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CITY OF KELOWNA

MEMORANDUM

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**Date:** July 16, 2008  
**File No.:** 6480-30  
**To:** City Manager  
**From:** Planner Specialist  
**Subject:** OCP Review – Council Workshop

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**RECOMMENDATION:**

That the report from the Planning and Development Services Department dated July 16, 2008 be received for information.

**BACKGROUND:**

On June 23<sup>rd</sup>, 2008 staff provided Council with an update on the status of the OCP Review (Attachment 1). At that time, staff presented highlights from the on-line survey (Attachment 2) and results from the Open House held on June 4, 2008 (Attachment 3). Since then, staff have prepared a summary of the mail-in survey results (see Attachment 4). A summary of the personal interviews conducted by staff is provided in Attachment 5.

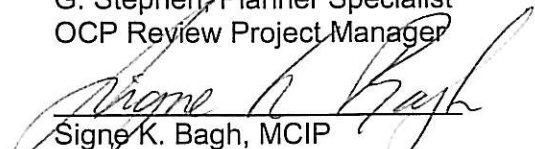
The next steps in the process from a public perspective include a second on-line survey to be available in late July and a second Open House scheduled for September 17, 2008.

On July 21<sup>st</sup>, representatives from the consultant team at HB Lanarc will be in attendance to provide an update on initial direction of the Phase 1 policy review and to facilitate discussion with Council on issues of concern or importance.

Submitted by:

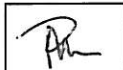


G. Stephen, Planner Specialist  
OCP Review Project Manager

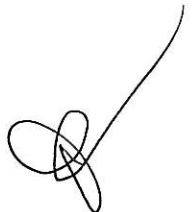


Signe K. Bagh, MCIP  
Manager – Policy, Research and Strategic Planning

Approved for inclusion



Paul Macklem  
Acting Director of Planning and Development Services



## Attachment 1:

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CITY OF KELOWNA

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### MEMORANDUM

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**Date:** June 18, 2008  
**File No.:** 6480-30  
**To:** City Manager  
**From:** Planner Specialist  
**Subject:** OCP Review – Project Update

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#### RECOMMENDATION:

That the report from the Planning and Development Services Department dated June 18, 2008 be received for information.

#### BACKGROUND:

##### Public Agency / Stakeholder Input

Since the launch of the Kelowna 2030 OCP review, the City's consultant (HB Lanarc) and City staff have been actively involved in public engagement.

The consultants and city staff have mailed letters and sent emails to individuals, stakeholder groups and agencies to: provide information about the OCP Review process; identify opportunities for input and encourage participation.

The consultant team and staff have attended numerous community events to promote public and stakeholder involvement. Among the events attended have been the Mayor's Environmental Expo, the Fat Cat Children's Festival and the Life and Arts Festival.

The Official Community Plan website ([www.kelowna2030.ca](http://www.kelowna2030.ca)) provides background material and information and a stakeholder group discussion guide / workbook. The website also included an on-line survey which closed on May 25<sup>th</sup>. The on-line survey was well received – with 796 responses submitted (see Attachment 1 for an initial summary of feedback). A second on-line survey will be posted on the OCP website later this summer.

A dedicated phone line (469-8856) and email address ([ocp@kelowna.ca](mailto:ocp@kelowna.ca)) have been set up to facilitate further citizen input.

An OCP Open House was held on Wednesday, June 4, 2008 at Firehall # 1 (Enterprise Way) from 3:00 to 8:00 pm. The Open House displayed material on the OCP process, provided

background information, and shared a summary of public feedback received from the on-line survey. Those attending the Open House were invited to provide input by completing feedback sheets, by joining discussion groups and by placing comments on the display panels. The event was attended by between 125 and 140 people. (The display presented at the Open House is available on the OCP website.) Some feedback received from the Open House is summarized in Attachment 2.

In order to ensure representative feedback, planning staff also prepared a survey which was recently mailed to 2500 randomly selected households. The deadline for responses to the household survey is June 20, 2008. Responses will be tabulated and analyzed over the course of the summer.

Further to the random-sample mail-out survey, staff are also in the process of undertaking 200 'intercept' interviews. These interviews are taking place on the City's streets, parks and other public places. Through these interviews, it is hoped that the City will hear from individuals who would not necessarily provide input through other means (the on-line survey, Open Houses, or mail-in surveys).

It is hoped that the varied opportunities for input will result in comprehensive and representative feedback. The process has been designed to ensure that all who wish to participate will have an opportunity to do so – in as meaningful and convenient a manner as possible.

The public and stakeholder input received through survey responses, letters, emails, voice mail and Open House feedback will inform the development of draft policies which will then be subject to further review and input in the early fall.

#### Staff Input

City staff have provided input through a "Community of Interest" (COI) website whereat selected staff have access to review posted information or provide information or comments for the consultants' on-going use in the policy review. The COI website also provides the ability for staff to review and comment on information / comments provided by other staff as an iterative process toward revised policy language.

#### Council Input

A working session with Council has been tentatively scheduled for Monday, July 21, 2008 at which time the consultant will be in attendance to provide information on public input received to that point and to facilitate a discussion on policy options.

#### **EXTERNAL AGENCY / PUBLIC COMMENTS:**

As per the above-noted references, please see attachments 1 and 2 for summaries of recently received public comments. Tabulation and analysis of additional input will continue throughout the summer months.

#### **LEGAL / STATUTORY AUTHORITY:**

*Local Government Act – Division 2, Part 26, Section 879.*

## **LEGAL / STATUTORY PROCEDURAL REQUIREMENTS:**

During the development of an official community plan, or the repeal or amendment of an official community plan the local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected.

This consultation is in addition to the public hearing required under *Local Government Act* – Section 882(3)(d).

## **EXISTING POLICY:**

Council Policy 296 (Official Community Plan Consultation).

## **FINANCIAL/BUDGETARY CONSIDERATIONS:**

The OCP Policy Review and associated consultation initiatives are being funded as per 2008 budget allocations.

Considerations not applicable to this report:

**INTERNAL CIRCULATION TO:**  
**PERSONNEL IMPLICATIONS:**  
**COMMUNICATIONS CONSIDERATIONS:**  
**TECHNICAL REQUIREMENTS:**  
**ALTERNATE RECOMMENDATION:**

Submitted by:

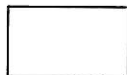
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G. Stephen, Planner Specialist  
OCP Review Project Manager

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Signe K. Bagh, MCIP  
Manager – Policy, Research and Strategic Planning

Approved for inclusion



Paul Macklem  
Acting Director of Planning and Development Services



## **Attachment 2**

### **Kelowna OCP Review**

## **Survey #1 - Summary of Results**

Survey #1 opened on April 22 and closed on May 25, 2008. **1106** people entered the survey and 799 people completed all survey questions.

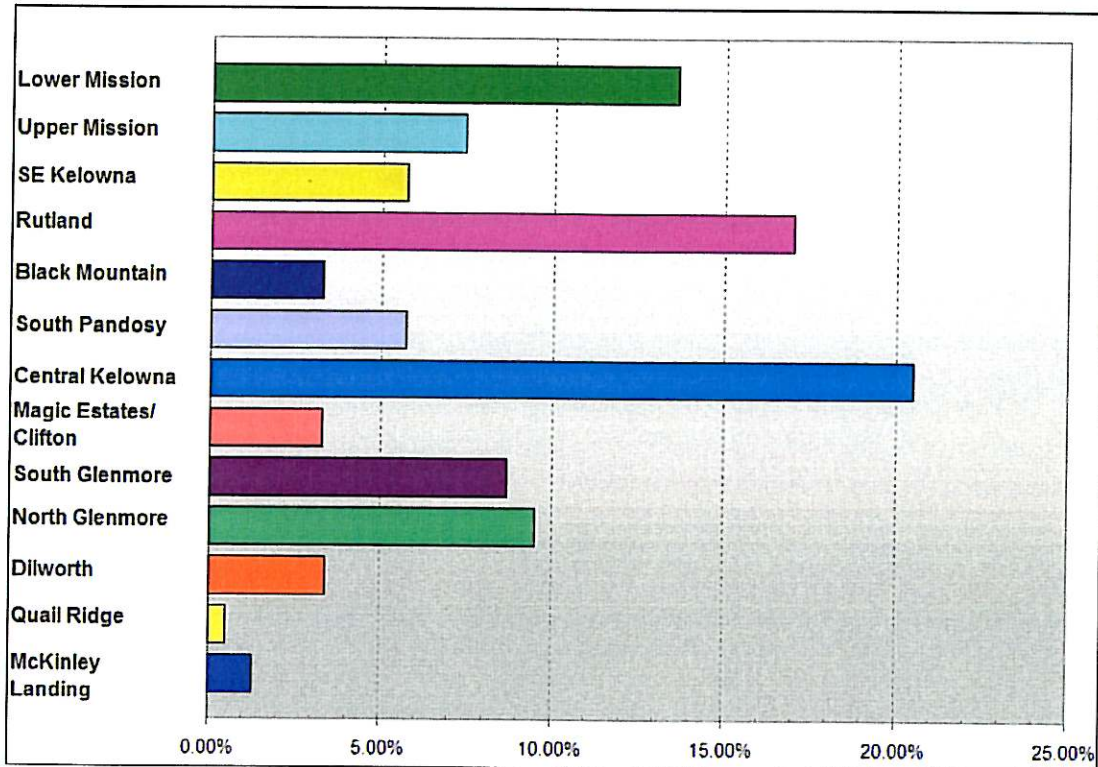


### QUESTION 1

Name with an email address or telephone number

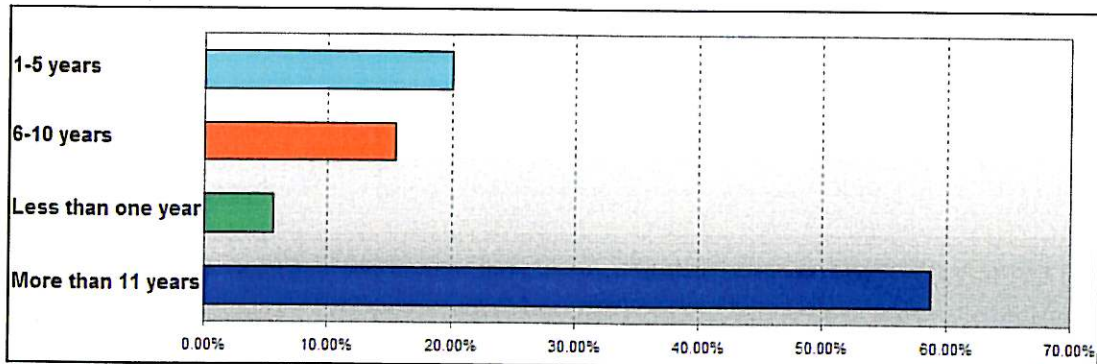
### QUESTION 2

#### Where do you live?



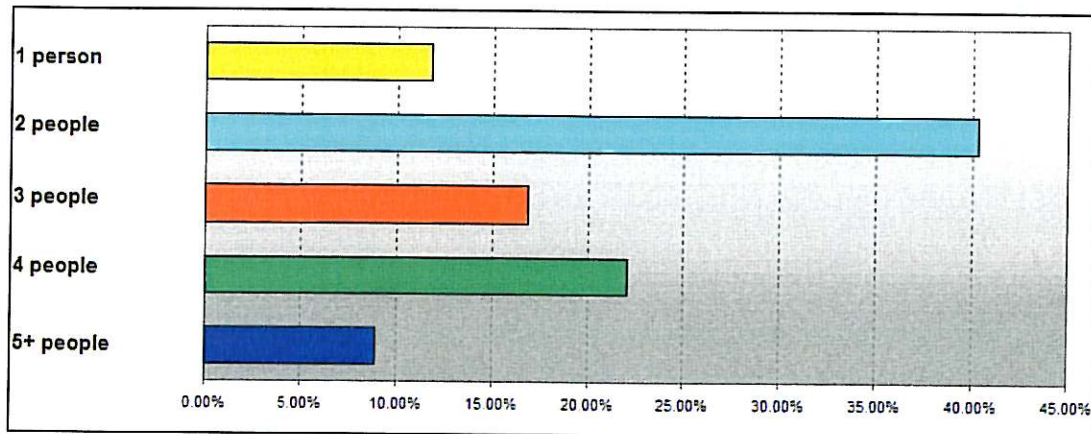
### QUESTION 3

#### How long have you lived in Kelowna?



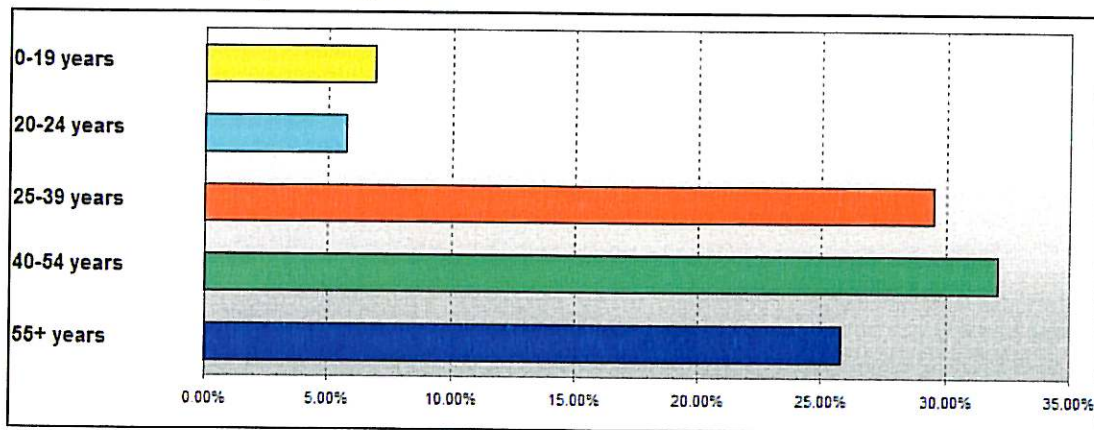
#### QUESTION 4

**How many people, including yourself, live in your household?**



#### QUESTION 5

**Please indicate your age:**



#### QUESTION 6

The City of Kelowna has a "vision statement" that expresses what residents value most about the city and wish to retain in the future: "Kelowna is a vibrant city where the agricultural and beautiful natural setting, community spirit, economic stability, and stewardship of the environment enhance the quality of life for residents." (from the City of Kelowna's Strategic Plan 2004) If you do not think the vision statement is complete, tell us what is missing:

- 306 participants responded that something was missing from the vision statement

Top Issues



- Affordability
- Environmental stewardship
- Wildlife preservation
- Diversity
- Transportation initiatives
- Alternative energy
- Inclusive for "all" residents
- Small city feel / Limits to growth
- Safety
- Health
- Family-oriented
- Arts & Culture
- Recreation
- Sustainability

#### Comments

- I do believe that the Mission Statement is complete and remains relevant as long as Municipal Politicians adhere to it.
- Enhance the HEALTH and quality of life for ALL residents. ALL DECISIONS ARE MADE IN CONSIDERATION OF PRESERVING THIS QUALITY OF LIFE FOR THE NEXT SEVEN GENERATIONS.
- I think that one of the main priorities in this statement should be wildlife preservation and awareness.
- It should say "for all residents".
- A city where minimizing environmental footprint is a guiding force
- alternate energy and transportation initiatives
- limits on growth
- A progressive stand on new and viable energy supplies
- The Natural Environment is the foundation of our community's prosperity and quality of life, and we will protect it as we would our most valuable possessions.
- This city is not well thought out and I know from living here for almost 50 years that when the planners give an idea, it is rejected if it isn't in accordance with the developer. I believe that the developers, NOT the residents are controlling this city and that development is based on who can pay the most.
- safe community
- Community spirit and "appreciation of the arts"
- Sustainability, being a model city for others to follow, and culturally vibrant.



- Add something about recreation - skiing, biking, swimming, boating...all kinds of outdoors activities attract residents and tourists alike to our city.
- Kelowna is a vibrant DIVERSE city
- Arts and culture should be included.
- Kelowna works towards sustainability to maintain its high quality of life for future generations.
- Road & traffic flow systems have not kept pace with population growth.
- "small city character".

#### QUESTION 7 & 8

There is general agreement that the following issues are important, and that the City doesn't do very well on them right now. These issues will need attention in the OCP review. Feedback is needed on what the City can do to improve performance in these areas:

| <b><i>Does Kelowna embody this?</i></b> | <b>Yes</b> | <b>No</b> |
|---|------------|-----------|
| Affordable                              | 0          | 33        |
| Effective Transportation System         | 0          | 21        |
| Good Traffic Flow                       | 0          | 19        |
| Environmentally Friendly/Responsible    | 0          | 18        |
| Pedestrian Friendly                     | 0          | 5         |
| Public Access to Waterfront             | 0          | 4         |
| Family Friendly                         | 0          | 4         |

There is general agreement that the following issues are important, but mixed reviews on how well the City is doing in response.

| <b><i>Does Kelowna embody this?</i></b> | <b>Yes</b> | <b>No</b> |
|---|------------|-----------|
| Parks/Green Space                       | 33         | 27        |
| Safe/low crime                          | 17         | 30        |
| Clean                                   | 22         | 12        |
| Community Spirit/ Sense of Community    | 20         | 17        |
| Sustainable                             | 17         | 5         |
| Bicycle Friendly                        | 12         | 17        |

There is agreement that the following are important. OCP policies should aim to retain or enhance these features.

| <b><i>Does Kelowna embody this?</i></b> | <b>Yes</b> | <b>No</b> |
|---|------------|-----------|
| Natural Setting/Beauty                  | 42         | 0         |
| Friendly                                | 14         | 0         |
| Recreation                              | 12         | 0         |
| Culture                                 | 11         | 0         |

## QUESTION 9

When it comes to land use, development and transportation matters in Kelowna, what is one big, bold change that you would recommend to create a more sustainable city?

### Top Issues

- Support for Increased Density
- Slow the Rate of Growth / Development
- Locate Density Downtown
- Limit and/or Monitor High-rise Development
- Limit Green Space / ALR / Hillside Development
- Improvements to Transportation System
- Roads - Increased Capacity / Improved Design / Bypass
- Improvements to Pedestrian and Bicycle Network
- Access to Affordable Housing
- Preservation of Green Space
- Preserve Public Lake Access
- Address governance concerns

### Comments

#### Support for Increased Density

- Less sprawl...more densely developed core with corner stores, and more transit so that people walk and are taking ownership/pride in their communities.
- More development downtown including hi-rises with commercial at ground level.
- Get rid of that Hwy 97 big box office reality as much as possible & focus rather on developing localized mixed use/integrated communities.
- Minimize our footprint by growing upwards instead of sprawling outwards
- Create higher density areas to alleviate use for cars in favour of walking. City now is spread too far for efficient day-to-day living.
- Slow down the urban sprawl into rural areas.



- Encourage and accept plans for higher-rise multi dwelling units that have shop fronts in the bottom floor, as well as requiring all developers to present a "green" plan for their buildings.
- Homes should be set up to be walking distance to businesses. Housing above commercial areas should be a conscious planning decision.

#### **Support for Slowing the Rate of Growth and/or Development**

- Severely limit high density development within the city, period!
- Cap our population as other cities have done
- Stop the development! Stop issuing permits and take time to assess what has changed and how it has affected the ordinary citizen.
- Prohibit any more growth. I feel that sustainable development is an oxymoron unless steps are taken to reduce our demands on the land we use. hence, the big bold change is to stop allowing people to come to Kelowna
- Restrict growth of the population in the region to an amount which the lake and local water sheds can sustain. This would and must take into account water needed by agriculture.

#### **Locate Density Downtown**

- More development downtown including hi-rises with commercial at ground level.
- Have a mixture of graduated high rise 4 to 25 storeys as you move east from the lake which would incorporate a combination of storefronts, offices, and apartment housing along with pedestrian friendly green space malls.
- Limit new development 15 minutes' drive or farther from downtown. Encourage densification downtown and central Kelowna.
- Higher-density residential mixed-use development in the city centre

#### **Limit and/or Monitor High-rise Development**

- Watch your building heights, lower at the lakeshore.
- Push high-end high-rises away from the lake. Leave the lakeshore for everyone's use.
- Less high-rise development in the downtown core
- Building height restrictions

- Stop high rise development. Make it human scale.

#### **Limit Green Space / ALR / Hillside Development**

- Stop with the never ending development of hillsides and ALR lands...start building up instead of out.
- stop hillside and suburban development
- Moratorium on building outside the pre-existing residential boundaries. Particularly a total ban on building up the face of the south slopes.
- Stop growing "out". We need to preserve our hillsides, agricultural land and wild spaces for future generations. This means stopping the development of the Glenmore highlands, Crawford Canyon and removing land from the ALR.
- stop expanding into greenspace
- Do a better job of getting higher density within existing City Limits
- More care as to special places protection in planning ie: ponds and wetlands, ALR lands, viewsapes , potential parklands, and foreshore access

#### **Improvements to Transportation System**

- Improved transit system! More access, better route system, more running buses... efficiency will encourage more use of transit.
- More options for transportation between communities and other cities and more convenient bus stops and schedules for everyday families...instead of cars.
- More public transport....perhaps a tram system linking areas such as Glenmore, Pandosy and downtown.
- Public Transport! A low number of people riding the bus doesn't mean the demand is low, it means the system is not worth using.
- Improved transportation options and flow for commuters.
- Decrease the emphasis on "the car" with it's continual growth of roads, parking lots, traffic jams and pollution.

#### **Roads - Increased Capacity / Improved Design / Bypass**

- Road system must continue to be improved. We can't and shouldn't close the doors here, so we better plan effectively for vehicle movement.
- I think highway 97 needs to be improved by having more advanced left turn signals.
- Hwy 97 should be redesigned with over passes, or other ways to move traffic.



- Highway 97 by-pass to circumvent the city.
- Build a bypass around the entire central Okanagan including a second lake crossing.
- A bypass for "through" traffic, instead of forcing everyone through the long strip mall we call a highway.

#### **Improvements to Pedestrian and Bicycle Network**

- We need cycle paths everywhere and they should not disappear at intersections. People that are navigating Kelowna's streets don't feel safe because of poorly defined routes/ paths/ lanes.
- Keep a lot of "green space" type areas that incorporate walk-ways for pedestrians, cycling paths, helping to promote less use of vehicles.
- A more pedestrian friendly city
- A car-free downtown core, possibly only Bernard Avenue, from the Sails to Ellis St.
- Design pedestrian-friendly neighbourhoods with amenities within walking distance, that can be efficiently serviced by public transit.
- Strongly support, through subsidies and support, the use of bicycles and electric bicycles as a preferred mode of transportation.

#### **Affordable Housing**

- Make downtown family friendly, and let families buy some affordable homes !!!
- Integrated affordable housing within mainstream complexes
- More affordable housing. Housing in Kelowna is geared toward the wealthy, such as high end resort style living and soaring housing costs.
- More low income housing, lower priced rentals
- Development desperately needs more affordable housing so we can keep our young people here. With the leaning towards "luxury living" units being built no young person starting out or even a young family can afford to buy their first home and wages are not keeping up with the cost of living.
- keep our young people from leaving for higher paid jobs and lower housing

#### **Preservation of Green Space**



- Define a 'green belt' (ALR, parks, etc.) around city
- Encourage "eco-friendly" areas within all neighbourhoods. This does not mean groomed parks but rather wild areas that will encourage and sustain wildlife.
- Keep existing green space and encourage developers to ensure there will always be places for people to explore and animals to live in!
- Preserve existing greenspace within the city, ie. Knox mountain, Glenmore Highlands, South slopes area.

### **Preserve Public Lake Access**

- Prevent private ownership of lakefront property. (Ex. Kalamalka Lake.) Okanagan Lake is invaluable to our valley and without it Kelowna could not exist.
- Open beach access to all. Private property owners should not have the right to restrict access to public land, especially with such a limited resource.
- The City needs to be brave and preserve the public access to the water and public lands for our future
- Push high-end high-rises away from the lake. Leave the lakeshore for everyone.

### **Governance Concerns**

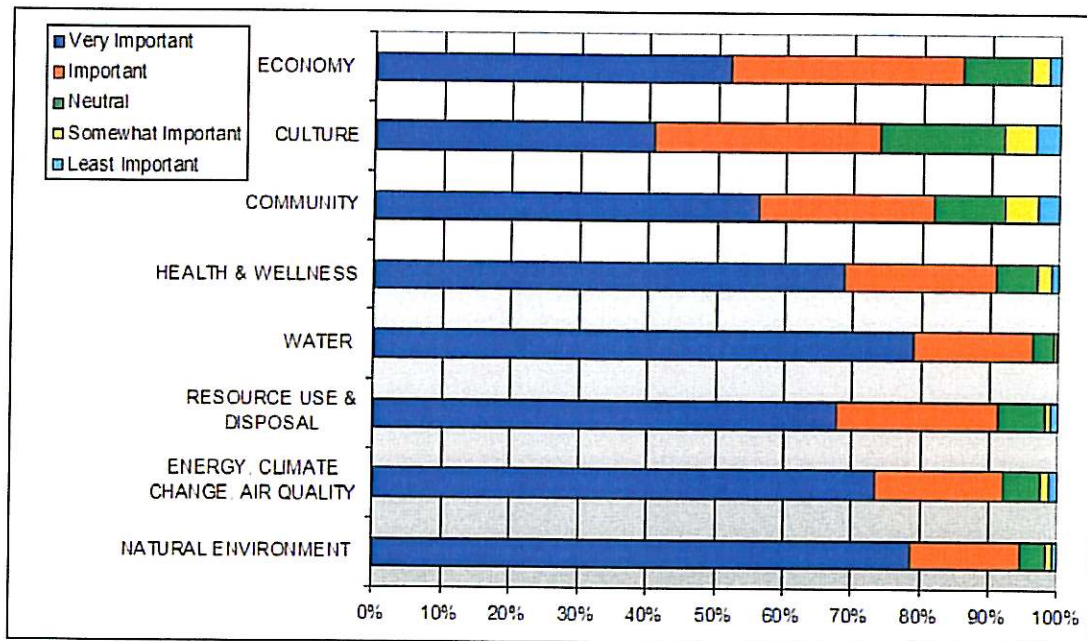
- Slow down development so it is in the hands of council rather than of developers. Means abiding by OCP and Strategic Plan instead of amending pretty much on demand.
- City leadership needs to get as many individuals motivated & interested in becoming engaged in this discourse - a daunting task in our very cynical political age
- Let the citizens drive the agenda at city hall, not the developers.
- Stop giving developers the opportunity to do what they want. The City needs to look at other cities who are sustainable. Growth at Kelowna's rate will destroy our city.
- Be brave and implement strong planning bylaws (and stick with them).

## QUESTION 10

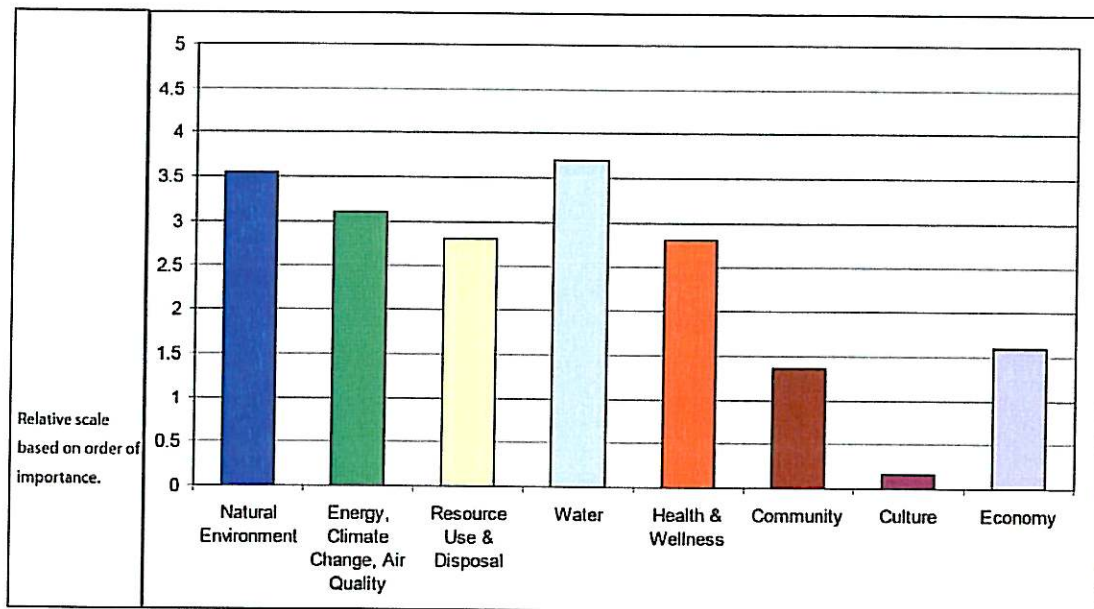
### How important are the following sustainability goals to you?

- **Natural Environment:** Protect, maintain, or enhance natural areas, biodiversity, and ecosystem values.
- **Energy, Climate Change, Air Quality:** Address the causes and impacts of climate change and poor air quality.
- **Resource Use & Disposal:** Conserve resources and reduce waste.
- **Water:** Maintain water quality and ensure long-term water supply.
- **Health & Wellness:** Promote health, safety, and wellness for residents and visitors.
- **Community:** Promote a fair and caring community through equal opportunity, honouring diversity, and accessibility of basic needs.
- **Culture:** Create a sense of place through celebrating Kelowna's unique history, culture, identity, and arts.
- **Economy:** Promote and maintain a strong, stable economy that supports local, sustainable business opportunities and growth.

### Ratio Measure

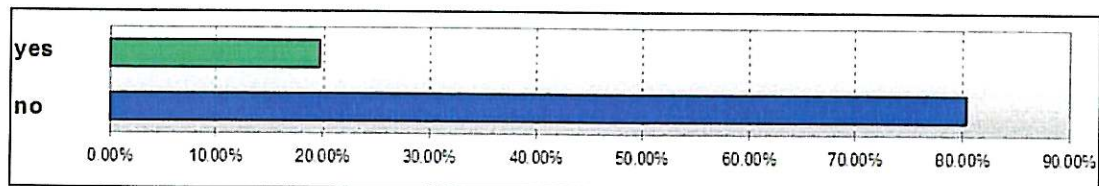


## Relative Weighting



## QUESTION 12

Do you think that the way development has occurred over the past 10 years is 'sustainable'?



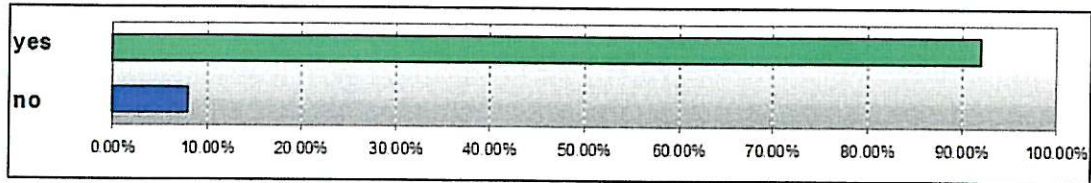
## Top Issues (in comments)

- Urban Sprawl
- Rapid Growth
- Unaffordable
- "Too much, too fast"



### QUESTION 13

**Do you think that the city should do more to ensure that future development is sustainable?**

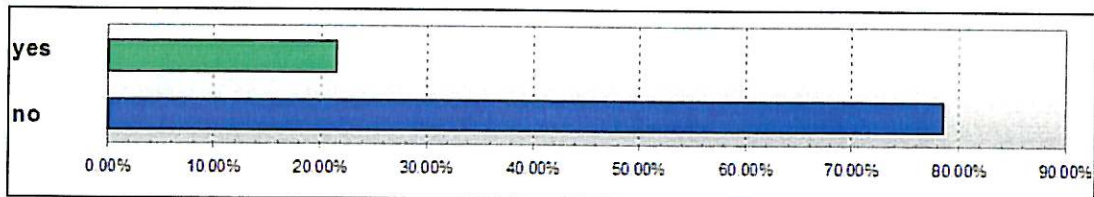


#### Top Issues

- Slow the Rate of Growth / Development
- Preservation of Green Space & ALR
- Preserve agricultural land
- Transportation Improvements
- Public Input
- Incentives & Regulations
- Long-term Planning
- Increase Density
- Green Development
- Affordability

### QUESTION 14

**Do you think that the way transportation infrastructure has been provided over the past 10 years is 'sustainable'?**



#### Top themes in suggestions for future sustainable transportation

- Public transit
- Alternative technology
- Bypass
- Cycling & walking
- Cluster development

## Attachment 3

### Open House Summary

**Attendance:** approximately 125 – 140 people.

There were 118 people who identified where they live:

|                               |      |
|-------------------------------|------|
| North Glenmore / McKinley     | - 0  |
| Hwy 97 North                  | - 8  |
| Glenmore / Clifton / Dilworth | - 18 |
| Central City                  | - 27 |
| South Pandosy / KLO           | - 21 |
| North Mission / Crawford      | - 13 |
| SW Mission                    | - 4  |
| Rutland                       | - 8  |
| Black Mountain                | - 3  |
| SE Kelowna                    | - 8  |
| Outside the City              | - 8  |

**Outcome of the voting on the Sustainability Goals** – the public was asked to vote by distributing 5 poker chips amongst the 8 Sustainability Goals:

|                                     |   |     |
|-------------------------------------|---|-----|
| Natural Environment                 | Protect, maintain, or enhance natural areas, biodiversity, and ecosystem values.                                      | 141 |
| Water                               | Maintain water quality and ensure long-term water supply.   | 128 |
| Economy                             | Promote and maintain a strong, stable economy that supports local, sustainable business opportunities and growth.     | 70  |
| Health & Wellness                   | Promote health, safety, and wellness for residents and visitors.  | 64  |
| Energy, Climate Change, Air Quality | Address the causes and impacts of climate change and poor air quality.  | 59  |
| Resource Use and Disposal           | Conserve resources and reduce waste.  | 48  |
| Community                           | Promote a fair and caring community through equal opportunity, honouring diversity, and accessibility of basic needs. | 46  |
| Culture                             | Create a sense of place through celebrating Kelowna's unique history, culture, identity, and arts.                    | 27  |

## Open House Feedback Form Comments:

What do you see as the most "critical issues" the OCP Review must address?

### Growth/Development (32 comments)

- \* Catch infrastructure up to development
- \* Controlled development.
- \* Density. Growth is coming, plan for it.
- \* Ensuring infrastructure (esp. roads) keeps pace with growth.
- \* Explosion of everything – traffic, gridlock, poor bus service, water supply critical already – we have been warned already by an emission scientist whose name evades me.
- \* Growth that is too fast to sustain. Infrastructure needs to be kept in mind at all times.
- \* I remember when Kelowna did not allow building higher than 4 storeys (lived here for 62 years). We do not like very tall high rises, anything above 12 storeys. Tall structures take away from the openness of our area.
- \* Increasing density downtown.
- \* Infrastructure not keeping up with the proposed growth, i.e. roads, parking, truck routes, by-pass routes, public transportation options, alternate bridge route, traffic patterns and congestion.
- \* Input the hillside development audit.
- \* It should be an overall comprehensive plan not little individual plans (i.e., the 4 block area downtown) stuck together.
- \* Keep high rises far enough away from water and then build to max height.
- \* Limiting urban sprawl.
- \* Long term development 100+ year building life.
- \* Loss of character.
- \* Manage growth and reduce sprawl.
- \* Not against towers downtown, but not so close to the lake. In the present plan there are too many in that space.
- \* Our development.
- \* Please slow the growth of our area.
- \* Population growth/our water supply.
- \* Prevent further sprawl.
- \* Properly planned density downtown, whole area planned for density.
- \* Remember the other communities in the valley are growing too.
- \* Rezoning properties that have been severely affected by different zoning (changes).
- \* The downtown core. Protect the parks and the downtown heritage sites. No high rises near the parks or lake.
- \* Too fast growth, crime and air and water quality.
- \* Unsustainable growth.
- \* Upwards or outwards.
- \* Urban sprawl into natural areas.
- \* Urban Sprawl.
- \* Utility services – roads, water, sewer, electricity.
- \* We should establish a plan and stick with it, not have developers tell us what our plan should be.

#### Transportation (11 comments)

- \* Better pedestrian experience.
- \* Better planning for pedestrian and bike lanes.
- \* Better public transit.
- \* Our traffic
- \* Raise parking costs everywhere including at the malls.
- \* Roads, sustainability, build up Vs out.
- \* Side walks and bike paths – safety, environment, sense of community. Encouraging urban agriculture – tax incentives for background and small scale gardening. For waste; introduce composting as part of the municipal system so commercial/residential participate.
- \* Traffic and transit.
- \* Traffic flow and transit alternatives.
- \* Transportation – safer bicycle paths and light rail transit.
- \* Vehicles Vs cycles and walk ways.

#### Water (10 comments)

- \* Drip system only in valley – water supply.
- \* Preservation of the Kelowna qualities that are sustaining growth of us humans:
- \* Preserve the water.
- \* Quality of water, slow down our growth, find some industry to keep families solvent, provide affordable housing – especially rentals.
- \* Water and specifically, focus on the ground real world action and enforcing the principals of the OCP.
- \* Water quality and quantity.
- \* Water, agriculture and transportation.
- \* Water, Pine Beetle kill, replanting and the economy.
- \* Water.
- \* Watershed conservation.

#### Energy/Climate/Air Quality (8 comments)

- \* Adopting LEED practices for new development.
- \* Air – clean
- \* Air pollution – control it.
- \* Clean air and water.
- \* Energy conservation.
- \* Energy usage (fuel, electricity)
- \* Sustainability.
- \* Too much emphasis on sustainability. Too much emphasis on increasing density without considering the negative affect on stable existing neighbourhoods that get destroyed in the process.

#### Natural Environment (7 comments)

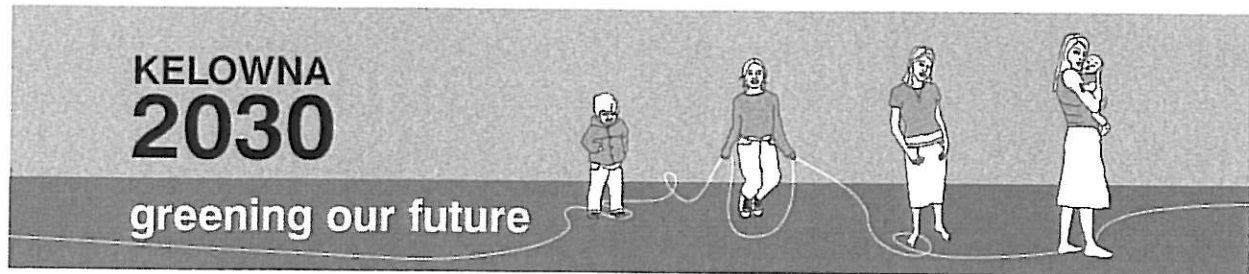
- \* Carney pond is in jeopardy.
- \* Enhance Shoreline areas.
- \* Green space is depleted at an alarming rate. North end route at the bottom of Dilworth will cut any access for deer to walk.
- \* More green space.
- \* Preservation of existing quality of natural spaces.
- \* Protect wildlife habitat.
- \* Protection for natural environments.



Other (7 comments)

- \* Affordable housing definitely. Also, I am very concerned with high rises in the downtown core. Traffic is so clogged downtown as it is. With more people living there, it will only get worse. As well, Rutland and the mission could support high rises. Leave downtown to the parks and natural beauty.
- \* Affordable housing.
- \* I think that you are just doing it to "please" the public. I think you have already decided to change OCP.
- \* Urban agriculture, including community gardens, instead of grass, edible landscape, xeriscape boulevards (programme like Vancouver Green Streets).
- \* Health – stop obesity – more sidewalks and bike paths.
- \* Encourage downtown shops to clean up and paint up.
- \* Local business and economy must drive growth.

## Attachment 4



# OFFICIAL COMMUNITY PLAN JUNE 2008 SURVEY

Results Summary

## Survey Purpose and Methodology

As one part of the research and public input component of the Official Community Plan review 2008, the City mailed out twenty-five hundred (2500) 6-page surveys to a random sample of householders throughout Kelowna

Of the 2500 mailed out on June 2, twenty-four surveys were returned as undeliverable. By the deadline date of June 20<sup>th</sup>, 699 were returned, fully or partially completed, giving a rate of return of 28%. This rate of return is considered relatively high by industry standards where a rate of return of 14% is considered average for direct mail surveys. The response rate may have been enhanced by the inclusion of pre-paid envelopes and a ballot with the opportunity to win one of two prizes valued at \$100 each.

Given the sample size and returns, it is considered that the survey results are likely reflective of the opinions of the City's total population within +/- 4%, 19 times out of 20.

## Highlights

### RESPONDENT PROFILE

The majority of respondents to the mail-in survey were over the age of 55. The older **age groups** were over-represented (58%) compared to their presence in the overall city population (32%). By comparison, the younger age groups were under-represented. Cross-tabs of the survey responses were undertaken for all questions in order to identify whether there were significant differences in responses by age group. Where such were present, they have been noted.

| Demographics |             |                               |
|--------------|-------------|-------------------------------|
| Age range    | Respondents | City of Kelowna (2006 Census) |
| 0-19         | 0%          | 22%                           |
| 20-24        | 2%          | 7%                            |
| 25-39        | 12%         | 17%                           |
| 40-54        | 28%         | 22%                           |
| 55+          | 58%         | 32%                           |

Only 16% of survey respondents were born and raised in Kelowna. Of those who had relocated to the city, the reason most often indicated was “job or business opportunity” (28% of respondents).

The majority of survey respondents (61%) who indicated the **main reason** they **came** to Kelowna was “retirement” relocated from outside BC.

A similar percentage of survey respondents from the 1999 OCP Mail-In Survey and the 2008 Mail-in Survey indicated they would **stay in Kelowna** for the next five years – 85% in 1999, 87% in 2008.

Of those who were unsure if they would stay in Kelowna, 36% indicated they would leave for “more affordable housing,” a response that wasn’t cited at all in the 1999 survey. Survey respondents 20-39 years were most likely to move for more affordable housing.

Of respondents who were **considering moving**, 80% would choose a smaller city in 2008, as compared to only 51% in 1999.

## HOUSING

When respondents were asked **why** they **selected** the **location** of their current residence:

- Residents from Black Mountain, Rutland and Central Kelowna prioritized “cost of housing”
- Residents of McKinley, Magic Estates/Clifton and Upper Mission prioritized “proximity to natural features (lake, stream, open space, etc.)”
- Proximity to work was not one of the top 3 priorities

85% of survey respondents were satisfied or completely **satisfied with their current residence**. Of those not satisfied, a significant number of respondents (15%) indicated dissatisfaction with housing for “other” reasons such as: too much traffic or traffic noise; incongruent neighbourhood planning; too much development. “Rent/mortgage payments” was the reason cited most often for dissatisfaction among respondents aged 20-24.

72% of respondents indicated they saw themselves living in the **same neighbourhood** in 5 years. Not surprisingly, those most satisfied with their current residence were least likely to move. Those most likely to move from their current neighbourhood resided in Dilworth, Rutland, and Central Kelowna.

## TRANSPORTATION

86% of respondents travel “alone in a car” to their **primary destination**.

Respondents whose principle destination is “school/college/university” are most likely to **consider** an **alternative** to their single occupancy vehicle (58%), followed by those who travel to leisure/recreation (44%), and work (42%).

Of the approximately 1/3 of respondents who stated they would consider an alternative to the single occupancy vehicle, the triggers for using alternatives were cited as:

1. Bus transit that was convenient, accessible, and with better schedules. Cost was not identified as a factor (bus fare or gas price) for most respondents.
2. No Answer – suggesting people would consider an alternative but could not identify what would make them change their current transit option.
3. Age/health/lack of access to car
4. Safer bike paths
5. Car pooling as an option

46% of respondents live less than 5 km from their principal destination – a distance which suggests that walking and bicycling, with the right facilities and conditions in place, could be a viable transportation alternative. Interestingly, however, distance to principle destination did not seem to affect the likelihood of respondents stating that they would consider an alternative to the single occupant vehicle.

## DEVELOPMENT

Respondents were asked to, "Select the statements which reflect how you would see **future population growth** accommodated." Forty three percent (43%) of respondents prioritized, "Suburban development opportunities should be curtailed in the interests of developing a compact, more sustainable city."

74% of respondents were neutral or unsatisfied with the "development which has occurred on Kelowna's **hillsides** within the past 10 years".

**Green space** was a high priority for respondents. When asked, "Select the statements which reflect how you would see future population growth accommodated," respondents indicated:

- More green spaces should be included in new developments (33%)
- Developer fees should increase to provide more funds for acquisition of park space (21%)
- More green space (boulevard strips, etc.) should be included with road projects (18%)

Respondents indicated strong support for **affordable housing** to be distributed equally across the city (79% of respondents).

The top three measures suggested to address affordable housing were :

- A specified amount of affordable housing should be required in all new developments (multi-family projects and large single family subdivisions) (29%) (This number increased to 48% for those who had lived in Kelowna for less than a year).
- Developers should provide a financial contribution towards affordable housing (18%)
- Secondary suites should be allowed in all neighbourhoods (18%)

39% of respondents were supportive of more **density** in their neighbourhood than provided for in current plans, with a majority of those in favour of more density (62%) citing that their support would be dependent on the benefits accruing their neighbourhood as a result of the increased density.

Respondents tended to support the following building heights throughout Kelowna:

- 7-14 storeys in the Downtown Core
- 7-14 storeys in Rutland (residents of Rutland only supported 6 storeys or less)
- 7-14 storeys in the Orchard Park area
- 7-14 storeys in Pandosy (it should be noted that an equal number felt that a maximum of 4-6 storeys would be appropriate)
- 4-6 storeys in all other areas

When asked what type of development would be appropriate for Kelowna over the next 20 years, respondents favoured change in all neighbourhoods except,

- Highway 97 corridor (32% no change)
- Non-agricultural areas not currently planned for development (50% no change), especially amongst those new to Kelowna (86% of respondents) and those aged 20-24 (79%)

#### Notes on future development:

- There was significant support for more highrise apartments in the Downtown (39%), Landmark Towers area (31%), and Orchard Park (39%) areas
- When asked about appropriate heights for Downtown, respondents indicated 7-14 storeys (27%) which suggests a “highrise” is still seen as being a maximum of about 14 storeys
- 58% of respondents feel more density is warranted in the Manhattan Point area, as opposed to only 34% favouring no change/more single family residential
- There was significant support for more low-rise apartments in the North Mission (24%) and South West Mission (31%)
- There was less support for high rises in Rutland (24%) and South Pandosy (16%) than in the Capri Mall area (30%)
- Many residents of Black Mountain and North Glenmore supported more commercial development in their neighbourhoods

**Heritage preservation** is of greatest interest for survey respondents who have lived in Kelowna less than one year, and those who live in established neighbourhoods such as South Pandosy and Central Kelowna.

Survey respondents leaned decidedly towards **stricter adherence to the OCP**, with 62% advocating adherence (somewhat or complete) compared to 20% favouring flexibility (somewhat or complete) between OCP reviews.

## SUSTAINABILITY

The top three measures suggested to **address climate change** were:

- Place more stringent energy efficiency regulations on new building construction (25%)
- Build only highly energy efficient new civic buildings (possibly at somewhat higher initial cost, but with long term operational savings) (19%)
- Plant more trees (19%)

More than 2/3 of respondents (68%) do not think that the development that has occurred over the past 10 years is sustainable. This opinion was fairly consistent across ages, time lived in Kelowna, and current location of residence. There is overwhelming support (94%) for the city to take more action to ensure future sustainability. Notably, only 1% feel that the City shouldn't be getting involved in ensuring future community sustainability.

The **top three steps** supported for future sustainability were:

- Increase the amount of green space provided with new building construction (24%)
- Offer residents more information about sustainable practices (21%)
- Introduce new regulations applying to residents and businesses to foster more sustainable practices (15%)

Those who are new to Kelowna (less than one year) and younger respondents (20-24) were most receptive to more information about sustainable practices.

In response to an invitation to suggest one “**big, bold change** in land use, development and/or transportation policy, that would make Kelowna a more sustainable city”, those answering the open ended question responded as follows:

- Change in volume/access/location of Highway 97 (22%)
- Stop or limit development/highrises (11%)
- Better, more comprehensive transit system (11%)

In an open-ended question, survey respondents were asked to identify their top three characteristics of an “**ideal**” city and were also asked whether Kelowna achieved that ideal. Overall, 46% of the ideals mentioned were felt to be reflected in Kelowna. This figure is down significantly from 68% in 1999.

Specifically, the ideals felt to be important AND that were felt to be present in Kelowna were:

1. amenities – 73% of respondents who identified this characteristic as important, also felt it was present in Kelowna
2. beauty (natural) – 71% of respondents who identified this characteristic as important, also felt it was present in Kelowna
3. clean – 57% of respondents who identified this characteristic as important, also felt it was present in Kelowna

Specifically, the ideals felt to be important AND that were NOT felt to be present in Kelowna were:

1. affordable – 68% of respondents who identified this characteristic as important, felt it was not present in Kelowna
2. traffic infrastructure – 64% of respondents who identified this characteristic as important, felt it was not present in Kelowna
3. green space – 61% of respondents who identified this characteristic as important, felt it was not present in Kelowna



## COMMUNICATIONS

Age strongly affected how respondents preferred to receive OCP-related information from the city, with younger groups preferring electronic communications and older groups preferring print media. Once results were weighted for age so as to adjust for the over-representation of survey responses from those aged 55+, the overall media preferences were as follows:

- Capital News 22%
- CHBC 17%
- Castanet 15%
- Daily Courier 12%
- City Newsletters 12%
- Radio 11%
- City web page 10%

Given the +/- 4% margin of error on this survey, many of the preferred sources of information were essentially 'tied'.

## Frequency Tabulations

### BACKGROUND

1. How long have you lived in Kelowna?

|     |                    |
|-----|--------------------|
| 2%  | less than 1 year   |
| 12% | 1-5 years          |
| 15% | 6-10 years         |
| 70% | more than 11 years |

2. Where do you live?

|     |                       |
|-----|-----------------------|
| 20% | Rutland               |
| 16% | North Glenmore        |
| 9%  | Black Mountain        |
| 9%  | South Glenmore        |
| 8%  | Central Kelowna       |
| 8%  | Dilworth              |
| 8%  | Lower Mission         |
| 5%  | Magic Estates/Clifton |
| 4%  | Upper Mission         |
| 3%  | SE Kelowna            |
| 2%  | South Pandosy         |
| 2%  | Quail Ridge           |
| 1%  | McKinley Landing      |
| 5%  | Other                 |

3. How many people, including yourself, live in your household?

|     |                  |
|-----|------------------|
| 49% | 2 people         |
| 17% | 1 person         |
| 14% | 4 people         |
| 13% | 3 people         |
| 7%  | 5 or more people |

4. Please indicate your age:

|     |             |
|-----|-------------|
| 58% | 55+ years   |
| 28% | 40-54 years |
| 12% | 25-39 years |
| 2%  | 20-24 years |
| 0%  | 0-19 years  |

5. What is the main reason you came to Kelowna?

- 28% job or business opportunity
- 16% born/raised in Kelowna (skip to Q.7)
- 14% family
- 12% retirement
- 9% climate
- 3% natural environment
- 2% educational opportunities
- 2% health reasons
- 1% recreational opportunities
- 0.2% amenities (schools, shopping, churches, etc.)
- 3% other

6. Where did you live immediately prior to Kelowna?

- 26% Lower Mainland, BC
- 18% Interior BC
- 18% Alberta
- 13% Elsewhere in Canada
- 11% Elsewhere in BC (outside Interior/Lower Mainland)
- 10% Ontario
- 4% Outside of Canada

7. Do you plan on remaining in Kelowna for the next five years?

- 87% yes (skip to Q.10)
- 10% unsure
- 3% no

8. If no/unsure, why would you move? (Respondents could indicate more than one selection.)

- 36% more affordable housing
- 15% job/business opportunity
- 14% family
- 8% retirement
- 3% climate
- 3% educational opportunities
- 1% amenities (medical, shops, churches, etc.)
- 20% other, please specify – included "smaller, quieter area", death/age, cost of living, negative impacts of growth.

9. If no/unsure, where do you think you might move?

A. Size:

- 80% would choose a smaller city
- 20% would choose a larger city

B. Location

- 70% elsewhere in BC
- 26% elsewhere in Canada
- 3% outside of Canada/US
- 1% United States

**HOUSING**

10. Which best describes your current residence?

- 67% single detached home (included gated developments, farms)
- 14% apartment/condo
- 10% townhouse (including gated developments)
- 3% duplex/triplex/fourplex
- 3% modular home (incl. mobile home)
- 1% secondary suite
- 2% other, please specify

11. Using the following scale, rate how you feel about your current residence.

- 85% are satisfied or completely satisfied with their current residence
- 3% are unsatisfied or completely unsatisfied with their current residence
- 12% are neutral

12. Indicate any reasons you are unsatisfied with your current housing (check all that apply).

(Respondents could indicate more than one selection.)

- 7% city services (sidewalks, sewer service, etc.)
- 6% housing rules too restrictive (pets, age of household members, visitors, etc.)
- 5% rent/mortgage payments
- 5% neighbourhood or neighbours
- 4% accommodations too small
- 4% onsite amenities (open spaces, garage, pool, etc.)
- 3% area amenities (schools, shopping, churches, etc.)
- 3% distance to regular destinations (work, school, etc.)
- 3% accommodations too large
- 2% my physical needs have changed
- 15% other, please specify – included “traffic/roads/noise”, “needs renovations”, and “incongruent planning/too much development”.

13. Do you see yourself living in the same neighbourhood for the next five years?

- 72% yes
- 10% no
- 18% unsure

14. What were your three primary considerations in selecting the location of your current residence?

- 24% generally desirable neighbourhood
- 14% cost of housing
- 13% proximity to natural features (lake, stream, open space, etc.)
- 12% area amenities (shopping, recreation, churches, etc.)
- 9% proximity to work
- 6% proximity to family members
- 6% proximity to school
- 5% agricultural surroundings
- 4% proximity to park
- 7% other

## TRANSPORTATION

15. Where do you travel to most often? (check one)

- 42% work
- 34% shopping/errands
- 13% leisure/recreation
- 6% visiting/volunteering/church
- 3% school/college/university
- 2% medical/dental appointment
- 1% other

16. How far is your principal destination from your home?

- 41% 1 to 5 km
- 32% 6 to 10 km
- 16% 11 to 15 km away
- 6% more than 15 km away
- 5% less than 1 km

17. How do you typically travel to your principal destination? (check one)

- 86% traveling alone by car
- 7% car pooling
- 4% foot
- 2% bus
- 1% bicycle

18. If you typically travel alone by car, would you consider another form of transportation?

- 50% no
  - 37% yes
  - 12% N/A
- If yes, under what circumstances?

19. How should priorities be set when the needs of pedestrians and vehicles conflict?

(Respondents could indicate more than one selection.)

- 35% priority to cars along Highway 97 & 33
- 30% priority to pedestrians in Urban Centres (Downtown, South Pandosy, Rutland, etc.)
- 21% priority to pedestrians throughout the city
- 7% priority to cars throughout the city
- 7% priority to other

## DEVELOPMENT

20. Select the statements which reflect how you would see future population growth accommodated. (Respondents could indicate more than one selection.)

- 43% Suburban development opportunities should be curtailed in the interests of developing a compact, more sustainable city.
- 37% Development should be allowed anywhere that services can be extended, as long as developers pay all the costs.
- 10% Development should not be encouraged within Kelowna; it should be redirected elsewhere.
- 4% The costs of new development should be partially funded through property taxes
- 7% Other, please specify

21. How do you feel about the development which has occurred on Kelowna's hillsides within the past 10 years?

- 34% neutral
- 23% somewhat unsatisfied
- 18% somewhat satisfied
- 17% completely unsatisfied
- 7% completely satisfied

22. Please rate the design of buildings constructed within the past 10 years.

- 39% neutral
- 30% somewhat satisfied
- 15% somewhat unsatisfied
- 9% completely satisfied
- 4% completely unsatisfied

23. What steps should be taken regarding green spaces? (Respondents could indicate more than one selection.)

- 33% More green space should be included in new developments.
- 21% Developer fees should increase to provide more funds for acquisition of park space.
- 18% More green space (boulevard strips) should be included with road projects.
- 15% The number of trees required on parking lots should increase.
- 3% Additional Park spaces should be funded by an increase in taxes.
- 3% Do Nothing.
- 2% Tax funds should be redirected from other services to pay for more park spaces. Funds should be redirected from \_\_\_\_\_.
- 4% Other, please specify

24. What steps should be taken regarding affordable housing? (Respondents could indicate more than one selection.)

- 29% A specified amount of affordable housing should be required in all new developments (multi-family projects and large single family subdivisions).
- 18% Developers should provide a financial contribution towards affordable housing.
- 18% Secondary suites should be allowed in all neighbourhoods.
- 13% Developers should be given the option of additional density on a property in return for affordable housing units.
- 3% Do nothing.
- 7% Other, please specify

25. Where should affordable housing be located?

- 79% equally distributed across the city
- 16% located in certain parts of the city, please specify where
- 6% other, please specify

26. What steps should be taken regarding the appearance of the Highway 97 corridor? (Respondents could indicate more than one selection.)

- 22% As properties are redeveloped utility lines should be buried.
- 16% Portable signs should be prohibited along Highway 97.
- 15% Boulevards should be planted with more trees.
- 14% The attractiveness of the corridor should be improved by implementing design standards for new property development.
- 12% Additional trees should be required on parking lots.
- 9% The number and size of store signs should be restricted.
- 8% Store parking should be relocated to the rear of buildings, under buildings, or undergrounds (where feasible).
- 1% Do nothing.
- 4% Other, please specify

27. Relative to current plans, what type of future development would you support in your neighbourhood? (Respondents could indicate more than one selection.)

- 36% the same amount of density
- 24% I would support higher densities, but the amount supported would depend on the benefits offered to my neighbourhood.
- 20% less density
- 8% 25 percent more density
- 3% I would support whatever densities proposed by development interests.
- 2% 50 percent more density
- 2% 100 percent more density
- 0.3% 75 percent more density
- 5% other, please specify

28. What steps should be taken regarding building heights? (Respondents could indicate more than one selection.)

- 35% Building height should decrease in proximity to Okanagan Lake.
- 32% Building heights should vary in different parts of the city.
- 22% Building height should decrease as distance increases from the core of the city's Urban Centres (Downtown, South Pandosy, Rutland and Orchard Park area).
- 5% There should be no restrictions on building height: tall buildings are appropriate in all areas of the city.
- 6% Other, please specify

29. What would be an appropriate maximum building height for each of the following areas?

A. Downtown Core

- 27% 7-14 storeys
- 19% 4-6 storeys
- 17% 15-19 storeys
- 12% 20-25 storeys
- 9% less than 4 storeys
- 6% 26-30 storeys

B. Rutland Core

- 29% 7-14 storeys
- 22% 4-6 storeys
- 19% 15-19 storeys
- 11% 20-25 storeys
- 9% 30+ storeys
- 7% less than 4 storeys
- 5% 26-30 storeys



C. South Pandosy Core

|     |                     |
|-----|---------------------|
| 32% | 4-6 storeys         |
| 32% | 7-14 storeys        |
| 12% | 15-19 storeys       |
| 9%  | 20-25 storeys       |
| 8%  | less than 4 storeys |
| 6%  | 30+ storeys         |
| 2%  | 26-30 storeys       |

D. Orchard Park

|     |                     |
|-----|---------------------|
| 30% | 7-14 storeys        |
| 22% | 15-19 storeys       |
| 12% | 4-6 storeys         |
| 12% | 20-25 storeys       |
| 7%  | 26-30 storeys       |
| 5%  | less than 4 storeys |

E. Other areas

|     |                     |
|-----|---------------------|
| 28% | 4-6 storeys         |
| 24% | 7-14 storeys        |
| 17% | less than 4 storeys |
| 14% | 15-19 storeys       |
| 8%  | 30+ storeys         |
| 6%  | 20-25 storeys       |
| 3%  | 26-30 storeys       |

30. Over the next 20 years, what type of development do you think would be appropriate for the following areas?

A. Black Mountain

|     |                                |
|-----|--------------------------------|
| 37% | more single family residential |
| 23% | more low-rise apartments       |
| 19% | more commercial                |
| 16% | no change                      |
| 6%  | more highrise apartments       |

B. Capri area

|     |                                |
|-----|--------------------------------|
| 35% | more low-rise apartments       |
| 30% | more highrise apartments       |
| 16% | more commercial                |
| 15% | no change                      |
| 4%  | more single family residential |

C. Clifton

|     |                                |
|-----|--------------------------------|
| 39% | more single family residential |
| 29% | no change                      |
| 22% | more low-rise apartments       |
| 7%  | more commercial                |
| 4%  | more highrise apartments       |

D. Cook Road Area (north of Mission Creek at Lakeshore Road)

|     |                                |
|-----|--------------------------------|
| 39% | more low-rise apartments       |
| 21% | no change                      |
| 19% | more single family residential |
| 12% | more highrise apartments       |
| 8%  | more commercial                |

E. Downtown

|     |                                |
|-----|--------------------------------|
| 39% | more highrise apartments       |
| 28% | more low-rise apartments       |
| 19% | more commercial                |
| 12% | no change                      |
| 1%  | more single family residential |

F. Glenmore

|     |                                |
|-----|--------------------------------|
| 35% | more low-rise apartments       |
| 24% | more single family residential |
| 17% | no change                      |
| 14% | more commercial                |
| 10% | more highrise apartments       |

G. Highway 97 corridor

|     |                                |
|-----|--------------------------------|
| 32% | no change                      |
| 30% | more commercial                |
| 22% | more low-rise apartments       |
| 16% | more highrise apartments       |
| 1%  | more single family residential |

H. Landmark Towers (Springfield/Highway97/Burtch)

|     |                                |
|-----|--------------------------------|
| 31% | more highrise apartments       |
| 27% | no change                      |
| 23% | more commercial                |
| 17% | more low-rise apartments       |
| 2%  | more single family residential |

I. Manhattan Point (north of Downtown)

|     |                                |
|-----|--------------------------------|
| 35% | more low-rise apartments       |
| 23% | more highrise apartments       |
| 21% | no change                      |
| 13% | more single family residential |
| 8%  | more commercial                |

J. McKinley

|     |                                |
|-----|--------------------------------|
| 43% | more single family residential |
| 26% | no change                      |
| 19% | more low-rise apartments       |
| 8%  | more commercial                |
| 4%  | more highrise apartments       |

K. North Mission/Crawford

|     |                                |
|-----|--------------------------------|
| 37% | more single family residential |
| 24% | no change                      |
| 24% | more low-rise apartments       |
| 10% | more commercial                |
| 5%  | more highrise apartments       |

L. Orchard Park

|     |                                |
|-----|--------------------------------|
| 39% | more highrise apartments       |
| 25% | more low-rise apartments       |
| 19% | more commercial                |
| 14% | no change                      |
| 3%  | more single family residential |

M. Rutland

|     |                                |
|-----|--------------------------------|
| 40% | more low-rise apartments       |
| 24% | more highrise apartments       |
| 14% | more commercial                |
| 14% | more single family residential |
| 8%  | no change                      |

N. South Pandosy

|     |                                |
|-----|--------------------------------|
| 43% | more low-rise apartments       |
| 19% | no change                      |
| 16% | more high rise apartments      |
| 13% | more commercial                |
| 9%  | more single family residential |

O. SW Mission

- 31% more low-rise apartments
- 26% no change
- 25% more single family residential
- 10% more commercial
- 8% more highrise apartments

P. University

- 36% more low-rise apartments
- 35% more highrise apartments
- 15% more commercial
- 7% more single family residential
- 7% no change

Q. Non-agricultural areas not currently planned for development

- 50% no change
- 26% more single family residential
- 15% more low-rise apartments
- 5% more commercial
- 4% more highrise apartments

31. If development density were to increase in your neighbourhood, what enhancements would you like to see with the new development? (check up to three choices)

- 21% open space/green space
- 17% burying power lines underground
- 12% sidewalks
- 10% street trees
- 10% public transit
- 8% playgrounds
- 8% linear parks
- 3% preservation of heritage buildings
- 3% storm sewers
- 2% community meeting space
- 1% school
- 1% public art
- 5% other, please specify

32. The Official Community Plan is typically reviewed every five years. How strictly do you think the City should adhere to its Official Community Plan between reviews?

- 33% neutral
- 46% some adherence
- 16% complete adherence
- 11% some flexibility
- 9% complete flexibility

## SUSTAINABILITY

33. When asked to respond to climate change, which actions would you recommend?

(Respondents could indicate more than one selection.)

- 25% place more stringent energy efficiency regulations on new building construction
- 19% build only highly energy efficient new civic buildings (possibly at somewhat higher initial cost, but with long term operational savings)
- 19% plant more trees
- 13% limit amount of new construction allowed in suburban locations
- 11% reallocate funds from roadway projects to sidewalks, bike lanes and transit
- 6% allow greater densities in all residential neighbourhoods.
- 3% no response
- 5% other, please specify

34. The City defines sustainability as *"providing services and infrastructure to our community in a way that improves the capacity of future generations and other species, people and places to meet their own needs."*

A. Do you think that the way development has occurred within the past 10 years is sustainable?

- 68% no
- 32% yes

B. Do you think the City should do more to ensure that future development is sustainable?

- 94% yes
- 6% no

C. Do you think that the way transportation infrastructure has been provided within the past 10 years is sustainable?

- 64% no
- 36% yes

D. Do you think that the City should do more to ensure that future transportation infrastructure is sustainable?

95%    yes

5%      no

35. What steps should the City take to ensure future community sustainability?

24%    increase the amount of green space with new building construction

21%    offer residents more information about sustainable practices

15%    introduce new regulations applying to residents and businesses to foster sustainable practices

10%    introduce new or additional fees on non-sustainable practices

8%     implement policies that reduce urban sprawl

8%     limit the spread of commercial development along Highway 97

8%     redirect tax funds from road projects to alternative travel options

3%     increase property taxes to fund alternative travel options

1%     I don't think the City should be getting involved

3%     other

36. If you could recommend one big, bold change in land use, development, and/or transportation policy, that would make Kelowna a more sustainable city, what would that be? (Note, this was an open-ended question. Responses were 'categorized' for reporting purposes)

22%    change in volume/location of Highway 97

11%    stop or limit development and/or highrises

11%    better, more comprehensive transit system

7%     better transportation infrastructure

7%     stop sprawl

6%     create a better, more vibrant downtown

5%     protect the ALR

5%     more green space/park space

5%     green, more sustainable developments

4%     more bike lanes and/or pedestrian access

0.2%   toll on the bridge

14%    other, including – take land out of the ALR, more off-leash dog parks, create a regional transit system

37. A. The characteristics that define the respondents' "ideal" city. (Respondents were asked to indicate top three.) (Note, this was an open-ended question. Responses were 'categorized' for reporting purposes)

|     |                                     |
|-----|-------------------------------------|
| 10% | green space                         |
| 9%  | traffic infrastructure/flow         |
| 7%  | amenities                           |
| 6%  | safe                                |
| 6%  | affordable                          |
| 5%  | beauty                              |
| 5%  | clean                               |
| 4%  | sense of community/political vision |
| 3%  | culture/diversity/events            |
| 3%  | vibrant downtown core               |
| 3%  | protects the natural environment    |
| 3%  | friendly                            |
| 3%  | climate/weather                     |
| 3%  | no/better development               |
| 3%  | infrastructure                      |
| 3%  | comprehensive transit system        |
| 2%  | family-oriented                     |
| 2%  | attractive – natural and built      |
| 2%  | bike lanes                          |
| 2%  | livable neighbourhoods              |
| 2%  | recreation and leisure              |
| 2%  | size of city                        |
| 2%  | sustainability initiatives          |
| 2%  | vibrant, lively, events             |
| 2%  | walkable                            |
| 1%  | effective law enforcement           |
| 1%  | central                             |
| 1%  | no sprawl                           |
| 1%  | quiet                               |
| 1%  | employment/work                     |
| 4%  | other                               |

37. B. Does Kelowna encompass this characteristic?

|     |     |
|-----|-----|
| 54% | no  |
| 46% | yes |

38. Indicate your three preferred means to receive information about the Official Community Plan review.

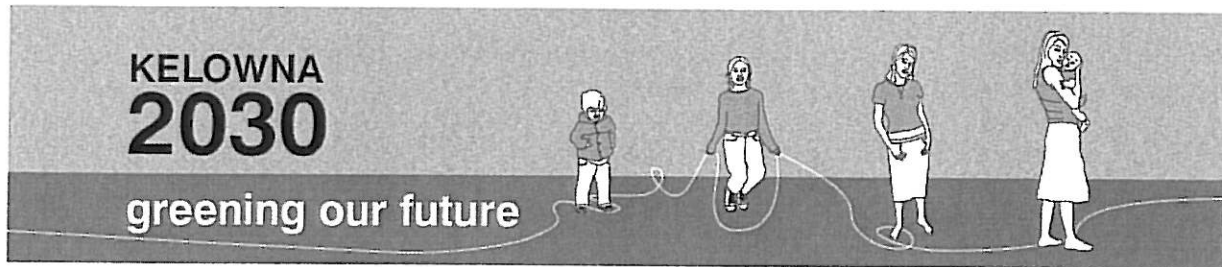
|     |               |
|-----|---------------|
| 22% | Capital News  |
| 18% | CHBC          |
| 14% | Daily Courier |
| 13% | newsletters   |
| 12% | Castanet      |
| 11% | radio         |
| 1%  | other         |

39. Indicate your three preferred ways to provide input on the Official Community Plan review.

|     |   |
|-----|---|
| 30% | mail-in surveys                                   |
| 19% | on-line surveys                                   |
| 15% | public meetings                                   |
| 14% | open houses                                       |
| 7%  | public hearing (when OCP is presented to Council) |
| 4%  | focus/discussion groups                           |
| 4%  | telephone surveys                                 |
| 4%  | will be providing no further input                |
| 1%  | other   |



## Attachment 5



### INFORMAL PUBLIC OPINION SURVEY SUMMARY OF RESULTS

June 2008

#### PART ONE - TOTALS

| Gender    |     | %    |
|-----------|-----|------|
| Male      | 80  | 40   |
| Female    | 120 | 60   |
| Total     | 200 |      |
| Age Range |     |      |
| 0-19      | 36  | 18.0 |
| 20-24     | 77  | 38.5 |
| 25-39     | 47  | 23.5 |
| 40-54     | 16  | 8.0  |
| 55+       | 25  | 12.5 |

| Reason for moving here |    |
|------------------------|----|
| Family/born-and-raised | 99 |
| Lifestyle              | 60 |
| Job/School             | 38 |
| Other                  | 2  |

| Residence     |     |
|---------------|-----|
| Residents     | 175 |
| Non-Residents | 25  |

1. What do you like about Kelowna? (not all respondents had answer):

**Lifestyle: weather/climate/recreation/people:** 148  
Size/amenities: 26  
Other: 2

2. What would you like to see improved? (some more than one answer):

**Traffic/transit:** 61  
Limit to growth/better handling of growth: 40  
Cost of living (housing usually identified): 35  
Drugs & homeless in downtown: 30  
More amenities/events/entertainment: 27  
Environmental concerns: 5

3. Personal Steps Toward Sustainability (some more than one answer):

**Recycling:** 107  
Drive less/alt. transport: 86

|                       |    |
|-----------------------|----|
| Reduce waste/compost: | 43 |
| Conserve energy:      | 30 |
| Land use/food choice: | 23 |
| Conserve water:       | 15 |
| Activism              | 3  |
| Buy locally:          | 2  |
| Nothing:              | 22 |

4. How could the City help? (some more than one answer) (only Part Three):

|                               |           |
|-------------------------------|-----------|
| <b>Adding recycling bins:</b> | <b>19</b> |
| Enhance transit:              | 18        |
| Enforcement/Bylaws:           | 11        |
| Enhance walk/bike paths:      | 7         |
| Promotion:                    | 7         |
| Financial Incentives:         | 6         |
| Other:                        | 6         |

5. If you could make one big, bold change to Kelowna:

|                        |           |
|------------------------|-----------|
| <b>Transportation:</b> | <b>69</b> |
| Development:           | 33        |
| Environmental:         | 21        |
| Cultural:              | 17        |
| Drugs/homelessness:    | 12        |
| Other:                 | 10        |
| Not sure:              | 13        |