



Minutes for General Meeting  
**Thursday, Sept 12, 2019**  
**Kelowna Central Library Mtg Rm #1**  
**6:30 – 8:00 p.m.**

**Board Members In Attendance:**

Jeffrey Simon, Heather Rice, Amanda Poon, Rodger Hassard, Saskia Makela, Lisa Masini.

**Welcome guests:**

Cathy Higgins, Blake McFeteridge, Michelle McFeteridge, Sepi Mashkuri, Lisa Cameron

Review and Approval of the agenda – 1) Rodger 2) Sepi  
Review and Approval of minutes from last meeting 1) Saskia 2) Jeffrey  
Treasurer's report: \$ 1,383.00

**Carryover Business**

- Tolko business update – Indefinite shut down.
- Keep an eye on any future redevelopment proposals or sales.
- Lobbying for clean air remains a priority
- OK Cement sold to "Leigh Hanson Materials" in 2019. Noticeably cleaner operation (more street cleaners working)
- KRM remains a concern
- Trash receptacles requested for Rail Trail (Ellis & Richter)
- Ellis repaving & bike lane striping

**New Business**

- FYI - BC Tree Fruits is relocating
- Yacht club fence proposal – Obstructs the view of the water.  
<http://apps.kelowna.ca/CityPage/DevApps/DP19-0173%20Water%20Street%201370.pdf>
- City contact: [aferguson@kelowna.ca](mailto:aferguson@kelowna.ca) Re: [DP19-0173](#)
- Kelowna Park Funding Program Letter of support asked for by City Contact: Melanie Steppuhn, BES, BCLA Parks Planner 250-469-8563 | [msteppuhn@kelowna.ca](mailto:msteppuhn@kelowna.ca)  
Will amount to: approx. \$ 7,000, \$ 2,500 per each new development. Presenting to Council Sept 15. Concerns: affect on taxation rates, budget for maintenance.  
Letter due by Sept 15<sup>th</sup> Approve: Saskia, Lisa, Amanda, Heather Opposed: Jeff
- Blake McFeteridge presentation Re: "Second Crossing":
  - Plan for North end beach access point (Senior Project Manager: Lisa

- Amminsson). Will begin consultation & planning process end of 2019. Call to Action: Correspond with provincial, municipal levels of gov to oppose.
- o KDKM position: opposed to 2<sup>nd</sup> crossing location in N. end
  - o Jeff will contact Ms. Amminsson, MLA's, Mayor with concerns.

More information: <https://engage.gov.bc.ca/okanagansecondcrossing/>

Comments / Suggestions

Membership business and household

Let your neighbours know about KDKM

Adjourn meeting 7:50

## Second Transportation corridor through Okanagan Valley.

Current plans publicly available online:

<https://www.kelownanow.com/>

Mar 29, 2017 -

Suggest options which only consider Kelowna Downtown North End Second crossing Connection points. [Diagram 1 – Kelowna Alternate Corridor Options attached]

These options in the writers view will not solve congestion problems we all experience with bridge traffic moving through Kelowna today.

Options 1,2A,2B,2C as presented dropping all future traffic growth to the base of Knox Mountain with the hope it will move smoothly all the way through a growing Kelowna to UBCO, the Airport, Glenmore Expansion Area and beyond is ridiculous. Traffic use statistics showing these areas as local traffic need to be altered to consider access without going through Kelowna at all. Therefore all traffic North and South to these areas would be considered non local using a by-pass route.

Forty (40) years out has been suggested as the critical demand point for a second crossing.

The undersigned suggests it is in the public interest to plan forward by securing vacant land on both sides of the lake today with the view of having a by-pass option available to meet future population and transport growth. [Diagram 2 N.E. Crossing Option] Should a second crossing not be required the land holding could then be sold at a profit to the public.

### NORTH EAST CROSSING OPTION – TRADERS COVE TO McKINLEY AREA

We should not be too short sighted in our planning and long term investment in infrastructure and transportation alternatives. Today's mode of transportation will undoubtedly change.

West Kelowna to Lake Country and beyond will be one jurisdiction eventually. There will be one rapid transit system along the corridor. Personal Autonomous Transport Vehicles, Electric bicycles, clean energy cars and vans and rapid transit will be using the current bridge crossing.

As the Kelowna Downtown "**Bay Area**" grows up there will be less and less capacity to park and store cars downtown.

Why build more capacity to drive cars and trucks downtown?

There is no reason or logic to bring more vehicles and transport trucks downtown.

In fact we will probably see geo-blocking /restrictions of vehicles in the downtown area.

There will be 10's of thousands of people, resident and visitors that will want to see and use an uncluttered "Bay Area".

Beaches, parasailing, kayaking, paddle boarding, dragon boat racing, boating, sailing, between bridges is not an ideal plan.

Walking along Lakefront parks and trails under bridges is not an ideal plan.

Viewing traffic congestion on bridges from your apartment patio, or restaurant patio, is not an ideal plan.

The current Sawmill site can evolve into a World Class Lakeside recreational/residential community complete with parks and amenities complementing the heavily used Knox Mountain Park. Or alternatively if we turn a blind eye our planners will put concrete bridge pillars, exit ramps, and a four plus lane expressway, on some of the last remaining Lakefront land in downtown Kelowna.

One of the most logical **Alternative Crossing Proposals which is not mentioned or discussed** is the **North East Crossing Option** from Traders Cove to the McKinley area.

This avoids the downtown Kelowna and the Downtown "**Bay Area**" entirely.

This will allow the strategic distribution of traffic to its end destination without disrupting all heavily built up areas along the way.

This avoids having a second main traffic artery that needs to have traffic lights on all the crossings slowing travel even more for locals in peak periods.

This will provide highway access to the North East of Kelowna, **UBCO**, the **Airport**, and allow transit traffic to travel unrestricted around Kelowna.

Let's keep Kelowna a place to be proud of!

Kelowna Alternate Corridor Options -  
Kelowna Downtown North End (DNE) Second Crossing Connection Options



DIAGRAM 1



Find address or place



N.E. CROSSING OPTION

DIAGRAM 2

6mi