City of Kelowna
Regular Council Meeting
AGENDA

Monday, March 9, 2020

1:30 pm

Council Chamber

City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

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

2. Confirmation of Minutes 4 - 9

PM Meeting - March 2, 2020

3. Development Application Reports & Related Bylaws

3.1 Dilworth 1525, TA20-0003 and Z20-0003, WGP-236 Holdings Ltd., Inc. No BC0656353 10 - 15

Mayor to invite the Applicant, or Applicant's Representative, to come forward.

To consider a Staff recommendation to NOT support a site-specific text amendment to allow for a retail cannabis sales establishment within 500m of another establishment and to consider an application to rezone the subject property from C10lp-Service Commercial (Liquor Primary) to C10(lp/rcs)-Service Commercial (liquor primary/retail cannabis sales).

4. Bylaws for Adoption (Development Related)

4.1 Hartman Rd 280 and Maygard Rd 940, BL11597 (Z18-0001) - JE Holdings Inc Inc No C0561382 16 - 16

To adopt Bylaw No. 11597 in order to rezone the subject property from the A1 - Agriculture 1 zone to the RU6 - Two Dwelling Housing zone.

4.2 **Byrns Rd 2089, BL11810 (OCP18-0018) - Mohammed Maizal Munif** 17 - 17

Requires a majority vote of all members of Council (5).
To adopt Bylaw No. 11810 in order to change the future land use designation of the subject property from the REP - Resource Protection Area designation to the S2RES - Single/Two Unit Residential designation.

4.3 **Byrns Rd 2089, BL11811 (Z18-0094) - Mohammed Maizal Munif** 18 - 18

To adopt Bylaw No. 11811 in order to rezone the subject property from the A1-Agricultural 1 zone to the RU6 - Two Dwelling Housing zone.

4.4 **Hunter Rd 2280-2290, BL11964 (LUC19-0003) - Hillahan Holdings Inc. & Go West Investments Inc.** 19 - 19

To adopt Bylaw No. 11964 in order to discharge the Land Use Contract registered against the title of the subject property.

4.5 **Hunter Rd 2280-2290, BL11965 (Z19-0111) - Hillahan Holdings Inc. & Go West Investments Inc.** 20 - 20

To adopt Bylaw No. 11965 in order to rezone the subject property from the A1 - Agriculture 1 zone to the C3 - Community Commercial zone.

4.6 **Cadder Ave 338, BL11987 (Z19-0120) - Daniel Konrad** 21 - 21

To adopt Bylaw No. 11987 in order to rezone the subject property from the RU1 – Large Lot Housing zone to RU1c – Large Lot Housing with Carriage House zone.

5. **Non-Development Reports & Related Bylaws**

5.1 **TMP Phase 3 Engagement Summary** 22 - 145

To present the results of the Transportation Master Plan Phase 3 Public Engagement activities, including the results of the online budget allocator exercise.

5.2 **2040 OCP Parks & Open Spaces Strategies** 146 - 185

This Report focuses on the important role parks play in supporting the endorsed 2040 OCP Growth Scenario through their contribution to Kelowna's livability and vibrancy; and to provide Council with context to the 20 Year Financial Plan and Future Land Use Planning reports that will come forward at a later date.

5.3 **Annual Housing Report** 186 - 216

To Introduce the Annual Housing Report

5.4 **Healthy Housing Strategy Update** 217 - 233

To provide Council an update on the Healthy Housing Strategy implementation actions.

5.5 **Stewart Road West, RN18-0002 (BL12000) - City of Kelowna** 234 - 239

To rename a portion of Saucier Road to Stewart Road West.

5.6 **Stewart Road West, BL12000 (RN18-0002) - City of Kelowna** 240 - 241

To give Bylaw No. 12000 first, second and third reading.

6. **Bylaws for Adoption (Non-Development Related)**

6.1 **650 Cawston Avenue, BL11967 Road Closure Bylaw** 242 - 243

To adopt Bylaw No. 11967 in order to permanently close and remove the highway dedication of a portion of highway on Cawston Road.

7. **Mayor and Councillor Items**

8. **Termination**

City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, March 2, 2020
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Charlie Hodge, Brad Sieben, Mohini Singh, Luke Stack and Loyal Wooldridge
Members Absent	Councillor Gail Given
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming, Director, Planning & Development Services, Ryan Smith*; Planner Specialist, Adam Cseke*; Planner, Tyler Caswell*; Planner, Aaron Thibeault*; Planner, Lauren Sanbrooks*; Policy & Planning Department Manager, Danielle Noble-Brandt*; Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:33 p.m.

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

2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

R0178/20/03/02 THAT the Minutes of the Regular Meetings of February 24, 2020 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Hartman Rd 620-622, A19-0021 - Beatrice Elizabeth Van Den Eerenbeemt

Staff:
- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Hodge

R0179/20/03/02 THAT Agricultural Land Reserve Appeal No. A19-0021 for Lot 4 Sections 25 and 26 Township 26 ODYD Plan 3078, located at 620-622 Hartman Road, Kelowna for a subdivision of agricultural land in the Agricultural Land Reserve pursuant to Section 21(2) of the *Agricultural Land Commission Act*, be supported by Council;

AND THAT the Council directs Staff to forward the subject application to the Agricultural Land Commission for consideration.

Carried

3.2 Rental Sub-Zones Text Amendment No. TA20-0007 (BL11988)

Staff:
- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R0180/20/03/02 THAT Zoning Bylaw Text Amendment Application No. TA20-0007 to amend the City of Kelowna Zoning Bylaw No. 8000 by adding rental sub-zones to various zones as identified in Attachment "A" and outlined in the Report from the Development Planning Department dated March 2nd, 2020, be considered by Council;

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

Carried

3.3 BL11988 (TA20-0007) - Rental Sub-Zones addition to Zoning Bylaw No. 8000

Moved By Councillor Singh/Seconded By Councillor Hodge

R0181/20/03/02 THAT Bylaw No. 11988 be read a first time.

Carried

3.4 Harvey Ave 969, OCP19-0009 (BL11989) and Z19-0119 (BL11990) - The Evangel Family Rental Housing Society

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Sieben

R0182/20/03/02 THAT Official Community Plan Map Amendment Application No. OCP19-009 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of Lot A District Lot 138 Osoyoos Division Yale District Plan 31933 Except Plan 36604, located at 969 Harvey Avenue, Kelowna, BC from the MRM – Multiple Unit Residential (Medium Density) designation to the MRH – Multiple Unit Residential (High Density) designation, be considered by council:

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the *Purpose* of Section 879 of the *Local Government Act*, as outlined in the Report from the Development Planning Department dated March 2nd, 2020;
THAT Rezoning Application No. Z19-0119 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A District Lot 138 Osoyoos Division Yale

DRAFT

District Plan 31933 Except Plan 36604, located at 969 Harvey Avenue, Kelowna, BC from the RM5 – Multiple Unit Residential (Medium Density) zone to the RM6r – High Rise Apartment Housing (Residential Rental Tenure Only), be considered by Council;

AND THAT the Official Community Plan Map Amending Bylaw and Rezoning Bylaws be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Official Community Plan Map Amending Bylaw and the Rezoning Bylaw, be considered subsequent to the outstanding conditions as set out in Schedule "A" attached to the Report from the Development Planning Department dated February 24th, 2020;

AND THAT final adoption of the Official Community Plan Map Amending Bylaw and the Rezoning Bylaw, be considered subsequent to the registration of a height restricting covenant to a maximum of six and a half (6.5) storeys on the subject property.

AND FURTHER THAT final adoption of Official Community Plan Map Amending Bylaw and the Rezoning Bylaw, be considered in conjunction with Council's consideration of a Development Permit and a Development Variance Permit for the subject property.

Carried

3.5 Harvey Ave 969, BL11989 (OCP19-0009) - The Evangel Family Rental Housing Society Inc. No. 516918

Moved By Councillor Hodge/Seconded By Councillor Singh

R0183/20/03/02 THAT Bylaw No. 11989 be read a first time;

AND THAT the bylaw has been considered in conjunction with the City's Financial Plan and Waste Management Plan.

Carried

3.6 Harvey Ave 969, BL11990 (Z19-0119) - The Evangel Family Rental Housing Society Inc. No. 516918

Moved By Councillor Hodge/Seconded By Councillor Singh

R0184/20/03/02 THAT Bylaw No. 11990 be read a first time.

Carried

3.7 Uplands Dr 368, Z19-0141 (BL12002) - Nicole Gosselin

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0185/20/03/02 THAT Rezoning Application No. Z19-0141 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2, Section 23, Township 28, SDYD, Plan 42738, located at 368 Uplands Drive, Kelowna, BC from RR2 – Rural Residential 2 zone to the RR2c – Rural Residential 2 with Carriage House zone, be considered by Council;

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

DRAFT

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated March 2nd, 2020.

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

Carried

3.8 Uplands Dr 368, BL12002 (Z19-0141) - Nicole Gosselin

Moved By Councillor Donn/Seconded By Councillor DeHart

R0186/20/03/02 THAT Bylaw No. 12002 be read a first time.

Carried

3.9 Spiers Rd, 3652 HD20-0001 (BL12003) - Request for Heritage Designation - Sue Haley

Mayor Basran moved Item 3.11 forward.

3.11 Nickel Rd 250 BL11772 (Z18-0033) Extension Request

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

R0189/20/03/02 THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Rezoning Amending Bylaw No. 11772, for Lot A Section 27 Township 26 Osoyoos Division Yale District Plan EPP90723 for 250 Nickel Road, Kelowna, BC, be extended from March 26, 2020 to March 26, 2021;

AND THAT Council directs Staff to not accept any further extension requests.

Staff:
- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0187/20/03/02 WHEREAS the Municipal Council of the City of Kelowna considers the building known as the "Cross House" located at Lot B Section 8 Township 26 ODYD Plan 25537, on Spiers Road, Kelowna, B.C. to be a building with heritage value and that the designation of the building as a heritage site pursuant to Section 611 of the *Local Government Act* is desirable for the conservation of the building;

AND WHEREAS the Municipal Council of the City of Kelowna considers the building envelope as indicated in Schedule "B" attached to this bylaw located at Lot B Section 8 Township 26 ODYD Plan 25537, on Spiers Road, Kelowna, B.C. to be a site with heritage value and that the designation of the site as a heritage site pursuant to Section 611 of the *Local Government Act* is desirable for the conservation of the site;

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

1. The building known as the Cross House situated on lands legally described as Lot B Section 8 Township 26 ODYD Plan 25537, located at 3652 Spiers Road, Kelowna, BC is hereby designated a Municipal Heritage Building pursuant to Section 611 of the *Local Government Act*.

DRAFT

2. The site envelope as indicated by Schedule "B" attached to this bylaw, situated on lands legally described as Lot B Section 8 Township 26 ODYD Plan 25537, located at 3652 Spiers Road, Kelowna, BC is hereby designated a Municipal Heritage Site pursuant to Section 611 of the *Local Government Act*.
3. Except as authorized by this bylaw or as authorized by a Heritage Revitalization Agreement or a Heritage Alteration Permit approved by Council, no person shall:
4. Alter the exterior of any building situated on the property designated by this bylaw;
5. Make a structural change to a building or structure situated on property designated by this bylaw;
6. Move any building situated on the property designated by this bylaw; or
7. Alter, excavate or build on land designated by this bylaw.
8. The following alterations to the designated building are hereby authorized without a Heritage Alteration Permit:
9. Normal day to day maintenance and repairs
10. This bylaw may be cited for all purposes as the Heritage Designation Bylaw No. 12003 the Cross House.

AND FURTHER THAT the Heritage Designation Bylaw be forwarded to a Public Hearing for further consideration.

Carried

3.10 Spiers Rd, 3652 BL12003 (HD20-0001) - Request for Heritage Designation - Sue Haley

Moved By Councillor Donn/Seconded By Councillor DeHart

R0188/20/03/02 THAT Bylaw No. 12003 be read a first time.

Carried

4. Mayor and Councillor Items

Councillor Wooldridge:
- Was Master of Ceremonies at the Sustainable Development Challenge for students in grades 8 to 12 brought forward by the United Nations Global Goals; students presented Climate Action as their number one goal.
- Spoke to their attendance at the African/Caribbean Students Club Black History Month Gala at Coast Capri on Saturday, February 29th.

Councillor Singh:
- Shout out to Kelowna Toyota; proceeds collected on Saturday February 29th will be given to the Firefighters Charitable Association which will filter into our community.

Councillor Donn:
- Spoke to their attendance at the DARE Graduation Program.

Councillor DeHart:
- Spoke to their attendance at the Royal Canadian Air Cadets Speaking competition.

Councillor Stack:
- Spoke to their attendance at the Building Community Resilience in a Changing Climate Seminar.

DRAFT

5. Termination

This meeting was declared terminated at 2:12 p.m.

Mayor Basran

City Clerk

/acm

DRAFT

REPORT TO COUNCIL

Date:	March 9, 2020		
To:	Council		
From:	City Manager		
Department:	Development Planning		
Application:	TA20-0003 & Z20-0003	**Owner:**	WGP-236 Holdings Ltd. Inc. No. BC0656353
Address:	1525 Dilworth Dr	**Applicant:**	Dave Moore 1222262 BC Ltd.
Subject:	Text Amendment & Rezoning		
Existing OCP Designation:	SC- Service Commercial		
Existing Zone:	C10lp- Service Commercial (Liquor Primary)		
Proposed Zone:	C10(lp/rcs)- Service Commercial (Liquor Primary/Retail Cannabis Sales)		

1.0 Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA20-0003 to amend the City of Kelowna Zoning Bylaw as outlined in the Report from Development Planning Department dated March 9, 2020 for Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845, located at 1525 Dilworth Dr, Kelowna, BC NOT be considered by Council;

AND THAT Rezoning Application No. Z20-0003 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845, located at 1525 Dilworth Dr, Kelowna, BC NOT be considered by Council.

2.0 Purpose

To consider a site-specific text amendment to allow for a retail cannabis sales establishment within 500m of another establishment and to consider an application to rezone the subject property from C10lp-Service Commercial (Liquor Primary) to C10(lp/rcs)-Service Commercial (liquor primary/retail cannabis sales).

3.0 Development Planning

Staff is recommending non-support for the proposed site-specific text amendment and rezoning application to allow for a retail cannabis sales establishment. The proposal requires a text amendment to the specific use regulations for cannabis retail sales in Section 9.16.1 of the Zoning Bylaw:

9.16.1 Any retail cannabis sales establishment must be set back a minimum distance of 500 metres from another retail cannabis sales establishment, measured from closest lot line to closest lot line.

The proposed location is approximately 488m from closest lot line to closest lot line from an approved retail cannabis sales establishment located at 2339-2397 Hwy 97 N (the Dilworth Shopping Centre). The minimum distance of 500 metres is intended to avoid clustering of multiple stores, and is similar to the provincial government requirement for a minimum of 1 km between new retail liquor stores.

The application was processed following the initial intake of retail cannabis sales rezoning applications. As such, it was evaluated with the City's standard rezoning process, established in the Development Application Procedures Bylaw.

4.0 Proposal

4.1 Project Description

A retail cannabis sales establishment is proposed in an existing ground-floor commercial retail unit fronting onto Leckie Rd.

4.2 Site Context

The property is located in the Central City Sector and has a future land use designation of SC-Service Commercial. The surrounding area is comprised of service commercial uses. The site is zoned for Liquor Primary as Rusty's Sports Lounge is located on site.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C10- Service Commercial	Service Commercial uses
East	C10- Service Commercial	Service Commercial uses
South	I2- General Industrial	General industrial uses
West	I3- Heavy Industrial	General industrial uses

Subject Property Map:

5.0 Application Chronology

Date of Application Received: November 22, 2019
Date Public Consultation Completed: February 21, 2020

6.0 Alternate Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA19-0013 to amend City of Kelowna Zoning Bylaw No.8000 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated March 9, 2020 for Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845, located at 1525 Dilworth Dr, Kelowna, BC, be considered by Council;

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

AND THAT Rezoning Application No. Z19-0100 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845, located at 1525 Dilworth Dr, Kelowna, BC from C10p-Service Commercial (Liquor Primary) to C10(p/rcs)- Service Commercial (Liquor Primary/Retail Cannabis Sales) be considered by Council;

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

AND FURTHER THAT if the Rezoning Bylaw is adopted, Council direct Staff to send a recommendation to the British Columbia Liquor and Cannabis Regulation Branch that they support issuance of a non-medical cannabis retail store license for this legal lot with the following comments:

- The proposed location meets amended site-specific local government bylaw requirements and as such, no negative impact is anticipated;
- The views of the residents were captured during a public hearing process for the rezoning of the property and Council meeting minutes summarizing those views are attached; and
- Local government recommends that the application be approved because of compliance with local regulations and policies.

Report prepared by: Jocelyn Black, Planner Specialist

Reviewed by: James Moore, Urban Planning & Development Policy Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Attachment A: Site Plan

Schedule A: Site Specific Amendment to City of Kelowna Zoning Bylaw No. 8000

ATTACHMENT A

This forms part of application

TA20-0003 & Z20-0003

Planner Initials JB

City of Kelowna
DEVELOPMENT PLANNING

1 site plan
id 2.1 scale: nts

legend

	proposed entrance to 'Rora Recreational Cannabis'
	entrances to surrounding businesses
#	reference to neighbouring business' name

neighbouring business names:

1. Mojo
2. Canadian Wholesale Lighting
3. Rustys
4. Okanagan Brewhouse
5. Troy
6. Vacant
7. Vacant
8. KONE Elevators
9. Fittbox
10. Advanced Mobility Products
11. Westburne
12. Wolsely

• do not scale from drawings
• site verify all dimensions and information
• report any errors or discrepancies
• all work shall conform to applicable codes & regulations
• drawings are published by hatch interior design - all rights reserved including rights of reproduction

3.	issued for provincial application	nov. 22, 2019
2.	issued for client review	nov. 14, 2019
1.	issued for lease review	oct. 16, 2019

site plan
provincial application

scale nts
drawn by cg

mojo cannabis
7-1525 dilworth rd
kelowna, bc

id 2.1
sheet no.

t: 778.484.4484
e: hatch@hdi.ca
w: hatchdesigninc.ca
HATCH
because good design is good business

SCHEDULE A

This forms part of application

TA20-0003 & Z20-0003

Planner Initials JB

City of Kelowna
DEVELOPMENT PLANNING

SCHEDULE "A" – Site Specific Amendment to City of Kelowna Zoning

Bylaw No. 8000 TA20-0003

<table>
<tr><th>Section</th><th>Existing Text</th><th>Proposed Text</th><th>Rationale</th></tr>
<tr>
<td>Section 9.16- Specific Use Regulations- Retail Cannabis Sales Establishments</td>
<td>9.16.1 Any Retail Cannabis Sales Establishments must be set back a minimum distance of 500 metres from another Retail Cannabis Sales Establishment, measured from closest lot line to closest lot line.</td>
<td>9.16.8 Site Specific Uses and Regulations
Uses and regulations apply to the C7-rcs-Central Business Commercial (Retail Cannabis Sales) on a site-specific basis as follows:
<table>
<tr><th></th><th>Legal Description</th><th>Civic Address</th><th>Regulation</th></tr>
<tr><td>1</td><td>Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845</td><td>1525 Dilworth Dr</td><td>To allow for a retail cannabis sales establishment within 500m of the approved retail cannabis sales establishment located at 2336-2397 Hwy 97 N.</td></tr>
</table></td>
<td>To allow for a retail cannabis sales establishment within 500m of the approved retail cannabis sales establishment located at 2336-2397 Hwy 97 N</td>
</tr>
</table>

CITY OF KELOWNA

BYLAW NO. 11597
Z18-0001 – 280 Hartman Road and 940 Maygard Road

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 City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 1, Section 26, TWP 26, ODYD, Plan 22455 located on Hartman Rd, Kelowna, B.C., from the A1 – Agriculture 1 zone to the RU6 – Two Dwelling Housing zone.

2. AND THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 2, Section 26, TWP 26, ODYD, Plan 22455 located on Maygard Rd, Kelowna, B.C., from the A1 – Agriculture 1 zone to the RU6 – Two Dwelling Housing zone.

3. 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 9th day of April, 2018.

Considered at a Public Hearing on the 1st day of May, 2018.

Read a second and third time by the Municipal Council this 1st day of May, 2018.

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

CITY OF KELOWNA

BYLAW NO. 11810

Official Community Plan Amendment No. OCP18-0018
2089 Byrns Road

A bylaw to amend the "*Kelowna 2030* – Official Community Plan Bylaw No. 10500".

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

1. THAT Official Community Plan Bylaw Amendment No. OCP18-0018 to amend Map 4.1 of the Kelowna 2030 – Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of Lot 24, Block 3, District Lot 130, Osoyoos Division, Yale District, Plan 415B, located on Byrns Road, Kelowna, BC, from the REP – Resource Protection Area designation to the S2RES – Single/Two Unit Residential designation.

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 8th day of April, 2019.

Considered at a Public Hearing on the 23rd of April, 2019.

Read a second and third time by the Municipal Council this 23rd of April, 2019.

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

CITY OF KELOWNA

BYLAW NO. 11811
Z18-0094 – 2089 Byrns Road

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 City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 24, Block 3, District Lot 130, Osoyoos Division, Yale District, Plan 415B, located on Byrns Road, Kelowna, BC from the A1 – Agriculture 1 zone to the RU6 – Two Dwelling Housing zone;

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 8th day of April, 2019.

Considered at a Public Hearing on the 23rd of April, 2019.

Read a second and third time by the Municipal Council this 23rd of April, 2019.

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

CITY OF KELOWNA

BYLAW NO. 11964

Discharge of Land Use Contract
LUC77-1085 - (P1869)
2280 – 2290 Hunter Road

WHEREAS a land use (the "Land Use Contract") is registered at the Kamloops Land Title Office under number P1869 against lands in the City of Kelowna particularly known and described as Parcel A (KD82312) District Lot 125 Osoyoos Division Yale District, Plan 31272 located on Hunter Road;

WHEREAS Section 546 of the *Local Government Act* provides that a land use contract that is registered in a Land Title Office may be discharged in the manner specified in the Land Use Contract, by bylaw following a public hearing on the proposed bylaw;

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

1. This Bylaw may be cited for all purposes as "Land Use Contract LUC77-1085 Discharge Bylaw".

2. The Land Use Contract is hereby cancelled and of no further force and effect and the City of Kelowna is hereby authorized and empowered to apply for the discharge of the Land Use Contract from the Lands.

Read a first time by the Municipal Council this 2nd day of December, 2019.

Considered at a Public Hearing on the 21st day of January, 2020.

Read a second and third time by the Municipal Council this 21st day of January, 2020.

Approved under the Transportation Act this 14th day of February, 2020.

William Sparkes

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 11965

Z19-0111 – 2280-2290 Hunter Road

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 City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Parcel A (KD82312) District Lot 125 Osoyoos Division Yale District, Plan 31272 located on Hunter Road, Kelowna, BC from the A1 – Agriculture 1 zone to the C3 – Community Commercial zone;

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 2nd day of December, 2019.

Read a second and third time by the Municipal Council this 21st day of January, 2020.

Approved under the Transportation Act this 14th day of February, 2020

Audrie Henry

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 11987
Z19-0120 – 338 Cadder Avenue

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 City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 4, District Lot 14, Osoyoos Division Yale District Plan 3514, located on Cadder Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to RU1c – Large Lot Housing with Carriage House zone;

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 10th day of February, 2020.

Considered at a Public Hearing on the 25th day of February, 2020.

Read a second and third time by the Municipal Council this 25th day of February, 2020.

Approved under the Transportation Act this 27th day of February, 2020.

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: March 9, 2019

To: Council

From: City Manager

Subject: Transportation Master Plan: Phase 3 Public Engagement Summary

Department: Integrated Transportation

Recommendation:

THAT Council receives, for information, the report from the Integrated Transportation Department dated March 9, 2020, with respect to the Transportation Master Plan – Phase 3 Public Engagement Summary.

Purpose:

To present the results of the Transportation Master Plan Phase 3 Public Engagement activities, including the results of the online budget allocator exercise.

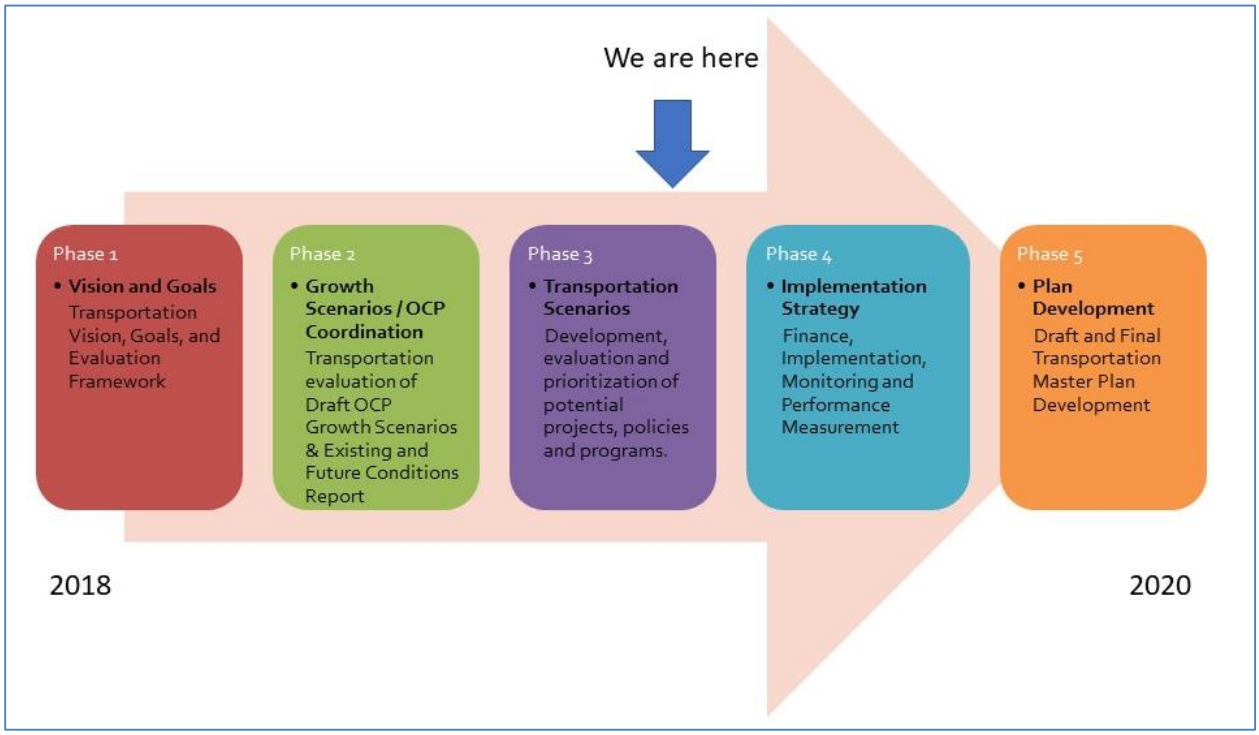
Background:

The Transportation Master Plan (TMP) will help identify and prioritize investments needed over the next 20 years to achieve the community's transportation vision and goals. Development of the TMP was launched in 2018 and is being developed in five phases.

Phase 1 began by developing a vision and goals for the Transportation Master Plan (TMP), derived from Imagine Kelowna and presented to the public during spring 2018. The TMP Vision is: "Kelowna will be a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us transition from our car-centric culture"

Phase 2 involved coordination with the 2040 OCP to identify an endorsed Growth Scenario and assess the future impacts to the transportation network as a result of that scenario. Phase 2 concluded with the publication of an Existing and Future Conditions Technical Report that was presented to Council on August 12, 2019 and is available on the TMP website. To keep Kelowna moving, the report noted that it will be necessary to shift as many future trips as possible to transportation modes that can move more people through the same amount of space (such as walking, biking, transit, carpooling, and personal electric mobility devices). This will help prioritize road space for trips that must be made by driving, while giving Kelowna residents more choices for getting around.

TMP Development Timeline



Phase 3 of the TMP was launched on November 18, 2019 with a presentation to Council on the potential transportation projects, policies and programs under consideration for inclusion in the TMP. To share the options with the public and collect feedback, residents were invited to 'sit in the planner's seat' and take part in a budget prioritization exercise to understand the benefit and cost tradeoffs associated with the potential transportation investment options. This report includes an overview of the TMP Phase 3 public engagement activities conducted from November 19th – Dec 6th, 2019 and a summary of key takeaways. The complete TMP Phase 3 Engagement Summary is provided in Attachment 1.

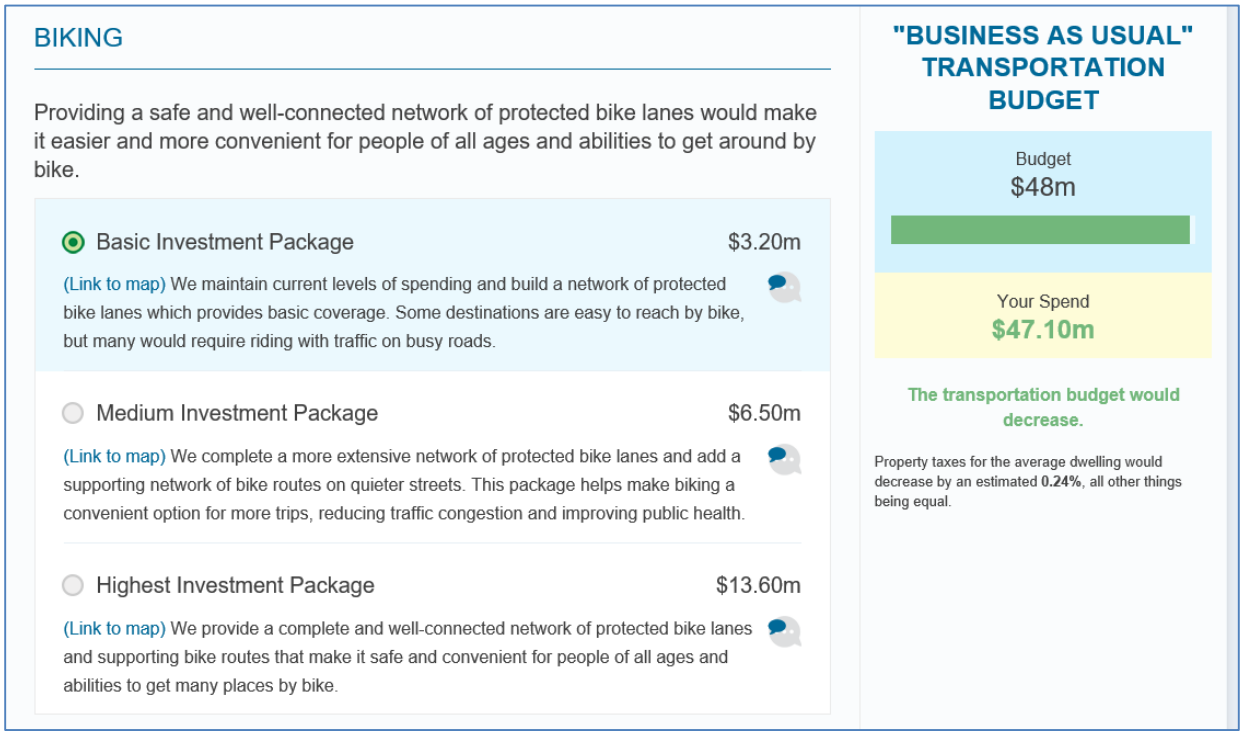
Discussion:

The TMP Phase 3 Public Engagement activities included an online budget allocator tool, an online follow-up survey, two in-person events, a student presentation, a community stakeholder workshop, an interactive display at City Hall, and 8 'Instagram Take-over' stories to help promote the tool and increase response rates.

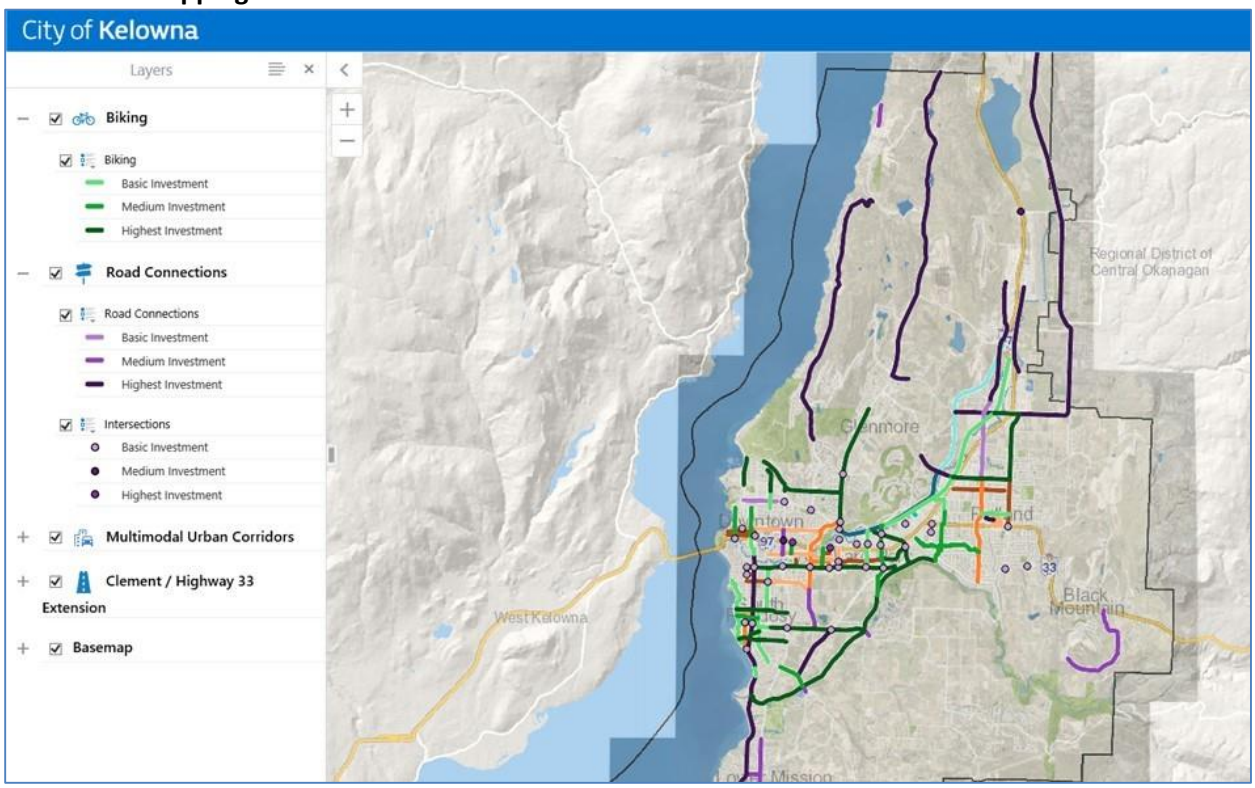
Budget Allocator Tool

The purpose of the budget allocator tool was to assess public tolerances for transportation spending and to determine areas where future investment is supported. The budget allocator tool bundled the potential transportation projects, policies and programs into different categories and investment packages. Respondents were asked to choose a basic, medium or high level of investment package for each category within a 'business as usual' annual transportation budget. Respondents could choose to go over or under budget, with high-level information provided on the estimated benefits and property tax impacts of changes in spending. Links to an interactive map were also included to provide additional information on the projects included in each investment package.

Budget Allocator Tool – Screenshot



Interactive Mapping Tool – Screenshot



Key takeaways

Key findings from the TMP Phase 3 public engagement activities include:

- High response rate & overall positive feedback: The budget allocator tool generated 1,600 responses, which is high in comparison with other City surveys. Of the over 940 write-in comments received, approximately 20 per cent provided specific positive comment on the process (while the other 80 per cent commented on other topics). People appreciated the ability to make cost-informed tradeoffs between different categories of transportation investment.
- Investment priorities: In the budget allocator tool, the basic investment package was chosen the most frequently for all the categories, except for maintenance and renewal, where 75 per cent of respondents chose to increase spending. The education and incentive programs category and the shared mobility and new technology category were selected the least frequently for increased investment. There was less agreement on which of the other categories should receive additional investment. Six of the nine categories had a similar spread between respondents that chose the basic, medium, and highest investment packages.

  In the follow-up survey, the top three transportation investment categories that were selected as "important" by the most respondents include maintenance and renewal (64 per cent), transit (60 per cent), and biking (57 per cent). The categories that were selected as "not important" by the most respondents included education and incentive programs (28 per cent), and the Clement/Hwy 33 extension (24 per cent).
- Support for budget increases for better transportation: Overall, there was support for increases to the transportation budget. While the basic package was selected the most frequently for all the categories, except maintenance and renewal, still many respondents selected the medium or high packages for at least a few of the categories. This resulted in 75 per cent of respondents increasing spending overall, with the median budget increase landing at about 17 per cent above "business as usual" transportation spending. In addition, 64 per cent of respondents indicated they would be willing to pay more in taxes to improve transportation services in the follow-up survey.

The attached TMP Phase 3 Engagement Summary provides a full summary of the engagement activities and results.

Next Steps:
Input heard through public and stakeholder engagement – alongside technical analysis using a strategic decision-making framework and the regional travel model – will be used by staff to create transportation scenarios (packages of projects, programs and policies) that will be brought back to Council in spring 2020 for consideration as part of the Transportation Master Plan. Once Council selects a preferred transportation scenario, staff will develop an implementation strategy and compile a draft TMP, anticipated in summer 2020.

Internal Circulation:
Infrastructure Engineering Department
Integrated Transportation Department
Policy & Planning Department
Parks & Buildings Planning Department
Community Communications Department
Financial Services Division

Considerations applicable to this report:

Existing Policy:
Council Priorities 2019-2022:
Transportation and Mobility:

- *Strategic transportation investments are connecting higher density urban centres identified in the OCP*: Investments in higher-density urban centres can be used by more people and encourage people to live in those areas.
- *More opportunities to learn about transportation are provided to the community*: Transportation and mobility is a complex and often highly technical subject. For example, we know that building more roads only increases congestion – this is called induced demand. A more informed discussion will help the community find and embrace the best solutions.

Considerations not applicable to this report:
Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Communications Comments:

Submitted by:

M. VanZerr,
Strategic Transportation Planning Manager

Approved for inclusion: A. Newcombe, Divisional Director, Infrastructure

Attachment 1 – TMP Phase 3 Public Engagement Summary
Attachment 2 – TMP Phase 3 Public Engagement Summary Presentation

cc: A. Newcombe, Divisional Director, Infrastructure
C. Weaden, Divisional Director, Corporate Strategic Services
D. Edstrom, Divisional Director, Partnership & Investments
G. Davidson, Divisional Director, Financial Services
R. Smith, Divisional Director, Planning & Development Services

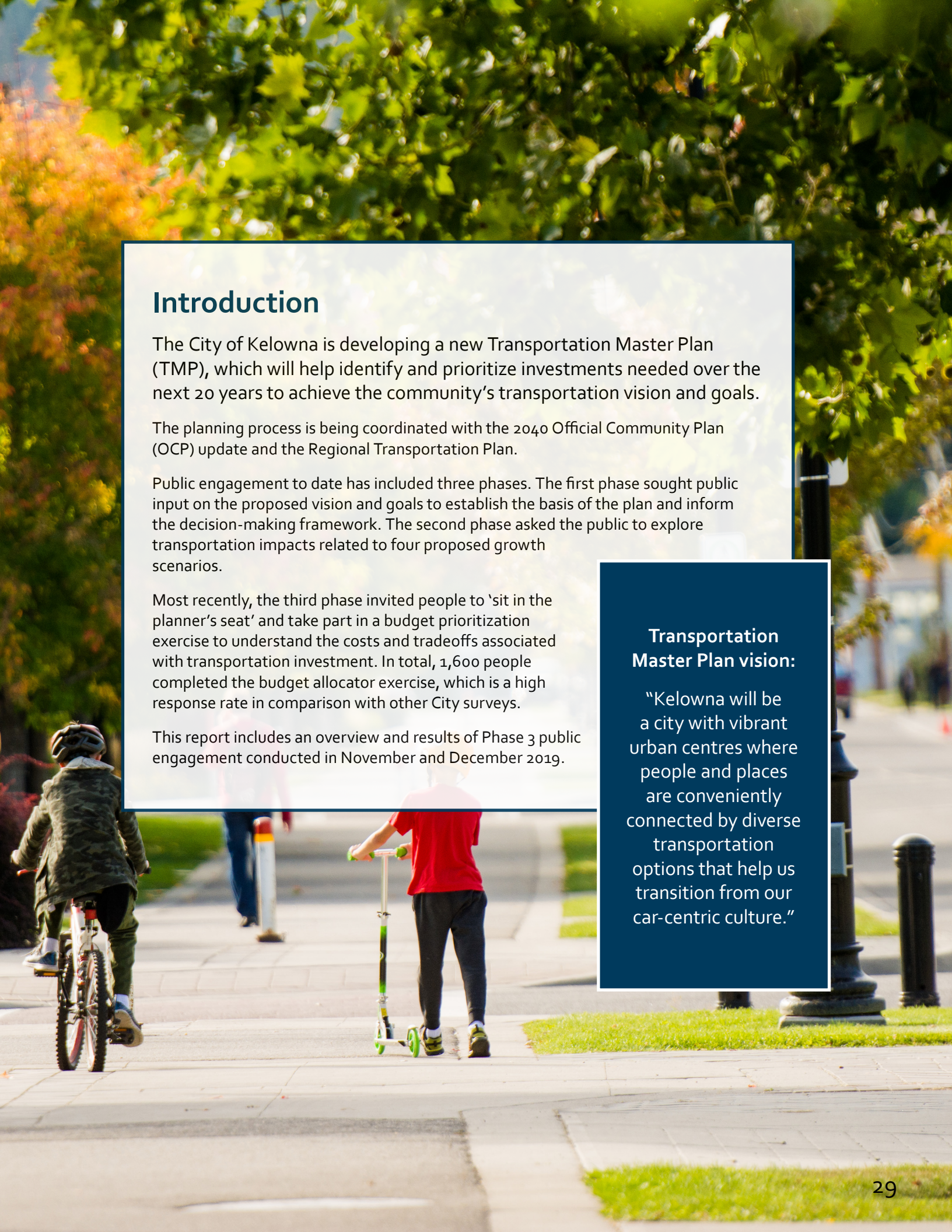
Engagement summary
Transportation Master Plan: Phase 3

February 2020

City of Kelowna

Table of contents

Introduction 3
Transportation Master Plan timeline 4
Phase 3 public engagement 4
Engagement objectives 5
Engagement techniques 5
Outreach & promotion 7
What we heard 8
Budget allocator tool results 8
Follow-up survey 9
In-person events (public) 11
Stakeholder engagement 12
About the participants 12
Key takeaways 13
Appendices 15
Appendix 1: Budget allocator tool 15
Appendix 2: Follow-up survey 20
Appendix 3: Write-in comments 26



Introduction

The City of Kelowna is developing a new Transportation Master Plan (TMP), which will help identify and prioritize investments needed over the next 20 years to achieve the community's transportation vision and goals.

The planning process is being coordinated with the 2040 Official Community Plan (OCP) update and the Regional Transportation Plan.

Public engagement to date has included three phases. The first phase sought public input on the proposed vision and goals to establish the basis of the plan and inform the decision-making framework. The second phase asked the public to explore transportation impacts related to four proposed growth scenarios.

Most recently, the third phase invited people to 'sit in the planner's seat' and take part in a budget prioritization exercise to understand the costs and tradeoffs associated with transportation investment. In total, 1,600 people completed the budget allocator exercise, which is a high response rate in comparison with other City surveys.

This report includes an overview and results of Phase 3 public engagement conducted in November and December 2019.

Transportation Master Plan vision:

"Kelowna will be a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us transition from our car-centric culture."

Transportation Master Plan timeline

Phase 1

Vision & goals
Spring 2017 - Summer 2018

Transportation vision, goals and strategic decision-making framework

Phase 2

Land use scenarios
Summer 2018 - Summer 2019

Transportation evaluation of draft Official Community Plan land use scenarios

Phase 3

Transportation scenarios
Summer 2019 - Winter 2019

Option development, evaluation and prioritization

Phase 4

Implementation strategy
Spring 2020

Finance, implementation, performance measurement

Phase 5

Plan development
Summer 2020

Draft and final Transportation Master Plan development

Phase 3 public engagement

In fall 2019, the City rolled out potential projects, policies and programs for consideration in the Transportation Master Plan. The options were identified based on a review of current plans, technical analysis and public input.

Over 400 options were identified, which were bundled into different categories and investment packages and shared with the public from November 19 to December 6, 2019, via an online budget allocator tool.

The tool included high-level information about costs and benefits and links to interactive maps to help respondents make informed decisions regarding their preferred transportation investment package.

1,600
people completed online budget tool

275
people engaged at public events

943
open-ended comments received

Engagement objectives

- *Inform* residents of the transportation projects and programs under consideration for the Transportation Master Plan
- *Consult* with residents to obtain feedback on these options and their priorities for investment, within a business as usual annual transportation budget

Engagement techniques

Public engagement consisted of the following components:

Online budget allocator tool	Online survey	Interactive display
In-person events	Instagram take-over	Feedback frames

Budget allocator tool

Residents were invited to provide input on potential transportation options under consideration for the TMP by using an online budget allocator tool. Respondents were asked how much they would invest in nine different transportation categories given a "business as usual" annual transportation budget of $48 million.

They were able to choose a basic, medium or high investment package for each category and see how the numbers added up. Respondents could choose to stay within budget, or go over budget, with information provided on the estimated property tax impacts of increased spending. The purpose of the budget allocator tool was to assess public tolerances for transportation spending and to determine areas where future investment is supported.

Budget categories

The nine transportation categories are listed below. A full description of each category and the investment packages is provided as Appendix 1.

- Maintenance and renewal
- Education and incentive programs
- Neighbourhood streets *(includes investments to improve walkability of residential streets)*
- Multimodal urban corridors *(includes updates to major streets to better accommodate travel by all modes)*
- Road improvements and connections
- Clement / Highway 33 extension
- Transit
- Biking
- Shared mobility and new technology *(includes supporting new transportation options, such as ridehailing and bikeshare, while managing impacts)*

The City's existing spending for each category aligned with the basic investment package, except for the "road improvements" and "multimodal urban corridors" categories, where the medium package represented existing spending. The highest investment packages included all options identified for each category and generally involved tripling existing spending for each category.

As respondents selected their choice of investment packages in each category, the corresponding estimated change in property taxes for the average household was also provided.

"Thanks for showing the public that our traffic issue is not a simple overnight fix and will cost us valuable time and tax dollars. However there are long term solutions being thought of. Thank you."
– Survey respondent

Follow-up survey (online)

After submitting their budget, participants were directed to a follow-up survey to tell us more about their choices. Please note that opt-in surveys such as this are a collection of opinions from interested residents. Responses to the follow-up survey have been weighted by age and postal code to reflect the overall population. However, as this is not a random sample the results may not accurately reflect the opinions of all Kelowna residents.

In-person events

To promote the budget allocator online tool as well as educate residents about the TMP engagement process, multiple in-person engagement opportunities were provided, including:

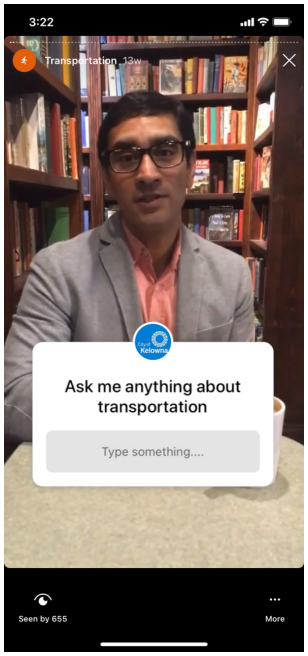
- Formal presentation to transportation engineering class at UBC Okanagan plus UBC Okanagan CITE Chapter (November 25)
- Intercept/drop-in booth at UBC Okanagan (November 25)
- Intercept/drop-in booth at Saturday indoor Winter Farmers Market (November 30)
- Interactive display at City Hall (November 26 to December 6)
- Community stakeholder workshop (December 6)

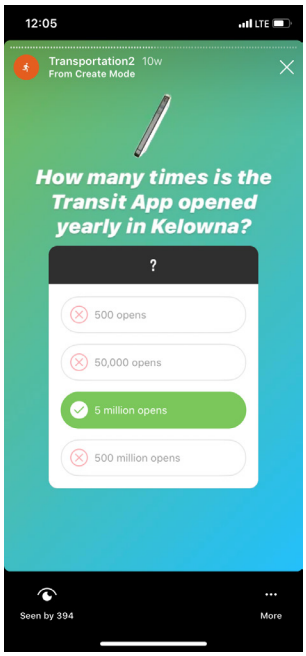
Above: Interactive display at City Hall

Above: Presentation at UBC Okanagan

Instagram takeover

To share information about transportation planning and promote the engagement, eight staff from the transportation department each took over the City's Instagram channel for a day – sharing topics related to their expertise. Topics included road safety, emerging technologies, shared mobility, transportation finance, active transportation, climate change, traffic flow and an "ask me anything" session. All stories encouraged viewers to visit the budget tool to have their say.





"Love this segment! Hope to see all the departments featured."

"Thanks for doing that. (Learned) a few things and actually makes me want to take my kids on a bus ride."

- Instagram followers

Outreach & promotion

Promotion of this engagement opportunity included social media posts, a digital marketing campaign, e-bulletins to Gov Delivery topic subscribers, news releases and newspaper ads. A prize draw for a $750 gift card to a Kelowna bicycle shop was provided as an incentive to complete the budget allocator tool and follow-up survey.

2,200 Get Involved project page visitors

1,600 budget tool submissions

1,261 follow-up survey submissions

2 open houses

1 presentation

275 attendees

16 social media posts

98,585 total reach

2 news releases

8 earned media stories

2 e-bulletins

3,200 recipients

8 Instagram takeovers

42 Instagram quizzes

3,200 views

5,250 answers

What we heard

Budget allocator tool results

The graph below shows the percentage of respondents that chose the basic, medium or high investment packages for each category.

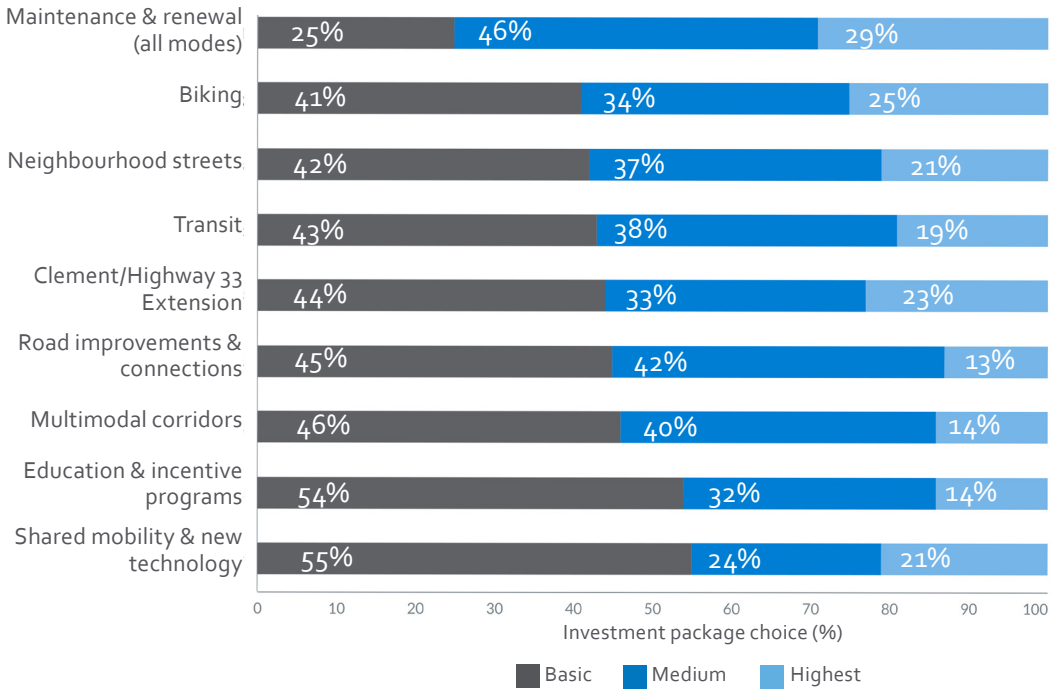


Figure 1: Budget allocator tool results

Key findings

- The basic investment package was the most frequently chosen for all the categories, except for maintenance and renewal, where 75 per cent of respondents chose to increase spending.
- The education & incentive programs category and the shared mobility & new technology category were selected the least often for increased investment.
- There was less agreement on which of the other categories should receive additional funding. Six of the nine categories had a similar spread between basic, medium, and highest investment.
- Approximately 45 percent of respondents chose to decrease spending on roadways, multimodal urban corridors, and chose to protect land only for the Clement / Highway 33 Extension.

In terms of total budget submission, there was support for increasing the transportation budget overall. While the basic package was chosen most frequently in all categories – except for maintenance and renewal – many respondents selected the medium or high packages for at least a few of the categories. This resulted in 75 per cent of respondents increasing spending overall.

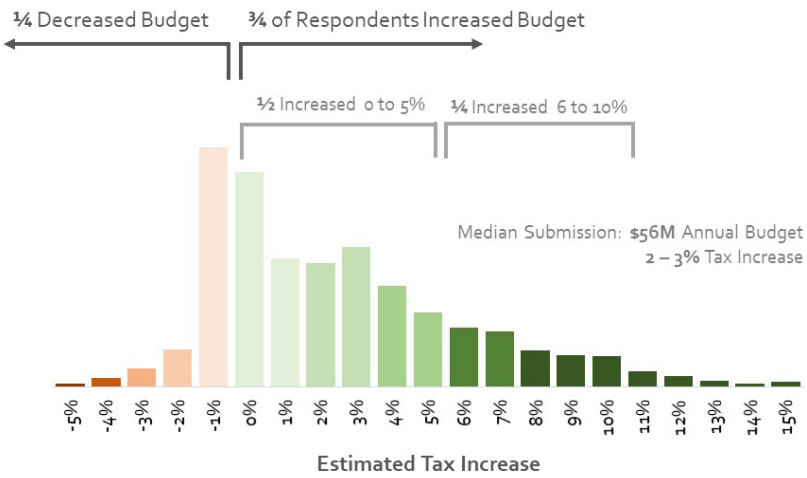


Figure 2: Budget allocator tool results - budget distribution

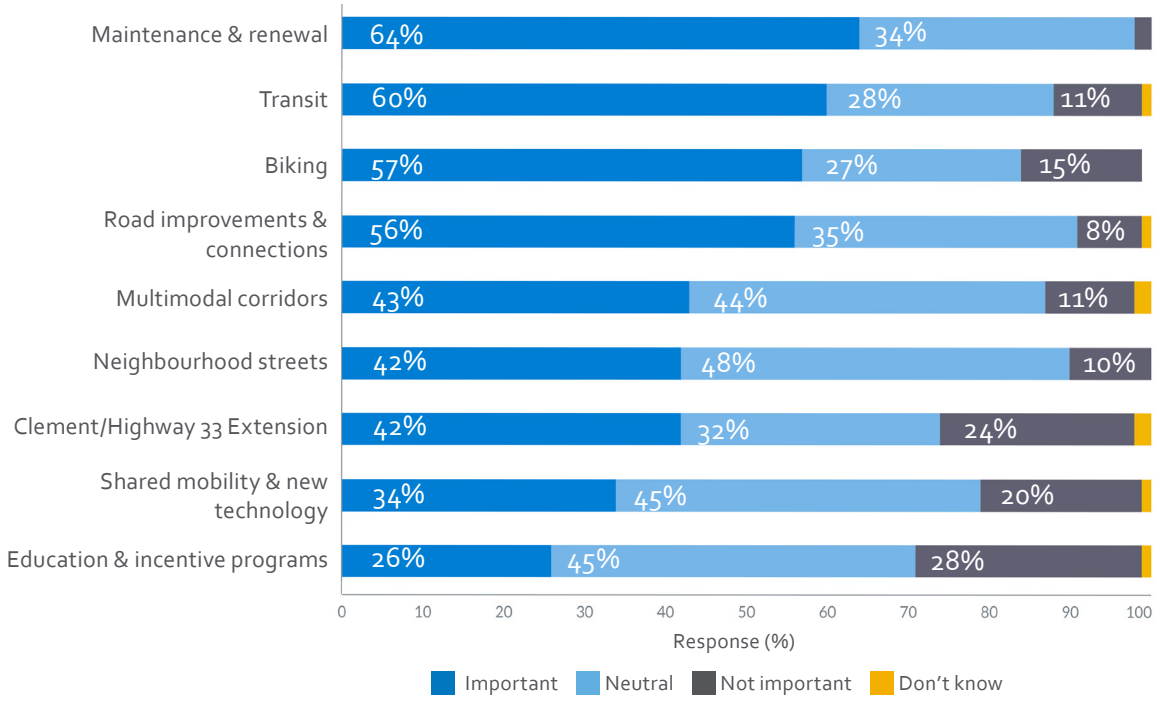
The median budget submission was $56 million. This is roughly 17 per cent higher than the "business as usual" base budget provided and corresponds to an estimated one-time property tax increase between two and three per cent.

Follow-up survey

At the end of the budget allocator tool, participants were directed to complete a follow-up survey to provide further insight into their budget allocator selections and transportation project priorities. Please note that follow-up survey results account for 80 per cent of budget allocator participants, as approximately 20 per cent of budget allocator participants did not complete the follow-up survey .

The top three transportation investment categories that were selected as "important" by the most respondents include maintenance and renewal (64 per cent), transit (60 per cent), and biking (57 per cent). The categories that were selected as "not important" by the most respondents included education and incentive programs (28 per cent) and the Clement/Hwy 33 extension (24 per cent).

Question: In general, how important to you is investment in each of the following categories?



Differences by age group

Biking and transit were rated as significantly more important by residents under 35 compared to other age groups. Residents over 65 rated maintenance/renewal, road improvements, and the Clement/ Highway 33 Extension as significantly more important.

Comparing budget totals across groups, people under the age of 34 chose to decrease or maintain transportation spending slightly more often (30 per cent) than other age brackets (21 per cent). People over 65 were the most likely to increase spending.

Differences by postal code

Two-thirds of residents in the Central (V1Y) and East (V1X/V1P) areas said that public transit was important to them, compared to just over half of the residents in the North (V1V) and South (V1W).

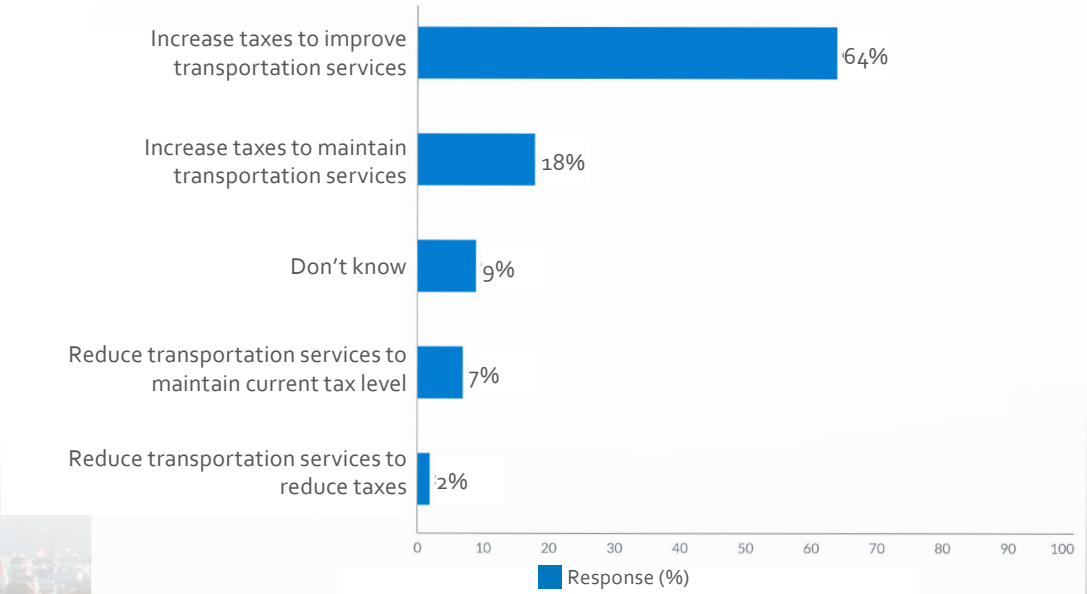
More Central area residents also considered biking to be important (71 per cent) compared to other areas (51 per cent). The Clement/Highway 33 Extension was significantly more important for residents in the North and East (49 per cent) compared to other areas (36 per cent). There were no statistically significant differences in budget outcome by neighbourhood.

Balancing transportation costs and benefits

Respondents were asked the following question:

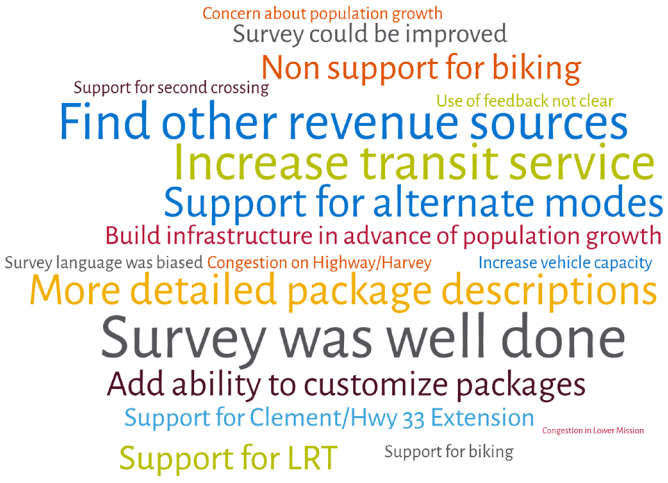
> *Kelowna is growing. If all our future residents continue to drive as much as today, traffic congestion will get worse. To effectively service future growth, reduce future congestion and achieve the community's vision for transportation, the City will need to invest more in transportation than today. To deal with this situation, which of the following four options best reflects your preference?*

Sixty-four per cent of respondents indicated a preference for increasing taxes to improve transportation services.



Write-in comments

Both the budget allocator tool and follow-up survey included places for open-ended comments. 943 open-ended comments were received, and key themes are summarized both below as well as in the word cloud to the right. The size of the font in the word cloud is proportional to the number of times each theme was mentioned. Full comments are included in Appendix 3 of this report.



Positive process feedback

Of the 943 write-in comments received, approximately 20 per cent provided specific positive comment on the process (while the other 80 per cent commented on other topics). People appreciated the ability to make cost-informed tradeoffs between different categories of transportation investment.

Desire for more information

The most common suggestion for improving the budget allocator tool was to provide more information on the potential benefits of each funding packages and give people the ability to more finely tune spending in each category.

Other common themes

Other common themes included support for increasing the frequency and coverage of transit, building the Clement / Highway 33 Extension, and a desire to build infrastructure more proactively in advance of population growth. There was also a roughly even divide between comments of support and non-support for new bike routes, such as Sutherland Ave. Another common theme was the need to find other funding sources besides property taxes to help pay for transportation. Suggestions included senior government grants, more support from developers and mobility pricing.

In-person events (public)

Staff talked with approximately 275 people during the public intercept/drop-in events. Highlights of conversations included the following:

- Support for better transit and bike access to UBC Okanagan – particularly increased frequency along Academy Way and a mixed-use path along Glenmore
- Concern about increasing traffic congestion impacting quality of life, particularly in Midtown and Lower Mission
- Interest in funding sources besides property taxes – senior government grants, development contributions, mobility pricing, etc
- Both support for the Clement/Hwy 33 Extension and concern about impacting wetlands and the Okanagan Rail Trail
- Interest in creating shared and pedestrian-only streets in Downtown Kelowna
- Making it easier and safer for people to bike, walk and take transit, and providing more education on sharing the road

Stakeholder engagement

At a stakeholder workshop on December 6, staff asked participants to give their organizations' perspective on the transportation options under consideration, how to pursue an ambitious vision while keeping costs reasonable, and which factors from their area of expertise should be considered when evaluating potential investments.

Two organizations sent follow-up letters after the workshop:

- **Interior Health** stressed the importance of a transportation system that works for people of all abilities – both to access health services and meet their daily needs more broadly. A focus on safety, reducing the burden of injuries from collisions, better snow clearing of sidewalks, and adding new transportation options through technology were also highlighted as key actions.
- **Kelowna Chamber of Commerce** supported including a commercial goods movement study as part of the Transportation Master Plan, coordinating with regional and provincial levels of government, and engaging business and industry organizations in both short- and long-term transportation planning. They also implemented their own transportation survey of their membership.

About the participants

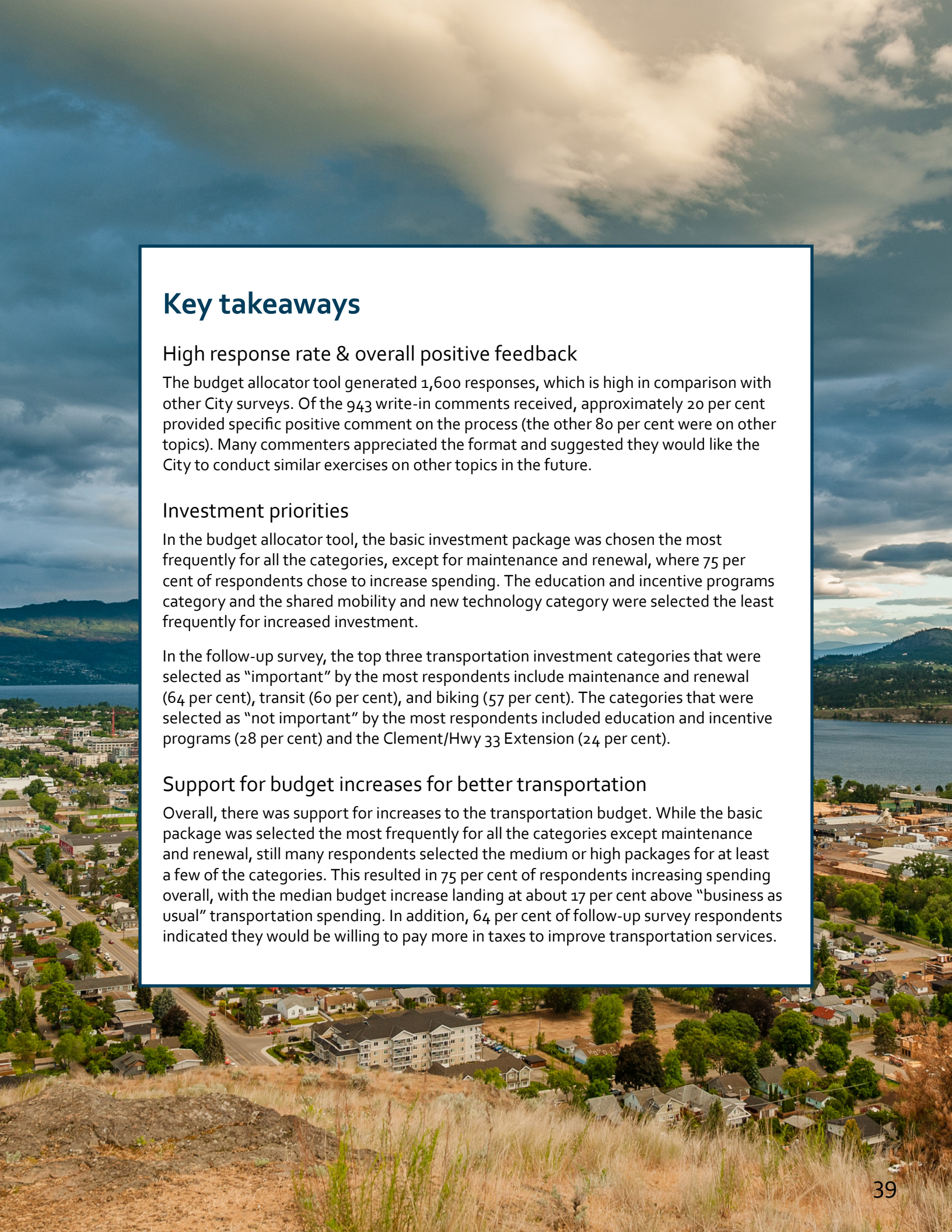
Follow-up survey respondents were asked to provide demographic information such as age and postal code, and 83 per cent of survey respondents provided this information.

Age and postal code representation was generally reflective of Kelowna's population, with the exception of the 65+ age group, which was underrepresented. Residents located in Central Kelowna were overrepresented in the original sample. Rutland and North East Kelowna had the lowest number of responses.

To address this underrepresentation, the responses in this engagement summary were weighted to match the overall population by age and neighbourhood (three-digit postal code).

"I think this exercise is a great eye opener for those of us who don't realize how much upgrades cost. Everyone has their own opinions on what needs to be done (everything!) This puts those things into perspective."

- Survey respondent



Key takeaways

High response rate & overall positive feedback

The budget allocator tool generated 1,600 responses, which is high in comparison with other City surveys. Of the 943 write-in comments received, approximately 20 per cent provided specific positive comment on the process (the other 80 per cent were on other topics). Many commenters appreciated the format and suggested they would like the City to conduct similar exercises on other topics in the future.

Investment priorities

In the budget allocator tool, the basic investment package was chosen the most frequently for all the categories, except for maintenance and renewal, where 75 per cent of respondents chose to increase spending. The education and incentive programs category and the shared mobility and new technology category were selected the least frequently for increased investment.

In the follow-up survey, the top three transportation investment categories that were selected as "important" by the most respondents include maintenance and renewal (64 per cent), transit (60 per cent), and biking (57 per cent). The categories that were selected as "not important" by the most respondents included education and incentive programs (28 per cent) and the Clement/Hwy 33 Extension (24 per cent).

Support for budget increases for better transportation

Overall, there was support for increases to the transportation budget. While the basic package was selected the most frequently for all the categories except maintenance and renewal, still many respondents selected the medium or high packages for at least a few of the categories. This resulted in 75 per cent of respondents increasing spending overall, with the median budget increase landing at about 17 per cent above "business as usual" transportation spending. In addition, 64 per cent of follow-up survey respondents indicated they would be willing to pay more in taxes to improve transportation services.

Feedback on budget tool & survey

General feedback about the engagement process was mostly positive. Most survey respondents indicated the information was clear and understandable, that they understood how public input will be used, that participating was a valuable experience, and that they learned something new.

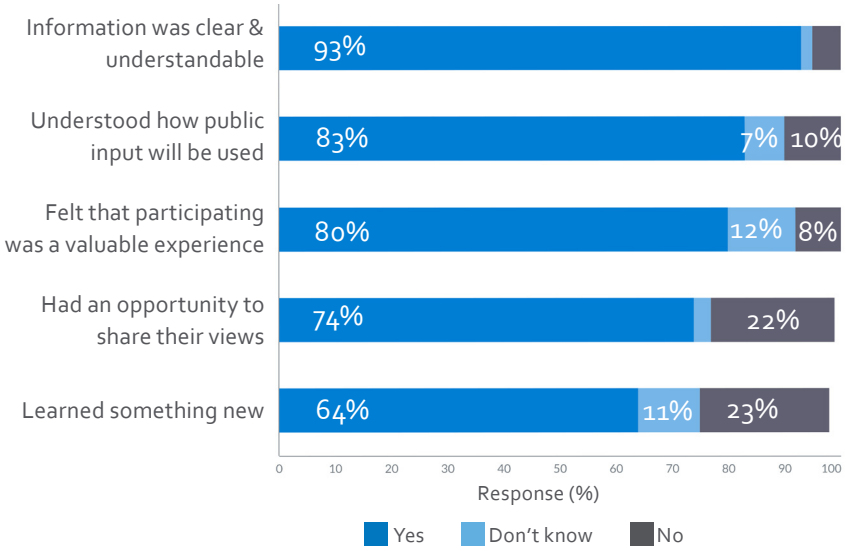


Figure 3: Results of general feedback questions

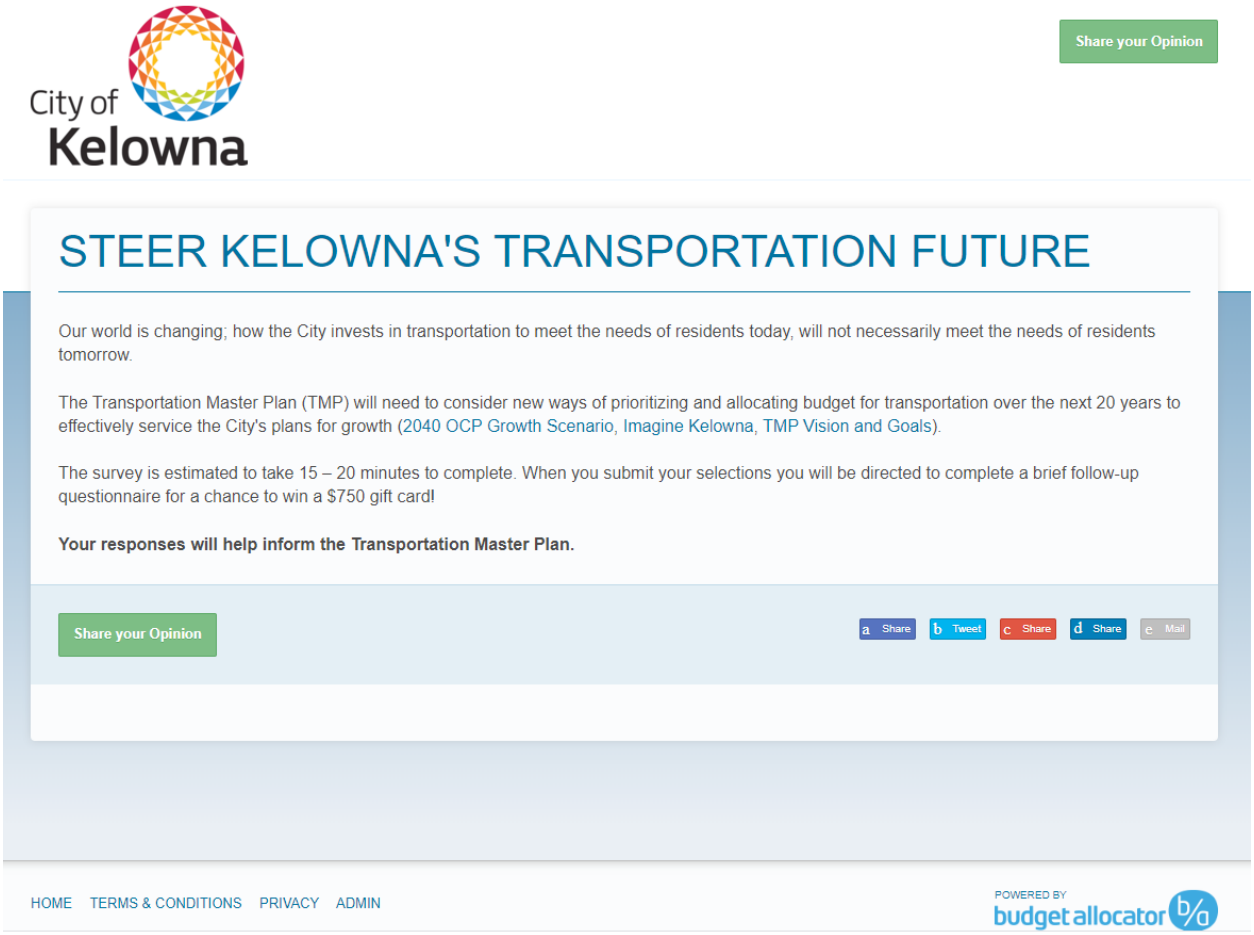
> *"This quiz was incredible to shine the light. . .on how budgets are distributed. I wish there were more quizzes like this for other planning items in the city..."*
>
> *- Survey respondent*

Next steps

Input heard through public and stakeholder engagement – alongside technical analysis using a strategic decision-making framework and the regional travel model – will be used by staff to create transportation scenarios (packages of projects, programs and policies) that will be brought back to Council in spring 2020 for consideration as part of the Transportation Master Plan (TMP). Once Council selects a preferred transportation scenario, staff will develop an implementation strategy and compile a draft TMP, anticipated in summer 2020.

Appendices

Appendix 1: budget allocator tool



A few things to know as you go through the budget tool: Over 400 potential projects, policies, and programs have been identified for consideration as part of the TMP. They have been sorted into 9 categories and bundled into basic, medium, and high investment packages. These packages 'add on' to one another. For example, the "high" package also includes everything in the "basic" and "medium" packages for that category.

Estimated costs are presented as an average annual expense over the next 20 years. Some projects may be contingent upon funding from senior governments; in these cases only estimated City expenses are included.

As you make your selections, the transportation budget and an estimate of property taxes (based on today's rates) will change, displayed in the blue box to the right. You are not required to stay within the set budget. If you go over budget and are okay with the estimated tax changes, simply submit your selections.

Now it's your turn! Choose your levels of investment in each category, considering the impact on our City's future transportation network, budget and taxation.

MAINTENANCE AND RENEWAL

Before spending money on new projects, it's important to consider the costs of maintaining existing infrastructure. This category includes investments such as repaving roads, fixing potholes and sidewalks, sweeping, and snow clearing.

Basic Investment Package $14.70m

Funding for maintenance and renewal remains the same. Due to the existing maintenance backlog and demands of a growing population, this level of investment will mean our transportation infrastructure is in worse condition by 2040.

Medium Investment Package $22m

We increase the budget for renewal to keep pace with our aging infrastructure. The

Highest Investment Package $23m

We increase the budget for renewal to keep pace with our aging infrastructure. The budget for maintenance (i.e. sweeping and snow clearing) is increased by 10 per cent to keep up with population growth and provide better service than today.

"BUSINESS AS USUAL" TRANSPORTATION BUDGET

Budget
$48m

Your Spend
$0

The transportation budget would decrease.

Property taxes for the average dwelling would decrease by an estimated **12.69%**, all other things being equal.

EDUCATION AND INCENTIVE PROGRAMS

Not all transportation investment involves building or maintaining infrastructure. Training, education, and incentives for people to try new ways of getting around and avoid driving at peak times can be a cost-effective way to reduce congestion.

Basic Investment Package $100k

We maintain current levels of spending for programs like Bike to Work Week, bike training for kids, and transit pass programs, etc. Reductions in future traffic congestion would be minimal.

Medium Investment Package $1.60m

We increase funding and add new programs like discounted transit passes for major employers, better bike training and parking facilities, and incentives for teleworking or staggered work hours to help prevent worsening traffic congestion.

Highest Investment Package $5.70m

We take on a more significant role in education and incentive programs. Examples include exploring partnerships for increased school busing and more discounted passes for travel by all modes. This package would do the most to prevent worsening traffic congestion.

NEIGHBOURHOOD STREETS

Much of Kelowna's growth in the future will happen along existing neighbourhood streets – which in many parts of the city lack things like sidewalks, paved shoulders, and street trees. This category covers investments to improve the attractiveness and walkability of residential streets.

Basic Investment Package $300k

We maintain current levels of spending and do not update neighbourhood streets unless they are adjacent to schools or major new developments. The annual budget for sidewalks, traffic calming, and the Safe Routes to School program stays the same.

Medium Investment Package $1.40m

We create a new program to help fund new sidewalks, street trees, and paving gravel shoulders on neighbourhood streets. This level of funding would not allow the majority of residential streets to be updated within the next forty years.

Highest Investment Package $3.60m

We accelerate funding for updating neighbourhood streets as the city grows. At this level of funding, the majority of residential streets could be updated over the next forty years.

ROAD IMPROVEMENTS AND CONNECTIONS

Our long-term vision is to give people more choices to get around besides driving. Still, cars and trucks will play an important role in daily life for the foreseeable future. This category includes projects to increase the safety and vehicle capacity of Kelowna's road network.

Basic Investment Package $4.30m

(Link to map) We reduce spending and focus on the most cost-effective improvements for safety and traffic flow, through better coordination of signals, a safety plan, and targeted capacity expansions at major intersections.

Medium Investment Package $6.90m

(Link to map) We maintain current levels of spending on roads. Examples of projects in this category include the extension of Burtch Rd to KLO Rd and Gordon Dr between Springfield Rd and Bernard Ave.

Highest Investment Package $22.30m

(Link to map) We significantly increase spending on vehicle capacity, including widening roads in the core such as Dilworth, Richter, and Cadder. This level of spending results in better traffic flow in the short term, but would not prevent congestion from getting worse in the long term.

CLEMENT / HIGHWAY 33 EXTENSION

The Clement/Highway 33 Extension is one of the largest potential projects in the TMP, which is why it is presented separately. The project could range in scale from simply protecting land for a corridor to building an arterial or freeway. Total project costs for each package are shown in parentheses, while the annual costs over 20 years are reflected in the budget.

Basic Investment Package ($10m total) $500k

(Link to map) We continue to acquire and protect land for the corridor between Spall Rd and UBCO. This package would not build the connection, but would protect the corridor in case it is needed in the future.

Medium Investment Package ($60m total) $3m

(Link to map) Clement Ave is extended eastward from Spall Rd to Highway 33 as a four-lane arterial road with a traffic light at Dilworth. Further analysis is needed to determine overall impacts to traffic flow, nearby wetlands, public health and surrounding communities.

Highest Investment Package ($295m total) $14.80m

(Link to map) Clement Ave is extended to McCurdy Rd and turned into a freeway, with interchanges at Spall Rd, Highway 33, and a flyover at Dilworth. Further analysis is needed to determine overall impacts to traffic, nearby wetlands, public health and surrounding communities.

BIKING

Providing a safe and well-connected network of protected bike lanes would make it easier and more convenient for people of all ages and abilities to get around by bike.

Basic Investment Package $3.20m

(Link to map) We maintain current levels of spending and build a network of protected bike lanes which provides basic coverage. Some destinations are easy to reach by bike, but many would require riding with traffic on busy roads.

Medium Investment Package $6.50m

(Link to map) We complete a more extensive network of protected bike lanes and add a supporting network of bike routes on quieter streets. This package helps make biking a convenient option for more trips, reducing traffic congestion and improving public health.

Highest Investment Package $13.60m

(Link to map) We provide a complete and well-connected network of protected bike lanes and supporting bike routes that make it safe and convenient for people of all ages and abilities to get many places by bike.

TRANSIT

A key pillar of the City's growth strategy is to add new housing and jobs along corridors with frequent transit. This category includes investments to improve transit, including increasing frequency as well as new infrastructure (eg. bus stops, exchanges, and dedicated transit lanes). (Note: Mass transit along Harvey is being discussed separately, as part of the Regional Transportation Plan.)

Basic Investment Package $9m

Maintains the current level of transit funding. We partner with senior governments to deliver only critical infrastructure, such as a new transit garage. Transit service increases 5% and does not keep…Read More

Medium Investment Package $17.50m

Transit service is increased by 35% on the most popular routes. The 97 RapidBus is extended to the airport. We partner with senior governments on transit projects like new transit exchanges at Okanagan College and Mission Rec Centre, as well as queue-jumper lanes for buses on Springfield and Enterprise. HandyDART service is increased 20%. A feasibility study examines the potential for higher order transit linking the Downtown, Pandosy, and Capri-Landmark Urban Centres. less

Highest Investment Package $23.20m

Transit service is increased by 45%. In addition to routes in the core, service is increased and new routes are added to suburban areas. We add more bus-only and queue jump lanes to speed up transit on Lakeshore, Rutland, and Highway 33.

MULTIMODAL URBAN CORRIDORS

As Kelowna grows, our urban streets will need to do more than move vehicles. This category includes updates to major streets to support businesses, such as Bernard Ave, or better accommodate travel by all modes - driving, walking, biking, and transit.

Basic Investment Package $2.80m

(Link to map) We spend less than currently. Projects include streetscaping along commercial streets in Rutland and South Pandosy and the extension of Sutherland Ave through the Landmark area to Spall Rd. This package has some benefit but does not fully support the City's plans for vibrant urban centres. less

Medium Investment Package $4.20m

(Link to map) We maintain current levels of spending. Key projects include Hollywood Rd and Lakeshore Rd between KLO and Lanfranco. This package supports the City's plans for growing our urban centres.

Highest Investment Package $12.60m

(Link to map) We increase spending on updating major corridors. Projects include Rutland Rd, Richter St, and an extension of Sutherland Ave to Dilworth Ave. This package strongly supports the City's plans for growing our urban centres.

SHARED MOBILITY AND NEW TECHNOLOGY

Emerging technologies such as ride-hailing (eg. Uber & Lyft) and shared vehicles (eg. carshare, bikeshare, etc.) are changing how people get around. This category includes investments in programs and infrastructure to help establish new transportation options while managing their impacts.

Basic Investment Package $40k

We maintain current levels of funding and work to attract investment from shared mobility operators, while identifying ways to maximize the benefits of future technology change. This would result in some new travel options and a basic degree of readiness for the future.

Medium Investment Package $310k

We provide funding incentives to expand and improve shared mobility options. We actively prepare for ride-hailing. This would result in better quality travel options for more people and a good degree of readiness for future technology change.

Highest Investment Package $910k

We invest in infrastructure to help extend the reach of public transit by making it easier for people to get from the bus stop to their final destination using carshare, bikeshare, or ride-hailing... Read More

YOUR BUDGET SUMMARY

You have spent **$0** of **$48m**

The transportation budget would decrease.

Property taxes for the average dwelling would decrease by an estimated **12.69%**, all other things being equal.

MAINTENANCE AND RENEWAL

Before spending money on new projects, it's important to consider the costs of maintaining existing infrastructure. This category includes investments such as repaving roads, fixing potholes and sidewalks, sweeping, and snow clearing.

No selection made

EDUCATION AND INCENTIVE PROGRAMS

Not all transportation investment involves building or maintaining infrastructure. Training, education, and incentives for people to try new ways of getting around and avoid driving at peak times can be a cost-effective way to reduce congestion.

No selection made

NEIGHBOURHOOD STREETS

Much of Kelowna's growth in the future will happen along existing neighbourhood streets – which in many parts of the city lack things like sidewalks, paved shoulders, and street trees. This category covers investments to improve the attractiveness and walkability of residential streets.

No selection made

Appendix 2: follow-up survey

City of Kelowna Current & past projects City of Kelowna FAQ Search

Home » Our Kelowna as we move » Follow-up questionnaire and prize draw entry

Follow-up questionnaire and prize draw entry

Thank you for taking the time to review the transportation options and submit your budget preferences and follow-up questionnaire. This questionnaire is now closed, and the winner of the prize draw will be announced by Dec. 13.

To stay up to date on the Transportation Master Plan process, visit kelowna.ca/transportation2040.

Survey starts Finish

CLOSED: This survey has concluded.

All fields marked with an asterisk (*) are required.

1. What was your final budget submission? *

- Under budget
- Within budget
- Over budget

2. How much did you opt to decrease property taxes?

- 0-4%
- 5% or more
- Option 3

2. How much did you opt to increase property taxes based on an average annual increase?

- 0-5%
- 6-10%
- 11-15%
- 16-20%

2. In general, how important is investment in each of the following transportation categories to you?

	Important	Neutral	Not important	Don't know
Maintenance and renewal (all modes)				
Education and incentive programs				
Shared mobility and new technology				
Neighbourhood streets				
Biking				
Transit				
Multimodal urban corridors				
Road improvements and connections				
Clement/Highway 33 extension				

3. Kelowna is growing. If all our future residents continue to drive as much as today, traffic congestion will get worse. To effectively service future growth, reduce future congestion and achieve the community's vision for transportation, the City will need to invest more in transportation than today. To deal with this situation, which of the following four options best reflects your preference? *

- ○ Increase taxes to improve transportation services
- ○ Increase taxes to maintain transportation services
- ○ Reduce transportation services to maintain current tax level
- ○ Reduce transportation services to reduce taxes
- ○ Don't know

5. General feedback

	Yes	No	Don't know
Was the information presented clear and understandable?	○	○	○
Do you understand how public input will be used in this process?	○	○	○
Do you feel that participating was a valuable experience for you?	○	○	○
Did you have the opportunity to share your views?	○	○	○
Did you learn something new?	○	○	○

6. What additional information should have been included?

Please add your comment here...

Follow-up questionnaire and prize draw entry

Survey starts Finish

CLOSED: This survey has concluded.

All fields marked with an asterisk (*) are required.

Enter to win

If you would like to enter for a chance to **win a $750 gift card to a Kelowna bike shop of your choice**, please provide your contact information below.

The winner will be selected after the survey closes on December 6.

10. Phone number or email address

Please add your comment here...

0/255

Back Submit

Appendix 3: Write-in comments

	Comment
1	Thanks for asking my opinion!
2	would like to know how much value my input has in the grand scheme of things - what percentage of the decision will be affected by the public's opinion
3	We must be prepared to adapt for an increasing population. This will mean early investments and tax increases but it will improve our readiness for the future.
4	Like to see % allocation of money to run the city,ei city hall salaries,and cost of benefits
5	This was fun! Great idea to include the public for this budget. Gives people a real sense of where their tax dollars are going. Infrastructure is not cheap!
6	This a good idea. Please reduce focus on personal passenger vehicles and improve movement for bicycles and transit in particular.
7	n/a
8	Programs to teach drives how to share road with bikes 🚲
9	It is difficult to make these choices, but I think a freeway would be the best investment at this time. I wasn't too highly over budget because I think some things will have wait while others are prioritized in the short term. I sure appreciate the people who have to make these decisions. This survey helps remind us all to realize these are not just simple decisions, there is a lot to consider!!
10	Happy that the City is reaching out in this way
11	every question you pose is biased to get people to stop driving. While some groups can utilize other options it is not an option for all of us. I don't have public transportation options in my neighbourhood in kelowna.
12	None
13	I think Kelowna is doing a great job
14	Uber needs to be here. There needs to be a commercial bypass lane in Kelowna. HOV needs to be changed to far left lane.
15	I think you should focus more on Putting in an alternative route to get people though town, We only have Springfield and Hwy 97 we need one more major road, Clement to McCurdy would be the best, I would also put back downtown pull in parking as right now, I Avoid the downtown area as there is NO parking on the streets, If you put back in the pull in parking you could triple the amount of people that would actually come downtown and visit restaurants and business. And eliminate the pay parking thing or tell me where does that money go anyway? Does it stay here in Kelowna? Who has the contract for the pay parking? Are they local or is our money going to some other town/city? One other thing I have noticed as when I have drove to downtown Kelowna, Parked in front of the health unit where it says wheel chair accessible as some of my clients are in wheel chairs, I have pulled up to the health unit on Doyal ave my tires are touching the curb, I bring out the wheel chair to try and get a client out of my vehicle into the wheel chair and you have a curb. Well let me tell you there should be no curb at all as there is still well over a 13inch gap for a client to try and maneuver , I don't know who would of ever put a curb in a wheel chair access spot. Before you do some things I think you should sit in a wheel chair and try it out yourself before you put certain things in. We need Parking In Kelowna! Bottom line, you put up apartments and no parkade, I myself hate parking in a parkade unless I am with another person as they are too scary to walk in at night time by yourself. When you plan something Always plan for the future! Our hwy is the worst out here for traffic flow, you need another bridge that connects to Clement and by passes the city.
16	I didn't realize I COULD go over budget and that money would be found with increased taxes. I thought it was a firm budget that I had to stay within. I may have missed that instruction earlier

17	As much as the city wants people to use public transit... It simply doesnt work for families with kids. We no longer have neighborhood schools, our jobs are often in an entirely different area than our kids schools. Throw in winter snow and out the window goes almost all biking. I dont want my kids riding along the roads with our lunatic drivers...we have a ton of impatient people who are very frustrated with what it takes to get from point a to point b. I bought my house just off Springfield road as i cant afford to live close to where I work. It took me 10 to 15 minutes to get from springfield and hollywood to richter and klo rd in 2008. Now i need at.least double that amount of time to sit in traffic lights waiting ... Its ridiculous. If I didnt have kids to transport i would ride my bike but only when the weather is good, not raining and snowing. My 16 yr old is using the bus to get around. There have been times that she has waited 10 mins early for the bus to come, then waited a further 15 mins before calling me at 9pm to go and pick her up. Bottom line here is we dont have room for the city to densify our population in this little valley without creating a congestion nightmare. Stop adding more human filing cabinets. Give us back a public beachfront and preserve our beautiful valley. I dont want 34 story buildings blocking our views. The lower mission mall area is getting more buildings with little parking for anyone. My dental office staff cant even park close to where we work anymore since orange theory was built and all the new business in the last 4 yrs. We are at the point of needing a parkade. Summer is awful for traffic and parking too. Basically catch up with fixing what we have first would be great . Our drivers are too careless to have bicycles beside them too. Busy with their phones and cigarettes
18	Glad to see surveys that engage citizens. Excellent transparent process. Took less than 5 minutes to complete.
19	There was no mention of a second bridge. This issue is the biggest problem with the traffic in Kelowna. There is not enough enforcement of traffic laws ie there are too many accidents at intersections because drivers are continually running red lights and nothing being done about the situation. Excessive speed is another issue which is not being addressed. I don't believe that the general infrastructure is being addressed when there are so many high towers being built in the downtown core. More people will increase traffic flow exponentially, ie how do you push more cars along the same roadways without causing a gridlock. Look at the traffic in the Toronto/GTA roadways. Preferential treatment of certain roads is "idiotic" and counter-productive ie the intersection of Abbott/Water and Harvey. Any traffic leaving the core along Bernard onto Water MUST go over the bridge and not allowed to turn east or straight through to the "privileged" Abbott.
20	please fire the person that thought to remove double deckers on #8 route and replace them with micro size buses on one of kelowna fullest collage to ubco route how stuped a idea i bet you the budget that if your a elderly andf your trying to catch a bus from the hospital you not get a seat ether way at 230 - 6pm
21	There are constant bottle necks on Harvey and at Benvoulin at Springfield that need to be addressed
22	Plans for parks
23	If the city truly wants to relieve congestion, transit needs to be improved in areas where subdivisions are being built, and commuter paths should be more accessible, and nicer to travel upon across the city.
24	Good exercise but some of the road-related categories seemed too similar - for a quick response process, so the point you are trying to get across might get lost on the participant.
25	It's always a challenge balancing needs, demands and funding. Keep up the great work! I think the City is run very well

26	Interesting survey! I appreciate the city making this available for input. I think that Kelowna's traffic issues will not be resolved with just expansion of road networks, I think that a subway or train or something like that would be really beneficial, more environmentally friendly, and reduce traffic load.
27	There were only 3 options given for each scenario that tremendously varied in budgets. I'm sure there would be some intermediary solutions that would land somewhere in the middle of the estimated costs and allow more flexibility to come in on budget.
28	scientific background for proposed packages. build more bike iinfrastructure to decrease traffic congestion and ban cars from core areas
29	Uber and other ride sharing companies should start operating here in Kelowna.
30	I would have liked to have also seen the plans for the new road extension in the upper mission through Crawford estates by swamp rd to help elevate traffic on lakeshore and Gordon
31	definition of protected bike lanes needed... need better bus routes, present bus routes are AWFUL, unless you go to UBCO or Okanagan college.. using downtown as a hub is AWFUL..takes to long to get anywhere.. needs to be addressed.
32	It would have been useful for me to add a comment about each choice on the first page of the transportation plan.
33	Developers should be providing funding and some of the land for improved pedestrian mobility and mass transit/biking. Profit services like Uber do not need city money to provide services, that only subsidizes the ones that wont survive as a viable business
34	If developers want progress, then developers should pay for it. PERIOD!
35	Thank you for this opportunity, I'm really looking forward to seeing what happens!
36	Carbon footprint effect of the different selections. Why certain neighbourhoods are mentioned i.e., there is a five-year plan and the neighbourhoods mentioned are the ones next in line for services. How federal dollars might offset i.e., bus pull-outs
37	Impacts of future roadway construction by increasing funding for transit.
38	The options at the beginning of the survey do not allow any consideration for the mass amount of high rises going in downtown. These will increase the cities revue x10 + with property taxes and should definitely provide an ample amount of refuse moneys to be used for the improvement or beginning of better public transit options between connecting cities. At the end of the day commuters are a large amount of people who work here. Cheap, reliable transportation will increase the amount of people looking to thrive and function in Kelowna .
39	A number of people, majority in my opinion, will never or can never change their driving habits because of a number of reasons. Make changes as if that will never change. Also let's stop growing such drastically in population. Our system cannot handle it. And already affordability is unreal for a number of people and there aren't enough high paying jobs to cover costs of living and housing. Our city is not designed for a crazy large population. Its inevitable to traffic to be beyond bad if we continue growing so fast.
40	Is there a way to be notified when this topic will be town hall meeting?
41	Bike lanes and safe corridors (rail trail) are amazing and allowed me to save 1000+km of driving in my commute. It encourages a healthy community.
42	Stop approving strip malls and get rid of lights on 97. Build overpasses and let traffic flow. Bike lanes are good, but no one uses them from oct-may

43	If we increase and improve access and reliability of multi-modal transportation, we can reduce vehicle-only infrastructure expenditures. A significant investment in infrastructure for alternative modes of transportation will not only reduce traffic congestion, but will also improve the health of our citizens (reducing public health costs) and reduce carbon emissions - working towards the IPCC's SR15 goal of limiting global warming to 1.5C above pre-industrial levels (reducing climate adaptation costs). I also highly recommend researching bike-share options like Mobi by Shaw out of Vancouver. Also, I recommend researching light rail transit opportunities to connect municipalities throughout the Okanagan. Contact UBCO professor Gordon Lovegrove, as he has done extensive research into the opportunity.
44	This city needs so much more work to get to the point where we are accommodating all the citizens and visitors who travel through. Too many people and not enough road.
45	This is a very bias questionnaire with the idea to increase transportation you must increase taxes. It does allow for cutting other programs to keep taxes neutral.
46	Nice way to engage
47	When will a public transit route be added to Clifton Road on Knox Mountain?! I have been waiting for over 10+ years!
48	Any and all improvements will help the people of kelowna. It will help save lives. Thank you for your time
49	Some short form answer capability would be nice to explain a more nuanced reasoning. Some more descriptive information should be available to interested participants.
50	All these ideas are pretty sweet, especially the Highway extension, which I think could be a major asset to help relieve congestion. More renwable transportation should be a priority, as well as maintaining and renewing the economic and city infrastructures, we're only going to grow so we should be ready.
51	This was fun
52	Increase Biking infrastructure (this is the only sustainable solution that solves many of societies problems in Kelowna and globally --> congestion, work/life balance, mental health, physical health, increased tourism, etc.).
53	Traffic and bike lanes are important to our family, but honestly, since starting a new life here a year ago, the crime and drug epidemic as well as the homeless crisis downtown has us very concerned. Drug users and crimes near schools and vulnerable populations like seniors is not the answer. We believe a stronger and larger police force is DESPERATELY needed as well as law reform in the light of the rampant drug/crime/theft cycle
54	Ride share would help a bunch. Kelowna needs to keep up appearances so we keep our pretty city reputation up for tourism. Bike lanes are ok but not a priority over cars. Must have a balance and not make it harder to drive. As you will not change those who must drive.
55	I believe that building more roads will only temporarily help with congestion. The money is better spent on public transit.
56	I thought the engagement was well thought out. I can't think of anything to add.
57	Buses to get downtown so people can go. Currently no busses from Dilworth to downtown or magic estates to downtown. If there were people could use public transportation vs cars to go to work , and shopping and entertainment.
58	Nothing
59	Transit seems to be limited to buses. Perhaps it is part of the regional transportation strategy, but a light trail system should be considered.

60	Left hand turn signals should be added to all intersections. This will decrease accidents at most lights including Dilworth where there is a blind spot turning left. I am coming from a major city (San Diego) to Kelowna and the lack of left turn signals is astounding. Also making it safer for pedestrians. I am shocked at the amount of times per day that I am almost hit by a vehicle crossing on a crosswalk. Thanks for listening
61	Would have been interesting to see how different density/growth projections impacted future taxation levels based on new DCCs/Property Taxes being collected and street improvements completed by new developments (private investment).
62	Some of the categories had large $ differences between options (ie. the bus option increased by a huge amount from option 1 to option 2). It would have been easier to support increases in some of the categories if they weren't so drastic. Also biking! It would have been great to be able to rank the options in order of priority. Biking would have been #1 on my list. With E-Bikes, its becoming much more accessible for everyone to commute via bike. Since Kelowna isn't large, biking the city is very do-able. Creative solutions like tax breaks for households with one or no vehicles should also be considered.
63	Of course the answers needed to be expanded upon a little more, but investing in and leaving a legacy for the future is important. "Build it and they will come"... bike lanes and more apartments/condos located around amenities, supporting local businesses, bus routes, ride shares, well maintained sidewalks and even parking downtown cost can go up. Why not? It might deter people from driving downtown - taking a convenient bus or alternate mode of transportation is always encouraged. I think though, the security of bikes (when they are parked at businesses) needs to be addressed - and the crime committed when stealing my form of transportation should be dealt with as severely as stealing a car! If you want this to be a biking city we have to go all in. Clean air, beautiful parks, density (all forms), good bike lanes and access to public transportation. And if I need to pay a little more in property taxes it is a small price to pay to keep Kelowna on the path to wellness, prosperity and an overall GREAT place to live!
64	It's tough with so little space, but more detail would have been excellent. Particularly concerning the clement to 33 extension. If that goes through, is the multi-use corridor gone for example.
65	I love Kelowna but the congestion in this city is terrible. Driving Highway 97 and Springfield and other major roads are unbelievably congested. It's unreal the city has let it get this bad. People keep moving here there is more people and more cars. We are not going to have flying cars anytime soon. Expropriate land and do whatever it takes to build a network of useable roads. I find it mind-boggling that buildings are going up closer to the roads when those vacant land should be set aside for road expansion. I moved here in 1992 and saw the same thing and I was stunned thinking that the city planners back then did not have a vision for the future. Keep the traffic flowing through roundabouts like in Europe.. The stop and go crawling along is absurd. I know the decision-makers will be saying yeah it's not that easy and too expensive. But the lack of forward planning has brought us to the point where we are now. Everybody thinks that the next set of elected officials can deal with it as the term is temporary. I realize this is a long term questionnaire so let's think big and long term. The city is doing a great j and many other areas. Apply the same thinking to the road system. It's by far the biggest complaint that I have. Visitors coming to the city can't believe it either. I recently returned from an eight country trip in Europe including going through some highly populated cities that were built before there were cars. Honestly it was either easier to get through those cities then going up and down Highway 97 in Springfield in Kelowna. It's difficult to understand how all the development gets approved without contributing to the road system. I'm all for development but build the infrastructure that supports the increased population. Thank you.

66	More Park and Ride opportunities
67	I think the 4 options on taxes to increase ir decrease is to vag of a question to get honest answer
68	Let's get serious, this city needs a bypass route East to West. I believe that the Clement extension is the single most important transportation project with benefit to every single resident in this city. I am saying that even as someone who doesn't drive. I'm willing to pay the 5% more tax that my selections led me to. Let's get it done.
69	Info and questions to debate on the long term viability of the HOV lane. I commute daily and this lane is awful to deal with as all heavy traffic (trucks etc) use middle lane thus resulting in bottle neck traffic so someone has to travel in left lane to get by... but will need to turn off and is stuck b/c the middle lane is full of trucks, trailors etc. It is a poor design and one that should be re-evaluated.
70	Mostly I'm passionate about Kelowna becoming the greatest biking city in Canada. I already bike a lot, but I don't feel safe along many of the City's streets. With climate change, as well as livability as our city grows, we need to prioritize other forms of transit so that more and more people feel comfortable and safe being pedestrians and riding bicycles. We shouldn't build pedestrian and biking infrastructure for the people doing it now, we should build it for people who want to do it, but can't now because of all the car-oriented obstacles in place
71	Everything presented was clear, and informative. Nothing is needed.
72	I noticed alot of the options focus on heart of Kelowna and North end. However, major growth has occurred in Southwest Kelowna without any capacity increases both in Transit and road infrastructure improvements that increase capacity on lakeshore rd. The transportation plan needs to address this problem.
73	We should look at free transit to high traffic areas with parking outside of the downtown core with bus stops close by to get people the rest of the way. Get Bicycle share back, scooters are too gimicky.
74	Would have been nice to allow input on prioritization of funds instead of just "increase a little, increase a lot, or keep same" for budgeting questionnaire. Hiring consultants from successful cities would help give an expert opinion on what Kelowna needs to do to improve
75	This quiz covered all general areas! Well done!
76	How the city can realistically achieve their transportation goals even with access to high budgets. How this city can realistically evolve from carcentric to public transportation,biking and car sharing especially for those who do not live in the centre of the city. How is this going to be achieved?
77	I think ´ mass' transit is best for future and for population. Maybe instead of increasing taxes to higher level use income from STR companies that province gives back to city. Increase corporate builder fees and do not allow them to buy back parking spaces
78	I think the City of Kelowna is on the right track-- focus should be set on ride-sharing and updating accessibility for bikes. I don't place a lot of stake in funding massive outreach components, or at least I don't think they have to be expensive to be effective.
79	It's great to have all these bike trails, but at Knox mountain for instance there are zero places to lock your bike. There and everywhere else needs places to lock our bikes.
80	What percentage of our property taxes currently goes to the transportation budget?
81	Interesting process
82	Make the fucking developers to pay for road maintenance and upgrades!
83	Need to make bike lanes more consistent, ie. Gordon between h20 and KLO, southbound stays on road, northbound starts on road, shifts to pathway in front of h20, (whereat intersection, bikes are not part of road traffic flow and crossing intersection becomes a challenge), then shifts to sidewalk, and then back on roadway, WHY?.. consistent location of bike lanes is much safer

84	After moving to Kelowna almost one year ago I appreciate your input from the public on this matter and look forward to the growth and development of the city.
85	This is an excellent way to participate in government
86	Way more on biking and walking. People in Kelowna drive wayyyyy too much.
87	I think this was well thought out and pretty thorough
88	The bike lanes are fine as is, cut costs there to bring the budget down to 48m.
89	I would like to see less tracfic signals on hy 97 from the bridge to the airport,
90	Why the basic investment in biking overlaps preexisting protected bike paths
91	I appreciate being able to voice my opinion. Thank you for the survey. However, I feel more of what we are doing isn't good enough. More buses won't lessen the time it takes us to get from point a to b and more roads and cars won't lessen auto emissions. Instead of building freeways connecting areas of our beautiful city why not start incorporating faster and more efficient ways of travelling.....skytrains or just trains. The connection from Rutland to Clement would be a great place to start. I'm surprised not to see as any option. I am certain the cost initially would be high until more riders take part but I wouldn't mind an increase in taxes for a specified term to recover some costs. I feel that because we live in a valley we need to be cautious of increasing auto emissions. If more people used public transit it would be less road congestion for transport vehicles. Also, I think we could scrap the pretty flower budget and plant more practical shrubs and grasses and use all those funds to go toward better transportation. I think our city needs to be more mindful of water using more drought tolerant plants.
92	The city is growing rapidly and is expected to do so for years to come. Council, and particularly the mayor, needs to recognize that not building roads does not equate to being innovative. It just makes our city a less desirable place to live.
93	Nothing, this did a great job of explaining the options with maps and providing an approximate costing tool as your progressed. A great example of what citizen engagement should look like, those involved should be commended.
94	If roundabouts work. Lakeshore has been made pretty but nothing has changed as far as traffic issues at Anne McClymont schools. Delays go up to Summerhill Winery. Not good.
95	In East Kelowna the city spent big bucks paving bike lanes which are not used by the bikers! They ride in packs and do not share the road. As an equestrian it was sad to see the horse paths covered over with pavement. Keep thinking of the song about paving paradise. Also massive subdivisions are built i.e. Kettle Valley and no upgrades to the two routes out. Has anyone ever thought that Kelowna doesn't need to "grow" and especially at the rate it is currently going at. Why not strive to make it better not bigger?
96	I think the decisions are already made and do not take into account the number of seniors in Kelowna. All you are offering is how much and how soon. Densification to the detriment of a pleasing locale. A good job is not being done of keeping green space. Where are the beautification options for more commercial areas. It's not just residential areas that need improvement in Kelowna.
97	I would love for the city to be proactive in planning infrastructure that supports healthy city management. The status quo is not acceptable and makes life more difficult for the average resident.
98	Cool idea! Keep these up.
99	Some of the questions, such as #4 in this questionnaire, seemed designed to elicit some degree of agreement (or not) on a particular approach. That design doesn't allow for an individual to express a preference for an alternative approach unrelated to transportation infrastructure, which seems to imply individual trips by motor vehicle. It would be nice to see more questions about ride-sharing, cycling and transit improvements in that question
100	This is a really great, interactive too. Kudos to the team for putting it together!

101	I am more concerned about the walk ability of residential streets than how attractive they are. It is ridiculous that many new neighbourhoods are being built with no sidewalks. Developers should be required to put sidewalks in when they build new developments.
102	The entire budget was almost used just choosing the basic in every option. The city needs to up the budget and plan for tomorrow with bandaids today. There is clearly no one with common sense planning transportation. Just the HOV alone is a nightmare. There's also a major lack of parking downtown yet you move things like travel information into an area that was already not able to provide parking for use.
103	More specifics concerning certain roads. Explanations why certain decisions have been implemented with no consultation of affected tax payers.
104	All necessary info was included
105	Be more clear on the process and how my feedback will be used. Is the process to consult the public or actually empower to make the decision....review your IAP2 materials.
106	The use of cars for single occupancy short trips needs to be made inconvenient for individuals to change their transportation habits. I support a focus on all forms of transportation other than building more capacity for cars. In addition to supporting transit, cycling and neighborhood streets, I think that a toll for the bridge would help change habits for folks to choose more sustainable transportation options.
107	The only way to stay "on budget" would be to choose the basic level of every single question. Some of the questions aren't actually high priority for improving transportation in the city, and ideally I would have had the budget for those things decreased further. A survey to residents specifically asking for what would improve transportation in Kelowna would have been a much better way of going about this. I have lived in several cities, and this is the only city where I absolutely CANNOT get around effectively by transit, so I rely on my vehicle. Reducing vehicles on the road and increasing ridership is the number one thing for Kelowna to be able to accommodate the growing population
108	It is time to extend Clement to Highway 33 . It should have been built 10 years ago. The traffic planning department missed the boat on this project. No more bike lanes build the road...
109	My selection put the budget over and I think there are things we could still cut out to keep it too budget. I don't think a broad tax on everyone will make everyone happy and we we would need to find other means to increase funding for desired projects outside of the tax methods. Fundamentally, cars are the least efficient means of transportation. We're just addicted to them. Its an emotional/habitual problem. We all know oil is an finite resources and we cant be building our cities to support that anymore. Sure, on paper, extending Clement into the Rails with Trails looks like it would solve a lot of car congestion, and I'm sure it will, but would this really be the solution to our future? We need to reduce the demands of personal cars. We need to live, work, and shop that is convenient by walking, biking, busing, or taxi/rentals/ride-shares. Once we get used to it, we will all be happier and healthier for it. Lets make the right choice.
110	Less fluff more real work

111	You should focus on putting in the bypass off clement to funnel the traffic, also put back in pull in parking downtown and eliminate the parallel parking so more people will shop down there and promote business. As I travel all over the world and I find that Kelowna is the worst to drive and park in, Too many sets of lights on the highways as there should of been thought into making this city, you should of eliminated most left hand turns by adding a ramp and scoot people different directions, Also when re paving a road, you should also have a spot for the busses to pull off to so the traffic keeps on going. One other thing, If you really want less vehicles on the road, I would suggest a LRT that goes from the Airport directly to West Kelowna, and stop at major places. That would take a load of traffic off our roads.
112	How much will this effect my property taxes? And why property taxes and not income taxes.
113	Development of employment and shopping hubs is important due to the city layout
114	With the projected growth of the city and the budget available I can only see taxes going up in the future. The city needs to start being more proactive and do a better job getting the infrastructure in place to help people. This city does not need to spend anymore moneyon arts and entertainment venues. Also if land development companies want to build in high traffic areas they should share the cost of putting in roads.
115	There is no verification process in this survey to ensure that Kelowna residents are the people filling it out.
116	I get it I get it, I need to pay more taxes for all the things I want.
117	I think we should reassess the bike centered focus of the current transportation plan. The current plan is more focused on recreational biking and not commuting. And there is not enough focus on reduced bike usage during the winter months which increase vehicle road usage.
118	I think this was an excellent idea. Everyone wants everything and no one wants to pay more taxes. It's a fantastic way of showing people what kind of decisions need to be made and a great way to get them involved.
119	The stronger transit is along the highway 97 corridor and out from it, the better things will get for congestion. If you make transit desirable, people will use it.
120	Glad to see that the community can get involved in decisions like this. My old town did not offer things like this.
121	Comments for new ideas or alternate suggestions.
122	When presented with your selected budget, it would have been nice to provide comments on why you were ok with exceeding the budget.
123	Especially "bike lanes" are a concern as they are presently made (white line at side of road). All future and remaking of bike lanes must be done in a way so bikes and cares are totally separated. Rental scooters should be totally banned. They are only toys for tourists and not part of transportation. Ask yourself why they have been banned in so many cities around the world.
124	More details on options where possible.
125	I think you covered the main points. I'd like to have heard more about the transit options and what you envision to significantly improve public transport and its use.
126	Expected duration of each project.
127	Transit is important to increase and improve and would in turn reduce congestion
128	Great survey
129	Regional Transportation Master Plan with a commitment from a senior level of government(s) to construct a future bypass and 2nd crossing with strategically located interchanges servicing Kelowna by 2040. To suggest that the cost to construct any portion of the above will increase your property tax is misleading unless of course it is the intent of the survey to have residents focus more attention towards investing in alternate modes which is clearly evident by the venues chosen to hold public open house events.

130	There was no mention of a second bridge crossing. Very disappointing
131	Biking is a sin against god.
132	Bigger massive long term vision and planning along with using other cities who have successfully created road and transit plans should be happening.
133	all information provides was sufficient to answer each question.
134	Potential options for introducing LRT or Street car options
135	If the previous council along with this council does not know what to do, why are you in council. How could you not see what is happening in our streets. You have done nothing but choke our streets. Pandosy there is a bike lane for 1 block. Why? At the busy times when there is a car turning at Sutherland and traffic going into town, and at the right times when there is an ambulance trying to go down Pandosy, it cant because we had to have a bike lane for a block. Really! Why dont you spend some money on synchronizing the lights everywhere. Thank you
136	I didn't think the categories were broken down fat enough. For example, I think Kelowna repaves it's streets to frequently and should put more of that into making sidewalks and local streets safer for residents but I couldn't convey this as they were isn the same budget item!
137	Hwy through city is ridiculous ,work with province and federal,to really get a real bypass hwy for the future,like from before the airport going east and connect with a new bridge to the connector.Look at other city's ring roads.You keep talking about feature consistently,but your transportation solutions are tomorrow bandages.
138	There has been a lot of discussion about the long-term potential of an LRT system in Kelowna. I was very surprised this wasn't mentioned anywhere in the alternative transportation or transit sections, if even as a far-off future potential.
139	I think the road expansions are essential with the growing population, however even with the minimal on most I was over budget when choosing the highway additions.
140	Can't think of any....this was an excellent questionnaire
141	Would really like to see some of those implemented
142	bike lane on North Glenmore Rd past John Hindle to Lake Country City boundary. speed limkt from Mckinley Rd to John Hindle reduced to 60 KMH
143	The packages are sometimes unclear. Some seemingly obvious solutions to congestion and transit were not considered. Such as: the advent of more ridesharing. Open Kelowna to Uber/Lyft. Cycling is not a reasonable option for most residents from Dec - March. However, less people could use cars if transit was more available. Perhaps there should be more stops, and they should be more frequent. In my opinion, increasing the roads infrastructure only promotes more driving. Investing in public transit assists with the environmental issues as well as congestion.
144	something i did not see mention of is finishing the development of the ponds subdivisions village centre. this centre, ideally if having a grocery and other casual necessities (banking, bakery, coffee shop, liquor store), can reduce traffic off the arteries into town. it currently takes roughly a 20min round trip for a basic grocery shop if you live in these neighbourhoods. traffic wouldnt need to leave the neighbourhood at all most days. neighbourhoods to take advantage of it would be something like the ponds, kettle valley, crawford, even some areas of mission might make more sense to take advantage of this centre. there are even newer subdivisions that are being reviewed by council that would take advantage of this centre.

145	What a great exercise, I love it. As a citizen who pays massive taxes for an RU7 lot I didn't want please take my preferences into account. thanks
146	we need to expand the trafic to better accommodate higher speed ebikes... scooters and limited speed motorcycles. if we expand bike paths correctly.. we could have lower speed 2 wheel electric only perhaps on bike paths sharing an extended path way some. and i do think more and more people will be driving them.
147	Perhaps some explanation of how congestion can drive people to other modes. There is evidence that this is the case.
148	Perhaps maybe making clearer exactly how this information will affect policy
149	See not that hard..
150	If particular items are intertwined/overlapping, be mores specific as to how funds would be allocated within the item...i.e Intermodal and Public.
151	Close downtown and urban centers to cars. Increase user fees for cars. Increase parking, create a toll between Lake Country and West Kelowna so people who live outside Kelowna to take advantage of lower taxes/ property values, who work or play in Kelowna have to pay if they're going to use their vehicle and depreciate our assets. Use money for light rapid rail in future. No more accommodating cars. https://www.citylab.com/design/2016/02/how-ljubljana-turned-itself-into-europes-green-capital/458934/
152	Maybe include the other sections in the city budget, taxes may not have to rise if other budgets can be readjusted to focus on transportation issues.
153	More and better public transportation and safer bike lanes
154	Could more public transport reduce or eliminate school buses?
155	We need to plan for Kelowna's future without breaking the bank. We also need to find ways to increase revenues
156	Option to add toll to new routes (eg. Clement extension) to fund this development. Commercial traffic should be mandated to use (and pay) the toll route.
157	Kelowna really needs to improve transportation through and around the city. We do not need more housing downtown, but better access throughout for traffic, bikes, and pedestrians. More housing can be built slightly out of town.
158	This follow up survey should have had varying degrees of 'yes'.
159	I do not really feel the input will be addressed. My opinion is you need to work on the roads/access issues first with all the growth in the city. Most workers drive so work on these issues as so many approvals for buildings/condos/houses are being accepted.
160	Great idea to offer the public a way to get educated in how the City spends money and how it impacts the tax payers. One category not mentioned was safety, personal safety whether walking or biking. I hope this is something that is somehow implemented into each category when in the planning process.
161	While I get that these simplistic questionnaire models are easier for the general public to use, they can lead to an uninformed opinion, just like picking your path for the OCP growth strategy did. Please use the results carefully. Bikes and multi-modal are nice to have but I do not believe they do much to significantly impact traffic issues. And if we are going to continue to build them, just use wider asphalt and paint/glue on delineators. that way, when you change your mind later, it is an easy fix and much less up front costs.
162	I like how there were three options for things. But when you have such a big difference from the basic to the medium on so many. Or medium to high in other cases, it would be nice if there was a mid point choice to them. You can get the basic with a few of the high priority improvements. The basic is not keeping up with growth and in some cases is not even good enough. But the mid range one is so much more and adds more than what is needed. We need to move forward but we shouldn't have to spend millions more.

163	The problem with this and many other things in society is that people are naturally unaware of how competent they are in a specific area of understanding. Everyone usually falls victim to the Dunning-Kruger effect. Including the person reading this comment.
164	With the "increased investment" for biking, it would be useful to understand what all the projects include (where they will go, how much each will cost, what is the benefit/safety factor in implementing each route). This will come in time I am sure. One area that should be considered is city park up to the boardwalk. All walkers, runners, bikers, skateboarders, etc share one narrow path and is very frustrating for all especially in summer. Keeping the current path for people on foot and having an adjacent path for bikers/rollerbladers/skateboarders (similar to the sea wall in Vancouver) would have huge impact in the quality of that corridor.
165	In response to question 2 above, I didn't see anything in the tool that told me how the data would be used. Perhaps I was in too much of a hurry and didn't read the introductory text properly...
166	I'm disappointed that nothing was said about adding a monorail system, increasing bus service adds to congestion and taking the bus takes way longer than driving, so people just drive, not sure why something more innovative has not been brought to the table as a choice.
167	The proposed transportation budget increases by about 1/3. However, a key goal is to spend money smarter. Transit, cycling, walking and future micromobility services need to deliver mobility that can be achieved with road network expansion. Investing efficiently in these areas will determine the success of Kelowna's future transportation system, and impact the City's future quality of life and economic success.
168	great survey!!
169	As we are no longer a Monday to Friday working city, public transit on Saturday and especially Sunday/holidays needs to improve
170	Please Please Please, we need to start making real strides now towards changing the culture of transportation in Kelowna. We should try two-wheel vehicle only lanes. This would make Vespa-type scooters a better and safer option for commuters. Lets try some things. You never know what may catch on! Let's close Bernard to 4-wheel traffic, even for one day each week from April to September. Let's experiment and see what happens! Decisions don't always have to be permanent....only innovative! We know something needs to change and our first ideas may not be the long-term solutions, but that shouldn't stop us from doing anything. Equally important, we shouldn't do something that can't be reclaimed. This should be an exciting and innovative time for us. A cultural revolution is historic and should be enjoyed. We can remold and reshape along the way to the final idea of what we want to create. Thank You for this opportunity to post my comments. I care about my neighbourhood, my community, the Earth and the people in it.
171	This was a great idea. I hope it helps clarify what people want and therefore the city's priorities.
172	Thanks for the opportunity to provide input, I would be happy to serve on any committees that might be set up to analyze the best way forward to improve our transportation master plan.
173	The city of Kelowna is so far behind in roadways,and traffic light coordination. We spend far too much time idling waiting for traffic lights especially trying to cross Harvey Ave
174	No information was included in relation to the reduction of wages for the City Hall employees. They earn well above national average. It's unfair. You rip us off and use money to improve roads in your neighbourhoods.
175	There were a lot of variable factors for certain costs, that leaves a room for increased budget later on. Hence its better to present a full picture with a percentage of variation in cost. That way resident will have a better understanding of the total spendings.

176	This survey is setup very badly. You can not use a survey incentive that influences the results of the survey. This is such a basic fundamental flaw and I can't believe you are wasting this much time/money on a completely flawed survey. The results should be completely thrown out and you should do a new one. Having a chance at winning $750 TO A BIKE SHOP, makes people taking the survey MORE LIKELY TO CHOSE BIKE RELATED OPTIONS. I would like to know who was responsible for such a fundamental mistake
177	It was very concerning to see all these road expansion plans in the works. Those glints, as well as what was excluded, might show the cities priorities. I would have liked to see multi-modal AAA expansion plans and transit improvement plans included in the survey.
178	A Longer Clement extension, without the costly overpass.
179	The City of Kelowna is one of the largest Geographic book Prince of any municipality in British Columbia. To think that we can get away from driving in this city is absolutely foolhardy. As well the idea Pike Lanes although admirable, we do not have the weather here of the Lower Mainland where is possible through riding bike safely throat and entire calendar year. Currently right now many bicycle lanes are blocking right turn traffic, this has the added problem of jamming up intersection and actually increasing the carbon footprint of cars are rather and moving idling and simply burn gas sitting still. It also has the long line up the lights. This policy should be Revisited
180	Much of this infrastructure should have been done years ago, as Kelowna was growing. Getting around in this small city is frustrating and I often wonder where the city planners have been all this time. Spend some money to do it right.
181	An emphasis on cycling may not achieve the expected impact as weather, road and lighting conditions for cycling are poor five months of the year. Furthermore, from my experience trying to cycle to work, the city does a poor job ensuring debris (particularly rocks and gravel) is cleared from streets. This is noticeable in particular on Glenmore Rd near the old landfill entrance.
182	Prevention focus please, more weight on alternative forms of transport, bike paths, bus etc
183	Often future city growth is explained with key features such as city sectors with forecast populations (residential, industrial, commercial etc); projected transportation mode volumes i.e., transit, bicycles, pedestrian, cars, trucks etc.; typical cross section sketch for various types of roadways, pathways, walkways etc. and some projections on the breakdown of transportation users by transportation mode, i.e., business, education, recreation activities, shopping, retired, drive thru (do not stop in the city) etc.
184	This is a great and very smart survey. Thanks!
185	No trucks to use Clement Road extension.

186	Historically, transportation budgets have been heavily weighted towards automobiles. Studies show that the personal automobile is the most expensive, most congesting, most polluting, most dangerous form of transportation there is. This has been shown to be unsustainable in jurisdictions around the world. For the sake of our community's long term health and wellness, we need to make significant changes moving forward. We are already decades behind such leading cities as Oslo, Copenhagen, and Amsterdam. These cities have made hard political decisions over a sustained period of time in order to get to where they are today. And they continue to strive for improvement. We need to drive our cars less. In order for this to happen, we need to make the personal automobile less attractive to use while making public and active transit amazing. There are a multitude of ways to do this. The leading cities of the world in this area can serve as excellent examples for Kelowna. Lower speed limits, higher parking fees, less parking spaces, pedestrian malls (Bernard downtown should be for people, not cars), congestion taxes, higher insurance rates, bridge tolls, through street cuts, no right turn on red, traffic calming by design, increased age and cost of driver's licences, dedicated bus rapid transit lanes with higher frequencies (The bridge, Harvey, Glenmore, Gordon, Hwy 33), free transit passes, more routes, airport connections, protected bike lanes everywhere, traffic calmed shared street infrastructure, shorter distances between services (land use planning), biking and walking priority measures, biking and walking tunnels under wide busy streets, 'leading pedestrian intervals' at crosswalks, more bike parking, covered and secure bike parking at transit hubs (downtown, Capri/Landmark, midtown, Rutland, UBCO, airport, West Kelowna)...and...education, education, education. Kelowna has incredible potential, we just need to decide to make the tough decisions to get there.
187	I think the biggest focus for Kelowna should be improving road quality and expanding our roads... bikes and transport other than cars is great but in a city like Kelowna that has winter, lots of hills and is so spread out it unfortunately doesn't work as well as some places e.i. Amsterdam. People will not stop driving in Kelowna. I drive everywhere because usually my days are so spread out; I live in kettle valley, go to school at OC, work out downtown, work in lower mission and at the landmark buildings, and go near the mall for shopping, with everything so spread out I have to drive.
188	Question 4 of this part of the survey has a forced answer. Why do you need to increase taxes to have a bigger budget for transportation. if you will have more people to serve, you will already be collecting more in taxesand fees. having reliable transit options is the only way to help fix our traffic woes. Why is it that governments always think throwing money at a problem will be the solution.
189	More options than 3 per category. Certainly there can be more options between each of the Basic-Medium-Premium levels. With more options to consider it would be possible to keep spending under budget.
190	None I can think of.
191	Couldn't change answers. Do not want my property taxes to go up
192	Not sure where it might fit, but what about streamlining traffic signals to keep traffic moving through the city? Also, more two way left turn signals would help a lot (meaning opposing directions at the same intersection).
193	not sure

194	I LOVE filling out these surveys - such a progressive approach. It would be nice to see more explanation showing whether those investment figures are based on current day population/tax revenue vs future population/tax revenue . I would almost rather see budgets in terms of % rather than $ becuase if we keep "current level of % funding", this would translate to similar investment per capita as the population increases (i.e., more investment to keep up with demand). Whereas "current level of $ funding" would obviously result in less investment per capita as population increases and poorer road conditions. Sort of confusing. I'm sure this is all factored into the calculations but a brief explanation would be nice. I also imagine more population provides more efficient tax revenue. (i.e., greater population and density overall results in more spending per capita). Would love to see this explanation as well. Thank for the great work!
195	Thank you for allowing people on kelowna to have their voices heard.
196	I would recommend using municipality influences to make changes to current transit systems - Allow pay by card, not require exact change, make pet-friendly as young professionals are becoming more likely to have pets than children. Also - consider a Park&Ride type scheme close to areas that do not have a population density to warrant a full service.
197	Information on rails with trail...More getting paved? I live in the Ben lee area and would like to have access to the rails with trails from Houghton is that possible someday soon?
198	Clean up Leon and the street people . Open recovery facilities for the mentally ill and those with addictions. The taxpayers are paying for the mess now put the money we taxpayers arepying into these facilities and those who don't want the help go to jail.
199	I did not see a 'back' button to make changes therefore transit gets 0 which is not an option due to current obligations. More importantly this so called budgeting exercise is based on the current transportation budget. We need to to see the whole city budget to decide if transportation is getting enough money to start with. Maybe take some from policing and parks. Regarding the Clement connector. The 'budget' is not real. On projects such as this cost sharing contributions from Provincial and Federal governments are typically available thereby reducing the city's cost to about one third. Where is that considered in this exercise? The time is now to go after senior government funding. Is that happening? Probably not. Getting people out of cars and onto transit and cycling sounds nice but is fantasy. If the city is not actively pursuing arterial road plans (like purchasing land) then that will be regretted. A fast connection from downtown to airport is needed. Oh yea... density would increase in the downtown if people can get to/from the airport quickly. Isn't that what you want? Look no further than Enterprise today vs. 10 years ago. Benvolin, Glenmore and other 4 laning is because transportation planners had vision. have a nice day.
200	Where we live and work What our main transportation mode is What we feel our biggest daily problem is with traffic
201	thanks for the ability to add my input!
202	Would love to see a version of Calgary's C train- Highway 97 from Peachland to the Airport, North to Glenmorw and south to the mission
203	Homeless issues
204	Thanks for your hard work!
205	great way for me to learn about the issues and the tough decisions ahead for the city of kelowna

206	Keep Kelowna beautiful and moveable!
207	The money gaps between some of the choices within a category was too great which is not realistic as there is a need to prioritize specific projects.
208	I think the information provided was sufficient.
209	Prioritise bicycle and other alternative transportation before increasing road size or thinking about making Clement a highway bypass.
210	Thanks
211	I believe that building a city that is people-centred instead of car-centred should be among the city's very top priorities. I especially support making the city's biking and public transportation infrastructure more accessible, even if that means that taxes will increase. As a fourth year student in civil engineering at UBCO, the direction that the city takes in its urban and transportation development will be a major consideration when I decide whether to stay in Kelowna or relocate after graduation in 2021.
212	Where's the Upper Mission bridge from Gordon to Crawford area?
213	Thank you for taking the time to review my input.
214	Traffic congestion has become unbearable on Harvey and hwy 97 over the last few years, it is only going to get worse if we do not match the traffic flow to the city growth.
215	The proposed packages were too rigid, i'm sure i could've stayed on budget if i could actually make intelligent decisions. Increasing property tax because of new residents makes no sense as presented, as new residents should bring in new revenue.
216	Laws need to be in place for all scooters on the roads. What happened to the laws for bikers? All Bikers should be wearing a helmet. Better bus service would reduce traffic!
217	I would like to see the city to focus on residents safety and better traffic flow. The HIV lane is not working for this type of city. HIV lane should be removed.
218	Thanks for creating this survey, I am very happy to see this initiative.
219	Maybe a little bit more on taxes and the assumptions the tool makes coming up with the numbers it does
220	Questions could have given further explanation to breakdown the intent.
221	It would be beneficial to somehow rate from highest priority projects to lowest priority projects. If this could be broken down by quadrant or area would awesome along with estimated cost of each project
222	We have to invest in the future for our children. The traffic in and through Kelowna (and almost every city in the province) is congested to the point were vehicles and pedestrians are at risk. As a fast growing city road work has to be done now because the cost of putting it off is skyrocketing.
223	Perhaps if the province has any thoughts re what they plan to do to enhance traffic flow along highway 97 - eg. overpasses on the major streets
224	I'm not sure.
225	If the budget could be increased or decreased at the cost of other city budgets.
226	I understand the city pushing morebikes but shouldn't be at the cost of forcing vehicles to go other roads eg pandosy and Sutherland now. Busy streets narrowed for two bike paths with you never see any one on. Waste of money and time. Maintenance will now be a nightmar.
227	We need to spend more than this budget or find ways to get more out of what we have. It is BRUTAL driving in Kelowna. In the Upper Mission we are stuck in a 1 lane. Taking a bus is not much better. Takes my kids 1.5 hours to get to school 10km away and that is just not doable. Bigger thinking and using other cities who have done it successfully should be research and referred to. We need a large scale long term plan not these temporary solutions or we will never get this fixed. Bypasses and bigger road systems to route traffic around the city. Come on you can do this better.

228	I was quite disappointed to see nothing in here to alleviate congestion in/out of Kettle Valley and the bottlenecks residents south of Mission Creek face. We pay taxes too.
229	I would have appreciated more thorough explanations of each investment level, such as more examples of what the investment would include (or exclude)
230	the city is growing as such a rate we need to make sure we are able to handle this growth. we can't keep playing catch up if we need to increase taxes to make it happen now then we would be better off. The longer we wait the more it will cost us in the long run
231	A very interesting exercise. Thank you.
232	What I would like to see the money spent most on the improvement of traffic flow and keeping up with snow removal for safety.
233	A good start to addressing this need. Much more required however money is always the issue. Good luck as this city continues to grow.
234	An extension to highway 33 is a terrible idea.
235	I would have liked more information to base my selections on - specifically, stats on current usage would have been very useful
236	This is wonderful to see! I hope for the best.
237	Would like to see Kelowna and West Kelowna working together on a transportation strategy.
238	You need overpasses at every major ntersection along Hwy. 97 if you are not building another road or bridge over to WK. The planning in this town favors big developers and big buck's not the person driving to and from their jobs and or driving for their job. In sync traffic lights would help.
239	This tool was great to use and gave me a better idea of your budgeting process. I wanted to fall within budget and had to change some original choices to do so. I found myself re-evaluating my priorities which has me making some tough decisions. Kudos to your team and all the difficult decisions you make!
240	Well done survey. It was great how you can change your mind, weigh your priorities and see the impact on budget and property taxes.
241	Maybe a sliding scale of budget allocation?
242	Frost Road extension should be a top priority
243	What are the next steps for public consultation...
244	Maybe a clearer outline of how this information is going to be used by the city's planners.
245	Working to reduce automobile traffic will have added benefits that are not covered here. Grants / etc may be available from other partners (i.e. participaction) that are not being accounted for.
246	Interesting exercise which really makes you question priorities.
247	I've never done a survey regarding the condition of transport in Kelowna, but I have certainly complained about it. This is an excellent eye opener to an estimate of costs associated with operations and change.
248	We need a ring rd. Each area of town that has only one rd in and out ,should be looked at in case of evacuations. Especially in highly populated areas . For instance the mission. Also 4 way stops or round about for highly used back roads. Rifle rd. By the greenery, for example. More left turn lights on roads that cross highway 97.
249	Well done on seeking public sentiment regarding transportation in Kelowna!
250	Thank you for the great survey! I like how it makes you balance a budget. It’s a good tool.
251	I'm not sure you want to hear my comments. I think many roads in Kelowna are to narrow, that city council is more into high density residences than infrastructure. That the downtown area is almost a no drive zone due to congestion and that mayor Basran wants a mini Vancouver skyline and is not keeping up or planning roads to handle the growth of Kelowna.
252	Thanks for asking our opinions on this!

253	It would be nice to be able to assess the details of the projects further for each of the basic/med/high investment levels. In most cases there was a significant 'jump' from basic to medium that could have benefitted from a line-item breakdown. I feel that there are viable options in many cases between basic-medium level service that could have created a different option in between to increase service levels but not be as impactful financially. For example, can transit levels not be increased without requiring road alignment or dedicated bus lanes? This is very expensive and prohibits acceptance in upgrading that category. Further, it doesn't make sense why an increasing population, contributing equally on a pro-rata basis to property taxes, would result in less services? In most cases, the more volume of participation, the better the efficiency of the service delivered, and therefore the better the service? It would be very helpful to see why this isn't the case with these transportation categories?
254	More specific information on current problem areas for congestion or anticipated problems during city expansion
255	Option to note specific streets that need sidewalks.
256	Transit services to and from schools in Kelowna from westbank
257	I think Kelowna is doing a great job
258	Thanks for asking for input
259	Thank you for this wonderful initiative.
260	Exactly how this feedback will be used to inform decisions. I feel like the current Council has an agenda towards improving bike use and reducing cars that is unrealistic and does not reflect the priorities of all citizens. I have not seen evidence to date that my perspective has been considered, and have low confidence that this survey will be any different.
261	Cars will not go away and will increase as population increases. However the impact could be reduced with an efficient transit system that is affordable and efficient. Our climate and society's love for convenience means more cars but we have really under spent on public transit.
262	This is such a great idea!
263	Looks like a lot of short term thinking and congestion on our roads these days. City planners don't even leave space to widen roadways in the future. Burtch was a prime opportunity to have another 4 lane crossing of Harvey and it was wasted. Benvoulin is backed up to a ridiculous level because what was a 4 lane crossing of KLO became one lane going south rather than expanding capacity for traffic south of KLO.
264	Thanks for doing this, well done
265	I understand that budgets are nearly not high enough to advance the infrastructure for the entire city while upgrading all of the things requested by the residents. This survey is a good way to show that perspective to the population of Kelowna; that some things need to be put on higher priority and not all upgrades can be completed, no matter how large the budget the City of Kelowna has. Personally, I would aim towards the development of alternative modes of transportation (biking, ride shares, etc.) as well as the development of the freeway on Clement.
266	I believe this budget best represents my interests as a citizen, despite the increased budget and potential tax increase.
267	I really hope this is utilized in planning. Our taxes need to go up to support growing infrastructure. I believe the most important by far being transit which currently does NOT work. We need to drastically improve it for our environment and societal support.
268	Good explanations
269	We need to start promoting public transportation, and alternatives to cars such as biking paths. Cars are unsustainable and way to costly.

270	We need more 2 lane roads. It is impossible to pass anyone. We need more left turn signals. Consider light rail transit options I'm tired of you accommodating cyclists and not cars.
271	We were given a fixed figure and perhaps, in my view, a limited option package to comment on or choose from, in working toward the figure.
272	Address more of the biking hazards and treacherous roads (hwy 97 is cycled daily) not to mention the ubco access shortcomings. Biking infrastructure is desperately in need of attn for city this size.
273	Where does transportation rate in the full city of Kelowna taxation budget? Is there other area reducing spend?
274	The recent instal of bike lanes in 500 block Sutherland, makes driving this block downwrite dangerous. Many cars speed, and when pulling onto the street, you just can't see the speeders till they're upon you. Also, the street is plain not wide enough for two opposing cars to pass, and following cars will NOT pull over to let oncoming cars take a turn. The bike lane removed many much needed parking spaces. The only solution now is to make the street a ONE WAY, before a serious accident, that is bound to happen.
275	A zero budget option for certain categories.
276	The top ten: 1.) It is not the city's responsibility to alleviate current congestion and poor levels of service experienced on Hwy 97. The highway is a part of the National Highway System. The way in which the bypass option was presented in the survey is misleading, the values presented pie in the sky while being intimidated further that property taxes will increase depending on your selection, if you haven't already been influenced by misleading costs reported out publicly through public meetings and various social media channels. Opens Houses were held at UBCO and Farmers Market, why not in the city's north end where the distribution centres are located? What about costs associated with congestion? 2.) Percentage of trucks crossing WRBB daily is in the order of 8% today and will continue to grow. 2nd crossing, absolutely and sooner than later in the interest of public safety. Dangerous goods should always be rerouted away from built up areas, especially through Central Business Districts and Downtown Core Areas. Hold the province accountable on their previous commitments, establish a timeline and then complete a transportation master plan. The Hwy 97 corridor has been studied over a dozen times in the last decade. Results are the same.... it sucks and everyone is paying the price as a result, some the ultimate price. 3.) ICBC collisions statistics speak for themselves, the volume of fatalities, injuries and property damage in Kelowna resulting in claims can be attributed to a capacity constrained road network leading to excessive traffic congestion. Drivers become impatient and start taking chances. 4.) City boosts annually measures taken to reduce GHG emissions and carbon footprint, based on current levels of traffic congestion for a city of it's size (not much) one would think there shouldn't be congestion and delay. 5.) Historically, significant roadway projects appear in longer term plans however never followed through with. Debated in the development of new plans or updates, yes it's needed obviously or it wouldn't keep showing up albeit moved back as far as possible. 6.) Transportation in the citizens annual satisfaction survey always rank near the top of issues to be addressed, how many consecutive years now, likely since the survey started. 7.) Transportation network investments should support the regional and local economy, not cripple it. 8.) What if the WRBB goes out of commission as was nearly the case with the last flood event, the structure was in jeopardy should've lake levels risen any higher. Did you know that? 9.) Plan for the future and not just today, first look back 20 years, then forecast out from today the next 20
277	The maps could have been more clearly marked in contrasting colours in for each level of possible projects

278	It seems to me the only avenue the city looks to do improvements is raising taxes. It seems short sighted and a easy out for budget planners. Try thinking outside the box or hire someone who can come up with new ways to increase budget. Unfortunately most wages don't increase yr to yr for cost of living like union employees.
279	I have been licing in Kelowna for 3 months now, i realized that people are highly car oriented. Living without owning car here seems impossible. You should probably decrease your investments in any car related development and pay more attention to active transport and transit. The buses here are really unreliable. And the city is extremely unattractive for people who choose walking mode
280	great community survey, with the actual dollar value tailed along with actual budget so we can see cost
281	I don't think bike lanes are necessary but education is a must cycling in Kelowna is more dangerous than large cities I've ridden in. Extremely easy to get doored riding down town and consistently right hooked everywhere else. Drivers are not aware enough that a cyclist can ride as fast as cars and be in the near vicinity especially when lakeshore is slow moving.
282	Thank you for letting us not only voice our opinion but to get a look at the budget and be a part of looking at how to spend it. :)
283	The option to stop spending on road / car solutions and create more transit. This should include the development of a separated BRT or LRT or MonoRail or APM corridor along Hwy 97 from Westbank to Kelowna Airport. A fast and reliable solution would remove many of the existing commuter traffic from the roads minimizing the need to improve the road system whilst creating a long term electric clean solution for the next 50-100 years
284	I realized how tough it is to budget for everything to meet the needs of everyone in a rapidly growing city.
285	We need to move people, materials etc through this city faster. If we don't the overall cost of everyday life, business, construction etc will only increase and cost people much more then the increase in property tax
286	I would like to see a bike lane from Glenmore to Lake Country. Road bikes use it and no sidewalk or shoulder. Super dangerous. Pave a bike lane!
287	Drastic reduction in building outrageous expensive, way too tall high rise buildings along waterfront and downtown core. Ridiculous expenditure for rich people when seniors need more help and homeless population problems are exploding. Grandiose ideas are unnecessary and cost prohibitive
288	Please consider requiring developers building subdivisions to build sidewalks thought the subdivision to promote walking traffic and community atmosphere. It is staggering the many new developments do not have sidewalks and developers are not mandated to build them.
289	If this is what it costs to keep the basic levels of service for residents, the current bicycle track program is not sustainable. Standard bike lanes are more than fine for current cyclists, including myself. I always liked the new bicycle tracks, but these prices are too high for the small difference in riding comfort. What would make me feel safer on the road is having less traffic, as drivers in traffic are more aggressive and harder to ride around, which is why I stay out of the downtown core on my bike.
290	I feel as though I missed something as I complete the follow up questionnaire. Overall I think the engagement level was high, the experience was positive.
291	We need to do more with Glenmore Road past the dump to Lake Country and the Hollywood road extension and Old Vernon road to Lake Country. We also need to upgrade Sexsmith Road to Glenmore and have McCurdy road connect to Rifle road. Upgrading Hollywood into East Kelowna would be nice as well. The Clement connector should align with Enterprise way and Enterprise should connect to Sexsmith just West of Longhill
292	Uncertain as to how the ratings for the streets was decided. No mention of cut backs because we are top heavy.

293	Major transportation changes to incorporate 21st century, low emission, mass rapid transit, suitable for the mid-century which is when Kelowna will still be burdened with the naive, amateurish decisions that are being proposed today. Twenty years from now, the City government will be forced to clean up the transportation mess that this group imposes on a great city.
294	Questions about allowing a potentially 50% increase in population and questions about the increase in cars that will come with the increase in population.
295	I'd like to see more park & ride options, especially around the bridge. The city is easy to bike in, not so much from the west side & over the bridge.
296	No matter how hard city hall makes it you wont be able to get people out of their cars.
297	Have the option not to invest in certain areas. Provide more clarity for what each investment package would do.
298	That it is not just about money (taxes), it is about our obligation to live more sustainable to save our planet.
299	PLEASE don't try to "fix" traffic congestion with more roads! We don't want to end up like LA or Toronto!!
300	I think my demographic would have been important to better understand my point of view and values.
301	Potential savings from traffic reduction based on increased public transport (if known)
302	Which options are actually going to be done. The city won't be interested in blowing the budget for everything. I also highly disagree with Kelowna's use of bike lanes and how ineffective they are. Parking in Kelowna is also a major issue. We are obviously not ready to get rid of cars and taking away parking. Also making it pay parking on all weekends and overnights encourages drunk drivers and unsafe behaviours.
303	Not sure
304	I made several comments but there was no instruction that I saw that reassured me I'd entered my comments correctly, such that these would be read, along with my survey. If you can access my comments, you'll see that I favour a marked increase in spend, but only to promote active and public transit, as well as densification and tree planting. Any expansion of roadways or parking for cars or corporate purposes should not be prioritized unless and until it is clearly demonstrably necessary, after observing the impact of a major spending infusion for public and active transit. You also need to invest urgently in unbiased science-informed climate science education for all planners, elected officials, engineers, and other engaged individuals, and then extend the information to citizens. Engage with students and through them, their parents and grandparents, as our young people are the most at risk from inaction on this front, and the most positive about changes to the way we have done things historically. Consult with the provincial government because there are shared benefits in regard to public health and GHG reductions that will come from a mass expansion of active and public transit uptake, and all levels of government should be sharing priorities to move us toward a major and rapid reduction in output of GHGs, as well as air pollutants. What was missing, that should have been included, was educational information for survey completers on the dramatic harms and costs we face from climate heating, and the dramatic benefits to health (40% reduction in cancer and heart disease risks with active commuting, especially by bike) that they could garner, from a societal collaboration to honestly and intelligently address this challenge.
305	I am more concerned about planting trees than paving shoulders

306	When thinking of our transportation budget one of our first concerns needs to be for education , making sure our kids get to where they need to go. I think our downtown infrastructure is amazing from riding my bike to walking to shops. I know it's not enough but I think we should move the .1 percent in this budget to parks and rec and cleaning up streets and figuring out our homeless pop
307	Enjoying the current bike route systems throughout the city, but strictly for recreation. I'm not convinced that the investment actually gets very many people off the road for commuting purposes.
308	Stop raising our **** taxes every year.
309	NONE
310	How spending would be placed to justify the budget.
311	Get on highways ministry. Left lane turn signals on highway 97 are a joke! Get rid of the HOV lane. It's useless! Fix that cluster **** you call an intersection at clement and glenmore/spall. Push spall road through to klo.
312	This is an amazing and innovative engagement opportunity - gives folks an understanding of how decisions are made/weighed, and what it's like to budget for a growing city! I'd maybe suggest adding an option to add comments throughout - might give you some good qualitative feedback to work with :)
313	I found this survey from instagram, so trying to access the maps from mobile didn't work. Written descriptions we're adequate, though.
314	After walking last night from costco to Bernard in the freezing cold weather because I was responsible enough to not drink and drive sure opened my eyes into how terrible our transit system is. Do better Kelowna.
315	I can't think of anything to add or expand on. The inclusion of a budget and showing how going over this budget will affect taxes is a great feature
316	Realistically a plan needs to be made on proposal of a rapid transit rail. We continue to make improvements for ease of access for biking from Kelowna to Vernon when really that space is more then fit for a rapid transit rail. Experiencing this in the lower mainland all surrounding cities that had gotten a rapid transit rail connected had benefited and grew even with the intent of it going in. Vernon to Kelowna appears to be simplest route in achieving this at low cost. The rail itself built over 10 years would cost the same amount as a new bridge and connecting road from clement to highway 33 and I believe should be taken in consideration to for only growth and traffic alleviation in Kelowna but for the promotional growth all out skirting cities will see. This is a win win situation for everyone especially with the additional property tax income that this municipality will be getting with the high rises. Please take into consideration in all of this before money is just invested improving a few streets here and there.
317	Thanks for putting this together. It seems like a meaningful way for residents of Kelowna to connect with the planning of their community.
318	I live in West Kelowna but work in Kelowna so am heavily affected by this Transportation Master Plan and want to participate. The survey was well laid out and I appreciated that you accounted for maintenance vs new infrastructure.
319	Personal safety for those walking and riding bikes.
320	I think the survey was done a with inverting a bias when the questions are worded in such a way they are used to sway the participant vote. By placing in these Bias the result of the survey are skewed . If the city had to submit these survey questions to an ethics board such as writing a thesis it would not get approved
321	Ability to add more (structured usable) detail as an option. A way to bundle (cherry pick) spending priorities.

322	Possibility of grants for more infrastructure. Cost to developers. Traffic light and how the department of highways could work with the city
323	we have to get ahead of an already busy clogged up transportation system, our roads need to flow more like Kamloops as an example, a second bridge or even a Kelowna bypass, or tunnel should all be considered, with Federal and Provincial dollars this could be possible, it time the biggest area in BC , outside the lower main land get some attention.
324	Excellent public transit with high utilization rates is the only way to keep pace with population increases and reduce environmental and other impacts. Fare-free transit would go a long way towards encouraging people to use the bus. Decreasing the burdens of road maintenance and expansion, health impacts of vehicle pollution, wasted time sitting in traffic, accidents, and environmental damage would make fare-free transit more than worth it, financially, morally, and in terms of community well-being.
325	this really should be about how to move seniors more effectively. People will not be enticed out of their cars until full restriction to driving (IE. close off DT completely) . Also I stuck to the basics because I was hoping there was a brilliant suggestion to move people out of the Ponds and Kettle Valley, but nothing about those roads was mentioned...therefore my spending that I wanted didn't occur. The "beatification of Lakeshore along the lower Mission to the round about should have been a twin lane to move people in case of another catastrophe as 2013 fires, but that didn't happen :(you are not thinking about what the people want in your offering questions
326	Planning for efficiencies in traffic flow should go to the highest need. I recognize that traffic congestion may be a reality for this city but improvements should be evaluated to ensure the highest use benefits regardless of mode. I'm not an Engineer but I see some really simple solutions to reduce traffic congestion with little investment. If we could save a minute If idling time for each vehicle just think of the benefits in air quality and gas consumption that would have? I try to be proactive with the number of trips I make and change my travel to ensure I'm being efficient. Thanks for the opportunity to share my thoughts.
327	I only made the necessary selections and the selections that EVERYONE WANTS. A small small portion of the population cares about bike to work week and making nicer streets like Ethel. Uber will resolve itself once the BC government actually does something. Nothing the city can do. How about we focus a huge amount of high priority on the Clement extension and expansions like Lakeshore Road from Pandosy to Kettle Valley. Have you ever driven down from Kettle Valley at 8am on a school day?!? Ridiculous. Those people chose to live there, but why should they suffer every single day not only at peak hours but when large trucks go 20km/h on a 60 zone up and down the hills??? Oh wait, let's spend a huge amount of money making Ethel street nice even though barely anyone lives on it and nobody EVER DRIVES ON IT. Kelowna is terrible to drive around and it's getting worse due to population increase but also because the city planners are making the "right" choose to please a small amount of people showing "oh we're doing something good and going green". Nobody care about that. Also, where's the South Perimeter Road extension??? Been like 5 years and nothing.
328	I suggest focussing on active and mass transport (which will reduce the car number on roads), rather than electric cars, taxis, or any other type of cars because in the end they are just different types of cars and will take space on roads. the city must be planned for people not cars!
329	Please there has to be a better way around a city than car or bus... Kelowna buses are slow and people don't like slow. I would be thrilled to brainstorm some new possible transportation for Kelowna to city link.
330	https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/

331	4 lane lake shore road all the way to roundabout by ann clement elementary while you still can. OR 4 lane swamp to continue with benvoulin.
332	It was very interesting to see the 'impacts' of my decisions and the impact they would have, beyond just being opinions. I think that this model of involving people in civic decisions should be shared more on social media to give more people the opportunity to provide feedback. Having found this on LinkedIn, and only seeing it there, prompts me to put forward the idea that you might been getting biased or skewed results if you're only asking people who have accounts there (predominantly professional business people or students). This leaves out a large portion of the population who are the main users of transit, while questioning higher wage earners about how they'd want taxes affected. I think the format and the idea are excellent, but please make sure the responding user base is varied and diverse before you're finished.
333	None of the proposals seemed like real long term solutions for Kelowna or the Okanagan in wider terms.
334	There should have been options to provide our own solutions to problems. We need to look at ways to change people's behaviour. For example, current property taxes are lowest the further from the core you go and most expensive in the core. This promotes people wanting to move out of the core to save money which requires the City to spend more on infrastructure. The solution is to change the property tax model away from property value to a property size. Little old grannies with small homes in the core would no longer pay outrageous taxes and big homes in the burbs would pay a share that more reflects their use of roads and services and would perhaps start to change future behaviours on building big homes out of the core. Couple that with a distance from core transportation premium to support transportation services.
335	Where to make cuts in other parts of the budget.
336	We need to improve Westside Road.
337	Who will do what with the survey results?
338	I hope you are considering the use of drone taxis in the future, their use will change transportation forever. If the city adopted them for travel across the lake there would be a massive savings due to their efficiency, autonomous capabilities and low costs per unit (often ~100k). Ehang is the leader in the field. Cities that are embracing them are Berlin, Gangzou, Dubai, etc. Thank you for your time. (You have to take it seriously by the way, it isn't a joke, passenger drones are the defacto future of urban transport.)
339	Past budgets and if they were under or over and why
340	This is cool
341	Cameron as you know transit doesn't work from my neighborhood and no way I can bike that hill in the snow ...can I use the gift card for tires for my car instead :)
342	Any future plans for mass transit
343	How the information will be used, unless I missed reading that. I didn't agree with all of the improvements in each bundle, but still had to choose a pre-determined package. It would have been nice to be able to rank projects.
344	Specific/tactical Examples of where the different budget will be spent on
345	information on how the clement extension will affect the existing wetland at the base of Dilworth mtn. Also how it would affect the existing rail trail
346	Basically our infrastructure needs to improve to accommodate the growing changes in Kelowna.
347	Thank you for this survey, it's a great way to see how decisions are made when it comes to growing our city.

348	While I firmly agree that we must try to keep up with infrastructure and improve roads to reduce congestion, I don't feel we should increase taxes by a large amount all at once. We have many seniors in Kelowna, and not all are rich transplants. Taxes do need to go up, but not too rapidly.
349	The mayor need s to move the people out of Knox mountain park. Thank you.
350	Well laid out exercise, would be useful if a side popup was presented besides the projects outlined rather than have an additional window appear as it takes away from the exercise.
351	None that I know of
352	More comments sections. For example, I did say increase taxes to improve roads and accessibility but I don't mean in just one year! Over a period of time slowly increase taxes. Also have a section to provide suggestions for increasing revenues in Kelowna to help pay for Improvements.
353	Thank you for allowing participation into an otherwise relatively closed process.
354	What make a healthy community? Less automobiles-greater transit operations; More green spaces; access to more community recreation facilities; increase divided or dedicated bike lanes. Health of a community is important in attracting investment, younger population migration into the community, benefits an aging population with mobility and health maintenance.
355	Budget need to be increased in order to maintain quality investment strategy.
356	Current priorities around transportation decisions, and information on what is currently done each year.
357	Fix Clement, spall, enterprise cluster
358	Thanks for developing this intuitive and excellent tool to educate the public on infrastructure costs and determining priorities.
359	Ultimately I support a lower carbon/lower consumption society with smart inexpensive solutions. An escalating toll on the bridge over the next number of years would raise capital for transportation investment and change people's behavior around the use of the bridge. I realize this is under provincial jurisdiction but I known the city has influence there.
360	We eventually have to spend the money
361	none.
362	Thanks!
363	Wow! Glad this isn't my budget to really think and worry about. However, this was neat to have the opportunity to take part and see how quickly city spending adds up! Thanks
364	what share new development picks up for providing parking, sidewalks, infrastructure etc.
365	We will be one more car-centric over time as self driving cars and electric cars become commonplace. Automated ride-sharing will reduce and could eliminate the need for metro buses.
366	Maybe the spare money could be spent on more accountable law enforcement. ALL citizens of Kelowna are sick and tired of coddling the junkies and street criminals
367	Thank you for listening!
368	I am moving to One Water Street upon completion and thank you for this opportunity.
369	No, thank you!
370	Thank you for letting me state my opinion. I hope I've assisted in my thoughts for Kelowna's future planning.
371	COMC extension and Benvoulin/Swamp corridors need to be four lane arterial roads, with limited access. Extension of Birch to KLO would help as well. New Costco location is going to be a huge issue with traffic. The city needs to develop a proper plan for that.

372	-apply for more grants from Victoria and Ottawa. -spend much less on bike lanes which do not get used... such as on Pandosy with the divided cement meridiens - increase bus service substantially to help the poor and elderly
373	Hope this is satisfactory.
374	A lot of options don't truly represent all possiblities. Stating to increase taxes to increase public transportation or decrease taxes to decrease public transportation is a gross over simplification. There are ways to increase the efficiency of our public transportation without increasing spending.
375	Simple solution to less congestion on Kelowna roads. Restrict the number of people moving to Kelowna and you will have less cars on the road. With the latest forecast of 60,000 more people coming to Kelowna over the next 20 years, that will be at least 20k more cars on the existing roads of Kelowna. Total congestion and grid lock will go hand in hand with the increase in cars on the existing Kelowna roads. Plan from there.
376	The full scope of changes should have been provided in a link. My residence is in upper mission and both my wife and I work in the heart of Kelowna. None of the proposals mentioned address the congestion issues on the main route out of the Upper Mission nor deal with the lack of public transportation in the area. For example, how is the city going to address the congestion issue on Lakeshore Rd? How is the city working with the public schools to provide adequate bussing between Canyon Falls middle school and its catchment area.
377	Thank you for this opportunity
378	We need more investment and cross-municipality and regional district planning to develop an integrated environmentally sustainable transit system that links throughout the Okanagan, beyond just Kelowna. (This does NOT mean paving more of the Rail Trail!) We absolutely do not need a costly and land consuming second bridge crossing or more highways through Kelowna.
379	I realize these are tough decisions to make with a limited budget. Traffic has gotten much worse over the last while and helping to reduce this or better increase flow is a higher priority for me.
380	I dont think transportation devision should be focusing so much on education.
381	A second or expansion bridge across the lake and major improvements to bypass threw traffic
382	Tough choices! I tried to stay within budget but couldn't! City planners you have my respect and full sympathy trying to build our city well while trying to stay on budget and minimize tax increases.
383	thanks for asking!
384	There is no specific amount of monies from Federal and Provincial governments, that should, at the very least, increase the spend to an average of $120 million. The questions are extremely biased and represent ill-informed transportation planning. The City needs to get a forward looking expert transportation plan - not this childish nonsense.

385	I would like to see more money spent on moving traffic, like get rid of lights on hwy. 97, Cooper's intersection for example could be removed with only right hand turns? Maybe have lights at Water, Richter, Gordon, Dilworth, Hwy 33,McCurdy and Reids Corner?Also from Kelowna to West Kelowna all lights should be removed and have over or under passes.All that money spent at Reids Corner should of put in a over pass? If we are really serious we should build a freeway on top of highway 97 from bridge hill to the university with two or three off ramps, like they did in Honolulu?By doing this we wouldn't need the second crossing for a long time? The city keeps growing so I believe its going to get more and more important to move traffic, it is fine to say that we need to increase public transit but you have to keep in mind the majority of people don't want to ride buses.
386	I think the long-term focus should be discouraging car traffic, encouraging biking and transit. What about light rail?
387	Just moved to kelowna and it's a shame that a lot of these issues could be solved working together. So I guess programs to educate is my number one priority
388	There should have been space to offer more nuanced options in each category.
389	Still loving the transparency! Although I feel that the majority of people who do use this tool/complete the survey own their own vehicle (such as myself) and thus place less of an importance on public transportation as I did
390	Importance of reducing fossil fuel use because of climate change.
391	This was set up to fail the budget process from the start. I chose many basic selections and my choices were still over budget. I see the importance of some traffic infrastructure updates, but don't see the value of the costs involved for transit. That is not saying transit does not need improvement, just the dollar values involved. To help you understand my answers: I commute as a year round cyclist, as long as the snow is pushed far enough to the right of the road to give me a shoulder to ride on. I have been commuting daily to UBCO for many years. I have noticed many cycling infrastructure improvements, throughout Kelowna over recent years, and they are all appreciated. I do own a vehicle, but choose to cycle. I find it easy, relaxing, healthy, environmentally friendly, cost saving, and for the most part safe.
392	Higher taxes are worth it if we can improve travel in Kelowna. Thank you.
393	Thanks
394	Increase safe cycling routes and provide winter maintenance on these routes to encourage cycling. Densify the urban centres and limit new developments outside of the current neighbourhoods.
395	Some selections were too broad. All cost increases are dependent on the value received for the increased costs. It is difficult to say raise taxes when it is unclear what the return on that investment is. In much of the questionnaire it appears the city is asking for major increases to maintain status quo. It is also important to point out that as more new infrastructure is built there are ongoing costs to maintain that infrastructure. Why install the infrastructure if it is not going to solve the problem.
396	Traffic lights needed at corner of Cameron and Gordon. That should have been done rather than the useless lane narrowing on Cameron which took a month to complete. High cost but low benefit.
397	Please spend more money on synchronizing traffic signals on major roads for straight thru traffic and get rid of all these advanced left turn lights. Downtown Vancouver does not allow advanced left turn signals on busy major routes. Keep the traffic moving!
398	Parking is such an issue in Kelowna and we continue to limit it by allowing condos to not build enough parking spots and take out all existing parking and replace it with Bike lanes that go unused(ie all of Sutherland). Roads in residential areas fall into such disrepair.

399	Some of the options presented are too limiting in their presentation & detail. Also, the differences in the level of investment packages is sometimes reasonable between levels, while at other times there are large differences without sufficient explanation for them. Other alternatives that should have been included were not. Although the highway through the city is under the control of the province, it is a major bottleneck in the movement of traffic, with outward ripples that impact other city roads. This is a factor & an area that must be included in any future discussion of transportation & where the city is headed. Also, the 97 rapid transit bus route & the carpool lane along the highway are a joke & a huge impedance on the flow of traffic. Vehicles are constantly slowing down traffic in multiple lanes as they try to merge out of or into the carpool lane. Many drivers simply ignore the fact that this is a carpool lane. Having a carpool lane away from a freeway is an accident waiting to happen, & as such, the province should have to accept 100% liability for any accidents occurring as a result of trying to merge into or out of the carpool lane through city.
400	Would expect to see some level of participation/funding from other level of governments (prov, fed) in large scale projects like transit improvements, biking facility improvements, and Clement Rd extension.
401	Hard to cut any services but I think that Kelowna is spoiled when it comes to snow removal and repaving. Many other communities large and small get by with less snow removal. Hills and arterials are important for snow removal but other roads should be a much lower priority. For paving, more patches on roads rather than re-paving full width and length may not look as pretty but is much more cost-effective.
402	Modo needs a bigger fleet and designated parking spots. Vancouver has their Smart Car share program which is awesome. I would get rid of my car gladly.
403	Cater less to cars and suburbs and more to city and accessibility. More multiuse corridors with limited single occupancy vehicles (transit and bike only routes).
404	The future is densification with unlimited skyscrapers beginning 4 blocks back from the lake. The mill should be bought by the city and expanded into a bigger city park, we are outgrowing the current one. Densification can begin just beyond the mill boundaries. More parks, more high rises with a good setback, no suburbia. Transit for all. Make more of the downtown core walking-only. Continue the patio programme on more blocks
405	Too short of info to be accurate...
406	Thank you
407	I went with all basic needs and maximum on the Clement extension and went gver ...wow talk about rigged...fire basran
408	One of my huge concerns is with the Abbott walking/biking corridor that ends at Strathcona Park. The corner at Christleton and Abbott is a danger to drivers, cyclists and pedestrians. Hundreds of people use that corridor every single day and soon someone is going to get hurt at that corner. That corridor needs to be extended for all of us drivers, cyclists and pedestrians for pleasure sake and for safety sake. It seems such a huge ommission after seeing the work done on Ethel Street over the past few years when sheer numbers of people utilizing Abbott should dictate that corridor be updated.
409	Comment area to address "problem" areas (congested, high volume of accidents) to gain public's opinion of which areas would be the most impactful if upgraded.
410	COK wastes so much money on programs to much fanfare but nothing to piddle your pants over. Cuts to low yield programs should have been an option.
411	New bridge and alternate route to get traffic away from harvey
412	More detail on other levels of government participation and funding opportunities
413	Option for bikes to share sidewalks feather than shareing the road with vehicles. Netherlands has a great system for bikes to share the sidewalks

414	Possibly drastic changes to the layout of 97 between the bridge and the airport. Less intersections to create a better traffic flow. Access to 97 via under and overpasses possibly? Or access to 97 limited to less intersections between 7-9am and 3-6pm?
415	The effects of population growth and the associated growth in taxes. Is population growth helping the budget or are current citizens subsidizing future growth? What population increase are we looking at?
416	Kelowna is the next Napa Valley or Aspen Colorado. Needs to be infrastructured as such
417	I would love to see ridesharing, light rail transit, improved busing, and road maintenance as top priorities.
418	It would have been good if you'd shared more information about the financial trade-offs between the different forms of transportation, such as the cost of expanding roads vs. transit and biking infrastructure.
419	Very interesting exercise. I appreciate having the overall picture and being able to provide my input. Thank you
420	upcoming dates of information sessions or town council meetings on these subjects
421	The city MUST get a firm grip on tax increases as for the last 10 years or more they have been above inflation. If the city wants to spend more on transportation they will need to sacrifice in another area. This survey does nothing to identify my priorities for tax.
422	There is a lot of talk about the City's current vision or current plans and I have no idea what those are. Who developed these plans and when? How is the City working with the RDCO and Province?
423	Interesting... I think an upstream approach is important. Also please increase amount of 97 busses coming and going from campus... we are packed in like sardines...
424	Kelowna simply has very pour traffic flow,,considering its population. It's amazing city planners have such limited ability to perceive traffic flow. Like Toronto, they can not understand that traffic restriction will not be overcome by widening right of ways. The only plausible way is by the utilization of over passes, along with city bypass circles. Because Kelowna was very negligent in the initial planning stages, you are limited to one solution. That solution is a elevated corridor. Along with the elimination of bottle necks. The bridge must be broadened, either tiered or widened. Also Bypasses must be much better facilitated in both West Kelowna and Lake Country (Winfield) as well as overpasses at the airport. These overhead roadways allow for less traffic lights and better cross flow. More must be done to improve advanced green lights as well.
425	Im 75 yrs old. Moved here 12 yrs ago from Alberta. Most people I (you) meet ask. How do you like Kelowna? My answer has always been. I don't! The reason is important. Its the heavy, constant, traffic that I don't like. Not Kelowna. I walk a lot, I ride my bike very much. I love the rail trail to the end of the airport, and Ethel St, and Abbott St. And cawston. We have to get people out of their cars. And there is much needed safety and common sense instruction . People riding on Pandosy! Dumb ****. Wearing dark clothing at night!
426	I love maps. They show what is, what could be, what will be. :)
427	In the maintenance and renewal options I would have picked a lower cost option if increased snow clearing was an option for any of the lower levels. I'm more concerned with safety driving, preventing accidents, and keeping transit operational than planting street trees and putting sidewalks everywhere. While I think sidewalks are important I would select the basic or medium plan if there was more snow clearing and/or dirt/salting on roads to prevent serious accidents in the winter.
428	If you read the book "Happy City" it provides findings that if you build more roads or expand them you just get more cars. It's better to focus on alternative modes of transportation.

429	When I vote for increasing taxes to improve, I mean to improve sustainable solutions (bikes & transit) rather than improve carrying capacity of roads for more vehicles
430	Good ideas coming up
431	Please consider greatly expanding the transit system as one of the safest and most cost-effective ways for an aging population to still maintain autonomy and freedom of movement.
432	Thanks!
433	Statistics on current usage/demand. Also, context that not everything is paid for by taxes, ie, there is opportunity to require developers to include sidewalks, planning can aim for more walkable areas etc. I was not clear on why the city would provide financial incentives to business for mass transit/adjusted work hours etc.
434	How about start by coordinating traffic lights in the Hwy 97 corridor? So many intersections in this town are set up incorrectly. Adjust timing of lights, right turn lanes impeded by bike lanes, left turns not allowed where it should be easily done. Every intersection with traffic lights needs to be reviewed. Way too much idling in Kelowna waiting for lights to change. Traffic set up in this town is a joke. Try using some COMMON SENSE!!! So easy to do
435	Good Survey!
436	the choices in question 4 were not exhaustive. My preferred choice was not included, so I chose Don't Know. You could consider adding other options or putting in a comments box.
437	we should be able to give our priorities for all major categories of tax funding to identify our priorities. The city can not continue to have the best of everything and just tax their way there. HOLD TAX or LOWER
438	Change priorities! not increase spending, focus on renewal, biking and not on building new infrastructure (i.e hwy 33/clement or anything in the mission). More consideration to upcoming changes in technology and automation & the sharing economy. Building new capacity for single occupant vehicles is short sighted. I also don't want to see increased $ into transit, people still want freedom and the joy of having their own vehicle. Too much stigma with transit..... focus on bikes and taking care of what you own already
439	Disappointing to hear a second bridge crossing seems off the table. A big sweeping decision that impacts more than just the city of Kelowna and does not seem to have regional implications considered in this decision. I despise driving in Kelowna in general. It just is no longer easy to get around. Additionally, while I recognize Harvey is the Provinces jurisdiction, the HOV lane is a joke. What is supposed to be the primary driving lanes are clogged with slow transport trucks that should be off to the right hand lane but can't due to its HOV designation. Better yet, push for a bypass to get transport trucks moved out of downtown. You can push to build bike lanes all you want but the reality is a large amount of traffic moves into Kelowna from surrounding municipalities and until a decent safe network of alternative transportation happens in those communities bike lanes won't encourage those commenters to get out of their cars. Is this survey for the regional plan? Too many plans going on and we don't know which is which or how they apply to the region or to each other.
440	More concrete plans or ideas on how transportation could be improved
441	Suggest a short term plan with more focus on relieving congestion through the city center and key commercial corridors (Spall to Hwy33 especially) and a long term plan to expand rapid transit from downtown to airport. Our bike network is already awesome

442	I tried to balance worthwhile spending and moderate increase in taxes. The biggest spend was on transit, but I feel that the 35% increase will be felt by everyone living and working in Kelowna. Otherwise my budget focused on increasing capacity for alternate modes of transport and instilling a culture that takes advantage of these.
443	You are doing a great job. Wish we had more money to spend as every area is important. I like the idea of building something bigger on Clement to reduce overall highway congestion, while also investing in other forms of transportation (biking, transit, etc.).
444	There needs to be MUCH more investment in snow clearance, especially on sidewalks and residential roads that have no sidewalks. I am disabled and cannot leave my home in winter except in a car due to snow and ice buildup. A friend of mine who is not disabled slipped on ice and suffered a concussion while walking last year. Terrible sloppy work done in our area (SE Kelowna)
445	Quit penalizing car owners and throwing money away on bike lane horror stories like what you've done to Sutherland Ave. Designate more side streets (as in, NOT bus routes)(eg the three streets running east-west between Sutherland and Hwy 97, ferinstance) instead of stealing parking spots (especially in high occupancy areas!!), forcing collision corners (your seemingly favourite 'nodes') and maybe --just maybe--do a damn audit on current use of specific streets by bicyclists BEFORE bastardizing them. Perhaps hire someone---ANYONE---with a local knowledge, background and values---to do some of your planning---because the big city morons you currently pay are not helping anyone but themselves.
446	More ability to differentiate between programs I would like to see and those that are too expensive to be feasible. I would like to expand the bicycle lane network to ride to more places, but not if they have to be expensive separated bicycle lanes.
447	Concrete examples of the City's upcoming projects
448	An approach that avoids the pitfalls associated with debate when people attempt to come to an agreement that will be mutually beneficial and that incorporates prevalence induced concept change and the elaboration likelihood model, otherwise I fear change will still be too slow.
449	More details on what is included in each plan and the costing. Some items seem overly expensive for what they are. I already feel like the city wastes money, so without more detail, my only conclusion was that these numbers are higher than they need to be. The city needs to focus more on efficiency and more innovative solutions. I'd like to see more bikes, motorcycles and scooters, but for a quarter of the year or more, it seems really impractical for most households, the amount of money we spend should take that into account. Also, why are you not exploring more cost effective solutions like working with province on lane filtering, etc.??
450	I realize it's a huge spend, but if action on significant corridor options doesn't happen soon, the city will become gridlocked. While I totally support improved transit options and bike routes, Kelowna by design is built around a highway. We need better froute options for all transportation. Please do not underbuild today....build for our rapidly approaching future. Kelowna is and will continue to grow, as will vehicle traffic travelling through Kelowna. If there are no options to bypass Kelowna, we need to look at options "internally"
451	Thanks for the opportunity to add my thoughts.
452	No option to transfer money from other departments thereby increasing transportation budget with no increase in taxes. Not a very good budgeting exercise.
453	Thank you for asking.
454	Information on how the results of the survey would be shared with participants.
455	High priority items include better bus service and improved bicycle connections.

456	Some of the options were very unclear. It's also not clear how my input will be used.
457	I tried to change my choices to reduce the budget but it wouldn't let me.
458	Specify property tax increase for different areas of the city. Will those who live downtown that have greater access to improvements in transit and active transportation infrastructure see the same tax increase as those who live in, for example Upper Mission or Wilden?
459	its not always about increased spending, but spending what you have well
460	The correlation between property tax and cost of rent in an average neighbourhood.
461	Timelines on some of the larger scale projects might be useful. There seemed to be large jumps between Basic and Medium level funding - could there not be some concessions made in cases to find a truer "mid-level" program? Insight into efforts from senior govt to assist with funding on large scale projects.
462	Information for dates to learn/make views heard on future decisions as well as links to detailed information about transportation models the city is considering and where else these models have been (hopefully successfully) implemented
463	Thanks!
464	I thought that there was enough information for me to fully understand what I needed to know
465	Austerity doesn't work. Invest modestly.
466	There is nothing in the description of upgrades that involves any monies being provided Provincially and or Federally which I believe would be available. As well for any upgrades to areas that new projects are being considered, rather than the taxpayer paying for it, the development costs to the developer should be contributing. The extra population base that you speak of also means the increase into the City's coffers by way of more residents contributing to the tax base
467	More infrastructure should go towards the future, which is greener ways of transportation. Better and safer bike paths are necessary if your goal is less traffic. As well as the bus systems, I am from Waterloo, Ontario and when I moved here the bus system was noticeably 10 years behind Waterloo.
468	I don't recall being informed on the preceding section of the process by how much I was choosing to increase property taxes so I had to guess on this section.
469	As a retired Roads Design and Pavement Management Technologist for the City of Kelowna from 1974 to 2005, I have designed and managed a lot of these roads and watched the city grow.
470	Instead of these being thought of in the "cost now" situation they need to be thought of in the "cost later" scenario. If cost later is more than cost now, do it now. Land isn't getting cheaper for instance
471	A seperate issue/questionaire concerning the homeless problem on leon ave. Improvement, research in other cultures and places that have fixed this problem.
472	We NEED the clement extention it would make the spall, cooper and dilworth intersections with harvey much safer by reducing the number of people crossing at those intersections. I would also think you should look at linking clement to leckie place in the short term and upgrade the intersection of leckie and dilworth. It would also only require one bridge near the public works yard and that would allow the remainder of the clement extension to be put off a few years.
473	As born and raised in Kelowna (1959) we left in 1993. We use the highway corridor to this day exporting cattle to Washington and cattle up to bridesville area.We still do buisness in Kelowna. The only solution in my mind is to put highway 97 on stilts like Los Angeles main highways for thru traffic. Mayor Parkinson away back did not want a bypass. Wanted traffic to stop at buisnesses in town. That was so short sighted. Please build bypass or put main highway elevated to avoid congestion and keep traffic moving. My opinion only. Thank you Joe.

474	HOW ABOUT THE OPTION TO ADJUST THE INCOME OF THE PEOPLE THAT FORSEE THIS DEPARTMENT, I MEAN I CONSIDER MY SELF TO BE THE "BOSS" SO WHY SHOULD I NOT HAVE A SAY AS TO HOW MUCH I PAY THE "MANAGER" THAT RUNS MY "BUSINESS"
475	Biking is important but in the winter it is not feasible for most people to bike to work. I would be in support of making transit free and taxing us according although i am not sure how much that would cost. We don't take the bus anymore because when you already made the investment in buying a car why pay 2.50 per person to go somewhere.
476	I like having a say. Keep up the engagement! Thanks.
477	Getting around Kelowna should be easier to do by bike, walking, and modes other than car than it currently is. I would prefer to take alternate modes as much as possible, but still find getting around to be problematic, especially in winter. We need more options, and less cars on the road. If it cost more money in the short term, it will pay dividends in the long for health, happiness, and convenience. Kelowna city leadership should prioritize protecting the long term public interest over the short term profits of private interests and developers.
478	Driving in Kelowna is often more like being in a parking lot. Improvements are needed even if it costs more money.
479	n/a
480	Some links to academic information about why investing in maintenance is important (how its costs increase exponentially if you put it off), why adding more roads will eventually lead to more congestion (induced demand), and other valuable information. I also wish there was a better way that the property tax information bar was represented. By turning red I think it will deter people from going over budget, even if that is what they think is best. Going under and over budget should be represented the same with this tool. Also mentioning that lower taxes and a worse transportation system will lead to higher personal costs (congestion, etc.) in the long run.
481	Some examples of proposed incentives to get more people using transit options would be nice. Seeing what type of ideas the City has, regardless of if they are implemented, could help others in more public discord for the growth and sustainability of our city.
482	Biking infrastructure is important for creating a more well connected community. Transit is a great asset and for major routes is in a good place, smaller routes struggle but that's a reality of low population density. Well connected hubs with parking or bike lockers is an option for pooling travellers to a more central location.
483	The options presented for some questions were forcing an answer. None of the above could have been more informative with a comment.
484	I'd like to see Kelowna focus heavily on getting new mass transit in place.
485	More detail
486	Biking infrastructure is critically in need of improvement. Lights at intersections with bike buttons and actual protection from autos when using hwy 97 (not just narrow shoulder) is vitally needed

487	Explanations of how the city intends on dealing with the existing bottle knecks they've created and poorly planned for. Is there a solution for these problems or no? And how the city intends on not making more of these mistakes in the future. Do we have the right people employed to help us grow properly with the incoming growing population? I think the public would like to see something such as an itemized list/map of areas that need fixing with estimated project dates and completion etc in areas such as say Upper Mission where they have 4 school zones to get through to get to down town. This survey mentioned a few areas that are mostly land locked,Richter, dilworth, etc. and these areas will no doubt become busier as we grow but the survey doesnt address major areas that can catch fire and are currently bottle knecked during peak times. Whatever is needed there's alot of frustration, we cant keep growing so poorly. It seems like there is no thought only after thought. And thank god theres another massive development on dehart road going in 😟 hopefully they add another pedestrian controlled light there and not another lane to help traffic flow 😟 I mean theres a light at every block, school zones on major routes, sprawl with no urban centers or ways to get out of said sprawl, HOV lanes in the right hand lane which is insane, and a HWY that's only possible fix requires overpasses that are clearly not feasible. Don't get me started on the timing of road construction either.
488	What I would really like to see would be 1. Switch HOV to the far left lane to enhance traffic flow and safety and 2) increase left hand turn signals off of Harvey. you have a left hand turn signal at Banks but not at Cooper during peak flow hours. Thank you for the opportunity for input.
489	Due to Kelowna being the nexus of the Okanagan economy and support for surrounding communities and rural areas from Merrit to the Boundary country and Kamloops to the border, as well as its urban sprawl and continued population growth, vehicular traffic will not likely decrease ever. As such, greater road infrastructure is a necessity within the community. Transit, bicycles and pedestrian traffic is not the sole answer. We cannot force people from their cars into other less amenable/convenient/practical modes of transportation. Can't walk to Vernon, or carry two kids to the grocery store and bring back groceries (leave the kids at the store?).
490	More on increasing public transportation to reduce congestion in the future and currently. Increasing route frequency and reaching areas that are missed.
491	Process improvements and cost-cutting; transparency about how cost-efficient operations are.
492	Thank you. I hope I win
493	Not sure what pleases everyone. No one does.
494	Thanks for ask opinions
495	Make Bernard, corner at the sails to Kelly o'Brian's a walking street pedestrian corridor for the summer at least friday/ sat night. Or even 1 more block on Bernard so much foot traffic and bikes it is dangerous for cars there at night on the weekend. Also with tower at Bernard even more people there. Need more pedestrian areas not more parking lots. More trees down town. More pedestrian areas bring more pedestrians to the area. Where are our pedestrian streets? Put some shade sails at Stuart park too hot to use in summer
496	Clearer projections of what future needs will actually be.
497	Nobody likes tax increases, but I think we need to seriously consider upping our spending on transportation infrastructure. Bus routes and schedules in particular must be improved. It's difficult for anyone living outside of downtown to get around via bus. Many people living outside of downtown are the ones who need public transportation the most: Students, seniors, and others who cannot afford the higher cost of rent in the downtown area. Thank you for giving the citizens of Kelowna a chance to give their input

498	This survey was less skewed towards bike paths and busing than previous years, which I appreciated. There should be an option to vote for only traffic improvements.
499	My original assessment came in under budget, but my suggestions that I didn't feel were adequately addressed would possibly bring to slightly over budget which is fine with me. An improvement to traffic flow while also acknowledging that cycling is not a viable option for the majority of people in Kelowna factoring in mountains, demographics, road conditions etc.
500	Links to lobby federal and provincial governments
501	Full bicycle corridors, better, timed public transit, where the buses get more time than required, so may only proceed to the next stop at the proper time,. See the Netherlands public transit as an example.
502	Moving the HOV lane to the left and using it as it was intended - an express lane, would greatly improve the flow of traffic especially for local drivers who have employment commitments during tourist season. The HOV in other cities is used as an incentive to carpool, whereby drivers reach their destination faster than in regular traffic. Using the 'exit/enter' lane completely voids that incentive. The right lane, by law, is designated as the 'slow' lane, where one expects to find busses, campers and such. The enforcement of a right side HOV is impossible if drivers are safely preparing to exit within a few blocks. The cost to transition the HOV to the left would be minimal and would greatly improve the flow of local traffic.
503	Thank you for the opportunity to comment!
504	I really believe that the extension of Clement should be done in a manner that it is built for the future -- even if it can only go to Hwy 33 for now. But interchanges should be built now.
505	Happy to see the city understands that cars are not going anywhere no matter what type of fuel they use and is ready to invest in our infrastructure. You must have some new rational thinkers in the planning department.
506	Further specifics and:or examples of usage of funding would have been nice to have included
507	Some good stuff about road maintenance. Could've used a bit more info on how bad transit is in this town
508	The city needs to address traffic and congestion issues immediately by building and expanding roads, not by building more bike and multi use pathways. There is a large section of Kelowna's population that will NEVER benefit from those bike lanes due to age or health or just not practical for daily commuting (kids need to get to daycare or school, groceries need to be bought and transported home). Spending more money on bike transportation for regular commuting for a select few citizens isn't fair for the majority of people who reside in Kelowna. It's like a select few get caviar for dinner while the majority get leftovers.
509	Cost should be taken by road tolls, in such way further increase initiative to move from cars to public transport. Trucks to pay more then cars, electric cars to be waived, in such way benefit low Co2 emissions
510	Not sure!
511	I would like to have an estimate of the proportion of car trips that could theoretically be reduced by improved transit, education and cycling incentives. I imagine it could be up to one third.
512	Very cool exercise
513	Thanks!

514	What will make this city a better place to live is a high density concentrations of people in the areas that they want to live and work. Stop putting money into roads - it's proven that more roads does not reduce congestion (and let's be real, Kelowna's traffic woes are minimal at worst compared to a real city like Vancouver). Separated bike lanes, walking corridors to replace some downtown roads should be the primary transportation for travel within a community, and public transit should efficiently get people between communities. Give people the option of a cheaper, shorter commute and they will gladly take it over the endless expanse of subdivisions.
515	Transit needs a larger focus and promotion
516	Some areas of spending in this budget I feel could be eliminated with better city planning. By this I mean trying to route people off of Harvey and taking other side roads to try to reduce traffic in one area.
517	Please increase amount of busses going to and from campus!
518	Why is this survey so leading? Any high investment options in the categories for adding more vehicle capacity to the roads are expressed in negative connotations, while other categories like the Multi-modal are expressed positively. This shows a clear bias and leads one to believe this is simply a way to placate the tax paying citizens of this city and that the local government will do whatever they wish in spite of the outcome of this survey. This city needs immediate action to improve traffic congestion - the typical Kelowna approach of trying to move traffic through small surface streets no longer works. We need a corridor that efficiently moves vehicles through this city, using interchanges not traffic lights!
519	I support the maintenance, beautification, upgrading, and expansion of roadways in Kelowna but do not agree with the present direction the city is going. I believe we need to have in place an overall infrastructure plan prior to increasing our population density with substandard roadways, both in need of repair and with an inability to service the existing population.
520	Instead of increasing taxes, make transportation more of a priority and fund other departments less.
521	There is no mention of improving access in the upper mission. It is incredible that development continues in the areas of upper mission and absolutely no improvement in roads to exit the area except for a terrible traffic circle that has increased the traffic congestion.
522	Given the limitations topography has on easy expansion of roads, more information on transit alternatives. Obviously subway isn't practical, but what about light rail - or alternatively dedicated transit lanes.
523	Work on eco-friendly transportation to yes,make more efficient but reducing or CO_2 emissions.
524	More protected bike lanes pls.
525	Great exercise and tool to have for the citizens, will be interesting to see the results of this
526	Where the tax increases should be applied to
527	So I'm only over by 0.71M not too bad. I think some cost could be trimmed from the Education option. The only reason why I chose it was because it mentioned partnering with the school district to facilitate budding to schools. It's a tragedy that this hasn't happened already. So reduce this by 0.70M and it works! Highest Investment Package$5.70m We take on a more significant role in education and incentive programs. Examples include exploring partnerships for increased school busing and more discounted passes for travel by all modes. This package would do the most to prevent worsening traffic congestion.

528	Thank you city of Kelowna for giving us a voice! We love you kelowna
529	Thank you for this opportunity. Without details on the spending categories this is difficult to have an informed opinion. I like the thought of afer use of more bicycles.
530	None, I thought this was a good exercise.
531	It is hard to prioritize some things when they are presented in big blocks of spending. The option to prioritize how important the areas of spend are in more detail, without necessarily tying these things explicitly to dollar amounts might be useful too. For instance, I would happy to support some types of transportation technologies, like carshare programs, but have strong objections to uber and lyft as they are simply perpetuating the current car paradigm and increasing congestion and pollution, while negatively impacting pedestrian and cyclist safety.
532	The information is not presented in a way that is performance based and provides cost-benefit. As a result it is also not engaging the public in a deeper conversation needed in prioritizing transportation investments & hard choices to reduce congestion, car dependency, enhance livability and mobility as we grow.
533	ADD MORE BIKE LANES. PAVE TYE MISSION CREEK TRAIL AMD LINK IT TO THE RAIL TRAIL.
534	Thank you for providing an easy way to provide input.
535	As kelowna grows taxes that our takin in will increase as place are growing upwards. Which should allow us to do more in future.
536	I am not very educated in how much the city spend on things such as roads, bike lanes and bus stop; however I was happy to read this to learn and have my opinion now heard of what I would like to see
537	It is great to see all the options laid out!
538	I would have liked to be able to remove a selection. I don't think we should invest anything in the development of Highway 33 /Clement. The plan destroys crucial wetlands and sets the wrong message for traffic development.
539	Why no question if road tolls should be used instead on taxes?
540	This was good. Thanks.
541	MAKE PUBLIC TRANSIT EVEN MORE VIABLE WITH MORE TIMES, ROUTES, STOPS AND DESTINATIONS
542	n/a
543	I was only 2million over budget which is not that much. I would pull from other programs where clearly money is being wasted. The answer is not more taxes it is working within your means and keeping as much money in the jeans of Kelowna's population. Kelowna already had enough taxes. There's so much money that is wasted. Kelowna should be flush with cash. But it's not. Your goal should be lowest amount of tax, but covering the most important stuff with that money. . For the rest. Look to the community to raise the money for the needed programs.

544	A few points that I see: there must be more coordination and participation from provincial and federal governments, through direct funding/cost sharing/idea generation (think outside the box); We must actively plan for the retirement of the automobile within 40 years. There needs to be incentives to get people out of cars, via greater linked transportation networks; lower costs to use the transit system funded by automobile red, yellow and green zones. Here automobile owners are sent zonal fees electronically (want to drive downtown, the mall or airport, it will cost you X amount of money); If your neighbourhood wants to spruce up their area with plantings, paving, lighting, etc, then form an association, solicit the neighbourhood for contributory funds. This not only increases values of adjacent properties, but creates healthier communities and gives the residents a sense of ownership in the neighbourhood.
545	If there are ways to increase the budget without increasing property tax. Housing is already very expensive in Kelowna.
546	Go get em kelowna! Bikes > Cars
547	If people want it it shouldnt be an issue
548	Second bridge
549	This was very educational and made me aware of all the possibilities for developing our city
550	It would be great to have a public consultation as well
551	There were certain questions that were not clear to me. For instance, the multimodal improvements in order to support urban centers. I couldn't visualize what this would be and how the levels of funding would change this. The maps were very helpful, but it would have been nice to know why certain roads were targeted under low, medium and high costs.
552	Other ways to increase taxes. Not only property taxes can increase, but other avenues like business licensing, Airbnb licensing and legalization for home owners, etc
553	Do not waste our money on useless improvements. Consider the use of the eventual improvements for the majority and not for selected individuals. For example, bike lanes occupy a good party of the roads and are used by a few individuals and only in Summer. The bikers do not pay for the roads and are not insured. Why does the City wastes our money on the bike lanes that creates nothing but congestion. Do improvements that are useful majority of Kelontonians and not only for the City Hall employees.
554	Thank you for this opportunity to comment on Kelowna's future and the insights provided on the budgeting choices we face.
555	It looks like there's no real option other than significant budget increase. Large investments need to be made to solve the problems that come with growth.
556	thanks for this opportunity for a voice
557	not sure
558	Thanks for sharing this survey
559	It would be nice to adopt key ideas from well-developed European cities of our size specially how bike and technology friendly they are and how they are mitigating vehicle traffic.
560	Good way to educate
561	We need a freeway overpass badly
562	I believe adding more information about how the plan will increase ease and safety for all persons, when using public transportation would be helpful, i.e. barrier -free bus stops, protection (lighting, glass wall protection, overhead protection) would help people envision their safety and comfort when using the public bus system. Adding a diagram of potential bike route extensions, as your diagram for the Clement /Spaul connection was very helpful
563	A section to clarify how my choices influenced taxes. My assumption is that by coming in under budget, I would be saving taxpayers a small percentage, but maybe including a brief description of how my choice would affect taxes could be made more clear.

564	I use Benvoulin to get to work it takes me twice the time to get through KLO towards lower mission from Rutland (35 mins/15 mins return). I feel that this is because that road goes from two lanes to one and people always cut in at the end making it slow for others, plus the left turn for KLO could be longer, removing those folks from the mix and perhaps an additional lane for right turns. I also feel that enterprise is a great alternative for downtown commuters and I know that we would all enjoy having that road a double lane. That is why I chose the highest investment on alternative routes. I see roads being paved over and over, and no relief for ever building traffic. Thank you.
565	New bridge. New freeway.
566	Don't know where to write this, so putting this comment right here. I am all for increasing taxes if I see something tangible out of it. But taxes, school fees for my children, food, and general cost of living are all going up, while my wages are staying the same. Where else can the city get tax money for things like transportation, without increasing my property taxes every year?
567	Aging seniors who can no longer drive desperately need Uber need Uber or Lyft — or else more (and more reliable) taxis.
568	If people are willing to pay tolls on certain roads or bridges in order to get these projects built faster
569	A link to the 2040 plan page. If it was there, I missed it
570	Focus on sustainability drivers is important to me. ie. Invest in biking & transit, more than spending on carrying capacity of vehicles
571	Neat tool. Awkward that some residents, maybe those who don't pay taxes, may have less financial restraint, than those who do.
572	We need to put infrastructure in place for alternative methods of transportation(not CARS)
573	I think you need to reconsider how much you are allocating for transport. A lot of the options did not have much disparity between 'medium' and 'high' in choosing which package. Also consider planning in a LRT. There is a call for LRT from the public; may be best to listen or start the consulting process.
574	Thank you for giving the citizens of Kelowna a voice 2 Express their thoughts on how their dollars could or maybe spent. Thank you again
575	There have been many missed opportunities to prepare for this city's growth from an ability and economic standpoint over the past few decades. Costs have since risen dramatically over the years and we are now forced to pay much more than we would have had to before. We need to be forward thinking and proactive from this moment forward. Aggressive planning and building for the inevitable continuing increase in population is desperately needed. Anything less will prove to be more costly in the long run and will make our city a much more frustrating place to live in with it's transportation issues. It would be wise to thoroughly consult a transportation committee which includes input from various facets of professionals. While engineers can provide their valuable input, it is essential that there is serious consideration from the end users. Professional drivers who spend many hours day in and out on our roadways and can provide most valuable input. Beautification needs to take a back seat to functionality.
576	NA
577	Plans for improving flow of traffic to reduce continual stopping and starting of vehicle slow which is worse for climate change. Light sequencing, continual flow roads, etc
578	Given the current and projected demographics of our city, I believe it is unrealistic to expect the significant take up of alternative transportation that Council and Administration seem to be driving towards. Given the geography of Kelowna, there is no way that biking everywhere is feasible or accessible for the majority of residents.
579	You should have started this program a long time ago!Hindsight is not always 20/20!
580	No more bike lanes we have more than enough . There not even used for 5 months a year .

581	Love the idea of this survey. Helps tax payers realize the difficulties in choosing a budget to match people's needs while giving you input. Win/win. Thanks!
582	Forget bike lanes and making streets narrower! Create a great bus system if you want to get people out of cars,
583	Thank you for seeking the varied opinions in an online survey. Kind regards, Gary Dronyk
584	Please build clement extension immediately!
585	we must keep up with our growing city's demands. transportation and roads are a must.
586	Please take action now, especially on all major turns off of Harvey to have turn lights and light change time to be less. Lights are far too long. That one change could save a lot of lives...
587	previously entered incorrect email address
588	Benvoulin improvements are required as well as due to growth in upper mission.
589	What roads are most important to the resident.
590	More transit transportation and eliminate school buses?
591	This questionnaire was created to offer choices instead of input. None of the categories gave an option to say that all options were bad and give input on a solution. If you're going to take the time to make the survey do it properly. Now it is skewed to conform with your decisions.
592	Incentive to have more than one person in each car during daily commutes.
593	Need new bridge too. Safer bike lanes. Help with crime such as B&E's...looking for unlocked cars or breaking windows.
594	The names of more of the north/south streets on the maps would have been have been useful .
595	I had to do the survey 3 times because, if I chose an answer I couldn't go back to no selection. For example, I don't think the city should waste any more money on bike lanes that only a tiny percentage of the population uses for s few months of the year.
596	More of the awesome bike lanes!!!
597	Please implement an annual license fee for bikes. The infrastructure cost created for cyclists should be shared as a user fee. This is a reasonable request and would be supported. Always used to be a license fee for bikes, not sure why it was ever stopped.
598	Clement extension as a freeway with no lights and interchanges is a big deal most important as is the continued expansion of the provincial highway out to lake country If you watch our transit busses they are constantly riding empty or 1-2 passengers i think the reason is it is difficult to get anywhere quickly as there are so many bus changes needed City councillors should do a transit challenge and take only transit for 1 week for all purposes to get a good grasp. Otherwise i like the direction kelowna is growing towards with the densification of urban areas. I would probably run for council but live in joe rich so not even sure if i would be eligible. Thanks
599	There should be more effort on other funding avenues than just raising taxes (partnering with provincial and federal government, private developers should be required to contribute more funding for applicable streets improvement prior to be awarded a building permit)
600	If you fix the gravel shoulders in neighbourhoods it would increase activity (rollerblading, biking, and long boarding). Thank you,

601	Although I love the idea of cycling into the city, it only works for the majority of people in the summer months. That being said, it does help with traffic congestion in the worst summer months because as tourism dips off in the winter, when these summer commuters switch back to their cars, there in theory is less traffic. That being said, I also currently live in West Kelowna, and unfortunately because it is so hilly, it isn't realistic to commute into the city on my bike anyway. We're talking another jurisdiction, but the creation of a flat bike through West Kelowna would certainly help my current situation.
602	Let's make neighborhoods with small-shop amenities (not just fast-food restaurants and big-box stores) but things like butcher shops, shoe repair shops, banks, coffee shops, unique restaurants, pharmacies etc.... in all neighborhoods so people don't need to drive to them The Guisachan idea, and the Glenmore neighborhood shopping villages with is absolutely awesome !!!
603	Options to delete or a recommendation section.
604	I think this is a good start, once the survey results are in a clearer path forward will come to light.
605	Sorry the survey did not leave any option for comments on specific issues. ie - as a bike rider I find the cost of protected bike lanes (with concrete barriers) a waste. Sutherland is a joke and gives bike riders a bad name with drivers. A total waste of tax payers dollars.
606	I do believe this is a good way to get people involved in their transportation and get a basic grasp on the high costs of budgeting transportation, but obviously there are more specifics to these packages that will need to be discussed before being put into place. But I think overall we need to be forgetting about cars and strongly encouraging public transportation and biking.
607	Maybe a comment area at the end of each question so that respondents could explain their decision. The purpose of the comment area at the end of the questionnaire was unclear.
608	Not sure
609	Enterprise Way is congested most of the time due to high traffic volumes. The Clement extension is needed now. It is very difficult to access Clement from Spall due to traffic congestion and the fact there is only a certain amount of room in the left turn lane accessing Clement from Spall. It is also very difficult when coming from downtown on Clement to then travel towards Hwy 33 due to the left lane always being full and congested at the intersection of Spall and Enterprise, and the left turn lane at Spall and Hwy 97 being so small. The solution if to build the Clement extension to go all the way to Hwy 33. This would take a tremendous amount of traffic off of Enterprise, allowing traffic to go directly from downtown to Hwy 33 and, in the opposite direction towards downtown, allow for clean travel to downtown from the Clement extension from Hwy33. The Spall/Clement/Enterprise intersections are a disaster and dangerous as people are dodging each other trying to find the best way to get around these intersections. By providing the Clement Extension to Hwy 33, it will allow so much traffic to move more freely with a direct mode of travel from downtown core to Hwy 33. Worry about the Clement Extension from Hwy 33 to McCurdy later, but for now, the Clement Extension to Hwy 33 must soon be built as it is dangerously congested. Thank you for allowing me to comment.
610	Why the city didn't take the best option for density, 4, with a appropriate setback for skyscrapers at around 200m from the lake. We also need more lakefront parkland.
611	Increasing infrastructure is very important, as Kelowna is growing rapidly. Increasing property taxes, especially on properties worth over one million, is worth it if the money goes towards long term improvements to the city.
612	This was a great activity. I have so many thoughts and opinions and think my real budget would be less because I wouldn't support all of the initiatives proposed within each selection. Thank you for asking our opinion.

613	For some categories, there were some aspects that I think are important but they were lumped with other aspects I don't think are as important. For example, I believe it is important to improve the walk-ability and accessibility of streets but there doesn't need to be as much emphasis on how attractive they are.
614	I think a toll system should be considered for a high cost proposal such as the Clement extension. Commercial traffic should be mandated to use the toll route to bypass the city and reduce congestion.
615	Appreciate the opportunity to share my two bits.
616	thanks for allowing the citizens of Kelowna to have this opportunity to give feedback
617	Not sure really, the survey seemed to cover much of the proposed spending increases.
618	more detailed explanation of choices
619	I would love to see a skytrain service that runs over the bridge and along Harvey out to the airport and UBCO.
620	I would expect our property taxes would increase in any situation - so I'm not surprised by the outcome.
621	Reduce importance of vehicles. Focus on green choices, maintenance, and dramatically improving transit.
622	A clear plan and the table.
623	Would be nice to know if there are other outside the box options available, such as alternate freeway locations, and transit options beyond just busses.
624	Dealing with congestion was the predominant issue stated. However, there are numerous other issues in a car biased transportation network. Cost to society in money, health, injuries, deaths, pollution... are just as important as our time.
625	The choices are a bit of a fool's folly. They are either or and not enough options to ask what we really want. So here is what I really want:What I really want is simple traffic coordination of lights along Harvey first and then primary and secondarily routes. Springfield needs coordination. I believe that more traffic circles on secondary roads like Guisachan will modulate traffic better and remove barriers such as getting off your own street to an artery. Traffic circle use in Rutland proves this effective -and peaceful. Longer right hand turn lanes at secondary and primary intersections would be effective also. Dilowrth-Benvoulin-Springfield is prime example where we are often backed up in the right hand lane going north on Benvoulin to the Anglican church on a daily basis. Evidence in American communities that operate smaller buses with increased frequency does get me personally on public transport very happily. Public transport over vehicles please and get some side walks in place before adding bike lanes.

626	I am grateful for the opportunity to complete this survey, thank you. It is my hope that bike/shared travel begins to increase with changes to infrastructure. I applaud increasing ease of travel for persons with all levels of ability. Safe connected bike lanes,& walkable streets will encourage all of us to use alternate forms of travel, versus one person in one care. I believe if you build bus stops with benches/protection & universal access at bus stops, more seniors & the population at large will use accessible buses. I believe the next generations & current population will use alternate forms of travel (than vehicular) due to increase density of services, barrier free design in existing urban areas & accessible local shops, i.e. on the main level of multiple housing units. I am concerned that if we build our roads for faster travel, i.e. higher speed limit, more direct routes, we will be encouraging more people to use vehicles. When we can walk faster and more safely than traveling in a vehicle, we will have more people looking to exercise as their mode of transportation. Greater opportunity for safe exercise will naturally build greater wellness into our community & reduced our carbon footprint. I am over budget but I feel that these recommendations are necessary for barrier free accessibility, climate responsibility, and general health and wellness, for all.Thank you again for this great opportunity.
627	Thanks for the engagement! Super important.
628	Start with highest priced potential options first the move to lower priced options as I move through the survey.
629	We need to be more like Hamilton! People will take buses if they actually go by regularly.
630	The amount spent in my survey outline is way over the budget, but I haven't chosen the most expensive options for every choice. If this planning was to go ahead, then the population would have to face a significant tax increase.
631	I would really like to see the #11 bus route put back the way it was - loop into Rutland and down/up Highway 33. I now have to switch buses to get to/from work rather than just taking one bus. Safety is also a major issue/concern for me, especially in the dark and as a woman.
632	This is a great tool, love the transparency!
633	Not really sure. I often feel like I don't know what I'm supposed to know.
634	I was hoping transit could be improved without increasing taxes
635	Exactly what are you going to do with these results?? This wasn't a referendum on taxation and spending I hope!!
636	This quiz was incredible to shine the light to all Kelowna taxpayers on how budgets are distributed. I wish there were more quizzes like this for other planning items in the city, so people in opposition of plans could truly understand what a transparent budget truly gets them for their community. Well done!
637	Trials for legalization of lane filtering for motorcyclist. It reduces traffic significantly. More incentives to ride motorcycles and bicycles. Like free parking for motorcycles. It's proven to reduce congestion. If 10% of the population on the road rode motorcycles and were allowed to filter it would reduce congestion by 40%. Encouraging bicycle use is well and good (I love riding bicycle as well.) but most people who drive need to. If their commute was reduced significantly and could still travel the same distance they would opt for that, add free parking and your get that 10% goal. Consider lane filtering for motorcycles.
638	Transit comment. Why is the technology of bus riding so far behind? Where are rechargeable pass cards? Why is it so difficult to get monthly passes in advance? This isn't the 80's. This needs to be addressed
639	My primary personal concern given where we live is for increased protected bike paths and express bus from the Mission (no wait at CNC) to the hospital and downtown. We would like to sell a car and this increased infrastructure would allow us to do so.

640	Here's a thought. Picking these options is impossible to not break the budget. Maybe if costs were cut at the city on wages then these things wouldn't cost so much??? Like your receptionists and standard city workers with no formal education that still manage to bring in close to $30 an hour plus full benefits and a full pension. That's ridiculous. To not focus on staffing—Examples of wastes of money over the last 2 years are: 1. The bike lanes integrated it's Sutherland road and also Ethel road. Probably the biggest waste of money I've ever seen. People are going to still ride down major arteries like Gordon and Springfield. Wow. And 2. The half-done bike lane from Harvey to almost Cadder down Pandosy road. Are you kidding me? I'm sorry but what a waste of money to do nothing! It's so frustrating to see projects like this cost a fair amount of money and it affects a small portion of the population. Everyone is caught up in doing the most politically right thing like adding bike lanes and making transit better, when in reality we WANT more arteries like up into Kettle Valley and also from Sexsmith to Clement.
641	It may have been helpful to see which categories are the big hitters (spending in the millions) vs. the smaller ones and group these together as well.
642	I would be curious to see what percentage of the overall city budget is allocated to these categories discussed in this conversation.
643	I would be interested in a more detailed assessment on how each option would affect traffic flow.
644	Thanks for keeping our city up to date!
645	Is gas tax factored into the calculations? As more people use vehicles, we should get more gas tax....
646	I would only want to increase taxes if the city chooses a green option such as electric vehicle support. Their should also be incentives for people to choose electric vehicles. As well as a proper way to recycle the batteries once the cars no longer work. Away that would neutralize the battery acid so that it does not get into ground water.
647	maybe timelines
648	Do away with self-serving descriptions, adjectives and adverbs---to start. Look up 'tautological' vs 'circular reasoning'---then ask again.
649	No option to comment on the growth of Kelowna. It is getting too big and they are allowing too much growth, without ways of providing all services needed. ie the amount of building in the Upper Mission is excessive considering the traffic jams to get out of the area and the lack of room in schools to support this growth. More biking and busing options would be lovely if we lived in a different climate. ie it works well for a mild climate of Vancouver but not so well with snow/ice and the hot summers we have! I have lived for many years in both Kelowna and Vancouver and feel like they will always have/need different transit requirements.
650	Having frequency in busing after snow storms
651	Very much enjoyed this.
652	Please make sure that links such as Burtch Road are prioritized. Fix existing issues by building road where land is already secured.
653	I support the increase in housing density (high rises) in the city core, as long as lakefront park and walking/biking trails are easily accessible. Traffic congestion has substantially increased on Lakeshore/Pandosy and Benvoulin. These corridors should be amongst high priorities in future road improvements.
654	You need to EXPAND bus routes!!!! (Not an option) Magic estates, Clifton, Wilson are underserved.
655	Great tool and information, thank you for making this available.

656	It would be nice if the city spent some time keeping bike paths swept and clean. They are usually in terrible condition, The City talks about how they promote bike transportation but they don't really take the time to make sure that the existing areas are taken care of. Before they spend more new money on expansion they should budget more for maintenance of the existing infrastructure.
657	Get it done now so you wont have to redo it in the next few years.
658	Yes, we need to spend more money. Kelowna's taxes are not too high. I am happy to pay more for increased services that I will use. I lived in an area with no sidewalks and never felt safe there. I've since moved to an area that does have sidewalks. I would like to ride a bicycle but I don't feel there are enough safe streets for me to get where I want to go.
659	Please do not build a four lane road on the trail trail route. We need usuable bike trails, not 4 Lane highways - think environment!
660	Thanks for showing the public that our traffic issue is not a simple overnight fix and will cost us valuable time and tax dollars. However there are long term solutions being thought of. Thank you
661	This is a good exercise to demonstrate trade offs. Nicely done.
662	Let's slow down on the growth that council has been pushing and instead let's take a breath and try to catch up. We can make better use of what we already have if we just try doing something different with it. Everybody in this city seems to want to travel at the same time of day. They all start and end work at the same time. Let's try to influence businesses to shift start/end times by even half an hour so that peak times are longer, but less congested. Let's make transit more enjoyable by making it smoke free and safe. Please try something different because what you have been doing is obviously not working.
663	your transit is really bad. There are not enough buses and many shoppers are being squeezed out due to all the students. MORE BUSES its a no brainer.
664	Very useful learning process.
665	Thank you for offering this survey
666	Kelowna Bypass. Bypass. Bypass
667	While balancing this intended budget has been challenging, the key areas where I would like to see more involvement from the city is to invest in more ride sharing programs and other public transit initiatives that offer alternatives to using cars.
668	I personally think if any up grades to the Bike Lanes take place a public forum would be appreciated. The new Sutherland Bike Lanes that we're put into place decreased parking ten fold, the street is way to narrow to allow two vehicles to pass safely. Also it took away Parking and a special needs bus from the Mental Heath Association located on Sutherland Ave. So Clients with disabilities now have to walk to activities that aren't being held at the location on Sutherland Ave. Thanks for the chance to win.
669	This is a very cool thing you have going on. Keep up the good work!
670	Additional transit spending options such as trams, electric scooter policy, high-speed passenger train connections and another bridge connection to West Kelowna to the north-west.
671	Traffic congestion on Harvey equates to rush hour traffic in Vancouver where it takes one 15 minutes to get through one light. Absolutely ridiculous! The cities attitude toward Rutland is detrimental and intolerable. How about some projects in Rutland like Abbott and Cawston and Lakeshore?
672	I was born here, and have watched the city grow my whole life. The transportation layout of Kelowna is vehicle dominant. With only one bridge, sprawling suburbs, and a main highway corridor splitting the city it's pretty obvious why vehicles dominate the landscape. Every other mode of transportation seems to take a backseat. It would be nice to see the other options flourish.

673	Options presented all had a cost higher than I support /there were not enough low cost options and no car options ! it's like a bias was presented to validate direction already chosen
674	Sky train from Penticton to Vernon
675	I see a master transportation plan for Kelowna more in the range of $100 - $120M, and that does not use all of the highest cost estimates provided. Many city planners do not have the experience in projecting how future growth and transportation are linked. With that in mind, I have only come up with a budget of approximately 2 X the original concept plan. From experience in working in the transportation field for many years in many places across Canada, I would suggest the final budget would probably come in at about $140 - $150 M. The city must be cautious when looking at alternate modes of transportation. An example is the recent/current use of e-scooters. Council sees a great economic surge and how they would be a great attraction for tourism however, there is no room on any of the various typical road cross sections to accommodate a device that is not covered under the motor vehicle act, Also, is special allowances were given to operate such devices in Kelowna there is the costs of regulating them. Council needs to see when certain pursuits should be stopped as they will not safely work . Stop wasting money on this idea, The existing road cross sections and sidewalk widths do not have any more room for additional transportation modes and with a population rate of >65 years growing faster than ever before, I do not believe these e-scooters are wanted by the majority of the citizens.
676	how to get rid of hundreds of low level drug sellers on our streets recognizable by their backpacks and small bicycles they are riding.
677	1) % of who uses the transit system the most. 2) Why tax the people who truly use the given services. #carpool #savethegas 3) What was the cop shop conundrums price for the input & take down of the meridian?
678	As a growing city we need to put in facilities of a growing city like over passes and traffic light coordination.
679	How does the Transportation plan tie in to the City of Kelowna's climate/emission goals?
680	Good luck
681	Not really sure
682	We need to take massive steps to get caught up with the change we are going through.
683	First of all, great survey. Very informative, easy to understand and well thought-out format. I am strongly in favor of making investments in transportation that: 1) Best enable drivers to bypass/quickly get through Kelowna if their travel plans have them going past, not into, the City. 2) Make choosing biking as safe and as attractive an option as possible. Our climate supports bike commuting and it is also great for tourism. I'd love to see this City (and region) become a world-class biking destination. 3) Promotes existing and emerging technology like Uber/Lyft, car and ride sharing, electric vehicle incentives, etc. By the way, I think the electric scooters have been a great addition to the City. One thing I am currently frustrated by is traffic signal timing within the City. It seems like I get stopped at 3/4 of the lights, even when I drive early mornings and there are few other cars on the road. In comparison, I often drive through downtown Vancouver and only hit 1 or 2 red lights as they are timed so well there (at least in the downtown core, not so much elsewhere). There is surely more science and thought behind the traffic signalling than I understand, but it just feels worse in this City than just about any other I have traveled through. Thanks for the opportunity for the feedback. I moved here from Seattle largely due to my frustration with the traffic there. It's not perfect here but so much better. I will gladly support investments that will continue to keep my road rage in check :)
684	Deleting some choices should have been an option.

685	Investment in non-autocentric infrastructure should be the highest priority. This creates a healthier, happier, safer urban environment. Development should be concentrated around transit nodes, creating compact, livable communities. It behooves our elected officials to ensure that the full cost of maintaining infrastructure (transportation and otherwise) out to the periphery (now and in the future) is borne by the developers, thus ensuring equity for anyone looking to purchase a home in Kelowna. Developed areas should not be subsidizing new dispersed development. Thank you for the opportunity to participate and comment
686	As a cycling commuter, I appreciate all the work that has been done to improve the bike lanes, improve cycling safety, and to help get people out of their cars.
687	Reduce spending on Cycle tracks and more on roads and missing connections
688	Tax the **** out of the rich and pay for what we all need.
689	IMPROVEMENT OF THE UTMOST IMPORTANCE. * BETTER PUBLIC TRANSIT, ALSO LINKING TO WEST KELOWNA. *DESIGNATED LANE FOR TRUCKS. *100% LEFT TURN SIGNALS ALONG ALL OF THE INTERSECTIONS ON THE HARVEY CORRIDOR. * IMPROVE THE BACKLOG THAT OCCURS FROM THE BRIDGE DUE TO THE STOP LIGHT ON ABBOTT & HARVEY, A BAD BOTTLENECK.
690	This is a great Survey,thanks for putting this out here 👍
691	I would like to see bikes separated from car traffic but incurring large expenditures for bike traffic in this climate seems unwise. The winter is too cold for most of the population to ride their bikes for general transportation and the summer is too hot - leaving a lot of money being spent with little pay off or real improvement to traffic. Better public transit would seem a much better use of these funds.
692	You could have asked about future city development in a way that affects transportation... how suburban sprawl is more costly for public transportation and makes it more inconvenient.
693	Funding for city busses and perimeter road in upper mission by canyon falls middle school and less congestion on lakeshore
694	Why we do this anyway. Is this info used
695	We need to create a transit system that works to connect this sprawling city. The gridlock at 4pm to the highway from the mission is crazy - missing 4 lights in a car is unacceptable for a city of this size. Let's make it safe for people to bike as the roads are scary and none of us Mom's want our kids on the roads alone, anytime. Those who want to bus or light rail, let them with shorter wait times between them so that people can actually live their lives in real time. For those who want to drive, like me, tax them or make us pay. Better road safety for kids in school zones and more fines for speeders and reckless driving in this town. The roads should be safe beyond all, time management for all is key, making things looks pretty is the least of our issues.Thanks
696	Biking is awesome but unless you have safe places to store bikes at work/school/on city streets, it isn't feasable with so many bikes stolen. This included from locked areas at schools. I think higher density living is part of the way to reduce traffic and like the densification of the city. But this should also mean looking at incentives/ways of locating businesses that people frequent, such as Costco...closer in to the city and not further out to avoid driving. I look forward to seeing how this all shakes out.
697	Has anyone considered maybe a skytrain from penticton to lake country eventually but starting in kelowna and west kelowna hitting all the major areas people are going?
698	I love being part of this project this way. Infrastructure and transportation has been very interesting to me ever since I moved here. I would like to use my (at times) frustration towards something that I can help become better. Hope my input has been helpful and I'm willing and curious to know if there's follow ups and other meetings that I can be part of.
699	Increased traffic mitigation resources. Decrease development of outlying areas to reduce influx of single passenger vehicles.

700	you should have given a question asking if people are happy with the current traffic flow and synchronizing of traffic lights... as they are horrible.! Not only on the highway but most of the major roads in the City... Gordon and Enterprise are a prime examples. Also just a note... the city has allowed parking stalls to be so narrow just to get more stalls in place. What's the reason? cars aren't getting any smaller and now there is more accidents (and door dings) in parking lots, often hit and runs, so more ICBC claims!
701	The maps were hard to decipher as I didn't see a legend of what the different coloured lines meant. I was on my phone. Also when trying to go back from the maps it took me to the beginning of the survey all the time which was time-consuming and a disincentive to look at the maps for each option.
702	Thanks for the opportunity for input.
703	I noted an interest in improving bicycle lanes, etc. I want to make it clear however that, as an avid cyclist, I hesitated to vote for that because I ride less and less due to the RIDICULOUSLY HIGH bicycle theft in this city. If something doesn't change, I will drive my car more than I do now - it's so sad that people who want to reduce car usage are not because they're tired of having their bicycle stolen.
704	See not that hard. To budget things.
705	Suggestions to help offset the costs such as an annual license fee for cyclists. Making sure developers pay their share of access roads, etc for new development.
706	As this is an overview some funding options appear to be omitted. Specifically, some of the conversion to a more pedestrian oriented city where a growing number of daily/weekly vehicle needs are supported by mass transit can be sourced from developers and those buying in the neighbourhoods. Other congestion growth can be reduced through planning and development regulations imposed on new Developement. If you create neighbourhoods with a high walk score you address the demand side of vehicles. Lower level retail is a great concept in new developments. City planning could address requirements for functional living that enhances walk-scores. 5 dentists in three blocks isn't as useful as daily needs of grocery, restaurants and weekly service needs.
707	Thanks for the opportunity to pretend I can manage municipal budgets.
708	I didn't realize I could go over budget so I tried to stay within the budget but focus on building roads that connect like Clement and the highway. That can also help divert traffic.
709	Public transportation to the airport is the top priority. Completely unacceptable that a city this size has no bus service to/from the airport.
710	Thank you for putting this together. Looking forward to seeing the results.
711	I am willing to accept a property tax increase if that results in a substantial increase in spending on activities that improve active transportation and transit within Kelowna. I think that one important part of getting people out of private cars is congestion together with practical alternatives. Que jumping lanes for busses, together with good cycling and walking infrastructure, are part of these. People will use these if their car isn't significantly faster or more convenient. Therefore, we should not invest in expanding the road network beyond that needed for basic safety (fire, ambulance, police).
712	No other comments. Good survey
713	Tally of poll taken
714	I think this budgeting excercise is good and shows the trade offs that must be considered. The red = bad feedback isn't necessarily helpful, because it pushes people to stay within the current underinvestment budget envelope.

715	Road improvement is my main priority. We have spent more than enough money on bike lanes and beautification. I like the tress, but I need to be able to get to work and I use a vehicle for work. The road surface in most of Kelowna is in rough shape, I want it fixed. Less traffic lights, not more! Have you ever driven on Gordon Drive? Have you EVER made more than one or two green lights? Why is there not a "Green Wave" on Gordon? Time the lights to allow for efficient movement of traffic - PLEASE spend some money on that!
716	Please protect the existing bike lanes from drivers using them for their own advanced right hand turns..... like the westbound intersection on Springfield at Gordon. Bolted down cones keep drivers out of the bike lane
717	Difficult choices to keep tax increases in check but it is possible.
718	Thank you
719	We definitely need more street sweeping on hwy 97 from airport to the bridge! The roads are so full of litter, gravel and garbage. It is a disgusting first impression as you drive into town! Also the medians in the middle of the road on hwy 97 full of weeds.
720	Can't afford more taxes my wage hasn't changed in years
721	Movement of vehicles on main arteries in peak travel times should take priority over cross traffic changing lights and pedestrian demand at signal controlled crosswalks. This along with better synchronized traffic lights set to an approximated travel speed would move traffic more efficiently and reduce driver tension. Predictable approach to intersections that have left turn bays with advance left turn arrows should be increased. Consider this, advance green left turn arrow turns to yellow left turn arrow followed by red left turn arrow. This reduces left turn creeping and cheating as the sequence changes to stop all traffic. As it is the advance left turn sequence with solid yellow and red (not left turn arrows) encourages risky left turn behavior after the light has turned solid red. Thank you.
722	1. Impact of densification on downtown transportation planning. 2. Plan to address impact of population growth on already limited parking (at plazas and amenities).
723	The information would have been better further broken down. i support public transport over infrastructure changes. the format did not allow me to reflect that value. We are now a larger growing city not a small town. Road rage is evidence of the need to get vehicles off the road not add more roads. Create a public transport system that allows freedom rather than a rigidity that precludes its use.
724	I struggled with this approach as it lacks cost-benefit and triple bottom line assessment of the options. I am more interested in the overall outcomes of packages and am unable to understand these with this approach. I am concerned capital cost instead of performance is the basis of this. Also it is impossible to fit bold non road investments within the budget even though we know they will be more effective at reducing congestion. Suggests there may be a pro road expansion bias here.
725	This was extremely vague and unimaginative! Let's start thinking outside the box. Just because we do things a certain way now doesn't mean it's the right way!
726	Clearer examples of how the money would be spent in each of the different areas feedback was requested on. Information on what the province's involvement is in these projects. Information on how & why Highway 97 was not included & what can be done about it being the biggest white elephant in the room not actually being dealt with, as it has an impact on all of the other area options to be considered. Information on what lobbying has been done with the city to advance specific wants/requests from special interest groups, where investment in this area would benefit their group the most, but not the general resident of the city.

727	While impractical, it would be useful to understand choices at a more granular level, that is do we spend in new growth areas vs. increasing spend in keeping our current neighbourhoods healthy and where are those areas. This questionairre still leaves where the money will be spent geographically in the hands of the planners with no input from the community.
728	We need more reliable transit alternatives to driving ASAP
729	I live here, work here, and own property here. I'll be here forever. Kelowna is one of the loveliest cities in the most beautiful province in the best country in the world. We are so so lucky to live here. I'd be happy to pay substantially more taxes if I could see changes in transportation. I don't own my own car but I have joint cars with friends who also own houses downtown. This way we all share. I'd love to see many more bike paths, bus routes, and my ultimate dream would be to turn Bernard into a walking and tram street, with a tram that runs from the lake to the mall or uni or something like that. My goals are to purchase in the next Brooklyn phase (Live at Bertram), and other things that I think would be wonderful for Kelowna would be to legalize Airbnb for people who own and live in their own houses. So many people do it anyway, and it would be great to regulate Airbnb so it doesn't have an adverse affect on neighborhoods. I think Airbnb and transportation go hand in hand, because as someone who does a ton of traveling, the best place to be a tourist is a place you don't have to drive! A bike town or a town you can hop on and off transit, or catch ubers, is ideal.
730	increase bus transportation and earlier weekend times to allow shift workers to get to work on time. I work at KGH and on the weekend there is no bus service that would allow me to arrive before 645 .
731	Thank you
732	The build it and they will come attitude has to change to build it and help with the solution on transportation issues. The taxpayers should not be the only ones paying. The developers should be charge a higher fee for infrastructure ie sidewalks roads parks parking.
733	I think that transportation such as a skytrain in kelowna/ west kelowna with later expansion to lake country and peachland would greatly improve traffic with stops in the most popular areas. Also some overpasses would help congestion.
734	It's time to catch up. The condition of roads, particularly in Joe Rich are in a deplorable state. The money is there if it was spent responsibly
735	If that many more people are moving to Kelowna, then that many more people will be paying taxes. That should therefore increase spending but not current taxes.
736	transit should be a priority!
737	I would like to see better late night service as well as service to Glenmore near the Kane road area.
738	Lol no options to improve hwy 97 Harvey. Absolute stupidity. This is not India or China. We don't want it to be.
739	More clearly indicate that you don't have to keep property taxes level at the beginning---you can increase them.
740	I love the survey
741	Some of these options didn't have much of a "Medium" package. i.e the first one about infrastructure. It went from 14 million to 22 million to 23 million. A world class bike lane network is my biggest priority. I would have loved to also put the Freeway from Spall to McCurdy corner in there, but it was either that or choosing the Max Package for infrastructure (which is necessary in order to provide basic transportation infrastructure) so had to choose the most basic option on that question.
742	Sometimes regulation and increasing taxes is difficult for many to swallow. However, road safety and increased function is key to our cities growth. If we don't address this now, it will get away from us. Let the people pay for what they really want.

743	There was nothing about all of the people that commute here from other towns/cities. What about the huge number of people that come here everyday from West Kelowna/Westbank, Lake Country, etc? What plans are in place to manage those numbers? If we effectively reduce the number of residents in our city that rely on vehicles, how do we make sure that other regions don't just increase their numbers?
744	I am in favour of increasing taxes for important projects like the ones proposed in this survey. I am particularly in favour of the city doing absolutely everything in its power to persuade people to get out of their cars and use other transportation options. The highest-expense budget proposed is still tiny compared to all of the other budget items: It seems that the city could do much more here with minimal increase to the budget. Finally, e-bikes were never mentioned in the survey. E-bikes are becoming so capable, there is almost no excuse, in my opinion, for people to be driving everywhere. I would like to see the city work with local bike stores, the Kelowna Area Cycling Coalition, and other stakeholders to promote e-bike use. Thank you very much for putting this tool and survey together. I found it very interesting and greatly appreciate the opportunity to provide feedback.
745	I think mass transit for the growing city is a must. A LRT between downtown and UBCO/Airport is ideal but very expensive. We could, however, build a "poor man's LRT" by having a bus only dedicated lane down Clement and then parallel to the rail trail bike corridor. The 97 route could take that. This would be something akin to the B-Line in Vancouver. On a dedicated road with signal control it is a less expensive mass transit option to a LRT.
746	Traffic getting out of upper mission is horrible! I wish we did not buy a home in this area, but now we are stuck here. The bus and transportation options for young adults to go school or other places in the community (eg: mall, movies) is seriously lacking service. With the school district reducing bus service we are stuck trying to figure out how to get kids to school at CFMS and OKM. There are only 2 ways to get out of the upper mission area, one lane each direction and traffic is slow and heavily backed up. There are large sections without sidewalks, crosswalks, or lights and it's not safe to be walking either. Drivers are often speeding up upper Lakeshore and on Chute Lake Road or frustrated with the traffic. As more houses keep being built, reduced school bus service, poor transit, this is a very difficult neighbourhood to access.
747	Perhaps an incentive program could be initiated to encourage folks who work within 'X' amount of KM of their workplace to take transit instead of driving. ie: within 5km between home and workplace.
748	I'm okay with increased taxes to help support education and infrastructure around multimodal transportation with an emphasis on green modes of moving people.
749	More over or under passes over the Highway 97 ,
750	I understand how my input could be used in the process, I just hope that it is. Don't ask the public to participate in community engagement if the decision is already made.
751	Explanation of which type of bike lanes(fully divided like Europe)
752	N/A
753	Some of the category descriptions did not have enough detail
754	I think the downtown core should be blocked off to traffic. Small buses (no polluting) or tram should run along Bernard -water-clement -richter in a loop where people a jump Off and jump on at no cost. It would solve parking problems, increase food traffic (help merchants, clubbing..). Or Like London UK tax vehicle when they travel into Core depending on where they travel, how fare and what time of day
755	Upgrading existing streets to allow better traffic flow.

756	I think it ludicrous to expend monies on putting double bike lanes and bike boulevards, when we still have people being injured at main intersections due to lack of turn signals. The transportation nightmare that will be created by the new Costco proposal will be horrendous. That property should be developed for high density residential, as it is within walking distance to stores, entertaiment, etc. The downtown is dead for any kind of grocery shopping now, so let's put people where they can shop. Costco has a regional clientele and as such does not need to be in the city core. Put it out by the airport and use the proposed land for what it is designated for - high density housing.
757	City employee - don't enter me for the contest. Great way to do an interactive survey!
758	Certain important details like snow removal, reducing congestion in school zones, or funding for transit expansion to the airport were either hiding below the fold or bundled into large investment items. I realize that there's a limit to the complexity you offer in a survey like this. I just hope it's not going to miss the mark. I would liked to afterwards have the opportunity to rate the "overspending" by personal importance. On a technical issue: when I clucked for a map on mobile (iOS, no right-click) My progress was cleared when going back.
759	Thank you for including comment boxes. I found at times it hard to make changes to my selections because of the large gap in the three categories e.g. 6 to 17 million and I would rather spend 11 million to stay within budget. As someone who cannot afford their car anymore but needs it for the winter when I am unable to bike to work/school and I can't rely on the transportation service as it is far too long to get anywhere I need to support my work, school and hobbies (e.g. community sport teams), I appreciate being able to provide some of my opinions. I also at times sacrificed by transit/bike love to support changes to the roads/drive ability of Kelowna as I know that changes to the transit system will take time and I still need to drive right
760	Maps for public to show areas of concern
761	Hullo
762	Thank you for including the residents with this survey. It is so important to know what factors need to be considered and what the budget is so we can all appreciate the effort that goes into these services. I won't be complaining as much now that I see we cannot afford to do everything to the maximum level, we have to pick and choose what means most to us without having to raise taxes to an extreme.
763	There should be a slight overpass above Abbott st. Right off the bride bypassing that light. As well the exits could be kept on Abbott. Would eliminate one light combined with a right hand turn and merge lane on Pandosy.

764	i live in the north end and work as a nurse at the hospital, at the doyle clinic and in homecare. with homecare i drive to and for work. with the hospital i bike until the snow falls, then drive, park many blocks away and risk my life by walking to and from my car at all hours. with doyle i either walk or bike. my husband commutes to the airport mostly by bus for work. i hate the protected bike paths. they are too bumpy ie ethel, or too restrictive and ending at inopportune times ie Pandosy. in the fall, leaves get trapped in the bike path on pandosy and in the winter i foresee as on ethel, that it will be difficult to drive a large vehicle with snow obscuring the "bump out" curbs. you have lost a lot of parking that is still needed. it's often hard to find parking when servicing my homecare clients who are unable to get out of their homes. paint and maintain bike paths. did anyone notice that only a couple of blocks past the new cement protected bike path on pandosy that the road curves to the right, causing cars to drift towards the curb cutting cyclists off? what of the loss of parking around Hospice? you have in many areas made the parking 2 hours only even if it backs onto a parking lot or the side of someone's property. why? i understand if it's in front of someone's home in a high demand area, but why for instance around the burnett parking lot? i tried to bus to KGH once from my home on a snowy day, but the website stated that i should walk to the bus exchange rather than wait for the north end shuttle as it did not connect with the bus heading towards the hospital. why doesn't it run a loop up and down richter, or ellis and onto pandosy? it should run in straight lines past major businesses ie KGH, the college, the mall etc. just taking away parking won't make people stop taking their cars without a viable option. it's not safe to bike all year round, so don't put in cement barriers that can't be removed in winter and for god's sake, don't have some intersections no right on red, stay consistent. you're setting people up for frustration and failure.
765	Invest in the future, technology will change the landscape of how we do everything. We should be aware of these changes, prepare, plan and adapt to them. I think that maintaining a present level of maintenance and infrastructure should suffice, as computer driven cars will open up all kinds of opportunities to vastly increase efficiency of the infrastructure we currently have.
766	A list of the city's top priority transportation projects.
767	we need light rail in Kelowna, more environmentally friendly and takes cars off the road
768	I think Kelowna's growing transportation needs can be met without substantial budget increases. I understand I did a VERY simple exercise in the preceding pages but I managed to provide for growth, opportunity and regular service without going over budget. I believe the council can do the same.
769	Focus needs to be taken off of bike lanes and focused on more roads to get through town Spall and Clement needs to be changed for the cars turning left on Clement from spall from hwy 97 direction. The light needs to be made longer to allow more cars to go through during one light. The middle lane could be turned into a straight and left hand turning lane to allow more cars to pass through. The Clement road could be made to go through all the way to the university. The proposed road from Spall to Hwy 33 needs to be completed. As of right now there is lots of traffic even in the winter time to get from Rutland to downtown. There needs to be more roadways to get through town. If there is an emergency evacuation to leave town this will cause extensive backlog and could cause people to become injured from the traffic incurred with trying to leave the city. I would like to see more focus on roads and less on bicycles.
770	I strongly support a much more robust and extensive plan for better public transit options (be it more routes or more service times, or preferable, both), as well as more incentives to get more people using transit options. We have a ridiculous amount of people driving around 1 person to a vehicle here. We have to take better steps to reduce our carbon footprint per person in Kelowna.

771	Residential street lighting etc is important but one thing must be made clear. . gravel/unpaved edge of roads is preferable to curbs.. why? Because no curbs allows motorist to park FURTHER off road, thus increasing the distance between travelling vehicles and parked cars. This allows grownups to put the kids in the car more safely, and cyclists more safety from car doors swinging open, and more room for car doors to blindly swing open, without opening into the path of cars. Ellis street and Sutherland rebuilds are a perfect example of poor space/distance planning. Those new roads are now DANGEROUS because the curbs prevent cars from parking further off road. IF there must be curbs, planners MUST ensure the left side of cars is minimum 3 feet from the travelled portion of the roadway. Also, think of the ongoing cost savings with NO pavement-to-curbs. The gravel allows road-water to sink into the ground and not pool on the surface, thus easing increased burden on our sewer system. Because there'll be no gutter and catch basin.. fall leaves will not block road drains thus no expense for civic crews to go about and manually clear away leaves every year. No curbs also makes for more thorough snow clearing as snow can easily be pushed aside well off the roadway, without damaging the truck's plow blade. Hopefully, you'll read this message and realize it's coming from someone who's seen a lot of snow pushed aside to where cars are parked at a curb, but NO further, thus narrowing the travelled portion even more. NO, sorry to disappoint your good intentions but residential street curbing is NOT a good idea. I'm speaking from experience. I used to live in West Vancouver, one of the most expensive communities in all of Canada, and most of their residential streets, are not curbed, why? Because it's NOT a good idea. Bus routes? Curbs or elevated loading platforms are good thinking there. Everywhere else... NO curbs please.
772	A suggestions box to add potential ideas such as a train that runs from the airport to downtown and W Kelowna
773	I like this style of engagement and believe I learned from the opportunity. I would have been more aggressive with the exisitng infrastructure improvement but Kelowna is in transition and I have been confused by Council's stream of variances from the OCP in terms of density in several areas of the city. Rutland has improved immenselvy over the last few years with the Shepherd road exchange and many more sidewalks, and I believe that this area should further be enhanced based on the number of new multi-unit projects and house rebuilds occurring. I would like to add that enforcement was not really present in the survey and it is in areas like houghton road where phenomenal effort has been made between Lester and Hollywood, however commercial traffic speeding through the 30km zone(s) through Franklyn spoil the intended quality of the multi-mode vision for travel and recreation for all user types.
774	A spot for optional comments for each question may be useful. Takes time to review, but whoever is reviewing the results can get a qualitative feel for general comments being made.
775	I have lived in the City of Kelowna for 56 years and no longer see the long term viability of cars for urban transportation. I believe that we have a finite limit for vehicles on our roads. We should maintain our roads but be cautious on spending for new construction. I believe that we need to further develop alternate means, such as increased public transportation, ridesharing and cycling to create long term viability for transportation in the city
776	There should be solutions that include high density public transportation such as rail or sky trains
777	I am happy with the upgrades that have been made as of late. I don't mind my taxes going up a bit to continue these upgrades.
778	None. They survey is short enough yet gathers sufficient information. If the city had more money, then, it would be easier to make the really necessary decisions.
779	Extra explanations for the need for pay parking, to increase public awareness.
780	My answers may have changed if I had been told it was expected to go over budget.

781	Your questions are most certainly applied with prejudice and suggestive wording. Of course, I expect no more from our city planners but to promote their own agenda and use well planned wording to influence answers. What you left out is the suggestion or option that we actually make developers pay their share toward infrastructure but of course in this city developers get a free ride.
782	This city could feature biking as a major tourism draw and a sensible way to promote health and move people around. Every time we put in sidewalks, just widen them for a shared bike/ walk path except on major arteries and there bike paths should be separate and safe.
783	I like the basic layout of the survey, but the simplicity of choices skews the results. Separating bicycle infrastructure spending from urban corridor (and alternate transport) spending is an area of the survey where this problem appeared.
784	Hey I would actually change a couple things on here now that I realized I could be fine with increasing the budget. I think it's important to fix this traffic situation we have now before it gets worse. We really need another bridge as well, and why not look into putting in sea buses or opening something along those lines up to businesses...it would be cool for tourism. Are there any public meetings being held about this issue?
785	Room for individual comments, options were given as a for gone conclusion. Sometimes not proceeding is an option.
786	I liked this a lot
787	Kelowna is a vacation destination and an investment in designated routes and transportation services will result in making kelowna number one for a long time coming
788	More planning for expansion issues.
789	You should be considering a sky train from penticton to Vernon , I never take the bus it takes to long to get anywhere and they are inconvenient to get to . I live on the westside and travel to vernon or penticton and know lots of people who do as well . We would love to take public transportation.
790	Address the environmental impacts of some decisions.
791	Comments for each input.
792	Links to more information than provided on specific proposed projects, links to sites providing more info on current transit system and multimodal opportunities in Kelowna so as to use this survey as an educational tool in itself.
793	Spend the entire budget. Don't waste it by waiting too long to use it.
794	We need to address a bypass for Kelowna, I have lived here since 1972, and we have spoken, NOT done anything, about a bypass for 35 years, hwy 97/Harvey Ave. will not get better without the city moving thru traffic off of it. Having the HOV in the right lane is NOT working...move it to the center lane, that way the HOV wouldn't need to stop for right turning traffic, it's a huge congestion building hindrance.
795	Improve road networks, particularly the highway and mission neighborhood where roads are already unsuitable for current traffic volumes.
796	Great to see the city looking for feedback in this format.
797	Thank you for taking the time to view my input. Love being part of decision making in the community I love
798	Lakeshore road congestion into kettle valley
799	This was fun and interesting!
800	Work hard to connect minimum grid bike network to Rail Trail + Mission Creek Greenway. Low cost, high safety and increased mobility.
801	Free transit decreases congestion, and has a huge correlation to transit use. This would remove cars from the road most effectively.
802	Much of the amenities associated with growth can be sourced from the developer and those buying in the development

803	I think we need to take drastic action to correct our city's infrastructure, it hasn't been built with the future in mind and it will take some bold moves to correct both the roads themselves and our transit system. I would be happy paying more taxes for a safer and less frustrating transportation experience moving forward. I feel like the plan could use even more outside the box thinking with another tier of crazier options to choose from
804	Kelowna needs less congestion obviously, and cleaner air. I have rode my bike and find it gross near busy streets with all the traffic. New bike routes should run where theres no traffic. The city MUST invest in electric transportation as our future lungs depend on it. Planting more trees is also a must.
805	Thanks for this opportunity to be engaged. I look forward to the results of the survey being published.
806	none
807	How reliance on fossil fuels will be reduced, how the Paris agreement targets are being addressed
808	wow..I didn't know how hard this would be..everyone wants everything done ..but forget how much it costs
809	we need more buses and bus stops with seats currently the #8 bus from the collage to the ubco is full 99% of the time with students and the handy cap seats are full of them texting while people with disability are getting shafted with no seats of seats for the elderly all do to kelowna sending the double deckers to Victoria and replacing them with the smallest buss in there fleet Shameful the person who thought that was a smart idea should have been fired on the spot
810	While I know I'm over budget, I would argue that the budget should be higher with support from the provincial and federal government. I think that there is an enormous benefit to British Columbia as a whole if Kelowna can become a greater economic hub for the province and western Canada. Investment into infrastructure is how we can propel that growth.
811	Options to implement new transit options outside of current road system ie train or subway. Ideas to increase budget ie city tax on gas.
812	well done survey, thank you
813	It's not the level of transportation service funded but the types/modes that are funded that concerns me. Investing in complete and compact development that gives preference to non-auto centric modes of transport is more cost effective that building and servicing roads for cars.
814	Thank you for doing this. Hopefully it's not just lip service and there is some action from the results of this survey. I, however, appreciate the CoK being open to opinions from it's residents. Kelowna is growing much much faster than it's infrastructure can support... In just the 10 years I've lived here, I've seen the city deteriorate in terms of its infrastructure. Increase taxes of the wealthy land owners (ie: the $10million dollar lake front property), while sustaining current tax rates (if not minor increases to MATCH inflation) for low and middle income land owners.
815	Look into starting to allocate land and resources to something like skytrain as this would help any locations that have limited route capacity (ex: mission, west Kelowna)
816	The city needs to listen to the reasons people drive whenever possible, rather than taking the bus. Implement programs that would lead people to reduce their vehicle use in favor of transit and active transportation.
817	Please recognize, on my behalf, the excellent work that is being done by the CoK council and staff on this important issue.
818	Invest nothing on public art as it is a waste of money. Invest in natural art such as parks with trees and gardens. A very small percent of the population cares if public art is put on permanent display and tourists do not come here for that. They are looking for natural beauty. I have traveled extensively around the world and the last thing I look for or add to my things to see is abstract crap and chrome and brass art that makes no sense

819	Thank you for being open to resident opinions.
820	Sliding scale budget or not use numbers at all. Where there's a low medium and high option. The numbers used were often close to each other instead of spaced equally apart
821	The most effective change would Likely be increasing population densities wherever possible especially in areas that are serviced by transit and have high levels of nearby amenities that are within easy walking distances.
822	I have concerns about current developments in midtown area where intersections and roads are already beyond capacity. Before developments are approved traffic concerns need to be dealt with.
823	I liked the fact that there were maps attached to give a visual projection of what the tax dollars would go to. However, I think the maps could have been more clear (include a legend), I work in the industry of GIS and it even took me a while to figure out what some of the routes/different colours meant. Should include a legend of some kind.
824	The options/education people need to hear is comparing the cost of car ownership to the costs of the other transportation alternatives. Seniors, especially, need education and targeted options. They don't need to waste money owning outdated, polluting technology (cars), but the availability of easily accessible and affordable transportation alternatives isn't quite there yet.
825	None
826	Renderings or graphics to show the different levels of investment in each category. (Does not have to be high quality just able to relay the idea in an accurate and visual manner).
827	Why is increasing taxes the only option to improve transportation!
828	If there was more bikes or people that walk people driving would be a lot happier I just moved from salmon arm to here and the traffic is aggressive and people lack following the rules there should be more speed traps and radar volunteers
829	Debris in bike lanes and proximity to motor vehicles while cycling is a major deterrent for many people. Maintaining the system and working to get people out of their cars decongests the city as a whole.
830	I found that I went over budget quite quickly just by picking a few medium projects. Some of the projects I am assuming can be consolidated over time.
831	I think a very important part of budget for this city is to reduce congestion on the main roads like Hwy 97 and Springfield. In addition, EVERY intersection on Hwy 97 should have a left turn arrow with NO time specifics. This highway is always busy and turning left is very difficult. I also think this would decrease accidents at the big intersections.
832	Thanks for doing this
833	One area to explore would be traffic control. I often find lights are not synced effectively at peak times or lack of advance greens at high volume intersections such as Burtch Rd. and Hwy 97.
834	I appreciate the complex questions faced by the council. I have laid out my choices based on the basic information and time I took to review and would very much enjoy this challenge if I was an elected official.
835	The City should explore alternative funding options, such as P3 and user pay, to compliment tax increases. Planning and budget development should continue to be done in collaboration with MoTi , potential investors and funding opportunities.
836	Build new freeway.
837	Other forms of transit, like light rail down Pandosy/Lakeshore or to UBCO. Busses route Improvements
838	A disclaimer that the City of Kelowna will do what the Mayor wants and that nothing we put into our survey will change that.

839	Traffic lights, I think some corridors could use turning arrow lights and some that have them should have a longer turning arrow to move more traffic.
840	Thank you for this survey and getting my input!
841	Thank you for this. I appreciated the survey and the price tags. Interesting.
842	The opportunity to see in more depth what the cost factors are for each category and to adjust some of those expenditures. For instance, in maintenance, you might choose to have less snow removal on residential streets to lower the cost of the maintenance budget.
843	Excellent Survey that enables tax payers like myself to understand the fiscal challenges faced by the municipality.
844	Should be given choice instead of having to choose option in every category.
845	we need to get the clement bypass finished ASAP
846	We need to keep the spending under tight control ass we move towards the future," Slow and steady, wins the race." Things like increasing the RCMP, Affordable Housing, Water use, Garbage and Landfill, Hospital, and updated Schools are also a very important part of our growing society. May I also add an idea....all condo houses and apartments being built, should be required to include a percentage of low income housing, such as possibly 1 unit per 10. and yes, they could be smaller.
847	We should take bold steps to change our current car centric transportation reality and move towards a more diverse, shared, and more active mobility reality that is focused around moving people, instead of focusing on cars.
848	Why is Kelowna growing so fast? I moved here 10 years ago and it seems the past 5 years there is suddenly all these townhomes, apartments, and property development that feels overwhelming and now we have to continue to raise taxes to keep up. Why not limit the amount of growth in Kelowna? I lived in California and there was a moratorium put on new buildings and growth to preserve the city. There is lots of room in Canada and I feel that there should be a limit. Force people to go to Merritt or Vernon or pentiction or other cities that are smaller and need development. I see our urban problems are growing and we need to adjust them now before we become another Vancouver. Kelowna will lose it's charm. Put a new bridge in to allow traffic to go around Kelowna instead of changing up the city.
849	We need more buses. Bus stops need to be safer.
850	Kelowna needs another bridge from west kelowna and to replace intersections with free flowing overpasses and roundabouts. You already have a seriously problem and it is going to become much worse due to poor planning. Just like Victoria and Vancouver have found out.
851	Lived here for 12 yrs and traffic congestion has grown immensely. 30 thousand more residents all in the far reaches of the city core requiring transportation to the core and shopping areas. Perhaps more controlled population growth, higher parking fees downtown and more frequent bus service will move residents towards public transit. Growing bigger is not better from a resident perspective but seems to be desirable by elected officials. Developers seem to drive population growth rather than managed growth by city officials. We suffer from field of dreams 'if you build it they will come' develop perspective. It doesn't seem to be working for us so far but I'm cognizant of the fact that sounds like NIMBY as I moved here to retire like so many others. Seniors have requirements but the spending of our pensions in the community is a relatively 'green' economy, but perhaps short lived!
852	Reducing the demand for car/truck use is most important to me. Some categories were mixed with road repairs and TDM information.
853	Information provided was relatively good however response possibilities were too limited - Option for 'Other Suggestions/Strategies' should have been included

854	Very interesting and educational survey. I have never been included in any choices with the city. Cheers
855	The city needs to immediately make Lakeshore Road, Enterprise or the Clement Extension all the way to McCurdy or Sexsmith to 4 lanes. As well parking off street needs to be increased in the downtown core and Landmark area to increase available parking. The downtown needs another parkade or a significant increase to the existing parkades..
856	Quite wasting money on cycle tracks bike lanes are fine
857	Good luck!
858	The city needs to consider the location of it's own amenities and their impact on transportation. For example, CNC is slated for growth in ice sheets, yet it is extremely distant from other parts of the city, including North Glenmore and Rutland, so growth in this facility ensures that those participating in ice related rec activities must drive to the mission.
859	Urban gondola investment should be considered. Land use is limited, can run continuously in all wet heat and confer many other advantages
860	It was an interesting survey as it included actual budget. I'd love to see similar survey for other aspect of city works such as festival, park management, etc.
861	Great tool. Congratulations COK!
862	Do not build the Clement- Hwy 33 connector. This project is the opposite of what you need to do - get people out of their cars! If you build a four lane highway along the rail trail, it will be clogged with 3 years (e.g. Enterprise Way) and make the rail trail unappealing (who wants to inhale fumes from four lanes of cars?), and eliminate wetlands. Where is the sense in this project? Take the long term look. Soon we will be driving autonomous vehicles and need fewer roads, not more!!
863	extension of the Gordon/Perimeter Rd in the Mission
864	Several budgets seem to overlap. I am interested in hearing more about electric vehicle use, charging stations all combined with city benefits for both city and public electric vehicle use. Buses use as much fuel as if each person drove their own car due to empty bus use to maintain a schedule. Kelowna has HUGE empty bus abuses that should be stopped.
865	The Clement Corridor proposal would have enormous detrimental environmental and social impacts on the city - as well as costing millions. That context could perhaps have been provided.
866	The value for over spending or under spending could have been explained more.
867	We stay with current budgets or cut back in some areas to be able to have funds to build the freeway. It will benefit us in the long run.
868	Build roads, more roads and even more roads. Add a few bridges. I should be able to spend the $750 GC at vehicle dealership
869	Thanks for undertaking this vital consultation!
870	How the results of the survey would be implemented. I will also say that investing in transportation I found having 3 options a little low, but for the sake of keeping the survey simple, I understand. Kelowna's traffic problems need overpasses to solve. I think to invest in a freeway above the current highway, while it will be extremely expensive could result in a huge decrease in traffic problems. The solution needs to be expanding vertically
871	This may not be a City of Kelowna issue but someone needs to start a campaign for changes to HWY 97 from West Kelowna to Sexsmith to lessen our CO_2 emissions and create an uninterrupted corridor by eliminating traffic intersections for heavy transportation vehicles and general vehicular traffic that simply wants to go north or south to some destination other than Kelowna.
872	Your first question was bias.

873	Kelowna streets lights are not setup properly to keep all traffic flowing. Lots of city's have the wave flow system to keep traffic flowing. Kelowna is just a big parking lot. To keep kelowna carbon foot print lower kelowna needs to keep traffic moving to get people to where they are going. Keep cars from sitting at street lights with engines running
874	Reduce crime! Stop wet facilities and offer rehab to everyone. We lost a daughter and my husband's brother to drugs so I am sympathetic but more needs to be done!
875	On the map there should be layers identifying the future growth densities throughout the urban (and rural) centers. This would aid in understanding where the multi-modal and roadway connections could best be situated. At the end of the day, city staff such as planning & development approvals needs to be on the same page as transportation so future plans are congruent to the city's growth.
876	Against any Clement corridor expansion for private or commercial vehicles between Spall & McCurdy. The current Rail trail and green belt must be maintained. A rapid transit option from Ellis to the airport along Hwy 97 should be considered in the plan.
877	Investment and focus on alternative transportation must be a critical focus for any Kelowna leadership to effectively meet urgent climate targets to reduce GHG emissions. Focusing on expanding transit and multi modal pathways for city transportation will mean a healthy and needed shift away from car culture and reduction in the pressures to keep investing in car culture/road expansions. What really needs to take place is a transition AWAY from car culture. In a span of 10 years Vancouver was able to double its transit ridership by first investing in the infrastructure, educating the public, and providing RELIABLE service. Now, 1 in 5 people use transit to get to work there. Kelowna needs the same intensive social and structural transition. Kelowna will only become more temperate over the years, sadly due to climate crisis. But that means more people will be walking, biking, or busing year round due to less harsh conditions. Kelowna needs to proactively organize and prepare for deeper socio-cultural behaviour changes. Making sure sustainable, low GHG, accessible, reliable, public transit is at the heart of that transition is critical. People will fight for their cars and road expansions, but that is not a sustainable or healthy future for the city. Kelowna is at point in its growth where it has the possibility to change big important trajectories away from the status quo of car culture that has already and clearly been proven harmful, less effective, and less healthy, in almost every other city. Kelowna has a chance to lead and avoid the pitfalls of car culture and baking it in to their core dependencies as a growing city.
878	This was great! It would be great to visit the open houses the city puts on from time to time, but with two little ones at home, it makes it difficult to find the time. I hope to see more of these forms in the future!
879	Thanks for this option to give my opinion!
880	Explain what the Hwy 33 extension is about. Where money will be coming from (is there a Federal/Provincial contribution also?)
881	An option to not build more homes so no more people could move here (playing devil's advocate)!
882	I think this is a great exercise
883	So happy that a second lake crossing is not in this plan!!
884	This is a great survey. I hope it leads to some positive change in Kelowna traffic.
885	I'm very interested in the future of the transportation network in this city, since Kelowna has it's fair share of infrastructure challenges. More sidewalks and safer corridors are extremely necessary around the region. I would love to see a Clement Avenue extension to assist in alleviating Enterprise & Harvey. Thank you for allowing me to share my opinion!
886	Question people whether they will actually change driving habits.

887	I would like to see what the City plans to reduce our carbon footprint and what incentive initiatives are envisaged to help residents become more environmentally conscious.
888	This is a great way to help me understand the budgeting process better
889	I would have liked to have been able to slightly reduce costs in other areas of the budget so I could balance the budget.
890	I think e bikes and electric cars will be taking over soon enough
891	Great idea to do such a survey!
892	What sort of incentive programs for any transportation other than driving a personal vehicle.
893	Would be nice to compare this budet catigory with others as well, in addition to the specific items within, as a means to determine overall percentage split of total funding between the categories (i.e. 'Parks/Recreation' to 'Roads/Transporation' to 'City Staffing/Wages' to 'Utilites/Water/Sewer' , etc, etc.)
894	This is great, I think public surveys would give better insight and personal investment to the future of the city. People might be happier about taxes if they knew how it was being used. I found this on the r/kelowna subreddit but I didn't know about it from anywhere else. I'm not sure but it might be beneficial to advertise it more
895	thanks!
896	More bike lanes!
897	This survey is designed to get a positive result to justify tax increases. Do your jobs and spend tax payer money responsibly. An example is this survey, a waste of tax payer money.
898	Thank you for engaging with the public for public input.
899	While I support taxes to improve transportation, there can also be equivalent amounts that can be reduced from other areas of government to offset. A more comprehensive survey of all areas of spending would be a great option.
900	I would like to see the bus stop that was operating at one time at the intersection of McKenzie and old Vernon Rd be reinstated to go to the Rutland bus exchange so everyone living in that area would have a bus stop somewhat near there are currently none in that area at all. This would be a small cost and would show the city is committed to provide access to buses. The closest one for the neighbourhood now is a 45 min walk away on a very narrow winding road. Very dangerous and if you were elderly not even an option
901	Kelowna needs a bypass to reduce through traffic - reducing the amount of cars through Kelowna will in turn reduce commute times which will lower GHG emissions, and reduce traffic accidents through lower traffic density. Ideally by 2030.
902	Instead of dumping a ton of money into bile paths fix the existing roads and deal with the issues on hand stop wasting money on painting green bike paths..oh and i do bike and i am a senior citizen
903	Ride sharing companies like Uber and other should start their operations here in kelowna.
904	I would like to see Hwy 97 in Kelowna for thru traffic only. With intersection control at McCurdy, Hwy 33, Spall, Richter to the bridge. Springfield and Enterprise Clement one ways either west or east bound. Two lanes either directon on 97 thru traffic only, no left or right hand turns. A bypass is needed in West Kelowna. Leave Glenmore road as is.
905	More details on costs/benefits of specific options. As an aside, as much as I'd love more bike infrastructure, the idea of paving the Greenway is an unattractive one to me. It isn't flood friendly, and it takes away a great dirt path for jogging. Not a fan of that at all.
906	Thankyou for asking!
907	How developers are going to pay their share towards infrastructure for continually getting to build whatever they want under the false premise that we have to allow 50,000 more people move into Kelowna.....
908	How did you decide which roads should be placed in which category?

909	great survey
910	Hopefully you listen to the public this time, instead of changing your mind after developers speak with you.
911	The option of developments such as overpasses were not offered, as traffic along Harvey to Highway 97 is quite bad. Also wondering if the expansion of Enterprise is a possibility
912	More information on the current spending in each category such that we can place emphasis on the areas we want to see substantial improvement.
913	Happy to see that Kelowna is growing the way it is, people will just need to become accustomed to the city life now and be more patient while driving. I suggest adding bolted down markers along the bike path painted lines as drivers always drive up the bike lane in order to turn right
914	Experts have already established best practices for transportation planning that includes a long-term vision. This knowledge includes multi-modal streets; pedestrian focused design, strong investments in AAA cycling infrastructure and design, and simple and frequent transit options. I suspect that research involving surveying the average citizen about spending priorities will only highlight that people in Kelowna want more of what they are familiar with. Smart growth requires real change and that sometimes means following what experts are saying and not the general public. Simply putting money into expanding roadways will lead to more gridlock.
915	Go back to the study that was done in the mid 80's and compare the results
916	Budget for future bridge considerations
917	Keep up good work.
918	Do not count on Uber and Lyft they will both be gone shortly and with the mill closing now is the time to buy the property before it is lost to private interests and this is where the next bridge will go to connect to the Clement extension or else that doesn't make much sense
919	Great tool to give a sense of budget / spending and framing the conversation for additional budget requests.
920	I believe it was oversimplified approach to getting our input. There is a significant amount of the city budget that can and perhaps should be reprofiled that we had no input into. Perhaps no increases in taxes are necessary if we move some money from other portfolios. Isn't that what we do with our family budget, you need a new furnace so you put off buying the new SUV for a few years? I think the residents of Kelowna are smarter than you may think but also understand that there are limits to what you can achieve thru a survey
921	So hard to pick one area over another!
922	We know that self-driving vehicles can significantly increase the carrying capacity of existing infrastructure, far in excess of what can be done with traditional transportation projects (widening roads, bypasses, etc.). The planning horizon of most major transportation infrastructure projects are well within the planning horizon of programs to accelerate the adoption of self-driving vehicles. Yet this opportunity was not discussed
923	Green on right turn should no be at same Tim as walk in crosswalks. Cars never stop for the pedestrians and almost hit them constantly.
924	Clean energy
925	No bus route to Wilden? ;) Great survey, neat idea!
926	stop spending money on repaving perfectly good roads!
927	Thank you for giving residence a voice in my opinion Kelowna /west Kelowna are the best cities in Canada to live, but uncontrolled growth and tragic congestion is ruining the environment and our quality of life. Please let's keep the Okanagan the Jewel OC Canada :)

928	I would personally be happy to spend more still on increased fees than this, but would only want it to go toward shared active and public transit infrastructure expansion. I think this very modest increase in spend is completely inadequate when we are faced with a climate crisis. I would like to suggest an investment by City government in a mandatory course for elected and civil servants on climate science, from a respected institution, such as SFU, U of Waterloo, UBC, or similar. I've just read in the local news that we are not on track to meet our extremely modest targets on GHG emission reduction. More of the same approach is completely inadequate. Your approach must be evidence-informed and proportionate to the risks and harms that lie ahead, and will require an immersive educational experience for city leadership first and foremost, and then a public education campaign and realignment of strategy, so that we give our children the best chance of a viable future, and so that we set an example for other municipalities. There may be unexpected increases in revenue and reductions in spending if the City actually does expedite investments in public and active transit. There should also be serious consideration toward initiating potential group- and population-funded sustainability initiatives in the area of energy generation. A levy should be considered on traditional car sellers, fossil fuel firms, and air travel firms, to be applied toward rapid expansion of public transit. Consider instituting a carbon offsetting program at the airport and at petrol stations and similar, so that travellers can invest their dollars to offset their emissions into projects that will with certainty expand active and public transit in this area. Collaborate with Tree Canada and other environmental charities and orgs, to examine potential for volunteerism to be applied to tree-planting and street beautification. Please bring creativity to this very urgent global matter. Kelowna, as a region very highly dependent on tourism and agriculture, is very much at risk economically and in regards to social cohesion, from unmitigated climate heating. It is vital to do what is right, and to bring the population along with education, rather than to do what's popular, in the absence of good information-sharing.
929	Based on the options presented, it didn't appear as though you could answer each category and maintain a 0% tax increase (I.e. status quo). That said, I am in favour of increasing taxes to improve the overall network in more sustainable and less vehicle orientated ways.
930	Need to get people out of cars
931	I think this exercise is a great eye opener for those of us who don't realize how much upgrades cost. Everyone has their own opinions on what needs to be done (everything!) This puts those things into perspective.
932	I think the city should consider user fees for high cost investments such as the Clement extension. If this was fully funded as a bypass of Kelowna, a toll system could be used to recoup the initial investment and maintain the asset. Commercial traffic going through Kelowna should be mandated to use the toll bypass.
933	The planning department needs to stop approval of more car lots , car washes, on Harvey it's bad enough as it is.
934	Great feedback opportunity, it's really brought into mind how hard it is to grow and keep the budget in line.
935	Allow people to vent and/or share an potential options that have not been included.
936	Continue to do good work in the future of transportation while keeping Kelowna affordable and safe.
937	Parking is required. Putting in bike lanes and eliminating parking should not be allowed any where.
938	What will happen with this data (maybe I missed it)
939	On some surveys, it was possible to leave comments on the map to address specific projects/ideas. I think this might have been nice to include in this survey as well, since project-by-project the efficiency of spending seemed to vary a lot, and I would have liked to divide some of the packages into more specific buckets.

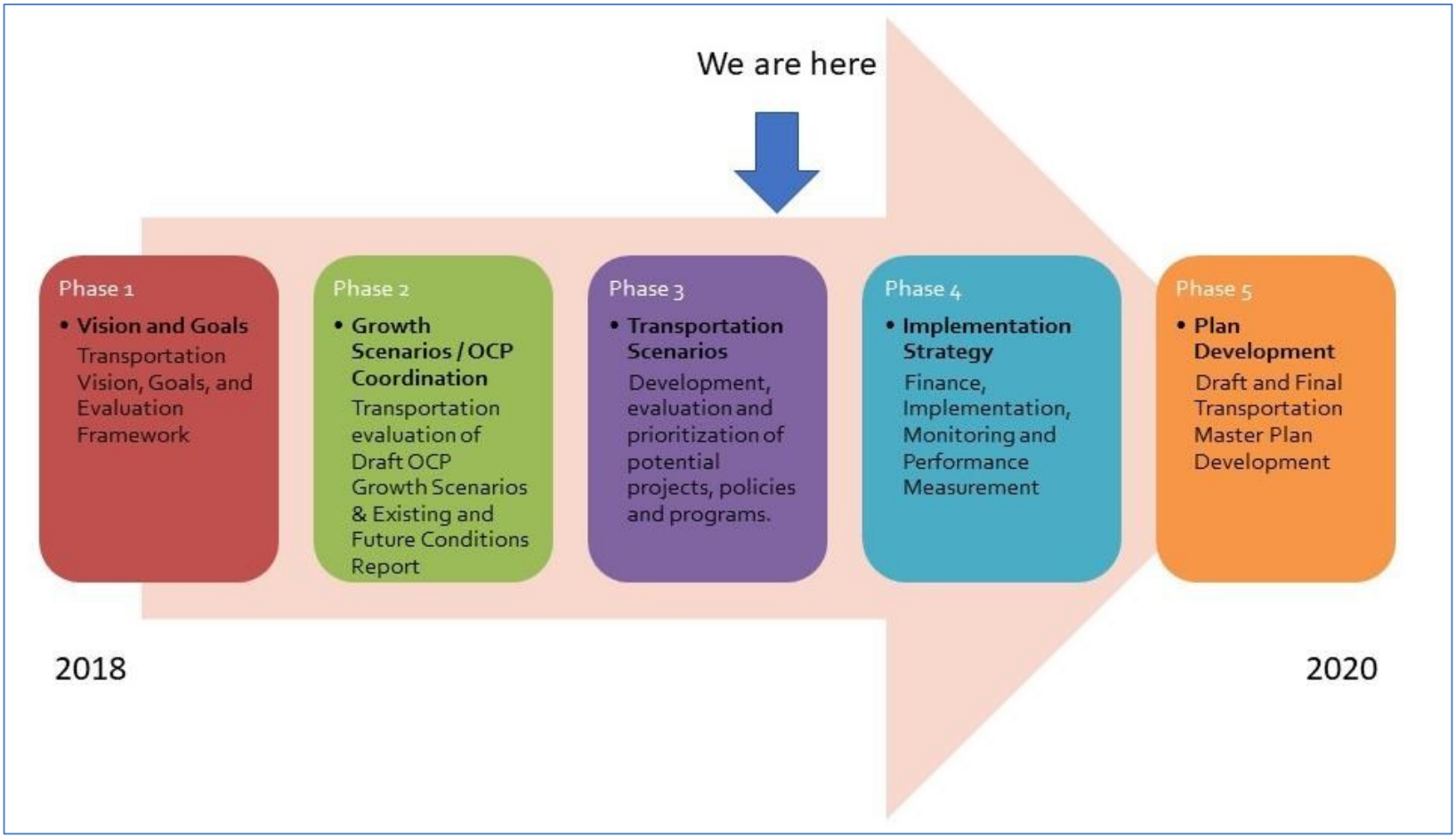
940	I see a high priority to 4-laning Clement from Gordon to Ellis for proper flow of traffic including emergency services, with more right hand turn lanes so traffic is not continually blocked. I believe that Enterprise could also be widened to allow for more traffic volume in both directions as it is an alternative route to the Hwy 97 as is experiencing high volumes even on the weekends. I also see a need to provide bike lanes on entire length of Glenmore road into Lake Country as this is a popular route for cyclists being relatively flat. It would also be helpful to look into synchronizing lights on all major routes to ease traffic flow. Still no mention of a buses going up & down Clifton Rd even if only from 7-9 am & 4-6 pm Mon-Fri to allow commuters as well as students to access.
941	Incentivizing car traffic by building additional roads is the wrong way. Expanding the bus service, creating bus only lanes, encouraging people to use car share programs and creating new bike lanes will ultimately reduce traffic congestion and air pollution!
942	This was exceptionally well presented, with clear writing and helpful graphics. Well done!
943	We need to get started on this NOW
944	

Transportation Master Plan

Phase 3 – Engagement Summary

March 9, 2020

Transportation Master Plan



Option Generation

Staff compiled 400 potential options

- current plans
- technical analysis, and
- public input

Phase 3 Engagement Objectives

- Inform residents of the transportation projects and programs under consideration for the Transportation Master Plan
- Consult with residents to obtain feedback on these options

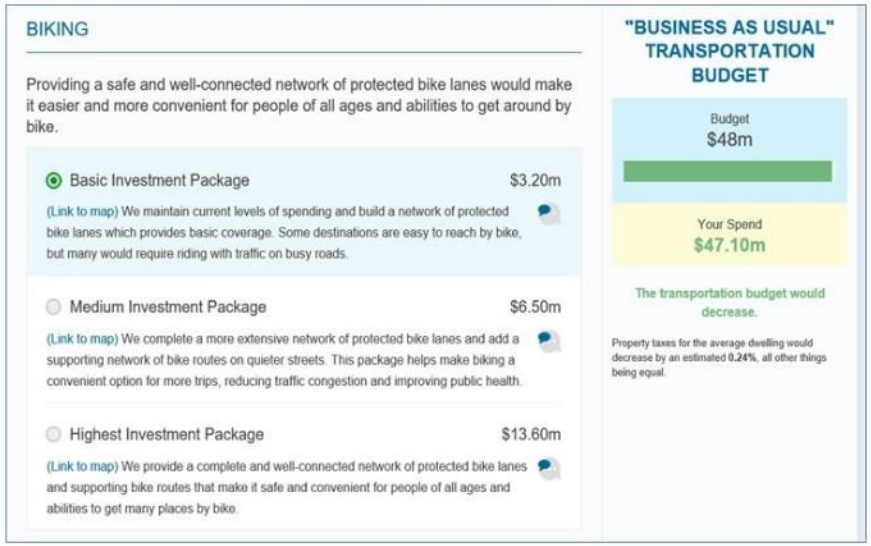
Engagement Techniques

- Online budget allocator tool
- Follow-up survey
- Intercept/drop-in booths
- Student presentation
- Interactive City Hall Display
- Stakeholder Workshop

Budget Allocator Tool

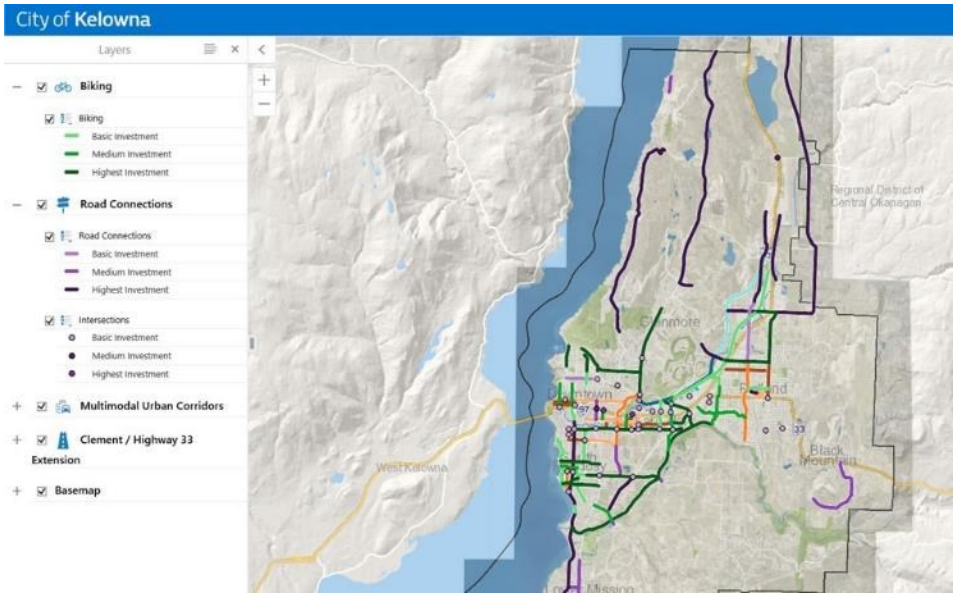
- Key Challenge: Imagine Kelowna and TMP Vision achievement will likely require changes to how the City invests in transportation

- Purpose: Assess public tolerances for transportation spending and determine priority areas for future investment.



Budget Allocator Tool

- "Business As Usual" Transportation Budget out to 2040
- Ability to increase or decrease budget, with associated property tax impacts
- Interactive Mapping tool



Budget Allocator Tool

9 Transportation Categories:

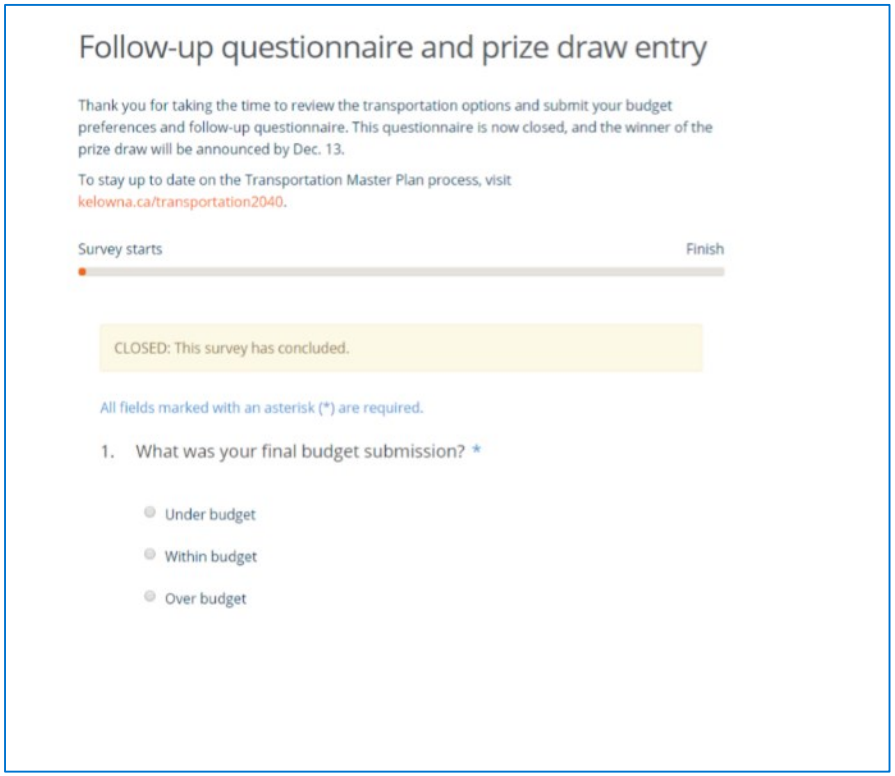
- Roads
- Transit
- Biking
- Neighborhood streets
- Multimodal urban corridors
- Education & incentive programs
- Shared mobility & new technology
- Clement / Hwy 33 extension
- Maintenance and renewal

3 Investment Levels:

- Basic Investment Package
- Medium Investment Package
- Highest Investment Package

Follow-up Survey

- Asked people to rate importance of categories & preference for balancing service levels and taxation
- Responses weighted to match population by age and neighbourhood (FSA)



Follow-up questionnaire and prize draw entry

Thank you for taking the time to review the transportation options and submit your budget preferences and follow-up questionnaire. This questionnaire is now closed, and the winner of the prize draw will be announced by Dec. 13.

To stay up to date on the Transportation Master Plan process, visit kelowna.ca/transportation2040.

Survey starts Finish

CLOSED: This survey has concluded.

All fields marked with an asterisk (*) are required.

1. What was your final budget submission? *

- Under budget
- Within budget
- Over budget

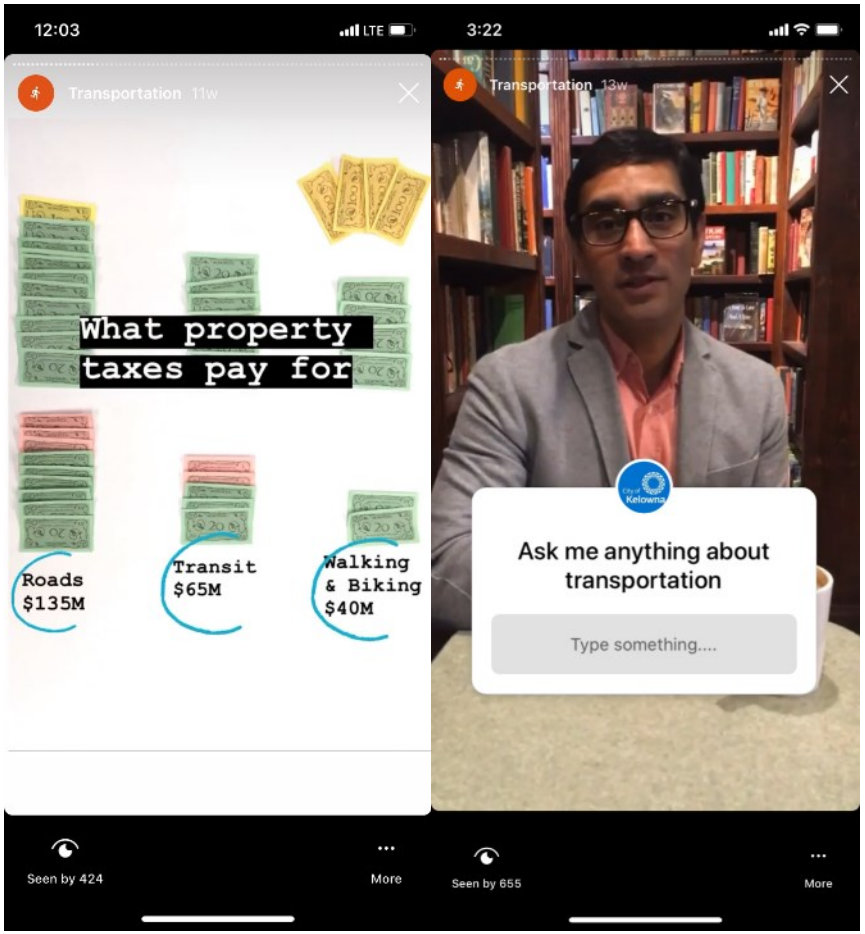
In-Person Events

- In-person version of Budget Allocator Tool
  - UBC Okanagan (Nov 25th)
  - Farmer's and Crafter's Market (Nov 30th)
- Interactive City Hall Display
- Student presentation (Nov 25th)
- Stakeholder Workshop (Dec 6th)

Instagram Takeover

- Eight Instagram Takeovers focusing on different topics:
  - Road safety
  - Climate change
  - Transportation budget
  - Active transportation
  - Emerging technologies
  - Traffic flow
  - Transit
  - "Ask me Anything"

- 3,200 views



Outreach and Promotion

2,200 Get Involved project page visitors

1,600 budget tool submissions

1,261 follow-up survey submissions

2 open houses

1 presentation

275 attendees

16 social media posts

98,585 total reach

2 news releases

8 earned media stories

2 e-bulletins

3,200 recipients

8 Instagram takeovers

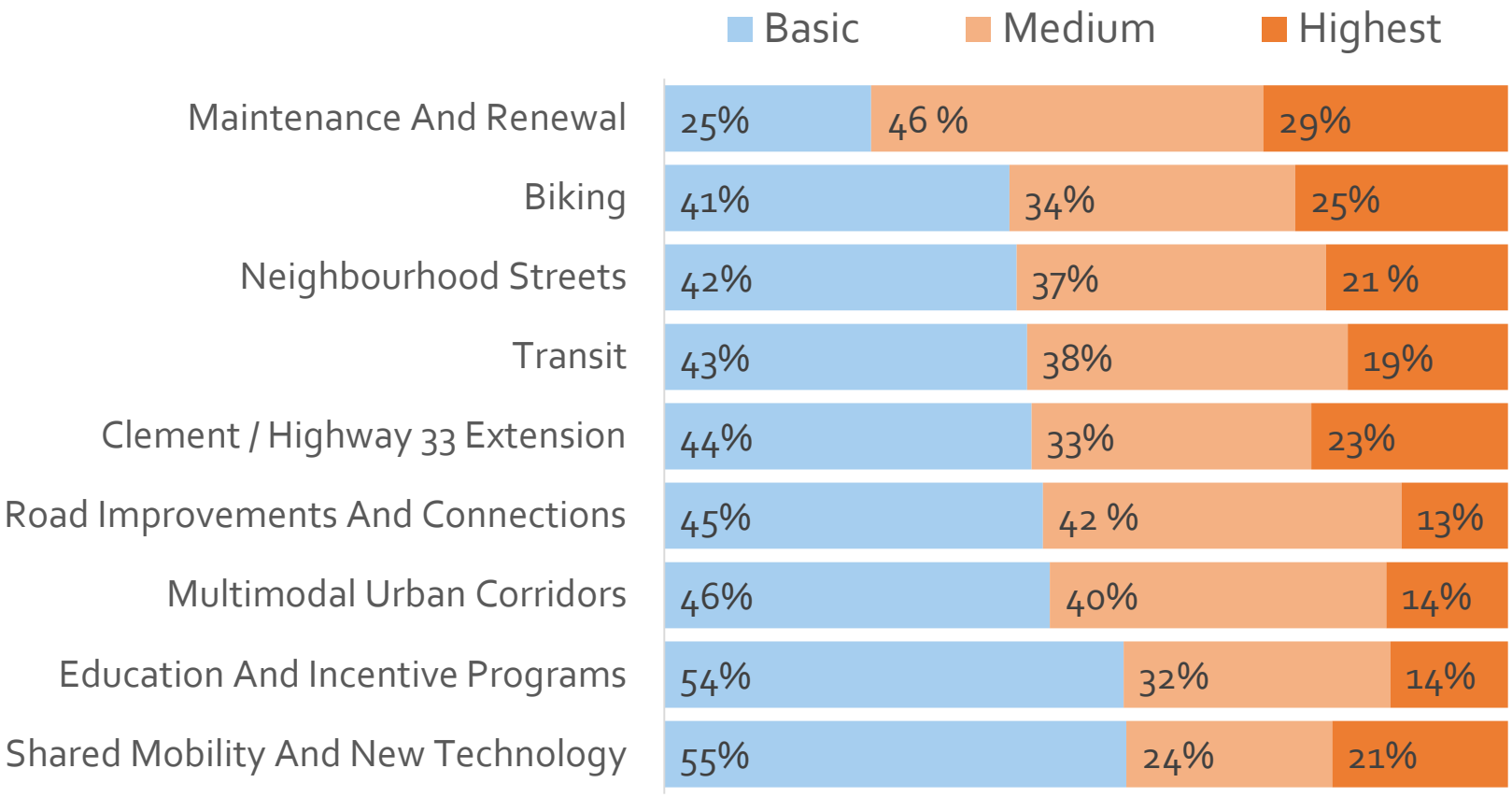
42 Instagram quizzes

3,200 views

5,250 answers

What We Heard

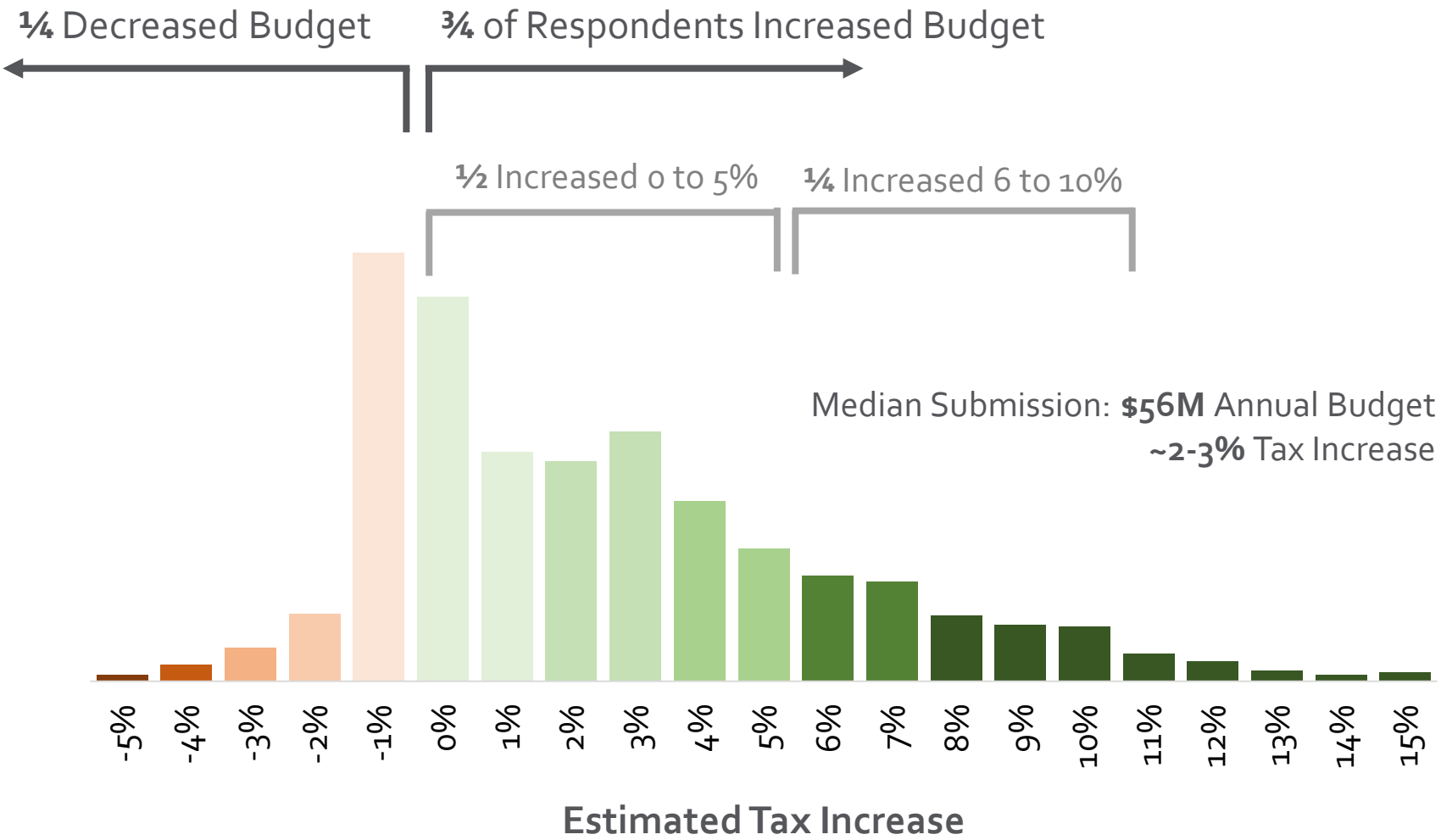
Budget Allocator Results



Key Findings

- Basic investment package chosen the most, except for maintenance and renewal, where 75 per cent of respondents chose to increase spending.
- The education & incentive programs category and the shared mobility & new technology category were selected the least frequently.
- There was less agreement on which of the other categories should receive additional investment. Six of the nine categories had a similar spread between respondents that chose the basic, medium, and highest investment packages.

Budget Allocator Results

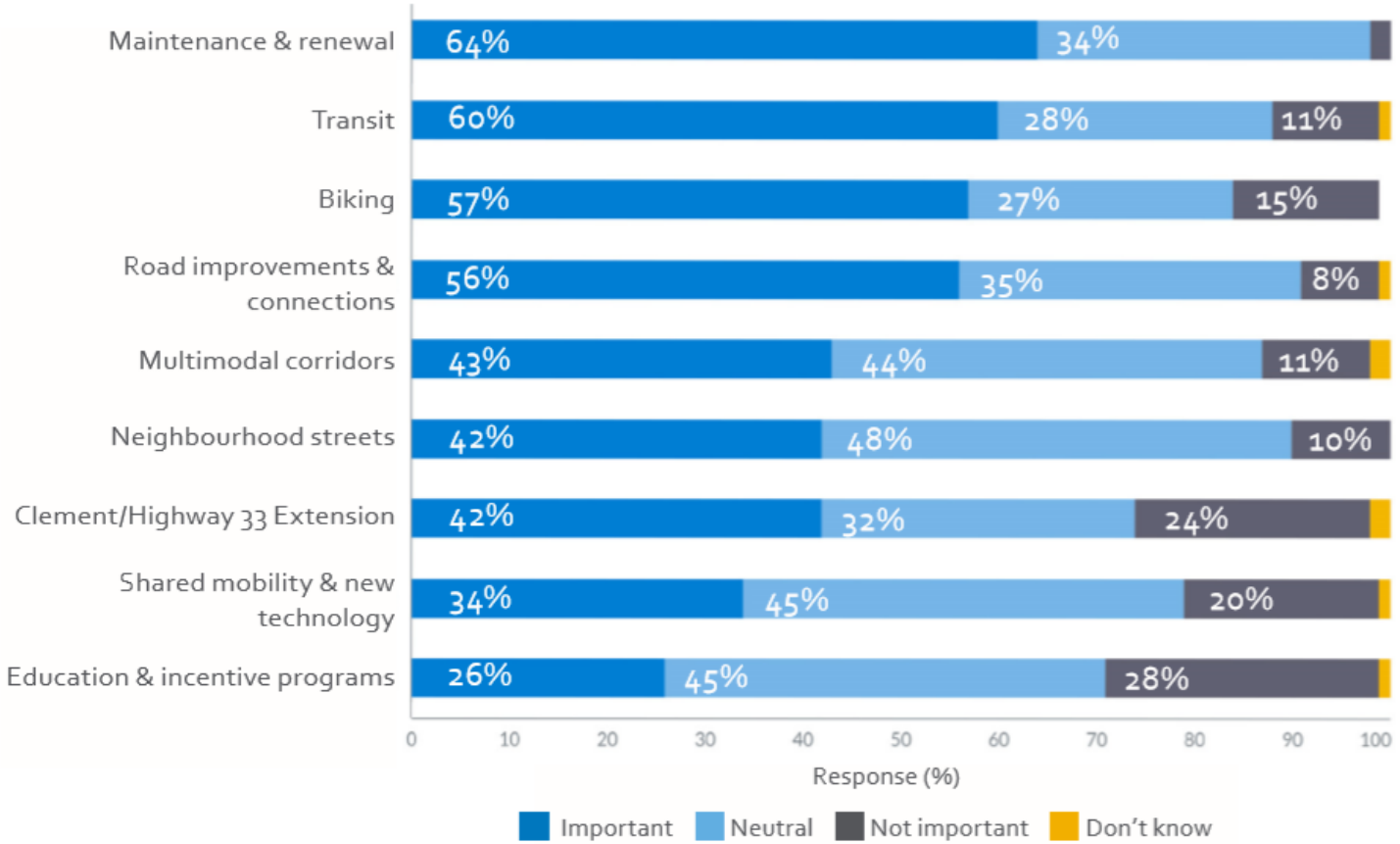


Key findings

- 75 per cent of respondents increasing spending overall, with the median budget increase landing at about 17 per cent above the "business as usual" budget.
- This equates to an annual transportation budget of about $56 million, which would result in a one-time property tax increase of around 2 – 3 %

Follow-Up Survey

Question: In general, how important to you is investment in each of the following categories?



Key findings

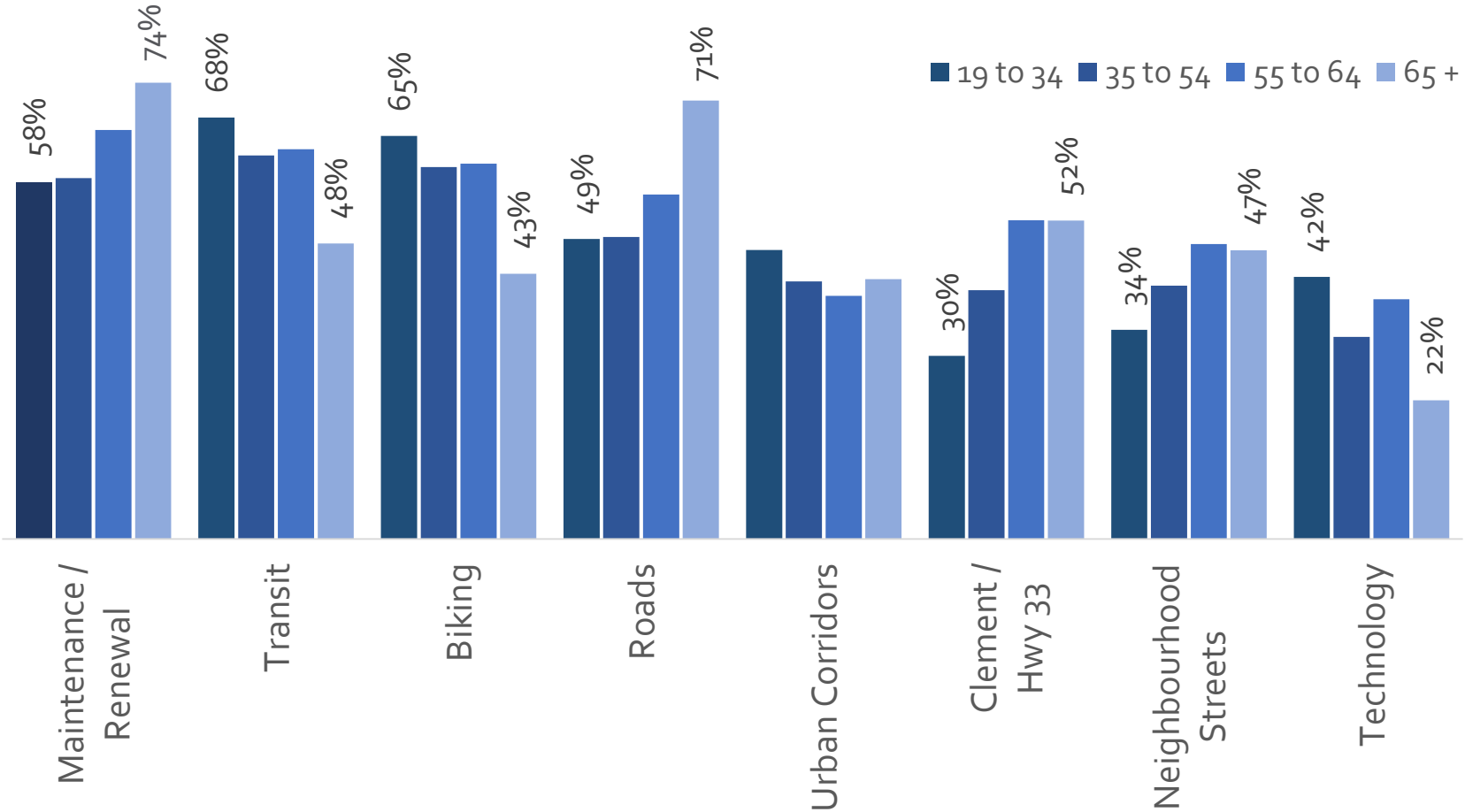
- The top three transportation investment categories that were selected as "important" by the most respondents include maintenance and renewal (64 per cent), transit (60 per cent), and biking (57 per cent).

- The categories that were selected as "not important" by the most respondents included education and incentive programs (28 per cent), and the Clement/Hwy 33 extension (24 per cent).

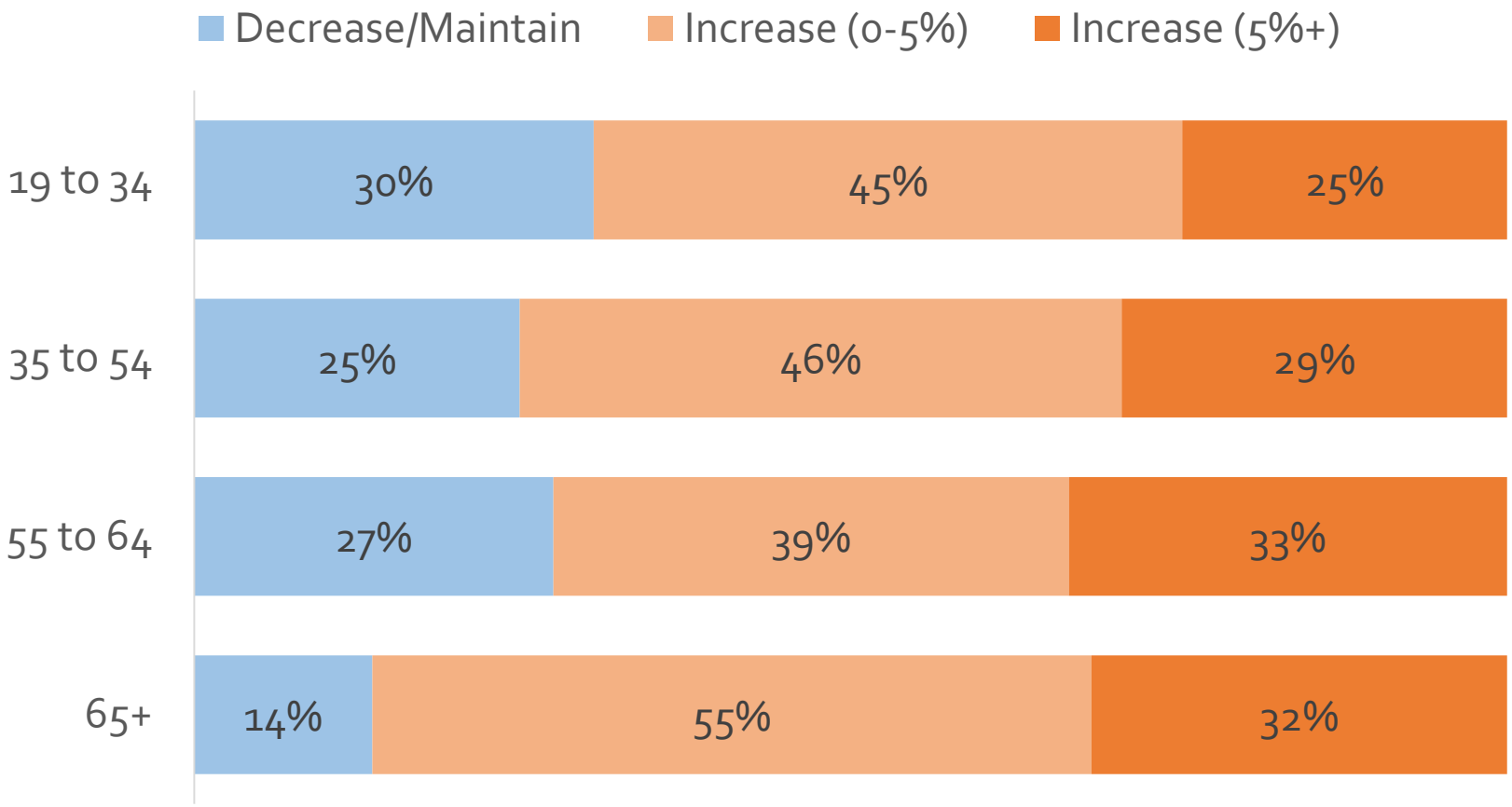
Key findings by age group

- Biking and transit more important to residents under 35
- Residents over 65 rated maintenance/renewal, road improvements, and the Clement/ Highway 33 Extension as more important.
- People under the age of 34 chose to decrease or maintain transportation spending slightly more often (30 per cent) than other age brackets (21 per cent).
- People over 65 were the most likely to increase spending.

Category Importance by Age



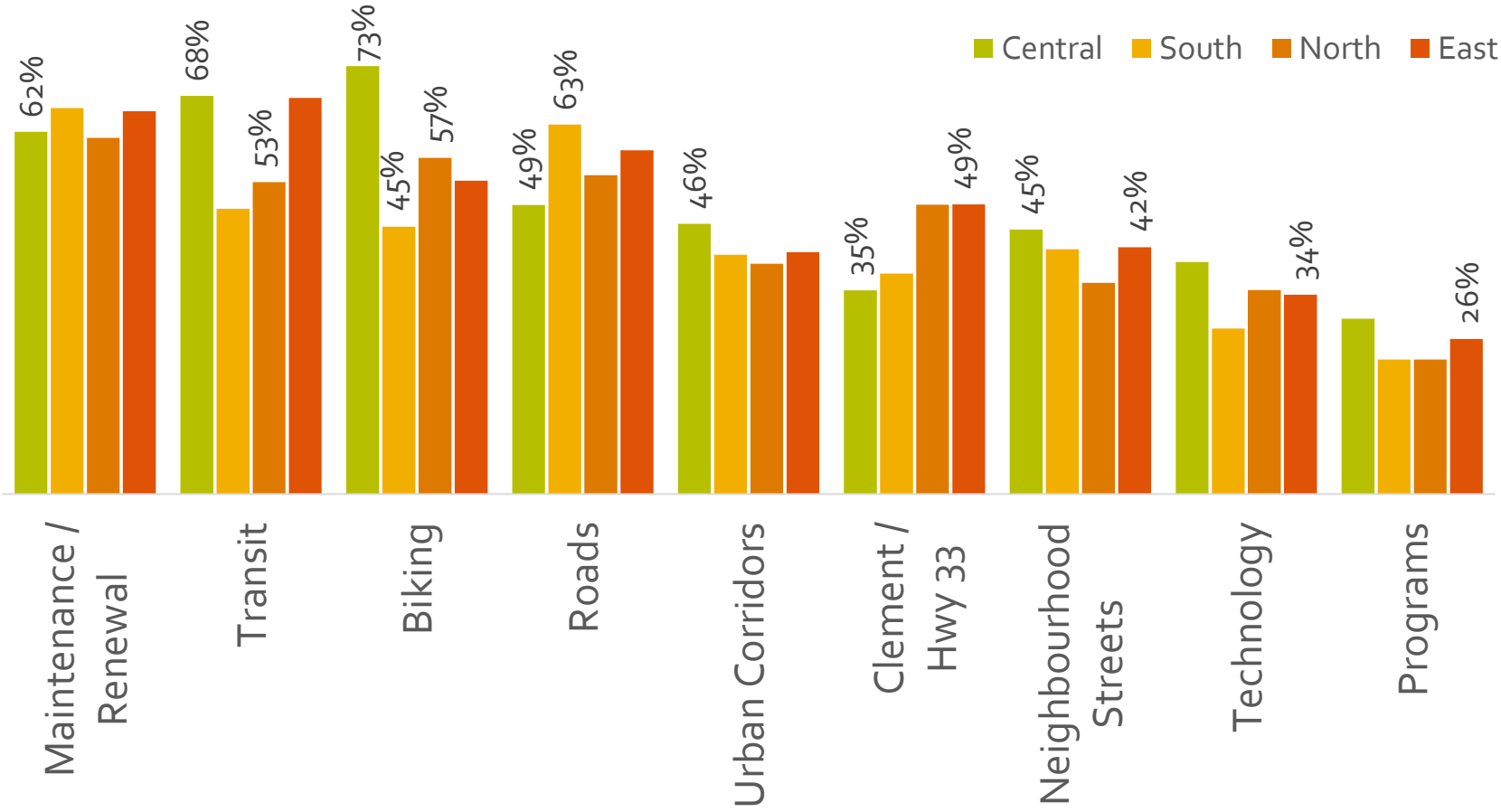
Total Budget Submission by Age



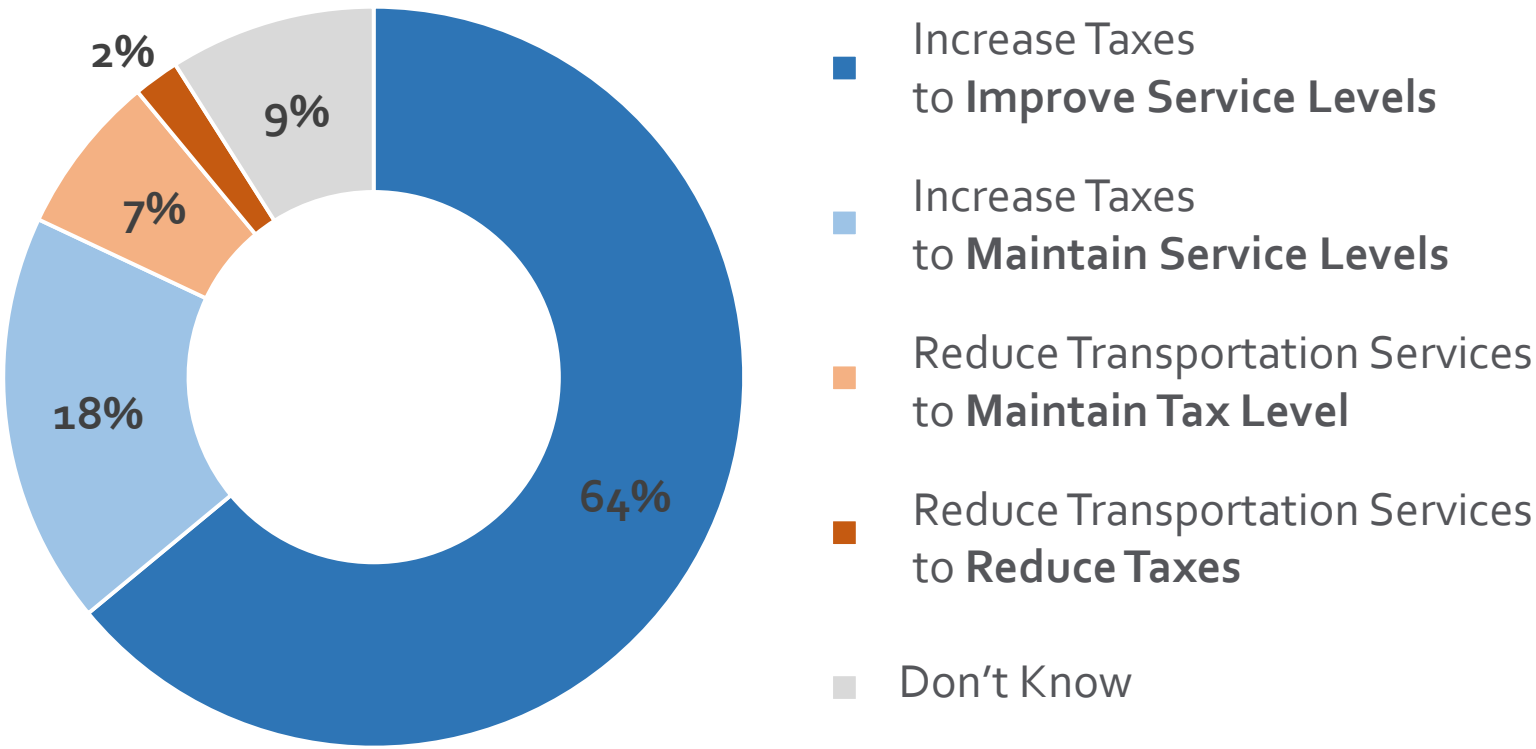
Key findings by postal code

- Public transit was more important to residents in the Central (V1Y) and East (V1X/V1P) areas than the North (V1V) and South (V1W) areas of the City.
- Biking is more important to Central area residents (71 per cent) compared to other areas (51 per cent).
- The Clement/Highway 33 Extension was significantly more important for residents in the North and East (49 per cent) compared to other areas (36 per cent).
- There were no statistically significant differences in budget outcome by neighbourhood.

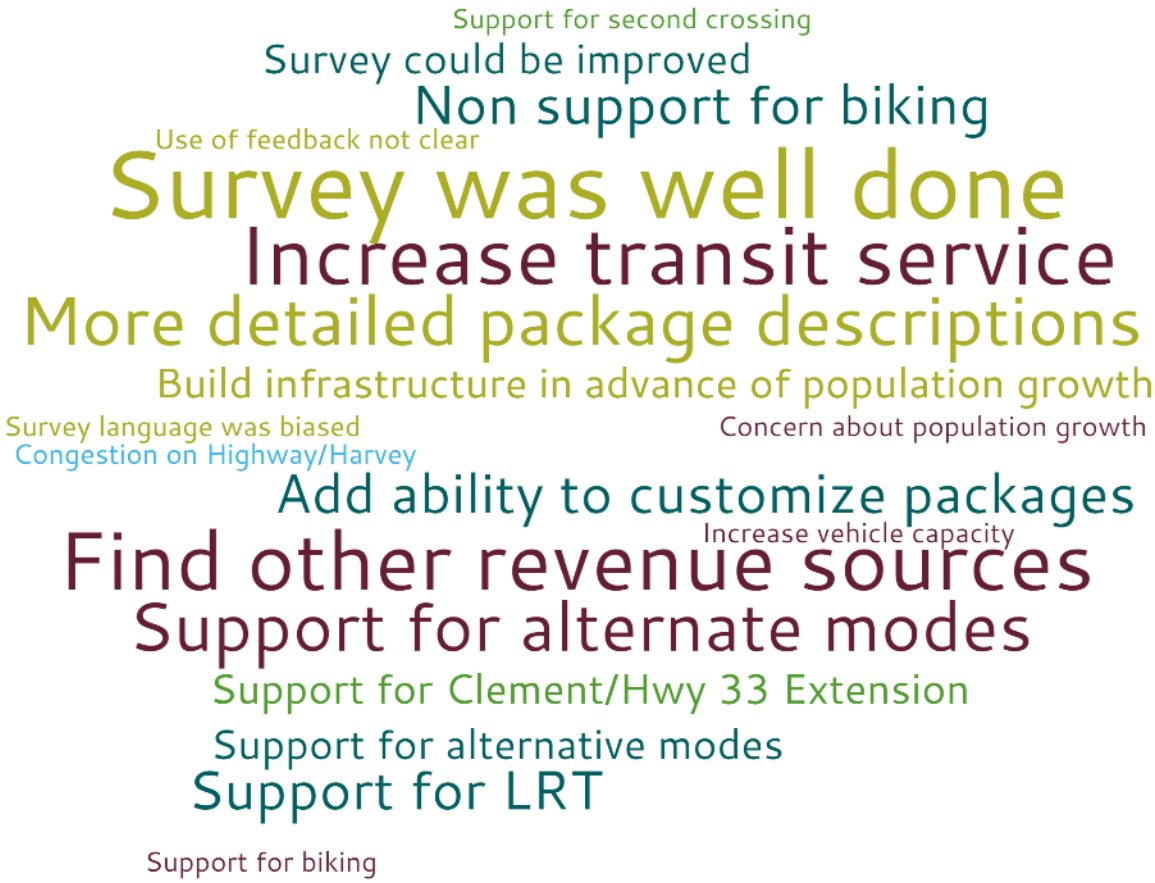
Category Importance by Area



"To effectively service future growth, reduce future congestion and achieve the community's vision for transportation, the City will need to invest more in transportation than today. Which of the following four options best reflects your preference?"



Write-In Comment Themes



Key Findings

- High response rate and overall positive feedback
  - 1,600 responses
  - Positive feedback on the budget allocator tool
  - People appreciated the ability to make cost-informed tradeoffs between different categories of transportation investment.

In-Person Events

- An estimated 275 people participated in the intercept / drop in events

Overall Summary

- High response rate and overall positive feedback
- Support for budget increases for better transportation
- Investment priorities:
  - In general, high support for the Maintenance and Renewal, Transit and Biking categories
  - In general, less support for the Education & Incentive Programs, Shared Mobility & New Technology, and the Clement / Hwy 33 extension categories

Questions?

For more information, visit **kelowna.ca**.

Report to Council

Date:	PM Council Meeting_Mar09_2020
To:	Council
From:	City Manager
Subject:	2040 OCP Parks & Open Spaces Strategies
Department:	Parks & Buildings Planning

Recommendation:

THAT, Council receives for information the Report from the Parks & Buildings Planner Specialist, dated March 9, 2020, providing an overview of the key considerations and strategies needed to deliver future parks in response to the endorsed 2040 Official Community Plan Growth Scenario;

Purpose:
This Report focuses on the important role parks play in supporting the endorsed 2040 OCP Growth Scenario through their contribution to Kelowna's livability and vibrancy; and to provide Council with context to the 20 Year Financial Plan and Future Land Use Planning reports that will come forward at a later date.

Background:
The 2040 Official Community Plan (OCP) will establish the direction for active parkland acquisition and development for the next 20 years. Several challenges, as well as opportunities, will need to be addressed in order to deliver future parks in a way that is consistent with the direction of the OCP. Staff has undertaken a detailed study and assessment on the parkland needs in response to a shift from suburban to more urban development. This shift will concentrate growth within the City's core area, with approximately 50% of future growth occurring within the City's five urban centres. The City's success in delivering parks over the next 20 years will depend on balancing the visionary goals and current parkland standards with realities of acquiring parkland within a constrained urban context.

Parks & Open Space Vision:
Parks are essential to creating vibrant and livable cities. With more than 80% of Canadians living in urban areas[1], parks and open spaces play an ever-increasing role in improving our physical and social well-being, as well as helping to make our cities more attractive places to live, work and play. The City of Kelowna recognizes this trend and the key role parks can play in supporting the City's future vision as reflected in several of the key directions Council has provided in recent years, in particular with Imagine Kelowna, the 2019-2022 Council Priorities, and the 2040 OCP Growth Scenario.

[1] *The Canadian City Parks Report (2019), The W. Garfield Weston Foundation*

Imagine Kelowna:
Parks touch upon each of the four community vision goals identified in Imagine Kelowna:

- Responsible:
  Grow vibrant urban centres & limit sprawl;
  Preserve Okanagan Lake as a shared resource;
- Smarter:
  Take action in the face of climate change;
  Build healthy neighbourhoods for all:
- Collaborative:
  Build a fair & equitable community;
- Connected:
  Create great public spaces;
  Provide opportunities for all;
  Cultivate an engaging arts & culture scene.

2019-2022 Council Priorities:
Parks also support several of Council's priorities such as:

- Vibrant neighbourhoods :
  High quality, context sensitive site design;
  Accessible and multi-purpose amenities;
  Animated parks & public spaces;
- Environmental protection:
  Resiliency & adaptability to climate change.

2040 OCP Growth Scenario & Growth Strategy:
The growth scenario endorsed by Council in 2019 represents a shift away from the 2030 OCP (51% outside core / 49% within core) towards more urban development for the 2040 OCP (33% outside core / 67% within core). This approach will require parks to take on an increasingly important role as redevelopment in the urban areas, characterized by more multi-unit development, will result in less private outdoor space for residents.

As such, one of the "Big Moves" identified in the Growth Strategy is the prioritization of parks and public spaces within the core area and urban centres to ensure that these neighbourhoods continue to offer a high quality of life for both existing and future residents.

While there will undoubtedly be challenges to meeting all the goals, especially when taken in context with all other demands that the 2040 OCP will place on City resources, there will also be many opportunities to provide new, exciting and innovative parks. Key to the future parkland strategy is to identify those opportunities early on in order prioritize and to seize upon them before they are lost.

Benefits to Community:
There are many benefits to parks beyond the visual appeal to residents and providing opportunities to engage with nature. Some typical benefits parks provide include:

- *Community for All:* allow for social interaction across a broad spectrum of ages, incomes and cultures that might not otherwise occur.

- *Social Connection:* help to strengthen social ties among neighbors that create safer, stronger neighbourhoods.
- *Play & Leaning:* offer children a sense of place and self-identity through physical activity and free-range play that is outside of the more constrained activities of their daily life.
- *Natural Ecosystems:* allow opportunities for people to connect with nature in an urban environment through natural ecosystems.
- *Climate Change:* help to mitigate heat island effect in urban areas and can serve as a frontline defense against the negative impacts of climate change in an urban environment.
- *Mental Health:* provide opportunities for a wide range of activities that promote mental well-being.
- *Active Living:* allow for a variety of activities that promote physical health.

Risks to Community:
When weighed against all these benefits, the greatest risk to the 2040 OCP's growth strategy is the same difficulty facing many Canadian cities – the ability to acquire new parkland to match new growth within urbanized areas. This risk becomes most notable in Kelowna's core area where land is at a premium. However, if park acquisition to match growth is not addressed proactively and consistently the risk is a municipality can eventually face a run-away park deficit that it is unlikely to recover from as land prices continue to rise.

Parkland Classifications:
The City of Kelowna identifies several different park classifications. The diversity of park classifications allows Kelowna's parks to serve a broad range of individual, social, cultural, economic and environmental needs, and to respond with flexibility to the changing needs and community priorities.[2]

Current parkland standards are based on an overall parkland acquisition rate of 2.2 Ha per 1,000 population growth, with varying rates for each park classification:

- Neighbourhood Park (0.6 Ha / 1,000 pop.) serving 2,000 residents within 1km walking distance.
- Community Park (0.4 Ha / 1,000 pop.) serving 12,000 residents within 3km walking distance.
- City-wide Park (0.6 Ha / 1,000 pop.) serving the broader city and beyond.
- Recreational Park (0.6 Ha / 1,000 pop.) serving the broader city.
- Linear Parks (0.5 km / 1,000 pop.) located adjacent to creeks, streams and shoreline.

Local parks (ie. Neighbourhood and Community parks) are the most critical to the success of the 2040 OCP. They are located to support nearby residents, with the appropriate level of local amenities, and hence there is less flexibility in their location in response to growth, and the role these parks play in supporting higher density residential development.

There is more flexibility in the location of other park types as they are intended to serve the broader city. City-wide parks are selected based on unique environmental or cultural significance that can draw people from around the city as well attract tourists (i.e. beaches, hilltops, viewpoints). Recreational parks are selected based on property attributes such as size and gradient of land needed to accommodate various

[2] *City of Kelowna Parkland Acquisition Guidelines (January 2011), The City of Kelowna; Juliet Anderton Consulting Inc.*

organized sport activities. Linear parks typical follow our major waterways, waterfronts, or key recreational corridors as a pleasant alternative to our road, active transportation and sidewalk networks.

However, our ability to maintain the current parkland acquisition standards, given the high land costs in the core area and urban centres, and the ability to provide new park amenities in pace with growth, is the greatest challenge for our parks program created by the 2040 OCP growth strategy. A re-thinking of the City's traditional approach to parks is required, along with robust strategies to help compensate for any shortages, to provide a high quality of public open space and outdoor leisure opportunities.

Urban Parks:
Urban parks offer several benefits over suburban parks. Most notable is in the number of residents, workers and visitors that can typically benefit from close access to an urban park versus a suburban parks.

The economic benefits of urban parks over suburban parks are also significant when considering the value urban parks bring in attracting private investment, as well as the City's return on investment in terms of the cost expended on resources to maintain and number of users that those resources serve.

Urban parks provide environmental benefits by helping to mitigate harsh urban conditions through a reduction of the heat island effect; improved stormwater management through natural infiltration and reduction of pollutant loading into nearby waterways; and improved air quality through the capture and sequester of particulate matter and carbon dioxide.

Urban parks also provide a greater social benefit in response to changing demographics and housing types, and the need to provide an alternative to the private yard space commonly found in most suburban communities. As a result, urban parks tend to be developed more intensely through a higher level of amenities, programming and design quality to accommodate the increased demand from a wider range of users.

Funding Models:
Staff has, as part of a detailed study and assessment, looked at current park provision based on the 2030 OCP park acquisition standards and population growth through the lens of 2040 OCP Growth Scenario. The following study areas are identified to have the highest need of future parkland acquisition to meet projected growth:

- Downtown Urban Centre;
- Capri/Landmark urban Centre:
- Midtown Urban Centre;
- South Pandosy Urban Centre;
- Rutland Urban Centre;
- Core Area, including the Glenmore Core.

Park acquisition projections in other areas of the City will be revisited in order to maintain equity and balance between all new growth areas. The implications of the adopted growth scenario on the 20-year Servicing Plan will be presented to Council in a separate report which considers all the cost centres together. Four funding models have been developed for consideration:

- **Funding Model IK** considers the cost implications of implementing the full vision of Imagine Kelowna;

- **Funding Model A** is the baseline condition with the total DCC program matching the anticipated growth rate, with no increase to DCC unit rates;
- **Funding Model B** is the baseline plus ten percent increase;
- **Funding Model C** is the baseline plus twenty percent increase.

The cost and service level implications will be discussed in the subsequent report in the context of all the cost centres together. This report considers the strategic implications of the same four funding models:

Funding Model IK:
This model follows the acquisition and development standards established in the 2030 OCP, and most notably locates the local park types (Neighbourhood & Community) within the urban centres in close proximity and proportionate to the urban growth. This aligns closely with the vision to develop vibrant urban centres, great public spaces and healthy neighbourhoods. However, as was experienced in the Capri/Landmark Urban Centre Plan, due to the much greater costs of land acquisition, this model results in a substantial increase over the existing 20-year Servicing Plan.

Funding Model A - Baseline:
This model is achieved by reducing the local park acquisition in the urban centres where the average land costs are the greatest, to 19% of the current city standard. This reduction is partially offset with a target of 45% of our acquisition in the core area around the urban centres where land costs are less, but still greater than suburban land costs. Although the funding model could support more acquisition in the suburbs where land costs are typically less, in order to maintain equity between neighbourhoods the future local park acquisition in the suburban neighbourhoods is matched to the aggregate in the urban areas at 27%. This model also includes a reduction in the aspirations of waterfront acquisition for city-wide use.

This model represents a substantial reduction in our local park acquisition standard and a challenge to the vision of Imagine Kelowna. However, this reduction may be offset in several ways:

- An increase in acquisition in city-wide, recreational, and linear parks (municipality-wide parks) that serve the whole municipality. These park types can be acquired in areas of lower land cost, such as mountain top city-wide parks;
- Development of dense urban parks with a greater provision of amenities in a smaller space;
- Alternate policies to create park spaces other than through the DCC program or taxation. The alternate policies will be considered subsequently.

Funding Model B – Baseline + 10%:
With this model the local park acquisition in the urban centres is 21% of the City standard, and 75% in the core area around the urban centres. The suburban acquisition standard is reduced to match the aggregate of 37% of our current local park acquisition standard. Similarly, this model also includes a reduction in the aspirations of waterfront acquisition for city-wide use.

Funding Model C – Baseline + 20%:
Local park acquisition in the urban centres is 25% of our current standard, and 85% in the core area around the urban centres. The suburban acquisition standard is again reduced to match the aggregate of 43%, and waterfront acquisition for city-wide use is reduced.

With each of these models the overall standard of 2.2Ha/1000 population can still be maintained through the acquisition of municipality-wide parks outside of the urban core. Such acquisitions still add amenities to the parks portfolio, and secure park sites that are valuable well beyond the horizon of the 2040 OCP. However, they do not contribute to the walkability and livability of the urban centres, where 50% of projected growth over the next 20 years is targeted, which is an important tenant of both Imagine Kelowna and the 2040 OCP.

The value of alternative policies to supplement both taxation and the DCC program becomes increasingly important. Staff are currently considering:

- Pocket parks;
- Rooftop parks;
- Parklets;
- Accessible art;
- Reduced parking standards in urban parks;
- Green lanes;
- Shared streets; Planning policy.

These alternate policies will be considered in greater detail in a subsequent report to Council.

Conclusion:
The vision for vibrant urban centres, great public spaces and healthy neighbourhoods is clear through Imagine Kelowna and Council Priorities for this term. Urban parks serve a proportionately greater number of visitors, employees and residents, many of whom in multi-family homes will have less access to privately owned outdoor space.

However, these spaces are competing for land with the developments they serve, creating much greater pressure on both taxation and the DCC program. Staff recognizes the need to balance future parkland needs and acquisition cost in order to be truly successful in delivering on all the growth demands that will be placed on our community over the next 20 years and beyond. Targeting future parkland acquisition too high will be unaffordable. Setting the target too low, will result in parkland too far away from where it is needed to support residential density and growth.

The funding models need to be considered in the context of similar demands from other cost centres, and this report is therefore not seeking a resolution from Council for the park strategy until the broader picture can be presented and considered. A number of alternate policies are also under consideration to make better use of our existing urban parks, and alternate city spaces, and alternate park models in order to better support the park portfolio for the future.

Internal Circulation:
Infrastructure Division;
Community Planning Division;
Financial Services Division;
Parks Services Department;
Community Communications Department

Considerations applicable to this report:

Existing Policy:
Imagine Kelowna identified Kelowna community vision goals. Specifically, relevant to this report:

- Responsible:
  Grow vibrant urban centres & limit sprawl;
  Preserve Okanagan Lake as a shared resource;
- Smarter:
  Take action in the face of climate change;
  Build healthy neighbourhoods for all:
- Collaborative:
  Build a fair & equitable community;
- Connected:
  Create great public spaces;
  Provide opportunities for all;
  Cultivate an engaging arts & culture scene.

Council Priorities 2019-2022 identified measures to transform this vision into action. Specifically, relevant to this report:

- Vibrant neighbourhoods :
  High quality, context sensitive site design;
  Accessible and multi-purpose amenities;
  Animated parks & public spaces;
- Environmental protection:
  Resiliency & adaptability to climate change.
- Economic resiliency:
  Infrastructure deficit is reduced.

City of Kelowna Parkland Acquisition Guidelines, January 2011.

Considerations not applicable to this report:
Personnel Implications:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation:

Submitted by: D.James, Planner Specialist, Parks & Building Planning

Reviewed and approved by: R.Parlane, Parks & Building Planning Manager

Approved for inclusion: Derek Edstrom, Divisional Director, Partnership & Investments

Attachment: 1. Selected notable extracts and statistics from The Canadian Parks Report, 2019.
2. PowerPoint

Appendix 2:
Selected notable extracts and statistics from The Canadian Parks Report, 2019.

https://cityparksreport.parkpeople.ca/downloads/pp_canadiancityparksreport_2019_web.pdf

Common challenges & trends in Canadian cities (page 3):

- Inadequate funding levels, especially operating budgets;
- Difficulty acquiring and developing new parks, especially in dense areas;
- Aging infrastructure;
- Increasing damage from extreme weather requiring costly repairs;
- Rising use of parks as alternative housing by people experiencing homelessness;
- Growing demand for walking trails and off-leash dog parks;
- Greater demands for unstructured gathering spaces and places for spontaneous play;
- Increased demand for naturalized spaces in parks and nature play opportunities for children;
- Changing demographics, such as an aging population, requiring new programming and designs.

Why city parks matter (page 6):

Environment

- Toronto's urban forest (street trees & urban parks) sequestered 46,000 tons of carbon each year, the equivalent of emissions from 31,000 cars;
- A study in Lethbridge found public trees helped divert 331,000 cubic metres of rainfall from entering the stormwater system–and that parks helped improve water quality by filtering run-off before entering rivers and lakes.

Social

- 2017 Sparking Change report found that engagement and programming are critical to unlocking the social benefits of parks, including building civic engagement, developing leadership skills, and widening social support networks.
- A new study from the University of British Columbia of major U.S. cities found that marginalized communities often had less access to green space.
- A 2019 study found that adults were 55% less likely to develop mental health disorders if they had grown up near green spaces.
- A recent study found visiting parks boosts happiness, after just 20 minutes of use, even if people aren't partaking in exercise.

Economic

- Parks can increase land value in surrounding areas, with one U.S. study finding that homes adjacent to parks received price premiums of 20% to 30% relative to homes that were 300 to 800 metres away. The same study also found more value was created by smaller parks or linear parks than a single large park of equal area because it allowed more people to live closer to its edge.
- A 2014 study by TD Economics found that for every dollar invested into the urban forest the return was between $1.35 and $3.25 in benefits and cost-savings in stormwater management, air quality, energy savings from shade, and carbon sequestration.

Themes (page 8-70):

Growth

- As cities grow and become more built out, proactive park planning becomes even more important to get ahead. New Park System Master Plans are focusing on connectivity within the system—for both wildlife and people—as much as acquiring new parkland.
- With space at a premium, cities are exploring opportunities to integrate streets through green connections or flexible spaces to expand public space, particularly in dense areas.

Nature

- Parks improve resiliency and contribute to the ecological integrity of our environment, creating opportunities for people to connect with urban nature.
- Increasing biodiversity in our cities is critical for the health of natural systems and wildlife. More work to restore habitats and create connectivity within park systems is required.
- Cities are grappling with rising incidences of extreme weather damage in parks, such as flooding and droughts.
- New parks can be designed as flood protection infrastructure. This requires diverse expertise and close collaboration between city engineering, parks, transportation, and water departments.
- While many cities are experimenting with small, green infrastructure pilot projects (i.e. rain gardens), there's a need for comprehensive strategies to scale and become standard practice.

Collaboration

- Cities engage partners to bring fresh ideas, new models, and alternative funding to support well-maintained, programmed, and inclusive parks.
- These arrangements add value but aren't a replacement for the City, which remains a crucial funding and governance partner.
- Community-led groups can lead to unique local programming and meaningful engagement, but these groups need City support, and can face barriers related to permits and permissions.

Activation

- Parks are platforms for people to come together through community engagement and programming that invites diverse participants to get involved.
- The existence of a park is often not enough to realize social and health benefits. It requires investment in programming and engagement to connect people.
- Cities are tapping into organizations and partners, like arts groups, who may already have programs developed that can be brought to parks.

Inclusion

- Age-inclusive fitness programs in parks can provide opportunities for social connection that are just as important as the physical activity for older adults

2040 OCP Parks & Open Spaces
Strategy

9 March 2020

Timeline

9 March, 2020	2040 OCP - Parks Strategy	pm
16 March, 2020	2040 OCP - Future Land Use	pm
16 March, 2020	2040 OCP – 20-yr Servicing Plan	pm
Spring, 2020	2040 OCP – 20-yr Servicing Plan Direction	pm
Spring, 2020	2040 OCP - Parks Alternate Policies	pm
Summer, 2020	2040 OCP - Future Land Use (incl. park locations)	pm

The Vision

Imagine Kelowna

- Grow vibrant urban centres
- Create great public spaces
- Build healthy neighbourhoods for all
- Okanagan Lake as a shared resource

‘BIG’ Moves

2040 Official Community Plan

- Prioritizing parks and public spaces in the Core area

Council Goals

2019 Council Priorities

- Vibrant urban centres
- Animated parks & public spaces
- Accessible & multi-purpose amenities

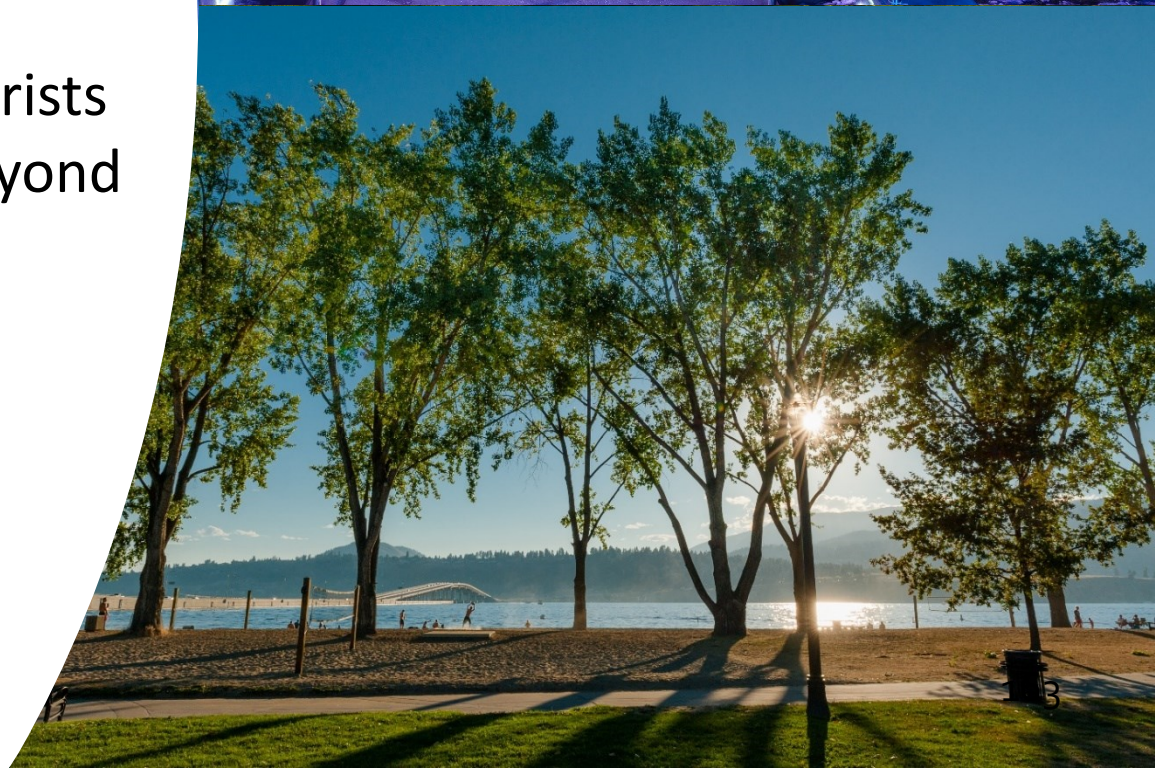
Benefits of Parks

Recreational Parks

- 0.6 Ha/1000 growth
- Attracts users from across city and beyond
- Large, flat sites required

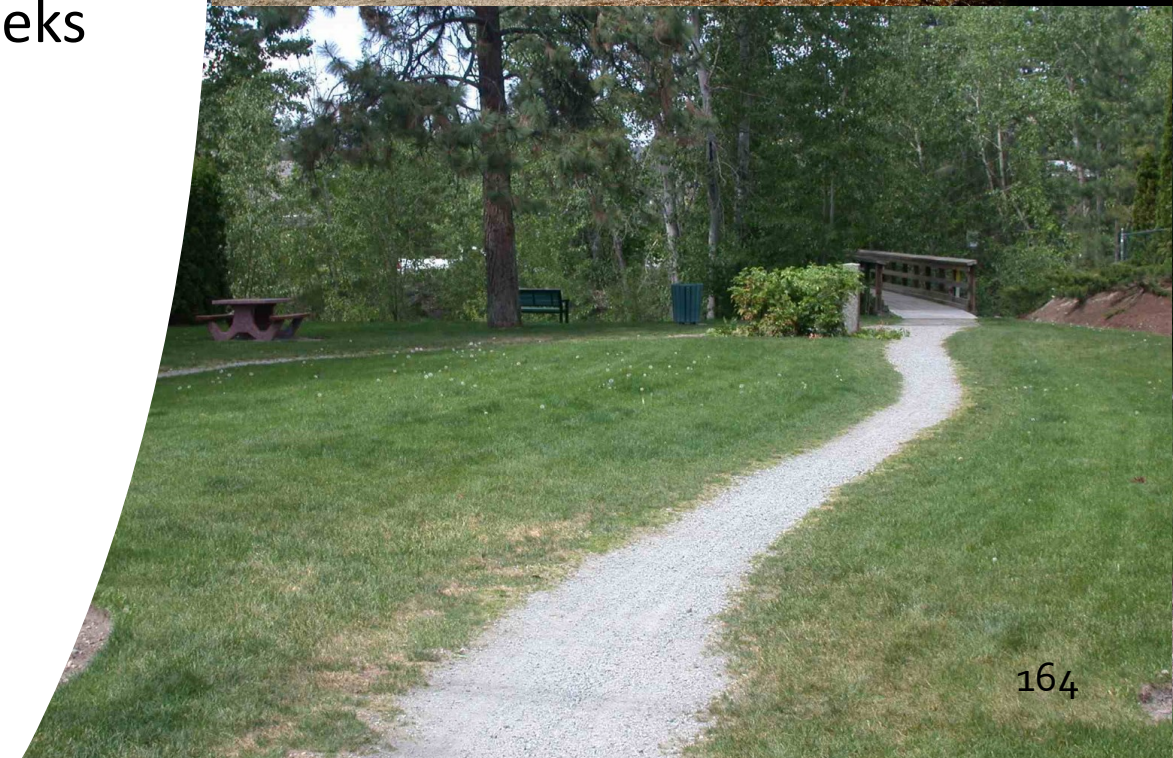
City-wide Parks

- O.6 Ha/1000 growth
- Beaches, hilltops and cultural sites
- Attracts residents & tourists from across City and beyond



Linear Parks

- 500m /1000 growth
- Located on primary creeks and shoreline



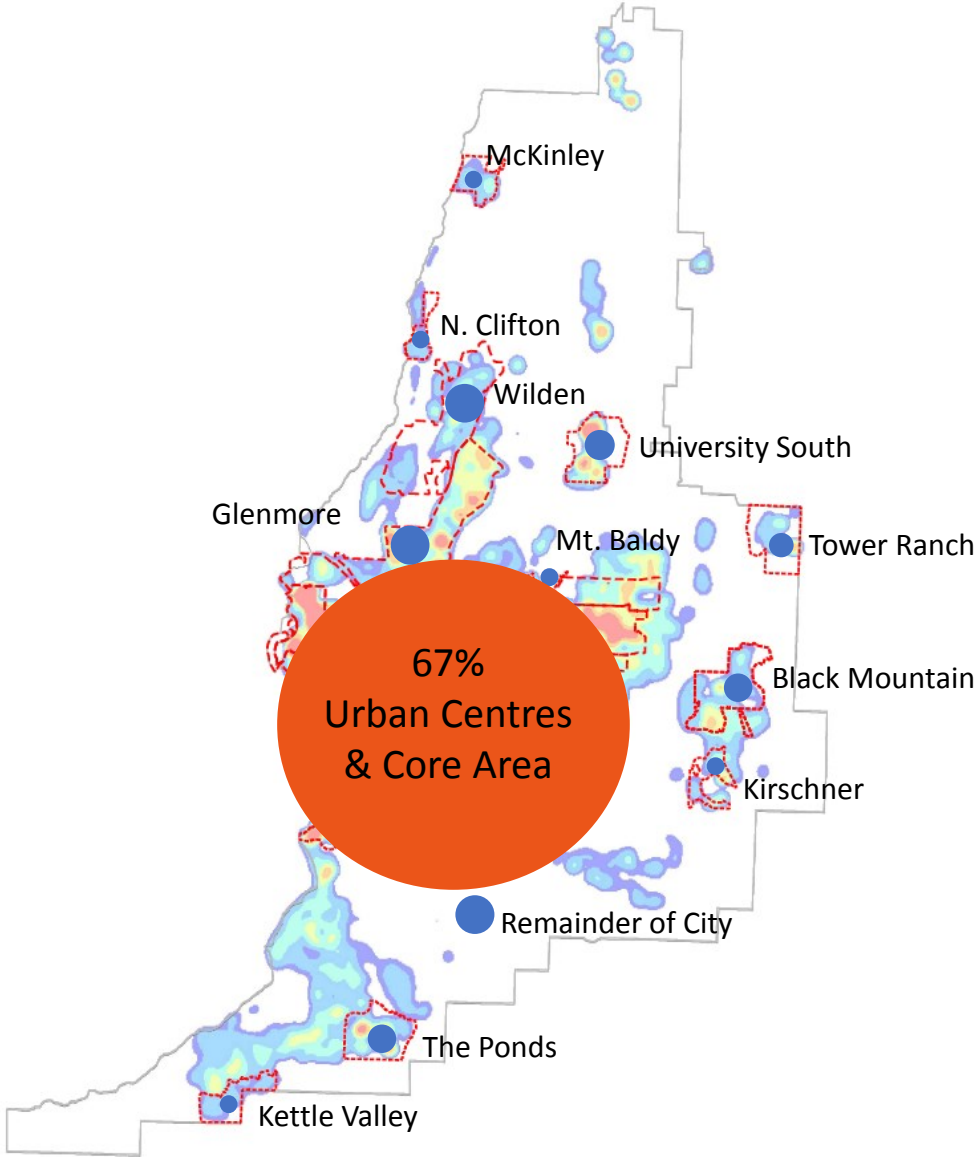
Community Parks

- 0.4 Ha/1000 growth
- Local, community centred
- 12,000 residents within 3 Km

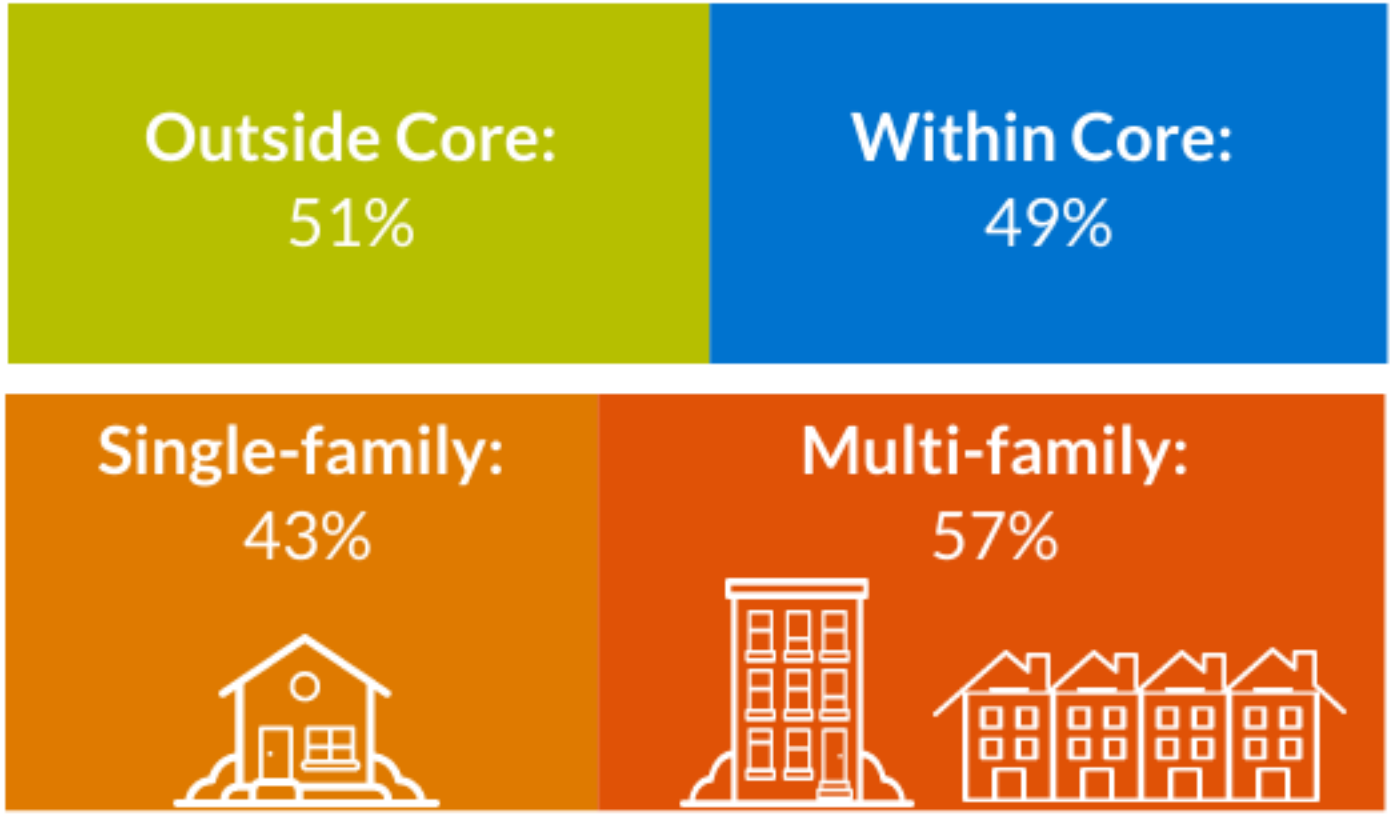
Neighbourhood Parks

- 0.6 Ha/1000 growth
- Smaller, local, walkable
- 2,000 residents within 1Km or 5 mins

Growth Scenario



Growth Scenario



2030 OCP Development Trend

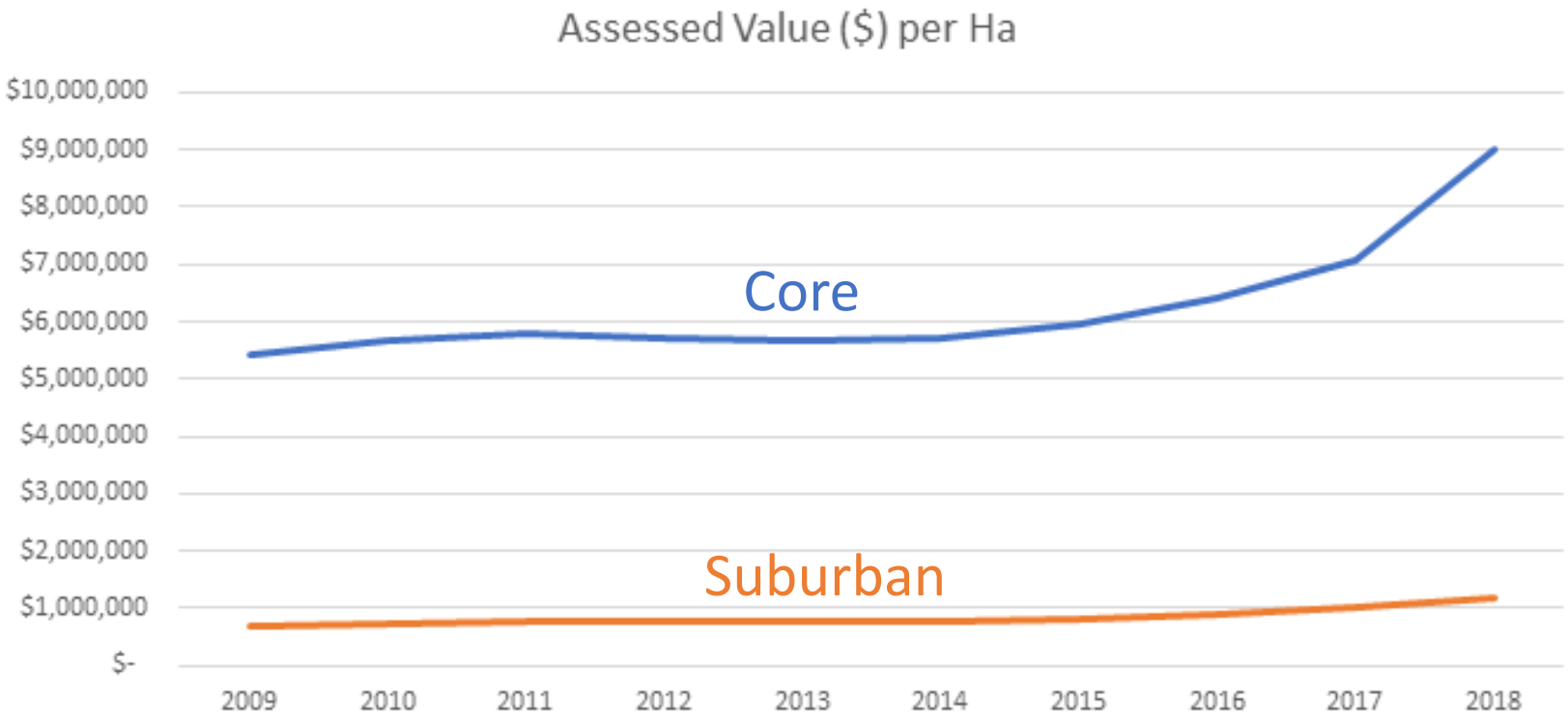
Growth Scenario

Outside Core	Within Core Area
33%	67%

Single Family:	Multi-Family:
25%	75%

2040 OCP Development Trend

Acquisition costs



Common Challenges & Trends

"Difficulty acquiring and developing new parks, especially in urban areas"

"With space at a premium, cities are exploring opportunities to integrate streets through green connections or flexible spaces to expand public space, particularly in dense areas"

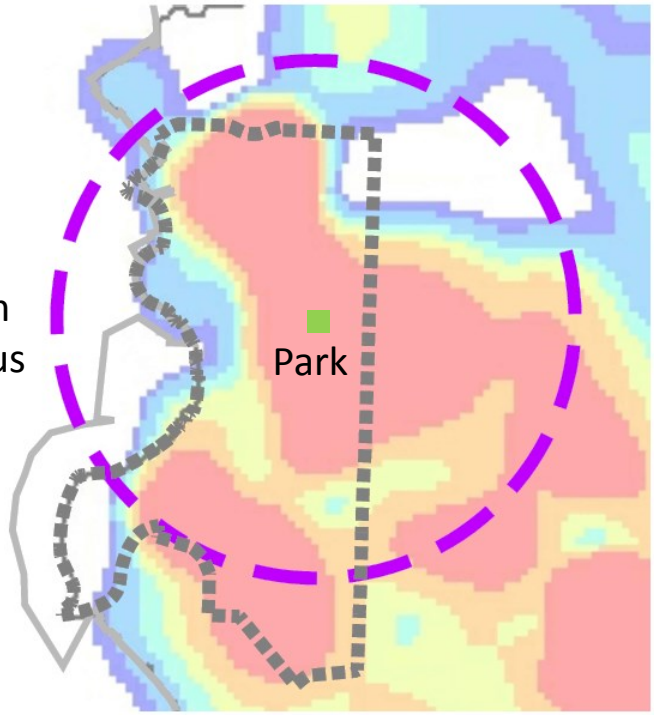
"Green infrastructure is a key element of building more resilient cities through parks."

- The Canadian Cities Park Report (2019)

Benefits of Urban Parks

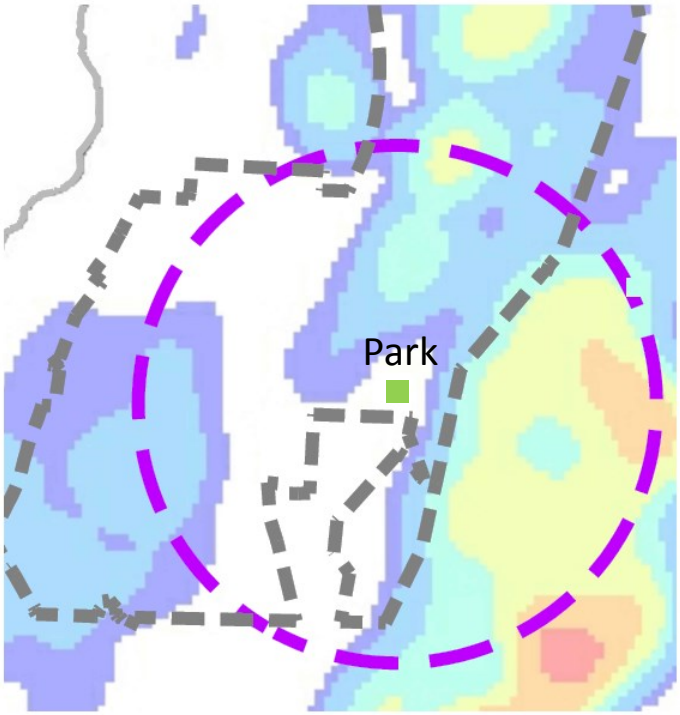
City Centre Urban Centre Park
(Within Core)

1 km
Radius



Park Area: 0.23 Ha
Existing Population: 8,000
Projected Population: 10,600

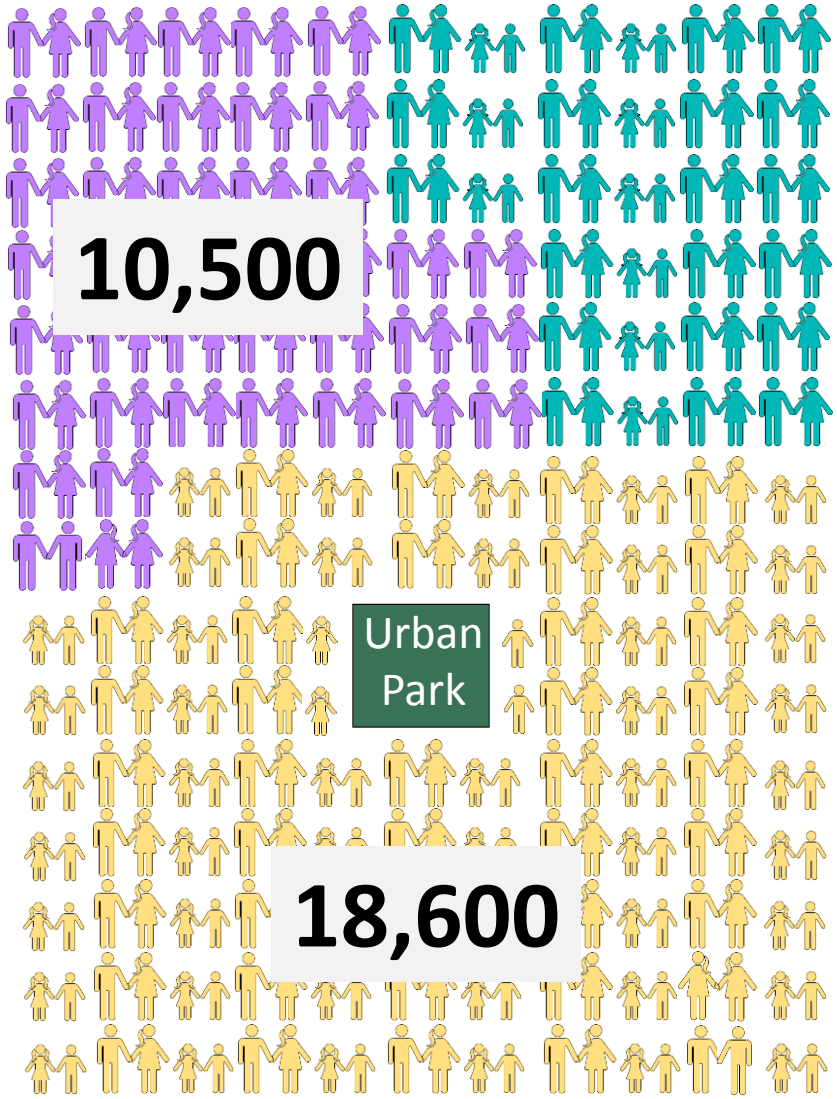
North Glenmore Park
(Outside Core)

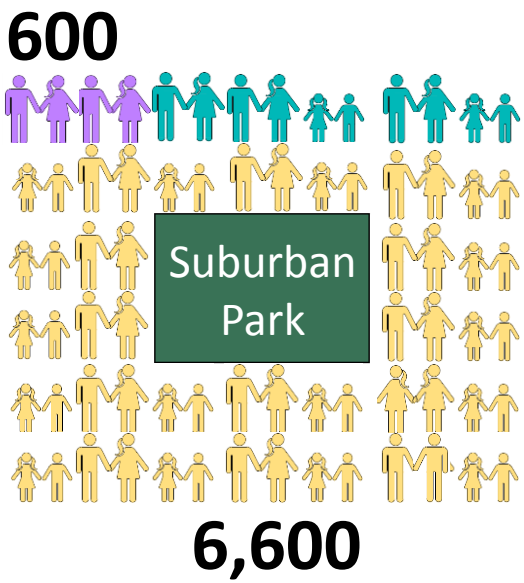


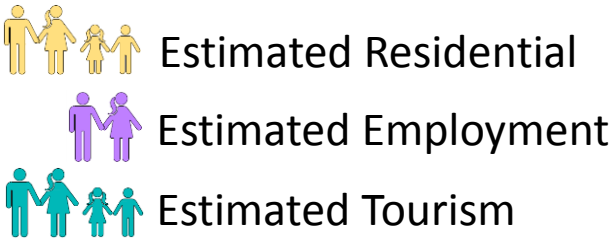
1 km
Radius

Park Area: 0.50 Ha
Existing Population: 6,000
Projected Population: 600

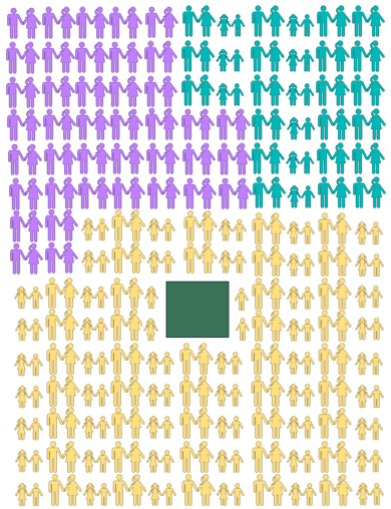
Benefits of Urban Parks

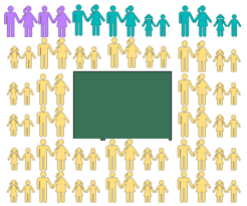






Benefits of Urban Parks





Urban Park Cost Benefit

Acquisition **(0.25 Ha)**	$4.00m
Development	$1.40m
Combined population	29,100

Cost/park user = $185

Suburban Park Cost Benefit

Acquisition **(0.50 Ha)**	$1.25m
Development	$0.75m
Combined population	7,200

Cost/park user = $280

Funding Model IK – Imagine Kelowna

Funding Model A – Baseline

Existing DCC rates projected forward with no changes

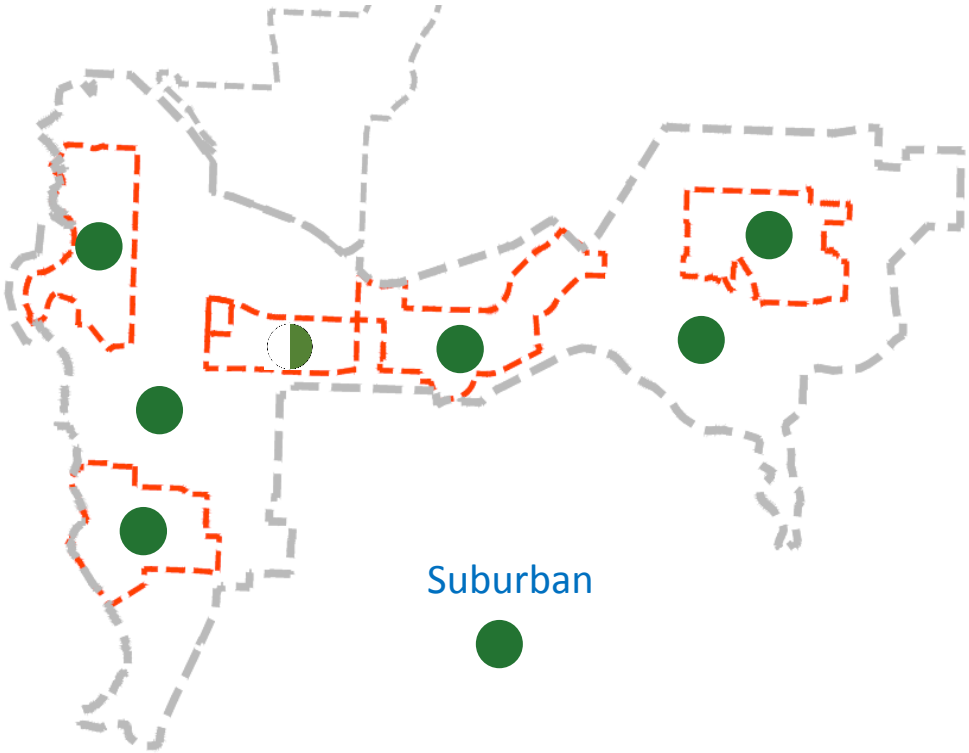
Funding Model B

Baseline + 10% increase

Funding Model C

Baseline + 20% increase

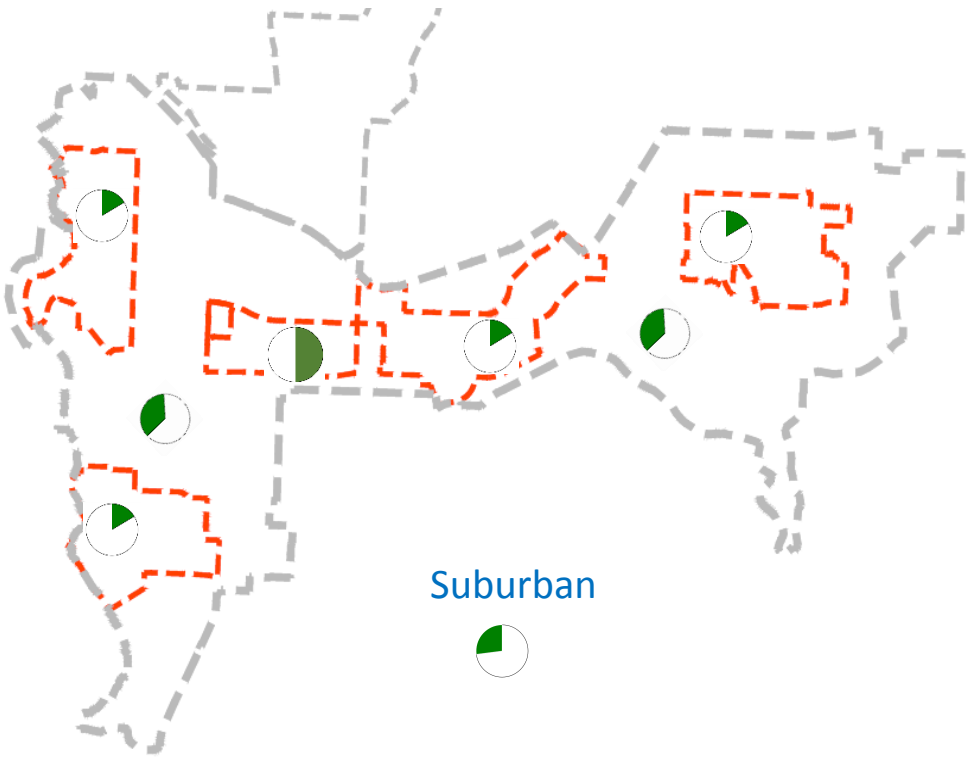
Funding Model IK – Imagine Kelowna

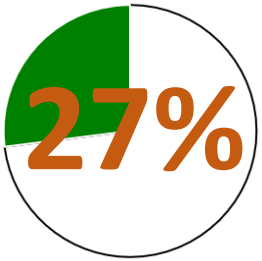


Suburban

	Location			Acquisition standard	Alternate policies	Hectares/1000 growth	Costs
	Urban centre	Core area	Suburban				
Neighbourhood & Community Parks	◕	●	●	✓		1.00	$$$$
City-wide Parks	*	*	*	✓		0.60	$$$$
Recreation Parks		*	*	✓		0.60	$

Funding Model A – Baseline

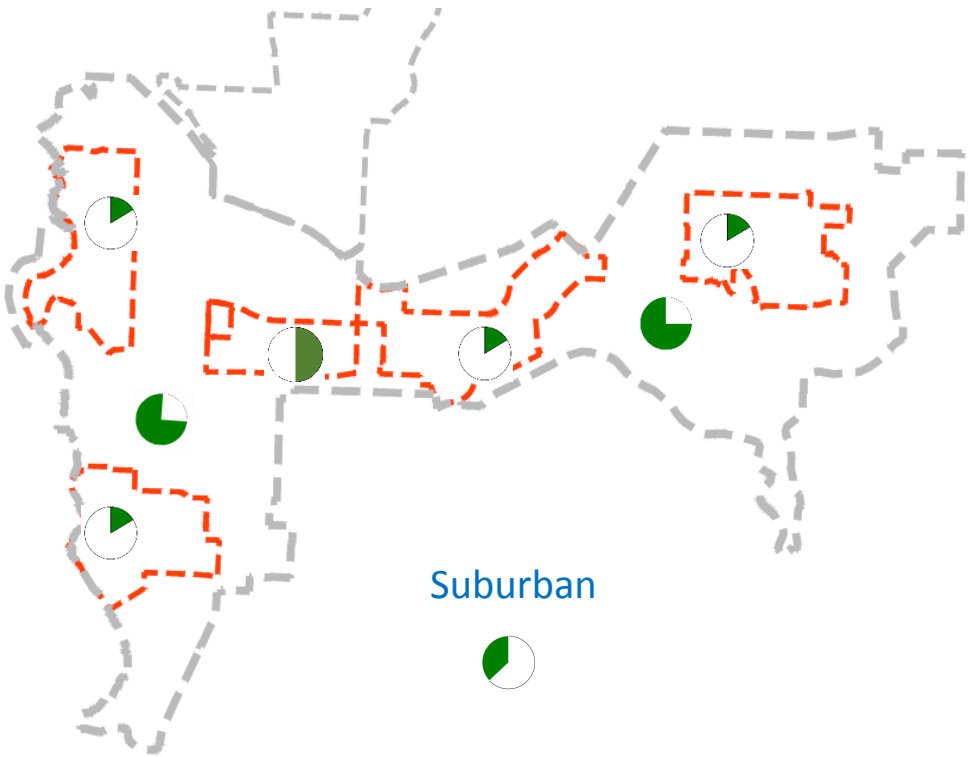




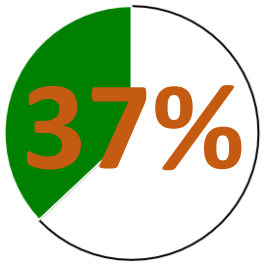
	Location			Acquisition standard	Alternate policies	Hectares/1000 growth	Costs
	Urban centre	Core area	Suburban				
Neighbourhood & Community Parks				✗		0.27	$$
City-wide Parks				✗		0.36	$
Recreation Parks				✓		0.82	$

Funding Model B

Moderate acquisition standard

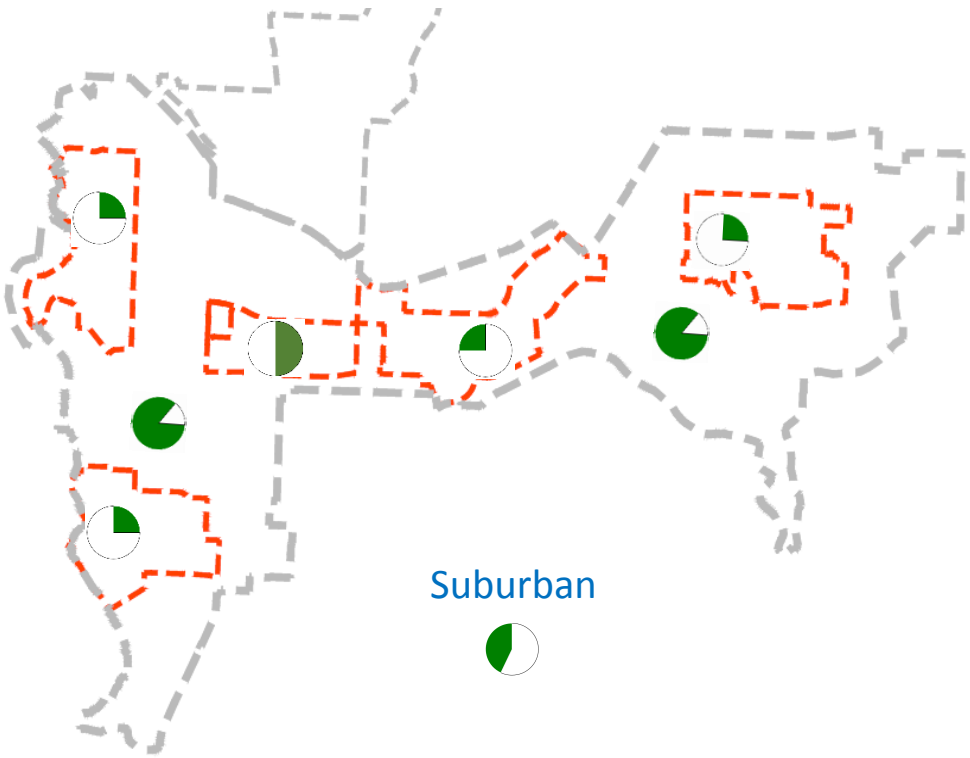


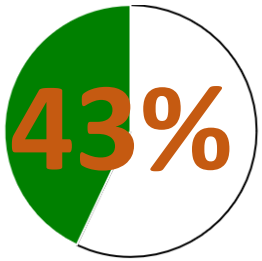
Suburban



	Location			Acquisition standard	Alternate policies	Hectares/1000 growth	Costs
	Urban centre	Core area	Suburban				
Neighbourhood & Community Parks				✗		0.37	$$$
City-wide Parks				✗		0.38	$$
Recreation Parks				✓		0.82	$

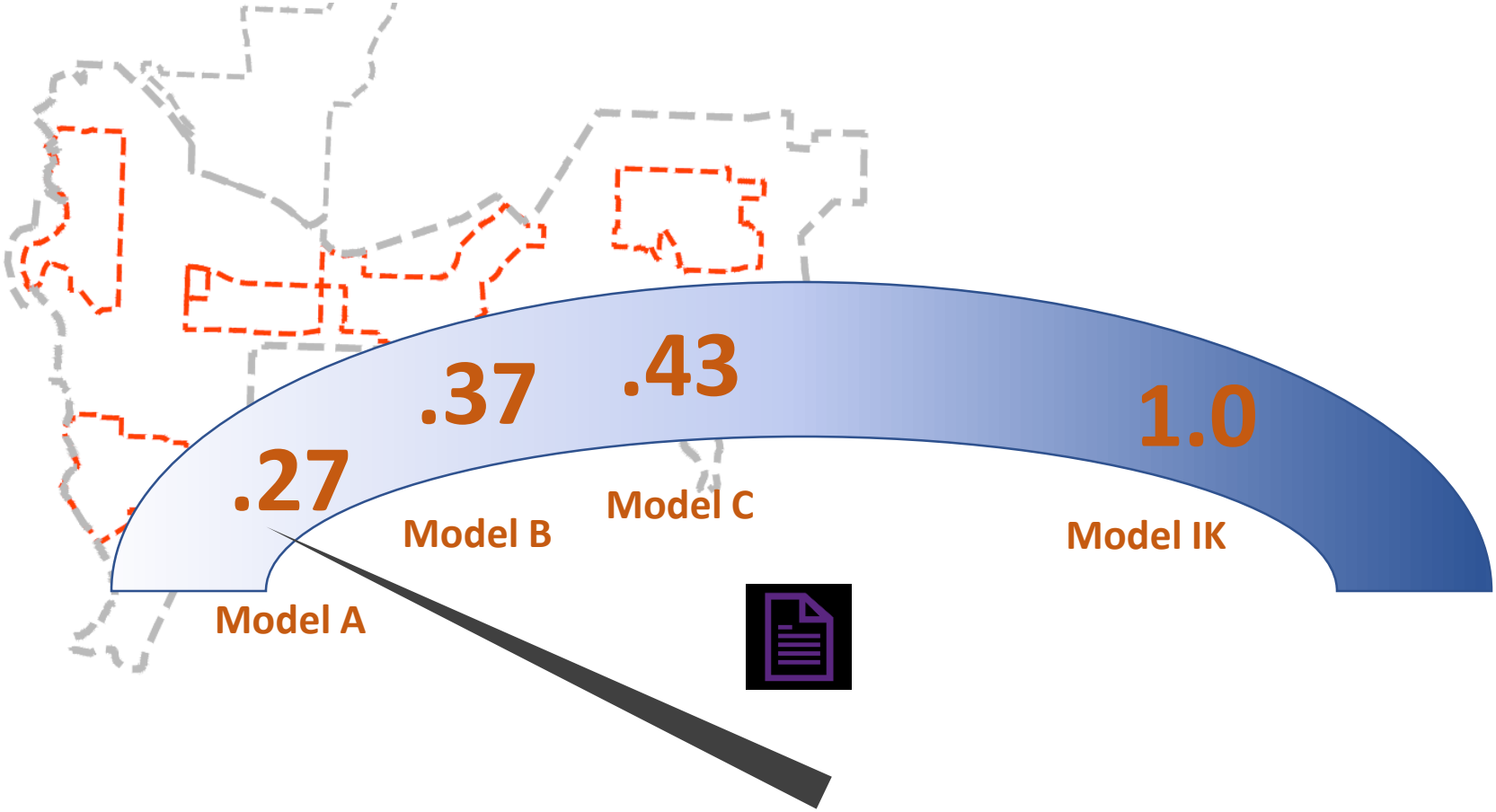
Funding Model C





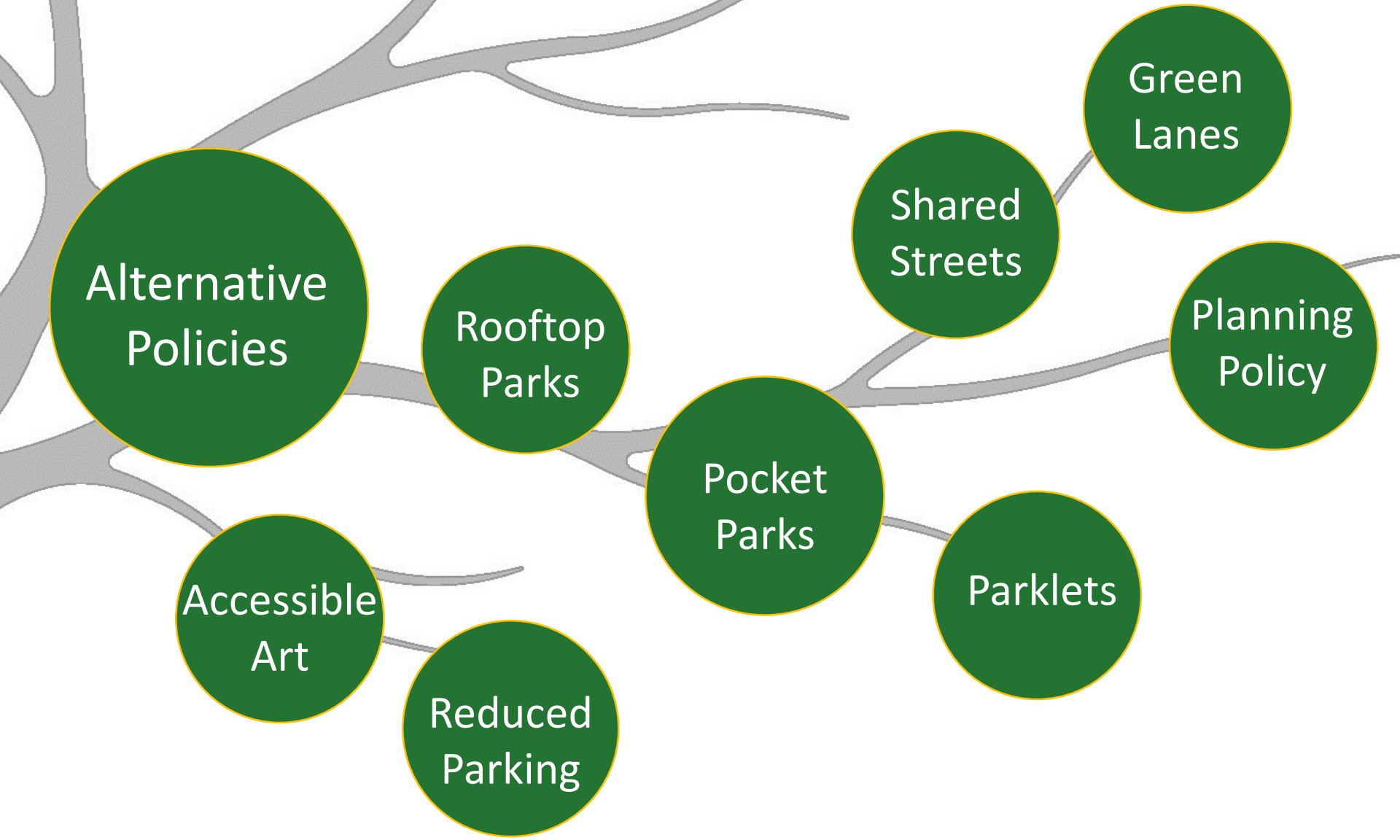
	Location			Acquisition standard	Alternate policies	Hectares/1000 growth	Costs
	Urban centre	Core area	Suburban				
Neighbourhood & Community Parks				✗		0.43	$$$
City-wide Parks				✗		0.41	$$
Recreation Parks				✓		0.82	$

Funding Models



Local parks - Hectares per 1000 growth

Strategic Themes



Alternative Policies

Next Steps

Timeline

9 March, 2020	2040 OCP - Parks Strategy	pm
16 March, 2020	2040 OCP - Future Land Use	pm
16 March, 2020	2040 OCP – 20-yr Servicing Plan	pm
Spring, 2020	2040 OCP – 20-yr Servicing Plan Direction	pm
Spring, 2020	2040 OCP - Parks Alternate Policies	pm
Summer, 2020	2040 OCP - Future Land Use (incl. park locations)	pm

Questions?

For more information, visit **kelowna.ca**.

Report to Council

Date: March 9, 2020

To: Council

From: City Manager

Subject: Kelowna Annual Housing Report

Department: Policy & Planning

Recommendation:
THAT Council receives, for information, the report from the Acting Manager Long Range Policy Planning dated March 9, 2020, with respect to Kelowna's Annual Housing Report.

Purpose:
To introduce the Annual Housing Report which is an analytical report that monitors the performance of the rental and ownership housing markets of the previous year (2019).

Background:
The City's Annual Housing Report summarizes key data and statistics related to the ownership market and long-term rental housing market for the previous year. The Housing Report was last released in 2016 with the Housing Needs Assessment and the Healthy Housing Strategy providing comprehensive reporting on the housing market in 2017-18. This years refreshed Annual Housing Report (Attachment A) identifies key trends in the 2019 housing market in a narrative format that combines quantitative and qualitative analysis. The report investigates how the local housing market is impacted by demographic, economic or policy shifts occurring regionally or nationally with commentary on the performance of the housing market in relation to historical averages. The Annual Housing Report incorporates housing data from various sources including Canadian Mortgage and Housing Corporation, BC Assessment Authority sales data, as well as BC Stats population and employment information to understand key drivers of the housing market. This research-oriented report provides an opportunity to understand how the rental housing and ownership markets are performing in relation to key targets identified in the City's Healthy Housing Strategy.

Discussion:
A range of senior government policies as well as demographic and economic trends influenced Kelowna's housing market in 2019 and several of these points are highlighted in Figure 1*:*

National and regional drivers of the Kelowna market

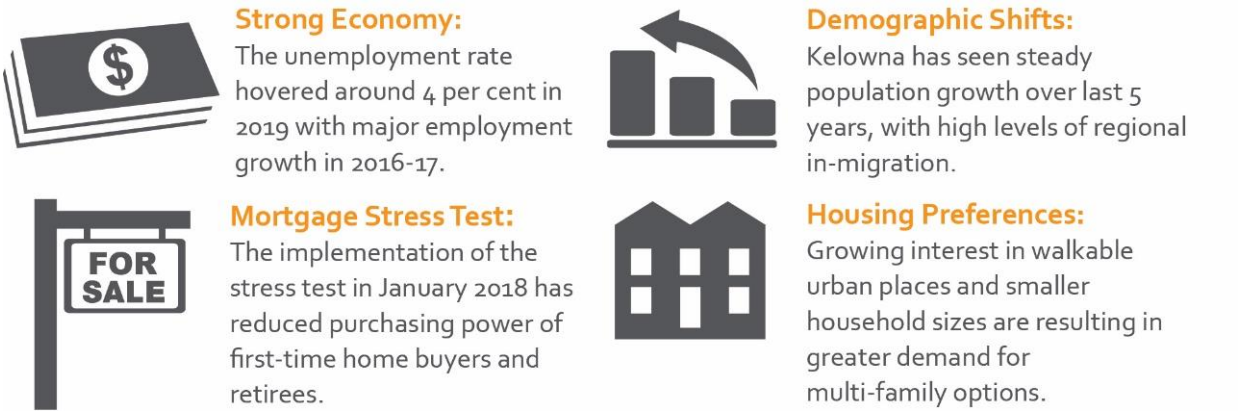


Figure 1: Key drivers of the Kelowna housing market

The following Kelowna 2019 housing trends are analyzed in greater detail in the attached report.

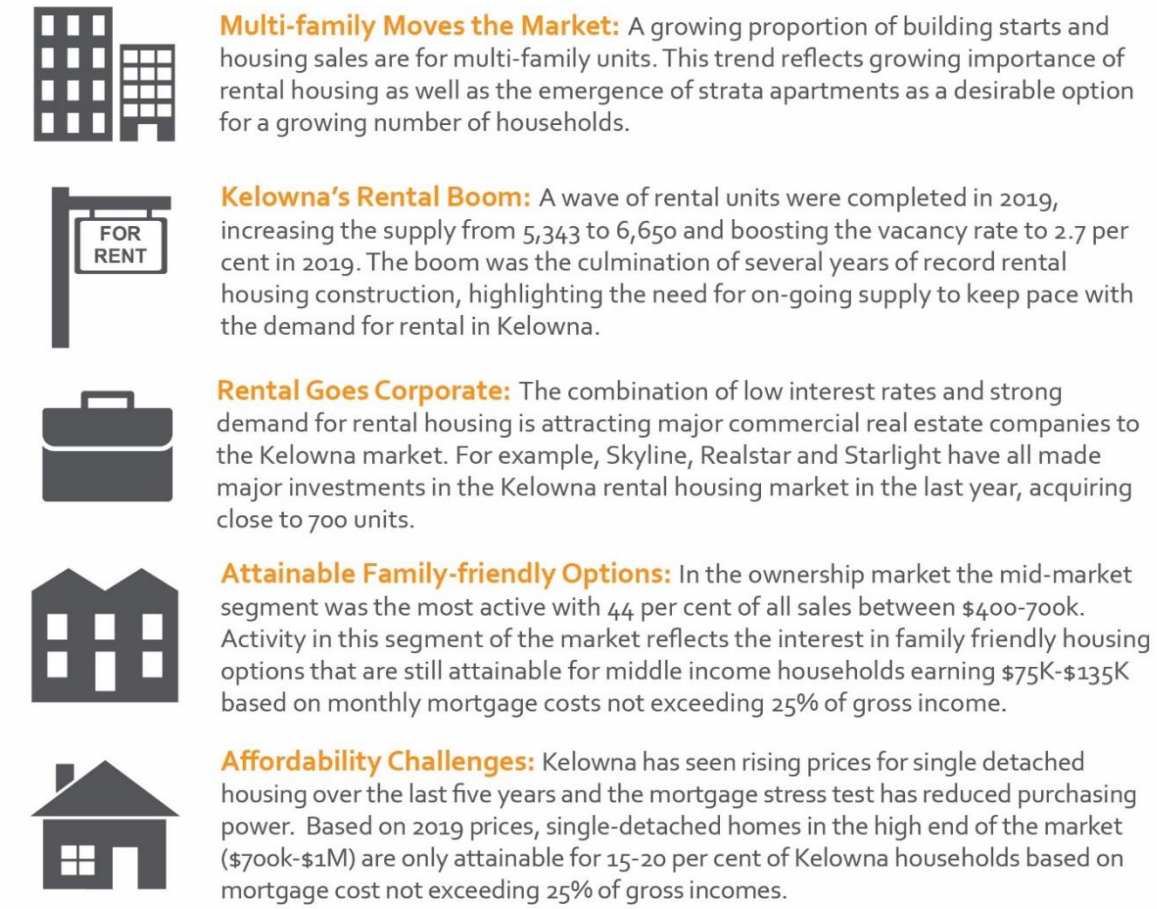


Figure 2: Key trends of the 2019 Kelowna housing market

Outlook for 2020

While the Annual Housing Report does not make any formal policy recommendations, this research-oriented report is an important part of the City's on-going efforts to advance the key directions of the Healthy Housing Strategy. The Annual Housing report highlights the on-going need for purpose-built rental housing to keep pace with Kelowna's growing population as well as the need for subsidized rentals to ensure rental options are available for all residents. To advance the Healthy Housing Strategy, staff is currently developing an Affordable Housing Land Acquisition Strategy to secure land for affordable rental housing partnerships. Additionally, staff will investigate policy updates to encourage a greater variety of housing forms and tenures. In conclusion, the Annual Housing Report allows the City to monitor emerging trends or gaps in the local housing market, providing insight as to areas that could be addressed through partnership, and serve as a valuable information source for a wide variety of audiences in our community.

Internal Circulation:

Department Manager, Policy and Planning
Divisional Director, Planning and Development Services
Department Manager, Real Estate
Manager, Urban Planning and Development Policy
Divisional Director, Active Living and Culture
Department Manager, Corporate Strategy and Performance
Communications Consultant

Submitted by: R. Soward Acting Manager Long Range Policy Planning

Approved for inclusion: D. Noble-Brandt, Department Manager of Policy and Planning

Attachments

Attachment A: 2019 Annual Housing Report

KELOWNA
ANNUAL HOUSING REPORT
PREPARED BY POLICY & PLANNING DEPARTMENT - MARCH 2020

City of Kelowna

EXECUTIVE SUMMARY

The Kelowna housing market had another strong year in 2019. Several of the broader events and trends that influenced the 2019 housing market are highlighted below.

Strong economy:
The unemployment rate hovered around 4 per cent in 2019 due to major employment growth in 2016-17.

Demographic shifts:
Kelowna has seen steady population growth over last 5 years. Most of the growth is the result of interprovincial and intraprovincial in-migration.

Mortgage stress test:
The implementation of the stress test in January 2018 has reduced the purchasing power for many first-time home-buyers and retirees.

Housing preferences:
Growing interest in walkable urban places and smaller household sizes are resulting in greater demand for multi-family options.

Housing sales finished near the 10-year average, while building permits issued for housing remained well above the 10-year average. Overall, there were five key trends that dominated the 2019 Housing Market.

Multi-family moves the market
From the ownership market perspective, close to half of all sales were multi-family units in the form of strata apartments and row house units. Meanwhile, building permit statistics for 2019 show that 75 per cent of all building permits were for multi-family units (apartment units and row housing). This trend reflects the growing importance of strata apartments as more households choose to live more compactly in the City's five urban centres.

Kelowna's rental housing boom
A major trend for 2019 was the flood of new rental units that were added to the market. Based on the 2019 Canada Mortgage & Housing Corporation (CMHC) rental market report the overall supply of primary rental units increased by 1,300, resulting in the vacancy rate rising to 2.7 per cent, up from 0.2 per cent in 2017. The influx of new rental units was the culmination of several years where Kelowna saw historic levels of construction activity (Figure 1) in the rental sector, highlighting the considerable supply needed to keep up with increasing demand for rental housing.

Rental goes corporate
The flurry of investment in the local rental market is in part the result of a broader restructuring in the commercial real estate market toward rental housing. With interest rates at historic lows and strong demand for rental housing resulting in rising rents, several major commercial real estate companies are making big investments in the Kelowna market. For example, Skyline real estate investment trust (REIT) made three acquisitions totaling $72 million since December 2018 for 300 rental units.

Attainable family-friendly options
The most active segment in the market in 2019 was the mid-market segment with 44 per cent of sales between $400,000-$699,999. This is the part of the market where there are family friendly housing options (e.g. townhouses, fourplexes, and older single-detached housing) that are attainable for middle income households earning $75,000-$130,000 based on monthly mortgage costs not exceeding 25% of gross income.

Affordability of single-detached homes a challenge
Since 2013, median prices for single detached housing have increased by $240,000. At the same time, the recent mortgage stress test has made it more challenging to qualify for the larger mortgages required for more expensive properties. Based on 2019 prices, single-detached housing in the high-end of the market is attainable for households earning $130,000-190,000. As a result, the high end ($700k-$1M) of the market is only an option for 15 to 20 per cent of households based on mortgage costs not exceeding 25% of gross incomes. In 2019 there were over 100 sales for dwellings with a suite for this segment of the market, highlighting how even at the high end of the market housing affordability is a challenge.

INTRODUCTION

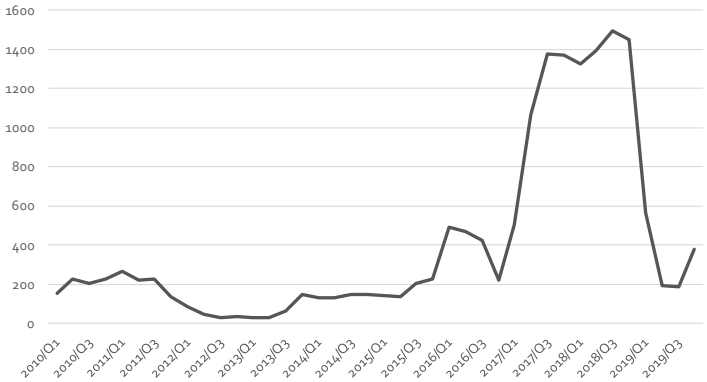
HOUSING MARKET STABILIZES IN 2019

The Kelowna market has experienced a boom in building starts with similarly strong sales numbers over the last three years. Although 2019 saw a dip in sales compared to the peak of the market in 2017-18, the high number of building permits issued in 2019 (Figure 2) demonstrates on-going confidence in the Kelowna housing market. The reduced number of sales from 2018 to 2019 reflects the shift toward a more balanced market with prices stabilizing. The momentum underpinning the Kelowna market in 2019 is consistent with the economic and demographic trends that have made Kelowna one of the most dynamic mid-sized cities in BC over the last five years.

A standout trend for 2019 is the flurry of construction and investment in response to the strong rental demand with over 1,500 rental units completing in 2019.[1] Single-detached housing continues to deliver a share of the units to meet Kelowna's growth, but rental housing construction activity and sales in strata apartments and rowhouse units are playing a bigger role in the housing market. The 2019 trends also reflect how affordability challenges and broader shifts in the commercial real estate market are influencing Kelowna's housing market and buyer preferences.

Rental housing construction activity and sales in strata apartments and rowhouse units are playing a bigger role in the Kelowna housing market

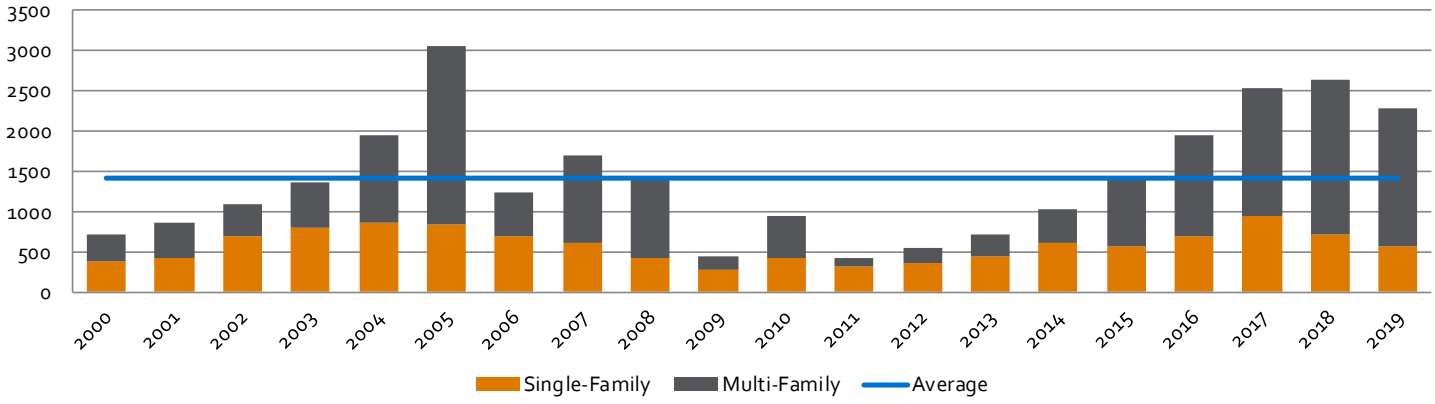
Figure 1: Kelowna Rental Units Under Construction 2010-2019



(Source CMHC - Starts by intended tenure)

Although Kelowna has seen a strong housing market for several years, not everyone in the community is benefiting equally from this growth. The city saw continued investment in affordable rentals and housing with supports, but homelessness continues to be a defining issue for the region. The City continues to work with its partners to implement the Journey Home Strategy and ensure housing with supports are available for those experiencing homelessness. Overall, 2019 saw another strong year of sales and starts with a boom in rental housing and strata apartment sales demonstrating the on-going transformation of Kelowna as a housing market defined increasingly by urban, multi-family housing options.

Figure 2: City of Kelowna Annual Residential Building Permit Issuances 2000-20019



Source: City of Kelowna Development Statistics Reports

LONG-TERM RENTAL HOUSING

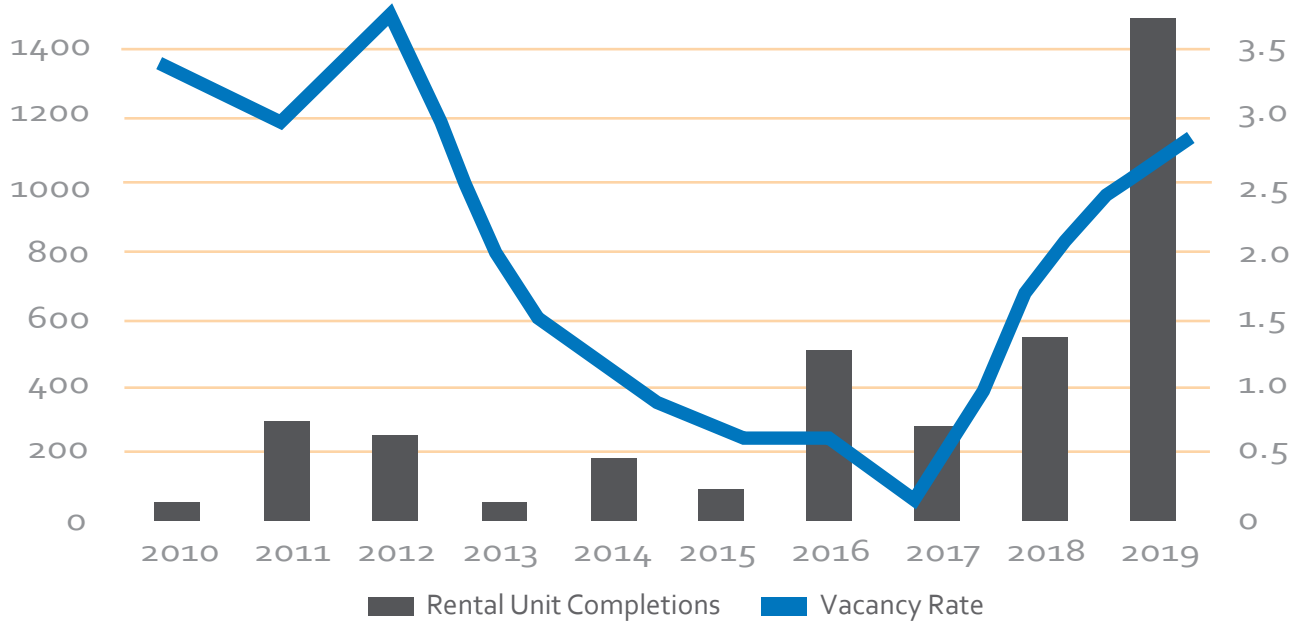
KELOWNA'S RENTAL BOOM

One of the major trends for the 2019 housing market is the emergence of rental housing as one of the key drivers of the Kelowna market. The tide has turned in the rental market after years of limited investment saw vacancy rates plummet to 0.2 per cent in 2017 with many people struggling to find rental options.[ii] At the same time, the demand for rental housing has also increased significantly with 73 per cent of new households from 2011 to 2016 identifying as renter households, demonstrating how a greater share of Kelowna residents are now relying on the long-term rental market.[iii] The demand for purpose-built rental housing options was answered with the historic level of construction activity in 2018-19, resulting in 1,500 units being added to the market in 2019.[iv]

Kelowna experienced a boom in rental housing construction in 2018-19 with roughly 1,500 units receiving occupancy in 2019, boosting supply by 24%

As this wave of rental housing hit the market in 2019 the primary rental housing supply grew by 24 per cent and the vacancy rate increased from 1.9 per cent to 2.7 per cent (Figure 3).[v] The latest Canada Mortgage and Housing Corporation Rental Report demonstrates that Kelowna is approaching the target vacancy rate of 3-5 per cent for a healthy rental housing market. The surge of new supply is also easing pressure on rental rates within older buildings with increases in older rental buildings held to 2.1 percent in 2019.[vi] However, price increases continue to be a challenge for people moving or entering the market with a 27 per cent discrepancy in rents between occupied units and vacant units.[vii] This difference between occupied units and vacant units is sometimes referred to as a moving penalty and reflects the rapid rent growth in Kelowna over the last five years and the impact of rent controls in cases where tenants stay in the same unit for several years (Figure 5). Although rental vacancy rates are increasing, there is still a need for on-going investments in rental housing to continue to keep pace with population growth and corresponding number of long-term renters. The rental housing boom is part of a broader transformation of rental housing as more Canadians are choosing to be renters and major commercial real estate companies are looking to capitalize on this demand.

Figure 3 Kelowna Primary Rental Market Completions with Vacancy Rates



Compiled from CMHC Rental Market Reports

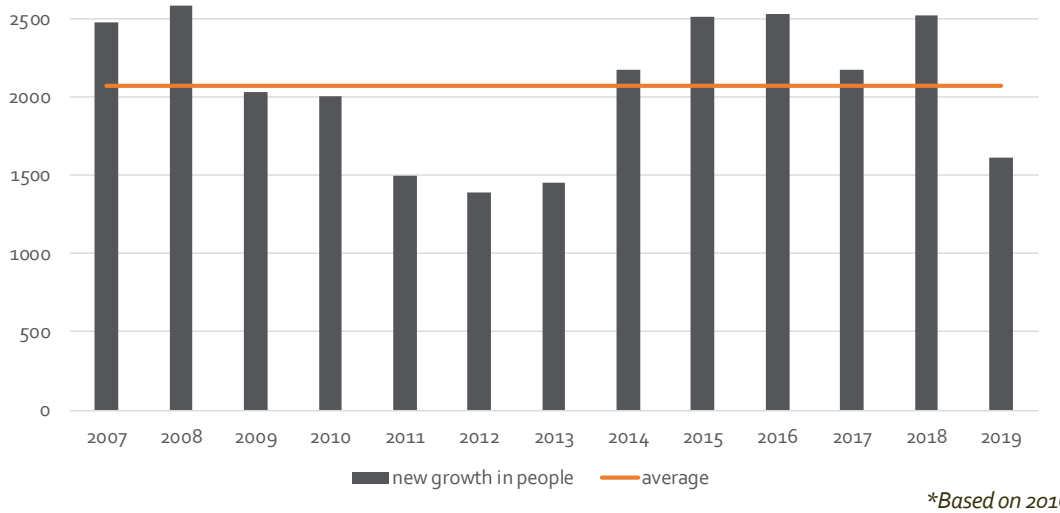
BIG BUSINESS OF RENTAL HOUSING

Kelowna's rental housing boom is being driven by a host of factors, some unique to Kelowna and other market forces that are being felt across Canada. Over the last five years (2015-2019) Kelowna's population has grown by roughly 2,000 people annually (Fig 4). This population growth is primarily from people in other parts of BC or other provinces moving to the region, thereby creating new households. The region has also seen steady employment growth with roughly 15,000 jobs added since 2016-17, amplifying demand for rental housing as people move to the region to fill these positions.[viii] The combination of low vacancy rates and strong demand has resulted in a significant increase in average rental rates over the last 5 years.

There exists a heavy representation of the major national players in the REIT landscape and the majority are hungry for more.

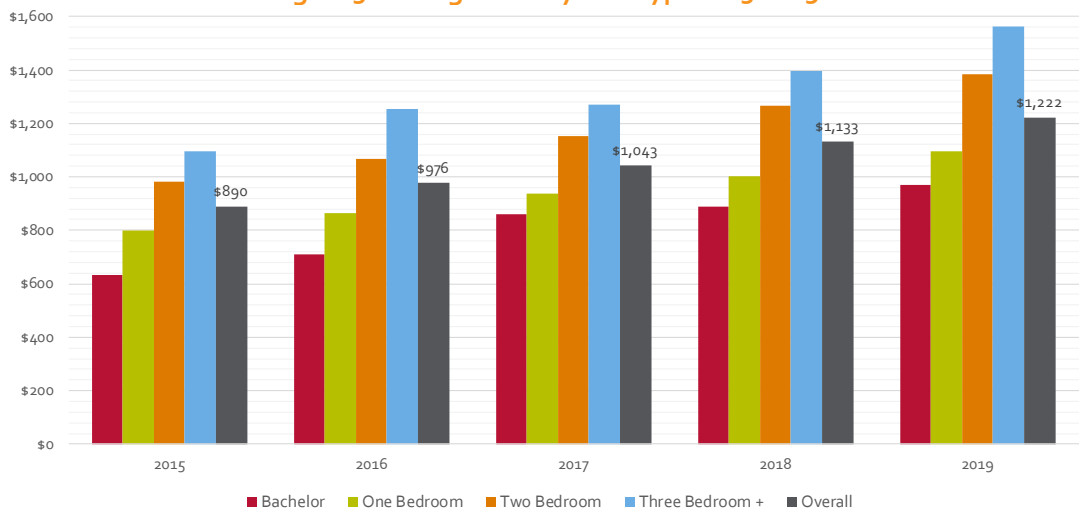
These local market factors along with historically low interest rates have created optimal conditions for the commercial real estate sector to invest in rental housing in cities across Canada. A 2019 report estimates that real estate investment trusts (REIT) and institutional investors (e.g. pension funds) have invested roughly $8.4 billion in multi-family housing acquisitions.[ix] This trend is being felt in Kelowna with national commercial real estate groups such as Realstar, Starlight and Skyline acquiring close to 700 units in the last year. In fact, Skyline REIT has invested $72 million over the last year acquiring three rental projects and 300 units. A Kelowna developer Chad Davidson (Traine Construction) has observed this trend in Kelowna noting, "there exists a heavy representation of the major national players in the REIT landscape and the majority are hungry for more." These commercial real estate groups are looking for stable long-term returns and view Kelowna as a good investment based on recent growth and rising rents.

Figure 4: Annual Population Increase 2007-2019*



**Based on 2016 Census Population & BC Stats Growth Rate.*

Figure 5: Average Rent by Unit Type 2015-2019



Compiled from CMHC Rental Market Reports

TALE OF TWO RENTAL MARKETS

Kelowna's long-term rental market is increasingly comprised of two distinct but important sub-markets: aging, more affordable rentals and new purpose-built rentals.

AGING MORE AFFORDABLE RENTALS

At one end of the spectrum is the 65 per cent of rental units in Kelowna that were built before 1980.[x] These units are often in smaller buildings (20-40 units) that are owned and operated by "mom and pop" landlords catering to those earning lower incomes. Based on the 2019 Canadian Mortgage & Housing Corporation (CMHC) rental report, average monthly rents for older 2-bedroom units (built before 2004) range form $1,100-$1,250.[xi] These aging buildings will soon require exterior and interior improvements as well as energy efficiency upgrades (e.g. windows) to remain competitive. With more rental housing development, these older buildings may also see greater availability rates, providing options for those moving from housing with supports to the long-term rental market.

Some of these older buildings may also become acquisition targets for major commercial real estate players. In 2018, Skyline REIT acquired three rental buildings (120 units) in the Capri – Five Bridges area, demonstrating the value of older buildings in good locations given rising rents in Kelowna.[xii] Overall, the protection of this more affordable rental housing stock will be critical in the coming years as the City looks to maintain rental options for a range of income groups.

AGING RENTAL UNITS HAVE MONTHLY RENTS OF $1.50-$1.75 PER SQ. FT.

NEW PURPOSE-BUILT RENTALS

The other part of the rental market is represented by the wave of new rental buildings. These buildings are generally larger structures and taller (4-5 storeys) accommodating a greater number of units (70-100). These newer rentals are also blurring the line between rental and strata apartment units incorporating higher-end interior finishes in the kitchens, in-suite laundry, and other shared amenities as compared to aging rental units.

Many of these buildings are in walkable urban areas catering to young professionals. This segment of the rental market is driving most of the rapid rent growth in Kelowna with average monthly rents at $1,600-$1,800 for 2-bedroom units.[xiii] These buildings also have a greater proportion of micro/bachelor units (700 added since 2015) as developers create plans that maximize revenue per square foot.[xiv] This segment of the market is also increasingly controlled by large local companies (e.g. Stober Group or Mission Group) or major commercial real estate players (REITs, Institutional Groups) reflecting the increasing corporatization of the rental sector. This growing interest in rental housing has resulted in a massive investment in rental housing, boosting supply and vacancy rates. However, these groups will be highly motivated to raise rents to deliver returns to shareholders and pension holders. Overall, new market rentals coming online reflect the changing character of Kelowna's rental housing market and entrance of large commercial real estate players to the rental market.

NEWER RENTAL UNITS HAVE MONTHLY RENTS OF $2.25-$2.50 PER SQ. FT.

WHAT'S AFFORDABLE?

Kelowna had 248 subsidized rental housing units that were under construction or completed in 2019.[xv] Many of the projects are partnerships between BC Housing and non-profit housing groups that receive rental incentives from the City of Kelowna. For example, Okanagan Metis and Aboriginal Housing Society, Society of Hope, Knights of Columbus and Ki-Low-Na Friendship society all had active rental projects under construction in Kelowna and each group received assistance from the City of Kelowna in the form of a development cost charge credit or tax exemption. These subsidized rental units are vital for those households with lower incomes. In Kelowna roughly 47% of renter households are in core housing need, spending more than 30 per cent of monthly income on their shelter costs.[xvi]

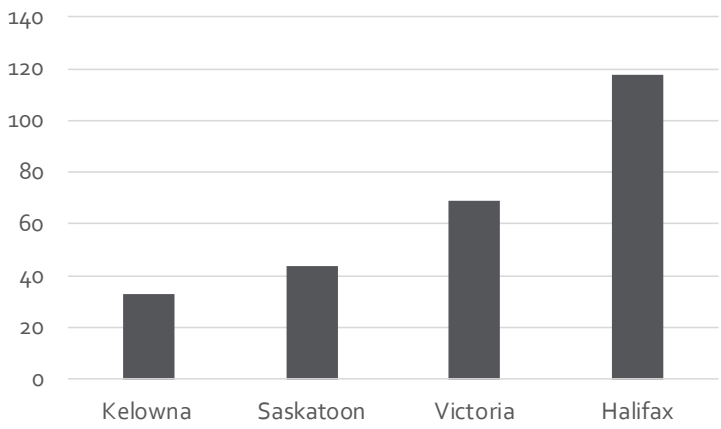
248 AFFORDABLE RENTAL UNITS COMPLETED OR UNDER CONSTRUCTION IN 2019

RENTAL MARKET SUMMARY

The surge of new rental units means more options for renters after several years of low supply and vacancy rates. This could result in rental rates stabilizing as new supply results in a more competitive market for landlords as they look to attract renters. Moving forward, renters with higher incomes may opt for newer centrally located rental units, resulting in openings in older buildings at the lower end of the market. In 2019, roughly 21 per cent of units turned over up from 15 per cent in 2017 when vacancy rates were at 0.2 per cent.[xvii] Based on the growing supply, Kelowna may see a reduction in the difference of rents between vacant and occupied units as rent growth slows.

Even after the recent boom in rental development, Kelowna's Census Metropolitan Area (CMA) continues to have a lower supply of purpose-built rentals on a per capita basis with 33 rental units for every 1,000 residents, reflecting the lower rate of long-term renters historically given the relative affordability of home ownership.[xviii] This statistic highlights the importance of on-going investments in rental housing to support a more healthy rental market. Based on recent building permit issuances and provincial housing investments rental supply is expected to continue to increase in 2020. Overall, the drivers of Kelowna's rental market (population and employment growth) are likely to extend to 2020 as British Columbia continues to lead the Canadian economy, making Kelowna an attractive market for major commercial real estate players and local developers looking for stable long-term returns.

Figure 6: Primary Rental Units Per 1,000 Residents



Kelowna continues to have a lower supply of purpose-built rental on a per capita basis with 33 rental units for every 1,000 residents, reflecting the lower number of long-term renters historically.

(Capri Area Rental Project)

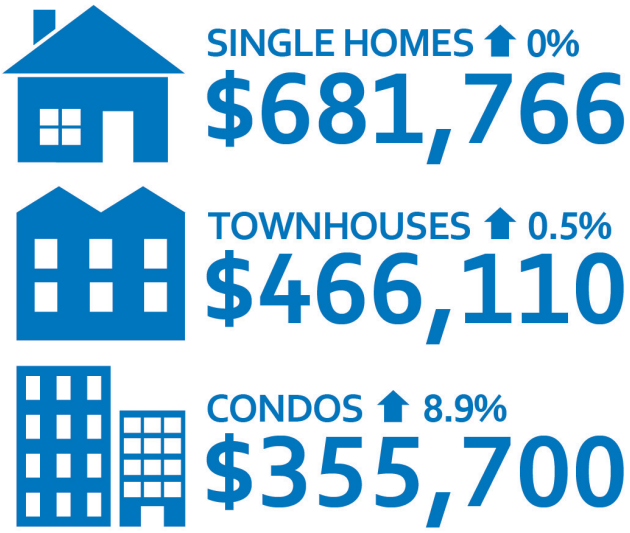
OWNERSHIP HOUSING

MULTI-FAMILY MOVES THE MARKET

In 2019, the ownership market shifted from several years of sellers' markets with strong price growth to a more balanced market with sales prices stabilizing. There were 3,184 sales in 2019, a slight decline from 2018 and well off the peak of the market cycle in 2016 (4,603) but close to the ten-year average of 3,255 sales.[xix] Since the peak of the market in 2016, there has been a slowing of population growth and policies from senior levels of government (e.g mortgage stress test) have put downward pressure on housing demand.

In 2019, multi-family housing options (strata apartments & rowhousing) continued to drive the vast majority of sales activity in the low-end and mid-market segments. In total strata apartment units accounted for roughly 38 per cent (1,224) of all sales in Kelowna. Of these, roughly 65 per cent of these strata apartment sales were in the entry level segment of the market under $400,000.[xx] Also, a major trend for the 2019 ownership market was the high proportion of sales (44 per cent) in mid-market ($400k-$700k) for housing options such as missing middle units, more affordable single detached units and larger strata apartment units.[xxi] Activity in the low and mid-market segments reflect the demand for housing that is attainable for first-time home buyers and local incomes. Sales of single detached housing continues to be an important part of the market, but the overall share of sales is decreasing over time with fewer sales over a million than previous three years and growing interest in more affordable single-detached options. The end of 2019 saw roughly 2,500 active listings, reflecting a more balanced market based on the historical monthly sales numbers.[xxii]

2019 Kelowna Median Housing Prices



Data From BC Assessment Authority Records 2019

Figure 7: Median Home Prices (All Housing Types)

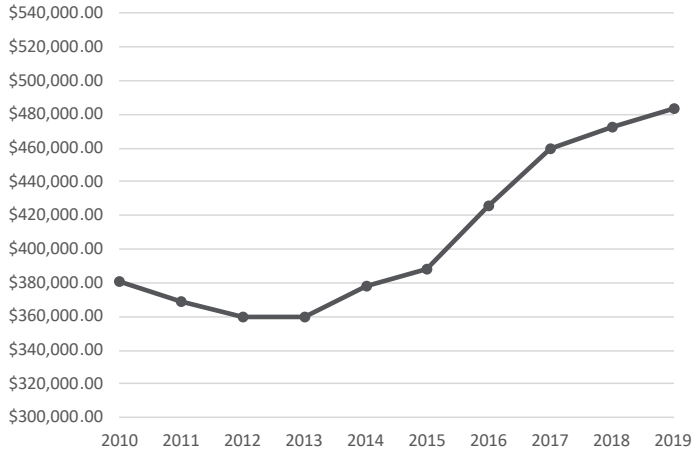
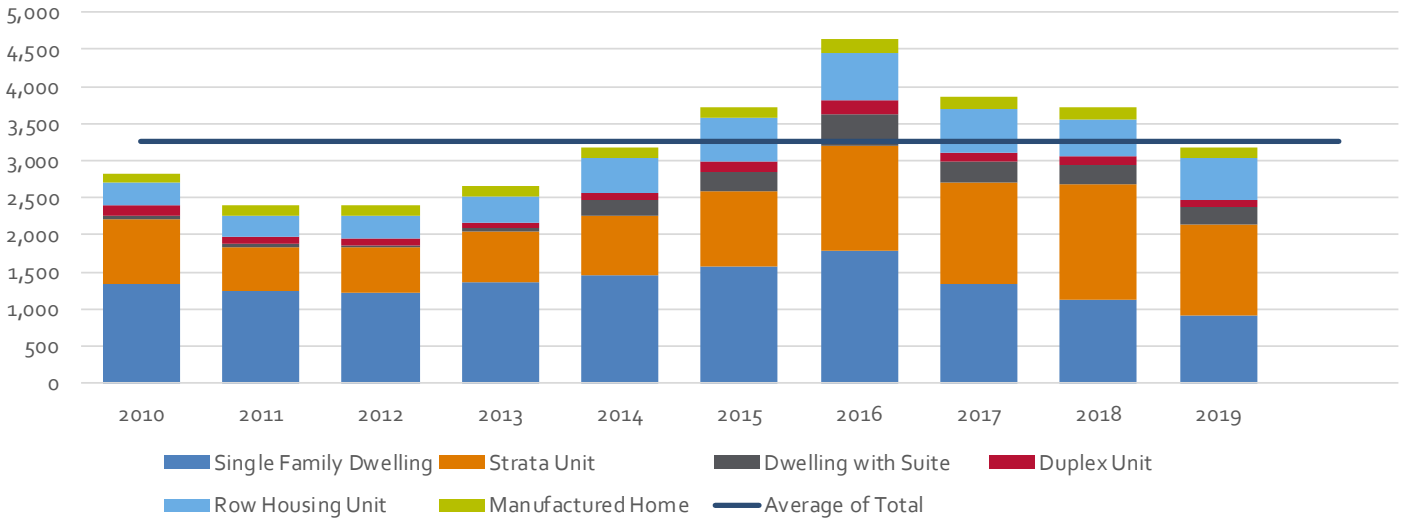


Figure 8: Kelowna Annual Sales with Ten-year Average (2010-2019)



Data From BC Assessment Authority Records 2010-2019

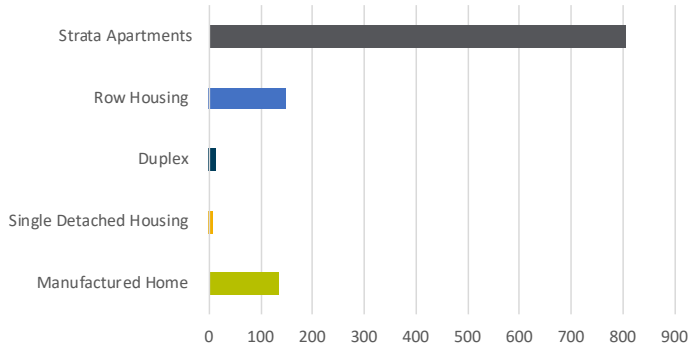
ENTRY LEVEL (BELOW $400,000)

The entry level ownership market in Kelowna has changed significantly over the last ten years. In 2019, roughly 35 per cent of sales were below $400,000, representing a decrease from the 10-year average in sales in this more affordable part of the market.[xxiii] Over the last ten years, on average 50 per cent of sales were under $400,000, highlighting the rising housing prices and the decreasing options available at the lower end of the ownership market.[xxiv] In 2019, the entry level market was dominated by condo units and townhouses with roughly 86 per cent of sales accounted for by these two housing types. In contrast, from 2010-2014 roughly a third of sales were single-detached homes, highlighting how rising prices are influencing housing choices in Kelowna. The median price of condos in Kelowna in 2019 was roughly $355,000 representing an increase of nine per cent from 2018.[xxv] Overall, sales activity in this segment of the market in 2019 reflected more of a sellers' market based on the strong demand at this price point and lower levels of inventory.

The entry level market tends to cater to households earning 30-75K, translating to 40-45 per cent of local households based on mortgage costs not exceeding 25% of gross income.* This portion of the market is most likely to serve first-time home buyers looking to get into the ownership market. Also, this segment serves retirees who may be down-sizing or moving to Kelowna and looking for more compact and affordable housing options in walkable areas as they enter retirement. At the same time, strata units under $400k are also attractive for investors who are looking to capitalize on rising rents and strong demand for rental housing.Overall, this segment of the market is increasingly dominated by smaller and more affordable multi-family strata apartment units.

**All mortgage affordability calculations compiled with Environics 2019 household income data and CMHC Mortgage Calculator assuming a 20% down payment and 3.1 per cent mortgage rate.*

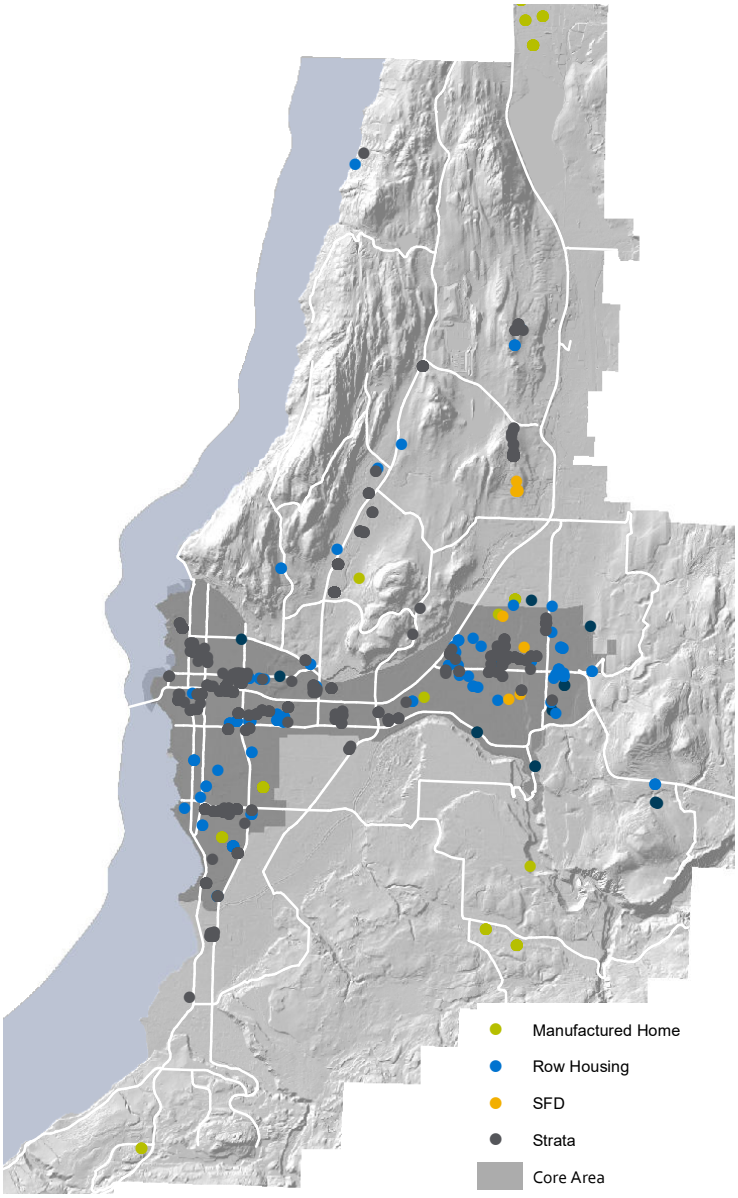
Figure 9: 2019 Sales for Entry Level Market by Housing Type



Sales Charts & Maps compiled using BC Assessment Authority Records

Sales in this segment of the market are concentrated in several areas of the City. One key trend is the large number of strata apartments sales close to the Downtown, highlighting the demand for housing in proximity to employment and downtown amenities. Also, there are clusters of strata apartment sales around UBC Okanagan in University South Village Centre and KLO / Pandosy near the Okanagan College, highlighting the interest in student housing within this segment of the market. Another major cluster of sales is for row housing in the Rutland area, highlighting the affordability for this more family-friendly housing type in this area of Kelowna.

Figure 10:Entry Level Market Sales by Housing Type

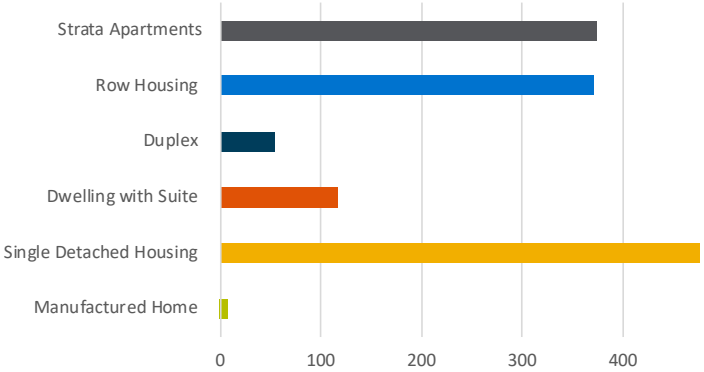


MID-MARKET ($400,000-$699,999)

The mid-market was one of the major drivers of the ownership market in 2019 accounting for 44 per cent of all sales activity.[xxvi] The 10-year average for sales in this segment of the market is roughly 1,275 with roughly 1,400 units in 2019.[xxvii] Sales within this segment of the market are driven by various housing types such as strata apartment units, missing middle, and older single detached homes. Single-detached housing sales are increasingly focused in this segment of the market, accounting for roughly a third of all sales in the mid-market segment. Another important part of this segment of the market is the demand for missing middle housing forms (e.g. row housing & infill challenge units) which account for a quarter of sales in this part of the market. Lastly, this segment also saw rising prices and growing demand for centrally located strata apartment units with roughly a quarter of sales in the mid-market being strata apartment units.

The mid-market is attainable for households earning $75-$130K, representing 30-35 per cent of local households based on mortgage costs for mid-market homes not exceeding 25% of gross income. The large number of sales in the mid-market segment reflects the alignment between prices and purchasing power of middle income households. The mid-market is also where attainable family-friendly housing options are priced. For example, the median price for row housing in 2019 was $466,110 which is roughly 30 per cent less than the median price of single-detached housing. Also, a significant number of downtown strata units (27 per cent of mid market sales) catering to young professionals and downsizers are driving activity within this segment of the market. In 2019, 31 per cent of all strata apartments were within the mid-market with 289 sales between $400-$525K.[xxviii] The higher price point sales in this part of the market are likely driven by buyers who have built equity in the market over the last 10 years and are looking to move to a larger home or downsize to a newer more centrally located unit.

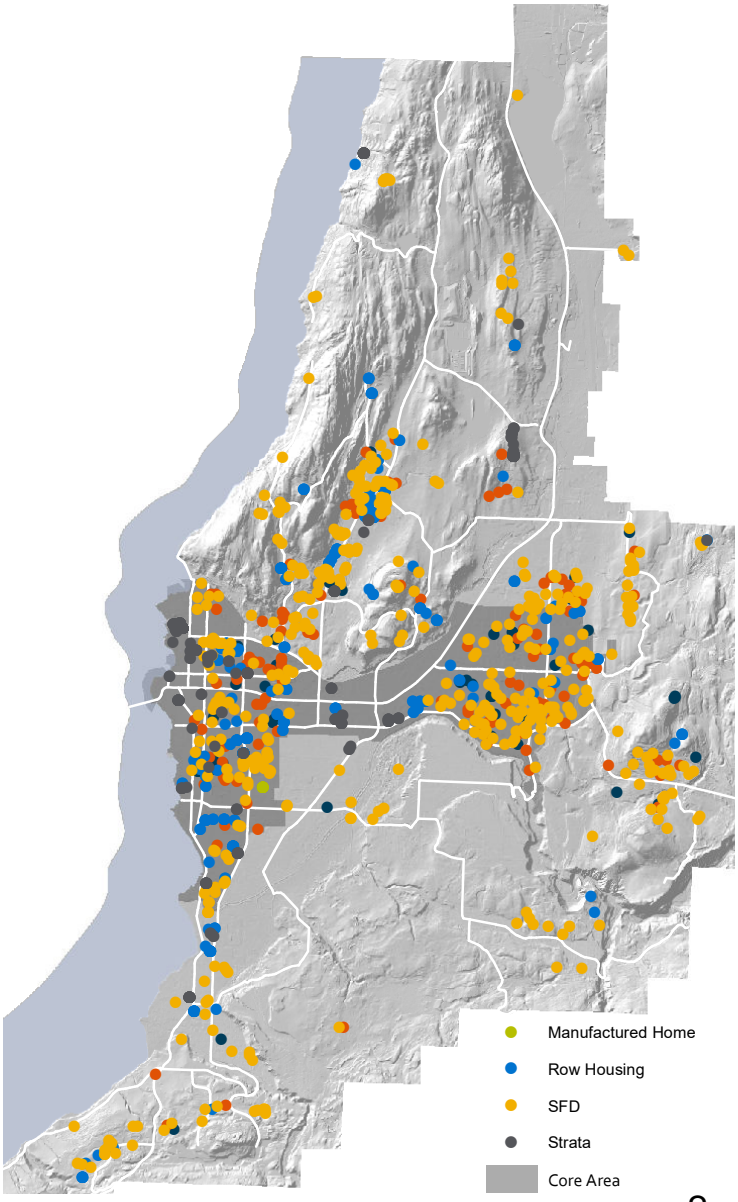
Figure 11: 2019 Sales for Mid Market by Housing Type



Sales Charts & Maps compiled using BC Assessment Authority Records

Based on mapping the mid-market segment it is possible to observe several spatial trends. There is a concentration of strata apartment units in and around the Downtown and a significant number of single detached housing units and homes with suites clustered in Rutland. A high number of row housing and single detached housing units in this segment of the market are concentrated in the Glenmore Valley. Another unique cluster relates to single-detached homes with and without suites in the Black Mountain area. These clusters highlight the greater affordability that exists in the single-detached housing market in Glenmore, Rutland and Black Mountain. Meanwhile, sales in the Core Area in and around Downtown and South Pandosy reflect a greater mix of housing types with everything from strata units to older single-detached homes and missing middle housing forms (e.g. infill challenge fourplexes).

Figure 12: Sales by Housing Type ($400,000-$699,999)



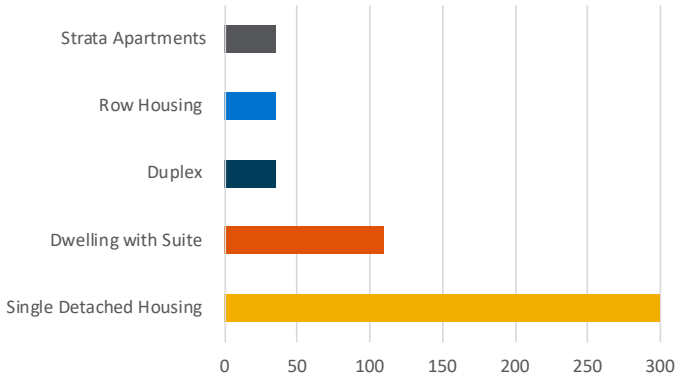
HIGH END MARKET ($700,000-$1,000,000)

The upper end of the market is comprised of sales from $700,000-$1,000,000. Sales in this part of the market have grown substantially over the last 10 years from seven per cent of sales in 2010 to 21 per cent of sales 2019.[xxix] There were roughly 680 sales in this segment of the market which is up almost 300 from the 10-year average.[xxx] The growth of the high end market highlights the price increases that have occurred in the single-detached housing market as Kelowna experienced strong population and employment growth over the last five years. Also, in 2019 there were roughly 100 sales in this segment of the market for houses with suites, highlighting how buyers even in the upper end of the market are looking for mortgage helpers to improve housing affordability (Fig 15).[xxxi]

Prices in this segment of the market showed little change from 2018 with single-detached housing prices leveling off at $681,766 after several years of rising prices. However, the average price for new single detached homes in 2019 was $955,000 demonstrating the rising cost of developing single-detached housing in Kelowna with rising servicing and construction costs for homes in hillside areas.

The high end of the market is attainable for households earning 130k-190K, translating to 15-20 per cent of local households based on mortgage costs not exceeding 25% of gross income. However, residents who have built up equity in the rising market over the last five years are one group who may be driving sales in the high end market. Another group driving sales in this part of the market are buyers moving from larger cities who have cashed out from more expensive housing markets (e.g. Vancouver). For example, roughly 15 per cent of sales in the broader Okanagan Mainline Real Estate Board were made by buyers from Metro Vancouver.[xxxiii] Overall, the high end market is increasingly only available to those households earning the top local incomes in Kelowna.

Figure 13: 2019 Sales for High End Market by Housing Type

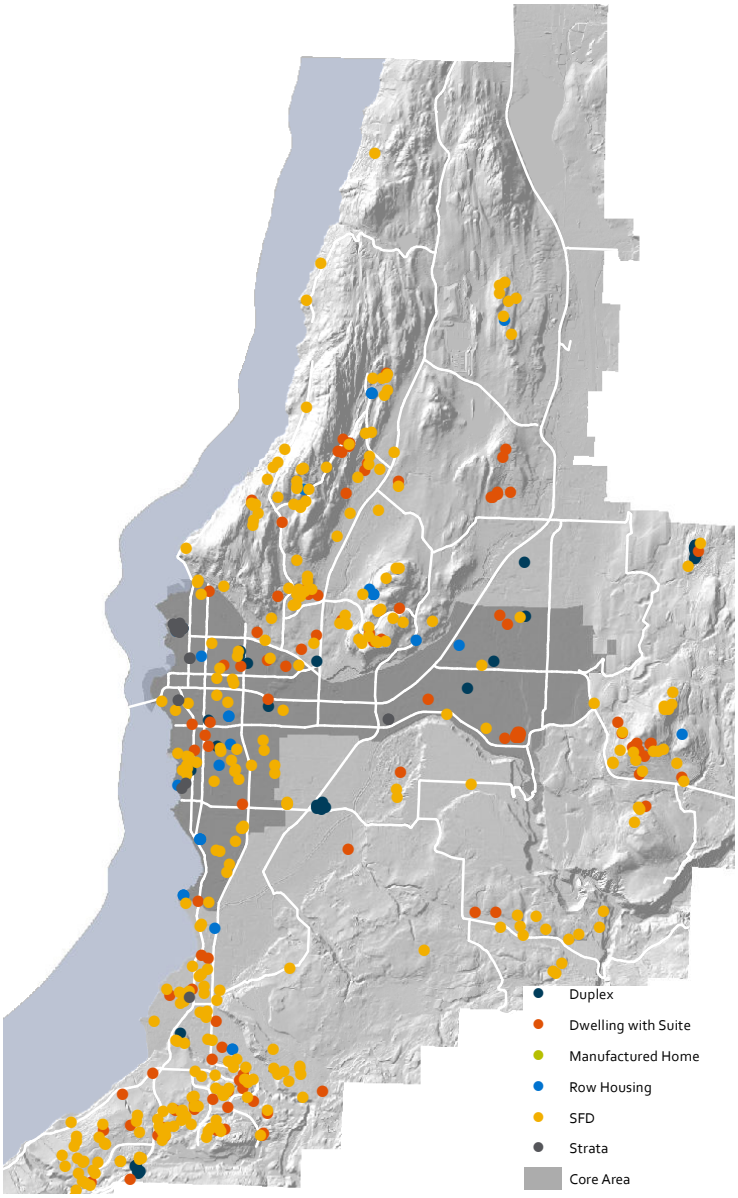


Sales Charts & Maps compiled using BC Assessment Authority Records

Generally, this portion of the market has been most affected by the demand side policy interventions (e.g. mortgage stress test) from senior levels of government, contributing to the stabilization of prices in the single-detached housing market and a greater share of sales being pushed down to the mid-market. [xxxii]

Many of the sales within this segment of the market are concentrated in the hillside areas in the Upper Mission and Willden where houses tend to be larger with higher end finishing and amenities (e.g. pools). The lower end of sales in this part of the market tend to be older homes in the Core Area and Glenmore.

Figure 14: Sales by Housing Type High End Market



CONCLUSION

The key trends in 2019 show that Kelowna's evolution toward a more compact and urban city continues to influence the housing market. Overwhelmingly, multi-family housing dominated building starts with 75 per cent of building permits issued for multi-family housing forms. This trend reflects the larger role of rental housing and the rise of condo living in Kelowna with over 1,200 sales for strata apartment units. The shift to multi-family housing types highlights how more people are opting to live more compactly to be closer to downtown as as well as the demand for more affordable housing options. The culmination of the boom in rental construction delivered 1,300 additional rental units, offering some relief to renters as major commercial real estate players invested heavily in the Kelowna rental market. However, on-going rental supply is required to sustain a healthy vacancy rate and to slow the pace of rent increases moving forward.

Sales activity held close to the 10-year averages, but a growing share of sales activity is in the mid-market segment. Sales in this segment highlight the demand for family friendly missing middle options such as townhouses and houseplexes. In 2019 single detached housing prices stabilized, but the lack of affordability continues to be a major challenge after five years of escalation in overall housing prices (as seen in Fig 7/16). Even in the high end of the market more and more buyers are looking for homes with suites as a mortgage helper. Overall, the Kelowna housing market saw a continued shift in housing preferences as multi-family housing in walkable urban areas continue to play a larger role in the Kelowna housing market.

Figure 15: Sales for Dwellings with Suite Above $700,000

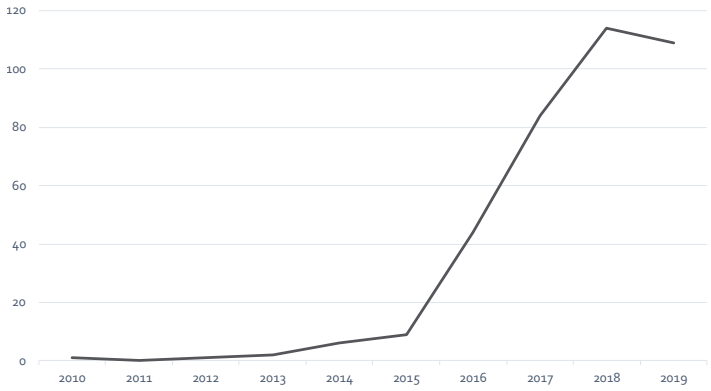
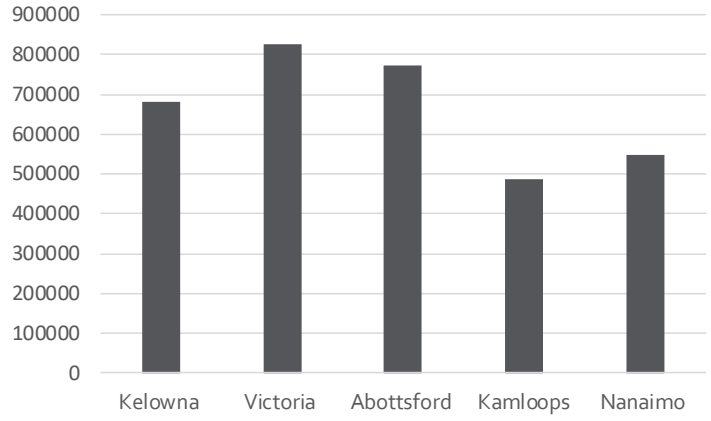


Figure 16: Average Single-Detached Housing Prices (2019)



Notes

[i] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[ii] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[iii] City of Kelowna. 2018. Healthy Housing Strategy. Retrieved from: https://www.kelowna.ca/our-community/planning-projects/current-planning-initiatives/healthy-city-strategy/healthy-housing.

[iv] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[v] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[vi] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[vii] Jens Von Bergman. 2020. 2019 CMHC Rental Market Survey: Checking in With the New Rental Market Survey Data. Retrieved from: https://doodles.mountainmath.ca/blog/2020/01/15/2019-cmhc-rental-market-survey/

[viii] British Columbia. 2020. Labour Market Statistics. Retrieved from: https://www2.gov.bc.ca/gov/content/data/statistics/employment-labour/labour-market-statistics

[ix] CBRE. 2019. Canada Multifamily Overview 2019. Research and Reports. Retrieved from: https://www.cbre.ca/en/research-and-reports/Canada-Multifamily-Overview-2019

[x] City of Kelowna. 2019. Rental Housing Inventory. Retrieved from: https://kelownapublishing.escribemeetings.com/filestream.ashx?DocumentId=24010

[xi] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[xii] Steve MacNaull. 2018. Apartment Buildings Change Hands. Kelowna Daily Courier. Retrieved from:http://www.kelownadailycourier.ca/business_news/article_b3311762-bdc2-11e8-8650-03952b034065.html

[xiii] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[xiv] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[xv] City of Kelowna. 2020. Internal Rental Housing Incentive Application Intake Data.

[xvi] City of Kelowna. 2018. Healthy Housing Strategy. Retrieved from: https://www.kelowna.ca/our-community/planning-projects/current-planning-initiatives/healthy-city-strategy/healthy-housing.

[xvii] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[xviii] Canada Mortgage and Housing Corporation. 2020. Rental Market Report Data Tables: Kelowna 2020. Retrieved from: https://www.cmhc-schl.gc.ca/en/data-and-research/data-tables/rental-market-report-data-tables

[xix - xxxii] BC Assessment Authority. 2020. 2019 Sales Data. Retrieved January 2020.

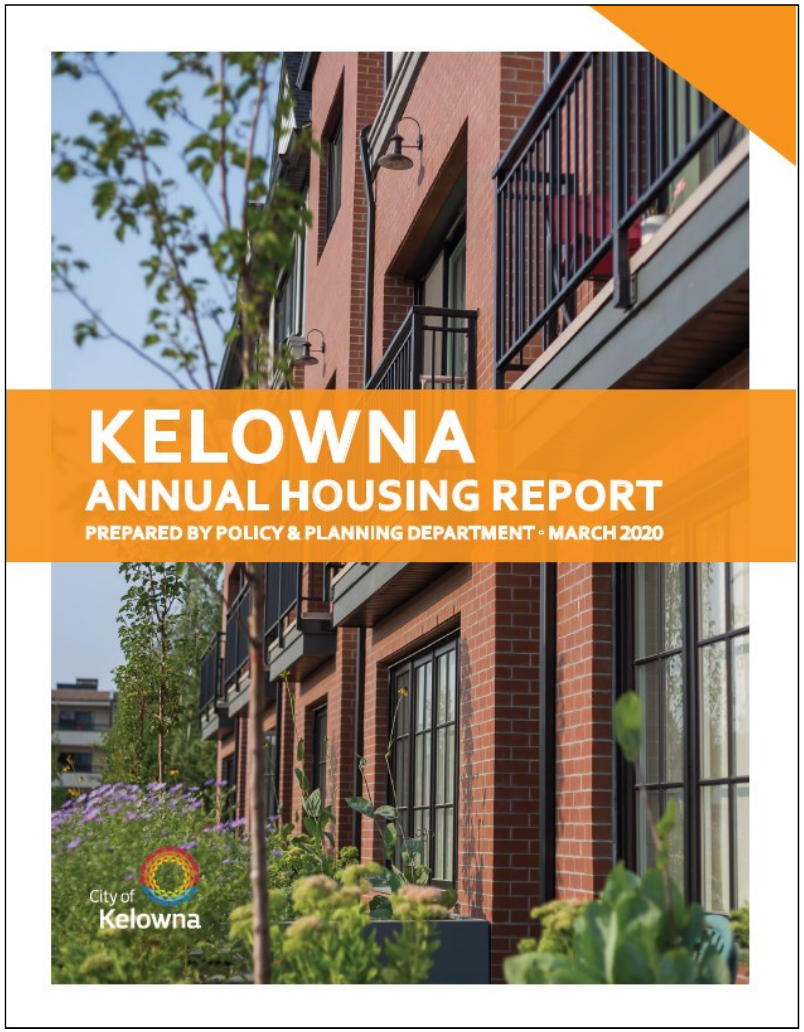
[xxxii] Okanagan Mainline Real Estate Board. 2020. 2019 Monthly Buyers Survey Data for Okanagan. Provided by OMREB January 2020.

Annual Housing Report

Prepared by Policy & Planning – March 9, 2020

Focus of the Report

- Research-oriented
- Blends quantitative & qualitative analysis
- Trends & impacts for community



Who Can Use the Report?

- Inform community of trends
- Guide staff in policy development
- Assess performance on City targets
- Insight into housing gaps

What influenced the Kelowna housing market in 2019?

City of Kelowna

Strong Economy:
The unemployment rate hovered around 4 per cent in 2019 with major employment growth in 2016-17.

Demographic Shifts:
Kelowna has seen steady population growth over last 5 years, with high levels of regional in-migration.

Mortgage Stress Test:
The implementation of the stress test in January 2018 has reduced purchasing power of first-time home buyers and retirees.

Housing Preferences:
Growing interest in walkable urban places and smaller household sizes are resulting in greater demand for multi-family options.

Kelowna market at a glance

City of Kelowna

Rental housing boom

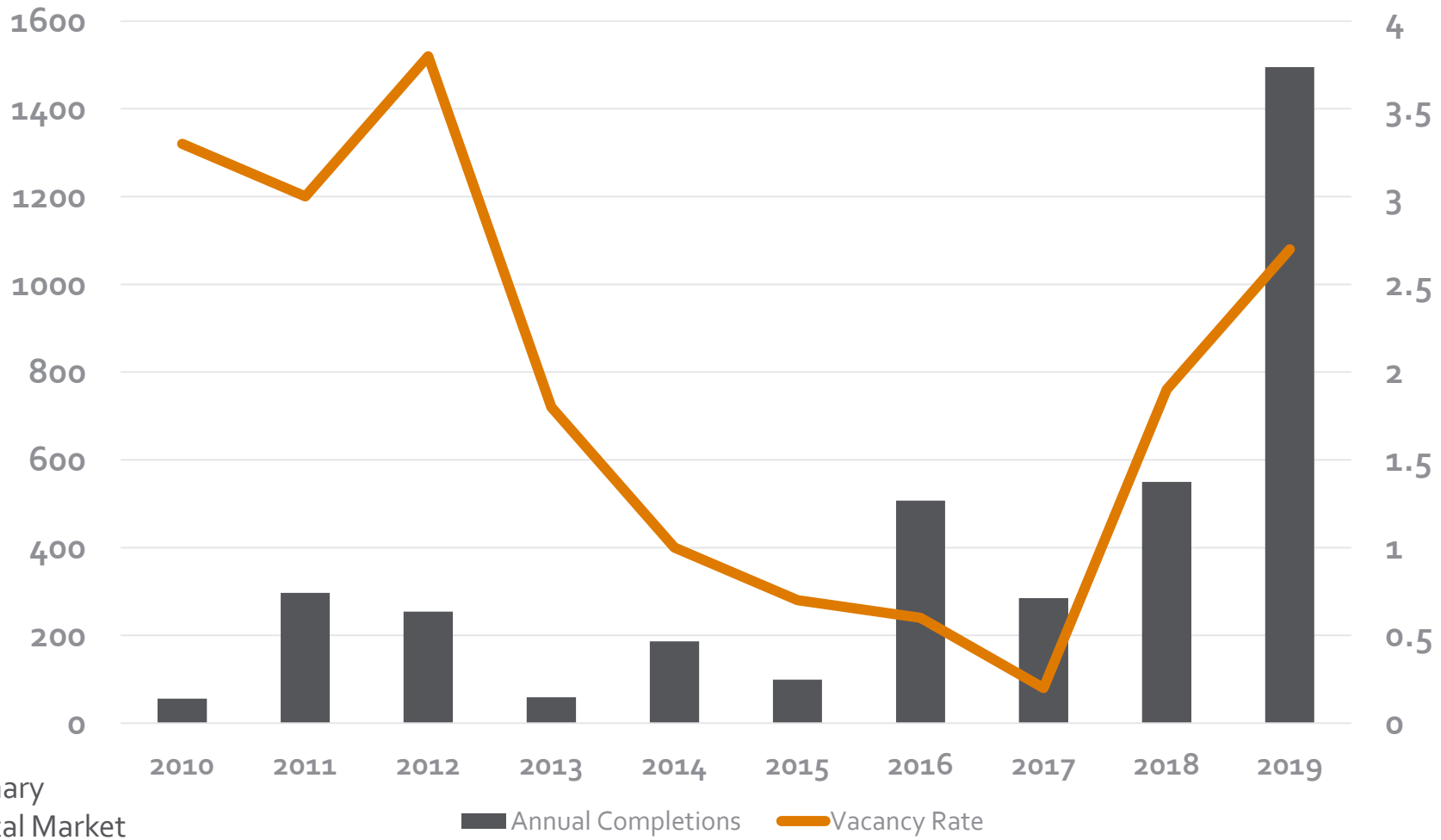
Rental housing goes corporate

Multi-family moves the market

Demand for family-friendly options

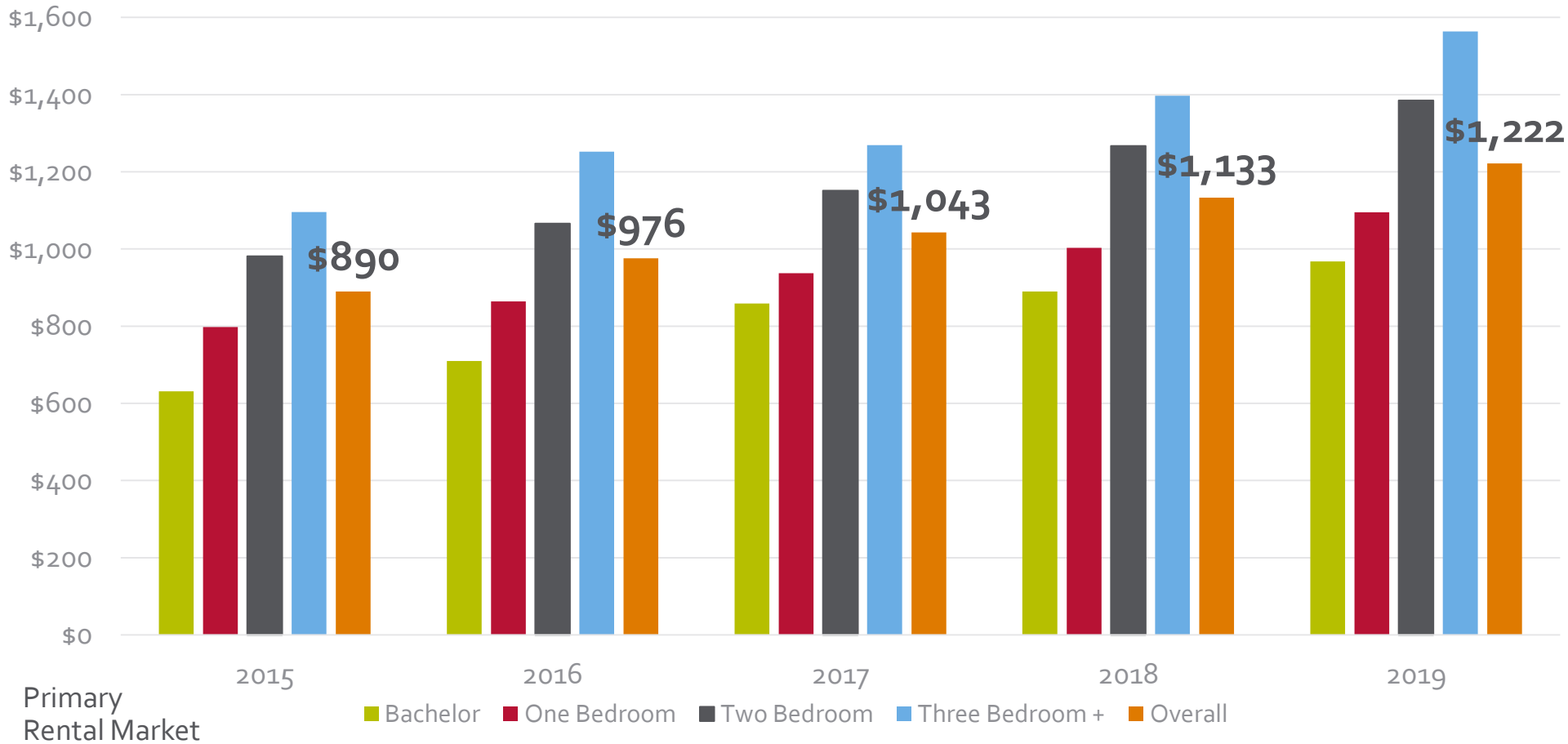
Affordability challenges remain

Rental housing boom: Annual completions with vacancy rate



Primary Rental Market

Rental housing boom: Average rental rates 2015-19 by bedroom type



Primary Rental Market

Rental boom:
Tale of two rental markets

City of Kelowna

- ***Aging Rental Housing***
  - Older, smaller buildings
  - Fewer, more spacious units
  - Will require investment

AGING RENTAL UNITS HAVE MONTHLY RENTS OF $1.50-$1.75 PER SQ. FT.

- ***New Purpose-built Rentals***
  - Larger buildings
  - More efficient floorplans
  - Higher end finishes

NEWER RENTAL UNITS HAVE MONTHLY RENTS OF $2.25-$2.50 PER SQ. FT.

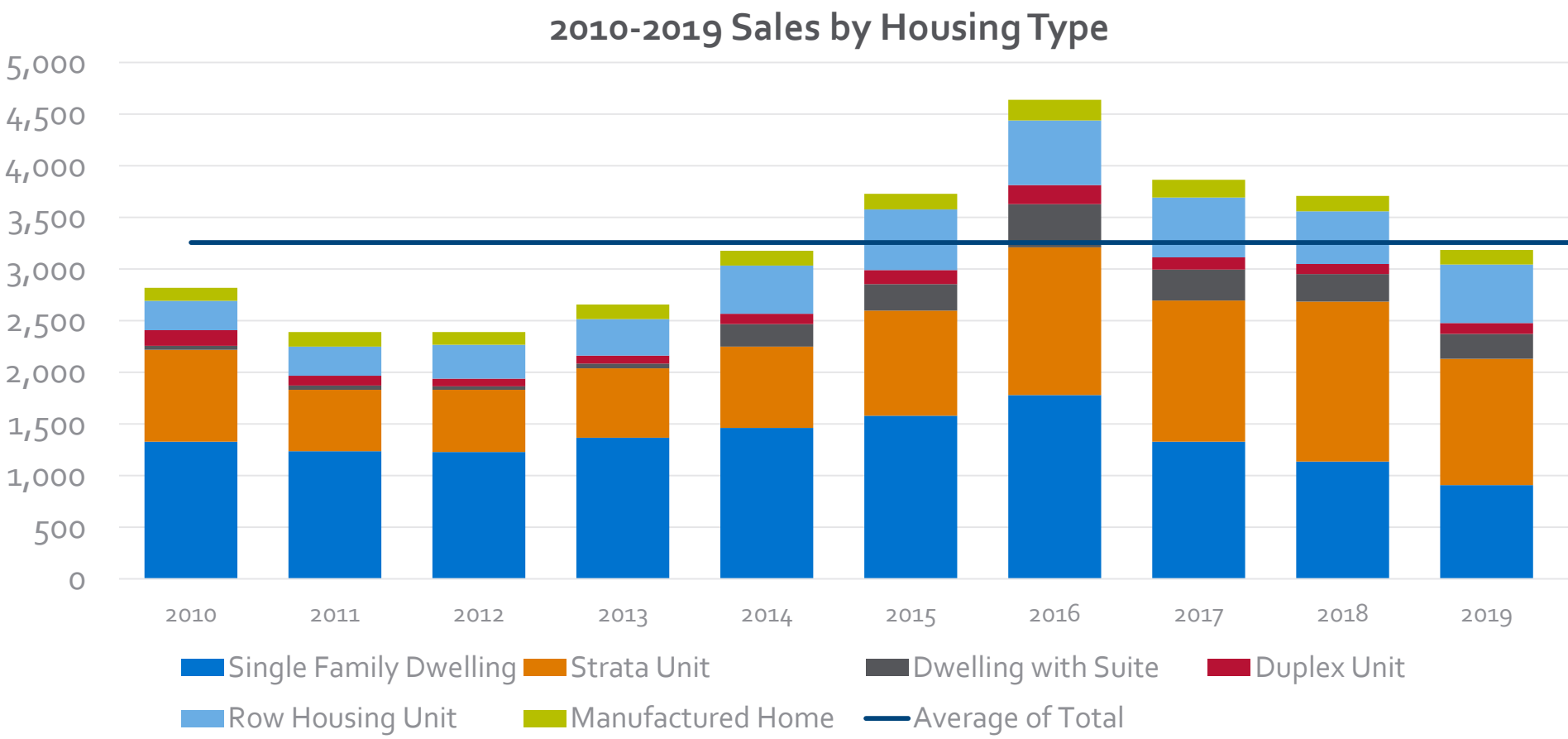
Rental housing goes corporate

- Growth of region driving demand
- Low interest rates
- Attractive conditions for REITs

"There exists a heavy representation of the major national players in the REIT landscape and the majority are hungry for more."

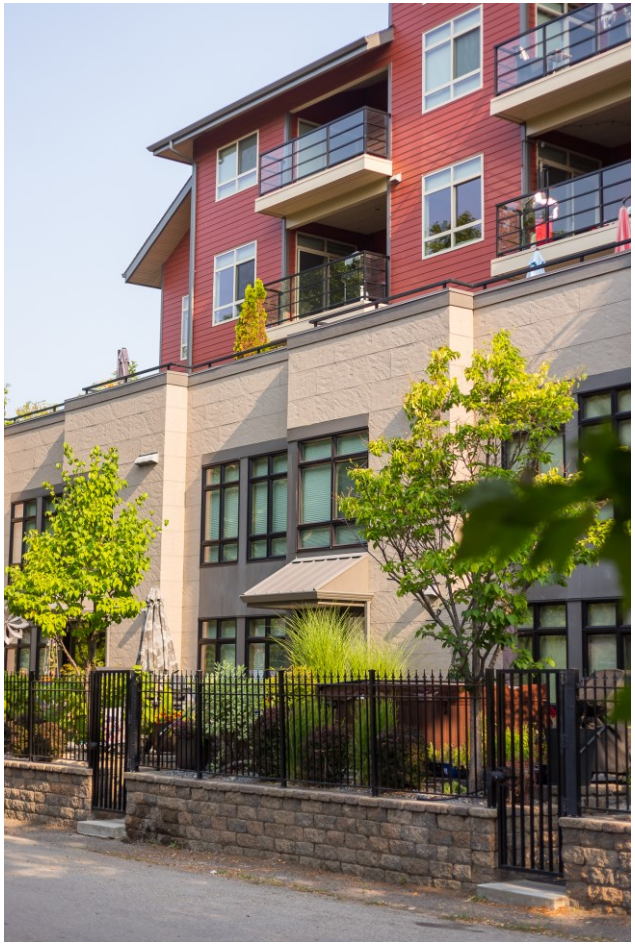
Chad Davidson, Train Construction

Ownership market: Balanced market for 2019



Ownership market: Multi-family moves the market

- Majority of sales for strata & rowhousing
- Median prices for Strata units in 2019, ($355,700)
- Concentrated in urban centres

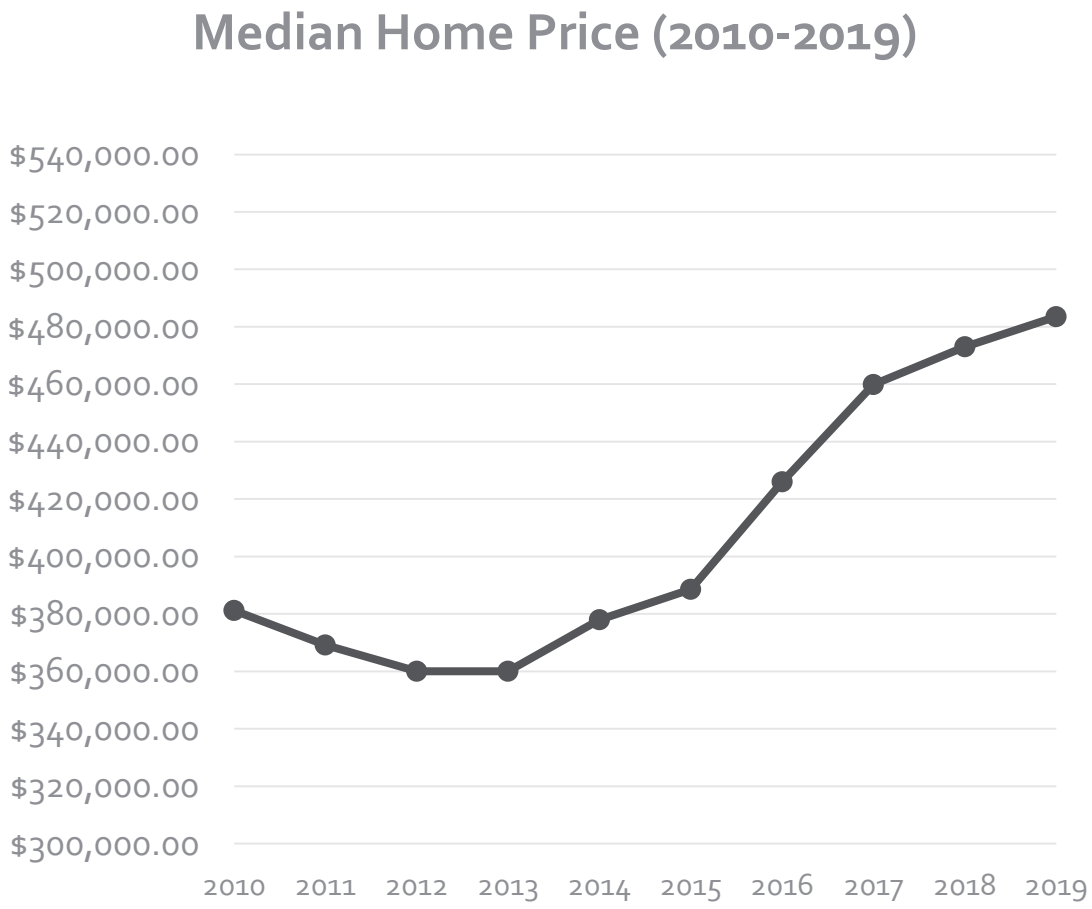


Ownership market: Demand for family-friendly options

- Median price for row housing in 2019 was $466,110
- Mortgage costs for housing in mid-market attainable for middle incomes

Ownership market: Affordability challenges remain

- Stress test impacting buyers
- Many single-detached units out of reach for local incomes



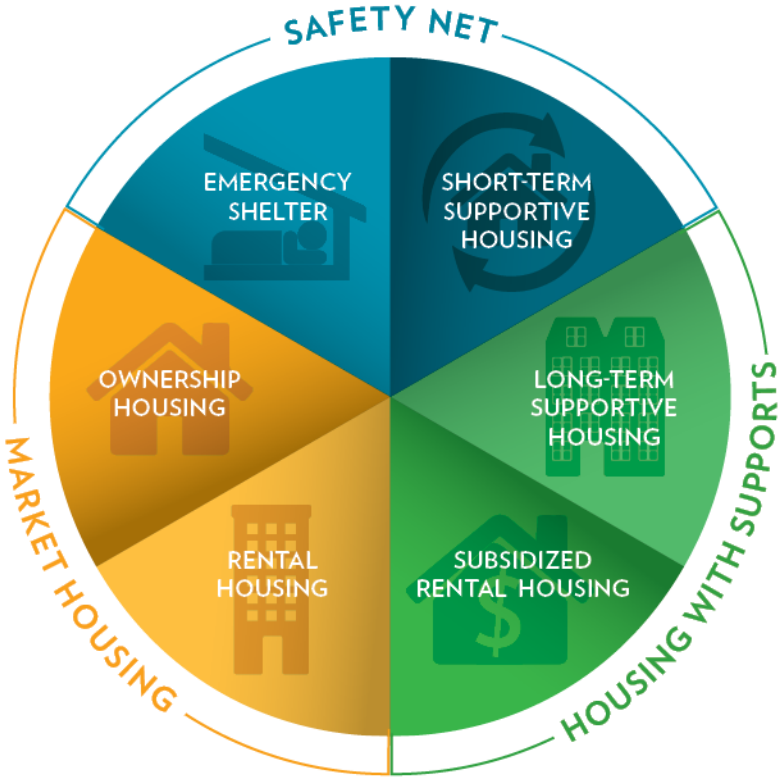
Housing Market Considerations

- Shifting housing preferences
- Rental market improving, supply needed
- Affordability challenges remain

Housing Market: Alignment with City Plans & Strategies

City of Kelowna

- OCP Growth Management Strategy
- Community Climate Action Plan
- Healthy Housing Strategy



Report to Council

Date: March 9, 2020

To: Council

From: City Manager

Subject: Healthy Housing Strategy Update

Department: Policy & Planning

Recommendation:
THAT Council receive for information, the report from Policy & Planning dated March 9, 2020, with respect to the Healthy Housing Strategy Update.

Purpose:
To provide Council an update on the Healthy Housing Strategy implementation actions.

Background:
The purpose of this report is to provide Council an update on progress of the Healthy Housing Strategy implementation actions.

The Healthy Housing Strategy was endorsed by Council on June 25, 2018 and is a 5-year plan that aims to address the community's most pressing housing issues. The Healthy Housing Strategy was developed in alignment with the Journey Home Strategy.

The Healthy Housing Strategy identified 19 actions within four key directions:

1. Promote and protect rental housing;
2. Improve housing affordability and reduce barriers for affordable housing;
3. Build the right supply; and
4. Strengthen partnerships and align investments.

The Healthy Housing Strategy actions is on track for implementation. The table below shows the status of the 19 actions slated for implementation:

Complete	Ongoing	In Progress	Not Started
6	2	9	2

Actions within the Healthy Housing Strategy are being implemented by both the City of Kelowna and in partnership with Interior Health. A progress summary of the individual actions is provided in Appendix A: Status of Healthy Housing Strategy Actions.

Highlights include the following:

- City of Kelowna hosted the first Annual Housing Workshop on February 21, 2019 with approximately 80 participants representing various industry stakeholders;
- The Short-Term Rental Bylaw was approved by Council on April 2, 2019. These regulations aim to balance the interest of having short-term rentals in our community with measures that protect long-term rentals and limit impacts on neighboring properties.
- The Energy Step Code Implementation Strategy for Part 9 Buildings was completed and approved by Council on May 6, 2019;
- The updates to the Rental Housing Grants Program and the Rental Tax Exemption Program were completed and approved by Council on August 12th, 2019; and
- A city-wide Rental Housing Inventory was created for the first time and approved by Council on August 26, 2019.

Conclusion:
In 2020, several additional housing actions will be finalized including a few highlights below:

- Development of an Affordable Housing Land Acquisition Strategy;
- Development of a Community Energy Retrofit Strategy; and
- Policy and zoning changes to permit a greater variety of housing forms and tenures.

The Healthy Housing Strategy is one tool of many being used to make positive changes in Kelowna's housing system. With continued partnerships and cooperation across all levels of government, public and private sectors, community partners and residents, impactful progress can be made towards achieving the community's housing objectives.

Internal Circulation:
Development Planning
Communications
Strategic Investments
Active Living & Culture

Considerations applicable to this report:
Existing Policy: The Healthy Housing Strategy was endorsed by Council on June 25, 2018.

Submitted by:

M. Kam, Acting Manager, Long Range Policy & Planning

Approved for inclusion: Danielle Noble-Brandt, Policy & Planning Department Manager

Appendix A: Status of Healthy Housing Strategy Actions

Appendix A: Status of Healthy Housing Strategy Actions

March 2020

Key Direction: Promote and Protect Rental Housing

Action	Lead	Status	Details
Align land investments with community housing objectives	City of Kelowna (Strategic Investments) and Interior Health	In progress	This action has been postponed due to prioritizing working with BC Housing on land investments. This action will be completed in 2020. Proposed statement to Interior Health's Land Management Framework to maintain rental housing stock.
Research and inventory existing purpose-built rental housing	City of Kelowna (Policy & Planning)	Complete	The Rental Housing Inventory was approved by Council on August 26, 2019 (Item 4.3). Rental Housing Inventory included: • Created current, updatable, and publicly accessible database; • Connected with property owners and managers to determine challenges and opportunities to maintain and/or upgrade rental stock; • Connected property owners and managers to funding opportunities; and Provided information to inform policy and regulatory options to protect existing rental buildings.
Update regulations to protect the rental stock from the impacts of short-term rentals	City of Kelowna (Development Planning)	Complete	Short-term rental bylaws were adopted April 8, 2019. Under the new rules, a homeowner or primary resident can legally rent their principal residence for periods of 29 days or less. These regulations will be reviewed in late 2020/2021.
Reduce the cost of developing affordable, purpose-built rental housing	City of Kelowna (Policy & Planning)	Complete	An additional annual budget of $60,000 per year was approved for the years 2019-2022 for an increase of $180,000 ongoing budget. Approved by Council on August 12th, 2019 Council Report (Item 5.4)

			Updated Rental Housing Grant Program: 1. Shift focus to non-market long-term rental projects; 2. Require projects to be located in areas with transit and amenities. 3. Lift requirement of City of Kelowna housing agreement for projects with long-term operating agreement with BC Housing.
Revise tax incentives for purpose-built rental housing	City of Kelowna (Policy & Planning)	Complete	Approved by Council on August 12th, 2019. Council Report (Item 5.4) Updated Rental Tax Exemption Program: 1. Eliminate 3 per cent vacancy requirement 2. Introduce location requirement, focus on areas with transit and amenities 3. Remove requirement of City of Kelowna housing agreements for projects with long-term (+15 years) agreements with BC Housing

Key Direction: Improve Housing Affordability and Reduce Barriers for Affordable Housing

Action	Lead	Status	Details
Align land use, housing and transportation planning	City of Kelowna (Policy & Planning and Integrated Transportation)	In progress	The Official Community Plan 2040 and the Transportation Master Plans are being developed in tandem to ensure that land use and transportation are aligned in the plans.
Implement the Energy Step Code for new housing	City of Kelowna (Policy & Planning)	In progress	The Energy Step Code Implementation Strategy for Part 9 Buildings was approved by Council on May 6, 2019 (Item 5.2). Energy Step Code Implementation Strategy included timelines and incentives including: • Step 1 will be in effect on December 1, 2019 • Step 3 will be in effect on June 1, 2020. Staff is currently developing an Energy Step Code Implementation Strategy for Part 3 Buildings.
Develop a Community Energy Retrofit Strategy	City of Kelowna (Policy & Planning)	In progress	Staff is currently developing a Community Retrofit Strategy for Kelowna as per the

			endorsed Council Report on December 2, 2019 (Item 4.1).
Consider the development of an Affordable Housing Land Acquisition Strategy	City of Kelowna (Policy & Planning)	In progress	Staff is currently working with a Planning consultant on the development of an Affordable Housing Land Acquisition Strategy.
Increase the supply of affordable housing through new development	City of Kelowna (Policy & Planning)	Not started	This project has not commenced, as it is tied to the Infrastructure team investigating the financing tools available for servicing growth. Pending Council's direction, this action will either be resourced or eliminated.
Reduce parking requirements for infill and affordable housing	City of Kelowna (Development Planning)	Complete	Replacing Section 8 (Parking & Loading) of the Zoning Bylaw. Lower parking requirements proposed for purpose-built rental housing projects and projects in the urban centres and urban core, along with incentives for carshare and secure bicycle storage. The bylaw was updated and adopted by Council on November 25, 2019 (Item 5.1).

Key Direction: Build the Right Supply

Action	Lead	Status	Details
Encourage universal and accessible design	City of Kelowna (Policy & Planning and Interior Health)	In progress	City of Kelowna staff are currently investigating policy options for the OCP2040. Interior Health is exploring housing related needs of clients and opportunities to support universal and adaptable design in the community.
Create more sensitive infill of lots in existing neighbourhoods	City of Kelowna (Development Planning)	In progress	Housing workshop with Council will occur in 2020.
Support a greater variety of infill housing forms	City of Kelowna (Development Planning)	In progress	Housing workshop with Council will occur in 2020. Staff will be investigating updating policies and regulations to make it easier to build a variety of infill housing types, including carriage houses.
Support a greater variety of housing tenures	City of Kelowna (Development Planning)	In progress	Housing workshop with Council will occur in 2020. Consideration will be given to rental only zones in association with new parking regulations.

Key Direction: Strengthen Partnerships and Align Investments

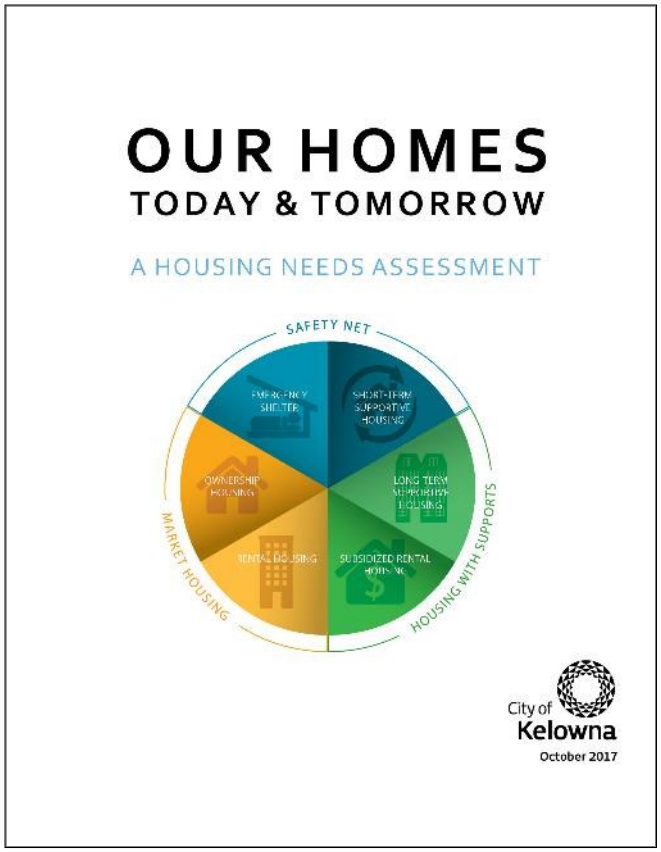
Action	Lead	Status	Details
Formalize a partnership with BC Housing	City of Kelowna (Policy & Planning)	Not started	Action slated for 2020.
Enhance the City of Kelowna and Interior Health's role in community collaboration and research on housing	City of Kelowna (Policy & Planning and Active Living & Culture) and Interior Health	Ongoing	• City's first Annual Housing Workshop was held on February 21, 2019. Approximately 80 participants representing various industries attended. • Participated in the Steering Committee for the development of BCHC Housing Action Guide for Local Governments. • Participated in the Steering Committee for the Provincial Housing Needs Reports. • Authored Housing Needs Assessment article for PIBC (spring 2019) • Housing Needs Assessment article for CMHC Housing Observer Online • City of Kelowna and Urban Matters won a PIBC Gold Award in Excellence in Policy Planning for Equity and Inclusion in Housing Needs Assessments • Interior Health created two radon resources to improve radon awareness and mitigation in new and existing homes • Interior Health supported a UBCO Faculty of Engineering Co-Housing Capstone project • Health and Housing series which is being featured bi-weekly on IH internal In-the-Loop e-magazine/website. Topics include: ✓ Housing & Our Health ✓ Housing & Our Health-Meeting the needs of MHSU Clients ✓ Housing & Our Health - Meeting the needs of Aboriginal people ✓ Housing & Our Health- Healthy Aging in Place ✓ Housing & Our Health- Community Partnerships

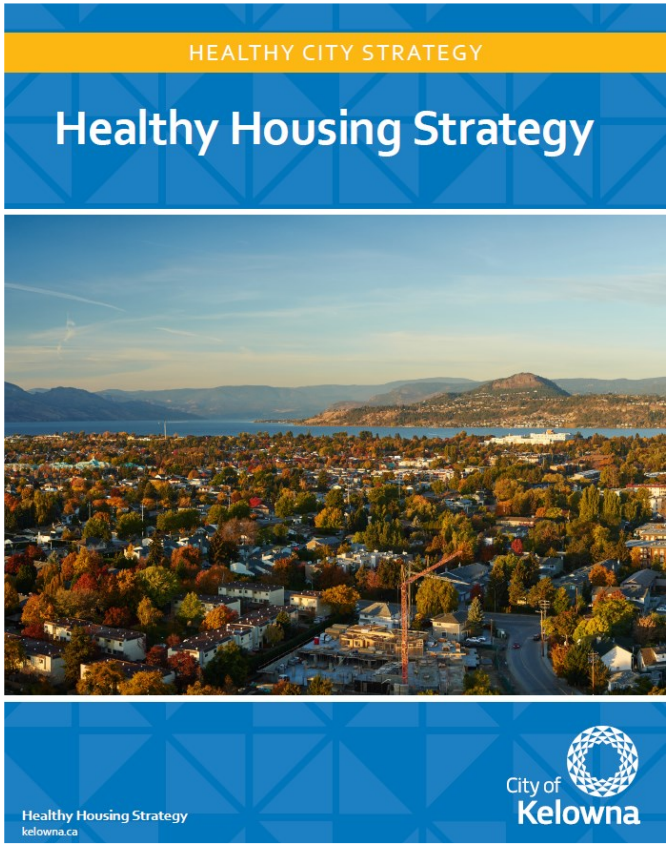
Support a Regional Housing Needs Assessment	City of Kelowna (Policy & Planning) and Interior Health	Complete	City of Kelowna and Interior Health staff were part of the stakeholder team for the development of the Regional Housing Needs Assessment. The Regional Housing Needs Assessment is available online.
Advocate to Senior Government for additional tools and funding	City of Kelowna (Policy & Planning)	Ongoing	Staff discuss housing tools with senior government such as Inclusionary zoning, Residential Tenancy Act, Housing Needs Report and DCC changes.

Healthy Housing Strategy

March 2020

Healthy Housing





Healthy Housing Vision

Housing Wheelhouse

Healthy Housing Strategy

4 key directions

19 actions

Four Key Directions

1. Promote and protect rental housing;
2. Improve housing affordability and reduce barriers for affordable housing;
3. Build the right supply; and
4. Strengthen partnerships and align investments.

Highlights

- Ongoing housing collaborations;
- Short-Term Rental regulations created;
- Implemented the Energy Step Code;
- Updated the Rental Housing Grants Program and the Rental Tax Exemption Program; and
- The Rental Housing Inventory was developed.

Next Steps

Development of an Affordable Housing Land Acquisition Strategy;

Development of a Community Energy Retrofit Strategy; and

Policy and zoning changes to permit a greater variety of housing forms and tenures.

By investing in housing programs, policies, partnerships, and regulations, the community as a whole can create a healthy housing system – one that will benefit not just the residents of today, but future generations as well.

REPORT TO COUNCIL

Date:	March 9th, 2020		
To:	Council		
From:	City Manager		
Department:	Development Planning (TC)		
Application:	RN18-0002		
Subject:	Proposed Renaming of Section of Saucier Road to Stewart Road West	**Applicant:**	The City of Kelowna

1.0 Recommendation

THAT Council receives for information the Report from the Planner dated March 9th, 2020 for the purpose of renaming sections of Saucier Road to Stewart Road West as shown on Map "A" as attached to and forming part of the Report from the Development Planning Department dated March 9th, 2020;

AND THAT Council gives reading consideration to Bylaw No.12000 "Renaming of a Section of Saucier Road to Stewart Road West Name Change Bylaw".

2.0 Purpose

To rename a portion of Saucier Road to Stewart Road West.

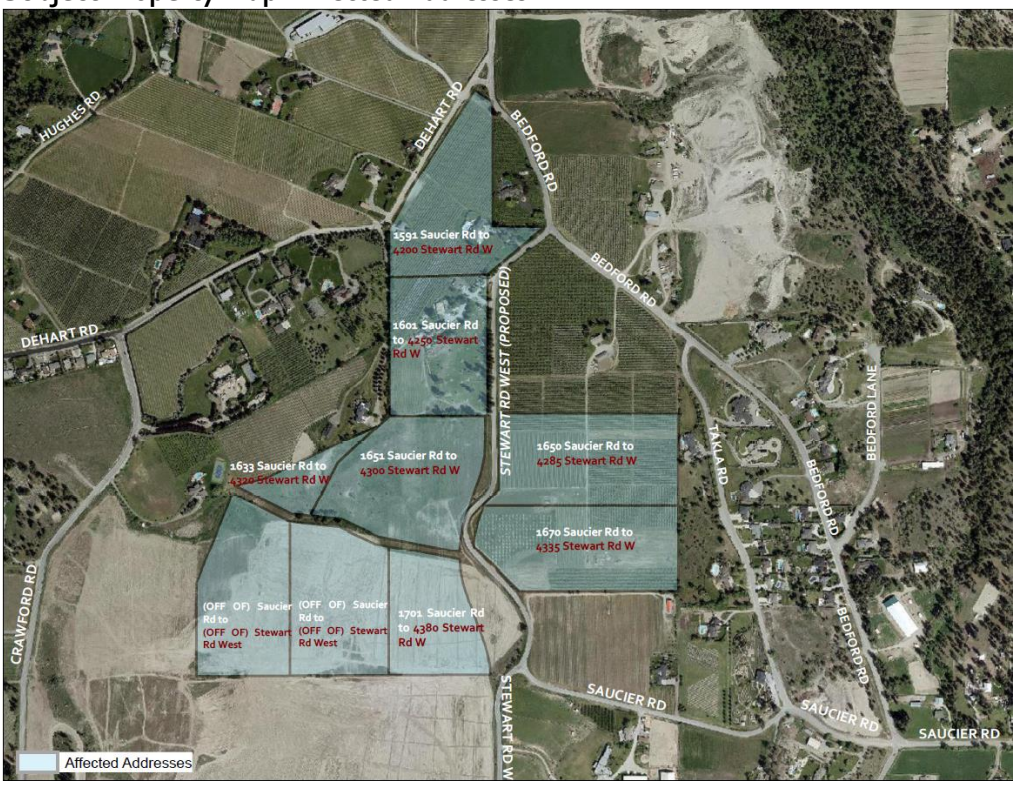
3.0 Development Planning

Saucier Road has undergone road infrastructure improvements to a section of the roadway, in particular the "S" curve of the road. This is in anticipation of the South Perimeter Road construction and the extra traffic it will generate. The "S" curve of Saucier Road has been upgraded and connects to Stewart Road West. The alignment will require this section of Saucier Road to be named Stewart Road West.

It is therefore necessary for the City to initiate a road name change in order to eliminate the potential for future confusion. The northern portion of Saucier Road will be changed and nine properties will be affected.

Council Policy no. 363 requires Staff to circulate a notification to all property owners that will be affected by the proposed road name change. This required notice was mailed to all property owners on January 29th, 2020, with a two-week period for comments and concerns.

Subject Property Map: Affected Addresses



4.0 Current Development Policies

4.1 Council Policy no. 363 – Naming, Street Name/Address Change and Compensation

5.0 Technical Comments

5.1 <u>Development Engineering Department</u>

5.1.1 To continue Stewart Rd W would enhance response to emergencies – the current naming is confusing if not familiar with the area.

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Wesley Miles, Acting Community Planning & Development Manager

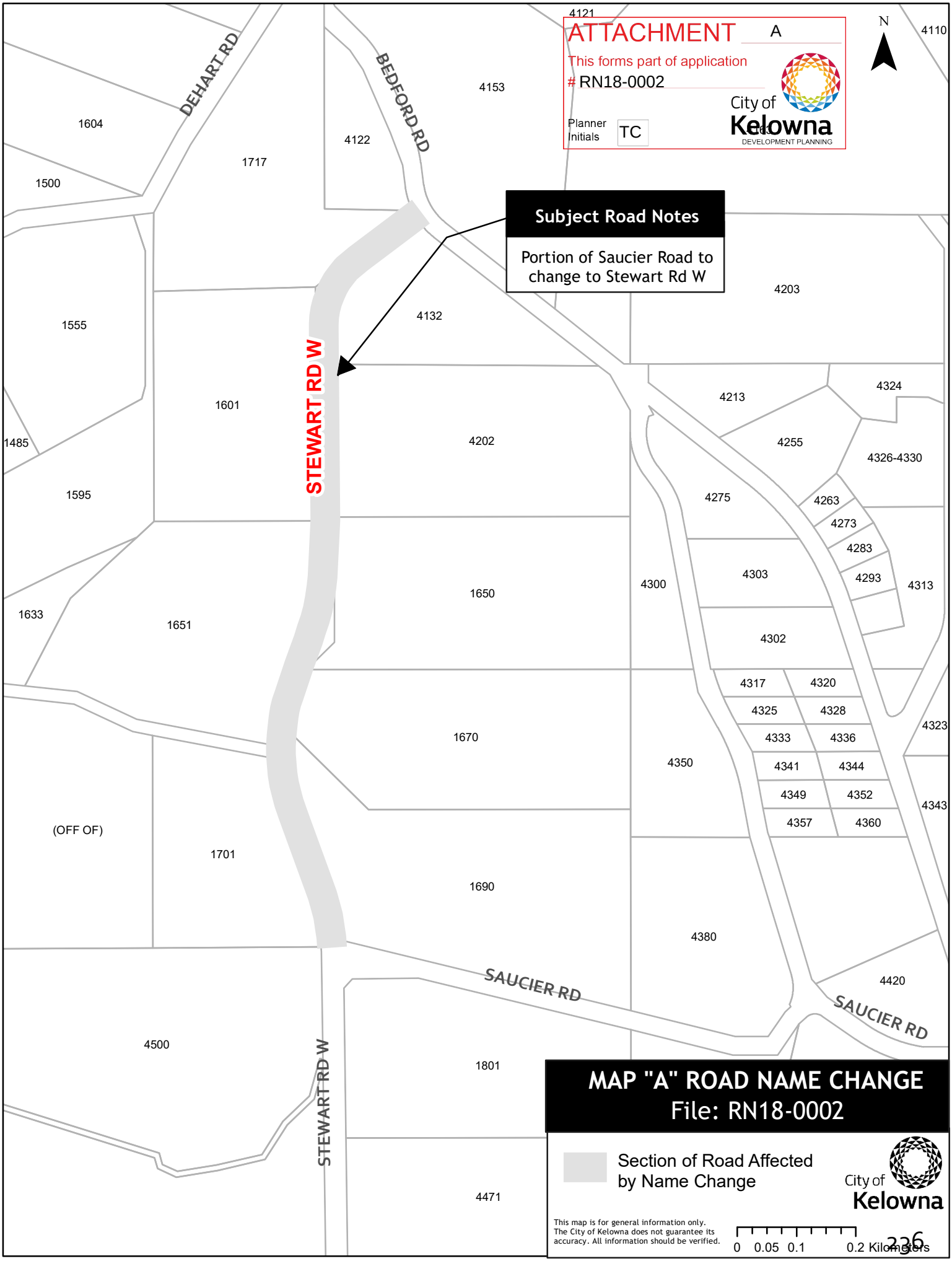
Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments

Attachment A: Map "A" Road Name Change (RN18-0002)

Attachment B: Proposed Address Change Map

Attachment C: Letter to Neighbours


ATTACHMENT A
This forms part of application
RN18-0002
Planner Initials TC
City of Kelowna
DEVELOPMENT PLANNING
N
Subject Road Notes
Portion of Saucier Road to change to Stewart Rd W
DEHART RD
BEDFORD RD
STEWART RD W
SAUCIER RD
4121
4110
4153
4122
1604
1717
1500
4132
4203
1555
1601
4213
4324
1485
4202
4255
4326-4330
1595
4275
4263
4273
4283
4293
4313
4303
4300
1650
1633
1651
4302
4317
4320
4325
4328
4323
4333
4336
1670
4350
4341
4344
4349
4352
4343
4357
4360
(OFF OF)
1701
1690
4380
4420
4500
1801
4471
MAP "A" ROAD NAME CHANGE
File: RN18-0002
Section of Road Affected by Name Change
City of Kelowna
This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 0.05 0.1 0.2 Kilometers

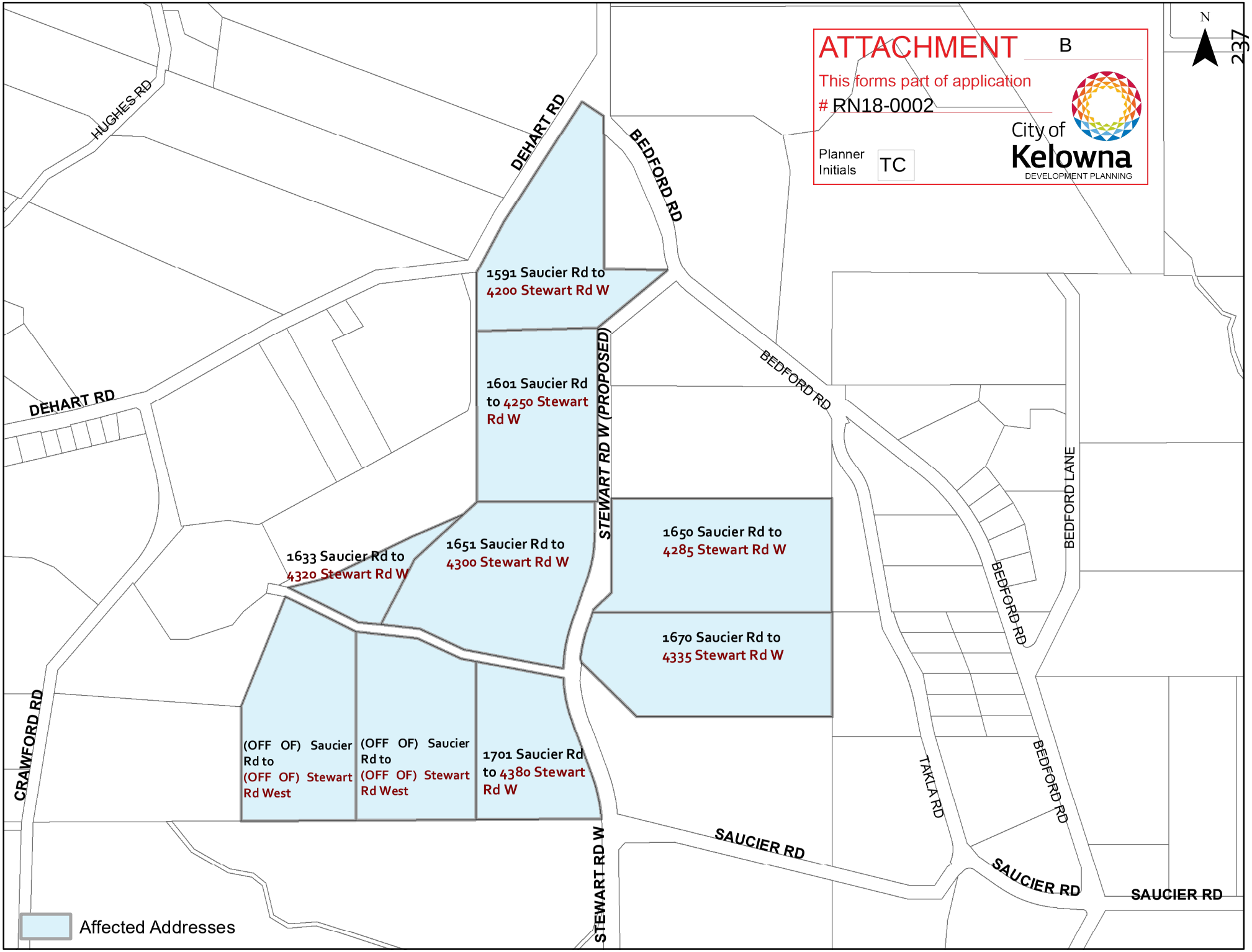
ATTACHMENT B

This forms part of application

RN18-0002

Planner Initials TC

City of Kelowna
DEVELOPMENT PLANNING



ATTACHMENT C
This forms part of application
RN18-0002
Planner Initials TC
City of Kelowna DEVELOPMENT PLANNING

City of Kelowna

Date: January 29th, 2020

To: Property Owner

Re: Proposed Street Name/Address Changes – Saucier Rd (RN18-0002)

Your property will be affected by street name and address changes to Saucier Road. Due to road infrastructure improvements and straightening to the "S" curve of Saucier Road, the City of Kelowna Development Planning Department has determined that a portion of Saucier Road should be renamed Stewart Road West as outlined in the attached map. The City of Kelowna is confident that the future Stewart Road West will suffice to accommodate transportation needs in the future.

As a result, the City of Kelowna will be readdressing the following addresses on Saucier Road:

Current Address	Proposed New Address
1591 Saucier Road	4200 Stewart Road West
1601 Saucier Road	4250 Stewart Road West
1650 Saucier Road	4285 Stewart Road West
1651 Saucier Road	4300 Stewart Road West
1633 Saucier Road	4320 Stewart Road West
1670 Saucier Road	4335 Stewart Road West
1701 Saucier Road	4380 Stewart Road West

This change is a public safety concern and is necessary to ensure clear addressing to avoid any potential confusion for emergency services and other essential services.

As per ***Council Policy No. 363 – Naming, Street Name/Address changes and Compensation***, The City of Kelowna will compensate affected property owners and business owners impacted by this City initiated addressing change based on the following policy:

A. *Affected Residential Property Owners*

i) Property owner whose address will change as a result of City of Kelowna initiated road name or numbering change will be granted a 1-year Change of Address with Canada Post.

ii) Property owners will also be compensated for replacement house numbers at a maximum cost of $15.00 per number (to a maximum of 4 numbers).

B. *Affected Business Owners*

iii) Affected business owners are those businesses who have an active business license on the date that the initial written notification is sent out, advising of a pending change, and whose address will change as a result of a City of Kelowna initiated change

iv) Business owners may also be compensated for the initial printing costs of letterhead and envelopes (to a maximum of $250)

v) Business owners may also be compensated for replacement numbers at a maximum of $15.00 per number (to a maximum of 4 numbers).

ATTACHMENT C
This forms part of application
RN18-0002
Planner Initials TC
City of Kelowna
DEVELOPMENT PLANNING

If you have any questions or concerns please contact me at 250-469-8967 or tcaswell@kelowna before Friday, February 14th, 2020.

Regards,

Tyler Caswell, Planner I

Attachments:
Propose Street Name/Address Changes Map

Development Planning Department
1435 Water Street
Kelowna, BC V1Y 1J4
TEL 250 469-8626
FAX 250 862-3314
kelowna.ca

CITY OF KELOWNA

BYLAW NO. 12000

A Bylaw to Rename a Section of Saucier Road to Stewart Road West

---

WHEREAS the Municipal Council of the City of Kelowna deems it desirable for a section of Saucier Road to be renamed Stewart Road West;

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

1. THAT the name of Saucier Road be changed to Stewart Road West as outlined in Map "A" attached to and forming part of this bylaw;

2. This bylaw may be cited for all purposes as the "Renaming of Section of Saucier Road to Stewart Road West Name Change Bylaw No. 12000".

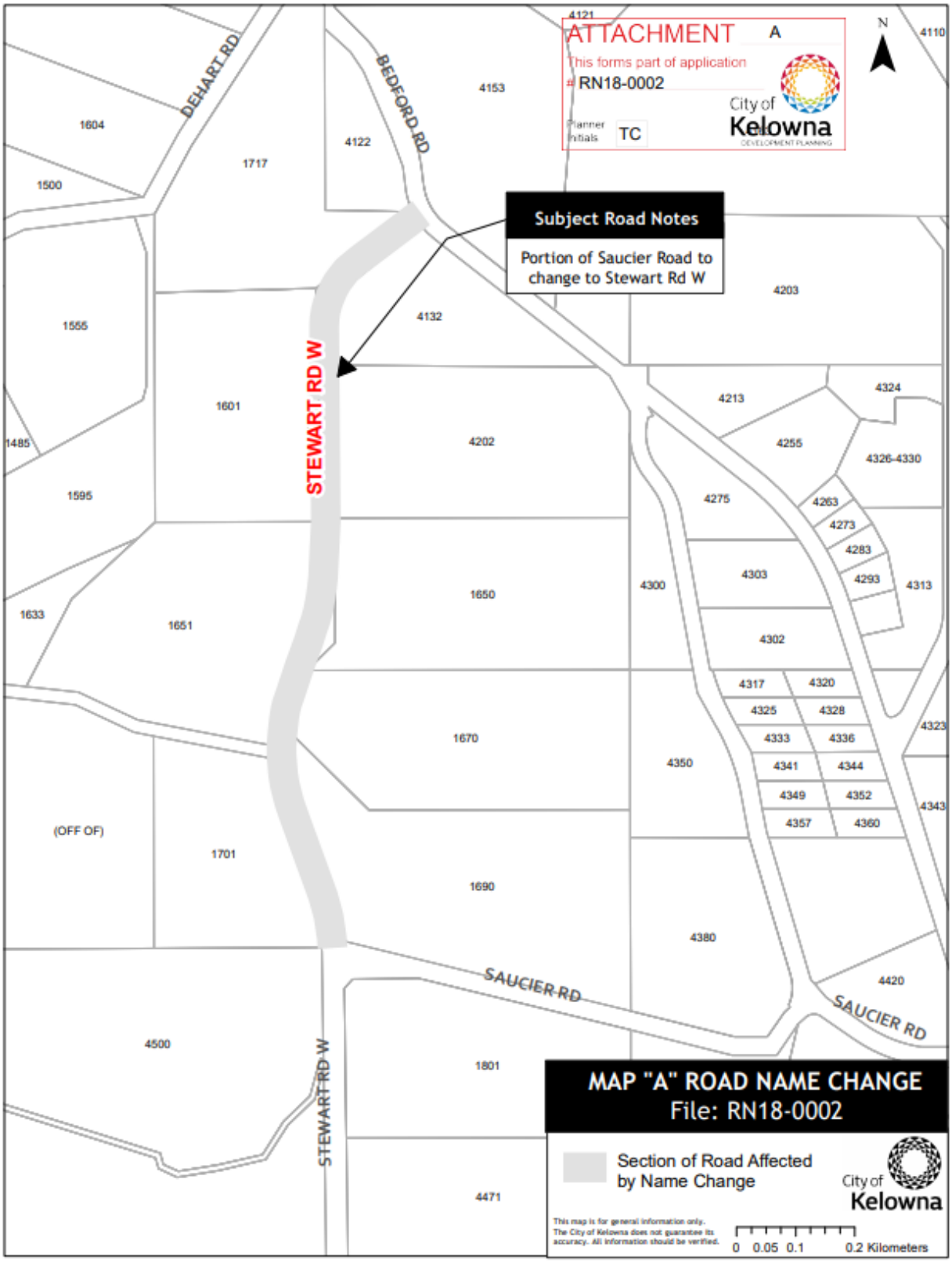
Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Map "A"


ATTACHMENT A
This forms part of application
RN18-0002
Planner Initials TC
City of Kelowna
DEVELOPMENT PLANNING
N
Subject Road Notes
Portion of Saucier Road to change to Stewart Rd W
STEWART RD W
DEHART RD
BEDFORD RD
SAUCIER RD
(OFF OF)
MAP "A" ROAD NAME CHANGE
File: RN18-0002
Section of Road Affected by Name Change
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 0.05 0.1 0.2 Kilometers

CITY OF KELOWNA

BYLAW NO. 11967

Road Closure and Removal of Highway Dedication Bylaw
(Portion of Cawston Road)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Cawston Road

---

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, hereby enacts as follows:

1. That portion of highway attached as Schedule "A" comprising 185.5m² shown in bold black as Closed Road on the Reference Plan prepared by Robert T. Macdonald, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.

2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this

Approved Pursuant to Section 41(3) of the Community Charter this

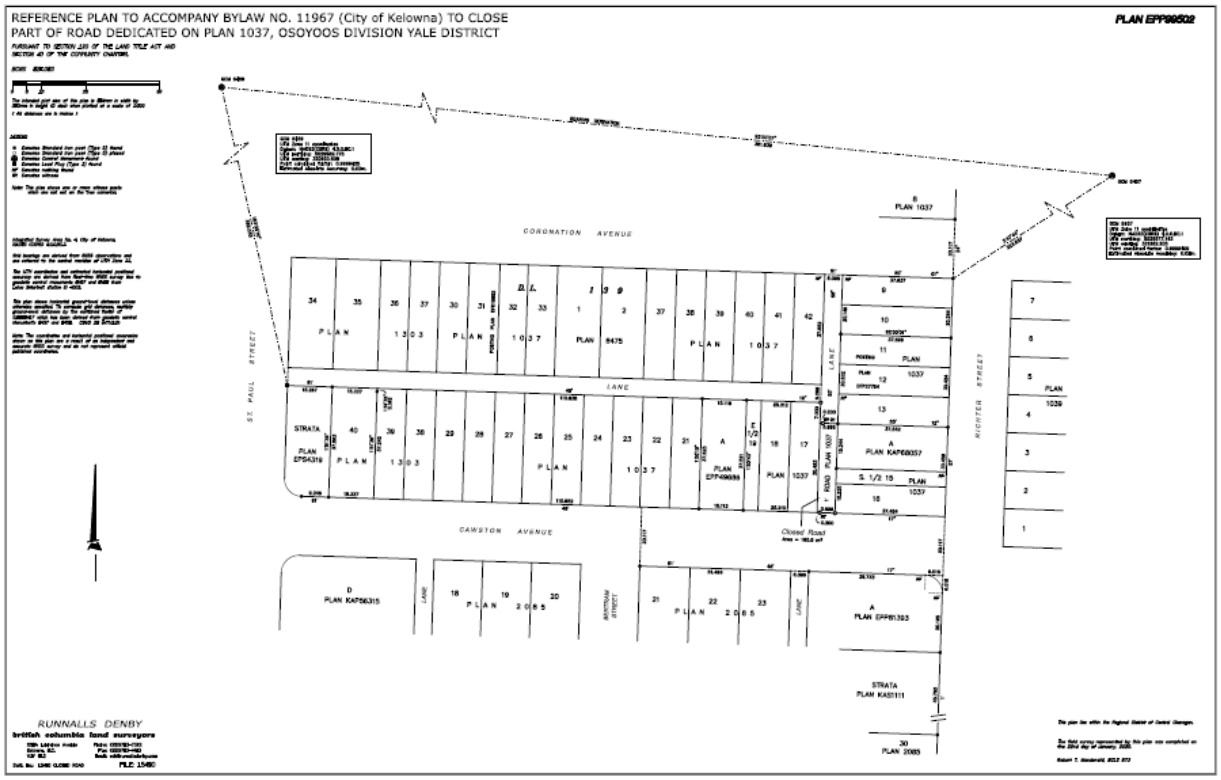
_____
(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Schedule "A"


REFERENCE PLAN TO ACCOMPANY BYLAW NO. 11967 (City of Kelowna) TO CLOSE
PART OF ROAD DEDICATED ON PLAN 1037, OSOYOOS DIVISION YALE DISTRICT
PLAN EPP99502
CORONATION AVENUE
CAMPTON AVENUE
ST. PAUL STREET
RICHTER STREET
LANE
Closed Road
RUNNALLS DENBY
FILE 1546