

# Memo



**Date:** December 9, 2009  
**File No.:** 1200-31  
**To:** City Manager  
**From:** Policy and Planning  
**Subject:** Official Community Plan Update

---

## **RECOMMENDATION:**

**THAT** the report from the Policy and Planning Department dated December 9, 2009 be received for information;

**AND THAT** staff be directed to include properties at 3433 / 3453 / 3461 / 3469 / 3501 Casorso Road as potential Multiple Unit Residential - low density in the draft Future Land Use Map;

**AND THAT** staff be directed to update the Permanent Growth Boundary to exclude lands in the University South area designated as Rural / Agricultural on the Draft Future Land Use Map;

**AND FURTHER THAT** staff be directed to update the housing unit distribution and commercial / industrial floor space projections prior to forwarding the necessary data to Infrastructure Planning for consideration in the 20 year servicing review.

## **BACKGROUND:**

Consultation on the detailed stage of the Future Land Use Plan was completed through a recent Open House (November 7) and on-line Survey (November 5 - 30). This report provides summaries of the input received for Council's consideration with respect to future land use changes.

The next stage of the process will be to incorporate any changes directed by Council into this final land use plan, update data on residential, commercial and industrial projections and forward that information to Infrastructure Planning to begin the Servicing Review toward an updated 20 Year Servicing and Financing Plan. It is anticipated that this process will be an iterative one, with each process influencing the other, to arrive at a balanced approach.

One of the possibilities that will need to be discussed as an outcome of the servicing review is the potential and/or need for phasing of development to address servicing and sustainability issues.

As part of the consultation process there have been two new requests for consideration of specific site land use changes, in addition to re-submissions of two requests received through the initial stages of the process.

- Re-submission of a request from owners of lands in the Reynolds Road area for inclusion within the 20 year planning horizon. (These properties are outside the proposed Permanent Growth Boundary - based on previous Council discussion staff recommend non-support.)
- Re-submission of a request from owners of lands known as the “Thomson Flats” for inclusion within the 20 year planning horizon as an ASP area. (These properties are within the proposed Permanent Growth Boundary but outside the 20 year planning horizon - based on previous Council discussion staff recommend non-support.)
- Request from the owners of properties at 3433 / 3453 / 3461 / 3469 / 3501 Casorso Road for consideration of higher density residential uses. (Staff would be supportive of re-designation from Single / Two Unit Residential to Multiple Unit Residential - low density to allow townhouse development)
- Request from the owners of properties at 2740 / 2750 Gallagher Road for consideration of inclusion in the 20 year planning horizon. (These properties are outside the proposed Permanent Growth Boundary and only approximately 3 acres of these two sites is outside the ALR - staff recommend non-support.)

With respect to the Permanent Growth Boundary it is noted that there is a site in the University South area that is currently designated as Future Urban Reserve in the existing OCP. As part of this review this area has been proposed as Rural / Agricultural on the Draft Future Land Use Map because access is through other rural / ALR lands. The site is shown within the potential urban area beyond 20 years. It is recommended that the draft Permanent Growth Boundary be amended to exclude this site.

It also needs to be pointed out that while the draft Future Land Use Map indicates the potential for a new Area Structure Plan (ASP) to accommodate additional growth in the Glenmore Highlands there is an existing approved ASP for the Glenmore Highlands that provides for this growth without the need for a new or updated ASP.

Research on the amount of land outside the Permanent Growth Boundary has been conducted that provides rough percentages of developable area and lands considered un-developable based on steep slopes. Approximately 16.3% of the total city land base is outside the Permanent Growth Boundary and the split is 10.5% developable (<30% slope) and 5.8% un-developable (>30% slope). It also needs to be recognized that some of that 10.5% developable land less than 30% slope is already developed with existing suburban residential uses and that most of the remaining area is in peripheral locations where services are not available.

#### **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 Open House on November 7, 2009 and an on-line survey from November 5 through November 30 sought public feedback on the various elements of the refined land use scenario presented to Council on October 5<sup>th</sup> and 14<sup>th</sup>, 2009.

#### **Open House Feedback**

The Public Open House held on November 7, 2009 at Firehall # 1. Approximately 200 people attended the open house to review the panels and displays, and to engage in discussions with City staff and consultants from Urban Systems. The detailed results from the Open House are provided in Attachments 1 (Green / Red Dot Matrix) and 2 (Open House Comment Sheets). The public was asked to indicate with green dots (like the most) or red dots (dislike the most) which elements of the draft land use scenario they liked or disliked. Attachment 1 provides the actual number of dots (votes) as well as the balance, either negative or positive, for each question. The public were given a limited number of votes (five red dots and five green dots) so there was considerable evaluation of what was considered to be important. The public was also asked to provide an indication of their agreement with draft Green House Gas Emissions policy language (yellow dots).

Within the **Downtown** area respondents generally agreed or were somewhat neutral with the proposed changes to the downtown area. In particular the proposed change from Industrial to Commercial between Gaston and Clement Avenues east of Richter Street (D2) was strongly supported (+42). The proposals to retain existing Single / Two Unit Residential areas as

character neighbourhoods was supported, with the exception of the Lawrence / Leon area (D5) between Ethel and Gordon Drive which was a slightly negative (-2) response. Conversion of the Pleasantvale site (D1) and a residential intensification corridor along Gordon Drive (D7) were supported.

Within the **South Pandosy** area the responses to the proposed changes were positive. There was a strong positive response for changes from Residential to Health District (SP1 & SP2) at +17 and +9, which would allow health related uses in the area including health services, institutional uses related to the hospital, temporary accommodation and multi unit residential uses. Extension of residential intensification corridors along Pandosy, Richter and Rose were also supported.

Within the **Capri and Landmark** area, open house attendees were positive toward retention of the character of the Centennial / Kelglen (C1) area as Single / Two Unit residential, proposed changes from Commercial to Mixed Use along Sutherland Ave (C2) and a density increase to Multi Unit Medium Density in the Dickson Ave (C4) area. However some of the proposed changes received more negative than positive responses. Proposed changes from Multi unit to mixed use in a corridor along Sutherland (C3) at -13 and change from Commercial to Service Commercial for the area between Spall and Ambrosi (C5) at -7 were not supported.

Within the **Mission Creek and Lakeshore/Gordon** area attendees had mixed responses regarding the proposed changes in the Mission Creek and Lakeshore/Gordon area. They were positive about a change from Multi Unit Residential, Commercial, and Institutional to Mixed Use Tourism in the Lakeshore / Cook (M1) area at +12. There were more negative (-16) than positive responses for the potential change from Multi Unit Low Density to Multi Unit Medium Density area (M2) at the Hiawatha MH Park. The response was balanced, or neutral for the proposed change from Single/Two Unit to Multi Unit Medium Density along Gordon (M3):

Within the **Southwest Mission** area most attendees liked the proposed changes from Future Urban Reserve to Rural / Agricultural (SW1 & SW 2) at +8 for each.

Within the **Orchard Park** area attendees did not place many dots on these questions, indicating that most did not feel that strongly about the changes in this area, preferring instead to use their 5 dots elsewhere. The negative and positive dots generally balanced out for somewhat neutral results.

Within the **Rutland** area attendees provided generally positive responses to the proposed changes with proposed density increases in the Hein / Fleming Road area (R1) at +14 and +8 respectively and west of Ben Lee Park (R2) at +8 and the conversion of the Dougall / Asher Road area (R4) to Commercial at +8.

Within the **Black Mountain** area the proposed change to allow Mixed Use at the Loseth / Hwy 97 intersection (B1) was seen as positive (+8) by attendees, while the second proposed change to allow Multi Unit low density along Hwy 33 attracted little attention, with few dots.

Within the **Glenmore** area there was agreement with the proposed changes to designate additional parks (G1 & G2) in the area.

Within the **Sexsmith / UBC Okanagan** area the results were positive, particularly for the idea to change from Single/Two Unit to Home Based Industrial (+29) in the Appaloosa Road (SU2)

area and change from Future Urban Reserve to Rural/Agricultural (SU1) at +12. However, the idea to change from Rural / Agricultural to Industrial along Highway 97 (DU3) received quite a negative response at -35.

Within the North Glenmore / McKinley / Duck Lake area many of the proposed changes in the North Glenmore / McKinley / Duck Lake area were seen as positive by attendees. The proposed change from Future Urban Reserve to Rural/Agricultural (NG1) at +20 and (NG2) at +3 were supported as was the future development of areas known as Glenmore Highlands (NG4) at +20; east of Yaletown (NG6) at +29 and additions for Major Park near the landfill (NG7) at +18.

However, some changes had more negative than positive responses. The proposed change to allow an Area Structure Plan between Clifton / McKinley (NG3) at -6; change to allow an Area Structure Plan for Eagle Ridge (NG5) at -34 and expansion of the landfill (NG8) at -5. It should be noted that in discussions with attendees, most of the concern with NG8 was generated by a concern for expansion of the landfill, with few, if any, concerns expressed over the expansion of the airport.

Within the East Kelowna/Gallagher's area attendees agreed with the idea for area E1 to change from Single/Two Unit to Rural/Agricultural in the McCulloch Road and Jean Road areas. This change recognizes that city sewer services do not exist in this area and that a 1 hectare (about 2.5 acres) minimum parcel size is required without a sewer system, therefore the area will remain rural. The results were (+22) with 23 green dots and only one red dot.

Participants were also asked to place a yellow dot with respect to their agreement or disagreement with draft Greenhouse Gas Emissions policy language as follows:

Attendees were asked if they agree or disagree with the following comment:

“The City of Kelowna will, in partnership with senior governments and other interests, work towards reducing community greenhouse gas emissions by 33% by 2020. The City of Kelowna’s efforts will be focussed on creating more mixed-use neighbourhoods (as identified on the OCP Future Land Use map) and on ensuring that residents can conveniently and safely travel by bus or by foot, bicycle and other forms of active transportation to get to major community destinations. The City will also work towards reducing the need to use natural gas to heat homes, by working towards District Energy systems to take advantage of waste heat, by taking advantage of geothermal energy opportunities, and by encouraging building ‘weatherization’. The City of Kelowna will lead by example by aiming to reduce GHG emissions associated with municipal projects.”

The results were overwhelmingly positive, with 121 agreeing, and only 7 disagreeing, for a total net positive response of +114.

The Open House also provided comment sheets for participants to provide more specific or detailed comments. Attachment 2 provides the detailed responses. A total of 25 comment sheets were submitted at the Open House, or after the Open House. A summary of the comments is set out below:

## What Do You Like the Most

The first question on the comment sheet was “What proposed changes do you like the most?” There were 22 submissions for this question and a range of comments were provided. The items people liked and mentioned most frequently include:

- The hospital Precinct - indeed this area should even be expanded
- The proposed park areas in Glenmore
- Directing higher density to the Orchard Park area
- Directing density to the UBC-O area
- Higher density in the downtown
- Maintaining some of the single family character areas

Some other items that people liked, but were mentioned only once were:

- Casorso and Swamp road staying as two-lanes
- Densification
- Changes in Hein road area
- Use of mixed neighbourhoods
- Home based industrial
- Bike lanes
- Airport expansion
- Glenmore connector from Yaletown to UBC-O
- Development area south of Yaletown

## What Do You Dislike the Most

The second question on the comment sheet was “What proposed changes do you dislike the most?” There were 12 submissions for this question, and most dealt with widely differing concerns. There were three responses expressing concern with the Landfill expansion. The rest of the concerns covered the following topics:

- Sprawl in North Glenmore
- Insufficient mixed use areas
- Concern over ‘making Graham Road a feeder highway’
- Desire for Service Commercial areas to allow multi family
- Concern over higher density in Glenmore
- Concern over hybrid vehicles and issues with battery disposal
- Residential intensification areas and impact on preserving character areas
- A desire to have the hospital precinct expanded, south to Christleton and north to Glenwood
- Concern that the Marshall feedlot area is not designated for medium density multiple family

## Other General Comments

The final question was an opportunity to provide any other general comments on proposed changes. There were 16 specific comments or suggestions, many dealing with separate issues, however there was one item that stood out, with 6 comments expressing concern over the landfill expansion. Some of the responses elaborated that they were not in favour of the landfill expansion, but they were in favour of the airport expansion. The other theme running

through more than one comment included three comments expressing appreciation for the well informed staff and consultants and the opportunity to provide input.

Other topics noted included the following:

- Growth boundary too far out
- Concern over cost to reduce greenhouse gas emissions
- Need more family tourist areas and lakefront paths
- Desire to vote on downtown waterfront
- Maps are too small and too close together
- Dislike city logo
- Should have residential above industrial
- Geothermal does not help the environment as it requires backup

### **On-line Survey Results**

The on-line survey, which ran from November 5 through November 30, garnered 353 responses, although not all respondents answered all the questions. A total of 341 respondents completed the survey. A summary of the on-line survey results is provided in Attachment 3.

#### **Downtown**

Respondents generally agreed with the proposed changes to the downtown area. The strongest positive response was demonstrated by those who Agreed or Strongly Agreed with increasing the density for the Pleasantvale site (D1) at 71%; allowing Commercial in the area between Gaston and Clement (D2) at 83% and increased density along Gordon Drive (D7) at 80%.

The majority also agreed with the change from Multi Unit Low Density to Single/Two Unit to maintain the single family character in area D3 and D6 at 55%. 20% of responses were neutral while 25% of responses disagreed with these changes.

The results were somewhat more mixed with less than half Agreeing or Strongly Agreeing with maintaining the single family character along Leon and Ethel (D4) and between Lawrence and Leon (D5) at 48%. Almost 20% of responses were neutral while approximately 32% of responses disagreed with these changes.

#### **South Pandosy**

The response to the proposed changes in the South Pandosy area were quite positive. More than two thirds of the respondents agreed or strongly agreed with the proposed changes to support a Health District (SP1 & SP2) at 89% and 83% respectively.

Residential intensification corridors along Richter and Pandosy (SP3) and Rose Avenue (SP4) were Agree/Strongly Agree at 74% and 67% respectively.

#### **Capri and Landmark**

Respondents agreed with the proposed changes in the Capri Landmark area, except there were mixed and neutral results for the idea to change from Multi Unit Low Density to Single/Two Unit to maintain the single family character of the Centennial/Kelglen area (C1) - 42% Agreed/Strongly Agreed and 33% were neutral, while 25% Disagreed/ Strongly Disagreed.

Proposed changes from Commercial or Multi Unit to Mixed Use in a corridor along Sutherland (C2 & C3) received over **80%** agreeing or strongly agreeing. This result is a contrast to the Open House results that saw a negative response to mixed uses along Sutherland.

Other proposed changes were also given a positive response with the majority agreeing or strongly agreeing to a change to Multi Unit Medium Density in the Dickson Ave area (C4) at **75%** and a change from Commercial to Service Commercial between Spall and Ambrosi (C5) at **61%**.

#### **Mission Creek and Lakeshore/Gordon Area**

More than two thirds of respondents agreed or strongly agreed with the proposed changes in the Mission Creek and Lakeshore/Gordon area.

#### **Southwest Mission**

More than two thirds of respondents agreed or strongly agreed with the proposed changes in the Southwest Mission area.

#### **Orchard Park Area**

Respondents provided a positive response to the proposed changes identified for the Orchard Park and Glenmore Road area. The percentage of respondents who agreed or strongly agreed with the changes were all higher than **66%**.

#### **Rutland**

The respondents provided a very positive response to the proposed changes in the Rutland area. All of the responses were over **80%** except for the change along Rutland Road North to allow Multi Unit Low Density at **73%**.

#### **Black Mountain**

The two changes proposed in the Black Mountain area were seen as positive by two thirds or more of respondents.

#### **Glenmore**

There was strong agreement with the proposed changes to create more Park in the Glenmore area, with the greatest number of respondents choosing the 'strongly agree' category. The percentage of respondents who agreed or strongly agreed with G1 was **75%** and G2 was **74%**.

#### **Sexsmith / UBC Okanagan Area**

Respondents agreed with the changes proposed in the Sexsmith/UBC Okanagan Area. The percentage of respondents who agreed or strongly agreed with the changes was over **64%**:

#### **North Glenmore / McKinley / Duck Lake area**

More than half of the respondents agreed or strongly agreed with all the proposed changes in the North Glenmore / McKinley / Duck Lake area except for one area. The proposed change from Future Urban Reserve to Area Structure Plan for the Eagle Ridge area (NG5 area) west of the landfill had slightly less than half, with **47.7%** agreeing or strongly agreeing with the area.

The rest of the areas had a higher level of agreement. The percentage of respondents who agreed or strongly agreed with the changes are as follows:



- NG1 - Change from Future Urban Reserve to Rural/Agricultural between Duck Lake and Okanagan Lake outside the Permanent Growth Boundary - 72%
- NG2 - Change from Future Urban Reserve to Rural/Agricultural east of McKinley for Rural and Agricultural located outside the Permanent Growth Boundary - 71%
- NG3 - Change from Future Urban Reserve to Area Structure Plan area between Clifton and McKinley - 52%
- NG4 - Change from Future Urban Reserve to Area Structure Plan for extension of Wilden - 50% (This site is already part of an approved ASP).
- NG6 - Change from Future Urban Reserve to Area Structure Plan area east of Yaletown - 57%
- NG7 - Change from Rural/Agricultural to Major Park/Open Space for major park and recreation facilities to serve the North Glenmore area - 69%
- NG8 - Change from Rural/Agricultural to Public Service/Utilities for expansion of Glenmore Landfill and the Kelowna Airport - 62%

#### **East Kelowna/Gallagher's area**

73% of respondents agreed or strongly agreed with the McCulloch Road and Jean Road areas (E1) to change from Single/Two Unit to Rural/Agricultural given that sanitary sewer is not available and the minimum parcel size in this area will remain at 1 Ha (2.47 Ac).

#### **Permanent Growth Boundary**

The question regarding the growth boundary indicates the most prevalent response (44%) is that the growth boundary is generally in the correct location. Some respondents (11%) feel the boundary should be further out; others (24%) feel the boundary should be closer in; and a percentage (21%) do not support the concept of a growth boundary.

Considerations that were not applicable to this report:

**INTERNAL CIRCULATION TO:**

**FINANCIAL/BUDGETARY CONSIDERATIONS:**

**PERSONNEL IMPLICATIONS:**

**TECHNICAL REQUIREMENTS:**

**COMMUNICATIONS CONSIDERATIONS:**

**ALTERNATE RECOMMENDATION:**

Submitted by:

A handwritten signature in black ink, appearing to read "G. Stephen", written over a horizontal line.

G. Stephen  
Long Range Planning Manager

Approved for Inclusion:



Director of Policy and Planning

## Attachment 1

### Open House - Green / Red Dot Matrix

The Maps from the on-line survey (Attachment 3) were also used at the November 7, 2009 Open House including the same Map letter / number sequence.

#### OCP Review - November 7th, 2009 Green / Red Dot Process

<b>Downtown</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>D1</b> Change from Single/Two Unit to Multi Unit Low Density: recognizes the existing Pleasantvale site	14	7	21	7
<b>D2</b> Change from Industrial to Commercial: provides more commercial space near the Downtown	42	0	42	42
<b>D3</b> Change from Multi Unit Low Density to Single/Two Unit: maintains single family character of the area	10	6	16	4
<b>D4</b> Change from Multi Unit Medium Density to Single/Two Unit: maintains single family character of the area	6	4	10	2
<b>D5</b> Change from Multi Unit Low Density to Single/Two Unit: maintains single family character of the area	4	6	10	-2
<b>D6</b> Change from Multi Unit Low Density to Single/Two Unit: maintains single family character of the area	14	3	17	11
<b>D7</b> Change from Single/Two Unit to Multi Unit Low Density: allows a residential intensification corridor along Gordon	11	7	18	4

<b>South Pandosy</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>SP1</b> Change from Residential to Health District: allows health related uses in this area including health services such as clinics and labs, institutional uses related to the hospital, temporary accommodation (such as a Ronald McDonald House) and multi unit residential uses	20	3	23	17
<b>SP2</b> Change from Residential to Health District: allows health related uses in this area including health services such as clinics and labs, institutional uses related to the hospital, temporary accommodation (such as Ronald McDonald House) and multi unit residential uses	9	0	9	9
<b>SP3</b> Change from Single/Two Unit to Multi Unit low Density: allows a residential intensification corridor in the area extending from both sides along Richter to the area immediately east of Pandosy	12	2	14	10
<b>SP4</b> Change from Single/Two Unit to Multi Unit Low Density: allows a residential intensification corridor along both sides of Rose	6	1	7	5

**OCP Review - November 7th, 2009 Green / Red Dot Process**

<b>Capri and Landmark</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>C1</b> Change from Multi Unit Low Density to Single/Two Unit: maintains single family character of the area	16	8	24	8
<b>C2</b> Change from Commercial to Mixed Use: allows a mixture of multi unit residential and commercial uses in the same building, in a corridor along Sutherland	9	0	9	9
<b>C3</b> change from Multi Unit Low Density to Mixed Use: allows a mixture of multi unit residential and commercial uses in the same building, in a corridor along Sutherland	6	19	25	-13
<b>C4</b> Change from Multi Unit Low Density to Multi Unit Medium Density: allows for higher density residential development in this area	10	0	10	10
<b>C5</b> Change from Commercial to Service Commercial: preserves an area for service commercial use, which does not include residential use, and reduces potential conflicts between residential and service commercial uses. (Service commercial uses include uses such as auto sales and service, business support services, rentals, warehouse sales, recycling, service stations)	4	11	15	-7

<b>Mission Creek &amp; Lakeshore/Gordon</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>M1</b> Change from Multi Unit Residential, Commercial, and Institutional to Mixed Use Tourism: allows for a mixture of commercial, residential and tourist accommodation uses within the same site or building	14	2	16	12
<b>M2</b> Change from Multi Unit Low Density to Multi Unit Medium Density: allows for transition from low density on eastern portion of area to Mixed use Tourism on western portion along Lakeshore	4	20	24	-16
<b>M3</b> Change from Single/Two Unit to Multi Unit Medium Density: allows apartments and townhouses in a location close to amenities, serves as an extension of existing development to the north	10	11	21	-1

<b>Southwest Mission</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>SW1</b> Change from Future Urban Reserve to Rural/Agricultural: preserves this area for Rural and Agricultural use as it is located outside the permanent Growth Boundary	8	0	8	8
<b>SW2</b> Change from Future Urban Reserve to Rural/Agricultural: preserves this area for Rural and Agricultural use as it is located outside the Permanent Growth Boundary	8	0	8	8
<b>SW3</b> Change from Institutional to Single/Two Unit Residential and Park: area no longer required for future school site	4	2	6	2

**OCP Review - November 7th, 2009 Green / Red Dot Process**

<b>Orchard Park</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>01</b> Change from Commercial to Service Commercial: preserves an area for service commercial use, which does not include residential use, and reduces potential conflicts between residential and service commercial uses	4	7	11	-3
<b>02</b> Change from Single / Two Unit to Multi Unit Low Density: allows for residential intensification corridor along Glenmore	3	2	5	1
<b>03</b> Change from Single/Tow Unit to Multi Unit Low Density: allows for residential intensification corridor along Glenmore	2	3	5	-1
<b>04</b> Change from Commercial to Multi Unit Low Density: allows for residential intensification corridor along Glenmore on site currently less suitable for commercial use	2	0	2	2

<b>Rutland</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>R1</b> Change from Single/Two Unit and Multi Unit Low Density to Multi Unit Medium Density: allows for more units, increasing the potential for redevelopment. Forms part of a residential intensification corridor	14	0	14	14
<b>R2</b> Change from Single/Two Unit to Multi Unit Low Density: allows more units and encourages redevelopment of this area. Forms part of a residential intensification corridor	8	0	8	8
<b>R3</b> Change from Single/Two Unit to Multi Unit Low Density: allows a residential intensification corridor along Rutland Road	3	3	6	0
<b>R4</b> Change from Multi Unit Medium Density to Commercial: allows commercial and mixed commercial and residential use, helps support a 'main street' area of Rutland	8	0	8	8
<b>R5</b> Change from Commercial to Service Commercial: preserves an area for service commercial use, which does not include residential use and reduces potential conflicts between residential and service commercial uses	6	1	7	5

**OCP Review - November 7th, 2009 Green / Red Dot Process**

<b>Black Mountain</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>B1</b> Change from Single/Two Unit to Mixed Use: allows for a mixture of residential and commercial use at the signalized intersection of Loseth and Hwy 97. Provides opportunity for more services in the Black Mountain area	8	0	8	8
<b>B2</b> Change from Single/Two Unit to Multi Unit Low Density: allows for development of low density multi units in this area	2	1	3	1

<b>Glenmore</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>G1</b> Change from a mixture of Single/Two Unit and Major Park/Open Space to all Major Park/Open Space: allows for park space across this entire area as well as a potential road connection to Glenmore Highlands	12	0	12	12
<b>G2</b> Change from Rural/Agricultural to Major Park/Open Space: allows space for major park and recreation facilities to serve the North Glenmore area	10	5	15	5

<b>Sexsmith/UBC Okanagan</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>SU1</b> Change from future Urban Reserve to Rural/Agricultural: preserves this area for rural and agricultural uses	12		12	12
<b>SU2</b> Change from Single/Two Unit to Home Based Industrial: allows home industry which includes larger home based businesses that may require a large shop or garage and screened areas for outdoor storage. Examples include a trucking operation with 1 or 2 trucks a smaller scale contracting operation with 2 to 3 pieces of equipment, landscaping business with some outdoor storage of landscaping materials or a small scale assembly and manufacturing operation that employs 1 or 2 extra people	42	13	55	29
<b>SU3</b> Change from Rural / Agricultural to Industrial: allows industrial use in an area that is outside of the ALR to provide additional land supply to meet future demand.	14	49	63	-35

**OCF Review - November 7th, 2009 Green / Red Dot Process**

<b>North Glenmore / McKinley / Duck Lake</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>NG1</b> Change from Future Urban Reserve to Rural/Agricultural: preserves this area for Rural and Agricultural use as it is located outside of the Permanent Growth Boundary	20	0	20	20
<b>NG2</b> Change from Future Urban Reserve to Rural/Agricultural: preserves this area for Rural and Agricultural use as it is located outside the Permanent Growth Boundary	11	8	19	3
<b>NG3</b> Change from Future Urban Reserve to Area Structure Plan for area between Clifton and McKinley: provides for potential development in this area, once an ASP has been prepared clearly identifying the type and pattern of land uses	10	16	26	-6
<b>NG4</b> Change from Future Urban Reserve to ASP for extension of Wilden: provides for potential development in this area, once an ASP has been prepared clearly identifying the type and pattern of land uses	21	1	22	20
<b>NG5</b> Change from Future Urban Reserve to ASP plan for the Eagle Ridge area west of the landfill: provides for potential development in this area, once an ASP has been prepared clearly identifying the type and pattern of land uses	0	34	34	-34
<b>NG6</b> Change from Future Urban Reserve to ASP for the area east of Yaletown: provides for potential development in this area, once an ASP has been prepared clearly identifying the type and pattern of land uses	32	3	35	29
<b>NG7</b> Change from Rural/Agricultural to Major Park/Open Space: allows space for major park and recreation facilities to serve the North Glenmore area	18	0	18	18
<b>NG8</b> Change from Rural/Agricultural to Public Service/Utilities: allows for expansion of Glenmore Landfill and Kelowna Airport	12	17	29	-5

<b>East Kelowna / Gallagher's</b>	<b>Green Dots (Liked the Most)</b>	<b>Red Dots (Disliked the Most)</b>	<b>Total</b>	<b>Net Like</b>
<b>E1</b> Change from Single/Two Unit to Rural/Agricultural: recognizes that City sewer services do not exist in this area and that a 1 hectare minimum parcel size is required without a sewer system, therefore the area will remain rural	23	1	24	22

**OCF Review - November 7th, 2009 Yellow Dot Process**

<b>Greenhouse Gas Emissions</b>	<b>Agree</b>	<b>Disagree</b>	<b>Total</b>	<b>Net Like</b>
GHG emissions target/policy (draft wording was provided)	121	7	128	114

## Attachment 2

### November 7, 2009 Open House Detailed Results from Comment Sheets

What proposed changes do you like the most?

Response - Yaletown East to ASP Area, hospital corridor densification, downtown redesigned.

Response - Hospital Precinct; increased densification; increased use of "mixed use (residential / commercial)".

Response - Commercial and medical support around the hospital is good, should include land / properties to Glenwood.

Kelowna needs short term stay around the hospital within walking distance. Also a cafeteria and doctors offices.

Response - RE: Transportation: It seems like Casorso and Swamp Road will remain two lane arterial -good. Don't chop up agricultural areas with big highways.

Use of urban areas - densification, i.e. small apartments, condos and homes with extra suites.

Response - Allowing areas like downtown to get to sustainable high density.

Response - Changes to Hein Rd area R1 + R2

Response - Park development in Glenmore. We need it and feel "passed over" compared to other areas of Kelowna. The city failed in planning and setting aside park land.

Response - There should be lots more park space in high density areas - if possible.

Response - The use of mixed neighbourhoods.

Response - The Green Plans.

Response - G2 Major park area on Valley Rd.

Response - Recognizing character areas. Need something for families and or those who want a yard. Not everyone wants to live in a condo.



**Response** - Home-based Industrial.

**Response** - Bike lanes, downtown higher density, changes planned for Lakeshore in S. Pandosy.

**Response** - Increased density by UBC-o to facilitate the growth of the University.

**Response** - In favour of Airport

**Response** - I like the proposed park north/beside Yaletown.

**Response** - NG 6, NG 7, the Glenmore Connector to 97 from Yaletown to UBC-O

**Response** - more parkland in Glenmore area.

**Response** - Moving the residential densification more from the downtown core to the more central spacious area out by Orchard Park, Superstore, Canadian Tire, Walmart area. Also, out to UBCO, Conforms to the balanced wheel. The greatest densification is at the axle or geographical centre of Kelowna and less densification at the periphery or edge (waterfront and downtown core).

**Response** - I like the idea of trying to maintain the single family character such as in the Capri Area and nearby changing from multi-unit low density to single two unit lots have more of this pressure and entrance downtown character.

**Response** - I like the basic idea of moving the density (residential) from downtown out to the Orchard Park area and out to UBCO.

It is superior planning to move the main part of Kelowna from the downtown core out to the middle of Kelowna and out to the airport and UBCO. Why crowd and concert the waterfront and downtown core with hordes of people living in highrises and tall buildings it doesn't make sense.

**What proposed changes do you dislike the most?**

**Response** - Less spread out density in north Glenmore - more centralized development in areas closer to UBCO and airport. Less waterfront development in north Glenmore to focus infrastructure on more affordable areas and forms of housing.

**Response** - insufficient mixed use (residential / commercial), i.e. need more 4 storey and multi-family. Buildings with neighbourhood grocery stores (etc.) below, to reduce reliance on private automobiles.

**Response** - Making Graham Rd a feeder highway! This is not the area for encouraging shortcuts and vehicle use. Sending high volume, high speed vehicles down this road will continue to jeopardize safety and increase vehicle collision at the 90-degree corner at the end.

**Response** - R5 should be High Rise Res Component. Easy travel to UBCO.

**Response** - No more high density in Glenmore. Parking and traffic issues are not keeping pace.

**Response** - Greenhouse - my concerns are on hybrids for carbon footprint. Battery-runned cars have larger batteries - where do or how will these be disposed of?

**Response** - Idea of "Residential Intensification" seems to be at odds with recognizing character areas in the downtown area south of Harvey? How do you maintain character areas here?

**Response** - I think hospital zone should be expanded south to Christleton and along Pandosy north to Glenwood.

**Response** - Not in favour of dump extension.

**Response** - I really oppose extension of the landfill - too close to UBC-O. What are you thinking!

**Response** - NG 8

**Response** - The failure to change the commercial zoning at the old marshall feedlot (across from Fountain Tire) to multiple residential medium density etc. This would have more people living closer to the major shopping centers of Walmart, Home Depot, Canadian Tire, Safeway, etc. This would take more cars off congested highway 97 and stop downtown grid lock. Also this would help reduce the possibility of the City being in breach of the traffic flow contract for the new bridge and having to

spend another \$20 million plus tax dollars to rearrange and join more streets like water - pandosy. This breach of traffic flow contract is inevitable if the City is foolish enough to continue densifying the downtown core with highrises and tall buildings.

Furthermore, by having taller buildings on the old Marshall feedlot area, the buildings would appear unobtrusive and blend in with baldy mountain in the background.

In comparison the highrises and tall building along the waterfront and downtown core block the skyline and trespass on the public's air space which the City had no permission to sell off (air space is public property held in common as are views and unrestricted access to their lake).

Since having tall buildings is more functional and better for the public at the old Marshall feedlot - why is there no City actions to halt tall building downtown and waterfront and designate the Marshall feed lot as the proper place for tall building after all this is near the center of Kelowna and confirms to the area of the axle of the wheel. Doesn't this confirm to the City's own planning vision of wheel and hub? So, isn't it time to now practice the wheel and hub starting with the old Marshall feedlot for tall residential building?

**Other general comments on the proposed changes:**

**Response** - Not sure why the airport and landfill expansion are put together would require a plan of the landfill to be able to agree with it.

**Response** - Permanent growth boundary is too far out. More corner stores with higher densities immediately adjacent to them.

**Response** - Changes to the landfill and the airport should be separate questions. I oppose the landfill expansion. I support the airport expansion.

**Response** - RE: Greenhouse Gas Emissions

It's not just "red" or "green", I'm in favour of reducing greenhouse gas emissions but it is very costly to change heating systems. Natural gas is clean; also there are now clean burning wood stoves or furnaces (support of our forest industry). I do like the concept of burning waste products and harnessing electricity there. Changes have to be easy and cost effective for people to change.

**Response** - Good opportunity to address issues.

**Response** - Family/Tourist use areas are needed. Lake front paths - inter-connected trails from various parts of the city which can be used for bikes/foot trails/inline skating. The cities of Red Deer or Calgary are fine examples of useable trails. Such things could be used by both local people and promoted for tourism enrichment.

Thank you for having this - people were available to answer questions. Great!

**Response** - C-5 by Ambrosi Rd. - these changes seem to be already there?

**Response** - Hate the city logo - it is meaningless in defining Kelowna. This is an election issue. Have all businesses plant trees (not only shrubs) to be part of the green plan. Have homeowner's discounts on trees planted without having the neighbours involved as it is difficult to get guys consensus. Beautify Rutland like the Mission area - then development will come. HWY #33 and Rutland Rd downtown are eyesores.

**Response** - No option to vote on downtown waterfront. The areas beside the landfill and the airport should be separate. NG8.

**Response** - The maps are too small and spaced too close together.

**Response** - The "Urban Systems" people were well informed, organized and smart.

**Response** - We should included residential uses above industrial buildings.

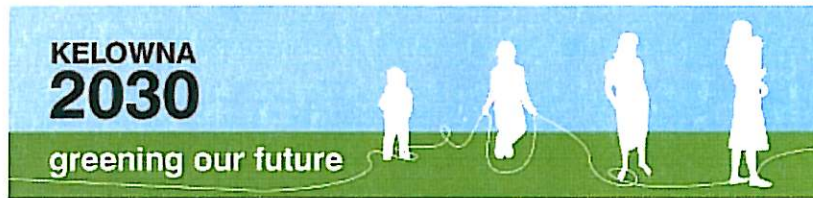
**Response** - There is a need to provide a buffer of natural/farmland between Glenmore Landfill for local residents. This is done in other community OCP's

**Response** - The landfill and airport expansions should be separate questions! I'm in favour of airport expansion, opposed to landfill!

**Response** - I am in favour of an airport expansion, however strongly opposed to expanding the landfill. They are separate issues and should be separate questions.

**Response** - As per the yellow dot - Greenhouse - geo-thermal does not help the environment because: it requires a backup of electricity or whatever - wind power sounds better.

## Attachment 3



### Official Community Plan Review, 2<sup>nd</sup> Phase On-Line Survey #6, November 2009

#### Background

An on-line survey was launched November 5, 2009 to continue the public input process for the 2<sup>nd</sup> Phase of the 2030 OCP review, and to receive public feedback on the draft Plan. The survey closed on November 30, 2009. In total, 353 respondents began the survey. Out of this total, 341 (96.6%) respondents completed the survey.

The sixth on-line survey focused on the Draft Generalized Future Land Use Map. It presented information on proposed changes to the current Future Land Use Map and asked for input on the specific changes throughout the City. It also asked about the proposed Permanent Growth Boundary. In addition, the survey requested demographic information from the respondent. In total there were 20 questions for respondents to answer.

#### Survey Respondents

As with the previous survey, all age categories were represented. Compared to the City's actual distribution of population, respondents between 25 and 39 years of age were close to the actual distribution, but slightly over-represented. The respondents over the age of 40 were over-represented by a significant margin. Respondents under 24 years of age were under-represented compared to the census population distribution.

Age	Survey Respondents	Pop'n Distribution 2006 Census
0-19	1.2%	22%
20-24	4.8%	7%
25-39	23.8%	17%
40-54	31.0%	22%
55+	39.3%	32%

As a whole, the population geographic distribution was fairly representative of the City, with a few areas over-represented, such as Lower and Upper Mission, and North and South Glenmore, while others were under-represented, such as Rutland and South Pandosy. This is similar to the results in the previous survey, although there was somewhat less representation from Central Kelowna, and more from North Glenmore than in previous surveys. As well, it is noted

that a little over 4% 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	11.2%	25%
SE Kelowna	4.1%	6%
South Pandosy	6.5%	13%
Lower Mission	11.8%	6%
Upper Mission	9.8%	6%
Black Mountain	3.0%	4%
McKinley	1.5%	1%
Dilworth	4.1%	2%
Quail Ridge	1.8%	2%
North Glenmore	14.5%	8%
Magic Estates/Clifton	2.4%	2%
South Glenmore	8.3%	3%
Central Kelowna	16.6%	22%

## Findings

The findings are presented area by area, in the same order as in the survey, with the title of the area and the specific question shown in bold.

### **Downtown**

**How do you feel about the proposed land use changes in the Downtown area? The letter/number (e.g. D1) for the statement below relates to the letter/number shown on the map.**

Respondents generally agreed with the proposed changes to the downtown area. The strongest positive response was demonstrated by those who Agreed or Strongly Agreed with the following:

- **D1 - Change from Single/Two Unit to Multi Unit Low Density: recognizes the existing Pleasantvale site on Central Ave: 70.8% Agreed or Strongly Agreed**
- **D2 - Change from Industrial to Commercial in area between Gaston and Clement: provides more commercial space near the Downtown: 82.6% Agreed or Strongly Agreed**
- **D7 - Change from Single/Two Unit to Multi Unit Low Density: allows a residential intensification corridor along Gordon: 79.8% Agreed or Strongly Agreed**

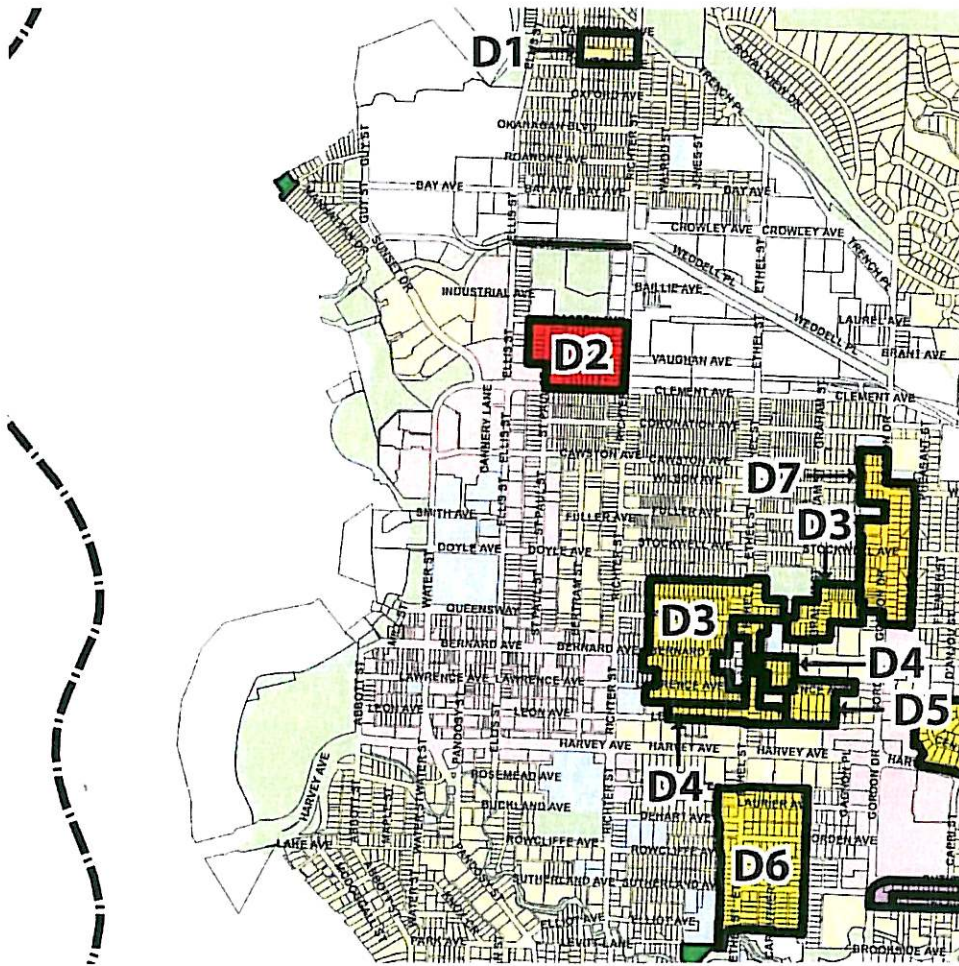
The majority also agreed with the change from Multi Unit Low Density to Single/Two Unit to maintain the single family character in the following areas:

- D3 - Lawson/Bernard/Lawrence: 55.6% Agreed or Strongly Agreed
- D6 - Laurier/Bordon/Bowes area: 55.0% Agreed or Strongly Agreed

The results were somewhat more mixed with less than half Agreeing or strongly agreeing with following proposed changes:

- D4 - Change from Multi Unit Medium Density to Single/Two Unit: maintains single family character of an area generally along Leon and Ethel: 47.6% Agree/Strongly Agree and 32.4% Disagree/Strongly Disagree
- D5 - Change from Multi Unit Low Density to Single/Two Unit: maintains single family character of an area between Lawrence and Leon: 47.6% Agree/Strongly Agree and 34.2% Disagree/Strongly Disagree

## QUESTION 1: DOWNTOWN



## South Pandosy

How do you feel about the proposed land use changes in the South Pandosy area? The letter/number (e.g. SP1) for the statement below relates to the letter/number shown on the map.

The response to the proposed changes in the South Pandosy area were quite positive. More than two thirds of the respondents agreed or strongly agreed with the proposed changes.

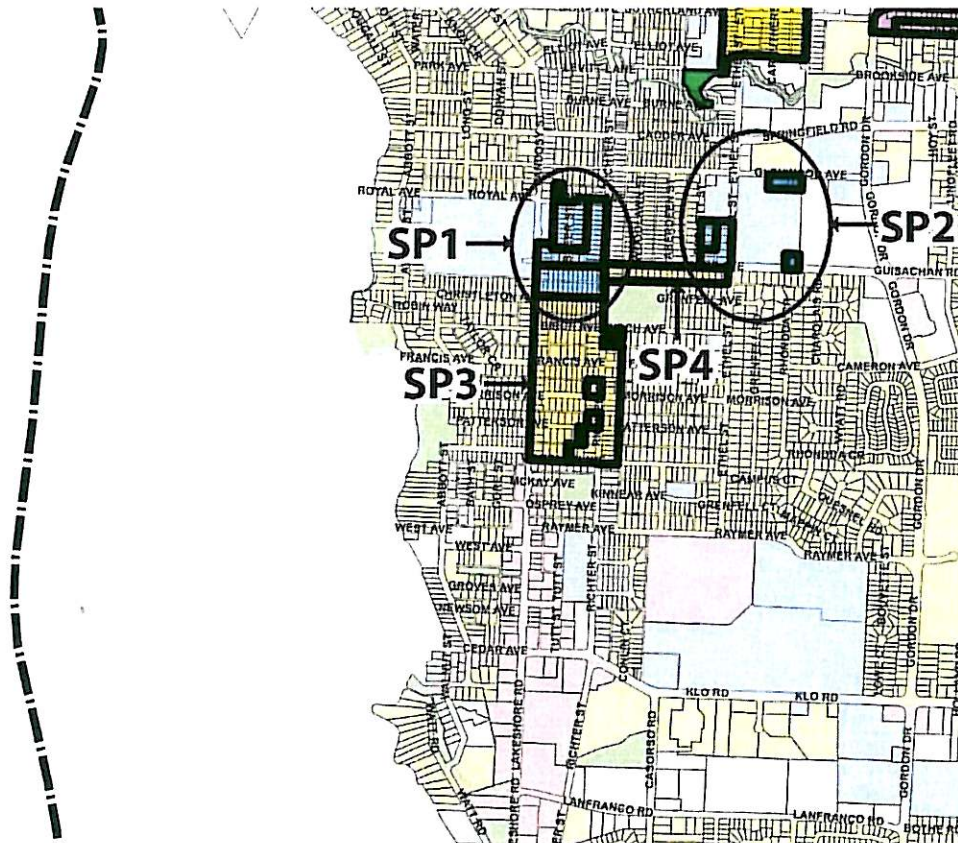
The strongest positive response was for changes from Residential to Health District which allows health related uses in this area including health services such as clinics and labs, institutional uses related to the hospital, temporary accommodation (such as a Ronald McDonald House) and multi unit residential uses in the following areas:

- SP1 - in an area between Richter and Pandosy: **88.7%** Agree/Strongly Agree
- SP2 - in the Cottonwoods area: **82.6%** Agree/Strongly Agree

There was also a positive response for the proposed change from Single/Two Unit to Multi Unit Low Density to allow a residential intensification corridors in the following areas:

- SP3 - the area extending from both sides along Richter to the area immediately east of Pandosy: **73.8%** Agree/Strongly Agree
- SP4 - along both sides of Rose Avenue: **66.9%** Agree/Strongly Agree

## QUESTION 2: SOUTH PANDOSY





## Capri and Landmark

How do you feel about the proposed land use changes in the Capri and Landmark area? The letter/number (e.g. C1) for the statement below relates to the letter/number shown on the map

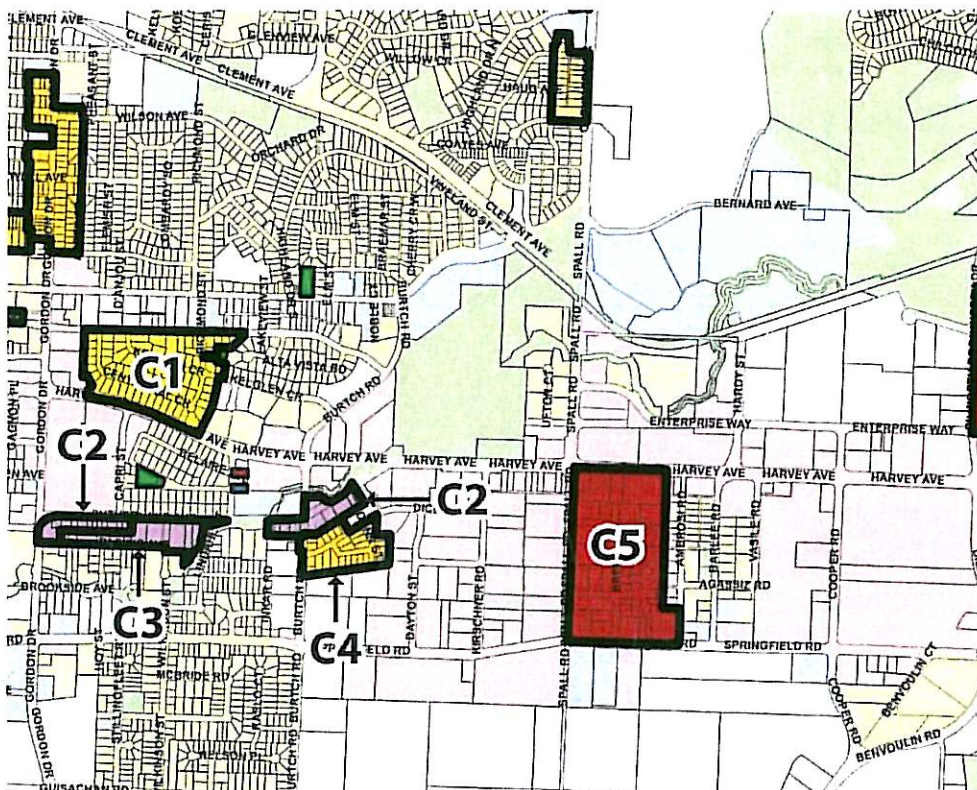
Respondents agreed with the proposed changes in the Capri Landmark area, except there were mixed and neutral results for the idea to Change from Multi Unit Low Density to Single/Two Unit to maintain the single family character of the Centennial/Kelglen area (C1) - 41.7% Agreed/Strongly Agreed and 33% were neutral, while 25.3% Disagreed/ Strongly Disagreed.

Proposed changes from Commercial or Multi Unit to Mixed Use in a corridor along Sutherland (areas C2 with 82.8%, and C3 with 80.2%) received over 80% agreeing or strongly agreeing.

Other proposed changes were also given a positive response with the majority agreeing or strongly agreeing:

- C4 - Change from Multi Unit Low Density to Multi Unit Medium Density: allows for higher density residential development in this area along Dickson Ave. just west of Burtch: 74.7% Agree/Strongly Agree
- C5 - Change from Commercial to Service Commercial for this area between Spall and Ambrosi: 61.0% Agree/Strongly Agree

## QUESTION 3: CAPRI & LANDMARK



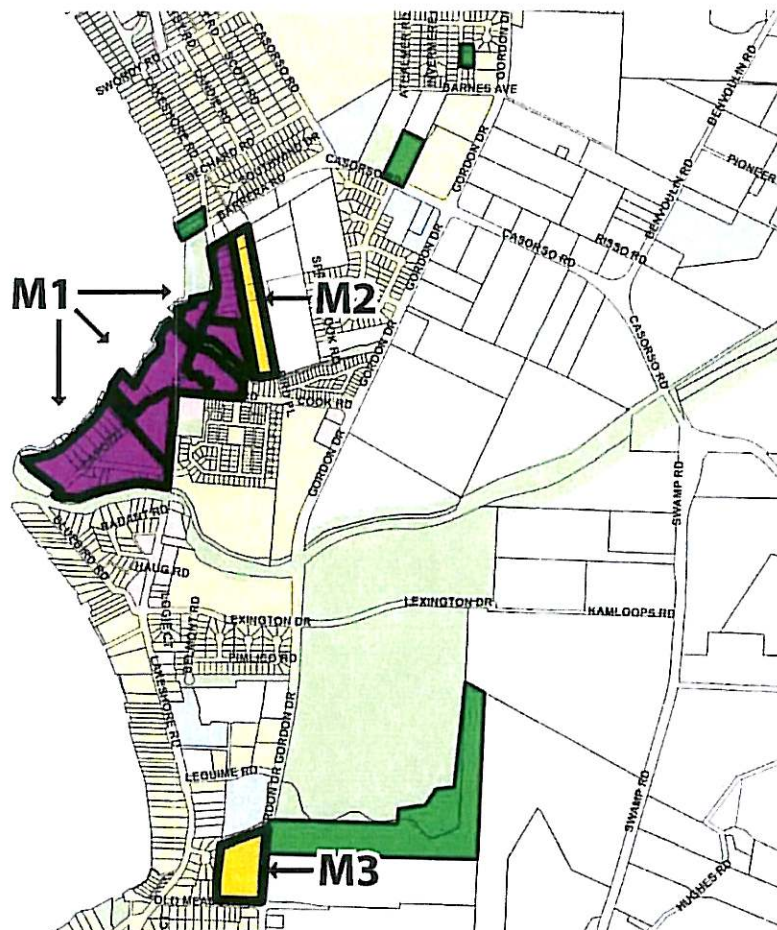
## Mission Creek and Lakeshore/Gordon Area

How do you feel about the proposed land use changes in the Mission Creek and Lakeshore/Gordon area? The letter/number (e.g. M1) for the statement below relates to the letter/number shown on the map.

More than two thirds of respondents agreed or strongly agreed with the proposed changes in the Mission Creek and Lakeshore/Gordon area:

- M1 - Change from Multi Unit Residential, Commercial, and Institutional to Mixed Use Tourism: allows for a mixture of commercial, residential and tourist accommodation uses within the same site or building in this area near the intersection of Lakeshore and Cook: **73.5% Agree/Strongly Agree**
- M2 - Change from Multi Unit Low Density to Multi Unit Medium Density: allows for transition from low density on eastern portion of area to Mixed Use Tourism on western portion along Lakeshore: **66.9% Agree/Strongly Agree**
- M3 - Change from Single/Two Unit to Multi Unit Medium Density: allows apartments and townhouses in a location close to amenities along Gordon, serves as an extension of existing development to the north: **71.6% Agree/Strongly Agree**

### QUESTION 4: MISSION CREEK & LAKESHORE/GORDON



## Southwest Mission

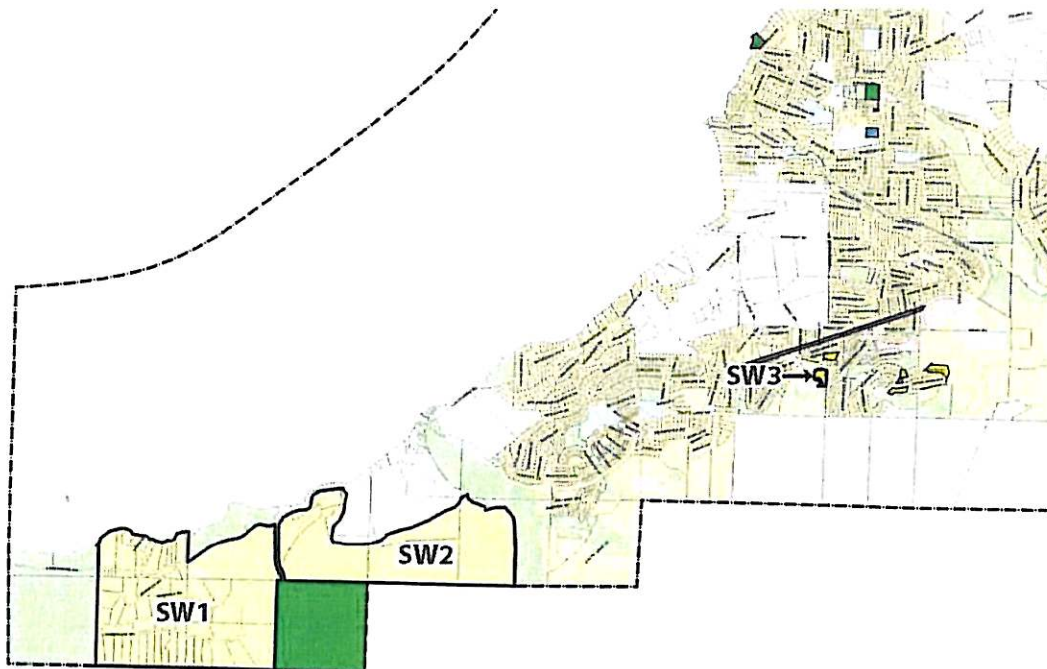
How do you feel about the proposed land use changes in the Southwest Mission area? The letter/number (e.g. SW1) for the statement below relates to the letter/number shown on the map.

A significant majority of respondents agreed or strongly agreed with the proposed changes in the Southwest Mission area as shown below:

- SW1 - Change from Future Urban Reserve to Rural/Agricultural: preserves this area for Rural and Agricultural use as it is located outside the Permanent Growth Boundary: **69.9% Agree/Strongly Agree**
- SW2 - Change from Future Urban Reserve to Rural/Agricultural: preserves this area for Rural and Agricultural use as it is located outside the Permanent Growth Boundary: **72.7% Agree/Strongly Agree**
- SW3 - Change from Institutional to Single/Two Unit Residential and Park at the end of Southcrest Drive: no longer required for future school site: **67.2% Agree/Strongly Agree**

---

## **QUESTION 5: SOUTHWEST MISSION**



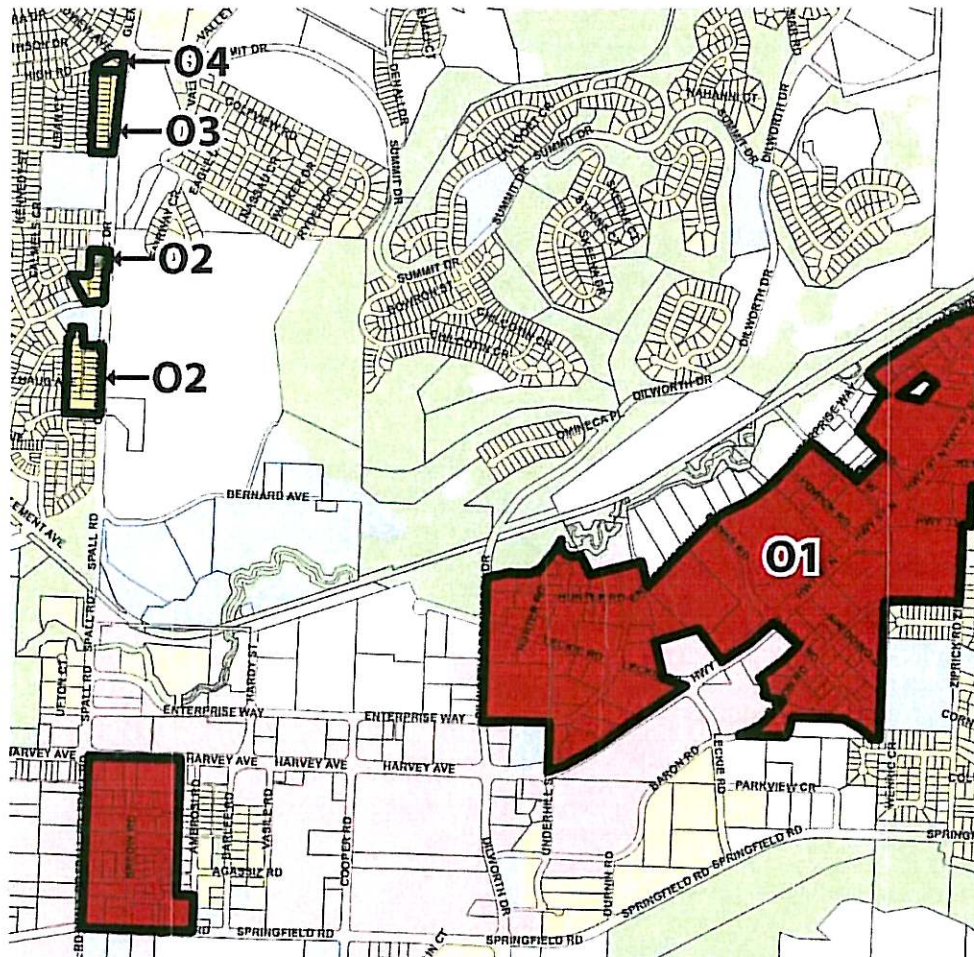
## Orchard Park Area

How do you feel about the proposed land use changes in the Orchard Park area? The letter/number (e.g. O1) for the statement below relates to the letter/number shown on the map.

Respondent provided a positive response to the proposed changes identified for the Orchard Park and Glenmore Road area. The percentage of respondents who agreed or strongly agreed with the changes are as follows:

- O1 - Change from Commercial to Service Commercial in a corridor along Highway 97 generally between Dilworth and McCurdy: **65.7% Agree/Strongly Agree**
- O2 and O3 - Change from Single/Two Unit to Multi Unit Low Density: allows for residential intensification corridor along Glenmore: **73.9 % for O2, and 75.0% for O3.**
- O4 - Change from Commercial to Multi Unit Low Density: allows for residential intensification corridor along Glenmore, on a site currently less suitable for commercial use: **73.9% Agree/Strongly Agree**

### QUESTION 6: ORCHARD PARK



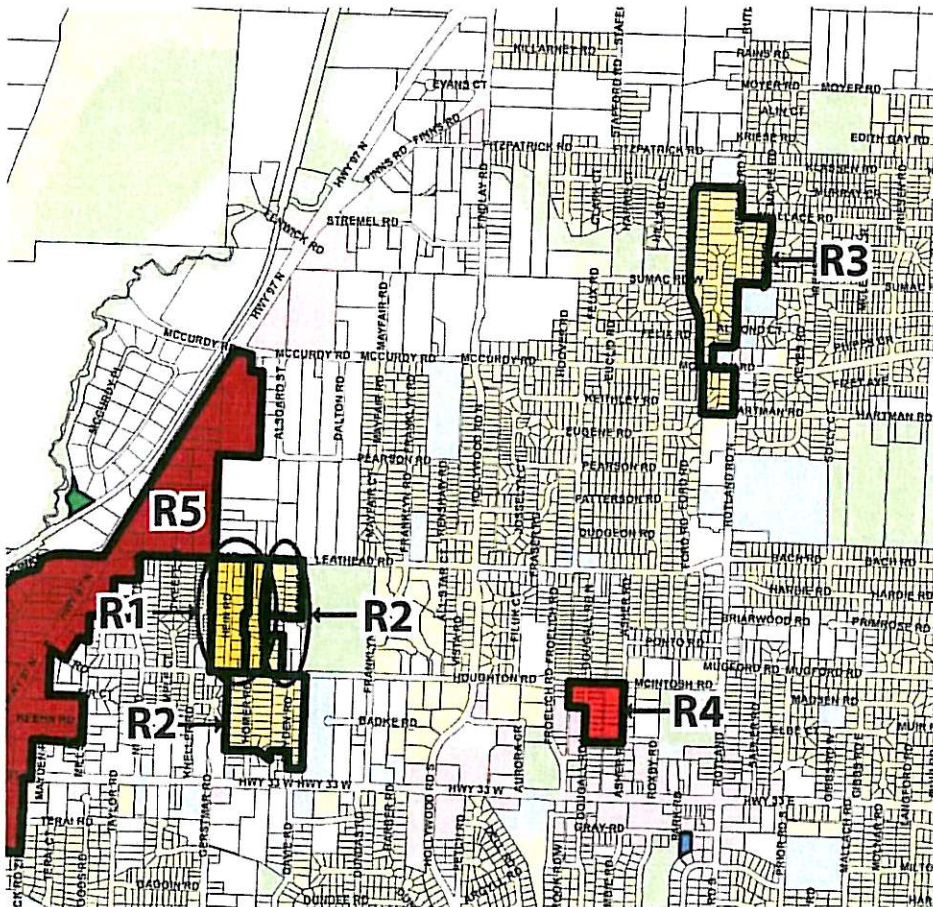
## Rutland

How do you feel about the proposed land use changes in the Rutland area? The letter/number (e.g. R1) for the statement below relates to the letter/number shown on the map.

The respondents provided a very positive response to the proposed changes in the Rutland area. The percentage of respondents who agreed or strongly agreed with the changes are as follows:

- R1 - Change from Single/Two Unit and Multi Unit Low Density to Multi Unit Medium Density in the Hein/Fleming Road area: **81.6% Agree/Strongly Agree**
- R2 - Change from Single/Two Unit to Multi Unit Low Density in the area just west and southwest of Ben Lee park: **80.0% Agree/Strongly Agree**
- R3 - Change from Single/Two Unit to Multi Unit Low Density: allows a residential intensification corridor along Rutland Road North: **72.5% Agree/Strongly Agree**
- R4 - Change from Multi Unit Medium Density to Commercial in the Dougall/Asher road area: **80.2% Agree/Strongly Agree**

### QUESTION 7: RUTLAND



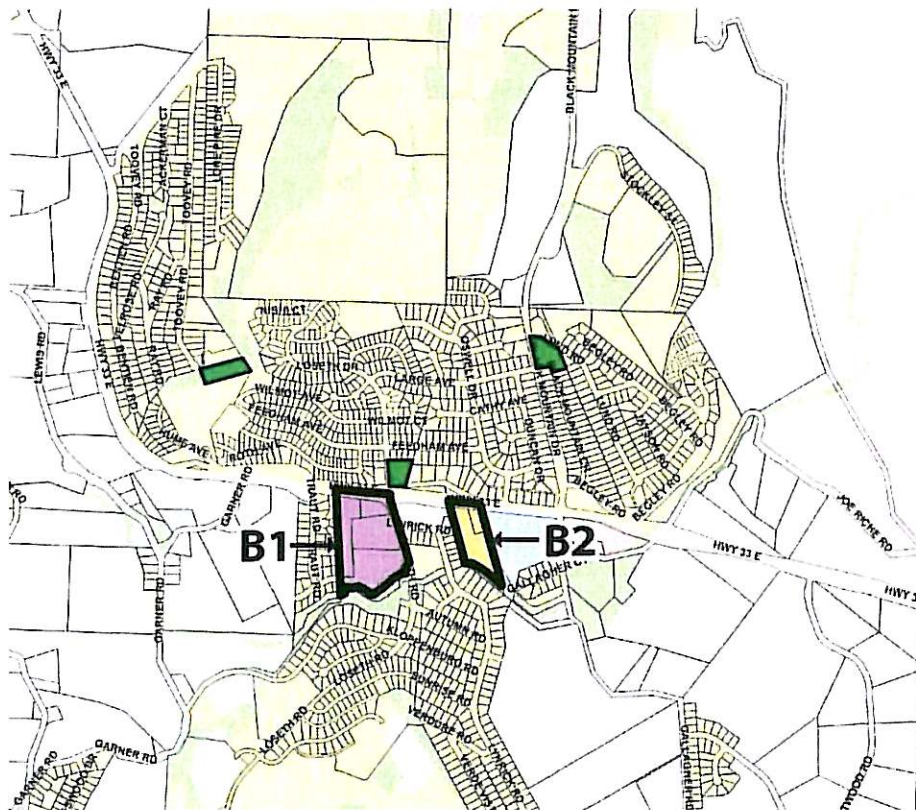
## Black Mountain

How do you feel about the proposed land use changes in the Black Mountain area? The letter/number (e.g. B1) for the statement below relates to the letter/number shown on the map.

The two changes proposed in the Black Mountain area were seen as positive by two thirds or more of respondents. The percentage of respondents who agreed or strongly agreed with the changes are as follows:

- B1 - Change from Single/Two Unit to Mixed Use: allows for a mixture of residential and commercial use at the signalized intersection of Loseth and Highway 97: 74.3% Agree/Strongly Agree
- B2 - Change from Single/Two Unit to Multi Unit Low Density: allows for development of low density multi units in this area along Highway 33: 66.0% Agree/Strongly Agree

### **QUESTION 8: BLACK MOUNTAIN**



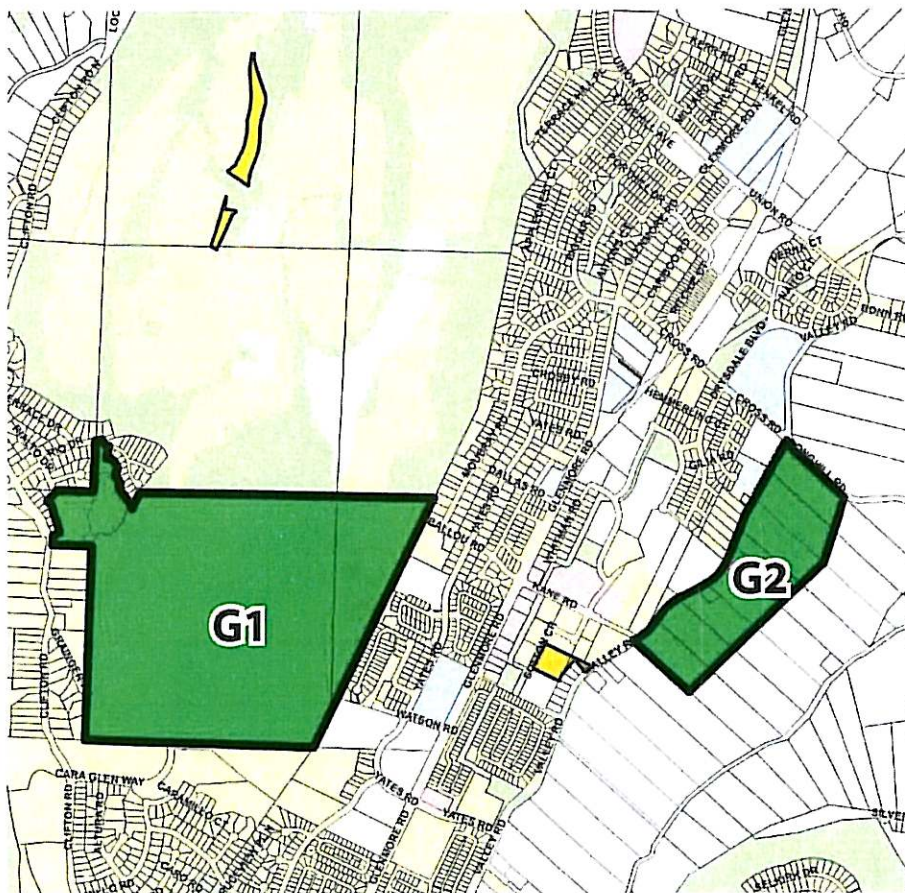
## Glenmore

How do you feel about the proposed land use changes in the Glenmore area? The letter/number (e.g. G1) for the statement below relates to the letter/number shown on the map.

There was strong agreement with the proposed changes in the Glenmore area, with the greatest number of respondents choosing the 'strongly agree' category. The percentage of respondents who agreed or strongly agreed with the changes are as follows:

- G1 - Change from a mixture of Single/Two Unit and Major Park/Open Space to all Major Park/Open Space: allows for park space across this area between Clifton and Glenmore: 74.8% Agree/Strongly Agree
- G2 - Change from Rural/Agricultural to Major Park/Open Space for this area along Valley Road: 74.0% Agree/Strongly Agree

### QUESTION 9: GLENMORE







## North Glenmore / McKinley / Duck Lake area

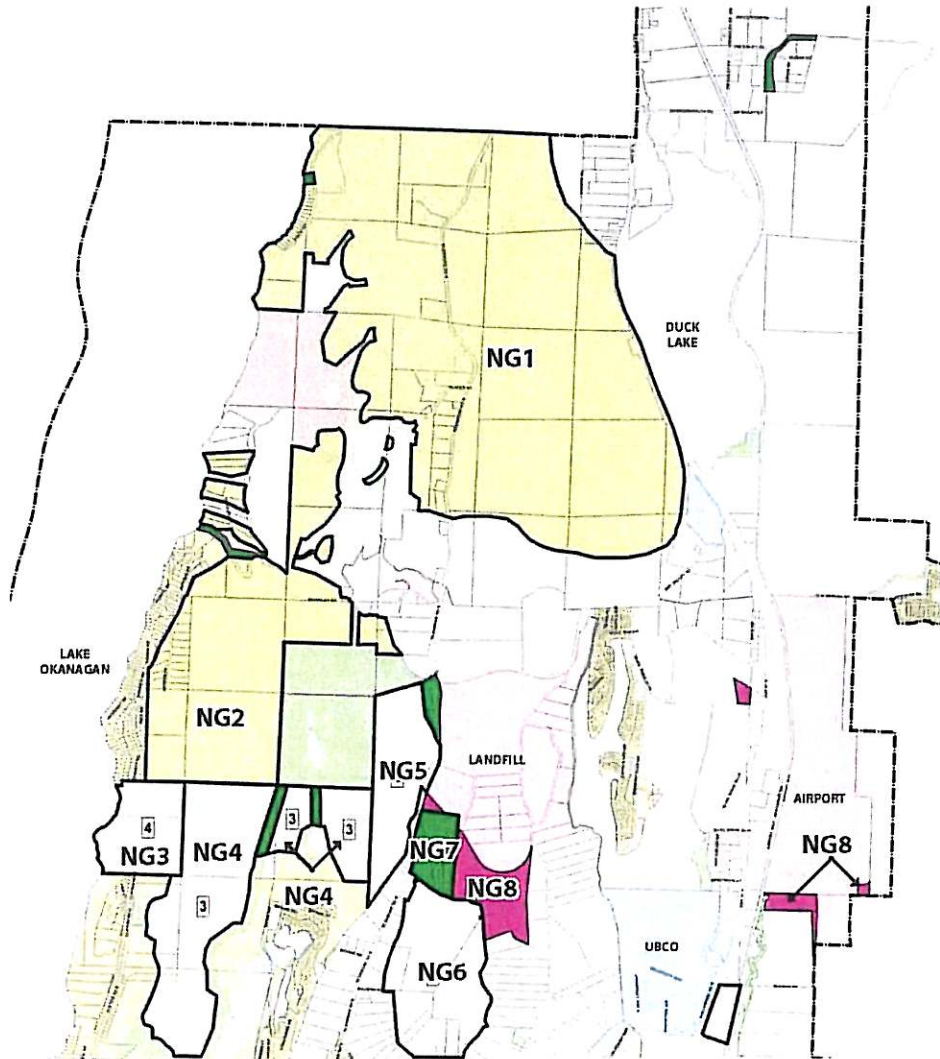
How do you feel about the proposed land use changes in the North Glenmore / McKinley / Duck Lake area? The letter/number (e.g. NG1) for the statement below relates to the letter/number shown on the map.

More than half of the respondents agreed or strongly agreed with all the proposed changes in the North Glenmore / McKinley / Duck Lake area except for one area. The proposed change from Future Urban Reserve to Area Structure Plan for the Eagle Ridge area (NG5 area) west of the landfill had slightly less than half, with 47.7% agreeing or strongly agreeing with the area.

The rest of the areas had a higher level of agreement. The percentage of respondents who agreed or strongly agreed with the changes are as follows:

- NG1 - Change from Future Urban Reserve to Rural/Agricultural: preserves this area between Duck Lake and Okanagan Lake for Rural and Agricultural use as it is located outside the Permanent Growth Boundary: **71.5%** Agree/Strongly Agree
- NG2 - Change from Future Urban Reserve to Rural/Agricultural: preserves this area east of McKinley for Rural and Agricultural use as it is located outside the Permanent Growth Boundary: **71.1%** Agree/Strongly Agree
- NG3 - Change from Future Urban Reserve to Area Structure Plan for area between Clifton and McKinley: **52.1%** Agree/Strongly Agree
- NG4 - Change from Future Urban Reserve to Area Structure Plan for extension of Wilden: **50.5%** Agree/Strongly Agree
- NG6 - Change from Future Urban Reserve to Area Structure Plan for the area east of Yaletown: **57.3%** Agree/Strongly Agree
- NG7 - Change from Rural/Agricultural to Major Park/Open Space: allows space for major park and recreation facilities to serve the North Glenmore area, subject to Agricultural Land Commission approval: **68.8%** Agree/Strongly Agree
- NG8 - Change from Rural/Agricultural to Public Service/Utilities: allows for expansion of Glenmore Landfill, and the Kelowna Airport, subject to Agricultural Land Commission approval: **62.3%** Agree/Strongly Agree

# QUESTION 11: NORTH GLENMORE / MCKINLEY / DUCK LAKE

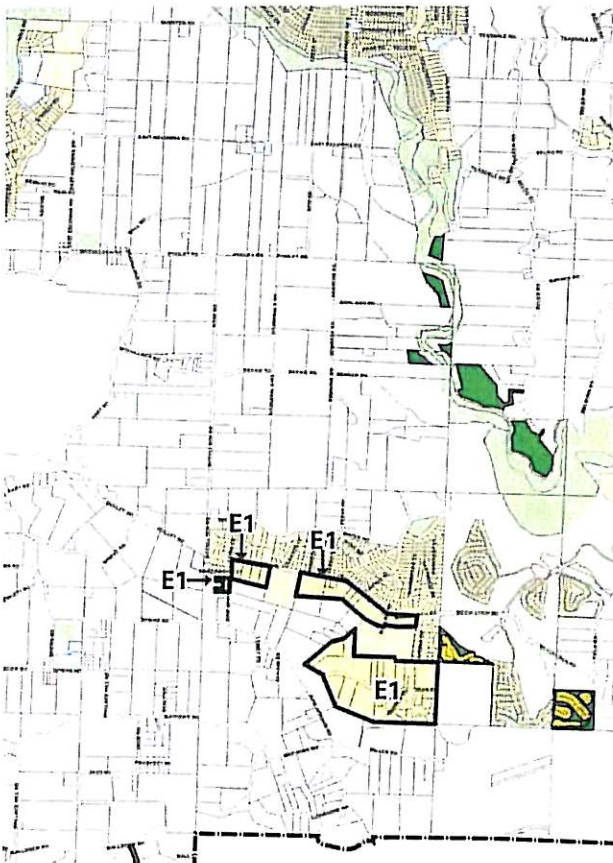


## East Kelowna/Gallagher's area

How do you feel about the proposed land use changes in the East Kelowna/Gallagher's area? The letter/number (e.g. E1) for the statement below relates to the letter/number shown on the map.

72.8% of respondents agreed or strongly agreed with the idea for area E1 to change from Single/Two Unit to Rural/Agricultural in the McCulloch Road and Jean Road areas. This proposed change recognizes that city sewer services do not exist in this area and that a 1 hectare (about 2.5 acres) minimum parcel size is required without a sewer system, and therefore the area should remain rural.

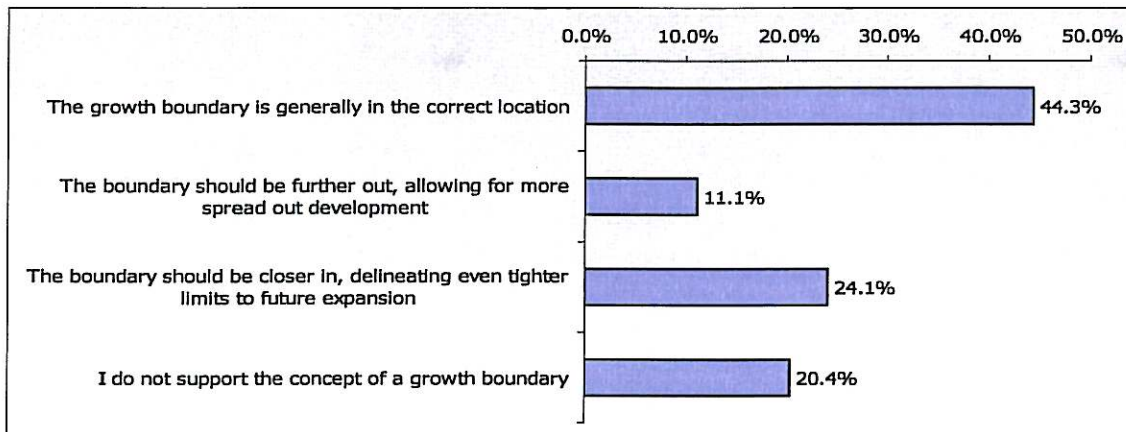
### ***QUESTION 12: EAST KELOWNA / GALLAGHER'S***



## Growth Boundary

The draft plan proposes a Permanent Growth Boundary. New growth and development would be directed to within the Growth Boundary. Development outside the boundary would be limited to what is provided for under current zoning. What do you think about the proposed growth boundary? Please refer to the map.

The chart below shows that question regarding the Growth boundary indicates the most prevalent response (44.3%) is that the growth boundary is generally in the correct location. Some respondents (11.1%) feel the boundary should be further out; others (24.1%) feel the boundary should be closer in; and a percentage (20.4%) do not support the concept of a growth boundary.



## QUESTION 13

