
CITY OF KELOWNA

MEMORANDUM

Date: June 10, 2009
File No.: 6480-30
To: City Manager
From: Planner Specialist
Subject: OCP Review – Status Report (Phase 2)

RECOMMENDATION:

THAT the report from the Policy and Planning Department dated June 10, 2009 be received for information;

AND THAT Council sanction public consultation on the proposed Consolidated Future Land Use Scenario;

AND FURTHER THAT Council endorse the proposed changes to the OCP Review schedule.

BACKGROUND:

Phase 2 of the OCP Review focuses on development of future land use scenarios and corresponding transportation network. This second phase also includes a review of the servicing impacts and financing strategy.

Process To Date

Four land use scenarios and related sustainability impacts were reviewed with Council on May 4, 2009 prior to presentation to the public through a May on-line survey and open house.

Based on the public input from the May on-line survey and Open House, along with staff and consultant analysis, a refined land use scenario has been developed for further public input. In addition, this refined land use scenario has been used to establish detailed population and employment distribution to use in the Transportation Model in order to generate a road network necessary to service the proposed land use pattern.

This refined land use scenario will be the subject of another on-line survey and an Open House, scheduled for June 24, 2009 at Firehall # 1 on Enterprise Way.



Refined Land Use Scenario

The proposed land use scenario (Attachment 1) is an interim step between the four generalized scenarios and a final detailed land use map (along the lines of the existing OCP).

The refined land use scenario is generally based on the Hubs and Spokes scenario, as supported by the on-line survey and open house feedback results but the Hubs and Spokes scenario has been modified to include some of the highly rated components of the other scenarios. The refined land use scenario will continue to focus on Urban Centres in the core areas as the location for most development but the form is moderated from high-rise development by the inclusion of more mid-rise residential development and mixed use commercial residential plus increases in density along some major road corridors. This scenario also includes potential for more "mini" Town (Village) Centres along the Harvey Avenue corridor (Orchard Park / Landmark / Capri) that would incorporate a mix of commercial and residential densities. In addition, we are using the Council endorsed growth strategy that provides for growth on the order of 45,500 new people and 21,000 new housing units (42% single / two unit and 58% multiple unit).

Elements that have been incorporated from other scenarios are:

- Limits new growth areas for single detached housing but still satisfies the overall growth strategy (Ultra Compact);
- Includes on-going development in areas currently designated (Urban Centres and Suburbs);
- Includes townhouses and apartments to support more complete communities in suburban locations (Suburban Development).
- Focuses townhouses and apartments in Urban Centres (Urban Centres and Suburbs);
- Includes potential for some high-rises in Urban Centres (Urban Centres and Suburbs);
- Establishes a 20 year growth and servicing boundary (Ultra Compact).

The refined land use scenario (see Attachment 1) indicates growth areas in existing urban areas as densification of current land use and provides for increased residential density in core areas (Downtown / South Pandosy / Rutland / Orchard Park hubs) as well as along major road corridors (Clement Ave / Gordon Drive / Pandosy St / Richter St / Springfield Rd / Lakeshore Rd / Spall Rd / Glenmore Rd / Hwy 33 / Leathead Rd / Rutland Rd N spokes). An additional Village Centre has been added in the Landmark area that would consist of mixed use commercial / residential uses while retaining currently designated Village Centres in Glenmore / UBCO area / Black Mountain / Capri / Guisachan and South Gordon. Existing Village Centres in North Mission and Kettle Valley have been designated as Neighbourhood Centres.

Increased density is provided for in mixed use centres and corridors (Cook Road / Gordon Drive/ Harvey Ave / Hwy 33 West spokes) in the form of additional housing but also additional commercial development.

Service commercial uses are retained as spokes in the Windsor Road and Leckie Road areas while industrial uses are retained and expanded in the Hwy 97 North corridor. The Arab / Appaloosa Road area has been designated as potential home based business industrial as a transition from industrial uses on the south to residential uses to the north. An institutional spoke has been included between KGH and Cottonwoods to acknowledge the future potential to expand the hospital precinct.

New suburban residential areas have been identified between McKinley and Clifton / Glenmore Highlands / Eagle Ridge / east of Yaletown in the northern portion of the City while new suburban residential areas have been identified in the Crawford and Thomson Flats area in the south. These new suburban residential areas would be a mix of single detached and ground oriented multiple units along with some neighbourhood services to create more complete communities.

This refined land use scenario does not include urban growth on any ALR lands not already identified for non-farm uses through the Agriculture Plan.

Land Use Requests

As part of the consultation on Phase 2 developers / landowners were invited to submit details of their land use proposals for consideration in the process. Some of those proposals for lands within the boundary of the current 2020 OCP were considered more favourably by the consultant and staff than proposals outside the 2020 land use boundary because they fulfilled growth needs identified in the new growth strategy. Some proposals outside the 2020 boundary were also considered by the consultant and staff to be necessary in order to meet the projected housing split between single detached housing and multiple unit housing, although not all projects would achieve their total projected build out within the 2030 OCP planning horizon.

Phasing

Phasing is an important element of a sustainable growth scenario in that it will be vital to utilize existing infrastructure more fully prior to extending costly services to new areas. Phasing also ensures that development proceeds in a logical, sequential manner that builds upon existing services rather than leapfrogging to new areas beyond current servicing capability.

In the current OCP, with a slightly higher growth rate, development in Future Urban Reserve areas is outside the 2020 timeframe. With a new OCP extended to 2030 but with a lower growth rate there is no reason to expect that development would be necessary before 2020 in any of the Future Urban Reserve areas that may fall within the 2030 timeframe.

The intention would be to include a phasing plan whereby development in new outlying areas would not commence until a high percentage (to be defined in policy) of development has been completed in existing areas acknowledged within the OCP and currently under development. Another alternative would be to not support development in new outlying areas until after the 2020 timeframe.

Phasing could also apply to new commercial / residential mixed use within existing urban areas (e.g. development in Downtown, South Pandosy and Rutland Urban Centres will be supported prior to new commercial / residential mixed use in the Capri or Landmark areas).

20 Year Servicing and Financing Boundary

The refined land use scenario includes a growth boundary that would be the basis of the 20 Year Servicing Plan and Financing Strategy. Development proposals not within the servicing plan should not be supported within the 2030 time horizon. It is also recognized that there are approved developments currently outside that proposed boundary (e.g. Kinnikinnik). It is suggested that properties outside the 20 year growth boundary not be supported for more intensive uses that permitted by current zoning.

In addition, it is suggested that some projects may be started but not completed within the 20 year planning horizon.

20 Year Servicing Plan and Financing Strategy

The proposed land use scenario is tied to the population projections which forms the basis of the servicing analysis. Based on the population projections the land use scenario assigns development units to specific areas of the City. That growth pattern is then fed into Sanitary Sewer, Transportation and Water servicing models. Those models generate the servicing requirements and the costs to finance that servicing to form the 20 Year Servicing Plan and Financing Strategy that then establishes the formula for Development Cost Charges (DCC's). Deviations from the growth strategy and Servicing Plan will have implications on the financing formula and ultimately DCC's.

The phasing of development is one way to reduce the risks associated with funding and building services over the long term.

Revised Process / Timeline

The schedule previously approved by Council provides for development of a preferred land use scenario by the end of June and includes a significant amount of time (July and August) dedicated to development of a servicing plan and financing strategy based on the preferred land use plan. In the fall there would be one final round of public consultation prior to bringing Phases 1 and 2 together in a bylaw for formal council consideration in late 2009 or early 2010.

Time commitments in other departments related to infrastructure funding opportunities (identified since the OCP Review process was initiated), and 2010 budget preparation will likely mean that review of a preferred land use scenario with respect to servicing and financing will not be feasible during the summer months and would likely be delayed until October / November 2009. The OCP schedule therefore needs to be adjusted to provide public input related to the detailed land use plan in September 2009 and the final land use plan in early 2010 with formal Council consideration of the bylaw for late winter / early spring 2010. Attachment 2 outlines a more detailed draft schedule.

Work on the Phase 1 draft policy document is on-going including the refinement of Development Permit exemptions and guidelines. There will be a separate process for evaluation and consultation with stakeholders on the proposed revisions to the DP process.

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.

The local government must consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and on-going, and specifically consider whether consultation is required with:

- i. the board of the regional district in which the area covered by the plan is located,
- ii. the board of any regional district that is adjacent to the area covered by the plan,
- iii. the council of any municipality that is adjacent to the area covered by the plan,
- iv. first nations,
- v. school district boards, greater boards and improvement district boards, and
- vi. the provincial and federal governments and their agencies.

This consultation is in addition to the public hearing required under *Local Government Act* – Section 882(3)(d). Council Policy No. 296, as revised and approved by Council in April 2008, addresses these requirements.

A local government must also consider any applicable “provincial policy” guidelines under Section 870 of the *Local Government Act*. To date there have been no such guidelines created.

EXISTING POLICY:

Council Policy No. 296 – OCP Consultation (referenced above)

EXTERNAL AGENCY/PUBLIC COMMENTS:

An on-line survey from May 9 – June 1 and an Open House on May 13, 2009 sought public feedback on the four land use scenarios presented to Council on May 4. Those land use scenarios (Suburban Development; Urban Centres and Suburbs; Hubs and Spokes; Ultra Compact) included impacts and characteristics on which the public was asked to indicate their preferences.

Open House Feedback

The Public Open House held on May 13, 2009 was attended by approximately 115 – 120 residents plus some agency / stakeholder groups. Public feedback from the May 13 Open House on preferences with respect to the four land use scenarios and sustainability impacts are provided in Attachment 3. The attachment lists the sustainability characteristics for each scenario and indicates the number of public votes at the Open House either liking or disliking the impact of each characteristic. The public were given a limited number of votes so there was considerable evaluation of what was considered to be important.

The Suburban Development scenario was the least supported option, although if suburban development were to be provided there was a stronger preference for development in the northern part of the City as opposed to the southern part of the City.

The Urban Centres and Suburbs scenario was supported to the extent that it was based on similarity to the existing OCP, the focus on Urban Centres and lower infrastructure costs. The level of support was tempered by negative reaction to the relatively higher GHG emissions and lower walkability.

The Hubs and Spokes scenario was most strongly supported. Those attending the open house liked this scenario's focus on mid-rise development in Urban Centres as well as along major corridors, the potential for "mini" town / village centres, complete communities, lower infrastructure costs and higher walkability.

Support for the Ultra Compact scenario was mixed. The public liked the focus on Urban Centres, proposed Urban Growth Boundary, lower GHG emissions and infrastructure costs and higher walkability. (Note: the reality is that GHG emissions for the region may actually increase given the potential for displaced single detached development). The public disliked the limited provision for new single detached growth, reconsideration of existing growth areas, and possible shifting of development beyond City boundaries.

Participants were also asked to place a yellow dot next to the sustainability measures that were the most meaningful to them and the top rated measures were as follows:

- Access to Bicycle Routes - Yellow Dots = 49
- Access to Current OCP Urban Centres - Yellow Dots = 35
- Proximity to Commercial Services - Yellow Dots = 34
- Residential Water Use - Yellow Dots = 32
- Access to Existing Parks - Yellow Dots = 30

On-line Survey Results

The on-line survey, which ran from May 8 through June 1, garnered approximately 530 responses, although not all respondents answered all the questions. On-line survey results were fairly similar to the open house feedback. A full summary of the on-line survey results is provided in Attachment 4.

When cross tabulations were done between demographic information and survey responses, the responses were consistent across respondents' location of residence, length of time in Kelowna, people per household, and age, with some minor differences:

- Residents of Black Mountain, McKinley and Dilworth were more supportive of the suburban scenario than residents of other communities, but even within these communities it was the least desirable option.
- People living in families of 5+ people supported acting as aggressively as possible to target our GHG emission goals.
- Respondents in the 40-54 and 55+ age categories were more supportive of the Ultra Compact land use scenario than those of the other age groups.

When asked to rate the scenarios against each other the results were as follows:

Ranking of Scenarios Against Each Other

Scenario	Very / Somewhat Unfavourable	Neutral	Somewhat / Very Favourable
Suburban Development	65 %	12 %	23 %
Urban Centres and Suburbs	39 %	18 %	43 %
Hubs and Spokes	15 %	13 %	72 %
Ultra Compact	35 %	10 %	55 %

Survey respondents were also asked to rate the meaningfulness of a variety of sustainability measures that are used to determine the impact of each scenario. The average rating for each measure indicated that most measures were somewhat meaningful or very meaningful to respondents.

The highest rating measures were: amount of natural area preserved in the City (73% of respondents rated this measure as very meaningful); and, access to existing parks (70% of respondents rated this measure as very meaningful).

Other high rating measures (very meaningful) include the following:

- Access to bicycle routes - 50%.
- Area of the City covered by hard surfaces - 45%.
- Proximity of homes to transit stops - 41%.

COMMUNICATIONS CONSIDERATIONS:

The consultant team will generate the public consultation material and city staff in Policy and Planning and the Community and Media Relations Department will co-ordinate the advertising and press releases regarding upcoming on-line survey and open house opportunities.

Consultation efforts will include two more on-line surveys, two more public open houses and meetings with council and stakeholders (see Attachment 2). The next on-line survey will be paired with the June 24 open house. The exact dates of the survey are not yet finalized.

Considerations not applicable to this report:

INTERNAL CIRCULATION TO:

FINANCIAL/BUDGETARY CONSIDERATIONS:

PERSONNEL IMPLICATIONS:

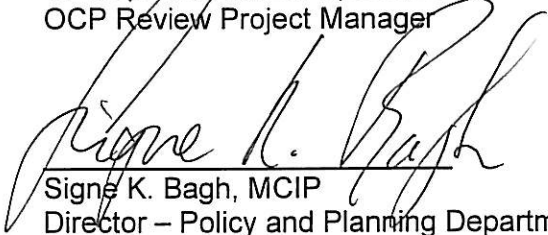
TECHNICAL REQUIREMENTS:

ALTERNATE RECOMMENDATION:

Submitted by:

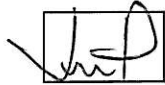


G. Stephen, Planner Specialist
OCP Review Project Manager



Signe K. Bagh, MCIP
Director – Policy and Planning Department

Approved for inclusion



Jim Paterson
General Manager of Community Sustainability

Attachment 1

OCP Phase 2 – Draft Refined Land Use Map



**Refined Scenario
Future Land Use Concept**

- City of Kelowna Boundary
- Agricultural Land Reserve
- Urban Hourglass
- 20 Year Growth Boundary (No Further Intensification beyond existing/approved projects)
- Urban Centres (Hubs)
- Village Centres (Hubs)
- Neighbourhood Centres
- Residential Intensification Spoke (Including ground oriented units)
- Mixed Use Spoke
- Employment Spoke
- Institutional Spoke
- Home Based Industry
- New Residential Areas Currently Designated in OCP (Phase 1)
- Potential New Residential Development Areas (Phase 2)

Estimate of Remaining Capacity for areas outside "Urban Hourglass"			
Currently Designated	Single Unit	Multi Unit	
1.1 University Heights	1700	250	
1.2 University South	700	500	
1.3 Lower Haysan	1500	110	
1.4 Upper Mountain	1000	200	
1.5 Kinsmen Mountain	400	150	
1.6 (SV Mission (redevelopment 2)	1000	350	
1.7 (SV Mission (redevelopment 1)	500	250	
1.8 Other	400	-	
Total	6800	1780	

Potential New Residential Areas			
	Single Unit	Multi Unit	
2.1 (Between Osoyoos and Mackway)	200	-	
2.2 University Heights	120	100	
2.3 (Lamb Ridge)	350	-	
2.4 (East of Yawbent)	300	1000	
2.5 (Kinsmen)	1000	200	
2.6 (SV Mission)	700	150	
Total	2710	1450	

*Very generalized estimates based on approximate calculations of developable area and units per hectare. Not based on any pre-study.

20 Year Growth Boundary
Areas beyond boundary will not be supported for more intensive use than permitted by current zoning.

More Complete Communities in Suburbs
-Village Centres and Neighbourhood Centres
-Townhouses and Apartments in Village Centres
-Townhouses in Residential Areas
-Some Institutional

Commercial/Light Industrial Employment Spoke

Midrise and Some Highrise in Urban Centres

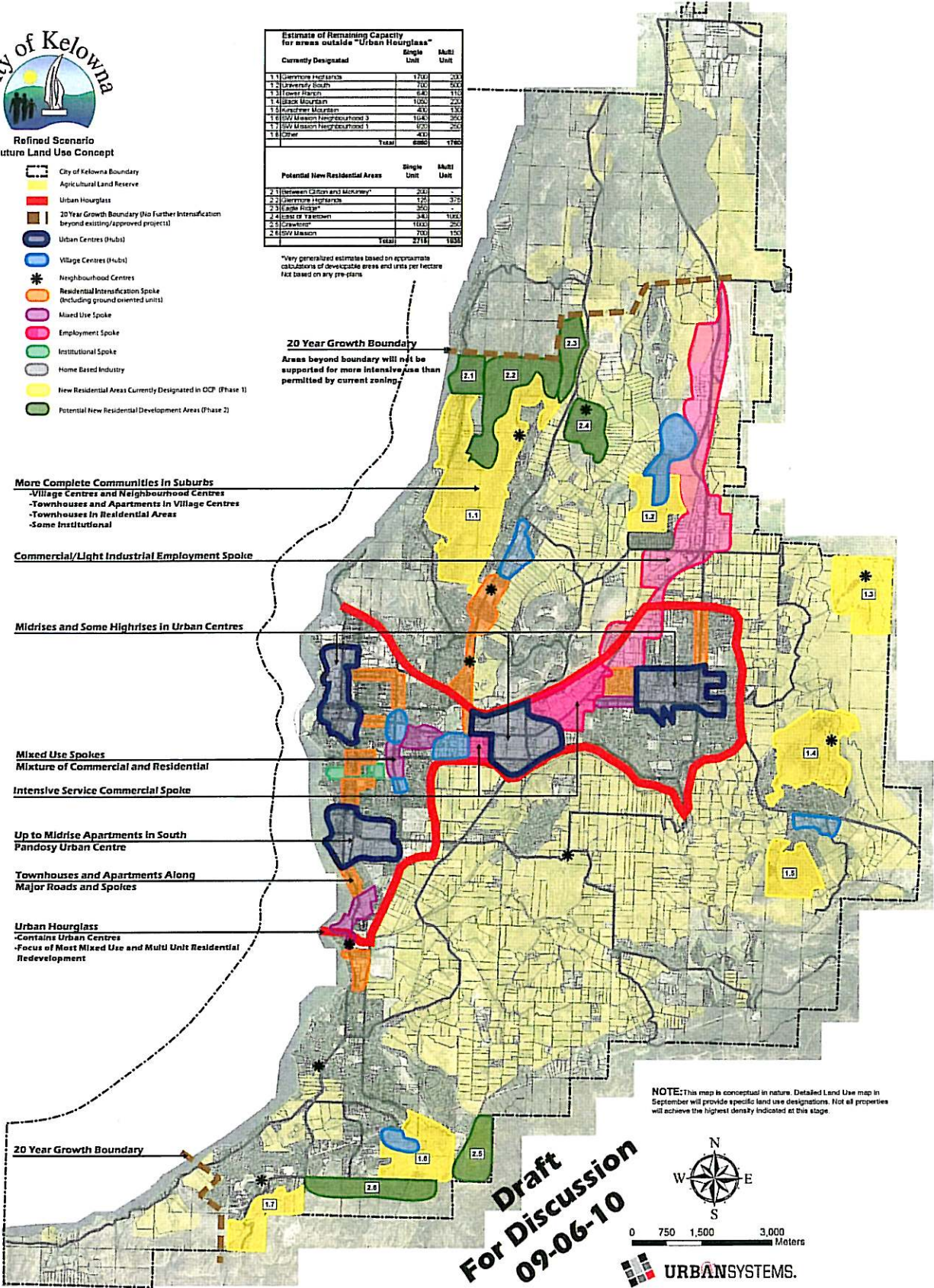
Mixed Use Spokes
Mixture of Commercial and Residential

Intensive Service Commercial Spoke

Up to Midrise Apartments in South Pandosy Urban Centre

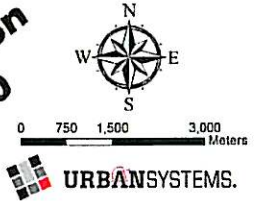
Townhouses and Apartments Along Major Roads and Spokes

Urban Hourglass
-Contains Urban Centres
-Focus of Most Mixed Use and Multi Unit Residential Redevelopment



NOTE: This map is conceptual in nature. Detailed Land Use map in September will provide specific land use designations. Not all properties will achieve the highest density indicated at this stage.

**Draft
For Discussion
09-06-10**



Attachment 2

OCP Phase 2 – Draft Consultation Schedule

Council (In-formal session)	June 15, 2009
On-line Survey # 5	June / July 2009
Open House - Refined Land Use Scenario	June 24, 2009
Preparation of Detailed Land Use Scenario	July / August 2009
Council (In-formal session)	September 2009 (Week 3)
Stakeholder Meeting(s) on DP Sections	September 2009 (Week 4)
On-line Survey # 6	September / October 2009
Open House - Detailed Land Use Plan / Policy Document / DP Sections	October 1, 2009
Preparation of 20 Year Servicing Plan and Financing Strategy	October / November 2009
Council (In-formal) - 20 Year Servicing Plan and Financing Strategy	December 2009
Preparation of Final Land Use Plan	January / February 2010
Preparation of Bylaw (Combines Phase 1 & 2)	March 2010
Bylaw Referral to Agencies	March 2010
Public Hearing	April / May 2010 (tentative)

Attachment 3

OCP Review – Phase 2 May 13, 2009 Open House Summary of Input

1. Introduction

A public open house was held on May 13, 2009 at Fire Hall #1 on Enterprise. Approximately 115 people attended the open house to review the panels and displays, and to engage in discussions with City staff and consultants from Urban Systems. In addition to discussions, the primary method for securing input on the scenarios and measures was through a 'dotmocracy' process. People were asked to place red dots on the items they disliked and green dots on the items they liked. They were also able to place yellow dots beside the measures that were the most meaningful to them. In addition, if attendees wanted to provide more extensive comments, they had the opportunity to fill in comment sheets.

The sections below describe the results of the open house, as follows:

- The results of the "dotmocracy" exercise (with red dots and green dots) for the four scenarios: Suburban Development, Urban Centres and suburbs, Hubs and Spokes, and Ultra Compact, as well as the results regarding which measures are the most meaningful.
- The results from the comment sheets including a summary of the comments on the four scenarios, comments on the measures and other comments

2. Red Dots and Green Dots

A summary of the results for the input from the red dot and green dot exercise is set out below. The detailed results are set out in Appendix A.

Suburban development scenario

The Suburban development scenario was the least favoured scenario as it had the greatest number of red dots (dislikes) and the fewest number of green dots (likes) for all of the scenario characteristics, when compared to the other three scenarios.

The three characteristics that were disliked the most (with most number of red dots) for this scenario were:

- Provides for development in all areas for which the City has received expressions of interest from the development community; Red Dots = 39; Green Dots = 8;
- Little development is directed to the Urban Centres; Red Dots = 33; Green dots = 1;
- Development extends outward into currently undeveloped areas and some rural lands; Red Dots = 28; Green Dots = 8;

Although some characteristics generated absolutely no green dots, some of the characteristics of this scenario did generate a limited number of green dots including:

- Allows development in several new outlying areas in the northern part of the City (e.g. north of North Glenmore, east of McKinley Landing); Green Dots = 20; Red Dots = 12
- Allows some new townhouses and apartments in outlying areas, and in Urban Centres; Green Dots = 12; Red Dots = 3
- Allows development in new outlying areas in the southern part of the City (e.g. Southwest Mission, east of Crawford); Green Dots = 8; Red Dots = 15

Urban Centres and Suburbs

The Urban Centres and Suburbs scenario was in the mid-range for red dots and green dots when compared to the other scenarios. It had the second lowest number of red dots and the second highest number of green dots, which means it was the second most favoured scenario considering the responses to the characteristics of this scenario.

The three characteristics that were liked the most (with most number of green dots) for this scenario were:

- Directs townhouses and apartments to the Urban Centres in Downtown, South Pandosy, Highway 97 and Rutland; Green Dots = 22; Red Dots = 0
- Provides for Highrise development (greater than 12 storeys) in City Centre, Highway Centre and Rutland; Green Dots = 20; Red Dots = 7
- Allows for more housing in areas designated for development in the current OCP (e.g. Glenmore Highlands, Black Mountain, Southwest Mission); Green Dots = 16; Red Dots = 7

The three characteristics that were disliked the most (with most number of red dots) for this scenario were:

- Results in medium to high numbers of vehicle trips and Greenhouse Gas emissions compared to other scenarios; Green Dots = 1; Red Dots = 13
- Compared to other scenarios, results in a low to medium percentage of dwellings within a 10 minute walk of existing schools, recreation facilities and cultural facilities; Green Dots = 0; Red Dots = 7
- Compared to other scenarios, results in a low to medium percentage of dwellings within a 10 minute walk of existing Urban Centres, commercial services and high frequency transit; Green Dots = 0 Red Dots = 6

Hubs and Spokes Scenario

The Characteristics associated with the Hubs and spokes scenario generated the highest number of green dots and the lowest number of red dots when compared to other scenarios, which means it was the most favoured of all the scenarios.

The three characteristics that were liked the most (with most number of green dots) for this scenario were:

- Potential for more “mini” town centres (Village Centres); Green Dots = 23; Red Dots = 2
- Results in more mid-rise (5 – 12 storey) housing in Urban Centres in City Centre, South Pandosy, Highway Centre and Rutland (Hubs); Green Dots = 21; Red Dots = 5
- Provides for more “complete” communities in suburban locations (mix of residential unit types, with some local commercial uses); Green Dots = 20; Red Dots = 0

There were few red dots associated with the characteristics of this scenario, indeed, only two characteristics received more than 5 red dots. The two characteristics that were disliked the most (with most number of red dots) for this scenario were:

- Provides for fewer high rises (greater than 12 storeys) in Urban Centres than the Urban Centres / Suburbs Scenario; Green Dots = 10; Red Dots = 10
- Anticipates less demand for suburban single family – this demand will instead be met with more townhouses in central neighbourhoods; Green Dots = 13; Red Dots = 9

Ultra Compact Scenario

The Characteristics associated with the Ultra Compact Scenario generated the third lowest number of green dots and the third highest number of red dots when compared to other scenarios, which means it was only the third most favoured of the 4 scenarios.

The three characteristics that were liked the most (with most number of green dots) for this scenario were:

- Directs about 90% of new units to central areas (e.g. Downtown, South Pandosy, Highway 97 / Orchard Park, Rutland); Green Dots = 25; Red Dots = 23
- Compared to other scenarios, results in higher percentages of dwellings within a 10 minute walk of existing Urban Centres, commercial services and high frequency transit; Green Dots = 15; Red Dots = 0
- Results in townhouses, apartments and high rises concentrated in Urban Centres; Green Dots = 14; Red Dots = 1

The three characteristics that were disliked the most (with most number of red dots) for this scenario were:

- May need to go outside City boundaries to find new single detached dwellings; Green Dots = 0; Red Dots = 27
- Directs about 90% of new units to central areas (e.g. Downtown, South Pandosy, Highway 97 / Orchard Park, Rutland); Green Dots = 25; Red Dots = 23
- Results in almost no development of new area for single detached housing (development potential provided through existing zoning would remain, but would not be use because of costs and policy advantages provided to development in more central locations); Green Dots = 4; Red Dots = 21

Conclusions

The key conclusions from Red dot and Green dot exercise are as follows:

The scenario with the most favoured characteristics was the Hubs and Spokes scenario.

Of all the scenarios, the characteristics with the highest number of green dots were as follows:

- The Ultra Compact scenario: Directs about 90% of new units to central areas (e.g. Downtown, South Pandosy, Highway 97 / Orchard Park, Rutland); Green Dots = 25; Red Dots = 23
- The Hubs and Spokes scenario: Potential for more "mini" town centres (Village Centres); Green Dots = 23; Red Dots = 2
- The Hubs and Spokes scenario: Directs townhouses and apartments to the Urban Centres in Downtown, South Pandosy, Highway 97 and Rutland; Green Dots = 22; Red Dots = 0
- The Hubs and Spokes scenario: Results in more mid-rise (5 – 12 storey) housing in Urban Centres in City Centre, South Pandosy, Highway Centre and Rutland (Hubs); Green Dots = 21; Red Dots = 5

3. Measures

Participants were asked to place a yellow dot next to the measures that were the most meaningful to them and the top rated measures were as follows:

- Access to Bicycle Routes - Yellow Dots = 49
- Access to Current OCP Urban Centres - Yellow Dots = 35
- Proximity to Commercial Services - Yellow Dots = 34
- Residential Water Use - Yellow Dots = 32
- Access to Existing Parks - Yellow Dots = 30

4. Detailed Comment Sheets

A total of 23 comment sheets were completed. 13 sheets were completed at the Open house, and 10 more were submitted after the Open house. A summary of the comments is set out below, the details are set out in Appendix B.

Summary of Comments on Suburban Development Scenario

In general there was an even split between those who disliked the Suburban Development Scenario and those who liked it.

A group of responses was against the suburban development scenario because it promoted urban sprawl, it was not seen as being very sustainable, it compromises rural and farming areas and it was costly to service.

A group of responses was in favour of this scenario as they preferred the lower density approach. Some felt that this scenario is better because it spreads people out, reducing the capacity of the city to accommodate more growth and limiting the amount of total growth in the city. The group of respondents who favoured the suburban development scenario was generally the same group who do not want to see higher density and high-rises in the downtown area.

Summary of Comments on Urban Centres and Suburbs Scenario

The comments on the Urban Centres and Suburbs scenario were generally neutral in nature, with some mildly negative comments and some mildly positive. There were a limited number of suggestions for improvements regarding building locations and densities.

Summary of Comments on Hubs and Spokes Scenarios

There were a series of comments in favour of the Hubs and Spokes option, and several felt this was the best option presented.

There were also a series of comments that expressed concern with this option, some of the concerns included concern over the density in the hubs, concern over density in the downtown, concern that it is too similar to the Ultra Compact scenario.

In general, there were a similar number of responses in favour of the hubs and spokes scenario as expressed concerns or were not in favour.

Summary of Comments on Ultra Compact Scenario

The ultra compact scenario received the greatest number of negative comments. The comments included concerns over the amount, level and location of density. In particular, a number of comments included concerns over density and concentration of people in the downtown area, concerns over highrises and concerns over the impact on environmental carrying capacity.

Summary of comments on measures

There were 9 comments on measures. They included 3 comments on the importance of cycling and bicycle networks, 3 comments on the importance of local food production. There were also comments about limiting growth to retain clean air and water, and the need to consider the relationship between the OCP and economic development.

Summary of Other Comments

Respondents provided a range of comments under the 'other comments' section. The primary themes in the 'other comments' section included the following:

- Concerns over growth, along with a desire for limits to growth or a desire to see no growth;
- A desire for easier or better cycling, walking and transit;
- Concerns over higher density;
- Concerns over carrying capacity of the environment;
- Concerns over limited water supply;
- Concerns over the complexity of the issues;
- An appreciation for the opportunity to comment on the OCP.

Appendix A

Official Community Plan – Phase 2 May 13 Open House Results from Green Dots and Red Dots, and Input on the Measures

Land use Scenarios: Green Dots = Like characteristic; Red Dots = Dislike characteristic

Suburban Development

Characteristic 1: Provides for development in all areas for which the City has received expressions of interest from the development community; Green Dots = 8; Red Dots = 39

Characteristic 2: Development extends outward into currently undeveloped areas and some rural lands; Green Dots = 8; Red Dots = 28

Characteristic 3: Allows development in several new outlying areas in the northern part of the City (e.g. north of North Glenmore, east of McKinley Landing); Green Dots = 20; Red Dots = 12

Characteristic 4: Allows development in new outlying areas in the southern part of the City (e.g. Southwest Mission, east of Crawford); Green Dots = 8; Red Dots = 15

Characteristic 5: Little development is directed to the Urban Centres; Green Dots = 1; Red Dots = 33

Characteristic 6: Allows extensive areas for new single detached homes in outlying areas; Green Dots = 4; Red Dots = 13

Characteristic 7: Allows some new townhouses and apartments in outlying areas, and in Urban Centres; Green Dots = 12; Red Dots = 3

Characteristic 8: Results in higher vehicle trips and Greenhouse Gas emissions than other scenarios; Green Dots = 0; Red Dots = 16

Characteristic 9: Compared to other scenarios, results in a lower percentage of dwellings within a 10 minute walk of existing Urban Centres, commercial services and high frequency transit; Green Dots = 0; Red Dots = 14

Characteristic 10: Compared to other scenarios, results in a lower percentage of dwellings within a 10 minute walk of existing schools, recreation facilities and cultural facilities; Green Dots = 0; Red Dots = 8

Characteristic 11: Compared to other scenarios, results in much higher infrastructure costs (e.g. sewer, water and roads) for new development; Green Dots = 0; Red Dots = 12

Urban Centres and Suburbs

Characteristic 1: Allows for more housing in areas designated for development in the current OCP (e.g. Glenmore Highlands, Black Mountain, Southwest Mission); Green Dots = 16; Red Dots = 7

Characteristic 2: Directs townhouses and apartments to the Urban Centres in Downtown, South Pandosy, Highway 97 and Rutland; Green Dots = 22; Red Dots = 0

Characteristic 3: Provides for Highrise development (greater than 12 storeys) in City Centre, Highway Centre and Rutland; Green Dots = 20; Red Dots = 7

Characteristic 4: Results in medium to high numbers of vehicle trips and Greenhouse Gas emissions compared to other scenarios; Green Dots = 1; Red Dots = 13

Characteristic 5: Compared to other scenarios, results in a low to medium percentage of dwellings within a 10 minute walk of existing Urban Centres, commercial services and high frequency transit; Green Dots = 0 Red Dots = 6

Characteristic 6: Compared to other scenarios, results in a low to medium percentage of dwellings within a 10 minute walk of existing schools, recreation facilities and cultural facilities; Green Dots = 0; Red Dots = 7

Characteristic 7: Compared to other scenarios, results in low to medium infrastructure costs (e.g. sewer, water and roads) to service new areas; Green Dots = 11; Red Dots = 0

Hubs and Spokes

Characteristic 1: Anticipates less demand for suburban single family – this demand will instead be met with more townhouses in central neighbourhoods; Green Dots = 13; Red Dots = 9

Characteristic 2: Results in more mid-rise (5 – 12 storey) housing in Urban Centres in City Centre, South Pandosy, Highway Centre and Rutland (Hubs); Green Dots = 21; Red Dots = 5

Characteristic 3: Results in more townhouses and apartments in areas along major roads (spokes); Green Dots = 15; Red Dots = 5

Characteristic 4: Provides for fewer high rises (greater than 12 storeys) in Urban Centres than the Urban Centres / Suburbs Scenario; Green Dots = 10; Red Dots = 10

Characteristic 5: Potential for more “mini” town centres (Village Centres); Green Dots = 23; Red Dots = 2

Characteristic 6: Provides for more “complete” communities in suburban locations (mix of residential unit types, with some local commercial uses); Green Dots = 20; Red Dots = 0

Characteristic 7: Results in low to medium numbers of vehicle trips and Greenhouse Gas emissions compared to other scenarios; Green Dots = 11; Red Dots = 1

Characteristic 8: Compared to other scenarios, results in a medium to high percentage of dwellings within a 10 minute walk of existing Urban Centres, commercial services and high frequency transit; Green Dots = 11; Red Dots = 0

Characteristic 9: Compared to other scenarios, results in a medium to high percentage of dwellings within a 10 minute walk of existing schools, recreation facilities and cultural facilities; Green Dots = 9; Red Dots = 0

Characteristic 10: Compared to other scenarios, results in low to medium infrastructure costs (e.g. sewer, water and roads) to service new areas; Green Dots = 5; Red Dots = 0

Ultra Compact

Characteristic 1: Results in very little new housing in new residential area designated in the current OCP (e.g. Glenmore Highlands, UBCO area, Black Mountain, Southwest Mission); Green Dots = 5; Red Dots = 18

Characteristic 2: Directs about 90% of new units to central areas (e.g. Downtown, South Pandosy, Highway 97 / Orchard Park, Rutland); Green Dots = 25; Red Dots = 23

Characteristic 3: Results in almost no development of new area for single detached housing (development potential provided through existing zoning would remain, but would not be use because of costs and policy advantages provided to development in more central locations); Green Dots = 4; Red Dots = 21

Characteristic 4: May need to go outside City boundaries to find new single detached dwellings; Green Dots = 0; Red Dots = 27

Characteristic 5: Results in townhouses, apartments and high rises concentrated in Urban Centres; Green Dots = 14; Red Dots = 1

Characteristic 6: High proportion of multiple unit residential development; Green Dots = 5; Red Dots = 8

Characteristic 7: Establishes a strong Urban Growth Boundary – a line beyond which no urban development would be allowed; Green Dots = 6; Red Dots = 3

Characteristic 8: Results in lowest vehicle trips and Greenhouse Gas emissions compared to other scenarios; Green Dots = 6; Red Dots = 1

Characteristic 9: Compared to other scenarios, results in higher percentages of dwellings within a 10 minute walk of existing Urban Centres, commercial services and high frequency transit; Green Dots = 15; Red Dots = 0

Characteristic 10: Compared to other scenarios, results in higher percentages of dwellings within a 10 minute walk of existing schools, recreation facilities and cultural facilities; Green Dots = 11; Red Dots = 0

Characteristic 11: Compared to other scenarios, results in low infrastructure costs (e.g. sewer, water and roads) to service new areas; Green Dots = 7; Red Dots = 0

Effectiveness of Measures: Yellow Dots = Agree with this Measure

- Measure 1: Access to Current OCP Urban Centres - Yellow Dots = 35
- Measure 2: Access to High Frequency Transit - Yellow Dots = 28
- Measure 3: Access to Bus Rapid Transit - Yellow Dots = 24
- Measure 4: Vehicle Trips per Day - Yellow Dots = 20
- Measure 5: Automobile Greenhouse Gas Emissions - Yellow Dots = 19
- Measure 6: Proximity to Commercial Services - Yellow Dots = 34
- Measure 7: Proximity to Institutional Services - Yellow Dots = 17
- Measure 8: Proximity to Cultural Services - Yellow Dots = 9
- Measure 9: Access to Bicycle Routes - Yellow Dots = 49
- Measure 10: Access to Existing Parks - Yellow Dots = 30
- Measure 11: Residential Water Use - Yellow Dots = 32
- Measure 12: Length of New Storm Sewer Pipe / New Growth Areas - Yellow Dots = 6
- Measure 13: Length of New Sanitary Sewer Pipe / New Growth Areas - Yellow Dots = 12

Appendix B

Official Community Plan – Phase 2 May 13 Open House Detailed results from Comment Sheets

Comments on Suburban Development Scenario

Response – The Suburban Development or 'Sprawl' scenario is a terrible approach. It will increase Kelowna's footprint without providing any tangible benefits to the livability of Kelowna as a whole. Nice straw man.

Response – This would be a disaster, in terms of loss of recreation land/landscape, in terms of encourage continued increase in vehicle reliance. In terms of health impacts and so on.

Response – should consider the character of existing neighbourhoods. Housing should not be higher than maximum existing houses unless neighbourhood agrees.

Response – Do we really need more?

Response – Urban Sprawl is not necessary or desirable.

Response – Costly for servicing not enough core development seems against current lifestyle trends.

Response – Building of High Rises on the shore should not happen and buildings should be low on the shoreline and rise if required back from the shore.

Response – Not sustainable so why show it!

Response – We need to preserve as much of our farmable land as possible for the future. Once it is built on, you can't return it to farm ability.

Response – This would result in urban sprawl and would not be the best scenario.

Response – No

Response – This is the conservation scenario sooner the whole area is developed with low rise buildings, the sooner outsiders, get the message there is no more room for them. The sooner they move on the greater the area can survive environmentally.

Response – This is the best scenario for a long term environmental balance and sustainability plus maximum livability and having optimal population size. High-rises should be strictly forbidden.

Response – This scenario has the greatest potential for sustaining nature's life support systems for Kelowna's survival in the 21st century.

Response – Having too many people living here is going to destroy Kelowna. And no amount of “smart growth” densification is going to save it. This suburban development scenario is the best option because it accommodates less people and thereby preserves vital environmental carrying capacity.

Response – This scenario is the best of the 4 scenarios – it favours more residential better quality living and sense of neighbourhood and community.

Response – I can accept this option

Response – This is my #1 Choice

Response – This scenario is okay

Response – Yes I strongly approve

Response – Yes this scenario provides quality of life. It reminds me of beautiful cities like Carlsbad, California and others along the ocean that doesn't have high-rises.

Comments on Urban Centres and Suburbs Scenario

Response – The current OCP is only marginally different from the ‘sprawl’ scenario. The only difference between the two is that densification is not prohibited; unfortunately, it is only barely tolerated.

Response – There are few gains here, it seems, as the relatively high densification of the urban cores does not help reduce the worst aspects of suburban development.

Response – Should _____ with density lessening as one gets into the suburbs.

Response – How do gated “communities” fit into Kelowna’s culture?

Response – Seems like just more of the same with no direction.

Response – The better plan for short term they need to be expanded around 4 cores.

Response – A good walkway should be provided on the shore line, no buildings on the shore, all across the road, check with Coolangatta on the West Coast of Australia.

Response – Represent a good balance.

Response – Still requires a great deal of infrastructure – roads, bus routes, etc.

Response – This seems like the best option. It is important to have as many residential building, commercial development options as possible.

Response – No

Response – Too much densification in the downtown area. Move the 14% into the area north of Walmart towards UBCO.

Response – This scenario has some merit in vital sustainability, but there's too much densification in the downtown area.

Response – This is my #2 choice.

Response – Moderately approve

Comments on Hubs and Spokes Scenarios

Response – Now you're talking! A better balance of small centres and surrounding density, resulting in a more bike-able and walk-able community.

Response – For planning in this context – i.e. Kelowna City boundaries – this scenario presents the best possible gains. According to the indications, it tends to be within a few percentage points of the Ultra-Compact Scenario, yet does not create the isolated development pressures that the Ultra-Compact would, outside a regional (RCO or even whole-valley wide) development plan.

Response – Good in areas where there is land discontinued or if space between hubs is just used for recreational purposes.

Response – I like the mini town centres with high density downtown and med-high density in Urban Centres. Downtown hi-rises should be more than 12 stories.

Response – Kelowna isn't physically big enough for this type of model to be effective. Hubs too small need more land.

Response – There should be NO junky building allowed on HWY 97 and from Oyama and Winfield into the City. The area should be beautified – after all this is the first thing people see of our City.

Response – This seems to make the most sense to me. I am concerned that high-rises are significant pollutes and users of energy as opposed to 4 storey buildings. Infill with 2nd swellings has started already and should continue.

Response – this option is good too but the Urban Centres option seems more feasible.

Response – No

Response – Need more commercial around hospital like wheel chairs, medical, pharmacy, like leslie diamond pavilion in VGH.

Response – Too much densification in downtown core and out to Spall Road along highway 97 – maximum densification should take place move the 21% out by Walmart beyond UBCO.

Response – The hub of maximum population density is in the wrong location – rather than downtown, the hub should be near the geographical center of Kelowna.

Response – This scenario is not much better than the worst ultra compact scenario.

Response – I don't care for this scenario this scenario is similar to ultra compact scenario.

Response – Don't approve

Comments on Ultra Compact Scenario

Response – The compact scenario is altogether a good model, but there's a need to be care that increased density is balanced with a live able downtown core.

Response – As indicated above, the ultra-compact scenario if enacted just in Kelowna City boundaries is highly likely to exacerbate development issues and problems in communities outside Kelowna – West Kelowna, Peachland, Summerland, Lake Country, Vernon. It would likely lead to increased commuter traffic on the HWY. IF in the wide light rail/rapid transit/bike network, it could be incredibly effective. This would be my ultimate vision, but in the context of an isolated Kelowna-only OCP, the hubs and spokes seems most likely to bring the benefits without spreading the problems further afield – i.e. Kelowna – Ultra-Compact risks turning Sprawl from a Kelowna problem to an even more Valley-wide problem.

Response – UBCO should be a hub and developed rather than developing Glenmore or South Mission.

Response – Must maintain enough space so ghettos are not created – recreational opportunities.

Response – Allow for small parks with benches, flower beds, a fountain and permit all members (visitors OK) to enjoy the parks, people with dogs included as in Ottawa, St. Lambert, White Rock, Oakville, etc.

Response – Should allow for townhouse/med-low density in surrounding areas.

Response – Best plan to serve long term demand and balance with servicing costs, traffic reduction and access to services.

Response – There has to be some way to eliminate billboards.

Response – Not economically feasible. Will result in increased housing costs. Not sustainable so why show it!

Response – Too many high rises will destroy the natural beauty of our area – you can't see through them. And we end up with a concrete jungle feeling.

Response – This does not seem like it is possible. To push all new housing out of Kelowna boundaries is a very bad idea. You need to have as many options as possible.

Response – No

Response – Need more multifamily housing around hospital area, i.e. short term stay for patients, families, doctors and nursing staff.

Response – Too much densification along the waterfront and downtown core. It is becoming ghetto for the idle rich. I don't feel welcome so I rarely go there and having the unneeded phoney skating rink at Stuart Park won't improve things – the downtown is a write off – high-rises are killing the area.

Response – Why more densification of the downtown area? The area is already too congested. Gridlock in downtown core and along highway from bridge to Gordon drive and beyond is inevitable and ultimately will destroy the downtown area.

Response – Too much densification and over concentration of people in the downtown area. Move the 30% north of Walmart towards UBCO.

Response – This over densification of the downtown area is a disaster waiting to happen. Why would anyone want to create a human plaque in the downtown area???

Response –A very detrimental scenario leading to the overpopulation of Kelowna and the collapse of environmental carry capacity, ultimately.

Response – This sets a dangerous precedent of over-densifying Kelowna. First the downtown is over densified then like cancer the over-densification spreads all over-effectively destroying Kelowna.

Response – I don't like this ultra compact scenario – this reminds me of cramming in people like in Hong Kong.

Response – Stacking people in high-rises like piles of cord wood is no solution. Why not simply put the brakes on growth? After all growth for the sake of growth is the same creed as the cancer cell! How can growth be good when the costs of growth is putting residents into poverty and homelessness and heading the City of Kelowna into bankruptcy?

Response – Absolutely don't approve whatsoever. I don't want skyline killed by high-rises. High-rises do not belong at or near waterfront in the downtown area.

Response – This is very poor planning compared to Carlsbad, California which has a population of 100,000 and no high-rises or over-densification of their downtown.

Comments on Measures

Response – Biking is under represented in all scenarios. We live on a flat delta – use the bike.

Response – It's crucial to keep looking at the number of vehicle trip measured and the 2 transit measures, not just the proximity to bike routes because there are so many winter months when cycling is so much less feasible for a lot of people. Most of my driving happens in winter, when the weather is poor and it's dark early. When transit is just not available alternative, lots of people drive through the winter.

Response – Did not understand long sewer lines?

Response – Questions about infrastructure costs associated with development in new communities – these costs are paid by developers. Likewise and missing is the questions

about infrastructure capacity in existing areas where higher density is being directed to. Who pays and when?

Response – It would appear that a glaring omission from both the goal topics and measures (in terms of community sustainability) is in regard to how the OCP serves to promote economic development.

Response – We really need to work on improving public transit and bicycle paths and routes that are safe so people will actually make the move away from vehicle use instead of just talking about it. I would like to ride a bike in my areas (downtown) but don't feel safe enough yet to do so that is the bike routes are only half-assed at this point.

Response – Where is the measure to ensure local food production? With the global warming we are headed for worldwide food shortages so what's the point of building more highrises and shopping malls on good soil for farming? When some will be demolished eventually for food production for starving citizens?

Response – The most important measures above all are to ensure potable water, clean air and local food production. This can be done by limiting and slowing down population and development by limiting building permits through quotas, more tourism, etc. of Kelowna is to survive, there is no choice – smart growth densification won't save Kelowna.

Response – More emphasis needed on slowing and limiting growth with specific detailed policies, plans and actions to ensure perpetual vital clean water, air and abundant good farm soil for vital local food production for 100 years and beyond to infinity if need be, seek proper legislation to place collective and individual environmental sustainability rights over individual development rights, including the right to make profit. (letter was attached)

Other Comments

Response – We need more east/west connecting bike paths. North/south seems good.

Response – Overall, it depends on how density is built. High density in a park like setting is attractive. High rises, packed together, and surrounded by busy roads is not attractive.

Response – Thanks for the opportunity to look into Kelowna's future

Response – The City should pay heed to the needs of residents, not just tourists. I would like to see parks with lots of benches where local resident, their children and pet dogs on leash could meet and get to know each other. We need community parks for all members of the community.

Response – Has Randall O'Tesle from Portland been consulted? If not, council deserves the opportunity to hear from him.

Response – Focus should be on a high-density downtown, medium density urban centres and more small lot houses and multifamily to curb urban sprawl and create likeable, mixed use neighbourhoods.

Response – Do not allow transit through suburban areas. Keep transit corridors thru commercial/industrial/business sectors.

Response – Graffiti is a major problem to the City – there should be a bylaw and people caught should be charged, given a clock or more the keep clean and they should provide the tools to do it. Check with San Jose in California.

Response – I believe in urban development. I want to be able to live without a car. Please see attached letter.

Response – Downtown does not provide adequate walking, biking and rollerblading paths. During the summer months the waterfront is over congested with these types of traffic. Paving like along Abbott Street ought to be used instead of stone paving.

Response – An excellent presentation. I have filled out the survey online so all my answers are there regarding each section that was set forth. I found this very interesting and much to think about. Thank you very much for the invitation and letting me see how our City will possibly grow in about 20 years. This is very good information about the changes and the building that will possibly go on in the future and the changes.

Response – 1 Bike: the best form of transport for 8 months/year.

2. Wording of some options was difficult to follow; this from a University grad.
3. Use spell check. Your whole presentation looks amateurish as a result of poor spelling.
4. The OCP 2030 presumes ONE growth scenario. Where is the current population displayed? By units required, you are aiming for how many additional residents? My calculation says 40,000? Or is it 30,000? Or 50,000? Given increasing demands for water, recreation, and City facilities, where are the accompanying water use and parks plans?
5. Emphasize walk ability and bike ability by creating fluid, not disjointed, bike lanes and sidewalks.

Further how will 2030 be impacted by decreasing demands for retirement – style dwellings and possibly the detached home? Given current housing affordability, is it prudent to propose any options but the H and Spokes or Compact Scenarios? Do any scenarios factor what demographics may result, or what employment options will be required to support the demand that would make the scenarios a success?

Response – Zoning and the concentration of public, institutional and commercial services is a key issue that appears to be missing or at least not given enough importance. The only reference the economy is in regard to costs for new infrastructure. *I feel the OCP needs to consider impacts for future economic and commercial activity.

Response – Public is not informed enough to make complex decisions on the OCP. More emphasis should be put on the City's long range planner to develop a sustainable OCP.

Response – The visual for “Scenario Effectiveness” conveys very little information and what it does is misleading. Looking at the graphs for each indicator, what matters is the relative gain/loss for each scenario, where the “Effectiveness” image compresses this into an even differential between each scenario. This isn't helpful and makes it harder to make informed and nuanced analyses of options.

Response – There is no scenario shown for no growth. Continued growth will produce more water and air pollution, water shortages, more crime, more traffic congestion, higher taxes = higher cost of living = lower standard of living and lower quality of life.

Response – I do not think that continued growth in Kelowna can be sustained without radical changes in the average citizen's way of thinking, or without a significant degrading of quality of life. I would like to see Kelowna consider serious limits to growth.

Response – We need better transit.

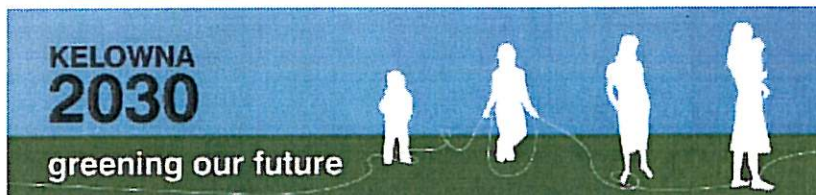
Response – By accommodation more people moving here through smart growth where is the limited supply of clean water going to come from? Or do new residents bring in their own water by tanker truck? Caution water experts warn at the rate of population growth, Kelowna could face drought by 2030 – THEN WHAT?

Response – Where is the most important scenario?? The environmental carrying capacity model where population and development growth is limited to nature's finite carrying capacity.

Response – Why only plan to 2030? Why not plan for 100 – 500 -1,000 years? Indeed, such vital life sustaining things as potable water, clean dirt flora, fauna and local food production needs to exist in perpetuity, and without this guaranteed vital sustainability – what good is land use planning to 2030? Water, air and food sustainability is more important than where you pack in and stack and house the human bodies. SO WHY PLAN BACKWARDS FOR THE VERY SHORT TERM OF 20 YEARS?

Response – I can't understand why the City is no high-rises and densification crazy wanting to follow cities like Edmonton and Vancouver. Why not copy some of the beautiful cities along the ocean like Carlsbad and Santa Barbara, California?

Attachment 4



**Official Community Plan Review, 2nd Phase
On-Line Survey #4, May – June 2009**

Background

An on-line survey was launched May 9, 2009 to continue the public input process for the 2nd Phase of the 2030 OCP review, and to receive public feedback on the four potential future land use scenarios. The survey closed on June 1, 2009. In total, 532 respondents began the survey. Out of this total, 442 respondents completed the survey.

The fourth on-line survey focused on the four future land use scenarios, characteristics of each scenario, measures used to determine the impact of each scenario, the BC Climate Action Charter, and residential development form considerations. In total there were 14 questions for respondents to answer.

Survey Respondents

As with the previous surveys, all age categories were represented. Compared to the City's actual distribution of population, respondents between 25 and 54 years of age were over-represented, while respondents under 24 years of age and over 55 years of age were under-represented.

Age	Survey Respondents	Pop'n Distribution 2006 Census
0-19	2%	22%
20-24	5%	7%
25-39	29%	17%
40-54	37%	22%
55+	26%	32%

As a whole, the population geographic distribution was fairly representative of the City, with a few areas over-represented, such as Lower Mission and South Glenmore, while others were under-represented, such as Rutland and South Pandosy. This is similar to the results in the previous survey. As well, it is noted that over 10% of survey respondents identified themselves as living in neighbourhoods (either within or outside of Kelowna) other than those that were provided as response options.

Area	Survey Respondents (Kelowna Only)	Pop'n Distribution 2006 Census
Rutland	15%	25%
SE Kelowna	7%	6%
South Pandosy	7%	13%
Lower Mission	14%	6%
Upper Mission	7%	6%
Black Mountain	4%	4%
McKinley	2%	1%
Dilworth	2%	2%
Quail Ridge	0%	2%
North Glenmore	10%	8%
Magic Estates/Clifton	5%	2%
South Glenmore	7%	3%
Central Kelowna	22%	22%

When cross tabulations were done between demographic information and survey responses, the responses were consistent across respondents' location of residence, length of time in Kelowna, people per household, and age, with some minor differences:

- Residents of Black Mountain, McKinley and Dilworth were more supportive of the suburban scenario than residents of other communities, but even within these communities it was the least desirable option.
- People living in families of 5+ people supported acting as aggressively as possible to target our GHG emission goals.
- Respondents in the 40-54 and 55+ age categories were more supportive of the Ultra Compact land use scenario than those of the other age groups.

Findings

Scenario Characteristics

Suburban Development Scenario

- For this Scenario, few characteristics received favourable ratings. Nevertheless, there were some characteristics that received mixed opinions:
 - The Scenario allows some new townhouses and apartments in outlying areas, and in Urban Centres (47% somewhat or very favourable; 32% somewhat or very unfavourable).

- The Scenario allows development in several new outlying areas in the northern part of the City (37% somewhat or very favourable; 51% somewhat or very unfavourable).
- The Scenario allows development in new outlying areas in the southern part of the City (33% somewhat or very favourable; 52% somewhat or very unfavourable).
- Many Scenario characteristics received unfavourable ratings:
 - The Scenario results in higher vehicle trips and Greenhouse Gas emissions than other scenarios (72% somewhat or very unfavourable).
 - The Scenario results in much higher infrastructure costs compared to other scenarios (71% somewhat or very unfavourable).
 - The Scenario directs little employment to the Urban Centres (71% somewhat or very unfavourable).
- Sample Comments:
 - "Suburban development doesn't need to be single family dwellings with no access to services and facilities - all neighbourhoods should promote walkability."
 - "This is not a sustainable scenario on many levels - especially environmentally and socially. It also impacts in a negative way on other more central communities as we build large roads through otherwise walkable older neighbourhoods to service suburbia. This is wrong."
 - "People will still have a choice as to live in a high rise or a suburb, which is great."
 - "This seemed like a good idea - in 1950!"

Urban Centres & Suburbs Scenario

- The Scenario characteristics received a mix of favourable and unfavourable ratings.
- The two most positively rated Scenario characteristics included the following:
 - The Scenario directs townhouses and apartments to the Urban Centres (77% somewhat or very favourable).
 - The Scenario provides for high-rise development in the City Centre, Highway Centre/Orchard Park, and Rutland (61% somewhat or very favourable).
- Three scenario characteristics received predominantly unfavourable ratings:
 - The Scenario results in medium to high numbers of vehicle trips and Greenhouse Gas emissions compared to other scenarios (60% somewhat or very unfavourable).
 - The Scenario results in low to medium percentages of dwellings within a 10 minute walk of existing schools, recreation facilities, and cultural facilities (54% somewhat or very unfavourable).
 - The Scenario results in low to medium percentages of dwellings within a 10 minute walk of existing Urban Centres, commercial services, and high frequency transit (53% somewhat or very unfavourable).
- Sample Comments:
 - "Still need more focus on minimizing urban sprawl, and utilizing the developed areas we already have, plus we need to allow people to live, work, play , all in the same area."
 - "Doesn't change the face of Kelowna. I am not convinced about the need for 12-story+ in all urban areas."
 - "Like the idea to spread a little more to keep it a little more friendly. Bring offices and high-rises near highway and Orchard mall and Rutland."

Hubs & Spokes Scenario

- The characteristics associated with this Scenario were rated most favourably, compared to the other scenarios.
- Several scenario characteristics received highly favourable ratings:
 - The Scenario results in medium to high percentages of dwellings within a 10 minute walk of existing schools, recreations facilities, and cultural facilities (80% somewhat or very favourable).
 - The Scenario provides potential for more mini town centres (Village Centres) (80% somewhat or very favourable).
 - The Scenario results in medium to high percentages of dwellings within a 10 minute walk of existing Urban Centres, commercial services, and high frequency transit (78% somewhat or very favourable).
 - The Scenario provides for more 'complete' communities in suburban locations (78% somewhat or very favourable).
 - The Scenario results in low to medium infrastructure costs to services new areas (77% somewhat or very favourable).
 - The Scenario results in more mid-rise housing in Urban Centres (77% somewhat or very favourable).
- Some Scenario characteristics received generally favourable ratings, but with higher numbers of unfavourable ratings:
 - The Scenario provides for fewer high-rises in Urban Centres compared to the Urban Centres and Suburbs Scenario (51% somewhat or very favourable; 25% somewhat or very unfavourable).
 - The Scenario anticipates less demand for suburban single family homes (68% somewhat or very favourable; 19% somewhat or very unfavourable).
 - The Scenario results in more townhouses and apartments along major roads (67% somewhat or very favourable; 18% somewhat or very unfavourable).
- Sample Comments:
 - "An inspiring future!"
 - "This is getting there! I like the idea of making little Village Centers, that is something I find extremely favourable. However, I still think it is not making enough use of the downtown core, which is usually dead."
 - "There is a trend away from real tall buildings (over 10 storeys) so just keep these in town centres, allow more mixed uses in suburban areas to allow aging in place."
 - "I think that it should be mandatory in any of these development plans that adequate transit and alternative transportation routes/services are required. This would cut down on the increase in trips and greenhouse gas emissions new development would create."
 - "There will always be a demand for single family houses in the Okanagan, That is why they come here!"

Ultra Compact Scenario

- Generally, this Scenario's characteristics received favourable ratings. However, one characteristic received more favourable than unfavourable ratings, and some characteristics received mixed ratings.
- A number of Scenario characteristics received favourable ratings. Examples include the following:
 - The Scenario results in low infrastructure costs to service new areas, compared to other scenarios (77% somewhat or very favourable).
 - The Scenario results in higher percentages of dwellings within a 10 minute walk of existing schools, recreation facilities, and cultural facilities (76% somewhat or very favourable).
 - The Scenario results in higher percentages of dwellings within a 10 minute walk of existing Urban Centres, commercial services, and high frequency transit (75% somewhat or very favourable).
 - The Scenario results in lowest vehicle trips and Greenhouse Gas emissions compared to other scenarios (74% somewhat or very favourable).
- One Scenario characteristic received more unfavourable ratings than favourable ratings:
 - The Scenario may create a need to go outside City boundaries to find new single detached dwellings (50% somewhat or very unfavourable; 32% somewhat or very favourable).
- Two Scenario characteristics were somewhat divided in responses:
 - The Scenario results in almost no development of new areas for single detached housing (44% somewhat or very favourable; 41% somewhat or very unfavourable).
 - The Scenario results in very little new housing in new residential areas designated in the current Official Community Plan (46% somewhat or very favourable; 37% somewhat or very unfavourable).
- On the issue of an Urban Growth Boundary (raised in this Scenario only), respondents were more favourable than unfavourable:
 - The Scenario establishes a strong Urban Growth Boundary – a line beyond which no urban development would be allowed (56% somewhat or very favourable; 28% somewhat or very unfavourable).
- Sample Comments:
 - "This is the best option. We need a city center that has people living in it. There should also be shopping within the current residential areas so that people can walk more. We need to change the car culture in the valley. It is really hard to do that now with the current urban environment."
 - "The way I think we need to go in the future saving on costs, pollution, reducing CO2 and water use, while preserving land for farming."
 - "Much too much density accorded to urban centres."
 - "Must be careful not to make any development too compact, that people have a hard time finding solitude when desired. This plan seems to be at an extreme end of planning for sustainability. Space, sustainability, and need must be balanced."
 - "Most sustainable. Preserves the beauty of the region."

Preferred Future Land Use Scenario

- The Hubs and Spokes Scenario received the highest average rating, while the Suburban Development Scenario received the lowest average rating.
- Over 70% of respondents were somewhat supportive or strongly supportive of the Hubs & Spokes Scenario.
- Over 55% of respondents were somewhat supportive or strongly supportive of the Ultra Compact Scenario.
- Only 43% of respondents were somewhat supportive or strongly supportive of the Urban Centres & Suburbs Scenario (Current OCP).
- Only 23% of respondents were somewhat supportive or strongly supportive of the Suburban Development Scenario.

BC Climate Action Charter

- To achieve the BC Climate Action Charter target, a majority of respondents felt that the City should focus its efforts on: reducing per capita vehicle use; reducing Greenhouse Gas emissions from new buildings, and doing everything that the City can to target the goal of achieving a 33% reduction in community Greenhouse Gas emissions (from 2007 level) by 2020. The latter two responses are consistent with responses from previous surveys.
- While only 54 to 59% of respondents agreed that the City should focus on these efforts, only 9% of respondents said that the City should take no further action.
- While 59% of respondents agreed that the City should focus its efforts on reducing Greenhouse Gas emissions from new buildings, 48% of respondents agreed that the City should focus its efforts on reducing Greenhouse Gas emissions from existing buildings.

Residential Intensification of Single Detached Lots

- Survey respondents were generally in support of some intensification of single detached lots with combinations of duplexes, townhouses, and carriage homes.
- 50% of respondents agreed that such intensification should occur in areas where the Official Community Plan (OCP) specifically provides for such intensification (e.g. not in every neighbourhood). Specific areas would need to be identified as part of the OCP review process.
- 44% of respondents agreed that such intensification should occur in any single detached neighbourhood in the City where the existing infrastructure can support additional density.
- 41% of respondents agreed that such intensification should occur within a 5 minute walk of the core of the City Centre, South Pandosy, Highway 97/Orchard Park, and Rutland Urban Centres.
- Only 6% of respondents agreed that no residential intensification of single detached lots should take place.
- Sample Comments:
 - "Must be controlled to protect neighbourhood character. Especially heritage areas."
 - "You could start immediately in neighbourhoods that are within a 10 minute walk of services, schools and then work out from there."

- "I firmly support in having every type of home within the neighbourhood, this way we are able to break down barriers and get over the "not in my backyard" mentality."
- "Infrastructure, particularly green space seems vital to me in creating these kinds of neighbourhoods with increased density."
- "Can create conflict with existing neighbours and should not be a general application."

Scenario Measures

- Survey respondents were asked to rate the meaningfulness of a variety of measures that are used to determine the impact of each scenario. The average rating for each measure indicated that most measures were somewhat meaningful or very meaningful to respondents.
- The highest rating measures were: amount of natural area preserved in the City (73% of respondents rated this measure as very meaningful); and, access to existing parks (70% of respondents rated this measure as very meaningful).
- Other high rating measures include the following:
 - Proximity of homes to transit stops (83% of respondents rated this measure as somewhat meaningful or very meaningful).
 - Proximity of housing to schools and recreation centres (82% of respondents rated this measure as somewhat meaningful or very meaningful).
 - Access to bicycle routes (80% of respondents rated this measure as somewhat meaningful or very meaningful).
 - Proportion of housing in urban centres (77% of respondents rated this measure as somewhat meaningful or very meaningful).
 - Proximity of housing to services and jobs (77% of respondents rated this measure as somewhat meaningful or very meaningful).
 - Area of the City covered by hard surfaces (74% of respondents rated this measure as somewhat meaningful or very meaningful).
- The lowest average ratings were associated with the measures related to the length of new roads and infrastructure required to service development. However, only about 20% of respondents rated these measures as not meaningful or somewhat not meaningful. Furthermore, over 60% of respondents rated the costs (capital & operating) for new infrastructure as a somewhat meaningful or very meaningful measure.