

Memo



Date: June 22, 2011
File: 1200-40
To: City Manager
From: Andrew Gibbs - Project Manager, Downtown Plan Charrette
Signe Bagh - Director, Policy and Planning
Subject: Downtown Plan Charrette

Recommendations:

THAT Council receive, for information, the report from the Project Manager, Downtown Plan Charrette, dated June 22, 2011, with respect to the Downtown Plan Charrette;

AND THAT Council direct staff to initiate an OCP amendment that would:

1. Amend Policy 5.5.1 of the Kelowna 2030 Official Community Plan Bylaw No. 10500 by: referencing building heights as determined through the Downtown Plan Charrette process; adding a new Map 5.9 (Building Height; the version shown in Appendix C1); renumbering Map 5.9 (Linear Corridors/Paths) to Map 5.10, Map 5.10 (Airport Noise Contour) to Map 5.11, and Map 5.11 (Sand and Gravel Deposits) to Map 5.12; and updating map references as necessary; and
2. Amend Map 4.1. Generalized Future Land Use to change the Future Land Use Designations of properties along the western side of Richter Street between the lane north of Bernard Avenue and Clement Avenue from Multiple Unit Residential (Medium Density) to Multiple Unit Residential (Low Density); and
3. Amend the definition of the Mixed Use (Residential / Commercial) Land Use designation to remove reference to the need to decrease building height as distance from the core of the Urban Centre increases.

AND THAT the Director, Land Use Management be instructed to waive the requirement for the above mentioned OCP amendment to be placed on an Advisory Planning Commission agenda prior to consideration by Council;

AND THAT Council direct the General Manager, Community Sustainability (as staff "Downtown Champion") to oversee further planning and consultation and regularly report back to Council on preparation of the updated 2012 Downtown Plan and on progress implementing initiatives identified in the Downtown Plan Charrette;

AND FURTHER THAT Council direct the Policy and Planning Department to prepare policies and further recommendations to implement the Urban Design Concept prepared through the Downtown Plan Charrette and to report back to Council in early 2012 with a revised Downtown Plan.

Purpose:

To submit the consultant's summary report, prepared as part of the Downtown Plan Charrette held June 7-11, for endorsement by Council and to initiate Official Community Plan amendments that would set the stage for further implementation initiatives and preparation of a revised Downtown Plan.

Background:

On July 26, 2010, Council directed staff to update the 2000 Downtown Plan.

On September 20, 2010, Council directed staff to proceed with a community outreach process and design charrette to develop a vision for the downtown; an Urban Design Concept for the Downtown Plan.

On February 15, 2011, Council received an update from staff regarding background research, the design charrette and the proposed community outreach leading up to it.

Community Outreach

In order to inform the charrette exercise a community outreach process was conducted over the three months leading up to the charrette (see Appendix B).

Stakeholder Charrette

A charrette is an intensive, interactive planning and design workshop where professional planning and design consultants work with stakeholders and other interest groups to develop a conceptual level plan for a defined study area; in this case downtown Kelowna. This charrette had six objectives:

- *Quality:* to utilize a full range and depth of expertise to produce a plan that is consistent with the City's principles and community expectations.
- *Inclusiveness:* to actively engage the public and key stakeholders in preparation of the plan.
- *Communication:* to provide a forum that encourages honest, fruitful, and respectful dialogue, and facilitates informed feedback decision-making.
- *Transparency:* to lead a process that is readily understandable and that is open and honest.
- *Feasibility:* to develop a plan that can be implemented within the policy and budget framework of the City.
- *Support:* to achieve public, stakeholder and Council endorsement of the plan.

Additionally, the planning and design work conducted during the charrette was based on the Downtown Plan Principles passed by Council resolution June 7, 2010 (see Appendix D of the Downtown Plan Charrette summary report). It was also informed by the concerns and aspirations for the downtown that came out of the community outreach efforts conducted in the three months leading up to the charrette.

The charrette was led by a team of consultants. The consultant team was selected through a publically advertised competitive Request for Proposal process that adhered to the City's

Purchasing Bylaw. The consultant team was led by Urban Forum Associates, from Vancouver. Their team was well-suited to the assignment and included specialists in the areas of urban design, planning, architecture, landscape architecture, sustainability planning, transportation planning, civil engineering, urban land economics and design workshop facilitation.

The Downtown Plan Charrette was conducted June 7-11, 2011.

The first two evenings of the charrette involved the consultants working with charrette participants to identify issues and collectively discuss and decide on the principles upon which the vision for the downtown plan would be based. Forty-one stakeholders participated in the charrette evenings, representing a spectrum of interests and backgrounds from across the community, including the public at large (13), UDI (5), downtown landowners (5), young adults (3), DKA (3), residents associations (3), Partners for a Healthy Downtown & RCMP (1), APC (1), Accessibility Advisory Committee (1), Cultural District (1), Community Heritage Commission (1), IHA (1), UBCO (1), BC Transit (1), Chamber of Commerce (1).

During the third and fourth days of the charrette the consultants met with representatives and/or the boards of stakeholder groups to have one-on-one discussions regarding the plan as the plan was being prepared.

In addition to relying on the input and feedback of charrette participants and stakeholder groups the project website was updated daily with information generated during the charrette. Public response to this material (e.g. email, tweets, blogs) was passed on to the consultant team during the charrette week for consideration and use.

Throughout the charrette week, and particularly after most of the work with stakeholders was completed, the consultant team spent their time in intensive design of the downtown. The direction for their design work was based on those issues and principles identified by the charrette participants as being most common to all of them. There was a high degree of consensus among charrette participants regarding the issues and principles that should drive the Downtown Plan. Although not unexpectedly the issue of building height saw the largest divergence of opinion among charrette participants, there was still general agreement among the majority of participants that a) more people living, working and playing downtown was important, b) building height and densification was an appropriate way to achieve that goal, c) that building heights should step back from the lake, City Park and Bernard Avenue, and d) that building heights should be distributed to preserve view corridors and provide solar access at street level.

The final day of the charrette featured a public open house in Kerry Park, where the results of the consultant's and stakeholder's efforts were put on display for public information and feedback. The display panels from the open house were posted on the project website (<http://mydowntown.kelowna.ca/downloads/>), and can be viewed there. Three hundred and thirty-five people attended the open house. One hundred and one completed exit surveys were received from attendees, and responses generally indicated support for the Urban Design Concept displayed at the open house.

Survey respondents indicated significant positive feedback for the following key recommendations presented at the open house:

- focusing activity on the waterfront
- improving the pedestrian realm downtown
- providing a greenway and buffer along Harvey Avenue

Like charrette participants, open house survey respondents had some concerns regarding building height, though more respondents were in favour of the height scheme proposed at the open house than were opposed to it.

A summary of the open house feedback is provided on page 10 of the summary report.

Downtown Plan Charrette Summary Report

The consultant's summary report on the Downtown Plan Charrette is included as an attachment to this Council Report (Appendix A).

The summary report describes the vision, urban design principles and major initiatives developed by the stakeholders and consultants in the charrette. It proposes the direction toward which public policy, public investment and private development in the downtown should be directed.

The charrette's vision for the downtown has a 25-year horizon. It is expected that full implementation of the plan will take many years and that the plan will likely require updating after 10 years.

Implementation

It is important to understand that the summary report generated as part of the Downtown Plan Charrette represents a collective vision for the downtown. It is also important to understand that implementation of the plan is multi-faceted; some items are influenced or driven by the City (e.g. policies, bylaws, capital budgets) and others by interests and conditions beyond the scope of the City (e.g. private land development and the economic conditions driving it).

Some of the key initiatives to be initiated during the implementation phase include:

- endorsement of construction of the Bernard Avenue Streetscape revitalization
- amendments to the OCP 2030 Future Land Use map to reflect the recommendations emerging from the Downtown Charrette (n.b. see the Legal/Statutory Procedural Requirements section near the end of this report)
- revisions to the Zoning Bylaw to address building height recommendations made in the summary report [staff note that if Council wishes to achieve a maximum of four storeys along portions of Bernard Avenue, as recommended in the Charrette, the C7 zone would need to be amended to reduce the maximum height from 22 m (roughly 6 storeys) along some portions and from 44 m (12-14 storeys) along others]
- planning and design for future waterfront improvements
- refinement of the program for property tax incentives for downtown redevelopment (n.b. staff are aiming to bring the necessary bylaw amendments forward Council on July 11, 2011).
- exploration of other incentives for downtown development
- coordination of a downtown parking strategy with the community-wide parking strategy currently underway
- further analysis of the Harvey Avenue greenway proposal and of two-waying of Leon and Lawrence, including discussion with the Ministry of Transportation and Infrastructure
- traffic analysis and consultation with the Ministry of Transportation and Infrastructure regarding the Urban Design Concept and its relation to the bridge agreement
- estimation of the costs of proposed land acquisitions (including the proposed Harvey Avenue Greenway concept)

- exploration of the technical and design feasibility of a pedestrian underpass from Pandosy Street beneath Harvey Avenue to the south
- examination of the feasibility of a joint venture to trigger UBCO student housing development in the downtown
- Collaboration between the City/Social Services/Property owners to resolve matters of common concern
- alignment of 10-year capital plan and 20-year servicing plan with key priorities coming out of the Downtown Plan Charrette and implementation phase (n.b. it is expected that the financial resources of the capital plan and servicing plan will not be able to accommodate all of the proposals contained in the Downtown Plan Charrette summary report , therefore implementation measures will be assessed and prioritized in order to achieve positive and productive results over the next 10 years).

Subject to Council endorsement of this report the Policy and Planning Department will develop a revised Downtown Plan to replace the 2000 Downtown Plan. The new plan would include policy and further recommendations to implement the Urban Design Concept evolved through the Downtown Plan Charrette, with the aim of reporting back to Council with a completed document in January 2012.

Following in the wake of a significant amount of research (Phase 1) and the success of the community outreach process and Downtown Plan Charrette (Phase 2), staff recommends that in order to maintain the momentum and good will generated, that the General Manager of Community Sustainability continue his role as the staff “Downtown Champion”; to continue to oversee the planning, consultation and implementation of downtown initiatives (Phase 3) in advance of the preparation and consideration of the Downtown Plan (2012). The General Manager will report back to Council on a monthly basis in this regard.

Internal Circulation:

General Manager, Community Sustainability
 Director, Policy & Planning
 Director, Land Use Management
 Director, Infrastructure Planning
 Director, Real Estate and Building Services
 Director, Regional Services

Legal/Statutory Procedural Requirements:

When it is finalized the Downtown Plan (2012) will replace the Downtown Plan (2000) as the guiding document for planning, development and public infrastructure/amenity investment.

There is a legal agreement between the Province and the City relating to the flow of traffic to the W.R. Bennett bridge. The impact on this agreement will have to be considered as the Downtown Plan is implemented.

The impact of the Downtown Plan Charrette summary report and its Urban Design Concept on existing City policies, bylaws and plans will have to be considered as the Downtown Plan is implemented.

The recently adopted Official Community Plan (OCP) sets out the municipality’s goals, objectives and policies for guiding growth and change to 2030. During presentation of the OCP to Council, held just prior to the Downtown Plan Charrette, it was explained to Council that some policies in the OCP may have to be amended to reflect the outcomes of the Downtown Plan Charrette. The

following amendment to the OCP is proposed in order to reflect the direction provided by the Downtown Plan Charrette summary report and Urban Design Concept (n.b. proposed new text is underlined and proposed deleted text is ~~struck through~~):

Objective 5.5 Ensure appropriate and context sensitive built form

Policy .1

~~Building Height. Locate taller buildings in the geographic centre of Urban Centres and generally decrease height moving away from the centre, to a maximum of 4 storeys at the periphery of the Urban Centres, where adjoining land is designated for single/two unit housing.~~

In determining appropriate building height, the City will take into account such factors as:

- Contextual fit into the surrounding urban fabric
- Shadowing of the public realm
- View impacts
- Overlook and privacy impacts on neighbouring buildings
- Impacts on the overall skyline
- Distance between adjacent tall buildings
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of tall buildings

Unless existing zoning provides for greater heights, building heights within the areas noted on Map 5.3 should be as noted below:

~~City Centre: Six storeys within C4 zoned areas. Within C7 zoned areas, the height limit would be a maximum of the heights defined in the Zoning Bylaw (this would be 6 storeys in some areas and 12-14 in other areas). Where the Zoning Bylaw sets heights of 12 storeys, Council may consider height variances allowing for up to 19 storeys, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits. Those areas that have been the focus of a Council endorsed comprehensive development plan approved subsequent to adoption of OCP Bylaw 10500 will be subject to the height limits identified in that plan. In all other areas, the height limit would be 4 storeys.~~

City Centre: For the Downtown area, building heights shall, at maximum, be as noted on Map 5.9. To achieve those heights, Council may consider variances from the heights set out in the Zoning Bylaw, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits.

The former Willow Inn site at the corner of Queensway Avenue and Mill Street is significant given the site's proximity to the waterfront and its high visibility. In order to achieve approval for up to 19 storeys on this site, any proposed development should be required to demonstrate that it gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and that it meets a high standard of design excellence.

For the Central Green property at the SW corner of Richter Street and Harvey Avenue, building heights shall be as approved by Council through the zoning process.

For areas of the City Centre not specifically mentioned above, the maximum height shall be: seven stories within areas designated for mixed use (residential/commercial); four storeys for areas designated for commercial; within C7 zoned areas, the height limit would be a maximum of the heights defined in the Zoning Bylaw (this would be 6 storeys in some areas and 12-14 in other areas); on properties designated for multiple unit residential (high density), the height limit will be 16 storeys. Where the Zoning Bylaw sets height limits of 12-16 storeys, Council may consider height variances allowing for up to 19 storeys, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits.

In all cases, a minimum separation distance of 120 ft. (36.5 m) will be required between adjacent towers where there are floor plates larger than 697 sq. m (7,500 sq. ft.) and a minimum separation distance of 30.5 m (100 ft) will be required between towers where floor plates are less than 697 sq. m. (7500 sq. ft.).

Other Urban Centres:

Locate taller buildings in the geographic centre of Urban Centres and generally decrease height moving away from the centre, to a maximum of 4 storeys at the periphery of the Urban Centres, where adjoining land is designated for single/two unit housing.

- **South Pandosy:** Generally 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for 8 storeys where architecturally distinct and significant buildings are placed at corner, gateway or view terminus locations that are of significance to the community or where buildings are of cultural significance to the community.
- **Rutland:** Generally 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for 12 storeys in the core of Rutland, as identified in the C7 zone of the Zoning Bylaw.
- **Midtown:** 16 storeys, where the OCP designation provides for high-density multiple-units.
- **Capri/Landmark:** Generally 4 storeys. Greater height (up to 12 storeys) may be supported on the Capri Shopping Centre site and in the area bordered by Dickson Avenue, Dayton Avenue, Springfield Road and Kirschner Road upon approval of a Council-endorsed comprehensive development plan for the site that provides for a variety of housing types (including but not limited to ground-oriented and rental apartment housing) and the provision of commercial space that is of an amount that, at minimum, equals that which existed in 2010.
- **Elsewhere:** For all areas of the City outside the Urban Centres, buildings heights shall be a maximum of four ~~Four~~ storeys for residential and six storeys for apartment hotels and hotels. Additional height restrictions may be imposed as a result of airport-related zoning regulations.

Within the context of the above noted area height limits the following criteria shall also be considered.

Where a lot line abuts a lower density residential land use designation, buildings facing this lot line within the development should be stepped back such that there is no more than a one storey height gain between these building frontages and the height permitted within the land uses assigned to adjacent parcels. The key issue is the transition in scale. The City may consider alternatives to this if other measures can ensure an appropriate transition. Other alternatives may include a combination of appropriate choice of materials, positioning of a building on a site, the level of detail on the facing façade, positioning of balconies, windows, etc.

Notwithstanding the above noted height provisions, for all parts of the City other than the downtown, building heights adjacent to Okanagan Lake should remain low, subject to the recognition that height provisions in existing zoning would prevail. Building height can be increased as the distance from the lake increases. Preservation of upland sight lines towards Okanagan Lake shall be an important consideration in the review of development applications.

The map 5.9 referenced in the above-noted recommended OCP policy is included in Appendix C1. The map is in large measure based on the recommendations emerging from the Downtown Plan Charette process. It should be noted, however, that there were downtown properties for which the charrette did not provide clear guidance regarding building height:

- The Urban Design Concept recommends that the properties along the Harvey Avenue frontage become a treed area under City ownership. That possibility will be explored as part of the implementation exercise, but should that not ultimately be implementable, then it will be important to provide for building height on these sites.

- For properties in the Cultural District properties and lots fronting Harvey Avenue staff recommend that maximum building heights reference what is permitted under current zoning.
- For some of the blocks along Bernard Avenue, the consultant recommended keeping building frontages low while providing for greater height deeper into the lot. In subsequent discussions with the consultant, it was suggested that the height along the frontage of Bernard be permitted up to 4 storeys and this is reflected on the map noted in this report (Appendix C1).

In addition to the above, noted policy amendments regarding height, it is suggested that, in order to acknowledge the height profiles recommended through the Charrette, the OCP 2030 definition for Future Land Use designations be amended as noted below:

Mixed Use (Residential/Commercial)

Developments that provide for commercial floor space on the ground floor or above, with additional potential for residential units above the ground floor. ~~Building densities would decrease as the distance from the core of the Urban Centre increases.~~ Other relevant policies include should also reference Policy 5.5.1 Building Height and Chapter 17 - Urban Centre definition). Maximum density ~~at the centre of the core~~ would be consistent with zoning as follows: City Centre - C7 zone; Rutland - C7 zone; Pandosy - C4 zone; Midtown - C6 zone; Capri/Landmark - C4 zone.

Furthermore, in order to reflect the land use recommendations emerging from the Charrette, it will be necessary to amend the 2030 OCP Map 4.1. Two changes would be required. First, the map would need to be amended to reflect the potential for additional land acquisitions (for park, green space or parkades). Those changes cannot, however, be made until the cost of those acquisitions has been determined. Determination of the costs is being recommended as a 2011 action item. Once the costs have been determined, then staff can forward related OCP amendments for Council's consideration. The second change relates to the land use designation of properties along the west side of Richter Street. These properties are currently shown in the OCP as having the potential for multiple unit residential (medium density). The charrette discussions suggested that these properties should be designated for multiple unit residential (low density). The changes necessary to implement this direction are shown in Appendix D.

Existing Policy:

Official Community Plan
Downtown Plan (2000)
Zoning Bylaw 8000
Revitalization Tax Exemption Bylaw 9561

Financial/Budgetary Considerations:

The Urban Design Concept and summary report of the Downtown Plan Charrette will be used to assist with the City's annual capital budget planning for infrastructure and amenities in the downtown.

Personnel Implications:

Staff across several City Divisions will be responsible for implementing the Downtown vision once it is endorsed by Council.

In order to facilitate longer term actions by all city departments, staff within the Community Sustainability Division would be assigned the tasks noted earlier in this report. The necessary resources have been allocated to this task, and unless these resources are redirected to other projects, Community Sustainability staff are available to complete the project within the timelines specified in this report.

Other Considerations:

Staff suggest that Council consider and provide direction with regard to the proposed '24' project by Aquilini, which was previously approved by Council and whose Development Permit has subsequently lapsed. Representatives from Aquilini have expressed a desire to re-apply for their project at a time that the residential market can support it.

The '24' project as originally conceived no longer fits with the height policy as proposed in the Downtown Plan Charrette summary report. The project as proposed, would have been 26-27 storeys, as opposed to the 4 storeys now indicated for the site through the Charrette process. The project would have complied with the Charrette recommendations on a number of other fronts, including:

- Limit the number of taller buildings on any long blocks (typ. 270 m long) to 5 towers per block
- Limit the floorplate size of residential towers to a maximum of 8,500 sq. ft., And encourage residential tower floorplate sizes of less than 7,500 sq. ft. (Proposed floorplate was 6,200ft²)
- Require a minimum separation distance of 120 ft. (36.5 m) between adjacent towers with 7,500 sq. ft. and larger floorplates. (40m separation from Westcorp site).
- Require that towers on any given block be staggered (checkerboard pattern) rather than aligned, to ensure views for all units between towers.
- Require all above-grade parking to be screened from the fronting street with active uses such as retail or residential uses. (complied partially - only the first story of the parking was screened with retail).
- Forbid below grade street-fronting retail storefronts.
- Encourage street fronting retail to be built out to the property line to create a strong streetwall definition.
- Require weather protection on all street-fronting retail storefronts.
- Encourage a high degree of visual transparency for all street-fronting retail storefronts.
- Restrict the length of continuous single use retail facades, and encourage narrower, repeating retail storefront units, with columns, pilasters, solid wall panels, entrance recesses, bays, etc.

The '24' project would also have complied with the proposed OCP height policy provision in that a community amenity contribution of \$805,000 was offered.

It is suggested that Council provide staff with direction on how to respond to this project should an application similar to the original one be resubmitted.

Staff provide the following option for Council to consider:

1. That Council amend the building height plan proposed for inclusion in the OCP from what was endorsed through the charrette process to provide for 26 storeys on the Aquilini site, along with a stipulation that that height be reviewed after January 1, 2015.

The following section offers a resolution that could be considered to provide for additional height on the Aquilini site.

Alternate Recommendation:

Alternate Recommendation (would replace the second recommendation at the front of the report):

AND THAT Council direct staff to initiate an OCP amendment that would:

1. Amend Policy 5.5.1 of the Kelowna 2030 Official Community Plan Bylaw No. 10500 by: referencing building heights as determined through the Downtown Plan Charrette process; adding a new Map 5.9 (Building Height; the version shown in Appendix C2); renumbering Map 5.9 (Linear Corridors/Paths) to Map 5.10, Map 5.10 (Airport Noise Contour) to Map 5.11, and Map 5.11 (Sand and Gravel Deposits) to Map 5.12; and updating map references as necessary; and
2. Amend Map 4.1. Generalized Future Land Use to change the Future Land Use Designations of properties along the western side of Richter Street between the lane north of Bernard Avenue and Clement Avenue from Multiple Unit Residential (Medium Density) to Multiple Unit Residential (Low Density); and
3. Amend the definition of the Mixed Use (Residential / Commercial) Land Use designation to remove reference to the need to decrease building height as distance from the core of the Urban Centre increases.

Considerations not applicable to this report:

Legal/Statutory Authority:

External Agency/Public Comments:

Community & Media Relations Comments:

Submitted by:

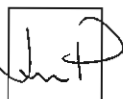


A. Gibbs - Project Manager, Downtown Plan Charrette



S. Bagh - Director, Policy and Planning

Approved for inclusion:



cc: Jim Paterson, General Manager, Community Sustainability
Signe Bagh, Director, Policy & Planning
Shelley Gambacort, Director, Land Use Management
Randy Cleveland, Director, Infrastructure Planning
Doug Gilchrist, Director, Real Estate and Building Services
Ron Westlake, Director, Regional Services

Appendix A - My Downtown, Downtown Plan Charrette summary report

Appendix B - Community Outreach

Appendix C1 - OCP Map 5.9 (Main recommendation)

Appendix C2 - OCP Map 5.9 (Alternate recommendation)

Appendix D - OCP Map 4.1 - Generalized Future Land Use Proposed Amendments



Existing Park

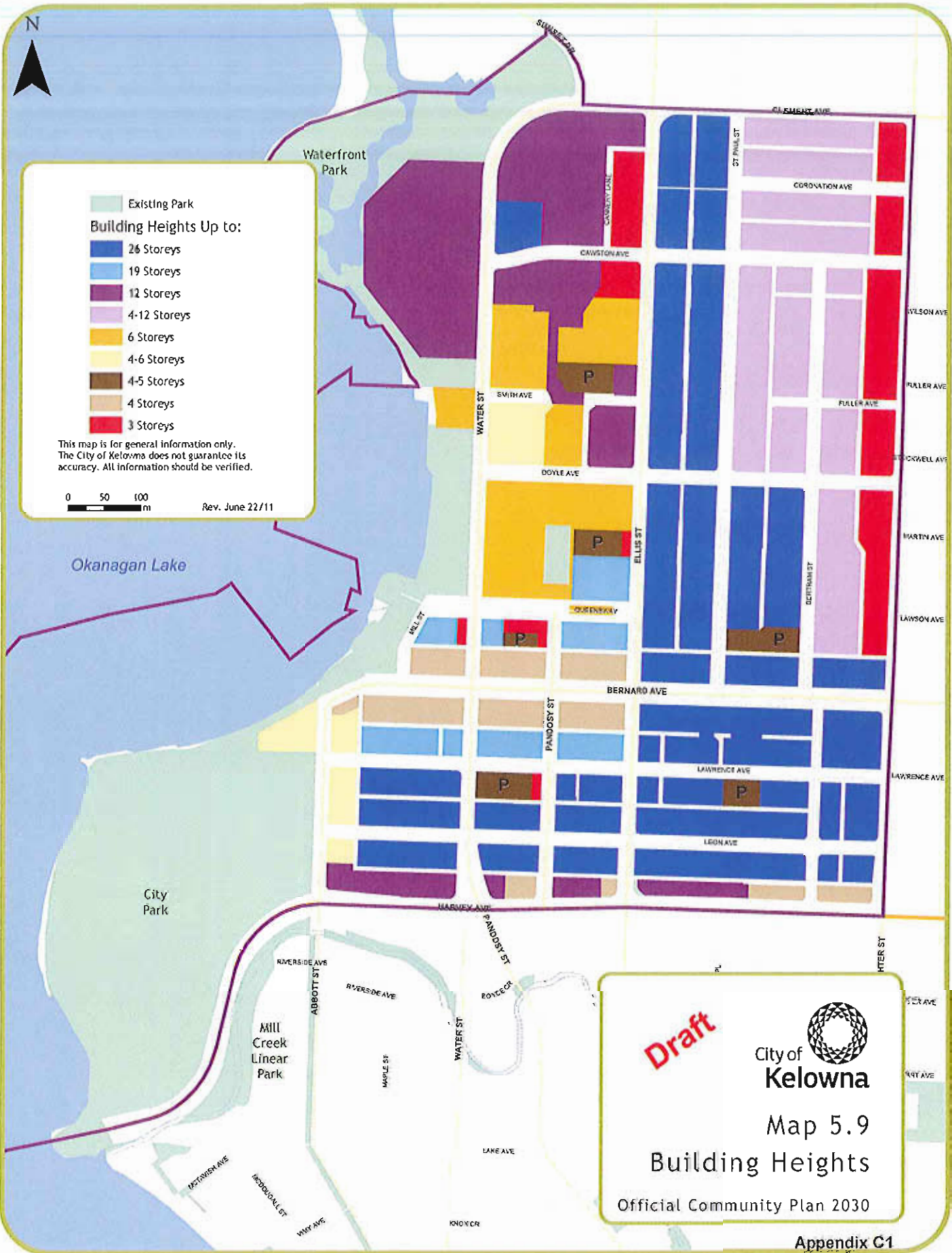
Building Heights Up to:

- 26 Storeys
- 19 Storeys
- 12 Storeys
- 4-12 Storeys
- 6 Storeys
- 4-6 Storeys
- 4-5 Storeys
- 4 Storeys
- 3 Storeys

This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.

0 50 100 m

Rev. June 22/11



Draft

City of Kelowna

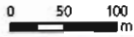
Map 5.9
Building Heights

Official Community Plan 2030

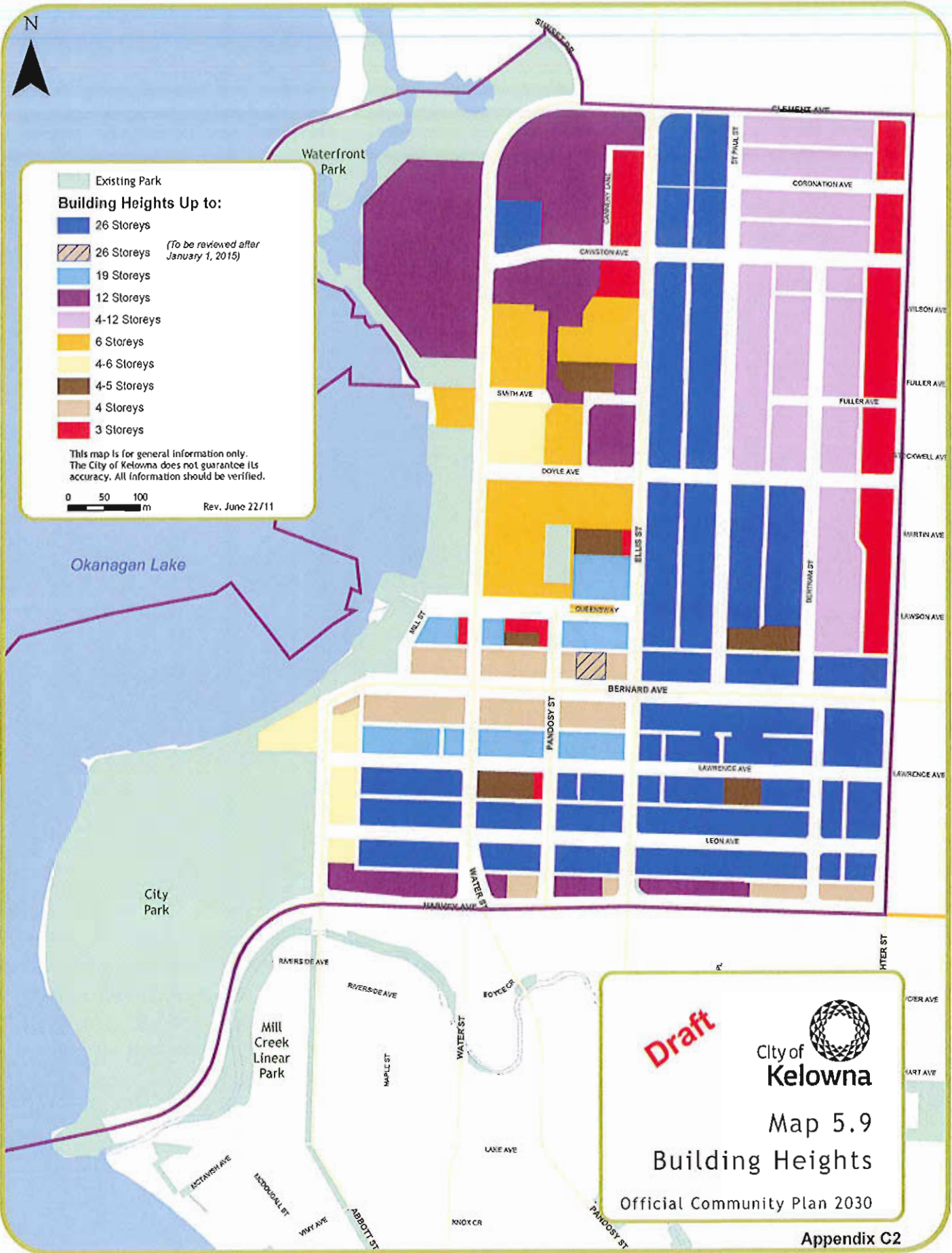


- Existing Park**
- Building Heights Up to:**
- 26 Storeys
 - 26 Storeys *(To be reviewed after January 1, 2015)*
 - 19 Storeys
 - 12 Storeys
 - 4-12 Storeys
 - 6 Storeys
 - 4-6 Storeys
 - 4-5 Storeys
 - 4 Storeys
 - 3 Storeys

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Rev. June 22/11



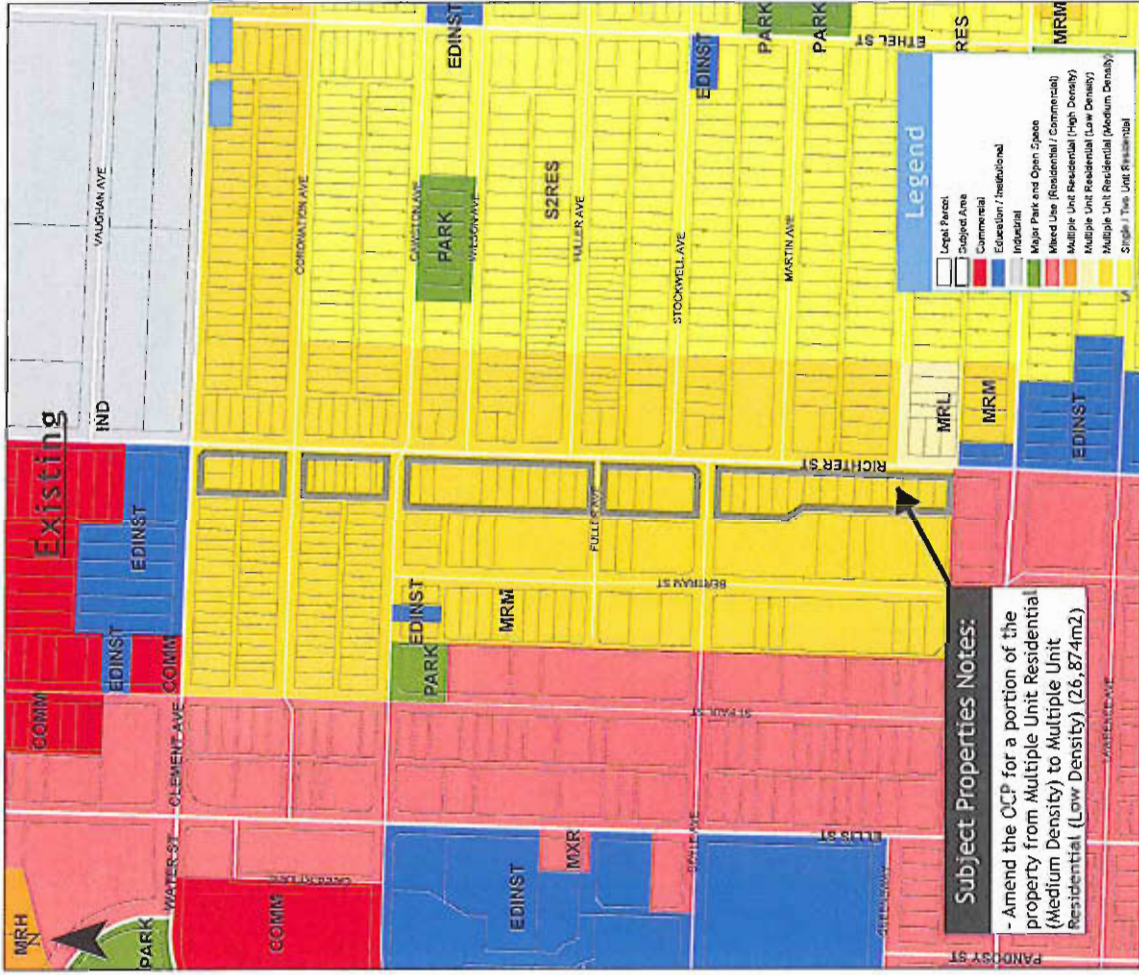
Draft



City of Kelowna

Map 5.9
Building Heights

Official Community Plan 2030



OCP Amendment

Future Land Use - Existing vs. Proposed

June 2011




City of Kelowna

Legend

-  Permanent Growth Boundary
- Land Use Designations**
-  Commercial
-  Education / Institutional
-  First Nations Reserve
-  Future Urban Reserve
-  Health District
-  Industrial
-  Industrial - Limited
-  Industrial - Transition
-  Major Park and Open Space
-  Mixed Use (Residential / Commercial)
-  Mixed Use Tourism
-  Multiple Unit Residential (Cluster Housing)
(residential uses, care centres, minor public services, utilities, & neighbourhood park)
-  Multiple Unit Residential (Low Density)
(residential uses, care centres, minor public services, utilities, & neighbourhood park)
-  Multiple Unit Residential (Medium Density)
(residential uses, care centres, minor public services, utilities, & neighbourhood park)
-  Multiple Unit Residential (High Density)
(residential uses, care centres, minor public services, utilities, & neighbourhood park)
-  Private Recreational
-  Public Service Utilities
-  Transportation Corridor
-  Resource Protection Area
-  Service Commercial
-  Single / Two Unit Residential
(residential uses, care centres, minor public services, utilities, & neighbourhood park)
-  Single / Two Unit Residential - Hillside
(residential uses, care centres, minor public services, utilities, & neighbourhood park)

Future Land Use Boundaries on lots with more than one Land Use Designation are conceptual only and may change based on Development Proposals.

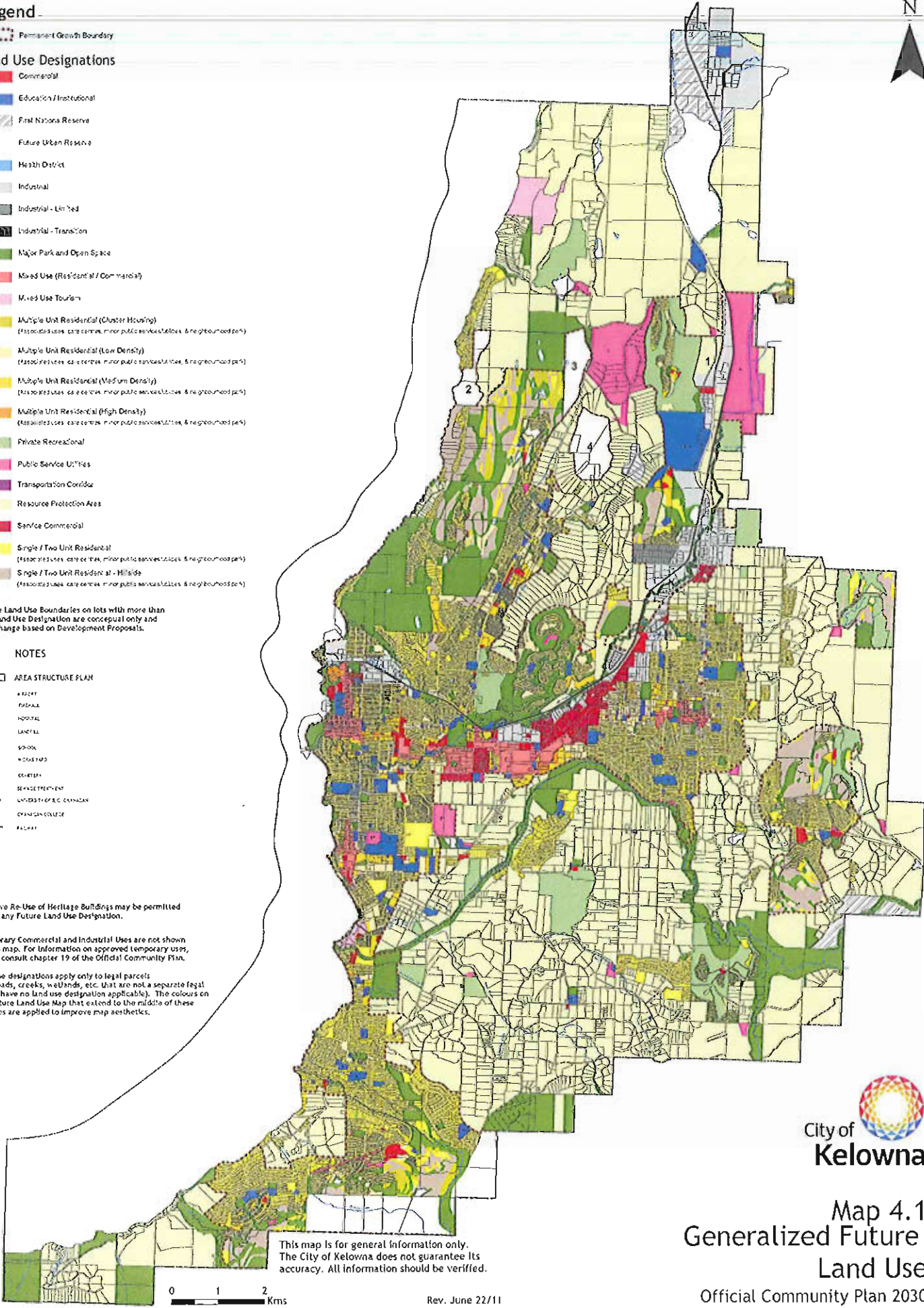
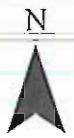
NOTES

-  AREA STRUCTURE PLAN
- A AIRPORT
- F FARMLAND
- H HOSPITAL
- L LANDFILL
- S SCHOOL
- W WASTEWATER
- CE CEMETERY
- ST SEWAGE TREATMENT
- UNIV UNIVERSITY OF B.C. CAMPUS
- OC OXENSHAW COLLEGE
- RA RAILWAY

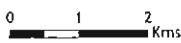
Adaptive Re-Use of Heritage Buildings may be permitted within any Future Land Use Designation.

Temporary Commercial and Industrial Uses are not shown on this map. For information on approved temporary uses, please consult chapter 19 of the Official Community Plan.

Land use designations apply only to legal parcels (i.e. roads, creeks, wetlands, etc. that are not a separate legal parcel have no land use designation applicable). The colours on the Future Land Use Map that extend to the middle of these features are applied to improve map aesthetics.



This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Rev. June 22/11



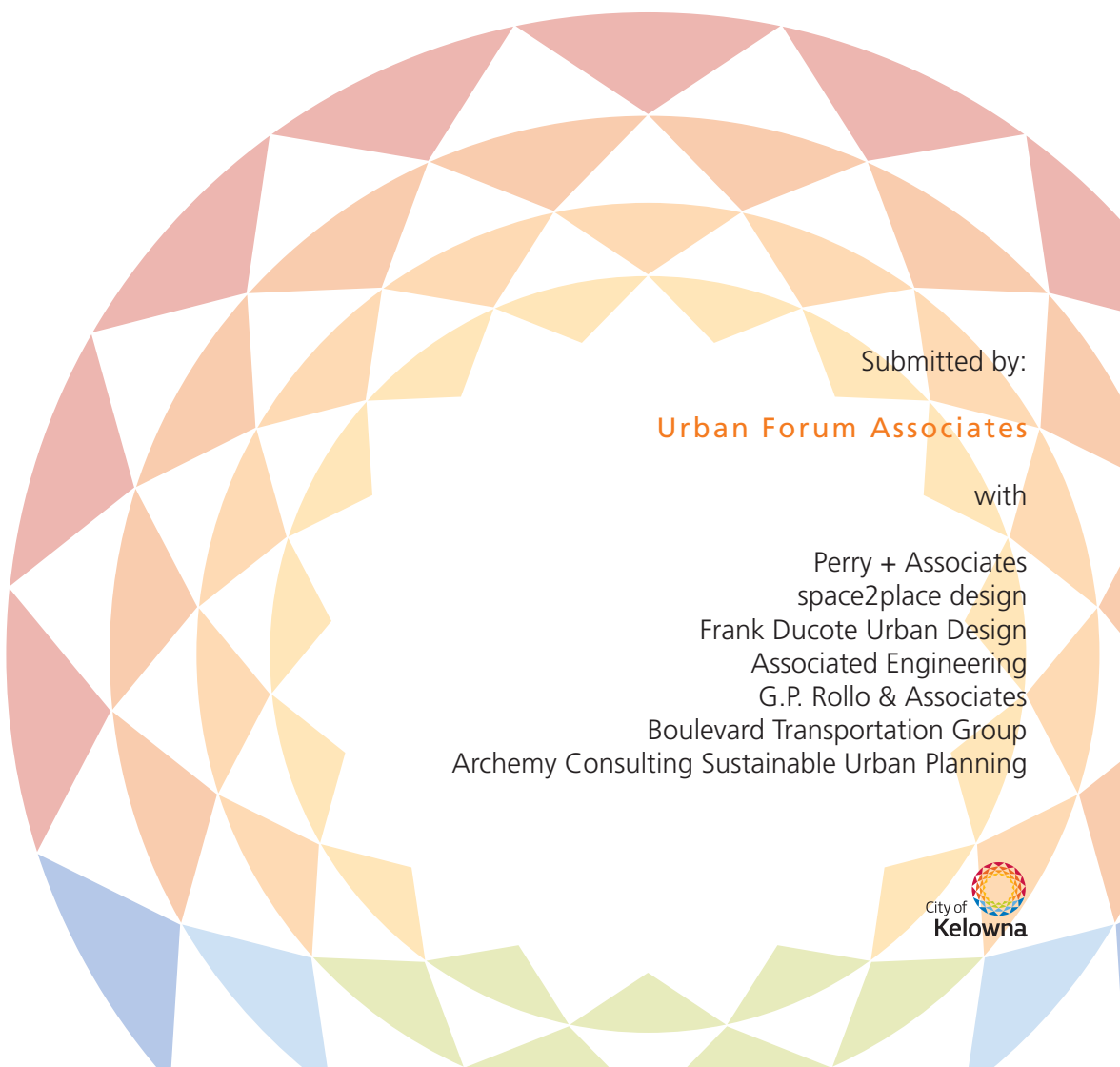
Map 4.1
Generalized Future
Land Use
Official Community Plan 2030

My Downtown
Downtown Plan Charrette

DRAFT 2 Summary Report

21st June, 2011





Submitted by:

Urban Forum Associates

with

Perry + Associates
space2place design
Frank Ducote Urban Design
Associated Engineering
G.P. Rollo & Associates
Boulevard Transportation Group
Archemy Consulting Sustainable Urban Planning



TABLE OF CONTENTS

| | |
|--|-----------|
| 1.0 INTRODUCTION | 06 |
| 1.1 Background | 06 |
| 1.2 Study Area | 07 |
| 1.3 City Goals and Objectives | 08 |
| 1.4 Process | 09 |
| 1.5 Consultation Feedback Summary | 10 |
| 2.0 URBAN DESIGN CONCEPT | 13 |
| 2.1 Vision | 13 |
| 2.2 Key Principles | 13 |
| 2.3 Big Moves | 18 |
| 2.4 Illustrative Plan | 24 |
| 2.5 Land Use, Height and Density | 28 |
| 2.6 Built Form | 35 |
| 2.7 Streetscape Projects | 40 |
| 3.0 RECOMMENDED ACTION ITEMS | 45 |
| 3.1 Truck Route Plan Review | 45 |
| 3.2 UBCO - City Task Force | 45 |
| 3.3 City - Social Service Agencies - Property Owners Task Force | 46 |
| 3.4 City - MOT Harvey Avenue Working Group | 46 |
| 3.5 City Park Masterplan | 47 |
| 3.6 Design Guidelines | 47 |

4.0 IMPLEMENTATION 48

5.0 CITY INCENTIVES FOR DOWNTOWN

DEVELOPMENT 49

| | |
|---|----|
| 5.1 Development Cost Charges Relief | 49 |
| 5.2 Development Permit Fees Reduction | 49 |
| 5.3 Parking Requirements Reduction | 49 |
| 5.4 Lane Closures to Create Consolidated Development Parcels | 50 |
| 5.5 Land Swaps | 50 |
| 5.6 Restrict Growth Outside of Downtown | 50 |

APPENDICES 51

| | |
|--|--|
| A Pre-Charrette Summaries | |
| B Charrette Stakeholder Consultation Summaries | |
| C Public Open House Summaries | |
| D City of Kelowna Downtown Plan Principles | |

1.0 INTRODUCTION

1.1 BACKGROUND

The City of Kelowna is currently undertaking a Downtown Plan. As part of that planning process, the City retained a professional planning and design team to develop an Urban Design Concept vision for Downtown Kelowna. The intention was to develop a plan that will guide private development and public investment in the downtown.

In consultation with a wide range of stakeholders, the consultant team developed the Urban Design Concept vision through a multi-day design 'Charrette' (or workshop) process. The charrette was held June 7-11, 2011.

This Summary Report presents the results of the charrette and summarizes the Urban Design Concept.



1.2 STUDY AREA

The Downtown Plan study area was defined by the City as extending from Harvey Avenue (Highway 97) in the south to Clement Avenue in the north, and from Okanagan Lake in the west to Richter Street in the east.



The Study Area: outlined in purple

1.3 CITY GOALS AND OBJECTIVES

The City's principal goal of the charrette was to conduct a process that facilitated broad stakeholder engagement and resulted in an implementable urban design concept.

The City previously identified the following objectives for the charrette process:

Quality

To utilize a full range and depth of expertise to produce an Urban Design Concept that is consistent with the City's principles and community expectations.

Inclusiveness

To actively engage the public and key stakeholders in preparation of the Urban Design Concept.

Communication

To provide a forum that encourages honest, fruitful, and respectful dialogue, and facilitates informed feedback decision-making.

Transparency

To lead a process that is readily understandable and that is seen as being open and honest.

Feasibility

To develop an Urban Design Concept that can be implemented within the policy and budget framework of the City.

Support

To achieve public, stakeholder and Council endorsement of the Urban Design Concept.

The charrette process responded to these City objectives, and was very inclusive, transparent, and engaged a broad cross section of stakeholders.

1.4 PROCESS

The Downtown Plan is being done in three phases, as follows.

Phase 1: Research, Analysis and Consultation

Consultation between July 2010 and May 2011 identified and engaged stakeholders, identified issues, and developed the charrette process.

Phase 2: Urban Design Concept Charrette

In June 2011, the Urban Design Concept charrette was held over a five-day period. This included two evening sessions of joint stakeholder group discussions, and two additional series of individual stakeholder representative sessions with the consultants. All sessions were facilitated and documented by the consultants. Summary notes of the various stakeholder sessions are included as an Appendix to this Summary Report.

The charrette culminated in a Public Open House held on Saturday 11 June from 3:00-7:00 pm, at which the results were presented. Public feedback was solicited and received. A summary of this feedback is included as an Appendix to this Summary Report.

In addition to the extensive stakeholder and community consultation opportunities noted above, the City also posted work emerging during the charrette both at a public Urban Design Storefront on site and to its website, on a daily basis. This afforded additional opportunities for members of the public to inform themselves of the charrette process and outcomes.

Phase 3: Implementation

From July 2011 to January 2012 the final phase of the Downtown Plan will be undertaken. The charrette outcomes will be used by the City to develop and amend policies, bylaws and other regulations and/or guidelines, and formulate a corporate 10-year Implementation Plan, to achieve the urban design vision developed in the charrette.



1.5 CONSULTATION FEEDBACK SUMMARY

Stakeholder and community feedback has been generally supportive of the proposed Urban Design Concept plan elements. There were about 325 people in attendance at the Public Open House, and of these 101 submitted exit surveys.

The following is a summary of the feedback received from the Public Open House exit surveys.

Question 1. Does the proposed plan enliven the waterfront?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 71% |
| Disagree or strongly disagree | 10% |

Question 2. Does the plan provide good access to the waterfront?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 75% |
| Disagree or strongly disagree | 9% |

Question 3. Are views of the surrounding landscape maintained?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 69% |
| Disagree or strongly disagree | 10% |

Question 4. Does the proposed plan enhance pedestrian connectivity and movement downtown?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 77% |
| Disagree or strongly disagree | 7% |

Question 5. Are different areas well linked?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 80% |
| Disagree or strongly disagree | 1% |

Question 6. Does the proposed plan define key gateways that connect downtown to the rest of Kelowna?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 60% |
| Disagree or strongly disagree | 8% |

Question 7. Do you feel that the proposed transformation of Harvey Avenue into a greenway will reduce the highway's negative impact on downtown?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 72% |
| Disagree or strongly disagree | 5% |

Question 8. Will the proposed land uses allow for adequate growth in the downtown area?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 64% |
| Disagree or strongly disagree | 11% |

Question 9. Are the proposed maximum building heights appropriate?

| | |
|-------------------------------|------|
| Strongly agree or agree | 49% |
| Disagree or strongly disagree | 37%* |

*19% of respondents commented that the proposed building height is too tall overall, while 3% disagreed on the basis that they thought building heights should be even taller than proposed. 14% of respondents conveyed the desire to have lower heights closer to lake, with higher buildings further east.

Several people expressed concern that the proposed heights will restrict air flow, create too many shadows, and/or block views. A couple expressed a desire for greater space between buildings and a more staggered skyline profile.

Question 10. Do you think the proposed plan will improve public safety downtown?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 62% |
| Disagree or strongly disagree | 12% |

Question 11. Does the plan celebrate the unique characteristics of different neighbourhoods?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 55% |
| Disagree or strongly disagree | 13% |

Question 12. Is the "heart" of Kelowna defined and enhanced in the proposed plan?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 65% |
| Disagree or strongly disagree | 14% |

Question 13. Is sufficient open/green space provided for each neighbourhood?

| | |
|-------------------------------|-----|
| Strongly agree or agree | 65% |
| Disagree or strongly disagree | 14% |

Question 14. What elements of the proposed plan would you like to see built/implemented first?

The following is a ranked list of the plan elements that two or more respondents would most like to see built or implemented first:

1. Pedestrian and cycling connections/greenways improved (cited 19 times)
2. People living downtown (15)
3. Harvey Avenue greenway (14)
4. Completion of waterfront improvements (e.g. amenities, boardwalk/walkway, general activation of space) (14)
5. City Park improvements (e.g. amenities, walkways, pool) (10)
6. Bernard Avenue revitalization (9)
7. Waterfront Pier (9)
8. Leon and Lawrence Avenue revitalization (8)
9. Neighbourhood green space (7)
10. Public transportation improvements and reduced car traffic (including different public transportation options, park and ride facilities, some streets closed to traffic during certain times) (7)
11. Ellis Street upgrades (6)
12. Parkades (3)
13. Truck traffic removal from Ellis Street (2)
14. Bertram Greenway (2)
15. Distinct neighbourhoods (protect heritage areas, maintain character) (2)
16. Off-leash dog parks downtown and/or along waterfront (2)

2.0 URBAN DESIGN CONCEPT

The Urban Design Concept that emerged from the charrette builds on the many positive attributes that already exist in downtown Kelowna. These include:

- Significant and effective public investments in the Cultural Precinct, the Civic Precinct, and the Waterfront.
- The City has already secured public access to the entire waterfront in downtown, which is a major asset.
- In addition, recent enhancements to Stuart Park and the associated shoreline are major attributes, and should be built on.
- As well, the City has invested significantly in two public parkades in downtown, and these too are major assets.
- Finally, the City is a major landowner in downtown and this is a significant asset that can be used strategically to advance the objectives and ideas contained in this Urban Design Concept.

2.1 VISION

Through extensive consultation with multiple stakeholders, the consultants identified the following draft Vision Statement for Downtown Kelowna:

“By 2036 (25 years from now), Downtown Kelowna will be a vibrant destination for residents and visitors alike: the preferred place where Kelowna citizens choose to live, shop, play and congregate, and where businesses choose to do business and where developers choose to develop.”

2.2 KEY PRINCIPLES

The Urban Design Concept charrette work was guided by, and responded to, a set of Downtown Plan Principles adopted by Council on June 7, 2010. These Downtown Plan Principles are included as an Appendix to this summary report (see Appendix D).

Building on the City's Downtown Plan Principles, a series of urban planning and design principles were developed during the charrette through the stakeholder consultation process, and were used to guide development of the Urban Design Concept.

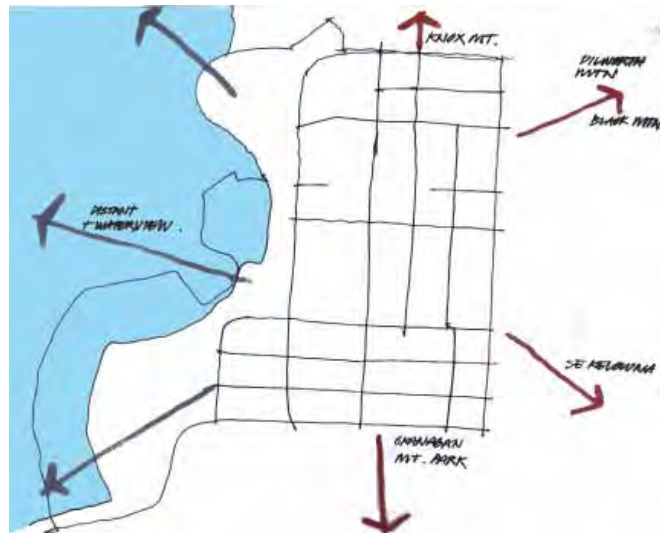
Waterfront: make the most of the existing waterfront amenity

- De-clutter the waterfront (public marina and tour boats)
- Maintain public access to the waterfront
- Animate the edge along the waterfront
- Extend public access into the water
- Consider commercial amenities on the waterfront
- Enhance and intensify uses and experiences



Views: looking in - looking out.

- Maintain and create views of the lake
- Maintain street end views of surrounding mountains



Movement: how do we get around?

- Plan for changing proportions of different transportation modes. These changes should be reflected in the design of:

- complete streets,
- bike networks,
- parking management,
- pedestrian network, and
- streetscape enhancements.

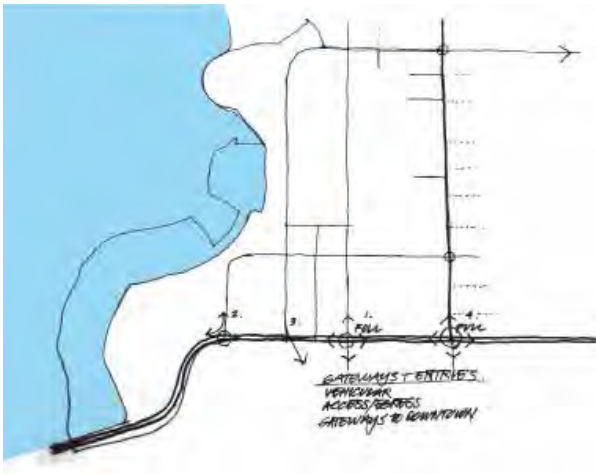
- The street network should facilitate access to the waterfront



Streets facilitate access to the waterfront

Gateways and entries: where's downtown?

- Enhance Harvey Avenue / Highway 97 as an entry experience
- Define key gateways to downtown



Vehicular access / egress gateways to downtown



Harvey Street Greenway

Land use, height, density, size and scale: what, how much and where?

- Limit the size of downtown
- Define the heart of downtown
- Prioritize public investments
- Concentrate retail and restrict its required area
- Increase housing supply and provide increased housing choice and diversity
- Identify appropriate locations for increased height and define heights stepping up from the lake
- Increase density in downtown
- Maintain lower heights on Bernard Avenue



Concentrate density and retail

Public realm and parks: make the most of green space ... where to expand and enhance?

- Quilt of routes and green infrastructure
- Every street is a pedestrian street
- Encourage a network of pedestrian-scale routes and places
- Improve access to City Park
- Provide open/green space for each neighbourhood



Character areas: what's the personality?

- Define and acknowledge that downtown consists of different character areas
- Build on and celebrate different characteristics
- Provide a significant open space in each neighbourhood
- Create linkages between neighbourhood public spaces



Character areas



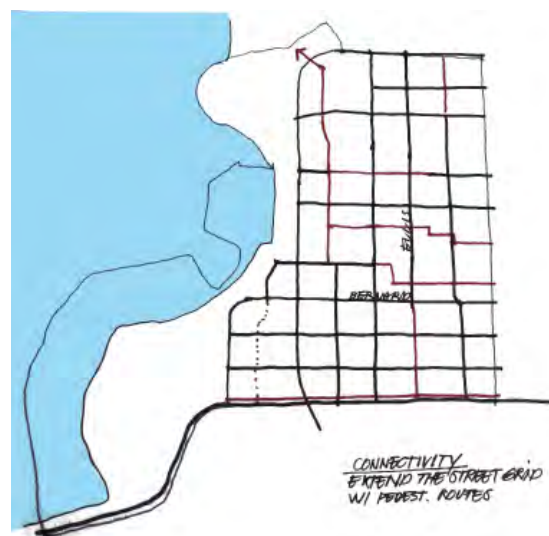
Heritage areas

Connectivity: the grid.

- Maintain and extend the traditional street grid
- Break up big blocks with new connections



Existing block pattern



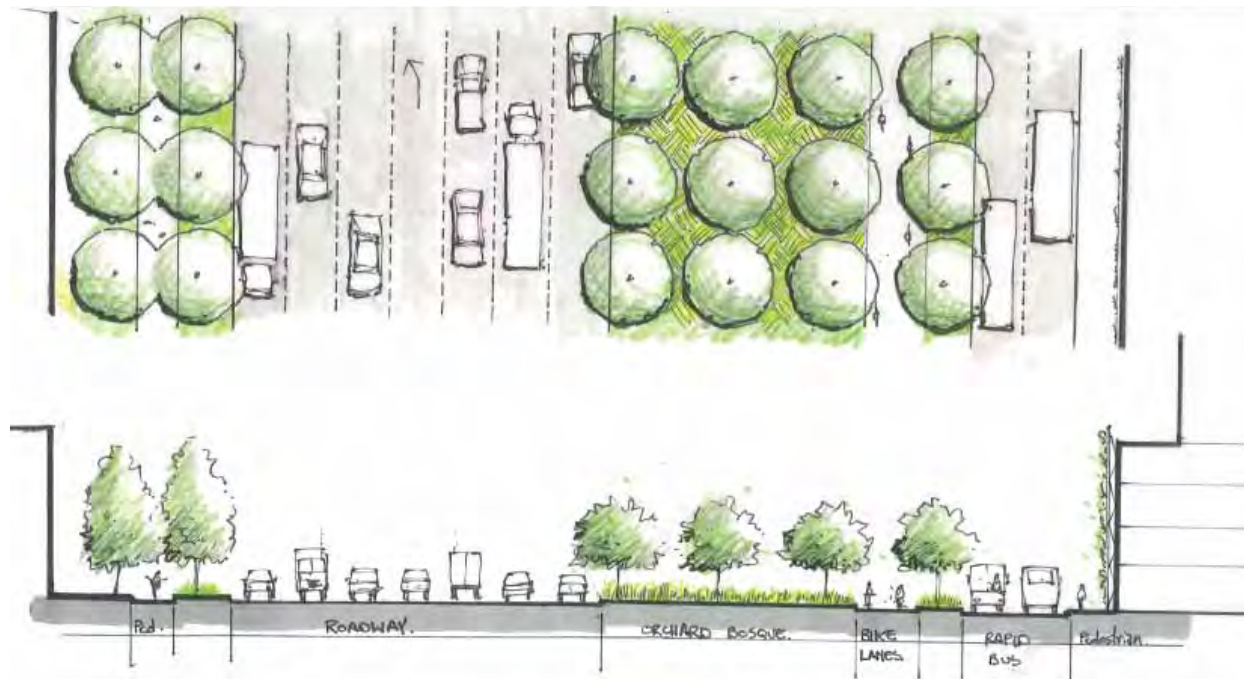
Extend street grid with pedestrian routes

2.3 BIG MOVES

A number of key urban design 'big moves' were developed through the charrette process. These are described below.

2.3.1 HARVEY AVENUE GREENWAY

The following charrette drawings illustrate the Harvey Avenue Greenway concept.



Harvey Avenue Greenway, proposed section showing suggested streetscape improvements

The Urban Design Concept proposes a broad greenway to be developed along the entire length of the north side of Harvey Avenue between Abbott and Richter streets.

This would be achieved by the acquisition of the land parcels on the north side of the street. These parcels are already of substandard (i.e. shallow) depth due to the previous widening of Highway 97. Furthermore, several of these land parcels already have minimal or no improvements on them, or businesses that have closed down. Several of the remaining buildings are in relatively substandard condition and reflect the current 'highest and best use' along this hostile environment beside a busy highway. The City also owns a portion of the lands required.

The proposed greenway would:

- Occupy the entire area of land between the current north curb of Harvey Avenue and the rear property line of sites fronting onto Leon Avenue. This is a substantive depth, in the order of 30-40 m deep, allowing for multiple parallel rows of trees in the form of a dense 'bosque' or urban 'orchard', as well as a separated busway and/or service road.

- Act as a major green buffer between the existing roadway and the building sites fronting Leon Avenue to the north. This would act as an incentive for those sites to redevelop over time, and potentially enhance land values along Leon Avenue.
- Provide a significant public amenity along Harvey Avenue, transforming this section of Highway 97 into a more urban multi-lane boulevard, rather than a suburban regional highway that emphasizes high-volume through traffic at the expense of the public realm.
- Signal to drivers that they are entering an urban environment and help modify driving behaviour through this section of the highway.
- Serve to better connect and extend City Park into downtown, thus helping to knit the park into the fabric of the city centre.
- Mitigate some of the environmental impacts of this high-volume traffic corridor, by providing increased street trees that combat greenhouse gas emissions, providing a heat sink, and mitigating stormwater runoff.
- Create opportunities to redesign the intersections of north-south streets and Harvey Avenue to improve pedestrian access, safety and amenity.
- Help improve pedestrian crossings of Harvey Avenue as a key objective. One idea that emerged through the charrette is a pedestrian underpass beneath Harvey Avenue linking Pandosy Street to the south.

The Harvey Avenue Greenway concept requires a detailed technical feasibility and design study. It will also need to be costed, and the capital investment is likely to be substantial, as this includes land acquisition and/or compensation, building demolition and remediation of some sites (e.g. gas stations), and design and construction of the greenway and associated street improvements. However it should be noted that the potential public, economic and environmental benefits are substantial, and could well justify the investment.

As Harvey Avenue is a provincial highway, implementation of the proposed greenway will require the approval and participation of the Ministry of Transportation.

2.3.2 PEDESTRIAN NETWORK

The following charrette drawing illustrates the Pedestrian Network concept.



The main features of the proposed pedestrian network include the following:

- Off-street pedestrian routes (shown in blue dashed line) connect surrounding neighbourhoods to the shopping streets, cultural district and waterfront walkway
- East-west pedestrian routes pass through long blocks (note: some easements will have to be acquired - shown with red hatching)
- North-south pedestrian routes connect to Harvey Avenue greenway in the south
- Pandosy Street has an enhanced pedestrian corridor from Bernard to Harvey leading to a pedestrian underpass beneath harvey avenue
- Bertram is proposed as a pedestrian greenway with limited traffic access between Bernard and Harvey. This greenway could host street markets.
- Lawrence and Leon are two-way with widened sidewalks, street trees and parallel parking
- St Paul street could be extended through to Lawrence Avenue as a pedestrian greenway (note: this is not shown on this drawing; easements or property acquisitions will have to be acquired)



The Pandosy Street / Artwalk Pedestrian Network

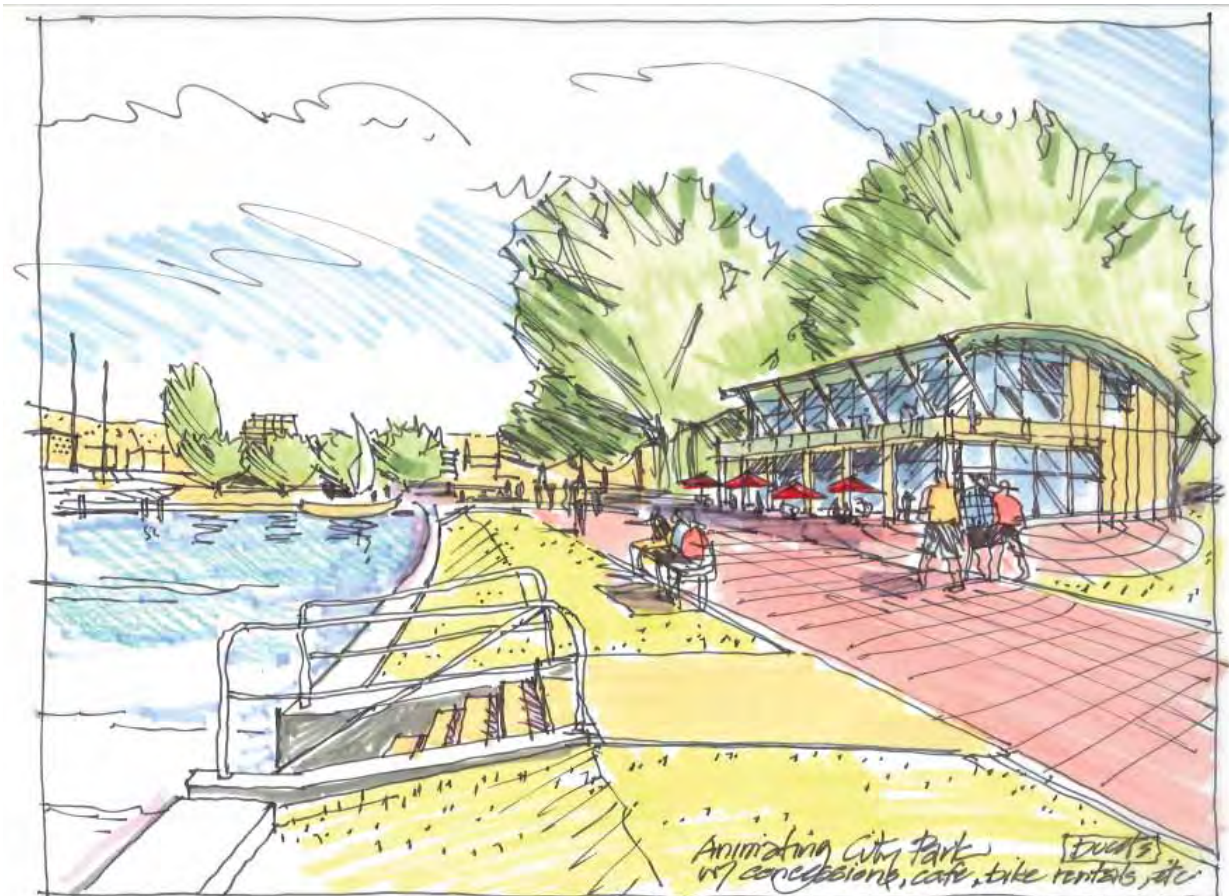
2.3.3 WATERFRONT CONCEPT

The following charrette drawing illustrates the Waterfront concept.



Key components of the Waterfront Concept include:

- Integrating the proposed new yacht club development plans.
- Extending the recently completed Stuart Park naturalized shoreline and curved waterfront walkway / bikeway to the north and south.
- Creating a public waterfront promontory/lookout at the western end of Doyle Avenue.
- Extending the curved waterfront walkway / bikeway geometry and treatment into City Park.
- Developing a new commercial and public pier at the foot of Queensway, and relocating all existing commercial/rental boats to this pier.
- Exploring opportunities for public boat moorage in different locations.
- Developing a waterfront plaza surrounding the “Sails” at the foot of Bernard Avenue.
- Developing a public-use waterfront building in City Park west of Abbott Street.
- Extending the waterfront walkway into Okanagan Lake to create a public promontory at the western end of City Park.



A Public-use Waterfront Building in City Park

2.4 ILLUSTRATIVE PLAN

The following Illustrative Plan illustrates the various components of the Urban Design Concept in one drawing.



Note: This plan is not intended to convey what will happen on specific sites, or where specific buildings will be developed, or specific heights. Rather, it is intended to provide a “snapshot” composite illustration of what Downtown Kelowna may generally look like if and when all the Urban Design Concept components are implemented over time, say 25 years from now. Future buildings are not necessarily expected or required to be located where illustrated.

The following section describes the key elements noted on the Illustrative Plan (numbers refer to the plan Legend):

1. Naturalized Shoreline

- Extend the recently completed Stuart Park shoreline and waterfront pathway north and south
- Extend the pathway curvature geometry into City Park

2. Public Pier

- Develop a new commercial and public boat dock pier at the foot of Queensway
- Relocate all existing commercial boat piers/wharfs to this pier

3. Kerry Park Plaza

- Develop a hard-surfaced waterfront plaza surrounding the “Sails” at the foot of Bernard Avenue, including the potential to close this portion of the street for special events

4. Waterfront Building in City Park

- Develop a mixed-use waterfront building in City Park west of Abbott Street
- Possible uses: concession shop, public washrooms, park services storage/maintenance, retail outlets e.g. ice cream parlour, bicycle/blade rental, restaurant with outdoor terrace

5. Public Lookout

- Extend the waterfront walkway out into Okanagan Lake to create a public lookout at this natural promontory

6. Two-way Traffic on Leon and Lawrence

- Restore two-way traffic on both Leon and Lawrence avenues
- Replace angled parking with parallel parking
- Expand sidewalks, introduce new street trees

7. Harvey Avenue Greenway

- Develop a broad greenway/urban bosk along the length of Harvey Avenue between Abbott and Richter, by acquiring the existing land parcels on the north side
- Consider introducing a separate busway/service road along the north edge of the greenway

8. Bertram Greenway

- Reduce vehicular traffic access on Bertram between Bernard and Harvey to one-way single lane (service/delivery/emergency vehicle access to be maintained)
- Widen sidewalks to create a greenway and potential Farmers Market site

9. Parkades

- Consider developing additional parkades downtown as and when surrounding development creates increased demand and existing surface parking sites are redeveloped
- Expand existing City parkades as required by demand

10. Neighbourhood Green Space

- Develop a network of small neighbourhood green spaces (either parks or plazas) throughout downtown as residential population and demand for open space increases
- Use City-owned land where possible, and acquire private lands through acquisition or land swaps

11. Extend Artwalk

- When the existing RCMP building is relocated, extend the Artwalk south to Doyle Avenue and through the existing parking/delivery area on the west side of the Arena, to connect to the existing pathway between City Hall and Kasugai Park

12. Pandosy Green Street

- Redesign Pandosy Street as a pedestrian-oriented street with wider sidewalks, improved streetscape elements, and continuous street trees on both sides
- Explore the feasibility of a pedestrian underpass from Pandosy Street beneath Harvey Avenue to the south

13. Pedestrian Links

- Develop/expand a network of pedestrian routes throughout downtown, including off-street routes
- Develop the network as and when opportunities arise to acquire lands, or require these routes as a condition of approval for future developments

14. Bernard Avenue Revitalization

- Proceed with proposed Bernard Avenue Revitalisation Plan as a first priority project of the Downtown Plan

15. Abbott Streetscape

- Redesign abbott street as an urban/park edge, with wider sidewalks on the east side by removing parallel parking

- Plant two rows of trees on the east side
- Require all new development along the street to include a raised ground floor terrace with active service uses



Illustrative Plan with Context Photo

2.5 LAND USE, HEIGHT AND DENSITY

2.5.1 LAND USE

The following diagram identifies proposed general Land Uses in downtown.



Key features of the proposed Land Use Diagram include:

Street Front Retail:

- At grade street-front retail should be required along both sides of Bernard Avenue, on the east side of Ellis Street between Queensway and Clement Avenue, on both sides of Water Street between Queensway and Lawrence Avenue, on both sides of Pandosy Street between Queensway and Lawrence Avenue, and on both sides of Ellis Street between Queensway and Lawrence Avenue
- At grade street-front retail should not be required elsewhere in the downtown plan area, but may be considered and permitted

Low-Rise Mixed Use (Abbott Street):

- Require active ground floor food and beverage service uses such as restaurant, coffee shop, bar, brew pub, juice bar, take out foods, etc. facing Abbott Street
- Require residential uses above grade, to a maximum height of 4-6 storeys along Abbott Street

Tourism/Resort:

- Permit tourist, public and resort uses such as hotel, restaurant, vacation/time share resort, and small scale tourist-oriented commercial uses such as coffee shop, juice bar, take out foods, bicycle/blade rentals, etc.

Cultural Precinct:

- Permit a full range of cultural uses
- Permit mixed-use projects which include a cultural use
- Permit parkade use
- Permit and encourage street-fronting retail uses along Cannery Lane
- Permit public open space and park use

Civic Precinct:

- Permit a full range of civic and public uses
- Permit parkade use
- Permit affordable housing (subject to revision or removal of the Trust provisions)
- Permit public open space and park use

Mixed Use:

- Permit mixed-use projects which may but are not required to include retail, commercial office, residential and institutional uses

Urban Mixed Use:

- Permit the widest range of mixed-use projects which may but are not required to include retail, commercial office, residential, live-work, entertainment, social services, and institutional uses

Mid-Rise Residential:

- Permit multi-family mid-high density residential uses, up to 12 storeys
- Permit, but do not require, local serving retail uses at grade as part of a multi-family residential project

Low-Rise Residential:

- Permit lower-density residential uses, including single family, townhouse, stacked townhouse, up to three storeys

Landmark Site (former Willow Inn site):

- Consider a landmark signature building on this key site, subject to the building height considerations below
- Permit a range of uses including hotel, residential, retail and commercial office use

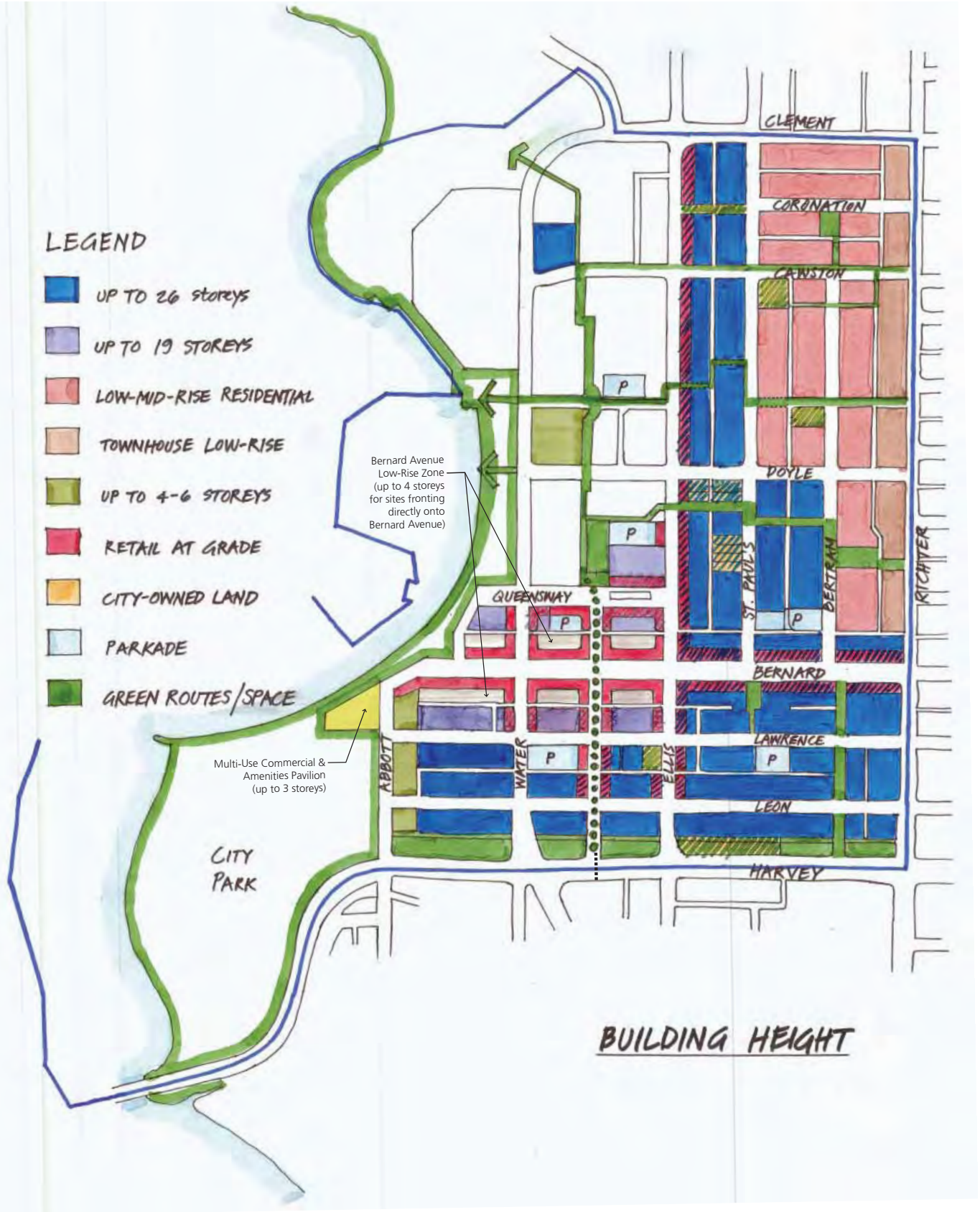
2.5.2 BUILDING HEIGHTS

The following drawing identifies general proposed Building Heights in downtown. Different colours identify general height limits within different areas. **Note: This drawing does not imply or recommend that all new buildings in any one coloured area be the maximum height, but rather that the City will consider proposed project heights on a case-by-case basis within these areas, up to the relevant maximum height.** City review and approval of ultimate building heights should take into account such factors as:

- Contextual fit into the surrounding urban fabric
- Shadowing of the public realm
- View impacts
- Overlook and privacy impacts on neighbouring buildings
- Impacts on the overall downtown skyline
- Distance between adjacent tall buildings
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of tall buildings

LEGEND

- UP TO 26 STOREYS
- UP TO 19 STOREYS
- LOW-MID-RISE RESIDENTIAL
- TOWNHOUSE LOW-RISE
- UP TO 4-6 STOREYS
- RETAIL AT GRADE
- CITY-OWNED LAND
- PARKADE
- GREEN ROUTES/SPACE



BUILDING HEIGHT

Building Height Rationale:

It was widely recognised and acknowledged by the majority of charrette participants that additional building height in downtown is required in order to make development economically viable. The consultant team's land economist endorsed this view as well.

Conversely, there were some charrette participants who felt strongly that building heights should be moderated near the waterfront and overlooking City Park. This reflects legitimate concerns in the community about too much building height blocking off views of the lake and the park, and impacting the downtown historical core along Bernard Avenue.

The consultants have consequently tried to strike a reasonable balance between the legitimate needs for additional building height and the equally legitimate concerns about too much height, in our recommendations. Consequently, this Urban Design Concept proposes a range of building heights in different parts of downtown, to respond to these competing perspectives and different contexts.

Key features of the proposed Urban Design Concept building heights include:

- A range of maximum building heights is recommended across different parts of downtown, with heights generally stepping down towards the waterfront and City Park in the west, along Bernard Avenue, and towards Richter Street in the east
- Consider a maximum height of up to 26 storeys, south of Bernard Avenue and east of Ellis Street
- Consider a maximum height of up to 19 storeys in the blocks on either side of Bernard Avenue, west of Ellis Street, beyond the mid-block lanes
- Consider a maximum height of up to 12 storeys in the Low-Mid-Rise Residential precinct identified east of St Paul Street and north of Bernard Avenue
- Consider a maximum height of up to 3 storeys in the Townhouse Low-Rise precinct identified east of Bertram Street and north of Bernard Avenue, fronting Richter Street
- Permit a maximum building height of 40 ft. fronting directly onto Bernard Avenue in the blocks west of Ellis Street, with any additional proposed height being set well back from the street wall/property line
- Consider a maximum height of 4-5 storeys for any proposed parkades

Landmark Site (former Willow Inn site):

The Building Height Plan suggests that this key site be designated for a signature building of up to 19 storeys. This height is significant given the site's proximity to the waterfront and its high visibility. Therefore it is recommended that in order to achieve approval for this height, any proposed development should be required to demonstrate that it is a signature landmark building, and that it meets a high standard of design excellence.

Design elements that could contribute to meeting this high standard include:

- A building form that is unique, perhaps taking its cue from the irregular shape of the parcel, with a narrower "prow-like" form towards the water
- Careful consideration of view impacts from other parts of downtown
- Minimizing the width of the building to emphasize its slimness and create a distinctive profile
- Stepping or sculpting the upper levels to reduce bulkiness
- A distinctive top or cap to the building, contributing to Kelowna's skyline
- Use of high quality, contemporary materials to emphasize the building's sculptural qualities and visual distinctiveness
- Careful site planning and a very high standard of open space and streetscape design on the surrounding ground plane
- It is recommended that any tall tower proposal for this site be subject to a rigorous design review by the City and its advisory panels or other recognized design professionals.

Abbott Street:

In order to protect views of City Park and ensure a reasonable height transition between the park and downtown, this plan recommends the following strategy for built form and height in this area:

- Permit a maximum height of 4-6 storeys along Abbott Street
- Consider and facilitate land parcel consolidation across the mid-block lanes east of Abbott (requires City agreement to close lanes) in order for a single developer to control both the Abbott Street frontage and the contiguous sites east of Abbott Street
- Where such land parcel consolidations take place or are proposed, consider a maximum height of up to 26 storeys for towers located east of the former (closed) lane, as part of a comprehensive development that also includes a maximum height of up to 4-6 storeys along Abbott Street



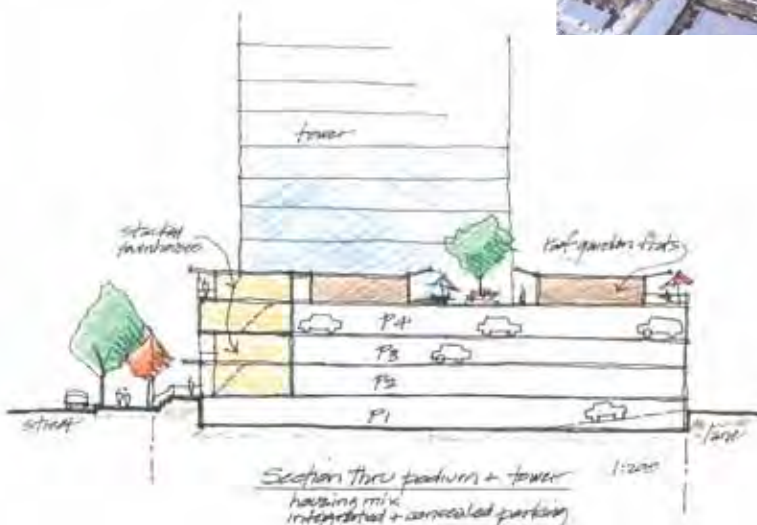
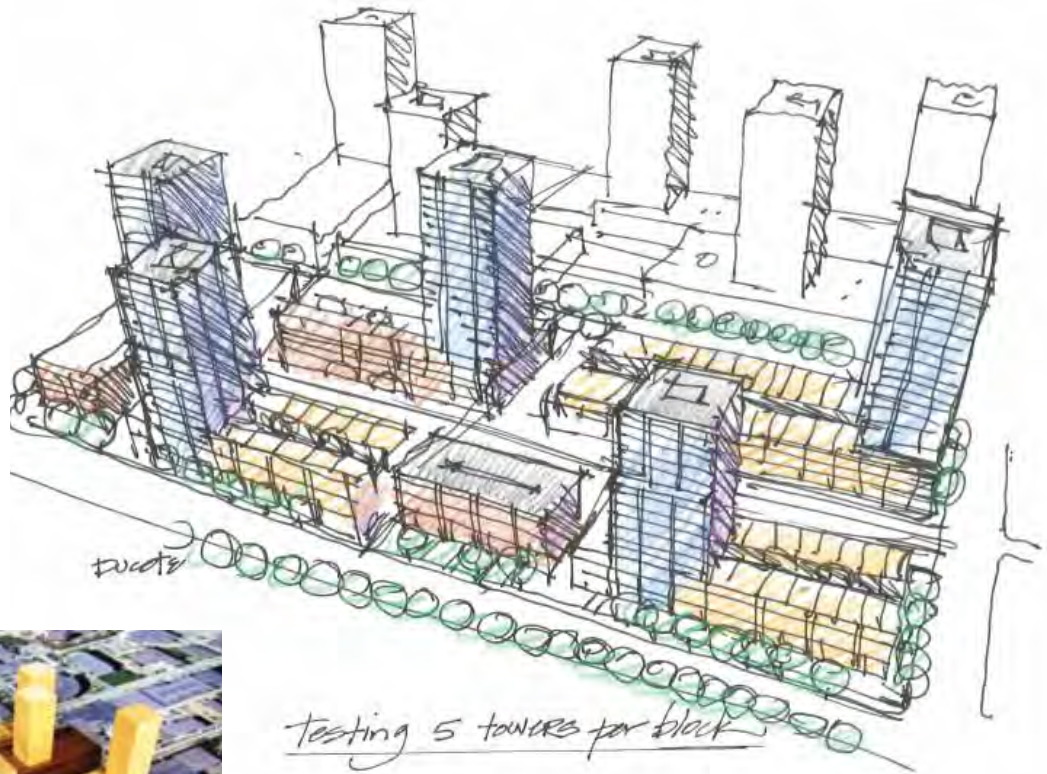
2.5.3 DENSITY

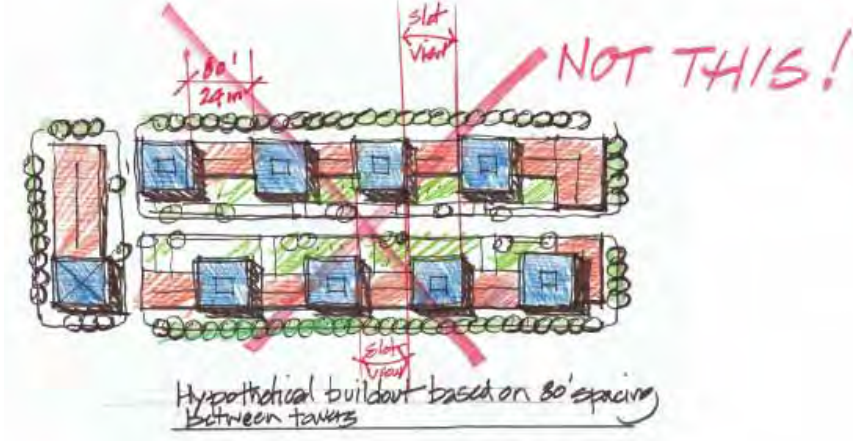
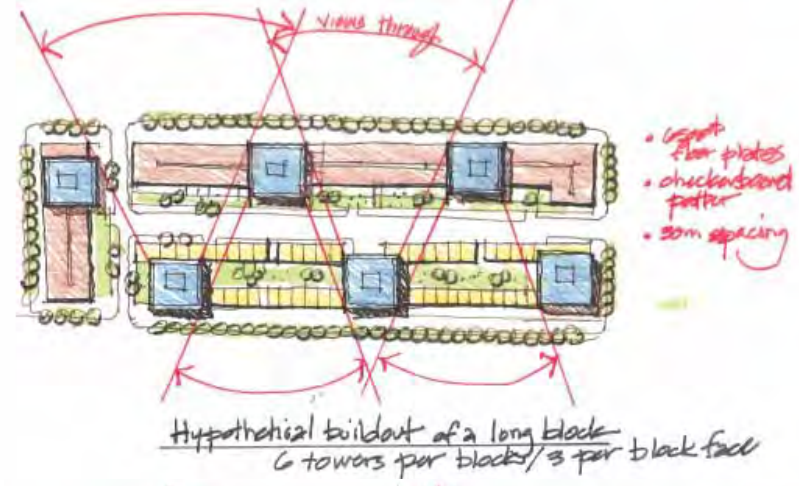
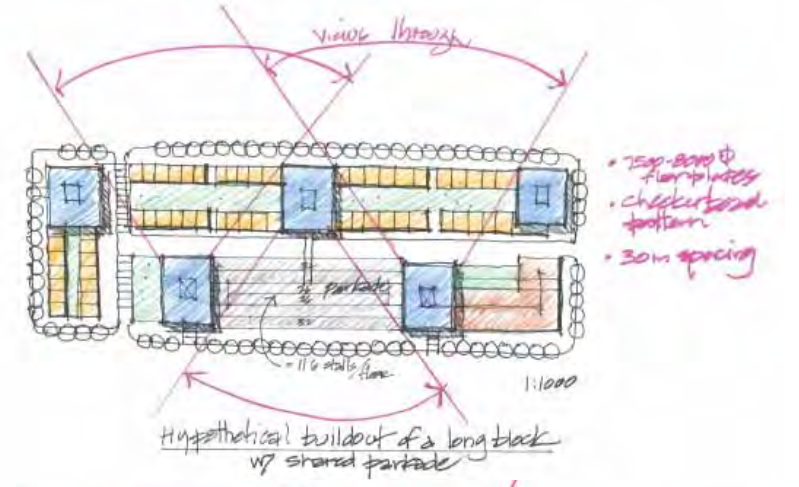
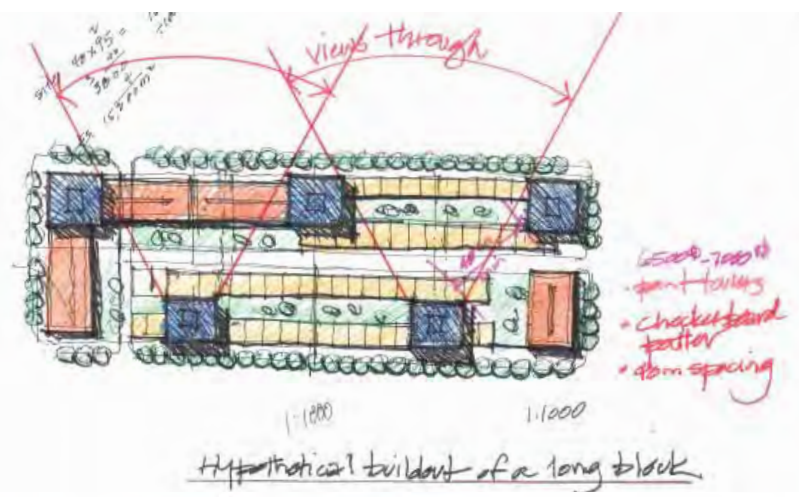
The Urban Design Concept does not propose any changes to the existing density provisions for Downtown Kelowna.

It is noted that at the current permitted C-7 density levels of 9.0 FAR, there is no market incentive for density bonusing in downtown.

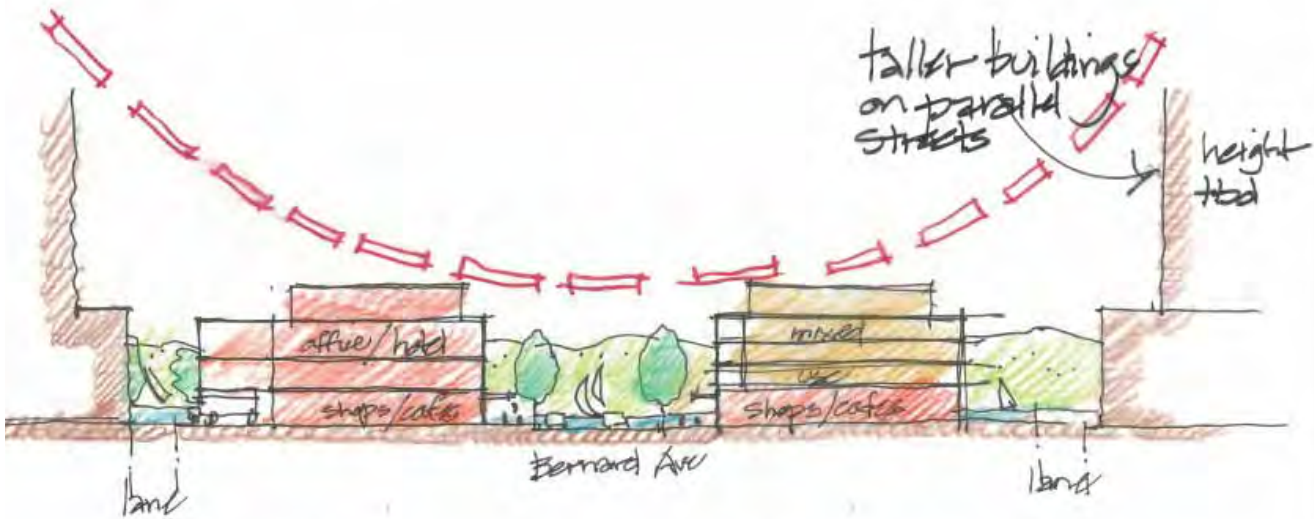
2.6 BUILT FORM

The following diagrams illustrate a range of building form studies and recommendations.

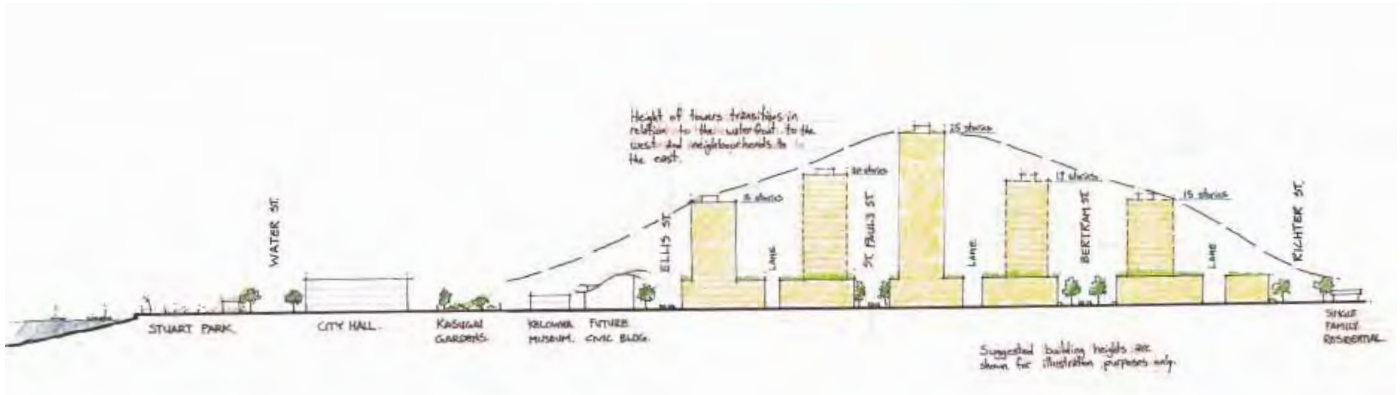
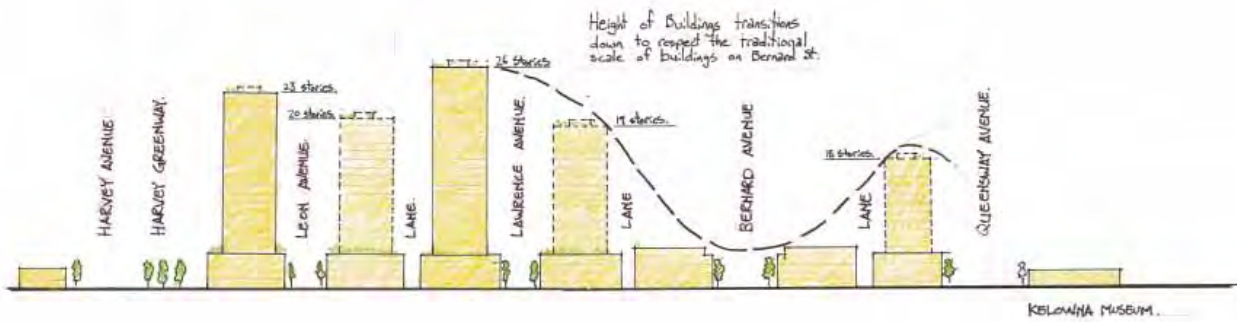








Keep historical scale of Bernard Avenue.
 from Ellis St. to Lake

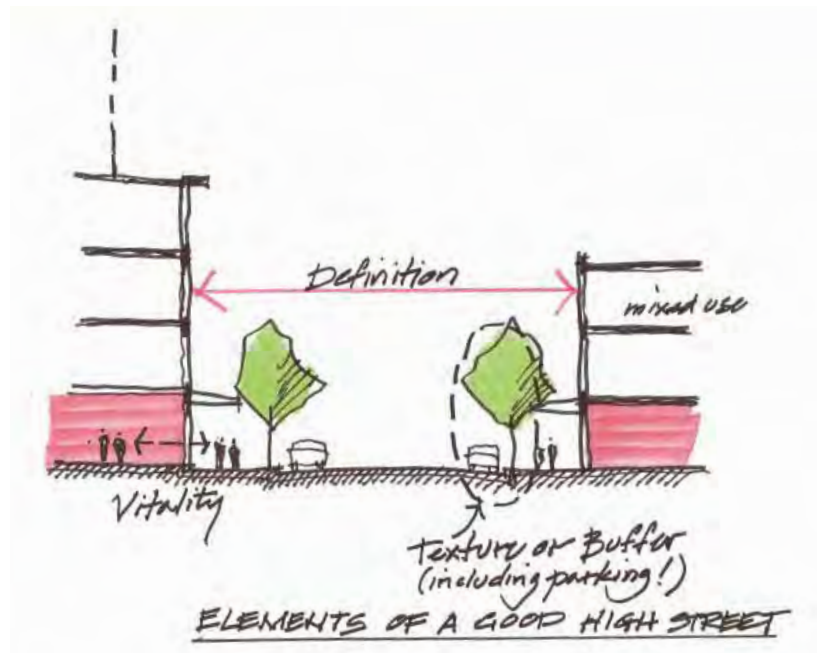


Key general recommendations on Built Form include:

- Limit the number of taller buildings on any long blocks (typ. 270 m long) to 5 towers per block
- Limit the floorplate size of residential towers to a maximum of 8,500 sq. ft., And encourage residential tower floorplate sizes of less than 7,500 sq. ft.
- Require a minimum separation distance of 120 ft. (36.5 m) between adjacent towers with 7,500 sq. ft. And larger floorplates
- Permit a reduction in minimum separation distance to 100 ft. (30.5 m) between adjacent towers with less than 7,500 sq. ft. Floorplates
- Require that towers on any given block be staggered (checkerboard pattern) rather than aligned, to ensure views for all units between towers
- Encourage townhouse residential at grade along street fronts between adjacent towers
- Permit choice of use at grade along street fronts between adjacent towers
- Require all above-grade parking to be screened from the fronting street with active uses such as retail or residential uses
- Encourage raising the ground floor above adjacent street grade to permit the first level of parking to be partially buried
- Encourage shared parking structures between adjacent residential towers, with direct links between the parking and all towers
- Forbid below grade street-fronting retail storefronts
- Encourage street fronting retail to be built out to the property line to create a strong streetwall definition
- Require weather protection on all street-fronting retail storefronts
- Encourage a high degree of visual transparency for all street-fronting retail storefronts
- Restrict the length of continuous single use retail facades, and encourage narrower, repeating retail storefront units, with columns, pilasters, solid wall panels, entrance recesses, bays, etc.
- Restrict the size and location of commercial signage
- Require regular-spaced street trees on all retail frontages wherever possible
- On retail-required streets, ensure on-street parallel parking wherever possible.

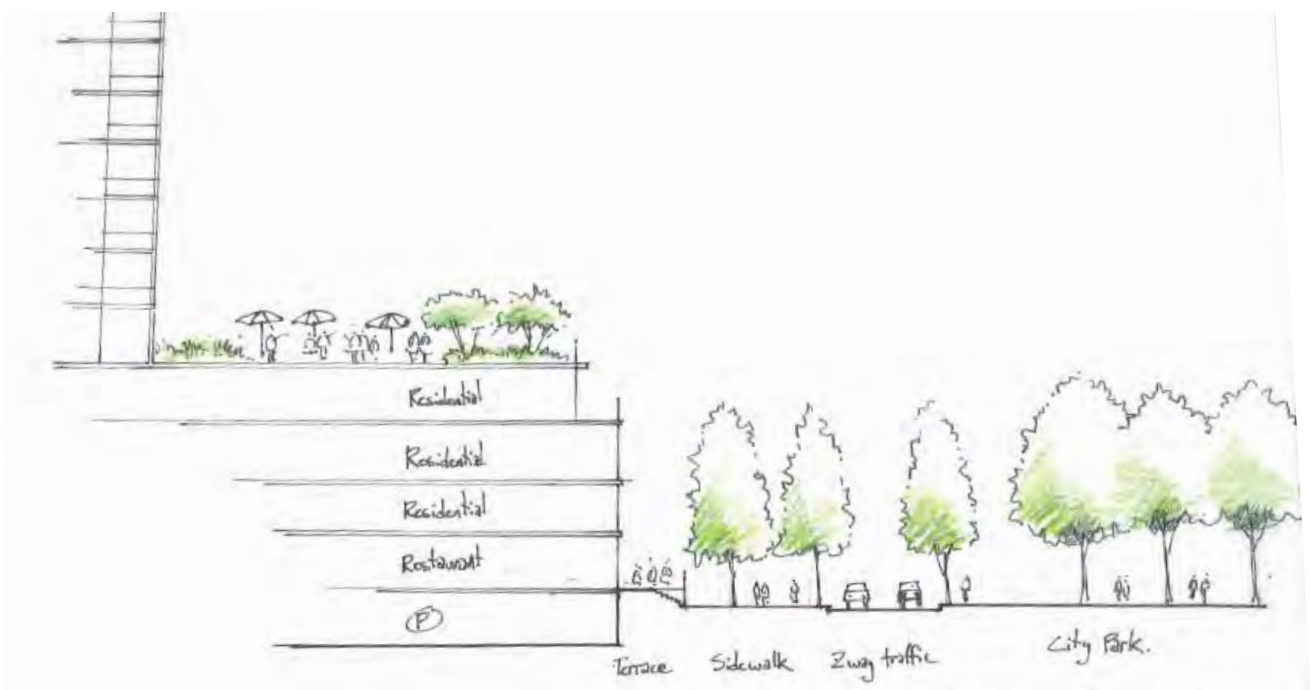
2.7 STREETScape PROJECTS

A number of streetscape proposals emerged through the charrette process. This Urban Design Concept builds on these and recommends the following key streetscape projects be considered and prioritized by the City. Streetscape enhancements are seen as a major component of the Urban Design Concept, and are strongly supported.



2.7.1 ABBOTT STREET

- Redesign Abbott Street as an urban/park edge, with wider sidewalks on the east side by removing the existing parallel parking
- Retain two-way traffic lanes
- Plant a double row of trees on the east sidewalk
- Encourage sidewalk café tables and chairs
- Require all new development along the street to have a raised ground floor and street fronting terrace overlooking the park and lake, with active service uses such as restaurant, coffee shop, brewpub, bar, take-out food service, etc.
- Require residential above the ground floor, to a maximum height of 4-6 storeys; this will enhance safety, provide eyes on the street, and support local businesses
- City should facilitate land parcel consolidation by permitting lane closures behind Abbott; this may require underground utility services relocation



Abbott Street, proposed section showing suggested streetscape improvements

2.7.2 BERNARD AVENUE

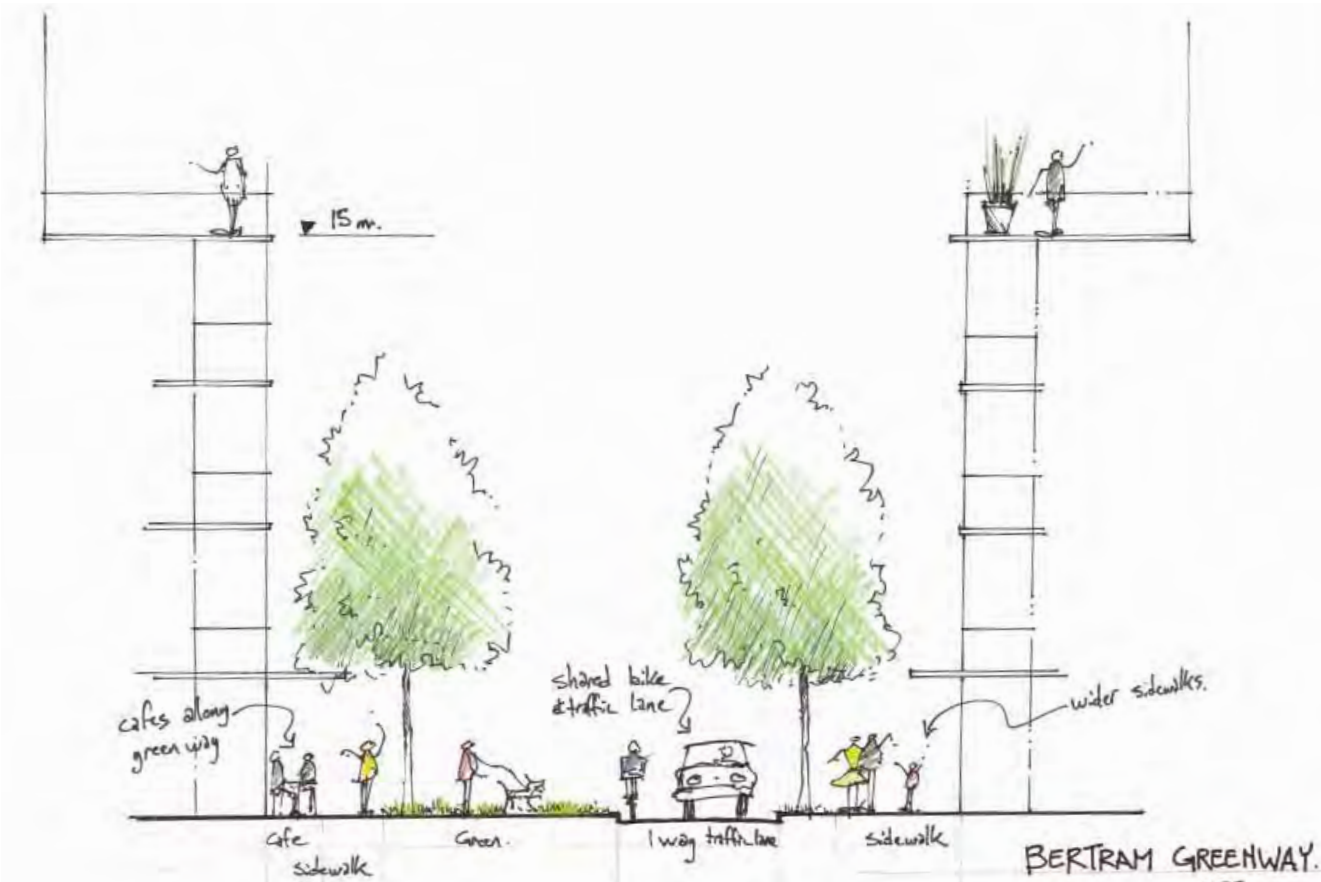
- Begin construction of the proposed Bernard Avenue Revitalization Plan as soon as it is approved and funded
- This will create wider sidewalks, introduce new street trees, and enhance the public realm
- The urban design concept supports and endorses the Bernard Avenue revitalization plan, including converting the on-street parking from angled to parallel.



Bernard Avenue, proposed section showing suggested streetscape improvements

2.7.3 BERTRAM STREET

- Reduce vehicle traffic lanes on Bertram Street between Bernard and Harvey avenues to a one-way single lane (for taxis, delivery vehicles, emergency vehicles, garbage service, courier service, etc.)
- Widen sidewalks and create a broad green zone on one side of street
- Narrow crosswalks on east-west streets with corner bulges
- Install infrastructure required to support Farmer’s Market or Crafts Fair stalls (power, lighting, stall pads, street furniture, signage, etc.)
- Encourage café and restaurant uses on this section of Bertram Street



Bertram Street, proposed section showing suggested streetscape improvements

2.7.4 HARVEY AVENUE GREENWAY

Refer to Section 2.3.1 above.

2.7.5 PANDOSY STREET

- Widen sidewalks by reducing driving lanes and/or reducing or eliminating on-street parking between Queensway and Harvey Avenue
- Plant street trees on both sides of street
- Install new street furniture such as pedestrian lighting, benches, bike racks, garbage receptacles, wayfinding signage, etc.
- Narrow crosswalks on east-west streets with corner bulges
- Explore technical and design feasibility of a pedestrian underpass beneath Harvey Avenue to connect Pandosy to the south



Pandosy Street, proposed section showing suggested streetscape improvements

3.0 RECOMMENDED ACTION ITEMS

The charrette process generated a number of interesting suggestions for City action, in support of the Downtown Plan.

The consultants offer these recommendations for the City's consideration, while recognizing that the City may already have considered some of these suggestions, and/or may be unwilling or unable to act on all of these suggestions.

3.1 TRUCK ROUTE PLAN REVIEW

Recommendation:

Undertake a review of the City's Truck Route Plan, to determine if there are any viable alternatives to Ellis Street being a designated truck route.

The desire to remove trucks from Ellis Street was noted by many charrette participants. It was also noted that as downtown densifies and the residential population increases along this corridor, the negative impacts of trucks on Ellis Street will increase.

The consultants note that any decision about removing or restricting trucks on Ellis Street needs to be taken in the context of impacts on other streets in the city. Ellis Street performs an important function in the City's truck route network, and these trucks will need to continue accessing a north-south route through the city.

Possible compromise solutions may include time-of-day or day-of-week restrictions, reducing speed limits, and/or requiring all residential units facing Ellis Street to meet established noise level targets through design and construction techniques.

3.2 UBCO - CITY TASK FORCE

UBCO's representative at the charrette advised that the university campus is approaching full build-out, and that many students have difficulty finding affordable housing off-campus. The City has a significant land bank downtown.

Recommendation:

Strike a joint City-UBCO task force to examine the feasibility of doing a joint venture student housing development in downtown.

The task force should examine opportunities whereby the City might contribute (or discount) the land and consider providing other development incentives (such as DCC relief, development permit fee relief, parking requirement relaxation, etc.), and the university might build the housing, thus creating more affordable student housing and increasing the downtown residential population, which is a key objective of this plan.

3.3 CITY - SOCIAL SERVICES AGENCIES - PROPERTY OWNERS TASK FORCE

It was observed during the charrette stakeholder consultation process that there may be significant common ground with regards to some of the social issues along Leon and Lawrence Avenues. For example, it was noted by all groups that there is an issue of social service agency clients/customers having to line up along city sidewalks while awaiting services. At least one agency noted that they and their clients prefer not to line up on the streets, and that there may be an opportunity to create off-street areas to facilitate this activity, in collaboration with neighbouring property owners.

Recommendation:

Strike a joint City - Social Services - Business Owners - Land Owners task force to establish a dialogue and common ground between these groups. These points of common ground should be used to identify solutions for social issues/challenges in the neighbourhood.

3.4 CITY - MOT HARVEY AVENUE - HWY 97 WORKING GROUP

Recommendation:

Create a joint City-MOT Working Group to undertake a detailed technical feasibility, costing and design study for the proposed Harvey Avenue Greenway concept.

This Working Group should look at the full range of costs and benefits of this proposal, and the impacts (both positive and negative) of the current highway configuration, including:

- current impacts on liveability, accessibility and public safety in Downtown
- connectivity improvements across Highway 97 (including pedestrian underpasses)
- land acquisition and/or compensation costs
- building demolition costs
- remediation costs (e.g. gas station sites)
- design and construction of the Greenway and associated street improvements
- traffic impacts/improvements
- proposed separated busway
- public safety, economic and environmental benefits
- economic stimulation potential on adjacent properties

While the anticipated capital investment costs needed to achieve this proposal will be substantial, the anticipated public safety, economic and environmental benefits are likely to be equally or more substantial, and could well justify a significant investment of public funds. There is also the possibility that third (private sector) parties may be interested in participating, if there is a downstream economic benefit to them. This possibility should be explored by the Working Group.

3.5 CITY PARK MASTERPLAN

Recommendation:

The City should commission a new City Park Masterplan study, to update the existing masterplan, and test and incorporate the ideas generated in the Downtown Plan charrette for the park.

A new City Park Masterplan would determine the feasibility, optimum siting, and design of such Urban Design Concept ideas as:

- new waterfront mixed use facility
- waterfront walkway alignment and design
- public lookout at western promontory
- vehicle, bicycle and pedestrian access into and through the park
- interface uses and conditions along Abbott Street

3.6 DESIGN GUIDELINES

Recommendation:

The City should review its current Design Guidelines for downtown development, and commission a professional update of the Design Guidelines to reflect the design ideas and concepts that emerged during the Downtown Plan charrette process.

More robust, detailed and comprehensible Design Guidelines are a key tool in achieving many of the design ideas identified in this Urban Design Concept.

Well-articulated, well-illustrated and easily understandable design guidelines will be a very useful regulatory tool for both developers/architects and City staff to use when designing and/or evaluating future development applications downtown.

4.0 IMPLEMENTATION

The Urban Design Concept developed through the charrette process is a key input to the Implementation Phase of the Downtown Plan. This third and last phase of the plan will be developed by City of Kelowna staff. This includes preparation of a 10-year Implementation Plan to achieve priority elements of the urban design vision developed in the charrette, as well as developing and amending such policies, bylaws, other regulations and/or design guidelines deemed necessary to enable the Urban Design Concept to be implemented.

The charrette outcomes will be used by the City to guide the implementation phase.

While specific policy, bylaw and any other regulatory changes will be determined by City staff, the consultants suggest that the following sequence of changes will likely be required for implementation of the Downtown Plan:

OCP Amendments:

- Amend the Official Community Plan to reflect the land use and building height recommendations in the Urban Design Concept.

Zoning Bylaw Amendments:

- Amend the relevant Zoning Bylaws to reflect the land use, density, building height, setback and siting recommendations in the Urban Design Concept.

Design Guidelines:

- Develop a set of robust, detailed and comprehensible Design Guidelines to reflect the land use, building form and siting recommendations in the Urban Design Concept.

Identify Priorities:

- Based on stakeholder and community feedback, and Council direction, identify the priority components and action items contained in the Urban Design Concept.

Cost Estimates:

- Cost out all proposed components in the Urban Design Concept.

10-Year Capital Plan and Project Schedule:

- Develop a 10-Year Capital Plan and Project Schedule, based on the determined project priorities and costs

Bernard Avenue Revitalization Plan:

- Approve, confirm funding sources, and proceed with implementation of the Bernard Avenue Revitalization Plan as a first priority project in the Downtown Plan.

5.0 CITY INCENTIVES FOR DOWNTOWN DEVELOPMENT

The consultants heard a number of suggestions from charrette participants for incentives the City could consider offering to encourage private sector development downtown.

The consultants offer these suggestions for the City's consideration, while recognizing that the City may already offer some of these incentives, or be unwilling or unable to act on all of these suggestions:

5.1 DEVELOPMENT COST CHARGES RELIEF

The City should consider reducing (or even eliminating) DCC rates in downtown, as an incentive for development. This could be a time-limited incentive, subject to review as and when the market responds.

The consultants understand that the City has already set its downtown DCC rates lower than elsewhere in Kelowna, so this may not be feasible or desirable, as DCCs are an important source of funding for real infrastructure costs, which will likely keep rising.

The City may wish to undertake a DCC policy review with professional consultants to determine the cost/benefit feasibility of this suggestion.

5.2 DEVELOPMENT PERMIT FEES REDUCTION

The City should consider reducing its Development Permit Fees, as an incentive for development. Again, this could be a time-limited incentive, subject to review as and when the market responds.

Reducing DP fees, and streamlining the approvals process, are added incentives for the private sector to develop. However there are risks associated with this approach, including reduced staff review time of proposed design, which has potential negative impacts on the resulting built form.

The City may wish to first develop more detailed, robust and comprehensible Design Guidelines for built form, to help offset any reduction in staff review if this suggestion is acted upon.

5.3 PARKING REQUIREMENTS REDUCTION

The City should consider reducing its on-site parking requirements for new development in downtown. This could apply to both parking stall requirements and the value set for pay-in-lieu provisions. Related to this, the City should develop a long-term strategy for continuing to develop consolidated parking structures (parkades) as and when demand is demonstrated and the land becomes available.

Many cities in Canada are moving away from historically high minimum on-site parking requirements and some are even moving towards parking maxima rather than minima.

The market could still determine what individual developers choose to provide in terms of on-site parking, but this recommendation could help incentivise more progressive developments, and helps reduce the construction costs of such projects (which is typically passed on to the end-user in the form of higher sales prices).

Reducing the on-site parking requirements is also supportive of and consistent with achieving the City's sustainability goals.

5.4 LANE CLOSURES TO CREATE CONSOLIDATED DEVELOPMENT PARCELS

The City should consider offering to close lanes on key blocks where such lane closures would facilitate land consolidation that in turn would enable consolidated development to proceed that achieves the design objectives of the Urban Design Concept.

This recommendation applies specifically to the lanes parallel to Abbott Street, where the consequent land consolidation would enable developers to design and construct projects that meet the proposed height restrictions in the Urban Design Concept while still maintaining economic viability. Lane closures here would also help developers accommodate the necessary above-grade parking requirement in a more efficient and less intrusive form.

5.5 LAND SWAPS

The City, as a major landowner in downtown, should identify opportunities for land exchanges with private landowners where such swaps could trigger development that the City wishes to see on those sites, or where such swaps achieve other public benefits such as public rights-of-way, etc.

The City could also consider contributing land at a discounted (or zero) land price for key strategic development projects that meet a public need.

5.6 RESTRICT GROWTH OUTSIDE OF DOWNTOWN

The City should consider the impacts of continuing to approve competing projects outside of Downtown.

Currently, the biggest competition for Downtown development are the other Town Centres in Kelowna. It was expressed by Charrette participants that there are more incentives to build outside of downtown in other areas of Kelowna.

The City may wish to reduce incentives for development outside of Downtown and restrict approvals for development that would be more suited to a Downtown location.

APPENDICES

APPENDIX A **PRE-CHARRETTE SUMMARIES**

Stakeholder Engagement Meeting

Advisory Planning Commission

Meeting Date: April 26, 2011

As part of the stakeholder engagement phase of the Downtown Plan, members of our Downtown Plan Project Team met with the Advisory Planning Commission (APC) to discuss objectives, charrette structure, and their participation in the process. The APC has been identified as a primary stakeholder for the Downtown Plan.

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the APC:

- Precedents and examples must be Kelowna-relevant. An appropriate scale is required for a mid-sized city (not necessarily Vancouver, Portland, etc).
- Consideration should be given to weighting/scoring the guiding principles during the process to give holistic evaluation.
- Economic realities need to be considered in the plan to address implementation.
- Placing less-priority on vehicles vs. pedestrians could be a challenge for business operators.
- Building heights must protect lake views.
- Access & egress into the downtown should be improved to enhance activity.

The APC has committed to positive collaboration during the charrette process, and will have representation during the preliminary sessions of the charrette.

Stakeholder Engagement Meeting

Chamber of Commerce - Board of Directors

April 26, 2011

As part of the stakeholder engagement phases of the Downtown Plan, members of our Downtown Plan Project Team met with the Board of Directors for the Kelowna Chamber of Commerce to discuss objectives, charette structure, and their participation in the process. The Chamber has been identified as a primary stakeholder for the Downtown Plan.

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the Chamber board:

- Ensuring that the waterfront should be capitalized as an asset, including opportunities for day moorage/public pier.
- Although the study area has expanded from CD21, the Leon/Lawrence needs to remain a priority.
- Parking availability is a key consideration for independent/small business owners.
- Ensure that senior levels of government are involved in the process.
- Create a climate to encourage office/commercial space downtown.
- Concerns raised about the limited timeline of the charette in allowing the facilitators to achieve “buy-in” from all stakeholder groups.
- The hierarchy of transportation proposed (pedestrian first, car last) may be a disincentive for vehicles and their associated patronage.

The Chamber Board of Directors look forward to involving their membership base in this important planning initiative.

Stakeholder Engagement Meeting

Community Heritage Commission

Meeting Date: April 7, 2011

As part of the stakeholder engagement phase of the Downtown Plan, members of our Downtown Plan Project Team met with the City's [Community Heritage Commission](#) (CHC) to discuss objectives, charette structure, and their participation in the process. The CHC has been identified as a primary stakeholder for the Downtown Plan.

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the CHC:

- The opportunity to maximize heritage assets should be given prominence. This includes buildings, but also intangibles such as the waterfront, historic public spaces, street names, etc.
- There are both tangible and intangible heritage values to consider for the plan.
- The CHC provided higher level discussion and comment during the CD21 process, which is still relevant to this Downtown Plan initiative.
- City must learn from previous planning exercises, workshops, charrettes, etc. It will be important to ensure that there is ample opportunity for stakeholder feedback and plan refinement. In addition, more focus needs be placed on the implementation phase to create practical expectations in the 10-year timeframe, and provide realistic opportunities.
- Different City departments will have to “buy-in” to the plan and implementation strategies to ensure positive change.

The CHC have committed to positive collaboration during the charrette process.

Stakeholder Engagement Meeting

Cultural District Representatives

Meeting Date: April 21, 2011

As part of the stakeholder engagement phase of the Downtown Plan, members of our Downtown Plan Project Team met with representatives from [Kelowna's Cultural District](#) to discuss objectives, charette structure, and their participation in the process. The major facility operators within the Cultural District have been identified as a primary stakeholder for the Downtown Plan. Participants in the discussion included the [Kelowna Art Gallery](#), [Kelowna Museums](#), [Kelowna Library](#), [Rotary Centre for the Arts](#), and the City's [Cultural Services Branch](#).

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the Cultural District representatives:

- Visibility, connectivity and way-finding needs to be enhanced to/from the Cultural District to surrounding areas.
- Parking availability can affect events and programming for cultural facilities.
- Access points for transit and taxi stands need to be improved for cultural facilities.
- Plan implementation to include foresight for special events activities (streetscaping, seating areas, infrastructure, etc.)
- Concerns raised about the level of “buy-in” from both City staff and Council to move ahead with implementation. Level of funding and political will is very important to successful implementation.
- Ideas and outcomes from former Cultural District charette should be incorporated into the plan.

The Cultural District reps are excited to participate and collaborate positively during the charette process.

Stakeholder Engagement Meeting

Downtown Kelowna Association - Board of Directors

April 13, 2011

As part of the stakeholder engagement phase of the Downtown Plan, members of our Downtown Plan Project Team met with the Board of Directors of the [Downtown Kelowna Association](#) (DKA) to discuss objectives, charrette structure, and their participation in the process. The DKA has been identified as a primary stakeholder for the Downtown Plan.

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the DKA:

- Consideration must be given to our climate. Plan requires a practical, “made-in-Kelowna” solution to address all four seasons.
- Concerns raised about lack of sufficient parking spaces. The economics of underground parking is also very difficult.
- Plan must be realistic and implementable.
- Consider a “Downtown First” policy for office space and development.
- Civic investment and incentives could help create a climate for change.
- The concentration of nightclubs and social service agencies creates a challenging investment climate.
- There is a perception that parts of the Downtown are not safe areas.
- Plan should be developed with the tourism industry in-mind.
- Authenticity and place-making should be addressed through the charrette - making the downtown an authentic response to our history and region (agriculture, the lake, the wine industry, etc).
- Concerns about the Ministry of Transportation’s mandate being at-odds with sustainable downtown redevelopment.

The DKA Board of Directors were supportive of the plan process as proposed, and look forward to collaborating with other stakeholders at the charrette.

Stakeholder Engagement Meeting

Partners for a Healthy Downtown

Meeting Date: March 16, 2011

As part of the stakeholder engagement phase of the Downtown Plan, members of our Downtown Plan Project Team met with the Partners for a Healthy Downtown (PHD) to discuss objectives, charrette structure, and their participation in the process. The PHD is a diverse group of service providers and agencies involved in the downtown, including:

Braintrust Canada
Canadian Mental Health Association
Correctional Services Canada
Downtown On-Call (DKA)
Inn from the Cold
John Howard Society
Kelowna Gospel Mission
Kelowna Bylaw Enforcement

Kelowna RCMP
Ki-Low-Na Friendship Society
Okanagan Boys & Girls Club
Outreach Urban Health (IHA)
NOW Canada
Piers Kelowna
Salvation Army

The PHD has been identified as a primary stakeholder for the Downtown Plan.

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the PHD:

- Plan should incorporate Crime Prevention Through Environmental Design (CPTED) principles through the urban design concept plan.
- Concerns raised about the potential for “pushing out” of social/non-profit groups in favour of private development. A balance must be achieved to identify all community interests.
- Providing opportunities for affordable housing should be a key principle of the plan.
- There is a lack of diversity downtown, including housing resources, services, and business mix.
- There is a lack of socio-economic equity in downtown, and a sense of community.
- Overall safety and security must be incorporated into the plan.

The PHD have committed to positive collaboration during the charrette process.

Stakeholder Engagement Meeting

Area Residents Associations

Meeting Date: April 27, 2011

As part of the stakeholder engagement phase of the Downtown Plan, members of our Downtown Plan Project Team met with representatives from surrounding residents associations to discuss objectives, charrette structure, and their participation in the process. The residents' associations have been identified as a primary stakeholder for the Downtown Plan. Participants in the discussion included members of the [North End Residents Association](#), Friends and Residents of the Abbott Street Heritage Conservation Area Society (FRAHCAS) and the [Kelowna South-Central Association of Neighbourhoods](#) (KSAN).

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with the residents associations:

- Excessive building heights can be destructive to the character of the City, particularly near the lake.
- Preservation of heritage assets is important.
- The Lawrence/Leon area suffers with a lack of economic and social health.
- There is a general lack of street trees downtown.
- Pedestrian access to the Downtown from north of Clement, and south of Highway 97 needs to be improved.

The residents associations have committed to positive collaboration during the charrette process, and welcome the opportunity to provide input to the plan.

Stakeholder Engagement Meeting

Urban Development Institute - Board of Directors

April 7, 2011

As part of the stakeholder engagement phases of the Downtown Plan, members of our Downtown Plan Project Team met with the Board of Directors for the Urban Development Institute (UDI) to discuss the planning process, charrette structure, and their participation in the process. The UDI has been identified as a primary stakeholder for the Downtown Plan.

An introductory [presentation](#) was given, prior to a discussion on the planning principles behind the plan, as well as an opportunity to identify areas of concern as a stakeholder group.

Here is a summary of the key items raised during our discussion with UDI:

- Strong criteria needs to be established when the five concept plans during Day One of the charette are amalgamated into one preliminary concept plan.
- Plan needs to be realistic - implementable and financially viable. In this regard, it will be important to have a member of the development community or a property owner at each of the five charette tables on Day One of the charette.
- In addition to the ten guiding principles identified, “education” could be added - specifically, the notion of post-secondary education to add vibrancy and a demographic mix to downtown.
- One-way streets on Lawrence and Leon are seen as a hindrance to redevelopment.
- The potential for greater activity on the waterfront should be explored, including commercial opportunities.
- Strategies need to be identified for enhancing the retail and commercial environment downtown.
- There is a lack of nighttime activity downtown.
- The high concentration of social service organizations and nightclubs in the Leon/Lawrence area creates a very challenging investment climate.
- New plan needs to establish a level of certainty for development community, and establish credibility in community planning processes.

The UDI Board of Directors passed a motion to endorse the proposed charrette process, with the goal of establishing a implementable and financially viable plan for Kelowna’s Downtown.

APPENDIX B **CHARRETTE STAKEHOLDER
CONSULTATION SUMMARIES**

Charrette Summary, Day One

Table "A"

Meeting Date: June 7, 2011

Each stakeholder around the table had a very different background, providing us with a variety of input from representatives of law enforcement, development and the academic, cultural and youth communities of Kelowna. Although everyone viewed Kelowna through a very different lens, there was consensus on all the major opportunities and constraints of the downtown area.

KEY POINTS OF DISCUSSION:

People want to both live and work downtown, but currently there are limited opportunities. Downtown Kelowna should work for residents of Kelowna as a priority. There was a feeling that if downtown worked for residents it would also work for tourists. While the population of Kelowna tends to be older than most cities, the expanding UBC population will bring up to 7000 new residents that will need housing. Many people are moving to Kelowna from big cities and appreciate city life.

Housing

- There is a lack of variety in housing types. It is also one of the most expensive real estate markets in Canada. Most housing downtown is speculative in nature.

Commercial Space

- A lot of businesses would like to relocate downtown, but there is a lack of quality office space.

Retail

- The Bernard Avenue retail precinct is too linear. It is felt that retail should extend north and south of this precinct.

Waterfront

- The public waterfront is a great resource, but it is felt there is not a lot to do there. The group would like to see more variety of experiences along the waterfront, including a mix of activities and commercial/dining experiences.

Parks

- City Park and Kerry Park are seen as a great resource but currently not well utilized. It was felt that City Park has poor pedestrian circulation and doesn't serve the needs of Kelowna residents because there's not a lot to do there.
- The central-western part of the study area is under-served with parks and it was felt there could be a neighbourhood park in this area.

Connections

- There is a general impression that the focus has been on making downtown work for the car but it needs to work for the pedestrian as well.
- Most of the connections are east-west, north-south connections need to be improved.
- There are a lot of focal points, but not destinations.
- There are a lot of barriers between the existing focal points.

Cultural District

Everyone felt that Kelowna is fortunate to have an integrated cultural district, however programming is lacking and there isn't strong connections to the surrounding area.

Downtown Needs a Destination

- Downtown should become a destination for complete full-day activity. Visitors to Kelowna are coming for a single activity (ie. visiting a vineyard, watersports) and these activities are not usually downtown.
- There is no significant night-time economy.
- The downtown needs a cluster of businesses with a unique identity. It was felt there is an opportunity for a destination hub at the foot of Bernard Avenue where it meets the waterfront.

Charrette Summary, Day One

Table “B”

Meeting Date: June 7, 2011

The first session provided an opportunity for the team explore the qualities of Downtown Kelowna in terms of what works and what doesn't. Table “B” was an enthusiastic team all exhibiting a genuine passion for the Downtown and its potential, and representing the interests of the local development community, land owners, business owners, long-time residents, and a young entrepreneur.

Discussion began with a focus on the **positive attributes** of the Downtown. Generally, the team was in agreement that the Downtown currently includes a number of really strong characteristics that define the Downtown as it is today, to include the Lake Okanagan waterfront and the continued public access provided, the Size and quality of Downtown parks, and the range of significant cultural and civic facilities available. With respect for the positive attributes of the community, team members identified that the Downtown currently faces a number of **challenges**, which include the lack of Downtown residents needed to support great shops and services, a lack of social diversity (age, ethnicity, etc), a weak sense of arrival to the Downtown, large block sizes that interrupt circulation and increases walking / cycling distances, both social services and nightclubs being concentrated in a single location; and the “mish-mash” of architectural styles.

The group then worked into a discussion of directions for the Downtown moving forward, summarized as follows:

- **Kelowna as “small town”** - there was some disagreement as to whether this is a positive attribute and something that should be built upon or whether Kelowna has outgrown its small town character and should move toward becoming more urban. Retaining “character” while increasing density is a concern.
- **Density and height** - the group consensus was that density belongs in the Downtown, but it was unclear as to exactly what it should look like and where it should be located, particularly adjacent the waterfront.
- **Parking** - parking is perceived as an issue, but is thought to be more of challenge with Downtown customers/clients than it is for employees or residents. Challenges of integrating parking supply with dense development, largely due to high water table and challenges with underground parking.

- **Public space** - emphasis on streetscape and character through Downtown development, including consideration for the integration of vehicles and non-vehicular modes (ie. “Copenhagen-ization”). Also a desire to increase number of small, “pocket” parks.
- **Development** - pilot projects / incentives are needed to jump start Downtown development and create momentum for improvements.
- **Character** - it was discussed that Downtown Kelowna is the heart of the Okanagan and that it should be an extension of the Okanagan as a whole and seek to reflect its overall character. This includes consideration for “year-round” elements.

Charrette Summary, Day One

Table “C”

Meeting Date: June 7, 2011

Where is the heart of Downtown Kelowna?

There was general agreement that the “heart” of Downtown Kelowna is located on Bernard Avenue, roughly the 2-3 blocks between the Sails and Ellis Street. One participant stressed that DTK is still in need of a heart, while another felt that the entire DTK was itself a heart of the wider Kelowna community.

Movement and Connectivity

- Safety issue - The Highway and the one-way streets of Leon and Lawrence Avenues pose challenges to walking as well as a comfort on the sidewalk, i.e., creates “dead zones.”
- The long blocks also pose constraints in the east-west direction and therefore could use mid-block paths through them to enhance walkability.
- The rear lanes offer interesting secondary paths and could be enhanced with commercial activity in selected areas - cafes, galleries, etc.

Key Destinations

- Safeway, the boardwalk, potentially the rail station pub.

Heritage

- Lowrise scale and character of older buildings present a beloved sense of DTK, with individual heritage resources that stand out. The old Firehall, Bernard towards the lake, the Laurel packing house.
- Loss of mature tree canopy in rear lanes due to infill development.

Landmarks

- Many notable landmarks, large, small and in-between. The framing mountains, City Hall, the first highrise (Executive House), the Grand complex, the various public art pieces (Sails, OgoPogo, Bear, Dolphins, etc.)

Gateways - existing and potential

- Existing/historic - Highway/Abbott; Bernard/Richter.
- Potential - Ellis/Clement; Highway/Water.

What could/should DTK become?

- Human-scale, walkable, safe for families.
- Cater to local needs and aspirations (not those of visitors).
- A place for commerce - work and fun. Strong business will drive development.
- DTK has to be the most desirable and attractive place for business and residents.
- All streets and areas should be safe and comfortable, esp. Leon/Lawrence area should be made safer for all people.
- DTK is an urban village in the best sense - restaurants, cafes, high density residential, a destination for visitors - by car and transit. Don't focus on making it easy to drive through.
- Parking has to be accommodated but subordinate to pedestrian-friendliness of streets. Parking on periphery rather than in the centre.
- The lake has to be part of the downtown fabric. Need more businesses at lakefront.
- Seasonal residents pose a challenge/threat to sense of community. Need more mixed uses and diversity of housing types.
- Utilize City Park better for residents. It has lost vitality since the Aquatic Centre and loop road were removed.

Charrette Summary, Day One

Table "D"

Meeting Date: June 7, 2011

General consensus on need for more pedestrian/bike connectivity:

- pedestrian connections across Harvey
- pedestrian connections east/west into downtown from Richter
- complete art walk south to Doyle and Queensway when RCMP relocates

Bicycle network:

- consider routes on Leon and Lawrence
- extend new bikeway on Cawston to waterfront

Access

- need gateways and improved access across Harvey Highway 97 at Water, Pandosy and Ellis
- need public boat access to downtown at multiple locations
- consider smaller blocks and extending street network, need finer grained street grid
- consider mid-block pedestrian connections using alleys, ped routes, mini plazas, etc.

Land use/green routes/densification

- agreement on land use precincts, except area south of Bernard which is still mixed and under-performing and needs help
- need to green up routes into downtown
- need to green along Harvey and at gateway intersections
- enhanced streetscape on Bernard strongly supported
- residential densification largely supported, with one person saying no to heights over two floors
- support for increased multifamily housing in northern and eastern areas of downtown, and some infill densification of existing single family area in northeast (townhouses, etc.)
- strong sense of identity of Bernard as the social, retail, dining services centre of city

Charrette Summary, Day One

Table "E"

Meeting Date: June 7, 2011

Kelowna downtown "Gems"

- Lakefront Walk
- Japanese Gardens
- Waterfront Park
- City Park (a rough gem- could use some polishing) Artwalk Bike Lanes - multi-use-corridor

Observation- these gems are disconnected

What would attract you to live downtown?

- A more urban environment- 'round the clock' activity, varied stimulation and experiences, more developed street life- especially on secondary streets, A pedestrian only street, with periodic street markets. A market square.
- Safety- eyes and ears on the street. It will be safe when more people live downtown.
- Quality commercial downtown. Specialty, service oriented business.
- 'Not the mall'.
- Quality employment downtown. Need to attract creative enterprise. High tech sector. Education sector (UBCO downtown presence).
- A public pier, probably near the sails.
- More youth oriented activity. More youth employment. More housing oriented to younger people.
- Fewer traffic lanes and more sidewalk. "Every street is a pedestrian street." (Except maybe Harvey Ave) More cafes and shops on the lakefront. Places to go and places to be when you get there.

What are the main obstacles to achieving a more attractive downtown?

- There is a 'wall' obstructing access from the east neighbourhoods to the lakefront. The long blocks on Ellis & St Paul.
- Ownership is fractured. Hard to influence.
- Parking. There is a difficult 'parking culture' downtown. People expect it to be free and convenient.
- Zoning and allowed uses are a problem. Such as too many nightclubs in one district.
- Kelowna downtown needs a lively mix of businesses, residences and employers, as well as the civic spaces. But it won't attract those until there is demand. There's little demand because the image and present condition is poor in some areas. And the economy is down.

- Downtown needs to attract more tourism.
- Downtown needs a new 'arrival image'.

What are the images you would like to offer for the future downtown?

- Something for everyone
- Embracing nature
- A place to live, work and play
- Quaint
- Human scale
- Unique streetscapes
- The lakefront city
- Downtown envy!

Following this discussion, as a group we identified a number of neighborhood zones or districts in the downtown. The neighborhood districts are illustrated below.

The character of the proposed neighborhoods were described as follows:

City Park Precinct:

Density, Connection to the Park, Mixed use, Street Presence, Emphasis on residents, Great place to live, Variety of heights, Leafy and green, rooftop gardens, gateway to downtown, no particular concern about building heights, landmark/marker to downtown, Neighbourhood retail, local grocery, coffee shops, night time economy-small scale, social services spread out, Diversity, not sterile, bars and social services spread out.

Foot of Bernard (Anchor):

Sense of Place, Community meeting place, Active year round, Tourist and resident hub, Great food and drink, residential, festival, meaningful interaction/connection with the water.

Uptown Precinct:

Professional/Commercial/Office, Live/work, Quality commercial space, UBC downtown, Services (laundromats, doctors, etc), Incubator businesses (hi-tech, etc), Landmark Downtown, Nightclubs

Transit Hub

Comfortable, Attractive, Safe, Shuttle to service downtown loop.

Cultural District

Live/Work, creative, good spot for nightlife, residential, shopping

As a group we also had a discussion about building heights. Generally there was support for tall buildings throughout the city park, uptown and cultural district zones. With a recognition that the scale of Bernard should be respected with a height of approximately 5 stories on Bernard. However, it was also felt that there are some opportunities to allow taller buildings that might deviate from these zones in select circumstances for landmark high quality structures in the right place.

Charrette Summary, Day Two

Table “B”

Meeting Date: June 8, 2011

The second session provided a chance for the team to review and provide further refinement to the principles and concepts developed on Day One. Some general themes developed.

DOWNTOWN DEVELOPMENT

There was a strong development voice at the table with real interest in creating an environment which supports and encourages land development in order to address some of the real challenges of the Downtown. There is a stated need for the development community and the City to work cooperatively to this end, to include an incentive-based program and mechanisms to help achieve Downtown objectives through new development. In certain cases, the group came to the conclusion that City investment in public infrastructure will spur private development.

WATERFRONT

There was general agreement that effort should be spent reinvigorating and reinventing the waterfront. The group concluded that a small amount of commercial or restaurant activity on the waterfront and potentially in City Park would help add activity to the spaces. A public pier radiating from the waterfront was a supported concept, although the direction it radiates was up for debate. The consensus was that City Park needs to be reconfigured in order to encourage activity and improve functioning, with consideration given to reintegrating vehicle circulation into City Park.

HEIGHT / DENSITY

The table concluded that density and taller building are both appropriate and necessary in the Downtown. The preference was for a “bowl” configuration that concentrates density around the edges. Both Bernard Avenue and the cultural precinct remain at reasonably low heights which respect the established character of their contexts. It was suggested that the heights should be moderate on the east edge of Abbott Street in order to respect City Park and the waterfront, but that building heights would increase incrementally eastward toward Ellis Street and Richter Street. The group noted that large buildings require sizable land parcels, which may be a challenge to assemble in Downtown. The general consensus was that increased height and density will increase the number of people in the Downtown and help address social issues and perceptions of poor safety.

Some additional key discussions were as follows:

- Proposals for adding pedestrian connections and improving pedestrian facilities were favourably discussed, including opportunities to link and improve existing laneways and acquire new pedestrian passages as they become available.
- The concentration of Downtown issues in the western portion of Leon Avenue must be addressed (rather than hidden) if new development is to occur and new residents encouraged in the Downtown.
- The proposed “greening” of Harvey Avenue was met with mixed reviews. The group recognized the value in decreasing the “highway” character of Harvey, but expressed that perhaps the capital needed to make these improvements might be better spent elsewhere.
- The overall concept is generally supported, but there is a concern that the vision is larger than what will end up being the reality.

Day 2 (Wednesday 8 June) Table C

Stakeholder Comments Summary

Facilitators: Frank Ducote and Gabe Ross

Much of the discussion was around height and building form:

- Our table's majority/consensus (typically by 5-2) view was that:
 - Downtown could accommodate high-rise development; and
 - height should terrace up from the "heart" along Bernard Avenue and the lakefront.
- The easterly edge of the low-rise spine (along Bernard) was seen to be Ellis.
- 15 storeys was deemed to be an intermediate or transitional height, and possibly up to 30 storeys further afield to the east, north and along Harvey was deemed acceptable by most (but not all) people.
- Generous tower spacing was seen to be very important for livability and neighbourliness - access to light, air, overlook and view, as well as the sense of the place.

DOWNTOWN KELOWNA CHARRETTE - DAY 2
WEDNESDAY, JUNE 8, 2011. TABLE D.

PRINCIPLES: WATERFRONT

- pier near yacht club is confusing
- lookout point/small pier @ City Park point economically advantageous
- dredge canal into city park for visitor boat parking?

w/ped. X-ing over top

KEY PRINCIPLE * ^{New development should feature} Site-specific, vernacular architecture that reflects

Unique circumstances, unique to Okanagan

- local materials, orientation, climate, etc.
- "home-made"
- sense of place, authenticity
- showcasing best practises + sustainable design.
- Reduce visual clutter - house boats, event tents, etc.
- continue extension of Lawrence as loop through City Park
- don't like idea of another road through park.
- ped. corridor down centre of Bernard? Prob. too narrow

- How about closing Bernard to traffic for all of July/August.

~~PRINCIPLES~~

PRINCIPLES: LAND USE, HEIGHT & DENSITY _{table}

- Keep density low/heights low on Bernard. Great as principle.

- general support for "stepping back" along Bernard.
- challenge of not making land acquisition too difficult for developers or development simply won't happen.

D

- similar to how height/density ~~would~~ ^{might} step up ^{moving} away from water, could it also step down toward Richter?
- checkerboard very important. Must not have tall towers immediately next to each other.
- Min. 100-120' between towers means could get 5 towers on 1 long block
- Leon/Lawrence ^{are} far enough away from lake to support density - might be best place. Incentivise for developers. - higher ^{allowed} density for less desirable areas
- ~~higher~~ Bernard will take care of itself. ^{Attention for re-dev.} ~~towers~~ should be focused on Lawrence + Leon.
- What about a Plaza? Ped. Square - away from water - to enliven ~~other~~ a part of the DT aside from the waterfront. w/ bldgs. facing immediately on to it.
- Connect plaza to St. Paul ped. street. Or AS PLAZA. - gives animation to interface to Harvey interface to draw people into city.
- good connectivity to Central Green - move proposed ped. bridge to St. Paul. Ped X-ing @ St. Paul opens up whole area South of Harvey to parking.
- Bring farmer's market to St. Paul Plaza?
- love Harvey proposal. But seems expensive. Smart investment of City \$?
- connect ^{new} Harvey Boulevard to City Park.
- 2-sided buildings on Leon that also face on Champs.
- Value to acquire land? \$10-\$12mil estimate exclusive of The Prestige.

D

- Design standards for roof treatment — NOT just Mechanical & torch-on. Green roofs, ~~green~~ roof gardens, inner courtyards, rooftop/podium courtyards/gardens.
- Eliminate Useless spaces on roofs.
- Prioritize initiatives that incentivise density.
 - ie. No DCCs. DT. (DCC relief).
(ex. DCCs DT ~ \$18,000) — is the least in the city).
- Leverage city's assets DT to acquire Harvey Boulevard? ^{North} the trade-off?
- important to balance ^{clustered} zoning for residential density — want to create a village, but don't want too much ^{planned} density b/c developers will be scared away.
- Zones/Districts.
- ~~Want~~ Don't create a wall of residential along Lawrence & Leon. Important to ^{density} implement checkerboard, min. distance btw. towers. (might only get 2 towers per small blocks along Lawrence/Leon). or 3 on a long block. Imposes equitable 'burden' on developers w/o imposing too many prescriptive limitations.
- Pyramid approach to building height? Shorter @ Clement, Bernard, Water, Richter.
- Signature bldg @ Ellis + Clement Site? Tall?
- How to entice jobs, not just residential, into downtown?
- How to attract companies like Disney Online?

D

- City as direct developer in ~~partnership~~? partnership? pegn: #priority w/ land it already owns.
- Incentives to jump-start development
 - Langley example? Deferred DCCs, expedited permitting,
 - ~~tax~~ ^{short} holiday on property ^{Dev. fee relief}
 - ~~But~~ City shouldn't give away the store.
 - Up-front incentive that can be scaled back over time.
- Best Practices from other cities incentivising dev't in DTs?
- City should decide where to approve + where not to across entire city, & should focus on weighting approvals in DT. EX. policy: ~~of~~ Bank head offices must be located DT.
- Developers need to have confidence ~~in~~ that this plan will act as "The Rules" & not change over time.
- ^{make} Developers have head offices DT? 😊
- 9 FAR - ex DT FAR (~~same as~~ comparable to DT Vancouver. FSR is NOT ^{what is} limiting density right now.
- How to attract buyers (& ∴ developers) to "problem" area.
- Accept Leorn is in a holding pattern for now? Most prudent thing for city to do is leave it as is, for now?
- in last 10 years, only 1 proposed dev. South of Bernard.
- Lower-hanging fruit: streetscape enhancements. Relatively low-cost for a city.

PRINCIPLES - FEEDBACK

D

- ~~the~~ Green network ignores SW quadrant of DT (Lawrence/Leon)
- phase approach to Harvey Blvd by doing Gateways / ~~the~~ Intersections first.
- heritage scale vs. heritage treatment for Bernard.
- green grocer, Meinhardt's needed DT as alternative to Safeway. May need ↑ density to survive, though.
- convention facility (like Penticton) - big enough to have ^{major} tradeshow. - City could consider as strategic investment? Amount of space needed?
- Daycare facilities? Incentives to bring families to DT. DT isn't kid-friendly. But City can't stipulate a DP stage, only w/ re-zoning & no rezoning is req'd, for the
- No playgrounds, schools, ~~etc.~~ etc. Add playgrounds ^{most part} to bring families DT as visitors or residents.
- Kid-friendly restaurants.

KEY MESSAGES:

* Ease of Implementation

* Streamlining approval process.

* ^{Must have} Local Ecology, Env. Std in mind. Don't continue to build w/ "1970 standards." (Incentivise green dev.

* ^{w/ DCCs?} ^{improve} Aesthetic design standards, relevance to Place, w/o limiting creativity. Shouldn't restrict good design by being too prescriptive. Scale is ^{an} important part of this & ~~can~~ unifying element of green spaces, trees, etc. Want diversity of styles & types.

UDI

WHAT'S THE MARKET?

D

- Young professionals. - south of Bernard = walkable community.
 - ↳ residential community.
- Commercial buildings - when there are more jobs downtown, residential will follow.
- Parking is essential. - consolidate parking? Mid-block location.
- Parkades are a strategic investment the City could make to facilitate development.
 - ↳ feasible locations - big blocks south of Bernard.
- Hotels. - 16 → 19 storages.
 - ↳ Prestige land-swap with SW cor of City Park. Opportunity to provide a landmark "gateway" at the Prestige site.

2-way streets will contribute to livability, vibrancy.

↳ 25% loss of parking is not a big issue.

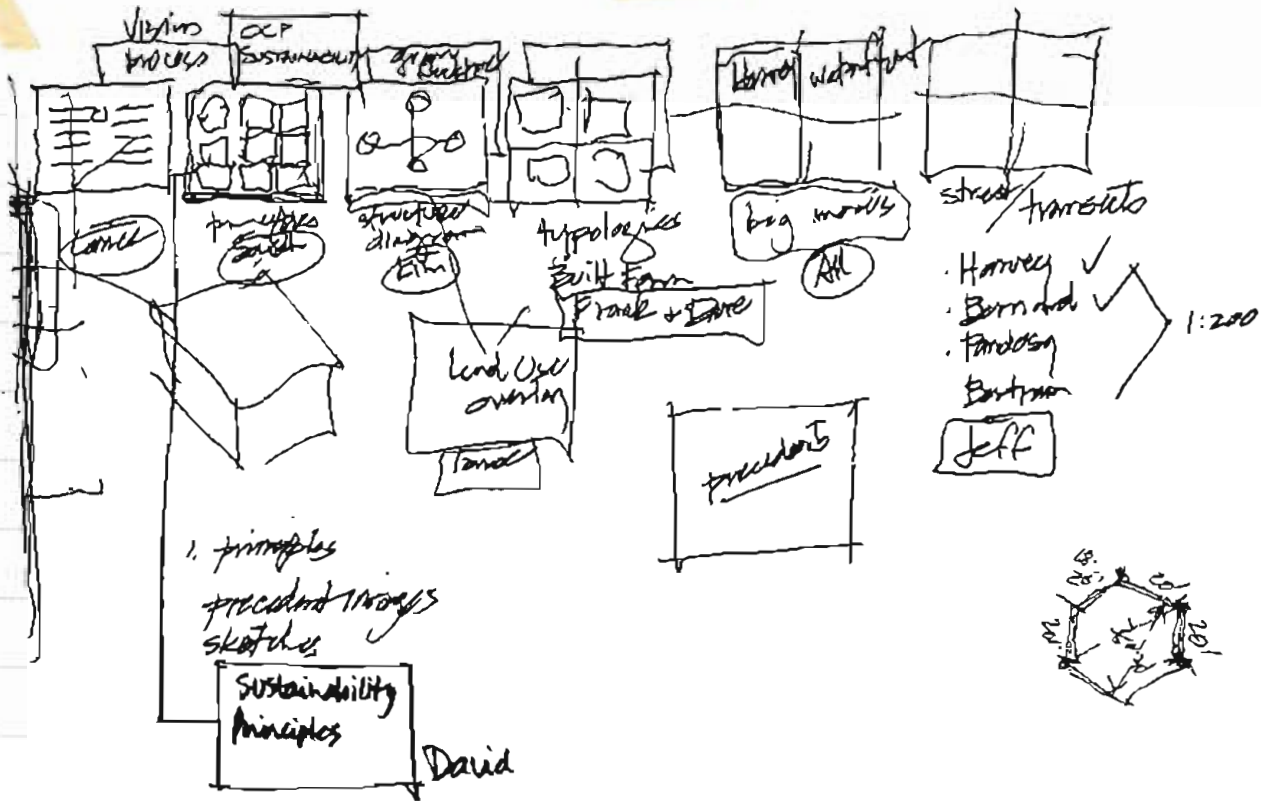
→ lack of parking (on-street) downtown is a perception not a reality.

Cash incentives. Regulation & fees are going ↑

DCC = 18,000 → 20,000 downtown.

DCC relief is needed.

Create an alternative to Landmark Square.



| Deliverables + Responsibilities | | |
|---------------------------------------|---------------------------|------------|
| ① Intro process <u>Vision</u> | Lance | Scale |
| ② principles | Sarah | |
| ③ structural diagrams | Kim | 1:2000 |
| ④ Land use | Lance | 1:2000 |
| ⑤ Green Network | David | 1:2010 |
| ⑥ Built Form Studies | Frank + Dave | |
| ⑦ Big moves iteration + refinement | (all) Lance | 1:2000 |
| ⑧ Street sections streetscapes | Jeff | 1:200 |
| ⑨ Precedent images | All Fandosy Bartman | integrated |

Charrette Summary, Day Two

Table "E"

Meeting Date: June 8, 2011

Discussion of principles

All design ideas need to be tested against feasibility- e.g. economic realities, ownership etc. This should be an additional principle. Transit is missing from the movement principle. Supporting, improving and expanding transit is essential.

Environmental sustainability is correctly not identified as a separate principle. But it must be emphasized as an overarching principle affecting all others. (Note: this will be formulated by the team) A range of housing types downtown and a range of affordability and tenure should be a separate principle. Accessibility should be included.

Safety and crime on the street. This should be dealt with in the plan.

We have to deal with the negatives.

Responses to the design concepts presented:

The Waterfront

The public pier idea is strongly supported. It should provide spaces for short term moorage for people to drop in by boat to shop, eat and go to events downtown. It will put people more closely in touch with the lake, and provide the "view back to the city".

The curving boardwalk is supported also. The small triangular commercial precinct in the park near the sails was discussed. 1) it would be better if the building (e.g. restaurant) was shifted to the west so as not to obstruct the view of the lake from Abbott St. 2) it would be better to make a plaza where the restaurant is shown that is programmable- i.e. available for public events.

Team E developed two alternative versions of the pier and the sails corner of the park.

The Pedestrian Network

The overall concept was strongly supported. The "pedestrian mall" with street market facilities extending St. Paul to the Harvey Greenway was well received. It was noted that if the city has difficulty acquiring properties to make that connection in a linear way, it could jog a little. It was also noted that though the bicycle network is working well, and the new multi-modal corridor on Cawston is great, it is still considered dangerous to cycle downtown, especially with children.

The main reason cited was diagonal parking which is dangerous to cyclists passing behind cars as they back out.

The Harvey Greenway

The greenway was also strongly supported. Its benefits to the adjacent properties, the surrounding neighbourhoods and to future residents were discussed. It was questioned if it would extend all the way to Abbott, impinging on the Prestige Hotel. There was discussion of trading land with the Prestige owners, allowing them to build in the park at the corner of Abbott. It was acknowledged that this would be very difficult to get public support for.

Other discussion points:

Support for local business is essential. And retail business should not be dispersed too far. There is a core along Bernard that is working, and a few peripheral areas. The city should not require or incent more retail outside these existing areas until there is a population to support it.

The area of Lawrence and Leon needs to be "cleaned up". There is a perceived blight there. Too many clubs and too many street people are concentrated there. The city should work on relocating clubs to another area, at least not allow any more or any replacements if any of those existing close.

More commercial functions in parks and waterfront would help make them more successful. Especially cafes and restaurants.

In general the downtown plan should not be too prescriptive and site specific. Queensway could have a Granville Island type of public space.
Height and density- Use Lawrence and Leon for high buildings and density. Overlooking the park. Don't put height in "old town", especially along Bernard. There was discussion about allowing height close to the lake. It was generally agreed that density will require height, and density is essential to success of the downtown. The "crescent of height" around downtown was well received, set back several blocks from the lakefront.

It was discussed whether Mill St could be continued through to the south across Lawrence and Leon to reduce block size there.

It will be necessary to get a mix of uses downtown. Employment attracting people who want to live downtown- e.g. high-tech and creative. Getting new employers and education (UBCO?) to have a presence downtown could be a catalyst for the plan's success.

MEETING NOTES

ADVISORY PLANNING COMMISSION

THURSDAY, 09 JUNE
9:30AM –11:00AM

There has been a lack of development applications in recent years, with the only real interest along Ellis Street and in the north end of Downtown. APC involvement has been relatively small as a result.

The group suggests that charrette outcomes need to both present a long-term vision, and outline the steps and priorities involved in achieving that vision. Mechanisms need to be developed in order to encourage new development Downtown and help work toward achieving the plan.

A great deal of discussion focused around some specific needs in the Downtown:

- Building height is not a real issue, the sentiment is that the community is ready to accept tall buildings in Downtown. Building heights should respect the residential areas surrounding Downtown.
- The current development environment is seen to have barriers to development, these should be addressed to encourage development in Downtown.
- Mountain and waterfront views are a defining feature of Downtown to be preserved in new development.
- Downtown should become a place of business/commerce, and more office space is needed if to occur.
- Harvey Avenue is a barrier to north-south travel. Crossing points should be strengthened, including consideration for pedestrian/cyclist over or underpasses.
- Ellis Street is the primary north-south route through Downtown. This is a continuous cycling routes, but the presence of heavy truck traffic makes it uncomfortable and unsafe.
- Consideration should be given to temporary road closures on Bernard Avenue and Abbot Street.
- Plazas and parks needed in south Downtown area to introduce green elements and opportunities for public gathering.
- General support for commercial activity in City Park provided that it is considered an option to increase activity rather than for profit.

MEETING NOTES

LAND OWNERS, HEALTH, EDUCATION, RESIDENTS ASSOC., YOUTH

THURSDAY, 09 JUNE
11:00AM – NOON

COMMUNITY

- Downtown has strengths to build on - strong cultural / civic ingredients, climate, environment, setting.
- Stronger interaction needed with waterfront, address disconnect between built environment and nature.
- Need to define unique, authentic architectural style.
- Lack of year-round activity needs to be addressed.
- Parking challenge is holding back good building design.
- Existing Harvey Avenue entrance is poor, needs to be addressed.
- What do we do to address the economic lack of vitality?

YOUTH / EDUCATION

- Strategies need to be considered to specifically accommodate young people in the community.
- There is currently a lack of employment opportunities, encouraging youth to live elsewhere. Perhaps consider establishing a high-tech office market or new sectors to entice educated young people to work and live Downtown.
- Faculty desire to locate UBC-O in the Downtown. Downtown environment is ideal for certain programs (ie. Arts, Design, Culture, etc).
- Current campus is isolated. Housing affordability is a challenge, as is transport to Downtown.
- University presence would help populate the area. Evening classes would help support all-day businesses, help populate the trouble areas of the Downtown.
- City should explore opportunities to partner with University to provide education Downtown. Discussion needs to happen in order to be ready to jump on opportunities. Current campus is under construction, but potential for some relocation in 5 – 10 year timeframe.

DEVELOPMENT

- Height adjacent the water has been an issue, but shouldn't. Old Willow Inn site is most ready for development, would create an anchor for the waterfront / Downtown. This development doesn't need to include Kerry Park site.
- Development emphasis should be on the character of the street level, not on building height.

- Character of neighbourhoods determines development viability. Development can exist in vicinity of “social / problem” uses, but needs to be given careful consideration. Development environment needs to be both “authentic” and “viable”.
- Development is what will cause change, but bold actions are needed to facilitate development.

WATERFRONT

- Support for an idea of “walking over water”.
- Change needed for City Park to encourage activity
- Emphasis on waterfront, enhance the parks

FRIDAY, 10 JUNE

11:00AM – NOON

- Consider flipping proposed building heights on Ellis Street and St Paul Street so that buildings in behind have water views.
- The current challenges of Leon Avenue must be addressed. Area needs to be cleaned up. Streetscape improvements needed and consideration should be given to converting Leon Avenue and Lawrence Avenue to two-way.
- Proximity is important for social services in order for movement between locations. Walkways and bike routes help facilitate transport between social services. A scattering of services may not be a solution.
- Strong connections are needed across Harvey Avenue in order to break down existing barriers.
- There is a desire to integrate education into the Downtown area. The University and the City need to collaborate to encourage University presence in the Downtown. There may be an opportunity to accommodate a public school in the Downtown and make use of existing playing fields.
- The consolidation option for Abbott Street parcels is supported, it is seen as a reasonable approach to achieving appropriate building scale on the Abbott Street frontage.

MEETING NOTES

CHAMBER OF COMMERCE

THURSDAY, 09 JUNE
8:00AM - 9:30AM

DOWNTOWN NEEDS

- Vibrant and livable public spaces, high-quality public amenities.
- Desire to return to “1945” Kelowna, provide for traditional forms and character.
- Don’t see the purpose behind the Harvey Avenue option, not consensus around need to prioritize this concept.

BUSINESS

- Commercial side of things needs to be given strong consideration, healthy commerce creates a healthy Downtown.
- Too many hurdles to establishing business Downtown, results in business interest shifting to elsewhere in the community. Many businesses want to locate Downtown!
- Perceptions of personal safety is a challenge to business locating Downtown, with Leon Avenue creating a “dead zone” and those activities spill into surrounding areas.
- “Landmark” is the major competition for Downtown office. Downtown needs to address weaknesses and build on strengths to rival Landmark.
- Transportation and access needs to be addressed for Downtown business. Both an issue of parking and traffic, as well as accommodating walking, cycling and transit.

IMPLEMENTATION

- What needs to happen to make the plan a reality?
- Need to see “nuggets” that will create positive change.
- Need to inform, educate council in order for change to occur, too many barriers to good development Downtown.
- Desire for the City to commit and take action on the findings of the plan
- Need something that everyone buys in to, long-term commitment needed in order to influence development and business to respond.

FRIDAY, 10 JUNE
8:00AM – 9:30AM

LAND USE + DENSITY

- Don't care about the difference between 15 and 30 storeys, but height should come with amenities. Would rather see 30 storeys with quality amenities, than 15 storeys with no amenities.
- There is a lack of development momentum at the moment which could be addressed through incentives. Also need to address real or perceived barriers to Downtown development.
- Need to design a targeted strategy for the transformation of Lawrence / Leon at the City Park end.
- Ground floor retail is desired on Bernard / Ellis. Not general agreement that density needs to setback, rather consider increasing pedestrian space and decreasing "podium" size. Didn't sense a need to preserve buildings, rather prioritize redevelopment with respectful character.
- Need to allow some density on waterfront if it will kick-start development in Downtown.
- Consensus that a "signature" building is needed adjacent the waterfront to create momentum Downtown, don't care so much about land use or height.
- Control the ground-floor design to ensure high-quality pedestrian space, but allow for density so that development economics work.
- Creating a "business district" will require aggressive City actions, as no one will want to build it.
- Need to consider future capacity for Downtown office, seeking a more prescriptive distribution of office space to create a strong Downtown base.
- Permanent population in Downtown is desirable, need a larger residential base. More hotel space would be a positive for the Downtown.
- Heritage identity is not important, it doesn't define Kelowna.

WATERFRONT

- Pier needs to be a focus of the waterfront, it will be the signature piece in Downtown.
- Like a semi-circular shoreline to allow for cleanliness and clear views. Support for cleaning up waterfront at foot of Bernard Avenue.
- Like focus of public spending on waterfront walkway, use development to help funding of pier. Like the potential for a pier / walkway into the water that allows people to "touch" the water.

HARVEY AVENUE

- Interesting. Look for creative cost-effective ways to achieve general concept. Use creative design.
- Start with focus on gateways in earlier phases and work over the long-term to a large concept.
- Look for urban form behind the green boulevard to walkout onto the boulevard. Ensure it doesn't become another wall to the Downtown.
- Good opportunity to get residential density adjacent Downtown. Make sure front doors are provided onto the greenspace to ensure the space is active.
- May be a waste of greenspace on the periphery, may be better invested in Downtown core. Not confident that this is the best investment. Thought to be a visual benefit, but not too functional.

PRIORITIES

- Remove barriers to redeveloping Downtown. Encourage height, density, and additional residents in Downtown.
- Encourage new office space in the Downtown.
- Address Leon / Lawrence challenges through new private development and public investment
- Early wins, taking action, creating momentum.

My Kelowna Downtown Charrette
Friday, June 10, 2011
Day 4

Stakeholder Meeting: Advisory Planning Commission (APC)

- Leanne: agree with the idea of this plan not being so specific, too prescriptive and therefore like the blanket 15 storey zoning along Lawrence and Leon, but still think 15 storeys along Abbott is too high. Prefer the idea of stepping back away from the waterfront.
- Paul: concern amongst developers was financial viability of lower buildings
- Amy: gut feeling is that lower at Abbott would be better. Perhaps there could be a City policy to somehow subsidize lower heights here? May not be financially viable right now, but that might change in two years. View corridors are also very important. 15 storeys would be too much if it were a wall along the waterfront.
- Amy: 30 storeys along the highway would be fine, but it would be important to determine how the shade they would cast would affect the rest of the downtown.
- Leanne: Could the lane behind Abbott be closed? Then lots could be consolidated and lower density could go at front and higher could go slightly behind?
- Leanne: why is there no step-down on St. Paul between 20-30-storey zone and low rise zone?
- Lance: should probably be low-mid rise rather than low rise.
- It's still important to create the checkerboard pattern and create a precinct without being so specific about particular sites.
- Leanne: keep height down west of Ellis, but go higher east of Ellis along Lawrence/Leon.
- Amy: Mix offices and residential in the purple zone and leave it up to developers as to where these go within this.
- Amy: It's difficult to comment on this plan because it's so general that development could happen in a really great way or it could be not so good. An illustrative plan would be very helpful.
- Amy: Buildings behind a shorter front edge along Abbott would have a higher value because of a less obstructed view than if there were towers directly along the waterfront. Personally would be more interested in being back a few blocks and looking out over a series of buildings stepping down towards lake than being in a tower immediately up against the edge of it.
- Lance: what about density at the edge of Harvey?
- Amy: acoustically and visually this would be a good barrier
- Lawrence and Leon would be okay with a higher than shown maximum height, but should step down towards the lake
- Leanne: If 30 storeys allowed at Bertram at Lawrence and Leon, why not at St. Paul?
- Amy: Even the proposed plan is almost too prescriptive (15 storey zone) first developer takes the most risk, so maybe a tower is alright in that case.
- Lance: what do you think people would support at the waterfront, along Abbott?

- Amy: 20-30 storeys would be okay, but it would be important to show the impact on surrounding development potential.
- Leanne: 8-12 storeys would be acceptable, then step back.
- What is first needed is a successful example to improve developer confidence.
- Will views at Abbott really be any better than at Water?
- Leanne: 20-30 storeys would be too much for right now, it's far-fetched for right now. Seems like plan should show 10 storeys to support growth of today with a vision to 20-30 years from now.
- Leanne: City could use lane behind Abbott as incentive to developers
- Allow office use at Bernard/Richter down to Ellis
- Leanne: concern regarding 25 storey against 4-storey potential at St. Paul.
- Leanne: like 15 at Lawrence and Leon and staggering. Want diversity in the skyline, keep the downtown more 'personal'.
- Do not want to be walking beside enormous towers, this is Kelowna, not Vancouver or Toronto
- Leann: Think of a model like Lonsdale in North Vancouver, where buildings step back away from Lonsdale with higher residential behind, with mix of civic buildings. Views are maintained.
- Amy/Leanne: there is a traditional way of thinking in Kelowna, may be difficult to get people to change their thinking about what downtown is.
- Lance: legend should perhaps be re-jigged – purple should be 15-19.
- Lance: As incentive, City could tell developers that they will close lane behind Abbott, kick in land as long as towers are stepped back.
- Leanne: how about a retail edge along City Park at the base of development along Abbott to draw people in to the park? This area is not animated at all right now. Close down Abbott to cars and extend park to edge of buildings, or buildings to edge of park?
- Amy: City has lack of Lake-side patios (only 3 in entire city)
- Lance: Or remove one side/lane of parking, widen sidewalk and double width of sidewalk and add sidewalk patios.

MEETING NOTES

CHC HISTORY / HERITAGE

FRIDAY, 10 JUNE
8:00AM - 9:30AM

Representatives of the Historical Society, Central Okanagan Heritage Society, and Heritage Commission were on-hand. Discussion centred around the historic elements of Downtown, the waterfront, City Park, and improvements for Harvey Avenue.

GENERAL

- Okanagan Lake is the “hub” of the Downtown, it is the strongest and most consistent element of Kelowna’s past.
- Retail activity is a strength of Downtown, it presents a competitive alternative to outlying shopping malls.

HERITAGE

- Few individual structures have heritage significance (ie. the “Firehouse” and others). Emphasis should be on complimenting existing character broadly speaking. A good mix of old and new buildings throughout Downtown is good, but should be done carefully.
- Recall community history and natural setting in design along Bernard Avenue.
- Consider bringing elements of “Old Chinatown” into development and streetscape in west end of Leon Avenue to reflect that element of the area’s history.

HARVEY AVENUE

- Generally, the greenway concept is supported. A desire to make sure detailed design doesn’t make another divide between Harvey Avenue and Downtown.
- Opportunity to look at lands on south-side of Harvey Avenue to create two-sided gateway at the base of bridge. Also consider stronger gateways at Ellis Street and Richter Street.
- Strong pedestrian crossings are needed. The idea of over or under passes are thought to be a good alternative to crossing at grade.
- Priority is to start assembling land for important gateway locations, and more toward complete vision over twenty or thirty years.

WATERFRONT / CITY PARK

- Not in favour of any parkland lost but open to the idea of trading the building footprint of the existing building for commercial at the gateway.
- Support for new commercial uses in City Park provided it is in interest of introducing activity and vitality. The northeast corner (ie. Foot of Lawrence Avenue) is thought to be the best location.
- A desire to introduce more natural elements in City Park and continue the naturalization along the waterfront. Could include naturalized gardens, water features, etc.
- Give consideration to recall historic elements of the area, perhaps consider restore some of the original elements of the waterfront and City Park.
- Explore opportunities to better integrate City Park with the surrounding area. Perhaps re-introduce roadways in City Park.

BUILDING HEIGHT / DENSITY

- Desire for moderate height buildings (ie. 4 - 6 storeys) across from City Park with taller buildings behind.
- Support for the “bowl” configuration of height – lower in centre, higher around the edges. Desire to keep buildings low on the waterfront to preserve views and create human scale.
- Emphasis should be on high-quality pedestrian spaces. Banks are considered a “dead zone” in the streetscape and should be avoided on key Downtown street corners.

My Kelowna Downtown Charrette
Friday, June 10, 2011
Day 4

Stakeholder Meeting: Urban Development Institute (UDI)

- Lance: How does the group feel about the proposed greenway along Harvey flanked by a dense edge?
- Gail: The density proposed at this edge should be flipped to the north. Density should be closer to Bernard, so that it is close to amenities and services. This is a much more desirable place for development. Can't imagine that a 20-30 storey tower would be viable on a site along the highway.
- Renee: evening charrette table did not initially support the idea of the green boulevard. They thought it was too significant of a capital investment and that it would be better to spend money on other public amenities.
- Renee: agree with Gail about height, that the location next to the highway is not desirable and therefore not economically feasible
- All: the most ideal location for development is near the lake, with good views, close to amenities and in/near arts district.
- Randy: no one will want to live beside the highway
- Rick: Offices might work in this location, adjacent to the highway, but doubt anyone would want to live here
- Shane: Agree that an office wouldn't be bad in this location, but it's unlikely someone would come forward to develop the site.
- Gail: flip density so that it is closer to Bernard, but still protect Bernard in its current condition
- Renee: offices around Lawrence might work but would likely never get a Stober-type development in this location, but will get a variety of smaller developments which could be good
- All: Mill, Bernard are the attractive sites for development
- Height at Abbott is the most desirable
- All: there should be a step back from Bernard rather than a full "bowl" concept for permitted heights
- Problem with a 15 storey limit (especially in this area) is that if the first four floors are taken up with parking, then can only get a maximum of 11 storeys of residential which is not enough salable space to make a project economically viable.
- UDI interpretation: CD21 failed because of the inclusion of the Royal Trust site, not because of the "wall" of towers along Abbott, because there was a setback proposed. Change in council was also a factor, as they were not involved in CD21 at the consultation phase. The height in the plan was driven by all of the amenities that were requested. What was proposed was much more pedestrian-oriented than what downtown has today.
- Economics drive everything that the UDI does. If the numbers aren't there, no development will happen.

- Ellis went forward because land was cheaper than on Lawrence/Leon, making the projects that are there today economically feasible.
- Lance: FSR of 9 is too high, no reason to re-zone, establishes a value for land that is too high. Sells at highest and best use value even if you can't get the height.
- Gail: FSR of 9 is not achievable because of parking limitations.
- Renee has a site that can't do more than 5 FSR because of limitation of parking.
- All: Changing FSR value won't change land value
- Shane: price commanded is related to current income generated by a piece of land, not FSR potential.
- Cambie corridor cited as example of neutralized development due to amenity contribution demands that are too extreme.
- Down-zoning will not work. It's not fair to decrease value of land and then demand amenity contributions for a swap back to FSR that presently exists.
- Randy: down-zoning would confirm that nothing will develop downtown. Many landowners are already developers or would pair with developers.
- Shane: currently, land value is only 7-10% of total development cost for a project – prices don't currently reflect FSR of 9.
- All: construction value is the same as in Vancouver, or possibly a bit more, yet sale prices in some cases can be half. Construction psf is \$50-\$400, slightly less than \$200 for concrete.
- Off-site costs are also significant because of Kelowna's high water table and spongy soils
- Renee: Is this even the right place downtown? Maybe downtown should actually be in Rutland?
- Lance: If you were the City, what would you do?
- Renee: Build parkades and get cash-in-lieu from developers
- Others: but this wouldn't help residential development, only commercial, as residential development buyers expect parking to be in the same building.
- Gail: protect Bernard, but beyond that, incentivize development in the downtown core in general, get away from the bowl aesthetic.
- Bowl-shaped section of Bernard makes no sense
- Lance: Most people don't have a problem with height, as long as it's not too close to the lake.
- Shane: there will never be a 'perfect' plan. The 'good stuff' (sites) must happen first, then the rest will follow. If the 'good stuff' is disincentivized, the less desirable sites will never be filled in. Example of the Grand – there were no amenities around it when it was built, but it was built because it was the best location.
- All: support the notion of the checkerboard tower pattern.
- Opportunistic approach works because it is market-driven and heights will vary naturally
- Podium tower model will happen naturally

- Randy: monolithic base slabs like in Frank's drawn simply won't work. Ratio of salable to gross is too low, too many entrances, too expensive. Put it on it's side and it will be successful – better views, higher sales values
- Randy: to truly incentivize development downtown, the City should have 0 DCCs, 0 off-site costs, relaxed application charges
- Gail: The focus should not be on what developers can give back right now. There is so much risk in this market, that simply absorbing the risk should alone be enough. Development that happens gives back property taxes, vibrancy.
- Paul: The right question is probably, What can the project give back to the city as an amenity?
- Randy: The question should be what amenity is the City bringing to the project.
- Now is the time to incentivize. These can always be scaled back later.
- Lance: The City and developers are in this together, and the City has very limited resources. It only has DCCs and property taxes to draw from to build public infrastructure. So how does it continue to do so without DCCs?
- Randy: Kelowna has the highest DCCs in BC
- Others: general taxation should pay for infrastructure, etc., not the developer
- It is unfair to expect developers to cover the costs of upgrading infrastructure downtown because it is especially old.
- Gail: acknowledge that it is very difficult to raise taxes, but DCCs act as an end tax on the buyer
- CACs should be a future question, but not now, in order to catalyze development in the downtown
- Randy: CACs would be the worst thing the city could do
- Renee: a hotel might be a good intermediate step
- Others: a stand-alone hotel will never happen again. The equity requirement is too high. In this market, if it's going to happen, it will have to have a condo component to fund the hotel portion.
- Renee: Incentives could be short term, renewed annually if appropriate
- Gail: CACs, etc. will cause development to not happen
- Paul: City must be equipped to respond to another market change (ie. When conditions improve) and be able to remove these incentives.
- All: Review annually
- Lance: So in the meantime, how does the City fund public amenities?
- All: through property taxes
- Randy: along these lines, develop the best sites first, then the adjacent site will become more valuable. Will create value for the city.
- Renee: Form and character is so important. It is important to consider what one of these taller buildings might feel like on the street, how far the towers are away from each other. Want to make sure these are attractive buildings/development. Need to make sure there are big spaces between the towers
- Estimated height for economic viability: 20+ storeys

- Randy: need to maximize lake views to viability (Skye example of all Lakeside units being sold out shortly after release, other side away from lake very slow to sell.
- Gail: a step back policy would be great. Every street should feel like Bernard does.
- Randy: for commercial development to happen, a parkade should be the first contribution from the city. Won't affect residential development, though.
- Gail: two-waying Lawrence and Leon is important to increase attractiveness of this part of town.
- Seems easy and inexpensive

APPENDIX C **PUBLIC OPEN HOUSE SUMMARIES**

| My Downtown - Charrette Open House Questionnaire Responses - collected 11th June, 2011 | | 101 total submissions |
|--|--|-----------------------|
| Does the proposed plan enliven the waterfront? | | |
| Yes, I strongly agree (5) | | 24 |
| Yes, I agree (4) | | 47 |
| I don't have an opinion (3) | | 19 |
| No, I disagree (2) | | 5 |
| No, I strongly disagree (1) | | 5 |
| Does the plan provide good access to the waterfront? | | |
| Yes, I strongly agree (5) | | 30 |
| Yes, I agree (4) | | 45 |
| I don't have an opinion (3) | | 17 |
| No, I disagree (2) | | 5 |
| No, I strongly disagree (1) | | 4 |
| Are views of the surrounding landscape maintained? | | |
| Yes, I strongly agree (5) | | 21 |
| Yes, I agree (4) | | 48 |
| I don't have an opinion (3) | | 19 |
| No, I disagree (2) | | 5 |
| No, I strongly disagree (1) | | 5 |
| Does the proposed plan enhance pedestrian connectivity and movement downtown? | | |
| Yes, I strongly agree (5) | | 34 |
| Yes, I agree (4) | | 43 |
| I don't have an opinion (3) | | 15 |
| No, I disagree (2) | | 4 |
| No, I strongly disagree (1) | | 3 |
| Are different areas well linked? | | |
| Yes, I strongly agree (5) | | 26 |
| Yes, I agree (4) | | 54 |
| I don't have an opinion (3) | | 19 |
| No, I disagree (2) | | 1 |
| No, I strongly disagree (1) | | 0 |
| Does the proposed plan define key gateways that connect downtown to the rest of Kelowna? | | |
| Yes, I strongly agree (5) | | 25 |
| Yes, I agree (4) | | 35 |
| I don't have an opinion (3) | | 32 |
| No, I disagree (2) | | 6 |
| No, I strongly disagree (1) | | 2 |
| Do you feel that the proposed transformation of harvey Ave into a greenway will reduce the highway's negative impact on downtown? | | |
| Yes, I strongly agree (5) | | 36 |
| Yes, I agree (4) | | 36 |
| I don't have an opinion (3) | | 22 |
| No, I disagree (2) | | 3 |
| No, I strongly disagree (1) | | 2 |

| | |
|--|-----------|
| Will the proposed land uses allow for adequate growth in the downtown area? | |
| Yes, I strongly agree (5) | 24 |
| Yes, I agree (4) | 40 |
| I don't have an opinion (3) | 24 |
| No, I disagree (2) | 7 |
| No, I strongly disagree (1) | 4 |
| | |
| Are the proposed maximum building heights appropriate? | |
| Yes, I strongly agree (5) | 25 |
| Yes, I agree (4) | 24 |
| I don't have an opinion (3) | 15 |
| No, I disagree (2) | 20 |
| No, I strongly disagree (1) | 17 |
| | |
| Do you think the proposed plan will improve public safety downtown | |
| Yes, I strongly agree (5) | 24 |
| Yes, I agree (4) | 38 |
| I don't have an opinion (3) | 26 |
| No, I disagree (2) | 8 |
| No, I strongly disagree (1) | 4 |
| | |
| Does the plan celebrate the unique characteristics of different neighbourhoods? | |
| Yes, I strongly agree (5) | 17 |
| Yes, I agree (4) | 38 |
| I don't have an opinion (3) | 31 |
| No, I disagree (2) | 9 |
| No, I strongly disagree (1) | 4 |
| | |
| Is the heart of Kelowna defined and enhanced in the proposed plan? | |
| Yes, I strongly agree (5) | 25 |
| Yes, I agree (4) | 40 |
| I don't have an opinion (3) | 21 |
| No, I disagree (2) | 9 |
| No, I strongly disagree (1) | 5 |
| | |
| Is sufficient open/green space provided for each neighbourhood? | |
| Yes, I strongly agree (5) | 24 |
| Yes, I agree (4) | 41 |
| I don't have an opinion (3) | 20 |
| No, I disagree (2) | 10 |
| No, I strongly disagree (1) | 4 |

| My Downtown - Charrette Open House | |
|--|--------------|
| Questionnaire Responses - collected 11th June, 2011 | |
| Priorities for building / implementation | Count |
| Improve pedestrian and bike connections / greenways | 19 |
| People living downtown* | 15 |
| Harvey Avenue greenway | 14 |
| Complete waterfront improvements (eg amenities, restaurants, boardwalk/walkway, general activation of waterfront) | 14 |
| Improve City Park (eg amenities, walkways, plaza, paddling, pool) | 10 |
| Revitalize Bernard Avenue | 9 |
| Waterfront Pier | 9 |
| Revitalize Leon and Lawrence Avenues | 8 |
| Neighbourhood green space | 7 |
| Public transportation improvements and reduced car traffic (including different transportation options, park/ride, some street areas closed to traffic at different times) | 7 |
| Ellis Street upgrades | 5 |
| Parkades | 3 |
| No truck zone on Ellis Street | 2 |
| Bertram Greenway | 2 |
| Distinct neighbourhoods (protect heritage areas, maintain character) | 2 |
| Off-leash dog parks downtown and/or along waterfront | 2 |
| Streetscape improvements | 1 |
| Complete Stuart Park | 1 |
| St. Paul Street upgrades | 1 |
| Concentrate retail areas | 1 |
| Theatre | 1 |
| Wheelchair accessible boat launch | 1 |
| Market in park [which one?] | 1 |
| De-clutter waterfront | 1 |
| Build up waterfront | 1 |
| Improvements to water for boats | 1 |
| Increased day-use moorage | 1 |
| Protecting heritage buildings | 1 |
| Relocation of public buildings | 1 |
| Commercial / office space downtown | 1 |
| Plaza in the park [which one?] | 1 |
| Do nothing - no growth, no change | 1 |
| *One respondent commented on importance of having full-time residents vs seasonal residents to keep downtown activated | |

APPENDIX D CITY OF KELOWNA DOWNTOWN PLAN PRINCIPLES

On June 7, 2010, Council passed the following resolution:

THAT first reading of Bylaw No. 10019 and Bylaw Nos. 10020 be rescinded; AND THAT first, second and third readings of Bylaw No. 10101 be rescinded; AND THAT staff be directed to close the files for Official Community Plan Bylaw Amendment Application No. OCP08-0016, Rezoning Application No. Z08-0044 and Text Amendment No. TA08-0004; AND FURTHER THAT staff be directed to identify a funding source to review and update the Downtown Plan in order to include the following principles:

1. Enhance Kelowna's identity nationally and internationally and enhance the identity of downtown as Kelowna's Principle Centre;
2. Develop a viable mixed use community that supports live, work and play opportunities for both residents and visitors;
3. Develop safe streets by providing more eyes and ears on the streets to reduce demand for law enforcement in the area;
4. Incorporate sustainable design principles by making efficient use of existing infrastructure, provide a stronger tax base, create an urban environment that facilitates pedestrian movement, incorporate a mixture of uses at densities that are economically viable and that will support public transit and incorporate green building technologies;
5. Expand community amenities by enhancing public use of City, Kerry and Stuart Parks, developing a major pier and enhanced short term public moorage, ensuring continuous public access along the lake, preserving identified view corridors, developing streetscape improvements consistent with a world class urban centre, increasing public open space and providing for a range of other amenities including eventual daycare facilities and school facilities in appropriate locations in the downtown;
6. Create a community feel that integrates well with adjoining areas including the identified parks and Culture District;
7. Incorporate housing diversity in the downtown by providing a range of housing types and tenures including affordable and special needs housing;
8. Respect the area's Heritage assets;
9. Provide for downtown amenity contributions as a condition of development shared by all benefiting lands, including future downtown redevelopment where appropriate and where possible (i.e. daycare facilities, schools, offsite affordable housing); and
10. Honour the City's agreement with the Province for movement of vehicles into and out of Kelowna for the new Bill Bennett Bridge.



City Hall
1435 Water Street
Kelowna, BC V1Y 1J4
TEL 250 469-8500
FAX 250 469-0000
email@kelowna.ca

kelowna.ca

APPENDIX B

Community Outreach

A key aspect of the Downtown Plan Charrette was consulting with stakeholders and the public to identify their issues, concerns and ideas for downtown. The newly approved 2030 Official Community Plan and its community feedback helped to inform the charrette's consultation process by identifying the community's concerns and aspirations for downtown in advance of the charrette. In brief, the community outreach phase of this initiative included the following:

- Development, branding and marketing of the “My Downtown” campaign to stimulate interest and create a connection with residents and stakeholders who work, live, shop and play downtown.
- Establishment, maintenance and updating of the project website (<http://mydowntown.kelowna.ca/>) throughout the outreach and charrette process, including opportunities for site visitors to provide their input and feedback (i.e. e-mail, a website blog, Facebook, Twitter).
- Presentations and issue identification, led by staff, with the boards or executives of key stakeholder groups (i.e. Downtown Kelowna Association, Partners for a Healthy Downtown, Chamber of Commerce, Advisory Planning Commission, Access Awareness Committee, Community Heritage Commission, Urban Development Institute, Cultural District and the three neighbouring residents associations; NERA, KSCAN, FRACHAS).
- An open house at Okanagan College. A similar open house was attempted at UBCO, but was precluded due to school and student schedules.
- A media briefing to announce the community outreach strategy and provide information about the charrette process.
- Delivery of a direct mail postcard introducing the “My Downtown” planning initiative to each property within the study area (n.b. approximately 2,500 homes and businesses).
- Media partnership with Castanet to provide two weeks of banner ads, a My Downtown photo content, and the production of five news-style vignettes were produced to report the daily highlights of the Charrette outcomes and advertisement of the open house.
- Advertisements in local print media in to raise awareness of the open house.
- Three focus group sessions: one with major employers downtown, one with downtown land owners and one with the public-at-large. More than 90 organizations and businesses were invited to participate in these sessions. Twenty-seven residents participated in the public-at-large workshop session.
- Print, radio and television media interviews with staff, consultants and charrette participants before, during and after the charrette.

The results of this work were provided to the charrette consultants to inform their planning, design and facilitation work. In addition to the valuable information obtained through this process, equally important was the inclusiveness and transparency of it. To this end the minutes or summaries from each of the stakeholder meetings was posted on the project website (<http://mydowntown.kelowna.ca/downloads/>), and can be viewed there.