

Public Hearing
held at Penticton Trade and Convention Centre
273 Power Street, Penticton, B.C.

Monday, November 16, 2020
at 7:30 p.m.

- Present:** Mayor Vassilaki
Councillor Bloomfield
Councillor Regehr
Councillor Robinson
Councillor Sentes
Councillor Watt
- Regrets:** Councillor Kimberley
- Staff:** Donny van Dyk, Chief Administrative Officer
Angie Collison, Corporate Officer
Jim Bauer, CFO/ General Manager Finance & Administration
Blake Laven, Director of Development Services
Caitlyn Anderson, Deputy Corporate Officer

1. Call to order

Mayor Vassilaki called the public hearing to order at 8:04 p.m. for Official Community Plan Amendment Bylaw No. 2020-48.

The Corporate Officer read the opening statement and introduced the purpose of the bylaw. She then explained that the public hearing was being held to afford all persons who considered themselves affected by the proposed bylaw an opportunity to be heard before Council. She further indicated that the public hearing was advertised pursuant to the *Local Government Act*.

2. "Official Community Plan Amendment Bylaw No. 2020-48" (Proposed Location of the Lake-to-Lake All Ages and Abilities Bicycle Route)

The purpose of "Official Community Plan Amendment Bylaw No. 2020-48" is to amend Official Community Plan Bylaw No. 2019-08 as follows:

Amend Official Community Plan Bylaw 2019-08 by replacing Map 2: Transportation Network with an updated version that includes the location of the Lake-to-Lake AAA Bicycle Route including Section 1 – South Main Street, Section 2 – Atkinson Street, Section 3 – Fairview Road and Section 4 – Martin Street.

The Corporate Officer advised that one-hundred and seventy-six letters have been received since the printing of the agenda and distributed to Council.

DELEGATIONS

Mayor Vassilaki asked the public for the first time if anyone wished to speak to the application.

- Hannah Hyland, Elm Avenue, give thought to financial aspect, safety and convenience of cost, project information was only given at the beginning of November and not enough time to digest, a lot of money, consider a referendum so everyone can have input.
- Luci Lyap, Yorkton Avenue, concerned about the expenditure, especially when COVID-19 is in effect, safety of bicyclists, think about it wisely.
- Darryl Clarke, Power Street, bike lanes are currently through the industrial area and surprised no one is killed, remove cyclists from the area as roads are getting busier, don't like bike lanes as roads are getting busier, don't spend a dime, need to make a transportation route from end of town to other to make cyclists and other people safe.
- Trish DesBrisay, Martin Street wrong choice, the intersection of Eckhart Avenue and Martin Street was just re-done last November, now very safe, building a double track with bike lanes will have accidents, one-way street and two-way track will not work, and much more difficult to navigate, patios on Martin Street, don't matter which side you put it on, businesses need those, will hurt business on Martin Street, not against cycle track, just not on Martin Street.
- Phil Locke, Main Street, represents 33 family rental units on Atkinson Street, most have two vehicles with only 33 parking stalls on site, they'll lose parking on Atkinson Street, why doesn't the city upgrade Government Street, impact on city and business sector and consider referendum to hear if community is in favour of it.
- Participated via Zoom – Travis Kroschinsky, Duncan Avenue East, local teacher and PACA director, incredible growth in cycling all the time, more out on the street, been incorporating bikes into Physical Education programs with teaching, benefits mental health and the environment, hard to expand classroom outside of walls, with experienced cyclist hard to navigate through town, strong foot forward.
- Participated via Zoom – Fergus George, Atkinson Street, disabled cyclist, exercises with bikes, cannot drive, extremely cautious as several instances nearly driven off road, high visibility to get attention, consider everyone including those with disabilities.
- Participated via Zoom – Lynn Allin, Executive Director of Downtown Pentiction Association, Lakeside Road, on behalf of DPA, opposition to petition, staff put forward new options that they would like discuss first.
- Participated via Zoom – Lori, Dawson Avenue, spoke in support, seniors and kids have purchased more bicycles, more families go downtown, personally feel unsafe on road and go around parked cars, Government Street has no stores, would feel more confident if it was a safe and secure route.
- Participated via Zoom – Kristie Tatebe, strong support for bike route, support less greenhouse gases, has young family and nervous to bike downtown, bicyclists spend less per visit, but visit often, Official Community Plan supports a bike route, please support for kid's safety and vibrancy.
- Isaac Gilbert, Victoria Drive, spoke in support, commuter in town, biked here tonight and avoid parked car and went into oncoming traffic, need to make it safer, Government Street is difficult, Martin Street and Atkinson Street are difficult roads but good locations.
- Nicolas Stulberg, on behalf of First Things First Okanagan, support motion put forward by City staff, greenhouse gases in town, route will decrease greenhouse gases, should work with the City to measure and report the reduced emissions.
- Denis Chaykowski, Martin Street, lots of positive comments, be cautious for people getting hurt and injured, crossing the road and losing parking lane is difficult, don't

- understand where the money is coming from, son in law has business on Martin Street, cyclist himself and get around easily and motorists don't see us or hate us.
- John Forsyth, Churchill Avenue, competed in cycling and safety is one of the biggest issues and second and visibility. Need to be able to see what's in front of you and beside you. Route on Martin Street perhaps moved to Winnipeg Avenue.
 - Glenn Sinclair, Penticton Avenue, taken 65 bike rides and totalled 1100 kilometres and understand biking, don't find Government Street scary, find it easy to get downtown, fix up the bike routes we already have. Skaha Lake Road and highway needs to be improved, visitors enjoy the area and are not going to work.
 - Terry McWhirter, Duncan Avenue, resident for 13 years, president of PACA, what if people can't afford to drive, bike lane is good to get around town, spend a lot of money on infrastructure, reduction in cyclist injuries and report feeling safer, drivers who don't bike benefit the most, fewer conflicts, bike lanes make it safer for drivers and cyclists, folks on mobility devices could use it to get around, voice strong support.
 - Participated via Zoom – Chris Allen, downtown business owner, business is half a block off Martin Street, strong support in favour, was asked to sign a petition and said no, encourage Council to get on with it and build it.
 - Participated via Zoom - Bradley Cooper, Douglas Avenue, resident for 25 years and hoping for something like this to occur, can choose to walk, drive, or bike and this not impair their safety, going to be a great success and should be done as quickly as possible.
 - Participated via Zoom – Richard Hunt, Power Street, City and citizens have a duty to reduce greenhouse gases, wrote email with cost issue, mind boggling its 8 million dollars, but what another structure of that cost that that could go from lake to lake, sometimes it's terrifying to go across alleyways and cutting across parking lots, large motorists are not safe and not respectful and get somewhere as fast as you can go, not wise to pass up on activity, tourist destination for that reason alone.
 - Participated via Zoom – Bryan Hughes, Valleyview Road, express support for lake to lake project, ridden on exact route for years, disruption on Atkinson street with only 8-12 cars will be re-located, Martin Street is good for business people, buy in from all the stakeholders and include business owner's downtown, great job, look forward to safe bike lanes.
 - Participated via Zoom – Elizabeth Zischka, Naramata Road, strong support for project, blown away with number of people doing different stuff, want kids outside exercising and enjoying the outside, will increase tourism.
 - Mike Hill, Ontario hill, business on Ellis Street, huge part is cycling, visitors say hard to get around town on bike, KVR trail is nice, made a point to survey visitors and want the cycling experience of Penticton, was nervous, surprised and disappointed the way transportation has evolved. Tough and expensive choice, for the greater good and bigger impact and Penticton could be a cycling destination.
 - Glen Morezewich, Martin Street, has cycled everywhere, scenic and nice, better plan in place for Martin Street with infrastructure and maintenance. People who don't know the area are going find it hard to get around, will be icy and won't get ploughed.
 - Andree Morezewich, Martin Street, not safe, busy street, don't know why Ellis Street came off the list, Martin Street is not a good choice, east side of Martin Street might be better.
 - Mariana Wolff, Martin Street, opposed to route, safety and impact to businesses, large population is elderly, won't use much, long term maintenance costs need to be addressed, cost seems low and huge cost for tax payers, not a good way to spend money at this time, other thing to spend money on.
 - Gene Rounds, Scott Avenue, in the transportation industry, tractor trailers can't go around corners, don't oppose bike route, just the route, everyone uses Penticton Indian

Band trail on channel, worried about traffic on road.

- Participated via Zoom – Dean Douglas, Cossar Avenue, recently moved to Penticton, biking in Penticton is good and lake to lake would be the cherry on top of the cake, safety would be better with a dedicated bike lane, recognizing being an age friendly community.
- Participated via Zoom – Colt Cash, Duncan Avenue West, in support of lake to lake bike route, agree with previous speaker to avoid heavier traffic areas, on Atkinson is one example, doesn't feel as safe going out in public, lead to less accidents, would help bring more people in for Grandfondo and other cycling events.
- Participated via Zoom - JP Kaumer, Lakeside Road, in support of lake to lake bike route, applaud the city administration for vision on this topic, could become cycling destination, tourists will benefit, could have great economic improvement.
- Participated via Zoom – Chandra Wong, Scott Avenue, in favour of lake to lake bike route, lived here for 12 years, appreciate being able to cycle in town, going from lake to lake would provide lots of opportunities, and attract young families.
- Dale Chou, Atkinson Street, agree with bike route, route proposed is a bit of a conflict with Martin Street, ripping up something that citizens are currently paying for, never hard to get anywhere in 20 minutes, 20 routes in City, 2/3 of the routes are built and almost done, currently use Atkinson Street a lot more often, people fly down it in cars, object to Atkinson Street.
- Max Picton, Victoria Drive, Official Community Plan includes and supports bikes, money spent on one intersection is comparable to lake to lake bike route, almost same price and highest on priority list, losing a few parking spots, Penticton is a community to ride and bike in.
- Chris Little, Killarney Street, physician, spoke in support of cycling and fitness benefit, exercise and improve mental health, set example for healthy living support cycle route.

Mayor Vassilaki asked the public for the second time if anyone wished to speak to the application.

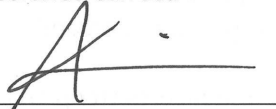
- No one spoke.

Mayor Vassilaki asked the public for the third and final time if anyone wished to speak to the application.

- No one spoke.


The public hearing for "Official Community Plan Amendment Bylaw No. 2020-48" was terminated at 9:47 p.m. and no new information can be received on this matter.

Certified correct:



Angie Collison
Corporate Officer

Confirmed:



John Vassilaki
Mayor