011. This is a significant population increase which will result in an increased demand for services, including an expanded public transit system.

Summerland

Summerland has experienced 8 per cent population growth over the past 10 years, increasing from 10,450 in 2001 to 11,280 in 2011. It is projected to reach 15,204 by 2041, an increase of 35 per cent from 2011.

Oliver

Oliver has experienced a 14 per cent population increase over the past 10 years, increasing from 4,224 in 2001 to 4,824 in 2011. It is projected to reach 6,087 by 2041 an increase of 26 per cent from 2011.

² Population projections to 2041 shown are based on the BC Stats Sub Provincial Population Estimates for the Regional District of Okanagan Similkameen and community growth trend between 1991 and 2011. Population estimates contained in the respective Official Community Plans were considered but do not extend far enough into the future to be used in the Transit Future Plan.

Osoyoos

Osoyoos has experienced a 13 per cent population growth over the past 10 years, increasing from 4,295 in 2001 to 4,845 in 2011. It is projected to reach 7,155 by 2041, an increase of 48 per cent from 2011.

Princeton

Princeton has experienced a four per cent population increase over the past 10 years, increasing from 2,610 in 2001 to 2,724 in 2011. This increase followed on a population decrease of seven per cent from 1996 to 2001. Population is projected to remain stable at 2,724 to 2041.

Keremeos

Keremeos has experienced a ten per cent population increase over the past 10 years, increasing from 1,197 in 2001 to 1,330 in 2011. It is projected to reach 1,793 by 2041, an increase of 35 per cent.

Penticton Indian Band

Population on Penticton Indian Band lands has experienced 84 per cent growth over the past 20 years, increasing from 908 in 1991 to 1,667 in 2011.

Osoyoos Indian Band

Population on Osoyoos Indian Band has experienced 22 per cent growth over the past 20 years, increasing from 516 in 1991 to 628 in 2011.

Lower Similkameen Indian Band

The Lower Similkameen Indian Band lands are comprised of five distinct reserve locations. In total, the population on Lower Similkameen Indian Band reserves has experienced 36 per cent growth over the past 20 years, increasing from 179 in 1991 to 243 in 2011.

Upper Similkameen Indian Band

Population on Upper Similkameen Indian Band Lands has experienced 117 per cent growth over the past 20 years, increasing from 35 in 1991 to 76 in 2011.

Population by Age

Okanagan-Similkameen

The Okanagan-Similkameen has a large population of seniors compared to other age categories. In 2011, 27 per cent of the population was aged 65+, considerably higher than the 16 per cent of people aged 65+ in the province. In keeping with this higher proportion of seniors, is the higher median age in the Okanagan-Similkameen of 52, as compared to the provincial median age of 41.9. As seen on Figure 5 there is a significant amount of population in the 45-64 range in 2011.

By 2036, the Okanagan-Similkameen will have as many people aged 65+ as the present total population of Penticton – about 33,000. Of these about 20,000 will be older than 75. By 2040, one-third of the RDOS will 65 or older, see Figure 6. This will result in a large impact to the public transit system as there will be a significant increased demand for accessible conventional services as well as handyDART.

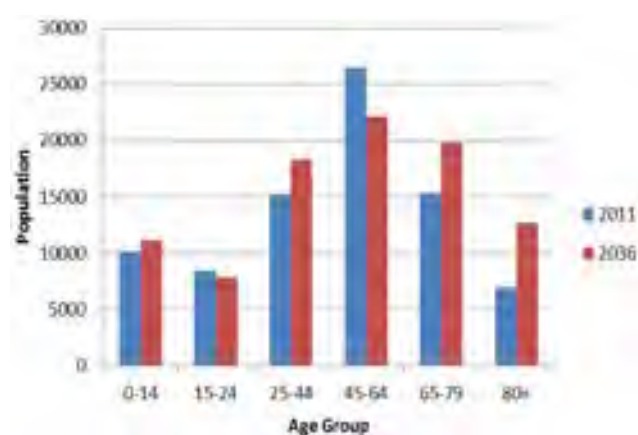


Figure 5: Population by Age Group 2011 and 2036

Penticton

Penticton has a median age of 49.4 as of 2011, which is higher than the provincial median, but lower than the Regional District median. 25 per cent of the population is 65 years or older, which is eight per cent lower than the Regional District. Penticton has the youngest population in the region which could be due to the high concentration of services and employment in the City.

Summerland

Summerland has a median age of 52 as of 2011, which is higher than the provincial median and the same as the Regional District's median. Summerland has 28 per cent of its population 65 and over which is four per cent lower than the Regional District.

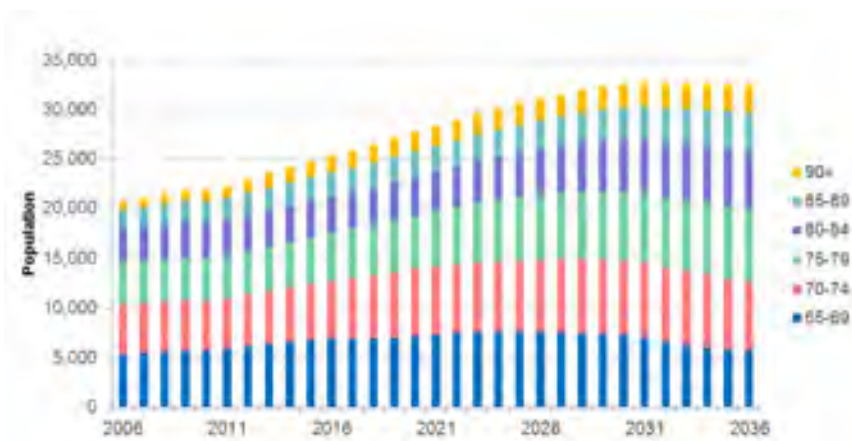


Figure 6: Okanagan-Similkameen 65+ Population by Age Group 2006 to 2036

Oliver

Oliver has a median age of 56.3 in 2011, which is older than the provincial median and the Regional District's median. 34 per cent of the population is 65 years and over which is 26 per cent higher than the Regional District.

Osoyoos

Osoyoos has a median age of 60.3 in 2011 which is older than the provincial median and the Regional District's median and the second oldest in the region. 39 per cent of the population is 65 years and over which is 44 per cent higher than the Regional District.

Princeton

Princeton has a median age of 52.5 in 2011 which is older than the provincial median and the Regional District's median. 28 per cent of the population is 65 years or older which is four per cent higher than the Regional District.

Keremeos

Keremeos has a median age of 60.8 in 2011 which is older than the provincial median and the Regional District's median, and the oldest in the region. 40 per cent of the population is 65 years or older which is 48 per cent higher than the Regional District. Keremeos has the oldest population in terms of amount of people who are 65 years or older.

Penticton Indian Band

Residents on Penticton Indian Band lands have a median age of 55.9, which older than the provincial median and also the Regional District's median age.

Osoyoos Indian Band

Residents on Osoyoos Indian Band have a median age of 49.6, close to the provincial median, and moderately lower than the Regional District's median age.

Lower Similkameen Indian Band

The Lower Similkameen Indian Band lands are comprised of five distinct reserve locations. Data for three of them is suppressed for privacy purposes, however Ashnola 10 and Lower Similkameen 2 have median ages of 29.7 and 37.2, which are respectively considerably lower than the provincial and Regional District medians.

Upper Similkameen Indian Band

Population on Upper Similkameen Indian Band Lands has a median age of 23.5, which is the lowest of any jurisdiction of the Okanagan-Similkameen, and a less than half the median age of the province and Regional District.



Employment and Education

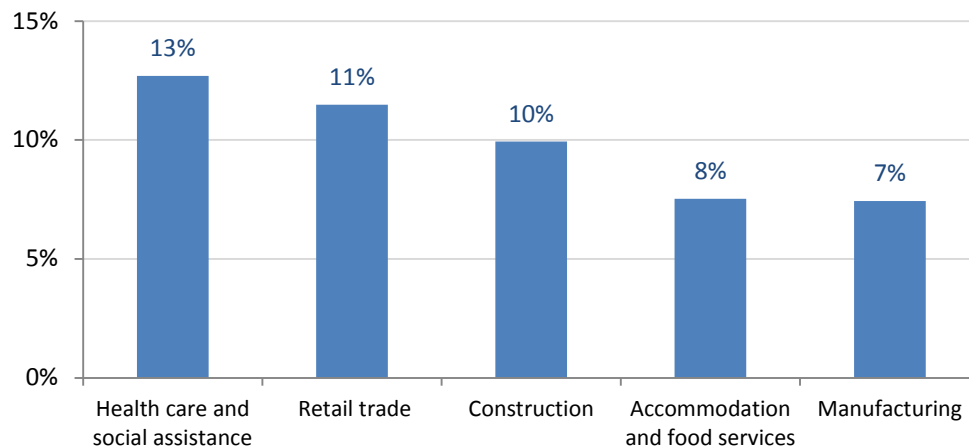
The Regional Growth Strategy for the South Okanagan outlines that employment in the Okanagan Valley portion of the RDOS is encouraged to develop evenly between Oliver, Osoyoos, Penticton and Summerland in existing and planned commercial, industrial and institutional growth areas. The largest employers in the South Okanagan are:

- Penticton Regional Hospital employs 900 people and provides core medical and surgical specialty services to patients in the area.
- Okanagan College provides students with a variety of courses to improve their credentials. This campus is located in Penticton and employs approximately 200 people, serving approximately 3,000 students.
- School District 67 employs 700 people and serves approximately 7,000 students in Summerland and Penticton.
- School District 53 employs 304 people and serves approximately 2,360 students in Hedley, Keremeos, Cawston, Osoyoos, Oliver and Okanagan Falls.
- The City of Penticton employs 305 people.
- The Canada Revenue Agency is located in Penticton and employs 305 people.
- Valley First Credit Union employs 290 people and has locations in Penticton, Keremeos, Oliver, Princeton and Okanagan Falls.
- The Osoyoos Indian Band has nine companies employing more than 500 people on reserve and is currently developing a provincial corrections facility for the Province of British Columbia.



The National Household Survey identifies the following industries in Figure 7 as primary employment industries across the Okanagan-Similkameen Regional District:

Figure 7: Okanagan-Similkameen Employment by Industry - 2011 National Household Survey



Although not captured well in the National Household Survey due to the highly transient nature of employment (most workers only reside in the Okanagan-Similkameen seasonally), agricultural industries related to tree fruit and wine form a keystone of much of the Okanagan-Similkameen economy and identity.

Over the summer months, the fruit tree industry thrives, drawing an influx of employment and economic activity centered on picking, road side sales, and larger scale commercial distribution and processing. The fruit tree industry is composed of 800 growers operating orchards that generate \$130 million in wholesale revenue, contributes \$900 million in economic activity, and directly employs 1,500 people at the grower, packer and processor level. There are a total of 1,506 farms which is more than other regional districts in the Okanagan Valley.

Leveraging its unique ecosystem and picturesque agricultural landscapes, the Okanagan-Similkameen region is also a major tourist destination, which also offers year-round attractions including hiking, skiing, and fishing. There are approximately 130 vineyards in the Regional District, many of whom offer wine tours or tasting rooms, and which are a large contributor to the economy in terms of available jobs and revenue.

Penticton

Serving as the primary retail and service centre for much of the Okanagan-Similkameen region, the labour force in Penticton has highest employment in the retail trade (16 per cent), followed by health care

and social assistance (13 per cent). Other high-employment industries include construction (nine per cent), accommodation and food services (nine per cent), and manufacturing (seven per cent).

Summerland

Likely reflective of its high median age, the industry with largest employment within Summerland is the health care and social assistances industry (13 per cent of employed labour force). Other high-ranking industries include construction (13 per cent), retail trade (10 per cent) and likely owing to the agricultural research facility located at Trout Creek, scientific and technical services (seven per cent).

Oliver

Employment data by industry for the municipality of Oliver has been suppressed by the 2011 National Household Survey for data quality or confidentiality reasons. Agriculturally, the wine sector and fruit tree sectors share in the economy of the rural areas surrounding the town.

Osoyoos

The industry with greatest employment in Osoyoos is retail trade (11 per cent), followed by public administration (11 per cent), health care and social assistance (10 per cent), accommodation and visitor services (10 per cent), and agriculture (9 per cent).

Princeton

The nearby Copper Mountain Mine exerts enormous employment influence within Princeton, with 23 per cent of the employment in the community in the mining and manufacturing industry. Other high employment industries are educational services (17 per cent), retail trade (10 per cent), and agriculture, forestry, fishing or hunting (9 per cent). Princeton's higher elevation and surrounding pine forests result in forestry rather than fruit tree agricultural influences.

Keremeos

Employment data by industry for the municipality of Keremeos has been suppressed by the 2011 National Household Survey for data quality or confidentiality reasons. Agriculturally, the area around Keremeos, including Cawston, has retained a strong fruit orientation with a secondary wine sector.

Population + Demographic Challenges

Cultural Norms

Large proportions of residents currently aged 45-64 will increase the proportion of residents aged 65+ in future; many of whom will be aging out of driving. Gaining comfort with and understanding of transit among areas residents should be encouraged as much as possible to enable a smoother transition to non-driving lifestyles. Education and awareness-raising will be key pieces of this.

Additional pressure on accessible and custom transit service Large proportions of residents currently aged 45-64 will increase the proportion of residents aged 65+ in future, expanding the population of older residents more highly reliant on transit. Accessible fixed route and custom transit service will be expected to expand and provide neighborhood-oriented transit options to accommodate riders age 65+ and with mobility challenges.

Low rural densities

Population concentrations are high in Penticton, but much lower elsewhere in the Okanagan-Similkameen. Providing conventional, fixed route transit service is financially challenging in areas of low density. Lower frequency conventional service and on-demand service may be more applicable in these areas.

Increases in medical, shopping and leisure trips

The older population demographic will likely lead to increased demand for travel for medical, shopping, and leisure purposes. This can be a difficult ridership market to serve due to relatively undefined trips times and destinations. The network of the future will need to better connect people to local centres to capture this market and increase ridership.

Seasonal Variation

The Regional District sees a large seasonal employment variation, particularly in the summer months when there is an increase in tourism, and hard labour employment in rural areas.

Winter conditions

Harsh winter conditions on some area highways are common occurrences and many older drivers are less confident with winter travel. Transit services connecting outlying communities to Penticton and community hubs will be needed to ensure safe access to regional needs and services.

Land Use + Planning

Okanagan-Similkameen

Sub Regional Growth Strategy, Bylaw No. 2421, 2007

The South Okanagan Regional Growth Strategy, Bylaw No. 2421, 2007 is a long term commitment to manage growth in the Okanagan Valley portion of the RDOS Okanagan-Similkameen. The strategy aims to keep urban settlement compact by encouraging and directing development to where services are located. Figure 8 illustrates those existing settlement areas where future growth should be directed. These areas are larger communities that have all the necessary services, infrastructure and amenities in place to accommodate future growth which are shown as Primary Growth Areas. These primary growth areas include Summerland, Penticton, Okanagan Falls, Oliver and Osoyoos.

The following are policies outlined in the plan related to land use and transportation:

- Create walkable, livable mixed-use neighborhoods and communities (Policy H2.3).
- Integrate transportation infrastructure within and between communities (Policy H2.5).
- Support the creation of walkable neighborhoods and pedestrian/cycle/transit networks that offer both alternative transportation and recreational opportunities and work with the Province to further develop the pedestrian/cycle network in conjunction with highway improvements (Policy I6.2).
- Encourage the identification of land in community cores appropriate for transit hubs (I6.4).
- Consider Light Rail Transit (LRT) as an option to improve community linkages and mitigate the effects of transportation on air quality and climate change (I6.5).

Figure 8: Growth Areas in the Okanagan



Trails Master Plan, 2012

The Trails Master Plan was created to define future direction, policies, priorities, standards and actions for the Regional District and its partners with respect to existing and potential future linear parks and trails and support of a regional trail network. Recommendations outlined in the trail plan are organized by first, second and third priority. First priorities focus on conflict resolution between motorized and non-motorized trail uses, safety, and collaboration of community groups. A portion of these priorities can be seen in Table 4.

A key trail feature in the region is the Kettle Valley Rail Trail (KVR), used by residents for recreation and commuting to work, and from one community to another. Highlights of the KVR include stunning vistas, an easy gradient and unique topography.

Table 4: Trail priorities in Okanagan-Similkameen

First Priority	Second Priority	Third Priority
Designate the Kettle Valley Rail (KVR) trail non-motorized from Penticton boundary to Arawana, eventually to Smethurst Road	Seek Area Based tenure for management of China Ridge	Designate specific routes and trail user types within Drenzi area to protect big horn sheep
Designate KVR non-motorized between Summerland boundary and Faulder	Work with landowners to establish right-of-way or beachfront connections through locate lands on west side of Skaha Lake	Install signage and develop maps for Coalmont area
Explore opportunities for establishing motorized recreation corridors, independent of the KVR between the following areas: • Princeton and Coalmont • Tulameen and Coalmont • Summerland and Osprey Lake • Osprey Lake and Princeton • Immediate area of Osprey Lake • Smelthurst and Little Tunnel	Improve wayfinding signage and safety information on the KVR from Faulder to Crump	Negotiate stewardship agreement with SODC for McLean Creek Area
Initiate conflict resolution framework and continue discussions with local trail groups regarding motorized re-route in areas without established parallel trail opportunities.	Apply to establish the Three Blind Mice trail network with the Province of BC through Section 56 agreements. Support local stewardship groups or commercial operators to provide trail maintenance and stewardship	Establish permanent outhouse at Arawana
Develop and install safety signage and promote respect-based trail use in mixed use and conflict areas	Designate a route on the eastern edge of the trail network for dirt bikes accessing the Above the Mice area	Develop motorized staging areas at: • Coalmont Campground • End of proposed bypass on Princeton side. • Coquihala at KVR RDOS Boundary • East of Tulameen.

Penticton

Penticton Official Community Plan, Bylaw No. 2002-20

The City of Penticton Official Community Plan Bylaw, No. 2002-20 guides Penticton's development to meet its anticipated needs over the next decade and beyond.

A comprehensive Development Plan was prepared to assess the 20 year development capacity. As Penticton has the highest population in the region it needs to be a priority in future land use planning to better serve the region as a whole. Growth management will occur using the following criteria:

- High density residential and mixed use development will be concentrated in the Urban Villages and Downtown areas with a focus on walkability, public transportation use, public realm enhancements and local business viability.
- Greenfield growth is to be directed to Upper Columbia, Upper Wiltse and the North East Sector.
- Planning for infrastructure, parks and public facilities needs to be coordinated with projected population growth to maintain service levels and enhance community amenities.

The following are policies included in the plan related to land use and transportation:

- Continue to plan complete neighborhoods in desired growth areas in the City.
- Encourage the concentration of pedestrian oriented commercial services in neighborhoods to generate strong neighborhood focal points and identity as well as enhance local business.
- Encourage growth and residential densification to occur in the vicinity of existing and proposed major transportation corridors, and will promote and encourage more efficient use of public transportation.
- Encourage intensification of residential land use and density along major arterials and transit routes.
- The City in conjunction with BC Transit will on a regular basis review public transit schedules, routes, accessibility and fees to ensure that public convenience, reasonable service levels and fees are maintained and attract new users.
- As an alternative to the traditional approach of expanding the capacity of roads to deal with traffic congestion, the City will endeavor to redistribute demand for transportation by increasing the range of choices for affordable, accessible transportation options.

Figure 9: Penticton Land Use Plan

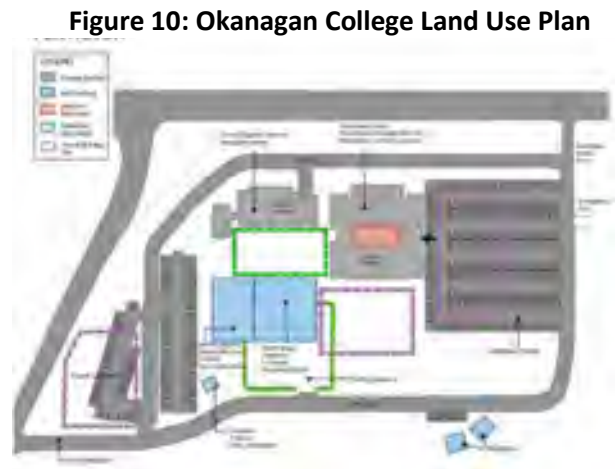


Okanagan College, Penticton Campus Master Plan

The Campus Master Plan (2007) recognizes that the current location of the Penticton Campus is on land leased from the Federal Government, which at the time of publication had 30 years remaining. Based on the current location the plan envisages:

- Four new academic and learning buildings*
- Student residence development on the east side of the campus
- A childcare centre for students and staff
- A re-orientation of the main entrance further east along Duncan street connecting to a ring road similar to those at the University of Victoria and Kelowna campuses

* The most recent new building is the *Jim Pattison Centre for Excellence in Sustainable Technologies and Renewable Energy* opened in 2013



Penticton Regional Hospital Campus Expansion

Interior Health is undertaking a Two Phase improvement of Penticton Regional Hospital. Phase 1, currently underway is for the development of a new seven storey tower, offering expansion of in-patient care and hospital services and scheduled for completion in 2019. The new tower will be accompanied by 5-story parking structure, providing 500 additional parking stalls. Phase 2 remains unscheduled, but is limited to renovation of existing units.

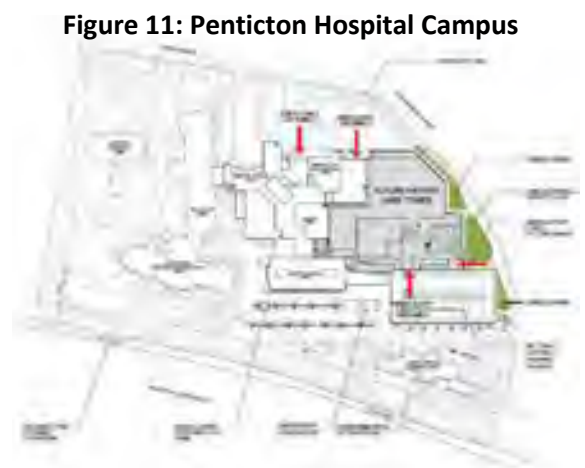


Figure 11: Penticton Hospital Campus

Penticton Indian Band Comprehensive Community Plan (2013)

The completion of a Land Use Plan is one of the key goals emerging from the Comprehensive Community Plan. This is to be developed in tandem with a land use code that will give the Penticton Indian Band the authority to develop land-use bylaws in relation to reserve lands.

Summerland

District of Summerland Official Community Plan, Bylaw No. 2000-310, 200

The District of Summerland Official Community Plan, Bylaw No. 2000-310, 2008 recognizes existing conditions and trends, notably the importance of the natural environment, regional and community growth management, and the preservation and enhancement of Summerland's social character and sense of place. Future growth is to be concentrated in Cartwright Mountain, Jersey Lands, and Victoria Road. See Figure 12.

Policies that are outlined relative to land use and transportation include:

- The density and scale of development shall encourage walking and cycling within a 10-minute walking radius (about 800 meters) of the downtown core. A 10-minute walking radius is the standard used to promote walkability between services, amenities, and residences. (4.2.3.7)
- Based on the proposed transit route in the Transportation Master Plan, a Transit Plan should be prepared with maps to identify transit exchanges and bus stops based on issues of site design, connectivity, accessibility, signage, and safety. (4.3.2.11)
- Continue to work with neighboring communities, the Regional District, and the Provincial government for improved transit service including establishing an intra-city transit route, increasing the frequency of transit service between Penticton and Summerland and establishing a transit route to Kelowna via Peachland. (4.3.2.12)

Figure 12: Summerland Land Use Plan



Oliver

Oliver Official Community Plan, Bylaw No. 1070, 2003

The Town of Oliver Official Community Plan, Bylaw No. 1070, 2003 integrates all aspects of the town into a broad strategy to direct growth and development over the next decade and beyond. This plan must be a flexible document that evolves as conditions change in the community and the surrounding region including future land use changes which can be seen in Figure 13.

Policies in the Plan related to land use and transportation include:

- Manage growth along transportation corridors to ensure the livability of existing commercial and residential areas (5.1.2.10)
- The Town will work with BC Transit to evaluate the need and viability of providing public transit opportunities within Oliver as well as more frequently scheduled public transit service from Oliver to larger centers in the Okanagan, including Penticton and Kelowna. (8.1.2.10)

Figure 13: Oliver Future Land Use Map



Osoyoos

Osoyoos Official Community Plan, Bylaw No. 1230, 2007

Town of Osoyoos Official Community Plan, Bylaw No. 1230, 2007 provides policies and objectives which support transportation and land use planning. Future growth is to be concentrated in the Airport Industrial Growth Area, Strawberry Creek Growth Area, Dividend Ridge Expansion Area, and Meadowlark Drive Growth Area as shown in Figure 14. The Town will follow “smart growth” principles for meeting community infrastructure needs. These include:

- Make full use of existing infrastructure, and upgrade and extend services to stay concurrent with growth needs. (13-1)
- Encourage compact and orderly growth to economize on infrastructure costs (13-2)
- Osoyoos employs an Urban Growth Boundary to accommodate realistic projections of future growth, promote certainty for property owners and developers, encourage a compact urban form and discourage sprawl development.

Integrated Community Sustainability Plan, 2011

Although not a municipal bylaw, the Integrated Community Sustainability Plan, 2011 is written to guide the community toward a desirable and sustainable future. The ICSP identifies strategies and actions for implementation, monitors progress, and is reviewed and updated every year. Actions outlined in the plan include:

- Provide clearly marked and accessible corridors for pedestrians, cyclists, and scooters for easy access between downtown core and recreation areas. (2.1)
- Implement the revitalization plan for the downtown core (7.1)
- Create a community transit plan, incorporating public, private, local, regional and inter-regional services (8.1)
- Create a 5-year capital plan to provide accessible infrastructure that promotes walking, cycling, scooters, e-bikes, etc. (8.2)

Figure 14: Growth Areas in Osoyoos



Princeton

Princeton Official Community Plan Bylaw No. 808, 2008

Town of Princeton Official Community Plan Bylaw No. 808, 2008 outlines the following “smart planning” development criteria to evaluate future applications. (Policy 9.3.c) New developments should:

- Create an accessible environment where people of all ages, using a variety of transportation modes (including walking, cycling, motorized scooters, wheelchairs), can move with ease.
- Plan future residential land uses with respect to the community’s existing infrastructure including roads, water and sewer.
- Encourage residential densification in the Town Centre and in the neighborhoods immediately surrounding the Town Centre through infill and redevelopment.

As shown in Figure 15, new residential development should be directed in the Allison Heights and Burton Flats areas.

Figure 15: Princeton Future Development and Existing Transportation Network Map



Keremeos

Keremeos, Official Community Plan, Bylaw No. 807, 2013

Village of Keremeos, Official Community Plan, Bylaw No. 807, 2013 will act as a policy guide to Council for short and long-term land use and development decision making, including associated social, economic, environmental and physical development. The Village recognizes the importance of planning for economic diversity, parks and green space, efficient land use, cost effective infrastructure and sustainable population growth. See Figure 16.

Policies in the plan include:

- Direct future residential growth to areas that have capacity with respect to municipal services. (Policy 7.2.4)
- Discourage excessive use of automobiles for local transportation by encouraging residents and visitors to use other alternative transportation modes including walking, and bicycling.

Figure 16: Keremeos Land Use Map



Electoral Areas

Transit, transportation and land use policies are summarized from community plans in the Electoral Areas. See **Table 5**.

Table 5: Summary of Electoral Area Community Plans

Area	Document	Summary of Key Policies
Electoral A Osoyoos Rural	Official Community Plan, Bylaw No. 2450, 2008	• Directs new urban residential growth to those urban communities within the Plan area that currently have the community infrastructure, services and employment opportunities to sustain higher densities. • Supports the enhancement of cycling and pedestrian systems in new and existing developments, and the improvement of safety for walking and cycling along roads.
Electoral Area C Oliver Rural	Official Community Plan, Bylaw No. 2452, 2008	• Directs new urban residential growth to those urban communities within the Plan area that currently have the community infrastructure, services and employment opportunities to sustain higher densities. • Recreational commercial development shall be permitted at suitable locations within the Community Plan area with due consideration of the impact of such development on the life style and livelihood of local residents and on the environment.
Electoral Areas D	Electoral Area "D-2" East Skaha Vaseux, Official Community Plan, Bylaw No. 2454, 2008	• Recognizes that the existing amount of land zoned to permit residential development is enough to accommodate the target low to medium growth rate to 2016. • Ensure that Rights of way acquired by the Province for major roads are wide enough to accommodate bicycle and pedestrian traffic as well as vehicular traffic. • Encourage the development of walkways and bicycle routes particularly within the Okanagan Falls town site.
	Electoral Area "D-1" Kaleden-Apex Southwest Sector, Official Community Plan, Bylaw No. 2456, 2008	• Generally manage and direct new urban residential growth to those urban communities in Electoral Area D, which presently have the community infrastructure, community services, and economic employment opportunities to sustain higher densities and residential growth. • Encourage new housing on existing vacant lots, or previously approved residential subdivisions, prior to considering more residential development on non-residential designations. • Support and encourage the provision of safe pedestrian and cycling opportunities along the major road networks as improvements are made to the roadways.

Electoral Area E	Electoral Area E, Naramata Area, Official Community Plan Bylaw No. 2458, 2008	• Encourage residential development within the existing land use designations, utilizing those lots and small parcels of land within developed area where services are available. The existing capacity is capable of accommodating approximately 1.5% per year population growth to 2026. • Encourage an evaluation of road, pedestrian, transit and other public use corridor requirements including any off-site impacts or necessitated improvements to match the 1.5% growth rate of the community. • Encourages the province to ensure efficiency of the existing transportation system, prior to any development of the Kettle Valley Railway Corridor including investments in transit, walking and cycling.
Electoral Area F	Electoral Area F, Okanagan Lake West, West Bench, Official Community Plan, Bylaw No. 2460, 2008	• Maintain the same overall site densities as existing Residential Designations while creating greater open spaces between development nodes and leaving more of the site undisturbed.
Electoral Area H	Official Community Plan, Bylaw No. 2497, 2012	• Encourages the development of existing vacant lots and those lands with development approval prior to re-designating new areas to permit residential use. • Generally, directs new urban residential growth to those urban communities within the Plan area that currently have the community infrastructure, services and employment opportunities to sustain higher densities.

Land Use Challenges

- There has been continued growth of residences, across all price points, located in areas that are heavily rural and isolated from daily amenities. The dispersed population and low transit demand makes transit cost-prohibitive to provide, and consequently residents purchasing in these areas are captive to auto-transportation. Aging in place is less realistic for people living in remote areas.
 - In order to diminish this liability and ensure that new developments support independence and match the visions of the Transit Future Plan, the RDOS and area local governments are encouraged to extend the Regional Growth Strategy to all portions of the region, and update this as well as Community Plans to include transit as a priority.
- Pathways that provide residents of local streets to with pedestrian shortcuts to larger streets and amenities are sporadic. This leads to unnecessarily long and circuitous transit routes to provide transit to residents.
 - Local plans must emphasize pedestrian pathways from local to larger streets in order to support direct and fast transit routes while broadening the catchment of residents able to easily reach the nearest bus stop.
 - New developments and public works improvements should create inviting pedestrian environment to enable and promote active transport and pedestrian connections to transit and other amenities.
- Connections and transit amenities serving Okanagan College Penticton campus are relatively undeveloped, particularly in light of the student demographic. Transit partners should work closely with Okanagan College Penticton campus plans to incorporate transit service into the planned Ring Road development in order to offset anticipated parking needs.
- There is pressure to provide transit to some low density areas; however providing transit to areas with lower density, can be difficult and costly without decreasing the efficiency of the entire transit system. Expansion of service into suburban and rural areas should consider more custom, on-demand options.

Service to Future Growth Areas

Local Governments are encouraged to focus a portion of new growth through intensification of established and central parts of the community to leverage existing amenities and further enable non-auto trips.

Transportation

The transportation system is comprised of distinct elements operated and managed by different levels of government and authorities. Major components include provincial highways, local roads, BC Transit and interregional bus.

An overview of the Okanagan-Similkameen road network and Interregional travel is provided to formulate an understanding of travel options available to Okanagan-Similkameen residents, and to assess resident travel behavior, and the interconnectivity between the various modes.

Travel Mode Share

What is “Mode Share”? Mode Share is the proportion of all trips made by a specific form of travel

For every 100 trips that Jane makes: 67 are by car, 18 are on foot, 10 are by transit and 5 are by bike.

Jane's car mode share is 67%, her pedestrian mode share is 18%, her transit mode share is 10%, and her bike mode share is 5%

Regional District of Okanagan-Similkameen

Travel in the Okanagan-Similkameen is highly dependent on single-occupancy vehicles. See Figure 17. As of 2011, driving represents 85 per cent of commuter trips, public transit represents one per cent, and walking/cycling represents 12 per cent.

In Penticton, driving represents 80 per cent of commuter trips, public transit represents one per cent, and walking/cycling represents 17 per cent. When comparing Penticton to the rest of the Regional District, it has a lower per cent of people driving and a higher per cent of people walking or cycling. This could be due to the concentration of services which leaves less of a need to drive and is more convenient to walk or cycle.

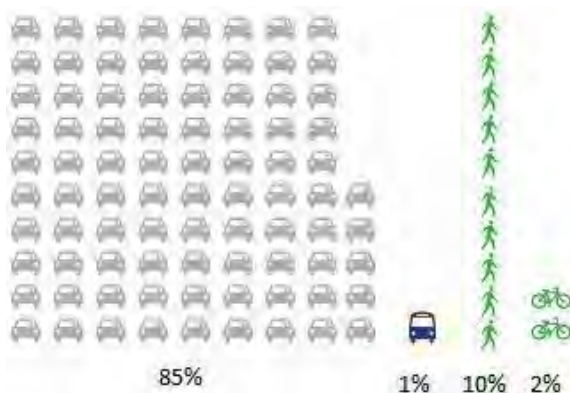


Figure 17: Okanagan-Similkameen Travel to Work Mode Share, Statistics Canada

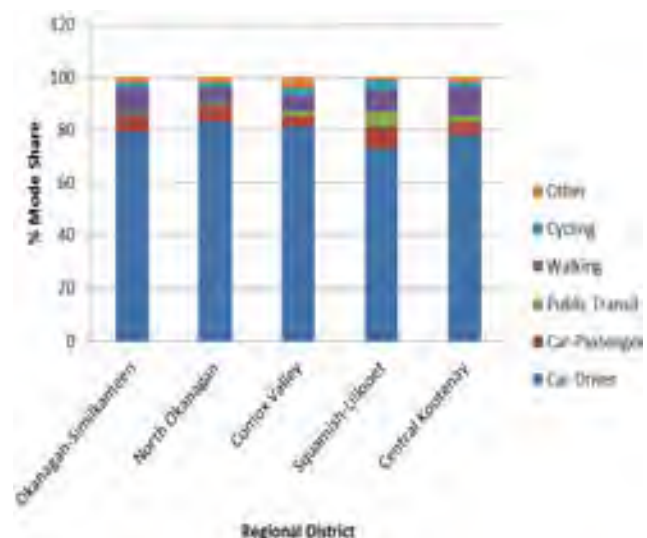


Figure 18: Travel to Employment Mode Share in Peer Regional Districts, Statistics Canada

Commuter mode shares in comparable Regional Districts have similar patterns, with automobile trips accounting for 82 per cent to 90 per cent of trips, and transit trips accounting for one to two per cent of all trips, see Figure 18. However, among these, the Okanagan-Similkameen has the lowest share of commuter transit trips with one per cent.

Considering that a large proportion of Okanagan-Similkameen residents are retired and excluded from commuter mode shares, an alternate method of estimation based on average trips per household and total transit ridership has been used to estimate the region's and local municipal mode shares. Using this method, it is estimated that the transit mode share at a regional-scale is 0.6 per cent.

Penticton

Based on average trips per household, population and existing transit ridership it is estimated that Penticton's **transit mode share is about 1.5 per cent**.

Summerland, Oliver, Osoyoos, Princeton, and Keremeos

Based on average trips per household, population, and existing transit ridership, it is estimated that in communities served by transit outside of Penticton, **the transit mode share is about 0.6 per cent**.

Active Drivers Licenses

Examining numbers of people with active driver's licenses enables transportation planners to understand the quantity of people who may age out of driving over the life of the transit future plan. Individuals who age out of driving typically become reliant on alternate modes of transportation such as walking, transit, and taxis to carry out daily living.

There are approximately 55,000 residents of the RDOS with active drivers licenses, of these, 16,000 or 30 per cent are people aged 65+. Many of these people will age out of driving during the life of the Transit Future Plan. See Figure 19.

A closer examination of the older population segment of driver's shows that the RDOS has more people aged 75+ (6,891) with active driver's licenses than the entire population of Osoyoos (4,895)

Senior Drivers in the Regional District of Okanagan-Similkameen
Active Drivers Licences by Age Group

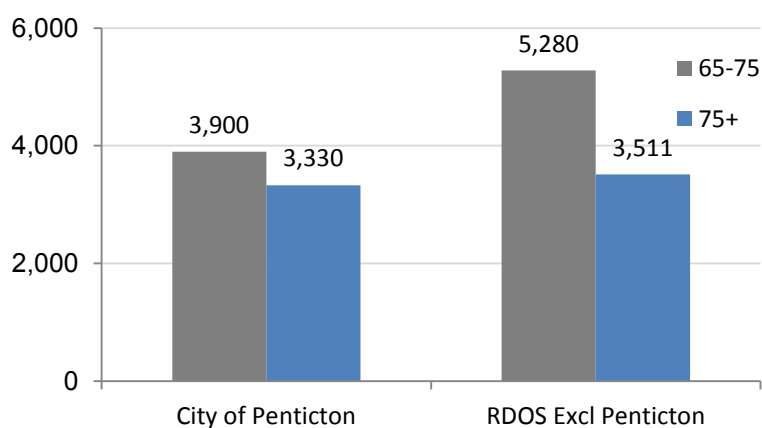


Figure 19: Active Drivers Licences by Age Group

Origins

Travel originates at an individual's home or at access points to the Okanagan-Similkameen. As noted previously, resident population is concentrated in Penticton (41 per cent) and to a lesser extent, Summerland (14 per cent) Oliver (six per cent) and Osoyoos (six per cent). See Table 1.

Destinations

Travel destinations are the locations of employment, shopping, services, or recreation that residents access most commonly. The majority of employment and shopping/services are concentrated in Penticton. The most common regional destinations are as follows:

- Downtown Penticton
- Penticton Regional Hospital
- South Okanagan Hospital in Oliver
- Kelowna Hospital
- Okanagan College
- UBCO in Kelowna
- Agricultural Research Centre in Trout Creek
- School District 67
- School District 53.
- Penticton Trade and Convention Centre
- Similkameen Recreation Centre
- Sonora Community Centre.
- Oliver Community Centre.
- Penticton Community Centre
- Apex Mountain Ski Resort.
- Mount Baldy Ski Resort
- Penticton Regional Airport.
- Kelowna International Airport
- Cherry Lane Shopping Centre (Penticton)
- Penticton Plaza (Penticton) provides a collective of shops and services which cater to a diversity of needs.
- Peachtree Mall (Wal-Mart) (Penticton)
- Summerland
- Osoyoos Market
- New Corrections Facility near Oliver (240 jobs)

Road Network

The main provincial highways that travel through the Okanagan-Similkameen are Highway 97, Highway 3, and Highway 3A. Highway 97 (Okanagan Highway) is the longest provincial highway in any province

running from the Canada/US border to the British Columbia/Yukon border. It travels north-south through Osoyoos, Oliver, Okanagan Falls, Penticton and Summerland. Highway 3 (Crowsnest Highway) travels east-west through Princeton, Hedley, Keremeos, and Osoyoos. Highway 3A runs from Keremeos north through Olalla and intersects with Highway 97 and then travels south past Okanagan Falls and Oliver to Osoyoos.

Provincial highways are under jurisdiction of the Ministry of Transportation and Infrastructure.

Approximate driving time and distance between regional destinations are shown in Table 6. Driving time from Princeton in the west to Oliver in the south-east is 1 hour 37 minutes (125 km). Penticton to Summerland is 17 minutes (18 km), and Penticton to Osoyoos is 55 minutes (63 km).

To the north, Penticton is a 50 minute drive to Kelowna, a 1 hour 30 minute drive to Vernon and a 2 hour and 20 minute drive to Kamloops. To the south Penticton is a 1 hour and 15 minute drive to the USA Border.

Table 6: Approximate Driving Time and Distance between Regional Destinations³

	Penticton	Summerland	Oliver	Osoyoos	Princeton	Keremeos
Penticton		17 min 18 km	37 min 42 km	55 min 63 km	1 hr 26 min 112 km	44 min 48 km
Summerland	17 min 18 km		46 min 56 km	1 hr 3 min 77 km	1 hr 35 min 127 km	52 min 62 km
Oliver	37 min 42 km	46 min 56 km		20 min 21 km	1 hr 37 min 124 km	52 min 67 km
Osoyoos	55 min 63 km	1 hr 3 min 77 km	20 min 21 km		1 hr 25 min 114 km	38 min 48 km
Princeton	1 hr 26 min 112 km	1 hr 35 min 127 km	1 hr 37 min 124 km	1 hr 25 min 114 km		48 min 67 km
Keremeos	44 min 48 km	52 min 62 km	52 min 67 km	38 min 48 km	48 min 67 km	

³ Drive BC

Other Travel Options

Active Transportation

Active transportation consists of multi-use trails and cycle paths. Commuter trails are provided with connections between the trail and road system, and features such as bike lanes and sidewalks are available after major corridor trails terminate. The main commuter corridors identified include Summerland to Penticton, Keremeos to Cawston and the Penticton-Okanagan Falls-Osoyoos corridor.

The Kettle Valley Rail Trail is a multi-use recreational rail trail which formerly was built for the now-abandoned Kettle Valley Railway. The Kettle Valley Railway trail is an increasingly popular facility for hiking, cycling, horseback riding, cross country skiing and snowmobiling. It travels through Osoyoos, Princeton, Okanagan Falls, Naramata and Penticton. This portion of the trail travels along river channels, marshes and past rolling hills of vineyards and orchards. The trail not only connects municipalities, but it also connects major tourist destinations including vineyards and lakes in the region.

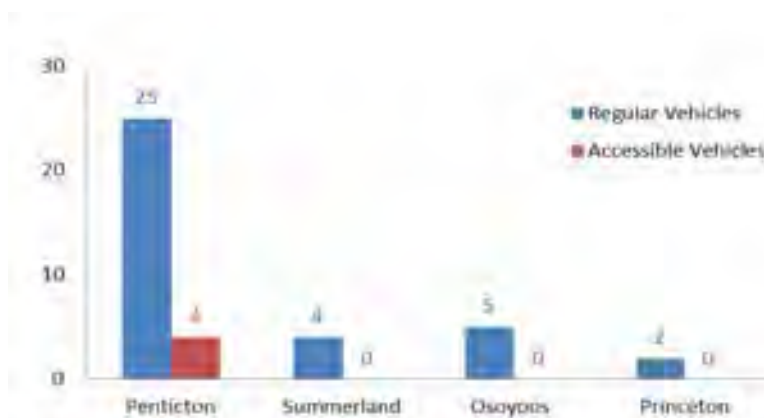


Marker post for the Kettle Valley Railway trail

Taxi

Although there is good availability of regular taxi service in Penticton, taxi services are limited outside of the greater Penticton area. Two of the three taxi companies in Penticton offer accessible vehicles in their fleets, with a combined total of 4 vehicles in Penticton. See Figure 20.

Figure 20: RDOS Taxi Fleets by Community



Source: Passenger Transportation Board of British Columbia

Air

Penticton Regional Airport is located in Penticton approximately 10 minutes from the downtown core. This airport provides passenger air travel through Air Canada Jazz and Westjet. There are daily direct flights from Penticton to/from Vancouver costing \$150-\$200, and a daily flight from Penticton to/from Calgary costing \$150-\$200 per direction.

Passenger air travel is also offered at Kelowna International Airport which is a one hour drive north of Penticton and at Kamloops Airport, which is a two hour and 30 minute drive north of Penticton.

Bus

Intercity Coach: Daily Greyhound bus service is offered throughout the Okanagan-Similkameen. Bus stops are located in all major municipalities and buses operate daily seven days a week.

School bus: Students living outside of 4.5 kilometres of distance from schools are usually eligible for school bussing services. Within Okanagan/Skaha School District 67 bus service is provided by Berry & Smith Ltd., while Okanagan-Similkameen School District 53 and Nicola-Similkameen School District 58 provides bus transportation directly.

Other: There are numerous limousine and charter companies operating in the Okanagan-Similkameen, with service primarily focusing on wine and recreational tourism.

Transportation Challenges

Low transit mode share

The Okanagan-Similkameen among the lowest transit mode shares compared to peer communities. Increasing efficiency and convenience of the system will increase ridership and increase the transit mode share while decreasing the vehicle mode share in the Okanagan-Similkameen.

Limited transportation data

RDOS Travel Patterns

To date there have been no origin-destination travel surveys conducted across the RDOS, or within any of the local jurisdictions of the RDOS. Data resources which capture the movement patterns and volumes of people between major origins and destinations at the local and regional scale are vital to both effective transportation development and informed decision-making. The RDOS and its jurisdictions will need to consider undertaking a comprehensive origin-destination travel survey examining movements within and between communities in order to invest future transportation funds effectively.

Transit Stop Activity

To date, route level passenger data is the only information easily available for the Penticton Transit System. Future efforts to improve service within urban settings need a clearer understanding of how stops are utilised.

Active transportation infrastructure in support of transit

Creating a more extensive, better signalised and connected sidewalk, bikeway, and trail network will enhance access to public transit, improving the transit experience and growing ridership. BC Transit, the Ministry of Transportation, local governments, and the Regional District must coordinate to ensure active transportation facilitates access to public transit and so that future transit services changes are communicated and supportive infrastructure can be provided.

Interregional commuting

There appears to be an increasing demand for interregional service connections for people making longer distance trips for work and particularly educational purposes.

Long distances between communities, particularly Princeton and Keremeos

Smaller communities in the Okanagan-Similkameen have a high dependency on Penticton and community hubs across the region for daily errands, work, education and medical services. The long travel time is inconvenient for many residents to access, particularly if a vehicle is unavailable to them.



Transit Today

As of 2015, Transit services in the RDOS are delivered by five transit systems each developed to serve residents of their respective communities See Figure 21. Over time , market need buoyed by the changing landscape of medical services has led to the independent development of regional and limited inter-regional services which in some cases overlap, but have limited integration with transit systems in adjoining communities.

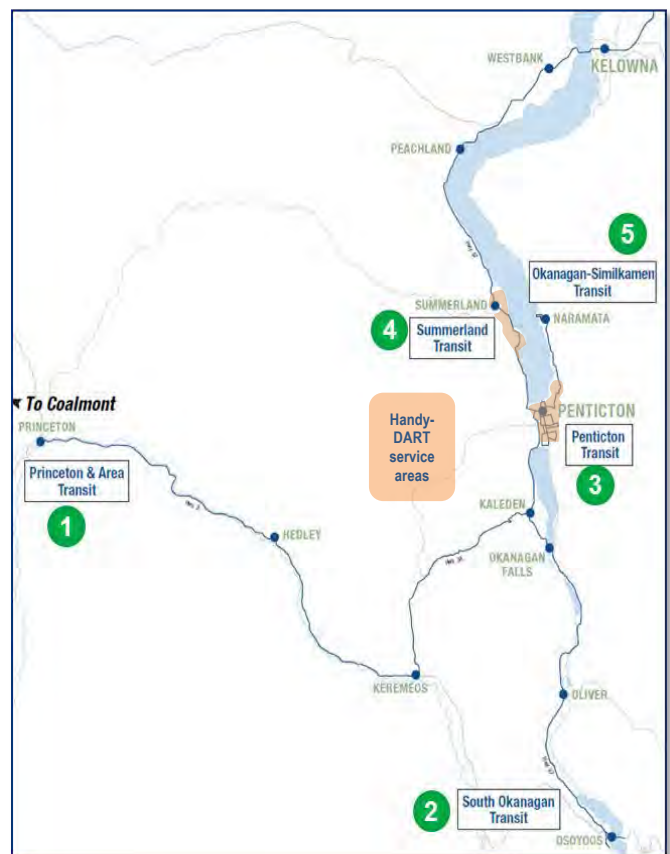
Of the five transit systems in the Okanagan-Similkameen, the Penticton Transit system (3) is the only fully conventional system; it is complemented by a separate custom (handyDART) service offered for those who are unable to use the conventional system.

Outside of Penticton the remaining transit systems are classed as paratransit offering blends of flexible and fixed service, and connections to rural communities. The two systems serving Summerland, Naramata and Okanagan Falls - the Summerland Transit System (4), and Okanagan-Similkameen Transit System (5) respectively - are classed as Paratransit but function most closely to conventional systems with fixed routes and schedules. This conventional character is possible through the availability of custom (handyDART) services for residents in Summerland. Summerland handyDART service is offered directly by the Summerland Transit System.

Further south and west in the RDOS, the South Okanagan Transit System (2) and Princeton and Area Transit System (1) offer more typical Paratransit with a blend of fixed and flexible transit which accommodates transit for conventional and custom passengers using the same vehicles and service.

Existing transit system performance and the degree

Figure 21: The five RDOS Transit Systems



to which it meets or does not meet the needs of the region must be understood in order to develop the future network. This section examines the existing conventional, paratransit, and custom services provided in the Regional District of Okanagan-Similkameen, outlining challenges and opportunities to support the development of an efficient and effective future system.

Service Types and Operators of RDOS Transit Systems

Owing to the broad spatial spread between communities, and also to the independent evolution of each system, transit service in the RDOS is provided by four separate operating companies, which consist of a blend of commercial operators and community organizations. See Table 7.

Table 7: RDOS Transit Systems by Type

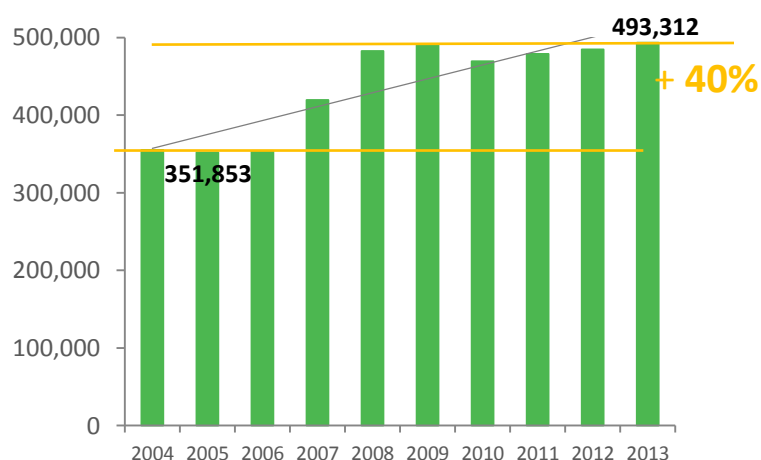
Transit System	Services Offered	BC Transit Category	Operator
Penticton	Conventional	Conventional	Penticton Transit Service (Berry & Smith Ltd.)
	Custom* (handyDART)	Custom (handyDART)	Penticton & District Community Resources Society
Summerland	Conventional	Paratransit	Penticton & District Community Resources Society
	On-Request		
	Custom (handyDART)		
Okanagan-Similkameen (Naramata & Okanagan Falls)	Conventional	Paratransit	Penticton Transit Service (Berry & Smith Ltd.)
South Okanagan (Osoyoos)	Conventional	Paratransit	South Okanagan Transit Society
	On-Request		
Princeton & Area	Conventional	Paratransit	Princeton and District Community Services
	On-Request		

Systems Performance

Considered cumulatively across all five transit systems, ridership over the past ten years has grown to 493,312 in 2013/2014 from a low of 351,853 in 2005/2006, an increase of 141,549 or 40 per cent. See Figure 22 for more information.

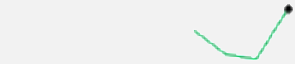
Considered individually, all systems with the exception of the Okanagan-Similkameen Transit System (Naramata only) have experienced ridership growth trends or stability

Figure 22: RDOS historical Transit Ridership



over the past ten years, see Table 8. In general, the system's ridership has responded well to increased service investment such as the jump from 2006 to 2008, which corresponds to the introduction of 30 minute frequencies in the Penticton Transit System. Conversely in smaller systems such as the Okanagan-Similkameen (Naramata) service, minor demographic shifts such as retirements of regular mature riders or newly licensed teen riders have also impacted ridership.

Table 8: RDOS Transit Ridership Overview 2004 -2013

Transit System	2004	Ridership trend 2004 - 2013	2013/14
Penticton Conventional	309,579		432,384
* handyDART	11,534		21,428
Okanagan-Similkameen	8,014		7,839
Princeton & Area	6,749		8,671
South Okanagan (Osoyoos)	1,693		7,106
Summerland*			15,884

* Okanagan-Similkameen numbers only include Naramata only. The service expansion of this system to Okanagan Falls is too recent to produce annual statistics.

** Summerland data prior to 2010 has been suppressed owing to data quality issues

RDOS Transit System Challenge

The case for improved system intergration

Each transit system is composed of layers of transit provision:

- Transit Information/Riders Guides
- Fares and Passes
- Schedules
- Resources – driver hours
- Resources – fleet
- Marketing and promotion

*These functions
are all carried
out in quintuplet
within the RDOS*

**Is this redundancy and
multiplicity needed?**

Many residents are unaware of the transit services in neighbouring communities. Integration of some layers could make the transit easier to use, while also making transit provision more efficient



Conventional Transit System

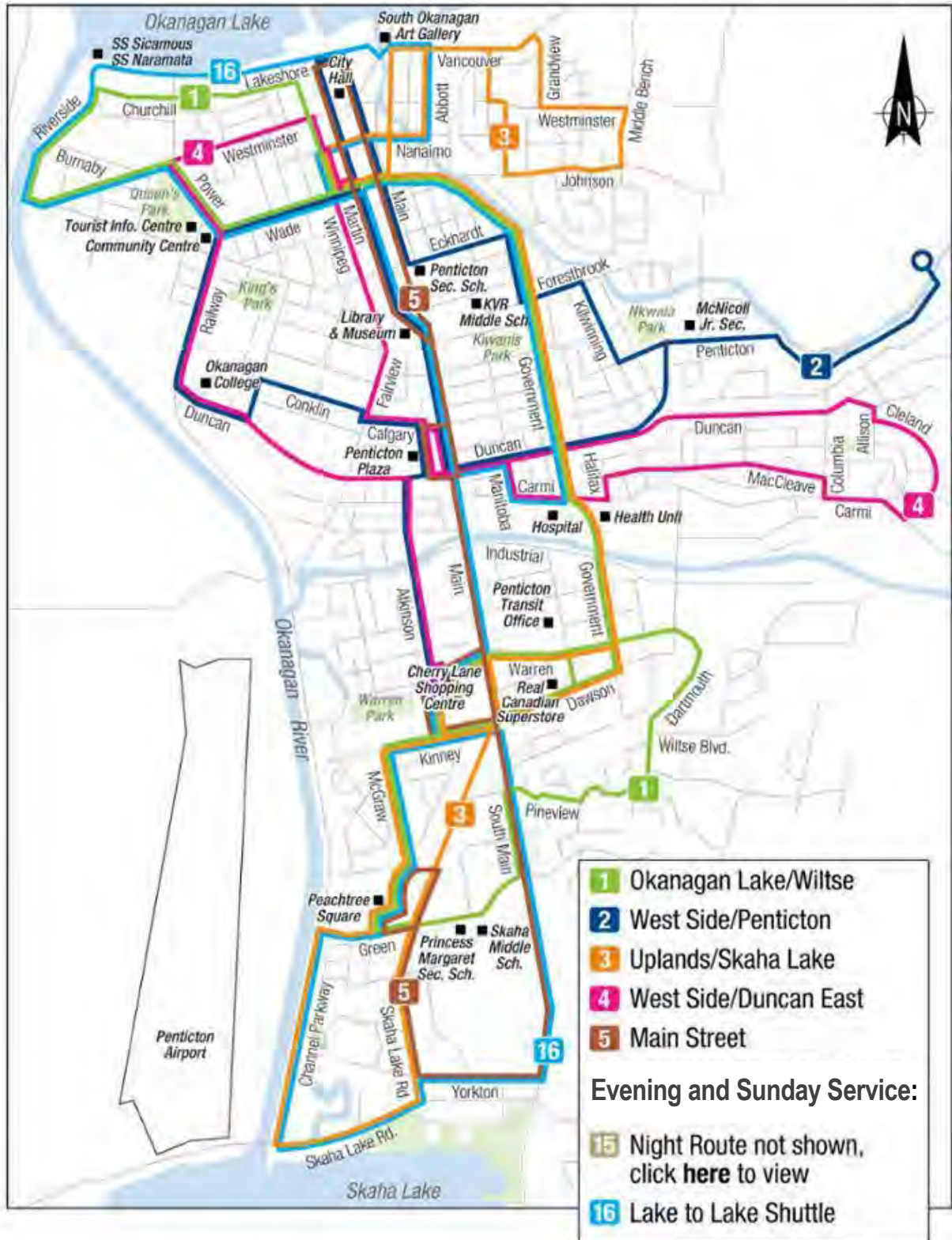
Conventional Service Description

Of the five transit systems in Okanagan-Similkameen, the Penticton Transit system is the only fully conventional system and is comprised of five regular fixed routes, plus two routes that provide either evening or Sunday service. Table 9 provides a summary of each route and Figure 23 details the Penticton Transit Map.

Table 9: Description of each route in the Penticton Transit System

Route	Description	Scale
1 Okanagan Lake/Wiltse	Service from Wade at Martin with stops at the Community Centre, Hospital, Cherry Lane Shopping Centre and Peachtree Mall. This route also has a special school reverse routing.	Local
2 West Side/ Penticton Avenue	Service from Wade at Martin with stops at the Library and Museum, Community Centre, City Hall, Okanagan College, Penticton Plaza and Cherry Lane Shopping Centre.	Local
3 Uplands/ Skaha Lake	Service from Wade at Martin with stops at the Art Gallery, Hospital, Zellers, Cherry Lane Shopping Centre, Peachtree Square and Skaha Lake. This route also has a special route for Penticton Secondary Schools.	Local
4 West Side/ Duncan East	Service from Cherry Lane Shopping Centre with stops at Penticton Plaza, Okanagan College, and the Hospital.	Local
5 Main Street	Service from Martin at Wade with stops at City Hall, Penticton Plaza, Cherry Lane Shopping Centre and Peachtree Square. This route has a special school routing used at some points in the day.	Local
15 Night Route	Service from Wade at Martin with stops at IGA, Peachtree Square, Cherry Lane Shopping Centre, Penticton Plaza, Okanagan College and the Community Centre.	Local
16 Lake to Lake	Service from Wade at Martin with stops at the Library and Museum, Penticton Plaza, Hospital, IGA, Cherry Lane Shopping Centre, Peachtree Square, Penticton Plaza, Community Centre and Okanagan Lake.	Local

Figure 23: Penticton Transit Map



Conventional Fleet

The Penticton Conventional Transit System is comprised of heavy and medium duty vehicles charged with delivering transit service to the city's urban transit network. The fleet is funded through lease arrangements between the City of Penticton and BC Transit. Penticton was among one of several test locations used for medium duty Vicinity buses in its fleet. See Table 10 for more details.

Fleet vehicles are operated to deliver maximum service kilometers annually and over a defined period of operation. Once a vehicle has delivered the maximum service kilometres it is replaced with a new vehicle.

The Penticton fleet is currently delivering more than the recommended annual service kilometres for the number of vehicles available.

Table 10: Penticton Conventional Fleet Summary

Number and Type	Vehicle Description	Passenger Capacity Seated/total	Accessible Spaces	Average Age of Fleet	Spare Ratio
6 Heavy Duty	12.5 m Nova Bus	32/69	3	6 yrs	- 1
2 Medium Duty	8.4 m Vicinity	23/39	2	2 yrs	

Conventional Fares

There is a single fare structure for transit services offered by the Penticton Conventional Transit System. Cash fares for adults and post-secondary students is \$2.00, while seniors, primary and secondary students pay \$1.75. Children aged 6 and under ride for free. Monthly pass fees are staggered from \$45.00 for adults, \$38.00 for post-secondary students \$32.00 for seniors, and \$27.00 for primary and secondary students. See Table 11 for further details. These fares are consistent with similarly-sized conventional systems in the province.

Table 11: Penticton Conventional Fares

	Adults	Post-Secondary Students	Seniors	Primary and Secondary Students	Children under 6
Cash	\$2.00	\$2.00	\$1.75	1.75	free
10 tickets	\$15.00	\$15.00	\$12.50	\$12.50	free
Day Pass	\$4.00	\$4.00	\$3.50	\$3.50	free
Month Pass	\$45.00	\$38.00	\$32.00	\$27.00	free

Conventional Hours of Operation

Hours of service are summarized in Table 12. Route 5 Main Street is the most frequent with 26 trips on weekdays. Saturday service operates on the same routes as weekdays, but is slightly reduced, while Sunday service is provided by the route 16 Lake to Lake Route only.

Table 12: Conventional Transit Hours of Service

Route		Monday-Friday		Saturday		Sunday and Holidays	
		Total Trips	Start/End	Total Trips	Start/End	Total Trips	Start/End
1 Okanagan Lake/ Wiltse	To Peachtree Mall	13	6:16 am/ 6:16 pm	10	8:48 am/ 6:16 pm		
	To Downtown	13	6:16 am/ 6:30 pm	11	8:30 am/ 6:30 pm		
2 West Side/ Penticton Avenue	To College	13	6:30 am/ 6:30 pm	11	8:13 am/ 6:30 pm		
	To Downtown	12	6:38 am/ 6:13 pm	10	8:38 am/ 6:13 pm		
3 Uplands/ Skaha Lake	To Skaha	13	6:30 am/ 6:25 pm	11	8:21 am/ 6:25 pm		
	To Haven Hill	12	6:48 am/ 6:21 pm	11	8:00 am/ 6:21 pm		
4 West Side/ Duncan East	To Duncan East	12	7:14 am/ 6:52 pm	11	8:14 am/ 6:52 pm		
	To Westside	12	6:42 am/ 6:14 pm	11	8:00 am/ 6:14 pm		
5 Main Street	To Skaha Lake	26	6:48 am/ 6:41 pm	20	8:48 am/ 6:41 pm		
	To Okanagan Lake	24	7:16 am/ 6:42 pm	19	9:16 am/ 6:42 pm		
15 Night Route	Eastside	3	6:50 pm/ 10:00 pm	3	6:50 pm/ 10:00 pm		
	Westside	2	7:14 pm/ 9:20 pm	2	7:14 pm/ 9:20 pm		
16 Lake to Lake	To Skaha Lake					10	9:18 am/ 6:49 pm
	To Okanagan Lake					11	9:00 am/ 7:00 pm

Conventional History

Dating back to 1977, the Penticton Transit System is among the oldest fixed-route public transit systems in B.C. and in 1993, became the first fully accessible transit system in Canada. The system continues to carry high proportions of customers who make use of this accessibility enabling a more efficient custom handyDART service. Compared to other systems of the RDOS, the Penticton Transit System is substantially developed. Service hours have increased from 12,394 in 1988 to 15,776 in 2003, to 17,400 in 2007, and to 22,741 in 2013; a 25 year increase of 84 per cent.

System growth was relatively steady between 1977 and 2007 and in 2008 there was a steep service expansion when the City of Penticton began to make transit improvements a priority and provincial funding was restored. While routes have been combined over the years, the coverage of the system has remained similar. In 1992 the system featured eight routes and the night route, which in 1986, were consolidated to form four routes and the night route, as well as the Sunday Route 16 Lake-to-Lake. Because original route alignments were maintained when the routes were combined, the result was a visually complex transit network. After 1986 changes were minor until the 2008 introduction of Route 5 Main Street, which now provided fast and direct service in both directions along the busiest parts of Penticton's north-south axis.

Conventional System Performance

Penticton Conventional Transit Ridership in 2013-2014 was 432,384, an increase of one per cent from the previous year. The system is resourced with 22,751 annual service hours, representing 19 passenger trips per service hour. See Table 13 for additional details.

Performance by Route

System performance is considered on a route-by-route basis. See Table 13. Route 5 Main Street, which is located along the primary north-south axis of Penticton, linking downtown and new higher density developments with Cherry Lane Mall and Wal-Mart, experiences the highest total ridership at double of any other route of the system and maintains the highest boardings per service hour at 23. Route 15 Night Route carries one percent of the system's total ridership, and has the lowest boardings per service hour at seven boardings.. Considering that this is the only transit service operating after 6:30 pm, this is exceptionally low. Route 2 Westside carries the lowest proportion of daytime passengers, and also has the lowest boardings per service hour.

Table 13: Penticton Conventional Transit Daily Ridership Performance by Route

Route	Average Daily Ridership*	Per cent of System's Daily ridership	Daily Service Hours	Per cent of System Daily Service hours	Boardings per Service Hour
1 Okanagan Lake/Wiltse	251	17%	12.30	16%	20.4
2 West Side/Penticton Avenue	171	11%	12.00	16%	14.3
3 Uplands/Skaha Lake	263	18%	11.92	15%	22.1
4 West Side/Duncan East	221	15%	12.17	16%	18.2
5 Main Street	572	38%	24.83	32%	23.0
15 Night Route	22.3	1%	3.17	4%	7.0
99 School Shuttle	NA	NA	0.70	1%	
	1501	100%	77.09	100%	
16 Lake to Lake ¹	NA	NA	10.0	100%	

*Source GFI data calculation based on Fall 2014 ridership

Performance in the Regional Transit Context

When considered in the context of all five transit systems in the RDOS, the Penticton conventional transit system accounts for 88 per cent of all rides, but uses 66 per cent of all the hours allocated to the various transit systems, see Table 14. This difference reflects higher densities, closer destinations, and higher rider turn-over in Penticton.

Table 14: Summary of Penticton Conventional Annual System Performance

Annual Ridership	Per cent of RDOS Transit Systems Ridership	Total Annual Service Hours	Per cent of RDOS Transit Systems Hours	Total Cost per Hour	Trip per Service Hour	Trips per capita	Operating Cost Recovery
432,384	88%	22,751	66%	\$93.19	19	0.76	25.5%

Source: 2013/2014 APS Report Card

¹ Route 16 only operates on Sundays and has been excluded from this summary.

Conventional Benchmarking

The Penticton conventional transit system performance measures are compared with peer communities in British Columbia for 2013/14. Peer communities are selected for having similar service area population size and annual service hours. Conventional system performance measures are compared to peer communities in British Columbia for 2012-2013. See Table 15 for the summary of key points.

Benchmarking also helps to inform the setting of the Network Design Standards and Performance Guidelines to be subsequently developed.

The Penticton Conventional transit system performance is slightly lower relative to its peer communities. This is due to the low frequencies on most routes, complex route structure, and the hours of transit offered relative to the population. One markedly positive aspect of the Penticton Transit System is that the system accommodates large proportions of passengers with accessibility needs. This results in a considerable cost savings in Custom Transit (handyDART) operation for Penticton since the hourly costs of Custom Transit are much higher than Conventional transit.

- Total conventional passenger trips in Penticton were 432,384 in 2013-2014, 11 per cent less than average ridership among peer communities.
- 22,751 service hours were offered which is 12 per cent less than the average in peer communities.
- Total revenue is \$540,546 which is 9 per cent lower than the average among peer communities.
- Cost per ride is \$5.52 which is on par with the average among peer communities.
- Cost per hour is \$104.83, which is on par with the average among peer communities.
- Rides per capita are 14, which is about 9 per cent higher than the average among peer communities.
- Operating cost recovery is 25.5 per cent, which is on par with the average among peer communities.

Table 15: Summary of Conventional Annual System Performance in Peer Communities

	Approx. Service Area Population	Service Hours	# Fixed Routes	Ridership	Revenue (\$)	Rides per Hour	Cost per Ride (\$)	Cost per Hour (\$)	Rides per Capita	Cost Recovery %
Penticton	30,296	22,751	8	432,384	540,546	19.0	5.52	104.83	14	25.5
Vernon Regional	35,656	25,979	12	432,829	645,126	16.7	6.88	114.60	12	26.2
Campbell River	30,900	23,295	9	599,856	641,147	25.8	3.86	99.37	41	31.5
Chilliwack	56,365	27,993	8	494,827	623,065	17.7	5.32	93.79	9	26.4
Comox Valley	44,174	28,019	12	589,441	647,762	21.0	4.88	102.71	13	25.2
Cowichan Valley	37,296	26,474	13	365,656	485,795	13.8	7.54	104.19	10	20.1
Average	39,115	25,752	10	485,832	597,240	20	5.50	103.25	13	25.82

Source: 2013/14 Annual Information and Performance Summary

Conventional Transit Challenges

Penticton is already a demographically older community and will continue to age with many new transit users also using mobility aids; however space restrictions on conventional buses can make accommodating these passengers and their mobility devices difficult. This is further compounded by infrequent service: a passenger who could not be accommodated may be forced to wait up to one hour in outdoor summer heat or winter cold conditions.

Low frequencies make transit less attractive to riders because it does not allow personal schedule flexibility and can carry high costs if a bus is missed (missed appointment, late for work).

The lack of evening service on the regular routes limits the viability of the system for people working into the evenings or attending late classes and is less attractive to customers with other transportation choices.

Routes, are complex to understand (with the exception of Route 5 Main Street), this can make it harder to attract new users.

Maintenance – the nature of service and number of vehicles assigned to Penticton means that the system operates with fewer spare vehicles than is recommended to ensure fleet longevity.

Paratransit

Paratransit Service Description

Paratransit is an umbrella term for a range of transportation services used in small or low ridership communities and which typically functions as a shared service for passengers with and without disabilities. The Paratransit continuum offers a range of service from scaled-down conventional service to service that has flexible routes and flexible schedules. Paratransit services may work at both connecting residents with local services and daily needs and also as a form of targeted transit services connecting to Regional and Interregional destinations.

- **Fixed Route Fixed Schedule (Conventional)** This type of Paratransit is similar to the Penticton conventional service with set trip times and a set route. Because of its consistency, this Paratransit form is easier for customers to understand and requires the least personal planning ahead. This type of model is used for the Okanagan Falls service and Route 1 Summerland service offered by the Okanagan-Similkameen Transit System and Summerland Transit System.
- **Fixed Schedule with On-Request Service Area (Flex Route)**. This type of Paratransit has set trip times and a usual route, but the schedule is designed to allow one or two deviations within one kilometer from the usual route to serve customers that are beyond walking distance, or who face mobility challenges. As of 2014, this type of model is used for the local Osoyoos service offered by the South Okanagan Transit system.
- **On-Request Paratransit (On Demand)**. This type of Paratransit has set operating hours, but routes and schedules are determined based on requests received. Since it is not consistent, this form of Paratransit is more difficult for customers to understand and requires the most planning ahead. As of 2014, local area transit in Princeton is operated in this fashion.

Table 16 provides a description of the paratransit services provided across the RDOS. The Paratransit systems outside of Penticton are heavily dominated by regional routes, and there remains considerable opportunity to grow and develop local-level transit services to improve closer-to-home mobility options for daily needs.

Local Service Local service in most communities is undeveloped, or receives minimal time. The Okanagan Similkameen, South Okanagan and Summerland transit systems are most focused on regional service.

Regional Routes At the regional scale, there is overlap in several routes operated by different transit systems. The South Okanagan transit system Routes 2 and 3 contain segments which are also served by the Princeton and Area transit system (Princeton/Penticton Bus).

Table 16: RDOS Paratransit Service summary

Route <i>Service Type</i>	Description	Scale
Summerland Transit System		
On-Request <i>On-Demand</i>	Service within Summerland and to connect non-custom (handyDART) passengers to the fixed route service Service operates Monday through Friday from 6:30 a.m. to 4:30 p.m.	Local
1 Summerland <i>Conventional</i>	Service from Summerland Library with stops at Nesters, Health Centre, Summer Fair Shopping Centre, Trout Creek, and Penticton.	Regional
Okanagan-Similkameen Transit System		
10 Naramata / Penticton <i>Conventional</i>	Service from Wade at Martin with stops at Cherry Lane Shopping Centre, Penticton Plaza, and Naramata. Service operates Monday through Saturday.	Regional
20 Okanagan Falls / Penticton <i>Conventional</i>	Service from Okanagan Falls to and from Penticton via Eastside Road with limited service to Heritage Hills. Service operates Monday through Friday.	Regional
21 OK Falls Local <i>Conventional</i>	Local service within Okanagan Falls. Service operates in Naramata Monday through Saturday and Okanagan Falls Monday through Friday.	Local
South Okanagan Transit System		
1 Osoyoos <i>Flex Route</i>	Service from Cottonwood with stops at Main at Cottonwood, Jonagold and Elementary School. This route also has areas which can be accessed by request only. 1 trip operates early morning Monday to Thursday and 1 trip operates 12:30 Tuesday to Thursday.	Local
2 Osoyoos /Penticton <i>Conventional</i>	Service from Osoyoos with stops in Oliver, Okanagan Falls, Penticton and Summerland. Service operates Monday, Tuesday-Thursday.	Regional
3 Osoyoos /Kelowna <i>Conventional</i>	Service from Osoyoos with stops in Oliver, Okanagan Falls, Penticton, Summerland and Kelowna. Service operates Mondays only.	Inter-regional
Princeton & Area Transit System		
On-Request <i>On-Demand</i>	Door-to-door service within Princeton. Service operates Monday through Friday from 8:30 a.m. to 4:30p.m.	Local
1 Princeton/ Penticton <i>Conventional</i>	Service from Princeton to Penticton with stops in Hedley, Keremeos, Kaleden and Penticton. Service operates Monday, Wednesday and Friday.	Regional
Hedley <i>On-Demand</i>	On Request Service from Princeton to Hedley. Service operates Monday, Wednesday, and Friday.	Regional
Tullameen/Coalmont <i>On-Demand</i>	On Request Service from Princeton to Hedley.	Regional

Figure 24: Summerland and Area Transit Map



At the regional scale, there is overlap in several routes operated by different transit systems. The South Okanagan transit system Routes 2 and 3 contain segments which are also served by the Princeton and Area transit system (Princeton/Penticton Bus) and the Summerland Transit system (1 Summerland). This is illustrated below in figures 24, 25 and 26.

Figure 25: South Okanagan Transit Maps

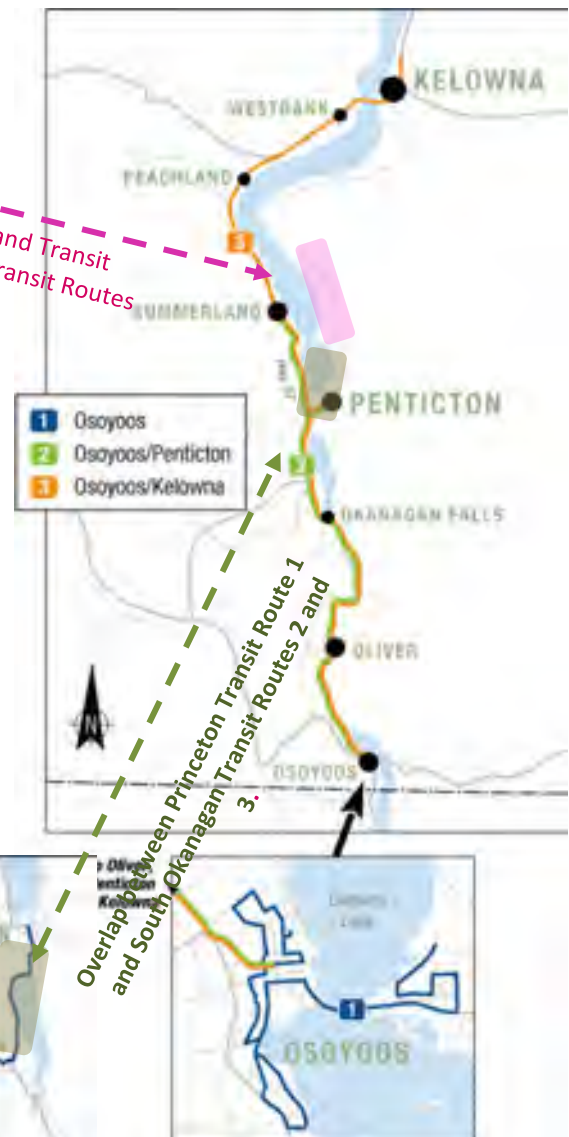


Figure 26: Princeton and Area Transit Map



Paratransit Fleet

Paratransit services are comprised of light duty vehicles, right-sized for their respective small communities and the diverse range of service types that are covered by these systems. Each system fleet is funded through separate lease agreements between their respective local government partner and BC Transit. See Table 17 for more details.

The vehicles are operated to deliver maximum service kilometers annually and over a defined period of operation. Once a vehicle has delivered the maximum service kilometres it is replaced with a new vehicle. Transit systems with small fleets are often challenged to maintain an adequate ratio of spare or contingency vehicles. This may lead to service delivery gaps when there are problems with the existing fleet. This challenge is endemic across all Paratransit systems in Okanagan Similkameen; however it is most acutely evident for the South Okanagan transit system due to the high kilometres travelled each week.

Table 17: RDOS Paratransit Fleet Summary

Number and Type	Vehicle Description	Passenger Capacity Total	Accessible Spaces	Average Age of Fleet	Is Spare Ratio Met in 2014?
Summerland Transit System*					
Lease Agreement Partner: District of Summerland					
3 Light Duty	2 Ford Polars	20	4-6	2009	Yes
	1 ARBOC	20	3-6	2014	
Okanagan-Similkameen Transit System					
Lease Agreement Partner: Regional District of Okanagan Similkameen					
3 Light Duty	1 Ford Polars	20	4-6	2008	Yes
	2 ARBOCS	20	3-6	2014, 2015	
South Okanagan Transit System					
Lease Agreement Partner: Town of Osoyoos					
1 Light Duty	1 Ford Polar	20	4-6	2009	No
Princeton & Area Transit System					
Lease Agreement Partner: Town of Princeton					
2 Light Duty	2 Ford Polars	20	4-6	2009	No

* The Summerland Para transit fleet also includes vehicles used for handyDART service.

Paratransit Fares

There is good alignment of local fares across Paratransit systems of the RDOS. Okanagan-Similkameen, Princeton, and South Okanagan transit systems all charge \$1.50 for travel within their respective communities, while Summerland, which is considerably larger, charges \$2.00.

Regional-scale service fares are more disparate, with differences between systems most evident for longer-distance and longer duration trips. The Princeton and Area transit system offers service from Princeton to Penticton (112 km) for \$4, whilst the South Okanagan transit system offers service between Osoyoos and Kelowna (123 km) for \$10. See Table 18.

Table 18: RDOS Paratransit Fare Summary

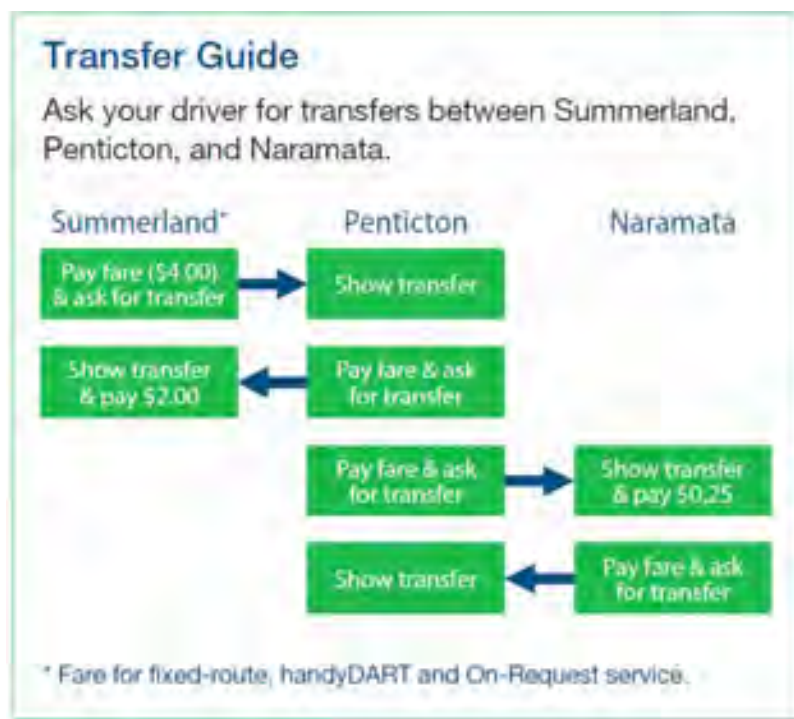
Service Scale	Location	Fares
Okanagan Similkameen Transit System		
Local	Within Naramata or Within Okanagan Falls	\$1.50
Regional	Naramata/Penticton	\$2.25
	Okanagan Falls/Penticton	\$2.25
Local	Within Princeton	\$1.50
Regional	Princeton/Hedley	\$3.00
	Hedley/Penticton	\$3.00
	Princeton/Coalmont	\$3.00
	Princeton/Penticton	\$4.00
South Okanagan Transit System		
Local	Within Osoyoos	\$1.50
Regional	Osoyoos/Oliver	\$2.50
	Osoyoos/ Okanagan Falls	\$3.75
	Osoyoos/Penticton	\$5.00
	Osoyoos/Summerland	\$7.50
Regional	Osoyoos/Kelowna	\$10.00
Summerland Transit System		
Local	Within Summerland	\$2.00
Regional	Summerland/Penticton	\$4.00

Transfers

The fare structure in the RDOS

Paratransit system were developed independently of one-another and Penticton. However the 2013 expansion of the Summerland transit system initiated the first transfer policy between systems - between Summerland transit and Penticton transit. This momentum has continued and in 2014 a second transfer policy was implemented between Okanagan-Similkameen transit and Penticton transit, see Figure 27.

Figure: 27: Transfer Policy between Penticton and Summerland Transit Systems, and Penticton and Okanagan-Similkameen Transit Systems



Paratransit Hours of Operation

As expected for smaller scale service, the hours of operation of Paratransit across most systems are limited when compared to Conventional transit services in Penticton. Most systems offer service four or five weekdays. See Table 19 for more information. The exception to this is the Okanagan-Similkameen Transit System which operates on Saturdays. This alignment in the span of days between the Okanagan-Similkameen transit system and the Conventional transit system of Penticton reflects the close alignment between these two systems.

Table 19: RDOS Paratransit Service Span

Route		Monday-Friday		Saturday		Sunday and Holidays	
		Total Trips	Start/End	Total Trips	Start/End	Total Trips	Start/End
Summerland Transit System							
Summerland On-Request	Within Summerland	7:30/ 4:30					
1 Summerland	To Penticton	4	7:15 am/ 5:10 pm				
	To Summerland	4	6:05 am/ 5:57 pm				
Okanagan-Similkameen Transit System							
10 Naramata	To Naramata	5	6:40 am/ 5:12 pm	3	8:01 am/ 5:12 pm		
	To Penticton	5	7:17 am/ 5:59 pm	3	8:49 am/ 5:59 pm		
20 Okanagan Falls/ Penticton	To Okanagan Falls	5					
	To Penticton	5					
21 OK Falls Local	Within OK Falls	5					
South Okanagan Transit System							
1 Osoyoos	Local	2	7:00 am/ 12:30 pm	Operates Monday-Thursday only			
2 Osoyoos/Penticton	To Penticton	2	7:30 am/ 2:15 pm	Tuesday, Wednesday, Thursday only			
	To Osoyoos	2	9:15 am/ 5:30 pm				
3 Osoyoos/Kelowna	To Kelowna	1	7:30 am/ 10:20 am	Mondays only			
	To Osoyoos	1	3:00 pm/ 5:30 pm				
Princeton & Area Transit System							
Princeton On Request	Local		7:30 am / 4:30 pm				
1 Princeton/Penticton	To Penticton	1	7:30 am/ 9:15 am				
	To Princeton	1	1:15 pm/ 3:15 pm				
2 Hedley		1	8:00 am/ 2:05 pm	Tuesday only			
To Coalmont or Tullameen				On request			

Paratransit History

Okanagan-Similkameen Transit System This system began operation in 1984. As indicated by the name, the cost-sharing partner of this system is the Regional District of Okanagan Similkameen.

Princeton and Area Transit System This system began in 1982. The primary cost-sharing partner is the Town of Princeton, which funds in partnership with the Village of Keremeos and the RDOS.

South Okanagan Transit System Evolving from an earlier service which started locally in 1996, this system began operation by BC Transit in 2000 and has remained a blended custom and conventional service since that time. The system's primary cost-sharing partner is the Town of Osoyoos, which funds in partnership with Interior Health and the RDOS.

Summerland Transit System This system began in 1982 as an On-Request based Paratransit service. In 2013 the system was expanded and service was segmented between custom (handyDART), conventional, and limited on-request service. The cost-sharing partner is the District of Summerland.

Performance in the Regional Transit Context

When considered in the context of all five transit systems in the RDOS, the cumulative ridership in 2013 across all paratransit systems in the RDOS was 39,500, accounting for eight per cent of all transit rides. The cumulative hours across all paratransit systems accounts for 26 per cent of all transit hours in the RDOS. The low ridership for hours invested reflects the lower densities, spread out destinations, and short rider turn-over characteristic of systems dominated by small communities combined with high proportions of regional routes. Table 20 provides performance information for individual paratransit systems, and also a cumulative summary of these systems.

Table 20: Summary of Paratransit Systems within the RDOS

System	Annual Ridership	Per cent of Paratransit Ridership	Per cent of RDOS Transit Ridership	System Revenue Hours	Per cent of RDOS Transit Hours
Summerland Transit System	15,884	40%	3%	2,912	8%
Okanagan-Similkameen Transit System	7,839	20%	2%	1,707*	5%
South Okanagan Transit System	7,106	18%	1%	1,780	5%
Princeton & Area Transit System	8,671	22%	2%	2,416	7%
Total	3,500	100%	8%	8,815	26%

Paratransit Benchmarking

The RDOS Paratransit systems annual performance metrics are compared to each other and to similar sized communities throughout British Columbia (BC). Table 21 provides a summary of the RDOS comparative performance data. Table 22 provides a comparison of peer Paratransit systems communities within BC. Key points include:

Okanagan-Similkameen Transit System

- Okanagan-Similkameen has the highest cost per hour comparatively against the RDOS systems with a 39 per cent lower average cost per hour when compared against the BC peer systems.

Princeton Transit System

- The Princeton and Area transit system has the highest cost per ride at \$16.81 in the RDOS and has a 45 per cent higher cost per ride when compared to the average BC peer systems. See Table 22. This is likely due to the low fares that this system charges.

South Okanagan Transit System

- The South Okanagan cost per hours is commensurate with the Princeton and Area and Summerland transit systems. Total passenger trips in 2013/14 were 7,106 and trips per service hours are 4.0. This is lower than the average in the RDOS and peer communities.

Summerland Transit System

- Total passenger trips were 15, 884, roughly twice as many rides than any of the other Paratransit systems across the RDOS.
- The Summerland transit system also has the lowest revenue of all of the paratransit systems in the RDOS and 57 per cent lower than the peer communities across BC.

Table 21: Summary of Paratransit System Performance within the RDOS

System	Approx. Service area Population	Annual Service Hours	Annual Rides	Annual Revenue (\$)	Average Rides per Hour	Average Cost per Ride (\$)	Cost per Hour (\$)	Cost per Capita (\$)	Rides per Capita	Cost Recovery
Okanagan-Similkameen*	1,844*	1,707	7,839	14,802	4.6	16.44	73.75	118.68	4.2	11.5%
Princeton and Area	2,724	2,416	8,671	17,319	4.0	16.81	57.49	62.51	3.1	10.2%
South Okanagan	4,845	1,780	7,106	28,915	4.0	14.51	57.92	21.91	1.4	27.2%
Summerland	11,280	2,912	15,884	13,190	5.5	10.06	54.87	15.45	1.4	7.6%
Average	5,173	2,204	8,875	19,616	4.5	16.38	61.01	54.64	2.6	14.13%

*Hours and Population for the Okanagan Similkameen Transit System represent the Naramata service only.

Table 22: Summary of System Performance in Peer Paratransit systems across British Columbia

Okanagan Similkameen, Princeton and Area, Osoyoos Paratransit Peer Communities										
	Approx. Service Area Population	Service Hours	Ridership	Revenue	Rides per Hour	Cost per Ride	Cost per Hour	Cost per Capita	Rides per Capita	Cost Recovery
100 Mile House	4,959	2,000	13,358	\$23,608	4.2	\$20.27	\$85.16	\$54.59	3	9%
Pemberton Valley	4,282	1,953	60,749	\$164,161	15	\$8.47	\$186.02	\$120.16	14	32%
Boundary	5,435	1,625	6,942	\$10,339	4.3	\$15.44	\$65.97	\$19.73	1	10%
Merritt and Area	7,189	4,578	59,212	\$52,078	12.9	\$4.75	\$61.43	\$39.12	8	19%
Port Edward	700	2,095	34,915	\$59,140	16.7	\$7.20	\$119.94	\$435.49	49	24%
Average	4,488	2,450	35,035	\$61,865	11	\$11.23	\$103.70	\$133.82	15	19%
Summerland Paratransit Peer Communities										
	Approx. Service Area Population	Service Hours	Ridership	Revenue	Rides Per Hour	Cost per Ride	Cost Per Hour	Cost per Capita	Rides per Capita	Cost Recovery
Creston Valley	11,000	3,558	18,901	\$29,413	4.3	\$17.62	\$60.87	\$24.49	1.7	8.8%
Smithers & District	12,200	3,662	20,152	\$40,379	5.5	\$11.27	\$55.15	\$16.69	1.7	17.8%
Clearwater & Area	5,200	2,436	7,518	\$22,263	3.1	\$25.45	\$64.62	\$30.27	1.4	11.6%
Average	9,467	3,219	15,524	\$30,685	4	\$18.11	\$60.21	\$23.82	1.6	12.7%

Source: 2013/14 Information and Performance Summary

Paratransit Challenges

Service to rural settlements located between communities, or off of secondary roads. The aging population in rural areas will increase the demand for Paratransit service. Unfortunately the distances and low passengers carried per hour makes these areas are very costly to serve unless they are adjoining to an existing fixed route.

Developing Local Service within Communities With the exception of the Princeton and Area Transit System, the existing Paratransit service generally prioritises regional connections over local service, however the aging population will also increase demand for local transit service.

Paratransit verses Conventional From a customer perspective, where ridership warrants it, the easiest to understand form of Paratransit is service operated on a fixed route.

Maximizing Fleet Efficiency The fragmentation of Paratransit fleets imposes additional fleet costs to ensure service delivery. Unified fleet resources across all transit systems operating light duty vehicles would enable a more comprehensive fleet management.



Custom Transit

Service Description

HandyDART is a transportation service for persons who have a disability that is sufficiently severe that the person is unable to use conventional transit service without assistance. HandyDART service is provided to and from accessible building entrances. Riders must register with the handyDART office before using the service, however, registration is free.

There are two types of services:

- **Regular subscription trips** once a week or more often; and
- **One-time trips** for purposes such as shopping, social visits or recreational activities.

Customers using wheelchairs or scooters, registered handyDART customers, or CNIB pass holders may travel with an attendant. Attendants travel free but must board and exit at the same time as the customer who requires assistance.

Another service offered is the Taxi Saver Program which provides registered handyDART passengers with subsidized taxi service.

BC Transit also offers a Taxi Supplement Program, which enables the handyDART dispatcher to dispatch some handyDART trips to taxi when the handyDART vehicle is full or is otherwise unable to perform a trip. This option is only a possibility in communities which offer a reliable, and wheelchair accessible taxi operator. HandyDART services are offered as part of the Penticton and Summerland Transit systems.

Table 23: Custom Transit Service Fares within the RDOS

Custom Fares

Location	Services	Fares	Hours	Operating Company
Penticton Custom Transit	• handyDART • Taxi Saver Program • Taxi Supplement Program	\$2.00	Monday through Friday from 8:00 a.m. and 4:00 p.m.	Penticton and District Community Resources Society
Summerland Transit	• handyDART • Taxi Saver Program	\$2.00-\$4.00	Monday through Friday from 6:30 a.m. to 4:30 p.m.	Penticton and District Community Resources Society

Custom History

The Penticton handyDART custom system began in 1982, and is administered as a separate service to the Penticton Conventional Transit service.

In 2005/2006 Penticton handyDART ridership was 12,250. Ridership fluctuated between 1986 and 2000, although the system averaged about 6,800 rides per year, with an average productivity of 3.4 rides per hour. The Taxi Saver/Taxi Supplement program was introduced in 2000/2001, when there was a large increase in ridership which is directly attributed to the success of the addition of these programs. In 2013/14 Hours were increased from 2,000 per year to 3,000 per year.

The Summerland handyDART service was initiated in September 2013, and is administered as a part of the Summerland Paratransit system. The handyDART has evolved as a result of the ongoing segmentation of Summerland's former On-Request-only transit service into conventional and custom services.



Custom System Performance

Penticton handyDART Considering the older demographic of Penticton, Custom (handyDART) ridership is moderate, with many accessibility-needs users opting to take advantage of accessibility of the Penticton Conventional transit system. This Penticton trend represents a considerable cost-savings since the per-passenger cost of conventional transit is much lower than the per-passenger cost of custom transit.

Custom Transit Ridership in Penticton has grown steadily since 2004 from 11, 534 passengers to 21,428 in 2013.

Summerland handyDART RDOS comparative metrics in Table 23 examines the daily use between the Summerland and Penticton handyDART and indicates significant use of the Summerland Custom services comparatively to the Penticton Custom service. These high volumes in Summerland are relative to the Summerland population size and demographic and also reflect in part the absence of the local transit service within the Summerland community.

Table 24: Summary of RDOS Custom Transit Daily Service Performance

Service	Average Daily Passengers	Per cent of Region's Daily Custom Passengers	Daily Service Hours	Per cent of Region's Daily Custom Service hours
Penticton handyDART	38	58%	16.00	62%
Summerland handyDART	28	42%	10.00	38%
Total	66	100%	26.00	100 %

Source: 2014 Quarterly Performance Data

Table 25: Annual Performance Summary of Custom (handyDART) Service within the RDOS

System	Annual Ridership*	Per cent of RDOS Ridership	System Revenue Hours	Per cent of RDOS Hours
Penticton handyDART	21,248	4%	3,000	9%
Summerland handyDART	Annual data is still under development.			

Custom Benchmarking

Custom system performance measures are compared to other similar British Columbia communities in Table 26. As a comparison against the standard annual performance metrics the Penticton Custom transit system performs on par with its peers. Penticton however has a substantially large number of Taxi Saver riders compared to van riders; this is attributed to the older demographic, higher densities and closeness of key service destinations within the Penticton area. The following provides a summary of the key points:

- 3,000 service hours are offered annually, which is 50 per cent less than the average across peer communities.
- Total number of passengers in 2013/14 was 21 428, which is 16 per cent lower than the average passenger trips taken across peer communities.
- Average van riders per service hour are 2.2, which is slightly below the average across peer communities.
- Over 60 per cent of the total ridership in the Penticton custom transit system is attributed to Taxi Saver rides. This is substantially higher in comparison to the peer communities. However, when comparing all annual rides against scheduled annual service hours, Penticton rates as one of the higher performing custom systems in British Columbia
- Cost per ride of \$11.06 is approximately 60 per cent lower than the peer average. This is attributed to the large number of total revenue rides (van rides plus Taxi Saver rides) comparative to the total cost for the scheduled custom service.

Table 26: RDOS Custom Transit System Performance Comparisons with Peer Transit Systems

	Custom Transit Performance Across British Columbia									
	BC Transit Tier	Service Area Population	Annual Service Revenue Hours	Total* Trips	Revenue (\$)	Van Rides per Hour	Taxi Saver ridership % of total ridership	Cost per Ride (\$)	Cost per Hour (\$)	Cost Recovery
Penticton	2	36,683	3,000	21,428	14,786	2.2	60%	11.06	50.79	6%
Campbell River	2	36,238	5,310	21,851	18,249	3.5	14%	20.52	73.20	4%
Vernon	2	59,000	13,709	59,874	79,863	3.9	8%	17.96	69.38	7%
Alberni Clayoquot	3	26,000	5,474	18,313	35,366	3.3	0	25.20	80.87	8%
Sunshine Coast	3	24,397	3,263	7,187	12,362	2.2	0	47.25	104.07	4%
Average		36,464	6,151	25,731	32,125	3	16%	24	76	6%

Source: 2013/14 Information and Performance Summary

Custom Transit Challenges

Distinguishing Custom Service in Summerland from Fixed Route Service

Data resources to enable benchmarking between the Penticton and Summerland Paratransit Services must be developed. Additionally, there remains some confusion among Summerland passengers about handyDART and non-handyDART service. Continuing efforts to distinguish handyDART users from other users will be important.

Achieving an equitable balance in funding between handyDART and non-handyDART services in the face of increasing demand for handyDART service

The aging population and the insistence on people wanting to age in place will continue to increase the demand for coverage expansion of handyDART services across the RDOS, particularly in rural and semi-rural areas service is costly and demand is low. The RDOS and local government will need to consider the trade-offs in funding rural custom service expansion and funding expansions for higher demand and higher productivity local transit.

Land Use Permitting residential developments in rural areas, where residents are isolated from daily amenities such as groceries, mail, medical services, and local transit service create s difficult situations when unexpected health or aging-related declines occur.

Transit infrastructure

The attractiveness of transit is based not only on transit service, but on the customer amenities that are provided at bus stops, exchanges and Park & Rides. Customer facilities frame the transit experience and should be universally accessible, include some form of weather protection (such as bus shelters), as well as benches, system information, garbage cans, bike racks and lighting for security at night. Beyond comfort, customer facilities can promote additional transit use by enabling multi-modal trips through the provision of bike racks and Park& Rides.

The hot arid summer climate and high median age found across the Okanagan-Similkameen makes the provision of shade shelters and seating particularly important considerations.

Bus Stops

Bus stops are the primary access portals for transit passengers and collectively form the most visible fixed infrastructure elements denoting both availability of transit service within a community and level of service offered. At minimum the level of amenities provided at stops should align with the level of use and importance of that stop. The most basic stop consists of a pole stop, while a complete stop consists of a shelter, bench, information or map display, trash cans and bicycle racks. Table 27 provides an inventory of the RDOS transit stops and infrastructure.



Penticton Transit System - Routes within this system have 291 stops of which few offer shelters. Upgrades to complete stops with shelters, a bench, trash cans and bicycle rack are essential for routes expected to have increased passenger activity such as along the Frequent Transit Network.

Summerland Transit System - Routes within this system have 9 transit stops located within the District of Summerland, and also make use of designated Penticton Transit System stops.

Okanagan-Similkameen Transit System - Routes within this system have 52 stops, with 20 serving the Naramata route, and 32 stops serving Okanagan Falls.

South Okanagan Transit System - This system has a small number of marked and unmarked local stops within the Town of Osoyoos. Stop signage and amenity upgrades will form an important part of increasing transit visibility within Osoyoos and other communities served by this system, particularly Oliver.

Princeton and Area Transit System - The Princeton and Area Transit system is an On Request system without designated stops.

Table 27: RDOS Transit Stop Inventory

Transit System	Stops in Use*	Signed Stops	Shelters	Bench	Info/Map Display
Penticton Transit	291	263	27	131	0
Summerland Transit	9	9	6	7	0
Okanagan-Similkameen Transit System	52	52	1	2	0
Princeton and Area Transit System	10	0	0	0	0
South Okanagan Transit System	9	0	0	0	0
RDOS TOTAL	343	324	34	140	0

*Stops in use refers to stops which may be signed or un-signed that are known drop-off and pick up stops within each system. Most unsigned stops that are located on regional-scale routes are listed in the Riders Guide, however there is no signage onsite to denote the formal stop place.

Exchanges

Exchanges are required when multiple buses converge on one location to facilitate transfer between buses in a safe and efficient manner. They also provide opportunity for vehicles to layover and for Transit Operators to take a break. They can be as simple as several bus stops on the side of the road and as complex as dedicated property with an island of bus shelters housing many vehicles at once.

Cherry Lane Mall in Penticton serves as a local-scale and regional-scale exchange. All Penticton transit system routes meet at the mall and the mall is the end point for Penticton-bound trips offered by the South Okanagan, Princeton and Area, and Summerland transit systems.

Secondary exchange opportunities within Penticton are the located at intersections of Wade and Martin and the Wade and Main in downtown Penticton, Penticton Plaza (Safeway), and Peachtree Square (WalMart).

Park & Rides

Park & Rides provide a facility for transit riders without service in their community to drive their vehicle to a Park & Ride facility in order to access transit. Park & Rides are valuable in rural areas where it is unfeasible to provide extensive transit service. Park & Rides should be conveniently located for commuters to access, free of charge, and there should be few transfers.

There are currently no formal Park & Rides provided in any of the transit systems found within the RDOS.

Operations & Maintenance Facilities

Maintenance facilities are designed to keep the fleet running safely, allowing for quality services and customer goods to arrive at their destinations on time.

Penticton Transit System: The Operations and Maintenance Facility is located at 301 Warren Avenue East in Penticton at the head office of Berry & Smith Ltd and is one of three transportation yards in the

immediate area owned by Berry and Smith Ltd. This facility also services vehicles used for the Okanagan-Similkameen Transit system, Summerland Transit System, and Penticton handyDART service.

South Okanagan Transit System is operated by the South Okanagan Transit Society (SOTS) which is located at 6210 97th Street in Osoyoos. The bus is stored at the SOTS property (Osoyoos Baptist Church); maintenance for the bus is done by OK Truck Centre and Bowtie Tech Corp in Osoyoos.

Princeton and Area Transit System is operated by the Princeton & District Community Services Society which is located at 47 Harold Street in Princeton. Buses for this system are stored in a secure compound located adjacent to Princeton Fire hall, and maintenance is done by Huffy's Auto Repairs.

Summerland Transit System is operated by Penticton and District Community Resources Society, which is located at 330 Ellis St, Penticton. The buses for the system are stored at the District of Summerland's public works yard, and maintenance is done by Berry & Smith of Penticton.



Transit Infrastructure Challenges

Absence of shelter and seating and information at many stops

Amenities provided across systems of the region are very minimal. Given the existing older-than-average demographic and an aging population, more benches and shelters are needed to ensure adequate waiting spaces.

Low-visibility stops and sparse stops

Some stops in the system are poorly marked or not marked at all. Efforts should be made to update these stops in order to raise visibility and awareness of the transit service.

Integrated way finding and information

Although some Penticton stops located on Lakeshore drive offer way-finding signage, service levels to these stops are low. Way finding - which links pedestrian, cyclists, and transit routes to key destinations located at high-use stops - will improve the user-friendliness of the transit system.

Park & Rides

Park & Rides serve to enable multimodal trips by allowing customers from low or no service areas to connect with existing transit services. As the regional networks and connections between towns are further developed, Park & Ride facilities should be considered.

Vision and Goals

Vision Statement

“By the year 2040: Transit in the Regional District of Okanagan-Similkameen connects people and communities locally, regionally, and inter-regionally through cost-effective, convenient, integrated, accessible, and user-friendly services.”

The development of the transit vision statement and goals was a collaborative effort, which included input from a broad representation of stakeholders from communities of the Region. The vision builds upon the direction outlined within the South Okanagan Regional Growth Strategy and across the suite of Official Community Plans throughout the region.

Goals

Three transit plan goals have been created to support the achievement of the vision statement. They work towards a vision that encompasses more than simply carrying more transit passengers in the most cost efficient manner. The goals look to leveraging existing and future transit resources cohesively to get more people on the bus by making transit an easy-to-use, convenient and enjoyable option that they continue to choose as their preferred travel mode.

Transit across the Okanagan-Similkameen:

Goal 1: The transit system complements the goal of compact complete communities and is integrated with local government land use and transportation plans

- Aligns with local and regional land use and transportation plans.
- Focuses on built up neighborhoods.
- Links key population centres and destination.
- Integrates with all other forms of active transit such as cycling and walking.
- Complements land use and road upgrades - transit is taken into consideration.



Goal 2: The transit system is efficient

- Maximizes ridership for the amount of resources available.
- Matches travel service levels to demand.
- Draws from a diverse set of service and vehicle types to meet community needs.



Goal 3: The transit system is a viable alternative to the private vehicle

- Easy to use.
- Convenient and reliable.
- Accessible to everyone.
- Comfortable.



Goal 1: The transit system complements the goal of compact complete communities and is integrated with local government land use and transportation plans

How do we do that?

ATTRIBUTE	RECOMMENDED ACTIONS
Aligns with local and regional land use and transportation plans	• Support transit-oriented design principles that increase density around town centres, urban villages and corridors; support design principles to manage parking to incentivize the use of more sustainable methods of transportation. • Provide support and transit input to the Regional District and local municipalities in the review of development applications and the creation of land use plans and policy. - o All communities are encouraged to use BC Transit's land use development assessment service at the start of the development process. Email: developmentreferrals@bctransit.com • Augment town vibrancy by locating and designing transit exchanges to contribute to busy mixed-use hubs of activity, which supports local business. • Contribute to ongoing employment lands development by improving transit service and infrastructure to support, attract and facilitate new and diverse business.
Focuses on built up neighborhoods	• Design the long-term transit network to spatially align with and serve OCP-designated medium and higher density development. • In Penticton: - o Provide Frequent Transit connections to and from downtown, urban villages, and a regional scale exchange. - o Ensure local transit connections to Frequent Transit, commercial and industrial districts, and activity centers as indicated in the Official Community Plan and Local area Plans.

	• Outside of Penticton: Ensure new and existing local transit services connect neighborhoods designated with higher residential densities to local services and regional-scale exchanges.
Links key population centres and destinations	• Improve targeted transit to connect town centers of the Okanagan Similkameen to Penticton and one another. • Introduce new service connecting transit originating in Okanagan Similkameen to the Central Okanagan Regional District via the Kelowna Regional Transit System. • Connect outlying areas with limited or low levels of transit service to the transit network by integrating Park & Ride facilities as part of the regional network.
Integrates with all other forms of active transit such as cycling and walking	• Enable and promote active transport by providing way finding, and pedestrian and cycling network information at Frequent Transit stops, other key transit stops and exchanges, and supporting integration of the transit network with regional and local cycling networks. • Provide sufficient bicycle parking and secure bicycle storage at appropriate stops and exchanges. • Facilitate active transport by integrating the transit network with facilities providing capacity for combined mobility of transit with cycling, walking and driving, or any combination of these.
Complements land use and road upgrades - transit is taken into consideration	• Align transit improvements with upgrades such as the provision of sidewalks and crosswalks to ensure safe connections to transit and accessibility for those with mobility challenges or strollers. • Work with regional and local governments to ensure future transit improvements and amenities as directed in this plan are considered during early project stages.

Goal 2: The transit system is efficient

How do we do that?

ATTRIBUTE	RECOMMENDED ACTIONS
Maximizes ridership for the amount of resources available	• Within urban areas focus the majority of investment on corridors with transit-supportive land use and where service changes will result in the highest ridership and revenue per service hour. • Prioritize new service proposals according to a number of service performance indicators (e.g. rides per service hour, cost per passenger trip, cost recovery etc.). • Support the use of pathways and pedestrian connectivity to enable a broader catchment area for transit ridership while keeping routes direct. • Working with regional and local governments, partner with other agencies to deliver targeted awareness and travel training to raise comfort and knowledge of transit among newcomer, aging residents, and the broader community. • Develop the Transit Future Network to ensure changes made in the short term are not redundant in the future years. Plan transit infrastructure that can respond to increased capacity over the 25 year horizon and beyond if required.
Matches travel service levels to demand	• Focus transit investments on corridors with transit supportive land uses and which already contain a high proportion of existing movements. • Match service levels to demand by creating a transit network with distinct layers of service. • Support and compliment forms of independently operated transportation better suited to non-urbanized areas. • Minimize transit service duplication along corridors. • Encourage regional and local governments to explore the unique movement patterns across the region by conducting an Origin-Destination travel survey.

Draws from a diverse set of service and vehicle types to meet community needs.

- Considers needs of the heavily senior demographic of the broader community and transit market when selecting vehicles.
- Utilize smaller transit vehicles where appropriate.
- Remain open to assessing new innovations in on-board and vehicle technologies for different types of services.
- Consider new service types to ease future demand for custom transit (e.g. demand responsive service).

Goal 3: The transit system is a viable alternative to the private vehicle

How do we do that?

ATTRIBUTE	RECOMMENDED ACTIONS
Easy to use	• Improve schedules to enable connections between regional-scale services. • Design easy to follow routes. • Have consistent spacing between trips whenever possible. • Ensure accessible and easy to understand route, fare and schedule information, through tools such as: a web-based trip planner, real-time information at the stop level, and way finding information at Frequent Transit stops, key stops, and transit exchanges. • Actively work to change the perception of transit through education, creative marketing campaigns and the delivery of a quality transit service.
Convenient and reliable	• Ensure trip times line up with busy times at key destinations. • Introduce convenient and technologically-advanced payment options. • Design direct transit routes between key destinations and ensure bus stops are spaced at appropriate distances to balance customer accessibility and efficient operations. • Assess transit priority measures such as traffic signal priority for

	Frequent Transit as required.
Accessible to everyone	• Maintain a bus fleet that is 100 per cent wheelchair accessible. • Invest in technology to make transit vehicles more accessible, such as audible stop announcements on vehicles and at stops. • Build transit infrastructure that is universally accessible. • Provide customer information in formats for people with hearing and visual impairments to make the transit system easier to use. • Ensure bus stops are spaced at appropriate distances to balance customer accessibility and efficient operations. • Provide courtesy seating on board transit vehicles for users with mobility issues or other disabilities. • Extend the availability of custom (handyDART or Paratransit) services to enable access to local services and the regional-scale transit network. • Review custom service area boundaries to reflect future network changes in the conventional system.
Comfortable	• Ensure a safe and secure environment at transit facilities and on board buses. • Continue training transit operators to handle unsafe situations that may arise on board the bus or at passenger transit facilities. • Provide adequate weather protection, seating, and lighting at Frequent Transit stops, key local transit stops and transit exchange, utilize CPTED (Crime Prevention through Environmental Design) principles. • Ensure the inside of the bus is kept at a comfortable temperature throughout the year. • Ensure buses and transit facilities are clean.

Ridership and Mode Share Target

Setting a ridership target is a critical component of the Transit Future Plan, as it is an effective way to measure progress towards achieving the goals of the communities and to ensure that the plan is implemented as needed. Achieving the target is dependent on factors such as transit system growth and investment and ongoing commitment to transit supportive land uses.

The Okanagan-Similkameen Transit Future Plan recognizes that the region contains urban and rural character areas, and has different mode share targets to reflect this. Based on stakeholder input the ridership targets for transit in and outside of Penticton are 1.2 million and 550,000 passenger trips respectively, for a total of 1.75 million trips in 2040.

In Penticton, transit ridership growth will need to increase nearly three-fold from 454,000 annual passengers over the next 25 years, raising mode shares from about 1.5 per cent to 3 per cent. Outside of Penticton, where transit has more opportunities to develop, targets are more ambitious with an eight-fold increase from the current 40,000 annual passengers to 540,000, raising transit mode shares from less than one half per cent to 2 per cent.

Penticton

Rides: 454,000 → 1.2 million

Mode Share: 1.5% → 3%

Outside Penticton

Rides: 40,000 → 540,000

Mode Share: 0.35% → 2%

Transit in most Okanagan-Similkameen communities outside of Penticton has only begun developing in recent years, and despite strong ridership increases represents a low base with most trips still made by automobile. Accordingly, transit advancements should focus on a balanced investment between improvements that yield high ridership and those that work to support basic connectivity with and between communities.

The Network

To achieve the vision and goals of the Transit Future Plan and its three per cent and two per cent transit mode share targets, the Transit Network must meet the future transportation needs of the Okanagan-Similkameen and be competitive with automobile travel. As such, it should support the strategic growth policies such as the Regional Growth strategy (where applicable) and align with the Official Community Plans and Transportation Plans of local governments.

Service layers

The Okanagan-Similkameen Transit Future Network includes four distinct layers of transit service to better match transit service to demand. The network is designed to be easy to use and competitive with automobile travel by improving the directness, reliability and frequency of the transit system. The network focuses on service along key corridors, service connecting neighbourhoods and major destinations and service which connects town centres to one another. The Transit Future Plan may require some customers to transfer from one route to another to complete their journey, with the trade-off that trips will be more frequent and overall travel will be more direct.

Frequent Transit Network (FTN)

The Frequent Transit Network (FTN) provides medium-to high-density mixed land use corridors with a convenient, reliable, and frequent (15 minute service) transit service operating weekdays between 7:00 am and 6:00 pm. The goal of the FTN is to allow customers to spontaneously travel between major destinations and reach the inter-regional exchange without having to consult a transit schedule. The FTN will carry the majority of total ridership in the Okanagan-Similkameen and for this reason justifies capital investments such as a high level of transit stop amenities, service branding, and transit priority measures.

Local Transit Network (LTN)

The Local Transit Network (LTN) is designed to connect neighbourhoods to local destinations and to the FTN. LTN services allow customers to plan a trip to work, school, or the local shopping centre. Frequency and vehicle types are selected based on demand, with LTN routes sub-categorized into either an Urban or Small Town LTN.

Urban Local Transit Network

- Frequency 30 minutes or greater
- Connection to local destinations , FTN
- Conventional fixed-route , fixed-schedule service

Small Town Local Transit Network

- Frequency 60 minutes or greater
- Connection to local destinations, FTN, or Regional/Inter-regional services
- May include Paratransit options:
 - o **Fixed schedule with On-Request service** This type of service has set trip times and a usual route, but the schedule is designed to allow one or two deviations within one kilometer from the usual route to serve customers that are beyond walking distance, or who face mobility challenges.
 - o **On-Request service** This type of Paratransit has set operating hours, but routes and schedules are determined based on requests received. Because it is not consistent, this form of Paratransit is more difficult for customers to understand and requires the most planning ahead, however it can be an effective form in very low density areas.

Targeted Services

Targeted services are a collection of transit services that do not fit into the frequent or local transit network definition and are more focused on the needs of specific customers. These services include:

Regional and Inter-regional Transit

- **Regional transit services** designed to provide access between communities of the region. The target market includes a mix of people travelling for health services, personal shopping, and for some communities commuter services for post-secondary students and employees.
- **Inter-regional services** are designed to provide commuter connections for post-secondary students and employees working outside of the Okanagan-Similkameen, as well as access to advanced medical services and specialized shopping not available in Penticton or other regional hubs.
- **School or Employee Shuttle Services** are trips focused on servicing destinations which attract high volumes of commuters, but may be located outside of a regular service area, and often include cost-sharing or special fare structures based on agreements with the school or employer.

Custom Transit

- **handyDART** Door-to-door services for customers unable to use the Frequent Transit or Local Transit Network services.

Okanagan-Similkameen Transit Future Regional and Inter-Regional Network



Keremeos & Area: 25 year Network Vision

Small Town Local Transit Network

- Local Transit
- Regional Transit



Okanagan Falls & Naramata: 25 year Network Vision



Oliver: 25 year Network Vision



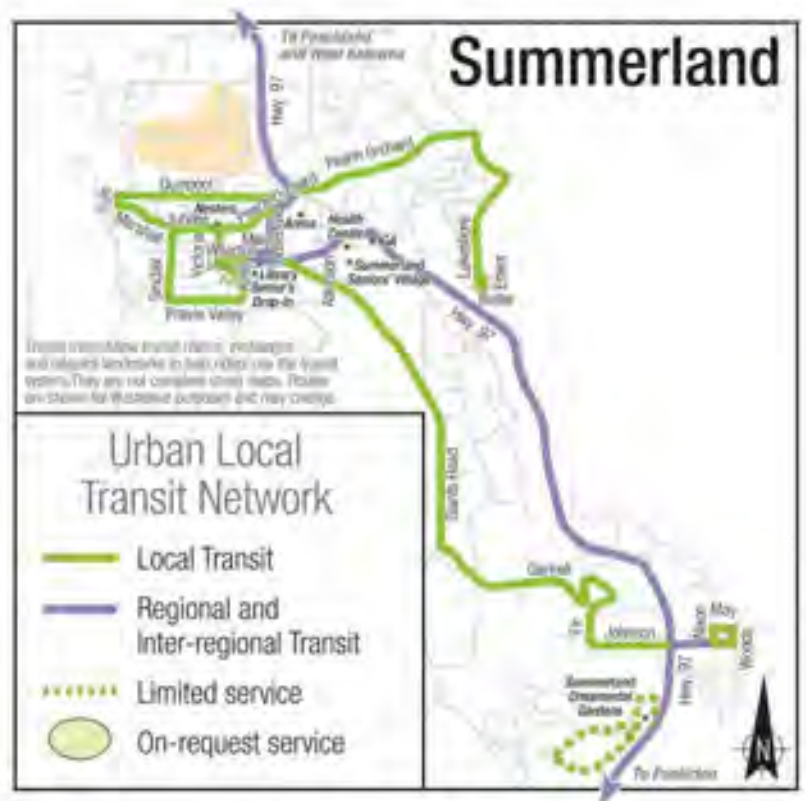
Osoyoos: 25 year Network Vision



Princeton & Area: 25 year Network Vision



Summerland: 25 year Network Vision



Benefits of the Transit Future Plan Network

Transit underpins a range of social objectives by enabling people to participate in their local community without the use of a car. Importantly, access to good transit allows people with lower incomes, aged people and people with disabilities to live independently and be able to affordably access medical, health, community, social and economic opportunities with minimal government subsidy.

It is now generally accepted in various transport planning and urban planning fields that car dependence and urban sprawl are, in turn, linked to fossil fuel use for transport, and resource-heavy development. Increasing links are also being found between car dependence, and public health. There are growing research links to the lack of transit access and increased car dependence with social justice issues – people with limited income and decreased mobility struggle to participate in work and community life.

Similarly, and of specific concern in the RDOS, increased car-dependence builds daily travel patterns and habits which will cause isolation and distress for older residents whom abruptly age out of driving and lose that form of transportation.

Investment in the Okanagan-Similkameen Transit Future Network will introduce or improve local transit in communities across the region enabling not only local trips, but connections to regional and inter-regional transit services. Table 28 provides information on the catchment population of the proposed fixed Local Transit network across the RDOS.

2011 Population Within Walking Distance of Proposed Local Transit Networks		
Route	200 meters (3 minute walk)	400 meters (6 minute walk)
URBAN		
Penticton FTN	4,454	11,834
Penticton LTN	23,469	29,563
SMALL TOWN		
Okanagan Falls LTN	792	1,663
Oliver LTN	3,708	4,865
Osoyoos LTN	3,950	4,710
Princeton LTN	1,914	2,370
Summerland LTN	4,338	7,224

Table 28: 2011 Population within walking distance of Proposed Local Transit Networks.

These transit connections have a number of associated benefits, all of which positively affect the Okanagan-Similkameen residents of today and tomorrow. Transit impacts and benefits are multifaceted and collectively these benefits create more livable communities.

Building communities

Social capital

A key consideration in designing a transit network is the provision of services to residents of high transportation disadvantage. Transport disadvantage is defined as either someone who is too young to drive, too old to drive, financially unable to use private transport, or who has a disability which prevents them from driving.

By providing transit in areas of high need, people can connect to the broader community, building both individual and collective social capital. This results in an improved lifestyle as a direct result of additional personal travel options that would not otherwise exist, particularly for those who are transport disadvantaged.



Benefits include:

- Assists the elderly in maintaining independence through providing an accessible transit option.
- Access to essential community services, especially since this subset of the community traditionally has a greater need for these services.
- Access to training and employment opportunities.
- Access to entertainment, commercial and other social events to reduce social exclusion and build social capital.

Improving health

The health benefits of using transit are well-researched. The conclusions show that transit users on average walk or cycle more than those who use private transport.



Walking to and from the bus will help transit users get some of the Canadian Heart and Stroke Foundations suggested minimum of 30 minutes of physical activity a day needed to stay healthy.

Decreased congestion

It is generally accepted that road congestion decreases with increased use of transit. As congestion is most prevalent during peak hour travel, improved traffic flow as a result of mode share shifts will improve economic productivity. Additionally, travel times during peak hour will speed up for commuters, resulting in more time spent at home and less time in traffic.

From an environmental perspective, decreased congestion will also result in decreased idle time on roads, thus lowering emissions. From a financial perspective, the improved efficiencies on the road network will mean lower demand for investment in road infrastructure so funds can be directed to other community-building investments.

Economic resilience

Oil is a finite and non-renewable resource. As global oil reserves are limited there is a point, or 'peak', in the productive life of the industry in which the cost-benefit of extraction begins to decline. Once this peak is passed it cannot be reversed.

The transport sector is almost 100 per cent dependent on fossil fuels for energy. This degree of oil dependency is largely due to the level of car dependency in our communities: 85 per cent of all household trips in the Okanagan-Similkameen are made by private motor vehicle.

Abrupt changes in world energy pricing may also affect demand for transit, however in the Okanagan Similkameen this will be secondary to transit demand shift brought on by a large aging demographic.

Development outcomes

Transit serves an important role in the urban systems that make centres function. It is often hard to define where a system is either supportive or directive, and in the case of the transit system it plays both roles. For instance, as new developments come online in the urban areas, particularly in Penticton, transit services need to expand and cater to change in mobility patterns.

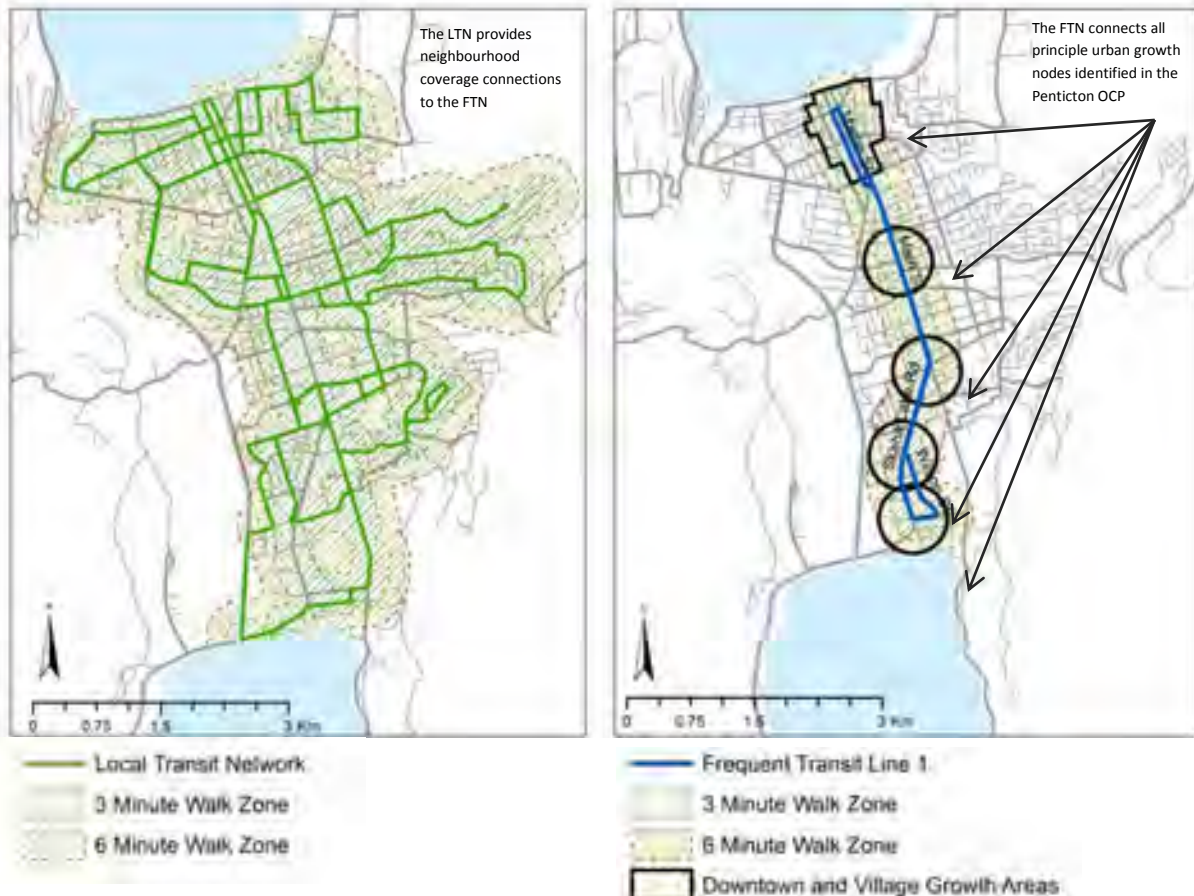
Where there is an intensification of the transit network, transit-oriented developments will emerge around key nodes and corridors. These developments foster a more livable community with a greater variety of land use options around transit corridors. The City of Penticton's OCP strategically encourages density and growth including mixed use development along key points of the proposed frequent transit network. See Figure 28.

Okanagan College also envisages significant campus expansion and growth in the coming years – enhancing transit connections to the campus will the liveability and attractiveness of Penticton to post-secondary students.

Transit-oriented developments also reduce the need for car parking space around activity centres. This can make way for other uses such as park land and community or commercial spaces. **Transit today is a major factor in determining how live able our communities will be tomorrow.**

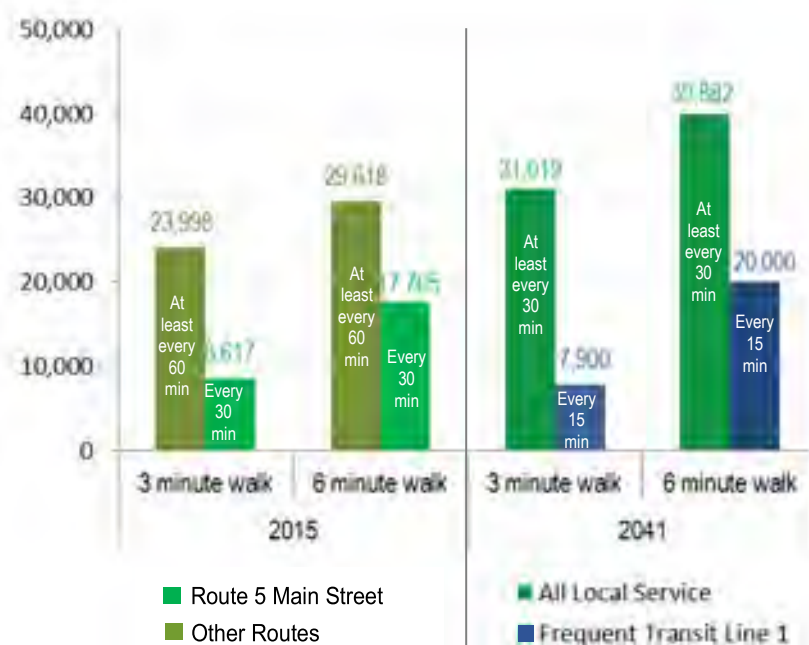
Penticton is forecast to gain the most population during the lifetime of the transit future plan. How will the transit future network coincide with much of this new growth?

Figure 28: Pedestrian coverage of Penticton's Local Transit and Frequent Transit Networks, with Downtown and Village growth areas shown.



The fulfillment of the City of Penticton's Official Community Plan means that by 2040, nearly 8,000 people will be within a three minute walk of 15 minute peak service on the FTN, and over 31,000 will be within a three minute walk of 30 minute service on the LTN. Looking at a six-minute walk, these numbers grow to 20,000 and 40,000, respectively.

Figure 29: Present and 2040 Penticton population estimates within walking distances to transit, based on peak transit frequencies.



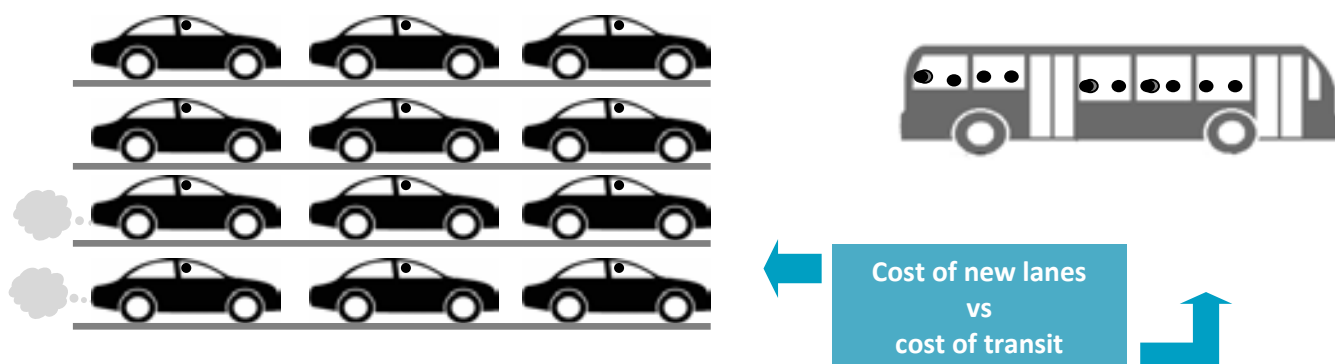
Based on anticipated population growth within the Penticton Downtown and Village Growth areas and the Local and Frequent Transit Future networks, it is estimated that by 2040 8,000 people will reside within a three-minute walk of Frequent Transit operating at a 15 minute peak intervals, and 31,000 will reside within a three-minute walk of Local Transit operating at 30 minute intervals.

The catchment broadens significantly looking at a six-minute walk with, 20,000 people estimated to be residing within a six-minute walk of Frequent Transit operating at a 15 minute peak interval and, and nearly 40,000 people residing within Local transit operating at 30 minute peak intervals.

Cost saving benefits

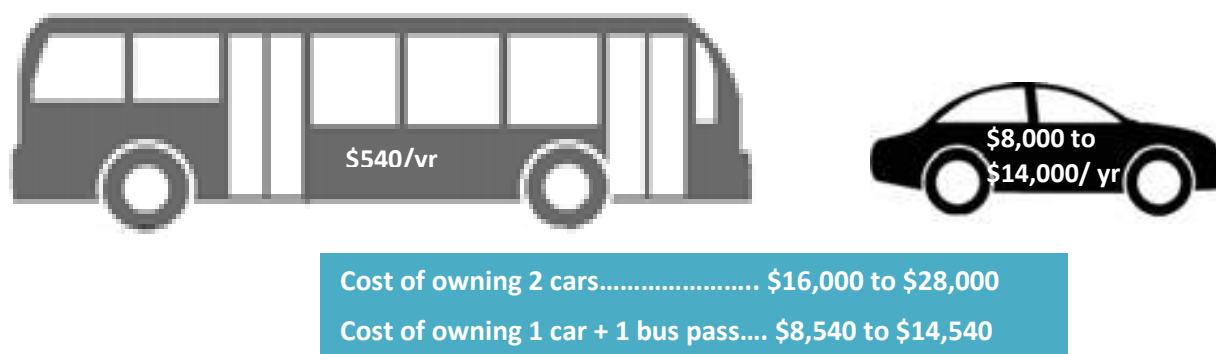
Investment in low-cost transit options can create cost savings to both local governments in Okanagan-Similkameen and transit users themselves.

Savings for local governments: In most instances, the cost of upgrading road infrastructure to carry higher capacities of private vehicles is higher than the cost of investing in a more intensive transit network to carry those same people.



Savings for residents: From a customer's point of view, residents who redirect their travel from personal vehicles to transit can reduce costs of maintenance, depreciation, annual fixed costs. The Canadian Automobile Association in its 2013 driving cost estimate has suggested that the average annual ownership and operating costs for a personal vehicle ranges from between \$8,000 to \$14,000 per year. These costs are based on depreciation values, finance payments and operating costs estimated over a range of actual kilometers driven by a vehicle per year.

These personal savings can be even greater in small towns where there is a greater reliance on cars for personal transit. Distances travelled by car between small communities are typically further than in metropolitan areas. Directing a greater proportion of household daily trips to transit would dramatically increase the savings from having to own and maintain multiple vehicles per household. In comparison transit cost for an adult monthly pass would be approximately \$540 annually.



Resources

To meet the mode share and ridership targets set out in the plan requires significant investment in transit operating and capital resources. This section of the plan outlines at a high level the estimated 25-year service hour and vehicle requirements and benchmarks them with those of other communities of a similar size.

Service Hours

Future Service Hours

Future service hours are forecast to the year 2040. Service hours for each existing transit system were calculated based on existing level of ridership and target ridership goals. Transit services composed of mostly long distance routes typically produce fewer riders per service hour than compared to transit services that are mostly urban. Urban transit systems achieve a higher turnover of passengers per trip because they connect numerous destinations over a shorter distance.

Owing to lower ridership levels, lower population densities and often longer routes, it will take more resources to grow transit ridership in areas outside of Penticton; however consultation has shown there is strong latent interest in outlying communities, particularly in the face of aging population and the low or absent levels of transit services.

Table 29 compares the existing Okanagan-Similkameen systems ridership and hours and projects ridership and service hours for the years 2020 and 2040. It is estimated that ridership will increase by over 67,000 trips on the on the Local Transit services , by 75,000 trips on the Targeted Transit routes (Regional and Inter-regional) and by 4,500 trips on Custom Transit services with the implementation of the short term strategies.

Table 29: Existing and Projected annual service hours by Service Layer

	Local Urban Transit (Penticton FTN + LTN)		Local Small Town (Outside of Penticton)		Targeted Transit (Regional and Inter-regional)		Custom Transit		TOTAL	
	Service Hours	Ridership	Service Hours	Ridership	Service Hours	Ridership	Service Hours	Ridership	Service Hours	Ridership
Today 2014/15	22,866	432,384 (Actual)	8,100	39,500 (Actual)	See local transit	See local transit	3,000	21,428	30,966	476,136
Short -Term 2020	+ 4,250	+ 47,400 ¹	+ 1,800	+ 5,400 ¹	+ 4,050	+ 36,300 ¹	+ 500	+ 3,571 ²	+ 10,600	+ 92,671 ¹
Projected 2040	43,000	1,200,000 ³	28,000	543,000 ⁴	See Local Small Town		6,500	45,000	71,000	1,750,000

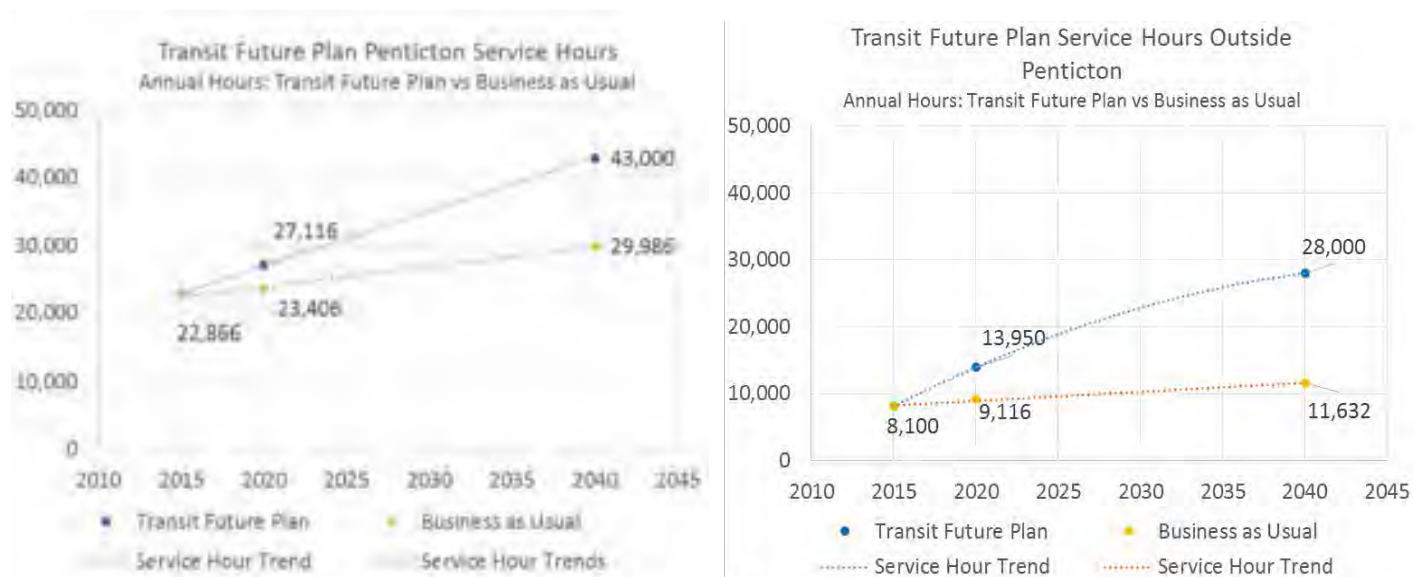
1. Based on BC Transit 13/14 AOA cost estimations for Transit Future Plan short term service changes and expected ridership.

2. Based on current Custom ridership trends per service hour

3. Penticton (Frequent Transit Network and Local Urban Transit): Based on 3% mode share by 2040 with 23 passengers per service hour

4. Outside of Penticton (Local Small Town Transit and Targeted Transit): Based on 2% mode share by 2040 and 19 passengers per service hour

Figure 29 shows the difference between Transit Future Plan Service Hours in relation to the existing growth rate of service hours. Although annual service hours in Penticton will nearly double from 22,866 in 2015 to 43,000 in 2040, it is the services outside of Penticton which will experience the most growth relative to their historic trend. The combined Small Town Urban Service and Targeted Regional and Inter-Regional service will see a combined growth from 8,100 annual hours in 2015 to 28,000 hours by 2040.

Figure 30: Conventional Transit Existing and Projected annual service

Benchmarking the Transit Future System

The Okanagan-Similkameen 2040 Transit Future Plan projections were compared to other similar communities in Canada operating in 2013 and with similar British Columbia Transit Systems with Transit Future projections to 2038. Table 30 provides a forecast of the consolidated hours and ridership projected for services in the Okanagan-Similkameen Regional District against peer regions.

Table 30: Benchmarking the Okanagan-Similkameen Transit Future Plan

Regional System	Approx. Service Area Population	Annual Service Hours	Annual Ridership	Rides per Service Hour	Rides per Capita
Okanagan-Similkameen Transit Future Plan 2040 (all services)	95,134	71,000	1,750,000	24	18
Comox Valley Transit Future 2038	87,428	80,000	2,400,000	30	27
Vernon/Coldstream – Forecast 2038	71,600	57,800	1,400.00	24	27
Red Deer, AB (2013)	91,877	143,978	3,776,354	25.2	41
Nanaimo (2013)	98,500	101,404	2,750,000	24.5	27.9
Lethbridge, AB (2013)	90,417	106,510	1,220,426	11.45	13.5
Average	85,826	93,449	2,379,356	23	26

Fleet Requirements

Future Fleet Requirements

The Transit Future Plan also estimates fleet requirements for Local, Targeted and Custom services over the next 25 years. See Table 31, 32 and 33. The Okanagan-Similkameen fleet is estimated to increase from the existing 21 light, medium and heavy vehicles to 47 light, medium and heavy duty vehicles by 2041. See **Figure 30** below for a description of these vehicle types.

The short term forecasted requirements are based on BC Transits 2013 Fleet Usage Guidelines of 70,000 kilometers and 2,500 hours annually per bus as well as location and service specific spare vehicle ratios.

Fleet Composition

Various routes and demographics have diversified fleet requirements. For example South Okanagan Transit Route 2 (Osoyoos to Penticton), and Princeton and Area Transit Route 1 (Princeton to Penticton) requires a vehicle better suited to the long stretches of limited stop highway driving; routes within Penticton need more spacious vehicles able to accommodate the space needs of many passengers using mobility devices. Similarly, smaller sized vehicles have a place in the network on routes with lower ridership, or serving rural communities, such as the Okanagan-Similkameen Transit Route 20 Okanagan Falls/Penticton.

Looking forward, all vehicles will continue to be fully accessible, and while heavy duty, medium duty and light duty vehicles will be required, the exact fleet composition will continue to evolve beyond the projections shown here as the transit services develop and ridership increases.

Figure 30: BC Transit Fleet Options

Heavy Duty	Medium Duty	Light Duty
		
Low Floor/Accessible Minimum of 2 wheelchair positions 13 – 15 year lifespan 30 or more seats, 70+ passengers with standees 35 feet or greater in length 2,500 maximum annual operating hours 75,000 maximum annual kms	Low Floor/Accessible Minimum of 1 wheelchair position 8 – 10 year lifespan Fewer than 25 seats, 40 passengers with standees Less than 25 feet in length 2,500 maximum annual operating hours 75,000 maximum annual kms No midlife extension	Low Floor/Accessible Capable of having more than 2 wheelchair positions 5 year lifespan Up to 20 seats, No standees Less than 35 feet in length 2,000 maximum annual operating hours 60,000 maximum annual kms (100,000km life) No midlife or life extension

Table 31: Existing and Projected Heavy and Medium Duty Fleet Requirements

Time frame	Local Urban Transit Penticton			Targeted: Penticton ↔ Kelowna		TOTAL	
	Heavy	Medium	Spare	Heavy	Spare	Heavy	Medium
2013/14 (Existing)	4	1	2 Heavy 1 Medium	0	0	6	2
Short-term	5	1	2 Heavy 1 Medium	1	1 Heavy	9	2
Listed Medium-term & Long term	12	1	3 Heavy 1 Medium	2	1 Heavy	18	2

Table 32: Existing and Projected Light Duty Fleet Requirements

Custom Transit (handyDART)								
Time frame	Penticton				Summerland			
	Active		Spare		Active		Spare	
2013/14 (Existing)	3		1		1		See Targeted	
Short-term	3		1		1		See Targeted	
Listed Medium-term & Long-term	6		2		2		1	
Small Town Local Transit								
Transit System	Okanagan-Similkameen		Princeton & Area		South Okanagan		Summerland	
			Active	Spare	Active	Spare	Active	Spare
2013/14 (Existing)	See Targeted		1	0	0	0	0	0
Short-term	See Targeted		2	1	0	0	0	0
Listed Medium-term & Long-term	See Targeted		2	1	1	1	2	1
Targeted Regional Service								
Time frame	OK Falls/ Naramata ↔ Penticton		Princeton↔ Penticton		South Okanagan ↔ Penticton		Summerland ↔ Penticton	
	Active	Spare	Active	Spare	Active	Spare	Active	Spare
2013/14 (Existing)	2	1	1	0	1	0	1	1
Short-term	2	1	1	See Local	1	1	1	1
Listed Medium-term & Long-term	2	1	1	See Local	2	1	1	See Local

Fleet Considerations

The projected fleet is dominated by light duty vehicles as showing in **Table 32**. Spare vehicles are required for both service reliability purposes, and also in order to ensure that vehicles will endure to their planned end-of-life. Small transit systems needing one or two vehicles at for active service must maintain one spare vehicle, while larger systems with higher quantities of fleet vehicles typically require spare ratios of 20 to 25 per cent the quantity of vehicles needed for active service. Given the close proximity of the systems there exists considerable opportunities to create greater efficiency in fleet resources across the Okanagan-Similkameen Regional District by integrating the fleet. An integrated Light Duty Fleet would result in fewer total spare vehicles, diminishing vehicle lease fee costs for local governments. See **Table 33** below.

Table 33: Existing and Projected Light Duty Fleet Requirements – showing an integrated fleet

Time frame	Separate Systems Fleet			Integrated Fleet		
	Active	Spare	TOTAL	Active	Spare	TOTAL
2013/14 (Existing)	10	3	13	10	3	13
Short-term	11	5	16	11	3	14
Listed Medium-term & Long-term	19	7	26	19	4	23

Transit Infrastructure Requirements

The attractiveness of transit is based not only on transit service, but on the customer amenities that are provided at bus stops, exchanges and Park & Rides. Customer facilities frame the transit experience and should be universally accessible, include some form of weather protection (such as bus shelters), as well as benches, system information, garbage cans, bike racks and lighting for security at night.

The hot arid summer climate and high median age found across the Okanagan-Similkameen makes the provision of shade shelters and seating particularly important considerations. Table 34 provides a summary of existing and future infrastructure capacity requirements across the region.

Transit Exchanges

Transit exchanges are typically located within the activity centres of the community, such as downtown, village centres, and shopping malls in order to reinforce the relationship between transit and land use patterns. If properly planned and designed transit exchanges can become effective multimodal exchanges and pedestrian-oriented sites.

Primary Exchange: Cherry Lane Mall

- The north side of Cherry Lane Mall has served as the historic primary exchange for Penticton transit system, and, as they have developed, the terminus point for routes arriving from other RDOS transit systems. A formal exchange configuration has not been developed and buses are presently accommodated in a mixture of formal and informal stops. One shelter is location on Warren Ave, while the remaining stops, include one purpose built-shelter are accommodated at close but separate locations within the mall parking lot.
- Cherry Lane mall continues to be a primary regional destination in the Transit Future Plan, but exchange facilities must be considerably reconfigured and upgraded in order to provide adequate information for local and regional scale passengers seeking transfer between Penticton transit routes and routes departing to other communities.

Secondary Exchanges

Key transfer points within all communities of the Okanagan-Similkameen should be prime considerations for future secondary exchange development. Within Penticton these sites include Okanagan College, and Transit Future Intersections (future).

In smaller towns such as Summerland, Okanagan Falls, Oliver, Osoyoos and Princeton, these secondary exchanges will serve as the primary transit hubs for their respective communities, and will be located in a pedestrian-friendly location near the busiest part of the community.

Park & Ride

Park & Rides provide a facility for transit riders without local transit service in their community to drive their vehicle to a Park & Ride facility in order to access transit. Park & Rides are valuable in rural areas where it is unfeasible to provide transit service.

There are currently no formal Park & Ride facilities in the Okanagan Similkameen, however arising from improvements of Regional and Interregional service, the Transit Future Plan identifies three new Park & Ride Facilities. Park & Ride Facilities may be purpose-built or accommodated by existing infrastructure such as underutilized parking areas in vacant lots, churches, or municipal sporting facilities.

Primary Park & Ride

The Park & Ride will be located on the western edge of Penticton, in the vicinity of Okanagan College and the Canadian Tire. Proximity to Okanagan College suggests a purpose-built facility that will serve as valuable access to the College for students arriving on Regional or Inter regional transit from outside of Penticton.

Secondary Park & Rides

Secondary Park & Rides are typically smaller and may be more easily accommodated by existing infrastructure. The Kaleden Park & Ride located near the junction of Highway 3A and Hwy 97, the Princeton Park & Ride and the Summerland Park & Ride would be examples of these.

Kiss & Ride

Kiss & Rides are safe pull-outs for automobiles where transit customers may be easily dropped off by a family member or friend in order to continue their trip using transit.

New or Improved Stops

Frequent Transit Route and Secondary Exchanges

The higher level of service and strategic location of the frequent transit route requires enhanced stop amenities requires basic shelter and benches, and enhanced transit information, multi-modal integration, and way finding at each stop.

Local Transit Stops (Urban & Small Town)

The Transit Future Plan calls for upgrades to existing stop locations within Penticton and also in small towns. The first priority is to install appropriate signs indicating the presence of stops along existing (and new) regional and Local fixed route services. Secondary to this will be the provision of shelter, benches, and raised pads for accessibility, beginning with the busiest stops.

Highway Side Stops

The Transit Future Plan identifies safe highway-side stops at strategic points on Highway 3 between Keremeos and Princeton, on Highway 3A near Twin Lakes, and on Highway 97 near Gallagher Lake. Design and installation of these stops will require participation of the Ministry of Highways.

Stop Facility	Short-term	Medium-term	Long-term
 Frequent Transit	- Transit Shelters and benches - Universally Accessible - Quality Customer Information about transit schedules and routes	- Bike storage - Elevated Boarding platform - Transit Shelters and benches - Universally Accessible - Quality Customer Information about transit schedules and routes	- Real-time schedule information - Customer Way-finding - Bike storage - Universally Accessible - Elevated Boarding platform - Transit Shelters and benches - Quality Customer Information about transit schedules and routes
Local Transit - Urban	- Transit Shelters and benches at the busiest stops - Universally Accessible	- Bike storage - Universally Accessible - Transit Shelters and benches	- Customer Information about transit schedules and routes (at the busiest stops) - Bike storage - Universally Accessible - Transit Shelters and benches
 Local Transit- Small Town	Bus Stop Signage – all communities	- Universally Accessible - Transit Shelters and benches at the busiest stops	- Bike storage - Universally Accessible - Transit Shelters and benches - Customer Information about transit schedules
Targeted Transit (Regional and Inter-regional) 	- Transit Shelters and benches - Universally Accessible - Quality Customer Information about transit schedules and routes	- Bike storage - Transit Shelters and benches - Universally Accessible - Quality Customer Information about transit schedules and routes	- Bike storage - Transit Shelters and benches - Universally Accessible - Quality Customer Information about transit schedules and routes

Table 34: Summary of Transit Infrastructure. Existing Capacity and Future Requirements

Location	Type	Current Capacity	Future Capacity	Priority
Warren Avenue (Cherry Lane Mall)	Primary Exchange between Penticton Local Urban Transit and Regional Transit	- One formal conventional stop and shelter inside the parking lot - Three informal community shuttle stops inside the parking lot - One formal conventional stop and shelter on the south side of Warren Ave	- Three conventional buses or three community shuttle size buses curbside along Warren Avenue - Associated integrated shelter, bench, and customer information amenities - Bicycle Storage - Layover space for three community shuttle size buses	Short Term
Okanagan College	Secondary Exchange	None	Curbside Pull out with capacity for two conventional buses, located on Ring Road	Medium or Long Term
Downtown Osoyoos	Secondary Exchange	One community shuttle	Two Community Shuttle Buses	Medium or Long Term
Downtown Oliver	Secondary Exchange	None	Two Community Shuttle Buses	Medium or Long Term
Downtown Okanagan Falls	Secondary Exchange	Signed stop within OK Corral parking lot	One Community Shuttle Bus	Medium or Long Term
Downtown Princeton	Secondary Exchange	Signed stop within Coopers parking lot	Two Community Shuttle Bus	Medium or Long Term
Downtown Keremeos	Secondary Exchange	None	One Community Shuttle Bus	Medium or Long Term
Downtown Summerland	Secondary Exchange	None	One community Shuttle Bus and one Conventional Bus	Medium or Long Term
Penticton, near Canadian Tire and Okanagan College (near to Okanagan College Exchange)	- Large Park & Ride - Kiss & Ride	None	30 vehicle capacity, with potential for expansion to 50 spaces - Bicycle Storage	Medium & Long Term

Location	Type	Current Capacity	Future Capacity	Priority
Hwy 97 near the 3A Junction (Kaleden)	• Primary Exchange • Small Park & Ride • Kiss & Ride	• None	• Two Community Shuttle Buses • One Conventional Bus • 15 vehicle capacity • Bicycle Storage	• Medium & Long Term
Osoyoos (TBD)	• Small Park & Ride • Kiss & Ride	• None	• 15 vehicle capacity	• Medium & Long Term
Princeton (TBD)	• Small Park & Ride • Kiss & Ride	• None	• 15 vehicle capacity	• Medium & Long Term
Summerland (TBD)	• Small Park & Ride • Kiss & Ride	• None	• 15 vehicle capacity with capacity to expand to 30 vehicles.	• Medium & Long Term

Implementation Strategy

The implementation strategy outlines how transit investments will be staged and prioritized over the life of the plan in order to meet transit mode share and ridership targets. The implementation strategy identifies short, medium and long-term network priorities, as well as on-going improvement initiatives.

The prioritization of transit investments was based on the needs and challenges identified throughout the plan and the feedback received from the, public, elected officials, and Regional District Okanagan-Similkameen (RDOS), City of Penticton, District of Summerland, Town of Osoyoos, Town of Princeton, and the stakeholders group across the region during the planning process.

Service changes and infrastructure projects identified in this section vary significantly in terms of timelines, complexity, costs and process, meaning that initiatives will not necessarily be completed in a strictly chronological order. The priorities are not scheduled on a year-by-year basis as the implementation of the Transit Future Plan is dependent on a number of factors that may change annually including:

- The availability of funding from local government, the provincial government and the federal government
- Changes in decision-making structures across transit partners in the RDOS.
- Community growth factors (e.g. community development, shifts in demographic factors)
- Phasing of major projects (e.g. Village Centers in Penticton, Corrections Facility near Oliver)
- Operational and capacity demands of the system
- Opportunities for value-added partnerships that may arise (e.g. road improvement projects by local government)

Implementation actions for medium and long-term priorities will be further reviewed and refined during regular plan updates (occurring every five years). As a result of partnerships catalyzed during the initial Transit Future Plan process, updates may include options for service to RDOS-area First Nations communities.

Structure of this section: This implementation section is presented in three time horizons:

- **Immediate Priorities** to be implemented in the current and very near term, and which will enable the maximum benefit to be leveraged from subsequent priorities
- **Short Term Priorities** to be implemented within the first five years of plan completion
- **Medium and Long Term Priorities** to be implemented over the longer horizon, and which will be further detailed in subsequent updates to this plan.

Each time horizon addresses **service priorities**: Improvements or expansions for frequent transit networks, local transit networks, targeted regional and interregional networks, and custom transit service; as well as **supporting priorities**: development and expansion of related infrastructure and customer information.



Immediate Priorities (2015)

Immediate Service Priorities: Local Transit Network

1. Introduce Local transit to Okanagan Falls

Implemented January 19, 2015

This service is an expansion to the Okanagan-Similkameen Transit System, expanding the system from 1 regional connector route (Targeted service) between Penticton and Area A (Naramata), to include local service within Okanagan Falls and an additional regional connector route between Penticton and Area D as described in Option 2.

- Route 21 OK Falls Local
- Mondays – Fridays between 7:00 am – 6:00 pm
- Five circuits of Okanagan Falls per day, with service to Peach Cliff Estates from 8:30 am onwards.



Immediate Service Priorities: Targeted Transit - Regional and Interregional

2. Okanagan Falls ↔ Penticton: Introduce new daily and commuter connections along Eastside Road between Okanagan Falls and Penticton.

Implemented January 19, 2015

In conjunction with Option 1, this service is an expansion to the Okanagan-Similkameen Transit System, adding an additional regional connector route between Penticton and Area D (Okanagan Falls).

- Route 20 Okanagan Falls/Penticton
- Mondays – Fridays between 6:30 am – 6:30 pm
- Five round trips between Penticton and Okanagan Falls per day, with morning northbound service to Heritage Hills and afternoon southbound service to Heritage Hills.

Resources: one vehicle, and 1.350 service hours

Immediate Supporting Priorities

3. **Adopt a revised governance structure to streamline implementation actions contained in this plan and enable more comprehensive system management and performance monitoring.**

Decision-making, administrative transit knowledge, transit resources, public information, fares and schedules are largely fragmented across the five separate systems in the RDOS. Better integration is an essential step to implementing the Transit Future Plan and enabling services that coordinate seamlessly for transit customers.

Governance-related decisions fall into several layers of transit provision including Customer Information and Riders Guides, Fares and Pass Structures, Schedules, Driver Hours, and Fleet Resources. **For the future, integrating service on one or more of the topic areas will have an overwhelming impact on the efficiency and effectiveness of transit in Okanagan-Similkameen and how it serves the community.** See Appendix One for further details regarding the existing issues and the benefits of integration.

Therefore it is strongly recommended that the first priority out of this Transit Future Plan is to begin a regional discussion about levels of integration and potential strategies. Recent successes in the West Kootenay area could form a model to guide this process. See *System Integration In the West Kootenays* page 153.

System integration can be achieved while maintaining multiple operating companies. Given the spatial extent of transit service in Okanagan-Similkameen and blend of existing operators (one commercial and three not-for-profits), this would be the recommended condition for system amalgamation.

If supported, in order to move forward on regional integration, a number of steps are required in terms of approval and agreement. These steps would be confirmed with local government partners but would likely use the following path:

Step 1 - Regional District of Okanagan Similkameen receives and endorses the RDOS Transit Future Plan

Step 2 – A Regional Transit Advisory Committee is formed and elected officials are appointed as members. The members and municipalities they represent agree to recognize the Committee as responsible for setting regional fares, processes and products as well as respect recommendations of the Committee for regional planning initiatives, expansion priorities and service hour allocation

Step 3 – The Committee endorses a Terms of Reference which agrees to participate in a single schedule for the system, and in doing so, acknowledge local service changes must be

done in line with scheduled regional changes. Further, the committee honors a regional fare structure approved by the committee, but in doing so, not give up the right to set a local fare

Step 4 – BC Transit would then work with the local government partner staff to develop a preliminary integrated schedule for transmittal to the Transit Committee for their review and discussion

Step 5 – The proposed service implementation and integration is discussed and approved by the Transit Committee.

This path would then enable implementation of the integrated service. Since the costs for service options presented in this Plan have been determined based on a non-integrated state, a more integrated transit system and governance structure would not only bring a more positive passenger experience and higher ridership but also a more cost-effective service.

Note that a number of the service options contained in this plan look at extending service to area and neighbouring jurisdictions such as the Penticton Indian Band Lands and the Central Okanagan Regional District. These initiatives will require the formation of new partnerships. These partnerships could be formed inclusive to a Regional Transit Advisory Committee or separately from it. Regardless, it would be supportive of transit in the area to:

- Seek broader involvement of RDOS local governments in transit partnerships, including municipalities and Indian bands currently not involved
- In partnership with other local governments in the North Okanagan and Central Okanagan Regions look for opportunities to conduct long-term transportation planning collaboratively, including an assessment of future demand and potential modes/vehicle types (bus, rail, cycling, park and rides).



System Integration in the West Kootenay Region

"An example of unprecedented regional cooperation in the West Kootenay area"

History

Transit in the West Kootenay region has evolved significantly. Smaller systems which were predominantly initiated to service those with mobility issues to medical appointments have become relied upon services to get to work and run errands in nearby larger communities. As the needs of riders changed so did their expectations. This resulted in increased demand on resources and funding. In 2010 BC Transit approached local governments with the idea of better tying together the services from Nelson to Trail to Nakusp. In June of 2012, the West Kootenay Transit Committee held its inaugural meeting to start planning the integration. The Integration of these West Kootenay Transit Services in 2013 was in response to need for improved services in the region which addressed these changing needs and expectations while addressing the increasing costs to deliver them.

2013 Integration

The new West Kootenay Transit system brings together three local governments and nine transit systems together under a single Rider's Guide covering Nakusp to Rossland and from Kaslo to Fruitvale. Previously nine individual operating agreements existed with BC Transit to deliver transit service in the Area. Larger local service zones were created with Castlegar and Trail becoming the Colombia Zone, Nelson, Playmor Junction and Balfour becoming the Kootenay Zone and the introduction of the Slocan Zone. Improvements in frequency included two added trips on the corridor between Nelson and Castlegar which connect to Trail. A further six daily return trips between Nelson and Trail were introduced, an additional service on Tuesdays between Salmo and Nelson and midday trips were added on Tuesdays and Thursdays from Kaslo to Nelson.

4. Adopt service standards and route performance guidelines for transit services in Penticton and Outside of Penticton.

Service standards and route performance guidelines provide a consistent tool to measure the performance of new and existing services. These standards and guidelines will ensure services are effective and in line with community goals and enable the provision of evidence based service planning recommendations to local government partners across the RDOS.

Short Term Priorities

The Priorities section of the plan identifies the key priorities for establishing the Transit Future Plan Network, with the highest level of detail provided on the short-term initiatives. As the plan is updated over time, medium and long term initiatives will be further revised to include further partnership and service details.

Each transit improvement will require a more detailed service plan that will finalize associated details of the implementation. For service priorities this includes the route structure, service levels, scheduling, and customer information and associated costs.

Supporting Priorities across the RDOS (Contingent on Governance):

5. INTEGRATION: Consolidate Riders Guides across the region to include all transit systems (see West Kootenays Riders Guide)

Develop a single Riders Guide for all transit services across the RDOS so that transit customers will be able to plan ahead to use transit services in adjoining communities.

6. INTEGRATION: Determine and adopt a comprehensive and consistent menu of fares and fare products for local, regional and inter-regional transit services

7. INTEGRATION: Improved coordination of schedules

- a. **Review schedules** for minor cost-neutral changes to enable greater connectivity between transit services.
- b. **Introduce Online/Smart phone trip planner** In tandem with consolidating all schedule and route information for the region, introduce an online/smart phone trip planner.

What is trip planner? A trip planner is a computerized system in which people enter in their starting location and desired destination to then receive customized information on

- Where to catch the nearest bus,
- What time to leave
- What time they can arrive at their destination.

Smartphone technology, which is gaining popularity, enables people to use the trip planner wherever they have service.

8. Develop a region-wide strategy to adopt enhanced long term education and ridership programs designed to introduce area residents to transit.

Consider innovative ideas to leverage existing resources and organizations to introduce transit to non-users. Some examples might be:

- Pilot program for providing certification to travel-training volunteers on a Biennial basis such as regularly scheduled travel training, and longer term pass programs
- Promote travel-training workshops in partnership with ICBC Drivable program
- Encourage pass holders to introduce a friend to transit by providing them with a free complimentary ticket with each monthly pass purchase.

Service Priorities: Frequent Transit Network

9. Phase One of Main Street Frequent Transit Network (FTN) Development (Two Phases)

This is the first major step to implement the primary Main Street FTN. Transit service frequencies on the existing route 5 Main Street will be adjusted and expanded to create a Frequent Transit route. This phase focuses on service expansion between Cherry Lane Mall and Lakeshore Drive.

The restructuring will focus primarily on the schedule of the route with frequencies being staggered from 15 minute intervals to 60 minute intervals depending on the time of day.

- Weekday service between 6:30 am and 8:30 pm with a 15 minute frequency during peak and commuter periods, and 30 to 60 minute frequency at other times.
- Saturday service between 8:00 am and 9:30 pm with a 15 minute frequency during the afternoon peak period and 30 to 60 minute frequency at other times.

Resources: One vehicle and 2,620 additional annual service hours



Timing Point Locations	
Y	Martin and Lakeshore
A	Martin and Wade
E	Pentiction Plaza (on Main St.)
C2	Cherry Lane Shopping Centre (Warren Ave.)

Service Priorities: Local Transit Network

10. Penticton: Improve Sunday Service.

Hourly service on Route 5 Main Street will be introduced for four hours on Sunday afternoons. This will operate on a staggered time table with the existing hourly Route 16 Lake to Lake Sunday Service to provide (between both routes) 30 minute service along the Main/Government corridor from noon until 4:00 pm. This will augment north/south travel during the busiest times on Sundays.

- Sunday Route 5 Main St.

All Year: service between 12 noon and 4:00 pm with a 60 minute frequency.

Resources: 260 additional annual service hours



11. Penticton: Improve late night service to 12:00 am on Fridays and Saturdays and during Peachfest.

Additional hours and schedule adjustments to Routes 5 Main Street and 15 Night Route for late night service connecting to downtown and the entertainment district.

This option will consider a minor re-alignment of Route 5 or 15 to avoid redundancy in coverage and improve access to this service.

Resources: One vehicle and 650 additional annual service hours

12. Penticton: Introduce Service to the Wiltse Area.

Local Transit service will be extended to include more coverage in the Wiltse area. The most likely candidate for extension is Route 1 Okanagan Lake/Wiltse.

- Service levels and routing will be determined based on an examination of ridership demand to be conducted as part of the Service Change Service Discussion Document for this expansion.
- The service discussion document will include an exploration of potential re-alignment and streamlining of Route 1 to make it more user-friendly.

Resources: Vehicles TBD and 400 annual service hours

13. Greater Penticton: Examine opportunities to extend conventional and handyDART transit service to developments located on adjoining Penticton Indian Band lands.

Working in tandem with the Penticton Indian Band (PIB) and the City of Penticton, conduct a feasibility study to assess possibilities for future expansion to connect residents of and retail locations on PIB lands with the Penticton Transit System. Potential sites include Redwing Estates and Green Avenue Channel developments; further sites will be identified using the PIB's Land Use Plan as a guide.

Any Implementation options leading from the study will be included in the first update to this Transit Future Plan.

14. Greater Penticton: Introduce Service to the West Bench.

The transit service area will be extended to include the West Bench. Owing to its location the West Bench is most easily served by the Targeted Regional Connector service operating between Penticton and Summerland.

- Service levels and service delivery will be determined based on an examination of ridership demand to be conducted as part of the Service Change Service Discussion Document for this expansion, but are preliminarily estimated at four trips per day, Monday to Friday.

Resources: Vehicles TBD and 300-400 annual service hours

15. Keremeos: Introduce service two days per week within Keremeos, and to Cawston and Olalla.

This new service would use a vehicle stationed in Princeton, which would travel to the Keremeos area two days per week to enable access to daily needs, post office, and medical service for residents of Keremeos, Cawston and Olalla.

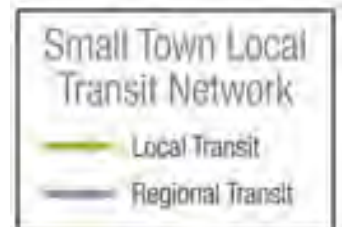
Note: This option must be implemented in conjunction with service expansion to Keremeos because both expansions rely on the same new additional vehicle.

- Tuesday and Thursday Service 9:45 am – 2:45 pm
- Four loop trips around Keremeos: 9:45 am, 11:00 pm, 1:15 pm, and 2:30 pm
- Three trips to Cawston and Olalla, departing Keremeos at 10:00 am, 12:15 pm, and 1:30 pm



Resources: 700* additional annual service hours, and one vehicle

*200 hours of these may be designated as targeted service hours because they account for regional-scale travel between Princeton, Hedley, and Keremeos.



➡ Also see: Local Transit Network Option 16
Targeted Transit Option 19

16. Princeton: Introduce weekday scheduled service within Princeton interspersed with period of on-request service for people with a disability.

Existing service hours within Princeton would be re-allocated in combination with new hours in order to offer scheduled fixed-route service. Peak trips will be offered Monday through-Friday, while daytime scheduled service will be offered on Mondays, Wednesdays and Fridays. Scheduled service will be designed to connect with Targeted transit regional connectors operating between Princeton and Penticton.

Note: This option must be implemented in conjunction with service expansion to Keremeos because both expansions rely on the same new additional vehicle.

Three new routes will be developed:

- Route 1 serving Riverside Recreation Centre, Princeton high school and the Allison Road neighbourhood
- Route 2 serving Mayne Street and the Princeton Regional Hospital
- Route 3 serving Waterfront and Memorial Park



Resources: 1,300 hours, (the vehicle for this expansion is listed in Option 15).



Also see: Local Option 15
Targeted Option 19

Targeted Transit Service Priorities: Regional and Interregional

17. Penticton ↔ West Kelowna: Add two round trips per day, Monday to Friday at commuter hours.

This option introduces a new service for Penticton and Summerland residents working, studying, and going to Kelowna for medical reasons. Service will begin in Penticton and offer timed connections to Kelowna Regional Transit Rapid Bus in West Kelowna. Rapid Bus offers express limited stop service to downtown Kelowna and UBCO, and connections to regular transit routes in Kelowna.

The service will also enable residents of Kelowna to visit Summerland and Penticton for the day, supporting visitor opportunities from Kelowna, and adding options for residents of Summerland to travel to Penticton for education and personal reasons.

- Target Market: Commuters
- Monday – Friday, Two return trips
- Morning trip:
 - Penticton Departure: 6:45 - 7 am
 - Return from West Kelowna: 8:10 am
- Afternoon
 - Penticton Departure: 4:00 pm
 - Return from West Kelowna: 5:15 pm

Resources: 1,260 additional annual hours, and two vehicles

Inter-System Considerations

The possibility of integrating the Penticton ↔ West Kelowna service with existing Central Okanagan Transit System service in Peachland should also be explored.

Recommended Simultaneous Service Change (subject to Governance)

Summerland ↔ Penticton: Redistribution of service trip times to avoid schedule redundancy with the Penticton ↔ Kelowna service

Osoyoos ↔ Penticton: Change terminus point from Summerland to Penticton.

- Passengers seeking to travel onwards to Summerland may transfer to the Penticton ↔ Summerland service.

Osoyoos ↔ Kelowna Re-Assess the need for this Monday trip . Consider reallocating Monday service hours to with two trips n Osoyoos ↔ Penticton on Monday

18. Penticton↔West Kelowna: Add three additional midday rounds trips Monday and Wednesday, and Friday.

The addition of midday services on select days of the week enables RDOS residents from communities south and west of Penticton, in addition to Penticton and Summerland residents, to access Kelowna for medical purposes and shopping.

- Target Market: Medical trips and personal trips
- Trips will be timed to connect with other targeted services arriving from Osoyoos and Princeton.
 - Morning Penticton Departure: 9:45 am
 - Afternoon West Kelowna Departure: 2 pm
- Resources: 760 additional annual service hours.

 Also see: Targeted Transit Option 14

19. Princeton↔Keremeos: Introduce one return trip between Princeton and Keremeos on Tuesdays and Thursdays.

Note: This option must be implemented in conjunction with local service expansion to Keremeos and in Princeton because the vehicle used for these expansions will be housed in Princeton.

This option will benefit eastbound travel between Princeton and Hedley to Keremeos. Local Government partners and BC Transit should also contact the Ministry of Transportation and Infrastructure to explore opportunities to install stops to serve smaller communities along the way.

Resources*: 200 hours, 0 vehicles (the vehicle for this expansion is listed in Option 11).

These 200 hours have been accounted for as part of the 700 total hours shown in Option 11. *total time for the Targeted and Keremeos Local Service is 700 hours: 500 hours are allocated to local service in the Keremeos area, leaving 200 hours to form the Targeted service, the additional 100 hours

 Also see: Local Transit Option 11 & 12
Infrastructure Option 3

20. Princeton↔Penticton: Adjust existing schedule for more time in Penticton to enable connections to the Penticton↔West Kelowna midday trips.

Designed to be carried out in conjunction with Option 14, this option extends the hours of service for targeted transit service operating between Princeton and Penticton, so that trips are slightly later. This will enable RDOS residents originating in the Similkameen to access the midday targeted service operating between Penticton and West Kelowna.

- Target Market: Medical trips and personal trips to Penticton and Kelowna

- 90 minutes will be added to the service span to meet connecting service to West Kelowna

- Arrival in Penticton: 9:30 am
- New departure time from Penticton: 3:00 pm

Resources: 230 additional annual service hours.

21. Osoyoos ↔ Penticton: Increase service to two round trips per day Monday to Friday and connecting with midday Kelowna service from Penticton.

a. Phase One: Addition of one trip on Fridays

This option adds an additional round trip on Friday between Osoyoos and Penticton. In combination with the scheduled service to Kelowna, which operates on Mondays, residents of the South Okanagan will have 8 trips per week to Penticton.

- Target Market: Medical trips and personal trips to Penticton.
- Friday Schedule:
 - Depart Osoyoos 7:30 am
 - Depart Penticton: 10:45 am

Resources: 170 hours, zero vehicles.



Also see: [Targeted Transit Option 17 – Simultaneous Service Changes](#)
[Infrastructure Option 25](#)

b. Phase Two: Addition of second trip on Fridays.

Service to include a second additional round trip on Fridays.

Friday Schedule:

- Depart Osoyoos 12:30 pm
- Depart Penticton: 4:30 pm

Resources: 140 additional annual service hours, and one vehicle.

c. Phase Three: Conversion of Monday Kelowna trip to two Penticton trips, connecting with Kelowna Service from Penticton.

With the conversion of the existing Monday Kelowna trip to two trips between Osoyoos and Penticton residents of the South Okanagan will have 10 trips per week to Penticton with connections to Kelowna available on Mondays, Wednesdays and Fridays.

Target Market: Medical trips and personal trips to Penticton.

Resources: 30 Additional annual service hours.

22. Osoyoos↔Penticton: Increase service to four round trips per day, Monday to Friday to provide northbound and southbound commuters access to major employers in the Oliver area.

This expansion provides the opportunity for residents living north and south of Oliver access to new employment in the Oliver area at the new corrections facility. Service viability and trip times will be confirmed and determined by shift structure.

- This service will also provide improved options for trips by Penticton area residents to the South Okanagan.

Resources: 1,260 additional service hours, and one vehicle

Supporting Priorities: Infrastructure

23. Improved Bus Stop Amenities Along the FTN Corridor in Penticton, between Downtown and Cherry Lane Mall.

Invest in on-street customer amenities such as transit shelters and shade, benches, and enhanced customer information. Transit information should include transfer locations for service to Okanagan College, Penticton Regional Hospital, civic facilities, and also transfer locations to access targeted transit to other communities. Other transportation information should include active transportation maps and way-finding within a 200-400 m radius of each principle FTN stop.



Given the dry sunny climate, offering ample shade is an important consideration
Location: University of British Columbia, Vancouver



City and local wayfinding information in shelters can be helpful to transit users, visitors, and also new residents.
Location, Bath, UK

24. Reconfigure the existing Cherry Lane exchange in order to enable sufficient capacity for integrating targeted regional transit services with local transit, as well as active transportation facilities (pedestrian, bicycle racks, and local transit information).

Sufficient space is needed to accommodate 3 conventional vehicles, and layover space for up to three community-shuttle sized vehicles.

25. Highway-side transit stops.

Explore opportunities with the Ministry of Transportation and Infrastructure to develop highway-side stops for:

- Manufactured home and LSIB communities along between Princeton and Keremeos (Hwy 3)
- Twin Lakes (Hwy 3A)
- Gallagher Lake (Hwy 97)
- Agricultural Research Centre (Hwy 97, near the pedestrian underpass at Trout Creek)

26. Continue to improve transit customer facilities.

Continued improvement and maintenance of transit facilities and on-street customer amenities are important for the successful operation and future growth of the transit system. Some improvements that have been identified are:

- Space transit stops along a corridor at appropriate intervals between 300m - 400m. In some locations, transit stops are spaced too closely together, leading to slower transit trips and higher transit stop maintenance costs. Corridor transit and transportation projects should include a review of stop locations prior to investing in infrastructure
- Invest in on-street customer amenities such as transit shelters, customer information, benches. Bike racks at key stops and pedestrian-oriented lighting at transit stops.

27. Install universally accessible transit stops.

BC Transit buses are all accessible, but basic stop infrastructure such as sidewalks (or concrete pads), are required for these features to be used. Establish criteria to prioritize the universal accessibility of transit stops and implement a program of annual upgrades and installations of sidewalks or pads across the RDOS.



Raised curbs or pads enable safer, easier, and faster boarding for passengers using mobility devices, travelling with shopping carts, or wheeling infant strollers.

Service Priorities: Custom Transit (handyDART)

The priorities listed in this section, and subsequent Custom Transit sections apply to the Penticton and handyDART system which serves urban Penticton and Naramata, as well as handyDART services in Summerland. Implementation information for custom service for communities in the South Okanagan and Similkameen communities of the RDOS is included in under the Local Priorities sections of this plan, however this does not preclude future exploration for the development of custom transit in the South Okanagan.

28. Support ongoing conventional travel training among applicants for Custom Transit.

Transit customers in Penticton with accessibility challenges make excellent use of the existing conventional transit system which operates on a much lower hourly cost than custom transit. This culture should continue to be encouraged as it offers benefits of both convenience (schedules are known) for transit users, and cost efficiency for transit partners.

29. Custom registration and recertification of existing handyDART registrants.

BC Transit is developing a revised handyDART registration process which is currently being implemented as a pilot project in several transit systems. Based on the outcomes this new approach will be fine-tuned and implemented in communities providing handyDART service as a separate service from conventional and paratransit.

30. Penticton handyDART: Aligning the hours of operation Mondays through Fridays and service area with the regular conventional service (excluding night service).

A review of Custom handyDART services in Penticton will be conducted to examine the effectiveness of the current service span, and determine if there are opportunities to align hours of operation more closely with the regular conventional service.

Resources: 380 annual service hours

31. Penticton handyDART: Expand handyDART to include service on Saturdays.

Introduce Custom handyDART Service on Saturdays with service limited to the Penticton Transit System service area. Service span limited to 6 hours per day.

Resources: 320 annual service hours

Medium and Long Term Implementation Priorities (6-25 years)

Service Priorities: Frequent Transit Network

32. Penticton: Phase Two of Main Street Frequent Transit Network (FTN) Development.

This represents the last phase in completing the primary Main Street FTN and focuses on developing service between Cherry Lane Mall and Peach Tree Square.

Undertake a study of the alignment of the south end of the FTN route to determine options for:

- Shifting the primary FTN portion south of Kinney Road from South Main Street and Skaha Lake Road, to Skaha Lake Road only.
- Elimination of routing around Cherry Lane Mall.

These changes will increase the directness and shorten the travel time for FTN users, making the FTN more attractive and usable to new residents in the Peach Tree village and Skaha village areas.

Additionally these changes offer an annual time savings of up to 33 per cent per trip over the route 5 Main Street alignment as of 2015. The FTN Service design will reflect that implemented in Phase One of the project.

- Weekday service between 6:30 am and 8:30 pm with a 15 minute frequency during in the peaks and 30 to 60 minute frequency at other times.
- Saturday service between 8:00 am and 9:30 pm with a 15 minute frequency during in the peaks and 30 to 60 minute frequency at other times



Also see: Frequent Transit Option 9

33. Penticton: Investigation of Secondary FTN – potentially serving Okanagan College.

Option 23 shown for Local Transit (expansion of two LTN routes to 30 minutes) would provide the opportunity to conduct preliminary investigation of a future secondary FTN route. This will include identification of major origins and destinations, the preferred alignment and key stop locations.

BC Transit and the City of Penticton should ascertain the status of Okanagan College Ring Road development at this time and investigate which neighbourhoods generate the highest post-secondary ridership.



Also see: Local Transit Option 36

34. Penticton: Phase One Secondary FTN Network development.

Based on Option 17 above, begin a phased introduction of a Secondary FTN Network. Phase 1 will develop introduce the Secondary FTN alignment at an LTN level of service.

35. Penticton: Phase Two of Secondary FTN development will expand service hours in order to reach FTN level of service.

- Weekday service between 6:30 am and 8:30 pm with a 15 minute frequency during in the peaks and 30 to 60 minute frequency at other times.
- Saturday service between 8:00 am and 9:30 pm with a 15 minute frequency during in the peaks and 30 to 60 minute frequency at other times.

Service Priorities: Local Transit Networks

36. Penticton: Extend select local Penticton routes to 30-minute service Monday to Saturday.

The benefits of the Main Street FTN can be further leveraged beyond its immediate catchment by improving connection times to Local Transit Network (LTN) routes.

- Investigation to determine which two LTN routes offer the greatest opportunity to boost system ridership with a focus on capturing unmet trip demand to Okanagan College.
 - Conduct a review of system ridership (routes, stop use, transfers to/from the Main Street FTN), and demographic-driven transit need
 - Conduct public consultation (passengers, post-secondary students)
 - Consider minor realignments of LTN routes to improve the directness and ease of understanding of the Penticton LTN
- Increase weekday daytime service to 30 minutes intervals
- Increase daytime Saturday service to 30 minute intervals



Also see: Frequent Transit Option 32 & 33

37. Penticton: Extend Regular Routes to 8:00 pm Monday to Saturday.

Increase span of services of LTN routes with further consideration given to later night service on routes serving Okanagan College.

38. Penticton: Introduce Service to Sendero Canyon.

Local Transit service will be extended to include coverage in the Sendero Canyon area. The most likely candidate for extension is Route 4 West Side/ Duncan East.

Service levels and routing will be determined based on based on an examination of ridership demand to be conducted as part of the Service Change Service Discussion Document for this expansion.

39. Penticton: Improve Sunday service by introducing service at 2014 levels.

Upgrade service coverage, span, and frequency on Sundays by reallocating and expanding on existing service to offer 60 minute service on LTN routes and 30 minutes service on the Main Street FTN.

40. Penticton: Extend service to Spiller Road.

Service coverage will be extended to the Spiller Road area. Service levels and service delivery will be determined based on an examination of ridership demand to be conducted as part of the Service Change Service Discussion Document for this expansion.

41. Osoyoos: Improve daytime local service within Osoyoos Monday to Friday.

Expand local transit services within Osoyoos to provide four to five trips per day to enable access to daily needs, groceries, and local medical services for residents.

- Local service will continue to provide residents of Osoyoos with access to the targeted transit service regional connectors.
- Service expansion should explore route options to provide access to employment and residential development located on adjoining Osoyoos Indian Band lands.
- Limited areas of On-Demand service should be maintained.
- Note that this expansion must be implemented in conjunction with new local service expansion to Oliver because both expansions will rely on the same vehicle.





42. Oliver: Introduce daytime local service within Oliver Monday to Friday.

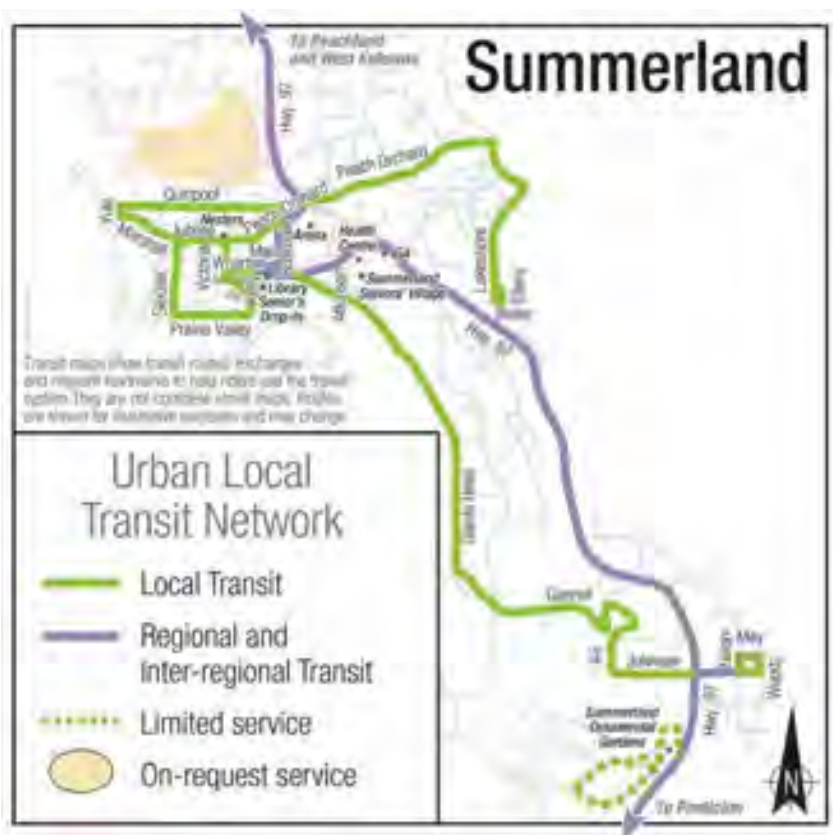
Expand local transit services within Oliver to provide three to four trips per day to enable access to daily needs, groceries, local medical services, and targeted regional transit services for residents of Oliver.

Note that this expansion must be implemented in conjunction with new local service expansion to Oliver because both expansions will rely on the same vehicle. This shared vehicle will also enable local transit travel between Oliver and Osoyoos.

43. Summerland: Introduce dedicated local transit service to Summerland Monday to Saturday.

Introduce local Summerland transit service by developing routes within Summerland for daily needs, groceries, local medical services and to provide connections to the targeted transit service regional connectors (to Penticton and Kelowna).

- Monday - Saturday
- Three routes connecting to downtown Summerland, the recreation centre and High school.



- o Route 1 - serving Lakeshore and connecting the upper town with the lower town
- o Route 2 – a bidirectional upper town circulator
- o Route 3 – a Trout Creek Route via Giant’s Head Road.
- Limited areas of on-demand service.



Also see: Custom Transit Option 30

44. Osoyoos & Oliver: Expand local transit service to Saturdays.

Expand local transit service to Saturdays shifting the service span to fall later in the day than the Monday to Friday service.

45. Okanagan Falls: Introduce service on Saturdays within Okanagan Falls

Expand service within Okanagan Falls to include Saturday. This is to be done in conjunction with targeted transit service regional expansion to Penticton.

46. Princeton: Introduce evening service on Friday night.

Expand service hours on Fridays to 10:00 pm.

47. Osoyoos & Oliver: Introduce evening service on Friday and Saturday.

Expand service hours on Fridays and Saturdays to 10:00 pm in Osoyoos and Oliver.

48. Princeton: Introduce service on Saturdays.

Expand service within Princeton with a service span starting later in the day and ending later in the day than the Monday to Friday service.

49. Keremeos: Introduce service on Saturdays.

Expand local service within Keremeos to Saturdays with a service span starting later in the day and ending later in the day than the Monday to Friday service.

50. Summerland: Introduce evening service Friday and Saturday.

Expand local service hours on Fridays and Saturdays to 10:00 pm in Summerland. Consider doing in conjunction with expansion of service between Summerland and Penticton.



Also see: Targeted Transit Options 56 ad 57

51. Summerland: Introduce service on Sundays.

Expand local service within Summerland to Sundays, offering a shorter service span than the Monday to Saturday service to match lower demands found on Sundays.

52. Osoyoos & Oliver: Introduce service on Sunday.

Expand local service within Osoyoos and Oliver to Sundays, offering a shorter service span than the Monday to Saturday service to match lower demands found on Sundays.

Service Priorities: Targeted Transit - Regional and Interregional**53. Penticton↔West Kelowna: Increase service on weekdays to four round trips**

Increase service to offer consistent four round trips per day, Monday to Friday, serving medical, post-secondary, work and personal trips.

54. Princeton↔Penticton: Increase service to five days per week.

Increase service to one round trip per day, Monday to Friday, and connect with midday service to Kelowna. - Assumes driver is getting paid for 8 hours.

55. Osoyoos↔Penticton: Introduce three round trips on Saturday

Introduce three round trips on Saturday to serve personal and shopping trips.

56. Summerland↔Penticton: Introduce three round trips on Saturday.

Expand service between Summerland and Penticton to Saturdays.

57. Summerland↔Penticton: Introduce evening service on Friday and Saturday.

Expand service between Summerland and Penticton to 10:00 pm on Fridays and Saturdays. Ensure schedule coordination between regional and local services.



Also see: Local Transit Option 50

58. Keremeos↔Osoyoos: Introduce service between Keremeos and Osoyoos

Introduce service between Keremeos and Osoyoos offering timed connections with the Princeton↔Penticton service to enable residents of the Similkameen to go to Osoyoos for personal and shopping purposes.

59. Naramata↔Penticton: Introduce evening service on Friday and Saturday.

Expand service between Naramata and Penticton to 10:00 pm on Fridays and Saturdays.

60. Okanagan Falls↔Penticton: Introduce evening service on Friday and Saturday.

Expand service between Okanagan Falls and Penticton to 10:00 pm on Fridays and Saturdays. Ensure schedule coordination between regional and local services.

Service Priorities: Targeted Transit - Employee Shuttles

61. Conduct feasibility study for an employee shuttle between Summerland or Trout Creek to the Agricultural Research Centre.

Examine demand for transportation to the research facility and explore the costs and feasibility of limited-service routing of either the Regional Summerland bus or a Local Trout Creek route to the research centre. Examine opportunities for cost-sharing with the Agriculture Canada.

**62. Conduct a feasibility study for an employee shuttle timed to meet shift changes between Princeton and Copper Mountain Mine**

Examine demand to Copper Mountain and explore the costs and feasibility of limited-service routing to meet work shifts. Examine opportunities for cost-sharing with the Copper Mountain Mining Corporation.



Supporting Priorities: Infrastructure

63. Secondary Exchanges.

Introduce enhanced regional/local transfer facilities with information, bicycle parking, seating and shelter/shade, at:

- Okanagan College

And in:

- Summerland
- Oliver
- Osoyoos
- Keremeos
- Princeton



64. Park & Rides

Penticton: Develop a multi-modal Park & Ride facility with bicycle access for Penticton area residents looking to use the commuter service to Kelowna. Seek out public lands near Okanagan College/Canadian Tire.

Princeton: Develop a smaller multimodal Park & Ride with bicycle access for Princeton area residents looking to use the commuter service to Penticton.

Osoyoos: Develop a smaller multimodal Park & Ride with bicycle access for Osoyoos area residents looking to use the commuter service to Penticton.

Summerland: Develop a smaller multimodal Park & Ride with bicycle access for Summerland area residents looking to use the commuter service to Penticton or Kelowna.

65. Hwy 3A/Hwy 97 Exchange/ Park & Ride.

Develop a transfer facility with parking spaces near the Kaleden weigh scales similar to Playmor Junction in the Kootenay Transit System. This transfer facility would serve to gather Penticton and West Kelowna-bound passengers arriving from Princeton, Osoyoos, and also provide Park'n'ride access for residents in the Kaleden and Twin Lakes area.

Service Priorities: Custom Transit (handyDART)

66. Assess the need for Penticton/Okanagan-Similkameen expansion to align with the coverage area of Okanagan-Similkameen Routes 20 and 21.

Examine demand for handyDART along the east Skaha Lake corridor as far south as Okanagan Falls and including Heritage Hills and Skaha Estates. Introduce service based on select days.

Resources: 500 annual service hours

67. Summerland: Formal reclassification of custom services into Tier 3 Custom.

Upon initial development of local transit routes within Summerland, custom service should be formally separated and reclassified into Tier 3 Custom Transit service, analogous with custom systems in Cranbrook, Prince Rupert and other Tier 3 Custom communities.

68. Summerland: Continue to expand service over time to meet demand.

Improve handyDART availability to keep pace with the conventional service area and hours of operation as local routes in the Summerland Transit System are further developed.

69. Penticton Urban: Continue to expand service over time to meet demand

Improve handyDART availability to keep pace with the hours of operation as service on Sundays improves.

70. Conduct a feasibility study to assess unmet trips within the Osoyoos and Oliver area that would be met by the introduction of Custom (handyDART).

Ongoing Initiatives

The following initiatives are aspects of the Transit Future Plan that require continuous effort throughout the life of the plan.

Make transit more accessible

Transit services across the Regional District of Okanagan-Similkameen strive to be accessible to all. With the mobility requirements of an aging population there will be an increasing need for more accessible



Accessible spots and no-step seating are important on systems with high proportions of accessibility and senior customers

transit solutions. Accessibility should be improved over time by:

- Upgrading key bus stops to be universally accessible
- Improving fleet access for mobility aids and strollers
- Upgrading existing and new transit infrastructure to meet BC Transit's Infrastructure Design Guidelines
- Improving written and online material for those with visual impairments
- Implementing audible stop announcements on transit vehicles and at major stops
- Coordinate transit access improvements in line with pedestrian and bicycle master plans
- Improving accessibility for cyclists to use the transit system and exploring the future potential for more than two bikes to be used on transit vehicles

Match vehicle type to demand

Establishing the Main Street Frequent Transit Network (FTN) will likely result in the realignment of some Local Transit Network (LTN) services. High proportions of accessibility users require more space than other users. However, some Local Transit Network (LTN) routes or service during off-peak times, such as late night, may need less space for mobility devices, presenting a different opportunity to use smaller vehicle types. that can increase efficiencies and reduce capital costs.

An example of a smaller transit vehicle type is the Vicinity, a 27.5 foot, low-floor bus with a ramp at the front door and kneeling capabilities. It seats 23 passengers with room for 16 standees and is compact and narrow, making it suitable for use on residential streets. Opportunities to use smaller vehicle types, where demand does not require a conventional-sized vehicle, should be pursued.



Improve customer information

The improvement of customer information helps to assist existing customers to navigate the transit system and makes it easier for new customers to access the transit system for the first time. The community and stakeholder engagement process revealed strong demand and support for the following customer information improvements:

- Route and timetable information at bus stops

- Complete transit system maps and clocks at transit exchanges
- Real-time notifications of delayed or “no show” transit services
- On-board stop announcements or electronic signs for key destinations
- Improved printed and online information

Improve transit facilities

Continued improvement and maintenance of transit facilities and on-street customer amenities are important for the continued operation and future growth of the transit system. Some improvements that were identified during community and stakeholder engagement were:

- The provision of shade and weather protection at transit stops and future exchanges
- The provision of seating at transit stops and future exchanges
- The provision of lighting at key transit stops and future exchanges
- The provision of bicycle lockups at key transit/ bicycle localities



Improve fare product availability

- Support and encourage a U-Pass initiative for the Penticton Okanagan College students
- Conduct a fare review of services across the RDOS

Establishing a U-Pass program at Okanagan College Penticton would help BC Transit and RDOS area transit services meet the transit ridership targets set in the plan.

What is a U-Pass? The U-Pass is a universal transit pass that is mandatory for all students that enroll at a participating post-secondary institution. The U-Pass provides unlimited use of the transit services for the full school term and is included as part of the tuition fees for each student for the semester.

U-Pass programs have been successfully implemented at several post-secondary institutions across the province. Communities that have implemented a U-Pass have realized significant growth in ridership. Consultation with the students at colleges with broad regional movement indicates that the students will generally consider a U-Pass program if it is linked with improved Inter-regional services.

Implementing a U-Pass program will require BC Transit, the RDOS, City of Penticton, Okanagan College Administration and the Student Unions to work together to determine the movement patterns of students, and based on this, develop a proposal for service. A student referendum will be required to approve the proposal. The U-Pass program could be strategically be implemented with frequency improvements to the Penticton Conventional LTN, and the completion of the primary Main Street FTN. These are slated to occur as medium and long-term priorities.

Cost of Short Term Implementation Priorities

Preliminary costs have been developed for the short- term service improvement priorities requiring expansion hours. See Table 36 Cost and revenue projections are based on the 2013/14 Annual Operating Agreement (AOA) budget figures, and actual costs and impacts may vary depending on the finalization of service and operating details. Ridership projections are also estimates, based on analysis of current ridership trends and expected trends associated with the proposed service change. Actual implementation is subject to the available local and provincial funding.

Table 36: Short Term Implementation Priorities and Preliminary Cost estimates*

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
Frequent Transit								
9. Penticton: Phase One of Main Street Frequent Transit Network (FTN) Development.	1	56,800	2,620	36,700	\$26,700	\$257,100	\$128,600	\$101,800
Urban Local Transit								
10. Penticton: Improve Sunday Service.	0	5,700	260	2,600	\$1,900	\$26,300	\$12,200	\$12,200

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
11. Penticton: Improve late night service to 12:00 am on Fridays and Saturdays and during Peachfest.	1	14,100	650	5,200	\$3,800	\$96,200	\$65,700	\$26,700
12. Penticton: Introduce Service to the Wiltse Area.	0	8,700	400	2,000	\$1,500	\$32,700	\$15,900	\$15,300
13. Greater Penticton: Introduce Service to the West Bench.	0	8,700	400	1,200	\$900	\$32,700	\$16,500	\$15,300
Small Town Local Transit								
15. Keremeos: Introduce service two days per week within Keremeos, and to Cawston and Ollala.	1	11,600	500	1,500	\$3,000	\$51,400	\$31,700	\$16,700
16. Introduce scheduled Transit Service in Princeton on Monday, Wednesday and Friday with limited scheduled Tuesday and Thursday service.	0	30,000	1,300	3,900	\$7,700	\$68,900	\$22,200	\$39,000
Targeted Transit: Regional and Inter-regional Service								
19. Princeton Keremeos: Introduce one return trip between Princeton and Keremeos on Tuesdays and Thursdays. Note: This option must be implemented in conjunction with local service expansion to Keremeos and in Princeton (Option 15) because the vehicle used for these expansions will be housed in Princeton.)	0	4,700	200	600	\$1,200	\$10,600	\$3,400	\$6,000

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
20. Princeton ↔ Penticton: Adjust existing schedule for more 90 more minutes in Penticton to enable connections from Princeton to the Penticton West Kelowna midday trips.	0	5,400	230	700	\$1,400	\$12,200	\$3,900	\$6,900
17. Penticton ↔ West Kelowna: Introduce two round trips per day, Monday to Friday at commuter hours.	2	66,800	1,260	18,800	\$14,100	\$223,700	\$141,600	\$68,000
18. Penticton ↔ West Kelowna: Add three additional midday rounds trips Monday and Wednesday, and Friday to connect with services originating in Osoyoos and Princeton.	0	40,300	760	11,400	\$8,500	\$82,700	\$35,600	\$38,600
21 Osoyoos ↔ Penticton: Increase service to two round trips per day Monday to Friday and connecting with midday West Kelowna service from Penticton.	0	7,300	170	500	\$1,300	\$9,600	\$2,900	\$5,400
a) Add one Friday morning trip.								
b) Add one Friday afternoon trip.	1	6,000	140	400	\$1,000	\$32,300	\$25,400	\$5,900
Targeted Transit: Regional and Inter-regional Service								
c) Convert existing Monday Osoyoos ↔ Kelowna trip into two Osoyoos ↔ Penticton trips.	0	1,300	30	100	\$300	\$1,700	\$400	\$1,000

Service Option	Buses **	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
22. Osoyoos ↔ Penticton: Increase service to four round trips per day, Monday to Friday to provide northbound and southbound commuter's access to major employers in the Oliver area.	1	53,500	1,260	3,800	\$9,600	\$95,000	\$44,000	\$41,400
Custom Transit: HandyDart								
30. Penticton handyDART: Aligning the hours of operation Monday through Fridays more closely with the regular conventional service (excluding night service).	0	10,200	700	4,500	\$3,000	\$32,300	\$7,800	\$21,500
31. Penticton handyDART: Consider introducing handyDART on Saturdays.								

Notes:

*Estimate based on 2013/14 budgets. Final costs may change based on budgets at the time of implementation confirmation of final operational details.

**The vehicle requirements shown here appear feasible but would need to be confirmed by BC Transit's Fleet Standards department closer to the implementation date.

*** Net Local Share of Costs represents local share of costs less estimated revenue.

****BC Transit share of costs do not include BC Transit share of Vehicle Lease fees.

Moving Forward

Service Monitoring

Service Design Standards and Performance Guidelines

As part of the ongoing management of the transit network, service standards and route performance guidelines are being developed for transit systems across British Columbia as tools that can be used to help make service planning decisions and measure how well the transit system is progressing towards achieving its vision, goals and targets.

- **Service standards** define service levels, the service area and when new service should be introduced to an area.
 - Service span (the hours and days of service when it operates).
 - Frequency of routes or groups of routes.
 - Walking distance to bus stops.
 - Level of accessibility.
 - How new service will be triggered for additional areas of service (subdivision density, population, etc.).
- **Performance guidelines** measure service effectiveness and monitor how well the transit system is progressing to achieving the vision of the Transit Future Plan.

These measures are meant to ensure an acceptable level of service quality to the customer, and along with the Transit Future Plan, guide planning decisions and recommendations for transit. The performance guidelines are monitored and inform the Annual Performance Summary (APS) reports presented to transit partners on an annual basis.

Owing to the comprehensive nature of the Okanagan-Similkameen Transit Future Plan, Service Design Standards and Performance Guidelines will be developed once the new governance model has been established, providing an integrated forum for RDOS review of these guidelines. Upon completion, the service standards and route performance guidelines will be re-examined and renewed in time with

updates to the Transit Future Plan. This is necessary since standards and performance guidelines are evolutionary and should grow with the system and development of the community and its changing needs.

Funding the Plan

To meet the mode share and ridership targets of the Transit Future Plan, capital and operating investments in the transit system will be required over the next 25 years. Annual operating costs are based on service hours. Hours within Penticton are projected to increase from the existing 22,866 hours to approximately 43,000 hours, while hours for services outside of Penticton, including regional services, are projected to increase from the existing 8,100 hours to 28,000 hours.

The plan also calls for capital investments that include:

- Expanding the combined medium and heavy duty transit fleet from the existing 8 vehicles to 20 vehicles
- Expanding the combined light duty fleet from the existing 13 vehicles to 26 vehicles (or if the fleet is integrated, to 23 vehicles)
- A new integrated primary transit exchange at Cherry Lane Mall (Warren Ave) in Penticton
- New secondary transit exchanges at Okanagan College and within the downtown areas of Oliver, Osoyoos, Princeton, and Summerland
- Improvements to accessibility and customer amenities at transit stops
- Pedestrian-friendly improvements to streetscapes in areas undergoing intensification and redevelopment, particularly urban villages adjacent to the frequent transit network
- Park & Ride facilities on the edges of Penticton, Kaleden, Osoyoos, Princeton, and Summerland.

Given the increase in transit investment expected over the coming decades, the way in which transit is and will be funded needs to be reviewed. BC Transit and its funding partners will need to work together to achieve stable and predictable funding sources beyond the existing mechanisms.

The Transit in the Okanagan-Similkameen is funded through a combination of provincial funding, local property taxes, passenger fares and advertising revenue. BC Transit's budgets are confirmed on a year-by-year basis making it difficult to plan for future growth. Local-share funding is also confirmed annually and is heavily dependent on property tax. A limitation on future funding is the ability to continuously raise taxes to help fund the cost of transit projects and operations.

As a part of BC Transit's 25-year Strategic Plan, one of the priorities is to "develop stable and predictable revenue sources." The proposed actions for this are to:

Develop stable revenue sources

- Assess various approaches to developing stable, secure provincial investment in transit
- Work to identify and implement new revenue sources
- Assess various approaches to developing stable, secure local investment in transit
- Initiate a revenue committee to manage fare revenue strategies in partnership with local authorities

Increase predictability of revenue sources

- Examine and implement improvements for conveying transit system budget information to local governments, such as the provision of multi-year budgets aligned to municipal calendar years
- Continue to confirm the Provincial Government's BC Bus Pass program pricing (an annual pass program for lower income seniors and people with disabilities)

Implement new partnerships and revenue opportunities

- Seek to revise legislation, policies and procedures to encourage profitable commercial use of BC Transit's assets and resources for reinvestment to future transit service objectives
- Explore opportunities to offset BC Transit costs by leveraging BC Transit expertise and scope with other organizations (for example, synergies with other local transportation providers, BC Transit fleet procurement expertise or bulk fuel contracts)
- Continue to support local governments in efforts to offset costs by identifying and creating local transit funding partnerships with other agencies.

Alternate Local Funding Options

BC Transit has heard from local government that continuously increasing property taxes to fund the local share of transit projects and operations, particularly for major capital investments, is a challenge. Reducing the local share funded through property taxes might be achievable through alternate funding sources. While transit is funded by a range of approaches around the world, the BC Transit Act provides two funding avenues to local government partners; property tax and fuel tax. In addition, the BC Transit Act does not restrict local governments from establishing a capital reserve. The SCRD currently funds their portion of transit through property tax, supplemented by fare revenue. However, more information on fuel tax and capital reserve is provided below for further consideration.

Local Fuel Tax

A tax on fuel could be collected at the pump at all gas stations in the SCRD to help fund transit in the area. A transit tax is levied on fuel in Greater Victoria and Vancouver to help fund transit services in these regions. The BC Transit Act allows local government to seek funding from a motor fuel tax to support funding and development of local transit systems. The implementation of a fuel tax requires the

cooperation of the Province and a request to the Province to amend the Motor Fuel Tax Act to create a dedicated fuel tax to be applied in the region under the BC Transit Act.

Capital Reserve

A portion of property taxes could be put aside each year to build a capital reserve to cover the local government share of cost for future transit infrastructure investments. The BC Transit Act does not restrict local governments from establishing a capital reserve. BC Transit is also interested in developing concepts for alternative funding methods with local partners and the provincial government. However, these options may require legislative change and/or provincial government approval and may be less desirable in smaller communities with lower transit mode share. Information is provided on these additional funding options below:

Vehicle Levy

An annual vehicle levy could be collected when vehicle insurance is renewed. This is not permitted under the existing BC Transit Act and legislative change would be required to implement a vehicle levy.

Parking Tax

A parking tax could be introduced to offset transit costs. This acts as an incentive to decrease parking demand, which in turn can make transit more attractive. Under existing BC Transit Act a parking tax is not permitted and would require legislative change to implement.

Community Pass

Each household could receive an annual transit pass paid for as part of their property taxes. The cost of this pass could be approximately half the cost of an annual transit pass.



Budget Development Process

The RDOS Transit Future Plan Implementation Strategy section establishes milestones over the next 25 years which strategically guide the system from today to the Transit Future Vision. Supporting annual plans and three year service budget and initiative letters will provide the operational and budget details necessary to implement service changes.

Once the Transit Future Plan is approved it will act as a source of initiatives that drive BC Transit's operational and capital expansion process. This in turn guides budget development for BC Transit and the RDOS, as well as BC Transit's annual provincial budget submissions. Since provincial funding for transit is confirmed on an annual basis, implementation of any option requiring expansion is dependent on BC Transit's fiscal year budget, normally confirmed by the province in mid-February each year.

Implementation of specific service options and packages is also dependent on allocation of available provincial transit expansion funding between transit systems as determined through BC Transit's Transit Improvement Program (TIP).

Once local government has approved a service option or combination of options for implementation – and local and provincial funding has been approved, if required – an Implementation Agreement Memorandum of Understanding (MOU) will be developed for signature by all required parties including BC Transit. This MOU outlines the service changes to be developed for implementation and the roles and timeline for implementation. Once signed, changes to scope may change timelines. Detailed costing will be confirmed throughout implementation. Figure 31 provides a summary of the budget and planning processes and the indicative timing.

Figure 31: RDOS and BC Transit Budget and Service Planning Process



Keys to Success

To guide the plan from vision to reality will require an on-going dialogue between the Province, BC Transit, the RDOS and its local governments, and local authorities on transportation policy, funding and the linkage between land use and transit planning.

The Transit Future Plan builds upon previous plans (Official Community Plans, the South Okanagan Regional Growth Strategy, and Neighbourhood Land Use Plans) and will be used to communicate the vision and direction for transit in the RDOS. This plan identifies transit supportive policies outlined local OCPs and the South Okanagan Regional Growth Strategy. Other steps required for the success of the plan include integrating the transit strategy into other municipal projects, land use and development decisions, supporting travel demand management measures, transit oriented development and transit friendly land use practices.



BC Transit will work with the RDOS and other local partners to begin to take steps to guide the Transit Future Plan from vision to reality. These efforts will only be successful if done in partnership, with continuous dialog between these partners to ensure strong links between:

- Land use planning and transit planning
- Provincial and regional transportation and transit planning
- Transportation policy and funding availability

Appendix 1

Existing state of separate transit systems and the benefits of integration

Customer Information/Riders Guides

Issue: Many of the 1900+ residents of the RDOS who were consulted were unaware of transit services in adjoining communities; and many expressed surprise to learn that some connections they wanted were already being offered.

Existing State: Information for each transit system is provided in four separate Rider's Guides:

- o The Penticton Transit System Rider's Guide has historically incorporated the (then) single Okanagan-Similkameen Transit System route
- o The Summerland Rider's Guide
- o The South Okanagan Transit System Rider's Guide
- o The Princeton and Area Rider's Guide.

Benefit of Integration:

- o One-stop awareness of transit services funded and delivered across the Regional District of Okanagan-Similkameen for anyone who picks up a Rider's Guide
- o Simplified hardcopy trip-planning for residents interested in using use routes offered by separate systems
- o A single Rider's Guide would provide a centralized repository of fares, existing transfer agreements, transfer facilities and amenities across the regional district
- o Integration would directly support the development of online transit trip planning for transit travel across the RDOS
- o The Rider's Guide review process would include all partners whose services appear in an integrated Rider's Guide – this means that local partners are systematically informed of transit service changes in adjoining transit systems.

Fares and Passes

Issue: Transit users and residents learning about the transit system were often confused by needing to “pay twice” or have different transfer policies to keep track of while moving between bus routes. In Princeton, some people consulted felt that the rates for regional travel were too disparate between systems.

Existing State: Each transit system sets its own fares for local-scale and regional-scale trips. Small steps towards integration have already been taken such as the transfer policy between the Summerland, Penticton and the Okanagan-Similkameen Transit Systems established in 2014.

Benefit of Integration:

- o Consistent local fares will be developed, enabling simple, more understandable fares for residents
- o Consistent approaches to determining regional scale fares reflective of distance or travel-times of regional routes
- o Integration would provide a single forum to develop consistent system-wide transfer policies
- o Integration would directly support development of fare products such as regional-scale transit passes useful to commuters or college students
- o Integration would provide a unified body to negotiate transfer policies to the Kelowna Regional Transit System for transit passengers originating in the Regional District of Okanagan Similkameen.

Schedules

Issue: Despite service being provided that connects origins with desired destinations, transit users cannot make timely transfers between routes operated by different transit systems to reach desired destinations.

Existing State: Each transit system sets schedules independently.

Benefit of Integration:

- o Easier trip planning for residents with fewer waits at key transfer nodes
- o Efficiency gains by enabling more trips by enabling connections using the existing transit trips and routes
- o Where near-service redundancy exists, schedule integration will allow redundant trips to be re-allocated to other times of the day. This is particularly relevant because the Regional and Inter-regional service expansions contained in this plan will add to or develop route redundancies.

Resources – Driver Hours

Issue: Transit resources are not being fully maximized across the region owing to system fragmentation: Drivers on existing Regional and Inter-regional routes are on salary throughout the day despite long in-service pauses in Penticton.

Existing State: Driver hours and trip tasks are structured separately by each transit system.

Benefit of Integration:

- o Strategic service expansions could be provided at low cost by taking advantage of existing underused driver resources
- o Integration would minimize future services with under-used driver resources and enable better use of new expansion resources because it would consider of transit needs comprehensively across the regional district.

Resources – Fleet

Issue: The very small and separate systems means that each local partner should maintain a high spare ratio of vehicles in order to reliably deliver transit service. This applies specifically to light duty vehicles which are the only vehicle type used across all transit systems.

Existing State:

1. The Penticton Custom Transit System operates four vehicles
2. The Summerland Transit System operates conventional and custom transit service with four vehicles
3. The South Okanagan Transit System has one vehicle
4. The Princeton and Area Transit system has two vehicles.

Benefit of Integration: Integration of the fleets across the systems of the region by vehicle type will enable a total lower number of spare vehicles, and also create potential for maintenance efficiencies.

Appendix 2

GLOSSARY OF TERMS

<i>Accessible Transit</i>	Transit service utilizing vehicles that can be accessed by persons using a wheelchair or other mobility device.
<i>Ambulatory</i>	Individuals capable of walking.
<i>Arterial</i>	A high-capacity urban road. The primary function of an arterial road is to deliver traffic from collector roads to freeways.
<i>Articulated Bus</i>	A bus with two sections linked by a pivoting joint. Articulated buses are typically longer overall than a conventional bus, resulting in a higher passenger capacity while still allowing adequate maneuverability.
<i>Bus Bulge</i>	A section of sidewalk that extends from the curb of a parking lane to the edge of a through traffic lane to maintain the bus location in the travel lane to avoid buses merging with through traffic, as well as increasing space for bus stop amenities (i.e. shelter, bench, etc).
<i>Captive Rider</i>	A transit rider who does not have immediate access to private transportation or due to some other circumstances must use public transit.

<i>Choice Rider</i>	A transit passenger who has other modes of travel available for a particular trip (especially access to a private vehicle) and has chosen to use public transit.
<i>Conventional Transit</i>	A transit service using regularly scheduled, "fixed route" vehicles (operating according to published route maps and timetables).
<i>Corridor</i>	A linear tract of land that contains lines of transportation like highways , railroads , trails, or canals .
<i>Cost Recovery</i>	A measure of the financial performance of the transit system usually expressed in terms of total operating revenue/total operating expense.
<i>Cycle Time</i>	The length of time for a transit vehicle to complete one round trip, including recovery time.
<i>Custom Transit</i>	Door-to-door transit service for those persons whose physical disability prevents them from using conventional transit service.
<i>Deadhead</i>	Dead mileage when a bus route starts or finishes in a location away from the bus operations and maintenance facility and the start or end of the shift requires driving the bus to and from the facility 'out of service'.
<i>handyDART</i>	The BC Transit custom transit program.

<i>Interlining</i>	Where one bus is used to go from one route to another. For instance, to most effectively use schedule time, a bus may operate as a route 6 and then become a route 2 trip, and then do further trips on other routes.
<i>Kiss & Ride</i>	Kiss & Rides are safe pull-outs for automobiles where transit customers may be easily dropped off by a family member or friend in order to continue their trip using transit.
<i>Greenhouse Gas Emissions</i>	Greenhouse gas emissions (GHGs) refer to human-made emissions of four gases attributed to global warming and climate change - carbon dioxide , methane , nitrous oxide , and ozone .
<i>High Occupancy Vehicle (HOV)</i>	Vehicles carrying at least two people (i.e. a driver plus at least one passenger) in any of the following passenger vehicles: cars, minivans, motorcycles, pickup trucks, taxis, and limousines.
<i>Inter-regional services</i>	Designed to provide commuter connections for post-secondary students and employees working outside of the region, as well as access to advanced medical services and specialized shopping not available within the region or other regional hubs.
<i>Level Door Boarding</i>	Level door boarding is achieved through either low floor buses or higher boarding platforms, which increase passenger boarding speed and enhance accessibility.
<i>Mode Share</i>	Mode share describes the percentage of travelers using a particular transportation mode, typically walking, cycling, transit or automobiles.

Node	Characterised by a wide range of services and facilities, these places have good passenger transport connections to multiple destinations.
Off-board Fare Payment	Payment is made prior to boarding to reduce bus wait time during boarding. Passengers enter through a gate, turnstile, or checkpoint upon entering the station where their ticket is verified or fare is deducted, or “proof-of-payment,” where passengers pay at a kiosk and collect a paper ticket which is then checked on board the vehicle by an inspector. This is also referred to as "barrier-controlled" fare payment.
Paratransit	A general name for a class of transportation service offering a more flexible and personalized service than conventional fixed-route transit but not including private, exclusive use systems such as private car, exclusive ride taxi or chartered bus. - o Fixed schedule with On-Request service This type of service has set trip times and a usual route, but the schedule is designed to allow one or two deviations within one kilometre from the usual route to serve customers that are beyond walking distance, or who face mobility challenges. - o On-Request service This type of Paratransit has set operating hours, but routes and schedules are determined based on requests received. Because it is not consistent, this form of Paratransit is more difficult for customers to understand and requires the most planning ahead, however it can be an effective form in very low density areas.
Park & Ride	Vehicle parking with connections to public transportation that allow passengers to leave their vehicles and transfer to transit for the remainder of the journey. A Park & Ride facility may also provide bicycle parking.
Passenger Productivity	A measure of ridership per revenue hour of service.
Population Served	The total population within a defined proximity of a bus stop, typically 400 metres or 5-minutes walking distance.

<i>Regional transit services</i>	Designed to provide access between communities of the region. The target market includes a mix of people travelling for health services, personal shopping, and for some communities commuter services for post-secondary students and employees.
<i>Revenue Hours</i>	The total number of scheduled hours that a transit vehicle is available for passenger service.
<i>Ridership</i>	A measure of the number of passengers using public transit.
<i>Right-of-Way</i>	A right to make a way over a piece of land, usually to and from another piece of land. A right-of-way is a type of easement granted or reserved over the land for transportation purposes.
<i>Small Town Local Transit Network</i>	Frequency 60 minutes or greater, offers connections to local destination, Frequent Transit Network, or Regional and Inter-regional services. May include Paratransit options.
<i>Single Occupant Vehicle (SOV)</i>	A privately operated vehicle whose only occupant is the driver.
<i>Taxi Saver</i>	A program providing subsidized taxi rides to eligible registered handyDART users. Registered users may purchase taxi coupons at 50% of the face value. There is a limit to the amount of taxi coupons that can be purchased each month. Registrants call participating taxi companies to arrange rides.
<i>Taxi Supplement</i>	A service where a privately owned taxi is dispatched through the transit operator for custom transit service when the regular handyDART service is not available.

<i>Transit Exchange</i>	A place where passengers switch between transit routes or transportation modes.
<i>Transit Hub</i>	A place where passengers and cargo are exchanged between vehicles or between transport modes.
<i>Transit Supportive Land Use</i>	Land use types defined by density, diversity and design regulations best suited to encourage transit ridership. Typically refers to compact, mixed land use with high residential density and an employment base.
<i>Transit Terminal</i>	The end (or terminus) of a transit route. Often coincides with an exchange point allowing passengers to connect with other routes.
<i>Transit Oriented Development (TOD)</i>	Development that is generally mixed-use residential and commercial, is designed to maximize access to public transport , and often incorporates features to encourage transit ridership. A TOD neighbourhood typically has a center with a transit station or stop surrounded by relatively high-density development and progressively lower-density development spreading outward from the center. TODs generally are located within a radius 400m from a transit stop.
<i>Transit Priority</i>	Physical and operational improvements that give transit vehicles priority over general vehicle traffic.

<i>Transit Service Area</i>	Established under the terms of the TSA and designated by the BC Transit Board as an area where transit service operates and which a Municipality, Regional District or other Local Government, can levy a property tax to cover their portion of operating cost.
<i>Travel Demand Management (TDM)</i>	The application of strategies and policies to reduce or redistribute travel demand (specifically that of single-occupancy vehicles).
<i>Universal Accessibility</i>	The goal of creating a built environment that can be navigated by all people, including those with physical, sensory, or cognitive disabilities.
<i>Urban Local Transit Network</i>	Frequency 30 minutes or greater, connections to local destinations, and Frequent Transit Network. Operates as conventional fixed-route , fixed-schedule service
<i>U-Pass</i>	A mandatory and universal transit passes for post-secondary students that all students pay for through student fees. A student population typically approves the U-Pass by referendum.



Date: July 6, 2015
To: Mitch Moroziuk, Interim City Manager
From: Ian Chapman, City Engineer
Subject: **2015 School Zone Traffic Calming Work**

File No:

Staff recommendation

THAT the Stage 2, permanent school zone traffic calming measures using concrete curbs as illustrated in Figures 1, 2a, 2b and 3 be implemented for Parkway, Wiltse and Carmi Schools;

AND THAT permanent traffic calming measures as illustrated in Figure 4 be implemented for Uplands School;

AND THAT the traffic calming measures as illustrated in the red circled area of Figure 2b and all of the works illustrated in Figure 5 be included as optional items in the 2015 contract and that they be constructed if funding allows;

AND FURTHER THAT should there be insufficient funding to construct the traffic calming measures as illustrated in the red circled area of Figure 2b and all of the works illustrated in Figure 5 that they be brought forward for consideration as part of the 2016 Budget Process.

Strategic priority objective

N/A

Background

The 2015 Traffic Calming Project is a continuation of 2013 and 2014 traffic calming work implemented in response to concerns from Parent Advisory Committees, parents and school staff to slow traffic down and improve safety for children in the vicinity of schools.

The objective of the traffic calming is to increase safety for the school children by slowing traffic down, improving sight lines at cross walks and providing drop off zones for buses. The plan to achieve the objective involves narrowing the road, installing additional and, where feasible, raised cross walks and speed humps, installing radar speed display signs and installing bus loading zones and clarifying the use of the no parking areas.

The project initially focused on Parkway, Wiltse and Carmi Schools and the work was planned to be done in two stages with Stage 1 using delineators, raised cross walks and temporary speed humps to establish if these measures would achieve the objective prior to installing permanent works in Stage 2. Council also added Uplands School for consideration and Queens Park School has been more recently considered.

The following is a summary of the Stage 1 evaluation phase for Parkway, Wiltse and Carmi Schools together with an update concerning proposals for proposed traffic calming measures at these and at Uplands and Queens park Schools:

1 Parkway School - Kinney Avenue

- In late-2013 Speed Humps and radar activated speed reader signs were installed at each end of the school zone on Kinney Avenue and the crosswalk was raised and a Speed Hump was added on McGraw Street.
- In early-2014 the road was narrowed at each of the Speed Hump locations and in the vicinity of the raised crosswalk using temporary delineators.
- Speeds were recorded using the speed reader boards and these indicate the following results (See Figure 7):
 - o There was a reduction in speed following the installation of the Speed Humps.
 - o There was a further reduction in speed following the installation of the road narrowing.
- City staff met with school staff and Parent Advisory Committee (PAC) members on May 4, 2015 to review the speed results and to discuss their observations of the Stage 1 measures with the following comments:
 - o Generally very positive. No incidents reported since traffic calming measures installed.
 - o No complaints from parents, bus drivers or staff (down from average of 3 per week).
 - o No near misses, no parking issues.
 - o Traffic has visibly slowed down and U-Turns in road have stopped (due to narrowed road).
 - o Support the idea of providing some education to the general public and parents concerning how to drive in school zones.
 - o Strongly support proceeding to Stage 2 permanent measures.
- Stantec Consulting with assistance from City staff has prepared detailed Stage 2 design plans for Parkway School attached as Figure 1. The final design reflects the same location and extent of Stage 1 traffic calming measures albeit substituting barrier curb for delineators. Other features of the design include:
 - o West end road narrowing has been extended.
 - o Added curb extension at south east corner of McGraw/Kinney intersection.
 - o Road width has been narrowed from 3.5m to 3.0m (asphalt edge).
 - o Facilities have been provided at each curb extension for cyclists to stay off the travelled lanes.
 - o Added high visibility, skid resistant green paint to bike entry points.

2a Wiltse School – Wiltse Boulevard

- In mid-2014 Speed Humps, complete with radar activated speed reader signs, were installed at each end of the school zone on Wiltse Boulevard, the existing crosswalk was raised and another raised crosswalk was added at the Wiltse Drive intersection. Concurrently, the road was narrowed using delineators at each of the Speed Hump and raised crosswalk locations.
- Speeds were recorded using the speed reader boards and these indicate the following results(See Figure 7):
 - o There was no reduction in speed following the installation of the traffic calming measures although there was possibly an issue with the location at which the “before” speed readings were taken – inconclusive.

- City staff met with Wiltse school staff and Parent Advisory Committee (PAC) members on April 21, 2015 to review the speed results and to discuss their observations of the Stage 1 measures with the following comments:
 - o Generally very positive.
 - o Traffic appears to have slowed down somewhat although some drivers still speed excessively.
 - o Parents are not fully observing parking and no stopping restrictions.
 - o U-Turns in road have increased due to reduced parking.
 - o Support the idea of providing some education to the general public and parents concerning how to drive in school zones.
 - o Support proceeding to Stage 2 permanent measures.
- Stantec Consulting with assistance from City staff has prepared detailed Stage 2 design plans for Wiltse School on Wiltse Boulevard attached as Figure 2a. The final design reflects the same location and extent of Stage 1 traffic calming measures albeit substituting barrier curb for delineators. Other features of the design include:
 - o Road narrowing curb extensions have been increased in length to increase effectiveness while incorporating residential driveway crossings.
 - o Road width has been narrowed from 3.5m to 3.0m (asphalt edge).
 - o Facilities have been provided at each curb extension for cyclists to stay off the travelled lanes.
 - o Added high visibility, skid resistant green paint to bike entry points.

2b Wiltse School – Balsam Avenue

- In mid-2014 delineators were installed at each end of the school zone on Balsam Avenue and a Speed Hump was installed close to the west (uphill approach) to the zone in anticipation of this becoming a future raised crosswalk .
- Speeds were recorded using a dedicated radar speed counting device and these indicate the following results (See figure 7):
 - o There was a reduction in speed following the installation of the road narrowings and speed hump.
- City staff met with Wiltse school staff and Parent Advisory Committee (PAC) members on April 21, 2015 to review the speed results and to discuss their observations of the Stage 1 measures with the following comments:
 - o Few comments.
 - o Generally the measures have not made any appreciable impact on speeding.
 - o A serious change is required to make an impact.
- Stantec Consulting with assistance from City staff has prepared detailed Stage 2 design plans for Wiltse School at Balsam Avenue attached as Figure 2b. The final design reflects the same location and extent of Stage 2 traffic calming measures albeit substituting barrier curb for delineators. Other features of the design include:
 - o Road narrowing curb extensions have been increased in length to increase effectiveness while incorporating residential driveway crossings.
 - o Sidewalks have been added to connect the future walkway between Balsam and Pineview Avenue with a future crosswalk over Balsam (to be constructed at the existing speed hump location).
 - o Road width has been narrowed from 3.5m to 3.0m (asphalt edge).

3 Carmi School

- In mid-2014 radar activated speed reader signs and road narrowing were installed at each end of the school zone on Carmi Avenue. Further road narrowing together 2 additional crosswalks were installed at Leir Street and Manitoba Street.
- Speeds were recorded using the speed reader boards and these indicate the following results(See Figure 7):
 - o There was a reduction in speed following the installation of the road narrowing.
- City staff met with school staff and Parent Advisory Committee (PAC) members on April 15, 2015 to review the speed results and to discuss their observations of the Stage 1 measures with the following comments:
 - o Generally very positive.
 - o Traffic appears to have slowed down.
 - o Additional crosswalks and 15 minute drop off zone are very beneficial.
 - o The bus drop off area is being used by parents but does not appear to impede the bus traffic.
 - o Concern was expressed that cars parking right up to the crosswalk bulb-outs are impeding sight lines.
 - o Support the idea of providing some education to the general public and parents concerning how to drive in school zones.
 - o Support proceeding to Stage 2 permanent measures.
- Stantec Consulting with assistance from City staff has prepared detailed Stage 2 design plans for Wiltse School at Balsam Avenue attached as Figure 3. The final design reflects the same location and extent of Stage 1 traffic calming measures albeit substituting barrier curb for delineators. Other features of the design include:
 - o Road narrowing curb extensions have been increased in length to increase effectiveness while incorporating residential driveway crossings.
 - o Sidewalks have been added to connect the future walkway between Balsam Avenue and Pineview with a future crosswalk over Balsam (to be constructed at the existing speed hump location).
 - o Road width has been narrowed from 3.5m to 3.0m (asphalt edge).

Staff also met with school staff and PAC representatives for Queens Park following media attention around a claim of speeding traffic and poor driving on Power Street. The following is a summary of the research and discussions on this issue:

4 Queens Park – Power Street

- Speeds were recorded using a dedicated radar speed counting device and these indicated that a great majority of vehicles observe the speed limit.
- Observations by school staff and PAC representatives support the results of the speed counter however driver attention to the crossing was not always good.
- Both children and parents often demonstrate poor attention to traffic and cross without due care and attention.
- Further traffic calming measures to alert and remind drivers that they are approaching a crosswalk would be valuable.
- City staff stated that the crosswalk would be converted to a raised crosswalk to be consistent with traffic calming measures installed elsewhere and other measures will be considered.

- Stantec Consulting with assistance from City staff has prepared detailed Stage 2 design plans for Queens Park School at Power Street attached a Figure 4. Features of the design include:
 - o Road width has been narrowed from 3.5m to 3.0m (asphalt edge).
 - o Add speed hump at north end of playground zone.
 - o Add high visibility, skid resistant green paint to bike entry points.
 - o Raise crosswalk complete with road narrowing and facilities for cyclists to stay off the travelled lanes.
 - o Road narrowing will extend 30m (100ft) either side of crosswalk for advance warning to motorists and to control parking in that area.
 - o Eliminate 3 parking spaces in Community Centre parking lot to create dedicated walkway connection aligned with Power Street crosswalk.

5 Upland School – Middle Bench Road

- Stantec Consulting with assistance from City staff has prepared detailed design plans for Uplands School at Middle bench Road attached as Figure 5. Features of the design include:
 - o Add speed humps and speed reader signs at each end of the school zone.
 - o Road narrowing curb extensions will be added at the north road narrowing using rubber curbing bolted to pavement (no barrier curb to match).
 - o Road narrowing will be added at the south end of the school zone at the Westminster Avenue intersection using rubber curb on the east side (no barrier curb to match) and using barrier curb at the west side and around the corner into Westminster Avenue.
 - o Road width has been narrowed from 3.5m to 3.0m (asphalt edge).
 - o Signage will be added to create a school bus drop off zone in front of the school.

Financial implication

2015 Traffic Calming Program Budget: \$ 239,600

2015 Sidewalk and Curbing Program Budget (partial allocation): \$ 211,000

Total Budget **\$ 450,600**

Estimated project cost:

1	Parkway School	\$ 167,000
2a	Wiltse School - Wiltse Blvd	\$ 125,000
2b	Wiltse School - Balsam Avenue	\$ 58,000 (Defer red circled works, \$49,000, to 2016 budget process)
3	Carmi School Carmi Ave	\$ Included in Sanitary Capital works contract.
4	Uplands School	\$ 85,000
5	Queens Park School	\$ (Defer all works, \$104,000, to 2016 budget process)
	Engineering allowance:	\$ 15,000
	Sub-total (all work):	\$ 603,000
	Proposed 2015 (excludes red circled 2b and 5)	\$ 450,000

Staff are proposing:

- That the Red circled raised crosswalk and roadside sidewalks elements of the Traffic Calming work associated with Wiltse School on Balsam Avenue be removed from the current traffic calming initiative and be included with the walkway connection from Pineview Avenue which will be the main generator of higher pedestrian volumes and reason for these works on Balsam Avenue. This will also provide staff with the opportunity to undertake more detailed consultation with local property owners concerning the extensive sidewalk works that have been proposed on Balsam Avenue.
- That the Traffic Calming works associated with the balance of the Traffic Calming on Balsam Avenue (road narrowing) and all the Queens Park School traffic calming works be included in the 2015 tender as optional items which will only proceed if sufficient budget is available and otherwise will be deferred to the 2016 budget process.

Analysis

The proposed implementation plan is based on a review of the effectiveness of traffic calming measures to date and meetings with the various schools involved. The implementation plan is viewed as the next logical step in the traffic calming program for schools.

Should Council wish they could instruct staff to not proceed with any of the proposed traffic Calming measures pending further work or provide alternative direction.

Alternate recommendations

1. THAT permanent and additional traffic calming measures in school zones not be implemented
2. THAT Council provide direction to staff.

Attachments

Figure 1 – Parkway School – Kinney Avenue
Figure 2a – Wiltse School traffic calming measures – Wiltse Boulevard
Figure 2b – Wiltse School traffic calming measures – Balsam Avenue
Figure 3 – Carmi School traffic calming measures – Carmi Avenue
Figure 4 – Uplands School – Middle Bench Road
Figure 5 – Queens Park School – Power Street
Figure 6 – Traffic Calming Details
Figure 7 – Traffic Speed Data results

Respectfully submitted



Ian Chapman, P.Eng
City Engineer
Approvals

CFO	City Manager 
-----	---

Figure 3 – Carmi School traffic calming measures – Carmi Avenue



Figure 5 – Queens Park School – Power Street



Figure 6 – Traffic Calming Details

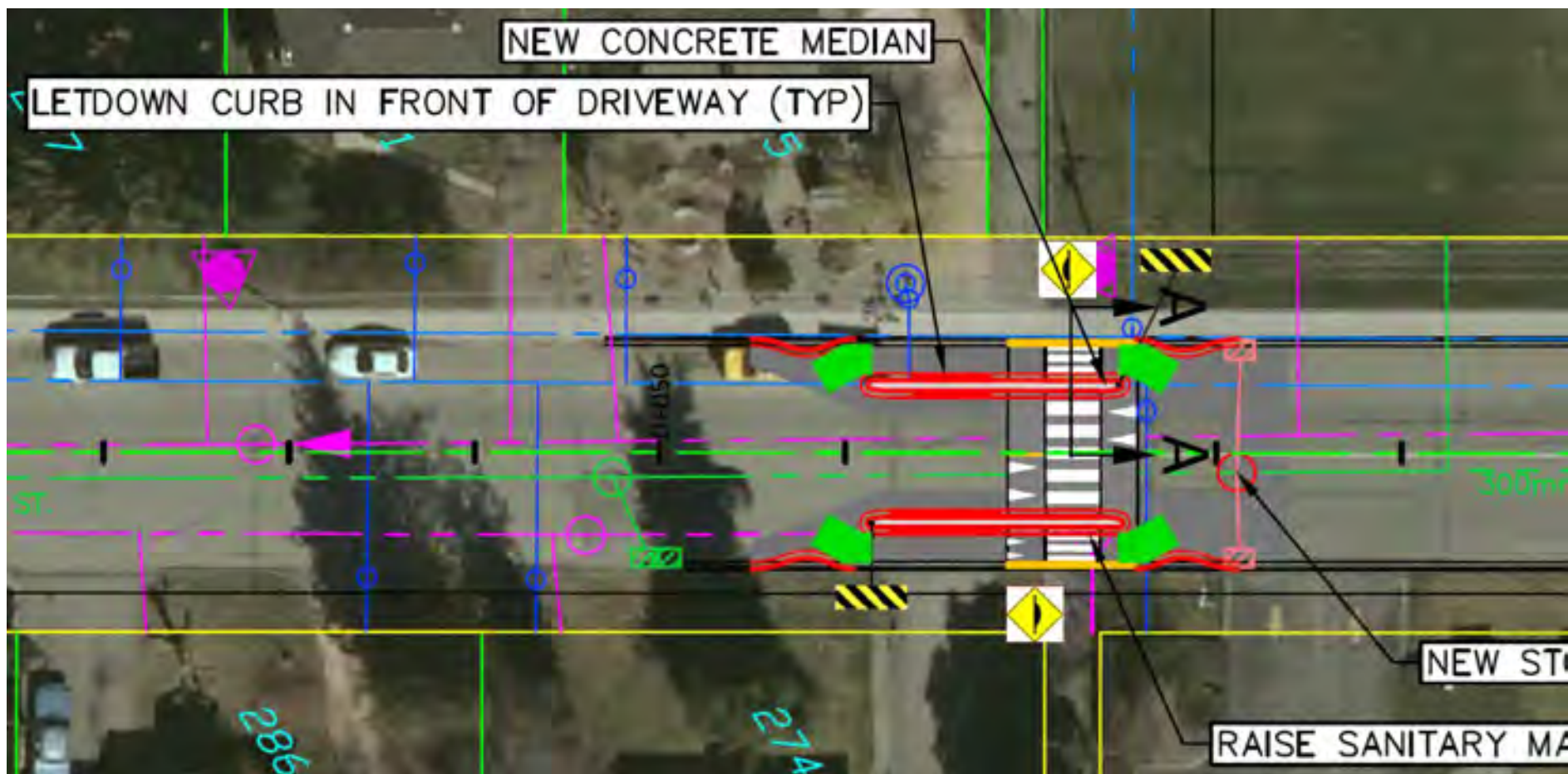


Figure 7 – Traffic Speed Data results





Council Report



Date: July 6, 2015
To: Mitch Moroziuk, Acting City Manager
From: Blake Laven, Planner

File No: 3360-01

Subject: Adding the use 'cluster housing' as a permitted use in the RM2 zone

Staff Recommendation

THAT Council give first reading to "Zoning Amendment Bylaw 2015-39", a bylaw to add the use 'cluster housing' as a permitted use in the RM2 zone and to add a definition for 'cluster housing' into the definitions section of the bylaw;

AND THAT the bylaw be forwarded to the July 20th, Public Hearing.

Strategic priority objective

N/A

Financial implication

N/A

Background

Development Services staff have been approached by several developers in the city with demand for multiple duplex and single detached dwellings on a single parcel. The zoning bylaw does not currently permit this type of development, except for bareland strata organizations. As there is demand for this type of development and the OCP calls for gentle densification in certain areas of the city, staff have investigated ways to accommodate these types of development. Up until now, these types of development have normally gone through a site specific zoning amendment procedure. What staff are proposing through this bylaw amendment is to create a use that will accommodate this demand.

Proposal

That the use 'cluster housing' be included as a permitted use in the RM2 zone.

And that the following definition for cluster housing be include in the definitions section (Section 4.2) of Zoning Bylaw 2011-23:

CLUSTER HOUSING means a grouping of three or more attached or detached dwelling units on a single parcel with common amenity areas.

Analysis

New approaches to housing delivery are always being brought forward. During the drafting of Zoning Bylaw 2011-23 the idea of cluster housing was not necessarily contemplated and was not included in the bylaw. In the past year, Council has supported a number of projects that would meet this definition and that have been accommodated through 'site specific' bylaw amendments. With the addition of this new use, developers will have more options to respond to market demand for housing in Penticton.

The RM2 (Low Density Multiple Housing) zone is a zone that allows for multiple family housing in a low density setting. The inclusion of multiple duplex and single family housing in this zone is in keeping with the intent of the zone. Most RM2 zoned properties are in areas that act as buffers between higher and lower density development or in those areas between low density residential and commercial areas. This type of development is appropriate in those areas.

For these reasons staff recommend that Council give first reading to the Bylaw and forward it to the July 20th, 2015 Public Hearing for comment from the public.

Alternate Recommendations

1. THAT Council not give first reading to the bylaw.
2. THAT Council send the bylaw back to staff for further research as directed by Council.

Attachments

Attachment A: "Zoning Amendment Bylaw No. 2015-39"

Respectfully submitted,

Blake Laven, RPP, MCIP
Planning Manager

Approvals

Director	Acting City Manager
JGH	MM

Bylaw No. 2015-39

A Bylaw to Amend Zoning Bylaw 2011-23

WHEREAS the Council of the City of Penticton has adopted a Zoning Bylaw pursuant the *Local Government Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend Zoning Bylaw 2011-23;

NOW THEREFORE BE IT RESOLVED that the Municipal Council of the City of Penticton, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. **Title:**

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw 2015-39".

2. **Amendment:**

Zoning Bylaw 2011-23 is hereby amended as follows:

2.1 Add the following definition to Section 4.2 DEFINITIONS:

CLUSTER HOUSING means a grouping of three or more attached or detached dwelling units on a single parcel with common amenity areas.

2.2 Add to 10.8 RM2 – Low Density Multiple Housing

10.8.1 PERMITTED USES

.8 cluster housing

READ A FIRST time this _____ day of _____, 2015

A PUBLIC HEARING was held this day of , 2015

READ A SECOND time this _____ day of _____, 2015

READ A THIRD time this _____ day of _____, 2015

ADOPTED this _____ day of _____, 2015

Notice of intention to proceed with this bylaw was published on the __ day of ____, 2015 and the __ day of ____, 2015 in the Penticton Western newspaper, pursuant to Section 94 of the *Community Charter*.

Andrew Jakubeit, Mayor

Dana Schmidt, Corporate Officer

101 Martin Street, Penticton, British Columbia V2A 5J9
Tel: 250.492.0237 Fax: 250.492.0063
Toll Free: 877.610.3737
Email: info@rdos.bc.ca



June 18, 2015

Mr. Chuck Lowen
A/Chief Administrative Officer
City of Penticton
171 Main Street
Penticton, BC V2A 5A9

Dear Mr. Lowen:

**Re: Regional District of Okanagan-Similkameen Regional Economic Development
Service Establishment Bylaw No. 2695**

Please find enclosed copy of the Regional District of Okanagan-Similkameen Regional Economic Development Service Establishment Bylaw No. 2695, which has been given three readings by the Board of the Regional District. The purpose of the bylaw is to establish and operate the promotion of economic development as a service in the Regional District of Okanagan-Similkameen.

The proposed service area includes your entire municipality. Accordingly, the Board requests that your Council give its approval of the bylaw, by adoption of a resolution under Section 801.4 (2) of the Local Government Act, consenting on behalf of the electors of City of Penticton to the adoption of Regional District of Okanagan-Similkameen Regional Economic Development Service Establishment Bylaw No. 2695.

Upon adoption of the resolution, please notify the undersigned in writing so that the Council's consent may be communicated to the Board.

Should you have any questions, please do not hesitate to contact me at (250) 490-4146.

Sincerely,

Christy Malden
Manager of Legislative Services

Enc.

REGIONAL DISTRICT OF OKANAGAN-SIMILKAMEEN

BYLAW NO. 2695, 2015

A bylaw to establish and operate the promotion of economic development as a regional service in the Regional District of Okanagan-Similkameen.

WHEREAS the Board of Directors (the "Board") of the Regional District of Okanagan-Similkameen (the "Regional District") may adopt a bylaw to establish and operate the promotion of economic development as a service;

AND WHEREAS for a proposed municipal participating area that is all of a municipality, approval of the electors under section 801(2) (a) of the *Local Government Act* may be given under section 801.4;

AND WHEREAS the Councils of the Regional District's member municipalities have, under section 801.4 (2) of the *Local Government Act*, consented on behalf of the electors to adopting this bylaw and notified the Board of the Regional District of its consent;

AND WHEREAS for a proposed electoral participating area, a board may authorize approval under section 801(2) (a) of the *Local Government Act* to be given under section 801.5 if, in the case of an establishing bylaw for a service referred to in section 800.1 (2), the proposed participating area for the service includes all of the electoral area and the service can be established without borrowing;

AND WHEREAS the Directors for the Regional District's electoral areas have, under section 801.5 (2) of the *Local Government Act*, consented in writing on behalf of the electors in the proposed electoral participating areas to adopting this bylaw;

NOW THEREFORE the Board of the Regional District, in open meeting assembled, **ENACTS** as follows:

1. ESTABLISHMENT OF THE SERVICE

- 1.1 The promotion of economic development, including without limitation the promotion of tourism and grants for the promotion of economic development, is established as the Regional District Economic Development Service (the "service").
- 1.2 The Board may operate the service in the Regional District of Okanagan-Similkameen Economic Development Service Area (the "service area") and, without limitation, enter into a contract with a third party to implement the service.

2. SERVICE AREA

- 2.1 The service area comprises of the Town of Princeton, Town of Osoyoos, Town of Oliver, Village of Keremeos, District of Summerland, City of Penticton, Electoral Area "A", "B", "C", "D", "E", "F", "G" and "H".

3. PARTICIPATING AREAS

- 3.1 Participating areas for the service are the Town of Princeton, Town of Osoyoos, Town of Oliver, Village of Keremeos, District of Summerland, City of Penticton, Electoral Area "A", "B", "C", "D", "E", "F", "G" and "H".

4 **METHODS OF COST RECOVERY**

- 4.1 In the municipal participating areas, the annual costs of the service are to be recovered by a requisition under section 805 of the *Local Government Act*.
- 4.2 The amount requisitioned from each municipal participating area must be collected by a property value tax imposed in accordance with section 805.1 of the *Local Government Act* on the basis of the net taxable value of land and improvements.
- 4.3 In the electoral participating areas, the annual costs of the service are to be recovered by a requisition under section 806 of the *Local Government Act*.
- 4.4 The amount requisitioned from each electoral participating area must be collected by a property value tax imposed in accordance with section 806.1 of the *Local Government Act* on the basis of the net taxable value of land and improvements.

5 **APPORTIONMENT**

- 5.1 The annual costs of the service must be apportioned among the participating areas on the basis of the converted value of land and improvements in the service area.

6 **MAXIMUM AMOUNT**

- 6.1 The maximum amount that may be requisitioned annually for the service is \$100,000.00.

7 **CITATION**

- 8.1 This bylaw may be cited as the Regional District of Okanagan-Similkameen Regional Economic Development Service Establishment Bylaw No. 2695, 2015.

READ A FIRST, SECOND, AND THIRD TIME on June 18, 2015,

MUNICIPAL CONSENT OBTAINED on ,.

ELECTORAL AREA DIRECTOR CONSENT OBTAINED on ,.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES on ,.

ADOPTED on ,

Board Chair

Corporate Officer

FILED WITH THE INSPECTOR OF MUNICIPALITIES on

I hereby certify this document to be
a true copy of Bylaw No. 2695
as read a third time June 18, 2015

Dated this 18th day of June, 2015

Mark Newman

TO: Board of Directors

FROM: B. Newell, Chief Administrative Officer

DATE: June 4, 2015

RE: Regional Economic Development Service

**Administrative Recommendation:**

THAT the Corporate Services Committee recommend that the Board of Directors adopt a Regional Economic Development Service Establishment Bylaw as attached to the report of June 4, 2015.

Reference:

February 19, 2015 Report to Community Services Committee (attached)

History:

At the February 5, 2015 Board meeting, administration was asked to investigate and report on the feasibility of a Regional Economic Development service. Interest in regional economic development is focused on establishing a placeholder for support to the Film Commission and other partnerships that the Board may determine from time-to-time.

A Regional Economic Development Service may be re-established if all member municipalities and Electoral Areas agree to participate.

Alternatives:

1. Status Quo
2. Create a sub-regional service

The February 19th report listed a rationale for a regional service, as follows:

- Encourages a regional vision and approach to economic development;
- Enables the development and implementation of regional economic development planning; and
- Enables the funding for regional economic development resources.
- There is currently no mechanism for the Regional District to partner on a regional program, project or activity, although we have funded the film commission from General Government, and we did raise funds for an economic development reserve that has been used to fund economic-development related activity. A Service would legitimize the Board's participation in similar events or activities that may come along from time-to-time.

Analysis:

In the past three budget cycles, the Board of Directors has funded organizations, as listed below, through an informal grant-in aid process or out of an Economic Development reserve fund which was

established in 2013. That reserve fund is exhausted and a new Regional Grant in-Aid policy is under discussion, which limits the number of times an organization may apply for grants. The establishment of a Regional Economic Development Service would allow the Board to provide ongoing funding support to those organizations which would be identified as economic development related.

GRANTS	2014	2013	2012
AGIUR LAKE CAMP SOCIETY		35,440	
COMMUNITY FOUNDATION SOUTH OKANAGAN SIMILKAMEEN;	15,000		
CRITTERAID		1,300	1,300
OKANAGAN COLLEGE FOUNDATION		100,000	100,000
OKANAGAN FILM COMMISSION;	30,000	30,000	24,000
OKANAGAN INTERNATIONAL CHILDREN'S FESTIVAL;	5,000		5,000
OKANAGAN SIMILKAMEEN CONSERVATION ALLIANCE; - MEADOWLARK FESTIVAL;	2,000	2,000	2,000
OKANAGAN SIMILKAMEEN HEALTH LIVING COALITION	15,000		
OKANAGAN SIMILKAMEEN HEALTHY LIVING FAIR SOCIETY;	5,000	5,000	5,000
PENTICTON TRIATHLON RACE SOCIETY;001027;2014 GOLO SPONSORSHIP;2014 GOLD SPONSORSHIP	12,000		
SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOC.;2014-30;SILGA CONVENTION SILVER SPONSORSHIP	3,000		
SPCA		9,000	9,000
TOTAL	87,000	182,740	146,300

Respectfully submitted:

"Christy Malden"

C. Malden, Manager of Legislative Services



TO: Board of Directors

FROM: B. Newell, Chief Administrative Officer

DATE: June 18, 2015

RE: Regional Economic Development Service

Administrative Recommendation:

THAT the Board authorize consent be given on behalf of the electoral participating areas by the Electoral Area Director pursuant to Section 801.5(2) of the *Local Government Act*.

THAT Regional District of Okanagan-Similkameen Regional Economic Development Service Establishment Bylaw No. 2695, 2015 be read a first, second and third time prior to being forwarded to the Inspector of Municipalities for approval.

Reference:

February 19, 2015 Report to Corporate Services Committee
June 4, 2015 Report to Corporate Services Committee

History:

At the June 4, 2015 Corporate Services meeting, the Committee recommended that the Board adopt a Regional Economic Development Service Establishment Bylaw and a draft of the proposed bylaw was reviewed.

A service establishment bylaw must set a maximum amount to be requisitioned; however, that does not obligate a local government to requisition the full amount. The Committee was informed that the amount to be requisitioned each year would be determined by the Board during the budget cycle and voted on by the Board in conjunction with budget approval each spring.

Analysis:

For the purposes of establishing a service which promotes economic development, the *Local Government Act* allows for consent, in writing, by a Director on behalf of an electoral area or Council on behalf of a municipal area, providing the participating area includes all of that municipality or electoral area, and that the service may be established without borrowing.

The Act also states that should an Electoral Area Director refuse to give consent, the board may, by a resolution adopted by at least 2/3 of the votes cast, dispense with the consent of the Electoral Area Director and give participating area approval by consenting to adoption of the bylaw on behalf of the electors in the proposed participating area. If a Board consents as above, the Director for the participating area may, within a limited time, appeal to the Minister for a review.

Should the desire instead be for a sub-regional service with each jurisdiction opting in or out, consent from those Electoral Area Directors and Municipal Councils wishing to participate in a service is all that is required to create the service.

Based on discussion and recommendation at the June 4, 2015 Corporate Services meeting, Bylaw No. 269S, 2015 to develop a Regional Economic Development service is now before the Board for three readings. Upon approval by the Inspector of Municipalities, it will be returned to the Board for adoption.

Alternatives:

That Administration be directed to bring forward a bylaw to establish a sub-regional economic development service; upon confirmation of participating jurisdictions; and further, That a confirmation of consent be forwarded to each Council and each Electoral Area Director for their consideration of inclusion in an Economic Development service.

Respectfully submitted:

"Christy Malden"

C. Malden, Manager of Legislative Services

ADMINISTRATIVE REPORT



TO: Community Services Committee
FROM: Bill Newell, CAO
DATE: 19 February 2015
RE: Regional Economic Development Service – For Information Only

ISSUE:

At their meeting of 5 February 2015, the Board of Directors requested a discussion paper on the creation of a Regional Economic Development Service. The intent of the Service would be to seek public assent for the raising and expenditure of funds on economic development related programs, projects or activities, such as the grant towards the Film Commission; and,

Further, that administration bring forward the Grant-in-Aid Policy and a terms of reference for the creation of a Regional Economic Development Service.

HISTORY:

The Regional District of Okanagan Similkameen has adopted the 2015 – 2019 Strategic Plan. Goal 3.2 provides that the Board will pursue Economic Sustainability, which would include the development of policy to provide guidance in sustaining and supporting economic diversity, maintaining and attracting a dynamic mix of businesses, establishing baseline data to monitor trends over time and encouraging the development of a regional economic development plan. Only through achieving economic sustainability can the Regional District achieve the other two pillars of community sustainability, being social and environmental.

Regional Districts are a federation of local government jurisdictions within a defined geographic area. Within the boundaries of the Regional District of Okanagan Similkameen, there is a significant interest in economic development and tourism at a local, sub-regional and regional level. The Board identified the investigation of a Regional Economic Development Strategy as a corporate priority in the 2013 Business Plan and a workshop exploring the possibilities were facilitated in cooperation with the Ministry of Jobs. We completed a Regional Tourism Strategy in 2014 with the support of Destination BC. There are several economic development programs in the Regional District, but for the most part, each operates in isolation, while some services remain dormant.

Current Economic Development Services

Local/ Sub-Regional

Town of Osoyoos/ Area A (Bylaw 1166)
Town of Oliver/ Area C (Bylaw 1978)
Electoral Area D (Bylaw 2447)
City of Penticton
District of Summerland
Keremeos; Areas B, G & H (Bylaw 2361)

Other Players

ECONOMIC DEVELOPMENT BROADLY DEFINED:

Economic development has been defined as "the process by which a community creates, retains, and reinvests wealth and improves the quality of life". Economic development, in the main part, has focussed on the recruitment of industrial employers to a region. Research has shown that business retention and expansion, small business and entrepreneurial development, tourism and employee attraction are more representative of a strong local or regional economy.

The ultimate goal of economic development is to improve the quality of life for the people who live in a community or region by facilitating prosperity. Quality of life is an important site selection criterion for many employers. Companies are attracted to, and want to stay in, communities that are good places to live, work, and conduct business. Educational opportunities, access to medical care, diverse recreational opportunities, community infrastructure and amenities that contribute to quality of life are integral components of economic development.

THE ECONOMIC DEVELOPMENT SERVICE

The creation of a (Sub) Regional Economic Development service may be undertaken under section 796(1) of the *Local Government Act*. The Board of Directors, on 17 July 2003, did establish a Regional Economic Development Service. Bylaw 2196, being a bylaw of the Regional District of Okanagan Similkameen, provided the authority to promote economic development, including without limitation the promotion of tourism and grants for the promotion of economic development. The maximum annual amount to be requisitioned was \$100,000.00 and the Bylaw expired on December 31, 2003.

A Regional Economic Development Service could be re-established if all member municipalities and Electoral Areas agree to participate. Previous experience, however, would seem to indicate a lack of support for creating and financing a regional economic development service.

Although it is considered "best practice" to provide economic development services regionally, there are a variety of factors that make implementation a challenge in jurisdictions throughout British Columbia. Some of these include:

- Perceived lack of local benefits from individual participants in regional economic development.
- Loss of control and decision making on economic development matters at the local level.
- Lack of a shared and unified vision for regional economic development; and, perhaps
- Mistrust amongst funding partners.

Advantages

- A (sub) regional vision and approach to economic development;
- The ability to develop and implement a (sub) regional economic development plan; and
- Ability to fund dedicated staff and financial economic development resources.

Disadvantages

- The Regional District has not historically been able to provide an acceptable regional or sub-regional governance model for an economic development service;
- A regional economic development service establishment bylaw would be required. All participants would have to agree on a single regional vision and approach to economic development that benefits all participating communities and electoral areas.

- There is currently no mechanism for the Regional District to partner on a regional program, project or activity, although we have funded the film commission from General Government, and we did put a lump sum into an economic development reserve that has been used to fund economic-development related activity.



TERMS OF REFERENCE:

As the region, country and globe continues to grapple with economic challenges, the question is raised as to what we can do at the local level from an economic development perspective. What can we do to assist the existing and growing business base with enhancement related activities and programs which address needs and challenges, attract new investment in the form of human and business capital into an expensive marketplace, and thirdly what larger policy and infrastructure issues must be addressed to allow the region to meet its economic potential. This in essence is what economic development is and where the regional focus would need to be established.

1. Identify where gaps exist within current or desired service levels and how different approaches to regional economic development could fill those gaps.
2. Identify where there may be redundancies or where overlaps may exist in service delivery levels within their jurisdictions and how this may be addressed using a regional economic development perspective.
3. Identify where regional synergies may be created if different, more regional economic development perspectives were employed.
4. Identify how access to programs, education or other resources on a regional basis could help their current client base
5. Receive input, from a local and regional perspective, on the following functional areas or business development issues:
 - a. employee training or retraining,
 - b. management training,
 - c. financing,
 - d. market research,
 - e. educational resources,
 - f. public agency access
 - g. dealing with “red tape” or regulatory requirements.

Minutes



Transportation Advisory Committee Meeting

held at City of Penticton Committee Room A
171 Main Street, Penticton, B.C.

Tuesday, May 26, 2015
at 3:00 p.m.

Present: Daryl Clarke, Chair & PIDA Representative
Matt Berry, Penticton Transit Representative
Karina Chambers, Cycling Representative
Rob Lionello, HandyDART Representative
Louis Blais, Member at Large
Domenic Rampone, Member at Large
Tracy Van Raes, Member at Large

Staff: Mitch Moroziuk, Director of Operations
Ian Chapman, City Engineer
Simone Blais, Communications Officer
Tina Siebert, Bylaw Supervisor
Lorraine Williston, Committee Secretary

1. Call to Order

The Transportation Advisory Committee was called to order by the Chair at 3:00 p.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Transportation Advisory Committee adopt the agenda for the meeting held on May 26, 2015 as circulated.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED

THAT the Transportation Advisory Committee adopt the minutes of the April 21, 2015 meeting as circulated.

CARRIED UNANIMOUSLY

4. Business Arising from Prior Meetings

4.1 Doug Pichette – Mobility Tour Update

The Director of Operations provided the committee with an update on the action taken by staff with respect to mobility problem areas within the City.

4.2 Educating Drivers and Pedestrians

The Director of Operations confirmed he has spoken with ICBC and was directed by ICBC to the City of Kamloops' website for examples of traffic safety information. The Communication Officer confirmed the City of Penticton does advertise 'Back to School' and motorcycle safety tips etc. and includes monthly traffic tips in their newsletter, website and on social media. The committee suggested adding information on navigating roundabouts. Roundtable discussion followed on how to better reach the general public. The PACA representative confirmed they have been hosting bike safety workshops and suggested handing out information during the 'Bike to Work' week next year to participants. Discussion on involving Shaw Cable and ICBC to target specific ads. Other suggestions included working with community groups and engaging high school students to create a video. Focus should be on educating all users, pedestrians and drivers in school zones.

4.3 Industrial Area Bike Lanes

The Director of Operations provided information on the history and issues with the bike lanes in the industrial area and confirmed that Council did approve the committee's recommendation to direct Bylaw to issue warning tickets only to delivery trucks. Staff have obtained a legal opinion from Boyle & Company and a report from Urban Systems. The legal opinion noted that the Ministry of Transportation states that a bike lane is a designated lane and that it is not common for municipalities to allow for temporary parking in bike lanes. The options considered could negatively impact the City from a liability standpoint in the event of an accident. The City would have a strong case to modify bylaws to allow vehicles to park in the designated bike lanes. The report by Urban Systems included information from other municipalities and examined options to amend the traffic bylaw to allow delivery vehicles to park in a bike lane for a set period of time and issue permits and portable signs to businesses.

Discussion followed on the pros and cons of relocating the bike lanes to Camrose and designated loading zones on Government Street. The committee recommended that staff contact the two businesses on Government Street that are directly affected to see if they can offer some alternatives and report back at the next meeting. Engineering, Bylaw and a PIDA rep should meet to discuss.

5. New Business

5.1 Water Bottle Filling Station and Bike Repair Station

The City Engineer provided an overview of the request.

It was **MOVED** and **SECONDED** that the Transportation Advisory Committee recommend:

THAT Council approve the installation of the bike repair and water bottle filling station located along the KVR Trail at the Poplar Grove parking lot;

AND THAT Council approve the budget transfer from the Alternative Transportation Infrastructure Fund to the 2015 Capital Budget to install the works to a maximum of \$8,000.

CARRIED UNANIMOUSLY

5.2 Road Street Signs

Domenic Rampone brought forth concerns with respect to the location and visibility of some street signs. The Director of Operations will forward these concerns to the Public Works Department for review. Further discussion followed on turn signals and it was noted the Fairview/Duncan Ave intersection is a problem area.

6. Next Meeting

The next regularly scheduled meeting of the Transportation Advisory Committee is scheduled for Tuesday, June 23, 2015 at 3:00 p.m.

7. Adjournment

The Transportation Advisory Committee adjourned the meeting at 4:17 p.m.

Minutes



Waterfront Revitalization Sub-Committee Meeting

held at City of Penticton Committee Room A
171 Main Street, Penticton, B.C.

Tuesday, May 26, 2015
at 8:00 a.m.

- Present:** Campbell Watt, Councillor
Rod King, Chair
Wayne Lebedow, Marina Representative
Jim Cooper, Member at Large
Lauren Cornish, Member at Large
Sharon Hickey, Member at Large
Cal Meiklejohn, Member at Large
Janice Taylor, Member at Large
- Staff:** Mitch Moroziuk, Director of Operations
Ian Chapman, City Engineer
Jeff Lynka, Parks Supervisor
Todd Whyte, Parks Technician
Lorraine Williston, Committee Secretary
- Guests:** Frank Pohland, CTQ Consultants Ltd. Representative
Ed Grifone, CTQ Consultants Ltd. Representative

1. Call to Order

The Waterfront Revitalization Sub-Committee was called to order by the Chair at 7:50 a.m.

2. Business Arising from Prior Meetings

2.1 Kiwanis Pier Park Area Concept Discussion

Following a site visit, the CTQ Consultants Ltd. Representatives asked the committee to consider the following points relating to the design of the Kiwanis Pier Park area:

- Size and scale – where will the funds come from
- Fit – relationship to the downtown and adjacency to hotel
- Theme – uniqueness/boldness
- Demographics
- Educational and entertainment value
- Ownership – private, public or joint venture
- Permanency – facilities (food vendor, kiosk, restaurant?)

A brain storming session followed with the committee recommending the following:

- Important to maintain and further the relationship with the hotel
- Enhance site line and physical access to the water
- Continue common walk way
- The wow factor is the view and enhance that feature
- Using lighting as a draw to the area
- Immediate access to the water (steps, walls etc.)
- Promote “urban” experience

The CTQ Consultants Ltd. Representatives thanked the group for their time and input.

3. Next Meeting

The next regularly scheduled meeting of the Waterfront Revitalization Sub-Committee will be May 26, 2015 at 8:00 a.m.

4. Adjournment

The Waterfront Revitalization Sub-Committee adjourned the meeting at 9:05 a.m.

Minutes



Community Sustainability Committee Meeting

held at The City of Penticton, Committee Room A
171 Main Street, Penticton, B.C.

Wednesday, June 3, 2015
at 1:30 p.m.

Present: Tarik Sayeed, Councillor
Chris Allen, Chair
Tabitha Eneas, PIB Representative
Pam Moore, Interior Health Representative
Ryan Foster, Member at Large
Anne Hargrave, Member at Large
Phil Hawkes, Member at Large
Nicholas Hill, Member at Large
Zoe Kirk, Member at Large

Staff: Jules Hall, Director of Development Services
Audrey Tanquay, Long Range Planner
Lorraine Williston, Committee Secretary

1. Call to Order

The Community Sustainability Committee was called to order by the Chair at 1:32 p.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Community Sustainability Committee adopt the agenda for the meeting held on June 3, 2015 as circulated.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED

THAT the Community Sustainability Committee adopt the minutes of the May 6, 2015 meeting as circulated.

CARRIED UNANIMOUSLY

4. Presentation

4.1 Food Forestry for Sustainable Systems

Ryan Foster presented information on food forests, statistics and examples.

A food forest contains a canopy of fruit and nut trees with lower levels containing anything from grapes, berries jujubes (Chinese dates), Paw Paw trees to vine plantings, shrubs and wild flowers. Food forests are a living web. When established the forest virtually takes care of itself and becomes an edible eco system with many benefits. Foods forests have been in existence for over 1000 years.

Mr. Fosters provided examples of cities that have and don't have food forests and noted that these forests take nothing away from the green spaces but add to them. Edmonton was the first Canadian city to initiate a public food forest in 2012. Duncan has begun transforming urban sites into fruitful growing spaces. Madison, WI has enacted ordinances to allow citizens, neighbors and groups to plant edible perennials on parkland. Calgary now has community orchards. Parkway and Queen's Park schools have started on food forest projects here in Penticton. This is a low impact, public free food source.

To encourage more projects like this, Mr. Foster stated municipalities need to remove disincentives like water fees for community groups and provide more incentives, for example, property tax relief, insurance relief, designation of fallow and re-designation of park areas to allow for plantings. Other suggestions included a mapping of plantings for tracking purposes and more City partnerships with community groups.

A question and answer period followed with discussion on various topics including free food parks, membership parks, cooperative group lots. Mr. Foster stated it is not a big financial expense for these forests and species selection is key as you want to choose non-invasive and pest resistant plantings. You would need a minimum of 1 to 10 acres of land and depending on the species, the forest could take as little as 5 years to mature.

5. New Business

5.1 Strategic Planning Session

Councillor Sayeed challenged committee members to bring forth their ideas on what initiatives this committee should move forward on. Roundtable discussion ensued with the following initiatives highlighted:

- Renewable Energy
 - partnership with PIB, RDOS and Summerland
 - private land use incentives
 - renewable energy programs for homeowners to retrofit
 - deep energy
 - solar leases (City incentives)
- Alternative energy generation
 - Micro hydro-electric
- Resilient community food systems
- Urban forests
 - tree program
- Water sustainability
- Transportation
- Greening

6. Next Meeting

The next regularly scheduled meeting of the Community Sustainability Committee is scheduled for Wednesday, July 8, 2015 at 1:30 p.m.

7. Adjournment

The Community Sustainability Committee adjourned the meeting at 3:00 p.m.

Minutes



penticton.ca

Development Services Advisory Committee Meeting

held at City of Penticton Committee Room A
171 Main Street, Penticton, B.C.

Thursday, June 4, 2015
at 8:00 a.m.

Present: Campbell Watt, Councillor
Frank Conci, Chair & PIDA Representative
Darshan Jassar, Development Community Representative
Jeffrey McGinley, Development Community Representative
Chris Harp, Consulting Engineer
Matthew Coady, Member at Large
Peggy Gilmore, Member at Large
Bruce Schoenne, Member at Large

Staff: Jules Hall, Director of Development Services
Ken Kunka, Building & Permitting Manager
Lorraine Williston, Committee Secretary

1. Call to Order

The Development Services Advisory Committee was called to order by the Chair at 8:03 a.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Development Services Advisory Committee adopt the agenda for the meeting held on June 4, 2015 as amended.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED

THAT the Development Services Advisory Committee adopt the minutes of the May 7, 2015 meeting as circulated.

CARRIED UNANIMOUSLY

4. Business Arising from Prior Meetings

4.1 Introduction of the Director of Development Services

The Director of Development Services gave a brief introduction. Roundtable committee member introductions followed.

4.2 New Building Act Review

The Building and Permitting Manager provided an overview of the new Building Act. A study done in the last 4-5 years identified some inconsistencies. The new Building Act establishes more consistent building requirements for British Columbia. All building officials must be registered and are required to maintain certification for each level. Municipalities will have twenty months to certify their building officials.

Information on the enhanced licensing system for BC Home Builders was also provided to the committee. The main purpose of the licensing system will be to teach basic knowledge to home builders.

5. **New Business**

5.1 Planning Department – Statistics for May 2015

The Building and Permitting Manager reviewed the statistics for May and reported the numbers are comparable to last year. Development Services currently have a number of projects waiting.

6. **Council Outcome**

Council Resolution 288/2015 from the minutes dated April 2, 2015 and 297/2015 from the minutes dated May 7, 2015 were received.

7. **Next Meeting**

The next regularly scheduled meeting of the Development Services Advisory Committee is Thursday, July 2, 2015 at 8:00 a.m.

8. **Adjournment**

The Development Services Advisory Committee adjourned the meeting at 8:29 a.m.

Minutes



penticton.ca

Economic Development & Prosperity Task Force Meeting

held at the City of Penticton
171 Main Street, Penticton, B.C.

Monday, June 5, 2015
at 12:00 p.m.

- Present:** Mayor Andrew Jakubeit, Chair
Derek Badger, Member at Large
Mark Melissen, Member at Large
Andy Oakes, Member at Large (via conference call)
Paulette Rennie, Member at Large
- Staff:** Chuck Loewen, Acting CAO, GM , Recreation Services
Mitch Moroziuk, Director of Operations
Colleen Pennington, Economic Development Officer
Lorraine Williston, Committee Secretary

1. Call to order

The Economic Development & Prosperity Task Force was called to order by Mayor Jakubeit at 12:04 p.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Economic Development & Prosperity Task Force adopt the agenda dated June 5, 2015 as circulated.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED

THAT the Economic Development & Prosperity Task Force adopt the minutes of the May 11, 2015 meeting as circulated.

CARRIED UNANIMOUSLY

4. Business Arising from Prior Meetings

4.1 Strategic Priorities

Roundtable discussion ensued regarding alternative energy and craft breweries as well as potential opportunities related to the hospital expansion. Further discussion ensued on linking strategic planning to the City's financial plan.

5. **Next Meeting**

The next meeting of the Economic Development & Prosperity Task Force will be at the call of the Chair.

6. **Adjournment**

The Economic Development & Prosperity Task Force adjourned the meeting at 1:27 p.m.

Minutes



Penticton Creek Restoration Committee Meeting

Held at City of Penticton Committee Room A
171 Main Street, Penticton, B.C.

Friday, June 5, 2015
at 9:00 a.m.

Present: Helena Konanz, Councillor
Bryn White, Chair & South Okanagan Conservation Representative
Paul Askey, Freshwater Fisheries Society Representative
Kerri Milton, Downtown Penticton Association Representative
Bruce McFarlane, Regional Water Engineer – Ministry of FLNRO Representative
Joe Enns, Okanagan Nation Alliance Representative
Phil Rogers, Penticton Fly Fishers' Association Representative
Bruce Turnbull, Penticton Fly Fishers' Association Representative
Doug Maxwell, Member at Large

Staff: Mitch Moroziuk, Director of Operations
Ian Chapman, City Engineer
Len Robson, Public Works Manager
Audrey Tanguay, Long Range Planner
Lorraine Williston, Corporate Committee Secretary

1. Call to Order

The Penticton Creek Restoration Committee was called to order by the Chair at 9:04 a.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Penticton Creek Restoration Committee adopt the agenda for the meeting held on June 5, 2015.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED

THAT the Penticton Creek Restoration Committee adopt the minutes of the April 23, 2015 meeting as circulated.

CARRIED UNANIMOUSLY

4. Business Arising from Prior Meetings

4.1 Penticton Creek Update

Water Act Application Update – The City Engineer confirmed the application has been submitted by Mould Engineering and have received acknowledgement of receipt. The Ministry of FLNRO Representative stated the Ministry has implemented a new 'virtual' application process and the City's application has been added into that queue. He noted that the application still requires an Ecological Report, Impact Assessment and Environmental Management Plan, and although there is a section on sediment transfer, there needs to be further detail provided on that section.

Discussion followed on the fishery window. The Freshwater Fisheries Society of BC Representative (FFSBC) confirmed the dates are July 22 to August 24 and advised staff that if an extension was needed to contact Habitat Officer, Rob Stewart. A Fish Collection Permit may also be required, the FFSBC Representative to enquire if this permit is necessary with the creek bed being concrete.

The City Engineer stated time is of the essence. The formal letter to property owners on both the east west side will be sent out next week to allow for the 30 day notification period and the tender should be done by the end of June.

The City Engineer reported they received positive feedback from the public consultation process. There were some concerns with the 208 Ellis Street property that have since been addressed. The Penticton Indian Band has provided the City with their letter of support.

The Long Range Planner gave an overview of the budget and updated the committee on where the budget is with the Year to Date numbers. To date we are within budget and have approximately \$30,000 to cover all the outstanding pieces. Staff are also working on a budget for construction costs.

Discussion followed on investigating opportunities to partner up with OBWB for funding. The Chair confirmed TD Tree days will go to Ellis Creek this year. The Chair also suggested setting up a weekly communications brief for the committee prior to the start of construction. This to be done through the Chair and Committee Secretary.

5. New Business

6. Next Meeting

The next regularly scheduled meeting of the Penticton Creek Restoration will be June 26, 2015 at 9:00 a.m.

7. Adjournment

The Penticton Creek Restoration Committee adjourned the meeting at 10.15 a.m.

Minutes



Agriculture Advisory Committee Meeting

held at City of Penticton Committee Room A
171 Main Street, Penticton, B.C.

Wednesday, June 10, 2015
at 3:00 p.m.

Present: Rod King, Chair
Fritz Hollenback, Vice-Chair
Darshan Jassar, Tree Fruits Representative
Rebecca Ogden, Penticton Community Gardens Society Representative
Charlie Utz, Greenhouse & Nursery Commodity Group Representative
Chris Harp, Member at Large
Rod Hollett, Member at Large
Heather Shedden, Member at Large

Staff: Jules Hall, Director of Development Services
Tina Siebert, Bylaw Supervisor
Lorraine Williston, Committee Secretary

Guests: Barb Leslie, Inspector, Conservation Officer Service, MOE
Craig McLean, Wildlife Biologist
Zoe Kirk, Wildsafe BC – RDOS Coordinator

1. Call to Order

The Agriculture Advisory Committee was called to order by Rod King at 3:03 p.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Agriculture Advisory Committee adopt the agenda for the meeting held on June 10, 2015 as amended.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED

THAT the Agriculture Advisory Committee adopt the minutes of the May 13, 2015 meeting as circulated.

CARRIED UNANIMOUSLY

4. Delegation

4.1 Deer Management

The Inspector for the Conservation Officer Service – Okanagan Region, presented information regarding the issues of the deer population and management options as follows:

- Amend the City's 'No Shooting Bylaw'
- Allow First Nation harvesters and regulated hunters to hunt on large private holdings with land owner's permission

The Inspector stated these options are specifically for the outlying acreages within the City of Penticton limits. Currently the City of Penticton prohibits the discharge of bows and any firearms without a permit within the City boundary. Information on safety rules and liability insurance for harvesters and hunters and their responsibilities was also provided to the committee.

The Inspector suggested that the City could allow harvest by first nation harvesters and restrict the type of weapons used for example: bow or shotgun with single projectile, could set restrictions on minimal size of holding for hunting i.e. over 2 hectares (registration/permit for firearm, Mil) with no restrictions for bow hunting and could set the need for liability insurance for hunters.

A question and answer period followed including discussion on the benefits of the management options and the City's current permitting process.

It was MOVED and SECONDED that the Agriculture Advisory Committee recommends:

THAT Council direct staff to research options to amend the City of Penticton's 'No Shooting Bylaw' to allow First Nation harvesters and regulated hunters to hunt on large private holdings with the land owners' permission on the outlying acreages within the city limits with respect to wildlife population management similar to what the City of Kelowna has in place.

CARRIED UNANIMOUSLY

5. Business Arising from Prior Meetings

5.1 Farm Status – Benefit? Tabled to next meeting

6. New Business

6.1 Strategic priorities

The Mayor spoke to the committee on Council's strategic planning session in July and encouraged the committee to provide ideas on how to build up agriculture and what they would like to see happen in the next three years.

7. **Council Outcome**

Council Resolution 293/2015 and 294/2015 from the minutes dated April 22, 2015 were received.

8. **Next Meeting**

The next regularly scheduled meeting of the Agriculture Advisory Committee will be September 16, 2015.

9. **Adjournment**

The Agriculture Advisory Committee adjourned the meeting at 4:39 p.m.

Minutes



Heritage & Museum Committee Meeting

held at City of Penticton Council Chambers
171 Main Street, Penticton, B.C.

Thursday, June 18, 2015
at 8:30 a.m.

Present: Councillor Judy Sentes
Bill Allen, Chair
Brad Hillis, Leir House Representative
Ed Benoit, Okanagan College Representative
Heather Buzzell, Penticton Library Representative
Shelley Clarke, School Board 67 Representative
Don Wright, SS Sicamous Society Representative
Randy Manuel, Member at Large
Loraine Stephanson, Member at Large

Staff: Dennis Oomen, Museum Manager
Lori Mullin, Recreation Supervisor
Darryl Haddrell, Planner
Heather McDonald, Planning Clerk
Lorraine Williston, Committee Secretary

Guests: Rod Ferguson

1. **Call to Order**

The Museum & Heritage Committee was called to order by the Chair at 8:30 a.m.

2. **Adoption of Agenda**

It was MOVED and SECONDED

THAT the Museum & Heritage Committee adopt the agenda for the meeting held on May 21, 2015.

CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

It was MOVED and SECONDED

THAT the Heritage & Museum Committee adopt the minutes of the April 10, 2015 meeting as amended.

CARRIED UNANIMOUSLY

4. Delegation

4.1 Rod Ferguson

Re: 2750 Cedar Road Subdivision – New Street Name Request

Mr. Ferguson presented information on his new development. The development will be called Avery Heights and he is requesting support to name the newly created street 'Avery Place'. Roundtable discussion followed.

It was MOVED and SECONDED that the Heritage & Museum Committee recommend:

THAT Council not support the name of Avery Place for the new street created by the subdivision of 2750 Cedar Road.

CARRIED
Opposed, Brad Hillis, Shelley Clarke

The Committee Secretary to forward the wait list of street names to the committee for review and discussion at next meeting.

5. Business Arising from Prior Meetings

5.1 Museum Name Update

The Museum Manager provided members with an update on the visit from Mr. Charlie Hodge, R.N. Atkinson's grandson. He confirmed the temporary gallery is still known as the R.N. Atkinson Gallery and staff will be installing an informational plaque and images inside the gallery entrance to honour Mr. Hodge's grandfather's role in founding the museum. Mr. Hodge will be providing the written portion for the display. The plaque will be in place before the family reunion in August. Staff suggested hosting a small ceremony to unveil the plaque and invite the Atkinson family to the event. By consensus, the committee was in favour of the idea.

5.2 Historical Information Kiosks

The committee reviewed and discussed the information provided by Mr. Doug Cox with respect to historical information and placement of the four kiosks within the City of Penticton.

It was MOVED and SECONDED

THAT the Heritage & Museum Committee recommends that staff research the locations and information provided by Doug Cox and report back to the committee at the next meeting.

CARRIED UNANIMOUSLY

5.3 Information Kiosk for Fairview Cemetery Entrance – Randy

Randy Manuel confirmed that he and Loraine Stephanson have met with Parks staff. It was decided to steam clean the existing sign and move it over to the main gate onto a stamped concrete pad. They will also be looking at installing a different style of information sign by the location of the old church foundation and are researching additional information for it.

5.4 Terms of Reference Review

Loraine Stephanson reviewed the revisions. Minor revisions were made to some of the wording only. Representatives would also like a designated alternate to be added to the Terms of Reference in the event they are unable to attend.

It was MOVED and SECONDED that the Heritage & Museum Advisory Committee recommend:

THAT the Terms of Reference be revised to reflect the addition of a designated alternate for each representative in the event a representative is unable to attend a meeting.

AND THAT Council approve the revised Terms of Reference for the Heritage & Museum Advisory Committee.

CARRIED UNANIMOUSLY

5.5 Stage Storage Space Update

The Museum Manager updated the committee on the conversion of the stage area into storage space for the museum. The museum has very limited storage and work areas. The stage area was the only space suitable.

6. New Business

6.1 2005 Penticton Heritage Strategy

Randy Manuel recommended to the committee that this document be reviewed in sections at each meeting for the purpose of updating. He stated the RDOS are currently developing their own heritage strategy and Randy suggested we invite Linda Bourque to a future meeting for informational purposes to help with ours. Councillor Sentes to contact Linda Bourque to check her availability.

6.2 Meeting Quorum

The Chair brought up the matter of quorum for meetings. Discussion on allowing alternatives to attend for representatives to ensure there is quorum.

7. Next Meeting

The next regularly scheduled meeting of the Museum & Heritage Committee will be Thursday, July 16, 2015.

8. Adjournment

The Museum & Heritage Committee adjourned the meeting at 10:03 a.m.

DRAFT REVISED TERMS OF REFERENCE April 2, 2015

PENTICTON HERITAGE AND MUSEUM ADVISORY COMMITTEE

Mandate:

To foster, support and promote the interests of the City of Penticton's Museum, its other heritage resources and related initiatives, and to provide recommendations to Penticton City Council pertaining to those.

Roles and Responsibilities:

- The Committee may recommend actions including policies, education, marketing, and other programming initiatives which promote increased awareness of, support for and participation in the City's heritage initiatives.
- Where appropriate, the Committee will use the City's Heritage Strategy as its basis for advising City Council or its staff, boards, and committees when reasonable and objective advice and guidance on heritage issues is needed.
- The Committee will review requests for assistance from heritage-related community groups and organizations and recommend appropriate responses to City Council.
- The Committee may research, develop and propose a heritage/cultural tourism initiative for consideration of the Penticton Tourism Advisory Committee.
- The Committee will review any audit or similar report respecting current capacity, existing facility utilization, market demand and projected needs of City-owned heritage resources in conjunction with asset management plans for the City of Penticton.
- The Committee may recommend actions which promote increased collaboration and communication between heritage and knowledge groups.
- The Committee will review other heritage-related matters as directed by City Council.
- Sub-committees may be established as necessary to research, develop and propose initiatives to the Committee concerning heritage resources and initiatives.
- The Committee respects the existing governance and direction provided to the Penticton Indian Band and to the City's arts, heritage and knowledge organizations. The Committee may consult

those entities in order to improve the City's heritage resources. The Committee will support the interests of heritage and cultural organizations in Penticton and the Penticton Indian Band, when requested by City Council with respect to programming, partnerships, collaborative undertakings, promotions or long range planning.

- The Committee shall not participate in operational matters of the City.