

NEWS

▼ GLENROSA

# Flush of support for Glenrosa sewer extensions

**JASON LUCIW**  
STAFF REPORTER

Gates Road will officially become the next neighbourhood to get sewers under the District of West Kelowna's expedited program to extend

services in Glenrosa and Lakeview Heights.

On the heels of residents' approval of sewer extensions in the Hudson Road area of Lakeview Heights last month, Gates Road residents in Glenrosa have approved exten-

sions in their neighbourhood this month.

As of last week, 93 of the 172 residents in the area, just beating the necessary 50 per cent approval required for the sewer work to proceed, had signed petitions agreeing to the project.

In addition to Gates Road, streets to be serviced are Salmon Road, including the Helen Gorman Elementary School property, Stonegate Court, Coral Road, Regent Road, Chelsea Court, Gates Court, McPherson Road, McMurchie Road, Tarragon Court and McMoreland Road. The Gates Road fire hall is also within the service area.

Property owners are required to pay \$8,400 each for the sewer ser-

vice, which they can finance through the municipality at \$620 per year for 20 years.

Hookup charges to individual homes are separate.

The Gates Road project must be completed prior to March 31 under the terms of a \$5.1 million federal/provincial economic stimulus grant awarded to complete the work on Gates Road, Hudson Road and McGinnis Road.

The remainder of the funding comes from the property owners' contributions and municipal reserves. Without the federal provincial grant the cost to homeowners would have doubled.

Hudson Road work is slated to start this month,

after council adopted the necessary sewer service bylaw this week.

Gates Road construction will likely start next month after council has passed the necessary servicing bylaw for that project.

If McGinnis Road, which is being petitioned now, approves its sewer extensions that project would also need to get underway immediately this spring in order for the work to be completed before ground frost sets in, in late fall.

Other sewer projects are being completed this year on Pineridge Place in Westbank and Ranch Road/Country Pines Estates in Glenrosa.

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## Tiny olive branch extended in yard waste debate

It's not the semi-annual, unlimited yard waste pickup that some residents wanted each fall and spring. But it should help a little.

West Kelowna council agreed this week to provide a free green-lid cart upgrade from 240 litres to 360 litres for those needing more room to stuff their leaves, pine needles and clippings.


But residents will still be required to pay an extra \$10 per year for collection service if they sign up for the bigger yard cart.

The extra collection rate is higher than the fee Kelowna residents must pay. Residents in that municipality who get a larger yard waste cart will have to pay \$6 more in collection fees.

West Kelowna is considered a rural area and as a result must pay more for that reason, based on a rate structure that automated waste collector OK Environmental Services has created.

Yard waste carts are collected every second week between March 1 and Nov. 30.

**NOTICE AGM**  
**Westbank First Nation Advisory Council**  
All residents living on Westbank First Nation Land are invited to attend  
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▼ LAW

# Columnist not practising what he preaches

So there I was, on my way back to the Westside from the Kelowna courthouse. It wasn't shaping up to be my best day and as I approached the bridge, I remember thinking to myself how a speeding ticket would be the icing on the cake.

I have difficulty with the 60 kilometers-per-hour speed limit on the bridge. It's something about being on a two- or three-lane highway, with a concrete divider and no intersections. It's not about being in a hurry. It just doesn't compute for me.

The fact that the rest



ACHIEVING JUSTICE

Paul Hergott

of the traffic blows by me when I follow the speed limit doesn't help.

I find that I really need to pay close attention to my speed on that stretch of Highway 97 because 60 kilometres per hour feels so slow.

I got my icing. I was flagged down at the bottom of Bridge Hill at the west end of

the bridge and ticketed for driving faster than 80 kilometres per hour.

How ironic, I thought to myself as I dug out my registration and the polite RCMP officer wrote out my ticket.

The irony was that I periodically use this column as a soap box from which to preach about following the rules of the road and not being distracted when driving.

I work with the aftermath of car crashes on a full-time basis and want to do my part to try to stop the carnage.

Clearly, I wasn't practising what I preach.

The speed limit on the

bridge seems ridiculous to me and I don't think I'm alone.

In my view, though, it was much more ridiculous to be so lost in my thoughts that I failed to keep track of my speed. I was driving on autopilot. I wasn't intending to speed. I was day-dreaming.

Speeding does contribute to a lot of crashes. In my experience, though, it is a failure to pay attention that's the more serious problem.

People driving on autopilot have caused the majority of crashes that I've dealt with.

For example, you'd be surprised by how often

crashes occur when traffic stops and a day-dreaming motorist smashes into the vehicle at the back of a line of traffic.

We all need to take more responsibility for our driving—me included.

I got an expensive wake-up call. Thankfully, nobody was hurt.

*This column is intended to provide general information about injury claims. It is not a substitute for retaining a lawyer to provide legal advice specifically pertaining to your case. Paul Hergott is a lawyer at Hergott Law in West Kelowna.*

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