

**City of Kelowna
Regular Council Meeting
AGENDA**



Monday, September 8, 2014
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

This meeting is open to the public and all representations to Council form part of the public record. A live audio feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

3 - 7

Regular PM Meeting - August 25, 2014

3. Development Application Reports & Related Bylaws

3.1 Text Amendment Application No. TA14-0012 - Proposed Zoning Bylaw Text Amendment to the RU3 Zone

8 - 13

To improve bylaw regulations for the RU3 - Small Lot Housing zone.

3.1.1 Bylaw No. 11001 (TA14-0012) - Text Amendment to City of Kelowna Zoning Bylaw No. 8000

14 - 14

To give Bylaw No. 11001 first reading.

3.2 Rezoning Application No. Z13-0021, Extension Request - 459 Groves Avenue and 437 & 443 Newsom Avenue

15 - 17

To extend the date for adoption of OCP Amending Bylaw No. 10864 and Zone Amending Bylaw No. 10865 from July 30, 2014 to July 30, 2015.

4. Bylaws for Adoption (Development Related)

4.1 Bylaw No. 10986 (TA14-0007) - Amendments to Carriage House and Accessory Building Regulations

18 - 29

To adopt Bylaw No. 10986 in order to amend the Carriage House and Accessory Building Regulations in Zoning Bylaw No. 8000.

5. Non-Development Reports & Related Bylaws

5.1 Official Community Plan Indicators Report 2014

30 - 74

To assess progress towards achieving the objectives of the Official Community Plan. This is the third Official Community Plan Indicators report, containing a baseline as well as three successive years worth of data, where data is available.

6. Mayor and Councillor Items

7. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, August 25, 2014
Location: Council Chamber
City Hall, 1435 Water Street

Council Members Present: Mayor Walter Gray and Councillors Colin Basran, Andre Blanleil, Maxine DeHart, Gail Given, Robert Hobson, Mohini Singh, Luke Stack and Gerry Zimmermann

Staff Present: City Manager, Ron Mattiussi; City Clerk, Stephen Fleming; Manager, Urban Planning, Ryan Smith*; Supervisor, Urban Planning, Lindsey Ganczar*; Manager, Utility Services, Kevin Van Vliet*; Manager, Public Works, Darryl Astofooroff*; Council Recording Secretary, Tania Tishenko

(* denotes partial attendance)

1. Call to Order

Mayor Gray called the meeting to order at 1:37 pm.

Mayor Gray advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By Councillor DeHart/Seconded By Councillor Singh

R608/14/08/25 THAT the Minutes of the Regular Meeting of August 11, 2014 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1. Text Amendment No. TA14-0015 - 1975 Union Road, Dawn Williams

Councillor Stack declared a conflict of interest, as the Society of Hope is operating on property immediately adjacent to the subject property, and left the meeting at 1:38 pm.

Staff:

- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By Councillor Hobson/Seconded By Councillor Singh

R609/14/08/25 THAT Zoning Bylaw Text Amendment No. TA14-0015 to amend Section 14.5.2 of City of Kelowna Zoning Bylaw No. 8000 as outlined in the report from Urban Planning dated August 13 2014, be considered by Council;

AND THAT the Text Amendment Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Text Amendment Bylaw be considered subsequent to the requirements of the Development Engineering Branch;

AND THAT final adoption of the Text Amendment Bylaw be considered subsequent to the requirements of the Glenmore-Ellison Improvement District;

AND FURTHER THAT final adoption of the Text Amendment Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

Carried

3.1.1. Bylaw No. 10996 (TA14-0015) - 1975 Union Road, Dawn Williams

Moved By Councillor Blanleil/Seconded By Councillor Basran

R610/14/08/25 THAT Bylaw No. 10996 be read a first time.

Carried

4. Bylaws for Adoption (Development Related)

Councillor Stack rejoined the meeting at 1:43 pm.

4.1. Bylaw No. 10471 (Z09-0062) - West of South Perimeter Way, 0775362 BC Ltd.

Moved By Councillor Blanleil/Seconded By Councillor Basran

R611/14/08/25 THAT Bylaw No. 10471 be adopted.

Carried

- 4.2. Bylaw No. 10673 (OCP09-0016) - 5505 Chute Lake Road, Calcan Investments Ltd.

Moved By Councillor Singh/Seconded By Councillor Hobson

R612/14/08/25 THAT Bylaw No. 10673 be adopted.

Carried

- 4.3. Bylaw No. 10668 (Z09-0071) - 5505 Chute Lake Road, Calcan Investments Ltd.

Moved By Councillor Singh/Seconded By Councillor Hobson

R613/14/08/25 THAT Bylaw No. 10668 be adopted.

Carried

- 4.4. Bylaw No. 10669 (Z09-0071) - 5505 Chute Lake Road, Calcan Investments Ltd.

Moved By Councillor DeHart/Seconded By Councillor Zimmermann

R614/14/08/25 THAT Bylaw No. 10669 be adopted.

Carried

- 4.5. Bylaw No. 10897 (OCP13-0012) - 2049 Byrns Road, Margarita Littley

Moved By Councillor Zimmermann/Seconded By Councillor DeHart

R615/14/08/25 THAT Bylaw No. 10897 be adopted.

Carried

- 4.6. Bylaw No. 10898 (Z13-0019) - 2049 Byrns Road, Margarita Littley

Moved By Councillor Given/Seconded By Councillor Stack

R616/14/08/25 THAT Bylaw No. 10898 be adopted.

Carried

5. Non-Development Reports & Related Bylaws

5.1. Emergency Repairs - Kelowna Family Y

Staff:

- Provided an overview of the report before Council.

Moved By Councillor Zimmermann/Seconded By Councillor Basran

R617/14/08/25 THAT Council receives, for information, the Report from the Utility Services Manager dated August 6, 2014 regarding the Kelowna Family Y Structural Upgrade project;

AND THAT Council approves additional budget of \$300,000 required for the Kelowna family Y emergency repairs;

AND THAT Council authorize staff to transfer available funding from other 2014 approved capital projects to cover part of the additional funding required and that the remainder be funded from the Building Repair Reserve;

AND FURTHER THAT the 2014 Financial Plan be amended to reflect these changes.

Carried

5.2. Curbside Collection Carts

Staff:

- Provided an overview of the report before Council.

Moved By Councillor Stack/Seconded By Councillor Hobson

R618/14/08/25 THAT Council receives for information the Report from the Public Works Manager dated August 19, 2014, with respect to the Solid Waste Reserve and request for additional curbside collection carts;

AND THAT Council approve an additional \$65,000 in funding from the Solid Waste Reserve that is needed for the 2014 Capital Request - Recycling Cart Purchases resulting in total approved funding of \$165,000 for curbside collection carts;

AND FURTHER THAT the 2014 Financial Plan be amended to reflect this increased funding requirement.

Carried

6. Resolutions

6.1. Draft Resolution, re: Helicopter Landing, The CPCA K9 Championships, RCMP

Moved By Councillor DeHart/Seconded By Councillor Hobson

R619/14/08/25 THAT Council grants approval to the RCMP to land at the Apple Bowl and be on display for the Canadian Police Canine Association K9 Championships Event, on September 14, 2014, subject to the approval of Transport Canada and compliance with all related flight requirements.

Carried

6.2. Draft Resolution, re: Helicopter Landing, Static Display, Kelowna Fire Department

Moved By Councillor Zimmermann/Seconded By Councillor Blanleil

R620/14/08/25 THAT Council grants approval to the Kelowna Fire Department to land at Station 1 late in the day on September 6, 2014, or very early on September 7, 2014, and be on display on September 7, 2014 for the Annual KFD Open House & Pancake Breakfast, with an estimated departure time of 14:00 hrs on September 7, 2014, subject to the approval of Transport Canada and compliance with all related flight requirements.

Carried

7. Bylaws for Adoption (Non-Development Related)

7.1. Bylaw No. 10908 - A Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades

Moved By Councillor Given/Seconded By Councillor Zimmermann

R621/14/08/25 THAT Bylaw No. 10908 be adopted.

Carried

8. Mayor and Councillor Items

Councillor Given:

- Expressed gratitude for the Back to School Bash held at Parkinson Recreation Centre this past weekend.

Councillor Stack:

- Congratulated SPCA for another successful fundraiser held on Friday.

Councillor DeHart:

- Spoke to her attendance at the Ukrainian Catholic Church for the 100 year anniversary of internment camps and the unveiling of honorary plaque.

Councillor Hobson:

- Noticed an increase of parking in bike lanes this past summer, and encouraged people not to park in bike lanes.

Mayor Gray:

- Spoke to CN Rail purchase, and City's consultation with the Okanagan Indian Band.

9. Termination

This meeting was declared terminated at 2:05 p.m.

Mayor

/tt/slh

_____
City Clerk

Report to Council



Date: 7/24/2014
File: TA14-0012
To: City Manager
From: Urban Planning, Community Planning & Real Estate (AC)
Subject: Proposed Zoning Bylaw Text Amendment to the RU3 zone.

1.0 Recommendation

THAT Zoning Bylaw Text Amendment No. TA14-0012 to amend City of Kelowna Zoning Bylaw No. 8000 by amending Section 13.3 RU3 - Small Lot Housing as outlined in Schedule 'A', be considered by Council.

AND THAT the Text Amendment Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To improve bylaw regulations for the RU3 - Small Lot Housing zone.

3.0 Urban Planning

Recently, Staff have received numerous inquiries regarding the rezoning potential of existing residential lots to the RU3 - Small Lot Housing zone. An internal review by Staff have determined that the majority of the currently zoned RU3 properties have rear lane access and have narrow lot widths relative to RU1 and RU2 properties. The RU3 lot form does not cater to front garages and driveways as they would become the dominant features on the streetscape. This situation is contrary to the design guidelines outline in the Official Community plan (OCP) and goes against current best urban planning practices.

The proposed text amendment will require vehicular access from a rear lane on RU3 lots. Vehicular access from the front street would only be allowed if the subject property met minimum dimensions taken from the RU2 - Medium Lot Housing zone. The threshold for vehicular access from the front would be a minimum:

- 13.0m lot width (15.0m from corner lot);
- 30.0m lot depth; and
- 400m² lot area.

The following images are examples of residential developments with lane access that provide a visually interesting streetscape rather than being dominated by garages. Schedule "B" shows images of narrow lot housing with front street vehicular lane access and the impact of garage dominated street frontages.



Figure 1: The Ponds RU3 Development in Kelowna, BC.



Figure 2: Small lot housing development in Calgary, AB.

4.0 Current Development Policies

4.1 Kelowna Official Community Plan (OCP)

Relevant OCP objectives and policies regarding small lot housing are:

6.0 Exterior elevations and materials:

- 6.2 Provide visually prominent, accessible, and recognizable entrances through attention to location, details, proportions, materials, and lighting that act to personalize or lend identity to a building.

8.0 Pedestrian access, provisions for cyclists, circulation , vehicles and loading:

- 8.1 Prioritize the safe and convenient movement of pedestrians above all other modes of transportation;
- 8.2 Promote the use of alternative modes of transportation in site design (e.g. prominent bicycle racks for convenience and security, orient building entrances to pedestrian areas);
- 8.6 Design vehicular drop-off/pick-up areas so that pedestrians have priority;
- 8.8 Locate parking areas to the rear of buildings, internal to the building, or below grade;
- 8.9 Avoid large expanses of parking;
- 8.10 Ensure vehicular and service access has minimal impact on the streetscape
- 8.11 Do not terminate public street views with garage doors and vehicle accesses;
- 8.12 Avoid vehicle access from arterial and collector roads and from those roads with a prominent streetscape;

5.0 Technical Comments

5.1 Building & Permitting Department

None

5.2 Development Engineering Department

None

Submitted by:

Adam Cseke, Planner

Reviewed by:

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Lindsey Ganczar, Urban Planning Supervisor

Approved for inclusion:

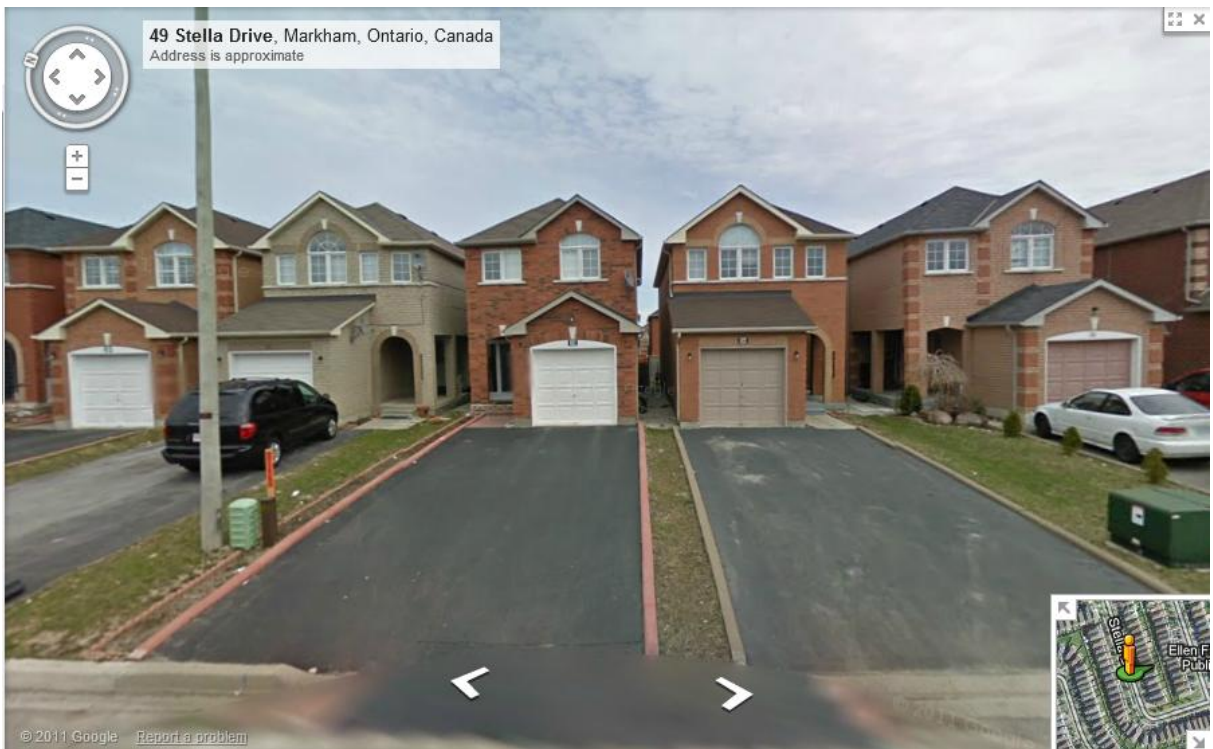
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Ryan Smith, Urban Planning Manager

Attachments:

Schedule "A" - Summary of Proposed Text Amendments

Schedule "B" - Images of Various Narrow Lot Housing with Front Street Access





SCHEDULE 'A' Proposed RU3 Text Amendments
TA14-0012

Zoning Bylaw No. 8000				
No.	Section	Existing Text	Proposed Text	Rationale
1.	Section 13.3.7 (b) Other Regulations	Where the development has access to a rear lane, vehicular access to the development is only permitted from the rear lane, except for developments in hillside areas where the topography would require the slope of such access to exceed 15%.	Development must have vehicular access to a rear or side lane. Vehicular access may access the fronting street where no lane is present and the lot is at least 400 m ² in area, 30.0m in depth, and 13.0m. Lanes in hillside areas shall not exceed 15% slope.	Most RU3 properties have a rear lane and due to the narrow lot width having a garage as the main feature onto the street goes against the design guidelines of the OCP.
	Section 13.3.7 (j) Other Regulations	A bed and breakfast home is only permitted when vehicular access and parking are via a rear lane.	Delete	Redundant with new regulation requiring vehicular lane access for all RU3 development.

CITY OF KELOWNA
BYLAW NO. 11001
TA14-0012 - Amendment to Section 13-Urban Residential
Zone

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT **Section 13 - Urban Residential Zones, 13.3 RU3 - Small Lot Housing/RU3h - Small Lot Housing (Hillside Area), 13.3.7 Other Regulations** be amended by:

- a) Deleting sub-paragraph (b) that reads:

"(b) Where the development has access to a rear lane, vehicular access to the development is only permitted from the rear lane, except for developments in hillside areas where the topography would require the slope of such access to exceed 15%."

And replacing it with:

"(b) Development must have vehicular access to a rear or side lane. Vehicular access may access the fronting street where no lane is present and the lot is at least 400m² in area, 30.0m in depth, and 13.0m. Lanes in hillside areas shall not exceed 15% slope."

- b) Deleting sub-paragraph (j) in its entirety that reads:

"(j) A bed and breakfast home is only permitted when vehicular access and parking are via a rear lane."

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: August 5, 2014

RIM No. 1250-30

To: City Manager

From: Urban Planning, Community Planning and Real Estate (RS)

Application: Z13-0021 **Owner:** P218 Enterprises Ltd.,
Inc. No. 0852875

Address: 459 Groves Avenue
437 & 442 Newsom Avenue **Applicant:** Meiklejohn Architects Inc.

Title: Rezoning Extension Application Z13-0021 459 Groves Ave., 437 & 442 Newsom Ave.

Existing OCP Designation: MRM - Multiple Unit Residential (Medium Density)

Proposed OCP Designation: MXR - Mixed Use (Residential/Commercial)

Existing Zone: RU1 - Large Lot Housing

Proposed Zone: C4 - Urban Centre Commercial

1.0 Recommendation

THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Amending Bylaw No. 10864 (OCP13-0013) and Amending Bylaw No. 10865 (Z13-0021), Lot 14, District Lot 14, ODYD, Plan 3856, except Plan KAP90797, located at 459 Groves Avenue, Kelowna, BC; Lot 11 Block 2, District Lot 14, ODYD, Plan 4743, except Plan KAP90797, located at 437 Newsom Avenue, Kelowna, BC and Lot 19, District Lot 14, ODYD, Plan 3856, except Plan KAP90797, located at 442 Newsom Avenue, Kelowna, BC be extended from July 30, 2014 to July 30, 2015;

AND FURTHER THAT Council direct staff not to accept any further extension requests.

2.0 Purpose

The applicant is seeking an extension for an application to rezone the subject property from the RU1 - Large Lot Housing zone to the C4 - Urban Centre Commercial zone, to allow for the development of a surface parking area to serve the mixed - use SOPA Square development, located directly east at 2986 - 3030 Pandosy Street.

3.0 Urban Planning

Section 2.12.1 of Procedure Bylaw No. 10540 states that:

In the event that an application made pursuant to this bylaw is one (1) year old or older and has been inactive for a period of six (6) months or greater:

- a) The application will be deemed to be abandoned and the applicant will be notified in writing that the file will be closed;
- b) Any bylaw that has not received final adoption will be of no force and effect;
- c) In the case of an amendment application, the City Clerk will place on the agenda of a meeting of Council a motion to rescind all readings of the bylaw associated with that Amendment application.

Section 2.12.2 of the Procedures Bylaw makes provision for Council to consider an extension to an amending bylaw for up to a period of twelve (12) months.

Bylaw No. 10865 received second and third readings on July 30, 2013 after the Public Hearing held on the same date. The applicant wishes to have the application remain open for an additional twelve (12) months from the current expiry date of July 30, 2014 in order for the receiver, Ernst & Young, to find a new owner for the development. The new owner will be required to complete this rezoning and associated land transfers/parking lot construction.

Staff recommends Council consider one final extension and to direct staff not to accept any further extension requests.

Report prepared by:

Ryan Smith, Manager - Urban Planning

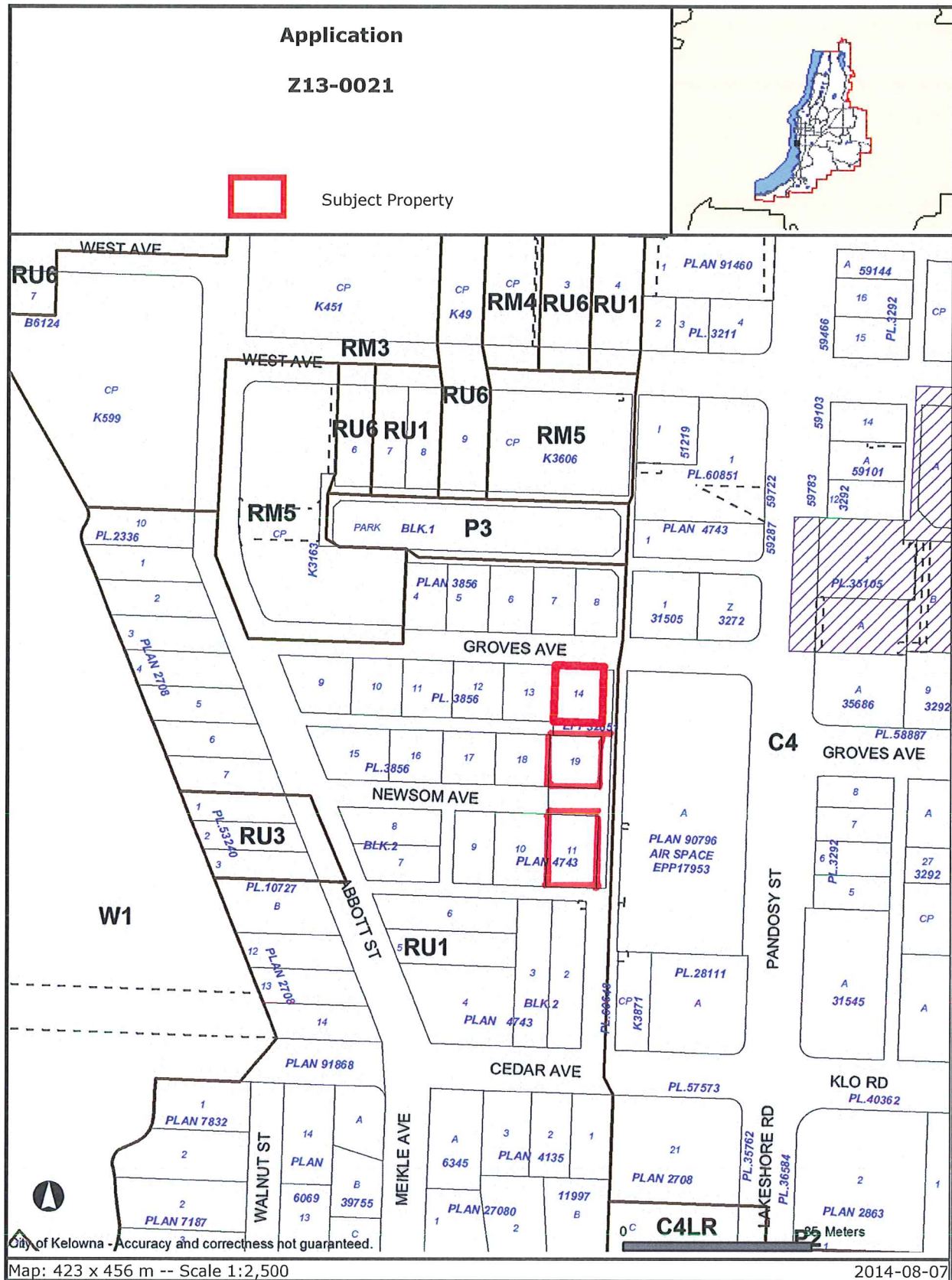
Approved for Inclusion



Doug Gilchrist Divisional Director - Community Planning
& Real Estate

Attachments:

Subject Property Map



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.

CITY OF KELOWNA
BYLAW NO. 10986
TA14-0007 - City of Kelowna
Amendment to the City of Kelowna Zoning Bylaw No. 8000 -
Carriage House and Accessory Building Regulations

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT Section 2 - Interpretation, 2.3 General Definitions, 2.3.3 be amended by:

a) Deleting the definition for **ACCESSORY BUILDING OR STRUCTURE** that reads:

"**ACCESSORY BUILDING OR STRUCTURE** means a separate building or structure that may be connected to the principal building by a breezeway, normally ancillary, incidental, subordinate, and located on the same lot as the main building or structure. Typical accessory structures include but are not limited to antennae, propane tanks, satellite dishes, flagpoles, garages, and garden sheds."

And replacing it with:

"**ACCESSORY BUILDING OR STRUCTURE** means a separate building or structure that may be connected to the principal building by a breezeway, normally ancillary, incidental, subordinate, and located on the same lot as the main building or structure. Typical accessory structures include but are not limited to antennae, propane tanks, satellite dishes, flagpoles, garages, and garden sheds. Accessory buildings or structures may not contain a dwelling unit."

b) Deleting the definition for **CARRIAGE HOUSE** that reads:

"**CARRIAGE HOUSE** means an additional dwelling unit located within an accessory building that is subordinate to the principal dwelling unit and is a single real estate entity. The total floor space is no more than 90m² in area, and has a floor space less than 75% of the total habitable floor space of the principal building."

And replacing it with:

"**CARRIAGE HOUSE** means an additional dwelling unit located within a building that is subordinate to the principal dwelling unit and is a single real estate entity."

c) Deleting the definition for **TWO DWELLING HOUSING** that reads:

"**TWO DWELLING HOUSING** means housing that contains two single family dwelling units, one of which may or may not be a permitted secondary suite in a single family dwelling or a carriage house."

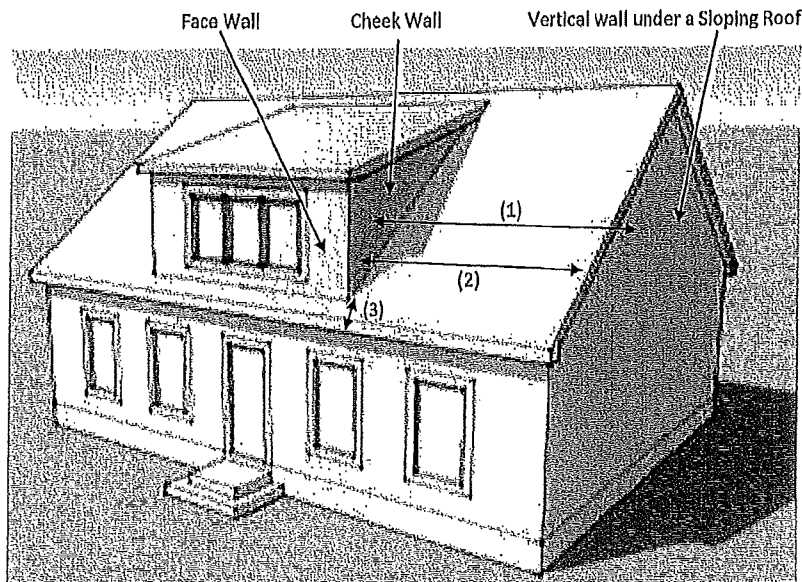
And replacing it with:

"TWO DWELLING HOUSING means housing that contains either: two single family dwelling units, one single family dwelling with a permitted secondary suite, one duplex, or one semi-detached dwelling unit."

d) Adding a new definition for **DORMER** in its appropriate location that reads:

"DORMER means a structural element of a building that projects from the plane of a sloping roof surface. The following setbacks apply:

- (1) The dormer's cheek wall must be setback horizontally a minimum 0.90 metres from a vertical wall under a sloping roof.
- (2) The dormer's cheek wall must be setback horizontally a minimum 0.90 metres from the outer edge of the eaves.
- (3) The dormer's face wall must be setback horizontally a minimum 0.60 metres from the outer edge of the eaves.



2. AND THAT Section 6 - General Development Regulations, be amended by:

a) Deleting 6.5 Accessory Development, sub-sections 6.5.5 and 6.5.6 in their entirety that read:

"6.5.5 An accessory building or structure shall not be used as a dwelling unless it is a permitted carriage house.

6.5.6 Where an accessory building or structure is used as a dwelling and is greater than one storey in height, the accessory building or structure must include a garage or a carport for a minimum of one vehicle."

b) Deleting 6.5 Accessory Development, sub-section 6.5.8 that reads:

"6.5.8 (b) An accessory building in an urban residential zone or a rural residential zone shall be located no less than 1.0 metres from the side lot line, except that where the accessory building does not exceed the fence height (2.0 metres) and is less than 10.0m² in area, it may be located closer than 1.0 metres from the side lot line. Accessory buildings containing secondary suites shall conform to the side yard setback requirements for the principal building in the zone."

And replacing it with:

"6.5.8 (b) An accessory building in an urban residential zone or a rural residential zone shall be located no less than 1.2 metres from the side lot line, except that where the accessory building does not exceed the fence height (2.0 metres) and is less than 10.0m² in area, it may be located closer than 1.2 metres from the side lot line."

c) Deleting 6.5 Accessory Development, sub-section 6.5.9 that reads:

"6.5.9 In addition to the provisions of Section 6.5.8, the distance between an accessory building and the side lot line abutting a flanking street, shall not be less than the side yard abutting a flanking street required for the principal building."

And replacing it with:

"6.5.9 All accessory buildings shall adhere to the setbacks outlined in this section. All other setback requirements shall adhere to the principal building setback as outlined within the particular zone unless specified otherwise within that zone."

d) Deleting 6.6 Height and Grade, sub-section 6.6.4 that reads:

"6.6.4 The height of dormers will be measured as if they are the main roof, unless the dormers are limited to 2 dormers per elevation, with a maximum width of 1.2m each and a minimum 1m separation. The total width of the dormers may not exceed 50% of the horizontal width of the building elevation on which they are located."

And replacing with:

"6.6.4 Where the width of the dormer or dormers exceeds 50% of the width of the roof on which they are located the height of the dormer will be measured as if it was the main roof."

3. AND THAT Section 9 - Specific Use Regulations, 9.5 Secondary Suite and Carriage House, 9.5b Carriage House Regulations, be amended by:

a) Deleting sub-section 9.5b.1(b) in its entirety that reads:

"9.5b.1(b) No structural alteration or addition shall be undertaken that alters the existing low-density residential character of the neighbourhood."

b) Deleting sub-section 9.5b.1(c) that reads:

"9.5b.1(c) The principal dwelling unit shall be located between the front yard and the carriage house except for double fronting lots or for a lot in

the A1c - Agricultural 1 with carriage house zone. Where a carriage house is located in the A1c - Agricultural 1 with carriage house zone, the accessory building must be located at least two times the distance of the required front yard setback."

And replacing it with:

"9.5b.1(c) The principal dwelling unit shall be located between the front yard and the carriage house except for double fronting lots or for a lot in the A1c - Agricultural 1 with carriage house zone. Where a carriage house is located in the A1c - Agricultural 1 with carriage house zone, the carriage house must be located at least two times the distance of the required front yard setback. For double fronting lots, the carriage house shall be sited in accordance with the regulations for a single detached dwelling."

c) Deleting sub-section 9.5b.1(d) that reads:

"9.5b.1 (d) A carriage house shall not be higher than the lesser of 4.5m or the height of the existing principal dwelling unit on the same property."

And be replaced with:

"9.5b.1(d) A carriage house shall not be higher than the existing principal dwelling unit on the same property as measured to the midpoint of each roof. Additionally, the highest point of a carriage house shall not be higher than the highest point of the existing principal dwelling unit.

The upper storey floor area of any carriage house is limited to 75% of the carriage house footprint (this includes any attached garages but not a carport)."

d) Deleting sub-section 9.5b.4 in its entirety that reads:

"9.5b.4 The maximum floor area of the carriage house shall not exceed the lesser of 90 m² or 75% of the total floor area of the principal building."

e) Deleting sub-section 9.5b.10 that reads:

"9.5b.10 A 1 ½ storey carriage house must include a garage or carport for a minimum of one vehicle. Single storey carriage houses are not required to provide an attached garage or carport."

And replace it with:

"9.5b.10 Any carriage house above one storey in height (including half stories) must include a garage or carport for a minimum of one vehicle. Single storey carriage houses are not required to provide an attached garage or carport."

f) Adding new sub-sections 9.5b.14 and 9.5b.15 that read:

"9.5b.14 The minimum side yard setback for carriage houses is 2.0 metres except it is 4.5 metres from a flanking street.

9.5b.15 When there is a rear lane, carriage houses must adhere to the following requirements:

- The minimum rear yard setback for a carriage house is 0.9m. Any garage or carport that faces and directly accesses the lane must be setback a minimum 1.5 metres from the rear parcel line.

When there is no rear lane, carriage houses must adhere to the following requirements:

- The minimum rear yard setback for a carriage house is 2.0 metres."

4. AND THAT **Section 11 -Agricultural Zones**, be amended by:

a) Deleting sub-section 11.1.4(c) **Buildings and Structures Permitted** that read:

"11.1.4(c) Permitted accessory buildings or structures (which may contain a carriage house A1c zone only)"

And replacing it with new sub-sections (c), (d) and (e) as follows:

- "(c) Permitted accessory buildings or structures
- (d) Carriage house (permitted only on properties that have a 'c' designated sub-zone)
- (e) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)"

b) Adding a new paragraph to the end of sub-section 11.1.6 (a) **Development Regulations** that reads:

"Site coverage of accessory buildings or structures and carriage house shall not exceed a combined 14%. The maximum floor area of a carriage house shall be 90 m² or 75% of the total floor area of the principal building. The maximum floor area of a carriage house may increase to a maximum of 100 m² only if the carriage house is limited to one (1) storey in height and is less than 75% of the total floor area of the principal building."

c) Deleting sub-section 11.1.7(g) **Other Regulations** that read:

"11.1.7(g) A secondary suite, in accordance with Section 9.5a, may only be located within a single detached dwelling. A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 5.0 m to the principal building."

And replacing it with:

"11.1.7(g) A carriage house must not be closer than 3.0m to an existing principal building."

5. AND THAT **Section 12 - Rural Residential Zones**, be amended by:

a) Deleting sub-section 12.1.4(b) **Building and Structures Permitted** that reads:

"12.1.4(b) Permitted accessory buildings or structures (which may contain a carriage house RR1c zone only)"

And replacing it with new sub-sections (b), (c) and (d) as follows:

- "(b) Permitted accessory buildings or structures
- (c) Carriage house (permitted only on properties that have a 'c' designated sub-zone)
- (d) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)"

- b) Adding a new paragraph to the end of sub-section 12.1.6 (a) Development Regulations that reads:

"Site coverage of accessory buildings or structures and carriage house shall not exceed a combined 14%. The maximum floor area of a carriage house shall be 90 m² or 75% of the total floor area of the principal building. The maximum floor area of a carriage house may increase to a maximum of 100 m² only if the carriage house is limited to one (1) storey in height and is less than 75% of the total floor area of the principal building."

- c) Deleting sub-section 12.1.6(b) Development Regulations that reads:

"12.1.6(b) The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 6.0 m for accessory buildings and accessory structures."

And replace it with the following:

"12.1.6(b) The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 6.0m for accessory buildings, carriage house, and accessory structures."

- d) Deleting sub-section 12.1.7(g) Other Regulations that reads:

"12.1.7(g) A secondary suite, in accordance with Section 9.5a, may only be located within a single detached dwelling. A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 5.0 m to the principal building."

And replace it with the following:

12.1.7(g) A carriage house must not be closer than 3.0m to an existing principal building."

- e) Deleting sub-section 12.2.4(b) Development Regulations that reads:

"12.2.4(b) Permitted accessory buildings or structures (which may contain a carriage house RR2c zone only)"

And replacing it with new sub-sections (b), (c) and (d) as follows:

- "(b) Permitted accessory buildings or structures
- (c) Carriage house (permitted only on properties that have a 'c' designated sub-zone)

(d) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)"

- f) Adding a new paragraph to the end of sub-section 12.2.6 (a) **Development Regulations** that reads:

"Site coverage of accessory buildings or structures and carriage house shall not exceed a combined 14%. The maximum floor area of a carriage house shall be 90 m² or 75% of the total floor area of the principal building. The maximum floor area of a carriage house may increase to a maximum of 100 m² only if the carriage house is limited to one (1) storey in height and is less than 75% of the total floor area of the principal building."

- g) Deleting sub-section 12.2.6(b) **Development Regulations** that reads:

"12.2.6(b) The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 6.0 m for accessory buildings and accessory structures."

And replace it with the following:

"12.2.6(b) The maximum height for principal buildings is the lesser of 9.5m or 2 ½ storeys. The maximum height for accessory buildings / structures is 4.5m. The maximum height for carriage houses is 4.8m."

- h) Deleting sub-section 12.2.6(g) **Development Regulations** that reads:

"12.2.6(g) A secondary suite, in accordance with Section 9.5a, may only be located within a single detached dwelling. A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 5.0 m to the principal building."

And replace it with the following under 12.2.7 **Other Regulations** as follows:

"12.2.7(f) A carriage house must not be closer than 3.0m to an existing principal building."

- i) Deleting sub-section 12.3.4(b) **Development Regulations** that reads:

"12.3.4(b) Permitted accessory buildings or structures (which may contain a carriage house RR3c zone only)"

And replacing it with new sub-sections (b), (c) and (d) as follows:

- "(b) Permitted accessory buildings or structures
- (c) Carriage house (permitted only on properties that have a 'c' designated sub-zone)
- (d) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)"

- j) Adding a new paragraph to the end of sub-section 12.3.6 (a) **Development Regulations** that reads:

"Site coverage of accessory buildings or structures and carriage house shall not exceed a combined 14%. The maximum floor area of a carriage house shall be 90

m² or 75% of the total floor area of the principal building. The maximum floor area of a carriage house may increase to a maximum of 100 m² only if the carriage house is limited to one (1) storey in height and is less than 75% of the total floor area of the principal building."

- k) Deleting sub-section 12.3.6(b) **Development Regulations** that reads:

"12.3.6(b) The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 4.5 m for accessory buildings and accessory structures."

And replacing it with:

"12.3.6(b) The maximum height for principal buildings is the lesser of 9.5m or 2 ½ storeys. The maximum height for accessory buildings / structures is 4.5m. The maximum height for carriage houses is 4.8m."

- l) Deleting sub-section 12.3.7(d) **Development Regulations** that reads:

"12.3.7(d) A secondary suite, in accordance with Section 9.5a, may only be located within a single detached dwelling. A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 5.0 m to the principal building."

And replacing it with:

"12.3.7(d) A carriage house must not be closer than 3.0m to an existing principal building."

6. AND THAT Section 13 -**Urban Residential Zones**, be amended by:

- a) Deleting sub-section 13.1.4(b) **Buildings and Structures Permitted** that reads:

"13.1.4(b) Permitted accessory buildings or structures (which may contain a carriage house RU1c and RU1hc zones only)"

And replacing it with new sub-sections (b), (c) and (d) as follows:

- "(b) Permitted accessory buildings or structures
- (c) Carriage house (permitted only on properties that have a 'c' designated sub-zone)
- (d) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)"

- b) Adding a new paragraph to the end of sub-section 13.1.6 (a) **Development Regulations** that reads:

"For all accessory buildings or structures and carriage houses:

- o The maximum combined lot coverage of all accessory buildings or structures and carriage houses shall not exceed 14%.
- o The maximum combined area of all accessory buildings / structures and carriage houses (e.g. footprint size) shall not exceed 90 m².
- o The maximum net floor area of a carriage house shall not exceed 90 m².

- The maximum net floor area of all carriage houses (including 1 storey carriage houses) shall not exceed 75% of the total net floor area of the principal building.
 - If a development contains a carriage house and if the height of all the accessory buildings / structures, and carriage house are limited to one (1) storey then the following bonus applies:
 - The maximum combined lot coverage of all accessory buildings / structures and carriage houses may be increased to a maximum of 20%
 - The maximum combined area of all accessory buildings / structures and carriage houses (e.g. footprint size) may be increased to a maximum of 130 m² subject to:
 - The maximum area (e.g. footprint size) of a carriage house shall not exceed 100 m².
 - The maximum area (e.g. footprint size) of all accessory buildings / structures (including garages) shall not exceed 50 m²."
- c) Deleting the following sentence from 13.1.6(b) **Development Regulations** that reads:
- "The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 4.5 m for accessory buildings and accessory structures."
- And replacing it with:
- "The maximum height for principal buildings is the lesser of 9.5m or 2 ½ storeys. The maximum height for accessory buildings / structures is 4.5m. The maximum height for carriage houses is 4.8m."
- d) Deleting sub-section 13.1.7(c) **Other Regulations** that reads:
- "13.1.7(c) A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 4.5m to the principal building."
- And replacing it with:
- "13.1.7(c) A carriage house must not be closer than 3.0m to an existing principal building."
- e) Deleting sub-sections 13.2.4(b) and (c) **Buildings and Structures Permitted** that reads:
- "13.2.4(b) Permitted accessory buildings or structures (which may contain a carriage house RU2c and RU2hc zones only)"
- 13.2.4(c) Other permitted accessory structures not including buildings."
- And replacing it with new sub-sections (b), (c) and (d) as follows and renumbering subsequent sub-sections:

- “(b) Permitted accessory buildings or structures
- (c) Carriage house (permitted only on properties that have a ‘c’ designated sub-zone)
- (d) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)”

f) Adding a new paragraph to the end of sub-section 13.2.6 (a) Development Regulations that reads:

“For all accessory buildings or structures and carriage houses:

- o The maximum combined lot coverage of all accessory buildings or structures and carriage houses shall not exceed 14%.
- o The maximum combined area of all accessory buildings / structures and carriage houses (e.g. footprint size) shall not exceed 90 m².
- o The maximum net floor area of a carriage house shall not exceed 90 m².
- o The maximum net floor area of all carriage houses (including 1 storey carriage houses) shall not exceed 75% of the total net floor area of the principal building.
- o If a development contains a carriage house and if the height of all the accessory buildings / structures, and carriage house are limited to one (1) storey then the following bonus applies:
 - The maximum combined lot coverage of all accessory buildings / structures and carriage houses may be increased to a maximum of 20%
 - The maximum combined area of all accessory buildings / structures and carriage houses (e.g. footprint size) may be increased to a maximum of 130 m² subject to:
 - The maximum area (e.g. footprint size) of a carriage house shall not exceed 100 m².
 - The maximum area (e.g. footprint size) of all accessory buildings / structures (including garages) shall not exceed 50 m².”

g) Deleting the following sentence from 13.2.6(b) Development Regulations that reads:

“The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 4.5 m for accessory buildings and accessory structures.”

And replacing it with:

“The maximum height for principal buildings is the lesser of 9.5m or 2 ½ storeys. The maximum height for accessory buildings / structures is 4.5m. The maximum height for carriage houses is 4.8m.”

h) Deleting sub-section 13.2.7(e) Other Regulations that reads:

“13.2.7(e) A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 4.5m to the principal building.”

And replacing it with:

"13.2.7(e) A carriage house must not be closer than 3.0m to an existing principal building."

- i) Adding new sub-section 13.3.4(b) **Buildings and Structures Permitted** that reads:

"13.3.4(b) Permitted accessory buildings or structures."

- j) Deleting sub-section 13.6.4(e) **Buildings and Structures Permitted** that reads:

"13.6.4(e) Permitted accessory buildings or structures which may contain a carriage house."

And replacing it with new sub-sections (e), (f) and (g) as follows:

"13.6.4 (e) Permitted accessory buildings or structures
(f) Carriage house
(g) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)"

- k) Adding a new paragraph to the end of sub-section 13.6.6 (a) **Development Regulations** that reads:

"For all accessory buildings or structures and carriage houses:

- o The maximum combined lot coverage of all accessory buildings or structures and carriage houses shall not exceed 14%.
- o The maximum combined area of all accessory buildings / structures and carriage houses (e.g. footprint size) shall not exceed 90 m².
- o The maximum net floor area of a carriage house shall not exceed 90 m².
- o The maximum net floor area of all carriage houses (including 1 storey carriage houses) shall not exceed 75% of the total net floor area of the principal building.
- o If a development contains a carriage house and if the height of all the accessory buildings / structures, and carriage house are limited to one (1) storey then the following bonus applies:
 - The maximum combined lot coverage of all accessory buildings / structures and carriage houses may be increased to a maximum of 20%
 - The maximum combined area of all accessory buildings / structures and carriage houses (e.g. footprint size) may be increased to a maximum of 130 m² subject to:
 - The maximum area (e.g. footprint size) of a carriage house shall not exceed 100 m².
 - The maximum area (e.g. footprint size) of all accessory buildings / structures (including garages) shall not exceed 50 m²."

l) Deleting sub-section 13.6.6(b) **Development Regulations** that reads:

"The maximum height is the lesser of 9.5m or 2 ½ storeys, except it is 4.5 m for accessory buildings and accessory structures."

And replacing it with:

"The maximum height for principal buildings is the lesser of 9.5m or 2 ½ storeys. The maximum height for accessory buildings / structures is 4.5m. The maximum height for carriage houses is 4.8m."

m) Deleting sub-section 13.6.7(c) **Other Regulations** that reads:

"13.6.7(c) A carriage house, in accordance with Section 9.5b, may only be located within an accessory building that is no closer than 4.5m to the principal building."

And replacing it with:

"13.6.7(c) A carriage house must not be closer than 3.0m to an existing principal building."

7) This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 14th day of July, 2014.

Considered at a Public Hearing on the 29th day of July, 2014.

Read a second and third time by the Municipal Council this 29th day of July, 2014.

Approved under the Transportation Act this 26th day of August, 2014.

Audrie Henry

(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: August 22, 2014

Rim No. 1200-40

To: City Manager

From: James Moore, Long Range Policy Planning Manager

Subject: 2014-09-08 Report - OCP Indicators Report 2014

Report Prepared by: Graham March, Planner Specialist

Recommendation:

THAT Council receives for information the report from the Planner Specialist, dated July 14, 2014 with respect to the Official Community Plan Annual Indicators Report 2014.

Purpose:

To assess progress towards achieving the objectives of the Official Community Plan. This is the third Official Community Plan Indicators report, containing a baseline as well as three successive years worth of data, where data is available.

Background:

The Official Community Plan (OCP) is our shared vision for Kelowna as a sustainable city over the next 20 years. It illustrates how we want to grow and what we want our city to be like. Importantly, it outlines what our city needs to be successful in the future – a great place to live, work and play. To achieve this, the OCP sets goals, objectives and policies to guide our growth and change. The plan was developed with significant public involvement and responds to the community's vision for a livable and thriving community.

According to community input into the Official Community Plan (OCP) 2010 - 2030, residents want a city where:

- Urban communities are compact and walkable;
- Housing is available and affordable for all residents;
- People feel safe downtown and in their own neighbourhoods;
- The natural environment (land and water) is protected and preserved;
- Walking paths and bicycle routes connect to key destinations;
- The economy is growing, vibrant and bringing in new businesses;

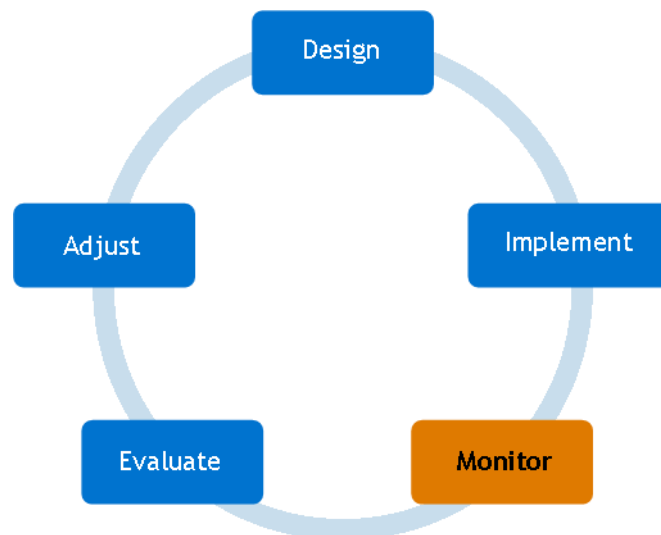
- Buildings and public spaces are attractive places; and,
- Recreation and cultural opportunities are plentiful.

Becoming a sustainable city requires a balance between environmental protection, economic growth, social development and cultural vibrancy. The OCP considers all aspects of our community, such as housing, land use, transportation, infrastructure, parks, economic development and the natural and social environments around us.

As a guiding document, the OCP is used by Council and staff to take action towards making the community's vision a reality. For instance, the OCP guides long-term civic infrastructure investment and helps to prioritize the use of limited resources. The OCP is also used by the development community, businesses and the public for a range of purposes such as determining which areas are suitable for development or what changes could occur at a neighbourhood level.

Ensuring the successful implementation of the OCP requires a commitment that extends well beyond the date of adoption. A robust monitoring and evaluation program is a central part of this effort and is vital in equipping staff and elected officials with the information needed to respond to the evolving context of the community and to determine whether OCP objectives are being achieved (see Figure 1). The *OCP Indicators Report* represents the City's principal effort in this area, using metrics that have been established and measured at regular intervals to quantify progress. Measuring progress will provide information on where changes may need to be considered for goals to be achieved. Alternatively, should it be decided that goals are no longer relevant, the goals themselves can be changed. In either situation, the objective is to align the City's and community's efforts with community goals. Page 3 of the Annual Indicators Report (Attachment 1) outlines the OCP evaluation process and how the monitoring component fits within the larger framework.

Figure 1: the Planning Cycle



The intent of the *OCP Indicators Report* is to produce a snapshot report on an annual basis providing data on the previous year. Then, every five years, a more comprehensive report providing a more robust review of progress will be produced. The five year report will be focused both on identifying emerging trends and issues that may have an impact on the OCP, and on informing potential changes to the OCP or to other objectives and policies.

June 2012 was the first year that the OCP was measured and summarized in a report based on adherence to goals and objectives. Where data was available, a base case was established and one subsequent year was measured. The 2012 report provided the reference point and basis to begin to establish trends moving forward.

The annual report for this year represents a change in direction from previous reports. The former report format, which consisted of only a table, has been replaced with a more comprehensive annual report (Attachment 1). The rationale for this is to make the OCP indicators more reader friendly (both in print and online), to appeal to a broader audience, and to contain more relevant information and analysis. The new report is titled the Official Community Plan Indicators Annual Report 2014. The report is Attachment 1.

This year's report builds on the previous reports and contains all data and results from the four years the OCP indicators were assessed. In the majority of cases, four years worth of data is now available. However, it should be noted that four years worth of data does not necessarily make a trend. Anomalies may be present in the context of just four years of data.

Discussion:

Developing performance indicators is a challenging task. No one indicator will provide a complete picture of a given issue, and measuring too many indicators can be a significant burden. The OCP Indicators Report recognizes this and attempts to strike a balance where indicators are selected and used to identify where additional investigation may be needed at a more detailed level.

Overall, this year's report (Attachment 1) suggests that the City is moving towards achieving OCP goals. Of the 24 indicators, 14 are trending in a positive direction, 4 are trending in a negative direction, 4 saw minimal change from previous years, and 2 do not yet have enough data to determine a trend. Of the 2 without enough data, 1 will be updated at the next Census, and 1 will have data available in 2015.

Highlights from the indicators include:

- Generally, new commercial space is being directed to the urban centres and within the Permanent Growth Boundary. Even though 2013 saw a lower percentage of new commercial directed to the urban centres than 2011, the percentage of new commercial was higher than 2012.
- 2013 saw significantly more residential building permits issues for the Urban Core than 2011 and 2012.
- The land supply for single detached dwellings is somewhat constrained. A new Area Structure Plan is under consideration to address this shortfall.
- While housing affordability remains a challenge, it has improved substantially over the past several years.
- In terms of safety, the mid-year estimate suggests that the crime rate has decreased; however, the traffic collision rate per 1000 people has increased slightly both of the past three years.
- Local wages are keeping pace with provincial benchmarks.
- The number of businesses with employees continues to increase which reflect a healthy climate for investment.

- Parks and transportation dollars are being spent in the urban core in support of OCP objectives of increasing private investment in the central part of the city.
- Recreational opportunities remain strong and hours of programs have stayed consistent with population growth.
- An increase in the number of community gardens is benefiting both access to food and opportunities for social interactions.
- Average household electricity and gas consumption continues to decrease.

The effectiveness of OCP implementation is measured by indicator performance. Having 18 of the indicators (75%) either performing in a positive direction, or remaining consistent, suggests that the intent of the OCP is being implemented and that the policies are resulting in a positive performance. As additional data is collected in the years to come, the focus of the annual report will shift towards identifying trends that may impact the implementation of the OCP.

Internal Circulation:

Divisional Director, Community Planning and Real Estate
 Divisional Director, Active Living & Culture
 Director, Regional Services
 Director, Real Estate Services
 Director, Subdivision, Agriculture & Environment
 Manager, Parks & Building Planning
 Manager, Urban Planning
 Manager, Transportation & Mobility
 Crime Prevention Supervisor, Police Services
 Manager, Cultural Services

Financial/Budgetary Considerations:

Staff will monitor the indicators annually, and if trends are not moving in the desired direction, staff will then return with suggestions for how favourable changes may be achieved. Where there are personnel or budgetary implications, such would be identified at that time.

A complete OCP review, at the appropriate time, will be considered for funding through the normal budgeting process.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

G. March, Planner Specialist
J. Moore, Long Range Policy Planning Manager

Approved for inclusion:

Danielle Noble-Brandt, Department Manager, Policy & Planning



Attachment: Official Community Plan Indicators Report 2014

cc:

Divisional Director, Community Planning and Real Estate
Director, Recreation & Cultural Services
Director, Regional Services
Manager, Environment & Land Use
Manager, Community Planning
Manager, Transportation & Mobility
Subdivision Approving Officer, Subdivision
Community Police Coordinator, Police Services

Official Community Plan Indicators Report

2014



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Introduction

The Official Community Plan

The Official Community Plan (OCP) is our shared vision for Kelowna as a sustainable city over the next 20 years. It illustrates how we want to grow and what we want our city to be like. It outlines what our city needs to be successful in the future – a great place to live, work and play. To achieve this, the OCP sets goals, objectives and policies to guide our growth and change (see pg. 4). It was developed with significant public involvement and responds to the community's vision for a livable and thriving community.

The OCP guides long-term civic infrastructure investment and helps to prioritize the use of limited resources. The OCP is also used by the development community, businesses and the public for a range of purposes such as determining which areas are suitable for development or what changes could occur at a neighbourhood level.

OCP Annual Indicators Report

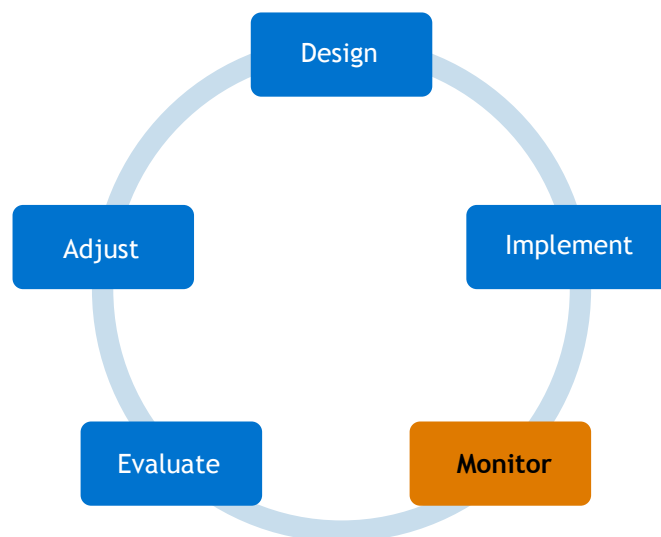
Ensuring the successful implementation of the OCP requires a commitment that extends well beyond the date of adoption. A robust monitoring and evaluation program is a central part of this effort and is vital in equipping staff and elected officials with the information needed to respond to the evolving context of the community and to determine whether OCP objectives are being achieved. The *OCP Indicators Report* represents the City's principal effort in this area, using metrics that have been established and measured at regular intervals to quantify progress. Measuring progress will provide information on where changes may need to be considered for goals to be achieved.

Indicators were selected using two key criteria: the indicators had to be meaningful by reflecting the goals and objectives of the OCP, and they had to be based on data that would be readily available on an annual basis.

This year's report builds on the previous reports and contains all data and results from the years the OCP indicators were assessed. 2011, the year the OCP was adopted, is used as the baseline year. Some indicators utilize years prior to 2011 to help provide a broader view of how these indicators are performing in the long term. However, it should be noted that a few years of data does not necessarily make a trend, and this has been noted where applicable.

How to use this report

For each indicator, four key questions are answered: What is being measured? Why is it important? What is the desired target? How are we doing? A coloured symbol measures performance relative to the baseline year. However, it is important to note that performance (annual) does not always equate to a trend (long-term). While performance in any given year may be positive or negative, a clear trend may take many years of data to identify reliably.



Monitoring indicators will provide information on where changes may need to be considered for goals to be achieved.

OCP Goals

The objectives and policies of the OCP are focused on creating a sustainable community and support the following main goals:



Balance Sheet

The following is a snapshot of how we are performing in the current year relative to the baseline year:

Performing in the right direction → Performing in the wrong direction ← Yearly difference in performance is minimal ==

Indicator	Measurement frequency	Performance
Contain Urban Growth		
1. Urban Growth		
1.1 Percent of new residential units located in the Urban Core	Annually	→
1.2 Percent of new commercial square footage located in the Urban Centres	Annually	←
1.3 Impact of changes to the Permanent Growth Boundary	Annually	→
Address Housing Needs of All Residents		
2. Housing Composition	Annually	→
3. Housing Affordability		
3.1 Housing affordability index (ratio of income to house price)	Annually	→
3.2 Rental vacancy rate	Annually	←
3.3 Supply of Residential Land	Annually	←
Feature a Balanced Transportation Network		
4. Length of new cycling and pedestrian network compared to new roads	Annually	→
5. Modal split for travel to work	Every 5 years	Not enough data
6. Proximity to transit	Annually	→
Improve Efficiency and Performance of Buildings		
7. Average household energy (electricity and gas) consumption	Annually	→
Foster Sustainable Prosperity		
8. Median household income relative to provincial median	Annually	→
9. Business Growth (number of businesses with employees)	Annually	→
Protect and Enhance Natural Areas		
10. Percent of land base under formal environmental protection	Annually	→
11. Number of lots approved on slopes greater than 30%	Annually	==
Provide Spectacular Parks		
12. Percent of residents that live within 400m of a park	Annually	→
13. Number of public program hours delivered per resident	Annually	==
Include Distinctive and Attractive Neighbourhoods		
14. Distinctive Neighbourhoods		
Percent of parks and transportation dollars spent in the Urban Core	Annually	→
Percent of total assessed value within the Urban Core	Annually	==
Enable Healthy and Productive Agriculture		
15. Food Production		
Percent of land base actively farmed	Annually	==
Number of community gardens	Annually	→
Encourage Cultural Vibrancy		
16. Safety		
Crime rate in Kelowna	Annually	→
Number of motor vehicle crashes reported per 1,000 people	Annually	←
17. Cultural indicator (undetermined to date)	To be Determined	Not enough data

Trends & Issues

.....

Emerging Trends & Issues

This early in the reporting process it is difficult to document concrete emerging trends and issues; however, some of the key areas where trends are starting to emerge are:

- Urban communities are becoming more compact (indicator 1.1)
- An increasing proportion of new housing consists of multi-unit housing (indicator 2)
- Housing affordability is improving slightly (indicator 3.1)
- Crime rate continues to decrease (indicator 16)
- Land supply for single detached dwellings is limited (indicator 3.3)
- Park and transportation investment continues in the Urban Core (indicator 14)
- Recreational opportunities remain strong (indicator 13)
- Actively farmed land continues to increase along with the number of community gardens (indicator 15)
- Median incomes are maintaining relative to the provincial median (indicator 8)

A photograph of a wooden park bench in a forest setting. The bench is made of dark wood and is positioned on a dirt path. The background is a dense forest with green trees and foliage. Overlaid on the image are several blue rectangular boxes containing white text. The text boxes are arranged in a staggered, overlapping manner. The text includes 'Community Vision', 'Creating a Sustainable City', 'Cultural Vibrancy', 'Spectacular Parks', 'Balanced Transportation', and 'Creating a Sustainable Future'.

Community Vision

Creating a Sustainable City

Cultural Vibrancy

Spectacular Parks

Balanced Transportation

Creating a Sustainable Future

1.1 Residential Units

What is being measured?

This indicator measures the percentage of new residential units located within Kelowna's Urban Core, as well as the percentage of new units located within Kelowna's five Urban Centres. New units are based on annual building permit issuance data from the City of Kelowna. Data for 2010 and 2011 is provided for context; however, the Urban Core had not been created at that time. For this reason, the baseline year for this indicator is 2012.

Why is this indicator important?

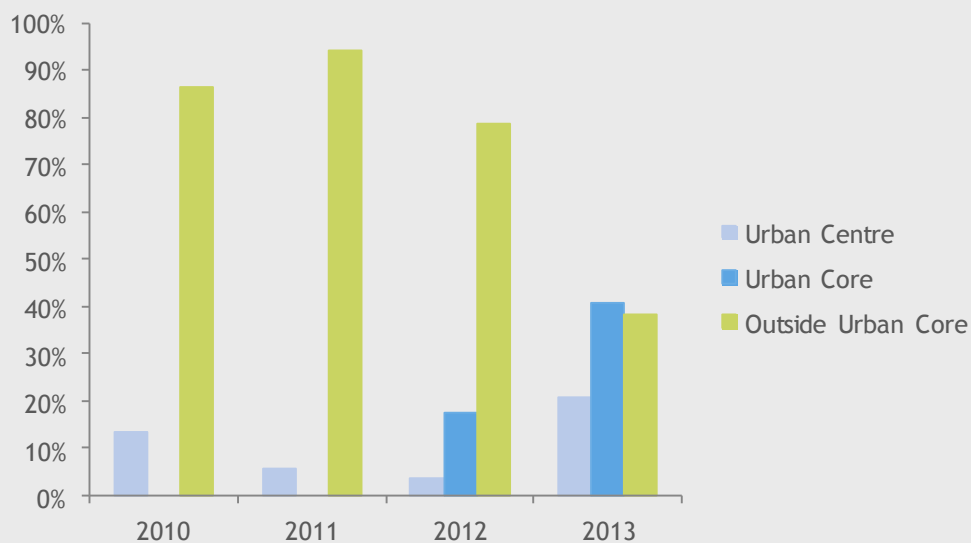
One of the main goals of the OCP is to contain urban growth by reducing urban sprawl and developing great neighbourhoods. To achieve this, the City of Kelowna aims to balance the projected need for approximately 20,100 housing units by the year 2030 by directing this growth to the Urban Core and its supporting Urban Centres.

Target / Desired Trend: Increase in the proportion of units in the Urban Core and Urban Centres (*under review*)

How are we doing? Performing in the right direction. →

In 2013, 21% of all new residential units approved were located in an Urban Centre, and 41% were located in the Urban Core, which represents a significant improvement over previous years. When tracking began in 2012, only 4% of new units were located in an Urban Centre, and 18% were located in the Urban Core. While there is not sufficient data to determine a trend, the indicator is performing in a positive direction.

Location of New Residential Units



1.2 Commercial Space

What is being measured?

This indicator measures the percentage of new commercial square footage located within Kelowna's Urban Centres. New commercial square footage is based on annual building permit issuances.

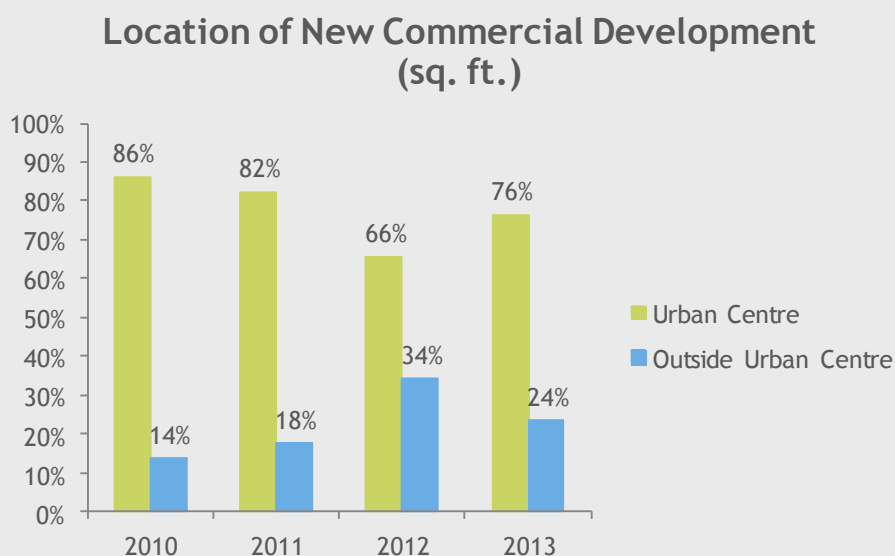
Why is this indicator important?

The City of Kelowna projects the need for an additional 3,000,000 square feet of commercial floor space by the year 2030 to accommodate the projected growth within the City. Much of the new commercial growth is projected to be in the Urban Centres and this is supported by policies that aim to ensure that these Centres develop as vibrant commercial nodes. However, small amounts of commercial space are expected in suburban areas (e.g. convenience commercial) to facilitate the development of complete suburbs.

Target / Desired Trend: Increase the percentage of new commercial space in Urban Centres (*under review*)

How are we doing? Performing in the wrong direction. ←

In 2013, 76% of all new commercial floor space approved was located in the Urban Centres. Comparatively, in 2011, 82% of new commercial floor space was located in an Urban Centre. In terms of building permit issuances, 13 of the 23 commercial building permits were issued for projects inside an Urban Centre. While the indicator suggests that the City is performing the wrong direction over the 2011 baseline year, 2013 saw an improvement over 2012, with the large majority of new commercial space being constructed in Urban Centres. At present, there is not enough data to determine a clear trend.



1.3 Permanent Growth Boundary

What is being measured?

This indicator measures how much building space has been added for urban development where changes to the Permanent Growth Boundary (PGB) have been approved. Data for this indicator is based on annual building permit issuances from the City of Kelowna.

Why is this indicator important?

This indicator serves as a tool used to protect farms, forests, parks and to promote the efficient use of land and services within the Permanent Growth Boundary (PGB). By designating the area inside the boundary for higher density urban development, and the area outside for lower density rural development, the PGB helps control urban sprawl and protect agricultural land.

Target / Desired Trend: No changes to the PGB that result in an increase in building floor area for urban development

How are we doing? Performing in the right direction. →

There have been minor changes to the Permanent Growth Boundary but none have resulted in additional floor space for urban development. This indicator has been trending in the right direction for four consecutive years. This suggests that the PGB is playing a positive role in containing urban sprawl and directing growth to designated areas.

0 sq.ft.

of new building space added for urban development in 2013 as a result of changes to the PGB

“Over the last 4 years, the Permanent Growth Boundary has not been amended to accommodate growth.”

2

Housing Composition

What is being measured?

This indicator measures the composition of new residential units by housing type. Housing types are categorized as either multiple unit residential (e.g.: row housing, apartment housing) or single/two unit residential (e.g.: detached or semi-detached dwellings). Data for this indicator is based on annual building permit issuances from the City of Kelowna.

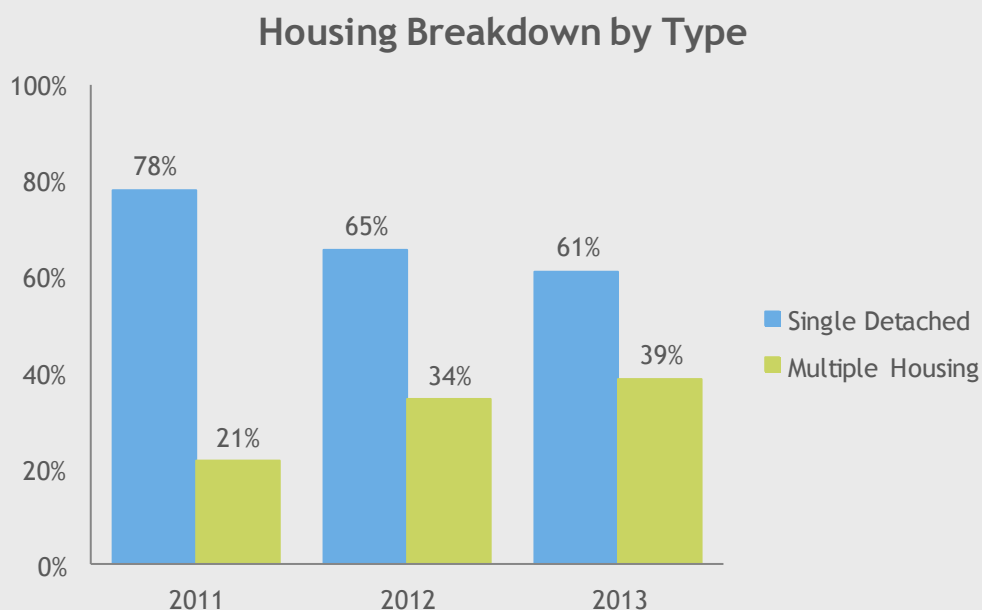
Why is this indicator important?

The OCP includes policy direction that promotes higher density housing development as a means to reduce sprawl and to make more efficient use of infrastructure resources, especially in the form of infill or redevelopment in core areas. The OCP sets a target for housing distribution of new units at approximately 43% being single/two unit housing, and 57% being multiple unit residential.

Target/Desired Trend: Desired target is 57% multiple unit and 43% single/two unit

How are we doing? Performing in the right direction. →

In 2013, 724 building permits were issued for residential development. Of these, 39% were in the form of multiple housing units, and 61% were single/two unit. Comparatively, in 2011, 423 building permits were issued for residential development. Of these, 21% were multiple housing units. Since 2011, the percentage of multiple unit residential development has been increasing annually. This is a positive performance but a few more years worth of data is required before a trend can be determined.



3.1 Housing Affordability Index

What is being measured?

This indicator measures the number of years of wages (working at the median household income) needed to purchase a home at the median house price (including all building forms). Data for this indicator is from Environments Analytics and the British Columbia Assessment Authority.

Why is this indicator important?

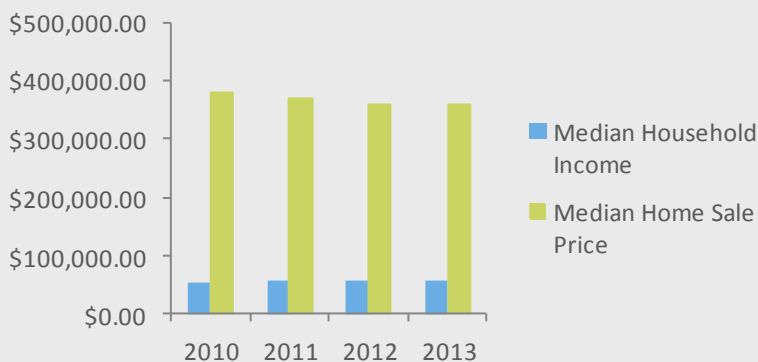
According to community input, citizens want a City where housing is available and affordable. To measure performance in this area, median income is compared to the median house price as the “median multiple”, a standard used internationally. While this is a valuable indicator of housing affordability, it should be noted that it does not take into account other home ownership costs such as utilities and property tax. Staff have previously noted that when utility, property tax and mortgage rates are factored in, Kelowna’s ownership viability is comparable to other similar Canadian municipalities.

Target/Desired Trend: 3.5 years of wages (*under review*)

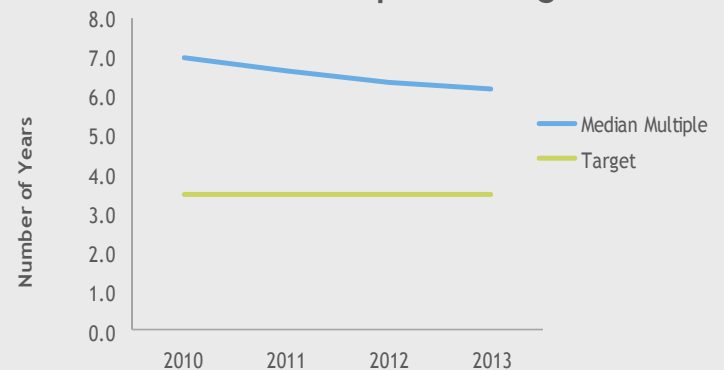
How are we doing? Performing in the right direction. →

In 2013, the median household income was \$58,302 and the median house price was \$360,000 for a median multiple of 6.17. While this still exceeds the targeted 3.5, the data over the past four years shows home ownership is becoming more affordable. In 2010, home ownership in Kelowna was nearly 72%, higher than the provincial rate of just over 70%. The data will continue to be monitored and the target median multiple (3.5 years) will be reviewed to confirm it is an appropriate indicator given changes in housing trends.

Median Income vs. Median Home Price



Median Multiple vs. Target



3.2 Rental Vacancy Rate

What is being measured?

This indicator measures the rental vacancy rate. The measure shows how many rental properties, at the time of survey, are without tenants and available for immediate rental. The City uses the vacancy rate published by Canadian Mortgage and Housing Corporation (CMHC), in their Rental Market Report for Kelowna CMA.

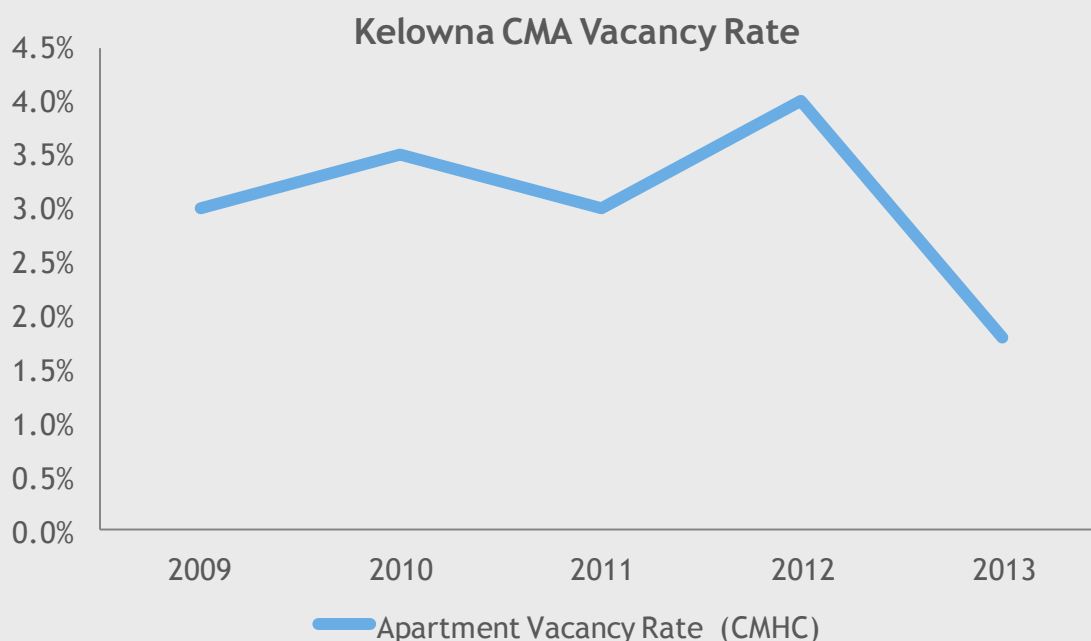
Why is this important?

This indicator offers insight into rental market conditions and ultimately guides the City in developing housing investment strategies and establishing housing policy. Kelowna 2030 OCP includes policy direction in support of affordable and safe rental housing. To accommodate the projected growth, a range of housing units is required, including rental units. A three percent vacancy rate is considered healthy in the rental market.

Target / Desired Trend: A vacancy rate between 3% and 5%

How are we doing? Performing in the wrong direction. ←

The rental vacancy rate published by CMHC was 1.8% for 2013. This is a decrease from four percent in 2012, and decrease from three percent for the baseline year of 2011. However, at this time it is unclear whether this is a trend or an anomaly. When a trend begins to emerge, the City may wish to investigate additional opportunities to encourage construction of rental housing. Currently, the City has multiple policies that encourage the development of rental housing, including tax incentives and rental housing grants.



3.3 Supply of Residential Land

What is being measured?

This indicator measures the supply of available land (in years) designated for single detached development in Kelowna. Data for this indicator uses housing projections from the OCP, relative to the years remaining on the lifespan of the OCP (currently 16 years). A units/hectare calculation provides the estimated total unit yield.

An effective measure for the supply of land for multiple unit residential development is under development.

Why is this indicator important?

Ensuring a balanced land supply is a critical factor in managing the growth of a city. The City of Kelowna projects the need for approximately 20,100 housing units of all types by the year 2030 to accommodate the projected growth. Of this total, approximately 8,600 are estimated to be single detached dwellings.

Target / Desired Trend:

For single detached development, enough available land to match the years remaining on the current OCP. *The target for multiple unit residential development is under review.*

How are we doing? Performing in the wrong direction. ←

For single detached development, there is estimated to be approximately 9.2 years of supply remaining. New single detached development appears to be developing at a lower density (6.2 units/ha) than previously expected. This may be the result of the high proportion of new development occurring on hillside lands, where development density is more challenging to maximize. To address this shortfall, a new Area Structure Plan (Thomson Flats) area is under consideration in order to examine the potential for new development lands to accommodate projected housing demand within the OCP timeframe.

9.2 years of undeveloped land remaining for single detached dwellings.



4

Pedestrian & Cycling Network

What is being measured?

This indicator measures the length of new pedestrian and cycling network compared to new road lanes constructed per year. Data is provided by the City of Kelowna.

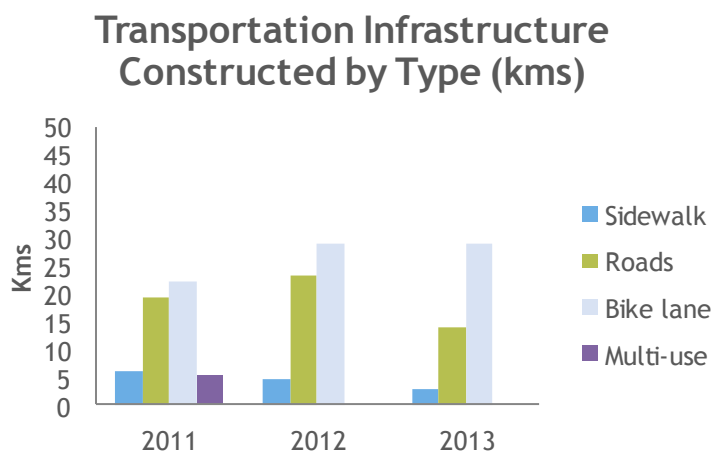
Why is this indicator important?

Creating walk-able, pedestrian-friendly, and connected neighbourhoods is a central focus of the OCP and is achieved in part through a balanced transportation network. For this to occur, it is important increase the attractiveness, convenience and safety of all modes of transportation by implementing complete streets that are designed to serve a broader range of transportation modes, including pedestrians and cyclists. OCP policy 7.6.1 (Transportation Infrastructure Priority), supports funding walking and cycling infrastructure ahead of infrastructure for vehicles.

Target / Desired Trend: Increase the pedestrian and cycling infrastructure relative to new roads (*under review*)

How are we doing? Performing in the right direction. →

Active transportation infrastructure continues to be funded and constructed annually. In 2011, for every 1.0 kilometer of road lane constructed, 1.716 kilometers of walking and cycling infrastructure was constructed. In 2013, the ratio was 2.28 kilometers of walking and cycling for every 1.0 kilometer of road lane. The ratio has increased relative to the baseline year of 2011 after a decrease in 2012. This positive trend is due to recent efforts to mark bike lanes in existing roadways. New active modes investment is expected in 2014, with the new section of Rails with Trails coming online. At this point, due to the annual fluctuations, there are not enough years of data to determine a trend. Fluctuations are to be expected due to funding availability and partnerships with other levels of government.



Note: data on the distribution of bike lane development between 2012 and 2013 is not available. Therefore, the total bike lane marked was divided evenly over each year.

The Pedestrian and Bicycle Master Plan is currently under way and will identify infrastructure and policy requirements to promote walking and cycling within Kelowna.

5

Balanced Transportation Network

What is being measured?

This indicator measures the modal split (% of population that uses each mode of transportation) for transportation to work. The modes of transportation include vehicle as driver, vehicle as passenger, public transit, walk, bicycle, or other. Data for this indicator is based on census data and will be measured every five years when census data is released.

Why is this indicator important?

Active transportation is a major theme of the OCP and is supported by one of the main goals: to feature a balanced transportation network. Increasing the attractiveness, convenience and safety of all modes of transportation by implementing complete streets is supported by OCP objectives and policy.

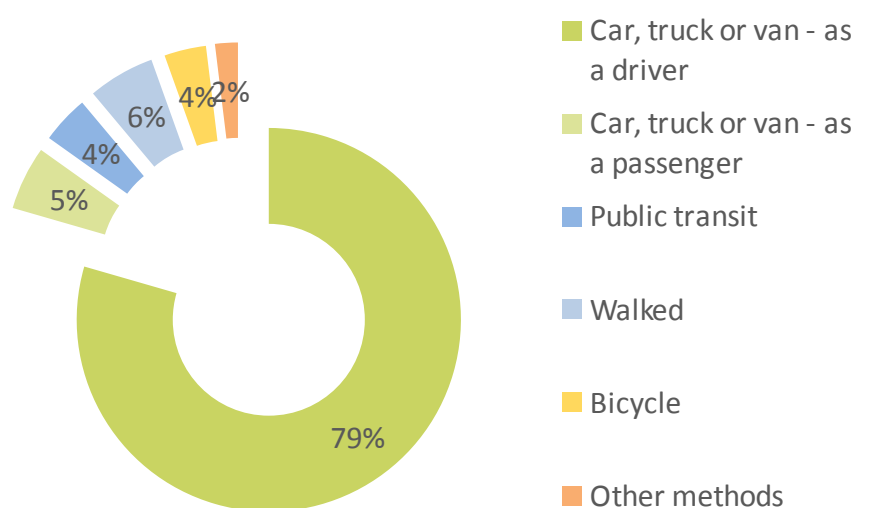
Target / Desired Trend: Increase in the number of people making more sustainable transportation choices (e.g. pedestrian, cycling, transit) - *under review*

How are we doing?

As this indicator is measured every 5 years, at this point this report is dependant upon the next census data which will be provided in 2016. The data provided below is based on 2011 Census and until more data is available, no trend can be identified.



Mode of Transportation to Work (%)



6

Proximity to Transit

What is being measured?

This indicator measures the percentage of our population that lives within 400 m (5 minute walk) of a transit stop. Data for this indicator utilizes BC Transit data as well as census data.

Why is this indicator important?

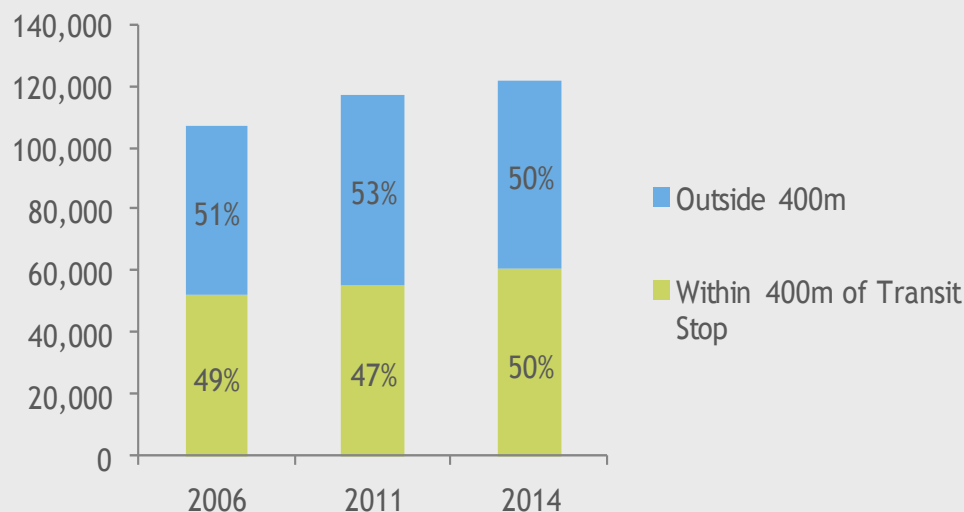
An important part of a sustainable city is creating compact communities served by transportation routes that encourage transit, bicycles and pedestrians. As traffic becomes more congested and as we work towards becoming a more sustainable city, transit will play a larger role in daily commutes. The OCP supports increasing density (people and employment) in communities to a level that will support transit service. Increased density around transit will also contribute to the City's commitment to reducing our Greenhouse Gas (GHG) emissions.

Target / Desired Trend: Increase in the percentage of people living within 400 m of a transit stop

How are we doing? Performing in the right direction. →

Compared to the baseline year which was the 2006 Census, 50% Kelowna residents now live within a 400m (approximately a 5 minute walk) of a transit stop. In the baseline year, 49% of people lived within 400m of a stop. Although there has been a slight increase in people living close to a transit stop, communities within Kelowna need to reach greater density to make transit viable. A stronger trend will emerge with more data.

Population Proximity to Transit



7

Efficient Energy Use

What is being measured?

This indicator measures household energy consumption (electricity and gas). Data for this indicator was provided by Fortis and the City of Kelowna.

Why is this indicator important?

The OCP was developed to establish a long-term vision for a sustainable community. As part of this, new buildings will be required that are attractive as well as energy efficient. A reduction in energy consumption will also contribute to a reduction in Greenhouse Gas (GHG) emissions and help to minimize Kelowna's contribution to climate change.

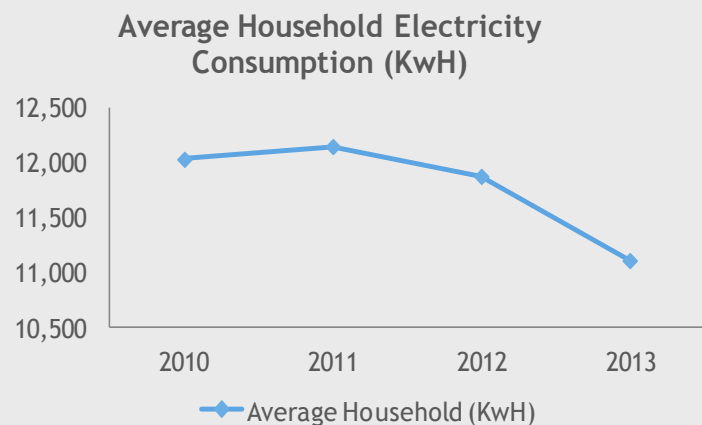
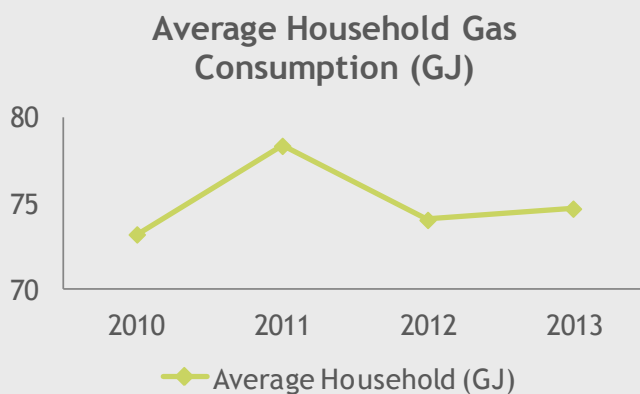
Target / Desired Trend: A decrease in average household electricity and gas consumption

How are we doing? Performing in the right direction. →

Residential electricity consumption has been decreasing per household since the baseline year of 2011. In 2013, households in Kelowna consumed an average of 11,108 Kwh of electricity.

Residential gas consumption per household has decreased compared the 2011 baseline, but remained relatively steady compared to 2012. In 2013, households in Kelowna consumed an average of 74.7 GJ of gas.

The trend for both gas and electricity consumption has been going in the right direction since 2011. With continued reduction in energy consumption, the community is contributing to the City's commitment to reduce GHG levels.



What is being measured?

This indicator measures the median household income for those employed in Kelowna relative to the provincial median. Median income data is derived from Environics Analytics.

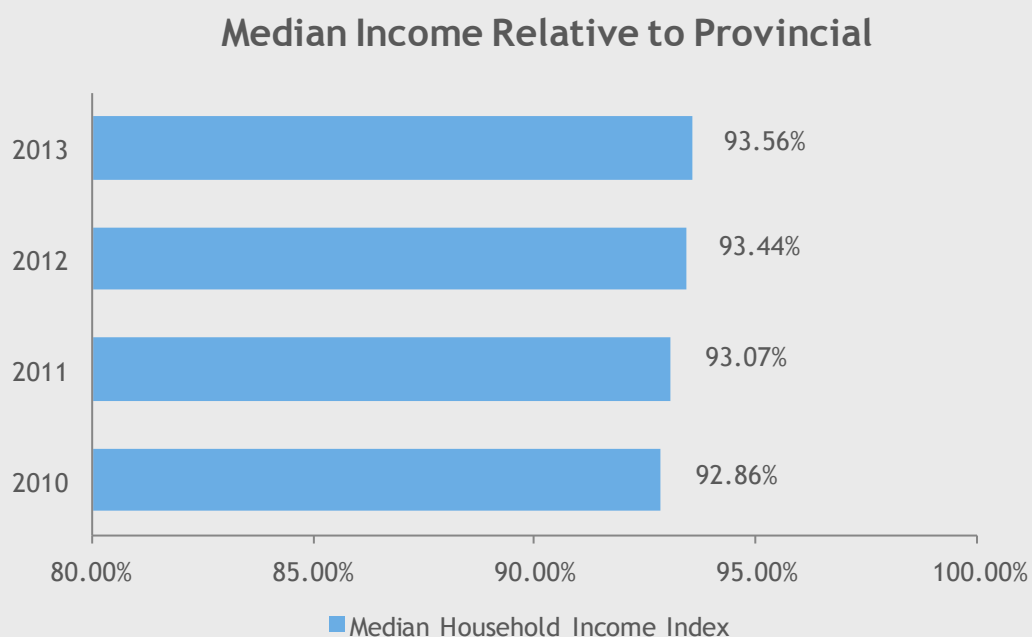
Why is this indicator important?

One of the goals of the OCP is to foster economic prosperity. A healthy, dynamic and sustainable economy will help retain and attract youth and talent, support business, encourage investment, and improve the quality of life for Kelowna residents.

Target / Desired Trend: Median income equivalent or higher than provincial median

How are we doing? Performing in the right direction. →

Kelowna median household income has increased at a slightly faster rate compared to the provincial median over the past four years. From 2010 to 2012, the median in Kelowna was 93% of the provincial median and in 2013 that increased to 94%. In 2013, the estimated median household income was \$58,302 while the provincial median household income was \$62,316. Even though the relative change is minor, this indicator is considered to be performing in the right direction because the Kelowna median is gaining incrementally relative to the provincial median.



What is being measured?

This indicator measures the number of businesses with employees. Data for this indicator provided by BC Stats and is only available at the Census Metropolitan Area level (RDCO).

Why is this indicator important?

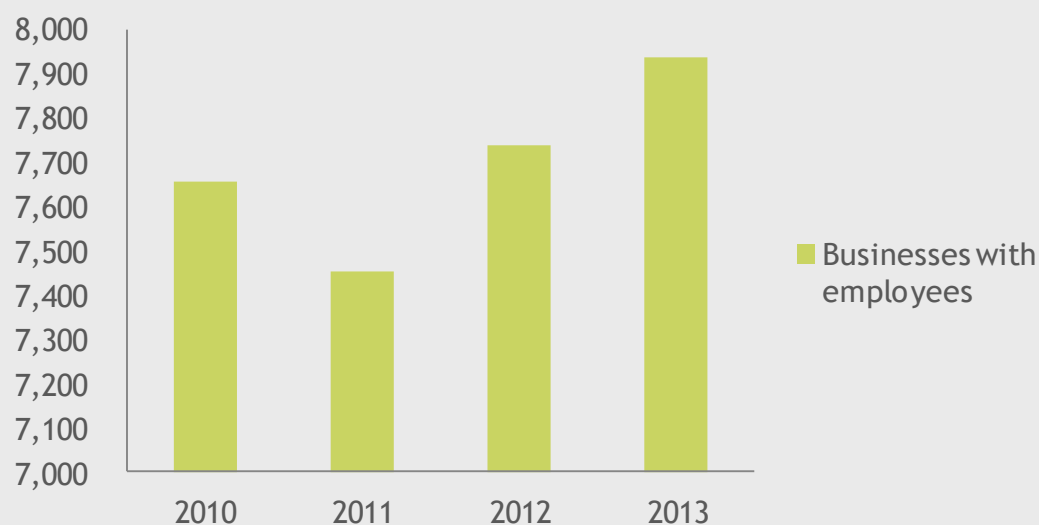
According to community input, people want a City where the economy is growing, vibrant and attracting new business. In order to create a sustainable city, there needs to be a balance between, environmental protection, economic growth, social development and cultural vibrancy. Measuring the number of businesses with employees provides a snapshot of efforts in the attraction and retention of business.

Target / Desired Trend: Increase in the number of businesses with employees

How are we doing? Performing in the right direction. →

There has been consistent growth in the number of businesses with employees in Kelowna CMA since the base-line year of 2011. In 2013, there were 7,937 businesses with employees in Kelowna CMA. While the business climate is influenced by a wide array of factors, including provincial, national and international economic trends, data from this indicator suggests that there is a positive business climate in Kelowna. This emerging trend is based on three years of data, and will be more thoroughly analyzed as more years of data becomes available.

**Number of Businesses with Employees -
Kelowna (CMA)**



10

Protected Sensitive Ecosystems

What is being measured?

This indicator measures the percent of Kelowna's land base that is under formal and permanent environmental protection. Data for this indicator is from the City of Kelowna.

Why is this indicator important?

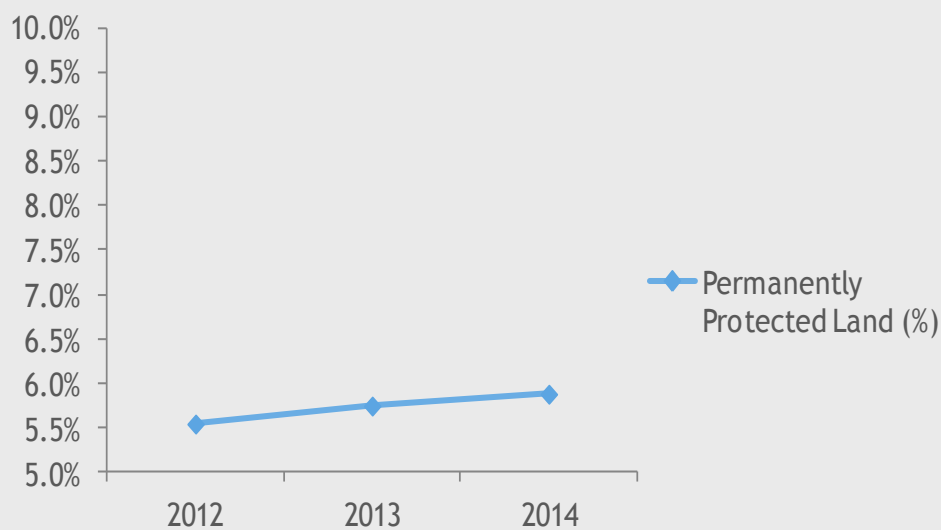
Kelowna residents have identified that protecting the natural environment is a priority. It is the City of Kelowna's objective to protect and enhance natural areas, including creating an open space network that protects sensitive ecosystems and links important habitat areas.

Target / Desired Trend: As a requirement for development, protect and preserve environmentally sensitive area (ESA's), or portions of thereof, where possible

How are we doing? Performing in the right direction. →

Since the baseline year of 2012, each year has seen slightly more land under permanent environmental protection. In 2014, 5.9% of Kelowna's land base is protected. This suggests that the City's efforts towards this goal are proving successful.

Percentage of Land Permanently Protected



What is being measured?

This indicator measures the number of lots that have been approved on slopes greater than 30% (where not part of an Area Structure Plan or received subdivision approved prior to adoption of the OCP (May 30, 2011)). Data for this indicator is provided by the City of Kelowna.

Why is this indicator important?

Many of the remaining undeveloped residential lands in Kelowna are on steep slopes and hillsides. Leaving as much hillside land in a relatively undisturbed state is critical in meeting the OCP vision to protect and preserve natural areas.

Target / Desired Trend: No development approved on slopes great than 30%

How are we doing? Yearly difference in performance is minimal. =====

The baseline year (2011), saw no new lots given approval on steep slopes. 2013 also saw no new lots given approval on steep slopes. Even though there were no new lots given approval, development continues to occur on steep slopes that have previous been given approval under existing Area Structure Plans (ASP). This will continue to occur until the ASP areas realize their allowable units. Therefore, it is too early to determine a trend.



“ The OCP contains policy that prohibits development on steep slopes (+30% or greater) (OCP Policy 5.15.12) ”

12

Parks Proximity to Population

What is being measured?

This indicator measures the percent of Kelowna residents that live within 400 meters of a park (5 minute walk). Data for this indicator is from the City of Kelowna GIS system.

Why is this indicator important?

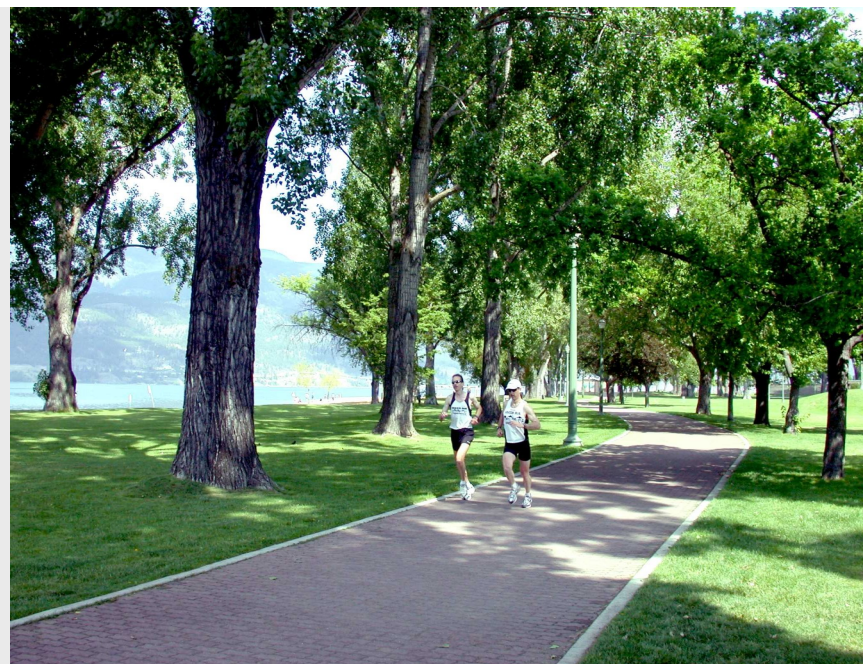
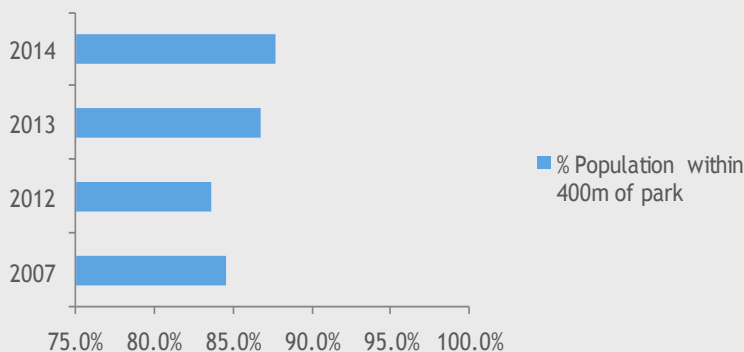
The OCP aims to provide spectacular parks for residents and visitors to enjoy. Parks play a critical role in supporting community sustainability and in enhancing community quality of life. This is encouraged by OCP objectives to protect and enhance natural areas and to provide a variety of parks for people to pursue active, creative and healthy lifestyles close to where they live and work. The OCP has specific policy requiring 2.2 ha of park per 1,000 of new population growth. But, understanding the proximity of parks to population is also critical.

Target / Desired Trend: Increase in the percentage of the population within walking distance of a park *(under review)*

How are we doing? Performing in the right direction. →

Every year since the 2007 baseline year, there has been an increase in the percent of the population that lives within 400m of a park. In 2014, 87.7% of Kelowna residents live within 400m of a park. This suggests that policy is being adhered to and parks are being established to match population growth.

Percentage of Population within 400m of park



13

Recreational Opportunities

What is being measured?

This indicator measures the number of public program hours delivered by the City per resident. Data for this indicator provided by the City of Kelowna.

Why is this indicator important?

The vision for Kelowna includes a place where recreation and cultural opportunities are plentiful. The OCP is supported by objectives that promote social well-being and quality of life by providing facilities and services for all community members.

Target / Desired Trend: Increase in the number of recreational opportunities available

How are we doing? Yearly difference in performance is minimal. 

The number of program hours has remained consistent since the baseline year of 2011, at 0.3 hours of programming delivered per resident, and has kept pace with population growth. More years worth of data required to determine a trend.

Year	Program Hours (Per Resident)
2010	0.3
2011	0.3
2012	0.3
2013	0.3

“Over the past 4 years the number of hours of programming per resident has remained consistent.”

What is being measured?

This indicator is measured in two parts – the first part measures the percent of parks and transportation capital dollars that are invested within the Urban Core. This metric is based on annual budget capital requests from the City of Kelowna. The second measurement is the percent of total value of assessed land and buildings located within Kelowna's Urban Core. This metric is based on annual British Columbia Assessment Authority property assessments.

Why is this indicator important?

An underlying theme of the OCP is to create compact communities served by transportation routes, to encourage active living, and by investing in efficient infrastructure. The OCP has policy to support resource allocation to be directed in the Urban Core with the purpose of making these safe, accessible, high-quality living and working environments.

Target / Desired Trend: Increase in parks and road infrastructure, as well as the percentage of assessment value in the Urban Core

How are we doing?

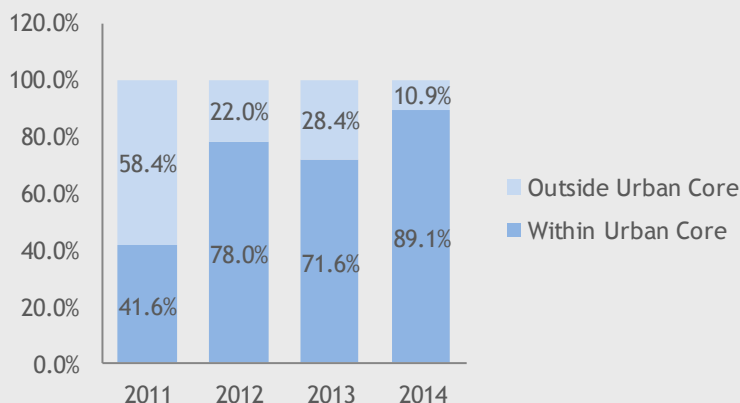
Performing in the right direction. ➡

The percent of Parks and Transportation dollars spent in the Urban Core. In the baseline year of 2011, 41.6% of dollars were spent in the Urban Core. In 2014, the percent has increased to 89.1%. Major civic investment through such projects as the Bernard Avenue Revitalization and Stewart Park walkway have solidified the City's commitment to the Urban Core.

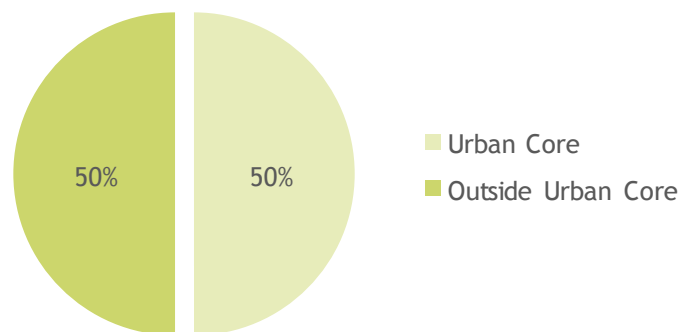
Yearly difference in performance is minimal. ==

This metric has been consistent over the past 4 years. In 2011, the baseline year, 50% of the total assessed value of land and buildings in Kelowna was within the Urban Core. Subsequently, the last 3 years have remained consistent at 49%. In 2014, the total property value for all land and buildings in Kelowna was over \$26 billion. However, as several major projects get underway in Downtown, this ratio may improve.

Parks and Transportation Capital Projects
(% of dollars spent)



Assessed Value



What is being measured?

This indicator is comprised of two parts — the percentage of Kelowna's land base that is actively farmed, and the number of community gardens in Kelowna. The actively farmed land metric is based on British Columbia Assessment Authority data. Data for the second measurement (the number of community gardens in Kelowna) is provided by Central Okanagan Community Gardens.

Why is this indicator important?

An important goal of the OCP is to enable healthy and productive agriculture, particularly given the large agricultural land base within the city's boundaries. This is supported by policy that promotes healthy agriculture through diverse strategies that protect farmlands and promote food production.

Target / Desired Trend: Increase agricultural land in production (*under review*)

How are we doing?

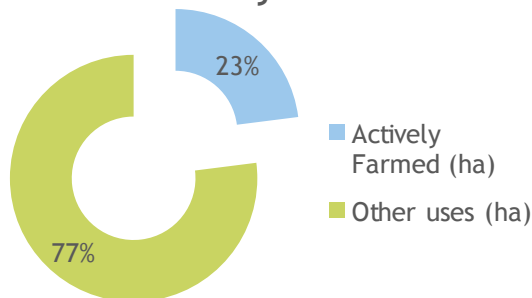
Yearly difference in performance is minimal. 

The percentage of land that is actively farmed has remained relatively stable since that baseline year of 2011. In 2014, 23% of that land base is actively farmed. This is a positive indication that actively farmed land is not decreasing in the face of development pressure. More data will solidify a trend.

Performing in the right direction. 

Community gardens continue to increase in popularity. As of the spring of 2014, there are 11 community gardens. This has increased from 7 in 2011. A trend is beginning to emerge that residents are interested in food production as new community gardens come on-stream each year and the waitlist for plots continues to grow. Policies may need to be established to find ways to meet community demand.

Percentage of Kelowna's land base Actively Farmed



In Kelowna, there are 11 Community Gardens that are active and in full production, 8 of which are on City property:

- > Cawston Avenue Garden
- > St. Paul Garden
- > Sutton Glen Garden
- > Gibbs Road Garden
- > Hartman Road Garden
- > Barlee Road Garden
- > Michaelbrook Garden
- > Willow Park Garden
- > Lindahl Garden
- > DeHart Garden
- > Parkinson Rec. Garden

What is being measured?

This indicator is measured in two parts – the crime rate in Kelowna, and the number of motor vehicle crashes related to the population. The crime rate is provided by the RCMP and the motor vehicle crash data is provided by ICBC. The crime rate provided is a mid-year estimate. The final crime rate for 2013 is expected to be released in the last quarter of 2014.

Why is this indicator important?

According to community input, residents want a city where they feel safe downtown and in their own neighbourhoods. The OCP has policy that supports this vision. In the 2012 Citizen Survey, residents ranked concerns about personal safety relatively low, while putting protective services as the top priority for community investment. Measuring the crime rate and the number of motor vehicle collisions provides a concise picture of community safety.

Target / Desired Trend: Increase in the level of safety in the community (reduced crime rate and collisions)

How are we doing?

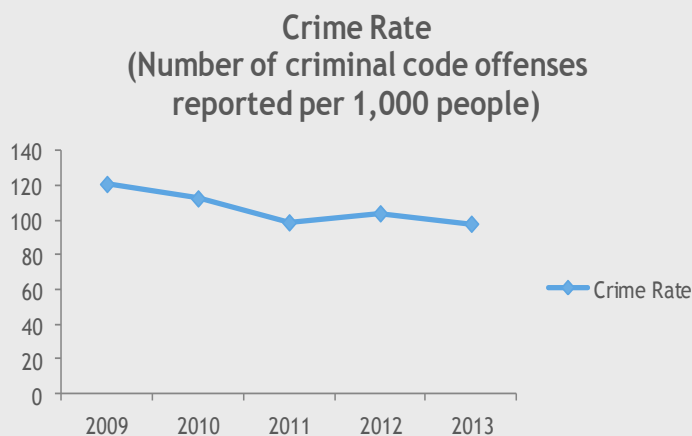
Performing in the right direction. →

The crime rate is measured as the number of criminal code offenses reported per 1,000 people. In 2013, there were 98.0 * crimes reported per 1,000 people. Comparatively, the baseline year of 2011 saw a crime rate of 98.8, and in 2012, the crime rate was 104. This general decrease is consistent with the overall trend of declining crime rates being observed in BC and across Canada.

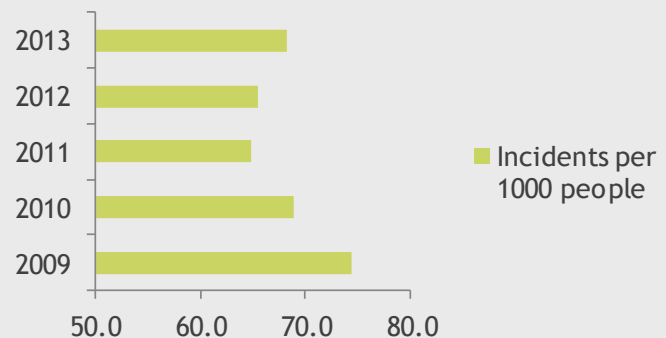
* crime rate is a mid-year estimate. Final crime rate to be released in the fourth quarter of 2014 and will be reflected in next year's report.

Performing in the wrong direction. ←

The number of motor vehicle crashes per 1,000 people has increased each of the past three years. In 2013, there were 68.2 crashes reported for every 1,000 people, compared to 64.8 in 2011. A trend is starting to emerge but more data is required to substantiate the trend.



Traffic Collisions per 1000 people



What is being measured?

Appendix 7 of Kelowna's 2012-2017 Cultural Plan contains quantitative and qualitative indicators for cultural vibrancy. These include employment in the cultural sector, levels of investment, cultural facility usage, numbers of organizations, events and programs and perceptions about the importance of arts and culture in quality of life.

How are we doing?

A 'report card' providing a snapshot of data will be produced in 2015. As implementation of the Cultural Plan proceeds, positive progress can be noted in the following areas:

- The City has increased funding support for professional arts organizations (15% increase) and cultural facilities (the Kelowna Art Gallery, Kelowna Museums and Rotary Centre for the Arts), consistent with Goal 1 of the Cultural Plan;
- Over \$250,000 has been invested to improve acoustic and amplified sound systems at Kelowna Community Theatre (Cultural Plan Goal 2);
- New events have been added to the Festivals Kelowna mandate, and annual public attendance at these free events is approaching 100,000 (Cultural Plan Goal 5);
- Kelowna celebrations for national Culture Days at the end of September grew from 23 events in 2012 to 54 events in 2013, an increase of over 100% (Cultural Plan Goal 6);
- In 2013/14, the artsVest program generated \$393,257 of new investment in the cultural sector through a combination of private sector sponsorship and matching incentive grants. The program will continue for a second year in 2014/15 (Cultural Plan Goal 8).





Policy & Planning
1435 Water Street
Kelowna, BC V1Y 1J4
(250) 469-8773

kelowna.ca/ocp

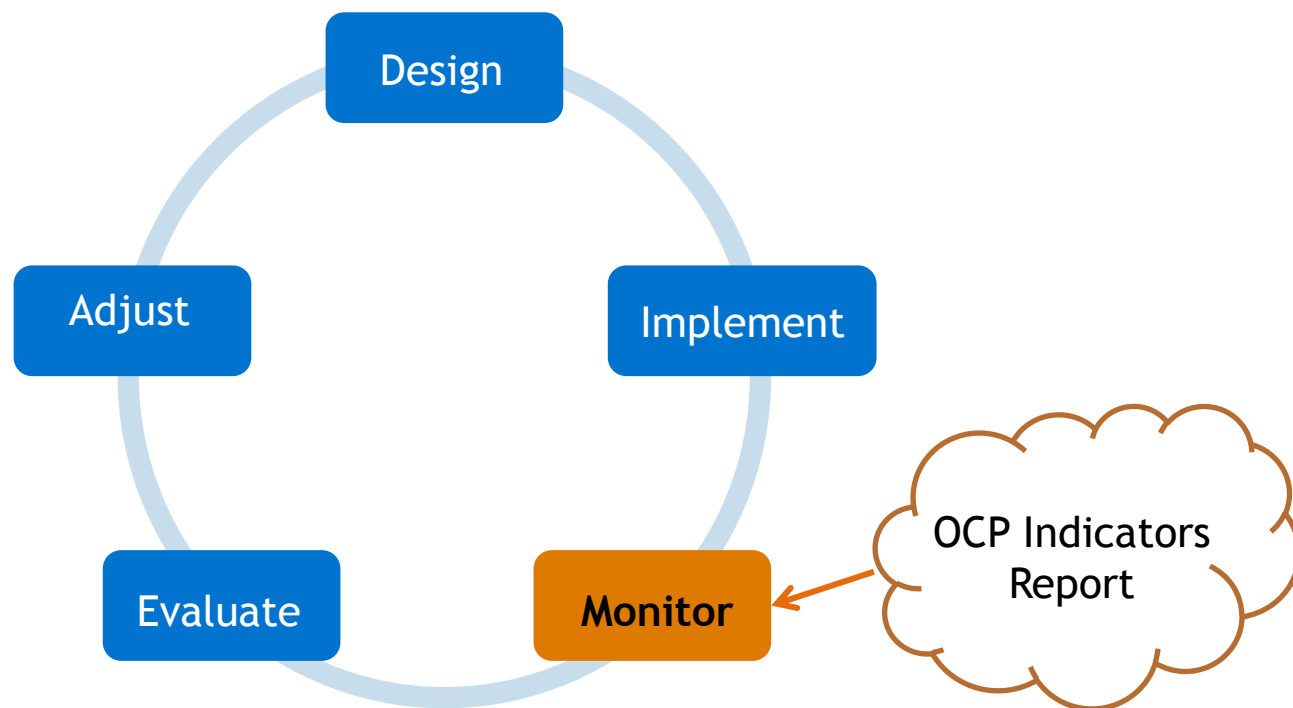
OFFICIAL COMMUNITY PLAN INDICATORS REPORT 2014



BACKGROUND

- ▶ Indicators are a way to assess the extent to which community goals are being achieved
- ▶ This is the third OCP Indicators report

OCP MANAGEMENT FRAMEWORK



UPDATED REPORT FORMAT

- ▶ A new approach in 2014 to make the OCP Indicators more accessible
- ▶ New format provides more discussion and opportunity to celebrate positive performance



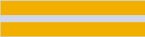


INDICATORS

- ▶ Indicators selected to represent a balance between the economic, environmental, social, and cultural objectives of the OCP



COMPARISON TO PREVIOUS YEARS

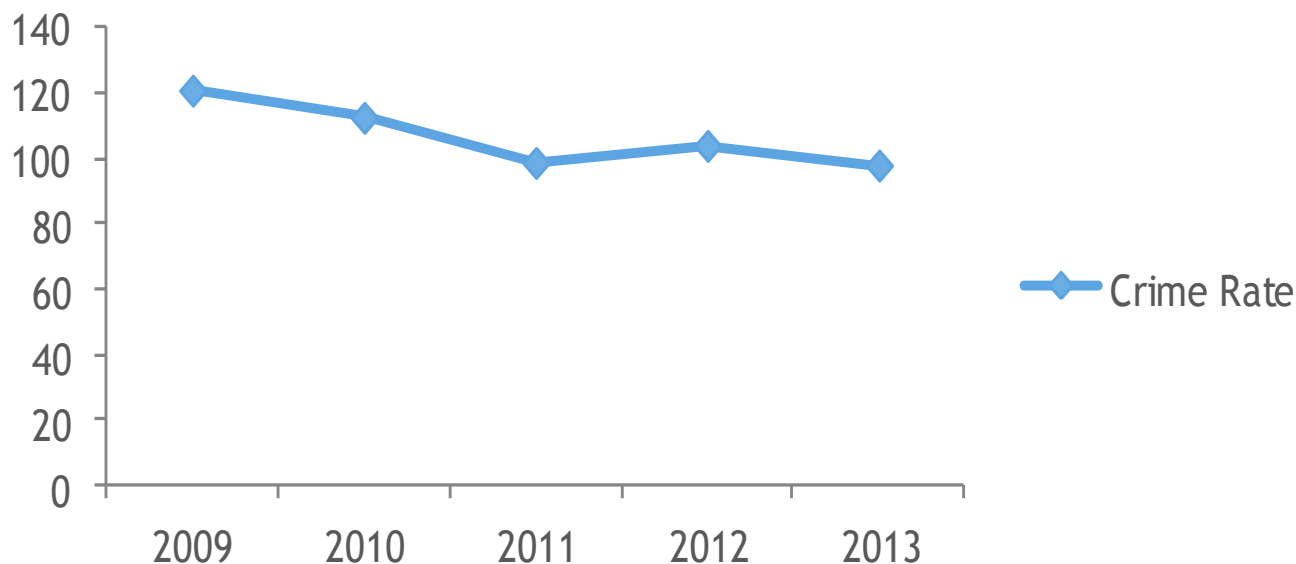
Indicator Performance		2012 Report	2013 Report	2014 Report
Positive Direction		39%	52%	58%
Negative Direction		25%	15%	17%
Minimal Change		14%	22%	17%
Not Enough Data		21%	11%	8%

EMERGING TRENDS & ISSUES

- ▶ At this point it is difficult to document concrete emerging trends and issues; however, some of the key areas where trends are starting to emerge are:

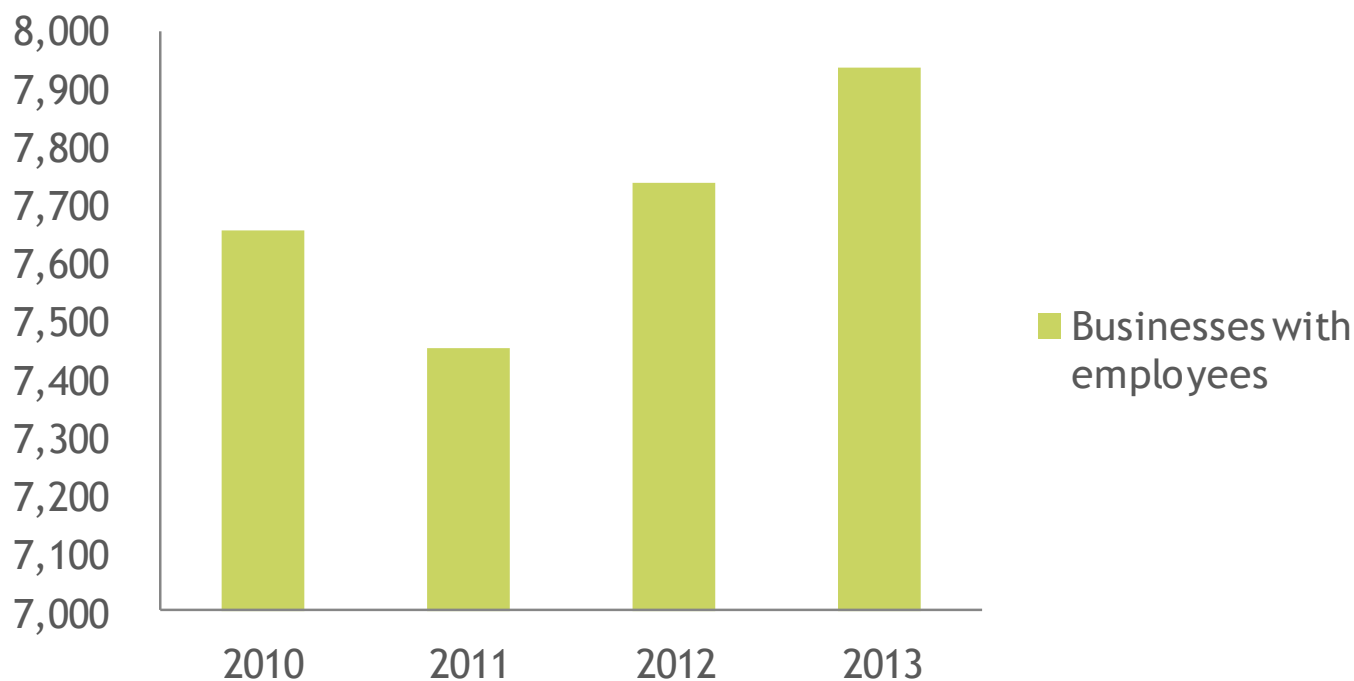
CRIME RATE CONTINUES TO DECREASE (INDICATOR 16)

Crime Rate
(Number of criminal code offenses
reported per 1,000 people)



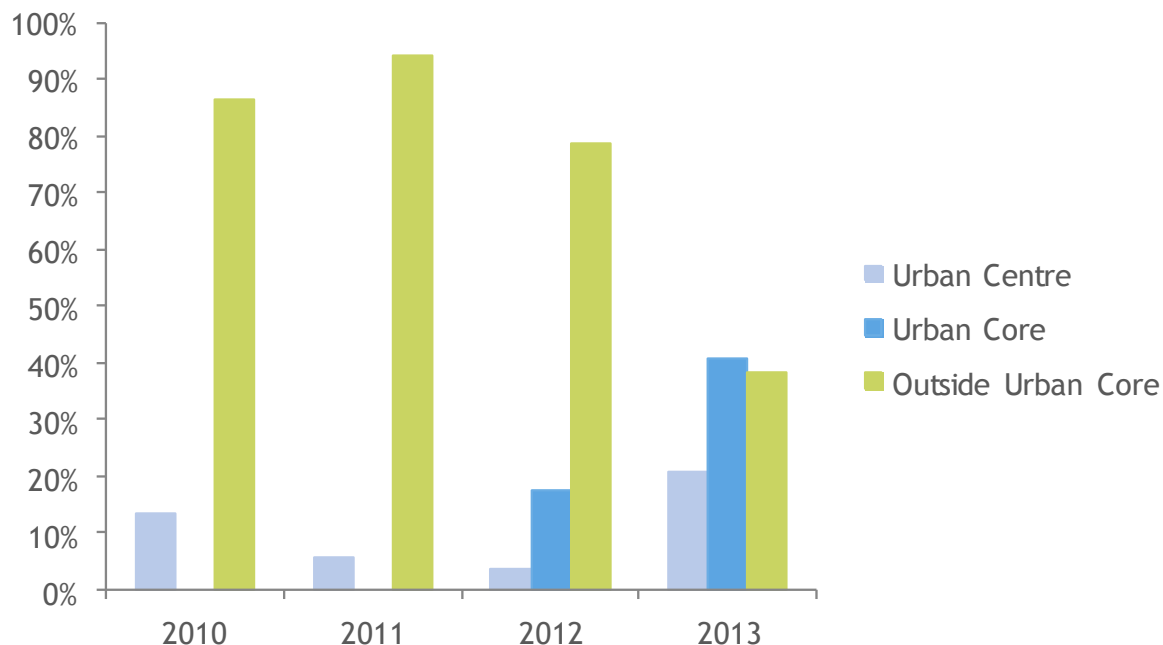
NUMBER OF BUSINESSES IS GROWING (INDICATOR 9)

Number of Businesses with Employees -
Kelowna (CMA)



HOUSING DISTRIBUTION IS BECOMING MORE BALANCED WITH AN INCREASE IN THE PERCENTAGE OF UNITS IN URBAN AREAS (INDICATOR 1.1)

Location of New Residential Units



MOVING FORWARD

- ▶ Continue to collect indicator data and report annually
- ▶ Produce a more comprehensive report every 5 years
- ▶ Monitor results and make any necessary adjustments as trends become evident



