

City of Kelowna
Regular Council Meeting
AGENDA



Tuesday, April 8, 2025
4:00 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 evening, Council will hold both a Public Hearing and a Regular Meeting.

The purpose of the Hearing is to hear from the public on matters contained in the various bylaws which, if adopted, will amend *Kelowna 2040* - Official Community Plan Bylaw No. 12300 and Zoning Bylaw No. 12375.

After the close of the Public Hearing, Council will then debate and vote on the proposed bylaws at the Regular Meeting that follows.

Council has been provided with the information, correspondence, petitions or reports that have been received concerning the subject bylaws. This information is available to the public online at Kelowna.ca/council or by request to the Office of the City Clerk.

For those participating this evening, or who have already submitted letters to Council, a reminder that this Hearing and the 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.

Following the close of the Public Hearing, no further information from the applicant or members of the public will be accepted by Council.

2. Reaffirmation of Oath of Office

The Oath of Office will be read by Councillor Singh.

3. Confirmation of Minutes

Tuesday, March 11, 2025

4. Individual Submissions

1 - 8

4.1 START TIME 4:00 PM - Old Vernon Rd 4150 - A25-0001 - City of Kelowna

9 - 34

To support an application to the Agricultural Land Commission for an exclusion of the subject property from the Agricultural Land Reserve for aeronautical-related airside development at Kelowna International Airport.

5. Call to Order the Public Hearing

6. Individual Bylaw Submissions

6.1 START TIME 4:00 PM - Final North End Plan

35 - 140

To endorse the North End Plan and to amend the Official Community Plan to align with the policies within the North End Plan.

7. Termination

8. Call to Order the Regular Meeting

9. Bylaws Considered at Public Hearing

9.1 START TIME 4:00 PM - North End Plan Amendments - BL12763 (OCP25-0003) - City of Kelowna

141 - 152

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

To give Bylaw No. 12763 second and third reading and adopt in order to amend the Official Community Plan to align with the policies within the North End Plan.

10. Termination

11. Procedure on each Bylaw Submission

- a) Brief description of the application by City Staff (Development Planning);
- (b) The applicant has up to 15 minutes to make representations to Council regarding the project.
- (c) The Chair will call for representation from the public participating in person and online as follows:
 - (i) Any person wishing to make representations during the Hearing will have the opportunity to do so.
 - (ii) Speakers have up to 5 minutes to share their remarks.
- (d) Final calls for representation (ask three times). Unless Council directs that the Public Hearing on the bylaw in questions be held open, the Chair shall state to participants the the Public Hearing on the Bylaw is closed.
- (e) Once the public has had an opportunity to comment, the applicant is given up to 10 minutes to respond to any questions raised.
- (f) Questions of staff by members of Council must be asked before the Public Hearing is closed and not during debate of the bylaw at the Regular Meeting, unless for clarification.

Note: Any applicant or member of the public may use electronic visual aids to assist in their presentation or questions. Online participants must be able to share their screen to display the item.



**City of Kelowna
Regular Council Meeting
Minutes**

Date: Tuesday, March 11, 2025
Location: Council Chamber
City Hall, 1435 Water Street

Members Present Mayor Tom Dyas, Councillors Ron Cannan, Maxine DeHart, Mohini Singh, Luke Stack, Rick Webber and Loyal Wooldridge

Members Absent Councillors Gord Lovegrove and Charlie Hodge**

Staff Present City Manager, Doug Gilchrist; Deputy City Clerk, Michael Jud; Acting Development Planning Manager, Adam Cseke*; Development Planning Department Manager, Nola Kilmartin; Divisional Director, Planning, Climate Action & Development Services, Ryan Smith; Legislative Coordinator (Confidential), Rebecca Van Huizen

Staff Participating Remotely City Clerk, Laura Bentley; Legislative Coordinator (Confidential), Clint McKenzie

(** Denotes leave of absence)

1. Call to Order

Mayor Dyas called the meeting to order at 4:00 p.m.

2. Reaffirmation of Oath of Office

The Oath of Office was read by Councillor Singh.

3. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT the Minutes of the Public Hearing and Regular Meeting of February 11, 2025 be confirmed as circulated.

Carried

4. Call to Order the Public Hearing

Mayor Dyas called the Hearing to order at 4:03 p.m.

5. Individual Bylaw Submissions

5.1 START TIME 4:00 PM - Multiple Properties - OCP24-0013 (BL12743) - City of Kelowna

Staff:

– Displayed a PowerPoint Presentation summarizing the application.

City Clerk invited anyone participating online or in the gallery who deemed themselves affected to indicate they wish to speak followed by comments from Council.

No one from the Gallery or Online came forward.

There were no further comments.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Official Community Plan Map Amendment Application No. OCP24-0013 to amend Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of 100 parcels described in Schedule 'A', be considered by Council;

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

Carried

6. Termination

The Hearing was declared terminated at 4:08 p.m.

7. Call to Order the Regular Meeting

Mayor Dyas called the meeting to order at 4:08 p.m.

8. Bylaws Considered at Public Hearing

8.1 START TIME 4:00 PM - Multiple Properties - BL12743 (OCP24-0013) - City of Kelowna

Moved By Councillor Stack/Seconded By Councillor DeHart

THAT Bylaw No. 12743 be read a second and third time and be adopted.

Carried

9. Termination

The Hearing was declared terminated at 4:09 p.m.

10. Call to Order the Public Hearing

Mayor Dyas called the Hearing to order at 4:09 p.m.

11. Individual Bylaw Submissions

11.1 START TIME 4:00 PM - Multiple Properties - Z24-0060 (BL12748) - City of Kelowna

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

City Clerk invited anyone participating online or in the gallery who deemed themselves affected to indicate they wish to speak followed by comments from Council.

There were no further comments.

Staff:

- Responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Cannan

THAT Rezoning Application No. Z24-0060 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of 81 parcels described in Schedule 'A', be considered by Council;

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

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

Carried

12. Termination

The Hearing was declared terminated at 4:15 p.m.

13. Call to Order the Regular Meeting

Mayor Dyas called the meeting to order at 4:15 p.m.

14. Bylaws Considered at Public Hearing

14.1 START TIME 4:00 PM - Multiple Properties - BL12748 (Z24-0060) - City of Kelowna

Moved By Councillor DeHart/Seconded By Councillor Stack

THAT Bylaw No. 12748 be read a second and third time.

Carried

15. Development Permit and Development Variance Permit Reports

15.1 START TIME 4:00 PM - Clement Ave 647 - DP25-0010 DVP25-0011 - Madison Avenue Clement GP Inc., Inc.No. A0117433

Staff:

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

Kimberly Fuller, Bluegreen Architecture; Johannes Famlee, Madison Avenue Clement GP, Inc. Applicants

- Displayed a PowerPoint presentation outlining images of the proposed development.
- Spoke to the variances.
- Spoke to the outdoor amenity space being more than required and the common area space being the variance.
- Spoke to the construction impacts and the powerline work that was completed.
- Spoke to the legal adjuster involvement and the cash settlement with the adjacent neighbour.

City Clerk invited anyone participating online or in the gallery who deemed themselves affected to indicate they wish to speak followed by comments from Council.

Gallery and Online:

Ryan Whittle, Clement Ave

- Spoke in opposition to the proposed variances and impacts on neighbouring properties.
- Concerned with the variances.
- Concerned about being right against his property line to the west. Rock piling for the development is right on the property line and they have experienced driveway issues as a result.
- Spoke to the damage to the property line fencing and structural issues now with their house.
- They have owned the house for 25 years.
- Concerned with loss of value in their property.
- Spoke to Bylaw No. 9162 no being adhered to as there were no vibration monitors in place during rock piling.
- Concerned with moving forward with building permit and further damage.

Tyler Jensen, Ptarmigan St

- Spoke in support of the proposed DP/DVP.
- Expressed appreciation for the applicant and the applicant's contributions to the community.
- Spoke to the variances being relatively minor in size.

Megan McGloock, Mckinley Beach

- Spoke in support of the proposed DP/DVP.
- Spoke positively regarding the applicant's personal character.
- Spoke regarding the existing buyers of units in the development.

Richard Lejeun , Coronation Ave

- Lives in one of the houses the developer owns.
- Spoke in support of the DP/DVP.
- Spoke to the good neighbour policy in the Coronation area and the developer's generous nature.
- Lives in the house for free and helps oversee issues in the area for neighbours.

Nasi Kajavi, Habert Ct

- Spoke in support of the proposed DP/DVP.
- Lived In Kelowna since 1990.
- Known the developer for over four years.
- Realtor in Kelowna.
- Spoke positively of the applicant's personal character
- Developer has been very generous and accommodating with real estate on Coronation.
- Spoke to street issues on Coronation Ave and issues of litter and squatting and the developer assisting with the continuous clean-up.
- Asked Council to proceed with the project to assist in making the area look beautiful.

Clark Van Petigmen, Clement Ave

- Spoke in support of the proposed DP/DVP.
- Expressed that the project promises to add to the economic vitality of the area.
- Spoke positively of the applicant's personal character.
- Grateful for their cooperation.

Gallery:

Kellen Bear, Coronation Ave

- Spoke to support of the DP/DVP.
- Spoke positively of the applicant's personal character.

Hamid Kajavi, Foothill Ct

- Lived in Kelowna for 39 years.
- Spoke positively of the applicant's personal character.
- Supportive of the project.

Sylvia Matineau, Ace Project Marketing, Harvey Ave

- Spoke in support of the proposed DP/DVP.
- Spoke to the 40+ homeowners waiting for the development to be completed.
- Spoke positively of the applicant's personal character.

Shawna Wittle, Clement Ave

- Spoke in opposition to the proposed DP/DVP.
- Spoke to the plans for the development of their property.
- Spoke to the variance causing extreme damage to their property.
- Spoke to the need to protect the neighbouring properties.
- Spoke to the promises and retainers being asked but not currently present.
- Spoke to no plan in place to prevent future damage.
- Spoke to the construction activities and the proposed variances and the negative impact they will have on their adjacent property.
- Indicated the house has sat vacant for 9 months.

Applicant in response:

- Spoke to the home owners waiting to get into their home, 50+
- Concern with neighbour, insurance is engaged and started last October
- Communciation has gone back and forth with the home owners.
- Spoke to trying to be a good neighbour.
- Spoke to the jobs being provided and wanting to protect them
- Spoke to the western variance and the two setbacks being added.

Staff:

- Responded to questions from Council.

Applicant:

- Responded to questions from Council.

There were no further comments.

The meeting recessed at 5:22 p.m.

The meeting reconvened at 5:28 p.m.

Moved By Councillor Wooldridge/Seconded By Councillor Webber

THAT Council authorizes the issuance of Development Permit No. DP25-0010 and Development Variance Permit No. DVP25-0011 for Lot 1 District Lot 139 ODYD Plan EPP121801, located at 647 Clement Avenue, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

AND THAT variances to the following sections of the Zoning Bylaw No. 12375 be granted as shown on Schedule "A":

Table 8.5.1 – Minimum Dimensions for Bicycle Parking, Wall Mounted Rack

To vary the minimum distance between bicycle racks (for racks that accommodate two or more bicycles) from 0.9 m permitted to 0.8 m proposed.

Section 8.5.6(c)i. – Off-Street Bicycle Parking, Long-Term Bicycle Parking Standards

To vary the minimum amount of ground-anchored long-term bicycle parking from 50% permitted to 38% proposed.

Section 14.11: UC1 – Commercial and Urban Centre Zone Development Regulations

To vary the required minimum building setback from 3.0 m permitted to 0.0 m proposed.

Section 14.11 – Commercial and Urban Centre Zone Development Regulations

To vary the minimum common amenity space from 264 m² permitted to 217 m² proposed.

Section 14.11 Footnote .2: UC1 – Commercial and Urban Centre Zone Development Regulations

To vary the required minimum upper floor setback for a portion of the building above 16.0 m abutting the east property line from 4.0 m permitted to 0.0 m proposed.

Section 14.11 Footnote .2: UC1 – Commercial and Urban Centre Zone Development Regulations

To vary the required minimum upper floor setback for a portion of the building above 16.0 m abutting the west property line from 4.0 m permitted to 3.0 m proposed.

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit Applications in order for the permits to be issued;

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for (2) years from the date of Council approval; with no opportunity to extend.

Carried

The meeting recessed at 5:22 p.m.

The meeting was reconvened at 5:28 p.m.

15.2 START TIME 4:00 PM - Pandosy St 2275 and 2283 - DP25-0025 DVP25-0026 - 0918843 B.C. Ltd., Inc.No. BC0918843

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Morgan Reynolds, Argus Properties, Stoke Tonne, Meiklejohn Architects, Applicant:

- Displayed a PowerPoint presentation outlining the application.
- Spoke to the project's positive elements as it addresses the shortage in housing for hospital employees in the neighbourhood.
- Spoke to transit, car share and cycling amenities.
- Spoke to it being a great addition to the neighbourhood with benefits including retail opportunities and a sense of community with urban amenities that are not currently offered in the area.
- Spoke to the letter of support from the BC Cancer Society.

City Clerk invited anyone participating online or in the gallery who deemed themselves affected to indicate they wish to speak followed by comments from Council.

No one from the Gallery or Online came forward.

Staff:

- Responded to questions from Council.

Applicant:

- Responded to questions from Council.

There were no further comments.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Council authorizes the issuance of Development Permit No. DP25-0025 and Development Variance Permit No. DVP25-0026 for:

- a. Lot 11 District Lot 14 ODYD Plan 413 Except West 10 Feet Thereof, located at 2275 Pandosy St, Kelowna BC; and
- b. Lot 12 District Lot 14 ODYD Plan 413 Except the West 10 Feet Thereof, located at 2283 Pandosy St, Kelowna BC

subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

AND THAT variances to the following sections of Zoning Bylaw No. 12375 be granted:

Section 13.5 – Multi-Dwelling Zones, Development Regulations, MF4:

To vary the required minimum front yard setback from 2.0 meters permitted to 0.0 meters proposed.

Section 13.5 – Multi-Dwelling Zones, Development Regulations, MF4:

To vary the required minimum flanking side yard setback from 2.0 meters permitted to 0.0 meters proposed.

Section 13.5 – Multi-Dwelling Zones, Development Regulations, MF4:

To vary the required minimum side yard setback from 3.0 meters permitted to 0.0 meters proposed.

Section 13.5 – Multi-Dwelling Zones, Development Regulations, MF4:

To vary the required minimum building setback from front yard from 3.0 meters permitted to 2.5 meters proposed.

Section 13.5 – Multi-Dwelling Zones, Development Regulations, MF4:

To vary the required minimum building setback from flanking side yard from 3.0 meters permitted to 0.0 meters proposed.

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

AND THAT the applicant be required to consolidate the subject properties in order for the permits to be issued;

AND FURTHER THAT this Development Permit and Development Variance Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

16. Termination

The meeting was declared terminated at 5:48 p.m.

Mayor Tom Dyas

mj/cm

Michael J. Ford

Deputy City Clerk

DRAFT

REPORT TO COUNCIL

ALR APPLICATION



Date: April 8, 2025
To: Council
From: City Manager
Address: 4150 Old Vernon Rd
File No.: A25-0001
Zone: A2 – Agriculture / Rural Residential

1.0 Recommendation

THAT Agricultural Land Reserve Application No. A25-0001 for Lot A District Lot 122 ODYD Plan 16500, located at 4150 Old Vernon Rd, Kelowna, BC for an exclusion of agricultural land in the Agricultural Land Reserve pursuant to Section 29(1) of the *Agricultural Land Commission Act*, be supported by Council;

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

2.0 Purpose

To support an application to the Agricultural Land Commission for an exclusion of the subject property from the Agricultural Land Reserve for aeronautical-related airside development at Kelowna International Airport.

3.0 Development Planning

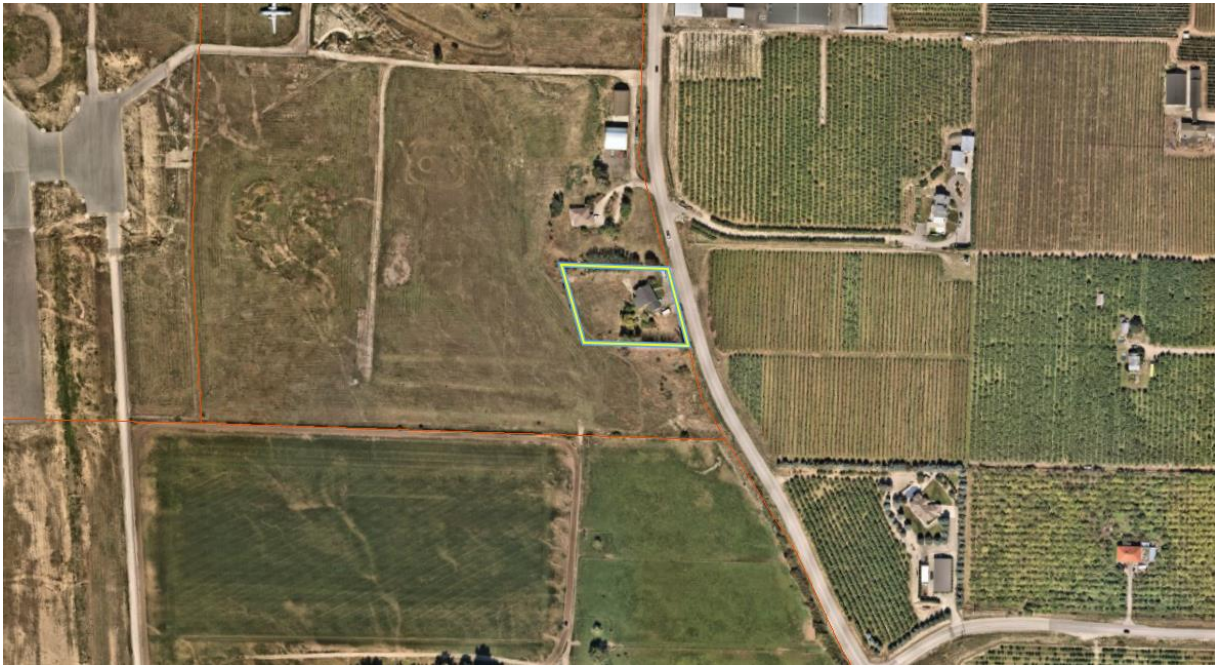
Staff support the application to exclude the subject property from the Agricultural Land Reserve (ALR) because it was identified in the *YLW Airport Master Plan 2045* as a future site for Aerospace Campus support services. The exclusion of this property was anticipated, so the property has been designated as PSU – Public Service/Utilities in the Official Community Plan, specifically for airport expansion, and is located within the Permanent Growth Boundary (PGB).

Kelowna International Airport (YLW) plans to increase its capacity from 2.1 million passengers in 2024 to 2.8 million passengers in 2035. This growth depends on YLW's ability to expand its facilities to accommodate the increase in passengers and aircraft movements. YLW has indicated that all non-ALR lands suitable for airside development have been exhausted, making this exclusion necessary for the airport's continued growth. YLW believes the potential economic benefits of the airport's expansion to the agricultural community far outweigh the loss of 0.49 hectares of unused agricultural land.

The required neighbourhood notification was completed on December 13, 2024, including hand-delivering notices to surrounding properties and installing a notification sign on the subject property. If the application is successful, the parcel will be consolidated with the surrounding lands that were excluded from the ALR (A16-0009 / ALC ID: 55243) on August 16, 2016, and a Rezoning Application to rezone the subject property to the CD12 – Airport zone.

4.0 Subject Property & Background

4.1 Subject Property Map



The subject property is located on Old Vernon Rd near the Ellison Dog Park and High Noon Park, located just east of Kelowna International Airport. The surrounding area is primarily agriculture and airport lands.

Zoning and land use adjacent to the property are as follows:

Orientation	Zoning	ALR	Land Use
North	A2 – Agriculture / Rural Residential	No	Public Services / Utilities
East	RDCO Lands	Yes	RDCO
South	A2 – Agriculture / Rural Residential	No	Public Services / Utilities
West	A2 – Agriculture / Rural Residential	No	Public Services / Utilities

4.2 Background

The subject property was previously in the Regional District of Central Okanagan (RDCO) but was purchased by the City of Kelowna and included in a boundary adjustment in 2021. The boundary redefinition was requested so this land could develop to provide support services for the Aerospace Campus, as identified in the *YLW Airport Master Plan 2045*.

The *YLW Airport Master Plan 2045* identifies 190 hectares of ALR land east and southeast of the airport runway for future airport uses, which would need to be excluded for expansion. These land area recommendations were presented to the British Columbia Agricultural Land Commission (ALC) in September 2016, and the ALC acknowledged the consultation in a letter to YLW (Attachment C). The ALC advised that future exclusion applications from the airport should consider the following:

- The Airport Authority's plans for a multi-story car parkade. The ALC may not be prepared to exclude land for long-term parking.
- The ALC may not be willing to exclude land for commercial uses not directly required for airport functions, such as gas stations, hotels, shopping facilities, and other commercial uses.
- The ALC will consider what positive actions the Airport Authority is prepared to undertake to encourage agricultural activity (e.g., rent or leases) on ALR lands adjacent to the airport.
- The ALC anticipates that future airport expansion will include provisions for topsoil conservation and transportation onto degraded ALC parcels within Kelowna.

To address these considerations, the City of Kelowna has entered subleases for a 245-room hotel, approved by Council on November 5th, 2024 (DP24-0098 / DVP24-0099), and a seven-storey, 1,000-stall parkade. A Building Permit has been submitted for the parkade and it is anticipated that a Building Permit for the hotel will be submitted shortly. The hotel, parkade, and proposed groundside commercial uses are all on non-ALR land.

Airport Administration actions to support agriculture include leasing lands for hay farming, leasing a building to Sterile Insect Release, and the 'Farm to Flight' program. In addition, efforts to conserve and donate clean topsoil for agricultural use are ongoing.

5.0 Current Development Policies

Kelowna Official Community Plan (OCP)

Objective 6.3. Support the strategic and planned growth of Kelowna International Airport as a regional economic generator.	
Policy 6.3.5. ALR Lands at YLW	Support the exclusion of ALR lands at YLW, as identified in the <i>YLW Airport Master Plan 2045</i> , in time to allow for airport expansion and development. <i>The subject property has been identified in the YLW Airport Master Plan as an area designated for future airport expansion.</i>
Objective 8.1. Protect and preserve agricultural land and its capability.	
Policy 8.1.3. ALR Exclusions.	ALR exclusion applications to the ALC will not be considered except where such exclusions are consistent with the generalized Future Land Use Map 3.1 and ALC guidance and conditions. ALR exclusion applications may be considered as part of a scheduled, comprehensive OCP Bylaw Review or Agriculture Plan Update based on the following factors: <ul style="list-style-type: none"> • Consistency with the goals, objectives, and other policies in the 2040 OCP; • Does not require the extension of municipal services; and/or • Demonstrates a civic need that cannot be provided elsewhere Other considerations includes the size of the parcel, the percentage of the parcel within the ALR and agricultural capability. Soil capability alone should not be used as justification for exclusion. <i>The parcel has been identified in the YLW Airport Master Plan 2045 as a future area for airport expansion and has been designated with the PSU – Public Services / Utilities Future Land Use Designation in the 2040 OCP.</i>

6.0 Application Chronology

Application Accepted: January 9, 2025
Neighbour Notification Received: December 13, 2024

7.0 Agricultural Advisory Committee

Agricultural Advisory Committee February 13, 2025

THAT the Committee recommends Council support the application to the Agricultural Land Commission (ALC) for an exclusion of the subject property from the Agricultural Land Reserve (ALR) for aeronautical-related airside development at Kelowna International Airport.

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on February 13, 2025, and the following recommendations were passed:

Anecdotal comments include that the Committee applauds YLW on their ongoing support of the agricultural industry in the Okanagan Valley. Airport growth is a key asset, and the ability to land larger planes directly in Kelowna will result in significant cost savings for local shippers and fruit packers. Additional access to markets directly from Kelowna will be extremely beneficial to farmers.

Report prepared by: Tyler Caswell, Planner Specialist
Reviewed by: Alex Kondor, Development Planning Manager
Reviewed by: Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

Attachments:

Attachment A – ALC Application File No: 101938

Attachment B – Site Plan

Attachment C – *YLW Airport Master Plan 2045* - Appendix N: BC Agricultural Land Commission Acknowledgement

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.



ATTACHMENT A

This forms part of application
A25-0001

Planner Initials TC



City of Kelowna
DEVELOPMENT PLANNING

Provincial Agricultural Land Commission - Applicant Submission

Application ID: 101938
Application Type: Exclude Land from the ALR
Status: Under Review by L/FNG
Name: City of Kelowna
Local/First Nation Government: City of Kelowna

1. Parcel(s) Under Application

Parcel #1

Parcel Type Fee Simple
Legal Description LOT A DISTRICT LOT 122 OSOYOOS DIVISION YALE DISTRICT PLAN 16500
Approx. Map Area 0.49 ha
PID 008-587-388
Purchase Date Mar 9, 2020
Farm Classification No
Civic Address 4150 Old Vernon Road
Certificate Of Title TITLE-CA8078831-PID-008-587-388.pdf

Land Owner(s)	Organization	Phone	Email	Corporate Summary
Alex Kondor	City of Kelowna	2504698582	akondor@kelowna.ca	Mgmt and Exempt Org Chart.pdf

2. Other Owned Parcels

Do any of the land owners added previously own or lease other parcels that might inform this application process? Yes

Describe the other parcels including their location, who owns or leases them, and their use. This subject parcel is one of several parcels owned by the City of Kelowna related to the operation of Kelowna International Airport. The parcel is surrounded by Airport land to the North, West, and South specifically PID: 031-085-598

ATTACHMENT		A
This forms part of application # A25-0001		
Planner Initials	TC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>

3. Primary Contact

Type	Local or First Nation Government Staff
First Name	Toni
Last Name	McQueenie
Organization (If Applicable)	Airport Corporate Services
Phone	2508074310
Email	tmcqueenie@kelowna.ca

4. Government

Local or First Nation Government: City of Kelowna

5. Land Use

Land Use of Parcel(s) under Application

Describe all agriculture that currently takes place on the parcel(s). None, subject site is an approximate 1.2 acre lot with single detached house.

Describe all agricultural improvements made to the parcel(s). None

Describe all other uses that Single Detached House

currently take place on the parcel(s).

ATTACHMENT A

This forms part of application # A25-0001

Planner Initials

TC



City of Kelowna
DEVELOPMENT PLANNING

Land Use of Adjacent Parcels

	Main Land Use Type	Specific Activity
North	Civic / Institutional	Airport Lands – residential properties excluded from the ALR for development
East	Agricultural / Farm	Orchards and Vineyards
South	Civic / Institutional	Airport Lands – polo fields
West	Civic / Institutional	Airport Lands – operation of the Airport

6. Proposal

The governmental or prescribed public body that is applying to exclude land	Local Government
How many hectares are you proposing to exclude?	0.49 ha
Does any land under application share a common property line with land in another Local or First Nation Government?	Yes
What is the purpose of the proposal?	Exclusion is being requested in order for the property to be developed for aeronautical-related, airside development at Kelowna International Airport.
Explain why you believe that the parcel(s) should be excluded from the ALR	PID 008-587-388 is situated in the vicinity of Kelowna International Airport ("YLW") and consists of 0.49 ha of land. This property was less than 2 acres at the time the ALR was created, so, in accordance with Agricultural Land Commission Act, S.B.C. 2002, c. 36, Section 23 (1), "Restrictions on the use of agricultural land do not apply to land that, on December 21, 1972, was, by separate certificate of title issued under the Land Registry Act, R.S.B.C. 1960, c. 208, less than 2 acres in area." However, YLW intends to consolidate this parcel with the surrounding land to the north and west for development, so an exclusion application is being submitted. The surrounding lands were

excluded from the ALR as a part of Application ID 55243 for which the ALC released its decision on August 16, 2016. If this parcel of land were to be excluded from the ALR, YLW intends to develop it for aeronautical-based, airside purposes including future services needed to support anticipated increased growth at YLW (eg. fueling, maintenance, cargo facilities, etc.). Being the 10th largest airport in Canada, with over 2.0M passengers passing through its doors in 2023, YLW provides travelers with the ability to access the Okanagan Valley from a variety of provincial, national and international locations. Passenger numbers are anticipated to increase to 2.3M by 2025 and 2.8M by 2035. This growth is dependent on the ability of YLW to expand its facilities to accommodate and support the increase in passengers and aircraft movements. YLW has exhausted all non-ALR lands for airside development, so this exclusion is necessary for the continued growth of the Airport. YLW's 2015 Economic Impact Study has estimated that YLW has an indirect economic impact to the Province of B.C. of 4,545 jobs and \$789M, which includes the economic impact YLW passengers have on agriculture and agri-tourism in the Okanagan Valley. Without YLW, access and exposure to the Okanagan Valley and its agriculture-based business and agri-tourism would be significantly restricted. YLW believes agriculture and agri-tourism are vital to the success of the Okanagan economy and supports these industries through retail initiatives (eg. Farm to Flight), advertisement opportunities, partnerships and events, farming opportunities in and around the airport, leasing of land to the Sterile Insect Release program, and intends to transfer soils to ALR lands as a part of future developments. YLW believes the potential economic benefits that the expansion of YLW would bring to the agricultural community far exceed the loss of 0.49 ha of unused agricultural land.

- Proposal Map / Site Plan** ALC - Map 4150 Old Vernon Road.docx
- Notice of Public Hearing (Advertisement)** exclusion_proof_of_serving_notice.pdf
- Proof of Signage** Sign3.jpeg
Sign2.jpeg
Sign1.jpeg
- Report of Public Hearing** exclusion_proof_of_serving_notice.pdf

ATTACHMENT A

This forms part of application # A25-0001



Planner Initials **TC**

City of Kelowna
DEVELOPMENT PLANNING

7. Optional Documents

Type	Description	File Name
	No Data	

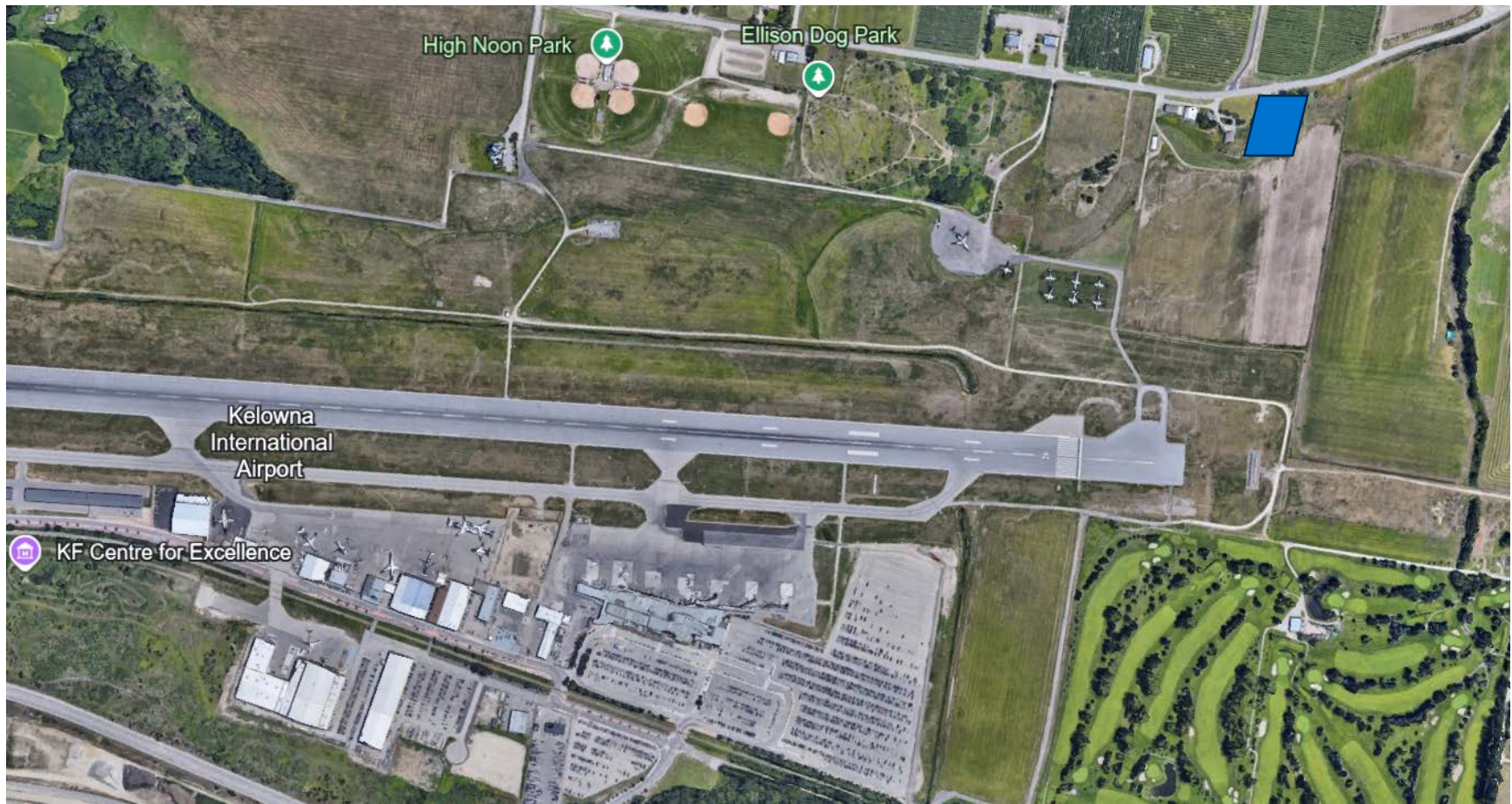
ATTACHMENT A

This forms part of application
A25-0001

Planner Initials TC



City of **Kelowna**
DEVELOPMENT PLANNING



ATTACHMENT **B**

This forms part of application
A25-0001

Planner
Initials TC



City of
Kelowna
DEVELOPMENT PLANNING

Appendix N : BC Agricultural Land Commission Consultation Acknowledgement

ATTACHMENT	C
This forms part of application # A25-0001	
Planner Initials	TC
 City of Kelowna DEVELOPMENT PLANNING	



Agricultural Land Commission
 133-4940 Canada Way
 Burnaby, British Columbia V5G 4K6
 Tel: 604 660-7000
 Fax: 604 660-7033
 www.alc.gov.bc.ca

October 31, 2016

ALC File: 46590

Sam Samaddar
 1-5533 Airport Way
 Kelowna, BC
 V1V 1S1

Re: Kelowna International Airport Master Plan 2045

Thank you for forwarding a draft copy of the Kelowna International Airport Master Plan 2045 (the Plan), for the Agricultural Land Commission's (the "ALC's") review and comment. The ALC appreciates the opportunity to review the September 2, 2016 draft plan and offers the following comments for your consideration, and potential addition to the draft Plan. The purpose of the following comments is to provide future airport administrators, and the ALC with a framework for addressing future exclusion applications to accommodate the expansion of airport facilities.

The ALC notes that the draft Plan identifies approximately 190 ha of ALR land for future airport uses, east and southwest of the airport runway. The ALC also recalls recently excluding 22 ha adjacent to Kelowna Airport for future expansion of the airport facilities (ALC files 55243 and 55327) as well as previous exclusions totalling approximately 150 ha in the 1980's and 1990's. All of the previous exclusions were to expand airport facilities.

This is to advise that the ALC has no substantive objections to the proposed draft plan taking the view that it will review future ALR exclusion applications on their merits, considering the ALC's mandate and the airport's unique economic benefits and locational constraints.

However, the ALC advises that it will review future exclusion applications from the Airport taking the following issues into consideration:

- 1) Whether the Airport Authority is moving ahead with plans for a multi-story car parkade. The ALC may not be prepared to exclude additional ALR land for long term car parking with no prospect of the City constructing a multi-story parkade adjacent to the terminal
- 2) The ALC may not be prepared to favourably consider exclusion applications for groundside commercial facilities that are not directly required for airport functions, such as gas stations, hotels, shopping facilities, and other commercial uses that can be accommodated elsewhere in the City of Kelowna.

ATTACHMENT C

This forms part of application
 # A25-0001

Planner
Initials

TC



City of
Kelowna
DEVELOPMENT PLANNING

...2

- 3) The ALC will consider what potentially positive actions the Airport Authority is prepared to undertake to encourage agricultural activity (i.e. rent or leases) on ALR lands adjacent to the airport. While it is appreciated that certain types of agricultural activity are not appropriate adjacent to airport operations, there may be specific, low intensity agricultural activities that are suitable.
- 4) The ALC anticipates that future airport expansion applications will make provision for topsoil conservation, and transportation onto degraded ALR parcels within the City (in consultation with City of Kelowna staff).

It is recommended that the above comments be incorporated into the draft plan, either in the form of an appendix (i.e. the letter), or in Section 13.2. If you have any questions about the above comments, please contact Martin Collins at (martin.collins@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per: 

Martin Collins, Regional Planner

cc: City of Kelowna (attention Todd Cashin)

ATTACHMENT	C
This forms part of application # A25-0001	
Planner Initials	TC
 City of Kelowna DEVELOPMENT PLANNING	



City of
Kelowna

A25-0001
4150 Old Vernon Rd
ALR Application for an ALR Exclusion

Proposal

- ▶ To support an application to the Agricultural Land Commission (ALC) for an exclusion of the subject property from the Agricultural Land Reserve (ALR) for aeronautical-related airside development at Kelowna International Airport.

Development Process

Jan 9, 2025

Development Application Submitted



Staff Review & Circulation



Feb 13, 2025

Agricultural Advisory Committee



Apr 8, 2025

Council Consideration



Council Approvals



Agricultural Land Commission Consideration



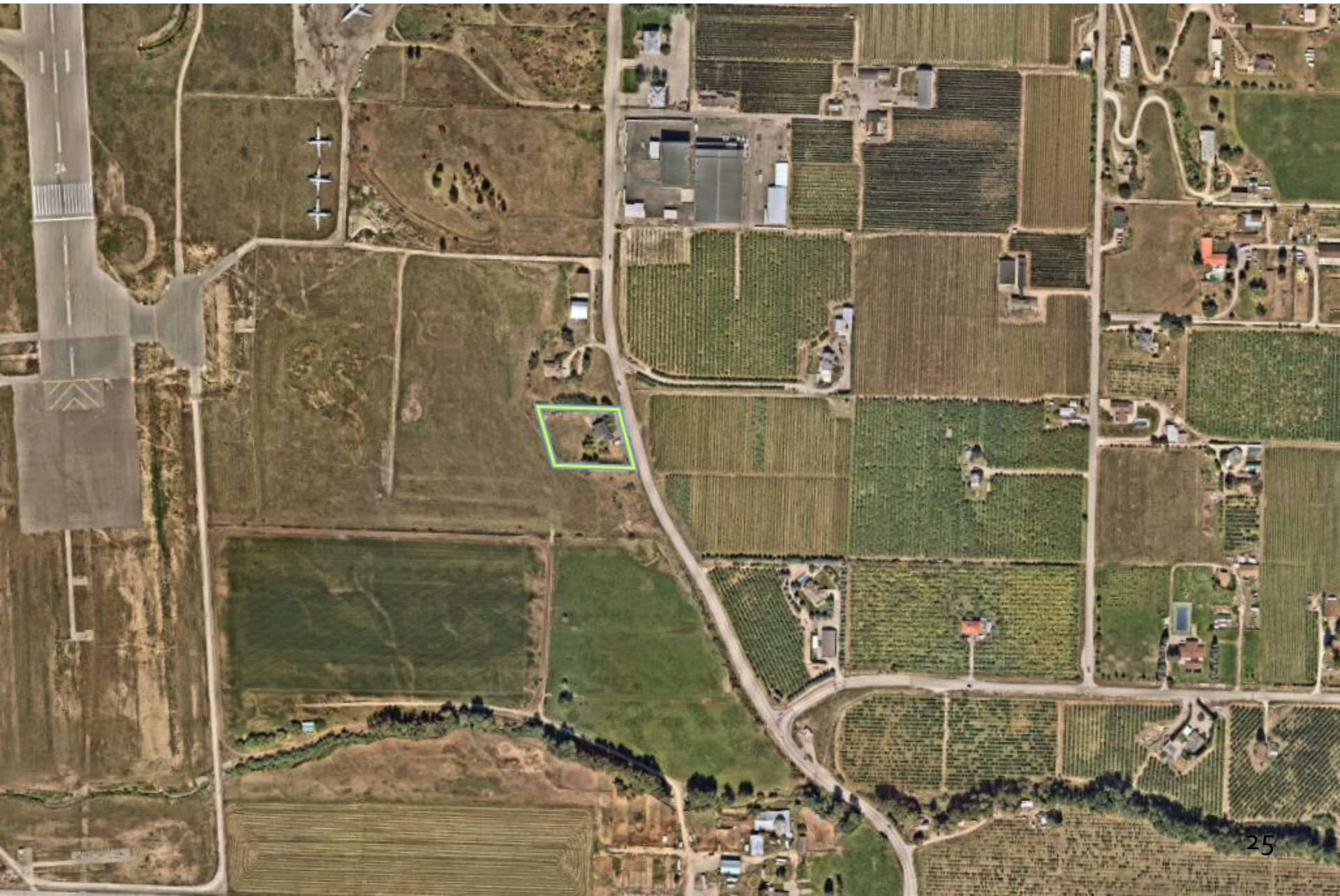
If proposal is supported by Council & the ALC



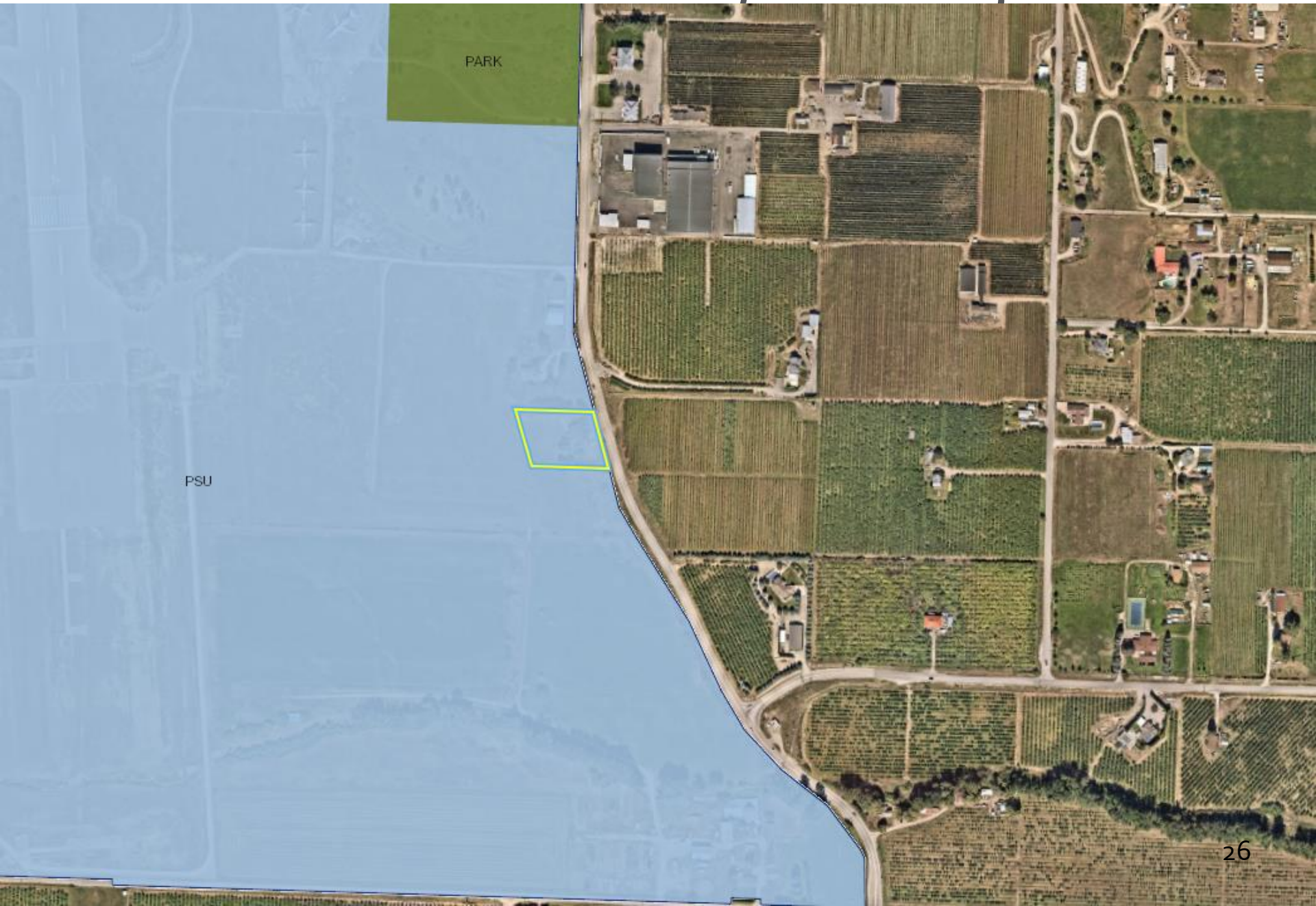
Building Permit



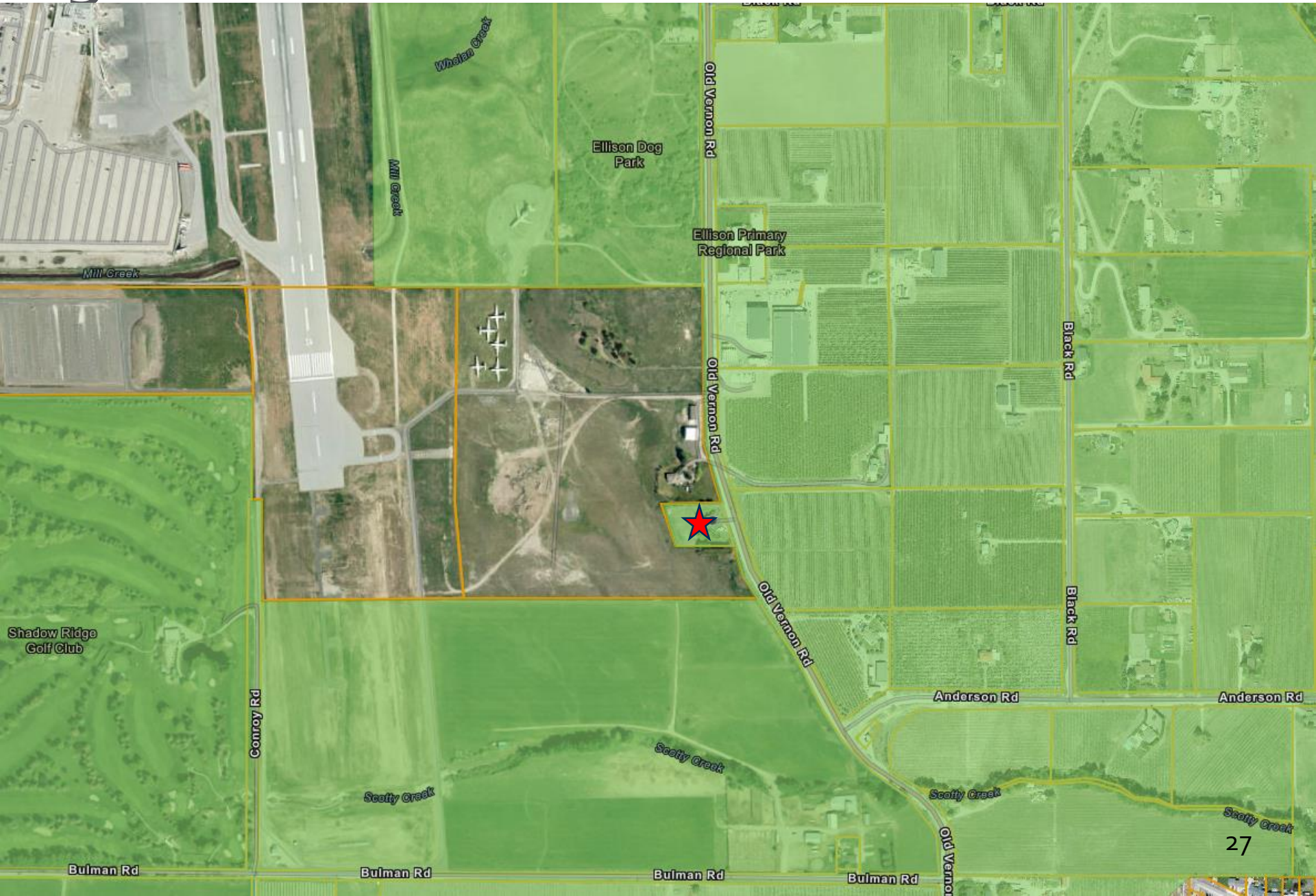
Context Map



OCP Future Land Use / Zoning



Agricultural Land Reserve



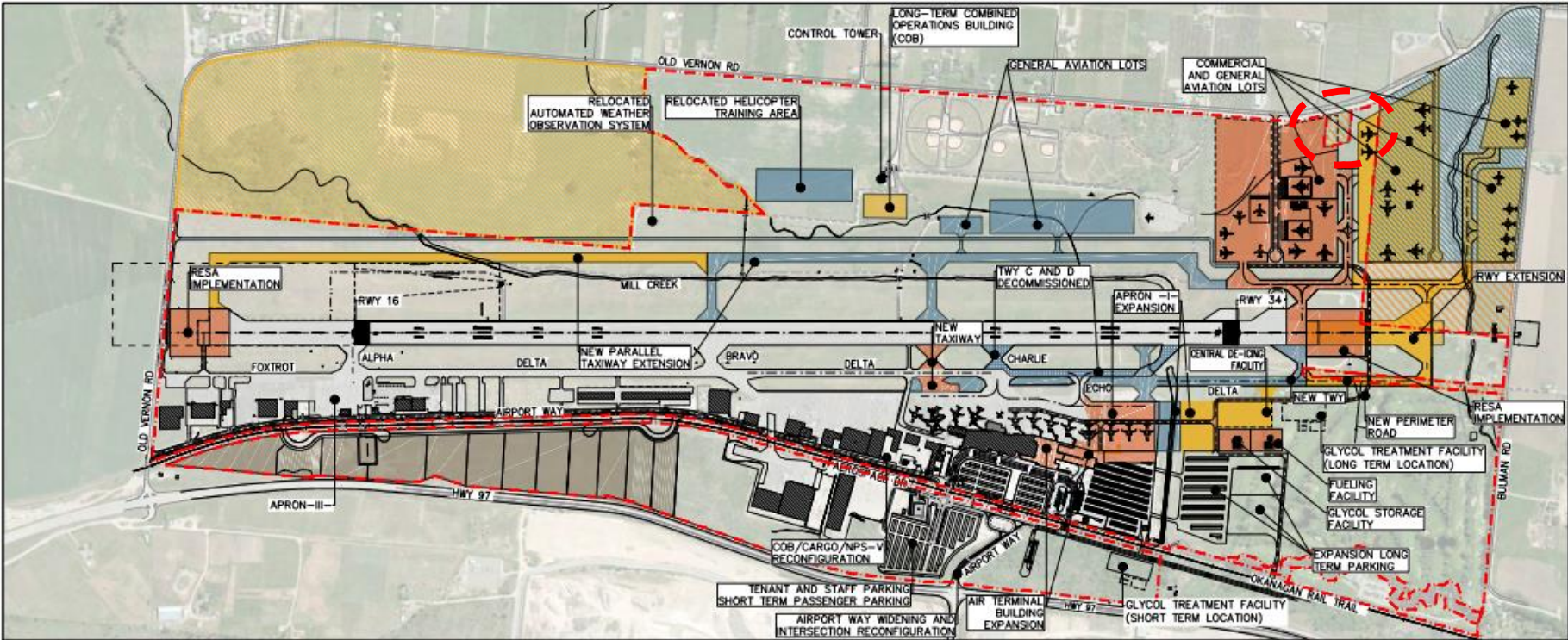
Aerial View



Project Details

- ▶ The City is proposing to exclude to the subject property from the ALR for future expansion to Airport Operations.
 - ▶ The subject property was identified in the *YLW Airport Master Plan 2045*;
 - ▶ The Future Land Use is Public Services/Utilities;
 - ▶ The surrounding area was excluded from the ALR in 2016.

YLW 2045 Airport Master Plan



LEGEND

	SHORT TERM 2016-2025		MEDIUM TERM 2026-2035		LONG TERM 2036-2045
	LAND ACQUISITION 2016-2025		LAND ACQUISITION 2026-2035		LAND ACQUISITION 2036-2045
	FUTURE GROUND SIDE COMMERCIAL		DECOMMISSIONING 2026-2035		
	AIRPORT BOUNDARY				

SCALE 1:10 000

 0 200 500m

ISSUE No	REV.	DATE (Y/M/D)	PURPOSE OF ISSUE	No	REVISION DESCRIPTION	DATE (Y/M/D)	*	**
4	00	2016-11-10	ISSUED FOR FINAL REPORT					

ISSUE REGISTER

No	REVISION DESCRIPTION	DATE (Y/M/D)	*	**

REVISION REGISTER * DESIGNED ** APPROVED

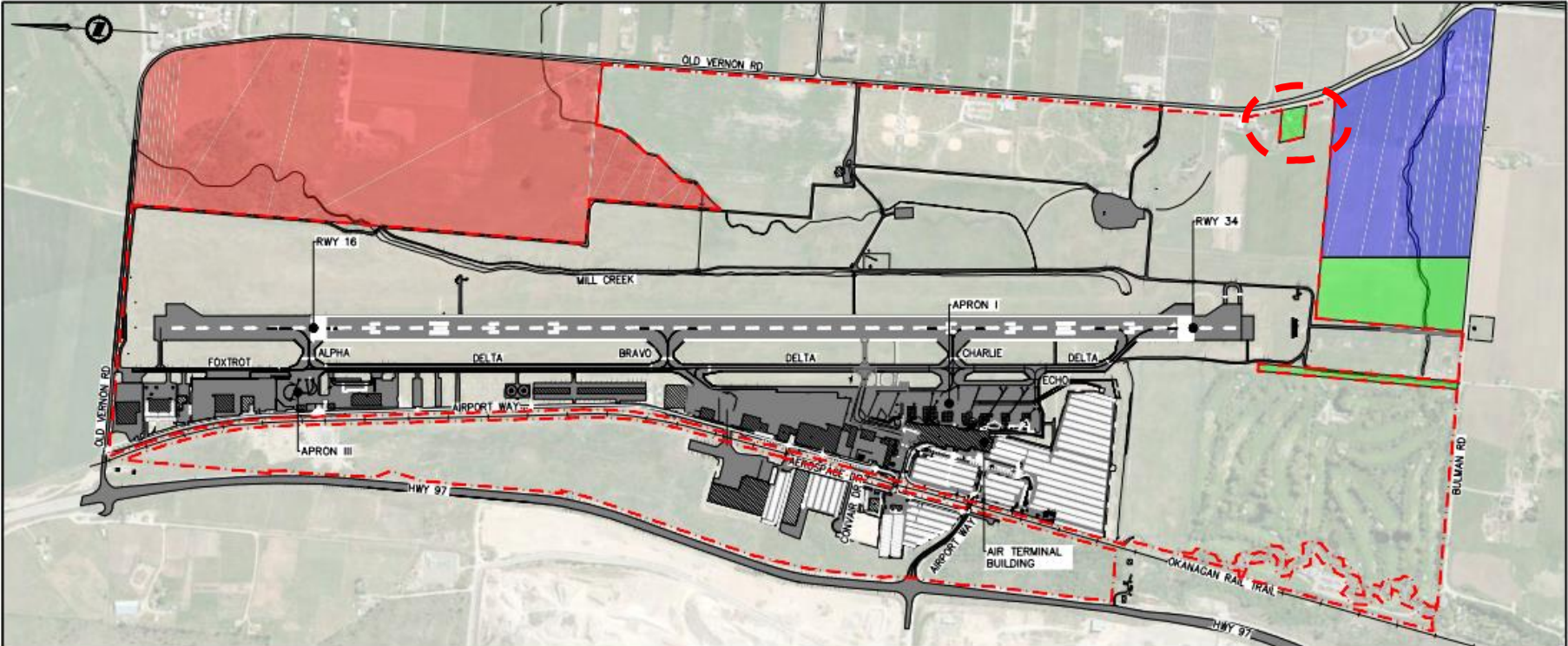
PROFESSIONAL SEAL

SNC-LAVALIN
 Airports & Aviation Group
 500-745 Thurlow Street, Vancouver British Columbia, Canada. V6E 1V8
 Tel: 604-662-3555

CLIENT

DESIGNED	PROJECT			
DRAWN	YLW MASTER PLAN			
CHECKED	TITLE			
APPROVED	MASTER PLAN RECOMMENDATION SUMMARY			
DATE	2016-07-21			
SCALE	1:10 000			
PROJECT No	SUBDIVISION	SUBJECT	SERIAL	REV.
627320	0000	40 DK	36	00

YLW 2045 Airport Master Plan



LEGEND

- BUILDING STRUCTURE
- AIRPORT BOUNDARY
- SHORT TERM
- MEDIUM TERM
- LONG TERM

SCALE 1:10 000
 0 200 500m

ISSUE No	REV.	DATE (Y/M/D)	PURPOSE OF ISSUE	No	REVISION DESCRIPTION	DATE
4	00	2016-11-10	ISSUED FOR FINAL REPORT			

ISSUE REGISTER

No	REVISION DESCRIPTION	DATE

REVISION REGISTER * DES

PROFESSIONAL SEAL

SNC-LAVALIN
 Airports & Aviation Group
 500-745 Thurlow Street, Vancouver British Columbia, Canada, V6E 1V8
 Tel: 604-662-3555



DESIGNED	
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APPROVED	
DATE	2016-07-21
SCALE	1:10 000

PROJECT					
YLW MASTER PLAN					
TITLE					
FIGURE 74 FUTURE LAND REQUIREMENTS					
PROJECT No	SUBDIVISION	SUBJECT	SERIAL	REV.	
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AAC Recommendation

- ▶ Application went to the Agricultural Advisory Committee on February 13th, 2025;
 - ▶ AAC Recommended that Council support the application.

Staff Recommendation

- ▶ Staff recommend **support** of the proposed ALR exclusion application;
 - ▶ Land is necessary for the airport's continued growth;
 - ▶ Future Land Use Designation of PSU – Public Services / Utilities;
 - ▶ Does not utilize productive agricultural lands;
- ▶ Recommend the application be forwarded to ALC for consideration.



Conclusion of Staff Remarks

REPORT TO COUNCIL

OCP



Date: March 17, 2025
To: Council
From: City Manager
Subject: North End Plan and Associated OCP Amendments
Department: Long Range Planning

1.0 Recommendation

THAT Council endorses the North End Plan, as outlined in and attached to the report from the Long Range Planning Department dated March 17, 2025;

AND THAT Official Community Plan Amendment Application No. OCP25-0003 to amend Kelowna 2040 – Official Community Plan Bylaw No. 12300 as outlined in Schedule “A” and “Schedule B” attached to the Report from the Long Range Planning Department dated March 17, 2025, be considered by Council;

AND FURTHER THAT the Official Community Plan Text Amending Bylaw be forwarded to Public Hearing for further consideration.

2.0 Purpose

To endorse the North End Plan and to amend the Official Community Plan to align with the policies within the North End Plan.

3.0 Council Priority Alignment

- Affordable Housing
- Transportation
- Climate & Environment
- Economy

4.0 Background

Previous Council Resolution

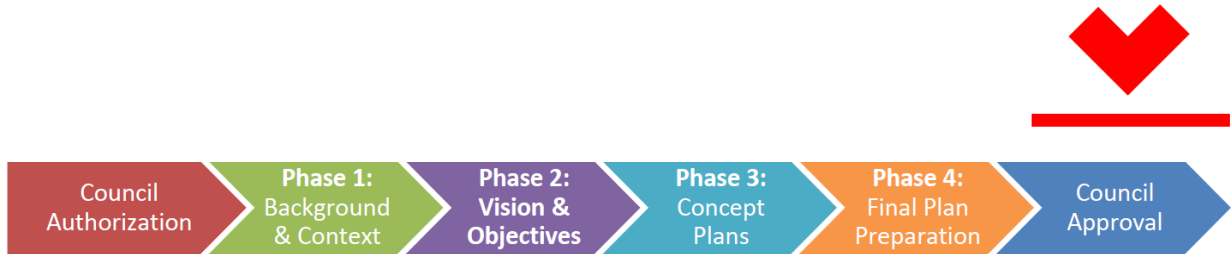
Resolution	Date
<p>THAT Council endorse in principle the draft North End Plan as set out in the report from Long Range Policy Planning dated October 21, 2024;</p> <p>AND THAT staff be directed to bring forward for adoption a final version of the North End Plan with a series of bylaw amendments to implement the plan.</p>	<p>October 21, 2024</p>

The North End Plan (NEP) is intended to guide and manage the growth of the North End neighbourhood. The NEP will identify the land use mix, housing approach, transportation network, parks and public spaces, municipal utilities and other community amenities needed to ensure the neighbourhood evolves in a deliberate way that benefits both North End residents and the City as a whole. It also provides guidance for the development of the Mill Site Area Redevelopment.

The NEP is a City-led process and it may move forward without affecting either the City’s Financial Plan or Waste Management Plan.

5.0 Discussion

The NEP is now at the end of its fourth and final phase (see Figure 1). Previous phases have focused on background research followed by vision and objective development (Phases 1 and 2), the development of a series of concept plans to use for community engagement and feedback (Phase 3), and crafting of a draft for Council’s consideration (Phase 4).



The NEP focuses policy direction on four distinct areas, each with its unique geography, land use mix, identity and character: the Downtown Urban Centre Expansion; Manhattan Point Neighbourhood; Walrod Park Neighbourhood; and the Mixed Employment District. It includes a vision and policy direction for the neighbourhood’s transportation network, focusing on walking and cycling within the neighbourhood and to nearby destinations and transit for more distant destinations – while recognizing that cars will continue to play a role in the neighbourhood. The Plan also includes directions on utility infrastructure and a robust implementation plan and financing strategy (see Attachment A).

North End Plan Public Engagement Recap

In Phase 2 of the NEP process, public engagement and staff input were utilized to guide the development of a vision and series of objectives which would guide the plan through future phases. In Phase 3, staff conducted public engagement to receive feedback on a series of three neighbourhood concepts, and the input from the engagement helped develop a recommended direction for a preferred concept that has guided the crafting of the Plan in Phase 4.

Plan Refinements

Following Council’s endorsement of the draft North End Plan in October 2024, staff have continued making final refinements to the Plan, reflecting community and Council feedback and further analysis of plan elements. This refined North End Plan is now ready for Council to consider for adoption. Major refinements to the plan include, but are not limited to:

- Re-introduction of low-rise apartment buildings up to 6 storeys for Manhattan Point properties in close proximity to the Mill Site, more closely reflecting concept plans used during community engagement;
- Removal of the Light Industrial Mixed-Use area and consolidation into the Industrial area in the Land Use Concept in favour of more flexible policy language on industrial/residential interface and to provide clarity on the direction for commercial and industrial uses within the North End;
- Clarity for land dedication needs for Brandt’s Creek improvements along Recreation Avenue;
- Reconfiguration of future Bertram ATC route from Downtown to the North End;

- Inclusion of Richter Corridor Study boundary to further clarify future transit possibilities; and
- Minor edits to policy language and maps, improving legibility and understanding of plan directions.

A more detailed summary of the plan refinements can be found in Attachment B.

Council directed Staff to continue exploring opportunities for a school site within the North End Neighbourhood. Staff have met with School District 23 on numerous occasions but have been unable to pinpoint a firm location. Staff will continue to work together with SD23 to explore opportunities and locations for urban school models within the North End neighbourhood and the Downtown area.

Official Community Plan Amendments

Staff are proposing amendments to the 2040 Official Community Plan to align the OCP with policies outlined within the NEP (see Schedules A & B). OCP amendments related to the NEP include, but are not limited to:

- A new Mixed Employment Future Land Use in Chapter 3: Future Land Use;
- Policies within Chapter 4: Urban Centres, and Chapter 5: Core Area that speak to the importance of using the NEP for detailed policy guidance in the North End;
- Policy considerations for redevelopment of the Mill Site in Chapter 4: Urban Centres;
- Policies that speak to the new Mixed Employment Future Land Use in Chapter 5: The Core Area;
- Implementation Actions for the NEP; and
- Various mapping amendments to align with the NEP including:
 - Updates to 'Map 1.1 Growth Strategy Districts' to expand the Downtown Urban Centre Growth Strategy District to include the Urban Centre in the North End;
 - Updates to 'Map 3.1 Future Land Use Map' to align with the NEP, for example applying the new 'Mixed Employment Future Land Use';
 - Updates to 'Map 4.1 Downtown Building Heights' to increase heights from 12 storeys to 20 storeys between Sunset Dr and Ellis St, and designating height to 20 stories for properties located between Guy St and Ellis St down to Recreation Ave to align with the North End Plan;
 - Updates to 'Map 4.2 Street Character Map', to align with NEP policies including applying the 'Retail Street' character along Ellis Street from Bay Ave to Oxford Ave;
 - Updates to 'Map 13.1 Functional Road Classifications' to ensure the roads in the North End reflect their adjacent land use context as proposed in the North End;
 - Updates to 'Map 13.2 Transit Overlay, Functional Road Classification', for example, to improve transit in the north in through increasing frequency of routes and extending transit routes;
 - Updates to 'Map 13.3 Bike Overlay, Functional Road Classification', for example, to extend the protected bike lane network north of Downtown into the North End; and
 - Updates to 'Map 13.4 Truck Route Overlay, Functional Road Classification', for example, a 24 hour truck route was removed from Ellis St in the North End.

A more detailed summary of the OCP amendments can be found in Schedules A & B.

Next Steps

Should Council endorse the North End Plan and move the OCP Amendment bylaw forward, a Public Hearing would be scheduled to allow Council to hear from Kelowna residents on those amendments. Following that Public Hearing, should Council adopt the OCP Amendment Bylaw, the North End Plan process would conclude.

Notably, the Mill Site Area Redevelopment Plan is still underway and would be guided by the directions of the NEP. Council can expect to receive updates on that process as part of future staff reports.

Internal Circulation:

Parks & Buildings Planning
Integrated Transportation
Utilities Planning
Real Estate Services
Capital Planning & Asset Management
Infrastructure
Development Engineering
Development Planning
Communications
Climate Action & Environmental Stewardship
Cultural Services

Existing Policy:

Official Community Plan: Policy 5.8.3. North End Industrial Lands.

Report prepared by: Robert Miles, Long Range Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Refined North End Plan
Attachment B: North End Plan Refinement Summary
Schedule A: OCP Text Amendments Summary
Schedule B: OCP Mapping Amendments

NORTH END PLAN

FEBRUARY 2025



City of
Kelowna

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This project was carried out with assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are the personal views of the authors, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.

LAND ACKNOWLEDGMENT

We acknowledge that our community is located on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

i. NORTH END NEIGHBOURHOOD VISION STATEMENT

Set at the intersection of mountain, lake and city, the North End is an inclusive urban neighbourhood with an eclectic mix of uses and a distinct sense of identity. Residents of all life stages and incomes choose from a variety of housing options that have expanded and diversified over time. Daily needs are met with a quick walk or roll to a wide range of local shops, restaurants, and community services, while destinations outside the North End are easily accessible by transit. Industrial businesses have continued to adapt to the neighbourhood’s changing dynamics and support growing employment and services, while craft breweries and other small-scale industrial businesses continue to thrive. A comprehensive parks and public space network gives people an opportunity to connect with one another and with nature. Expanding the green space and restoring natural habitat has not only added to the enjoyment of the neighbourhood but has also made it more resilient to climate change. Arts and culture thrive—inspired by deep layers of local history, beginning with the syilx/Okanagan Peoples—strengthening the neighbourhood’s unique sense of place and identity.

Figure 1. North End Plan Study Area



ii. EXECUTIVE SUMMARY

The North End Plan guides deliberate and strategic growth in the North End Neighbourhood (see Figure 1), benefiting residents and the city amidst rapid change. The Plan provides the following:

- ▶ A vision for what the neighbourhood will look like in the future
- ▶ Policies to guide where new homes and jobs will be located; what amenities are needed to make a great neighbourhood; how people will get around; and how the neighbourhood will be serviced.
- ▶ Actions that need to be undertaken to bring the vision to life
- ▶ The flexibility to be monitored, reviewed and updated to respond to new conditions and emerging needs

The North End Plan is a product of a three-year collaborative effort that involved residents, community partners, and the City of Kelowna. It is aligned with other, higher-order City plans and policies, such as Imagine Kelowna, the Official Community Plan (OCP) and the Transportation Master Plan (TMP). The Plan also builds on these plans and policies by responding to local conditions and issues unique to the North End neighbourhood.

The concept map in section 2.2 identifies the most significant changes the NEP proposes to help make the vision for the neighbourhood become a reality.



01

INTRODUCTION & BACKGROUND

INTRODUCTION & BACKGROUND

PLAN CONCEPT

TAKING ACTION

APPENDICES



1.1 Introduction

The North End is a unique and diverse neighbourhood, with a mix of homes, businesses, industry and recreational facilities. It's proximity to Downtown, Okanagan Lake, and Knox Mountain Park makes it attractive for future growth.

In fact, the North End is already changing, as it has seen new housing, shops and services emerge, especially near Downtown and the Clement corridor. More growth and densification are expected, which aligns with the city's goal of supporting housing near employment and amenities.

Industrial Transformation

Recent changes have affected industry in the area. The CN Rail Line that drew the industrial businesses initially in the early part of the 20th century has closed and been converted to the Okanagan Rail Trail—a popular multi-use pathway that serves both recreation and mobility. At the same time, trucking has replaced rail as the most important form of transport for many industries, drawing some businesses away from the North End and into other industrial areas with better highway access. Meanwhile, major shifts in some traditional industries, such as logging and fruit packing, has led to large sites in the North End going vacant. Most notably, the Tolko lumber mill and adjacent BC Tree Fruits site have shut their operations in recent years—with the current owners proposing significant new development under the Mill Site Area Redevelopment Plan.

Despite this, certain industrial businesses in the North End continue to thrive—benefitting from the area's close proximity to Downtown with its large population and business base. As an example of this, a large number of craft breweries and other small-scale industrial businesses have recently moved into the neighbourhood. In addition, the area has also seen a growing interest from retail and other public-facing businesses such as personal service establishments.

North End Neighbourhood Plan

Given the significant change that has already occurred and is expected to continue, a neighbourhood plan for the North End is needed to help manage this rapid change. Without a proactive neighbourhood plan in place, planning and development will continue without a clear vision, leaving the City and the community to struggle to harness the benefits of this growth and ensure that residents feel adequately engaged in shaping their neighbourhood. A neighbourhood plan is needed to ensure certainty for existing and prospective residents as well as businesses in the area.

Residents from all over Kelowna and beyond are drawn to the neighbourhood for a variety of reasons. The area features a strong employment base, established recreational facilities and an increasing number of craft breweries and other small-scale industrial businesses, all of which bring people to the area daily. In addition, the city-wide lakefront park at Sutherland Bay, and the very popular Knox Mountain Park to the north of the neighbourhood, are major attractions.

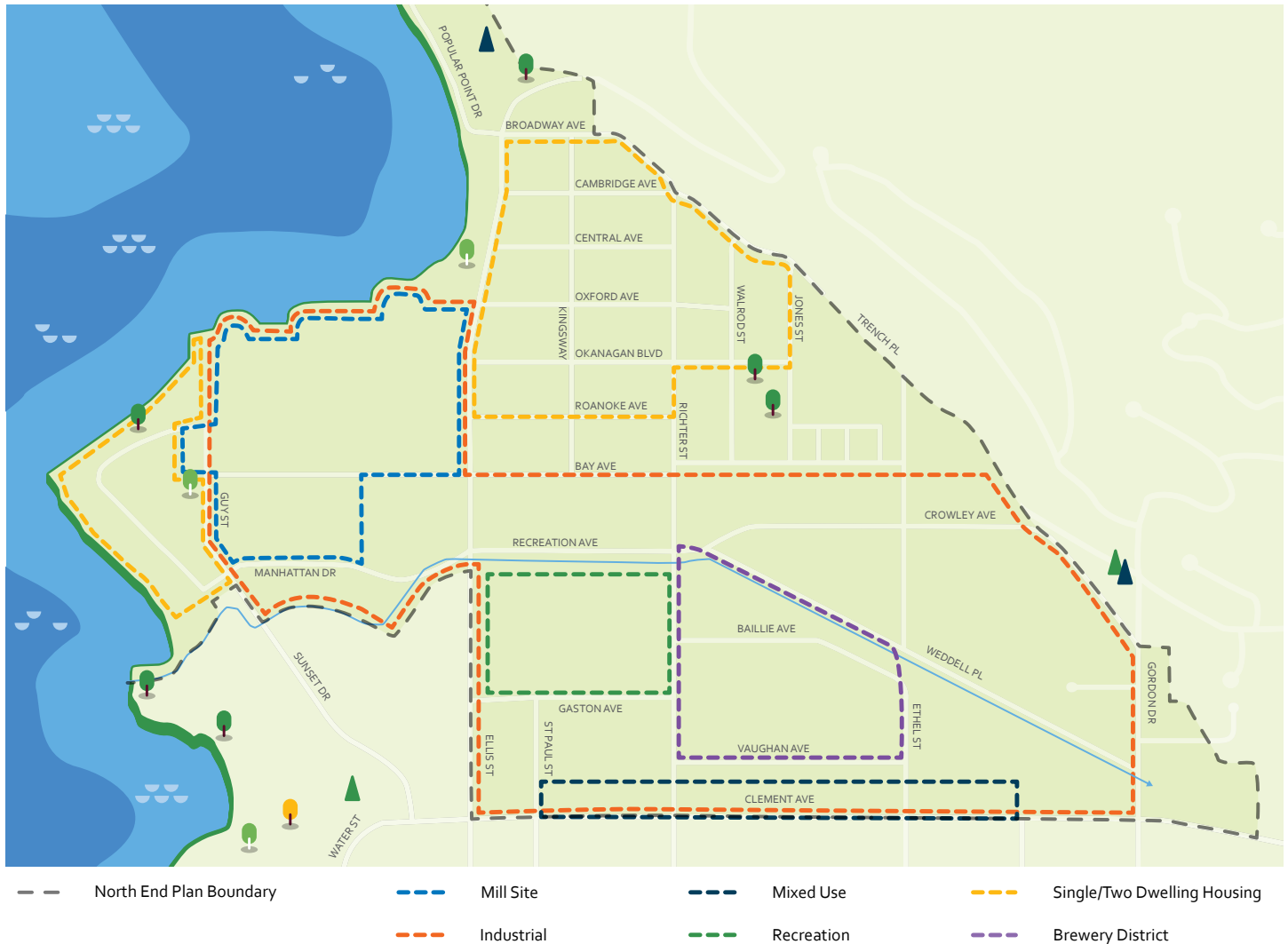


1.2 The North End Story

1.2.1 Big Picture Context

The North End is located just north of Kelowna’s Downtown Urban Centre and is bounded by Clement Avenue to the south, Okanagan Lake to the west and Knox Mountain to the north and east. The neighbourhood spans 148 hectares and in 2024 was home to 1,600 residents and 2,400 jobs. The North End contains a wide range and mix of uses organized into distinct areas, as outlined in Figure 2:

Figure 2. North End Context



- ▶ Pockets of residential areas with primarily single- and two-dwelling housing against Knox Mountain and along the lake (illustrated in yellow);
- ▶ A long-established industrial area that has been home to some of Kelowna’s most iconic businesses, including Sun-Rype, BC Tree Fruits and Calona Winery (illustrated in orange);
- ▶ A decommissioned lumber mill site on the waterfront owned by Tolko (illustrated in blue);
- ▶ A cluster of City and privately owned recreational facilities, including Elks Stadium, the Kelowna Curling Club and the Kelowna Badminton Club centered around Recreation Avenue Park (illustrated in green);
- ▶ An evolving industrial and commercial district featuring a large number of craft breweries centered on Richter Street, Vaughn Avenue, Bailie Avenue, Clement Avenue and in a node at the east end of the neighbourhood around Gordon Drive (illustrated in purple); and
- ▶ New mixed residential and commercial uses along Clement Avenue (illustrated in navy).

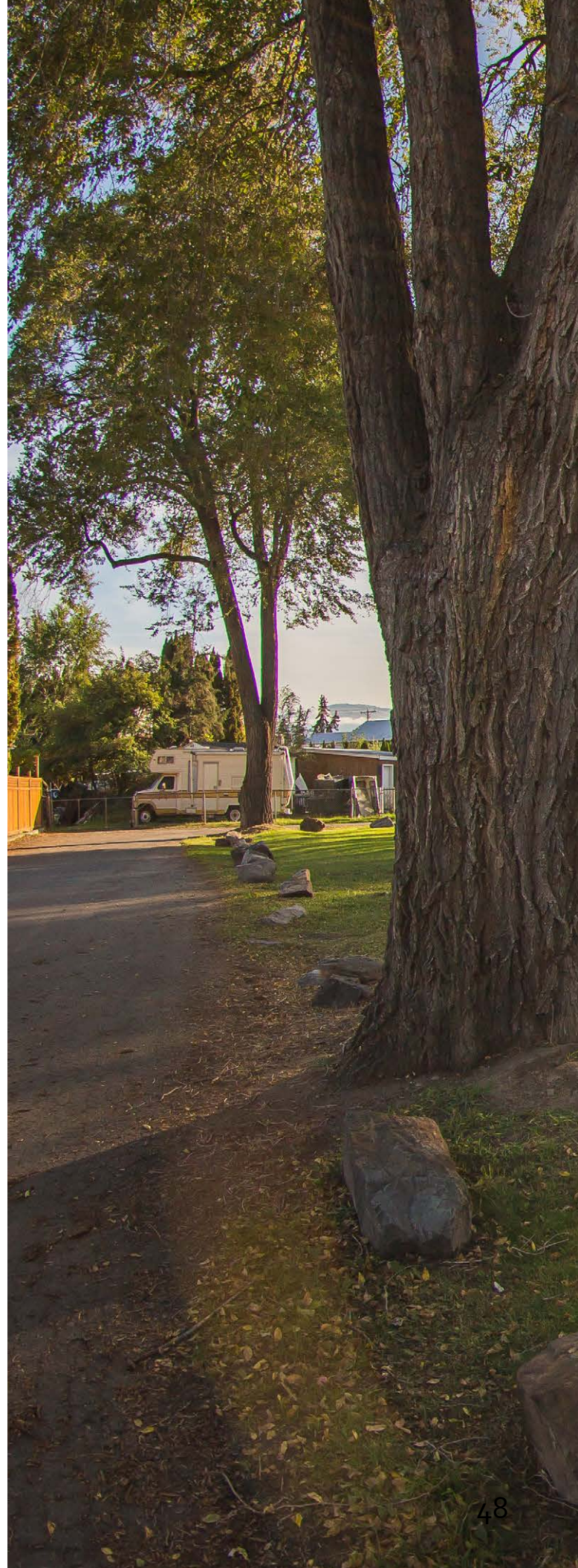
1.2.2 The Forces of Change

The North End has experienced substantial change in recent years, and its historical industrial and residential character has begun to evolve due to these changes. The major changes include:

- ▶ The closure of the railway and its transformation into the Okanagan Rail Trail, one of the region's busiest Active Transportation Corridors;
- ▶ The closure of the Tolko mill site and adjacent BC Tree Fruits operation (both of which are included in the Mill Site Area Redevelopment Plan).
- ▶ Development of some of the City's highest density development Downtown, adjacent to the North End boundary;
- ▶ Transformation of Clement Avenue over the past five years, which now offers hundreds of new apartment units in a mix of tenures;
- ▶ The development of higher density housing at certain locations in the established residential areas—most notably the Pleasantvale I & II developments on Central Ave between Kingsway and Richter St; and
- ▶ Competition for industrial space by food and beverage uses and other assorted commercial uses, shaping a traditionally industrial area into an evolving commercial district.

In addition to the changes experienced in recent years, even more change is on the horizon for the North End. Industrial land demand is expected to continue to shift to parts of the community with more convenient highway access, while high demand for housing in Kelowna's Core Area, of which the North End is a part, will put yet greater redevelopment pressure on the neighbourhood. The Mill Site is likely to be a major focus of this redevelopment pressure, but the demand is expected to impact the entirety of the North End neighbourhood.

For more information on existing conditions in the North End, and the history of the area, see Appendices II & III





02

PLAN CONCEPT

INTRODUCTION & BACKGROUND

PLAN CONCEPT

TAKING ACTION

APPENDICES



2.1 Plan Objectives

Lessons learned from information gathering and public engagement in Phase I of the planning process were brought together with technical analysis to yield the Vision & Objectives for the plan. The Vision & Objectives were used to guide the planning process forward.

For more information on the planning process see Appendix I

The Objectives for the Plan are split into nine main categories, outlined below:



1. Housing

- 1.1. Expand the supply and variety of housing types in the North End to help address housing availability, and to ensure residents in the neighbourhood can meet their housing needs at all life stages and circumstances
- 1.2. Increase housing options across the Housing Wheelhouse to provide opportunities for residents of all income levels
- 1.3. Provide appropriate supports to people experiencing homelessness and housing instability through all housing transitions
- 1.4. Concentrate new housing where residents will have convenient access to transit, shops, services, and amenities



2. Employment & Commercial Uses

- 2.1. Support the growth of neighbourhood-scale, local retail and commercial uses that serve the everyday needs of North End residents
- 2.2. Identify a high street or hub(s) where commercial uses are to be concentrated to facilitate access and help ensure viability
- 2.3. Support office uses in commercial areas to diversify the range of employment opportunities in the neighbourhood
- 2.4. Explore opportunities for year-round and seasonal public markets and food sales
- 2.5. Retain a core of industrial lands to preserve employment opportunities and much-needed services that support businesses and households
- 2.6. Support the evolution of industrial businesses to meet changing market demands and to capitalize on the North End's proximity to Downtown
- 2.7. Minimize conflicts and nuisance effects between industrial/commercial uses and residential uses



3. Parks & Recreation

- 3.1. Provide more parks and green space to serve growing neighbourhood, core area, and city-wide populations
- 3.2. Increase access to the waterfront through expanded parks and public spaces and connect them with a continuous waterfront pathway
- 3.3. Expand park and recreation amenities and facilities that serve all life stages, abilities and household types (including those with dogs)
- 3.4. Design and program parks and public spaces to be inclusive and to increase activity year-round
- 3.5. Connect parks and green spaces through green corridors to increase access
- 3.6. Explore opportunities for local food production and sales in public spaces
- 3.7. Prioritize active recreation in the lake, including swimming and non-motorized boats



4. Arts, Culture & Heritage

- 4.1. Honour the importance and share the history and culture of indigenous people with a focus on the local syilx/Okanagan People
- 4.2. Support and advance arts, culture and community gathering
- 4.3. Design civic facilities and spaces to be flexible and allow diverse uses
- 4.4. Identify and conserve historic places and assets
- 4.5. Encourage preservation and adaptive re-use of buildings



5. Transportation

- 5.1. Reduce the need for daily travel outside the North End by creating more opportunities for residents to work, shop and play within the neighbourhood
- 5.2. Increase the overall connectivity in the street grid network in the North End to facilitate travel for all modes
- 5.3. Improve the quality of the active transportation network within the North End, to Downtown, and to other Urban Centres
- 5.4. Strengthen transit connections between the North End and other Urban Centres and employment nodes
- 5.5. Support shared mobility and e-mobility devices to accommodate medium and longer trips—including trips to and from transit stops
- 5.6. Manage vehicle travel demand to reduce congestion, improve air quality, reduce GHG emissions, and improve resident health

- 5.7. Design streets that are safe and enjoyable for pedestrians, cyclists, and people with diverse abilities, while accommodating emerging mobility options
- 5.8. Facilitate goods movement to, from and within industrial lands, while limiting impacts on adjacent residential areas

6. Environmental Protection & Climate Resiliency

- 6.1. Maintain and enhance critical ecological features to preserve ecosystems and ecosystem connectivity, wildlife habitat, and to build resilience to climate change impacts
- 6.2. Expand the urban tree canopy and prioritize the inclusion of green and permeable spaces on both public and private lands to improve air quality, mitigate the urban heat island effect, provide wildlife habitat, and contribute to the sustainable management of stormwater
- 6.3. Encourage and incentivize energy efficient buildings, landscape design, neighbourhood design and emerging technologies to minimize pollution and climate change
- 6.4. Incorporate green infrastructure to improve the environmental, economic and social performance of the neighbourhood and to mitigate extreme climate events and other natural hazards

7. Equity & Inclusion

- 7.1. Incorporate calls to action from the Truth and Reconciliation Commission (TRC) at the local government scale by acknowledging that consultation must include working collaboratively and respectfully with our Indigenous partners in the planning process
- 7.2. Provide neighbourhood-scale community services that meet the needs of all North End residents today and into the future—including housing, health and wellness services, childcare, education, community gathering space, food, retail, financial services
- 7.3. Recognize that a relatively high percentage of residents in the North End are renters and/or live in below-market housing developments, and address and mitigate gentrification and resident displacement through the promotion and inclusion of affordable housing and

accommodation, as well as the implementation of city-wide tenant protection policy

8. Servicing & Public Utilities

- 8.1. All residents and water users in the North End have a safe, affordable, resilient and sustainable supply of high-quality drinking water.
- 8.2. Protect Okanagan Lake, our human health, and our environment through efficient collection and effective treatment of wastewater.
- 8.3. Stormwater is effectively managed without negatively impacting riparian areas, infrastructure, property, or Okanagan Lake.
- 8.4 Our community is resilient and resistant to lake and creek flooding.
- 8.5. Natural Systems are accounted, protected, restored, and enhanced to improve our environmental resiliency.
- 8.6. Assure that the quality and quantity of water is available to support a healthy aquatic ecosystem.

9. Mill Site Design & Integration

- 9.1. Work with the ownership groups included in the Mill Site Area Redevelopment Plan to ensure the site is planned and designed in a way that meets both neighbourhood and city-wide objectives including:
 - 9.1.1. Integrate the site into the existing neighbourhood to create a complete and well-connected neighbourhood
 - 9.1.2. Incorporate a range of public amenities and community needs to support a high quality of life for a diverse array of residents
 - 9.1.3. Design for human scale and pedestrian comfort, safety, and enjoyment in buildings and uses as well as within the public realm
 - 9.1.4. Foster health, wellness and livability
 - 9.1.5. Ensure the site reflects leading research and best practices in brownfield redevelopment and sustainable neighbourhood design
 - 9.1.6. Consider the preservation of viewscales to mountains, lake and Downtown skyline in the Mill Site concept plan
 - 9.1.7. Incorporate elements that highlight and commemorate the site's multiple layers of history
 - 9.1.8. Encourage innovative and iconic features and design

2.2 North End Plan at a Glance

Big Moves Map



1 Downtown Urban Centre Expansion into North End anchored by Mill Site redeveloped as an urban mixed-use, transit-oriented hub with new waterfront park space, community centre, mix of housing types and tenures and retail hub

10 Enhanced transit service—including frequent transit service to major destinations



9 New Waterfront Park on Manhattan Point as opportunities arise

8 Parks on Streets on Kingsway and a part of Okanagan Blvd—introduction of more green space, bulb outs, trees, interactivities etc

2 Sensitive infill in Walrod Park neighbourhood



3 Added services and employment in Mixed Employment District, including greater support for craft breweries and other small-scale industrial businesses, as well as retail, personal service establishments and office space



5 Walrod Park Expanded east (in connection with a new water filtration facility)



4 Brandt's Creek Restoration

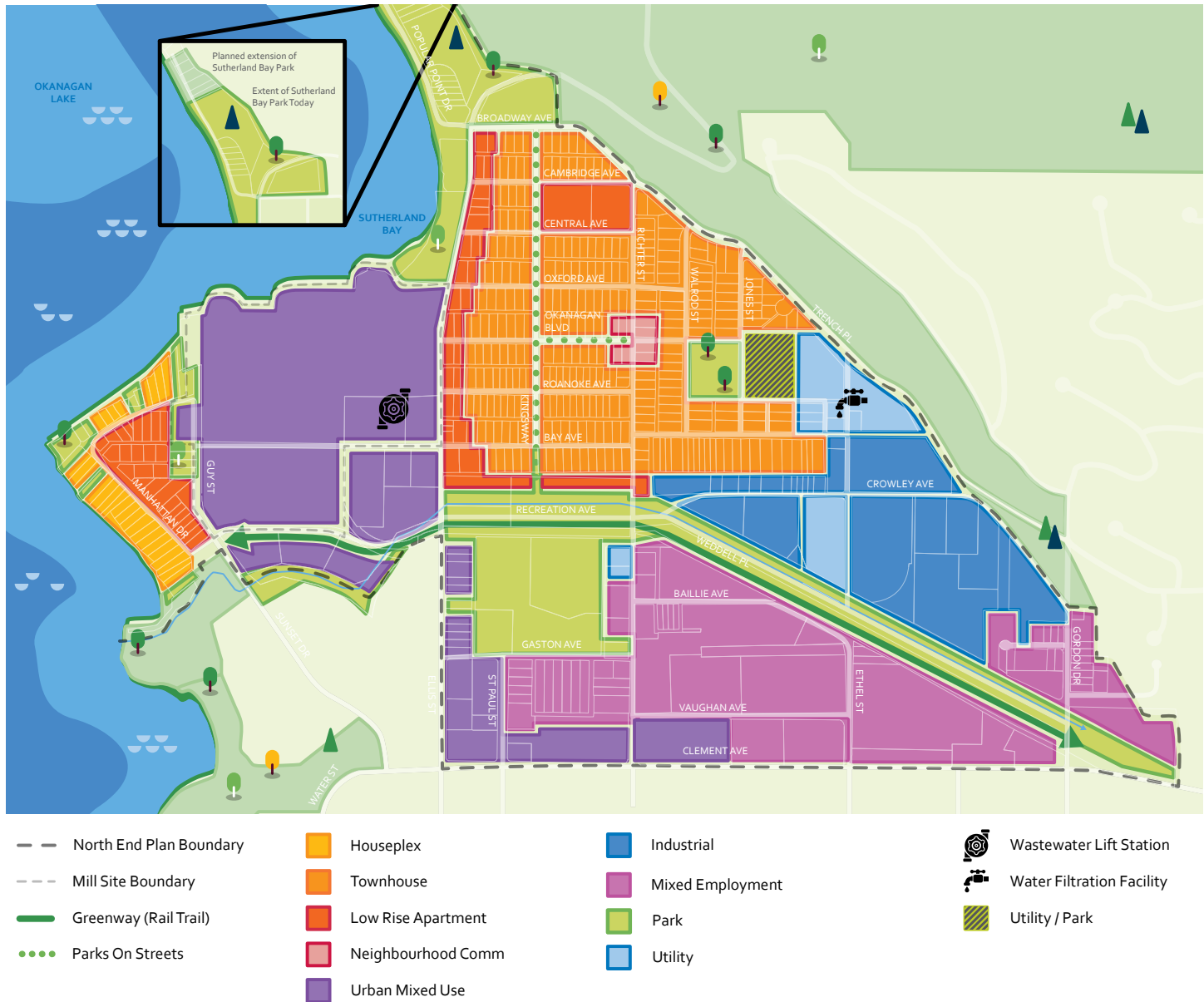


7 New and enhanced active transportation connections connecting the neighbourhood to downtown, the Rail Trail, and other nearby neighbourhoods

6 Realignment of Recreation Ave with Weddell Pl for better east west connectivity & other road improvements

2.3 Land Use & Development

Figure 3. North End Plan Land Use Concept



The North End is made up of a number of distinct areas, each with its unique geography, land use mix, identity and character. The policies specific to each sub-area are based on the Objectives listed in the previous section.

The main sub-areas are:

- ▶ The Downtown Urban Centre Expansion;
- ▶ Manhattan Point Neighbourhood
- ▶ Walrod Park Neighbourhood; and
- ▶ Mixed Employment District.

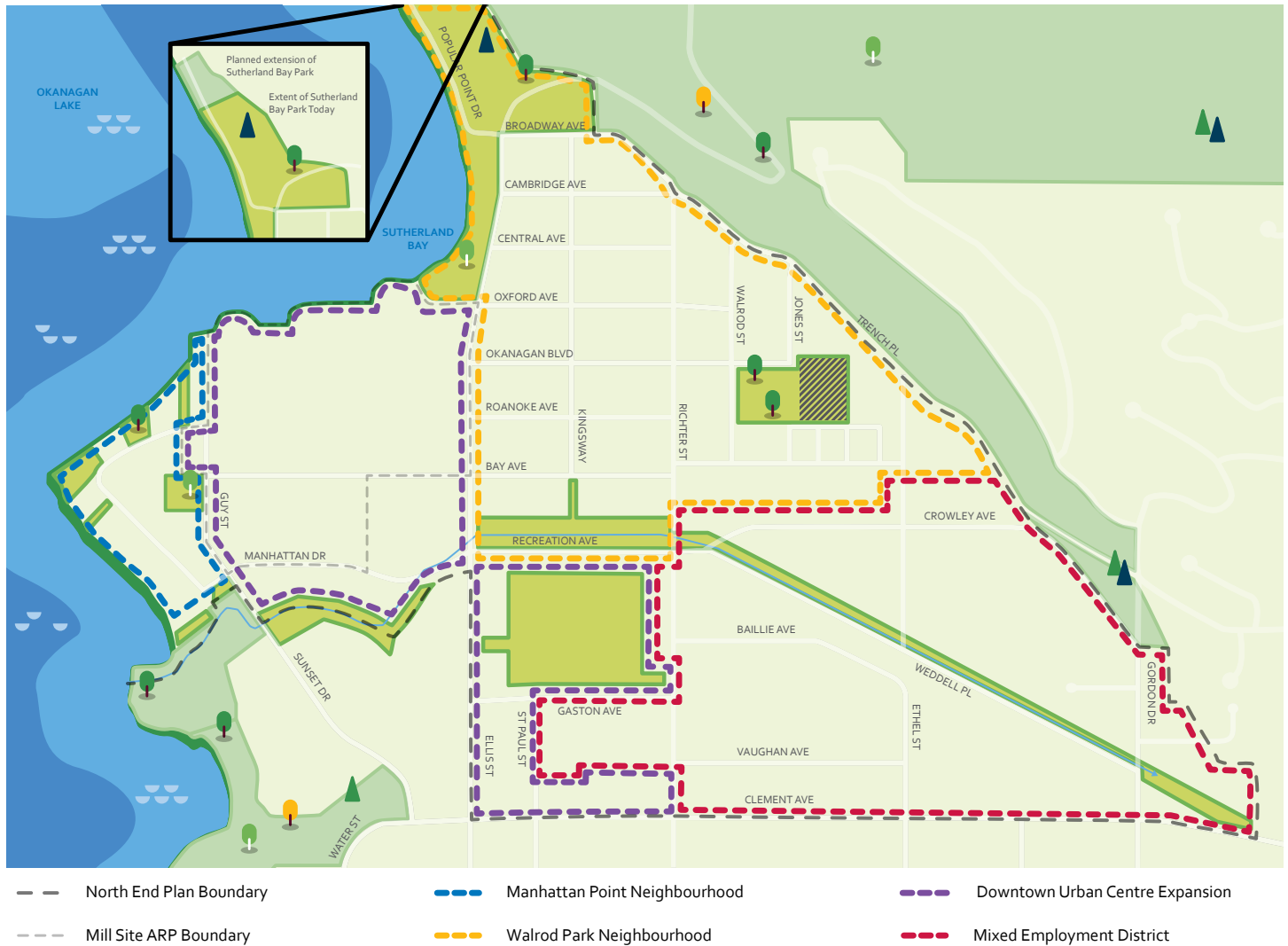
Each sub-area contains a concise vision as well as related policies.

2.3.1 Downtown Urban Centre Expansion

Vision

This part of the North End will become an expansion of Kelowna’s Downtown. Anchored by the Mill Site, the Downtown Urban Centre expansion will mix the best of urban living with fantastic public spaces on the Okanagan Lake waterfront alongside other key community amenities—including Recreation Avenue Park. As an extension of the Downtown, a mix of commercial, residential and institutional uses will be supported throughout the area.

Figure 4. North End Plan Sub-Areas



2.3.1.1 Mill Site

The Mill Site is a key area within the North End neighbourhood—given its large size and strategic location. It presents a rare opportunity to transform a neighbourhood and to address a range of important community objectives. The NEP supports the redevelopment of the Mill Site as an urban mixed-use, transit-oriented neighbourhood with residential, retail, office and institutional uses—provided certain public amenities are delivered and certain design criteria are taken into consideration.

The development program and site design for the Mill Site are being established through the Mill Site Area Redevelopment Plan (ARP). The expectation is that these amenity contributions and design criteria will be delivered through that process.

2.3.1.2 Recreation Avenue Park

As a Recreation Park that features both indoor and outdoor recreation facilities that serve the larger community and region, Recreation Avenue Park will be incorporated within the boundaries of the Urban Centre. The intention is to preserve Recreation Avenue Park with a mix of indoor and outdoor recreation facilities and improve these facilities over time. Through the North End Plan an opportunity has been identified to advance improvements to Elks Stadium to update and prolong the life of this important community amenity. In the longer term, consideration will be made as to whether new recreation facilities are appropriate to be introduced into the area.

Policy

- ▶ Support a mix of multi-unit housing, as outlined in the Land Use Concept map.
- ▶ Encourage a mix of residential unit sizes and tenures, including below-market housing, through incentives and updates of relevant policies and regulations.
- ▶ Include one or more retail hubs and/or retail high streets to meet the day-to-day needs of North End residents and those of nearby neighbourhoods.
- ▶ Encourage a variety of commercial and recreational destinations that attract visitors from across the city and region.
- ▶ Encourage the development of office, education and institutional uses and other varieties of employment to better balance living and working opportunities.
- ▶ Support the continuance of indoor and outdoor recreation facilities on Recreation Avenue Park, and consider new recreation facilities following feasibility assessment. Conserve Mill Site structures with potential heritage value.
- ▶ Taper building heights down as one approaches Okanagan Lake and towards Ellis St.
- ▶ Consider views of placemaking elements, like mountains, Okanagan Lake, retained heritage structures, proposed public art installations, for example, in site design planning.
- ▶ Encourage site design that reflects leading research and best practices in brownfield redevelopment and sustainable neighbourhood design.
- ▶ Provide a substantial waterfront public space with a continuous waterfront pathway on the Mill Site.

- ▶ Provide additional neighbourhood and community park space and plazas in other areas of the Mill Site.
- ▶ Ensure community facility space is provided on the Mill Site for public gathering, performance and cultural opportunities, and recreation.
- ▶ Support rezoning of Mill Site lands following the endorsement of the Mill Site Area Redevelopment Plan or similar comprehensive planning process.
- ▶ Require development and site design that strongly prioritizes travel by walking, biking and transit.

2.3.2 Manhattan Point Neighbourhood

Vision

Manhattan point will remain a predominately residential area and experience modest neighbourhood growth with the addition of ground-oriented infill housing and low rise apartment housing near the Mill Site.

Policy

- ▶ Support apartments up to 6 storeys between Manhattan Dr and Guy St in accordance with the Land Use Concept Map
- ▶ Support ground-oriented infill housing up to 3 storeys in accordance with the Land Use Concept map
- ▶ Acquire property for parks purposes both on the waterfront and on the interior of Manhattan Point as opportunities arise.
- ▶ Prioritize property acquisitions that allow for the expansion of existing parks areas and that increase park connectivity in the area.



2.3.3 Walrod Park Neighbourhood

Figure 5. Walrod Park Neighbourhood



Vision

This predominantly residential neighbourhood at the base of Knox Mountain will see moderate neighbourhood growth. This growth will be comprised of a mix of new single family homes, houseplexes and townhousing, with low rise apartments along the edge of the neighbourhood along Ellis and Recreation Avenue. New retail commercial opportunities to satisfy day-to-day needs will be supported, particularly on Ellis Street and at the corner of Richter Street and Okanagan Boulevard.

Walrod Park will be improved as a neighbourhood park. In addition, there will be opportunities for new sports fields and recreation to be added to the east of Walrod Park in conjunction with the development of a water filtration facility.

As redevelopment occurs north of Recreation Avenue Park, the opportunity will be taken to daylight, expand and naturalize Brandt's Creek, providing a welcome new neighbourhood amenity. Finally, Kingsway and

part of Okanagan Blvd will be transformed into a more parklike setting—providing more space for greenery and gathering between the destinations of Knox Mountain, Walrod Park, Brandt's Creek with pathway and the Mill Site.

Key Neighbourhood Features

Expanded Walrod Park

Walrod Park will be expanded to the east in connection with a future water filtration facility that will more than double the existing park space. This significant new amenity may either be developed as an expanded neighbourhood park or as sports fields/courts.

More details on the Water Filtration Facility can be found in the Municipal Utilities section.

Brandt's Creek Restoration

Figure 6. Brandt's Creek Restoration Looking North from Recreation Ave



Brandt's Creek was restored west of Ellis Street as part of the Canada Lands redevelopment in the 1990's. The improvements saw the daylighting of the creek and widening of the corridor as well as naturalization of the creek—including the introduction of some creek channel meanders as well as the addition of native vegetation in the creek bed. This restoration will continue eastward as the North End Plan is implemented.

Brandt's Creek will be restored through daylighting, widening and naturalization of the creek north of Recreation Ave between Ellis St and Richter St. Between Richter St and Gordon Dr the creek will be revitalized using existing right-of-way. In addition, all road crossings from Sunset Dr east will be upgraded to allow fish passage through to Gordon Drive, representing a significant expansion of naturalized areas and neighbourhood and wildlife connectivity.

Figure 7. Walrod Park Neighbourhood



Kingsway and a portion of Okanagan Boulevard east of Kingsway offer a unique opportunity to provide additional public space and greenery in the neighbourhood. Underused space in these streets will be converted to green and park space, using approaches like widening landscaped boulevards and bulb-outs, introducing pocket parks, increasing tree canopy, and programs to facilitate neighbourhood activities and events. A special emphasis will be placed on active transportation along these corridors to prioritize walking, biking and rolling. These streets link four important park areas in the neighbourhood: Knox Mountain Park, the expanded and improved Walrod Park, the revitalized Brandt's Creek with pathway, and the Mill Site Waterfront Park.

The parks on streets improvements would take place primarily within existing rights-of-way, with some dedication being sought at time of redevelopment to connect Kingsway to Recreation Avenue.

*Richter St / Okanagan Blvd Neighbourhood
Commercial Node*

While small-scale, neighbourhood commercial is supported throughout Core Area neighbourhoods, these businesses are especially encouraged into the North End neighbourhood at the intersection of Richter Street and Okanagan Boulevard to take advantage of the high traffic volume of the former with the parks on streets amenities of the latter—as well as the close proximity to the expanded and improved Walrod Park.

Figure 8. Ellis St Looking North at Oxford Ave



Sutherland Bay Park is a waterfront park at the very northwest of the neighbourhood that connects directly to Sutherland Bay. The park has been signalled for improvements as a City-Wide Park and is also signalled to expand north along Poplar Point Drive. As part of planned improvements, Poplar Point Drive is to be rerouted inland to make way for more park space directly adjacent the water. Public engagement and detailed planning for the improvement of Sutherland Bay Park will be conducted when that project is launched. Sutherland Bay itself will be identified for non-motorized use only—this is to include closing the Sutherland Bay boat launch to motorized craft.

Policy

- ▶ Support low-rise apartment housing on major corridors in the southwest area of the neighbourhood—including on Ellis St and Recreation Ave, as shown on the Land Use Concept map. Taper height down from 6 to 4 storeys on Ellis Street north of Oxford Ave and on Recreation Ave east of Kingsway.
- ▶ Support retail and commercial uses on the east side of Ellis St between Recreation Ave and Broadway Ave
- ▶ Support all forms of ground-oriented housing—up to and including townhousing—in the northeast residential area, as shown on the Land Use Concept map
- ▶ Encourage the introduction of a small-scale neighbourhood commercial node at the intersection of Richter St and Okanagan Blvd, as shown on the Land Use Concept map.
- ▶ Encourage and prioritize neighbourhood-scale, local retail businesses in retail areas.
- ▶ Expand Walrod Park to the east in the area shown on the Land Use Concept map when property is acquired by the City to accommodate the future water filtration facility.
- ▶ Introduce improvements to the expanded Walrod Park to better serve the needs of the neighbourhood.
- ▶ Daylight, widen and naturalize Brandt's Creek on the north side of Recreation Ave between Ellis St and Richter St—including by introducing natural meandering to the creek where practical; interventions to improve water quality and fish habitat; and introducing native vegetation in the creek bank.

- ▶ Introduce a pathway north of Brandt’s Creek between Ellis St and Richter St in connection with the Brandt’s Creek Restoration project to provide a full pathway connection adjacent the restored Brandt’s Creek from Rotary Marsh Park in the west to Gordon Dr in the east.
- ▶ Introduce parks on streets treatments on both Kingsway and a portion of Okanagan Blvd east of Kingsway to Richter St.
- ▶ Identify Sutherland Bay for non-motorized use only.
- ▶ Prohibit motorized boat use in the Sutherland Bay boat launch (the boat launch is to allow non-motorized boats only)

2.3.4 Mixed Employment District

Vision

The North End’s industrial area is an important part of the local and regional economy, offering unique services and businesses not found elsewhere in the city. It provides essential services and jobs in the central city, reducing travel distances and overall demand on the transportation network. Maintaining commercial activity and employment here is a priority. However, the area must evolve to leverage its unique location and respond to market dynamics. As such, the North End Plan focuses on allowing a broader range of commercial uses to enhance service variety and job diversity, while also transitioning sensitively to adjacent residential neighbourhoods. This requires different approaches in different parts of the district:

- ▶ Industrial Area; and
- ▶ Mixed Employment Area

2.3.4.1 Industrial Area

Industrial Area will continue to support General Industrial uses; however, additional commercial uses, such as office, would be supported on a limited and conditional basis mainly on upper storeys of development. The main aim of the area will be to preserve opportunities for industrial services and jobs while also increasing the diversity and concentration of services and jobs in the area.

2.3.4.2 Mixed Employment Area

The southern part of the Mixed Employment District has recently seen an influx of craft breweries and other small-scale industrial businesses as well as retail shops, personal service establishments and office uses. This has occurred partly due to a relaxation in zoning rules on certain streets in the area as well as a series of spot zonings. Mixed Employment Area will expand the scope and scale of the zoning relaxations that have been instituted to date and also permit more commercial uses by right. The end result will be an area that will continue to support industrial businesses and employment, but will also support a much broader range of commercial enterprises.

Richter Street between Clement Avenue and Bay Avenue in particular already hosts a variety of businesses and acts much like a high street. The North End Plan proposes to formally recognize this street as a high street and, as a result, to prioritize pedestrian-friendly design. As part of this, alternative road cross-sections not included in Subdivision, Development and Servicing Bylaw No. 7900 may be considered as part of implementation of the Plan.

Policy

- ▶ Support a greater variety of employment uses in the Mixed Employment District to grow the numbers of services and jobs in the North End.
- ▶ Develop new regulatory and zoning approaches to support light-industrial mixed-use in the area indicated on the Land Use Concept map—with due consideration to restrictions in the Building Code.
- ▶ Explore new regulatory and zoning approaches to help support craft breweries and other small-scale industrial business as well as retail businesses, personal service establishments and office uses in Mixed Employment Area.

³ General Industrial uses will be permitted; however, Outdoor Storage will not.

- ▶ Identify Richter Street between Clement Avenue and Bay Avenue as a high street and prioritize pedestrian-friendly design features including, but not limited to:
 - ▶ Street furniture;
 - ▶ Space for pedestrian movement and outdoor patios;
 - ▶ Pedestrian scale lighting;
 - ▶ Removal of visual clutter;
 - ▶ Street trees and planted boulevards; and
 - ▶ Placemaking features.
- ▶ Ensure active transportation is prioritized in Mixed Employment Area.
- ▶ Restore Brandt’s Creek between Richter Street and Gordon Drive by introducing natural meandering to the creek where practical; interventions to improve water quality and fish habitat; and the introduction of native vegetation in creek banks.

2.3.5 Affordable Housing

The NEP objectives speak to the need to increase housing options across the Housing Wheelhouse to provide opportunities for residents of all income levels. Further, the objectives express the need to provide appropriate supports to people experiencing homelessness and housing instability through all housing transitions. It is understood that these objectives cannot be met through market-rate housing alone—instead, below-market and supportive housing are also needed.

It is recognized that housing with supports, including below-market housing, are city-wide needs, and that their siting should be distributed across the community—with a focus on the Core Area and in Urban Centres where there is easiest access to needed services and amenities.

The North End Plan reiterates the importance of continuing to work with other levels of government and the non-profit sector to deliver additional below-market and supportive housing opportunities in the neighbourhood.

While the ultimate goal is to ensure that everyone in Kelowna has a home, the reality is that emergency shelter space remains a need. Because of this the City also works with partners to provide suitable temporary emergency space in appropriate locations in the community. This effort too will continue and the City will advocate for and identify opportunities to partner to provide purpose-built emergency shelter space in the North End.

Policy

- ▶ Pursue opportunities to partner to deliver below-market housing, supportive housing and purpose-built emergency shelter space in the North End neighbourhood.
- ▶ Recognize that a relatively high percentage of residents in the North End are renters and/or live in below-market housing developments, and address and mitigate gentrification and resident displacement through the promotion and inclusion of affordable housing and accommodation.
- ▶ Ensure a component of below-market housing is included in the redevelopment of the Mill Site (through the Mill Site ARP) to help address housing affordability.

2.3.6 Heritage

As part of the Background Study for the NEP, Staff commissioned a Historical Context Statement (HCS) for the North End neighbourhood from a Certified Heritage Professional. The HCS identified numerous heritage resources in the neighbourhood and proposed a host of mechanisms through which these resources might be conserved.

One of the recommendations in the HCS is that Kelowna add the identified properties to the City’s Heritage Register, and that the Heritage Register be expanded to include other vital community heritage assets. The North End Plan policy framework supports this.

On a related point, it has been noted that Okanagan Blvd between Ellis St and Kingsway is a unique corridor in that the original wartime homes there, each with heritage value, are almost all entirely intact. It is recognized that heritage value increases where heritage assets are highly clustered together—as is the case here. As such, it is proposed that this corridor receive additional measures to maximize opportunity for conservation—especially through support for Heritage Revitalization Agreements’ change to ‘measures to maximize opportunity for conservation, especially through support for Heritage Revitalization Agreements (HRA)—including but not limited to HRAs that support commercial uses.

Policy

- ▶ Encourage property owners who own property with identified heritage value to add their property to the City’s Heritage Register.

- ▶ Support the development of Heritage Revitalization Agreements for all wartime homes with heritage value on Okanagan Blvd between Ellis St and Kingsway—including but not limited to HRAs that support commercial uses.
- ▶ Actively promote and support public education initiatives to raise awareness and appreciation of Indigenous and Settler history in the North End.
- ▶ Proactively support the identification, preservation, and protection of archaeological artifacts and sites to safeguard cultural heritage

and civic engagement. Parks and public spaces also play a role in enhancing the aesthetic appeal, identity and character of neighbourhoods, creating a sense of place and belonging. Furthermore, parks and public spaces support ecological functions, such as stormwater management, habitat protection, biodiversity conservation and climate change mitigation and adaptation. By providing these multiple benefits, parks and public spaces add value to neighbourhoods and make them more attractive, livable and resilient.

Growing neighbourhoods in particular areas such as the North End often need additions and improvements to the existing park network to meet increasing demands from a growing population.

The North End Plan objectives related to parks build on those found in the OCP and focus on offering a variety of park types to meet multiple needs, greater access to the lake, and increased park connectivity.

2.4 Parks & Public Spaces

Parks and public spaces are a vital part of neighbourhoods for their role in contributing to the health and well-being of residents and visitors. They provide opportunities for recreation, leisure, social interaction, cultural expression, environmental education

Figure 9. North End Plan Parks



Parks additions and improvements and related policies are introduced in the Land Use & Development section above. Here we summarize the big-picture vision for parks in the neighbourhood as a whole.

Parks Vision

In the North End, opportunities will be pursued to add waterfront park at multiple locations, including on the Mill Site and Manhattan Point, while planned improvements to Sutherland Bay Park will round out the waterfront park network in the area. These waterfront park additions and improvements will serve the growing population in the North End and will also draw visitors from across the city, as well as tourists.

Walrod Park will be developed as a valuable neighbourhood park and will be expanded to the east with opportunities for sports fields and recreation at the time of the development of a water treatment facility.

Brandt's Creek will be restored east of Ellis St to include daylighting, channel widening, meander improvements, road crossing upgrades, water quality and fish habitat improvements, as well as the addition of native vegetation. In addition, new pathways will be introduced to ensure a continuous pathway connection adjacent the creek from one end of the neighbourhood to the other—beginning at Rotary Marsh Park in the west and extending to Gordon Dr in the east. Finally, parks on streets will be introduced on Kingsway and a portion of Okanagan Blvd between Kingsway and Richter to add additional park and green space to the neighbourhood and to help link four important park areas: Knox Mountain Park, the expanded and improved Walrod Park, the restored Brandt's Creek with pathway, and the Mill Site Waterfront Park.

2.4.1 Neighbourhood School

School District 23 (SD23) has expressed the need for an elementary school in the central core of the city to serve both existing households and expected growth—including expected growth signalled through the North End Plan and Mill Site ARP. Over the course of the planning process, several sites in the North End were identified as having potential to act as a future school site.

The School District remains open to locating the future school at a site in the North End or at an alternative site Downtown. At time of publication, no specific site had yet been identified to accommodate the future school. The City will continue to work with SD23 to locate an elementary school in or around the North End and Downtown Urban Centre to serve existing households and expected growth.

Policy

- ▶ Design parks and public spaces in the North End neighbourhood to be inviting and welcoming to all
- ▶ Partner with School District 23 to identify sites for an elementary school in the North End and other central core neighbourhoods to meet the demands of a growing population.
- ▶ Use the Urban Forestry Strategy to guide decision-making on tree-planting and canopy targets for the neighbourhood.

2.5 Land Use Change & Neighbourhood Growth

The land use direction in the North End Plan has the potential to bring approximately five thousand new housing units to the neighbourhood with some ten thousand new residents in the next 30 years—with roughly 70% of this new growth expected on the Mill Site. New commercial space on the Mill Site and efforts to increase the variety and concentration of jobs in employment lands in the North End is also expected to introduce a substantial number of new jobs—potentially doubling the number of existing jobs.

The new growth is significant and servicing it calls for careful planning. The next sections turn to how the North End Plan responds to the transportation and servicing needs of the neighbourhood.

2.6 Transportation

Figure 10. Looking South on Ellis St at Bay Ave



As the North End develops the number of people traveling within, to and from the neighbourhood will significantly increase. While the Mill Site will be the focus for many trips, a significant number will travel to denser development areas along Ellis and employment areas in the southeast of the neighbourhood. As a result, the North End's transportation network will transform from its relative quietness today, to a bustling multimodal network in the future.

Due to Okanagan Lake and Knox Mountain, road and transit access is limited to the North End's southern edge—along Clement Ave. In the future Clement will be far busier. Growth along Glenmore, in Downtown and in the North End along with the extension of Clement from Spall to Highway 33 will all attract more trips to Clement Ave.

As a result, the capacity of intersections along Clement will limit future vehicle travel in and out of the neighbourhood. While opportunities to expand intersections are proposed, there are limits on how much capacity can be increased. Because of this, future travel demand from the North End cannot be accommodated by increasing vehicle capacity alone. To address this, the plan adopts strategies to retain more trips within the neighbourhood while increasing the viability of more efficient modes—including walking, biking and transit—for trips leaving the neighbourhood.

To support future travel demand, the North End Plan proposes improvements to infrastructure for all forms of transportation—but with an emphasis on active transportation and transit. Ultimately, failure to facilitate the shift toward these forms of transportation will limit the livability and growth potential of the neighbourhood.

2.6.1 Walking

Efforts must be made to ensure walking is the most attractive travel option for short trips of less than 1.25km or 20min within the neighbourhood and to the north half of Downtown. This must include a comfortable, attractive and continuous pedestrian network within the neighbourhood. On neighbourhood streets, continuous and comfortable sidewalks, weather protection from street trees and slower vehicle speeds can make walking more attractive. On major roads wider sidewalks, street trees and improved crossing points can increase comfort and safety. Within developments walking (and cycling) connections can break up blocks and get people to destinations faster while varied and engaging frontages can make walking more enjoyable. The more comfortable, safe and convenient walking is, the more people will walk to nearby destinations and the less pressure there will be on the North End's internal street network.

Policy

- ▶ Advance improvements to pedestrian infrastructure to ensure walking is the most attractive travel option for short trips within the North End and to the north half of Downtown.
- ▶ Urbanize streets, including sidewalks, boulevards and street trees on new and existing streets as development advances (also see section on Neighbourhood Streets Network).
- ▶ Develop safe and comfortable pedestrian crossings to connect sidewalk and pathway networks.
- ▶ Create connections through development sites to break up blocks and shorten walking distances between destinations.
- ▶ Encourage engaging frontages to make walking a more interesting and attractive experience.
- ▶ Use street trees and other landscaping to provide shade and weather protection for people walking.
- ▶ Develop separate spaces for pedestrians and cyclists along the Waterfront Pathway and the Okanagan Rail Trail to reduce future user conflicts as these facilities become busier.

2.6.2 Biking & Rolling

Many of the City's most important day to day destinations including employment, post secondary school and services are within a 20min/6km bicycle ride or roll of the North End, including; Downtown, Parkinson Recreation Centre, KGH, Pandosy, Okanagan College, Kelowna Secondary School, Capri, Landmark and Orchard Park.

The bike/roll network should be comprehensive, largely separated from vehicle traffic, and be comfortable and convenient for riders of all ages and abilities. In addition to infrastructure, shade and weather protection, end of trip facilities, including secure and conveniently accessible parking, and change/shower facilities, should be developed. These efforts, plus the growth of electric bikes, scooters and other micromobility devices will make biking and rolling viable for even more trips.

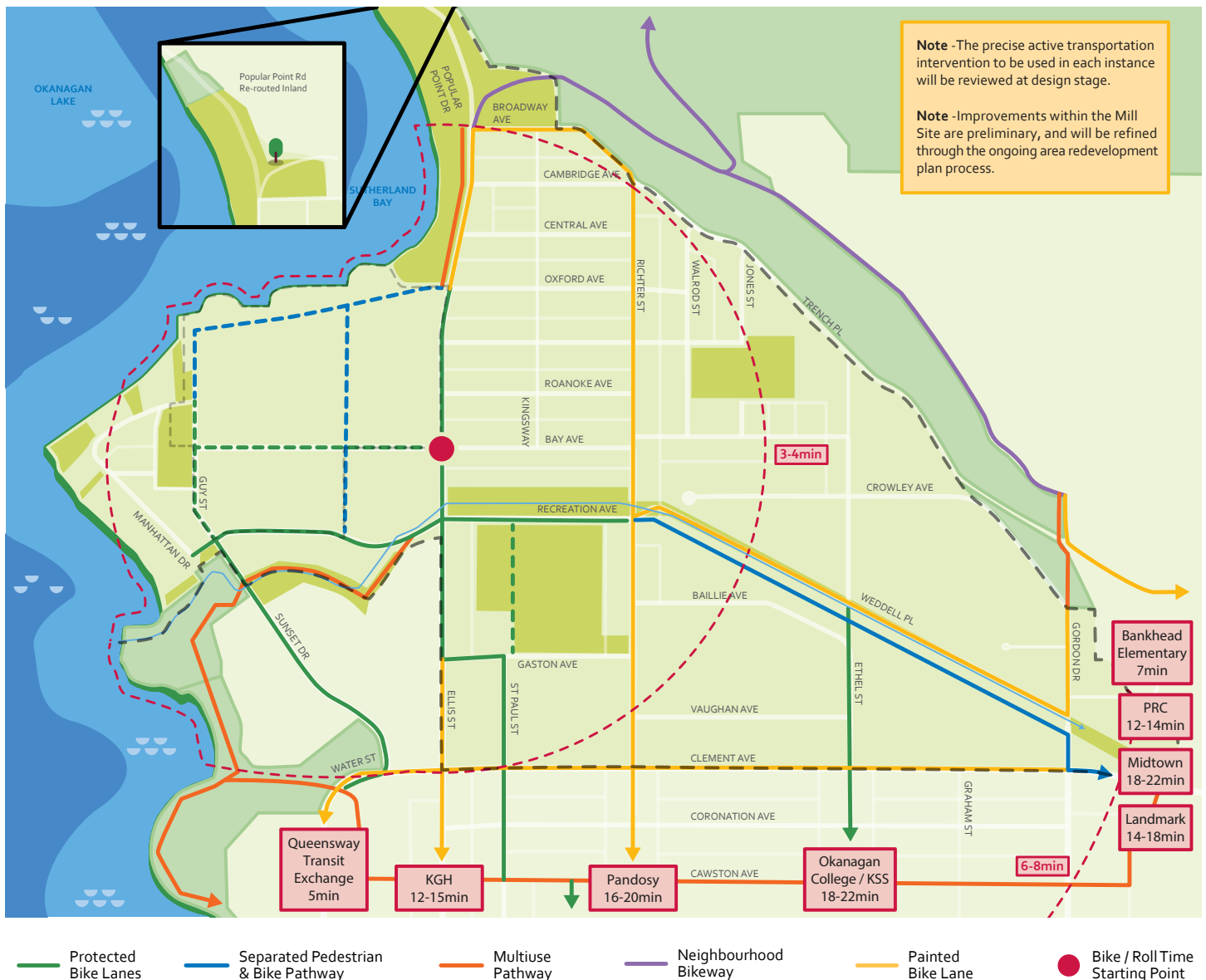
The more comfortable biking and rolling is, the less pressure there will be on both the North End street network and key intersections entering the neighbourhood.

Policy

- ▶ Advance improvements to biking infrastructure to ensure biking/rolling is a safe and comfortable transportation option for medium-length trips within the neighbourhood and to other nearby neighbourhoods.
- ▶ Extend the protected bike lane network north from Downtown into the North End, including:
 - ▶ Extending the Waterfront Pathway for cycling via Sunset Dr, Guy St and along the lakeshore to Sutherland Bay Park;
 - ▶ Linking to Downtown and the Cawston Active Transportation Corridor (ATC) via Sunset Dr;
 - ▶ Extending the planned Bertram ATC from Downtown north to the Okanagan Rail Trail and Knox Mountain via St. Paul and Ellis streets;
 - ▶ Consider routing the Bertram ATC through Recreation Avenue Park, from Gaston to the Okanagan Rail Trail, in coordination with a future park planning process. Consider reallocating freed up space on Ellis St for on-street parking, transit priority measures, and other transportation needs identified at the time; and
 - ▶ Extending the Ethel ATC from Cawston to the Okanagan Rail Trail. If a school is developed near Walrod Park in the future, consider the extension of the Ethel ATC to the Mill Site via Walrod Park and Okanagan Blvd.

- ▶ Ensure there is a grid of ATCs around and within the Mill Site (through the Mill Site ARP) to provide residents convenient access to services and connections to the surrounding bike network.
- ▶ The ATC on Guy St will form the main active transportation link between the waterfront pathway on the Mill Site and the waterfront pathway that begins south of Rotary Marsh Park—until such time as a waterfront pathway can be established to link these two points. As such, an effort must be made to ensure this corridor gives ample space to pedestrians and cyclists and is of an especially high design standard—similar to the standard on the east side of Sunset Dr further south.
- ▶ Develop separate spaces for pedestrians and cyclists along the Waterfront Pathway and the Okanagan Rail Trail to reduce future user conflicts as these facilities become busier.
- ▶ Review the Rail Trail crossing at Clement Ave and Gordon Dr for potential improvements.
- ▶ Maintain existing on-street bike lanes on Ellis St, Richter St, and Broadway Ave and add bike lanes on Gordon Dr.
- ▶ Support the development of public and private end of trip cycling facilities.
- ▶ Increase the comfort of biking facilities by providing tree canopy cover to increase weather protection.

Figure 11. North End Plan Biking / Rolling Network



2.6.3 Transit

Transit will be an increasingly important option for future North End residents travelling to jobs, services and activities that are too far for most to walk, bike or roll. Transit services should focus on connecting residents with employment and services directly (no transfers), or where required, transfers at major exchanges. To make transit more attractive, service levels should be increased over time as ridership grows with development. Frequent transit will extend to the North End with a transit terminus developed within the Mill Site. As the neighbourhood grows, service improvements will be coordinated with BC Transit, the regional transit provider.

In the longer term, it is expected that even higher capacity transit service will be needed to serve the neighbourhood. The Richter Corridor Study, currently underway, is investigating the potential for future transit corridors between Pandosy and Downtown. Long-term connectivity to the North End is also being explored as part of this work.

The more convenient transit is, the more people will ride transit and the less pressure there will be on key intersections entering the North End along Clement, but also throughout the Core Area street network.

Policy

- ▶ Increase transit service incrementally and concurrent with neighbourhood growth, to ensure transit is a viable and attractive alternative to the automobile for trips that are otherwise too far for walking, biking and rolling.
- ▶ Improve transit service to the North End, including;
 - ▶ More frequent service on the existing local bus Route 2—connecting to Downtown and other transit routes via the Queensway Exchange.
 - ▶ Shorten the loop on Route 2 to provide two-way service on Ellis St from the Mill Site south.
 - ▶ Reroute Routes 6 and 18 north from Cawston Ave to Clement Ave. This will increase access to transit for the southern parts of the North End, including employment areas adjacent to Clement Ave, and improve access to the Glenmore Valley, UBC and employment areas near UBC and the airport.
 - ▶ Extend Route 1, a frequent service route, to a northern terminus within the Mill Site. This would provide a no-transfer ride to employment and services in Downtown, KGH, Pandosy, Okanagan College and further south along Lakeshore.
 - ▶ Extend route g8, a new RapidBus service being fully implemented in the coming years, to a northern terminus within the Mill Site. This would provide a no-transfer ride to employment and services in Downtown, Capri, Landmark, Midtown, Rutland, Reid's Corner and UBC.
- ▶ Upgrade bus stops and their amenities within the North End, including shelters and pull outs where appropriate.
- ▶ Develop a transit terminus exchange centrally located within the Mill Site to support up to two frequent transit routes. Locate the exchange centrally within the site, adjacent to day-to-day services and with efficient access and egress from Ellis St. Include a mobility hub at the exchange and support the future fleet conversion to battery electric buses. Link the exchange to the rest of the Mill Site, and adjacent neighbourhoods, with effective walking and biking connections.
- ▶ Take direction from the Richter Corridor Study to prepare for higher capacity transit to be introduced in the neighbourhood as the need arises. This should include, but not be limited to, expanding right-of-way on identified future higher capacity transit corridors as opportunity arises.

Figure 12. North End Plan Transit Network



2.6.4 Neighbourhood Street Network

Neighbourhood streets are local and collector streets that provide access to homes and businesses, connect to the major road network, and provide valuable local public spaces.

Many of the neighbourhood streets in the North End are missing sidewalks and have gravel shoulders instead of gutters for drainage. While this treatment may work well enough when street activity is low, there will be increasing challenges as more people are walking, biking, driving, and parking on neighbourhood streets in the North End. The Plan proposes improving the neighbourhood street network to address these challenges.

The North End Plan proposes traffic calming on neighbourhood streets to address specific impacts associated with adjacent development. Neighbourhood streets in the remainder of the North End could be considered for traffic calming through the City’s general traffic calming program.

Policy

- ▶ Advance infrastructure improvements to the neighbourhood street network as development proceeds to better accommodate mobility, accessibility and safety for all modes of transport.
- ▶ Urbanize existing neighbourhood streets through the City’s Neighbourhood Streets Urbanization program as redevelopment occurs with priority given to blocks that experience the most development.
- ▶ Introduce traffic calming measures on neighbourhood streets to manage vehicle traffic from specific development areas. Manage speeds to maintain a comfortable street environment.
- ▶ Consider traffic calming and access restrictions east of Ellis on Bay, Roanoke, Okanagan and Oxford to prevent short-cutting between the Mill Site and Richter.

- ▶ Consider traffic calming within Manhattan Point until continuous sidewalks can be constructed through street urbanization enabled by development.
- ▶ Consider traffic calming through the City's Neighbourhood Traffic Calming Program on other streets as need arises.
- ▶ Increase tree canopy cover to increase weather protection by planting street trees within boulevards and medians.
- ▶ Urbanized streets should encourage infiltration of stormwater to reduce the frequency and scale of spill over into the piped storm system.

2.6.5 Major Road Network

While alternative forms of transportation will play an increasingly important role in servicing the North End, vehicles will continue to play a role for trips where other options are less feasible and for goods movement. This will be particularly true for trips accessing jobs, services and destinations in parts of the City that would require longer cycling trips or are not well served by transit.

Vehicle access to the North End is limited by the capacity of intersections along Clement Ave. As east-west traffic on Clement Ave grows (as anticipated with growth Downtown and the extension of Clement towards Highway 33), the number of vehicles that can access the North End will be constrained. With development in the North End, traffic volumes on the neighbourhood's major road network will increase, particularly along and approaching Clement Ave.

The design of roads in the North End should reflect their adjacent land use context. In denser areas streets should be designed to accommodate high levels of activity from all modes of transportation. In industrial areas access for commercial vehicles must be considered. While the major road network will convey high levels of vehicle traffic, it must also serve all modes of travel, and the roads themselves should be places that are comfortable and enjoyable to walk, bike and access transit. The urbanization of major roads in the North End is equally about improving access to transit and walking/biking connections as it is about optimizing vehicle capacity. This balance will be addressed during the road improvement design stage.

From Richter St west, the use of Urban Centre cross sections is recommended, reflecting denser land uses and a greater mix and intensity of street users. East of Richter, Core Area cross sections are recommended, reflecting more moderate development scale and a more balanced mix of street users. A map of proposed road classifications is provided in Figure 13. These road classifications are based on the expected volume and mix of people using the street in different modes and do not necessarily align with specific Future Land Use Designations.

Richter Street in particular is being identified as a high street between Clement Avenue and Bay Avenue. For this reason, street parking should initially be prioritized on this street over auxiliary lanes meant to optimize traffic flow. As development proceeds in the North End, and traffic volumes increase, the trade-off between street parking and auxiliary lanes will need to be reconsidered.

Policy

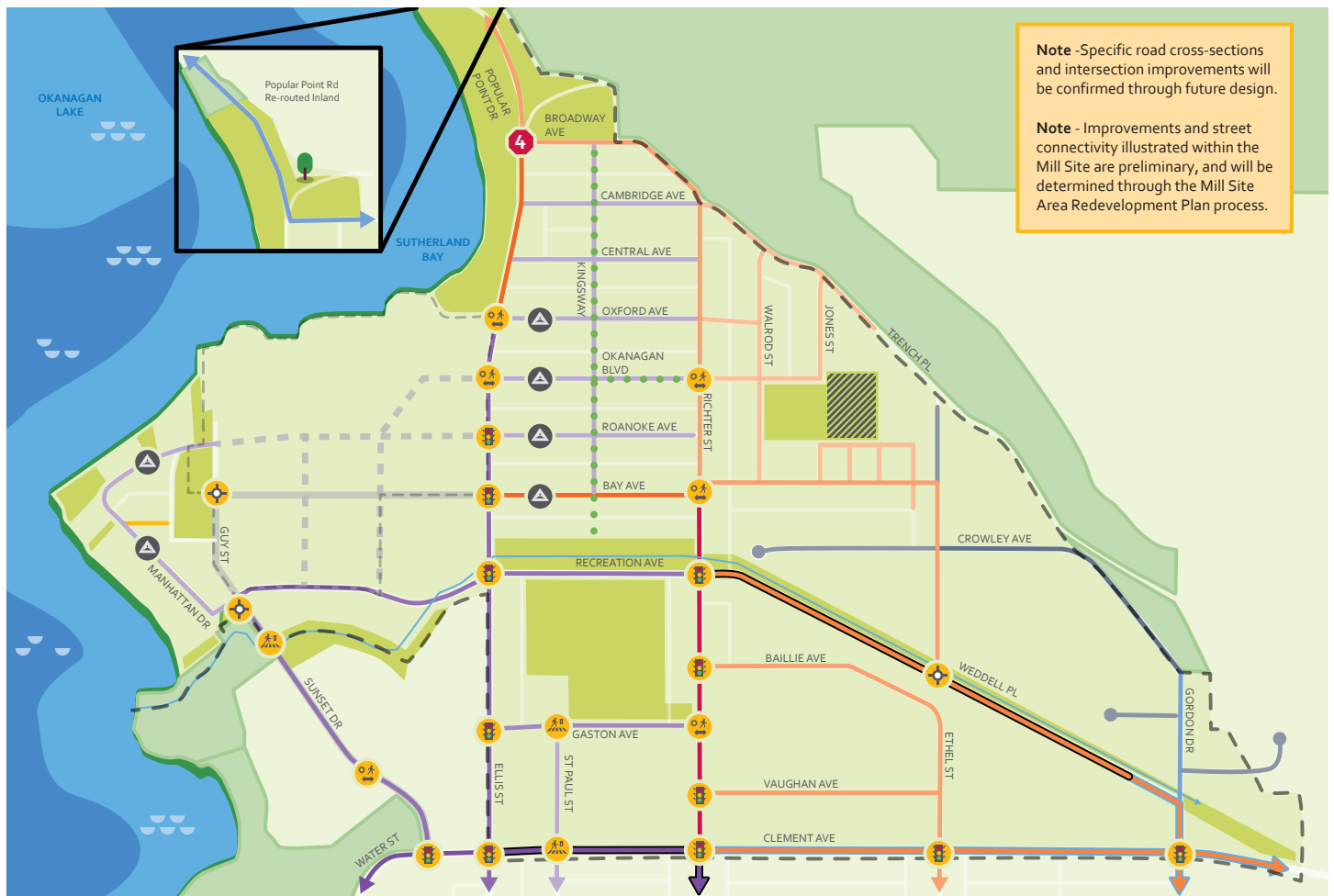
- ▶ Advance infrastructure improvements to the major road network in the North End, where possible, to accommodate all modes of transportation—including car traffic and goods movement.
- ▶ Urbanize Ellis St (to Oxford Ave) and Richter St (to Bay Ave) as minor arterials north from Clement Ave.
- ▶ Prioritize street parking on Richter Street initially, in recognition that it is identified as a high street.
- ▶ Reconfigure Sunset Dr and Guy St (to Bay St) as minor arterials to improve access to the west side of the Mill Site.
- ▶ During the design stage for road improvements, balance the needs of vehicles, transit, walking and cycling with due consideration for the adjacent land use context and goals of the North End Plan.
- ▶ Create a continuous east-west minor arterial from Sunset Dr to Gordon Dr by linking together existing streets (Manhattan Dr, Recreation Ave and Weddell Pl).
- ▶ Improve intersections along Clement Ave (within constraints) to expand vehicle capacity.
- ▶ Expand and upgrade the intersection at Clement Ave and Gordon Dr. Review the routing of the Okanagan Rail Trail through the intersection.
- ▶ Upgrade intersection controls within the North End to accommodate increased vehicle, transit and active transportation demand.

- ▶ Require internal transportation networks on the Mill Site integrate seamlessly into the surrounding walking, biking, transit and vehicle networks in the North End. Extend the North End street connectivity and limit building access to internal connected streets.
- ▶ Increase tree canopy cover to increase weather protection by planting street trees within boulevards and medians.

- ▶ Urbanized streets should encourage infiltration of stormwater to reduce the frequency and scale of spill over into the piped storm system.

To fully address the transportation challenges over the long-term additional shifts in travel behaviour beyond the actions proposed in the NEP will be required. In connection with this, as mentioned, higher capacity transit is also expected to eventually be needed to service the North End neighbourhood.

Figure 13. North End Plan – Recommended Future Street Network Classifications



Road Classification	Urban Centre	Core Area	North End Plan Boundary	Mill Site Boundary	Mill Site (Road Network TBD)	Industrial Area	Parks on Streets	Traffic Control	Traffic Signal	Roundabout	Pedestrian Half Traffic Signal	Pedestrian Warning Plaque	Truck Route	Traffic Calming	All Way Stop	4	
Major Arterial	—	—	---	---	---	---	---	Traffic Signal	⚡	⦿	⚠	⚠	—	⦿	⦿	⦿	⦿
Minor Arterial	—	—	---	---	---	---	---	Roundabout	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Collector	—	—	---	---	---	---	---	Pedestrian Half Traffic Signal	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Local	—	—	---	---	---	---	---	Pedestrian Warning Plaque	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿

2.6.6 Transportation Demand Management and Curb Space Management

Beyond infrastructure improvements, congestion can also be mitigated through policies and programs that encourage and support residents, visitors and businesses to make more efficient use of the transportation network.

Known as Transportation Demand Management (TDM), these measures focus on reducing travel demand, shifting travel to periods with more capacity, and shifting trips from cars to more efficient travel modes. TDM can also make it easier for households to own fewer vehicles, reducing traffic and demand for parking. Both these outcomes can reduce congestion on the road network.

TDM measures often include a combination of incentives, education, and awareness to change travel behaviour. TDM is most effective when used in combination with infrastructure and service investments that provide viable alternatives to cars. Common TDM measures include improved access or subsidization of car share, public transit, and micromobility; end of trip/ parking facilities for biking; the unbundling of parking costs from residential unit costs; as well as the reduction or elimination of off-street parking requirements for new developments—the latter of which allows the market to determine the supply and price of parking. These measures are typically integrated into new developments, but may also be applied on a larger scale. While future developments in the North End will be strong candidates for TDM, a coordinated city-wide approach to TDM is recommended.



With future development the demand for on-street parking will increase while the supply of on-street parking will remain fixed or fall. As demand grows, active management of on-street parking will be required – as occurs in the Downtown and Pandosy Urban Centres today. On-street parking is a public resource and balancing access between local residents and neighbourhood visitors should be pursued.

In addition to vehicle parking, curb space should be considered for other uses. The demand for curb-side delivery and drop-off services has recently grown and is likely to continue to grow in the future, and with this the provision of on-street loading zones will increase in importance. Add to this the needs of public transit as well as parking for bikes and other micromobility devices.

Where curb space is not required for transportation uses, consider uses that create more interesting streetscapes and support local businesses such as parklets and patios.

Policy

- ▶ Integrate TDM into future developments within the North End to accelerate transportation behaviour change and reduce pressure on the major road network.
- ▶ Develop a city-wide TDM framework.
- ▶ Actively manage on-street parking, as development advances and as required.
- ▶ Consider curb space management to address parking, loading, transit and non-transportation uses.



2.7 Utilities

2.7.1 Municipal Utilities

Servicing the growing North End neighbourhood with reliable drinking water, wastewater collection, stormwater management and flood protection requires careful planning. Provision of municipal utilities will reflect the City's commitment to the efficient delivery of services, sustainable development, and environmental stewardship. In addition to the routine replacement of older utilities infrastructure in the area over time, the following major infrastructure projects have been identified for the North End.

2.7.1.1 Water

Water Filtration Facility

The City must plan for a water filtration facility in the North End. Interior Health, the regulator of this requirement, monitors turbidity levels in Okanagan Lake water. As long as the raw water quality remains high, as it is today, the need for filtration can be deferred indefinitely. The need for filtration predates the North End Plan and is not triggered by growth connected to the Plan. A specific location at the east end of the neighbourhood—east of Walrod Park—has been identified to accommodate the facility.

Dilworth Reservoir Expansion

The residential and commercial growth supported on the Mill Site and in the broader North End will trigger the need for a significant expansion of the Dilworth Reservoir to service the neighbourhood with water.

2.7.1.2 Stormwater Management

Brandt's Creek Restoration

Numerous areas in the North End adjacent Brandt's Creek—including a large portion of the Mill Site—are within the 100 year floodplain of the creek. To help mitigate the risk for flooding in the area, the restoration of Brandt's Creek is proposed.

As noted earlier, there is an opportunity to restore Brandt's Creek east of Ellis Street to Gordon Drive. The opportunity is to improve the creek in this area in a similar vein to that initially proposed under the Mill Creek to Brandt's Creek Diversion project. Proposed improvements under that project included:

- ▶ Daylighting sections of the creek currently culverted;
- ▶ Introducing meandering to the creek;
- ▶ Interventions to improve water quality and fish habitat; and
- ▶ Introducing ecologically sensitive vegetation on creek banks.

Expected benefits include:

- ▶ Improving capacity of the creek to absorb stormwater runoff—thereby improving flood protection;
- ▶ Improving stormwater quality
- ▶ Improving the health and biodiversity of the creek ecosystem, and providing habitat for fish, birds, insects, and other wildlife; and
- ▶ Enhancing the aesthetic and recreational value of the creek for residents and visitors.

Central Ave Stormwater Outfall Renewal

The stormwater outfall at the west end of Central Ave that historically outlets to Okanagan Lake at Sutherland Bay requires repair to optimize performance.

2.7.1.3 Wastewater

Mill Site Lift Station & Wastewater Network Rationalization

A new lift station will be needed on the Mill Site to serve growth for that site and future growth in other areas of the North End. In connection with this, there is a plan to reroute the existing wastewater network in the area to optimize the efficiency of the system.

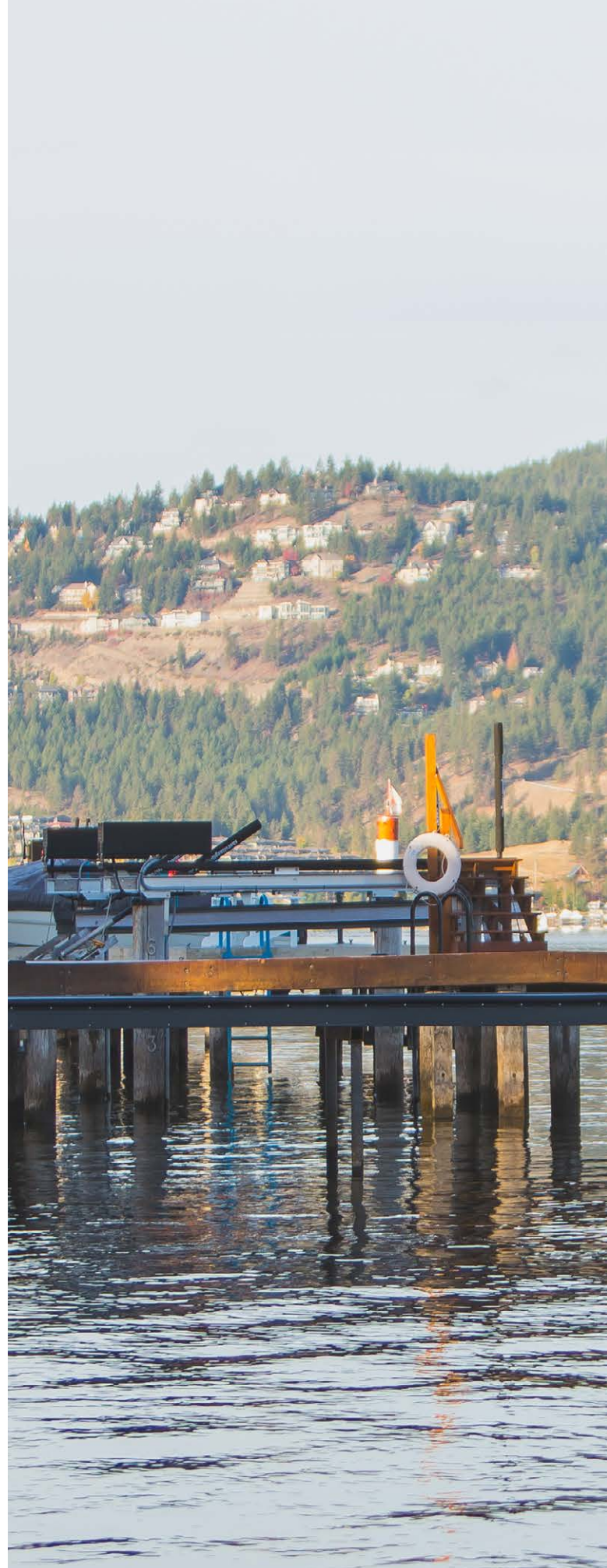
2.7.2 Private Utilities

2.7.2.1 FortisBC

FortisBC, the local electricity provider, has informed the City of the need for a new substation in the North End to serve growth both in the Mill Site as well as the broader North End neighbourhood. Staff will continue to work with Fortis BC to identify a suitable site to accommodate the needed utility.

Policy

- ▶ Expand the Dilworth Reservoir to ensure an adequate supply of water for expected growth in the North End.
- ▶ Daylight, widen and naturalize Brandt's Creek from Ellis St through to Gordon Dr—including introducing meandering to the creek where practical; interventions to improve water quality and fish habitat; and the introduction of native vegetation in creek banks
- ▶ Repair and realign the stormwater outfall at the west end of Central Ave to optimize performance.
- ▶ Through the Mill Site ARP, ensure a lift station is provided on the Mill Site in an appropriate location near the intersection of Bay and Ellis.
- ▶ Reroute the wastewater network in the area to best serve growth both on the Mill Site and in the broader North End.
- ▶ Work with FortisBC to identify a suitable site to host a new substation in the North End to serve growth both on the Mill Site and in the North End neighbourhood more broadly.



03

TAKING ACTION

INTRODUCTION & BACKGROUND

PLAN CONCEPT

TAKING ACTION

APPENDICES



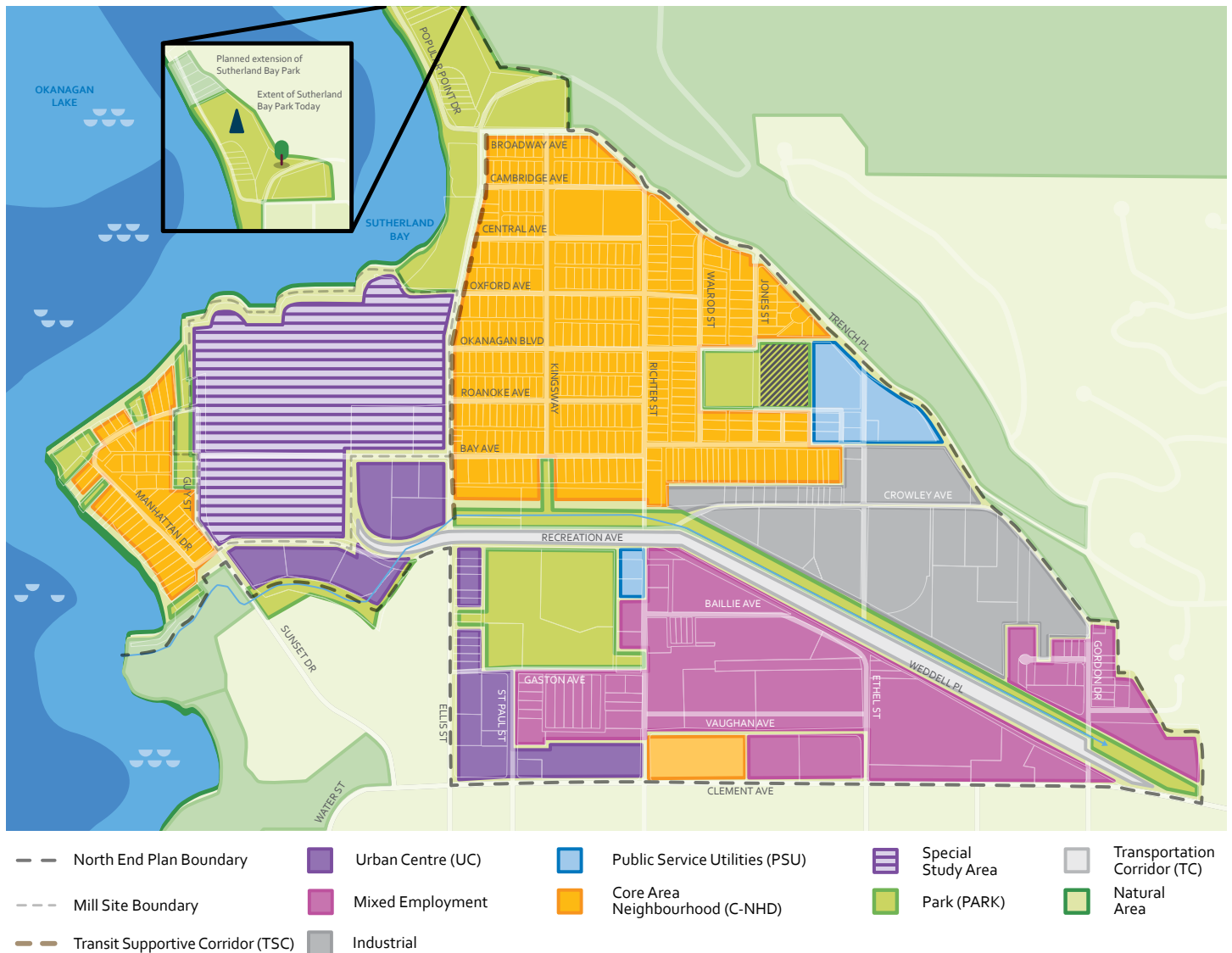
Section 2.0 of North End Plan highlights the Plan Concept—including the change in land use direction proposed through the Plan as well as the new parks and public spaces, transportation network improvements and utilities infrastructure needed to accommodate and serve the growth. This chapter gives more direction on specific actions and initiatives needed to implement the Plan, specifically:

- ▶ Policy and regulatory updates, such as amendments to the Official Community Plan and Zoning Bylaw;
- ▶ Infrastructure projects to operationalize the plan over the coming years and decades; and
- ▶ A financial strategy to address how the infrastructure projects are to be funded and integrated in the City’s capital planning processes.

The plan’s vision depends on long-term commitment from staff, Council, and the development community to align land use decisions and investments with the plan’s goals and objectives. With this commitment, the vision for the North End will be implemented gradually through redevelopment and civic projects over the next 30 or more years.

3.1 Land Use Implementation

Figure 14. North End Plan Future Land Use



Land Use Bylaw Updates

Updates to Kelowna’s land use bylaws are required to be able support the Plan’s Land Use Concept.

- ▶ Amend the Future Land Use Map of the Official Community Plan as outlined in the North End Future Land Use Map.
- ▶ Amend relevant policies and other relevant policy mapping in the Official Community Plan to reflect the directions of the North End Plan.
- ▶ Develop new zoning regulations for employment and industrial lands to reflect the policies and directions of the North End Plan.

- ▶ Identify zoning bylaw amendments to zoning in the Downtown Urban Centre.
- ▶ Explore other zoning bylaw amendments as required.
- ▶ Explore zoning for the Mill Site at such time as the Mill Site Area Structure Plan is adopted or endorsed by Council.

Land Acquisition

To achieve the land use goals of the NEP, certain land acquisitions are required. The table below outlines the projects that will require property acquisition and the properties to be acquired. (also see Taking Action table)

Figure 15. Projects Requiring Property Acquisition

Project	Property Acquisitions
Water Filtration Facility	930 Bay Ave; 870, 890 & 881-891 Ethel St; and 845 Jones St.
Recreation Ave – Weddell PI Road Realignment	991 Richter St
Parks on Manhattan Point	As opportunities arise, consider on a case by case basis
Transportation / Street Improvements	Acquisitions, full or partial, will be identified through future design phases

The Role of Development

Each new development proposed in the North End neighbourhood presents an opportunity to move the area towards the vision articulated in this plan. This section lays out the general expectations of new development to provide clarity for landowners, the development community, and staff.

1. **Consistency with plan objectives:** The first step is to ensure any proposed development is generally consistent with the plan objectives listed in section 2.1.
2. **Alignment with plan policies:** Development proposals must also align with the policies laid out in the Land Use & Development chapter in Section 2.0.

3. Land dedication at redevelopment:

- a. Restoration of Brandt’s Creek between Ellis St and Richter St will require dedication of land to the City at redevelopment of property north of Recreation Ave. Specifically, properties at 925 & 969 Ellis St and 990 Richter St are affected. Land is needed to accommodate a naturalized creek and to mitigate flood hazards. Any land requirements beyond the 15 metre Riparian Management Area as outlined in Table 21.1 of the Official Community Plan will be determined through a detailed design process and negotiated at the time of redevelopment.
- b. To complete the Kingsway Parks on Streets connection from Broadway Ave adjacent Knox Mountain Park through to Recreation Ave the acquisition of 595 Bay Ave is needed (this park acquisition is already signalled in the OCP)



3.2 Key Infrastructure Projects

The land use direction for the North End Plan has the potential to bring approximately five thousand new housing units with some ten thousand new residents in the next 30 years—with roughly 70% of this new growth expected on the Mill Site. New commercial space on the Mill Site and efforts to increase the variety and concentration of jobs in employment lands in the North End is also expected to introduce a substantial number of new jobs.

Based on this considerable growth, the Plan identifies core infrastructure improvements that meet both the basic operational needs for the neighbourhood and that deliver a high quality of life for future residents and workers. The key infrastructure improvements are introduced through policy statements in Section 2.0 of the plan and are organized around three main categories: parks, transportation and utilities. In this section, policy statements are translated into major works projects. Major works projects on the Mill Site are left out of this section as these are to be defined more precisely through the Mill Site ARP. Also, the recommended projects are supported with estimates of the financial impacts and the proposed funding strategies to deliver them.

3.2.1 Parks & Public Space Infrastructure

Park and public space improvements and additions proposed for the North End, and introduced in Section 2.0, are summarized below. Implementation is to occur by way of considering the advancement of projects proposed in the NEP when the Capital Plan is amended. Timing considerations for implementation of projects are included as footnotes at the bottom of the table. Funding of projects will be considered in the next section.

Figure 16. North End Parks and Public Space Improvements & Additions

Project Category	Project Name	Project Description
City-Wide Parks	Sutherland Bay Park Improvements	Improve Sutherland Bay Park as a City-Wide waterfront park ¹
	Manhattan Point Parks	Develop existing city-owned properties as park and add additional park as opportunities arise through property acquisition ²
Neighbourhood Parks	Walrod Park Improvements	Improve Walrod Park as a neighbourhood park both on existing parklands and on parkland expansion to the east, (in conjunction with the water treatment facility) ³
Parks on Streets	Kingsway Parks on Streets	Parks on streets development along Kingsway from Knox Mountain Park to Recreation Ave
	Okanagan Blvd Parks on Streets	Parks on streets development along Okanagan Blvd between Kingsway and Richter St
Pathways	Brandt's Creek Pathway Ellis St to Richter St, and Footbridge	Introduce a pathway on the north side of the restored Brandt's Creek from Ellis St to Richter St. Connect the pathway to Recreation Ave by way of a footbridge ⁴
Recreation Avenue Park	Elks Stadium Upgrades	Update and improve Elks Stadium with various upgrades
	Feasibility Assessment	Complete a Feasibility Assessment and Master Plan for Recreation Avenue Park

Implementation Notes

1. Acquisition of properties on Poplar Point Rd is required before this project can proceed
2. Development of new park space on Manhattan Point is dependent on property acquisition
3. Property acquisition of 845 Jones St and development of a water filtration facility is required before park improvements can be made east of the existing Walrod Park.
4. This project is to be conducted in coordination with the restoration of Brandt's Creek between Ellis St and Richter St that will be led by Utilities Planning. These projects are dependent on the dedication of property to the City at redevelopment of lands north of Recreation Ave between Ellis St and Richter St

3.2.2 Transportation Infrastructure

Transportation network improvements proposed by the NEP, and introduced in Section 2.0, are summarized below. Implementation is to occur by way of considering the advancement of projects proposed in the NEP when the Capital Plan is amended. Timing considerations for implementation of projects are included as footnotes at the bottom of the table.

Figure 17. North End Transportation Network Improvements

Project Category	Project Name	Project Description
Active Transportation (Walking/Biking)	Sidewalks on Local Streets	Introduce sidewalks on existing local streets (also see Neighbourhood Streets Network category) ¹
	Pedestrian Crossings	Introduce pedestrian crossings on existing streets (also see Neighbourhood Streets Network category) ²
	Rail Trail Walking/Rolling Separation	Develop spaces for pedestrians and cyclists along the Okanagan Rail Trail and Waterfront Pathway ³
	Rail Trail Crossing Realignment at Clement Ave & Gordon Dr	Realign the Rail Trail crossing at the intersection of Clement Ave and Gordon Dr to better serve the safety of all modes of transportation ⁴
	Sunset Dr/Guy St Separated Bike Lane	Introduce a separated bike lane along Guy St and Sunset Dr ⁵
	Bertram North End ATC extension	Extend the Bertram ATC from Downtown via St. Paul St, Gaston Ave and Ellis St ⁶
	Ethel St ATC Extension	Extend the Ethel St ATC north of Clement Ave to the Rail Trail ⁷

Implementation Notes

1. Consider on a street-by-street basis, depending of level of development on the street and local context.
2. Consider on an as-needed basis with local context.
3. Prioritize this project as usage and risk of conflicts on the Rail Trail increases over time
4. Prioritize this project as traffic increases at the intersection over time
5. Prioritize as demand warrants
6. Prioritize as demand warrants
7. Prioritize as demand warrants

Transit ¹	Route 2 Frequency Increase	Introduce more frequent service on the existing local bus Route 2—connecting to Downtown and other routes at the Queensway Exchange
	Redirect Route 2	Shorten the loop on Route 2 to provide two-way service on Ellis St from the Mill Site south
	Redirect Route 6 & 18	Redirect Route 6 & 18 north from Cawston Ave to Clement Ave. This will increase access to transit for the southern parts of the North End—including the employment area in the southeast corner of the neighbourhood
	Mill Site – Queensway Direct Bus Service	Extend routes 1 and 98 to a new exchange at the Mill Site.

Implementation Notes

1. Transit service levels should be increased over time as the neighbourhood grows. Service increases and adjustments, introduced incrementally, will be coordinated with BC Transit.

Streets	Urbanization of Local Streets	Urbanize existing local streets ¹
	Traffic Calming on Local Streets	Introduce traffic calming measures on neighbourhood streets to manage vehicle traffic and speeds and maintain a comfortable street environment ²
	Recreation Ave – Weddell Pl Road Realignment	Create a continuous east-west minor arterial corridor by linking together existing streets (Manhattan Dr, Recreation Ave, Weddell Pl, and Gordon Dr) ³
	Sunset Dr Upgrade	Reconfigure Sunset Dr into a minor arterial street to accommodate additional active transportation and vehicle traffic. ⁴
	Ellis St Upgrade	Upgrade Ellis St to a minor arterial with consideration for the Bertram ATC extension and results of the Pandosy Richter Corridor Study. ⁵
	Richter St Upgrade	Upgrade Richter St to a minor arterial—prioritize street parking initially ⁶
	Clement Ave Intersection Upgrades	Improve intersections on Clement Ave (within constraints) to expand vehicle capacity ⁷

Implementation Notes

1. Urbanization of local streets will be considered on a street-by-street basis and will depend on the level of development that has occurred on the street as well as the local context. Priority will be given to those streets that experience the most development, and will be guided by the Neighbourhood Street Urbanization Program.

2. Introduction of traffic calming measures on local streets will be considered on a street-by-street basis and in consideration of the local context.

3. Prioritize this project once development of the Mill Site begins

4. See #3 above

5. See #3 above

6. See #3 above. Also, prioritize street parking initially. As development proceeds in the North End consider prioritizing left turn lanes.

7. Prioritize this project as traffic increases at the intersection over time

Figure 18. North End Plan Transportation Capital Projects



Note - Specific road cross-sections and intersection improvements will be confirmed through future design.

Note - Improvements and street connectivity illustrated within the Mill Site are preliminary, and will be determined through the Mill Site Area Redevelopment Plan process.

Road Classification	Urban Centre	Core Area	North End Plan Boundary	Mill Site Boundary	Mill Site (Road Network TBD)	Industrial Area	Parks on Streets	Traffic Control	Traffic Signal	Roundabout	Pedestrian Half Traffic Signal	Pedestrian Crossing	Truck Route	Traffic Calming	All Way Stop	Other
Major Arterial	Thick purple line	Thick orange line	Solid black line	Dashed black line	Grey dashed line	Blue dashed line	Green dotted line	Traffic Signal	Yellow traffic signal icon	Roundabout	Yellow roundabout icon	Pedestrian Crossing	Thick white line	Traffic Calming	All Way Stop	Other
Minor Arterial	Thin purple line	Thin orange line						Roundabout								
Collector	Thin purple line	Thin orange line						Pedestrian Half Traffic Signal								
Local	Thin purple line	Thin orange line						Pedestrian Crossing								

- ▶ Recommended street improvements for the North End’s street network. Capital projects would be lead by the City or delivered in conjunction with larger developments. Improvements seek to increase the capacity of street network while making streets more comfortable for people to walk, bike, roll and take transit.
- ▶ Specific intersection and crossing treatments will be confirmed through future design.
- ▶ Improvements within the Mill Site are preliminary, and will be refined through the ongoing area redevelopment plan process.

3.2.3 Utilities Infrastructure

Major utilities projects to be incorporated in the North End were introduced in Section 2.0, and are summarized in the table below. Implementation is to occur by way of considering the advancement of projects proposed in the NEP when the Capital Plan is amended. Timing considerations for implementation of projects are included as footnotes at the bottom of the table.

Figure 19. North End Utilities Projects

Project Category	Project Name	Project Description
Water	Land Acquisition for Water Filtration Facility	Acquire properties to site a water filtration facility (see Figure 15) ¹
	Dilworth Reservoir Expansion	Expand the Dilworth Reservoir to increase storage capacity to serve growth in the North End
	Water Main Upgrades	Upgrades to various existing water mains and transmission mains including on Ethel St, Gordon Dr, Okanagan Blvd, Poplar Point Rd and Knox Mountain
Stormwater Management	Brandt's Creek Restoration Ellis St to Richter St	Brandt's Creek corridor is to be widened and improved between Ellis St and Richter St. Improvements are to include: meandering of the creek; interventions to improve water quality and fish habitat; native vegetation in creek banks ²
	Brandt's Creek Restoration Richter St to Gordon Dr	Brandt's Creek corridor is to be improved between Richter St and Gordon Dr. Improvements are to include: meandering of the creek; interventions to improve water quality and fish habitat; native vegetation in creek banks
	Central Ave Stormwater Outfall Renewal	Repair of the stormwater outfall on Central Ave to Sutherland Bay.
Wastewater Management	Wastewater Network Rationalization	Construct new lift station near the corner of Ellis and Bay once Mill Site reaches capacity of existing Guy Lift Station. New wastewater forcemains will be installed to accommodate the future Mill Site Lift Station.

Implementation Notes

1. Section 2.0 mentions the need for a water filtration facility in the North End. The need for the facility is based on water quality indicators in Okanagan Lake that are mandated by the Province. It is important that the City acquire property to site the facility so the project may proceed to construction if and when it is mandated.
2. The Brandt's Creek restoration project is dependent on the dedication of property to the City at redevelopment of lands north of Recreation Ave between Ellis St and Richter St. The project is to be conducted in coordination with the introduction of a pathway north of the restored Brandt's Creek and a footbridge over the creek.

3.3 Cost Estimates & Funding Strategy

The section above includes infrastructure projects that have been previously planned and funded; new projects that are needed to service the anticipated growth in the neighbourhood; and additional projects not directly related to growth in the North End. In this section we focus only on new infrastructure projects that are needed to service the newly anticipated growth in the neighbourhood.

3.3.1 Cost Estimates

Based on the identified projects and projects out to 2054, the following high-level costs are anticipated.

Figure 20. North End Plan Infrastructure Cost Estimates

Project Type	Land Costs	Improvement Costs	Total
Parks & Public Space	\$43.9M	\$124.4M	\$168.3M
Transportation	\$30.3M	\$167.7M	\$198M
Utilities	N/A	\$19.1M	\$19.1M
Total	\$74.3M	\$311.2M	\$385.4M

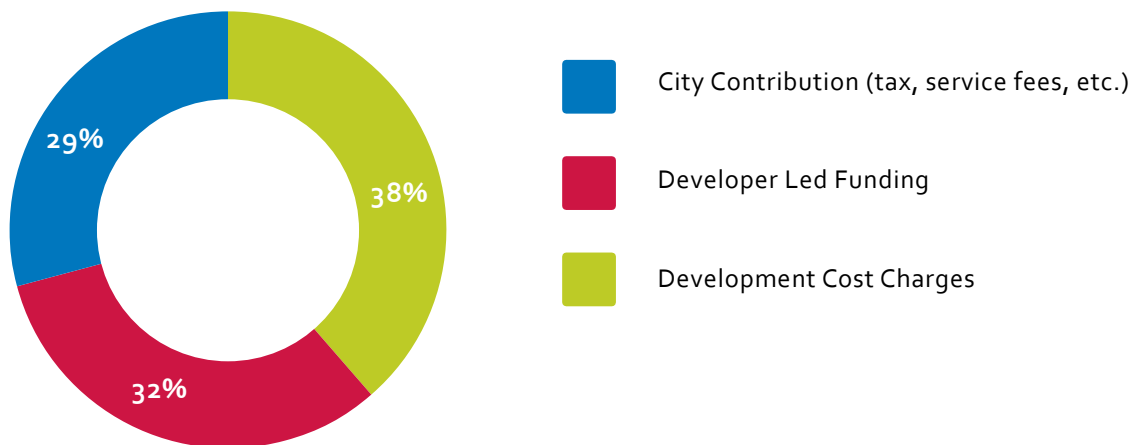
3.3.2 Funding Strategy

To deliver the required infrastructure, timely investment will be needed. The recommended funding approach for plan implementation is based on the following financial planning principles:

1. Establish fees and charges that emphasize the 'benefiter pay principle' where infrastructure costs are paid by those who will use and benefit from the installations of such systems.
2. Develop funding strategies that do not disincentivize future development in the North End.
3. Promote fairness and equity for all development through funding strategies.
4. Favour funding tools that will help increase the viability of the long-term plan goals and also allow for flexibility in planning.

With these principles in mind, the plan identifies a range of different funding sources to support the development of key infrastructure over the long-term. Specifically, the funding strategy recommends a mix of Development Cost Charges, developer led funding, and City contributions (general taxation, service fees etc.). The breakdown of these contributions is shown in the graph below.

Figure 21. North End Plan Proposed Funding Sources



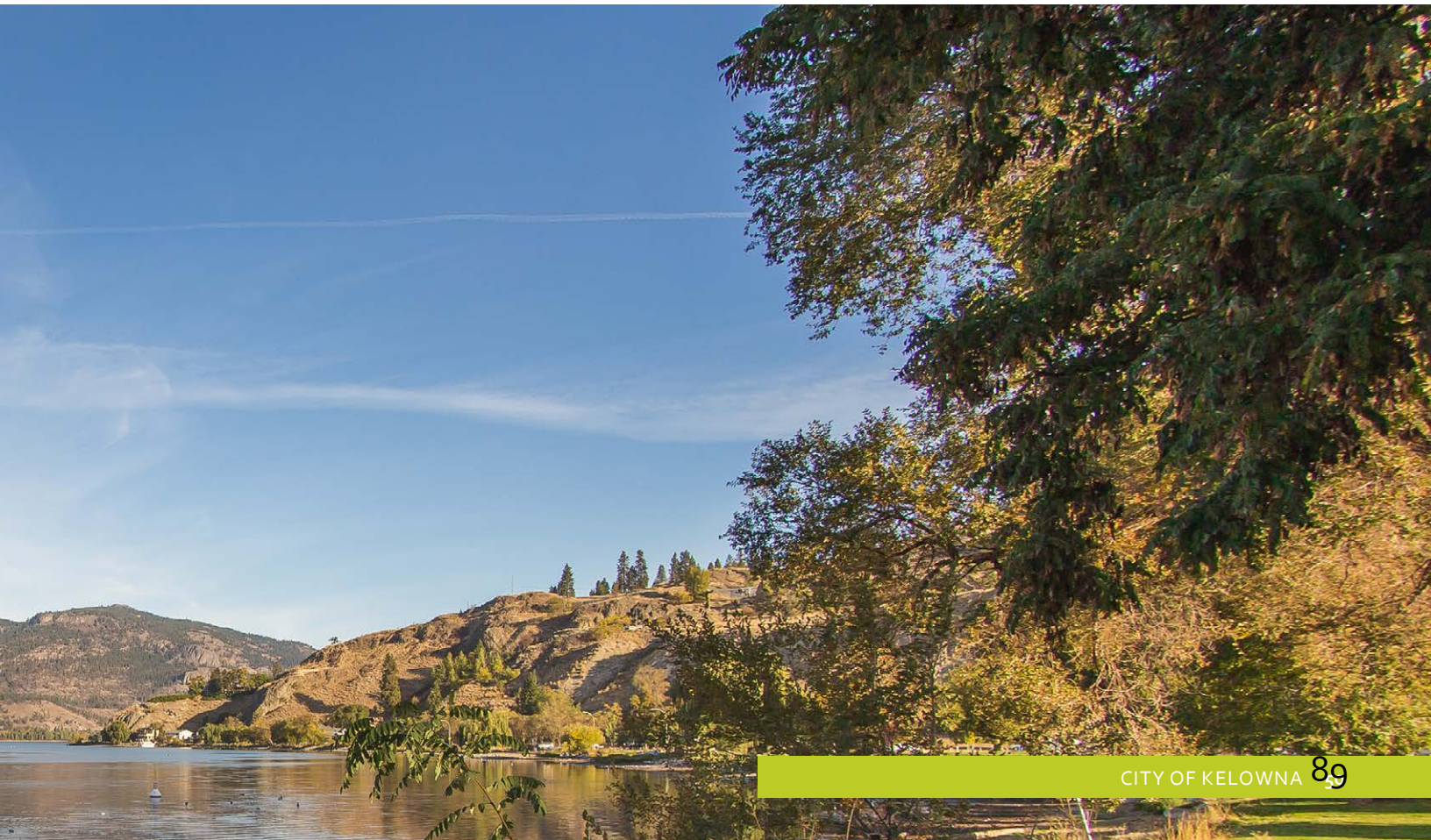
Consistent with the benefiter pay principle, an area specific DCC may be considered as one of the funding sources to ensure the cost of servicing is fairly apportioned to North End Development. The feasibility of an area specific DCC will be evaluated as part of a major DCC program update scheduled to occur in 2025 (see below).

3.3.3 The City's Growth Strategy and DCC Program: The Big Picture

The City's growth strategy and accompanying DCC program is scheduled to be updated in 2025. There has recently been a significant increase in expected population growth in the city to 2040 over and above that anticipated in the OCP. In addition, inflation has resulted in construction costs (including both materials and labour) increasing precipitously, which has had a big impact on the expected costs of the DCC program. As a result, changes to the City's DCC program is expected.

3.3.4 Long-Term Costs & Benefits of the North End Plan

The upfront capital cost for servicing the North End Plan is significant but it remains a favourable area of the city to direct growth. Model City Infrastructure (MCI)—a model that measures the relative life-cycle costs and benefits of new growth—was used to explore long-term infrastructure costs and revenues associated with growth in this area, at a high level. MCI demonstrates broadly that suburban development provides substantially less long-term revenue than is needed to support its infrastructure demands while denser neighbourhoods with a mix of uses such as the Urban Centres and Core Area, where growth is currently targeted in the OCP, perform better in the long run. As part of technical analysis, MCI was used to estimate the impacts of the North End Plan. This analysis found that North End development would perform similar to the Urban Centres and Core Area and sustainably support long term infrastructure costs. The preliminary results from MCI indicate that targeting this area for future growth would support the City's objective of addressing our infrastructure deficit by focusing development nearer to core services. In addition, it is recognized that the redevelopment of the Mill Site represents a major opportunity for a world-class, walkable development that will yield a whole host of benefits to the broader neighbourhood and the community as a whole.



3.4 Implementation Summary

The following table summarizes the actions required to set the implementation of the North End Plan into motion.

Figure 22. Recap of Actions and Actors Needed to Implement the North End Plan

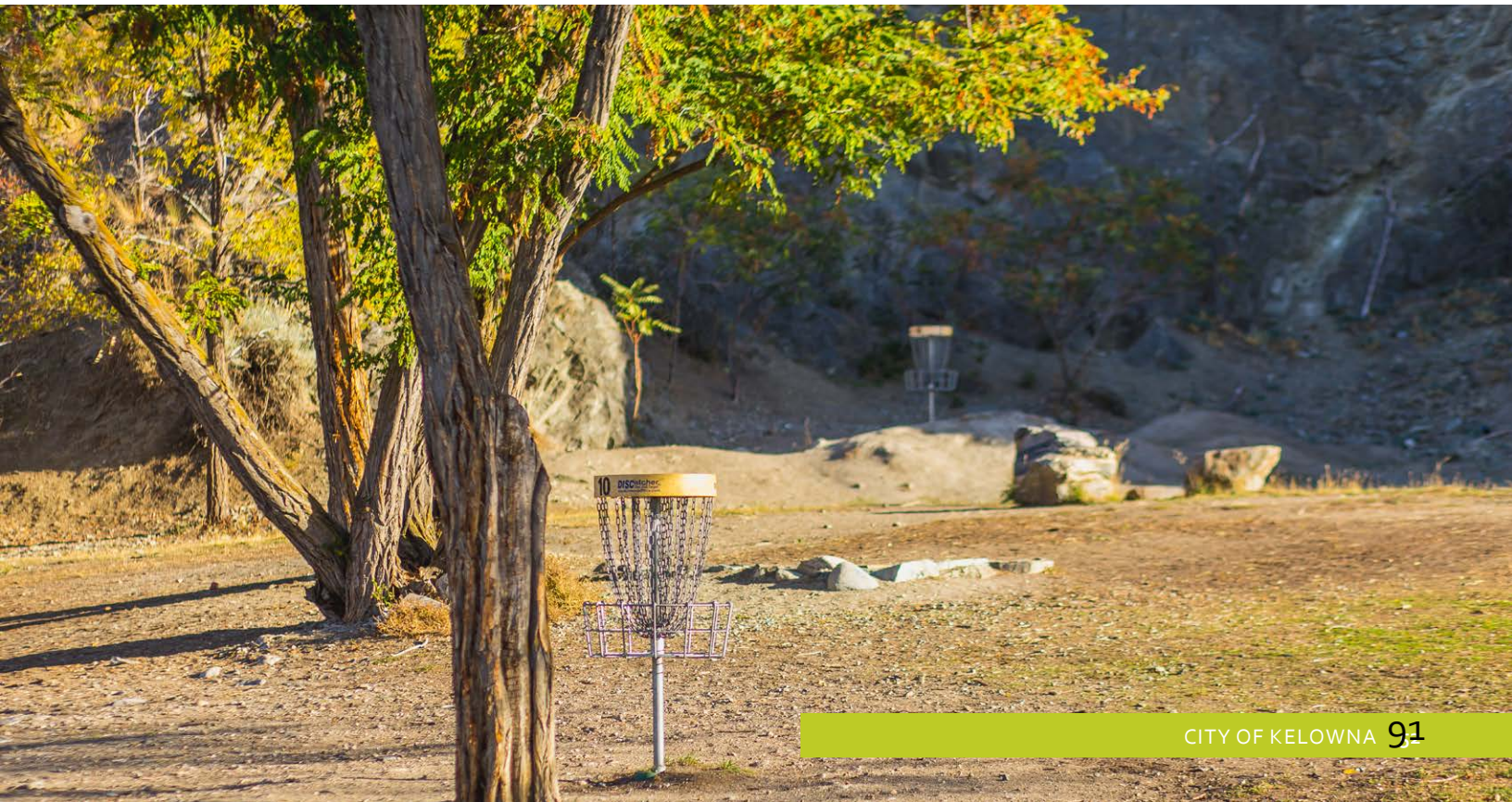
Action	Description	Group Responsible
IMMEDIATE ACTIONS		
Update OCP future land use descriptions	Develop a new future land use description to capture the intention of the Mixed Employment District and include in the OCP.	Long Range Planning, Development Planning
Update OCP future land use designations	Align OCP future land use map to reflect the future land use map shown in the North End Plan.	Long Range Planning
Update OCP policies and mapping to reflect NEP directions.	Incorporate new OCP policy and mapping guidance that reflects the directions of North End Plan.	Long Range Planning
Update Road Classifications in and OCP Transportation maps	Update the Functional Road Classifications (Map 13.1), Transit Overlay (Map 13.2), Biking Route (Map 13.3) and Truck Route (Map 13.4) maps in the OCP to match reflect recommendations of the Functional Road Classifications map in the North End Plan.	Long Range Planning, Transportation Planning
SHORT TERM ACTIONS (1-2 YEARS)		
Develop new zoning regulations for Mixed Employment District.	Update zoning bylaw by establishing new regulations to allow for / support: <ul style="list-style-type: none"> • Industrial Area • Mixed Employment Area 	Development Planning, Long Range Planning
Incorporate an Area Specific DCC in the 20 Year Servicing Plan	Consider incorporating an Area Specific DCC in the 20 Year Servicing Plan for the North End with the growth strategy and DCC update scheduled in 2025.	Capital Planning & Asset Management
Develop preliminary street designs	Undertake preliminary designs for key streets in the North End to support capital project planning, costing and development.	Integrated Transportation Development Engineering Development Planning Long Range Planning

ONGOING ACTIONS		
Acquire properties as identified in the plan	As the Capital Plan is updated to include key parks, transportation and utilities infrastructure, the City will need to update its land acquisition strategy to support key plan actions.	Real Estate Services
Ensure development applications meet objectives and policies of the plan.	As development applications come forward the overarching policy objectives will inform development review.	Development Planning
Add key projects to the 10 Year Capital Plan and 20-Year Servicing Plan	As the 10-Year Capital Plan and 20-Year servicing plan are updated key transportation, parks, and utilities projects from the North End Plan are to be considered for inclusion.	Capital Planning & Asset Management

3.5 Conclusion

Achieving the direction established by the North End Plan will require a long-term commitment from a range of different groups. To realize the goals of a neighbourhood plan each redevelopment or project in the area must be looked at holistically as an opportunity to advance the different land use, transportation, and public space goals of the plan. The plan also outlines the growth and infrastructure that will guide the transformation of the neighbourhood over the next 30 or more years. The infrastructure costs are significant

and are commensurate with the considerable growth projected for the area. The plan will be implemented gradually over the next 30 or more years with significant leadership roles for both the city and the development community. The investment to transform the North End into a vibrant, walkable, complete community represents a cost-effective approach to civic investment, simultaneously advancing a range of the City’s long-term goals for climate action, smart growth, and healthy communities and climate action.



04

APPENDICES

INTRODUCTION & BACKGROUND

PLAN CONCEPT

TAKING ACTION

APPENDICES

APPENDIX I: PLAN PROCESS

1 Planning Process

The North End Plan is the result of a three-year planning process that began in the summer of 2021 and culminated in the summer of 2024. The NEP represents a collaborative effort involving residents, community partners, Council and City staff. The planning process was split into four main phases.

Phased Process

Phase 1: Information Gathering.

In Phase 1, City staff collected a range of background information needed to inform the planning process. This included information on the existing conditions of the neighbourhood, as well as its history. In addition, staff reviewed existing, higher-order City plans and policies to draw guidance from these on the overall direction for the Plan. Findings were summarized in the Background Study Report.

Engagement Highlights

- ▶ 'Get Involved' webpage launched
- ▶ Online 'Mark the Map' exercise used to survey residents
- ▶ Community Liaison Committee (CLC) formed and committee activities launched

Phase 2: Vision & Objectives.

The second phase of the process involved setting the Vision & Objectives for the Plan—the long-term vision for how the neighbourhood will look, feel and function in the future, and a set of broad goals that would help achieve that vision.

Engagement Highlights

- ▶ Online survey used to glean resident aspirations for the neighbourhood
- ▶ Community pop-up events to promote online survey and take feedback directly
- ▶ Engagement Report to summarize results of Phase 1 & 2 engagement presented to Council

Phase 3: Neighbourhood Concept Plans.

In the third phase of the process, the Vision & Objectives were used to develop a list of more specific public benefits or 'community needs' that were to be prioritized as part of the planning process. The Vision & Objectives and the community needs list were then both used in tandem to develop a series of three different approaches for how the neighbourhood might grow and evolve moving forward. Public feedback was used to help formulate a recommended direction for a preferred concept for the Plan.

Engagement Highlights

- ▶ Neighbourhood Concepts presented online and public feedback taken via survey
- ▶ Public information sessions used to present the concepts and take questions and comments
- ▶ Engagement Report to summarize results of Phase 3 engagement presented to Council

Phase 4: Final Plan Development.

In the fourth and final phase of the plan, the preferred concept was subject to further technical analysis, modified accordingly, and incorporated in a draft plan that was brought to Council for endorsement.

2 Engagement Summary

Public engagement was an important part of the planning process, and multiple tactics were used and opportunities made available to inform, consult, involve and collaborate with residents and community partners.

Indigenous Engagement

Indigenous engagement is an important part of the planning process and was treated as a priority in planning for the North End neighbourhood. Phase 3 of the planning process included an engagement meeting with members of Westbank First Nation (WFN) coordinated through a consultant. The meeting generated important insights with respect to broader Indigenous interests as well as specific WFN interests. WFN members showed support for the protection and restoration of sensitive environmental areas in the Plan Area and nearby vicinity—including the waterfront and Brandt's Creek. These interests are reflected in the Plan's restoration and naturalization of portions of the waterfront as well as Brandt's Creek.

The City continues to work towards strengthening relationships with Indigenous partners and to ensure closer engagement with these partners on City initiatives.

Public engagement feedback received through the course of the planning process is summarized below.



Housing

- ▶ Support for adding more housing options in the neighbourhood, including higher density forms at strategic locations
- ▶ Recognition of the need for a mix of housing types and affordability levels to suit different needs and incomes, citing rapidly rising prices for all housing types across the city
- ▶ Concern about homelessness alongside calls for permanent housing solutions and supports



Parks, Public Space & Community Facilities

- ▶ Strong support for more park and green space in the neighbourhood, especially waterfront park space, lake access and green connectivity—including parks on streets
- ▶ Recognition that more recreation opportunities are needed to serve a growing population
- ▶ Recognition of a distinct need for a neighbourhood school, especially with the expected increase of new housing and families



Shops & Services

- ▶ Support for the recent influx of new businesses, including the boom in craft breweries and other small-scale industrial businesses as well as local retail and personal service establishments
- ▶ Recognition that many basic services are still missing—especially food and groceries
- ▶ Preference for small-scale and local businesses for the neighbourhood



Transportation & Traffic

- ▶ Concerns over traffic congestion, parking availability, and pedestrian safety due to new neighbourhood growth and development
- ▶ Calls for improved transit service
- ▶ Better neighbourhood connectivity through added cycling infrastructure, and more sidewalks, crosswalks and multi-use pathways
- ▶ Requests for traffic calming measures and enhanced parking solutions



Art, Culture & Heritage

- ▶ Recognition of the area's rich history, starting with the syilx/Okanagan culture, and a desire to preserve and commemorate the many layers of local history
- ▶ Desire for art, entertainment, culture and maker spaces to enliven the neighbourhood



Mill Site

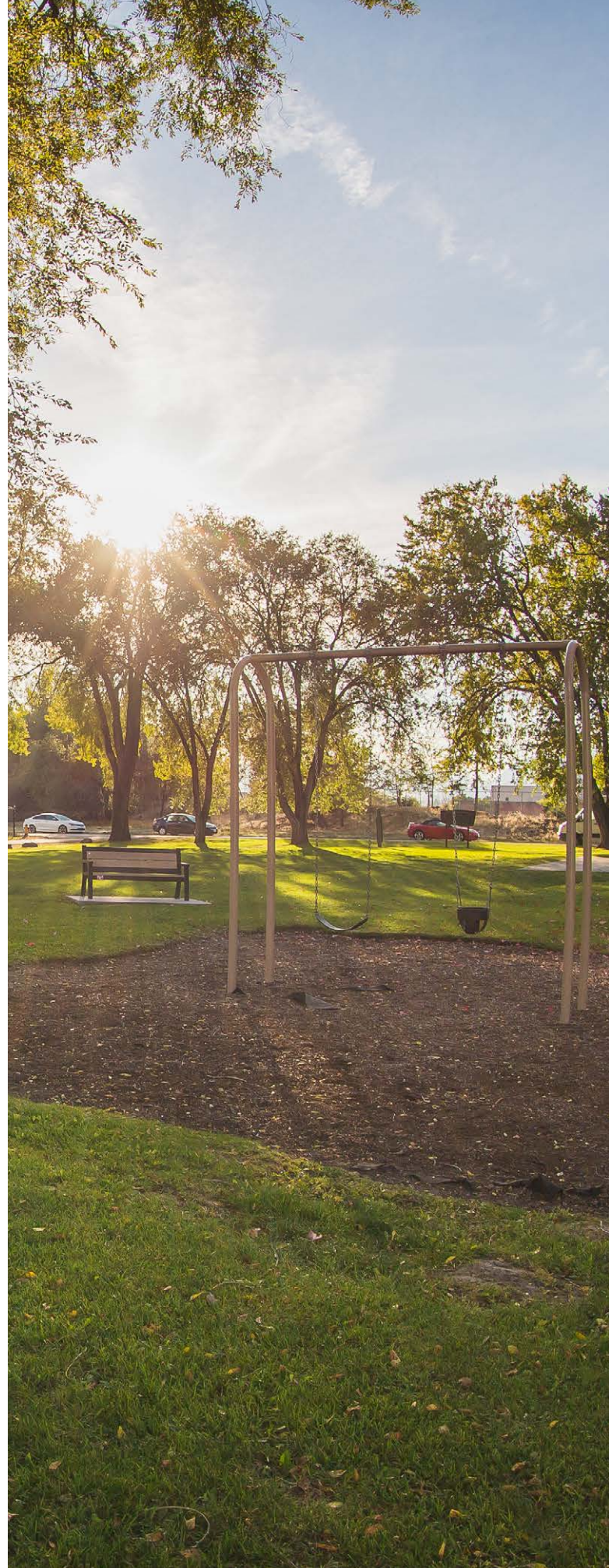
- ▶ Enthusiasm for the site's potential as a community hub with various amenities and activities
- ▶ Strong desire for ample public space, such as a waterfront park and lake access, that would be inclusive and accessible to everyone
- ▶ Acknowledgment that community amenities are made possible through development, and that with greater amenities comes with it greater neighbourhood growth
- ▶ Desire for housing and facilities that serve and benefit the broad community, alongside concerns that the site could become exclusive

3 Policy Context

As part of the Background Study, a review of higher-order City plans and policies was undertaken to determine what guidance these could provide for the planning process. From this review, a number of key issues and priorities emerged to be taken into consideration, including;

- ▶ Housing diversity, supply and affordability;
- ▶ Industrial land protection and employment intensification;
- ▶ Accounting for the Downtown and Civic Precinct context;
- ▶ Parks and public space expansion and improvements;
- ▶ Cultural and community facilities;
- ▶ Inclusivity, equity and community health;
- ▶ Heritage conservation;
- ▶ The need for engagement with Indigenous partners;
- ▶ Transportation diversity, choice and safety;
- ▶ Improvements to community connections;
- ▶ Environmental protection and climate resiliency; and
- ▶ Incorporation of 10 Year Capital Plan improvements.

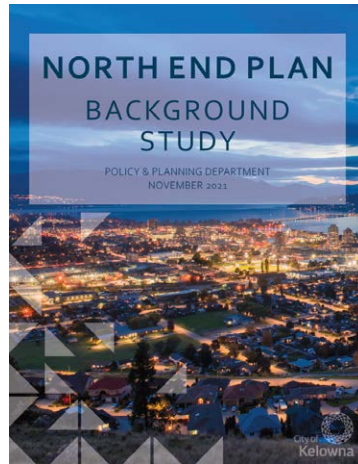
In addition to the above, it was established that a clear process to identify and deliver on community needs would be needed. It was recognized and agreed to that this process must be fair, transparent, responsive, flexible and feasible.



North End Plan Timeline

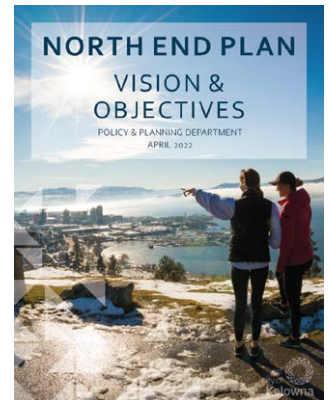
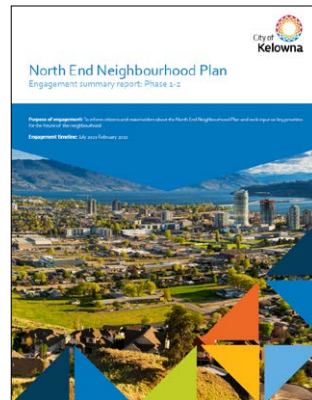
July 12, 2021 Plan Launch

Staff presented to Council the need for a North End Plan to guide the growth and development of the neighbourhood, and introduced the planning process and general public engagement strategy.



November 15, 2021 Background Study

Staff presented to Council the Background Study for the Plan outlining important information meant to inform the planning process.



April 11, 2022 Phase 2 Engagement Reporting and Vision & Objectives

Staff presented to Council the results of Phase 2 public engagement as well as the neighbourhood vision statement and objectives that were developed using the results of engagement together with key findings from the Background Study met with technical analysis.

July-August 2021 Public Engagement Launch

Public engagement for the plan was initiated and included:

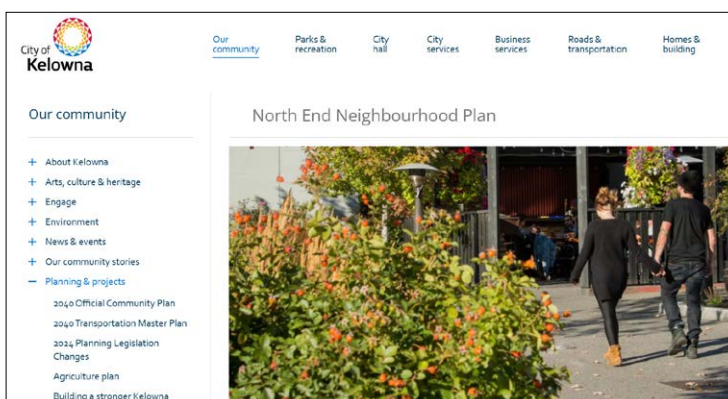
- ▶ A Get Involved Webpage
- ▶ 'Mark the Map' exercise
- ▶ Community Liaison Committee (CLC) was assembled and committee activities began
- ▶ Letter drop to over 2,000 residents and businesses



January-February 2022 Phase 2 Public Engagement

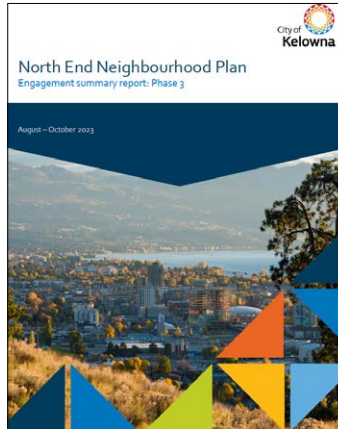
A public engagement campaign was undertaken and included:

- ▶ Online Survey
- ▶ 3 in-person 'pop-up' events to engage the public face-to-face
- ▶ Discussion Guide for key community partners
- ▶ Meetings with key community partners



August 22, 2022 Community Needs

Staff presented to Council a list of key public amenities, or 'community needs' deemed necessary to allow the North End to move forward as a complete and livable neighbourhood.



August-September 2024 Plan Reveal

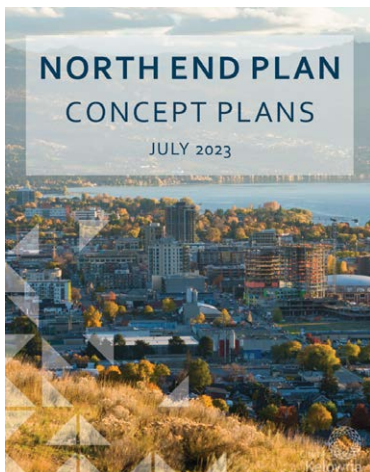
Staff undertook engagement efforts to educate the public and receive closing feedback on the Council-endorsed North End Plan.

December 4, 2023 Preferred Concept

Staff presented to Council a recommendation for a preferred concept for the North End Plan developed with the aid of Phase 3 public engagement and technical analysis.

July 24, 2023 Neighbourhood Concept Plans

Staff presented to Council 3 concept plans representing different ways the neighbourhood might grow and evolve moving forward in a way consistent with the Vision & Objectives of the plan.



July 22, 2024 Draft Plan

Staff presented to Council a draft plan incorporating the preferred concept for the Plan.

August-November Phase 3 Public Engagement Campaign

Staff launched an engagement campaign to educate and receive feedback on the concept plans. Key activities included:

- ▶ Online Survey
- ▶ 3 In-Person information sessions
- ▶ Meetings with key community partners



APPENDIX II: COMMUNITY PROFILE

1.3.3 Community Profile

Some of the major themes from the Background Study regarding current conditions in the neighbourhood—including the opportunities and challenges—are summarized below.

The People

- ▶ The adult population in the North End is younger, and is more likely to be active in the workforce than the Kelowna average.
- ▶ North End households tend to be smaller (with less children and more single occupant households), earn less, and are more likely to rent than own than the Kelowna average.

Figure 23. Proportion Under 19 & Over 65

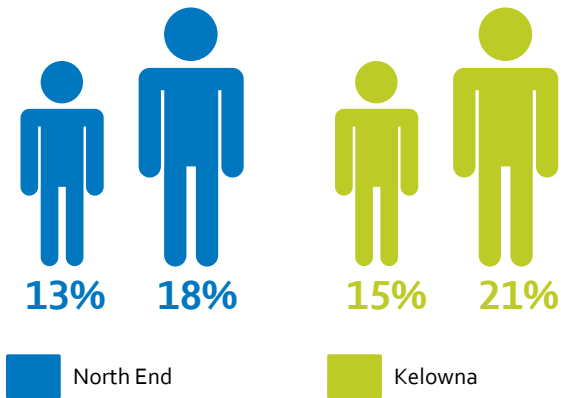


Figure 24. Labour Force Participation

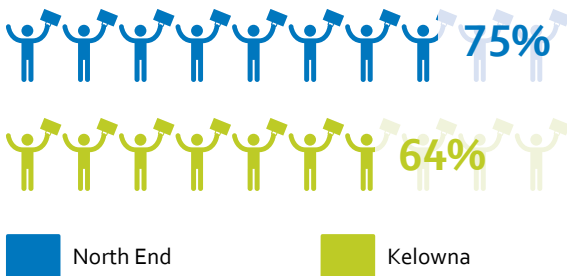


Figure 25. Residents per Household

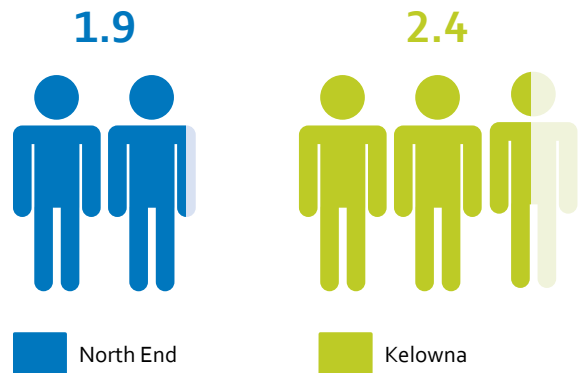


Figure 26. Proportion of One Person Household



Figure 27. Average Household Income

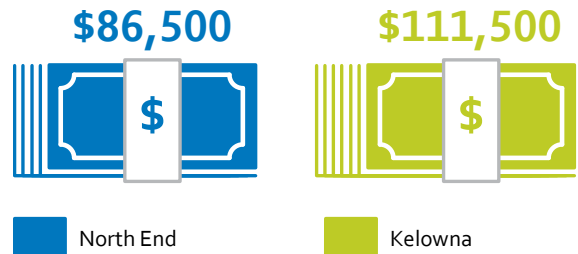


Figure 28. Proportion of Renters



Residential Neighbourhoods

- ▶ Over 95% of the North End's two residential neighbourhoods are composed of single and two dwelling housing—a far higher proportion than the city as a whole.
- ▶ Improvement ratios suggest many residential properties have a high likelihood to be explored for redevelopment by the private sector in the next 20 years.
- ▶ A Historical Context Statement has identified a number of heritage resources in the North End and included a number of recommended actions for consideration as part of the planning process.

Below-Market Housing and Temporary Shelter Space

The North End is home to numerous below-market housing developments and temporary shelters including:

- ▶ Okanagan Manor
- ▶ Pleasantvale I & II
- ▶ Ellis Place
- ▶ STEP Place
- ▶ Richter Street Emergency Shelter
- ▶ Bay Avenue Shelter
- ▶ Designated Outdoor Camping Area
- ▶ Recreation Avenue Park and nearby sports facilities are a destination for the city as whole, but the North End remains deficient in other forms of park space that serve the immediate and surrounding neighbourhoods.



Figure 29. North End Parks



- | | | | |
|--------------------------|--------------------|---------------------------------------|---------------------------------|
| --- North End Boundary | Neighbourhood Park | 1 Sutherland Bay Park | 6 Waterfront Park |
| - - - Mill Site Boundary | Recreation | 2 808 Manhattan Drive | 7 Sunset Drive Park |
| ■ Park Building | City Wide Park | 3 Manhattan Drive Beach Access | 8 Recreation Avenue Park |
| ■ Park Facility | Natural Area | 4 Jack Brow Park | 9 Walrod Park |
| | | 5 Rotary Marsh Park | 10 Knox Mountain Park |

- ▶ Following the objectives of the 2040 OCP, and the park deficiencies in the Central City Sector, the following are priorities for provision through the North End Plan:
 1. City-wide Parks – Waterfront Parks and Linear Park Access
 2. Neighbourhood / Community Parks
 3. Connecting Parks, including linear parks, parks on streets and connections to existing linear parks
- ▶ North End residents walk, and bike more to get to work than the city as a whole, but less than residents of Downtown and other nearby neighbourhoods.

- ▶ North End residents take transit less frequently than the city as a whole.
- ▶ The North End is isolated from the rest of the city by Clement Avenue, making connectivity to the larger road and transit networks challenging.
- ▶ A preliminary estimate of the transportation network capacity indicated that some additional development in the neighbourhood could be supported.

Natural Environment

- ▶ The North End is home to two of the city’s most popular natural features: Okanagan Lake and Knox Mountain Park

Transportation

Figure 30. Existing North End Transportation Networks



- ▶ Extensive damage to the natural environment has taken place through mill activities on the waterfront and in Sutherland Bay as well as other industrial sites in the North End, in addition to the historical culverting of Brandt's Creek

- ▶ Stormwater management will need to account for and integrate with an updated Downtown Drainage Plan.
- ▶ A water filtration facility to serve the Poplar Point water intake will be required at some location in the North End, and it is important to identify a candidate site as part of the North End Plan

Utilities

- ▶ The North End carries many important water connection lines from the Poplar Point water intake to supply other areas of the city
- ▶ Given the age and materials of existing water and sewer infrastructure in the North End, upgrades will be needed to accommodate both existing development and anticipated growth. The 20 Year Servicing Plan has identified some of these projects, but neighbourhood growth beyond the 2040 growth projection will require further evaluation.

APPENDIX III: NORTH END HISTORY

1.3.4 History

Kelowna is located on the traditional, ancestral, and unceded territory of the syilx/Okanagan Peoples, who have lived here since time immemorial. During this time of Truth and Reconciliation it is important to acknowledge the harms of the past. A history of the syilx/Okanagan Peoples was prepared for the OCP in collaboration with Westbank First Nation member Aaron Derickson.

Dr. Derrickson states it is important to acknowledge that while early contact with European settlers produced mutually beneficial trading relationships that positively affected syilx people, later Federal Indian Act policies discriminated against syilx people, and disrupted their traditional way of life¹. Quoting from the OCP: “Federal Indian Act policies... unequally distributed land to settlers, and syilx people were relegated to life on the new reservations. They were not allowed to purchase land off-reserve, nor were they given land in the same accord as settlers. In 1865, the Okanagan reserves were drastically reduced in size by J.C. Haynes, a local Justice of the Peace, who argued the boundaries were unnecessary for the syilx people²”.

Members of Westbank First Nation, including the Sncewips Heritage Museum, confirm areas in and around the North End neighbourhood have significant importance for syilx/Okanagan Peoples for several reasons. Part of the North End neighbourhood touches Okanagan Lake which were important fishing grounds for the syilx/Okanagan Peoples. The nearby mountain was an important hunting, trapping and foraging grounds (including for medicinal plants, such as sage), and was an important vantage point to observe over long distances. Furthermore, the flood plain at the base of the mountain offered reeds used in the making of baskets and other cultural items.

Settler History

As part of the Background Study for Phase 1 of the NEP, staff commissioned a Heritage Context Statement (HCS) for the North End neighbourhood from a Certified Heritage Professional. The HCS included a brief settler history of the North End. Part of that history is reproduced below.

The settler history of the North End neighbourhood began with a medley of uses including farming and ranching; recreation; industry, such as Kelowna Brickworks (now the site of Knox Mountain Metals); as well as early pockets of residential development. One such pocket, the Manhattan Point neighbourhood, today consists of about 70 properties, about half of which are on the waterfront. The earliest homes on the point were summer cottages for the more well-off Kelowna families.

The North End, with its expansive undeveloped flat marshes, was the location of early sports games and recreation events including polo, rugby, horse races, rodeos and ice skating. A formal civic recreation area was created in 1909 on today's Recreation Avenue Park known as the Exhibition Grounds. The grounds included the Kelowna Exhibition Hall (opened in 1913, destroyed by fire in 1957) and a horse racetrack, followed by the badminton hall, a baseball diamond, and ultimately a curling rink.

Industrial development was sparked by the arrival of the Canadian Northern Railway (CNR) line from Kamloops in 1925. The introduction of the CNR shifted Kelowna's industrial district north and east, away from the waterfront where lake transportation had sited it until that time, to a new centre in the North End, around the yards and spurs of the rail line. By 1930, twenty-two packing houses, four commercial canneries, and numerous other industrial facilities were clustered along the line, creating a North End industrial area.

An expansion of the industrial lands occurred in 1948 as a loop of the rail line was introduced in the area on a northwest angle along Brandt's Creek, then coming down west of Ellis, which sparked new investment and a new cohort of industrial buildings and businesses mostly concentrated along Weddell Place.

¹ OCP, Chapter 1, Community Histories
² Thomson, 1994.

A sawmill, veneer plant, and box plant were constructed at the entrance to Manhattan Point in the early 1930's by S.M. Simpson Ltd. to respond to the increasing demand for fruit shipping crates, but it produced a diversity of lumber products. The sawmill was expanded and changed ownership over the years, and was most recently the Kelowna division of Tolko Industries Ltd. The mill permanently closed in 2020.

A working-class subdivision, consisting predominantly of modest-sized houses built immediately after the Second World War and the two decades following, dominate the north edges of the neighbourhood. The majority of houses are 'Wartime Houses,' built by Wartime Housing Ltd. in response to veterans' housing needs following the Second World War, part of a national project to address potential housing shortages and unemployment following the demobilization of soldiers and to help promote post-war economic stability.

A local school, Gordon Elementary, was built on Walrod Street in the late 1950s to serve the large, new community of families in the Wartime Houses. The City purchased the school building from School District #23 in May 2005 for future park purposes.

As a consequence of highway development in the region, the CNR ceased passenger service on its Kelowna-Kamloops line in 1967 but a commercial/ industrial rail service and yards were in use until 1997. The surviving 1926 station building at the corner of Ellis Street and Clement Avenue continued to function as its freight and express depot.

Due to changes in railway operations in Kelowna, the lands west of Ellis Street between Water Street and Manhattan Drive were no longer needed as a rail yard after 1997. These lands were redeveloped by the Canada Lands Company. The redevelopment included removal of contaminated soils from the site, along with the restoration and daylighting of this section of Brandt's, which was formerly confined to culverts and ditches across the site.

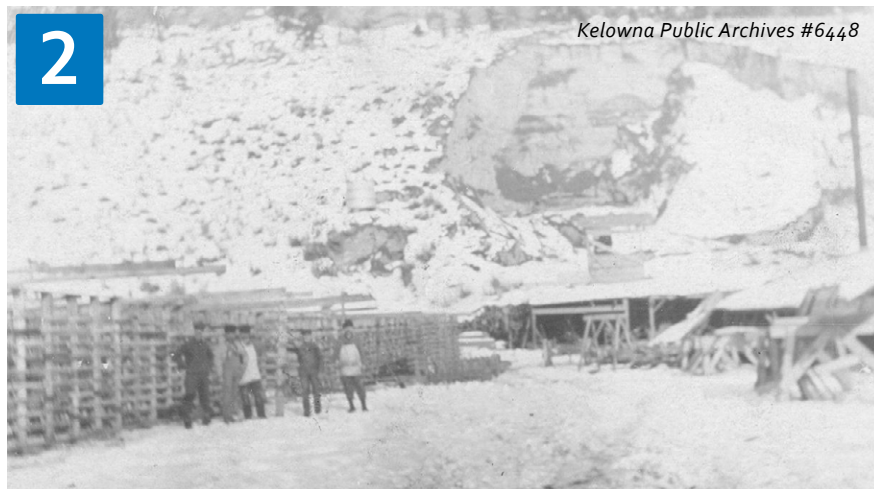


Development Timeline

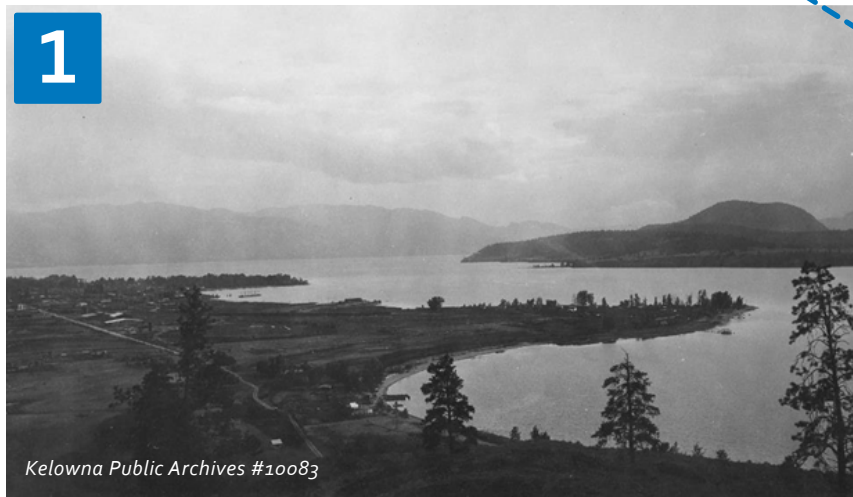
1900-1925



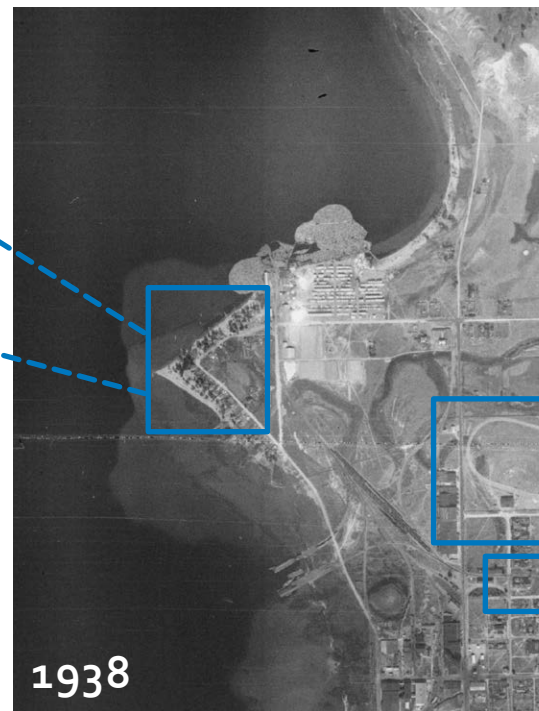
Kelowna Public Archives #3590
 Killkare Cottage circa 1920. The summer cottage known as Killkare Cottage was built for Frank DeHart's family in 1910.



Kelowna Public Archives #6448
 Kelowna Brick Works ca 1928. Some of Kelowna's most prominent historic buildings were Kelowna Brick Works. Examples include the Laurel Packing House (1917); the school house on DeHart Ave. (1913); and the United Church at the corner of Bernard Ave. and Richter St.



Kelowna Public Archives #10083
 Manhattan Pt. circa 1910. Early summer cottages can be seen on the Point. The area to the east of Manhattan Pt. would later be developed as the S.M. Simpson sawmill site. The site can be seen here in its natural state, pre-development.



1900-1910

1 Summer cottages for Kelowna's wealthier families are being developed along the waterfront at Manhattan Point.

1905

2 Kelowna Brick Works is established at the foot of Knox Mountain.



Laurel Packing House



Kelowna Central School

built with bricks from the
se at the corner of Richer St. and
(1909).



Kelowna Public Archives #3877

Horse race track ca. 1912.



Kelowna Public Archives #5924

Rugby team ca. 1910



Kelowna Public Archives #1461

Polo match ca. 1910



Kelowna Public Archives #4390

Exhibition Hall ca. 1920. Exhibition Hall was built in 1913 to house the Fall Fair. At other times of the year the hall was used as a gymnasium for basketball games and roller skating.



Kelowna Public Archives #3580

Canadian Northern Railway Rail Station ca. 1929. Exhibition Hall can be seen in the background.

Early 1910's

3

A horse racing track and exhibition hall are established on the site of the present day Recreation Avenue Park. Lands surrounding the horse race track are also used as sports fields for polo and rugby, among other sports.

1925

4

The Canadian Northern Railway (CNR) line from Kamloops is completed. The rail line is the first to directly serve Kelowna. Previously, rail cars from Okanagan Landing were loaded onto ships and brought to Kelowna via Okanagan Lake and off-loaded at a wharf near the present day downtown boat launch.

Development Timeline 1926-1950



Downtown and the North End ca. 1940's. Older industrial buildings that had been served by the downtown wharf are still present (foreground), but are increasingly moving to the North End for better access to the rail line.



The North End ca. 1940's. New industrial buildings can be seen emerging around the Rail Station and rail yards to the west (top right of photo).

2



1926-1948

1

The new CNR rail line draws numerous industries to the north end and away from the area surrounding the downtown wharf.

1932

2

S.M. Simpson sawmill is constructed.

Late 1930's

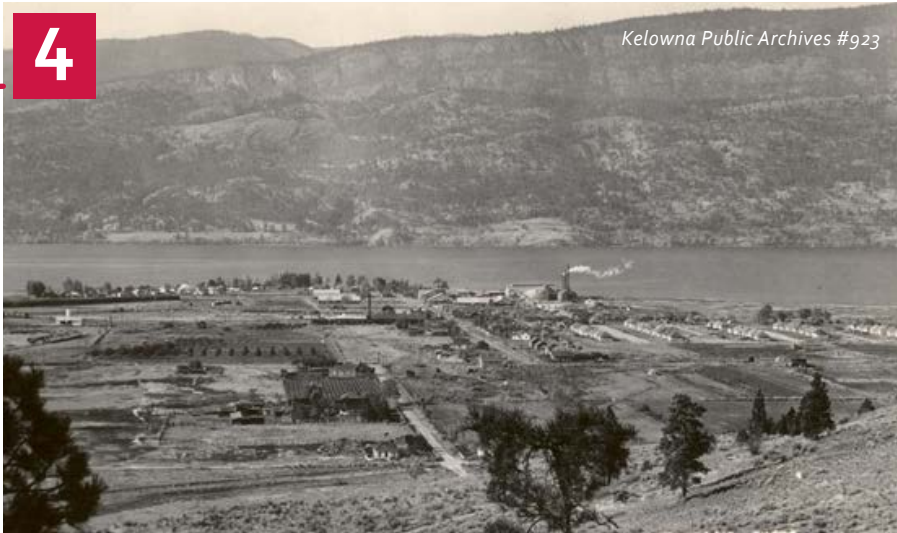
3

Kelowna Brick Works closes. By 1950 Knox Mountain Metals is located on the former site. Knox Mountain Metals can be seen in the orthophoto from 1950.



Kelowna Public Archives #10899

S.M. Simpson Sawmill ca. 1940's. One of the industrial businesses to take advantage of the new rail line is the S.M. Simpson sawmill. S.M Simpson had previously run his operation out of a site on Abbott St. south of Bernard Ave.



Kelowna Public Archives #923

Kelowna's North End date unknown. Newly built wartime housing can be seen at the far right of the image. In the background is the S.M. Simpson sawmill. In the foreground farms remain.

1945-1950

4 Wartime housing begins developing at the far north end, east of the Mill Site.

1948

5 A loop of the rail line is introduced along Weddell Pl. Brandt's Creek is channelized and located next to the rail line as part of the project.

Development Timeline 1951-Present



2 Brandt's Creek 2021. A section of Brandt's Creek, naturalized in 1997.



3 Downtown and North End 2021. New high-density



1 The North End date unknown. The original rail line can be seen to the left of the image. The new rail line along Weddell Pl. can be seen running through the middle of the photo. The two rail lines are connected by a loop to the west (near the top of the image). Note the additional industrial businesses that have been constructed near the new rail line along Weddell Pl. The residential area against Knox Mountain that began with wartime housing has by this time developed out to meet the industrial area growing from the south (shown at the right of the image).



2020

1948-1975

1 The new looped rail line draws more industrial businesses along Weddell Pl. expanding the original industrial area. Meanwhile, the residential area against Knox Mountain continues to develop out to the west and south.

1997

2 The rail yards between Manhattan Dr. and Water St. are shut, leaving the land open for redevelopment. To prepare the land for redevelopment, contaminated soils are treated, wetlands are managed, and a portion of Brandt's Creek is naturalized.



construction in the Water Street / Sunset Drive area.



Okanagan Rail Trail 2021



Mill Site 2021. The mill, having changed ownership numerous times over the years, and most recently operated by Tolko, was permanently closed in 2020.

1997-Present

3

The former rail yards are redeveloped with high-density residential, tourism and mixed uses.

2013

4

The rail line is shut permanently and is eventually sold to local municipalities to build the Okanagan Rail Trail.

2020

5

The Mill Site is permanently shut, leaving the site open for redevelopment.



Attachment B – North End Plan Refinements

No.	Section	Previous Direction	New Direction	Reason for Change
1.	Page 3 – Figure 1	N/A	Change boundary colours	To provide clarity.
2.	Page 7 – last paragraph	N/A	Grammatical correction.	To provide clarity.
3.	Section 2.2, North End at a Glance	N/A	<ul style="list-style-type: none"> • Correct spelling and grammar. • Added an orange line showing a connection from Gaston Ave to Recreation Ave for ATC connection. 	To provide clarity and to accurately represent future ATC connections.
4.	Section 2.3, Figure 3. North End Plan Land Use Concept	Manhattan Pt lots up to 3 storey ground oriented	Policy to support low rise apartments in Interior lots adjacent to Mill Site	Appropriate density near Mill Site
5.	Section 2.3, Figure 3. North End Plan Land Use Concept	Zones were included on legends.	Colour changes on land use concept map, and removal of zones on legend	Colour changed to provide clarity. Zones removed as not applicable in policy.
6.	Section 2.3, Figure 3. North End Plan Land Use Concept	Urban Centre between Ellis, Clement and Vaughan to Low Rise Apartments.	Low Rise Apartments between Ellis, Clement and Vaughan to Low Rise Apartments.	Aligns with current low-rise apartment development within this block. Allows for gradual transition of building heights to lake.
7.	Section 2.3.4., Figure 3. North End Plan Land Use Concept	Three Industrial designations that spoke to varying levels of industrial, commercial, and residential.	Narrowed to two designations to provide: <ol style="list-style-type: none"> 1. Industrial 2. Mixed Employment 	To provide clearer directions for the level of industrial and commercial uses within these areas.
8.	Section 2.3.2 – Vision	Focus on ground-oriented residential in Manhattan Neighbourhood	Changed first sentence to include reference to “low rise apartments near Mill Site”.	To align with the Land Use Concept Map.
9.	Section 2.3.2 – Policy	N/A	Added a policy to support up to 6 storeys between Manhattan Dr and Guy St.	To align with Land Use Concept Map and vision of the area.
10.	Section 2.3.4 Mixed Employment District	Three Industrial designations that spoke to varying levels of industrial, commercial, and residential. <ul style="list-style-type: none"> • Section 3.3.4.1 'Industrial-Commercial Area' • Section 2.3.4.2 'Commercial-Industrial Area' 	<ul style="list-style-type: none"> • Section 3.3.4.1 Industrial-Commercial Area <u>Industrial Area</u> • Section 2.3.4.2 Commercial-Industrial Area <u>Mixed Employment Area</u> • Section 2.3.4.3 Mixed Use Light Industrial 	To provide clearer directions for the level of industrial and commercial uses within these areas. The policy section following Section 2.3.4.3 will remain.

		<ul style="list-style-type: none"> Mixed Use Light Industrial Section 2.3.4.3 		
11.	Section 2.6.2 – Biking and Rolling	N/A	Grammatical clean up within paragraph 2.	To provide clarity
12.	Section 2.6.2 – Biking and Rolling – Policy	Waterfront Walkway	Waterfront Pathway	To provide consistency throughout the document.
13.	Section 2.6.2 – Biking and Rolling – Policy	If the Recreation Avenue Park site is reconfigured in the future, consider routing the Bertram ATC through the park from Gaston to the Okanagan Rail Trail.	If the Recreation Avenue Park site is reconfigured in the future, Consider routing the Bertram ATC through the park Recreation Avenue Park, from Gaston to the Okanagan Rail Trail, <u>in coordination with a future park planning process. Consider reallocating freed up space on Ellis St for on-street parking, transit priority measures, and other transportation needs identified at the time.</u>	Sentence structure change and to align with future transportation needs.
14.	Section 2.6.2 – Figure 11. North End Plan Biking/Rolling Network	Green lines around park polygons, and green line between Oxford and Broadway Ave.	Remove green lines around park polygons and the green line between Oxford and Broadway Ave.	These lines are not necessary, and removing them provides clarity.
15.	Section 2.6.2 – Figure 11. North End Plan Biking/Rolling Network	Weddell PI is shown south of Brandts Creek	<ul style="list-style-type: none"> Weddell PI shifted north of Brandts Creek Removed painted bike lines and neighbourhood bikeways 	More accurate representation of street location and biking infrastructure.
16.	Section 2.6.3 Transit	Pandosy St is referenced in a policy for the Richter Corridor Study	Pandosy removed from Richter Corridor Study	Pandosy is not included in the Richter Corridor Study
17.	Section 2.6.5 – Policy	Reconfigure Sunset Dr and Guy St...	Reconfigure Sunset Dr and <u>Bay St...</u>	The wrong street was referenced in the previous draft.
18.	Section 2.6.5 – Figure 13. North End Plan – Recommended Future Street Network Classifications	<p>Weddell PI is shown south of Brandts Creek.</p> <p>Green lines around park polygons.</p> <p>Truck Routes have no outline.</p>	<p>Weddell PI shifted north of Brands Creek.</p> <p>Remove green lines around park polygons.</p> <p>Change Truck Route legend icon to have black outline with white fill.</p>	<p>More accurate representation of street location.</p> <p>These park lines are not necessary, and it is hard to see the truck routes on the map.</p>

		Mill Site dashed lines are white on the figure and gray on the legend.	Industrial removed from map. Mill Site lines on figure to match the gray as shown on the legend.	Not necessary on this figure. Mill Site dashes on the figure now match legend.
19.	Section 2.6.6 – Policy	N/A	Language/grammatical changes in second and third policies.	Stronger language to demonstrate goals of policy.
20.	Section 2.7.1.1. Water	N/A	Punction required	Clarity.
21.	Section 3.1 – Figure 14. North End Plan Future Land Use	The three Industrial Land Use Concepts were under the Mixed Employment District Future Land Use. Mixed Employment District Designation between Ellis, Clement and Vaughan to Low Rise Apartments.	Figure and legend updated to reflect the Industrial and the Mixed Employment District areas Future Land Uses. Core Area Neighbourhood Designation between Ellis, Clement and Vaughan to Low Rise Apartments.	The Future Land uses changes allow for tailor policy to guide these areas.
22.	Section 3.1. - Figure 15. Projects Requiring Property Acquisition	N/A	Add "Transportation / Street Improvements Acquisitions, full or partial, will be identified through future design phases"	To signal that these will not be identified in this plan, but through future design phases.
23.	Section 3.1 – The Role of Development – 3. Land dedication at development	Estimations were provided for land dedication	Estimations removed	These are determined at time of development application.
24.	Section 3.2.2 – Figure 17. North End Transportation Network Improvements	Upgrade Sunset Dr from a collector to a minor arterial.	Upgrade <u>Reconfigure</u> Sunset Dr from a collector to a <u>into a minor arterial street to accommodate additional active transportation and vehicle traffic.</u>	Sentence revision and clarification of purpose.
25.	Section 3.2.2 – Figure 17. North End Transportation Network Improvements	Figure references "Roads"	Change to streets throughout Figure 17.	City documents and projects reference "streets" not "roads".
26.	Section 3.2.2 – Figure 17. North End Transportation Network Improvements – Implementation Notes: 1.	Priority will be given to those streets that experience the most development.	Priority will be given to those streets that experience the most development, <u>and will be guided by the Neighbourhood Street Urbanization Program.</u>	To provide clarity.
27.	Section 3.2.2 – Figure 18. North End Plan Transportation Capital Projects	Weddell PI is shown south of Brandts creek. Green lines around park polygons.	Weddell PI shifted north.	More accurate representation of street location.

		<p>Truck Routes have no outline.</p> <p>Mill Site dashed lines are white on the figure and gray on the legend.</p>	<p>Remove green lines around park polygons.</p> <p>Change Truck Route legend icon to have black outline with white fill.</p> <p>Mill Site lines on figure to match the gray as shown on legend.</p>	<p>These park lines are not necessary, and it is hard to see the truck routes on the map.</p> <p>Mill Site dashes on the figure now match legend.</p>
28.	Section 3.3.3	In addition, recent higher-than expected inflation...	In addition, recent higher than expected inflation <u>has</u> ...	Grammatical clarification.

Schedule A – Proposed OCP Text Amendments

No.	Section	Current Policy or Wording Excerpt	Proposed Policy or Wording Excerpt	Reason for Amendment
1.	Chapter 3: Future Land Use NEW FUTURE LAND USE DESIGNATION: Mixed Employment District (MED)	N/A	<u>See Chart A</u>	This new Future Land Use (FLU) designation has been created for areas that provide a variety of employment intensive activities located in strategic areas of the city, including within the North End Neighbourhood. Directions for MED areas are now outlined in the MED FLU.
2.	Chapter 4: Urban Centres Policy 4.4.2 Downtown Skyline.	Support development Downtown that is generally consistent with Map 4.1 to accomplish the following: <ul style="list-style-type: none"> • Tapering heights from taller buildings in the centre of Downtown to lower buildings towards Okanagan Lake and adjacent Core Area Neighbourhoods; • Preservation of existing form and character of historic Bernard Avenue and other heritage sites; • Consistency with the objectives of the Civic Precinct Plan; and • The development of taller buildings that incorporate distinct architectural features in strategic locations near Okanagan Lake. 	Support development Downtown that is generally consistent with Map 4.1 to accomplish the following: <ul style="list-style-type: none"> • Tapering heights from taller buildings in the centre of Downtown to lower buildings towards Okanagan Lake and adjacent Core Area Neighbourhoods; • Preservation of existing form and character of historic Bernard Avenue and other heritage sites; • Consistency with the objectives <u>directions</u> of the Civic Precinct Plan; • <u>Consistency with the directions of the North End Plan; and</u> • The development of taller buildings that incorporate distinct architectural features in strategic locations near Okanagan Lake. 	The North End Plan provides key policy and guidance for how the Urban Centre within the North End should develop and grow.
3.	Chapter 4: Urban Centres Policy 4.4.8. North End Plan.	N/A	Use the North End Neighbourhood Plan for detailed policy guidance in the North End, including guidance for the industrial, residential, and employment areas.	The North End Plan was created through a rigorous engagement process with the community and provides key policy guidance on

			Where North End Plan policies conflict with policies in the Official Community Plan, the North End Plan shall take precedence.	the development of the North End.
4.	Chapter 4: Urban Centres Policy 4.4.9. Mill Site Area Redevelopment Plan	N/A	Consider redevelopment of the Mill Site, as identified in the North End Plan, for non-industrial uses, only at such time as an Area Redevelopment Plan, or similar area planning process, is completed, in keeping with Policy 4.4.8.	More detailed planning is required through the Mill Site ARP process to set detailed directions for redevelopment of that site.
5.	Chapter 5: The Core Area Policy 5.3.9 North End Plan	N/A	Use the North End Plan to guide the redevelopment of properties in the North End neighbourhood within the Core Area. Key guidance includes: <ul style="list-style-type: none"> • Support for buildings up to 6 storeys along north side of Recreation Ave; • Support apartments up to 6 storeys between Manhattan Dr and Guy St to allow for increased density adjacent to the Mill Site and along the North Side of Recreation Ave.; and • Support for neighbourhood commercial uses in the Walrod Park Neighbourhood 	The North End Plan was created through a rigorous engagement process with the community and provides key policy guidance on the development of the North End.
6.	Chapter 5: The Core Area Policy 5.8.3	Policy 5.8.3 North End Industrial Lands Support the growth of industrial development in Kelowna’s North End with additional opportunities for specialty retail where it is supportive of the production and manufacturing in the area. Develop more detailed policy guidance through the North End Neighbourhood Plan.	Policy 5.8.3 North End Industrial Lands and Mixed Employment Support the growth of industrial development in Kelowna’s North End with additional opportunities for specialty retail where it is supportive of the production and manufacturing in the area. Develop more detailed policy guidance through the North End Neighbourhood Plan, and mixed employment as guided by policy in the North End Neighbourhood Plan, including	Industrial development and employment opportunities are important to the North End. The North End Plan provides policy guidance for the growth and maintenance of industrial and mixed employment opportunities specific to the North End.

			<u>but not limited to new regulatory and zoning approaches.</u>	
7.	Chapter 16: Making the Plan Work Table 16.1: Implementation Actions	20. Develop a North End Neighbourhood Plan 7.8.3. North End Industrial Lands Timing: ST	20. Develop a North End Neighbourhood Plan <u>Implement actions outlined in the North End Neighbourhood Plan</u> <u>4.4.2. Downtown Skyline</u> <u>4.4.8. North End Plan</u> <u>5.3.9. North End Plan</u> <u>5.8.3 North End Industrial Lands and Mixed Employment</u> Timing: ST <u>Q</u>	The North End Plan signals an opportunity to advance improvements to Elks Stadium and consider whether new recreation facilities are appropriate to be introduced into the area.

Chart A

Proposed – Chapter 3: Mixed Employment District

Mixed Employment District (MED)

Growth Strategy Role

Mixed Employment Districts provide a variety of employment intensive activities located in strategic areas of the city. These areas are important to the local and regional economy, contributing to economic sustainability of the City of Kelowna by enhancing the service variety and job diversity through a range of employment opportunities closer to residents and a range of transportation options.

Supported Uses and Typologies

Mixed Employment Districts are characterized by higher employment density uses such as industrial, service commercial, offices and retail.







Table 3.18 Mixed Employment District Summary

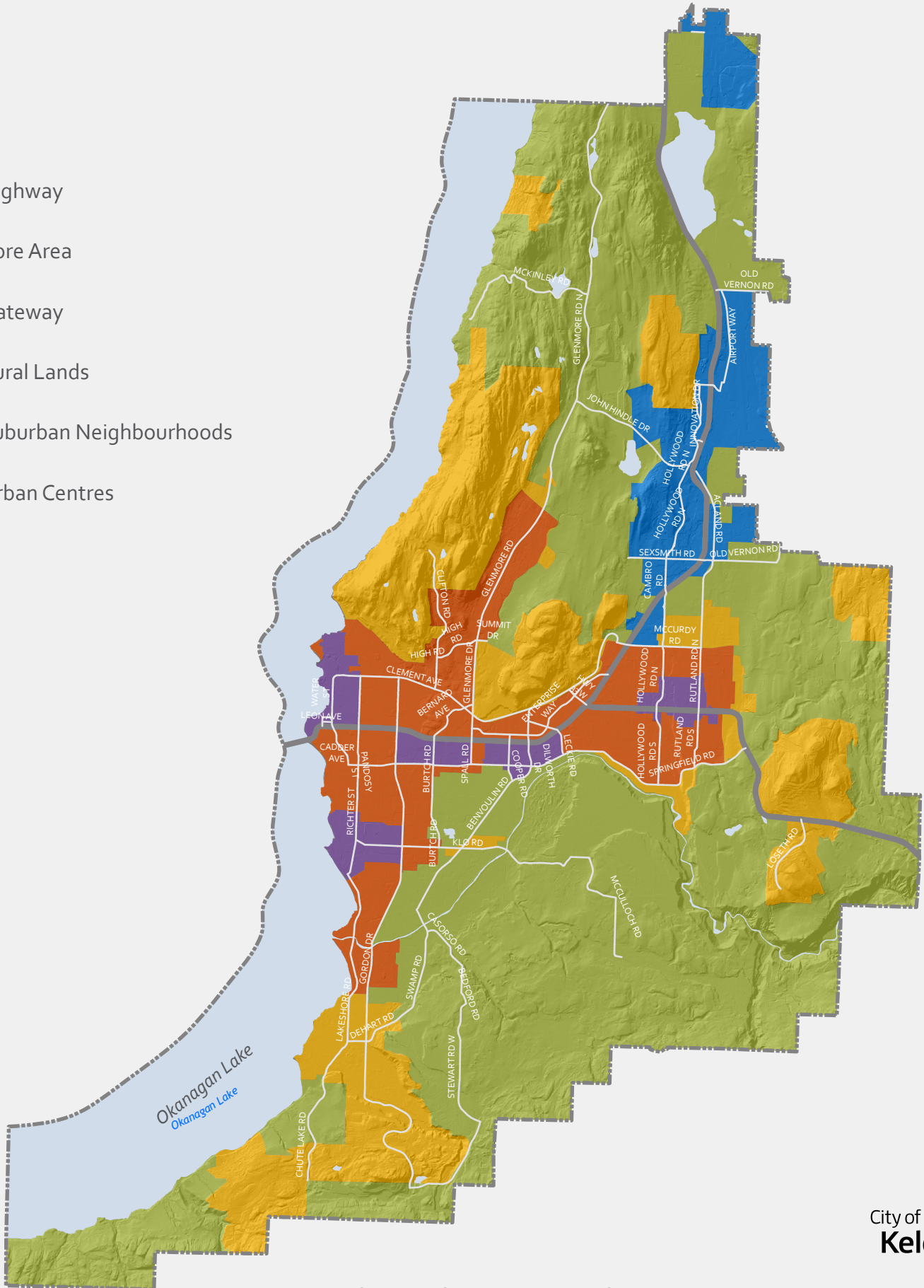
Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none">• Industrial uses including manufacturing, repair, processing, storage, and distribution• Commercial, including retail, office uses• Service commercial institutional	<ul style="list-style-type: none">• Low rise buildings• Mid-rise buildings	<ul style="list-style-type: none">• N/A	<ul style="list-style-type: none">• Development in the North End Mixed Employment District should be consistent with the North End Plan.

Schedule B – Proposed Mapping Amendments

No.	Section	Amended Area	Description of Amendment	Reason for Amendment
1.	Map 1.1 Growth Strategy Districts	Downtown Urban Centre Expansion (Mill Site Area)	<ul style="list-style-type: none"> Expand the Downtown Urban Centre Growth Strategy District to include the Urban Centre in the North End. 	The range of land uses and proposed densities in the Downtown Urban Centre Expansion area are consistent with the Urban Centre Growth Strategy District.
2.	Map 3.1 Future Land Use Map	Selected industrial lands in the NEP.	<ul style="list-style-type: none"> Apply a new 'Mixed Employment District' Future Land Use to parts of the neighbourhood. Apply the 'Urban Centre' Future Land Use to parts of the neighbourhood. 	To update the Future Land Uses to align with the North End Plan directions for a new mixed employment area.
3.	Map 4.1 Downtown Building Heights	Properties currently designated 12 storeys between Sunset Dr and Ellis St, and properties located between Guy St and Ellis St down to Recreation Ave.	<ul style="list-style-type: none"> Increasing building heights from 12 storeys to 20 storeys for properties located between Sunset Dr and Ellis St Designating height to 20 storeys for properties located between Guy St and Ellis St down to Recreation Ave Mill Site heights are to be determined through the Mill Site ARP 	To update the building heights to align with the North End Plan.
4.	Map 4.2 Downtown Street Character	<ul style="list-style-type: none"> Bay Ave to Oxford Ave Recreation Ave to Bay Ave Clement Ave to Weddell Pl 	<ul style="list-style-type: none"> Apply a 'Mixed' street character along Ellis St from Bay Ave to Oxford Ave Apply the "Retail Street" character along Ellis St between Recreation Ave to Bay Ave Amend the street character along Ellis St between Clement Ave and Recreation Ave from "Mixed Street" to "Retail Street". Remove the 'Residential Street' street character on Richter St between Clement Ave to Weddell Pl 	To ensure an adequate level of services in the North End by signalling services are provided in some areas, and flexibility for services is permitted in other areas.
5.	Map 13.1 Functional Road Classifications	The North End	<ul style="list-style-type: none"> Apply updated Road Classifications as outlined in the North End Plan. Apply the Urban Centre cross section west of Richter St. 	To reflect the road classifications outlined in the North End Plan.

			<ul style="list-style-type: none"> Apply the Core Area cross sections east of Richter St 	
6.	Map 13.2 Transit Overlay, Functional Road Classification	North End Plan area and surrounding properties	<p>Improve transit service in the north end through mechanisms such as:</p> <ul style="list-style-type: none"> Increasing frequency of Route 2 Rerouting Routes 6 and 18 Extending Route 1 Extending Route 98 	To reflect the transit infrastructure outlined in the North End Plan.
7.	Map 13.3 Bike Overlay, Functional Road Classification	The North End	<ul style="list-style-type: none"> Extend the protected cycling network north from Downtown into the North End 	To reflect the cycling infrastructure outlined in the North End Plan.
8.	Map 13.4 Truck Route Overlay, Functional Road Classification	Portion of Ellis St within the North End.	<ul style="list-style-type: none"> 24 Hours truck route was removed from Ellis St within the North End. 	To reflect the land use and neighbourhood characteristics outlined in the North End Plan.

-  Highway
-  Core Area
-  Gateway
-  Rural Lands
-  Suburban Neighbourhoods
-  Urban Centres



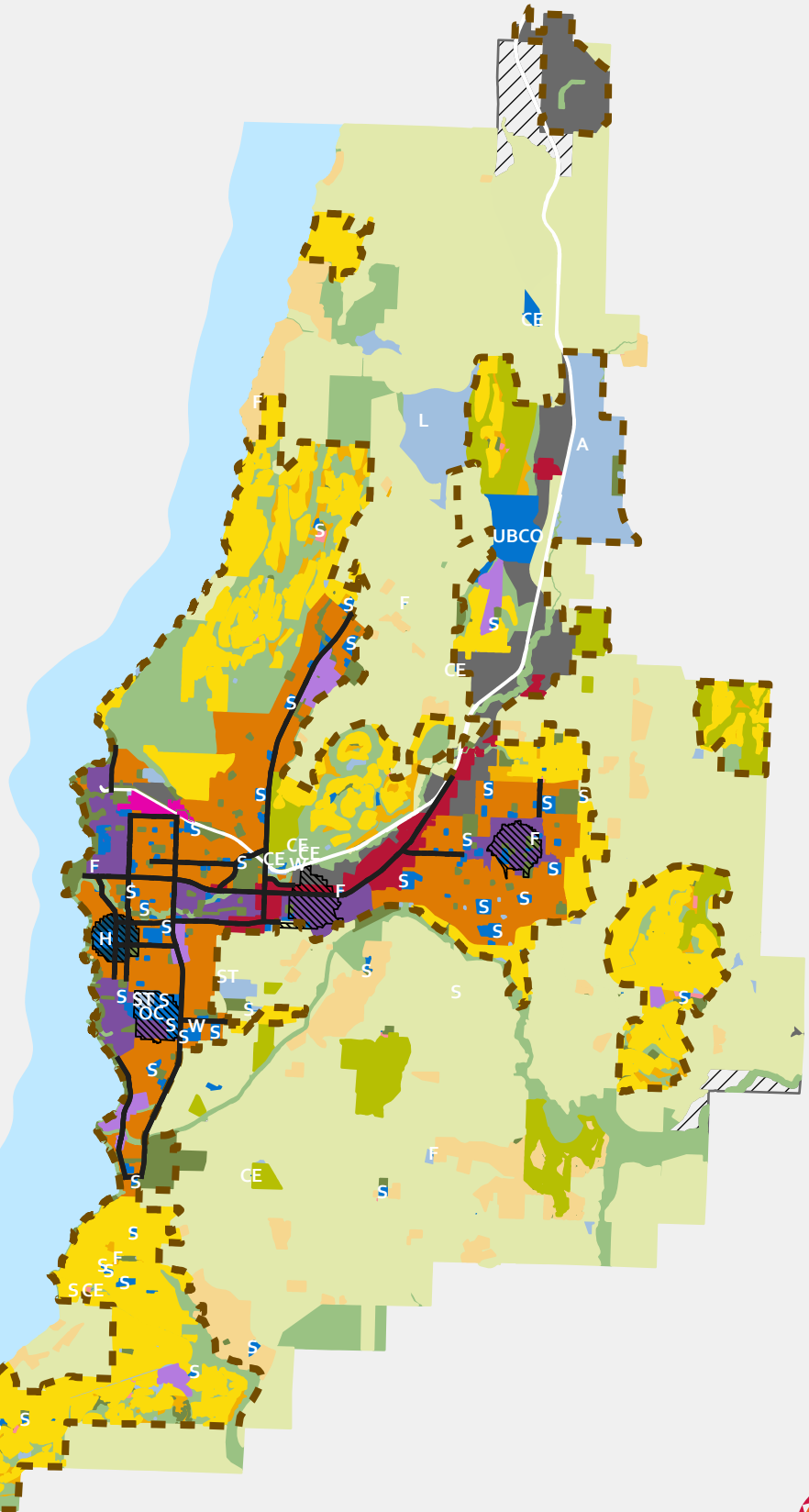
-  Permanent Growth Boundary
-  UC - Urban Centre
-  VC - Village Centre
-  C-NHD - Core Area Neighbourhood
-  C-HTH - Core Area - Health District
-  S-RES - Suburban Residential
-  S-MU - Suburban Multiple Unit
-  R-RES - Rural Residential
-  R-AGR - Rural - Agricultural & Resource
-  RCOM - Regional Commercial Corridor
-  NCOM - Neighbourhood Commercial
-  IND - Industrial
-  EDINST - Education / Institutional
-  PARK - Park and Open Space
-  REC - Private Recreational
-  NAT - Natural Areas
-  TC - Transportation Corridor
-  PSU - Public Service Utilities
-  C-HER - Heritage Conservation Area
-  MEM - Mixed Employment
-  FNR - First Nations Reserve
-  Transit Supportive Corridors
-  Transit Oriented Areas

- A Airport
- F Firehall
- H Hospital
- L Landfill
- S School
- W Works Yard
- CE Cemetery
- ST Sewage Treatment
- UBCO University of B.C. Okanagan
- OC Okanagan College

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

Temporary Commercial and Industrial Uses are not shown on this map.

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



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

26 storeys

20 storeys

12 storeys

6 storeys

3 storeys

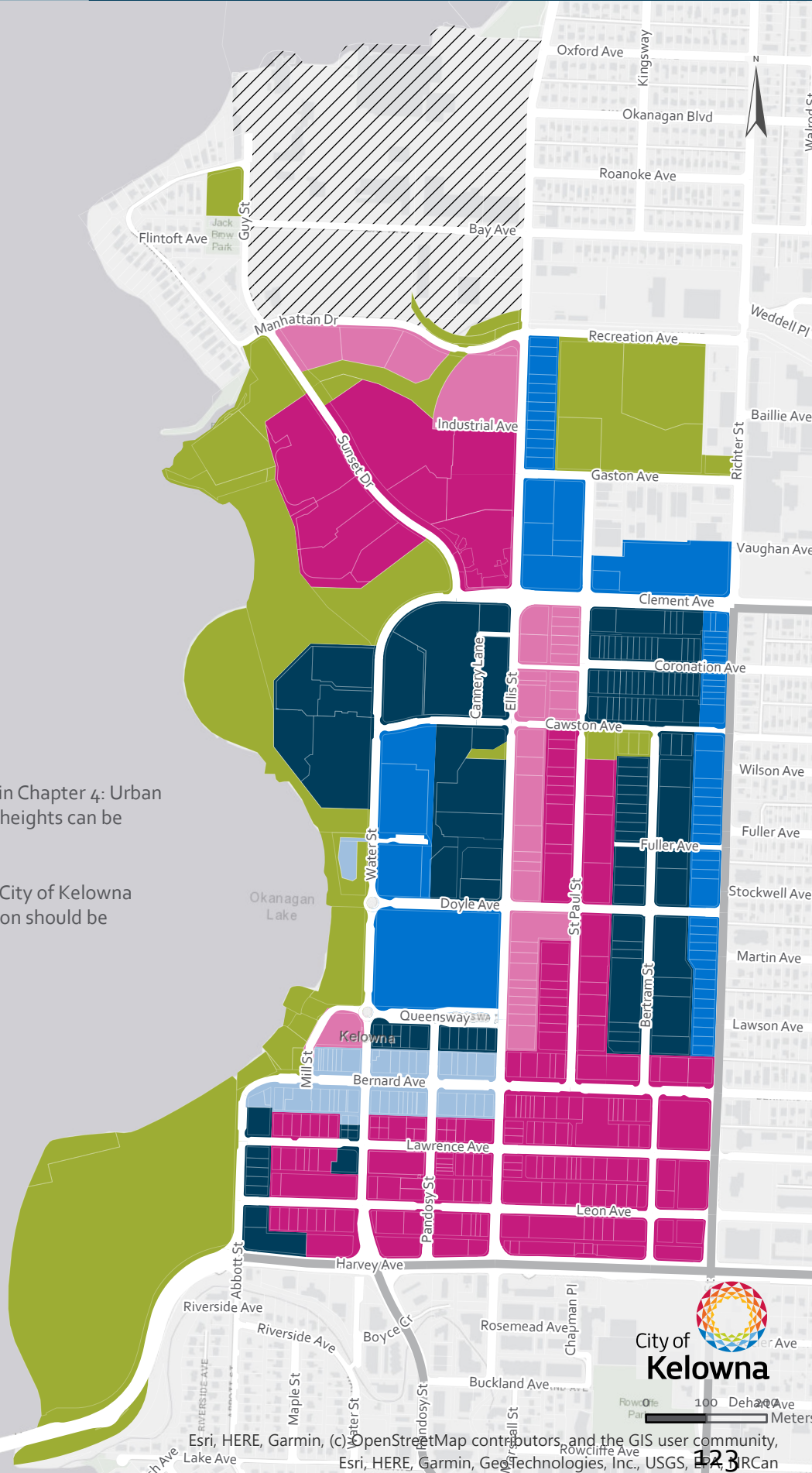
Park

To be determined

Transit Supportive Corridor

This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.4.









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Okanagan Lake

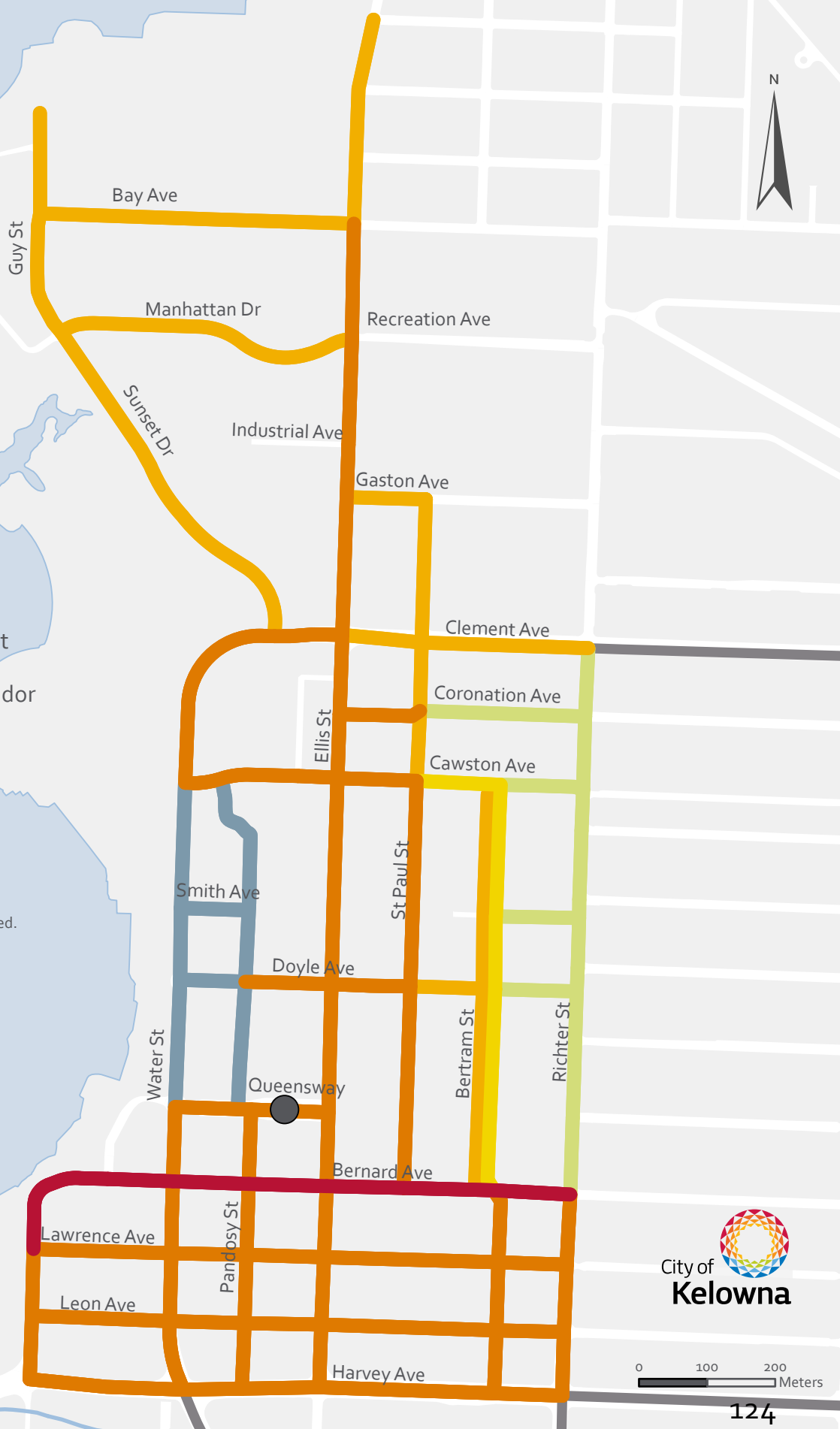


100 Feet / 30 Meters

-  High Street
-  Retail Street
-  Mixed Street
-  Civic Street
-  Residential Street
-  Mixed Residential Street
-  Transit Supportive Corridor
-  Transit Exchange

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Okanagan Lake

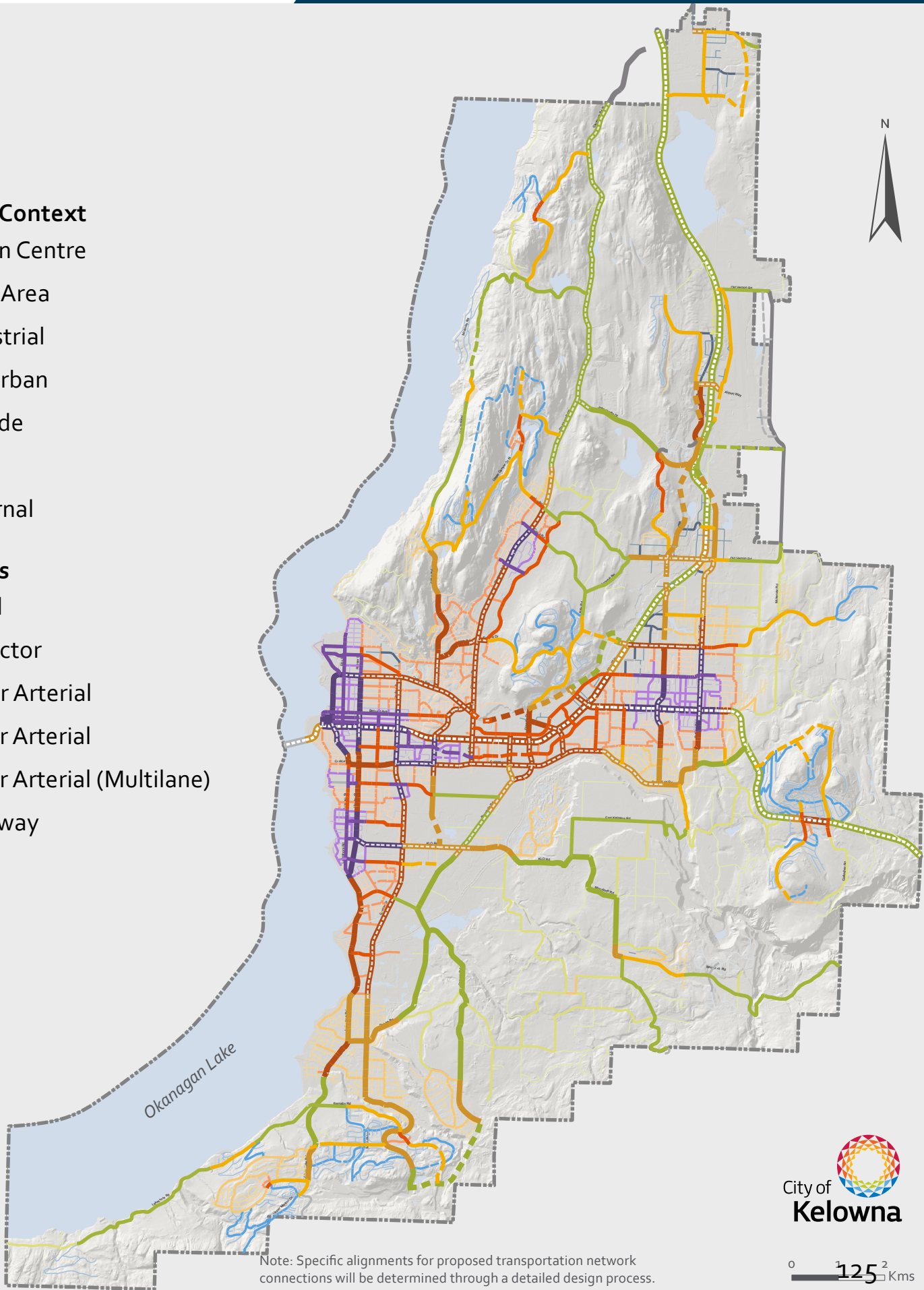


Land Use Context

- Urban Centre
- Core Area
- Industrial
- Suburban
- Hillside
- Rural
- External

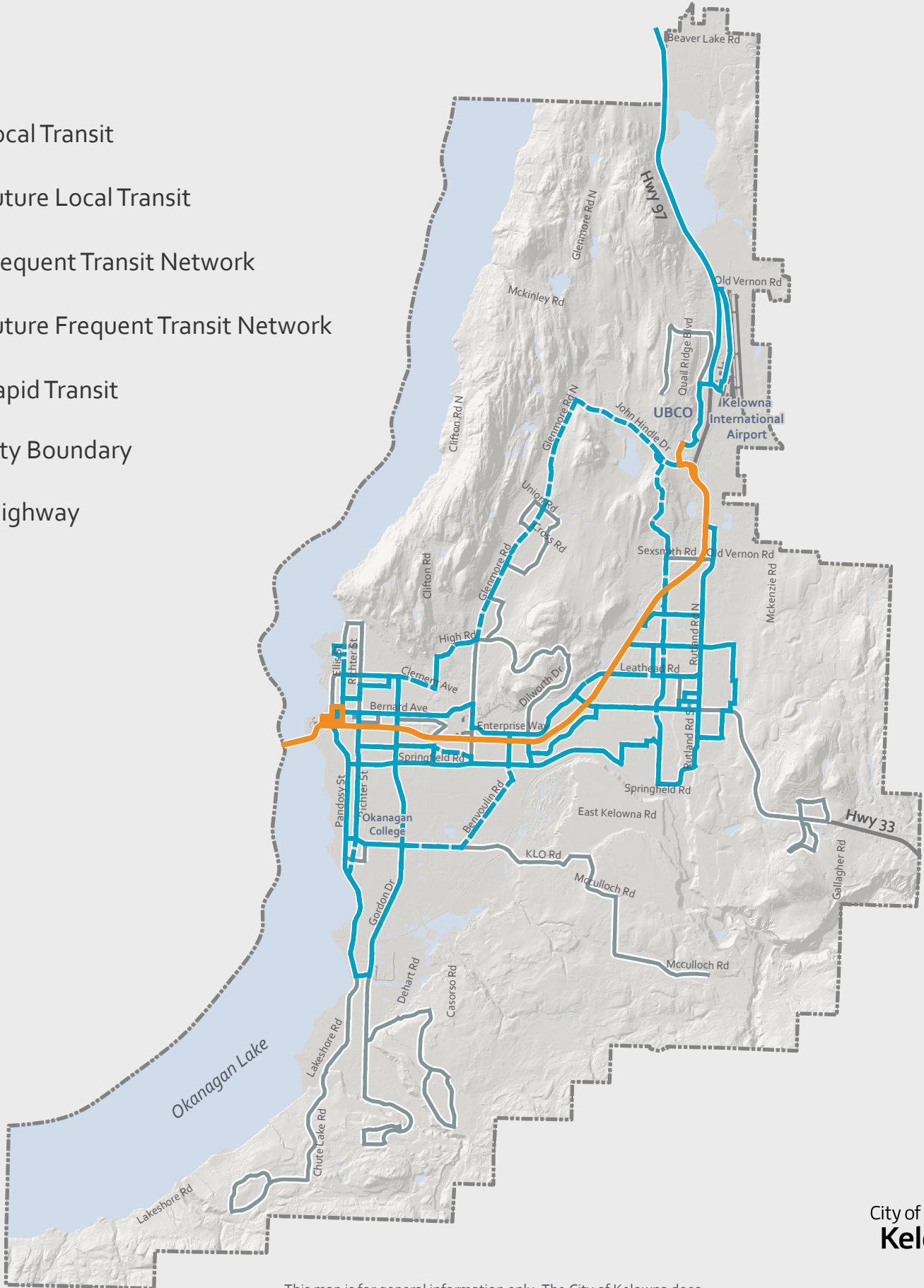
Road Class







- Local
- Collector
- Minor Arterial
- Major Arterial
- Major Arterial (Multilane)
- Highway

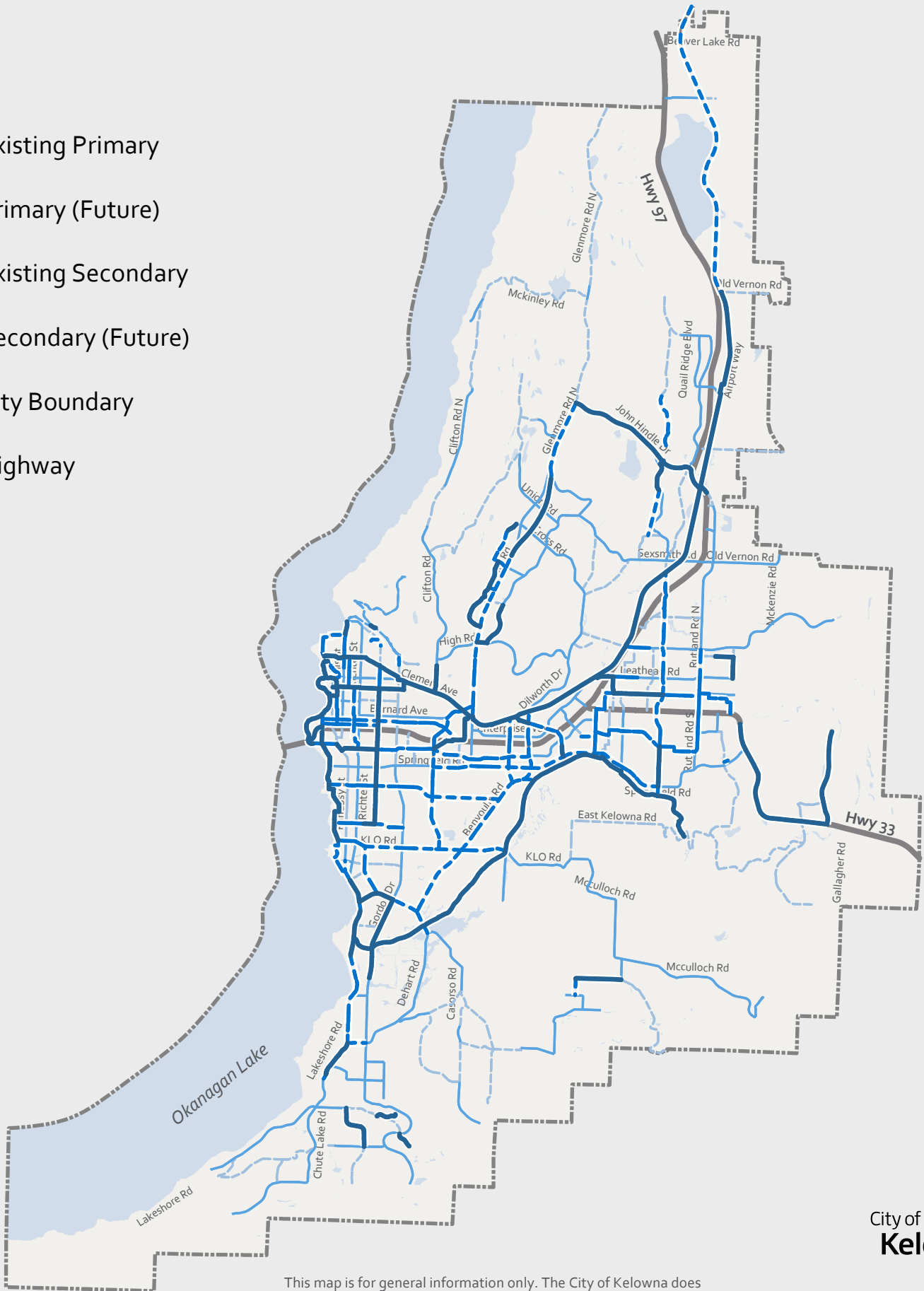


Note: Specific alignments for proposed transportation network connections will be determined through a detailed design process.

- Local Transit
- - - Future Local Transit
- Frequent Transit Network
- - - Future Frequent Transit Network
- Rapid Transit
- ⋯ City Boundary
- Highway



-  Existing Primary
-  Primary (Future)
-  Existing Secondary
-  Secondary (Future)
-  City Boundary
-  Highway

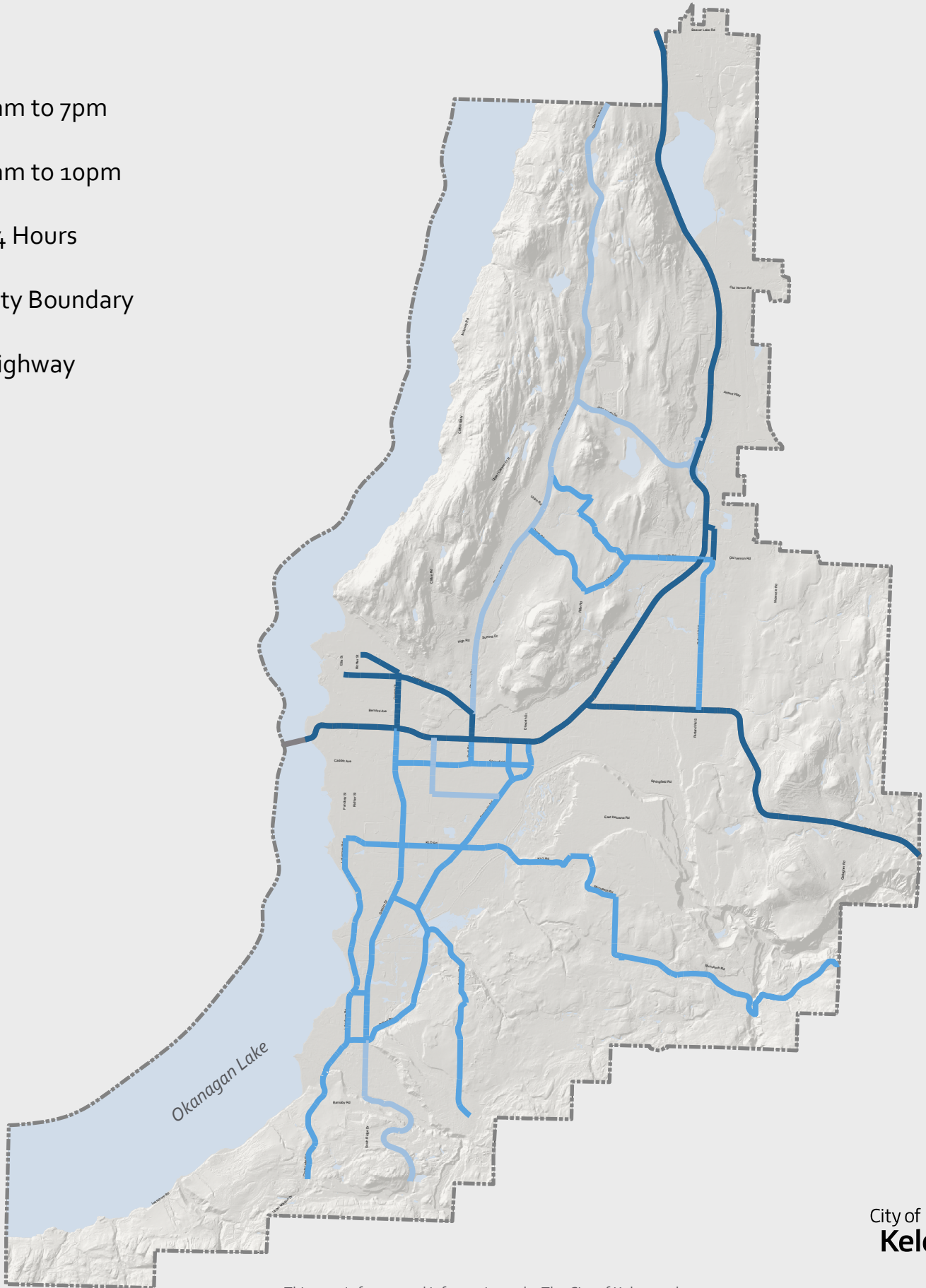


This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



0 1 2 **127** Kms

- 7am to 7pm
- 7am to 10pm
- 24 Hours
- City Boundary
- Highway





City of
Kelowna

North End Plan and OCP Updates OCP25-0003

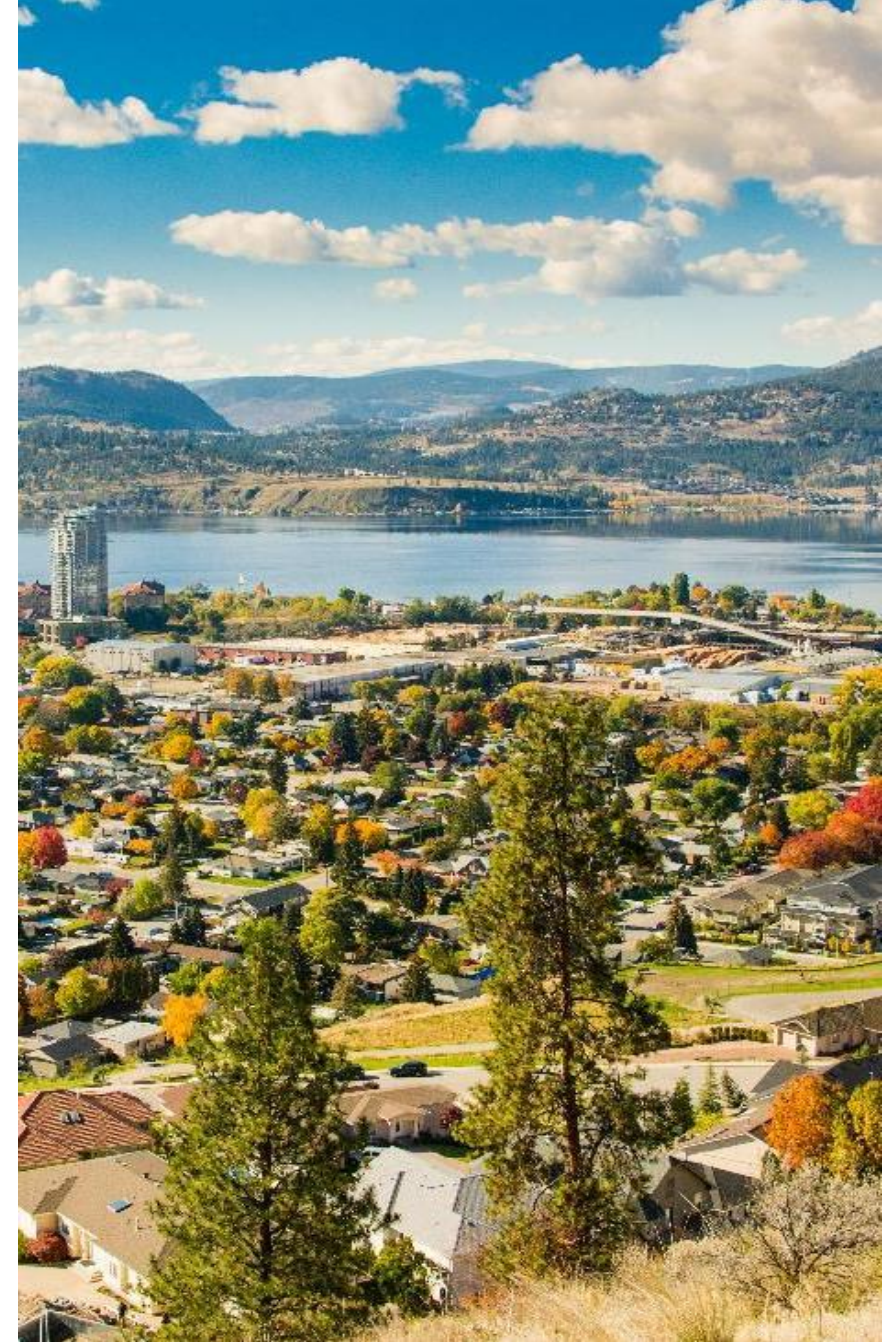
Long Range Planning
March 17, 2025

Purpose

- For Council to adopt the North End Plan and to amend the Official Community Plan to align with the policies with the North End Plan.

Background

- North End Plan (NEP) launched July 12, 2021
- NEP intended to guide and manage the growth of the North End over the next 30+ years
- On Oct 21, 2024, Council directed staff to bring forward for adoption a final version of the North End Plan with a series of bylaw amendments to implement the plan



NEP Process: 4 Phases



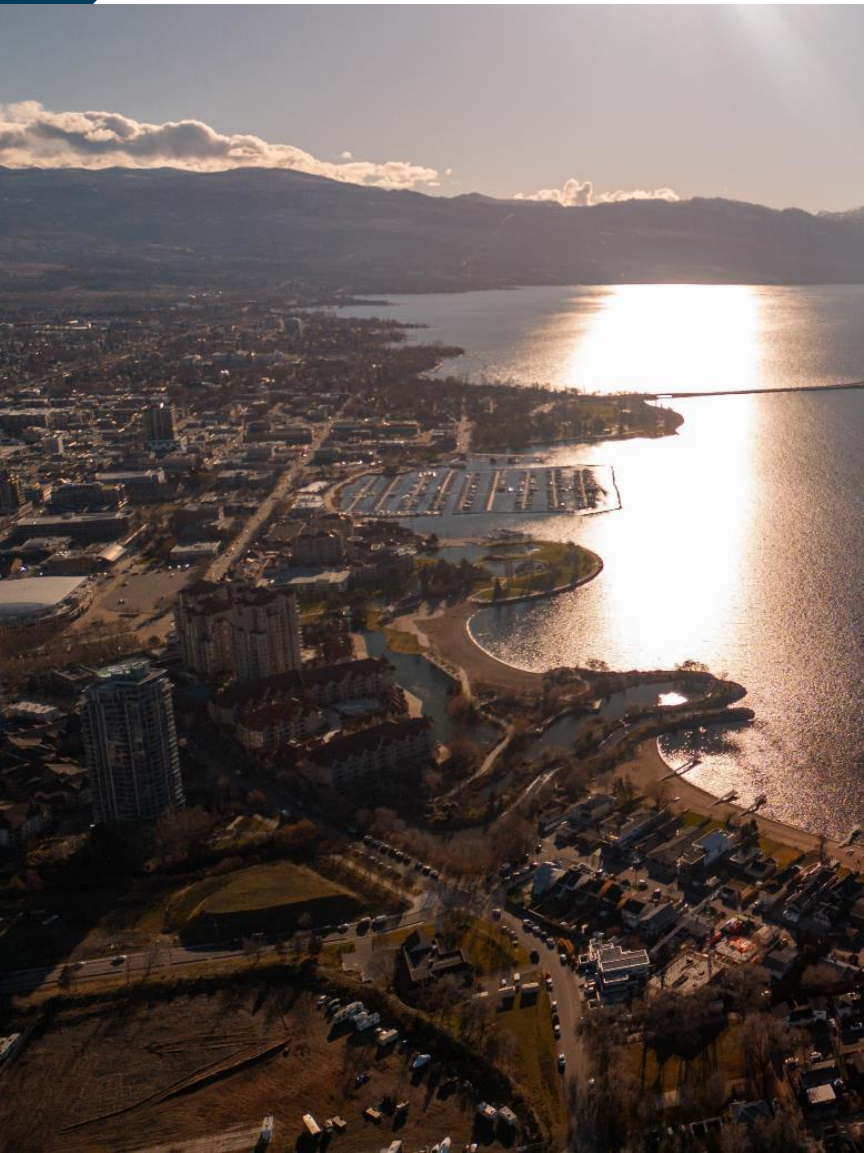
An aerial night photograph of a city, likely Vancouver, showing a dense urban area with lights reflecting on the water in the foreground. The city is set against a backdrop of dark, snow-capped mountains under a cloudy night sky. The overall color palette is dominated by deep blues and greys, with warm yellow and white lights from the city buildings and streets.

North End Plan Refinements and OCP Amendments

Land Use Refinements

- Re-introduction of low rise apartments up to 6 storeys for Manhattan point properties within close proximity to the Mill site
- Removal of the Light Industrial Mixed Use area





OCP Amendments

- New Mixed Employment Future Land Use
- Policies that speak to importance of using NEP for policy guidance
- Policies consideration for Mill Site redevelopment
- Policies for new Mixed Employment Future Land Use
- Updates to implementation actions

OCP Mapping Amendments

- Map 1.1 Growth Strategy Districts
- Map 3.1 Future Land Use Map
- Map 4.1 Downtown Building Heights
- Map 4.2 Street Character Map
- Map 13.1 Functional Road Classification
- Map 13.2 Transit Overlay, Functional Road Classification
- Map 13.3 Bike Overlay, Functional Road Classification
- Map 13.4 Truck Route Overlay, Functional Road Classification

Figure 14 North End Plan Future Land Use



- 26 storeys
- 20 storeys
- 12 storeys
- 6 storeys
- 3 storeys
- Park
- To be determined
- Transit Supportive Corridor

This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.4.

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- High Street
- Retail Street
- Mixed Street
- Civic Street
- Residential Street
- Mixed Residential Street
- Transit Supportive Corridor
- Transit Exchange

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



Recommendations

- That Council adopt the North End Plan for the purpose of initiating the bylaw reading and public hearing process
- That the OCP amendments be forwarded to Public Hearing





Questions?

CITY OF KELOWNA

BYLAW NO. 12763

Official Community Plan Amendment No. OCP25-0003 North End Plan Amendments

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that “*Kelowna 2040 – Official Community Plan* Bylaw No. 12300” be amended as follows:

1. AND THAT **Chapter 3 – Future Land Use** be amended by adding the following new Mixed Employment District future land use designation as shown on Schedule 'A' as attached to and forming part of this bylaw.
2. AND THAT **Chapter 4 – Urban Centres**, Policy 4.4.2. Downtown Skyline be amended by:
 - a) Deleting “objectives of the Civic Precinct Plan; and” and replacing it with “directions of the Civic Precinct Plan;”.
 - b) Adding “• Consistency with the directions of the North End Plan; and” before “• The development of taller buildings”.
3. AND THAT **Chapter 4 – Urban Centres** be amended by adding the following new policy in its appropriate location:

“Policy 4.4.8. North End Plan. Use the North End Neighbourhood Plan for detailed policy guidance in the North End, including guidance for the industrial, residential, and employment areas. Where North End Plan policies conflict with policies in the Official Community Plan, the North End Plan shall take precedence.”
4. AND THAT **Chapter 4 – Urban Centres** be amended by adding the following new policy in its appropriate location:

“Policy 4.4.9. Mill Site Area Redevelopment Plan. Consider redevelopment of the Mill Site, as identified in the North End Plan, for non-industrial uses, only at such time as an Area Redevelopment Plan, or similar area planning process, is completed, in keeping with Policy 4.4.8.”
5. AND THAT **Chapter 5 – The Core Area** be amended by adding the following new policy in its appropriate location:

“Policy 5.3.9. North End Plan. Use the North End Plan to guide the redevelopment of properties in the North End neighbourhood within the Core Area. Key guidance includes:

 - Support for buildings up to 6 storeys along north side of Recreation Ave;
 - Support apartments up to 6 storeys between Manhattan Dr and Guy St to allow for increased density adjacent to the Mill Site and along the North Side of Recreation Ave; and
 - Support for neighbourhood commercial uses in the Walrod Park Neighbourhood.”
6. AND THAT **Chapter 5 – The Core Area**, Policy 5.8.3. North End Industrial Lands be deleted in its entirety and replaced with the following Policy 5.8.3.:

“Policy 5.8.3. North End Industrial Lands and Mixed Employment. Support the growth of industrial development and mixed employment as guided by policy in the North End

Neighbourhood Plan, including but not limited to new regulatory and zoning approaches.”

7. AND THAT **Chapter 16 – Making the Plan Work**, Table 16.1: Implementation Actions, row 20 be deleted in entirety and replaced with the following:

“

20	Implement actions outlined in the North End Neighbourhood Plan	4.4.2. Downtown Skyline 4.4.8. North End Plan 5.3.9. North End Plan 5.8.3 North End Industrial Lands and Mixed Employment	Plan development	O
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”

8. AND THAT **Map 1.1 – Growth Strategy Districts** be deleted in its entirety and replaced with Map 1.1 as attached to and forming part of this bylaw.
9. AND THAT **Map 3.1 – Future Land Use** be deleted in its entirety and replaced with Map 3.1 as attached to and forming part of this bylaw.
10. AND THAT **Map 4.1 – Downtown Building Heights** be deleted in its entirety and replaced with Map 4.1 as attached to and forming part of this bylaw.
11. AND THAT **Map 4.2 – Downtown Street Character** be deleted in its entirety and replaced with Map 4.2 as attached to and forming part of this bylaw.
12. AND THAT **Map 13.1 – Functional Road Classification** be deleted in its entirety and replaced with Map 13.1 as attached to and forming part of this bylaw.
13. AND THAT **Map 13.2 – Transit Overlay, Functional Road Classification** be deleted in its entirety and replaced with Map 13.2 as attached to and forming part of this bylaw.
14. AND THAT **Map 13.3 – Biking Overlay, Functional Road Classification** be deleted in its entirety and replaced with Map 13.3 as attached to and forming part of this bylaw.
15. AND FURTHER THAT **Map 13.4 – Truck Route Overlay, Functional Road Classification** be deleted in its entirety and replaced with Map 13.4 as attached to and forming part of this bylaw.
16. 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 17th day of March, 2025.

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

Schedule 'A'

Mixed Employment District (MED)

Growth Strategy Role

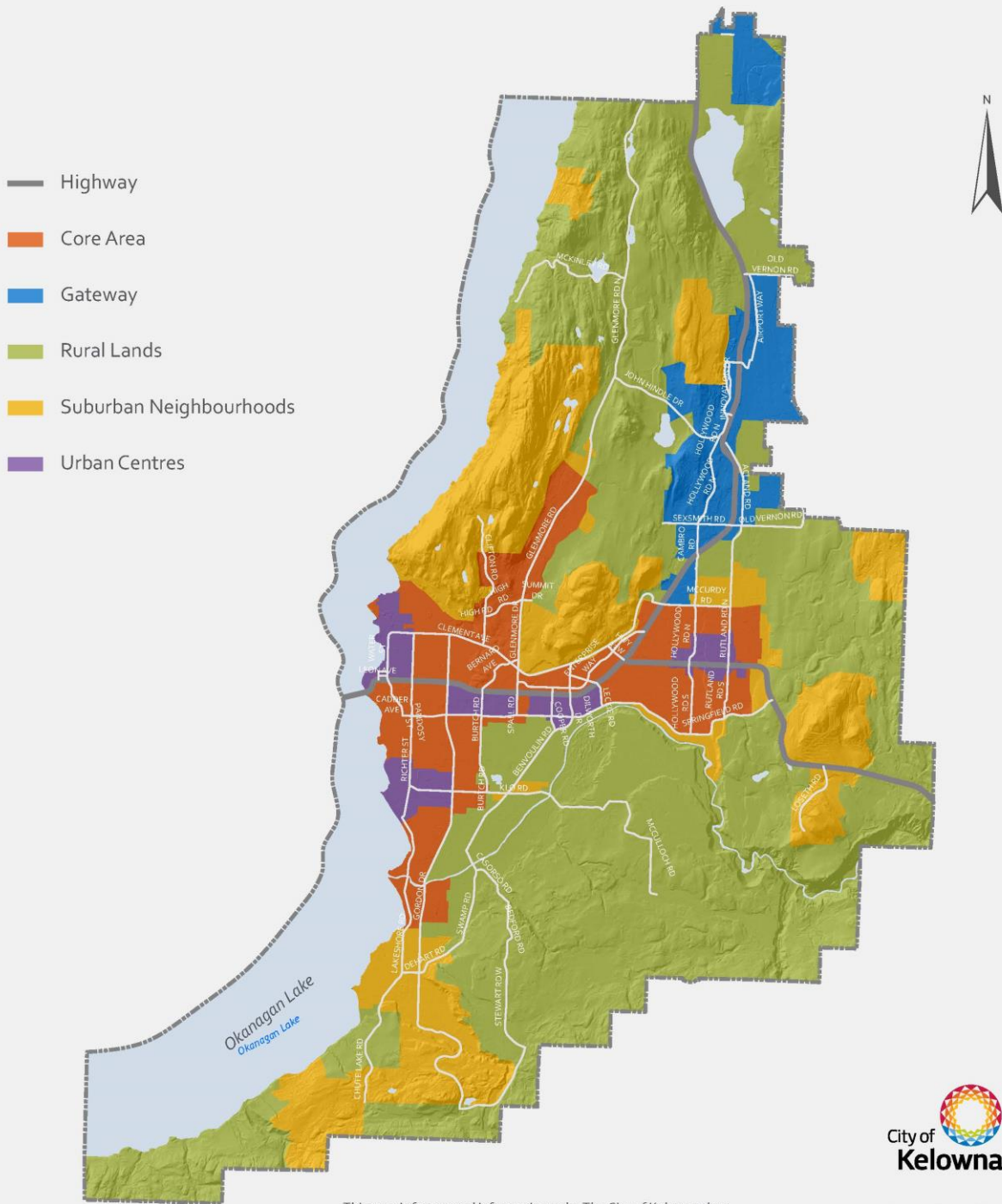
Mixed Employment Districts provide a variety of employment intensive activities located in strategic areas of the city. These areas are important to the local and regional economy, contributing to economic sustainability of the City of Kelowna by enhancing the service variety and job diversity through a range of employment opportunities closer to residents and a range of transportation options.

Supported Uses and Typologies

Mixed Employment Districts are characterized by higher employment density uses such as industrial, service commercial, offices and retail.

Table 3.18 Mixed Employment District Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none">• Industrial uses including manufacturing, repair, processing, storage, and distribution• Commercial, including retail, office uses• Service commercial institutional	<ul style="list-style-type: none">• Low rise buildings• Mid-rise buildings	<ul style="list-style-type: none">• N/A	<ul style="list-style-type: none">• Development in the North End Mixed Employment District should be consistent with the North End Plan.



Rev: 04/03/2025

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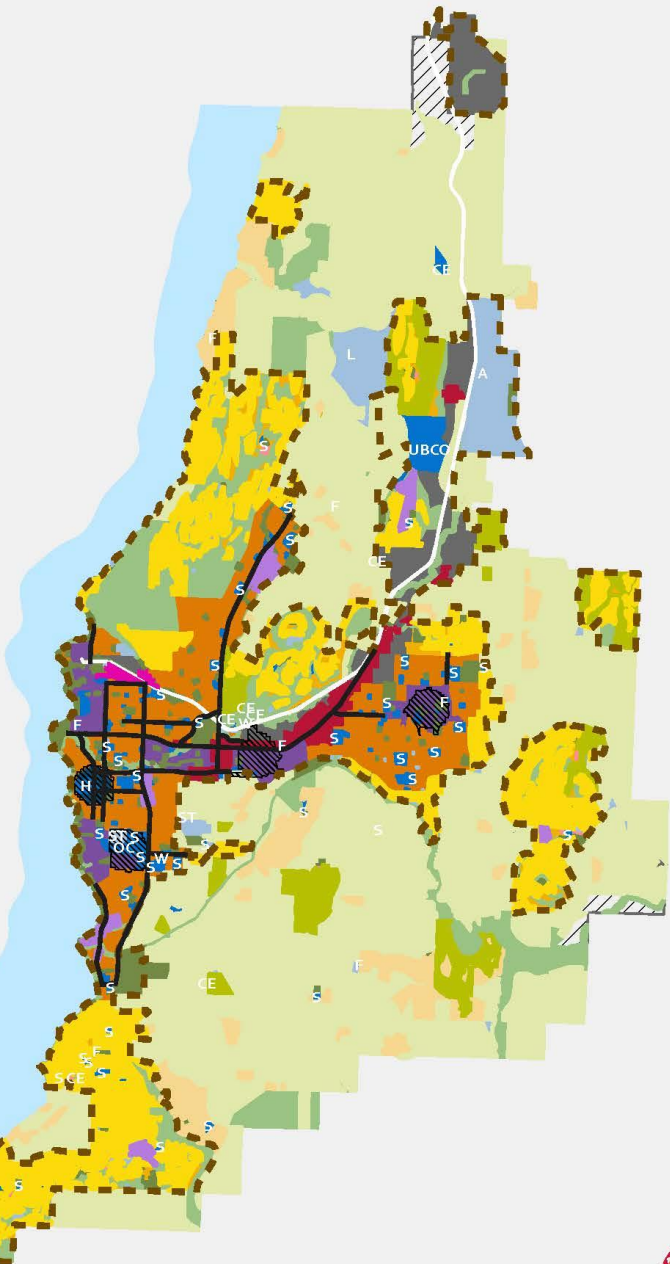


-  Permanent Growth Boundary
 -  UC - Urban Centre
 -  VC - Village Centre
 -  C-NHD - Core Area Neighbourhood
 -  C-HTH - Core Area - Health District
 -  S-RES - Suburban Residential
 -  S-MU - Suburban Multiple Unit
 -  R-RES - Rural Residential
 -  R-AGR - Rural - Agricultural & Resource
 -  RCOM - Regional Commercial Corridor
 -  NCOM - Neighbourhood Commercial
 -  IND - Industrial
 -  EDINST - Education / Institutional
 -  PARK - Park and Open Space
 -  REC - Private Recreational
 -  NAT - Natural Areas
 -  TC - Transportation Corridor
 -  PSU - Public Service Utilities
 -  C-HER - Heritage Conservation Area
 -  MEM - Mixed Employment
 -  FNR - First Nations Reserve
 -  Transit Supportive Corridors
 -  Transit Oriented Areas
- A Airport
 - F Firehall
 - H Hospital
 - L Landfill
 - S School
 - W Works Yard
 - CE Cemetery
 - ST Sewage Treatment
 - UBCO University of B.C. Okanagan
 - OC Okanagan College

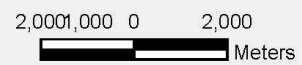
Adaptive Re-Use of Heritage Buildings may be permitted within any Future Land Use Designation.

Temporary Commercial and Industrial Uses are not shown on this map.

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



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Rev: 27/02/2025

- 26 storeys
- 20 storeys
- 12 storeys
- 6 storeys
- 3 storeys
- Park
- To be determined
- Transit Supportive Corridor

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Okanagan Lake

Rev: 20/02/2025



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, NRCAN

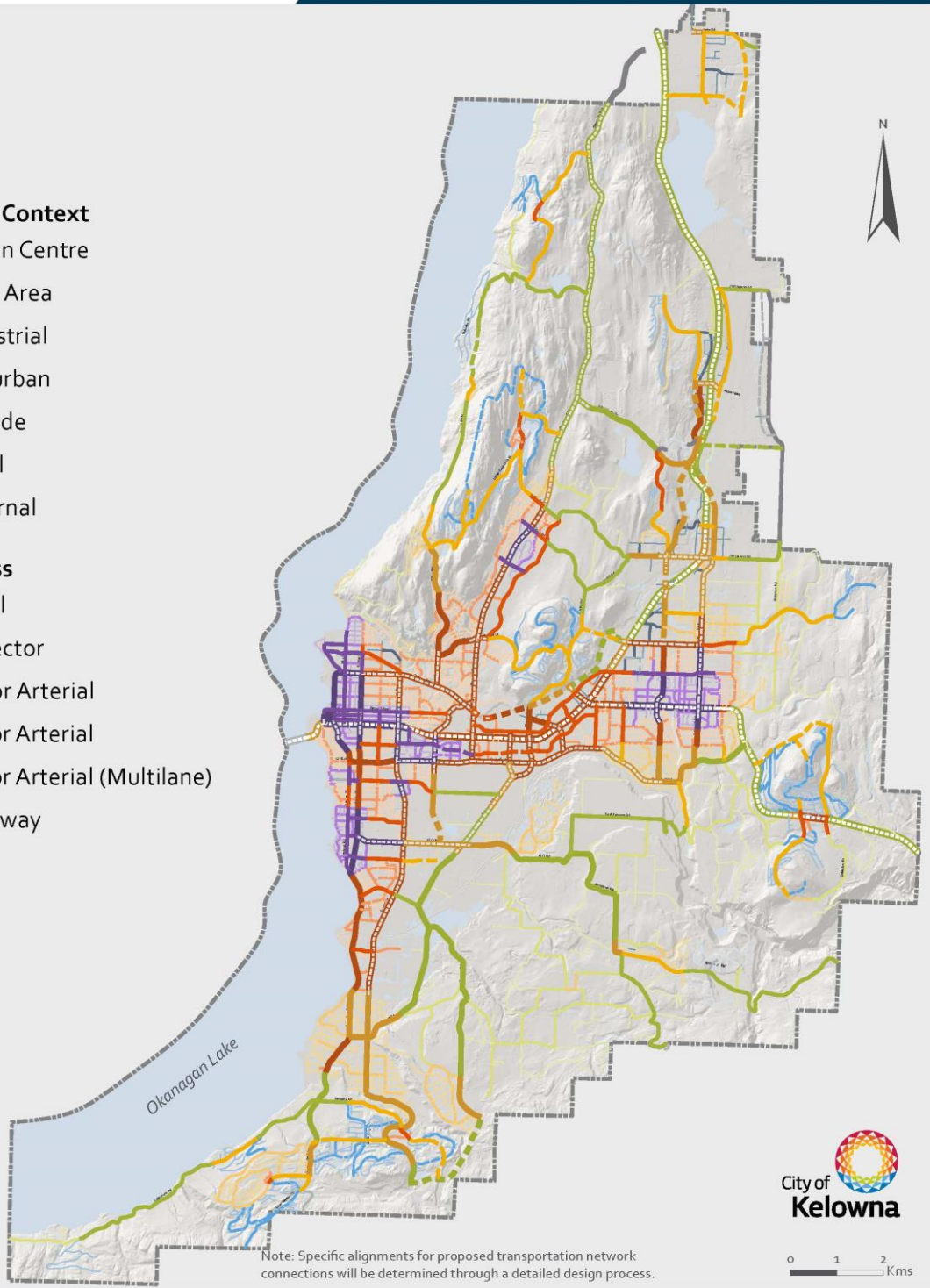


Land Use Context

-  Urban Centre
-  Core Area
-  Industrial
-  Suburban
-  Hillside
-  Rural
-  External

Road Class

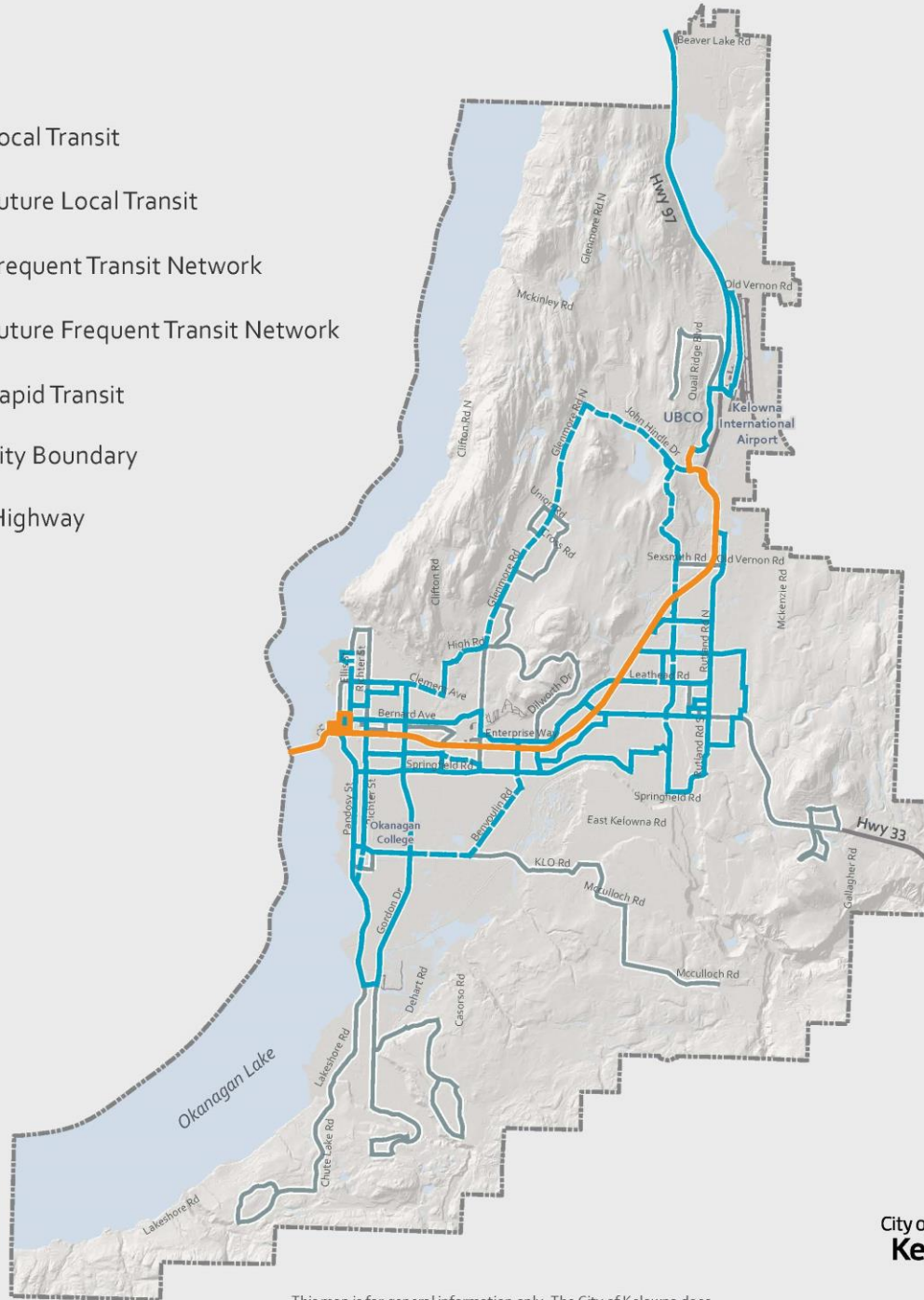
-  Local
-  Collector
-  Minor Arterial
-  Major Arterial
-  Major Arterial (Multilane)
-  Highway



Rev: 03/03/2025

Note: Specific alignments for proposed transportation network connections will be determined through a detailed design process.







- Local Transit
- - - Future Local Transit
- Frequent Transit Network
- - - Future Frequent Transit Network
- Rapid Transit
- ⬡ City Boundary
- Highway

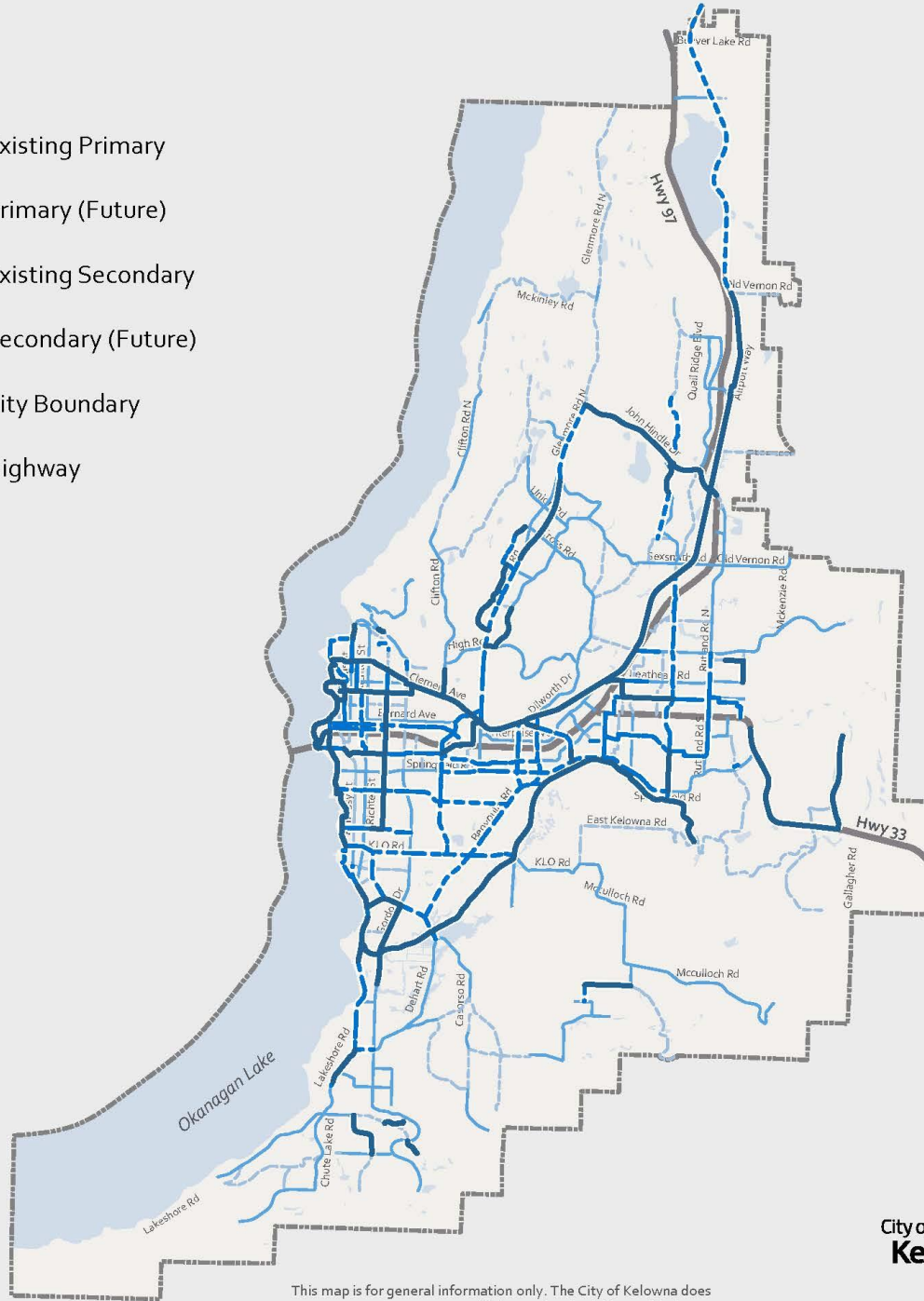


Rev: 03/03/2025

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-  Existing Primary
-  Primary (Future)
-  Existing Secondary
-  Secondary (Future)
-  City Boundary
-  Highway



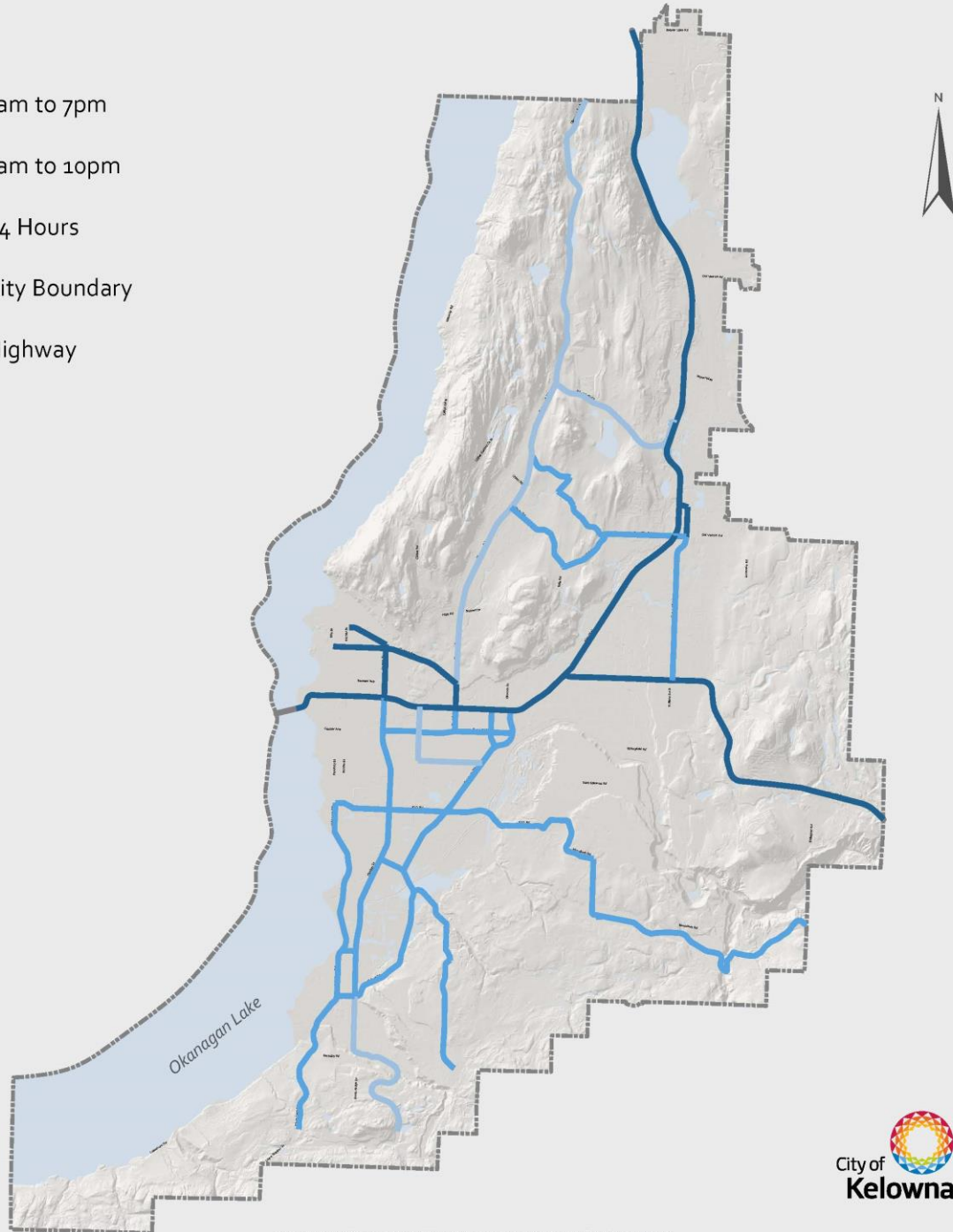
Rev. 06/03/2025

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0 1 2 Kms

-  7am to 7pm
-  7am to 10pm
-  24 Hours
-  City Boundary
-  Highway



Rev. Sept. 8, 2021

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0 1 2 Kms