

City of Kelowna
Regular Council Meeting
AGENDA



Monday, March 6, 2023
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-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

3 - 10

PM Meeting - February 27, 2023

3. Development Application Reports & Related Bylaws

3.1 Gordon Dr 4998 – OCP22-0007 (BL12474) – 0954654 BC LTD

11 - 24

To amend the Official Community Plan to change the future land use designation of the subject property from Suburban – Multiple Unit (S-MU) to Village Centre (VC).

3.2 Gordon Dr 4998 BL12474 (OCP22-0007) - 0954654 BC LTD

25 - 25

Requires a majority of all members of Council (5).

To give Bylaw No. 12474 first reading in order to change the Future Land Use designation of the subject property from the S - MU - Suburban Multiple Unit designation to the VC - Village Centre designation.

3.3 OCP Amendment regarding Temporary Use Permit Designation - OCP23-0003 (BL12496) - City of Kelowna

26 - 27

To amend the Official Community Plan by allowing Temporary Use Permits to be considered on all lands within the City of Kelowna.

3.4	OCP Amendment regarding Temporary Use Permit Designation - OCP23-0003 (BL12496) - City of Kelowna	28 - 29
	Requires a majority of all members of Council (5).	
	To give bylaw No. 12496 first reading in order to allow Temporary Use Permits on all lands within the City of Kelowna.	
3.5	Multiple Properties - Z22-0081 (BL12493, 12494, 12495) - Various Owners	30 - 73
	To rezone the subject properties in accordance with the Zoning Bylaw Transition Plan.	
3.6	Multiple Properties - Rezoning Bylaws	
	To give first reading to rezoning bylaws.	
	The following bylaws will be read together unless Council wants to separate one of the bylaws.	
3.6.1	Multiple Properties - BL12493 (Z22-0081) - Various Owners	74 - 75
	To give Bylaw No. 12493 first reading in order to rezone the subject properties in accordance with the Zoning Bylaw Transition Plan.	
3.6.2	Multiple Properties - BL12494 (Z22-0081) - Various Owners	76 - 79
	To give Bylaw No. 12494 first reading in order to rezone the subject properties in accordance with the Zoning Bylaw Transition Plan.	
3.6.3	Multiple Properties - BL12495 (Z22-0081) - Various Owners	80 - 89
	To give Bylaw No. 12495 first reading in order to rezone the subject properties in accordance with the Zoning Bylaw Transition Plan.	
4.	Non-Development Reports & Related Bylaws	
4.1	2022 Planning & Development Statistics	90 - 101
	This report updated Council on construction and development statistics for 2022.	
4.2	Transportation Citizen Survey	102 - 157
	To present the results of the 2022 Transportation Citizen Survey.	
5.	Mayor and Councillor Items	
6.	Termination	



**City of Kelowna
Regular Council Meeting
Minutes**

Date:	Monday, February 27, 2023
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Tom Dyas, Councillors Ron Cannan, Maxine DeHart*, Charlie Hodge, Gord Lovegrove, Mohini Singh, Luke Stack, Rick Webber and Loyal Wooldridge
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Community Safety Director, Darren Caul*; Divisional Director, Planning & Development Services, Ryan Smith*, Development Planning Department Manager, Terry Barton*; Community Planning & Development Manager, Dean Strachan*; Planner, Alissa Cook*; Planner, Tyler Caswell*; Policy & Planning Department Manager, Danielle Noble-Brandt*; Long Range Policy Planning Manager, Robert Miles*; Planner Specialist, Daniel Sturgeon*; Senior Airport Finance & Corporate Services Manager, Shayne Dyrdal*; Financial Director, Joe Sass*; Financial Analyst, James Lawson*; Corporate Finance Manager, Shelly Little*; Financial Analyst, Nicole Morris
Staff participating Remotely	Legislative Coordinator (Confidential), Arlene McClelland
Guest	Inspector Beth McAndie*, Kelowna RCMP Detachment

(* Denotes partial attendance)

1. Call to Order

Mayor Dyas called the meeting to order at 1:30 p.m.

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-video feed is being broadcast and recorded on kelowna.ca and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By Councillor Hodge/Seconded By Councillor Singh

THAT the Minutes of the Regular Meetings of February 13, 2023 be confirmed as circulated.

Carried

3. Reports

3.1 RCMP 2022 Annual Report

Inspector Beth McAndie, Acting Officer in Charge

- Displayed a PowerPoint Presentation providing an update regarding the 2022 annual activity on public safety and crime data and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Council receive the RCMP 2022 Year in Review Report from the Acting Officer in Charge, Kelowna RCMP Detachment, dated February 27, 2023.

Carried

4. Development Application Reports & Related Bylaws

4.1 Shanks Rd 4351 - A22-0006 - Jeffrey Dale Pater Polovick

Staff:

- Displayed a PowerPoint Presentation summarizing the application and provided rationale for non-support.

Birte Decloux, Urban Options Planning Corp.

- Displayed a PowerPoint Presentation.
- Commented that this application seeks to vary an Agriculture Land Reserve regulation to allow the existing sales area to be larger than permitted in ALR regulations.
- Spoke to the Zoning Bylaw regulations and noted the most current Agriculture Land Reserve regulations.
- Provided background of the site and noted the current owners purchased the land in September 2020 and were not aware of the existing bylaw action against the site, however, working to bring the property into compliance.
- Met with ALC enforcement for BC and Okanagan South on site and they were pleased with the rehabilitation and expressed support for making the non-farm use application.
- Spoke to agriculture activities on site; green houses and plant nurseries.
- Spoke to the 2040 Official Community Plan Policies and how they would apply to the property.
- Responded to questions from Council.

Staff:

- Responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

THAT Agricultural Land Reserve Application No. A22-0006 for Lot 14 Section 34 Township 23 and Section 3 Township 20 ODYD Plan 500 Except Plan 44031, located at 4351 Shanks Road, Kelowna, BC for a non-farm use application in the Agricultural Land Reserve pursuant to Section 20(2) of the Agricultural Land Commission Act, NOT be supported by Council;

AND THAT Council directs Staff NOT to forward the subject application to the Agricultural Land Commission for consideration.

Carried

Councillor Hodge - Opposed

4.2 Fuller Rd 4644 - Z22-0057 (BL12482) - James Davidson and Anne Davidson

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Cannan

THAT Rezoning Application No. Z22-0057 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot A Section 25 Township 28 SDYD Plan 39139, located at 4644 Fuller Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the registration of a 219 Do-Not-Disturb Covenant for riparian area protection;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated February 27, 2023.

Carried

4.3 Coronation Ave 979 983 - Z22-0075 (BL12484) - 979 Coronation GP Ltd. and Jamie Dennis Haynes

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Stack

THAT Rezoning Application No. Z22-0075 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 46 District Lot 138 ODYD, Plan 1271 and Lot 47, District Lot 138, ODYD, Plan 1271, located at 979 & 983 Coronation Ave, Kelowna, BC, from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated February 27, 2023;

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

Carried

Councillor Hodge and Lovegrove - Opposed

4.4 Graham Rd 1385 - Z22-0074 (BL12485) - Gurmit Singh Mann

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Rezoning Application No. Z22-0074 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 86 Section 22 Township 26 ODYD PLAN 19162, located at 1385 Graham Rd, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU4 – Duplex Housing zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated February 27, 2023.

Carried

4.5 Temple Crt 252 - Z22-0045 (BL12486) - Giovanni Lenza and Stonewood Development Corp., Inc. No. BCo671615

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Rezoning Application No. Z22-0045 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of LOT 19 SECTION 27 TOWNSHIP 26 ODYD PLAN 37210, located at 252 Temple Crt, Kelowna, BC from the RU2 – Medium Lot Housing zone to the MF2 – Townhouse Housing zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated February 27th, 2023;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

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

Carried

4.6 Lochview Rd 380 - TA21-0014 (BL12487) - Michael Georg Anton Holzhey

Councillor DeHart declared a conflict of interest due to their employment in the hotel industry and departed the meeting at 3:18 p.m.

Staff:

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

Moved By Councillor Singh/Seconded By Councillor Stack

THAT Zoning Bylaw Text Amendment Application No. TA21-0014 to amend City of Kelowna Zoning Bylaw No. 12375 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated February 27th, 2023, for Lot A Sections 7 and 8 Township 23 ODYD Plan KAP88538 located at 380 Lochview Road, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated February 27th, 2023;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the registration of a road reserve covenant on the Title of the subject property for the area shown on Attachment "B".

Carried

4.7 Lochview Rd 380 - BL12487 (TA21-0014) - Michael Georg Anton Holzhey

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Bylaw No. 12487 be read a first time.

Carried

Councillor DeHart rejoined the meeting at 3:29 p.m.

4.8 Multiple Properties - Z22-0056 (BL12483, 12490, 12491, 12492) - Various Owners

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Webber

THAT Rezoning Application No. Z22-0056 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of several parcels described in Schedule 'A';

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

AND THAT final adoption of Bylaw No. 12483 and Bylaw No. 12490 be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

Carried

4.8.1 Multiple Properties - BL12483 (Z22-0056) - Various Owners

4.8.2 Multiple Properties - BL12490 (Z22-0056) - Various Owners

4.8.3 Multiple Properties - BL12491 (Z22-0056) - Various Owners

4.8.4 Multiple Properties - BL12492 (Z22-0056) - Various Owners

Moved By Councillor Singh/Seconded By Councillor Lovegrove

THAT Bylaw Nos. 12483, 12490, 12491 and 12492 be read a first time.

Carried

4.9 Rezoning Bylaws Supplemental Report to Council

City Clerk:

- Confirmed no correspondence had been received for the rezoning of Hoover Road and Union Road.

Moved By Councillor Stack/Seconded By Councillor DeHart

THAT Council receives, for information, the report from the Office of the City Clerk dated February 27, 2023 with respect to two rezoning applications;

AND THAT Rezoning Bylaws No. 12479 and 12481 be forwarded for further reading consideration.

Carried

4.9.1 Hoover Rd 1065 - BL12479 (Z21-0098) - Neelam Kumari Khuttan

4.9.2 Union Rd 1975 - BL12481 (Z21-0056) - Multiple Owners

Moved By Councillor Stack/Seconded By Councillor DeHart

THAT Bylaw Nos. 12479 and 12481 be read a first, second and third time.

Carried

The meeting recessed at 3:37 p.m.

The meeting reconvened at 3:47 p.m.

4.10 Casorso Site Area Redevelopment Plan Authorization

Staff:

- Displayed a PowerPoint Presentation summarizing the Area Redevelopment Plan process and Terms of Reference for the Casorso Neighbourhood Plan Area and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Council **defer** the preparation of an Area Redevelopment Plan as outlined in the report and attached Terms of Reference from the Policy & Planning Department, dated February 27, 2023, for the following ten properties:

- Lot A, Plan 37230, District Lot 134, ODYD
- Lots 3, 4, 5, and 6, Plan 3463, District Lot 135, ODYD
- Lots 1, 2, 3, 4, and 5, Plan 10171, District Lot 135, ODYD

Carried

The meeting recessed at 4:41 p.m.

The meeting reconvened at 4:46 p.m.

5. Non-Development Reports & Related Bylaws

5.1 Kelowna International Airport Terminal Expansion Loan Authorization Bylaw Amendment

Staff:

- Displayed a PowerPoint Presentation summarizing the Loan Authorization bylaw amendment and provided an update on information from the Ministry confirming elector approval is not required.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Council receive for information the report from Kelowna International Airport and Financial Services dated February 27, 2023, regarding the amendment to Bylaw No. 12480 being Kelowna International Airport Terminal Expansion Loan Authorization Bylaw at third reading;

AND THAT Bylaw No. 12480 being Kelowna International Airport Terminal Expansion Loan Authorization Bylaw be amended at third reading by removing the requirement for elector approval.

Carried

5.2 BL12480 - Kelowna International Airport Terminal Building Expansion Loan Authorization Bylaw

Moved By Councillor Stack/Seconded By Councillor DeHart

THAT Bylaw No. 12480 be amended at third reading by adding the following after "AND WHEREAS the approval of the Inspector of Municipalities has been obtained;

AND WHEREAS approval of the electors for the Loan Authorization Bylaw is not required under section 180 of the Community Charter as the liability is within the approval-free liability zone determined in accordance with section 7 of the Municipal Liabilities Regulation (BC Reg. 254/2004);

And deleting:

AND WHEREAS approval of the electors has been obtained:"

"Received Approval of the Electorship this"

Carried

5.3 2023 Value for Money Program

Staff:

- Displayed a PowerPoint Presentation providing an overview on the existing and proposed future of the Value for Money Assurance Program and responded to questions from Council.

Moved By Councillor Cannan/Seconded By Councillor DeHart

THAT Council approve the selected assurance engagements for 2023 in the report titled "Value for Money Assurance Program" and receive for information the proposed evolution of the Value for Money program.

Carried

6. Resolutions

Councillor Stack:

- Provided comments on the draft resolution and reasons for bringing the recommendation forward.

Moved By Councillor Cannan/Seconded By Councillor Wooldridge

THAT Council defer consideration a bylaw to amend the OCP 2040 Future Land Use Map 3.1 designation for 480 Penno Rd from the "IND - Industrial" designation to the "REC – Private Recreational" designation.

Defeated

Mayor Dyas, Councillors DeHart, Hodge, Lovegrove, Singh, Stack & Webber - Opposed

Moved By Councillor Stack/Seconded By Mayor Dyas

THAT Council direct staff to bring forward for Council consideration a bylaw to amend the OCP 2040 Future Land Use Map 3.1 designation for 480 Penno Rd from the "IND - Industrial" designation to the "REC – Private Recreational" designation.

Carried

Moved By Councillor Lovegrove/Seconded By Councillor Hodge

THAT Council direct staff to invite the winners of the 2023 Sustainable Development challenge as a delegation to a Monday afternoon Council meeting.

Carried

Moved By Councillor Singh/Seconded By Councillor Hodge

THAT Council direct staff to bring forward a report on the impacts and feasibility of permitting alcohol consumption on public beaches on a trial basis.

Carried

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

THAT Council direct staff to bring forward a detailed report on forecasted need for industrial use in Kelowna and contemplated locations.

Carried

7. Mayor and Councillor Items

Councillor Lovegrove:

- Provided comments on a previous Public Hearing item regarding radon gas in homes.

8. Termination

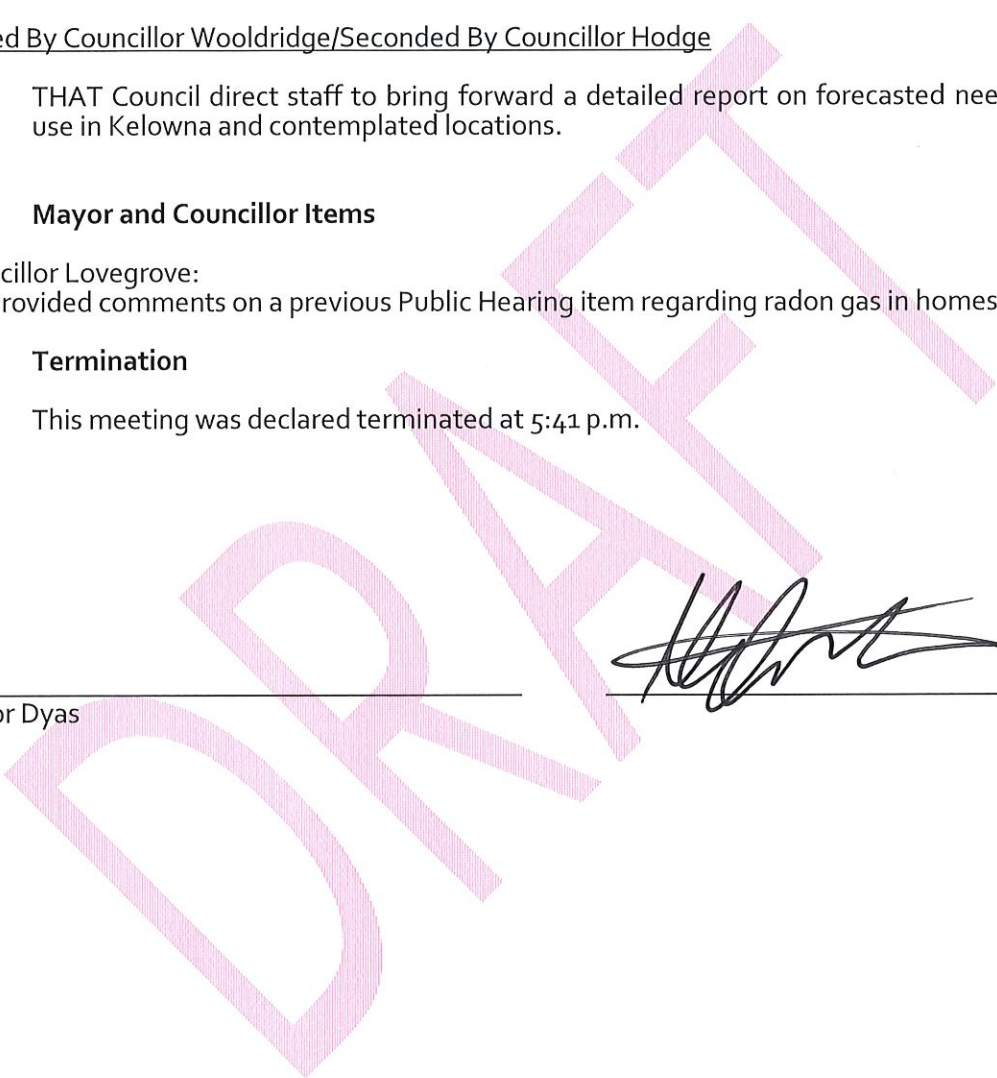
This meeting was declared terminated at 5:41 p.m.

Mayor Dyas



City Clerk

/acm



REPORT TO COUNCIL



Date: March 6, 2023

To: Council

From: City Manager

Department: Policy and Planning

Application: OCP22-0007

Owner: 0954654 BC LTD

Address: 4998 Gordon Drive

Applicant: City of Kelowna

Subject: OCP Amendment

Existing OCP Designation: S-MU – Suburban-Multiple Unit

Proposed OCP Designation: VC – Village Centre

Existing Zone: CA1 – Core Area Mixed Use

1.0 Recommendation

THAT Official Community Plan Map Amendment Application No. OCP22-0007 to amend Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of Lot 1 District Lot 579 ODYD Plan EPP45189, located at 4998 Gordon Drive, Kelowna, BC from S-MU – Suburban-Multiple Unit to VC – Village Centre, as outlined in the Report from the Policy & Planning Department dated March 6, 2023, be considered by Council;

AND THAT the Official Community Plan Amending Bylaw No.12474 be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT the requirement to hold a Public Information Session, conduct Neighbour Consultation and post a Development Notice Sign, prior to the Official Community Plan Map Amending Bylaw receiving first reading, in accordance with the *Local Government Act*, and the City of Kelowna's Development Application and Heritage Procedures Bylaw No. 12310, be waived.

2.0 Purpose

To amend the Official Community Plan to change the future land use designation of the subject property from Suburban – Multiple Unit (S-MU) to Village Centre (VC).

3.0 Development Planning

Staff have reviewed this application, and it may move forward without affecting either the City's Financial Plan or Waste Management Plan.

Staff support the proposed OCP amendment of 4998 Gordon Drive from Suburban – Multiple Unit (S-MU) to Village Centre (VC) Future Land Use designation. The proposed amendment reflects the current zoning of the site. Furthermore, it would allow for a larger commercial component on the property, which is closer to its previously designated Commercial use in the 2030 OCP. The site is near the Village Centre and could benefit from amenities and day-to-day conveniences that achieve complete communities. The designation change also continues the alignments of the property's future land use with the original Neighbourhood 3 Area Structure Plan.

4.0 Proposal

4.1 Background

On June 20th, 2022, Council directed staff to bring forward a proposed amendment to Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of 4998 Gordon Drive from Suburban – Multiple Unit (S-MU) to Village Centre (VC) Future Land Use designation. This resolution followed Council's direction for staff to provide the rationale for the land use designation during the October 26, 2021 Public Hearing for the 2040 OCP.

Previous Council Resolution

Resolution	Date
THAT Council direct staff to bring forward a proposed amendment to Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of 4998 Gordon Drive from Suburban – Multiple Unit (S-MU) to Village Centre (VC) future land use designation.	June 20, 2022
AND THAT Council direct staff to bring forward, upon adoption of the OCP 2040, the rationale for the OCP 2040 Map 3.1 Future Land Use designation for 4998 Gordon Drive:	October 26, 2021

4.2 Project Description

To date, development applications have not been proposed for the site.

The property is zoned CA1 – Core Area Mixed Use under Zoning Bylaw 12375 and the applicant is not proposing a change to the zone. The CA1 zone allows for a mix of commercial and residential uses within a Core Area and outside urban centres. The properties to the west and south of Gordon are designated Suburban Residential (S-RES) and the properties to the east of Gordon are designated Village Centre (VC).

The amendment to the Future Land Use designation of 4998 Gordon Drive from Suburban – Multiple Unit (S-MU) to Village Centre (VC) designation aligns with the commercial/mixed use zoning currently permitted. Furthermore, the 2030 Official Community Plan (OCP) had previously applied a Commercial Future Land Use designation to the subject property which was consistent with the original Neighbourhood 3 Area Structure Plan.

4.3 Site Context

The subject property is located at the southwest corner of Gordon Drive and Frost Road adjacent to the Ponds Village Centre in the upper Mission.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing	S-RES – Suburban-Residential
East	VC1 – Village Centre	VC – Village Centre
South	P4 – Utilities	PSU – Public Services/Utilities
West	P4 – Utilities	NAT – Natural Areas

Subject Property Map: 4998 Gordon Drive



5.0 **Current Development Policies**

5.1 Kelowna Official Community Plan (OCP)

The Big Picture: 10 Pillars to Realize our Vision

Stop planning new suburban neighbourhoods

Imagine Kelowna focuses on limiting urban sprawl and growing in a way that is more environmentally and financially sustainable. In recognition of this goal, the Official Community Plan signals that suburban neighbourhoods already approved will continue to grow into more complete communities but no new suburban neighbourhoods would be considered.

Objective 7.1. Create more complete communities in Suburban Neighbourhoods	
Policy 7.1.1. Area Structure Plan Consistency	Support development that is consistent with adopted Area Structure Plans (ASPs) in Suburban Neighbourhoods. Require amendments to ASPs where proposals include significant increases to the number of residential units beyond those signaled in an ASP or where proposals are likely to require significant changes to planned transportation, parks and utility infrastructure. <i>The proposed OCP amendment is consistent with the original Neighbourhood 3 Area Structure Plan.</i>
Objective 7.1. Create more complete communities in Suburban Neighbourhoods	
Policy 7.1.4 The Ponds Village Centre.	Support development in the Ponds Village Centre that includes the following characteristics: <ul style="list-style-type: none"> • A mix of commercial and residential development to a maximum height of approximately four storeys; and • Orientation of buildings towards Frost Road, with minimal surface parking between the road and the buildings. <i>The proposed OCP amendment aligns with the commercial/mixed use zoning currently permitted.</i>

5.2 Development Application and Heritage Procedures Bylaw No. 12310

The purpose of the Bylaw is to establish procedures for the processing of land development applications, including amendments to the Official Community Plan. The Bylaw outlines that consultation requirements as identified in Council Policy No. 367 must be undertaken. This Policy establishes standards and procedures for applicant's public notification and consultation responsibilities in respect of development applications prior to initial Council consideration. This ensures transparent and consistent application of standards for the benefit of affected residents, the development community and the City.

As this proposed OCP amendment involves a major change to the Future Land Use class, public notification prior to consideration of first reading should include posting a development notice sign, conducting neighbour consultation and hosting a public information session. It is recommended that Council waive this pre-first reading public consultation requirement as the proposal is a result of the Public Hearing held for the 2040 Official Community Plan process. Notice will be given prior to public hearing should Council give the bylaw first reading.

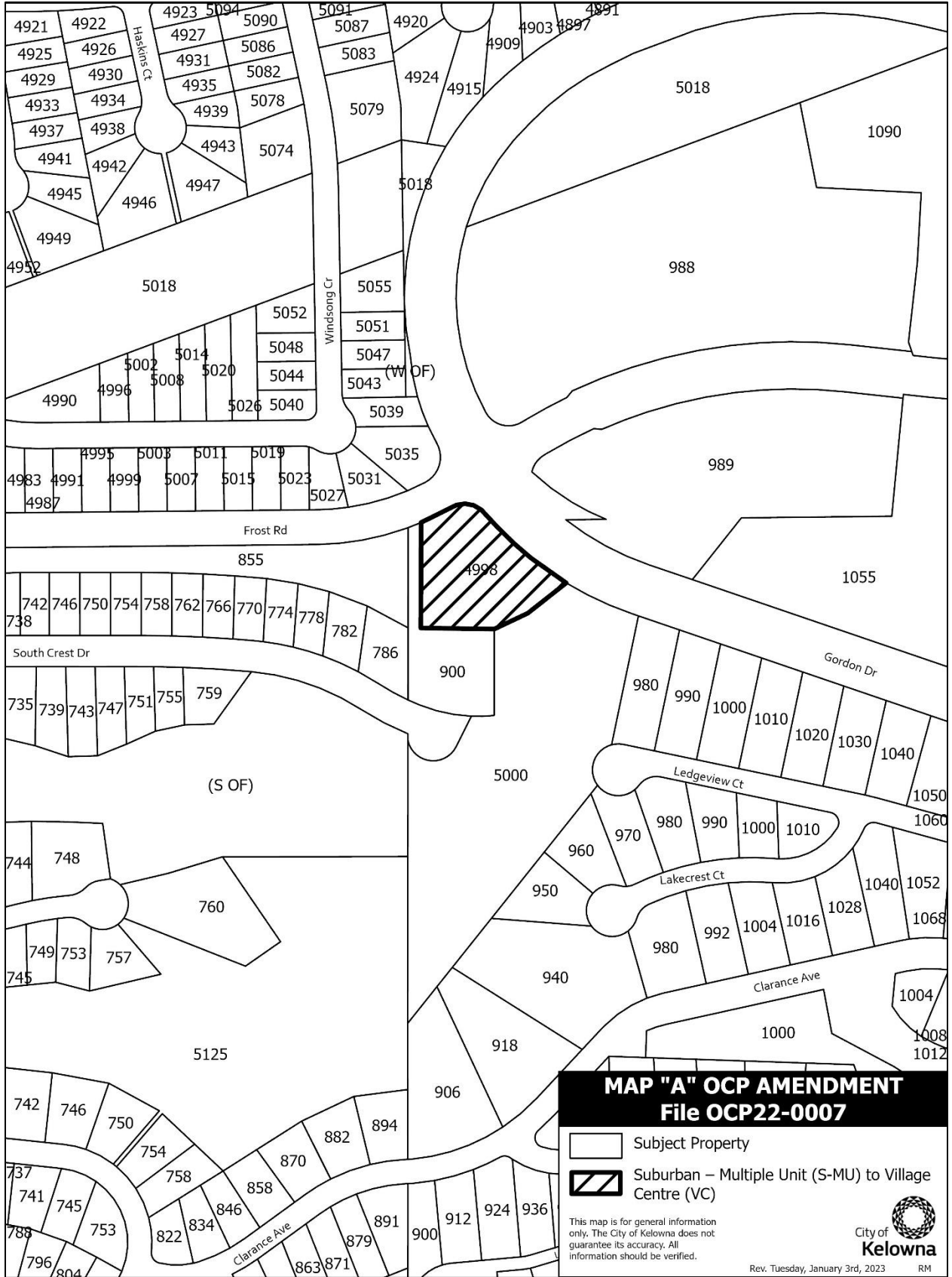
6.o Application Chronology

Date of Application Accepted: July 8, 2022

Report prepared by: Lauren Sanbrooks, Planner II
Reviewed by: Robert Miles, Long Range Policy Planning Manager
Reviewed by: Danielle Noble-Brandt, Dept. Manager of Policy & Planning
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Map A: OCP Amendment File OCP22-0007





City of
Kelowna

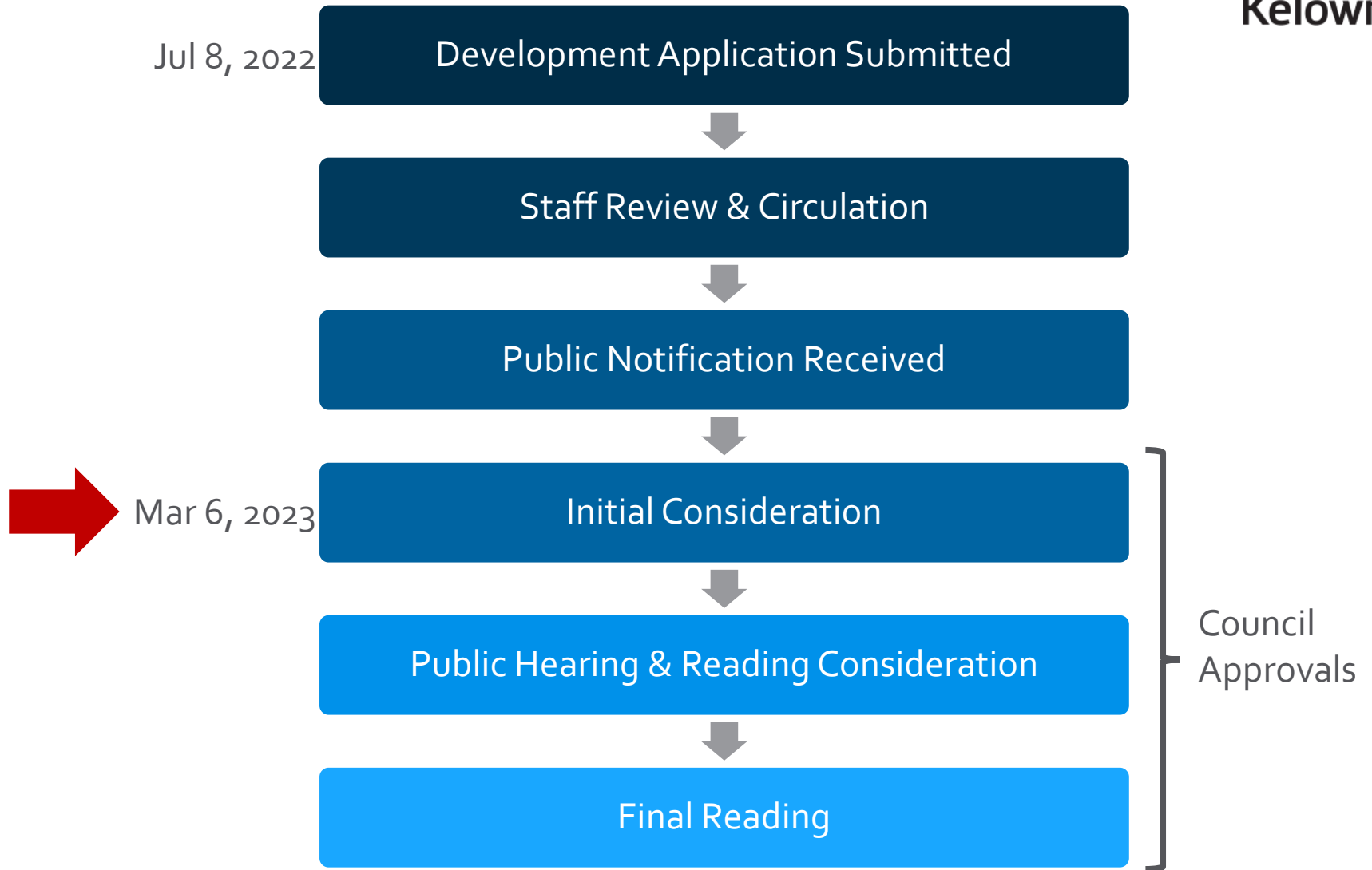
OCP22-0007 4998 Gordon Drive

OCP Amendment Application

Purpose

- ▶ To amend Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of 4998 Gordon Drive from Suburban – Multiple Unit (S-MU) to Village Centre (VC) future land use designation.

Development Process

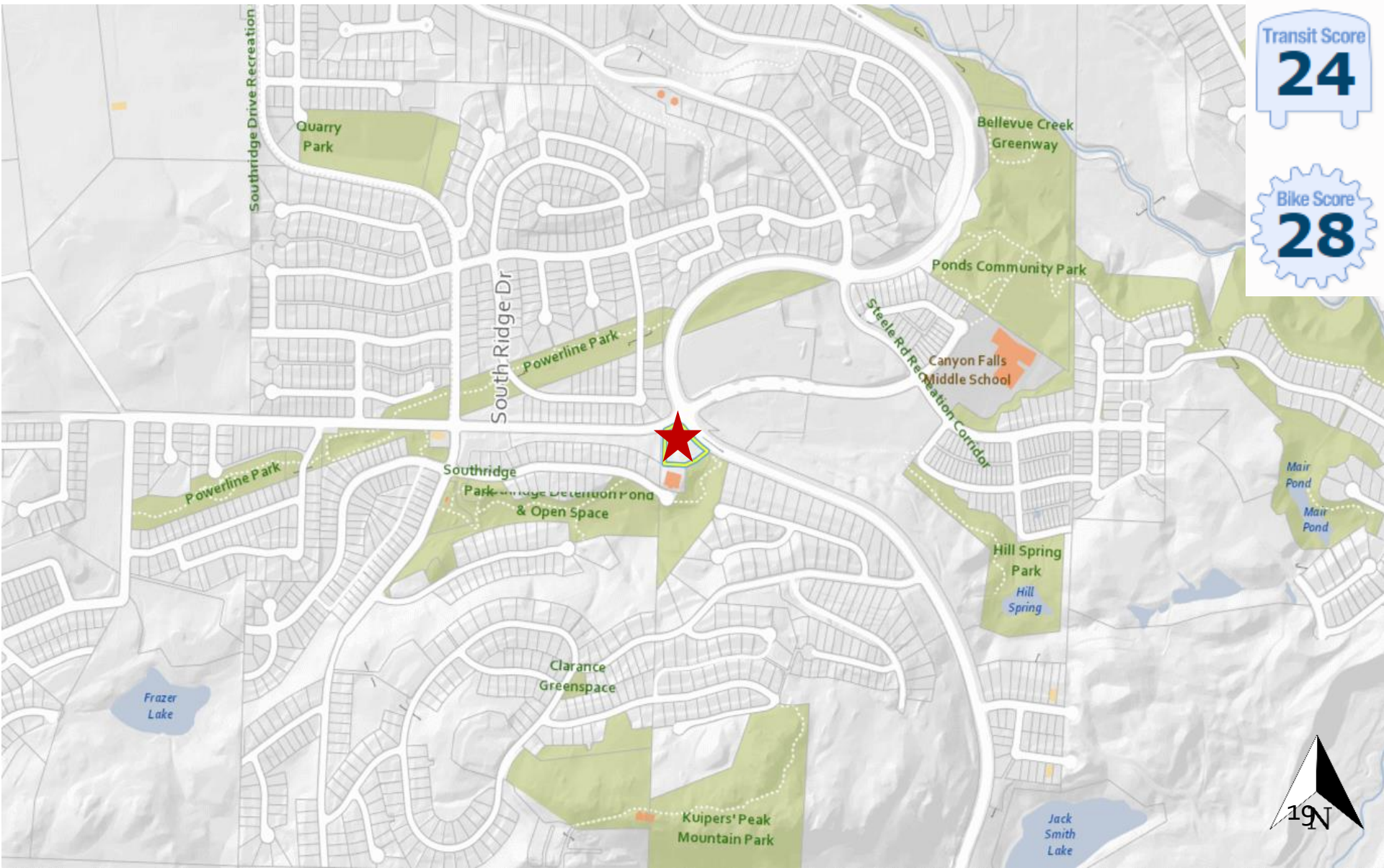


Context Map

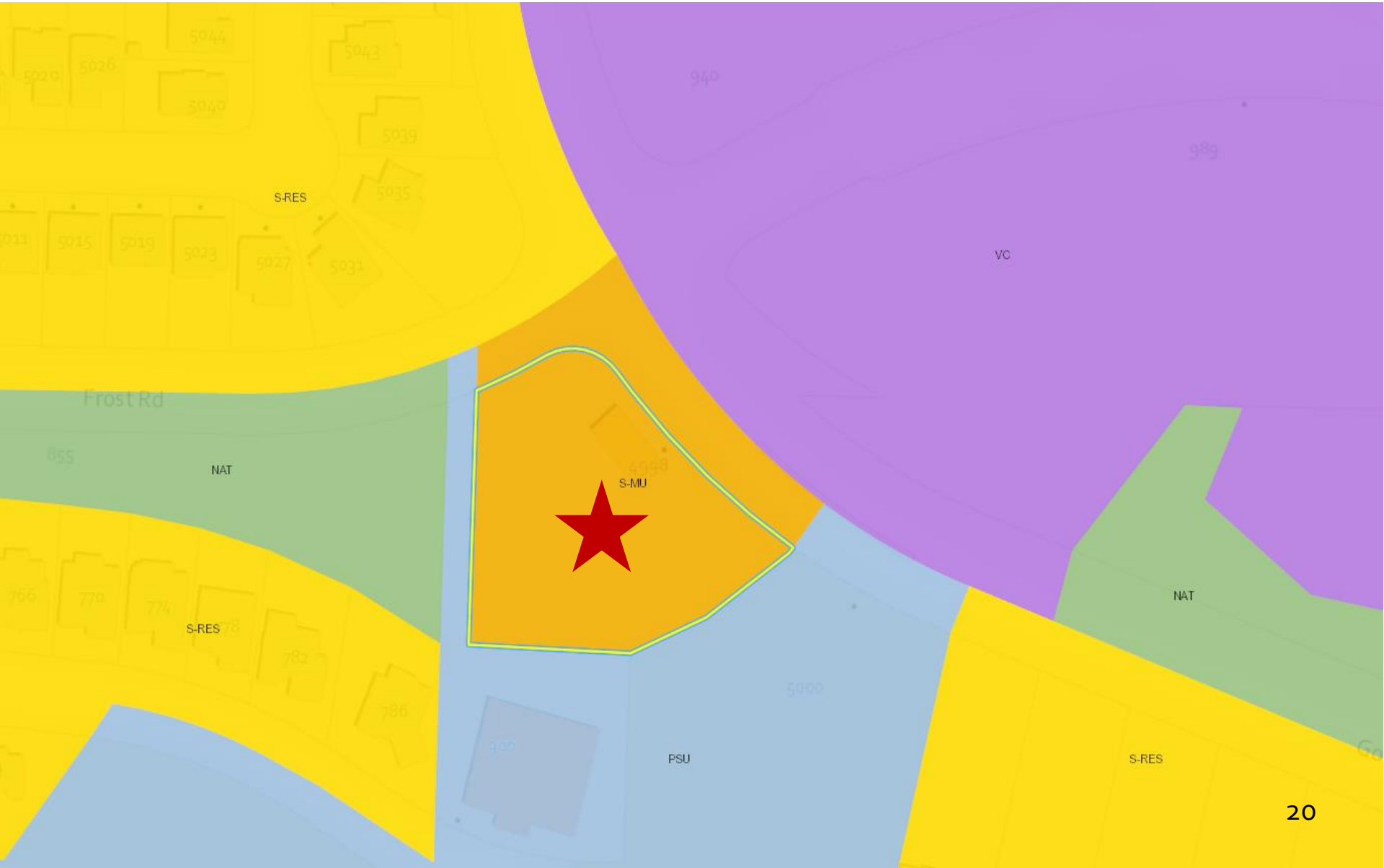
Walk Score
14

Transit Score
24

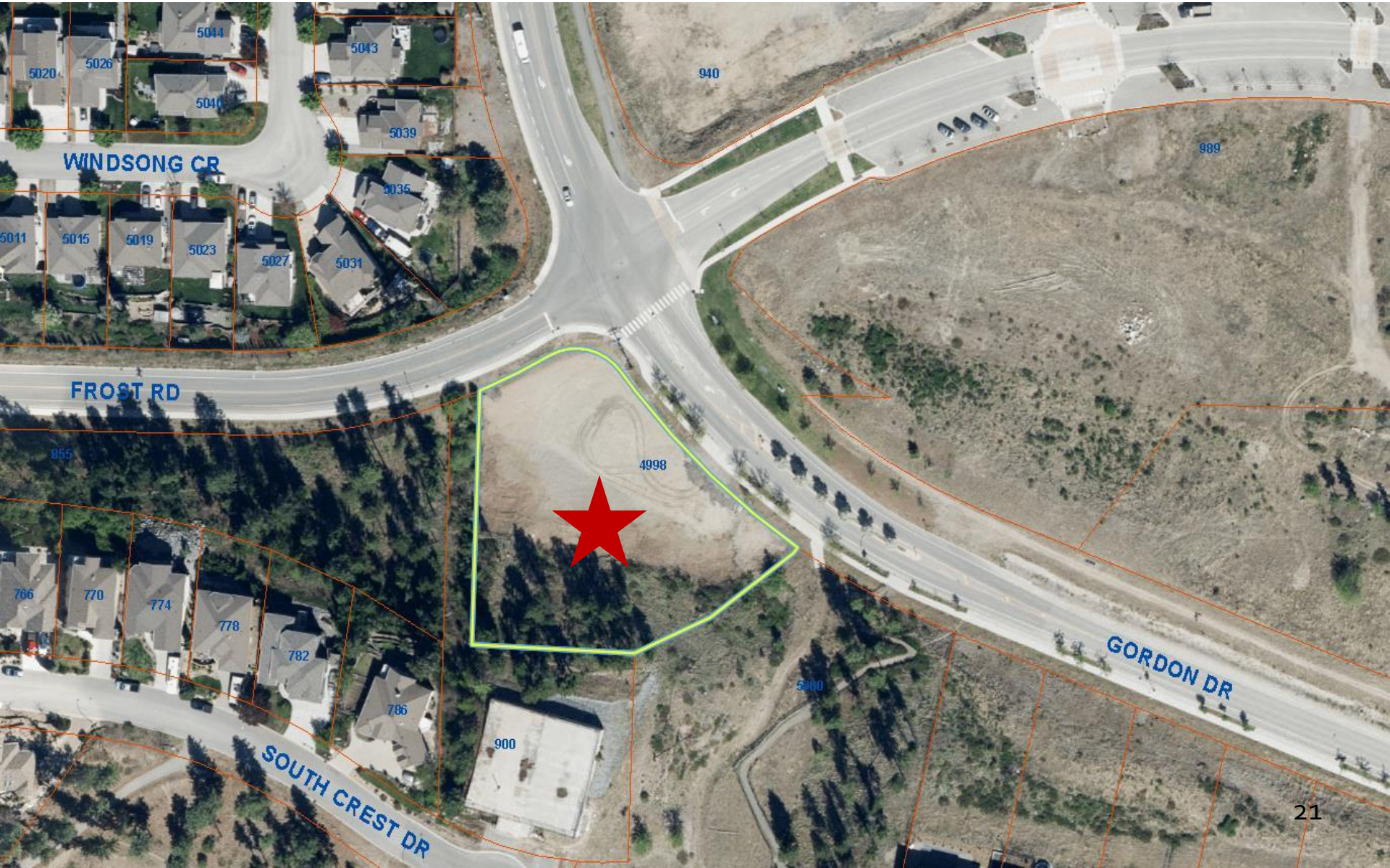
Bike Score
28



OCP Future Land Use



Subject Property Map



Project Details

- ▶ Council direction following OCP 2040 Public Hearing – October 26, 2021
- ▶ Council direction - June 20, 2022
- ▶ To date, no development applications proposed for the site

OCP Objectives & Policies

- ▶ VC – Village Centre
 - ▶ A secondary activity of hub of commercial and residential activity
- ▶ Policy 7.1.1: Area Structure Plan Consistency
 - ▶ Support development that is consistent with adopted Area Structure Plans in Suburban Neighbourhoods
- ▶ Policy 7.1.4. The Ponds Village Centre
 - ▶ Support development in the Ponds Village Centre that includes a mix of commercial and residential development

Staff Recommendation

- ▶ Staff recommend **support** for the proposed OCP Amendment as it is consistent with:
 - ▶ Aligns with the Future Land Use of Neighbourhood 3 Area Structure Plan
 - ▶ Reflects current zoning of site
 - ▶ Consistent with the previously designated Commercial use in the 2030 OCP

CITY OF KELOWNA

BYLAW NO. 12474

Official Community Plan Amendment No. OCP22-0007 4998 Gordon Drive

A bylaw to amend the "*Kelowna 2040* – Official Community Plan Bylaw No. 12300".

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

1. THAT Map 3.1 – **Future Land Use** of "*Kelowna 2040* – Official Community Plan Bylaw No. 12300" be amended by changing the Future Land Use designation of Lot 1 District Lot 579 ODYD PLAN EPP45189, located on Gordon Drive, Kelowna, BC from the S-MU – Suburban – Multiple Unit to the VC – Village Centre 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 on this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: March 6, 2023
To: Council
From: City Manager
Department: Development Planning
Application: OCP23-0003
Subject: OCP Amendment regarding Temporary Use Permit Designation

1.0 Recommendation

THAT Official Community Plan Amendment OCP23-0003 to amend Kelowna 2040 – Official Community Plan Bylaw No. 12300 as outlined in the Report from the Development Planning Department dated March 6, 2023, be considered by Council;

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

AND FURTHER THAT Council considers the Public Hearing to be appropriate consultation for the Purpose of Section 475 of the Local Government Act, as outlined in the Report from the Development Planning Department dated March 6, 2023.

2.0 Purpose

To amend the Official Community Plan by allowing Temporary Use Permits to be considered on all lands within the City of Kelowna.

3.0 Development Planning

Staff support the proposed Official Community Plan (OCP) amendment to allow Temporary Use Permit (TUP) in all lands in the City. The proposed amendment provides for options and flexibility for TUP where appropriate, however, considerations would still be given to relevant OCP policies, neighbourhood impacts, and terms of the permit.

In Chapter 3 – Future Land Use section of the OCP, the current TUP statement is as follows:

Temporary Use Permits may be considered within the Permanent Growth Boundary (PGB) on all lands designated as Urban Centre, Village Centre, Regional Commercial, Neighbourhood Commercial, Education / Institutional, Industrial, or Public Service / Utility. Temporary Use Permits outside the PGB may be considered on lands designated Rural – Agricultural and Resource, with a stated time period considerably less than the maximum three year time limit. A Temporary Use Permit on lands in the ALR

will require the approval of the Agricultural Land Commission. All Temporary Use Permits must conform to other policy direction in this OCP, including fit within the character of the neighbourhood and surrounding uses. Appropriate landscaping, screening and buffering will be included as conditions of the permit to protect adjacent land uses.

Staff propose the following revised statement:

Temporary Use Permits may be considered on all lands within the City of Kelowna. Temporary Use Permits should consider the fit within the character of the neighbourhood and surrounding uses to minimize conflicts and nuisances and as such should consider any mitigating strategies such as landscaping buffering, screening and operational details. Terms and conditions of the permit should specifically address an appropriate time duration up to the maximum limit under the Local Government Act (LGA).

Staff have reviewed this application, and it may move forward without affecting either the City's Financial Plan or Waste Management Plan.

Report prepared by:	Barbara B. Crawford, Planner II
Reviewed by:	Dean Strachan, Community Planning & Development Manager
Reviewed by:	Terry Barton, Development Planning Department Manager
Approved for Inclusion:	Ryan Smith, Divisional Director, Planning & Development Services

CITY OF KELOWNA

BYLAW NO. 12496

Official Community Plan Amendment No. OCP23-0003

A bylaw to amend the "*Kelowna 2040* – Official Community Plan Bylaw No. 12300".

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

1. THAT **Schedule "A" Chapter 3 - Future Land Use, Temporary Use Permits**, be amended as follows:

Deleting the following that reads:

"Temporary Use Permits may be considered within the Permanent Growth Boundary (PGB) on all lands designated as Urban Centre, Village Centre, Regional Commercial, Neighbourhood Commercial, Education / Institutional, Industrial, or Public Service / Utility. Temporary Use Permits outside the PGB may be considered on lands designated Rural – Agricultural and Resource, with a stated time period considerably less than the maximum three year time limit. A Temporary Use Permit on lands in the Agricultural Land Reserve (ALR) will require the approval of the Agricultural Land Commission (ALC). All Temporary Use Permits must conform to other policy direction in this OCP, including fit within the character of the neighbourhood and surrounding uses. Appropriate landscaping, screening and buffering will be included as conditions of the permit to protect adjacent land uses.";

And replace with:

"Temporary Use Permits may be considered on all lands within the City of Kelowna. Temporary Use Permits should consider the fit within the character of the neighbourhood and surrounding uses to minimize conflicts and nuisances and as such should consider any mitigating strategies such as landscaping buffering, screening and operational details. Terms and conditions of the permit should specifically address an appropriate time duration up to the maximum limit under the Local Government Act (LGA).";

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

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: March 6, 2023
To: Council
From: City Manager
Department: Development Planning
Application: Z22-0081
Address: Various
Subject: Rezoning Application (2 of 2)
Owner: Various
Applicant: City of Kelowna

1.0 Recommendation

THAT Rezoning Application No. Z22-0081 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of several parcels described in Schedule 'A' be considered by Council;

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

AND THAT final adoption of Rezoning Bylaws 12493 and 12494 be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

2.0 Purpose

To implement the Zoning Bylaw Transition Plan by updating and rezoning forty (40) parcels.

3.0 Development Planning - Background

Following the adoption of Zoning Bylaw No. 12375, a planned set of amendments was identified to bring forward to Council as outlined within the Bylaw Transition Plan. The Bylaw Transition Plan was outlined and approved by Council at initial consideration and subsequent readings of Zoning Bylaw No. 12375. The volume of amendments has been divided into five council reports:

Two Mapping Amendment Reports:

1. Rural and Single-Family zoned parcels; &
2. Multi-Family, Commercial, Industrial, and Institutional zoned parcels.

Three Text Amendment Reports:

1. First half of content updates within the Zoning Bylaw;
2. Second half of content updates within the Zoning Bylaw; &
3. Updates to the spelling and grammar.

4.0 Development Planning

During the Bylaw Transition period, Council continued to consider individual rezoning applications under Zoning Bylaw No. 8000 in order to provide a high level of service to the development community. This approach resulted in many Council adopted Zoning applications not captured in Zoning Bylaw No. 12375 as first reading of the bylaw had already occurred. A cleanup set of amendments is now needed to capture all the rezoning adoptions that occurred during the transition period.

There were one hundred and forty-four (144) parcels that were either adopted during the transition period or were missed during the original bylaw development. Staff grouped and categorized the lots into twenty-one categories based on the rezoning details and then divided that into two Council Reports. This is the second of two Council Reports on mapping changes and will address the final forty (40) parcels. This report considers all the multi-family, commercial, industrial, and institutional zoned parcels.

Schedule 'A' defines the specific properties to be rezoned. Table 3.1 is the executive summary of the mapping changes and is divided into ten categories as shown below.

Table 3.1 Multi-family, Commercial, Industrial and Institutional Rezoning Proposal

Number	Rezoning Category	Number of Lots Affected
1.	Lots to be rezoned to the C2 zone	5
2.	Via Centrale lot to be rezoned to CA1	1
3.	Rezoning old HD2 lots	7
4.	Lots to be rezoned to the I2 zone	13
5.	Lots to be rezoned to a multi-family zone	6
6.	Lot to be rezoned to a rental sub-zone	1
7.	Lots to be rezoned to an institutional zone	2
8.	Lots near Fraser Lake area to be rezoned to RR1	2
9.	Lots on Mount Baldy to be rezoned to RR1	1
10.	Frost Road lot to be rezoned to MF3 & P3	1
11.	Rezone portions of a lot on Tower Ranch Blvd	1
	Total	40

5.0 Technical Comments

Not Applicable

Report prepared by: Adam Cseke, Planner Specialist
Reviewed by: Lydia Korolchuk, Urban Planning Manager
Reviewed by: Terry Barton, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Schedule 'A': Part 2 of 2 List of Mapping Amendments for various properties

Part 2 of 2 Schedule A - List of Mapping Amendments

Zoning Bylaw 12375

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
1.	n/a	1853-1863 Bredin Rd	Lot A, District Lot 129, ODYD, Plan EPP25210	Rezone from I1 to C2 zone	Tenants are primarily commercial; therefore, a commercial zone is recommended to not create a significant non-conforming land use.
	n/a	1979 Windsor Rd	Lot B, District Lot 129, ODYD, Plan EPP25210	Rezone from I1 to C2 zone	Tenants are primarily commercial; therefore, a commercial zone is recommended to not create a significant non-conforming land use.
	n/a	1708-1720 Innovation Dr	Lot 2, Section 14, Township 23, ODYD, Plan KAP82802	Rezone from I2 to C2.	Tenants are primarily commercial; therefore, a commercial zone is recommended to not create a significant non-conforming land use.
	Z20-0006	3480 Fleet Ct	Lot 2, Section 14, Township 23, ODYD, Plan EPP64815	Rezone from I2 to C2	This lot had a rezoning bylaw that was adopted under Bylaw 8000. The proposed changes in this development are recommended to align the new Zoning Bylaw 12375 with this decision.
	Z20-0006	3508 Fleet Ct	Lot 15, Section 14, Township 23, ODYD, Plan KAP82802, Except Plan EPP23036	Rezone from I2 to C2	This lot had a rezoning bylaw that was adopted under Bylaw 8000. The proposed changes

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
					in this development are recommended to align the new Zoning Bylaw 12375 with this decision.

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
2.	n/a	3185 Via Centrale	Lot CP, ODYD, KAS1655 as shown on Map "A" (BL12494)	Rezone from C1 to CA1 as shown on Map "A" (BL12494)	Recommended rezone from local commercial to mixed used to reflect the existing 4 storey mixed use building.

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
3.	n/a	2311 Pandosy St	Lot B, District Lot 14, ODYD, Plan 4463, Except Plan KAP88012	Rezone from HD2 to MF3	To facilitate the deletion of the HD2 as a unnecessary zone and consolidated the health uses within the multi-family zones that exist within the C-HTH (Core Area - Health District) future land use designation.
	n/a	2257 Speer St.	Lot A, District Lot 14, ODYD, Plan EPP116552	Rezone from HD2 to MF3	
	n/a	2169 Pandosy St.	Lot A, District Lot 14, ODYD, Plan EPP27000	Rezone from HD2 / RU4 to HD1	

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
				as shown on Map "B" (BL12495)	
	n/a	480 Royal Ave	Lot 4, District Lot 14, ODYD, Plan 7535, Except Plan EPP108760	Rezone from HD2 to MF3	
	n/a	416 Royal Ave	Lot 1, District Lot 14, ODYD, Plan EPP91145	Rezone from HD2r to MF3r	
	n/a	2245 Abbott St.	Lot CP, ODYD, Plan EPS4334 as shown on Map "A" (BL12495)	Rezone from HD2 to MF3 as shown on Map "A" (BL12495)	
	n/a	321 Royal Ave	Lot 1, District Lot 14, ODYD, Plan EPP87313	Rezone from HD2 to MF3	

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
4.	Z18-0116	3030 Sexsmith Rd	Lot 31, Section 3, Township 23, ODYD, Plan 18861, Except Plan EPP113583	Rezone from A2 to I2	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.
	Z19-0050	3029 Appaloosa Rd	Lot 41, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z19-0070	3036 Appaloosa Rd	Lot 8, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
	Z19-0052	3089 Appaloosa Rd	Lot 43, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z19-0049	3139 Appaloosa Rd	Lot 45, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z19-0051	3039 Appaloosa Rd	Lot 42, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z19-0053	3128 Appaloosa Rd	Lot 11, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z19-0054	3156 Appaloosa Rd	Lot 12, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z19-0072	2996 Sexsmith Rd	Lot 32, Section 3, Township 23, ODYD, Plan 18861, Except Plan EPP112802	Rezone from A2 to I2	
	Z20-0025	185 Arab Rd	Lot 40, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z20-0026	3008 Appaloosa Rd	Lot 6, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z21-0071	3169 Appaloosa Rd	Lot 46, Section 3, Township 23, ODYD, Plan 18861	Rezone from A2 to I2	
	Z20-0072	3196 Appaloosa Rd	Lot 14, Sections 2 & 3, Township 23, ODYD, Plan 18861, Except Plan EPP64644	Rezone from A2 to I2	

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
5.	Z20-0041	1021 Lawson Ave	Lot A, District Lot 138, ODYD, Plan EPP121306	Rezone from RU4 to MF3	This rezoning application was adopted under Bylaw 8000. The recommended changes

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
					are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.
	Z18-0058	615 Francis Ave	Lot 15, District Lot 14, ODYD, Plan 1141	Rezone from RU ₄ to MF ₂	
	Z21-0055	1875 Richter St	Lot 1, District Lot 138, ODYD, Plan EPP117925	Rezone from RU ₄ to MF _{2r}	
	Z18-0097	1354 Rutland Rd N	Lot CP, ODYD, Plan EPS8996 as shown on Map "E" (BL12495)	Rezone from RU ₁ to MF ₂ as shown on Map "E" (BL12495)	
	Z21-0050	959-961 Lawson Ave	Lot B, District Lot 138, ODYD, Plan 14934	Rezone from MF ₁ to MF ₂	
	Z21-0050	971 Lawson Ave	Lot 7, District Lot 138, ODYD, Plan 2378	Rezone from MF ₁ to MF ₂	

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
6.	Z21-0015	1451 Bertram St	Lot 1, District Lot 139, ODYD, Plan EPP113832	Rezone from UC ₁ to UC _{1r}	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
7.	n/a	687 DeHart Rd	Lot A, District Lot 358, ODYD, Plan KAP89280	Rezone the split zoned lot from (P ₃ & P ₄) to P ₃	The small portion of the P ₄ area is unnecessary for the DeHart Park construction.
	n/a	639 DeHart Rd	Lot 2, District Lot 358, ODYD, Plan KAP69898	Rezone from P ₂ to P ₃ as shown on Map "C" (BL12495)	The P ₃ – Parks and Open Space zone is the correct zone for the DeHart Park construction.

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
8.	n/a	5061 Killdeer Rd	Lot 1, Section 24, Township 28, SDYD, Plan 42749	Rezone from P ₃ to RR1	Change the zoning to a base zone in order for the park area to be determined through a rezoning process.
	n/a	5081 Killdeer Rd	Lot B, Section 24, Township 28, SDYD, Plan 28853, Except Plans 30846, 30848, 34710, 37381, 39945 and 42749	Rezone split zoned lot from (P ₃ & RR1) to RR1 as shown on Map "D" (BL12495)	Change the zoning to a base zone in order for the park area to be determined through a rezoning process.

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
9.	n/a	(END OF) Mount Baldy Dr	Lot A, Sections 28 & 34, Township 26 and of District Lot 415, ODYD, Plan 36774 Except Plans KAP88921 and EPP12262	Rezone the P3 portion of the lot to RR1 as Shown on Map "B" (BL12494)	Change the zoning to a base zone in order for the park area to be determined through a rezoning process.


No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
10.	Z21-0032	1055 Frost Rd	Lot 1, District Lot 579, SDYD, Plan EPP74481	Rezone from RR1 / P3 to the zones identified in Map "F" (BL12495)	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
11.	Z20-0023	2160 Tower Ranch Blvd	Lot 4, Section 31, Township 27, ODYD, Plan KAP80993	Rezone as identified on Map "G1" and Map "G2" (BL12495)	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.



MAP "A" REZONING AMENDMENT
File Z22-0081

3185 Via Centrale

 Subject Property

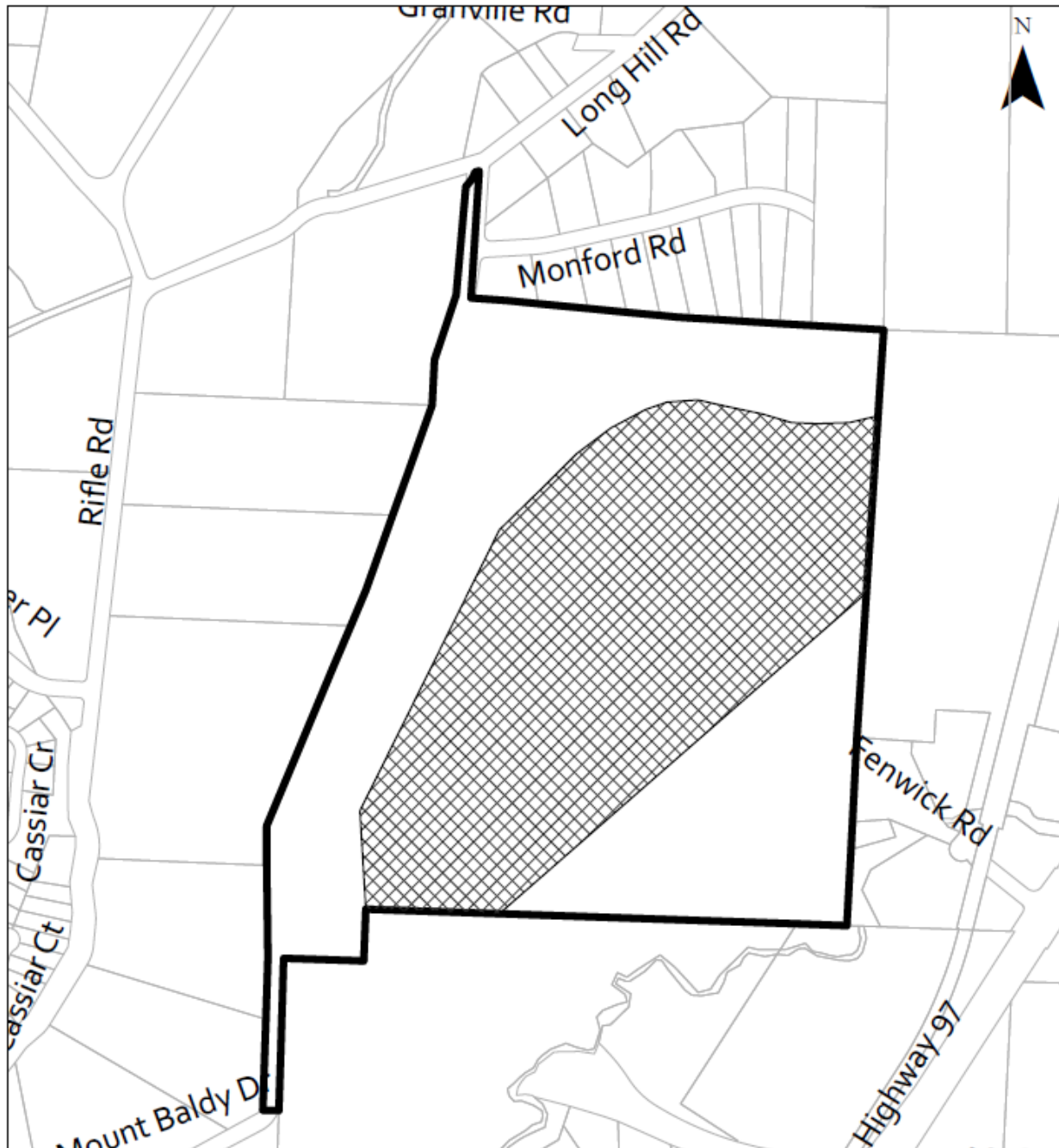
Rezone from C1 - Local & Neighbourhood Commercial
to CA1 - Core Area Mixed Use

0 2.5 5 10 15 20 25 Metres

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





Rev. Friday, February 17, 2023



**MAP "B" REZONING AMENDMENT
File Z22-0081**

(END OF) Mount Baldy Dr

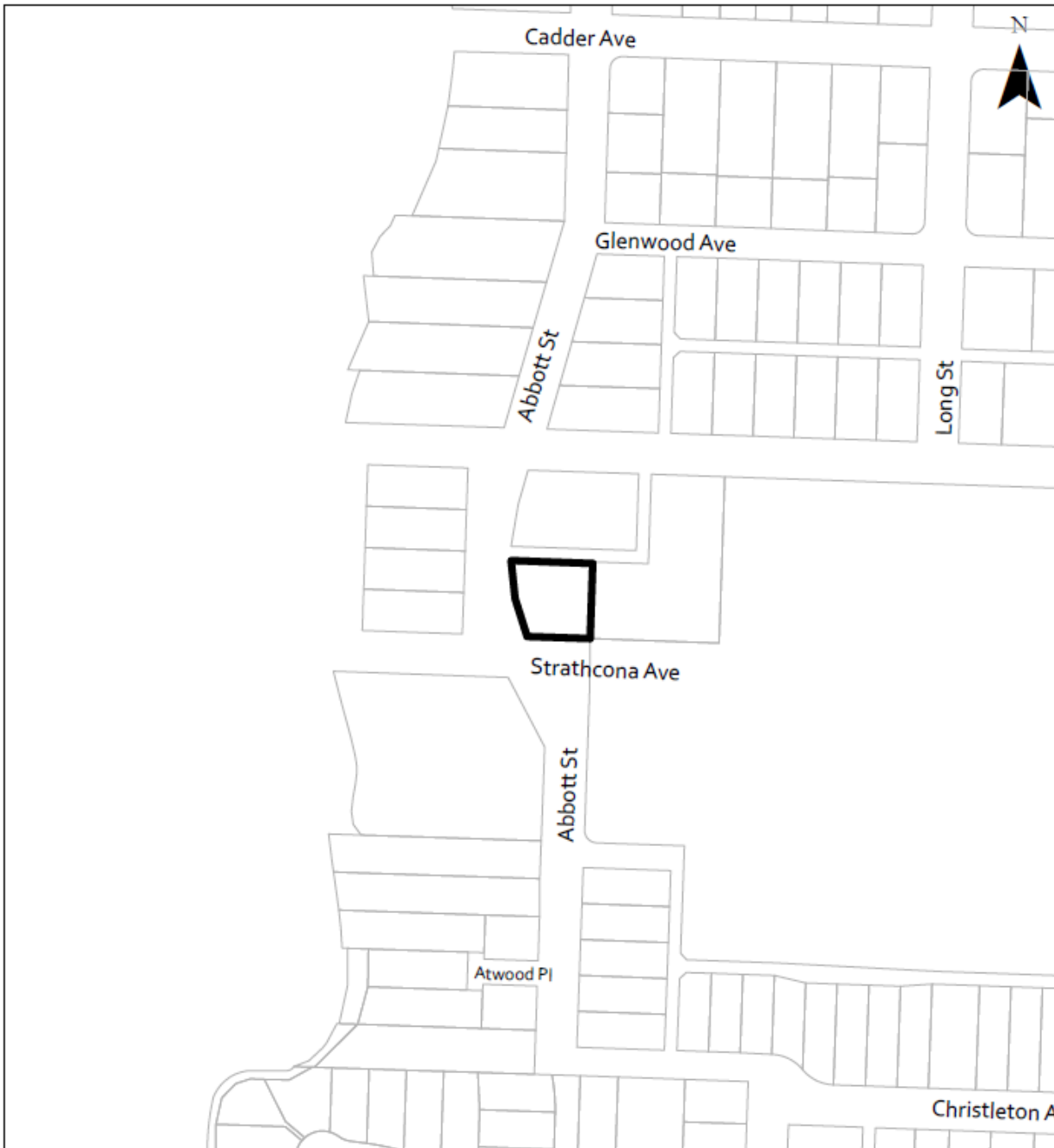
-  Subject Property
-  From P3 - Parks and Open Space To RR1 - Large Lot Rural Residential



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Rev. Friday, February 17, 2023



MAP "A" REZONING AMENDMENT
File Z22-0081

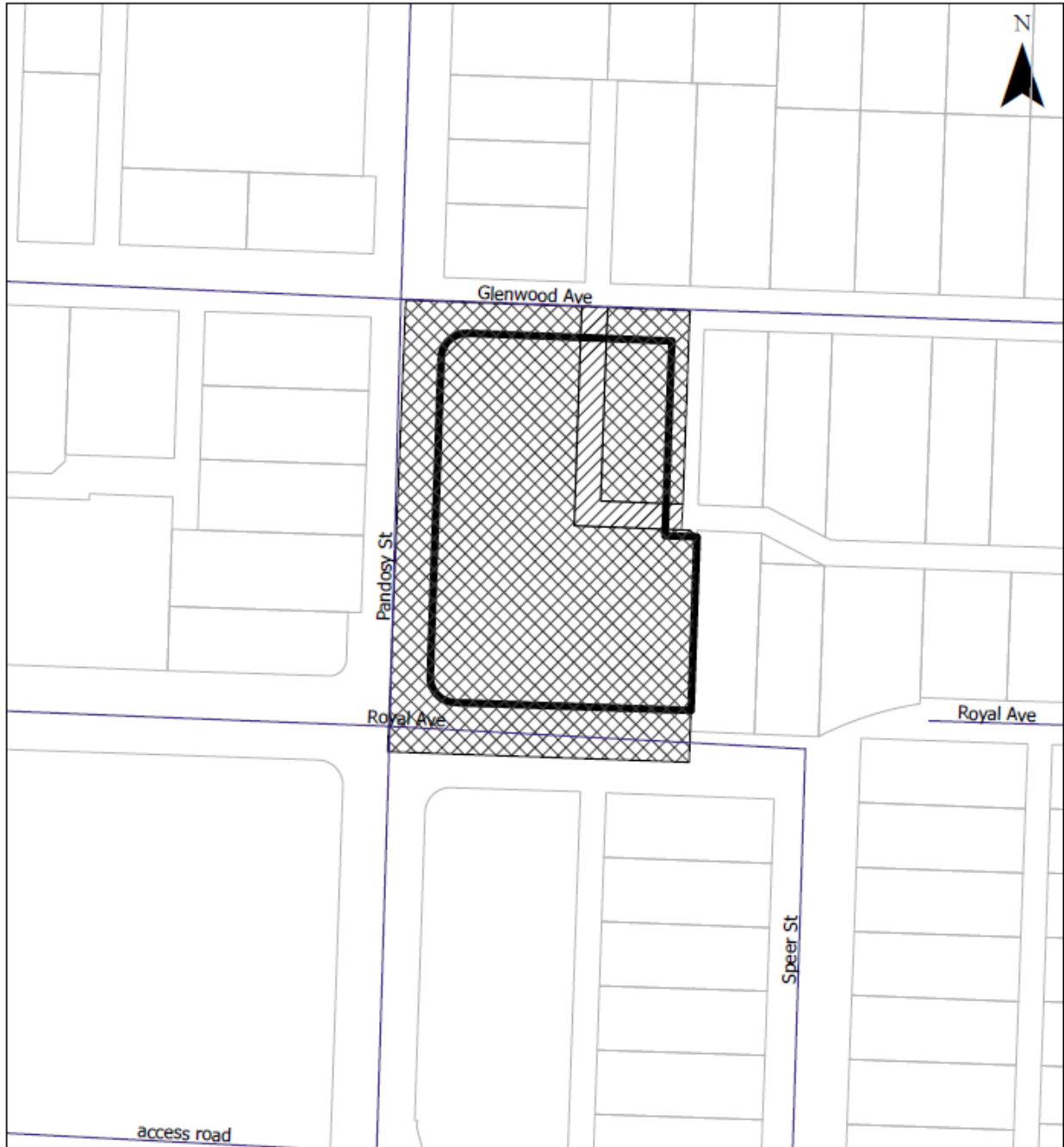
2245 Abbott St

 Subject Property

Rezone from HD2 - Residential and Health Support Services to
MF3 - Apartment Housing






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MAP "B" REZONING AMENDMENT
File Z22-0081

2169 Pandosy Street

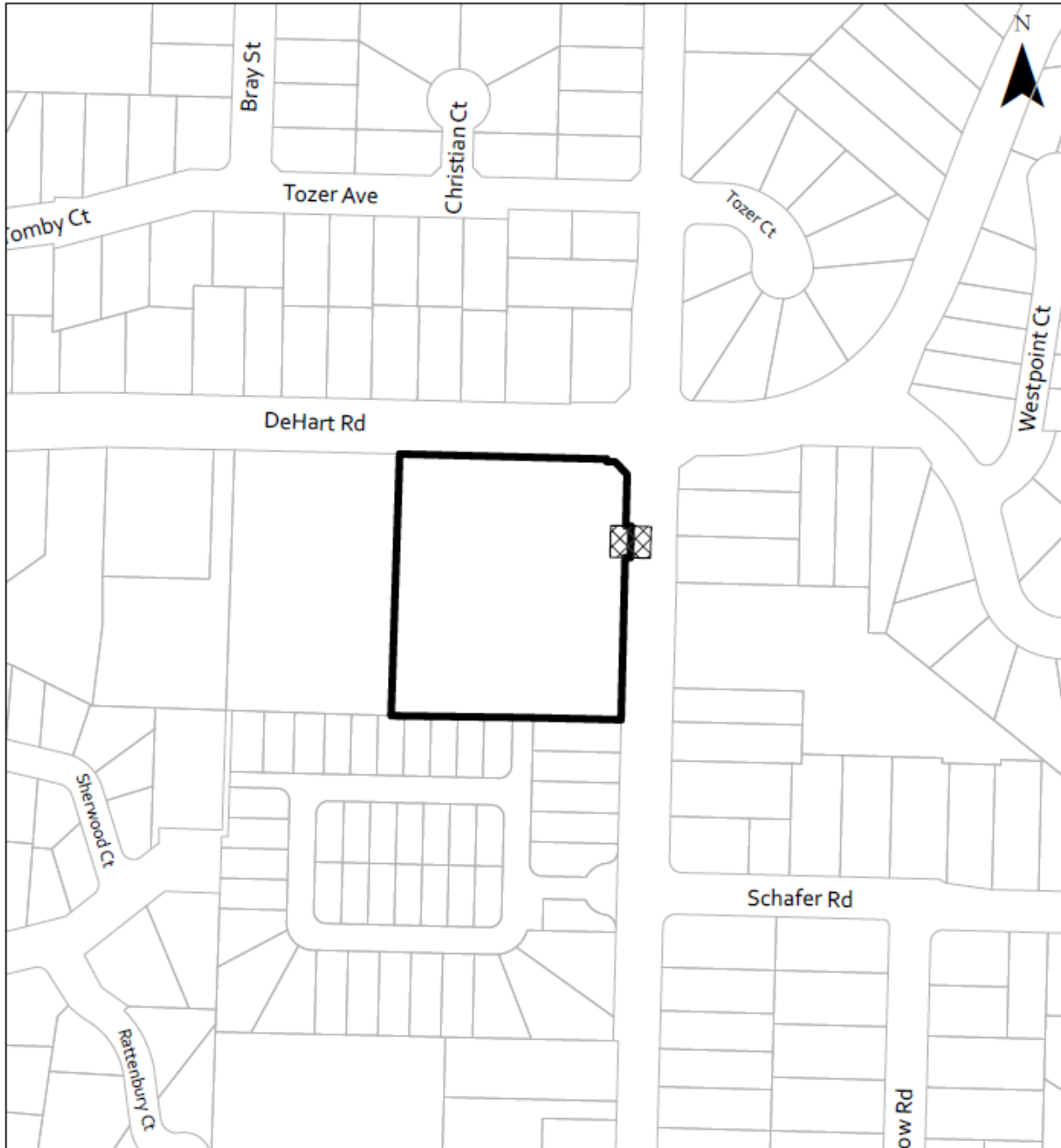
-  Subject Property
-  From HD2 - Residential and Health Support Services To HD1 - Kelowna General Hospital
-  From RU4 - Duplex Housing To HD1 - Kelowna General Hospital

0 2.5 5 10 15 20 25 Metres

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Rev. Friday, February 17, 2023



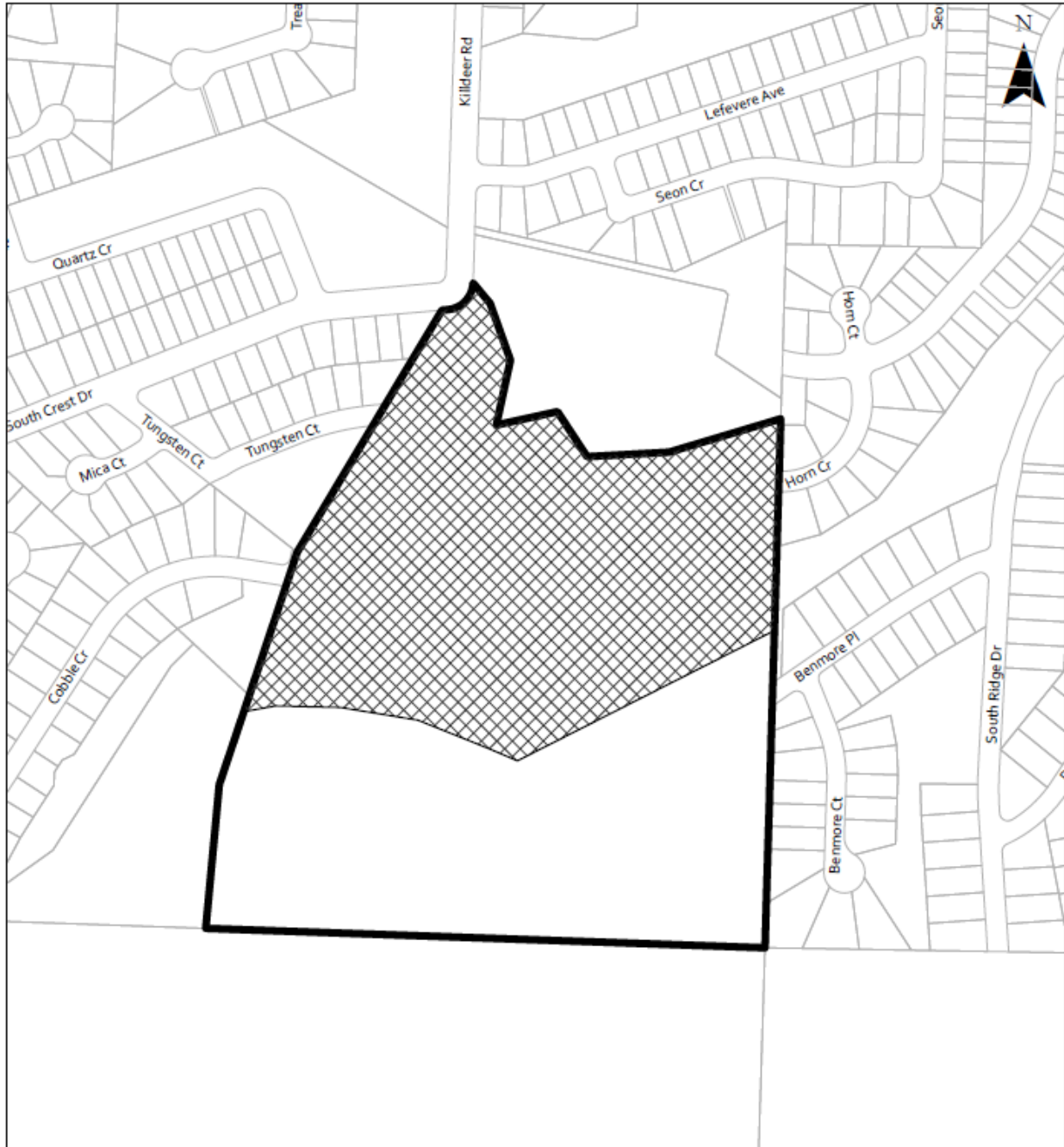
MAP "C" REZONING AMENDMENT
File Z22-0081

687 DeHart Rd

-  Subject Property
-  From P4 - Utilities to P3 - Parks and Open Space



0 2.5 5 10 15 20 25 Metres

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MAP "D" REZONING AMENDMENT
File Z22-0081

5081 Killdeer Rd

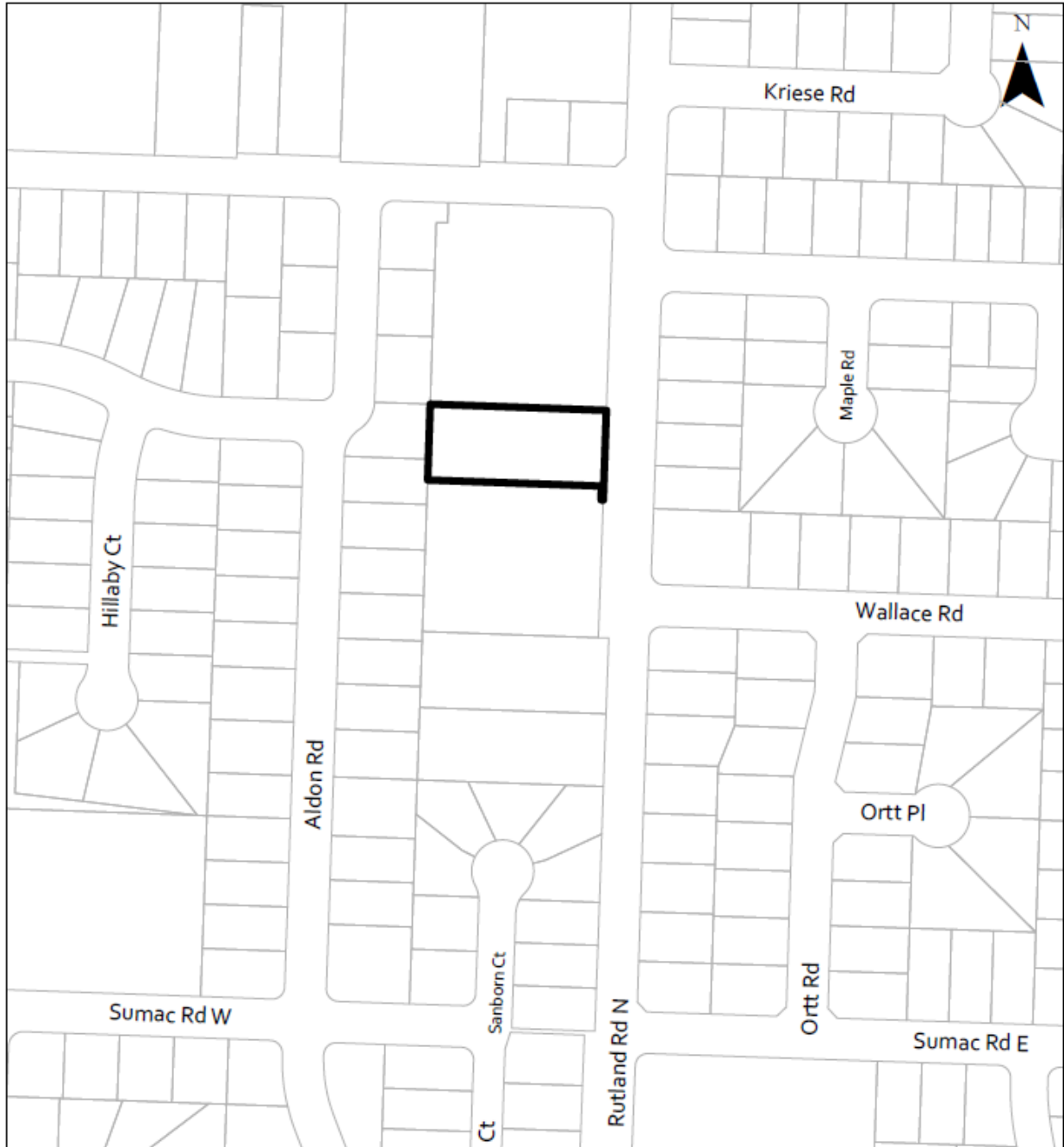
-  Subject Property
-  From P3 - Parks and Open Space To RR1 - Large Lot Rural Residential

0 2.5 5 10 15 20 25 Metres

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Rev. Friday, February 17, 2023



MAP "E" REZONING AMENDMENT
File Z22-0081

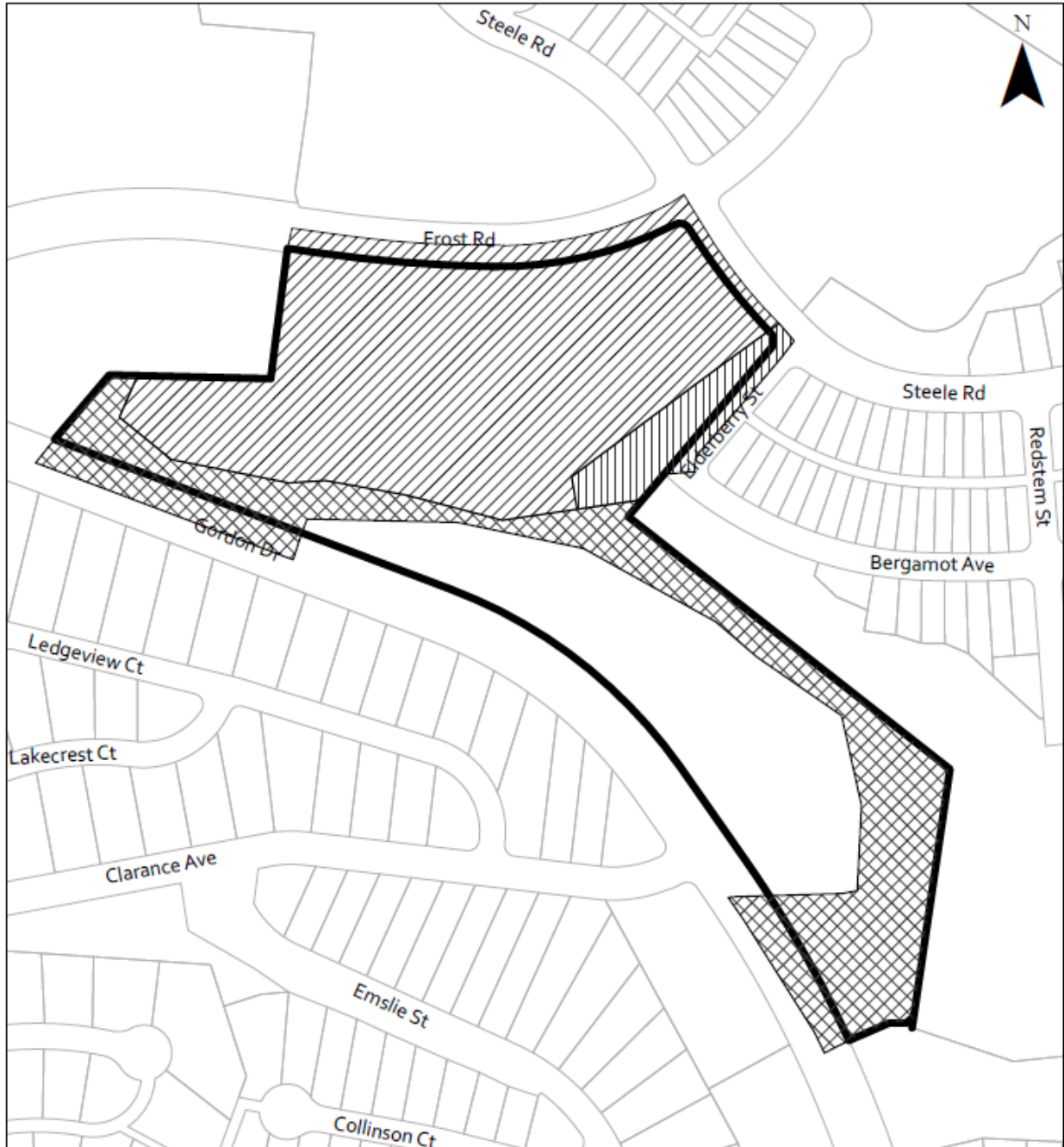
1354 Rutland Rd N

 Subject Property

Rezone from RU1 - Large Lot Housing to MF2 - Townhouse Housing





0 2.5 5 10 15 20 25 Metres

This map is for general information only.
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accuracy. All information should be verified.



MAP "F" REZONING AMENDMENT
File Z22-0081

1055 Frost Rd

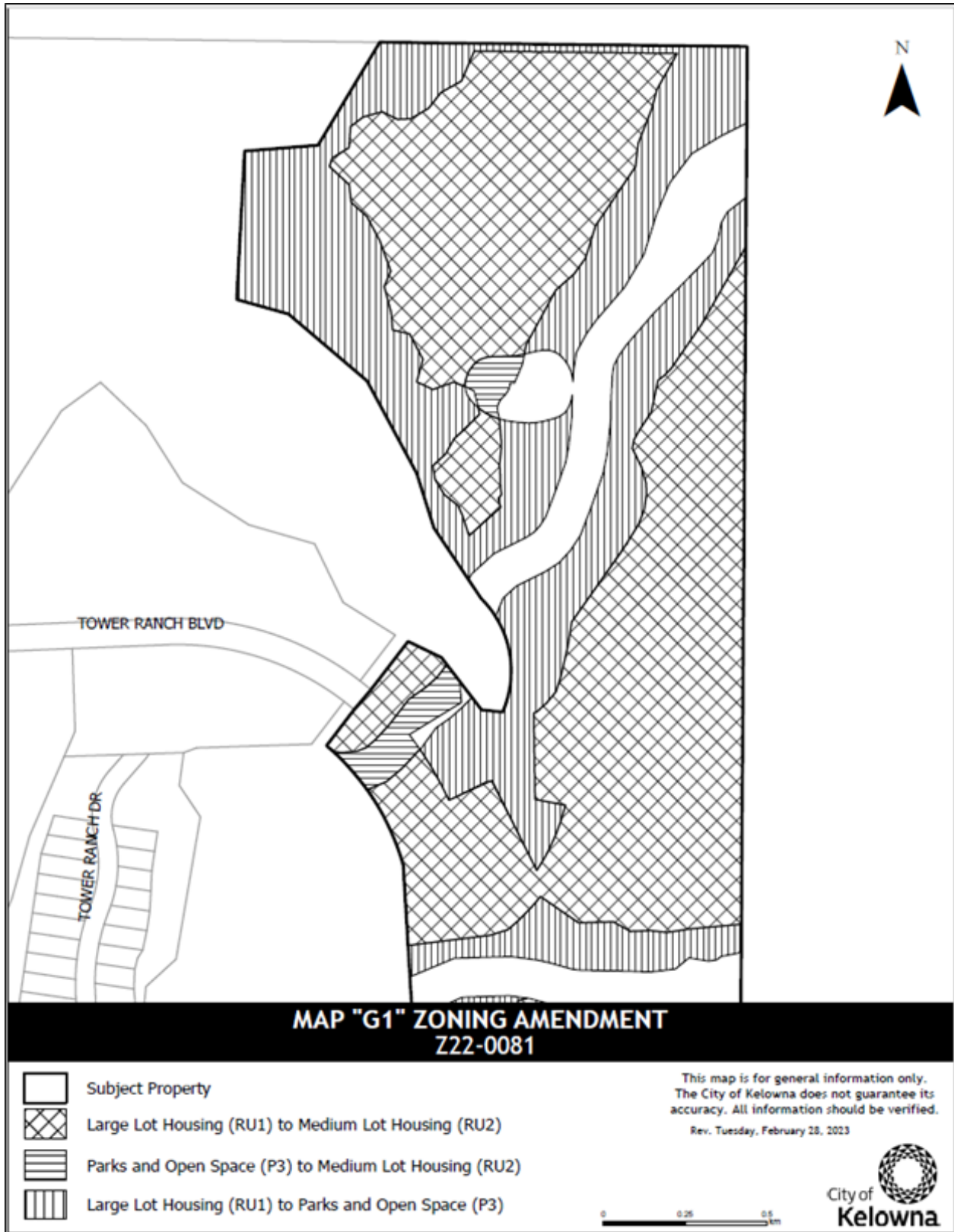
-  Subject Property
-  From RR1 - Large Lot Rural Residential To P3 - Parks and Open Space
-  From RR1 - Large Lot Rural Residential To MF3 - Apartment Housing
-  From P3 - Parks and Open Space To MF3 - Apartment Housing

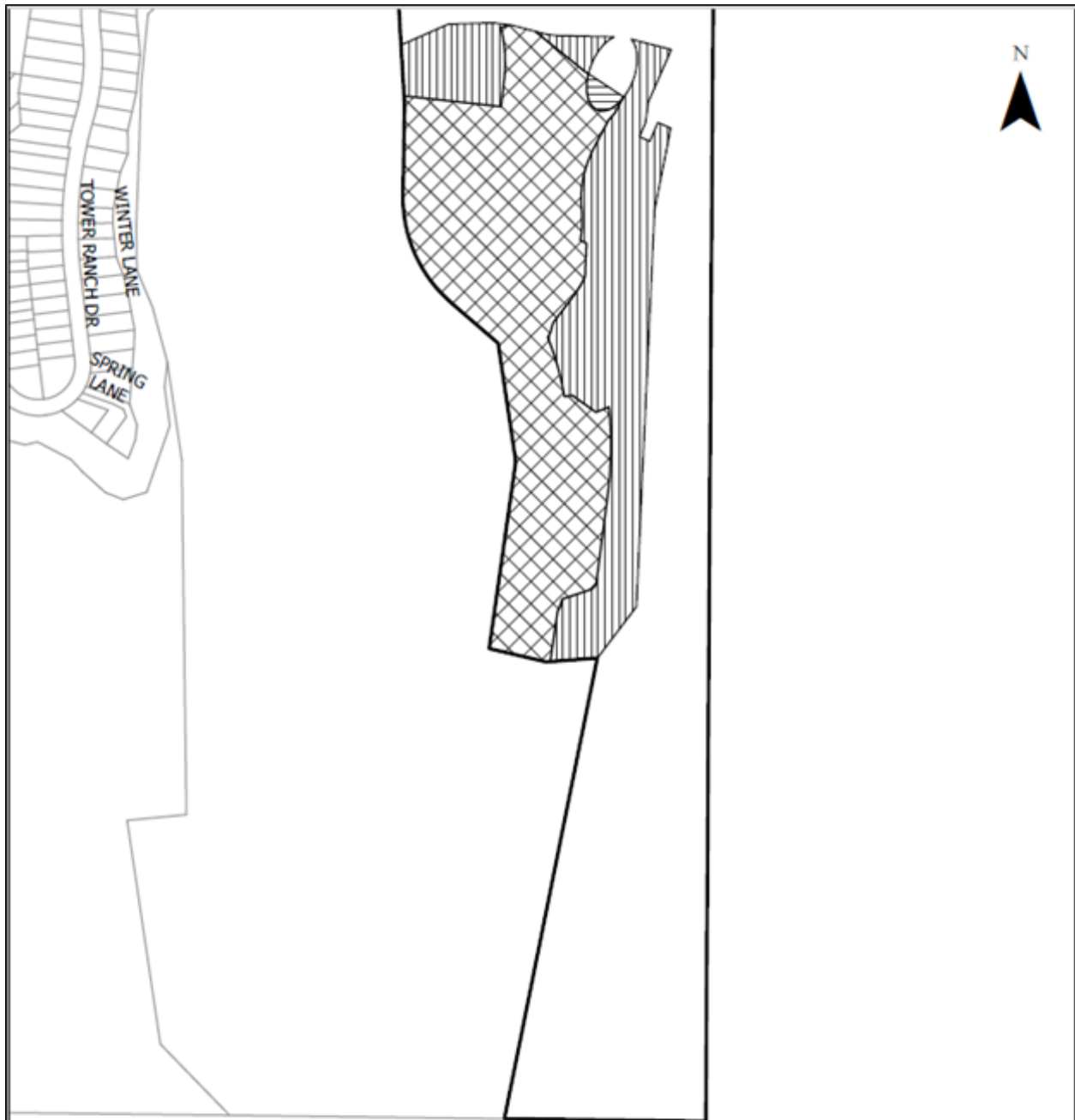
0 2.5 5 10 15 20 25 Metres

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





Rev. Friday, February 17, 2023

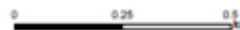




**MAP "G2" ZONING AMENDMENT
Z22-0081**

-  Subject Property
-  Large Lot Housing (RU1) to Medium Lot Housing (RU2)
-  Parks and Open Space (P3) to Medium Lot Housing (RU2)
-  Large Lot Housing (RU1) to Parks and Open Space (P3)

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The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Tuesday, February 28, 2023





City of Kelowna

Z22-0081

Rezoning Bylaw Amendments

Part 2 of 2

March 6th, 2023

Purpose

- ▶ The purpose is to implement the Zoning Bylaw Transition Plan by updating and rezoning several parcels

Zoning Bylaw Transition Plan

- ▶ Rezoning adoptions occurred during new Zoning Bylaw #12375 consideration
 - ▶ May 2022 to Sept 2022
- ▶ 144 parcels adopted or identified during transition
- ▶ These properties have been organized into 21 zoning categories
 - ▶ Divided into two Council Reports for consideration

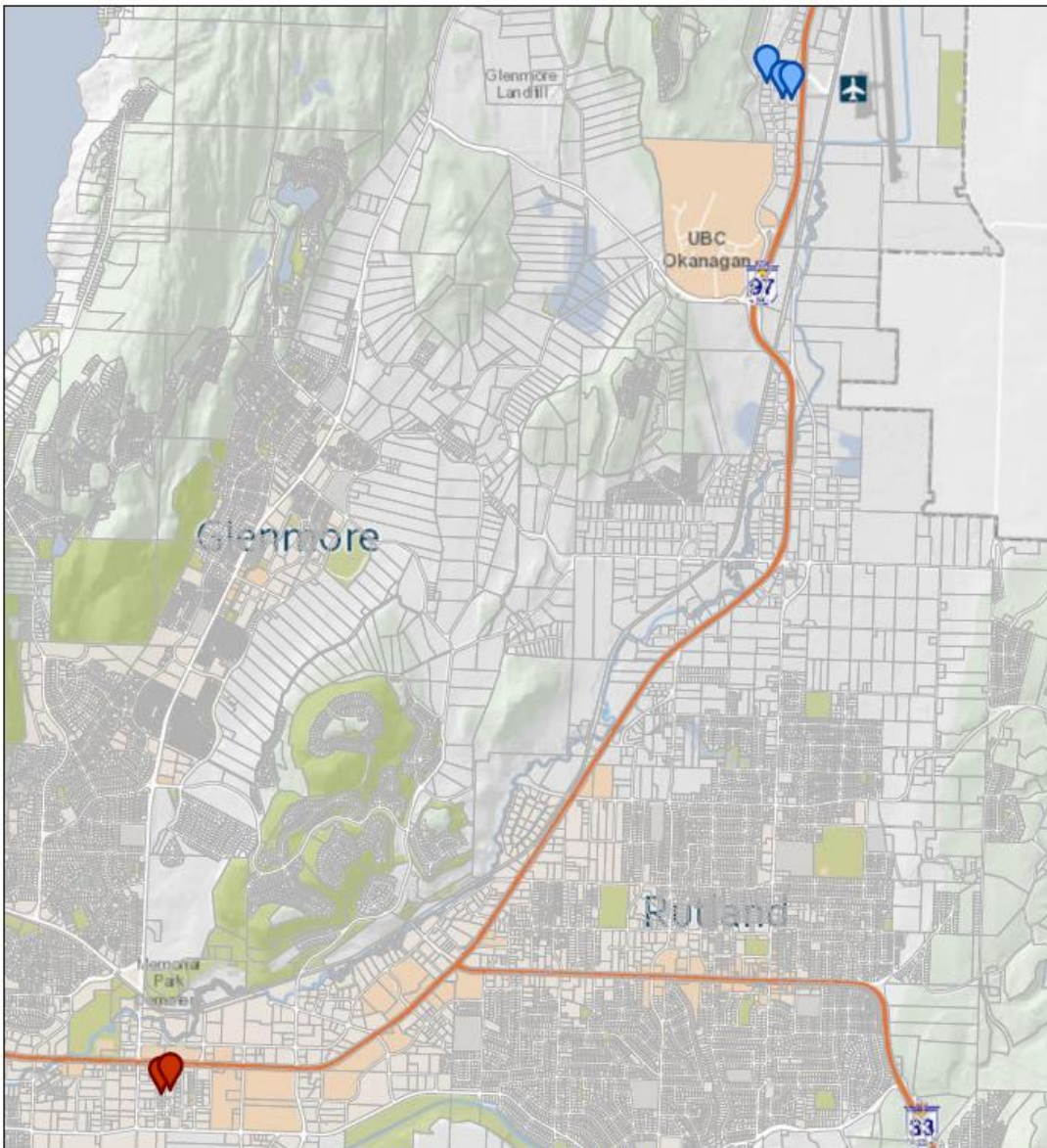
Rezoning Categories Part 2 of 2

Table 3.1 Multi-family, Commercial, Industrial and Institutional Rezoning Proposal

Number	Rezoning Category	Number of Lots Affected
1.	Lots to be rezoned to the C2 zone	5
2.	Via Centrale lot to be rezoned to CA1	1
3.	Rezoning old HD2 lots	7
4.	Lots to be rezoned to the I2 zone	13
5.	Lots to be rezoned to a multi-family zone	6
6.	Lot to be rezoned to a rental sub-zone	1
7.	Lots to be rezoned to an institutional zone	2
8.	Lots near Fraser Lake area to be rezoned to RR1	2
9.	Lots on Mount Baldy to be rezoned to RR1	1
10.	Frost Road lot to be rezoned to MF3 & P3	1
11.	Rezone portions of a lot on Tower Ranch Blvd	1
	Total	40

No.1 – Lots to be rezoned to C2

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
1.	n/a	1853-1863 Bredin Rd	Lot A, District Lot 129, ODYD, Plan EPP25210	Rezone from I1 to C2 zone	Tenants are primarily commercial; therefore, a commercial zone is recommended to not create a significant non-conforming land use.
	n/a	1979 Windsor Rd	Lot B, District Lot 129, ODYD, Plan EPP25210	Rezone from I1 to C2 zone	Tenants are primarily commercial; therefore, a commercial zone is recommended to not create a significant non-conforming land use.
	n/a	1708-1720 Innovation Drive	Lot 2, Section 14, Township 23, ODYD, Plan KAP82802	Rezone from I2 to C2.	Tenants are primarily commercial; therefore, a commercial zone is recommended to not create a significant non-conforming land use.
	Z20-0006	3480 Fleet Ct	Lot 2, Section 14, Township 23, Land District 41, ODYD, Plan EPP64815	Rezone from I2 to C2	This lot had a rezoning bylaw that was adopted under Bylaw 8000. The proposed changes in this development are recommended to align the new Zoning Bylaw 12375 with this decision.
	Z20-0006	3508 Fleet Ct	Lot 15, Section 14, Township 23, Land District 41, ODYD, Plan KAP82802, Except Plan EPP23036	Rezone from I2 to C2	This lot had a rezoning bylaw that was adopted under Bylaw 8000. The proposed changes in this development are recommended to align the new Zoning Bylaw 12375 with this decision.



MAP "1" C2 REZONINGS
File Z22-0081 Part 2 of 2

C2 Rezoning



I1 to C2

2 Lots



I2 to C2

3 Lots



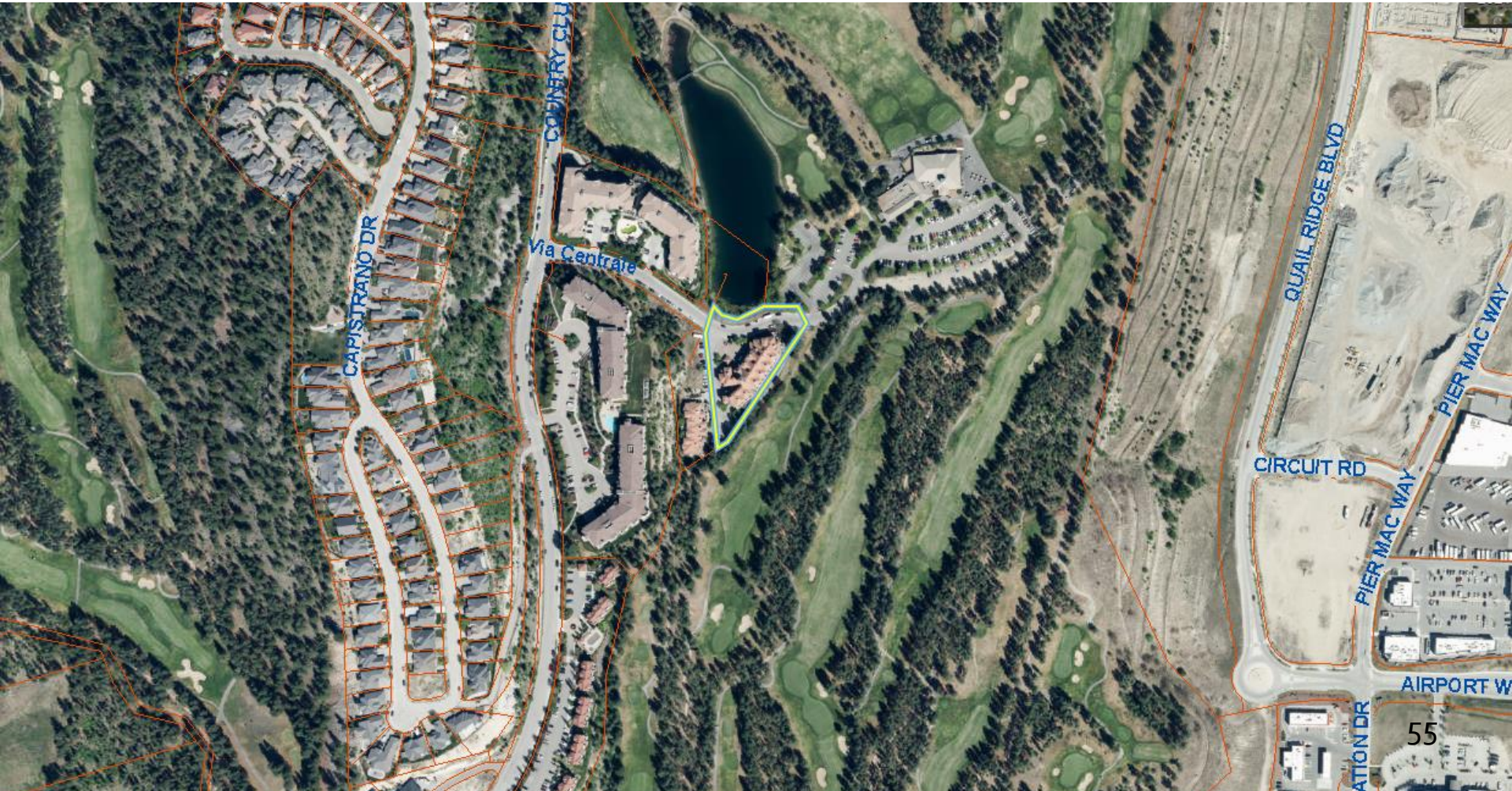
This map is for general information only.
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Rev. Friday, January 27, 2023

No.2 – 3185 Via Centrale

► Rezone C1 to CA1 zone



No.3 – Health Property Rezoning

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
3.	n/a	2311 Pandosy St	Lot B, District Lot 14, Plan KAP4463, Except Plan KAP88012	Rezone from HD2 to MF3	To facilitate the deletion of the HD2 as an unnecessary zone and consolidated the health uses within the multi-family zones that exist within the C-HTH (Core Area - Health District) future land use designation.
	n/a	2257 Speer St.	Lot A, District Lot 14, Plan EPP116552	Rezone from HD2 to MF3	""
	n/a	2169 Pandosy St.	Lot A, District Lot 14, Land District 41, Plan EPP27000	Rezone from HD2 / RU4 to HD1	""
	n/a	480 Royal Ave	Lot 4, District Lot 14, Plan KAP7535, Except Plan EPP108760	Rezone from HD2 to MF3	""
	n/a	416 Royal Ave	Lot 1, District Lot 14, Plan EPP91145	Rezone from HD2r to MF3r	""
	n/a	2245 Abbott St.	Lot CP, Plan EPS4334	Rezone from HD2 to MF3	""
	n/a	321 Royal Ave	Lot 1, District Lot 14, ODYD Plan EPP87313	Rezone from HD2 to MF3	""



MAP "3" HEALTH PROPERTY REZONINGS
File Z22-0081 Part 2 of 2

Health Property Rezonings



HD2 to MF3

5 Lots



HD2 / RU4 to HD1

1 Lot



HD2 to MF3r

1 Lot



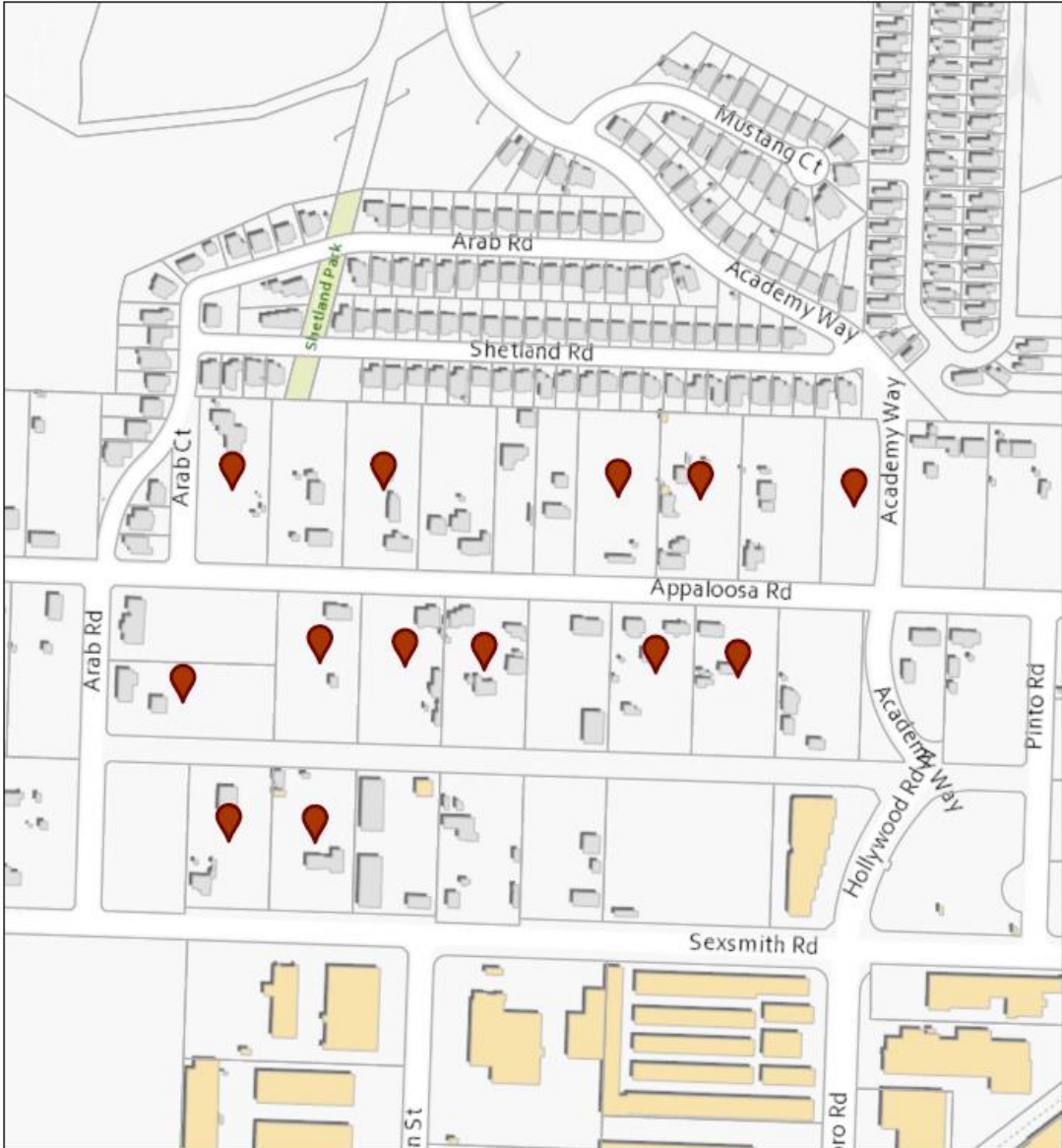
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Rev. Friday, January 27, 2023


No.4 – I2 Rezoning

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
4.	Z18-0116	3030 Sexsmith Rd	Lot 31, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.
	Z19-0050	3029 Appaloosa Rd	Lot 41, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0070	3036 Appaloosa Rd	Lot 8, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0052	3089 Appaloosa Rd	Lot 43, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0049	3139 Appaloosa Rd	Lot 45, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0051	3039 Appaloosa Rd	Lot 42, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0053	3128 Appaloosa Rd	Lot 11, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0054	3156 Appaloosa Rd	Lot 12, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z19-0072	2996 Sexsmith Rd	Lot 32, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z20-0025	185 Arab Rd	Lot 40, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z20-0026	3008 Appaloosa Rd	Lot 6, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z21-0071	3169 Appaloosa Rd	Lot 46, Section 3, Township 23, Plan KAP18861	Rezone from A2 to I2	
	Z20-0072	3196 Appaloosa Rd	Lot 14, Section 2 & 3, Township 23, Plan KAP18861, Except Plan EPP64644	Rezone from A2 to I2	



MAP "4" I2 REZONINGS
File Z22-0081 Part 2 of 2

12 Rezoning

 A2 to I2

13 Lots



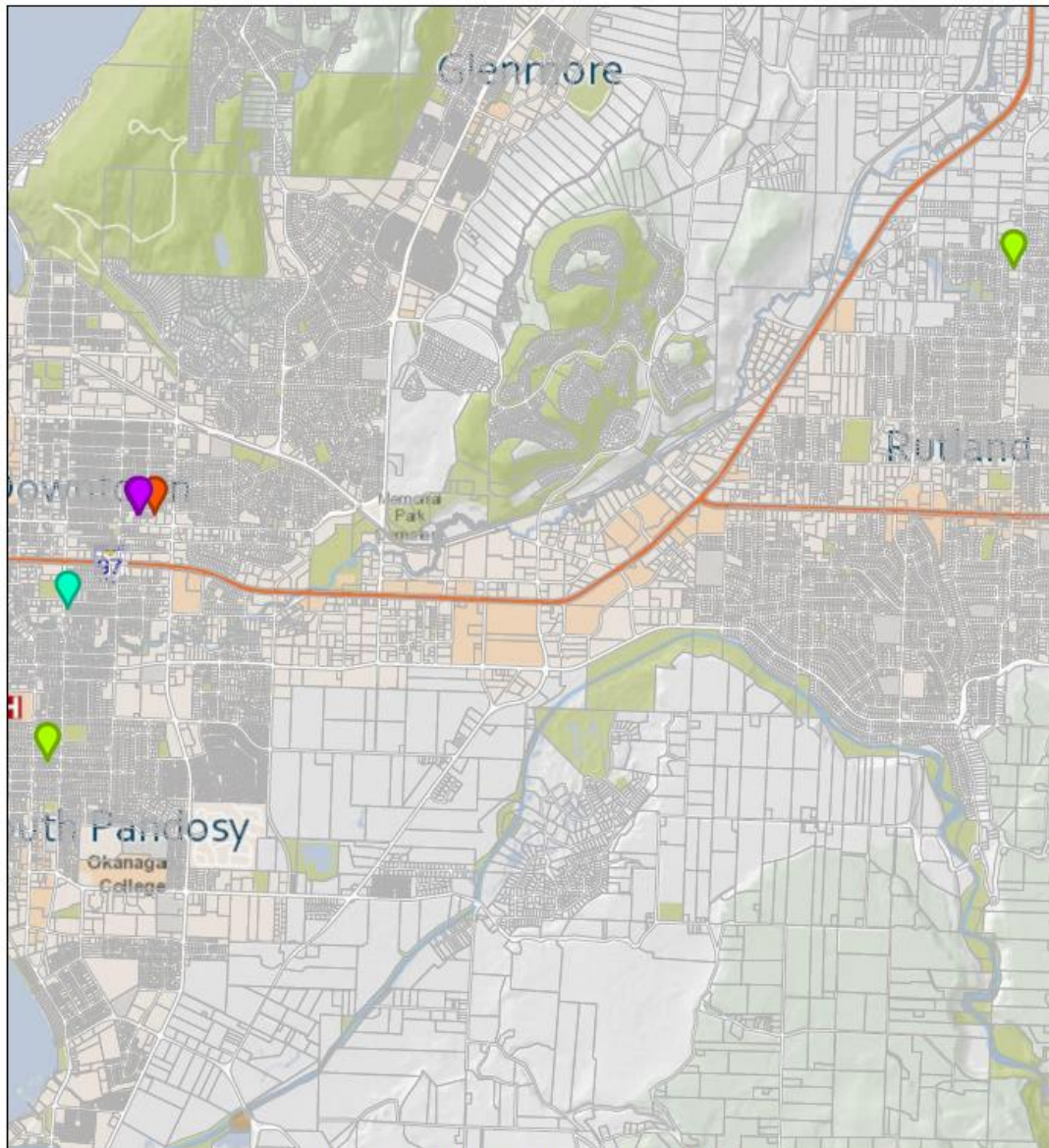
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Rev. Friday, January 27, 2023





No.5 – Multi-Family Rezoning

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
5.	Z20-0041	1021 Lawson Ave	Lot A, District Lot 138, ODYD, Plan EPP121306	Rezone from RU4 to MF3	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.
	Z18-0058	615 Francis Ave	Lot 15, District Lot 14, Land District 41, Plan KAP1141	Rezone from RU4 to MF2	
	Z21-0055	1875 Richter St	Lot 1, District Lot 138, Land District 41, ODYD, Plan KAP117925	Rezone from RU4 to MF2r	
	Z18-0097	1354 Rutland Rd N	Strata Plan of Lot A, Section 35, Township 26, ODYD, Plan EPP98949	Rezone from RU4 to MF2	
	Z21-0050	959-961 Lawson Ave	Lot B, District Lot 138, Plan KAP14934	Rezone from MF1 to MF2	
	Z21-0050	971 Lawson Ave	Lot 7, District Lot 138, Plan KAP2378	Rezone from MF1 to MF2	



MAP "5" MULTI-FAMILY REZONINGS
File Z22-0081 Part 2 of 2

Multi-Family Zonings

-  RU4 to MF3
1 Lot
-  RU4 to MF2
2 Lots
-  RU4 to MF2r
1 Lot
-  MF1 to MF2
2 Lots



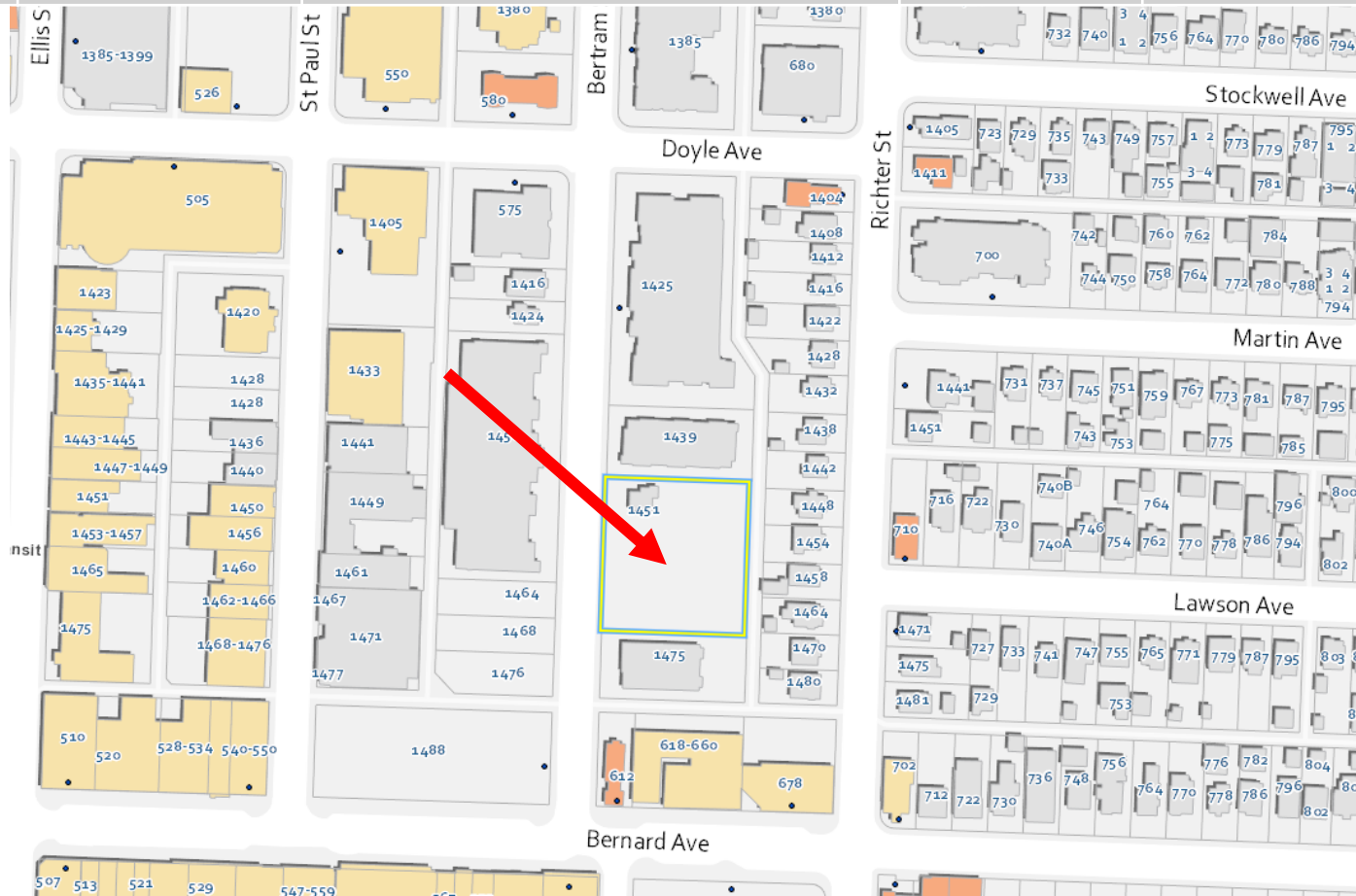
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Rev. Thursday, February 9, 2023

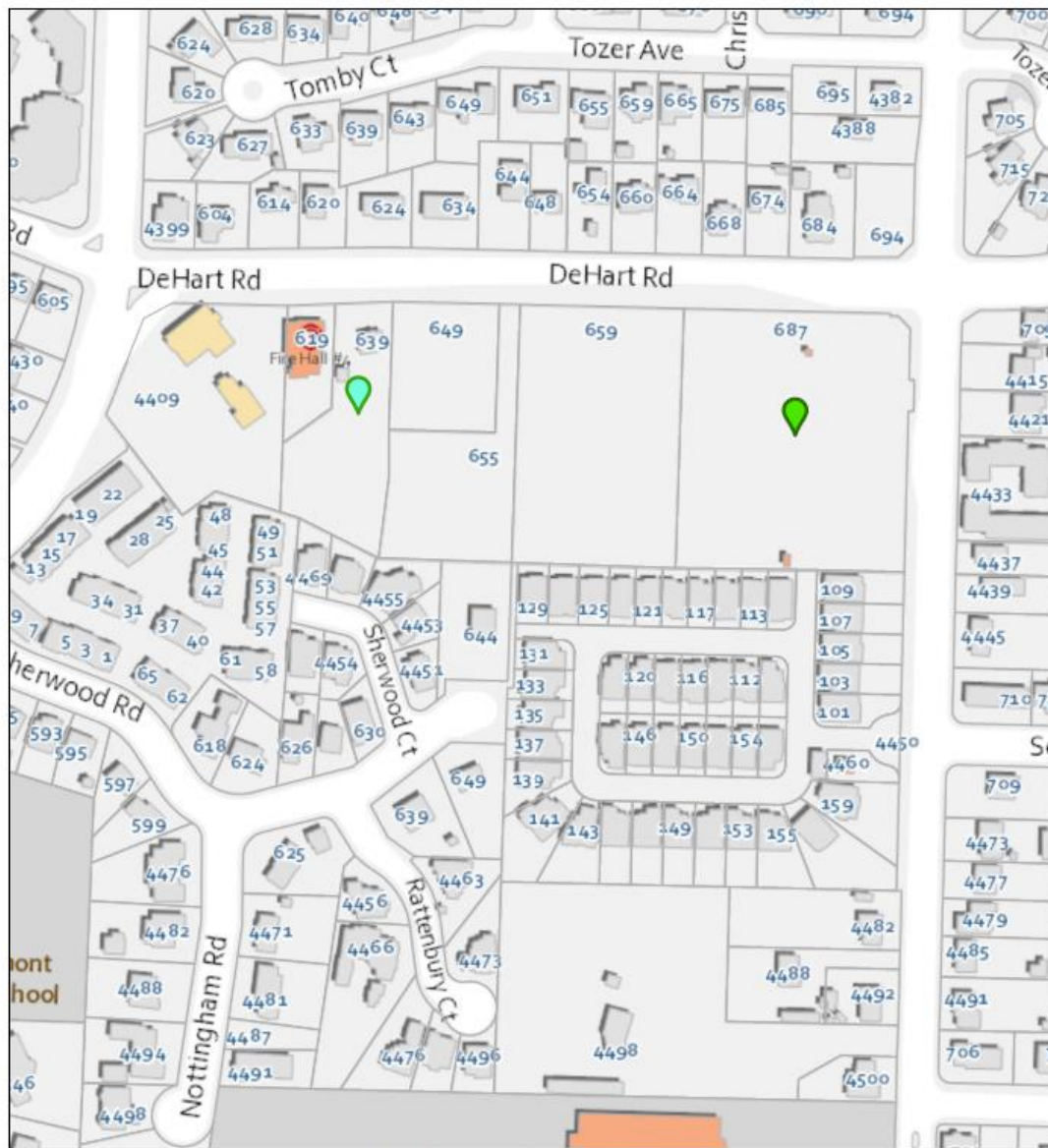
No.6 – 1451 Bertram St

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
6.	Z21-0015	1451 Bertram St	Lot 1, District Lot 139, Plan EPP113832	Rezone from UC1 to UC1r	This rezoning application was adopted under Bylaw 8000. The recommended changes are to align the new Zoning Bylaw 12375 with these previously adopted bylaws.



No.7 – DeHart Park Rezoning

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
7.	n/a	687 DeHart Rd	Lot A, District Lot 358, Plan KAP89280	Rezone the split zoned lot from (P3 & P4) to P3	The small portion of the P4 area is unnecessary for the DeHart Park construction.
	n/a	639 DeHart Rd	Lot 2, District Lot 358, Plan KAP69898	Rezone from P2 to P3	The P3 – Parks and Open Space zone is the correct zone for the DeHart Park construction.



MAP "7" DEHART PARK REZONINGS
 File Z22-0081 Part 2 of 2

DeHart Park Rezoning

- P3 & P4 to P3
- P2 to P3

1 Lot

1 Lot

0 2.5 5 10 15 20 25 Metres

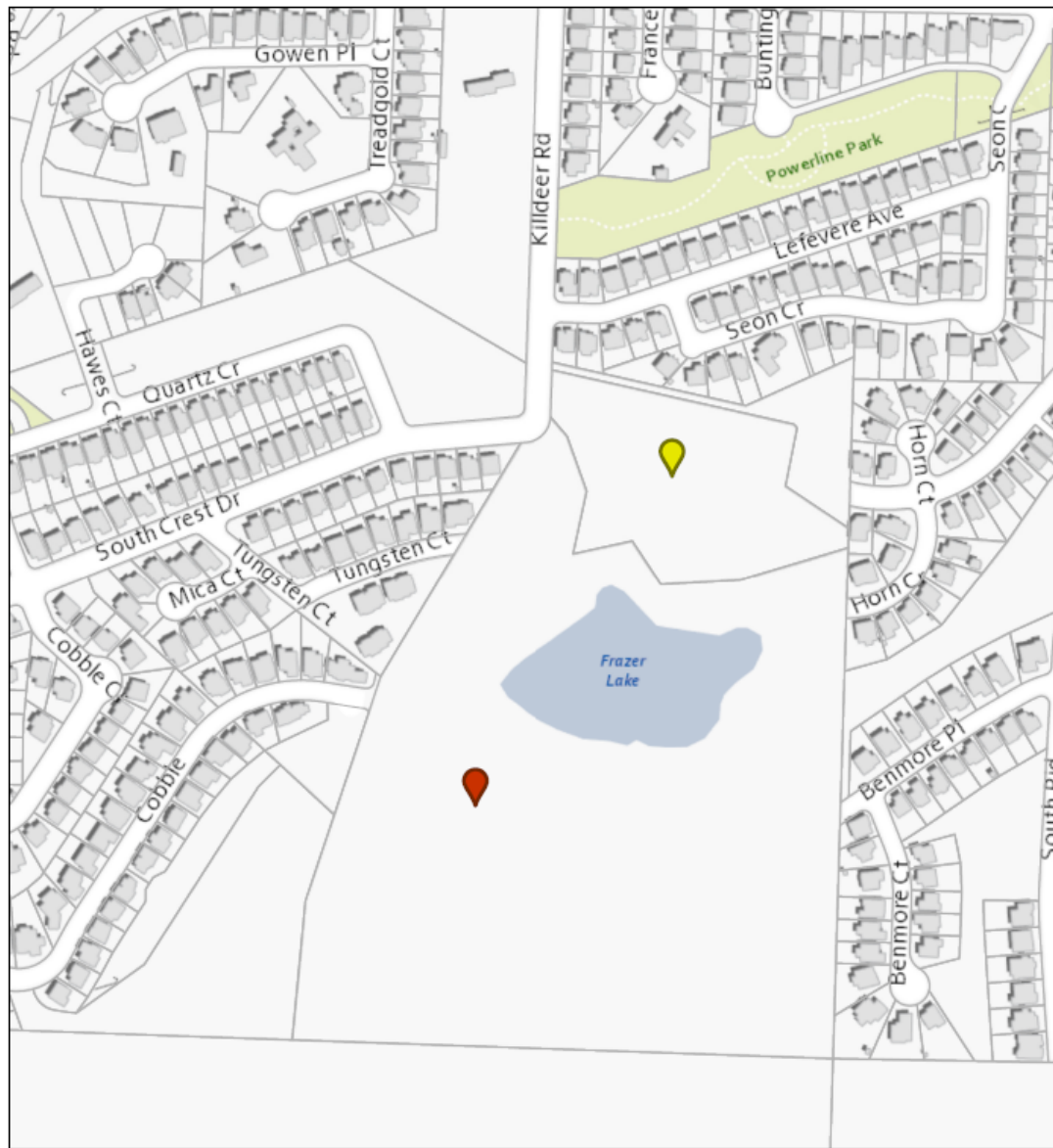
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Rev. Friday, January 27, 2023

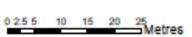
No.8 – Killdeer Rezoning

No.	Original Zoning File #	Address	Legal Description	Rezoning Details	Reason for Change
8.	n/a	5061 Killdeer Rd	Lot 1, Section 24, Township 28, Plan KAP42749	Rezone from P3 to RR1	Change the zoning to a base zone in order for the park area to be determined through a rezoning process.
	n/a	5081 Killdeer Rd	Lot B, Section 24, Township 28, Plan KAP28853, Except Plan 30848 30848 34710 37381 39945 42749.	Rezone split zoned lot from (P3 & RR1) to RR1	Change the zoning to a base zone in order for the park area to be determined through a rezoning process.



MAP "8" KILLDEER REZONINGS
 File Z22-0081 Part 2 of 2

- Killdeer Rezoning**
-  P3 to RR1  RR1 & P3 to RR1
 - 1 Lot 1 Lot



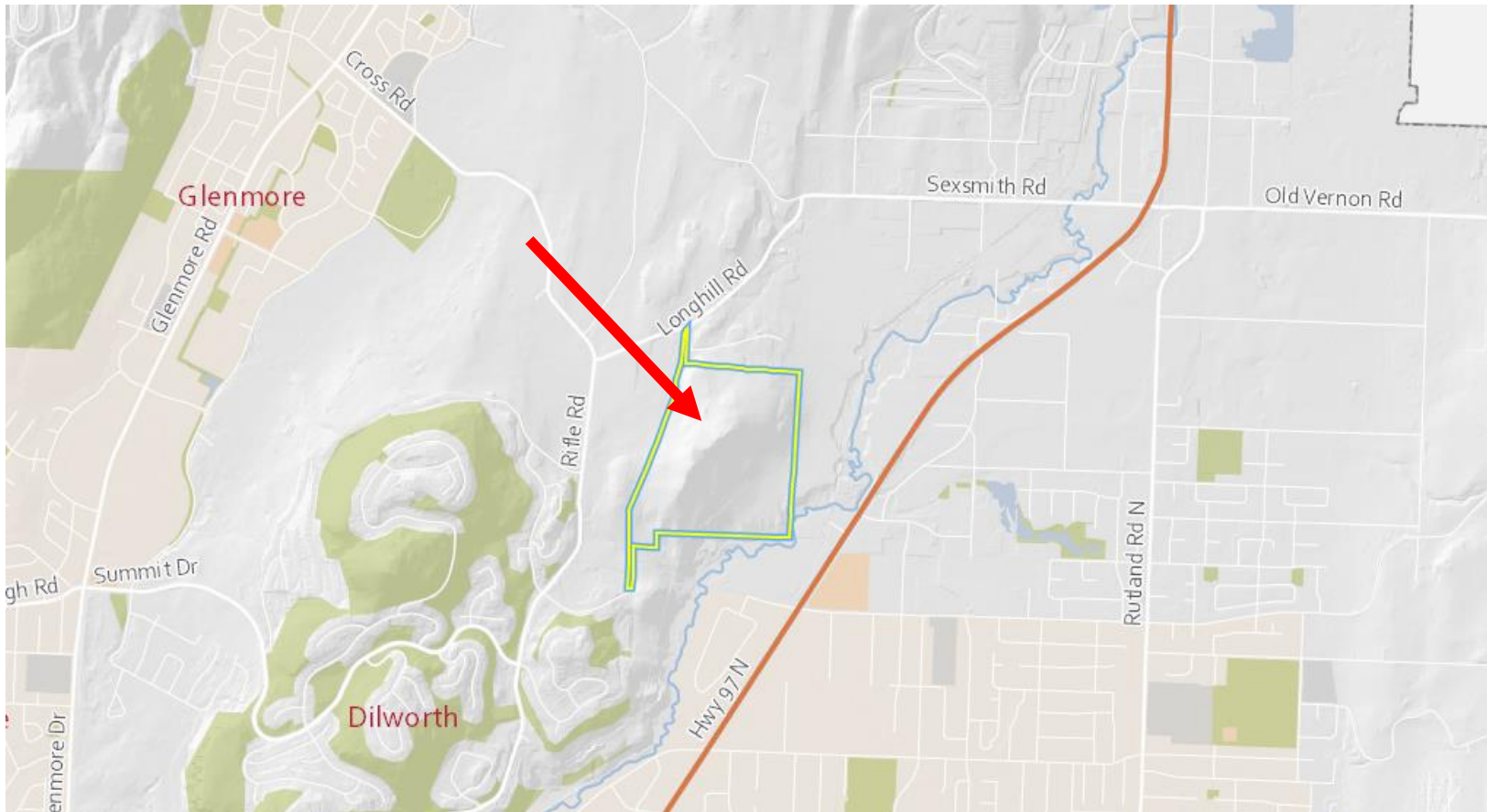
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Rev. Friday, January 27, 2023

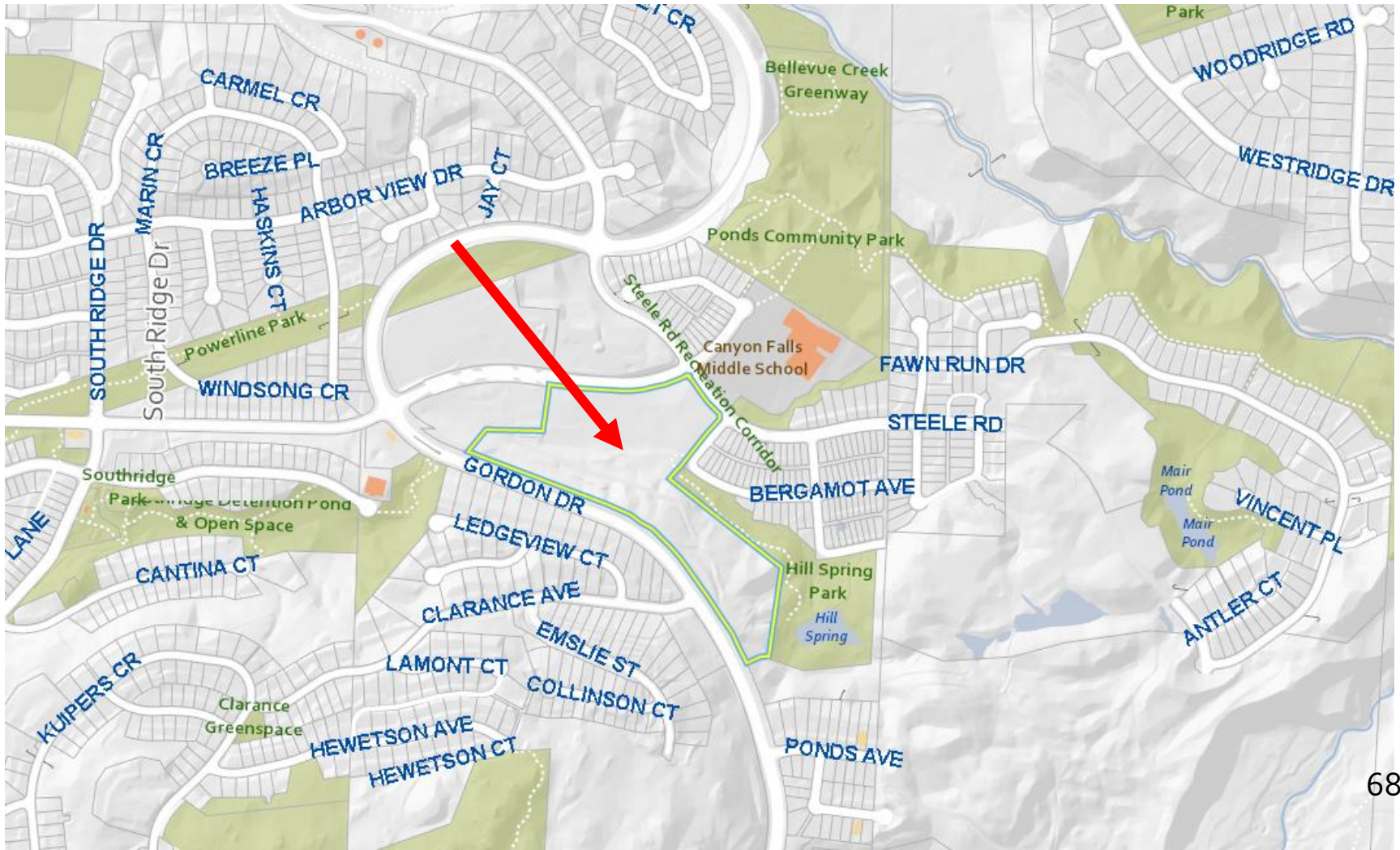
No.9 – Mount Baldy Dr

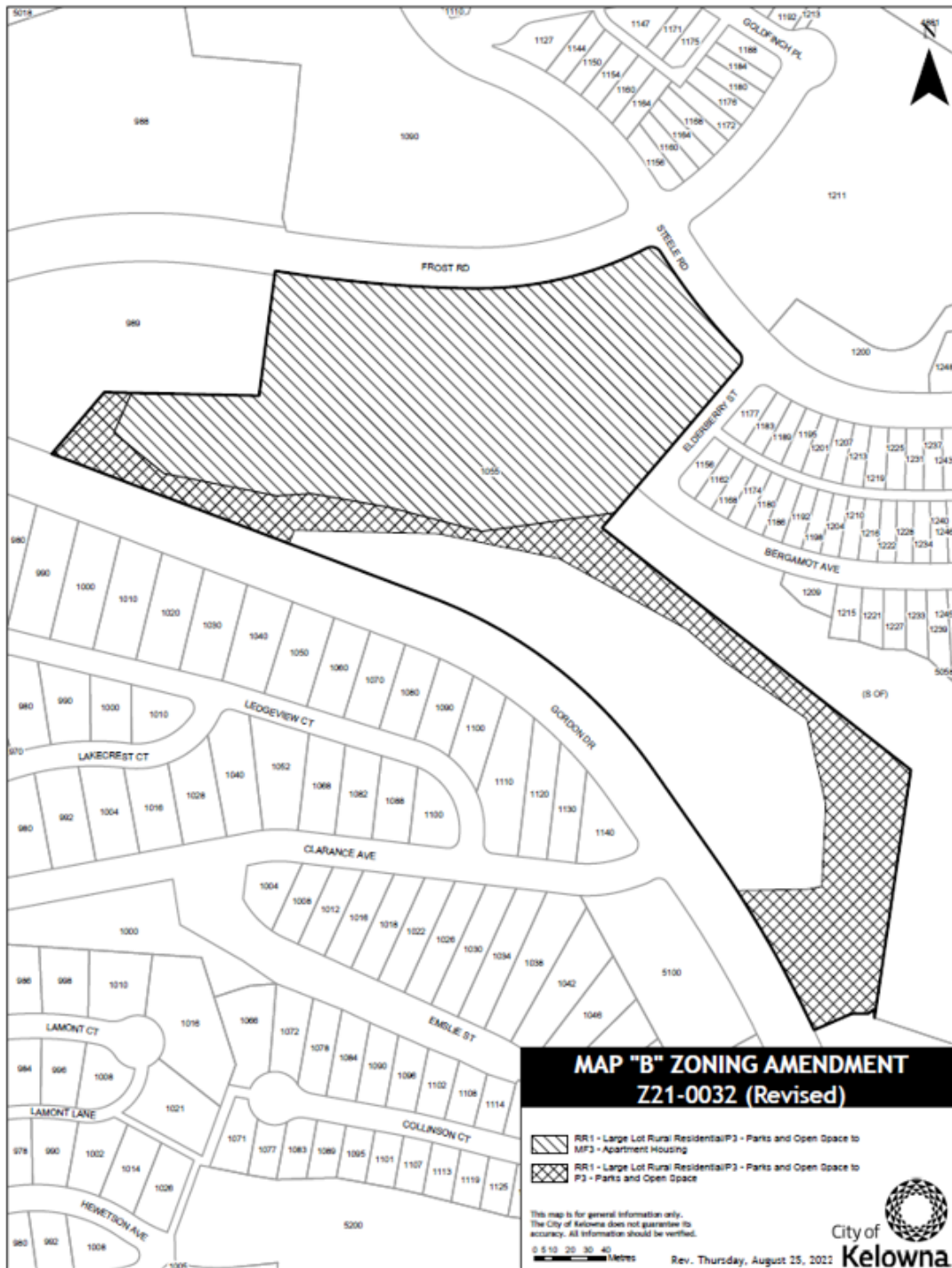
- ▶ Rezone P₃ portion of lot to RR₁



No.10 – 1055 Frost Rd

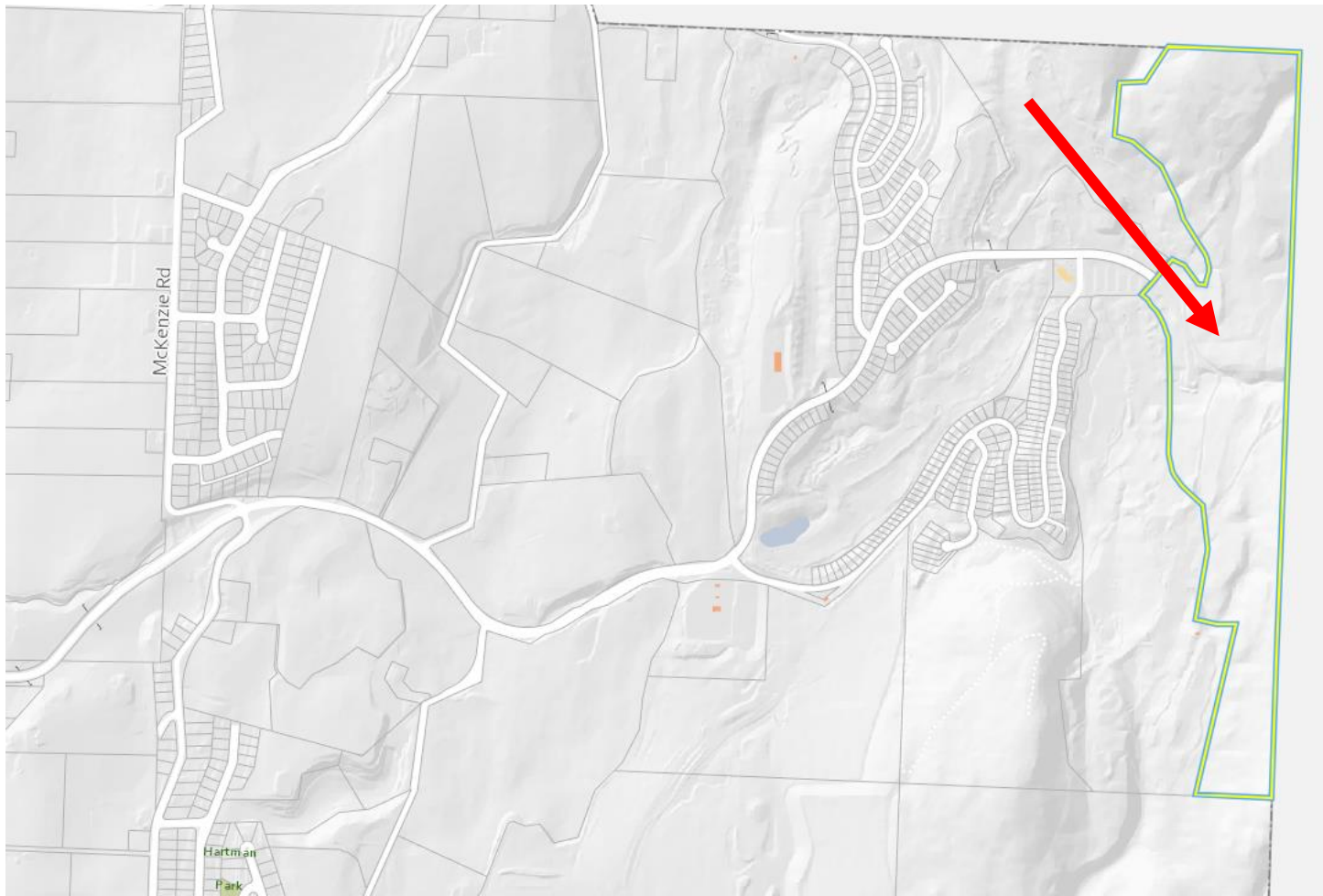
▶ Rezone from RR1 / P3 to MF3 / P3

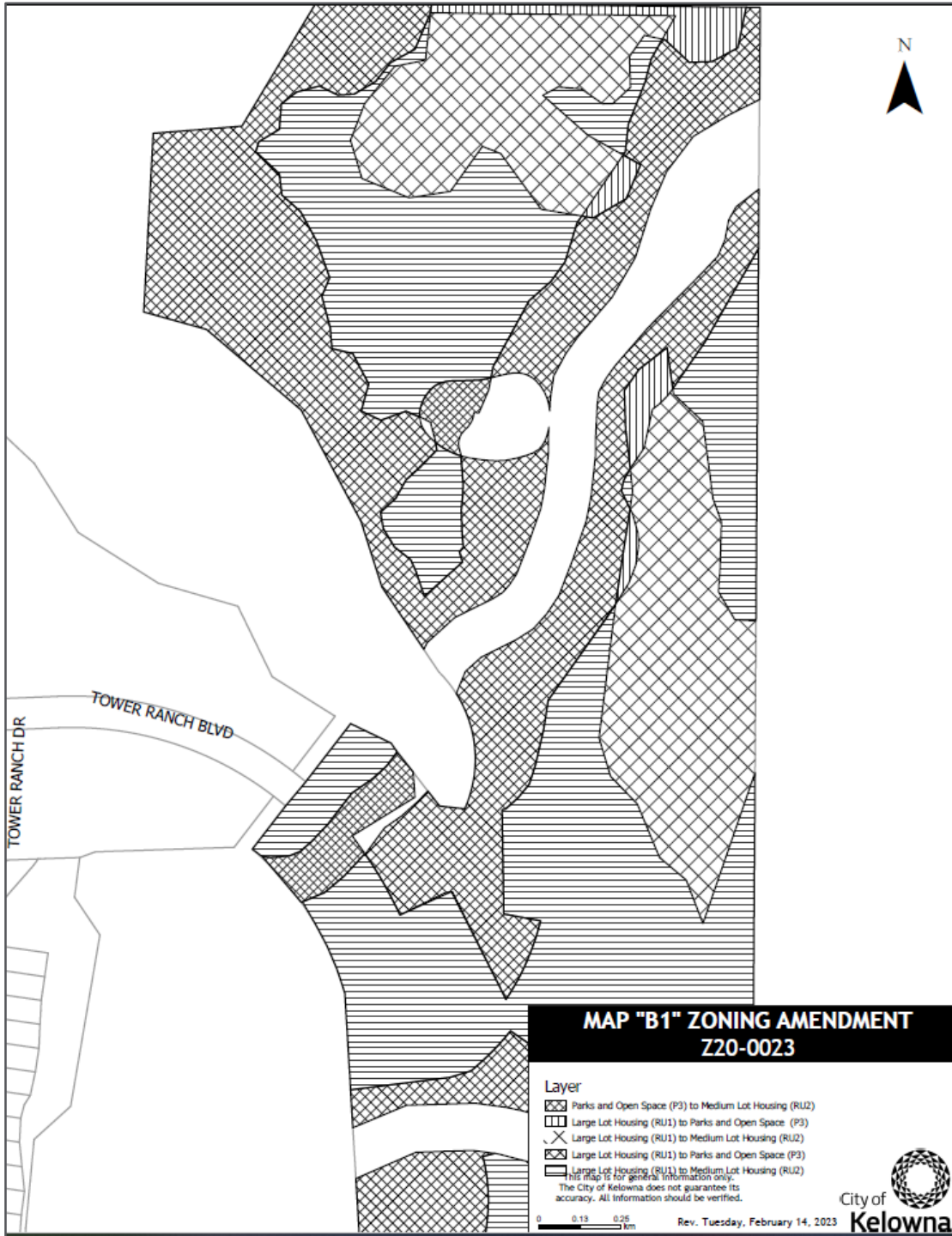









No.11 – 2160 Tower Ranch Blvd

- ▶ Split Zoning to RU2 & P3



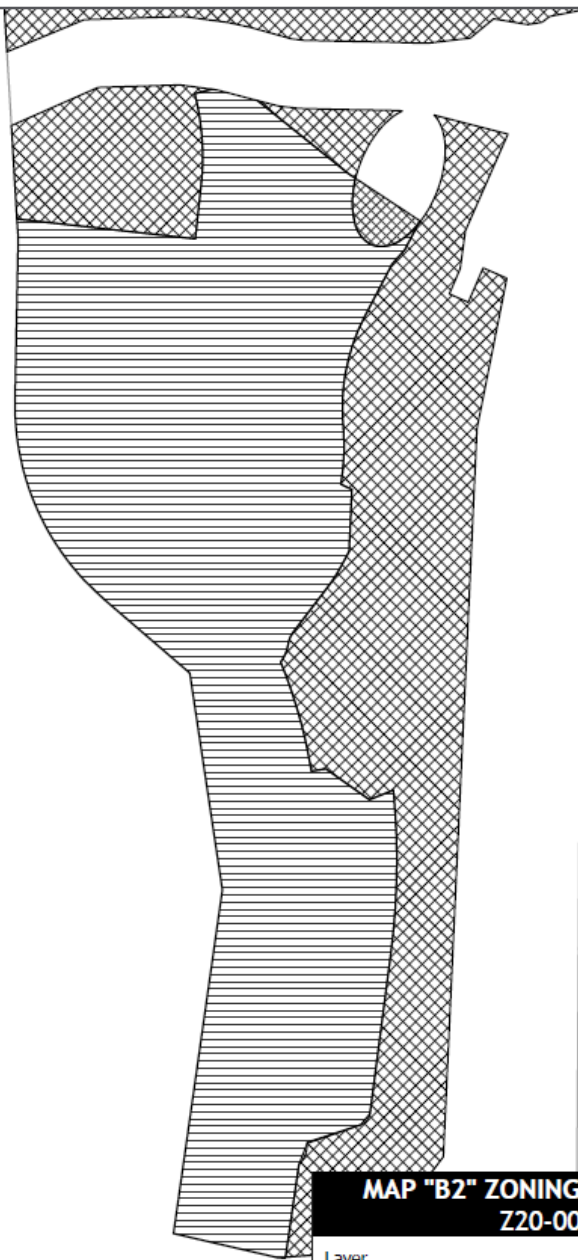


**MAP "B1" ZONING AMENDMENT
Z20-0023**

- Layer
-  Parks and Open Space (P3) to Medium Lot Housing (RU2)
 -  Large Lot Housing (RU1) to Parks and Open Space (P3)
 -  Large Lot Housing (RU1) to Medium Lot Housing (RU2)
 -  Large Lot Housing (RU1) to Parks and Open Space (P3)
 -  Large Lot Housing (RU1) to Medium Lot Housing (RU2)
- This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.

0 0.13 0.26 km Rev. Tuesday, February 14, 2023





**MAP "B2" ZONING AMENDMENT
Z20-0023**

- Layer**
-  Parks and Open Space (P3) to Medium Lot Housing (RU2)
 -  Large Lot Housing (RU1) to Parks and Open Space (P3)
 -  Large Lot Housing (RU1) to Medium Lot Housing (RU2)
 -  Large Lot Housing (RU1) to Parks and Open Space (P3)
 -  Large Lot Housing (RU1) to Medium Lot Housing (RU2)

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accuracy. All information should be verified.



Rev. Tuesday, February 14, 2023



Staff Recommendation

- ▶ Staff recommend the bylaw (Z22-0081) Part 2 of 2 be forward to Public Hearing

CITY OF KELOWNA

BYLAW NO. 12493

Z22-0081

Multiple Addresses

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
 - a. Lot 31 Section 3 Township 23 ODYD Plan 18861 Except Plan EPP113583, located on Sexsmith Road, Kelowna, BC;
 - b. Lot 41 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - c. Lot 8 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - d. Lot 43 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - e. Lot 45 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - f. Lot 42 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - g. Lot 11 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - h. Lot 12 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - i. Lot 32 Section 3 Township 23 ODYD Plan 18861 Except Plan EPP112802, located on Sexsmith Road, Kelowna, BC;
 - j. Lot 40 Section 3 Township 23 ODYD Plan 18861, located on Arab Road, Kelowna, BC;
 - k. Lot 6 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - l. Lot 46 Section 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC;
 - m. Lot 14 Sections 2 and 3 Township 23 ODYD Plan 18861 Except Plan EPP64644, located on Appaloosa Road, Kelowna, BC;

from the A2 – Agriculture/Rural Residential zone to the I2 – General Industrial 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

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 12494

Z22-0081

Multiple Addresses

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
 - a. Lot A District Lot 129 ODYD Plan EPP25210, located on Bredin Road, Kelowna, BC;
 - b. Lot B District Lot 129 ODYD Plan EPP25210, located on Windsor Road, Kelowna, BC;
 - c. Lot 2 Section 14 Township 23 ODYD Plan KAP82802, located on Innovation Drive, Kelowna, BC;
 - d. Lot 2 Section 14 Township 23 ODYD Plan EPP64815, located on Fleet Court, Kelowna, BC;
 - e. Lot 15 Section 14 Township 23 ODYD Plan KAP82802 Except Plan EPP23036, located on Fleet Court, Kelowna, BC;

from the I2 – General Industrial zone to the C2 – Vehicle Oriented Commercial zone;

2. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
 - a. Lot B District Lot 138 ODYD Plan 14934, located on Lawson Avenue, Kelowna, BC;
 - b. Lot 7 District Lot 138 ODYD Plan 2378, located on Lawson Avenue, Kelowna, BC;

from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone;

3. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot A District Lot 138 ODYD Plan EPP121306, located on Lawson Avenue, Kelowna, BC from the RU4 – Duplex Housing zone to the MF3 – Apartment Housing zone;
4. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 138 ODYD Plan EPP117925, located on Richter Street, Kelowna, BC from the RU4 – Duplex Housing zone to the MF2r – Townhouse Housing Rental Only zone;
5. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 139 ODYD Plan EPP113832, located on Bertram Street, Kelowna, BC from the UC1 – Downtown Urban Centre zone to the UC1r – Downtown Urban Centre Rental Only zone;
6. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of All Land Shown on the Strata Plan KAS1655 located on Via Centrale, Kelowna, BC from the C1 – Local & Neighbourhood Commercial zone to the CA1 – Core Area Mixed Use zone as shown on MAP A attached to and forming part of this bylaw;
7. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of a portion of Lot A Sections 28 and 34 Township 26 and of District Lot 415 ODYD Plan 36774 Except Plans KAP88921 and EPP12262, located on Mount Baldy Drive, Kelowna, BC from the P3 – Parks and Open Space zone to the RR1 – Large Lot Rural Residential zone as shown on MAP B attached to and forming part of this bylaw;

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

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



MAP "A" REZONING AMENDMENT
File Z22-0081

3185 Via Centrale

 Subject Property

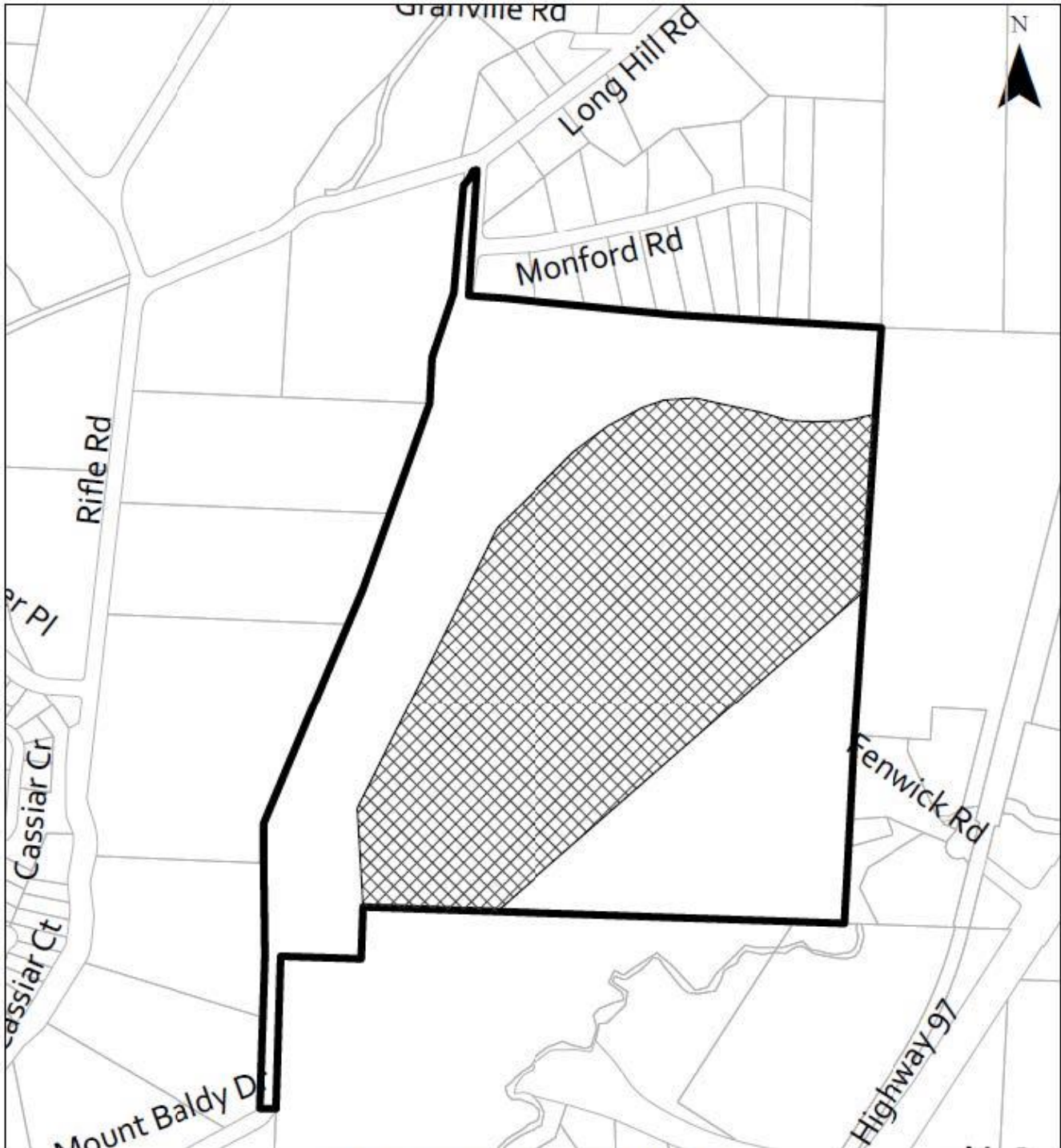
Rezone from C1 - Local & Neighbourhood Commercial
to CA1 - Core Area Mixed Use



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Rev. Friday, February 17, 2023



MAP "B" REZONING AMENDMENT
File Z22-0081

(END OF) Mount Baldy Dr

-  Subject Property
-  From P3 - Parks and Open Space To RR1 - Large Lot Rural Residential

0 2.5 5 10 15 20 25 Metres

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Rev. Friday, February 17, 2023

CITY OF KELOWNA

BYLAW NO. 12495

Z22-0081

Multiple Addresses

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
 - a. Lot B District Lot 14 ODYD Plan 4463 Except Plan KAP88012, located on Pandosy Street, Kelowna, BC;
 - b. Lot A District Lot 14 ODYD Plan EPP116552, located on Speer Street, Kelowna, BC;
 - c. Lot 4 District Lot 14 ODYD Plan 7535 Except Plan EPP108760, located on Royal Avenue, Kelowna, BC;
 - d. Lot 1 District Lot 14 ODYD Plan EPP87313, located on Royal Avenue, Kelowna, BC;from the HD2 – Residential and Health Support Services zone to the MF3 – Apartment Housing zone;
2. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of All Land Shown on the Strata Plan EPS4334 located on Abbott Street, Kelowna, BC from the HD2 – Residential and Health Support Services zone to the MF3 – Apartment Housing zone as shown on MAP A attached to and forming part of this bylaw;
3. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot A District Lot 14 ODYD Plan EPP27000, located on Pandosy Street, Kelowna, BC from the HD2 – Residential and Health Support Services zone and the RU4 – Duplex Housing zone to the HD1 – Kelowna General Hospital zone as shown on MAP B attached to and forming part of this bylaw;
4. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 2 District Lot 358 ODYD Plan KAP69898, located on DeHart Road, Kelowna, BC from the P2 – Education and Minor Institutional zone to the P3 – Parks and Open Space zone;
5. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification a of portion of Lot A District Lot 358 ODYD Plan KAP89280, located on DeHart Road, Kelowna, BC from the P4 – Utilities zone to the P3 – Parks and Open Space zone as shown on MAP C attached to and forming part of this bylaw;
6. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 Section 24 Township 28 SDYD Plan 42749, located on Killdeer Road, Kelowna, BC from the P3 – Parks and Open Space zone to the RR1 – Large Lot Rural Residential zone;
7. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification a of portion of Lot B Section 24 Township 28 SDYD Plan 28853 Except Plans 30846 30848 34710 37381 39945 and 42749, located on Killdeer Road, Kelowna, BC from the P3 – Parks and Open Space zone to the RR1 – Large Lot Rural Residential zone as shown on MAP D attached to and forming part of this bylaw;

8. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 14 ODYD Plan EPP91145, located on Royal Avenue, Kelowna, BC from the HD2r – Residential and Health Support Services Rental Only zone to the MF3r – Apartment Housing Rental Only zone;
9. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 15 District Lot 14 ODYD Plan 1141, located on Francis Avenue, Kelowna, BC from the RU4 – Duplex Housing zone to the MF2 – Townhouse Housing zone;
10. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of All Land Shown on the Strata Plan EPS8896, located on Rutland Road North, Kelowna, BC from the RU1 – Large Lot Housing zone to the MF2 – Townhouse Housing zone as shown on MAP E attached to and forming part of this bylaw;
11. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot 1 District Lot 579 SDYD Plan EPP74481, located on Frost Road, Kelowna, BC from the RR1 – Large Lot Rural Residential zone and the P3 – Parks and Open Space zone to the MF3 – Apartment Housing zone and the P3 – Parks and Open Space zone as shown on MAP F attached to and forming part of this bylaw;
12. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot 4 Section 31 Township 27 ODYD Plan KAP80993, located on Tower Ranch Boulevard, Kelowna, BC from the P3 – Parks and Open Space zone and the RU1 – Large Lot Housing zone to the P3 – Parks and Open Space zone and the RU2 – Medium Lot Housing zone as shown on MAP G1 and MAP G2 attached to and forming part of this bylaw;
13. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this


Mayor

City Clerk



**MAP "A" REZONING AMENDMENT
File Z22-0081**

2245 Abbott St

 Subject Property

Rezone from HD2 - Residential and Health Support Services to
MF3 - Apartment Housing



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Rev. Wednesday, February 22, 2023



MAP "B" REZONING AMENDMENT
File Z22-0081

2169 Pandosy Street

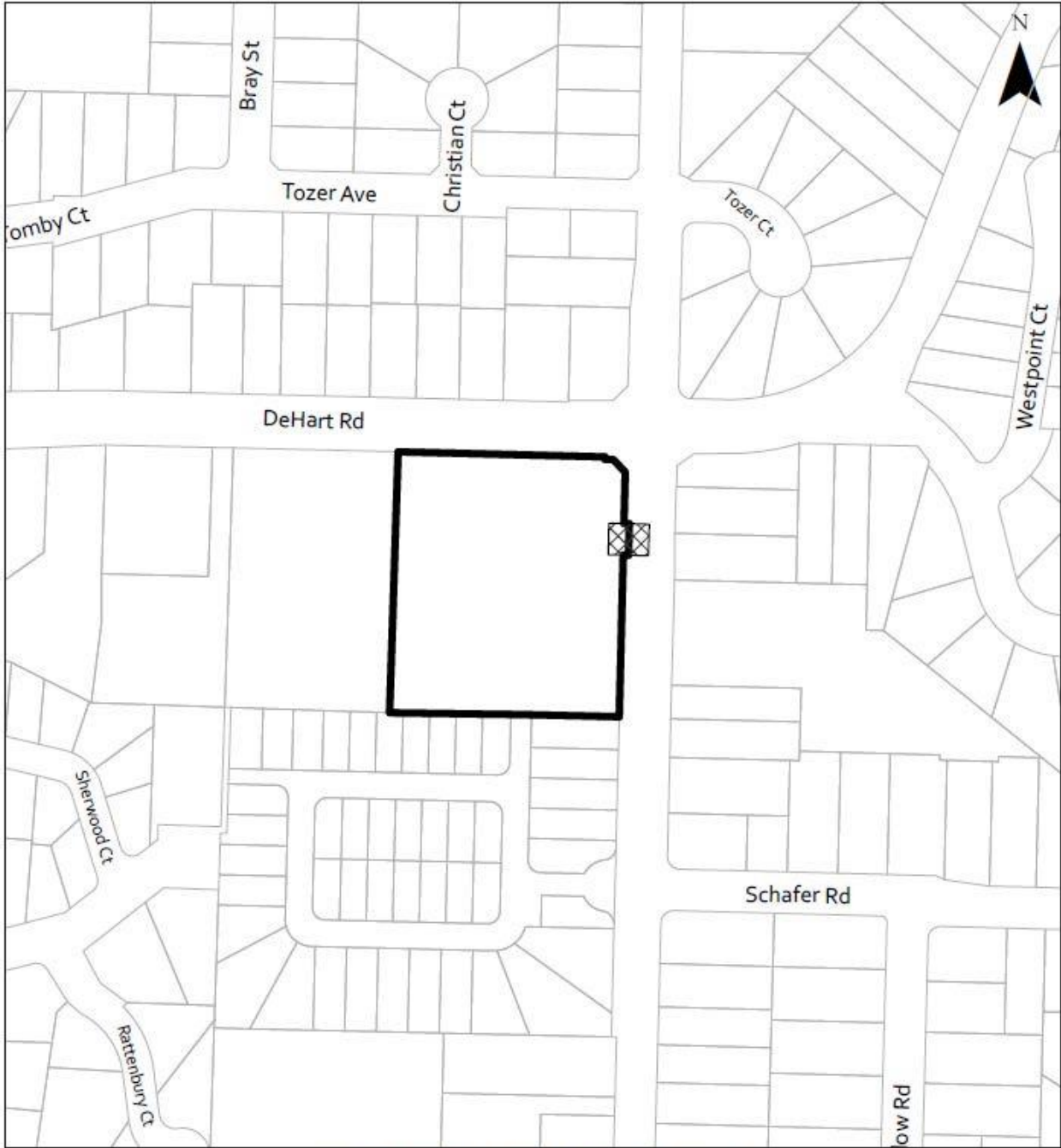
-  Subject Property
-  From HD2 - Residential and Health Support Services To HD1 - Kelowna General Hospital
-  From RU4 - Duplex Housing To HD1 - Kelowna General Hospital

0 2.5 5 10 15 20 25 Metres

This map is for general information only.
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Rev. Friday, February 17, 2023



MAP "C" REZONING AMENDMENT
File Z22-0081

687 DeHart Rd

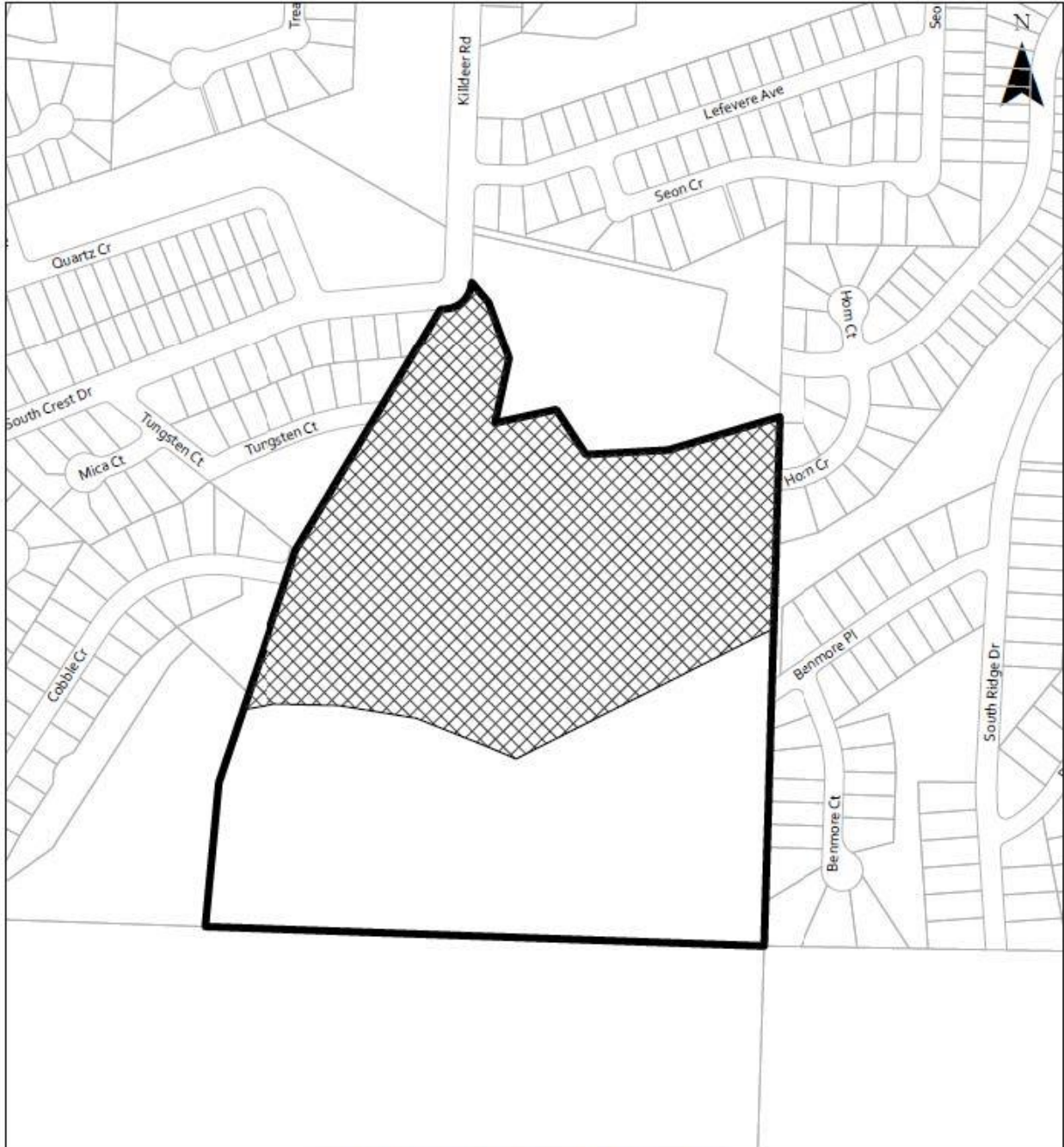
-  Subject Property
-  From P4 - Utilities to P3 - Parks and Open Space

0 2.5 5 10 15 20 25 Metres

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Rev. Friday, February 17, 2023



**MAP "D" REZONING AMENDMENT
File Z22-0081**

5081 Killdeer Rd

-  Subject Property
-  From P3 - Parks and Open Space To RR1 - Large Lot Rural Residential



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accuracy. All information should be verified.




Rev. Friday, February 17, 2023



MAP "E" REZONING AMENDMENT
File Z22-0081

1354 Rutland Rd N

 Subject Property

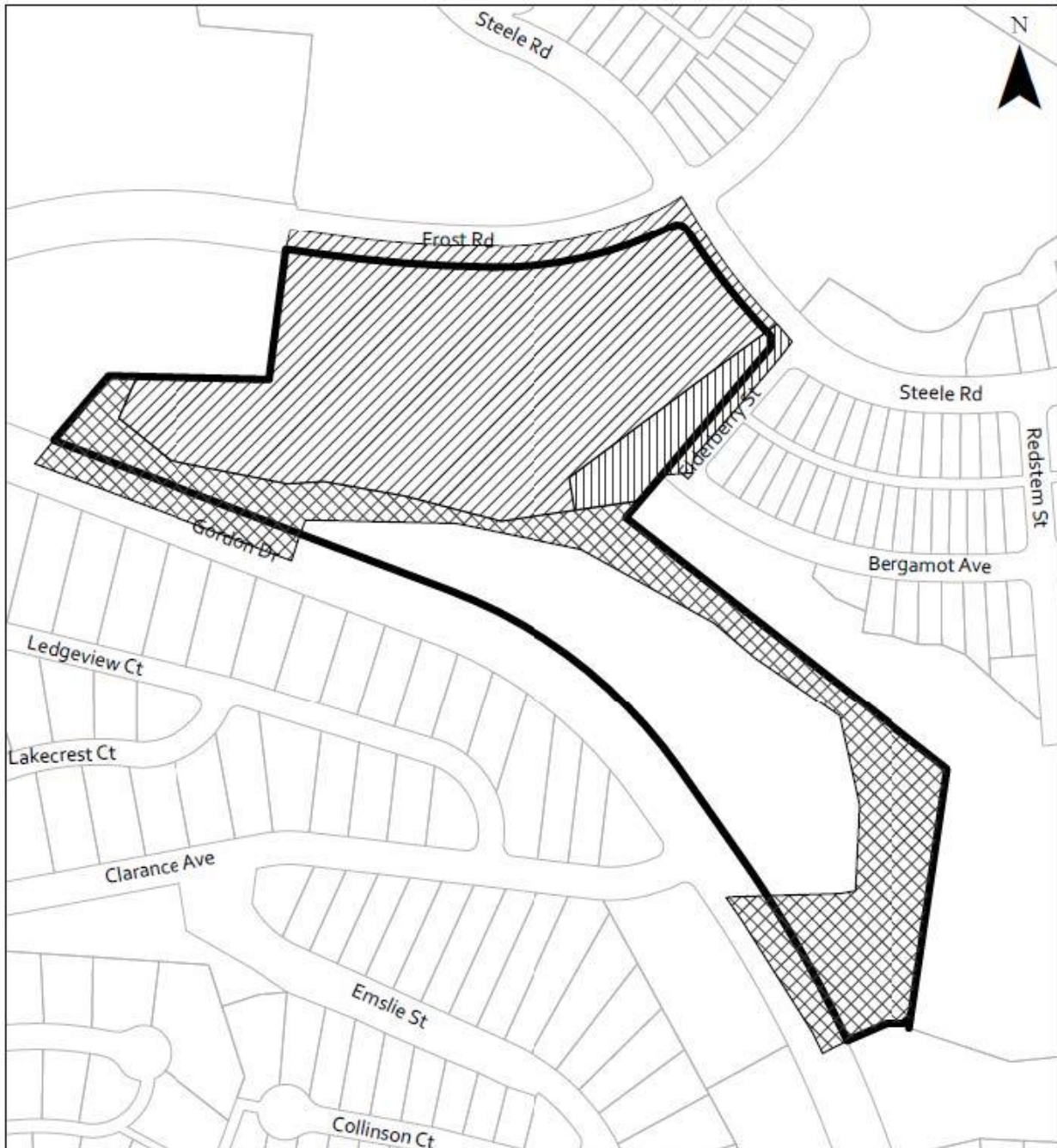
Rezone from RU1 - Large Lot Housing to MF2 - Townhouse Housing



This map is for general information only.
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 accuracy. All information should be verified.







Rev. Wednesday, February 22, 2023



MAP "F" REZONING AMENDMENT
File Z22-0081

1055 Frost Rd

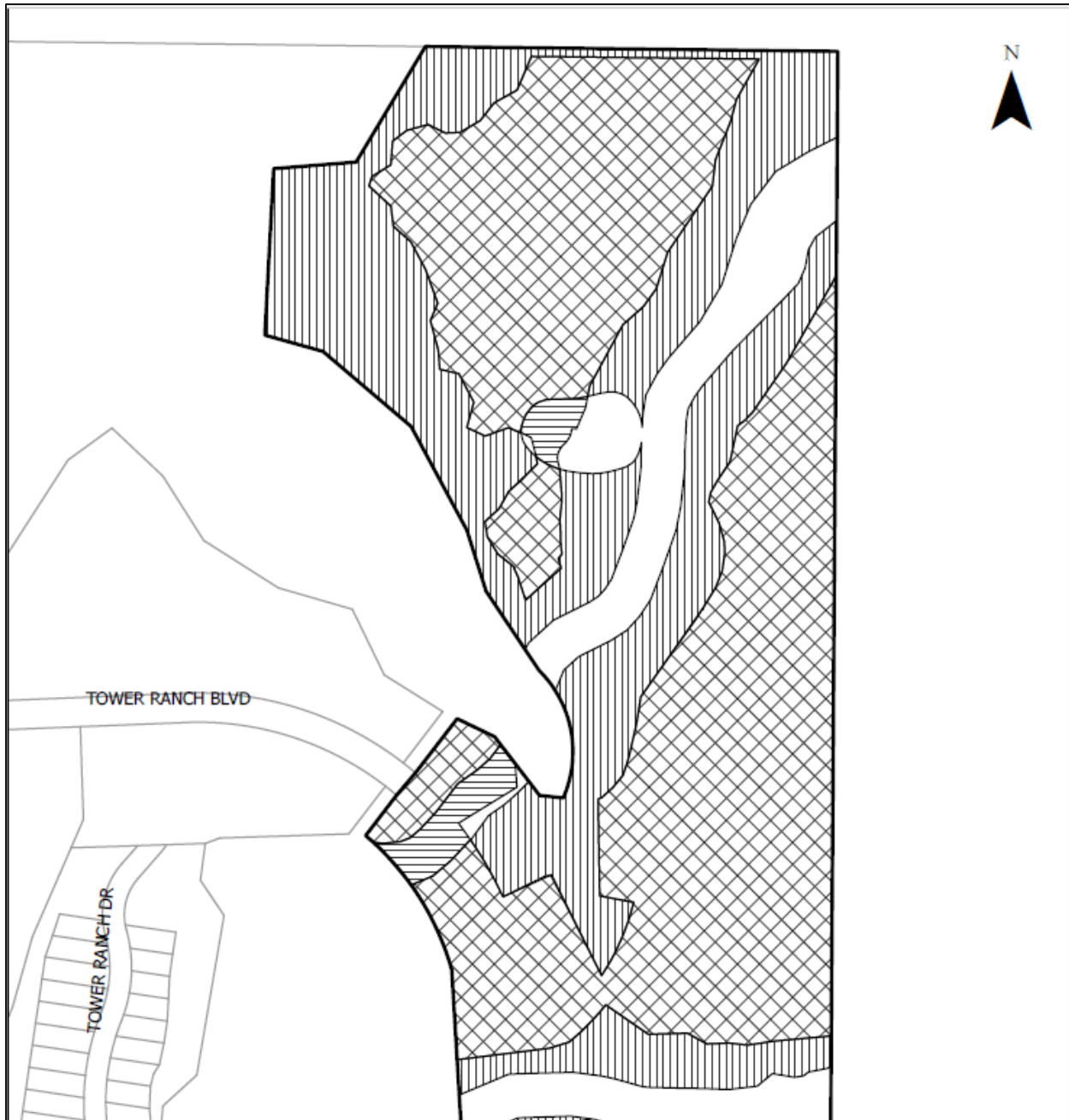
-  Subject Property
-  From RR1 - Large Lot Rural Residential To P3 - Parks and Open Space
-  From RR1 - Large Lot Rural Residential To MF3 - Apartment Housing
-  From P3 - Parks and Open Space To MF3 - Apartment Housing







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



Rev. Friday, February 17, 2023

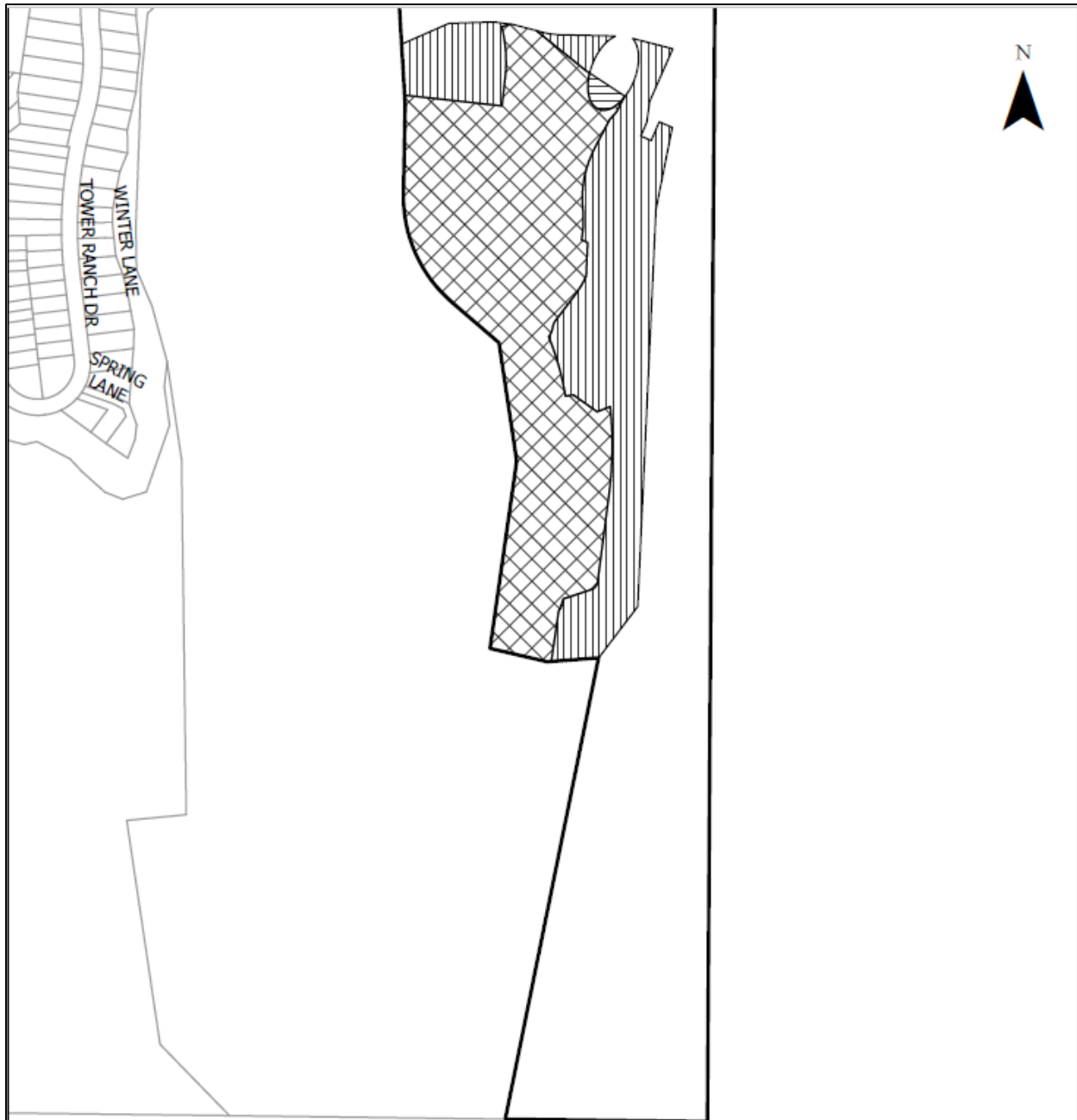


**MAP "G1" ZONING AMENDMENT
Z22-0081**





-  Subject Property
-  Large Lot Housing (RU1) to Medium Lot Housing (RU2)
-  Parks and Open Space (P3) to Medium Lot Housing (RU2)
-  Large Lot Housing (RU1) to Parks and Open Space (P3)

This map is for general information only.
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accuracy. All information should be verified.
Rev. Tuesday, February 28, 2023





**MAP "G2" ZONING AMENDMENT
Z22-0081**

-  Subject Property
-  Large Lot Housing (RU1) to Medium Lot Housing (RU2)
-  Parks and Open Space (P3) to Medium Lot Housing (RU2)
-  Large Lot Housing (RU1) to Parks and Open Space (P3)

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.
Rev. Tuesday, February 28, 2023



Report to Council



Date: March 6, 2023
To: Council
From: City Manager
Subject: 2022 Planning & Development Statistics
Department: Planning and Development Services

Recommendation:

That Council receives, for information, the report from the Planning and Development Services department dated March 6, 2023, with information relating to Planning and Development Statistics.

Purpose:

This report updated Council on construction and development statistics for 2022.

Background:

To keep Council current with local development and construction trends, the Divisional Director of Planning and Development Services will bring quarterly reports forward for Council’s information. As the structure of this report continues to develop, the goal is to improve the connection between Council’s consideration of development applications on a weekly basis and the larger picture of development and housing goals in the Official Community Plan (“OCP”).

Discussion:

Planning and Building Application Intake Statistics – 2022

Predictably, building and development application intake slowed from record highs as 2022 progressed. Both the type and location of housing projects under construction remain generally consistent with broad OCP goals of placing the bulk of new residential housing density in the City’s Core/Urban areas (in a multi-family format).

2022 remained a strong year for total numbers of residential building permit issuances (4th highest in previous 10-years). Given the slowing pace of application volumes, the City can expect to see the growth (in housing) slow to a level closer to the 10-year average in 2023.

Planning and Development Services continue to be very busy processing applications from the last 18-months where delays were generated by both the adoption of the 2040 OCP and the City's new Zoning Bylaw. In addition, several other significant projects continue such as North End Planning/Tolko Site Area Redevelopment Plan, Infill Options, and Housing Needs Assessment. During the initial approval processes for OCP2040 and Zoning Bylaw it was indicated that maintenance/updates would be required to both documents during or after their first year. The Zoning Bylaw updates are currently beginning to make their way into the Council process and include maintenance/clean-up amendments to both text and mapping. The OCP2040 updates and progress reporting are also on the list for this spring.

Planning staff are also in the process of scoping the review parameters for Short Term Rental regulations which will come to Council for review/feedback prior to project initiation. Further, staff are working on reports related to delegations of authority for minor Development Variance Permits and additional streamlining to carriage house regulations. In response to concerns of the implementation of the RU4 zone – staff are working on a report with various scenarios for improvements which will come forward to Council this spring.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: Ryan Smith, Divisional Director, Planning & Development Services

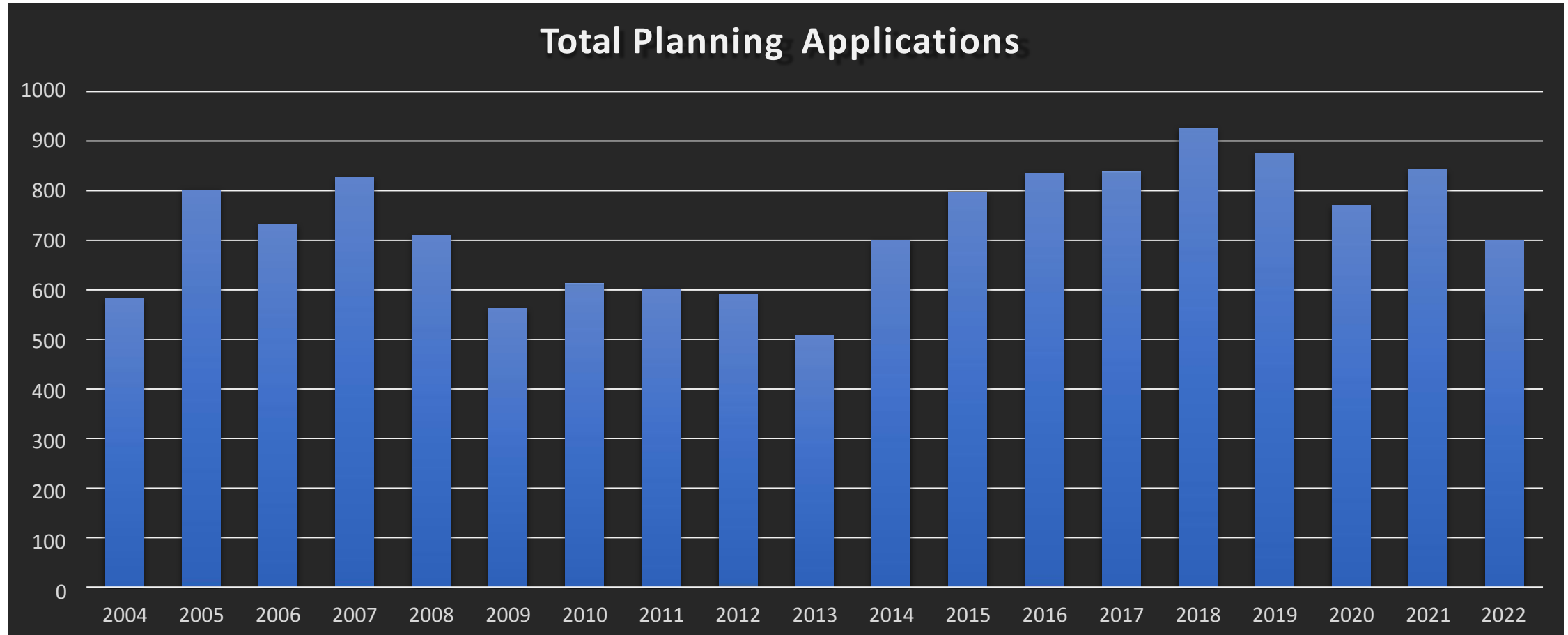
Approved for inclusion: Doug Gilchrist, City Manager



2022 Development Statistics

Quarter 4
March 6, 2023

Planning Application Volume



Total Building Permits Value (\$)

- Permit value for 2022 - Q4
\$278,678,102.95



Total Building Permits Issued

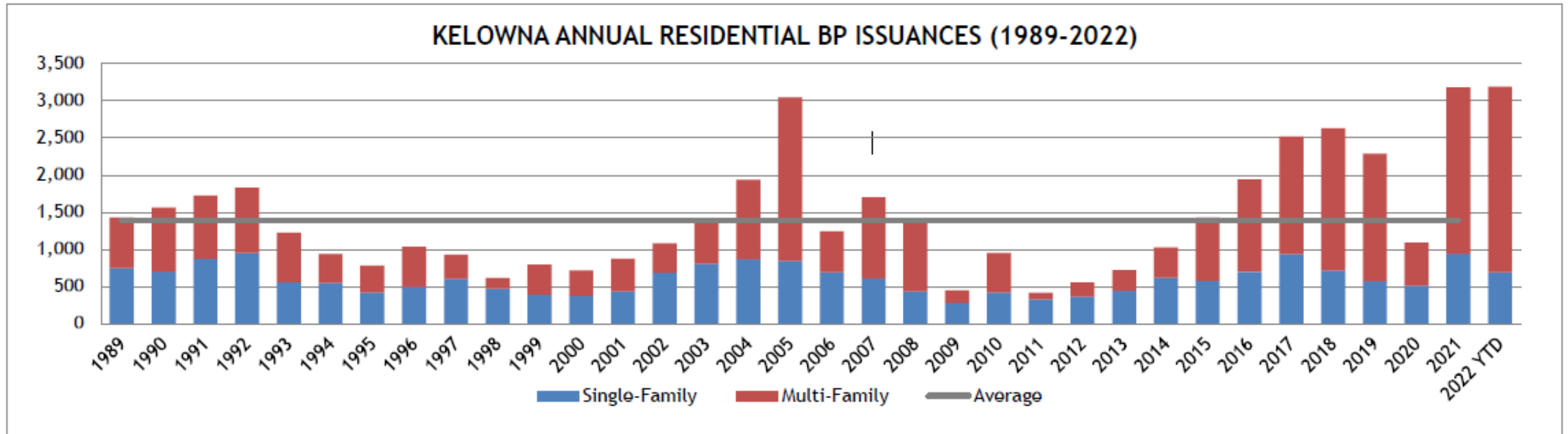
▶ Building Permits issued to date:
2262

- ▶ 2841 Permits in 2021
- ▶ While fewer permits issued, those being issued generally have a higher value

▶ Plumbing Permits issued to date:
1996

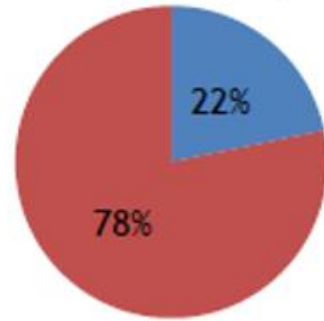
- ▶ 2171 in 2021

Historical Residential Growth

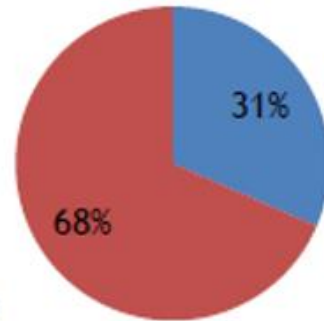


SINGLE VS. MULTI SPLIT

Q4 YTD (2022)



Q4 YTD (5 Yr. Historical)



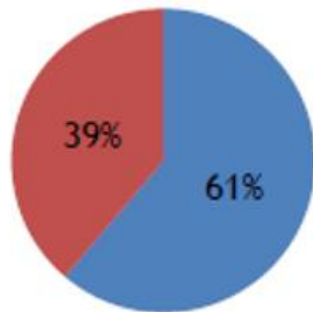
MULTI INCLUDES
APARTMENT AND
ROW HOUSE UNITS

■ SINGLE FAMILY ■ MULTI-FAMILY

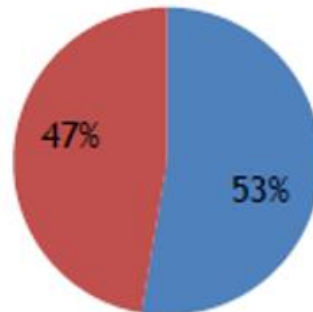
Housing Type and Location

RESIDENTIAL BY LOCATION

Q4 YTD (2022)



Q4 YTD (5 Yr. Historical)

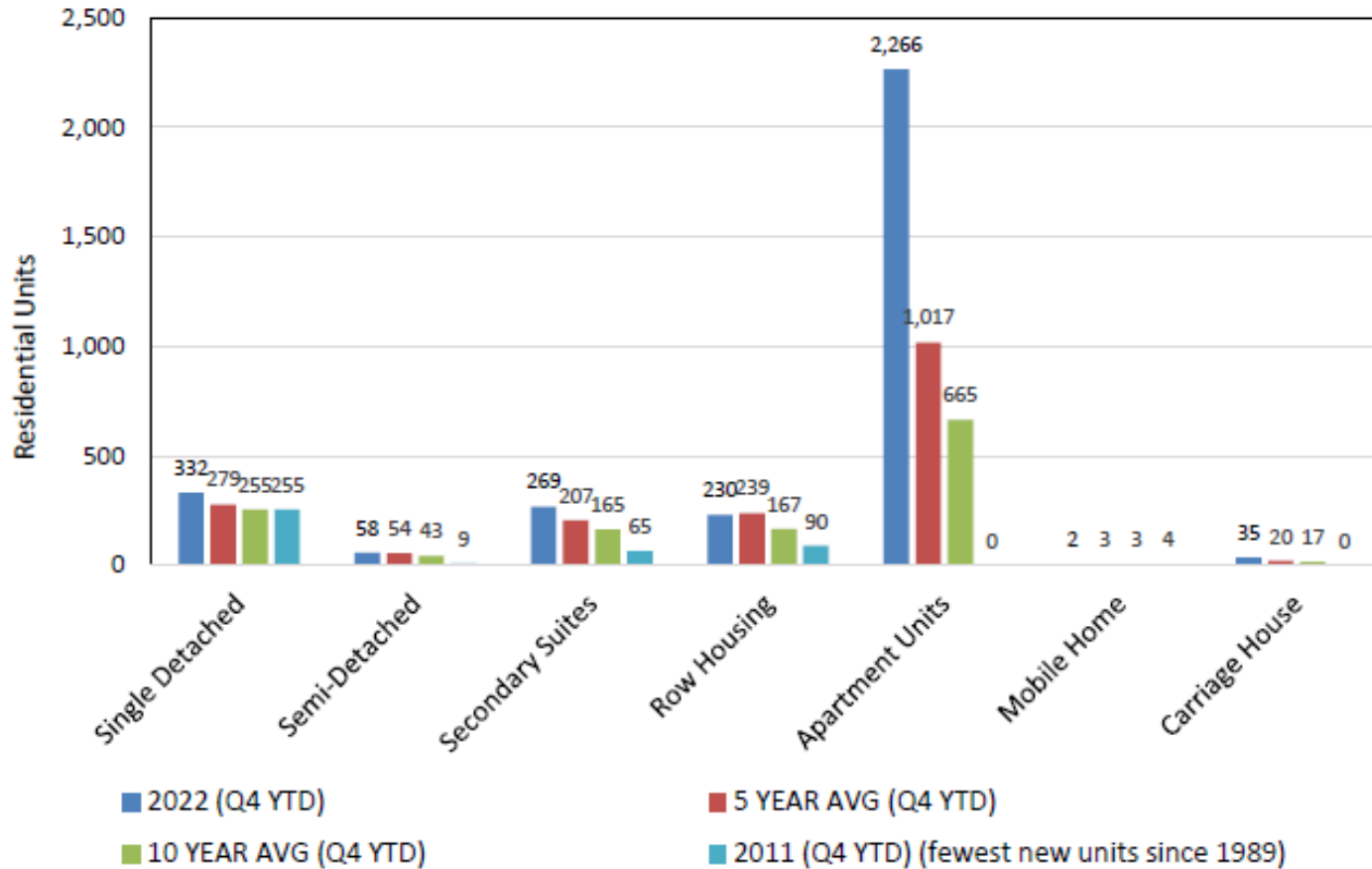


TRACKING OF
CORE AREA
BEGAN IN 2012

URBAN DEFINED
AS INSIDE CORE
AREA (SEE MAP)

■ URBAN ■ SUBURBAN

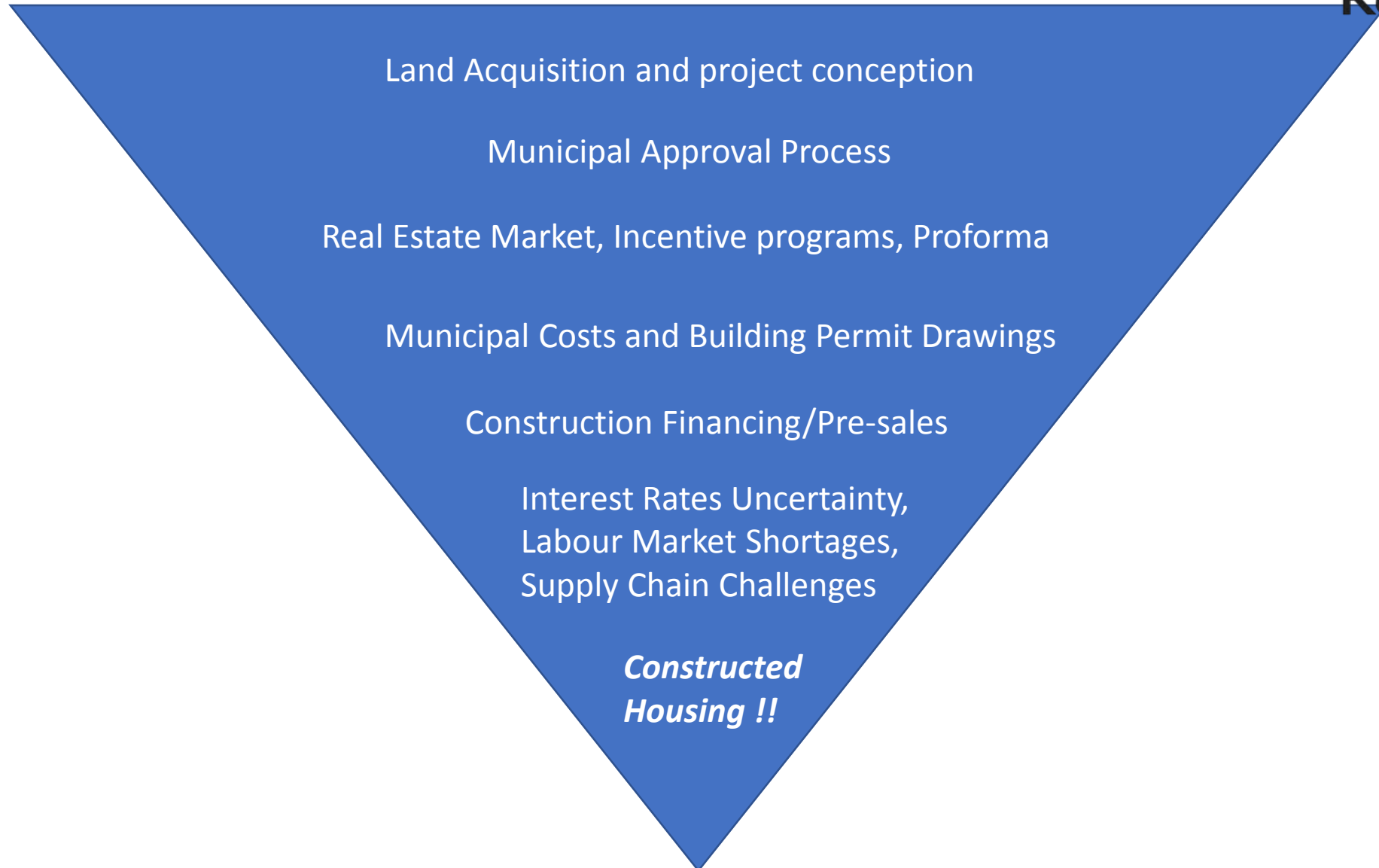
2022 (Q4 YTD) - BP Issuances Compared to Historical Averages



TYPE	2022 (Q4 YTD)	5 YEAR AVG (Q4 YTD)	10 YEAR AVG (Q4 YTD)	2011 (Q4 YTD) (fewest new units since 1989)
Single Detached	332	279	255	255
Semi-Detached	58	54	43	9
Secondary Suites	269	207	165	65
Row Housing	230	239	167	90
Apartment Units	2,266	1,017	665	0
Mobile Home	2	3	3	4
Carriage House	35	20	17	0
Total	3,192	1,819	1,315	423

carriage house tracking began in 2013

The Housing Delivery Funnel



Q4 2022 and 2023

- ▶ Slower pace of development
 - ▶ Likely in-line with 10-year average
 - ▶ Regular market trend delayed because of COVID19
- ▶ Strong interest in rental housing construction related to CMHC Financing programs
 - Developers challenged even with layered incentives
- ▶ First Density Bonus payments
- ▶ Zoning Bylaw: Clean-up/Maintenance Amendments
- ▶ OCP2040 Reporting
- ▶ Development Application Fee Increases
- ▶ Short Term Rentals Review



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 6, 2023
To: Council
From: City Manager
Subject: Transportation Citizen Survey Results 2022
Department: Integrated Transportation

Recommendation:

THAT Council receives, for information, the report from Integrated Transportation, dated March 6, 2023, with regard to the results of the 2022 Transportation Citizen Survey;

AND THAT Council directs staff to pursue further Transportation Citizen Surveys on a biennial basis.

Purpose:

To present the results of the 2022 Transportation Citizen Survey.

Background:

Resolution	Date
THAT Council receives, for information, the report from the Integrated Transportation Department dated February 10, 2020, with respect to the 2019 Transportation Citizen Survey;	February 10, 2020
AND THAT Council directs staff to pursue further Transportation Citizen Surveys on a biennial basis.	

Transportation is consistently ranked as one of the most important public issues in the City’s Citizen Survey. As part of a deeper dive into transportation topics, the City commissioned a statistically significant telephone survey with Kelowna residents. The previous Transportation Citizen Survey was completed in 2019.

This survey provides current information about the opinions and attitudes of our residents surrounding transportation topics and allows the City to compare survey results from previous years. This helps

elected officials, staff and other community stakeholders understand residents' opinions and attitudes toward transportation and can help identify new or emerging issues that can be used to inform transportation planning.

The Transportation Citizen Survey was conducted in Fall 2022. Three hundred residents were selected using a random sampling of landlines and cell phones. Responses were weighted to match the population according to age, gender, and neighbourhood (three-digit postal code). The results are estimated to be accurate to within +/- 5.7 per cent, 19 times out of 20.

Discussion:

Residents were asked about a variety of topics related to transportation, including:

- their most important transportation issues;
- opinions around the causes of traffic congestion and potential solutions;
- how getting around Kelowna has changed over time;
- their current and ideal frequency of using different ways of getting around Kelowna; and
- the importance of investing in or promoting sustainable transportation modes.

It is important to note that the findings included in this report are based on resident perceptions and may or may not align with findings from travel time data, census, regional household travel surveys, or other transportation data sources.

A summary of key findings is provided below, and the full report of results is attached.

Result Highlights:

- Helping people of all ages and abilities get around continues to be citizens' top transportation priority, selected 69% of the time when presented alongside other transportation issues.
- Investing in or promoting walking, biking, transit or other sustainable modes of transportation to reduce dependence on privately owned vehicles is important to most (81%) residents.
- Nearly all residents say they would like to get around Kelowna by driving my own car, truck, or motorcycle at least some of the time. However, three-in-ten (30%) say they would like to drive less than they do now. There is also interest in using alternative modes of travel more often:
 - 67% would like to ride their own bike, scooter, or skateboard (although 48% reported doing so in the last year)
 - 66% would like to carpool or get a ride with someone (although 57% reported doing so in the last year)
 - 63% would like to get around by taxi or ride-hail (although 49% reported doing so in the last year)
 - 57% would like to get around by public transit (although 24% reported doing so in the last year)
 - 50% would like to get around by walking or travel with mobility aids (although 41% reported doing so in the last year)
 - 35% would like to get around by using a shared bike or scooter (although 15% reported doing so in the last year)

- 29% would like to get around by using carshare (although 9% reported doing so in the last year)
- 28% agree they drive more often than they did three years ago balanced by a similar proportion (27%) agreeing they walk, bike, or take transit more often than they did three years ago. For walk, bike, or transit the percentage is 42% among residents living in Central Kelowna (V1Y postal code).
- Attitudes toward long-term solutions for traffic congestion have strengthened, with 65% agreeing that reducing dependence on cars is the solution (up 9 percentage points) and 59% agreeing that building more roads is the solution (up 8 points).
- Residents are also warming up to the idea of paying for traffic congestion solutions, with 54% agreeing I would be willing to pay more taxes to improve transportation in Kelowna (up 10 percentage points).

Conclusion:

The attached report highlights that in many ways residents’ opinions on transportation topics, including congestion, have strengthened. High levels of support for improving our transportation network overall remains a key focus, with investing in or promoting walking, biking, transit or other sustainable modes of transportation becoming more important to residents over the past few years.

This report provides a summary of resident perceptions on transportation topics. Future reports in the coming months will provide updates on travel times, goods movement, mode share, collisions, and other key transportation metrics.

Internal Circulation:

Communications
 Policy and Planning
 Integrated Transportation
 Infrastructure

Considerations not applicable to this report:

Communications Comments
 Existing Policy
 External Agency/Public Comments
 Financial/Budgetary Considerations
 Legal/Statutory Authority
 Legal/Statutory Procedural Requirements

Submitted by: M. VanZerr, Strategic Transportation Planning Manager
Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1 - 2022 Transportation Citizen Survey Results – Full Report
 Attachment 2 - 2022 Transportation Citizen Survey – Council Presentation

cc: Divisional Director, Corporate Strategic Services
 Divisional Director, Planning & Development Services
 Divisional Director, Planning & Development Services

2022 TRANSPORTATION CITIZEN SURVEY

PREPARED FOR THE CITY OF KELOWNA BY:
Ipsos

FINAL REPORT

February 24, 2023

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1 Introduction

2 Executive Summary

3 Detailed Results

4 Weighted Sample Characteristics



INTRODUCTION

1

Background and Objectives

This report presents the findings of the City of Kelowna's 2022 Transportation Citizen Survey. The main purpose of this survey is to understand residents' perceptions of local transportation issues.

Key research objectives include:

- Identify important local transportation issues
- Determine how residents define/understand the factors impacting traffic congestion
- Gauge perceptions of traffic congestion solutions
- Understand how getting around Kelowna today has changed within the last three years
- Determine residents' current and ideal frequency of using different ways of getting around Kelowna
- Assess the importance of investing in or promoting sustainable modes of transportation

Insight gained by this research will help the City develop services that better serve the community.



Methodology

Ipsos conducted a total of 300 telephone interviews with a randomly selected representative sample of Kelowna residents aged 18 years or older, broken out by FSA (first three postal code digits).

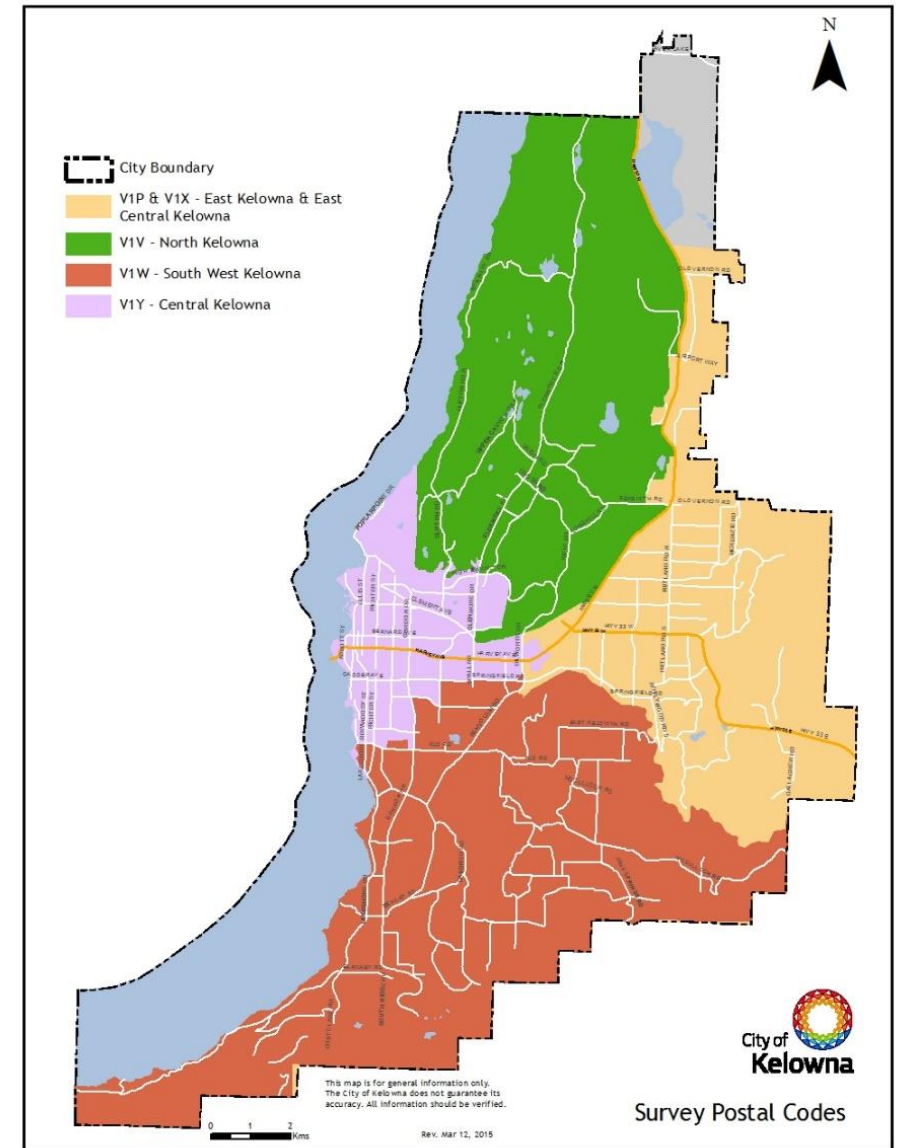
- n=77 V1W – South West Kelowna (includes Lakeshore south of KLO, Guisachan, Benvoulin, Hall Road, Southeast Kelowna, North Okanagan Mission, South Okanagan Mission)
- n=73 V1Y – Central Kelowna (includes Downtown, North End, South Glenmore, Orchard Park, KGH, Okanagan College, Pandosy north of KLO)
- n=75 V1V – North Kelowna (includes Clifton, Glenmore Valley, Dilworth, McKinley, Quail Ridge, Sexsmith)
- n=75 V1X/V1P – East Central Kelowna/East Kelowna (includes Hwy 97 North, Rutland, Toovey, Belgo, Black Mountain, Rutland Bench)

Interviewing was conducted on cellphones (78%) and landlines (22%). A screening question was included at the start of the survey to confirm residency in Kelowna.

All interviews were conducted between November 14 and 25, 2022.

The final data has been weighted to ensure that the gender/age and neighbourhood distribution reflects that of the actual population in Kelowna according to the most recent Census data.

Overall results based on a sample size of 300 are accurate to within $\pm 5.7\%$ (19 times out of 20). The margin of error will be larger for sample subgroups.



Interpreting and Viewing the Results

Some totals in the report may not add to 100%. Some summary statistics (e.g., total agree) may not match their component parts. The numbers are correct, and the apparent errors are due to rounding.

Analysis of some of the statistically significant demographic results is included where applicable. While a number of significant differences may appear in the cross-tabulation output, not all differences warrant discussion.

Where possible, this year's results have been compared to the City's 2019 Transportation Survey¹ to understand how perceptions have changed. Arrows (▲▼) are used to denote any significant differences between 2022 and 2019.

¹The 2019 survey was conducted by a different research supplier and included 300 interviews (297 telephone, 3 online) with Kelowna residents 19+ years of age.



EXECUTIVE SUMMARY

2

Executive Summary

Note: the findings in this report are based on resident perceptions and may or may not align with findings from travel time data, census, regional household travel survey, or other transportation data sources.

IMPORTANT TRANSPORTATION ISSUES

- *Helping people of all ages and abilities get around* continues to be citizens' top transportation priority, selected 69% of the time when presented alongside other transportation issues.
- *The impact of congestion on the economy* (57%) and *the time it takes to get places* (56%) are also important priorities. The emphasis placed on *the time it takes to get places* is down 8 percentage points this year as compared to 2019.

FACTORS CONTRIBUTING TO TRAFFIC CONGESTION

- Multiple factors are seen as contributing to local traffic congestion. Overall, *cars and trucks just passing through Kelowna* (65%) and *not enough convenient options other than driving* (64%) are believed to have the greatest impact, followed by *traffic lights slow down traffic* (55%) and *there are too many people driving alone during rush hour* (55%). The perceived impact of *there are too many people driving alone during rush hour* is down 12 points as compared to 2019, which may at least partly reflect changes in work habits (e.g., more people working from home) brought about by COVID-19.

TRAFFIC CONGESTION SOLUTIONS

- Attitudes toward long-term solutions for traffic congestion have strengthened, with nearly two-thirds (65%) agreeing that *reducing dependence on cars* is the solution (up 9 points) and 59% agreeing that *building more roads* is the solution (up 8 points).
- Residents are also warming up to the idea of paying for traffic congestion solutions, with 54% agreeing *I would be willing to pay more taxes to improve transportation in Kelowna* (up 10 points) and 24% agreeing *I would be willing to pay a new fee to drive more easily during rush hour* (up 7 points).

GETTING AROUND KELOWNA TODAY VS. THREE YEARS AGO

- Residents think getting around Kelowna has become more difficult over the past few years, with two-thirds (67%) of residents agreeing *I spend more time in traffic than I did three years ago*. At the same time, residents report a drop in the volume of their trips, with 61% agreeing *I make fewer trips around town than I did three years ago – for example, working from home or getting more things delivered*.
- In terms of how people are getting around Kelowna, 28% agree *I drive more often than I did three years ago* balanced by a similar proportion (27%) agreeing *I walk, bike, or take transit more often than I did three years ago*.

Executive Summary (cont.)

Note: the findings in this report are based on resident perceptions and may or may not align with findings from travel time data, census, regional household travel survey, or other transportation data sources.

WAYS OF GETTING AROUND KELOWNA – CURRENT FREQUENCY OF USE

- *Driving my own car, truck, or motorcycle* is by far the most common way of getting around Kelowna, with 94% of residents saying they use this mode of transportation (and 92% saying they use it at least once a week).
- In second is *carpool or getting a ride with someone in a privately owned vehicle* (57% ever), followed by *taxi or ride-hail* (49%), *riding my own bike, scooter, or skateboard* (48%), and *walking or travel with mobility aids* (41%).
- Close to one-quarter (24%) say they have taken *public transit* within the last year, while less than one-in-five say *using a shared bike or scooter* (15%) or *using carshare* (9%).

WAYS OF GETTING AROUND KELOWNA – IDEAL FREQUENCY OF USE

- Nearly all (94%) residents say they would like to get around Kelowna by *driving my own car, truck, or motorcycle* at least some of the time. Three-in-ten (30%) say their ideal frequency of driving is less than their current.
- There is also interest in using alternative modes of travel more often.
 - 67% say they would like to get around by *riding my own bike, scooter, or skateboard* (up 19 points from current usage)
 - 66% say they would like to get around by *carpool or getting a ride with someone in a privately owned vehicle* (up 9 points from current usage)
 - 63% say they would like to get around by *taxi or ride-hail* (up 14 points from current usage)
 - 57% say they would like to get around by *public transit* (up 33 points from current usage)
 - 50% say they would like to get around by *walking or travel with mobility aids* (up 9 points from current usage)
 - 35% say they would like to get around by *using a shared bike or scooter* (up 20 points from current usage)
 - 29% say they would like to get around by *using carshare* (up 20 points from current usage)

Executive Summary (cont.)

Note: the findings in this report are based on resident perceptions and may or may not align with findings from travel time data, census, regional household travel survey, or other transportation data sources.

IMPORTANCE OF INVESTING IN OR PROMOTING SUSTAINABLE MODES OF TRANSPORTATION

- Investing in or promoting walking, biking, transit or other sustainable modes of transportation to reduce dependence on privately owned vehicles is important to most (81%) residents.
- While not directly comparable to 2019 due to differences in question wording, this year's results suggest this has become more important to residents over the past few years.

DETAILED RESULTS

3

Important Transportation Issues

(Paired Choice)

Paired Choice analysis was conducted to better understand the priority that residents place on specific transportation issues in Kelowna.

This analysis takes respondents through an exercise where they are presented with a series of paired transportation issues and asked which one they think is more important for Kelowna. The analytic output shows how often each issue is chosen when compared against the others (indicated by % Win).

A total of 12 items were considered, resulting in a total of 66 possible combinations. Each respondent was randomly presented with six different pairs, with controls in place to ensure that all respondents saw all 12 items and that each item was asked an equal number of times.

The 12 items included in this year's survey were:

1. Injuries and deaths from traffic collisions
2. Climate change and environmental impacts
3. The cost of transportation for people
4. The impact of congestion on the economy
5. Walkability of urban centres
6. Helping people be more active
7. The time it takes to get places
8. Missing sidewalks or street trees on neighbourhood streets
9. Adapting to new transportation technologies (for example, Lime bikes or scooters, Uber or Uride, or driverless vehicles)
10. Helping people of all ages and abilities get around
11. Dependence on owning a car to get around
12. Value for tax dollars spent on transportation

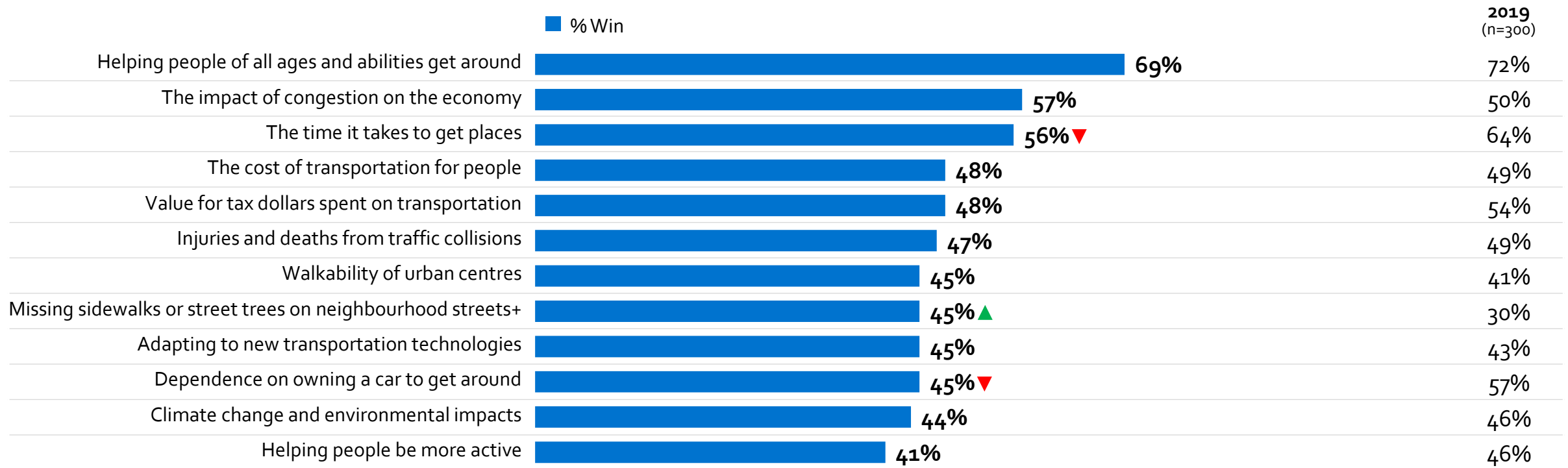


Important Transportation Issues

(Paired Choice)

Helping people of all ages and abilities get around continues to be citizens' top transportation priority, selected 69% of the time when presented alongside other transportation issues. The impact of congestion on the economy (57%) and the time it takes to get places (56%) are also important priorities.

While the time it takes to get places is a top three priority this year, the importance of this issue has dropped 8 percentage points as compared to 2019. A drop in importance is also seen for dependence on owning a car to get around (down 12 points). Conversely, missing sidewalks or street trees on neighbourhood streets has increased in importance (up 15 points) – however, year-over-year comparisons for this item should be interpreted with caution due to differences in question wording.



+ Statement wording in 2019 "Street amenities and attractiveness" – interpret trending with caution.

Base: All respondents (n=300)

Q1. To start, we'd like to get your feedback on some transportation issues in Kelowna. Please tell me which of these two transportation issues is more important for Kelowna. (READ PAIR OF ITEMS – SEPARATE ITEMS WITH 'OR')

Important Transportation Issues

(Paired Choice)

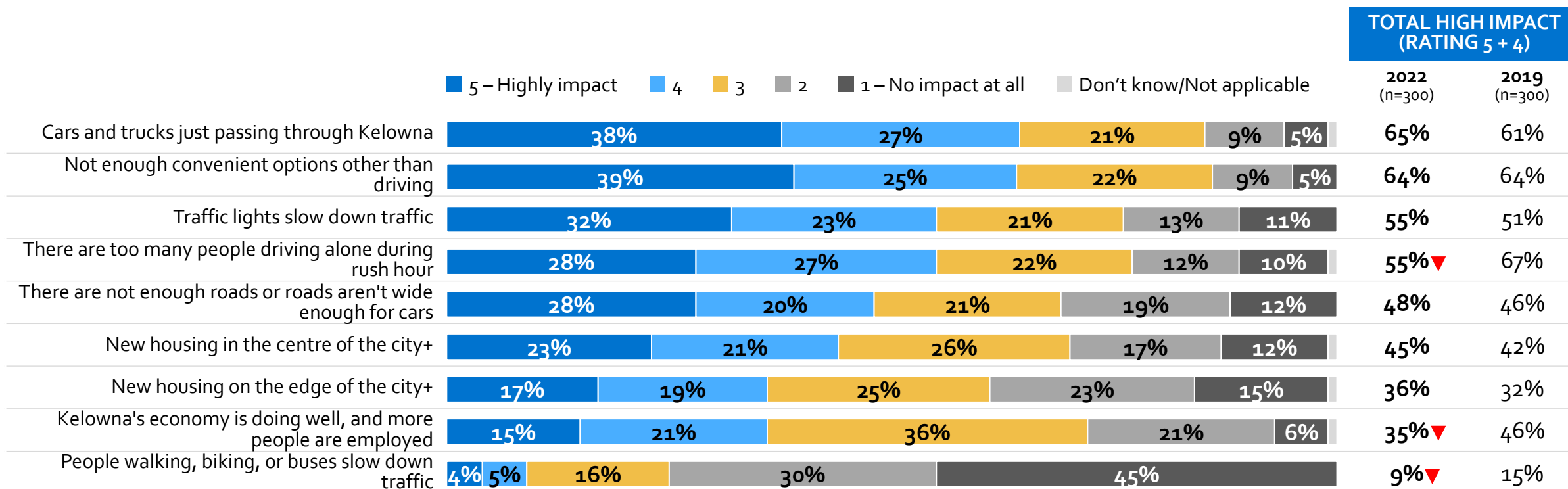
Statistically significant demographic differences include:

- *The impact of congestion on the economy* is selected more often by those who are employed (63% vs. 45% of not currently employed) and those without household disabilities, defined as those saying they or a member of their household identify as having or living with a disability (61% vs. 39% with household disabilities).
- *Value for tax dollars spent on transportation* is selected more often by those who have lived in their neighbourhood for more than 15 years (57% vs. 43% of 15 years or less).
- *Injuries and deaths from traffic collisions* is selected more often by those who have lived in Kelowna for more than 15 years (53% vs. 37% of 15 years or less).
- *Walkability of urban centres* is selected more often by men (52% vs. 39% of women).
- *Missing sidewalks or street trees on neighbourhood streets* is selected more often by those living in Central Kelowna (56% vs. 39% of South West Kelowna, 43% of North Kelowna, 43% of East Central/East Kelowna).
- *Adapting to new transportation technologies* is selected more often by younger residents (54% of 18-34 years vs. 35% of 55+ years, 48% of 35-54 years) and those who have lived in their neighbourhood for 15 years or less (48% vs. 36% of more than 15 years).
- *Climate change and environmental impacts* is selected more often by those with lower household incomes (52% of <\$60K vs. 34% of \$60K-<\$100K, 48% of \$100K+).

Factors Contributing to Traffic Congestion

Multiple factors are seen as contributing to local traffic congestion. Overall, *cars and trucks just passing through Kelowna* (65%) and *not enough convenient options other than driving* (64%) are believed to have the greatest impact, followed by *traffic lights slow down traffic* (55%) and *there are too many people driving alone during rush hour* (55%).

This year's results are different from 2019, when the number one contributor to local traffic congestion was identified as *there are too many people driving alone during rush hour*. The perceived impact of this is down 12 points this year, which may at least partly reflect changes in work habits (e.g., more people working from home) brought about by COVID-19. Drops are also seen for *Kelowna's economy is doing well, and more people are employed* (down 11 points) and *people walking, biking, or buses slow down traffic* (down 6 points).



+ Slightly different statement wording in 2019 – interpret trending with caution.

Base: All respondents (n=300)

Q2. I'm going to read you a number of factors which may cause traffic congestion in Kelowna. On a scale of 1 to 5, where 1 is "no impact at all" and 5 is "highly impact", please rate each in terms of how much impact it has on traffic congestion. The first one is ...? How about ...?

Note: data labels <3% not shown.

Factors Contributing to Traffic Congestion

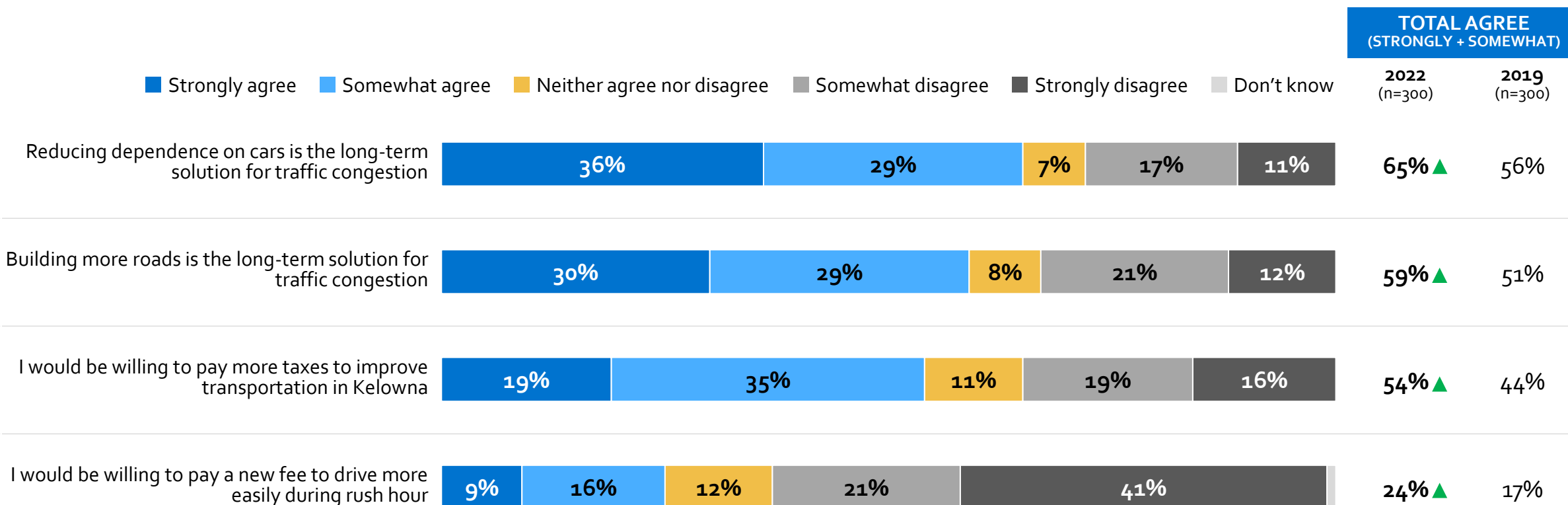
Statistically significant demographic differences (total high impact) include:

- The perceived impact of *cars and trucks just passing through Kelowna* is higher among older residents (74% of 55+ years vs. 55% of 18-34 years, 59% of 35-54 years) and those with higher household incomes (73% of \$100K+ vs. 57% of \$60K-<\$100K, 63% of <\$60K).
- The perceived impact of *not enough convenient options other than driving* is higher among those living in North Kelowna (81% vs. 52% of East Central/East Kelowna, 63% of Central Kelowna, 68% of South West Kelowna) and those who have lived in their neighbourhood for more than 15 years (72% vs. 60% of 15 years or less).
- The perceived impact of *traffic lights slow down traffic* is higher among those with household incomes of \$60K-<\$100K (69% vs. 43% of <\$60K, 53% of \$100K+).
- The perceived impact of *there are too many people driving alone during rush hour* is higher among those with household incomes of \$60K+ (includes 63% of \$60K-<\$100K and 61% of \$100K+ vs. 40% of <\$60K).
- The perceived impact of *new housing on the edge of the city* is higher among those living in South West Kelowna (53% vs. 24% of North Kelowna, 30% of East Central/East Kelowna, 32% of Central Kelowna), those who are 35+ years of age (includes 48% of 55+ years and 37% of 35-54 years vs. 17% of 18-34 years), those who have lived in their neighbourhood for more than 15 years (46% vs. 32% of 15 years or less), and those who are not currently employed (50% vs. 28% of employed).
- The perceived impact of *Kelowna's economy is doing well, and more people are employed* is higher among men (43% vs. 29% of women).
- The perceived impact of *people walking, biking, or buses slow down traffic* is higher among those with household incomes of <\$60K (15% vs. 5% of \$100K+, 6% of \$60K-<\$100K).

Traffic Congestion Solutions

Attitudes toward long-term solutions for traffic congestion have strengthened, with nearly two-thirds (65%) agreeing that *reducing dependence on cars* is the solution (up 9 points) and 59% agreeing that *building more roads* is the solution (up 8 points).

Residents are also warming up to the idea of paying for traffic congestion solutions, with 54% agreeing *I would be willing to pay more taxes to improve transportation in Kelowna* (up 10 points) and 24% agreeing *I would be willing to pay a new fee to drive more easily during rush hour* (up 7 points).



Base: All respondents (n=300)
Q3. Please tell me how much you agree or disagree with each of the following statements. The first one is ... Would you say ...? How about ...?

Note: data labels <3% not shown.

Traffic Congestion Solutions

Statistically significant demographic differences (total agree) include:

- Agreement with *building more roads is the long-term solution for traffic congestion* is higher among younger residents (67% of 18-34 years vs. 51% of 55+ years, 64% of 35-54 years).
- Agreement with *I would be willing to pay more taxes to improve transportation in Kelowna* is higher among older residents (59% of 55+ years vs. 44% of 18-34 years, 57% of 35-54 years) and those who have lived in Kelowna for more than 15 years (60% vs. 46% of 15 years or less).
- Agreement with *I would be willing to pay a new fee to drive more easily during rush hour* is higher among men (33% vs. 17% of women) and those who are employed (29% vs. 16% of not currently employed).

Getting Around Kelowna Today vs. Three Years Ago

Residents think getting around Kelowna has become more difficult over the past few years, with two-thirds (67%) of residents agreeing *I spend more time in traffic than I did three years ago*. At the same time, residents report a drop in the volume of their trips, with 61% agreeing *I make fewer trips around town than I did three years ago – for example, working from home or getting more things delivered*.

In terms of how people are getting around Kelowna, 28% agree *I drive more often than I did three years ago* balanced by a similar proportion (27%) agreeing *I walk, bike, or take transit more often than I did three years ago*.

■ Strongly agree
 ■ Somewhat agree
 ■ Neither agree nor disagree
 ■ Somewhat disagree
 ■ Strongly disagree
 ■ Don't know

TOTAL AGREE
(STRONGLY + SOMEWHAT)



Base: All respondents (n=300)

Q4. The next few statements are about how you get around Kelowna today compared to three years ago, in 2019. Please tell me how much you agree or disagree with each of the following statements. The first one is ... Would you say ...? How about ...?

Note: data labels <3% not shown.

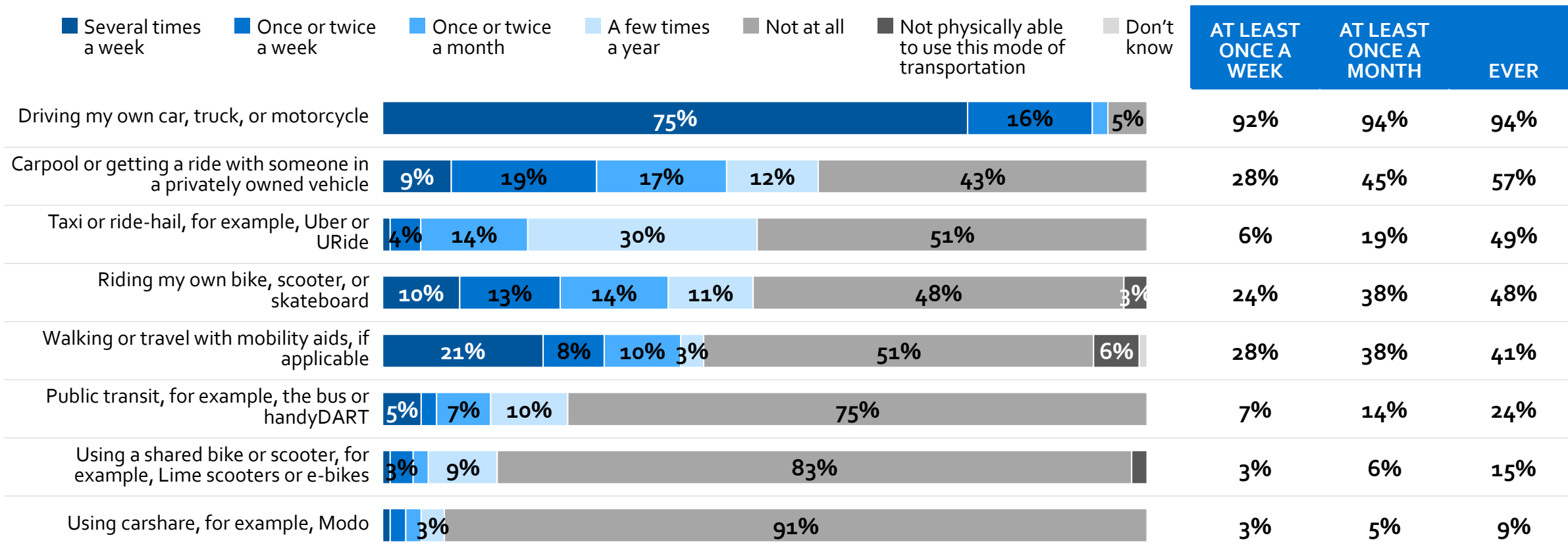
Getting Around Kelowna Today vs. Three Years Ago

Statistically significant demographic differences (total agree) include:

- Agreement with *I spend more time in traffic than I did three years ago* is higher among those living in South West Kelowna (77% vs. 57% of Central Kelowna, 62% of North Kelowna, 68% of East Central/East Kelowna) and younger residents (81% of 18-34 years vs. 61% of 55+ years, 62% of 35-54 years).
- Agreement with *I make fewer trips around town than I did three years ago* is higher among those with household disabilities (75% vs. 58% of without household disabilities).
- Agreement with *I drive more often than I did three years ago* is higher among those living in East Central/East Kelowna (40% vs. 18% of South West Kelowna, 21% of Central Kelowna, 31% of North Kelowna), those who are <55 years of age (includes 47% of 18-34 years and 32% of 35-54 years vs. 12% of 55+ years), those who have lived in their neighbourhood for 15 years or less (32% vs. 19% of more than 15 years), and those living in households with children under the age of 18 (40% vs. 24% of without children at home).
- Agreement with *I walk, bike, or take transit more often than I did three years ago* is higher among those living in Central Kelowna (42% vs. 17% of North Kelowna, 22% of East Central/East Kelowna, 25% of South West Kelowna), those who have lived in Kelowna for 15 years or less (35% vs. 22% of more than 15 years), and those who have lived in their neighbourhood for 15 years or less (31% vs. 18% of more than 15 years).

Ways of Getting Around Kelowna – Current Frequency of Use

Driving my own car, truck, or motorcycle is by far the most common way of getting around Kelowna, with 94% of residents saying they use this mode of transportation (and 92% saying they use it at least once a week). In second is carpool or getting a ride with someone in a privately owned vehicle (57% ever), followed by taxi or ride-hail (49%), riding my own bike, scooter, or skateboard (48%), and walking or travel with mobility aids (41%). Close to one-quarter (24%) say they have taken public transit within the last year, while less than one-in-five say using a shared bike or scooter (15%) or using carshare (9%).



Base: All respondents (n=300)

Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Note: data labels <3% not shown.

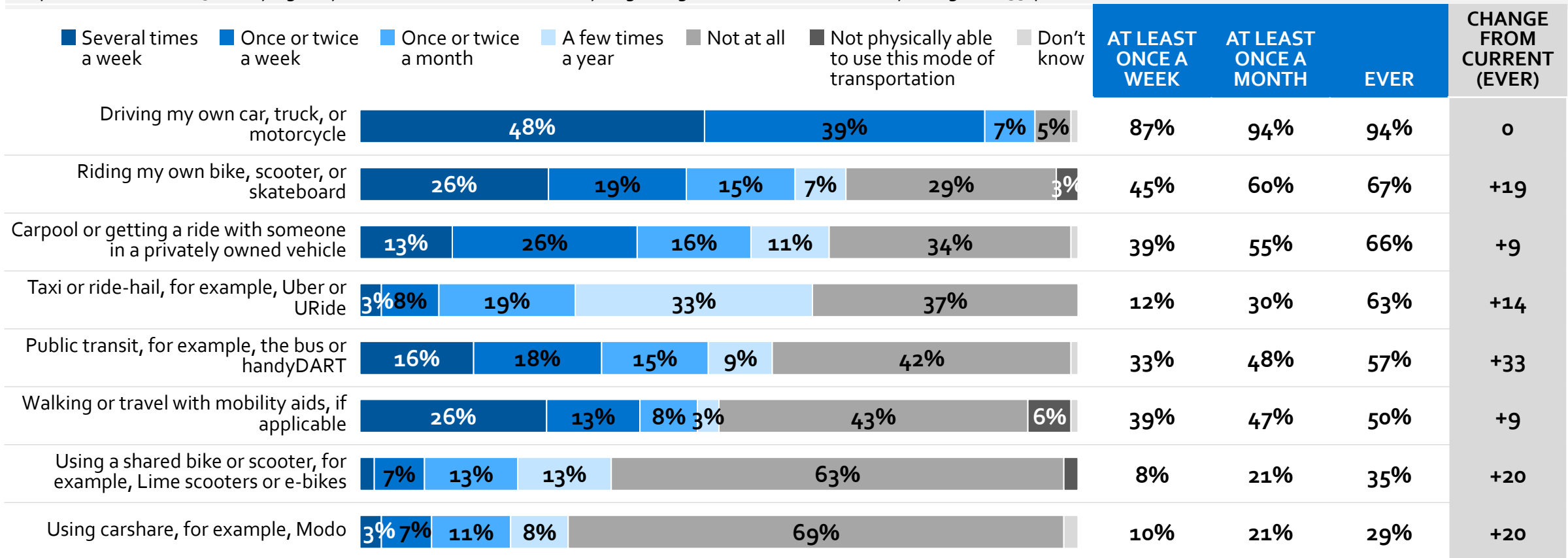
Ways of Getting Around Kelowna – Current Frequency of Use

Statistically significant demographic differences (% ever) include:

- Those saying they get around by *driving my own car, truck, or motorcycle* are more likely to be employed (97% vs. 88% of not currently employed) and have household incomes of \$60K+ (includes 100% of \$100K+ and 99% of \$60K-<\$100K vs. 83% of <\$60K+).
- Those saying they get around by *carpool or get a ride with someone in a privately owned vehicle* are more likely to be younger (76% of 18-34 years vs. 47% of 55+ years, 54% of 35-54 years), have household disabilities (73% vs. 54% without household disabilities), and have lower household incomes (67% of <\$60K vs. 50% of \$60K-<\$100K, 53% of \$100K+).
- Those saying they get around by *taxi or ride-hail* are more likely to live outside of East Central/East Kelowna (includes 59% of North Kelowna, 56% of Central Kelowna, and 51% of South West Kelowna vs. 38% vs. East Central/East Kelowna), be <55 years of age (includes 67% of 18-34 years and 54% of 35-54 years vs. 35% of 55+ years), have lived in Kelowna for 15 years or less (63% vs. 41% of more than 15 years), have lived in their neighbourhood for 15 years or less (54% vs. 39% of more than 15 years), be employed (56% vs. 36% of not currently employed), and have higher household incomes (60% of \$100K+ vs. 43% of <\$60K, 45% of \$60K-<\$100K).
- Those saying they get around by *riding my own bike, scooter, or skateboard* are more likely to be <55 years of age (includes 58% of 18-34 years and 57% of 35-54 years vs. 36% of 55+ years), men (57% vs. 40% of women), employed (53% vs. 40% of not currently employed), and without household disabilities (51% vs. 35% with household disabilities).
- Those saying they get around by *walking or travel with mobility aids* are more likely to live in Central Kelowna or North Kelowna (54% and 48% vs. 32% of South West Kelowna, 34% of East Central/East Kelowna), be <55 years of age (includes 51% of 18-34 years and 47% of 35-54 years vs. 30% of 55+ years), have lived in Kelowna for 15 years or less (48% vs. 36% of more than 15 years), and be employed (45% vs. 32% of not currently employed).
- Those saying they get around by *public transit* are more likely to have lived in Kelowna for 15 years or less (32% vs. 19% of more than 15 years) and have lower household incomes (36% of <\$60K vs. 19% of \$100K+, 22% of \$60K-<\$100K).
- Those saying they get around by *using a shared bike or scooter* are more likely to be <55 years of age (includes 25% of 18-34 years and 17% of 35-54 years vs. 6% of 55+ years), have lived in their neighbourhood for 15 years or less (18% vs. 7% of more than 15 years), live in households with children under the age of 18 (23% vs. 12% of without children at home), and without household disabilities (17% vs. 4% with household disabilities).
- Those saying they get around by *using carshare* are more likely to have lived in Kelowna for 15 years or less (14% vs. 5% of more than 15 years), have lived in their neighbourhood for 15 years or less (11% vs. 4% of more than 15 years), and have lower household incomes (20% of <\$60K vs. 5% of \$60K+).

Ways of Getting Around Kelowna – Ideal Frequency of Use

Nearly all (94%) residents say they would like to get around Kelowna by *driving my own car, truck, or motorcycle* at least some of the time. Three-in-ten (30%) say their ideal frequency of driving is less than their current. There is also interest in using alternative modes of travel more often. For example, two-thirds (67%) say they would like to *ride my own bike, scooter, or skateboard*, compared to only 48% saying they currently use this as way of getting around (a difference of 19 percentage points). The biggest gap, however, is seen for *public transit*, with 57% saying they would like to use this as a way of getting around vs. 24% currently doing so (a 33-point difference).



Base: All respondents (n=300)
Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Note: data labels <3% not shown.

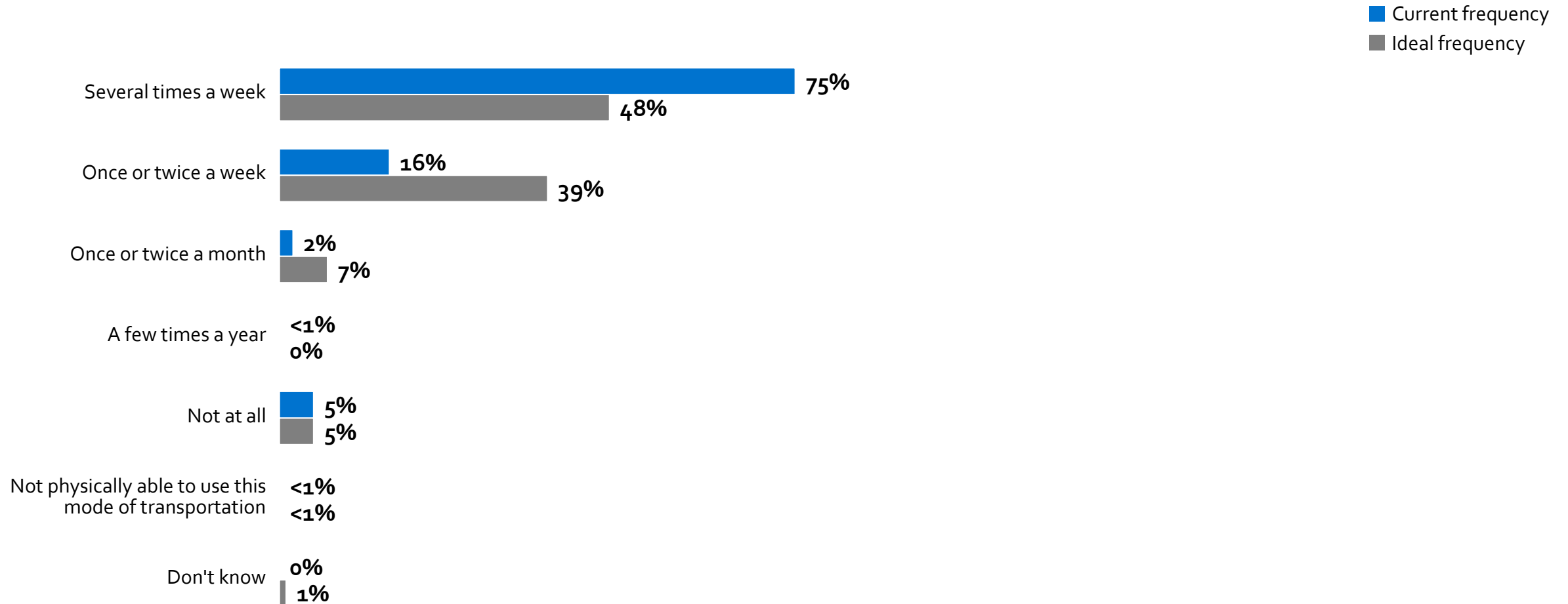
Ways of Getting Around Kelowna – Ideal Frequency of Use

Statistically significant demographic differences (% ever) include:

- Those saying they would like to get around by *driving my own car, truck, or motorcycle* are more likely to live outside of Central Kelowna (includes 100% of North Kelowna, 98% of South West Kelowna, and 95% of East Central/East Kelowna vs. 85% of Central Kelowna) and without household disabilities (96% vs. 85% with household disabilities).
- Those saying they would like to get around by *riding my own bike, scooter, or skateboard* are more likely to be younger (87% of 18-34 years vs. 49% of 55+ years, 72% of 35-54 years), men (75% vs. 59% of women), have lived in their neighbourhood for 15 years or less (72% vs. 56% of more than 15 years), and employed (73% vs. 56% of not currently employed).
- Those saying they would like to get around by *carpool or getting a ride with someone in a privately owned vehicle* are more likely to be younger (79% of 18-34 years vs. 57% of 55+ years, 66% of 35-54 years).
- Those saying they would like to get around by *taxi or ride-hail* are more likely to be younger (82% of 18-34 years vs. 48% of 55+ years, 67% of 35-54 years), employed (69% vs. 52% of not currently employed), without household disabilities (66% vs. 50% with household disabilities), and have higher household incomes (76% of \$100K+ vs. 51% of <\$60K, 64% of \$60K-<\$100K).
- Those saying they would like to get around by *public transit* are more likely to have lived in Kelowna for 15 years or less (66% vs. 51% of more than 15 years) and have household incomes of \$60K-<\$100K (68% vs. 50% of <\$60K, 53% of \$100K+).
- Those saying they would like to get around by *walking or travel with mobility aids* are more likely to live in Central Kelowna or North Kelowna (63% and 62% vs. 37% of South West Kelowna, 44% of East Central/East Kelowna) and be younger (72% of 18-34 years vs. 35% of 55+ years, 50% of 35-54 years).
- Those saying they would like to get around by *using a shared bike or scooter* are more likely to be younger (60% of 18-34 years vs. 15% of 55+ years, 38% of 35-54 years), have lived in Kelowna for 15 years or less (46% vs. 27% of more than 15 years), have lived in their neighbourhood for 15 years or less (41% vs. 21% of more than 15 years), and employed (41% vs. 23% of not currently employed).
- Those saying they would like to get around by *using carshare* are more likely to have lived in Kelowna for 15 years or less (38% vs. 23% of more than 15 years) and have lived in their neighbourhood for 15 years or less (33% vs. 19% of more than 15 years).

Current vs. Ideal Frequency of Use

Driving my own car, truck, or motorcycle



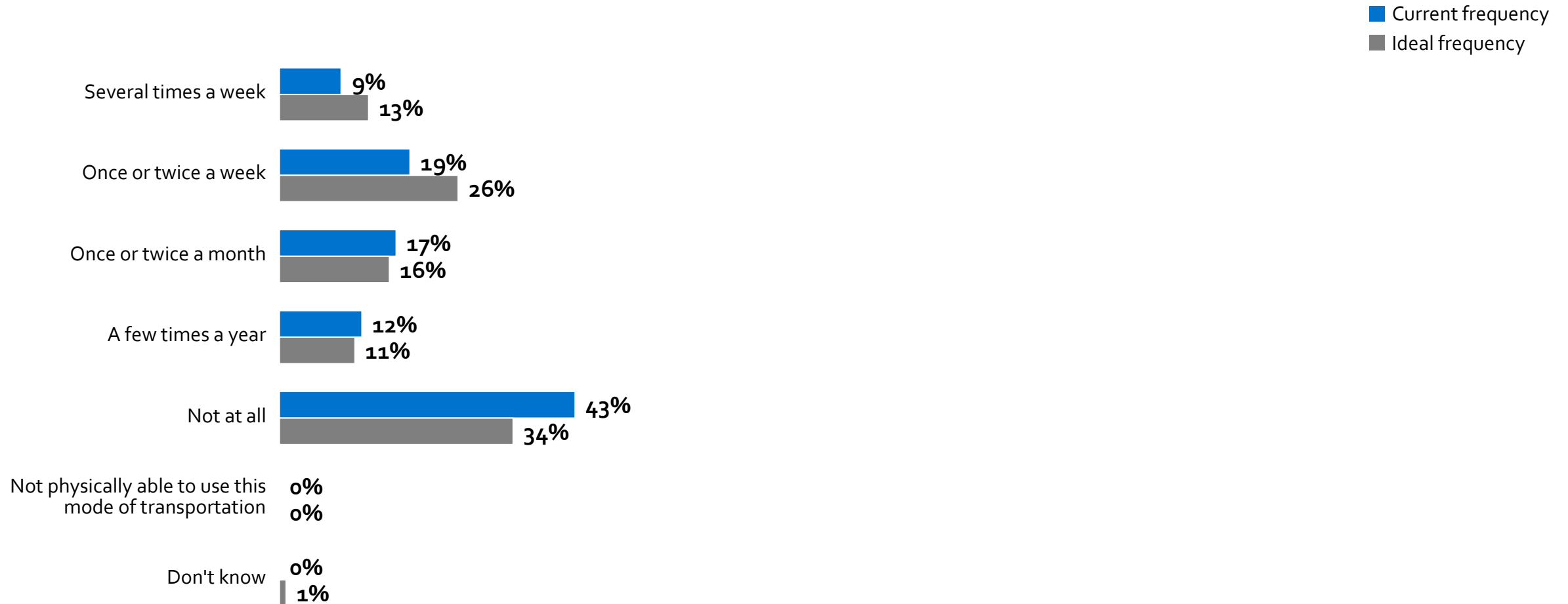
Base: All respondents (n=300)

Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Carpool or getting a ride with someone in a privately owned vehicle



Base: All respondents (n=300)

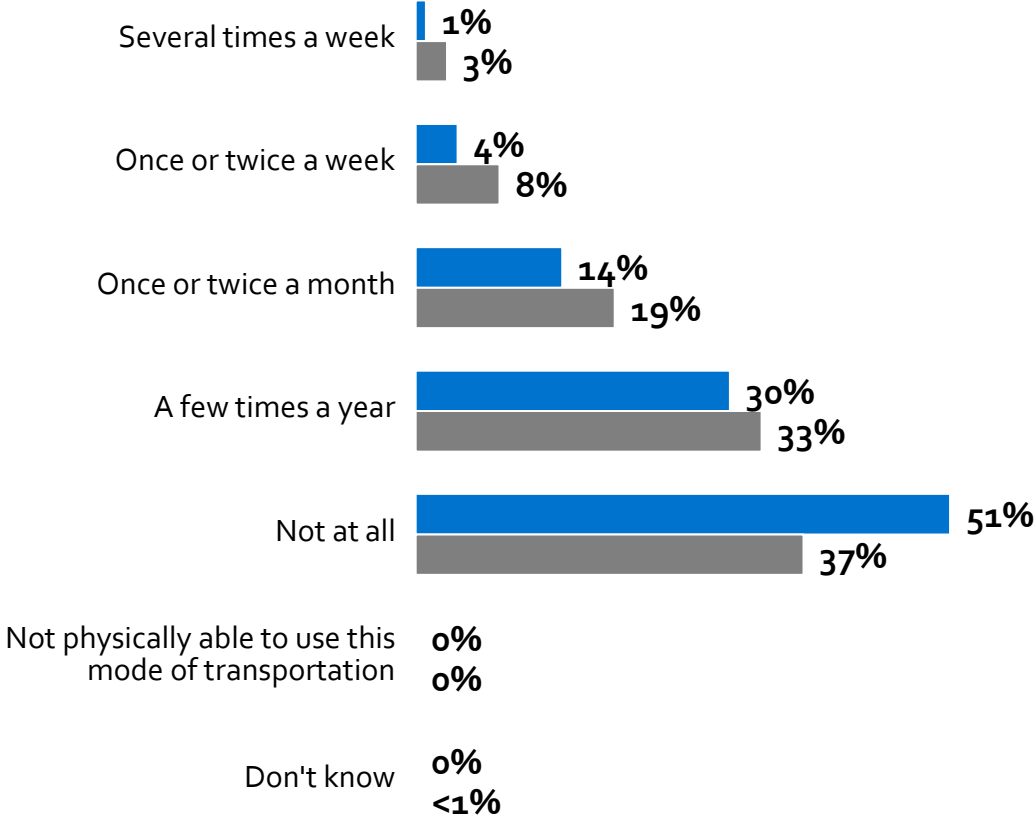
Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Taxi or ride-hail, for example, Uber or URide

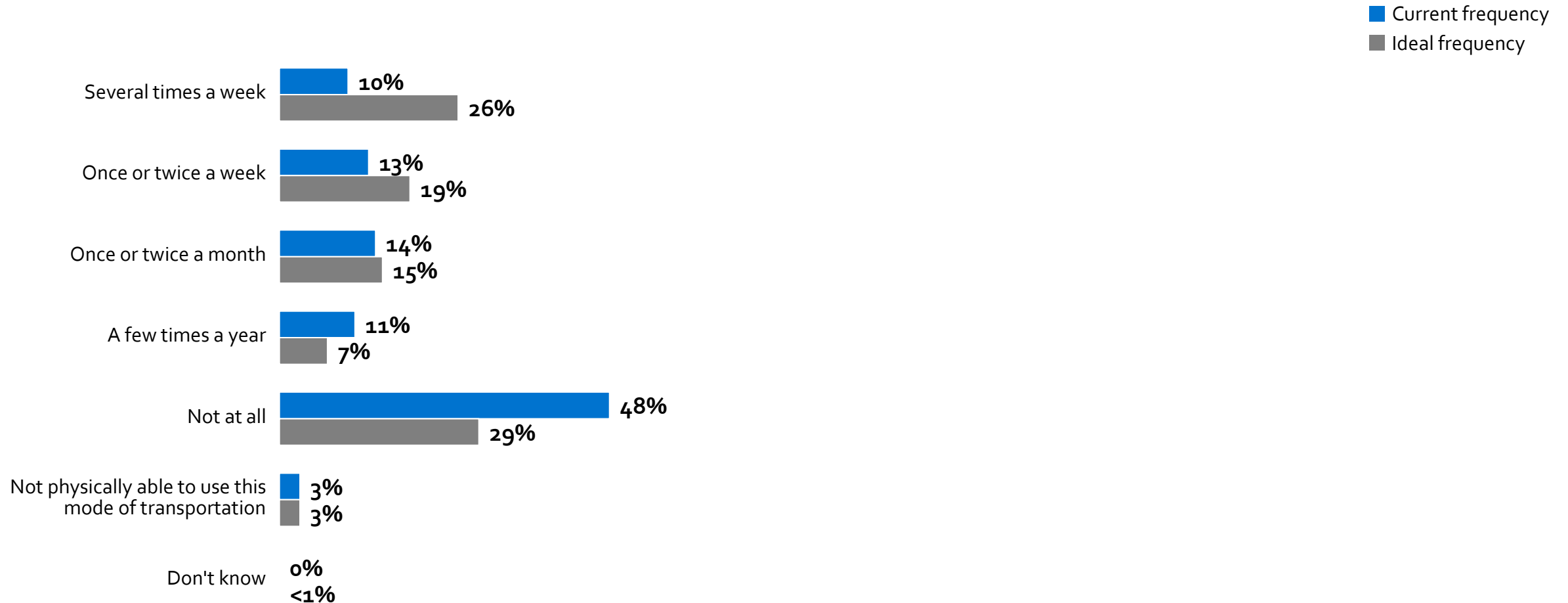
■ Current frequency
■ Ideal frequency



Base: All respondents (n=300)
 Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?
 Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Riding own bike, scooter, or skateboard



Base: All respondents (n=300)

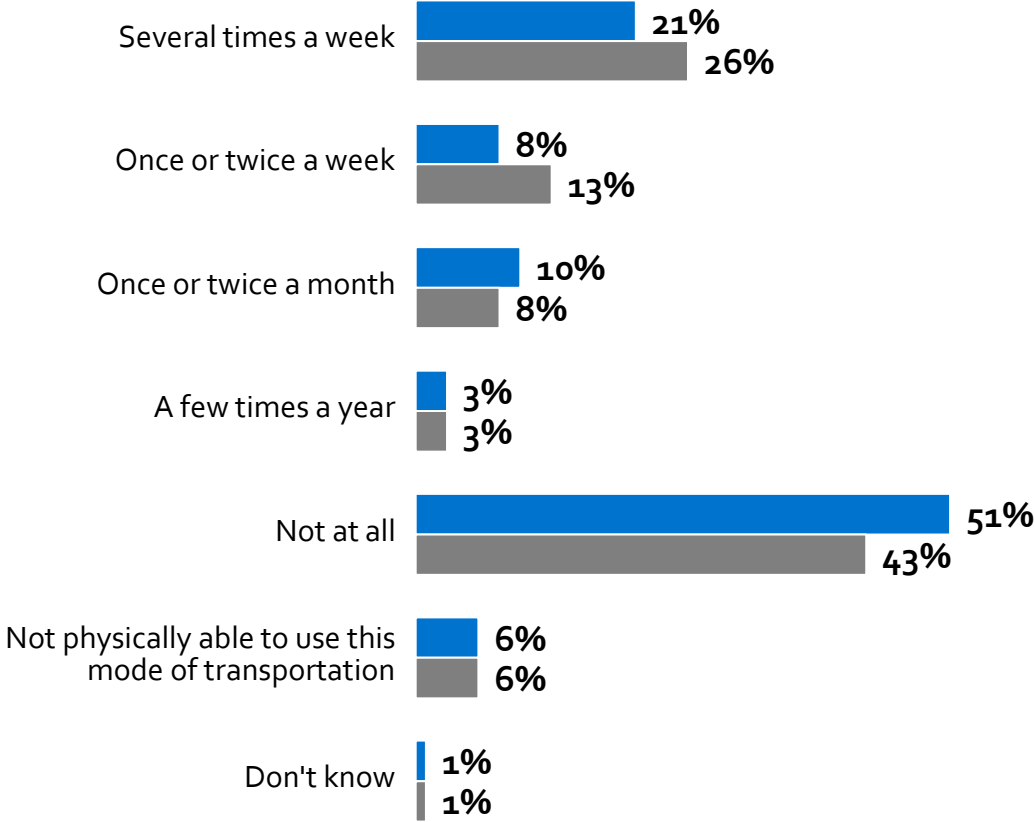
Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Walking or travel with mobility aids, if applicable

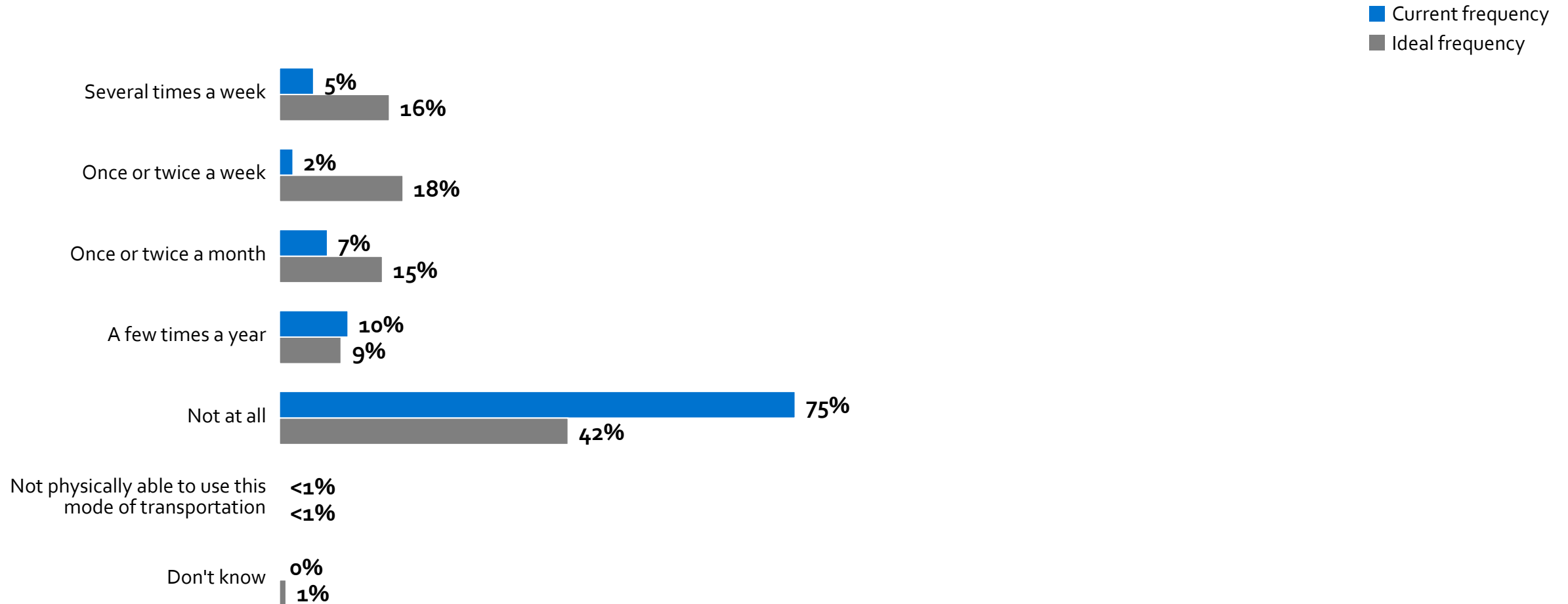
■ Current frequency
■ Ideal frequency



Base: All respondents (n=300)
 Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?
 Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Public transit, for example, the bus or handyDART



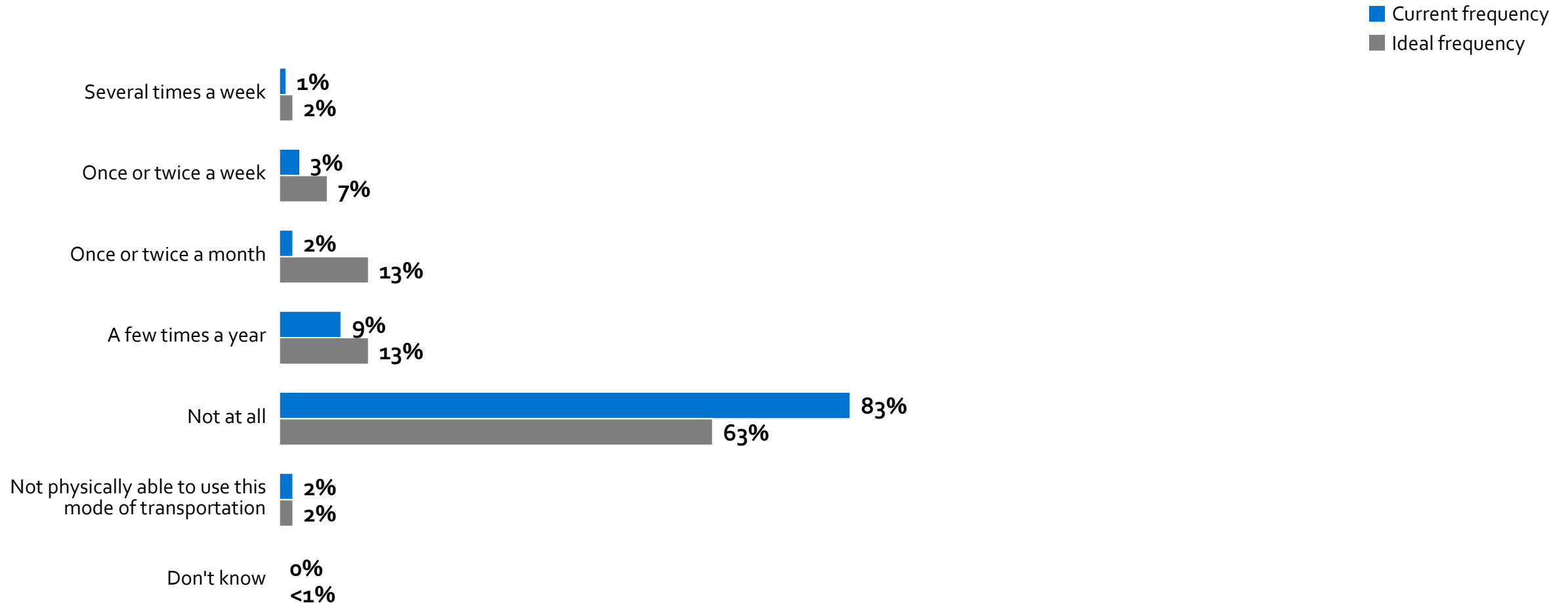
Base: All respondents (n=300)

Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Using a shared bike or scooter, for example, Lime scooters or e-bikes



Base: All respondents (n=300)

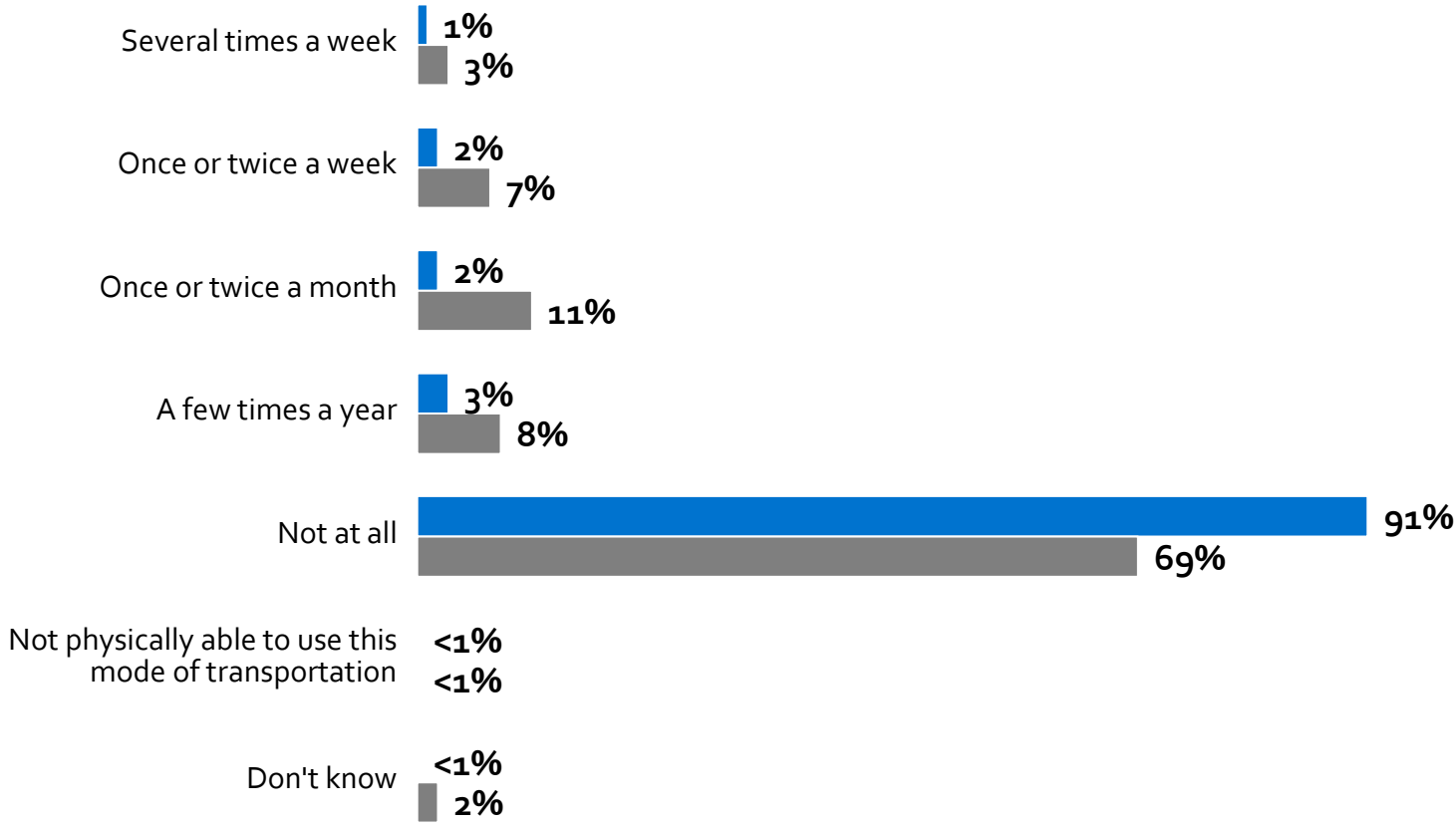
Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Current vs. Ideal Frequency of Use

Using carshare, for example, Modo

■ Current frequency
■ Ideal frequency

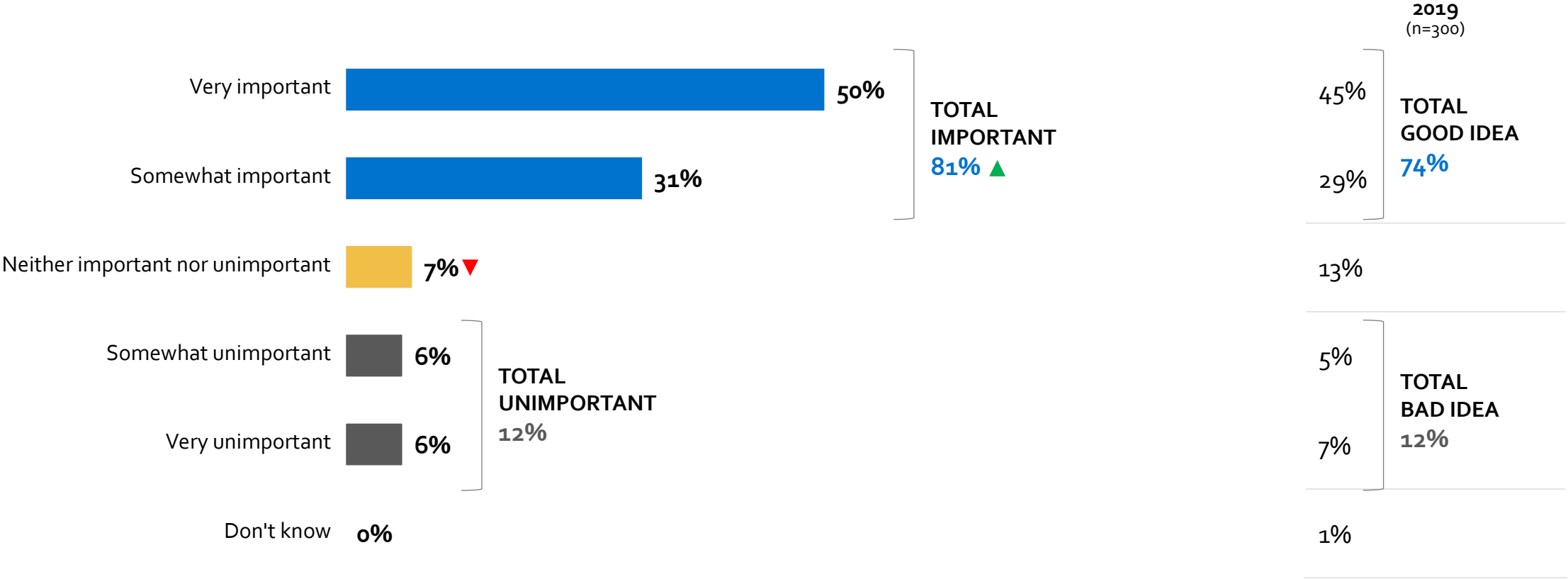


Base: All respondents (n=300)
 Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?
 Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

Importance of Investing in or Promoting Sustainable Modes of Transportation

Investing in or promoting walking, biking, transit or other sustainable modes of transportation to reduce dependence on privately owned vehicles is important to most (81%) residents. This includes 50% saying 'very important' and 31% saying 'somewhat important'.

While not directly comparable to 2019 due to differences in question wording, this year's results suggest this has become more important to residents over the past few years.



Note: Question/answer list in 2019 "Do you think it would be a good or bad idea if the City of Kelowna invests in or promotes walking, biking, transit or other sustainable modes to reduce future dependence on privately owned vehicles? [Very good idea, Fairly good idea, Neither a good nor bad idea, Fairly bad idea, Very bad idea]" – interpret trending with caution.

Base: All respondents (n=300)

Q7. How important is it to you that Kelowna invests in or promotes walking, biking, transit or other sustainable modes of transportation to reduce dependence on privately owned vehicles? Would you say ...?

Importance of Investing in or Promoting Sustainable Modes of Transportation

Investing in or promoting sustainable modes of transportation is more important (combined 'very/somewhat important' responses) to:

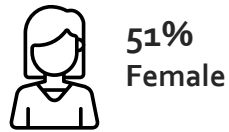
- Those living in Central Kelowna or South West Kelowna (89% and 86% vs. 71% of East Central/East Kelowna, 82% of North Kelowna).

WEIGHTED SAMPLE CHARACTERISTICS

4

Weighted Sample Characteristics

GENDER

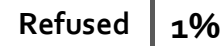


1% Transgender or non-binary

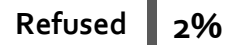
AGE



CHILDREN UNDER 18 IN HH



OWN OR RENT



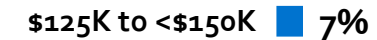
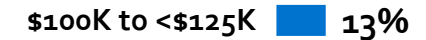
PERSON WITH DISABILITY



EMPLOYMENT STATUS



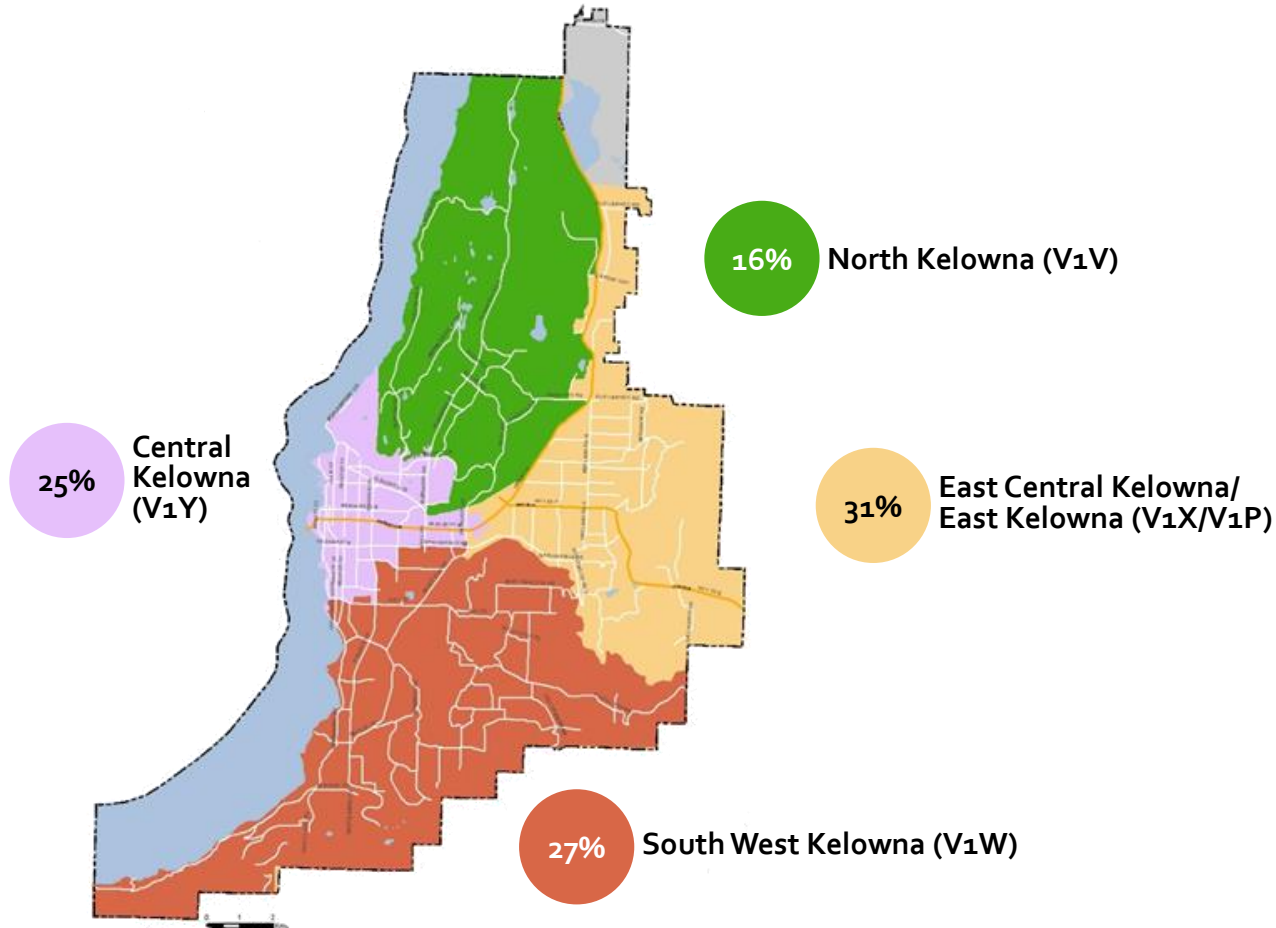
HOUSEHOLD INCOME



Base: All respondents (n=300)

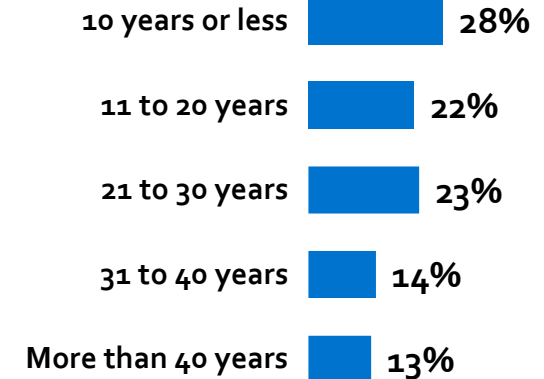
Weighted Sample Characteristics

POSTAL CODE



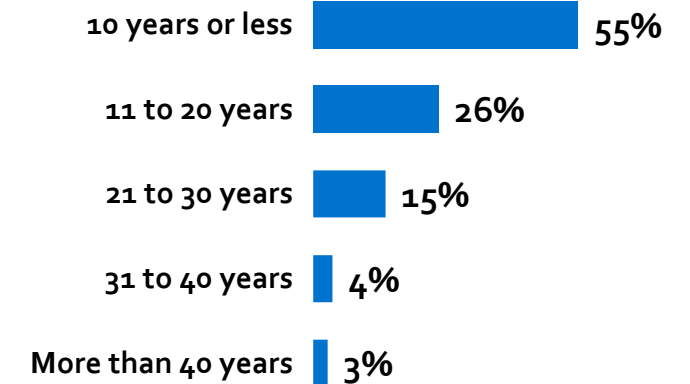
Base: All respondents (n=300)

YEARS LIVING IN KELOWNA



MEAN: 22.8 years

YEARS IN CURRENT NEIGHBOURHOOD



MEAN: 12.3 years

About Ipsos

Ipsos is the third largest market research company in the world, present in 90 markets and employing more than 18,000 people.

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Game Changers

In our world of rapid change, the need for reliable information to make confident decisions has never been greater.

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So that our clients can act faster, smarter and bolder. Ultimately, success comes down to a simple truth:
You act better when you are sure.

2022 TRANSPORTATION CITIZEN SURVEY

PREPARED FOR THE CITY OF KELOWNA BY:
Ipsos

COUNCIL PRESENTATION

Presented By: Catherine Knaus, Director

March 6, 2023

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Objectives and Methodology

OBJECTIVES

- Understand residents' perceptions of local transportation issues

METHODOLOGY

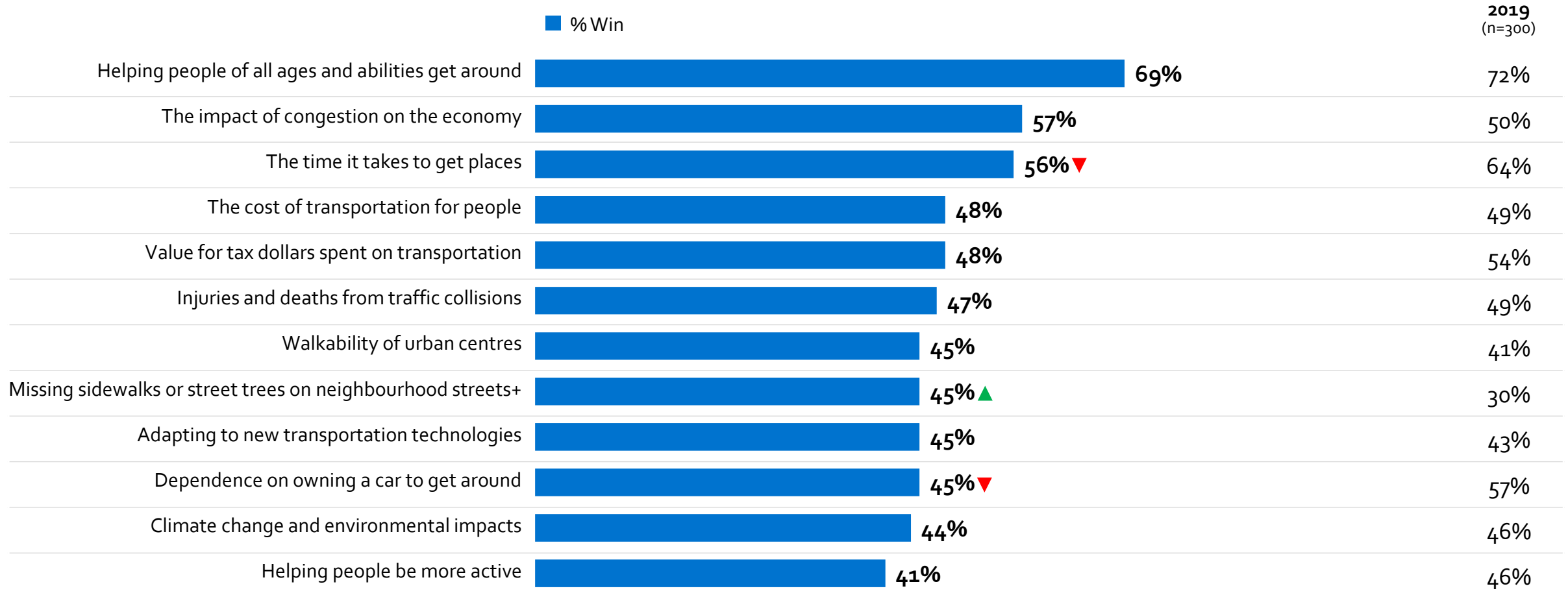
- Telephone survey conducted with a randomly selected representative sample of adult (18+) Kelowna residents
- Sample size of n=300
- Interviewing conducted on cellphones and landlines
- Fielded November 14 to 25, 2022
- Final data weighted by gender/age and neighbourhood
- Overall results accurate to within $\pm 5.7\%$ (19 times out of 20)

Survey results are based on resident perceptions and may or may not align with findings from travel time data, census, regional household travel survey, or other transportation data sources



Important Transportation Issues

(Paired Choice)



+ Statement wording in 2019 "Street amenities and attractiveness" – interpret trending with caution.

Base: All respondents (n=300)

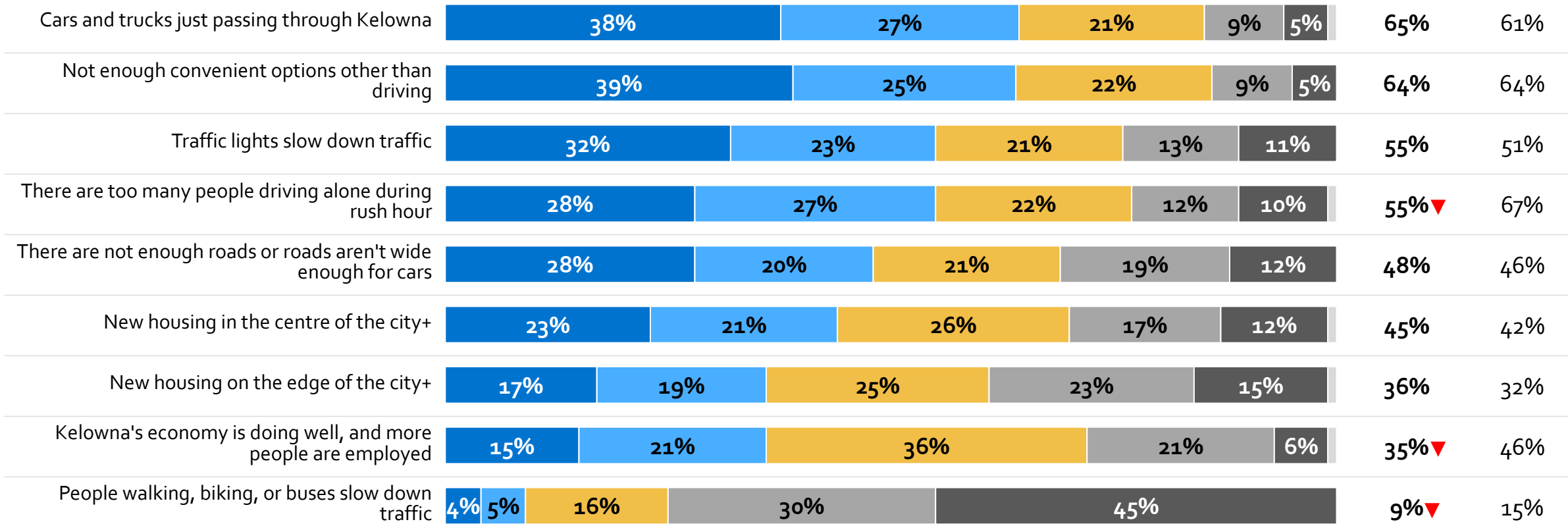
Q1. To start, we'd like to get your feedback on some transportation issues in Kelowna. Please tell me which of these two transportation issues is more important for Kelowna. (READ PAIR OF ITEMS – SEPARATE ITEMS WITH 'OR')

Factors Contributing to Traffic Congestion

TOTAL HIGH IMPACT
(RATING 5 + 4)

■ 5 – Highly impact ■ 4 ■ 3 ■ 2 ■ 1 – No impact at all ■ Don't know/Not applicable

2022
(n=300) **2019**
(n=300)



+ Slightly different statement wording in 2019 – interpret trending with caution.

Note: data labels <3% not shown.

Base: All respondents (n=300)

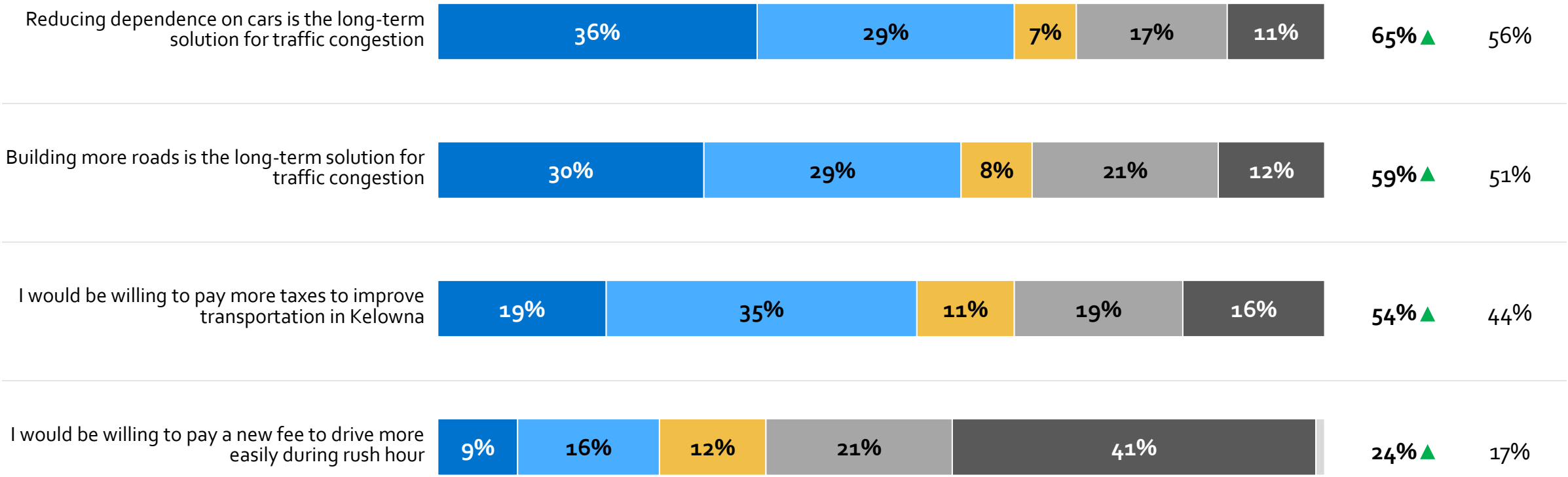
Q2. I'm going to read you a number of factors which may cause traffic congestion in Kelowna. On a scale of 1 to 5, where 1 is "no impact at all" and 5 is "highly impact", please rate each in terms of how much impact it has on traffic congestion. The first one is ...? How about ...?

Traffic Congestion Solutions

**TOTAL AGREE
(STRONGLY + SOMEWHAT)**

■ Strongly agree
 ■ Somewhat agree
 ■ Neither agree nor disagree
 ■ Somewhat disagree
 ■ Strongly disagree
 ■ Don't know

2022
(n=300) **2019**
(n=300)



Base: All respondents (n=300)
Q3. Please tell me how much you agree or disagree with each of the following statements. The first one is ... Would you say ...? How about ...?

Note: data labels <3% not shown.

Getting Around Kelowna Today vs. Three Years Ago

New Question
Added in 2022

■ Strongly agree
 ■ Somewhat agree
 ■ Neither agree nor disagree
 ■ Somewhat disagree
 ■ Strongly disagree
 ■ Don't know

TOTAL AGREE
(STRONGLY + SOMEWHAT)

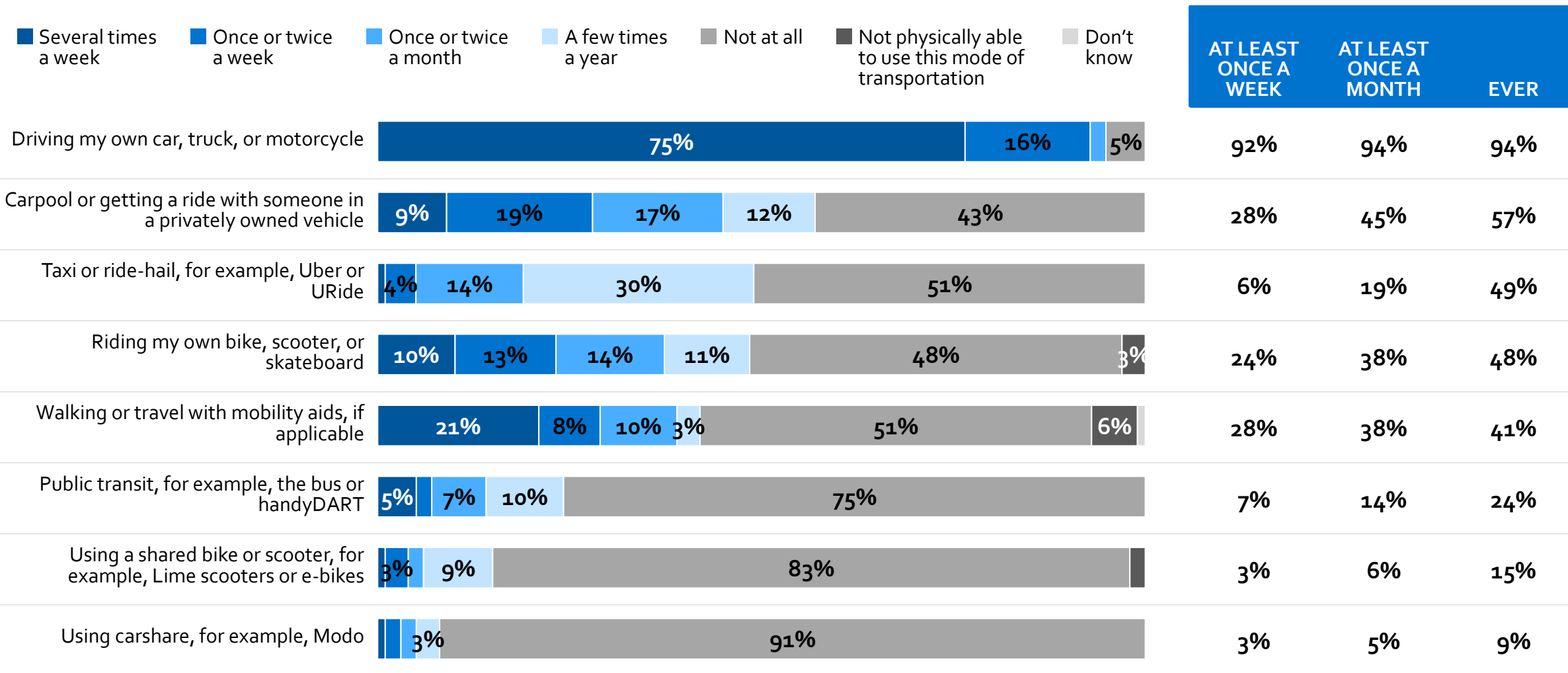


Base: All respondents (n=300)

Q4. The next few statements are about how you get around Kelowna today compared to three years ago, in 2019. Please tell me how much you agree or disagree with each of the following statements. The first one is ... Would you say ...? How about ...?

Note: data labels <3% not shown.

Ways of Getting Around Kelowna – CURRENT Frequency of Use

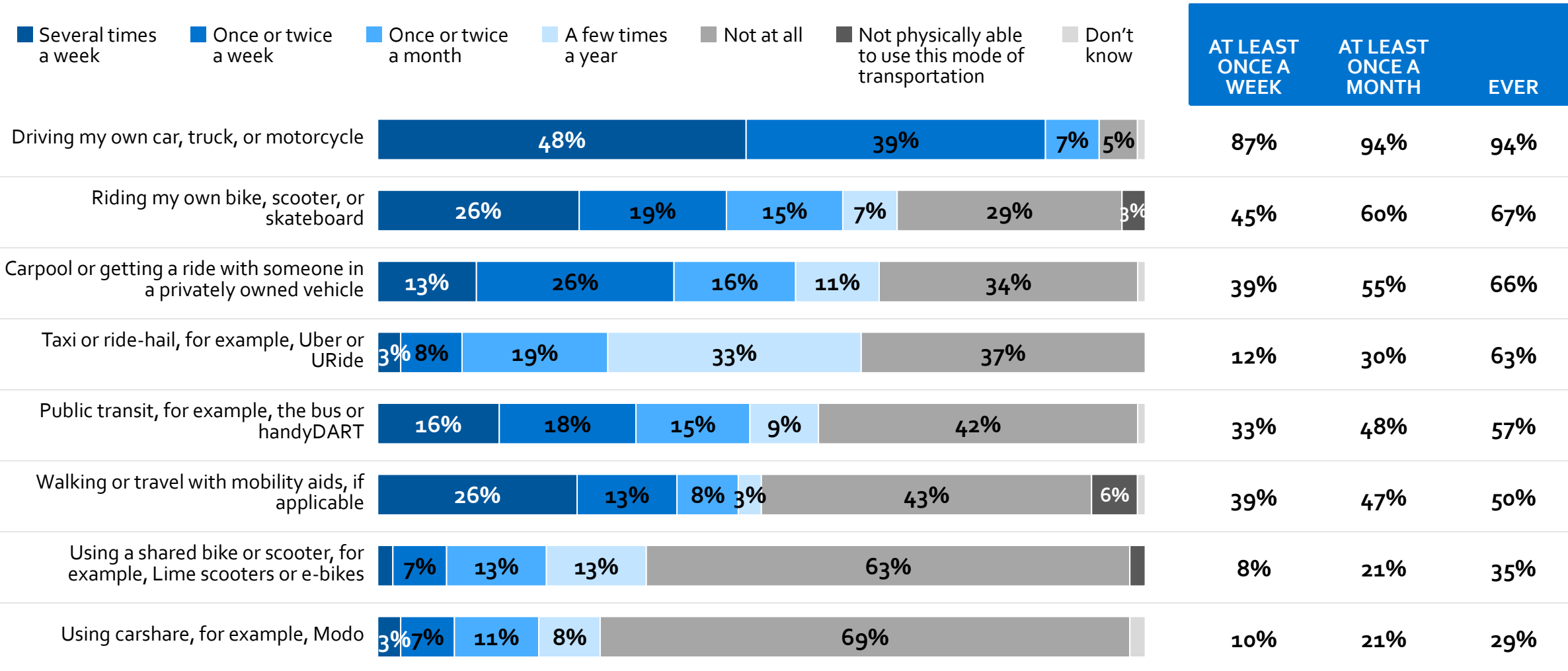


Base: All respondents (n=300)

Q5. How often do you use each of the following ways of getting around Kelowna? The first one is ... Do you use it ...? And how often do you use ...?

Note: data labels <3% not shown.

Ways of Getting Around Kelowna – IDEAL Frequency of Use

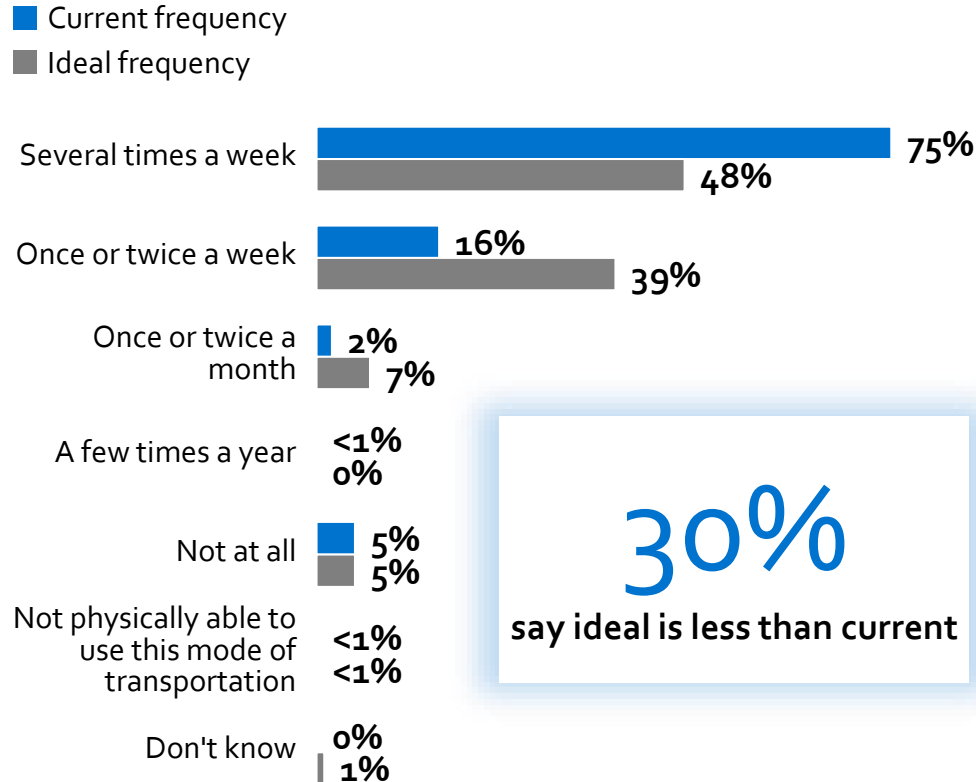


Base: All respondents (n=300)
Q6. In your ideal world, how often would you like to use this as a way of getting around Kelowna? Would you say ...?

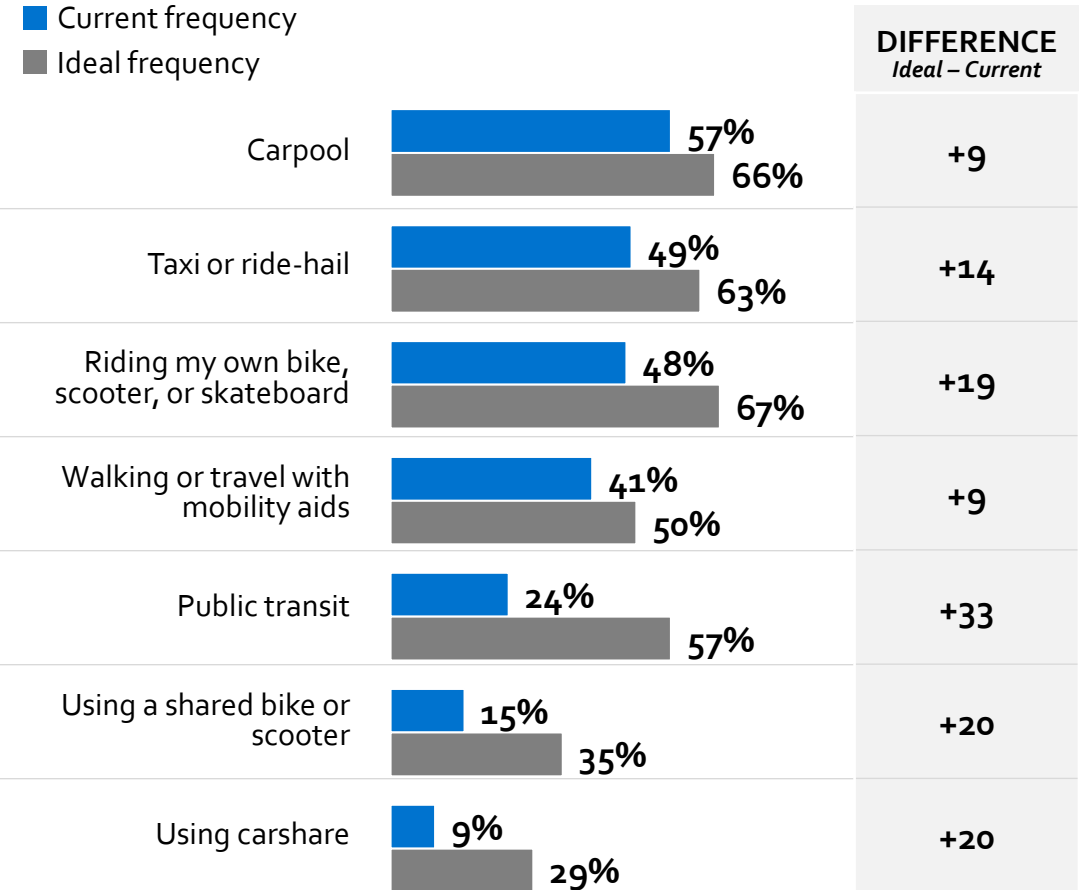
Note: data labels <3% not shown.

CURRENT vs. IDEAL Frequency of Use

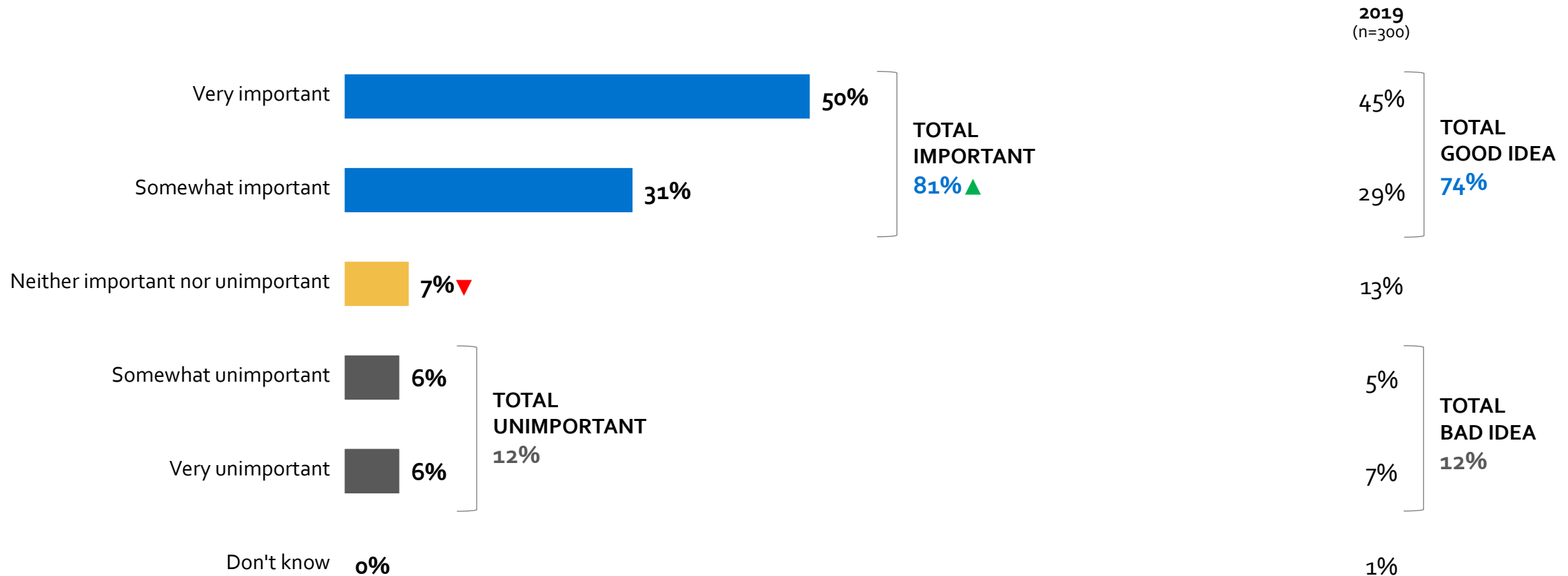
DRIVING MY OWN CAR, TRUCK, OR MOTORCYCLE



OTHER MODES OF TRANSPORTATION (% EVER)



Importance of Investing in or Promoting Sustainable Modes of Transportation



Note: Question/answer list in 2019 "Do you think it would be a good or bad idea if the City of Kelowna invests in or promotes walking, biking, transit or other sustainable modes to reduce future dependence on privately owned vehicles? [Very good idea, Fairly good idea, Neither a good nor bad idea, Fairly bad idea, Very bad idea]" – interpret trending with caution.

Base: All respondents (n=300)

Q7. How important is it to you that Kelowna invests in or promotes walking, biking, transit or other sustainable modes of transportation to reduce dependence on privately owned vehicles? Would you say ...?

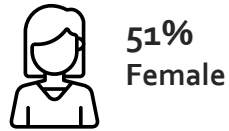
QUESTIONS?

WEIGHTED SAMPLE CHARACTERISTICS

4

Weighted Sample Characteristics

GENDER

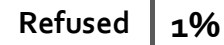


1% Transgender or non-binary

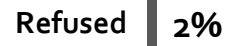
AGE



CHILDREN UNDER 18 IN HH



OWN OR RENT



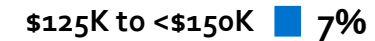
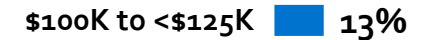
PERSON WITH DISABILITY



EMPLOYMENT STATUS



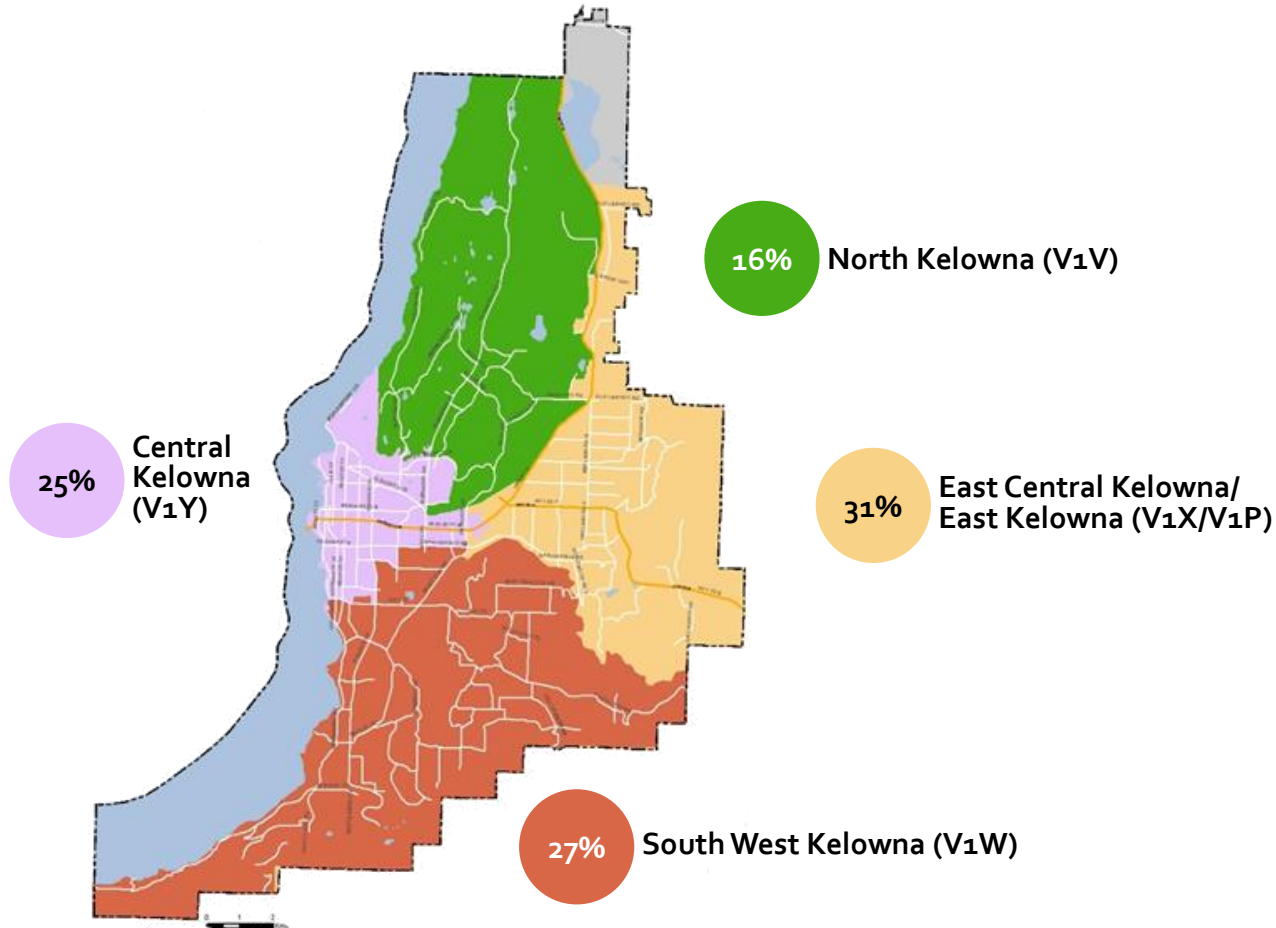
HOUSEHOLD INCOME



Base: All respondents (n=300)

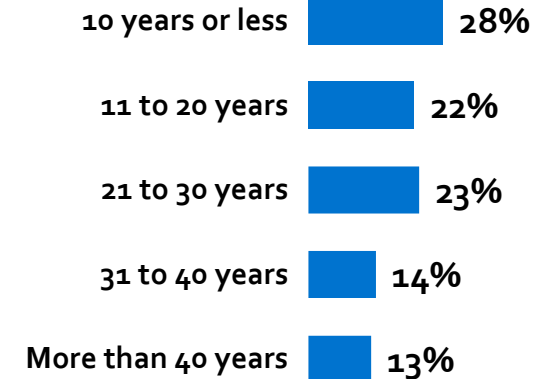
Weighted Sample Characteristics

POSTAL CODE



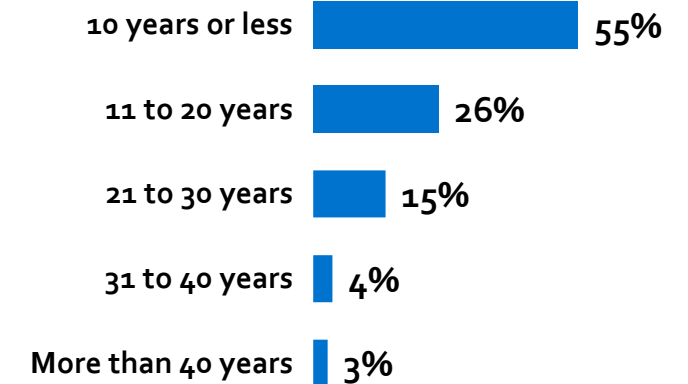
Base: All respondents (n=300)

YEARS LIVING IN KELOWNA



MEAN: 22.8 years

YEARS IN CURRENT NEIGHBOURHOOD



MEAN: 12.3 years

About Ipsos

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Game Changers

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You act better when you are sure.