

Kelowna OCP Review Phase 2

Community Measures Worksheet – May 2009



INTRODUCTION

Phase 2 of the Kelowna Official Community Plan Review involves the use of Community Measures to provide comparisons of the 4 Scenarios being modeled in Community Viz. There are over a dozen measures being utilized to quantify changes based on varying land uses choices, in order to align with the City's goals and objectives towards a sustainable future (economic, environmental, social and cultural).

The attached material is provided to give you an opportunity, in advance of the Council Workshop on Monday, May 4th, to reflect on some questions that will be discussed during the session.

Thank you in advance and we look forward to our upcoming discussion.

OCP Review Phase 2 Team,

City of Kelowna Staff
Urban Systems Ltd.
VIA Architecture
Placeways

Kelowna OCP Review Phase 2

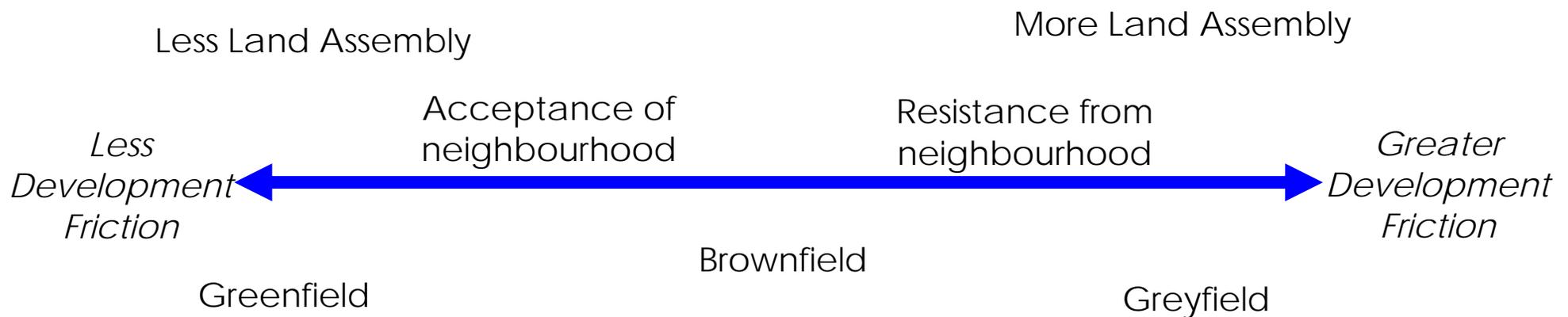
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MEASURE – Proximity to Urban Centres

This environmental and social measure utilizes GIS network analysis tools to determine the distance to the four Urban Centres in Kelowna, in order to characterize the *walkability* of the community (400m = 5 minute walk, 800m = 10 minute walk, etc.). The City's policies towards creating more dense, mixed used development in Urban and Village Centres lend themselves well to creating more walkable, livable neighbourhoods.

Although the model can easily place additional density within Urban Centres, the challenge and the reality is that only a certain percentage of redevelopment will actually get built, due to market demand, land values, ownership patterns and propensity for neighbourhood change. We have called this *development friction*, and it varies throughout the City.



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In order to overcome the development friction, and continuing with the physics analogies, it will require *momentum* as outlined in City policies and implementation strategies.

Questions to consider:

- ❖ Looking forward to 2030, what percentage of your neighbourhood would you be willing to see converted to a higher density? (from 0 to 100%)
- ❖ Within your street, which of the following would you be favorable towards?
 - Residential infill of existing single detached housing to housing with two, three or four units?
 - Conversion of two or more lots to townhouses?
 - Lot assembly to construct medium density residential (3-4 storey apartments)?
 - Lot assembly to construct highrise apartments?
- ❖ On a scale of 1 to 5 (1=not important, 5=very important), how important is it to have more residential development in Urban Centres?
- ❖ What percentage of Kelowna's new residential development should be located within our Urban Centers?
- ❖ If this target cannot be achieved due to *development friction*, do you think we should:
 - (a) expand the boundaries of our existing Urban Centers to include more residential areas;
 - (b) create additional Urban Centers;
 - (c) enhance the incentives to develop within Urban Centers (and disincentives to develop outside Urban Centers);
 - (d) nothing – we should let the market dictate where development should go.

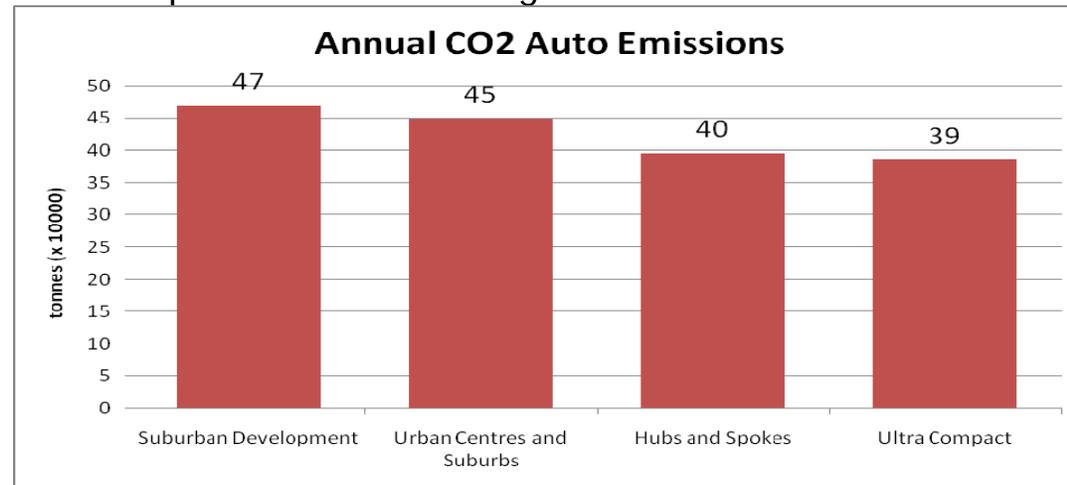
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MEASURE – Greenhouse Gas (GHG) Emissions

This environmental measure utilizes assumptions built into Community Viz to link the number of households to vehicle trips/vehicle kilometers travelled, and therefore GHG emissions from automobiles. The measure goes one step further to introduce proximity factors in reducing trips. For example, for land uses which are located within 400 metres of a school, bus rapid transit, high frequency transit stop, or commercial services (work/shopping), it is assumed that one (1.0) less trip per day per household will occur. For lands within 800 metres of the above, it is assumed that one-half (0.5) less trips per day per household would occur. This produces the following emissions for each scenario:



Questions to consider:

- ❖ What other initiatives/incentives can the City provide (related to land use) in order to reduce Greenhouse Gas Emissions?

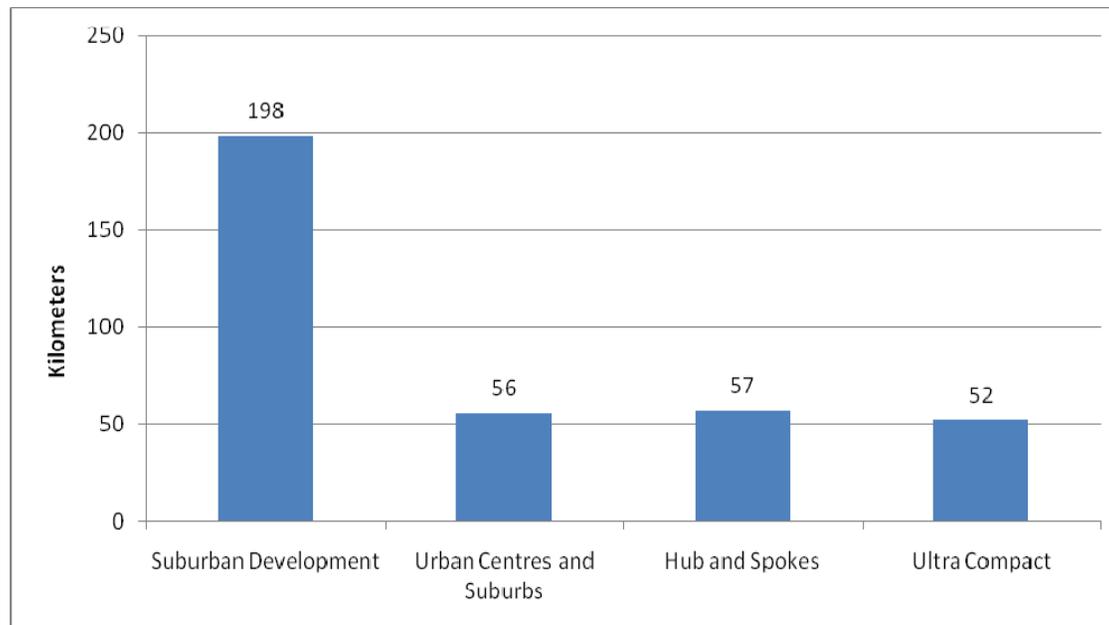
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MEASURE – Infrastructure Servicing (sanitary sewer)

This economic measure looks at the lands currently serviced by infrastructure – in this case sanitary sewer – and utilizes cost assumptions (capital and operating) to look at the lifecycle cost of providing new infrastructure for each scenario. For the OCP, this is a very high-level discussion, as there are much more detailed programs which analyze and model capital infrastructure costs. However, we wanted to introduce a discussion thread that land use and infrastructure are inherently linked, and development may not be necessarily financially viable over the life cycle of the infrastructure components. The lengths of sewer lines required to service each scenario are set out in this table:



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Questions to consider:

- ❖ Do you believe that development pays for itself with respect to lifecycle costs for infrastructure?
- ❖ How important (1=not important, 5=very important) is it to utilize existing infrastructure rather than building/expanding new infrastructure (looking at lifecycle costs)?
- ❖ Is it more important that we reduce the amount of new infrastructure, or provide enough new greenfield land to accommodate new development (based on market projections)?

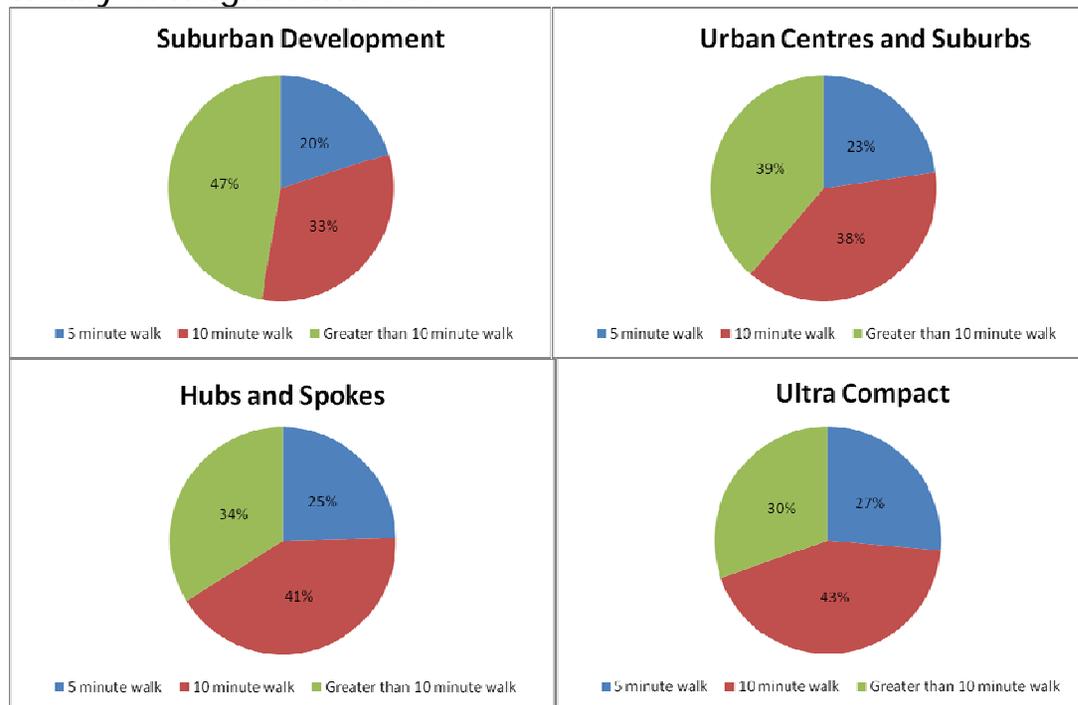
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MEASURE – Institutional Services

This social and cultural measure looks at the location and spread of institutional services (community facilities, major recreational facilities, schools and universities) to measure how it stacks up against the various scenarios. The location and viability of institutions is highlighted in a number of policies in the Draft OCP, as it acknowledges that institutions (especially schools) play an important function in the vitality of neighbourhoods.



Questions to consider:

- ❖ Do we need to spread out institutional facilities throughout the City, or centralize them in specific locations?
- ❖ How important (1=not important, 5=very important) is it to have schools located within Urban Centers?