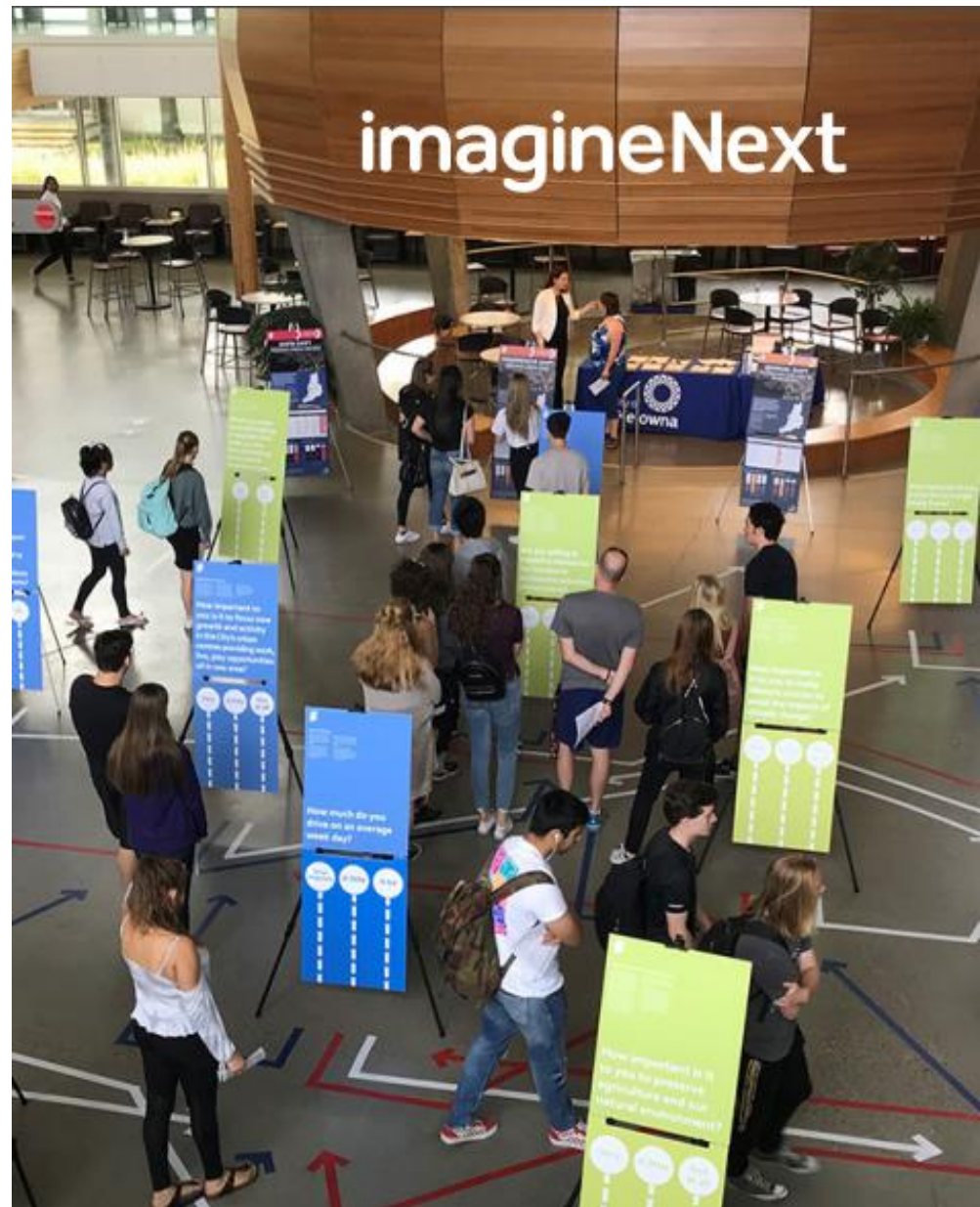


Why Growth Scenario 3 is the Best Choice and Necessary for the Community

A Response to UDI's Position against Growth Scenario 3



Presented by: Robert Stupka, MASC., P.Eng., Kelowna, BC, robert.stupka@gmail.com
Engineer, pundit, and policy wonk with a masters degree in sustainable infrastructure, with over a decade of experience in consulting in the field. A father of a young family who is defending a future city and planet that is livable.

Key Message

On March 4th, 2019 Growth Scenario 3 will be presented to Kelowna City Council.

This scenario is supported by input from 4,000 Kelowna citizens that have spoken for what kind of future they want for their community via their engagement in Imagine Kelowna and numerous related plans. This Scenario is under threat by powerful special interests who have driven land use policy in the past.

Growth Scenario 3 must be defended as it is the outcome of a democratic process that aligns with planning best practices to help Kelowna thrive in the challenges ahead.

- The Urban Development Institute (UDI) has presented the city of Kelowna with a white paper **“Kelowna’s Next Official Community Plan 2020-2040 and Why Growth Scenario 3 is a Bad Choice for the Community”** identifying its objections to Growth Scenario 3 which Kelowna City Council endorsed on December 10, 2018 for the direction of Kelowna’s next Official Community Plan.

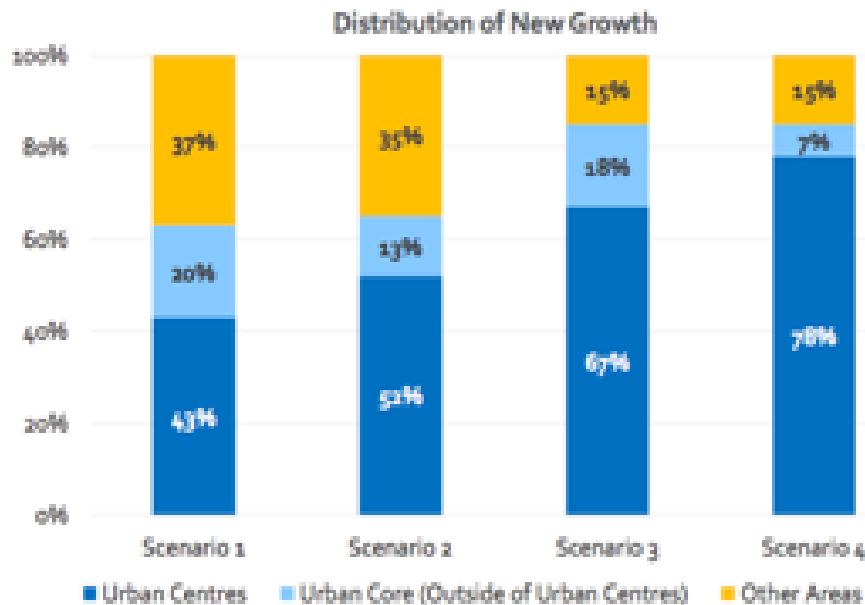
<https://www.udiokanagan.ca/wp-content/uploads/Final-UDI-GS-3-Comprehensive-Response.pdf>

- Going backwards to a more sprawling Growth Scenario 2.5 will have significant negative consequences on the City of Kelowna that UDI fails to identify and undermines the consultation processes, best practices in city building, economic responsibility, and numerous council endorsed initiatives that are dependent on the OCP.
- With Kelowna adding 50,000 more people by 2040, a shift from the status quo is required. This is the only opportunity to get it right.
- The following presentation corrects the arguments presented by UDI and describes why Growth Scenario 3 needs to be defended. It is accompanied by a written response that includes further details and references.

“City Council rejected their own staff recommendation, which was developed in consultation with the public and industry, in favour of a more aggressive approach to restricting single family and suburban growth. This is Growth Scenario 3.” - UDI

Scenarios Presented in July, 2018

Growth Scenario Summary



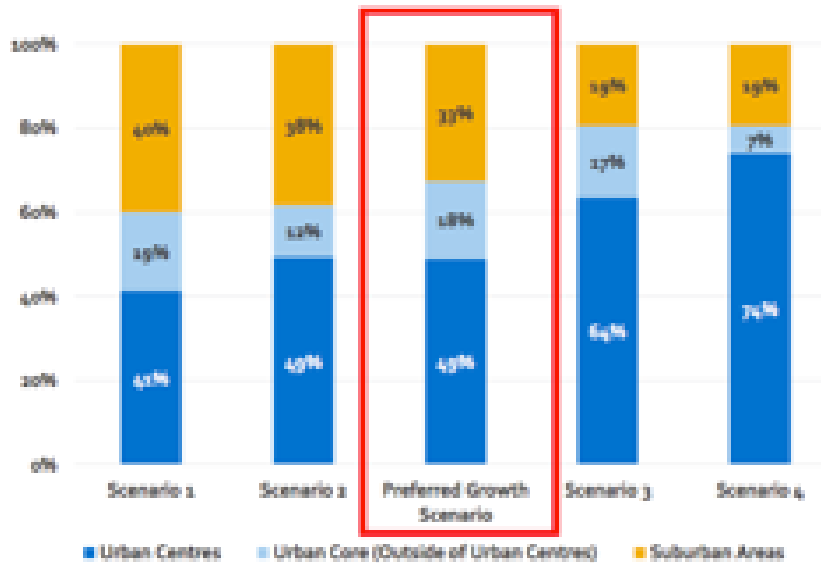
- This is a false statement. On July 30, 2018, Council supported staff’s recommendation for a refined Scenario 3, most favoured by the public (Pick Your Path Process) and aligning well with the direction of Imagine Kelowna.
- Overwhelmingly, 72% of respondents supported denser scenarios 3 and 4 over the more sprawling scenarios 1 and 2.
- There was never any public consultation on Growth Scenario 2.5

Public’s
Preference

5.2% 23.1% 41.2% 30.5%

“City Council rejected their own staff recommendation, which was developed in consultation with the public and industry, in favour of a more aggressive approach to restricting single family and suburban growth. This is Growth Scenario 3.” - UDI

Distribution of Future Growth



Scenario 2.5

Scenarios Presented December 10, 2018

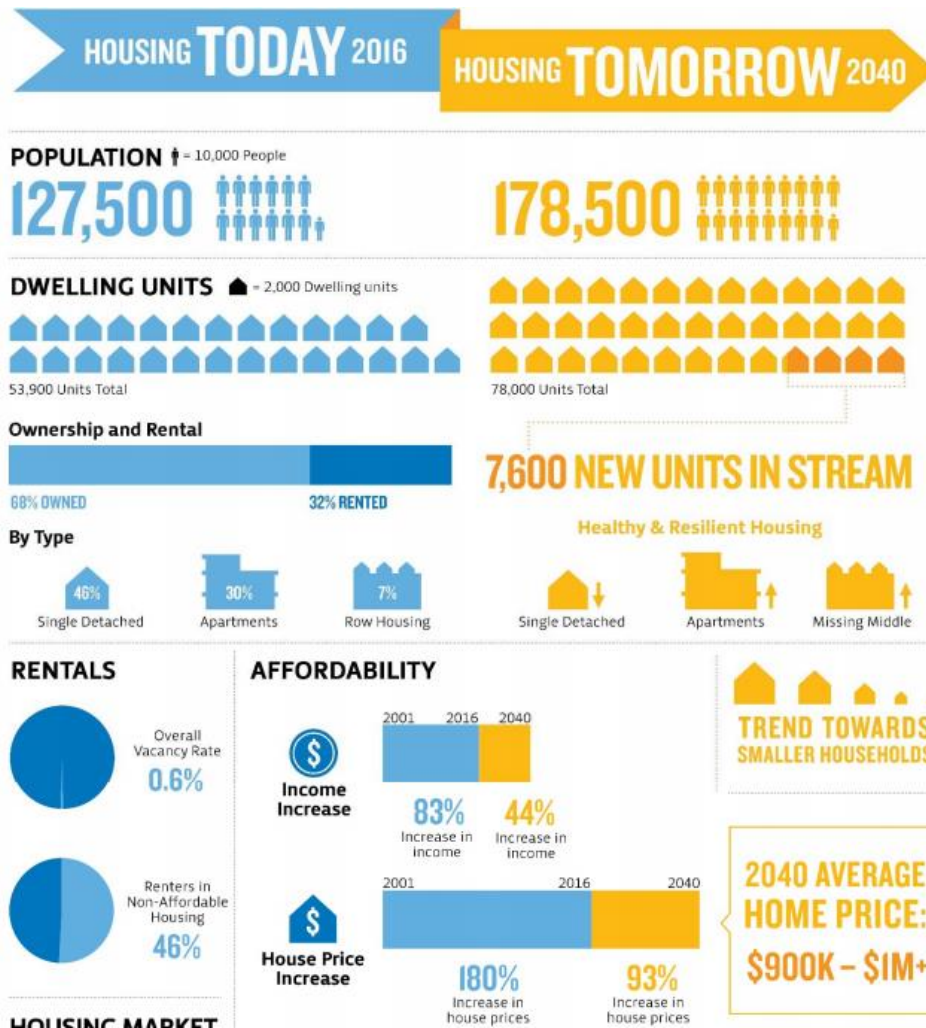
- On December 10, Scenario 2.5 presented to council for vote allowing 33% suburban development. It resembles more Scenario 2 from July 30 (35% suburban growth), than Scenario 3.
- Percentages of all scenarios have been juggled to allow more suburban development.
- The new Scenario 3 reflects more July 30 direction for a refined scenario & increases suburban growth by 4%.
- The origins of the directive for Scenario 2.5 are unknown. There was never any public
- Council marginally support the new Scenario 3 in a 5 / 4 vote.

“Growth scenario 3 has been approved without the due diligence and open discussion regarding impacts. A more complete discussion of the ramifications should be required of a decision that will have such a serious impact on Kelowna.” - UDI

Evaluation by Relative Rank (4 is aligned most with policy, 1 is least)					
Policy Indicators	Scenario Ranking				Themes Identified in Public Engagement
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	
Agricultural Protection	1	2	3	4	<ul style="list-style-type: none"> Support for protection of agricultural lands
Financially Resilient	1	2	3	4	<ul style="list-style-type: none"> Split between focusing most development in Urban Core with smaller increase in infrastructure costs and a mix of development in Urban Core and suburban areas with modest increases in infrastructure maintenance costs
Growing Economy	3	3	4	4	<ul style="list-style-type: none"> Desire to live closer to places of employment
Growth Management	1	2	3	4	<ul style="list-style-type: none"> Concerns about impacts of growth and focusing too much growth in tall buildings Desire for greater mix of housing choice & lower buildings
Health and Safety	2	2	4	4	<ul style="list-style-type: none"> High support for active transportation
Livable Communities	2	3	3	3	<ul style="list-style-type: none"> Desire to live closer to community amenities
Mitigate Climate Change	2	2	3	4	<ul style="list-style-type: none"> Preference for use of active transportation and transit, and retrofitting homes to address climate change
Travel Choices	2	1	3	4	<ul style="list-style-type: none"> High demand for active transportation and transit Desire to avoid driving in traffic
Total	14	17	26	31	<ul style="list-style-type: none"> Preference for Growth Scenario 3

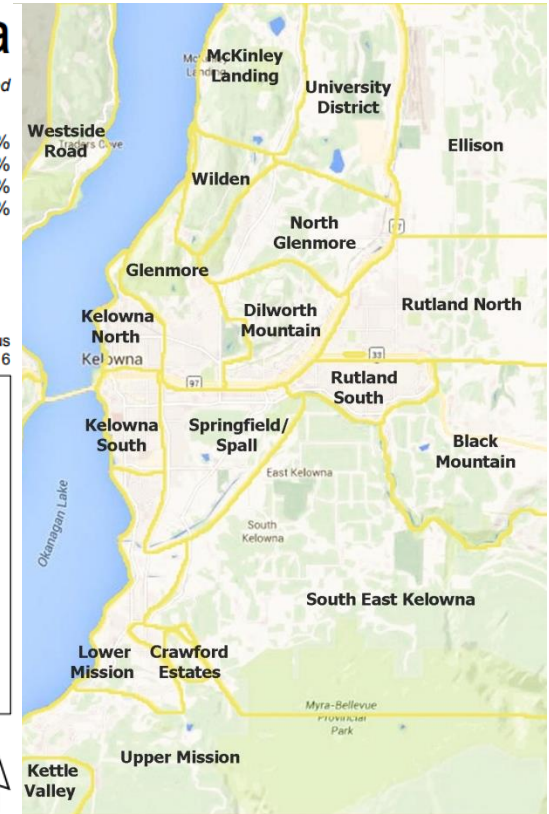
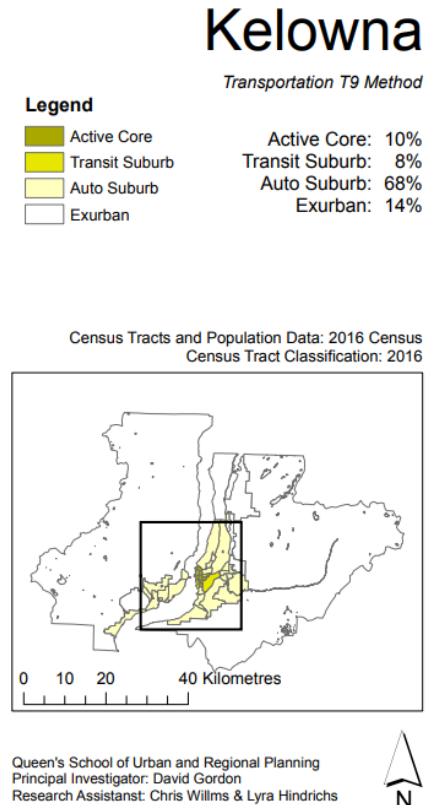
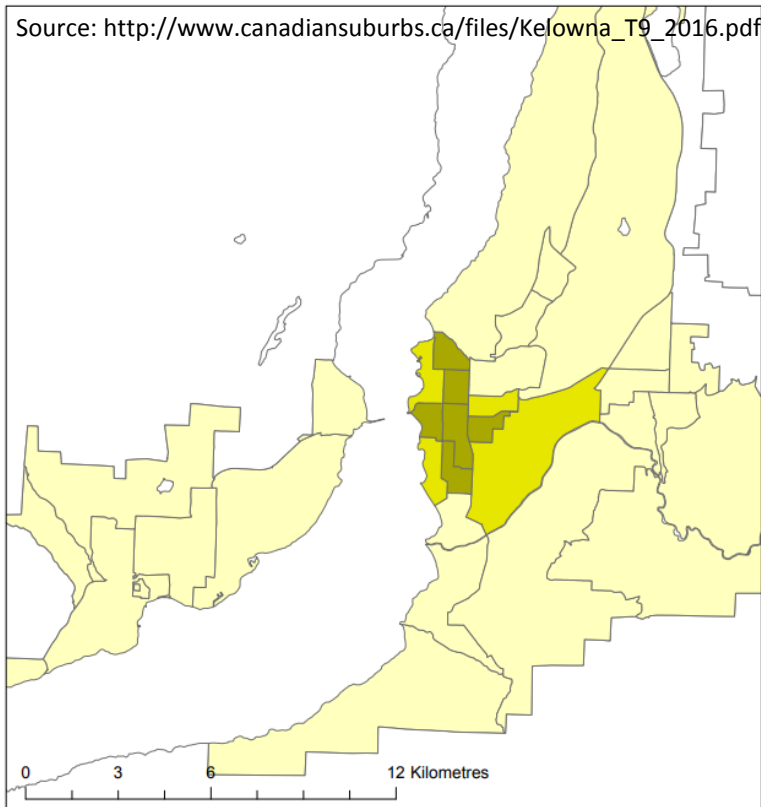
- The composition of Scenario 2.5 is similar to the version of Scenario 2 presented in this table.
- Scenario 3 ranks 2nd best in aligning most with the city policies. Scenarios 1 and 2 have significantly more are out of alignment negative & will pose negative ramifications.
- Staff’s development of Scenario 3 is expected to characterize ramifications in greater detail including the implications on future land use and infrastructure requirements. Projects that are aligned with the priorities & provide a net benefit should proceed over ones that are contrary & net liabilities.
- Selecting Scenario 2.5 would be in contradiction to the direction that council has already support including the Imagine Kelowna, Pick Your Path Process, Transportation Master Plan, Climate Leadership Plan, Agriculture Plan, Healthy Housing Strategy, Urban Centres, and Infrastructure Plan to name a few.

“Growth Scenario 3 results in an imbalance between single detached housing and multiple housing when compared to historical data and future forecasts based on historical demand.” - UDI



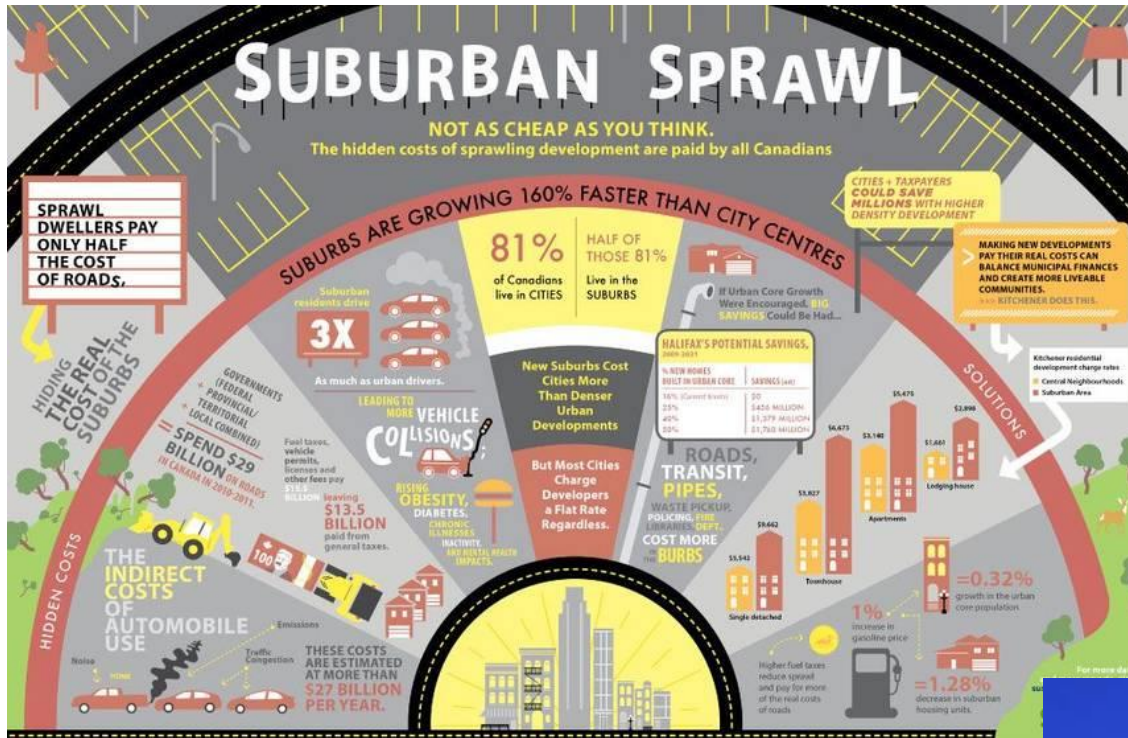
- Growth Scenario 3 is more appropriate to accommodate future growth than Scenario 2.5 which is more status quo.
- Historical demand is a false assumption. Kelowna’s building permit trends show annual decreases in the share of single family housing.
- The results of the housing needs assessment prove that historical data not reflective of future demand. Preferences and needs are changing.
- The responses from the pick your path process:
 - only 12.8% of responses preferred to live in a larger single family home in a suburban or hillside neighbourhood.
 - 60.4% of respondents indicated that that they would prefer to live in a smaller single family home or townhome closer to employment and amenities that offers good cycling and transit options.
 - 26.8% indicated a preference for an apartment within easy walking distance of amenities and employment

“Growth Scenario 3 would actually rescind areas within Wilden, Kirschner Mountain and The Ponds that were previously approved by Council. These are the areas in jeopardy.” - UDI



- Kelowna can't afford more sprawl. 82% of development in Kelowna is auto-dependent sprawl which has contributed to peak car use and a \$500 million infrastructure deficit.
- 33% of new growth in the suburbs as proposed in Scenario 2.5 could result in an over supply as consumer preferences change and infill is increasingly providing more ground oriented housing options that are more affordable than new suburban neighbourhoods offer.

“Growth Scenario 3 would actually rescind areas within Wilden, Kirschner Mountain and The Ponds that were previously approved by Council. These are the areas in jeopardy.”



Infrastructure Deficit New, Growth & Renewal 2018-2027 \$477 (millions)

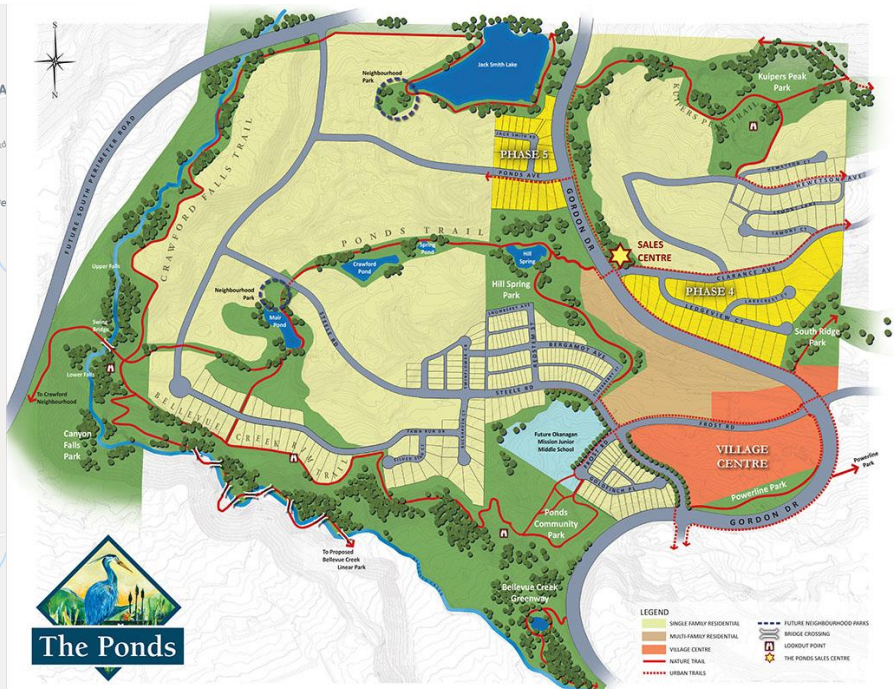
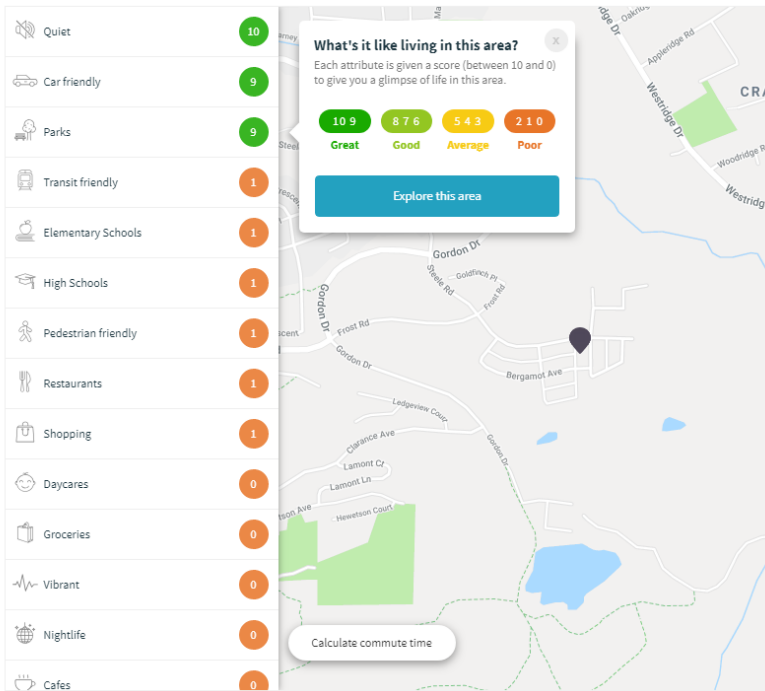


- Rescinding some areas could avoid future tax increases and protect livability. Little can be done to change existing development; however, a \$500 million infrastructure deficit requires that only new development that provides a net asset to the community be constructed. Those that are liabilities should not be built.
- Growth Scenario 3 allows sufficient development for those that provide a net asset to be built while curtailing those that will only cost us. Growth Scenario 2.5 has too much sprawl to provide this choice.

"WE CAN'T PREDICT THE FUTURE.
Flexibility and adaptability is what is going to help us through all the changes. Values last longer than plans, we can't prepare for everything in the future."

- Imagine Kelowna participant

“The areas in jeopardy are already well under construction and have installed infrastructure to service the master planned areas as previously approved. The overall vision for these communities would never be realized, nor will the expectations of the residents who purchased in those communities.” - UDI



- Scenario 3 doesn't eliminate suburban growth. The 19% allocation allows those developments with sufficient existing infrastructure capacity to grow and where additional growth makes sense to meet the expectations of the residents.
- Even those master plans with some commercial component are unlikely to be sufficient to provide opportunities for many locals to work there, meet daily needs, or sustain rapid and reliable transit service to alter transportation behaviour. Reducing development in areas benefit existing residents by reducing congestion and avoided service costs. Kettle Valley is an example where frustrated residents are stuck in traffic even with the village centre with no feasible options to ease congestion in sight.

“Artificially restricting supply in the face of steady demand will result in price increases for all housing types from single family to multifamily. This will in turn impact the cost and feasibility for re-developing areas where the City wants to see infill development of multifamily housing projects. Affordability will decrease.”

- UDI



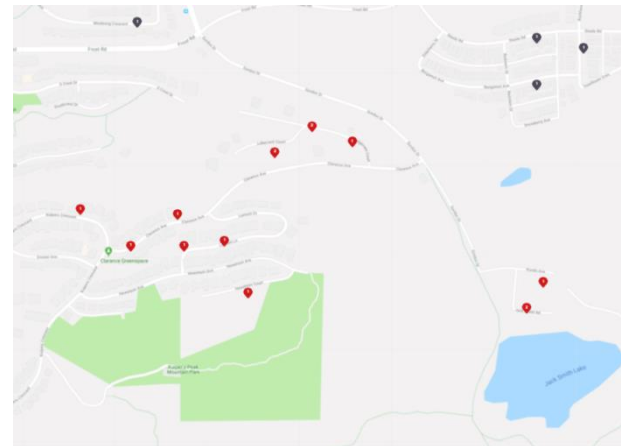
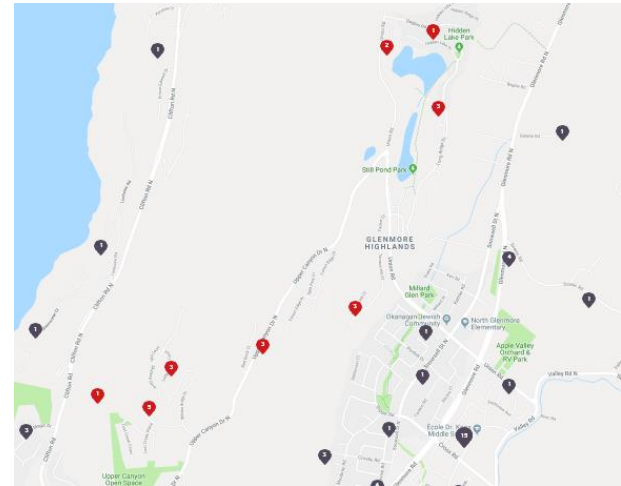
“If we want to attract and retain people of all ages in Kelowna, like we plan to, housing must continue to be a priority. When it comes to home ownership, we must work with developers and builders on ways to make it attainable through new forms of housing and changing city policy where needed to encourage it.”

- Colin Basran, 2018 Inauguration Speech

- The greatest affordability is in old neighbourhoods & in the new and diverse infill housing recently developed. These new projects have been very successful. Growth Scenario 3 will support more of these affordable housing options.

“Artificially restricting supply in the face of steady demand will result in price increases for all housing types from single family to multifamily. This will in turn impact the cost and feasibility for re-developing areas where the City wants to see infill development of multifamily housing projects. Affordability will decrease.” - UDI

<p>\$567,500 #16 1450 Union Road, Kelowna, British Columbia 3 Bedrooms, 3 Bathrooms, Single Family Macdonald Realty Kelowna</p>	<p>\$699,999 #11 1865 Baggie Road, Kelowna, British Columbia 4 Bedrooms, 3 Bathrooms, Single Family Royal LePage Kelowna</p>	<p>\$724,900 #38 1450 Union Road, Kelowna, British Columbia 4 Bedrooms, 3 Bathrooms, Single Family Sotahby's International Realty Canada</p>	<p>\$799,000 150 Wilken Ridge Drive, N/E, Kelowna, British Columbia 4 Bedrooms, 3 Bathrooms, Single Family Century 21 Kelowna</p>
<p>\$834,900 37 Forest Edge Drive, SE, Kelowna, British Columbia 3 Bedrooms, 3 Bathrooms, Single Family Vantage West Realty Inc.</p>	<p>\$839,900 1217 Jack Smith Road, Kelowna, British Columbia 3 Bedrooms, 3 Bathrooms, Single Family Sage Executive Group Real Estate</p>	<p>\$889,900 1217 Jack Smith Road, Kelowna, British Columbia 4 Bedrooms, 4 Bathrooms, Single Family RE/MAX Kelowna</p>	<p>\$899,000 1280 Jack Smith Road, Kelowna, British Columbia 3 Bedrooms, 2 Bathrooms, Single Family Sage Executive Group Real Estate</p>
<p>\$939,900 1283 Rocky Point Drive, Kelowna, British Columbia 3 Bedrooms, 4 Bathrooms, Single Family Coldwell Banker Four Seasons Real Estate</p>	<p>\$949,900 45 Forest Edge Drive, Kelowna, British Columbia 4 Bedrooms, 4 Bathrooms, Single Family 3 Percent Realty Okanagan Ltd.</p>	<p>\$969,000 1923 Baggie Road, Kelowna, British Columbia 4 Bedrooms, 4 Bathrooms, Single Family Coldwell Banker Horizon Realty</p>	<p>\$1,128,000 882 Long Ridge Court, Kelowna, British Columbia 5 Bedrooms, 4 Bathrooms, Single Family Royal LePage Kelowna</p>



- Growth Scenario 2.5 would support more housing the average Kelowna family can't afford.

“Artificially restricting supply in the face of steady demand will result in price increases for all housing types from single family to multifamily. This will in turn impact the cost and feasibility for re-developing areas where the City wants to see infill development of multifamily housing projects. Affordability will decrease.”

Table 2: Owners with Mortgages in Metro Vancouver

City	1= Highest Cost Burden and 9= Lowest Cost Burden		Change in Relative Cost Burden
	Housing % of Subregional Median Income	Housing & Transportation % of Subregional Median Income	
Vancouver/UEL	1	7	Improved
Richmond	2	1	Worsened
North Shore	3	8	Improved
Burnaby/New Westminister	4	5	Improved
Surrey/White Rock	5	3	Worsened
Northeast Sector	6	6	No change
Langley City and Township	7	2	Worsened
Pitt Meadows / Maple Ridge	8	4	Worsened
Delta	9	9	No change

Source: Metro Vancouver Housing and Transportation Cost Burden Study

- Affordability is a combination of housing and transportation costs. Land use that enables lower cost transportation choices has a significant impact on affordability and livability as demonstrated in the table ranking affordability of communities in Metro Vancouver.
- Growth Scenario 3 would support the combination of more diverse and affordable housing options and transportation options that don't require auto dependence.

“Vancouver is the most expensive of all jurisdictions, but when considering housing plus transportation, Vancouver moves to the third least expensive (seventh of nine). For renters Vancouver jumps from second most expensive, to least expensive. The Metro Vancouver report demonstrates how the availability of transit services can dramatically effect the transportation costs associated with living in various areas, and provides insight into how transportation is key to understanding true affordability.”

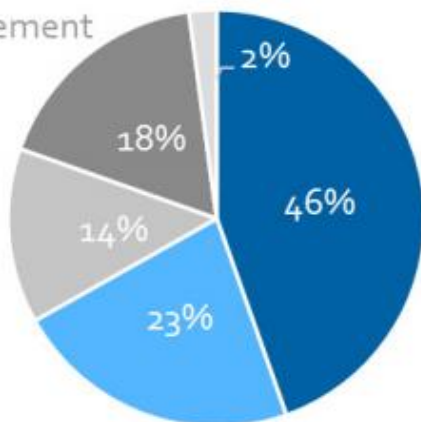
“Demand for single detached housing will be supplied by neighboring communities while the City of Kelowna will have to deal with the impacts of more regional commuter traffic. Additionally, traffic will continue to increase within the city as the residents of neighbourhoods like Wilden, The Ponds, Kirschner Mountain, Crawford Estates, etc. all continue to drive significant distances for services.” - UDI

“Kelowna is a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us shift away from our car-centric culture.”

- Fortunately, Growth Scenario 3 is more aligned with the City of Kelowna’s Transportation Master Plan vision statement. It is impossible to achieve this vision without changing land use policy toward less sprawl.
- Growth Scenario 2.5 is incompatible with this vision.

Support for Vision Statement

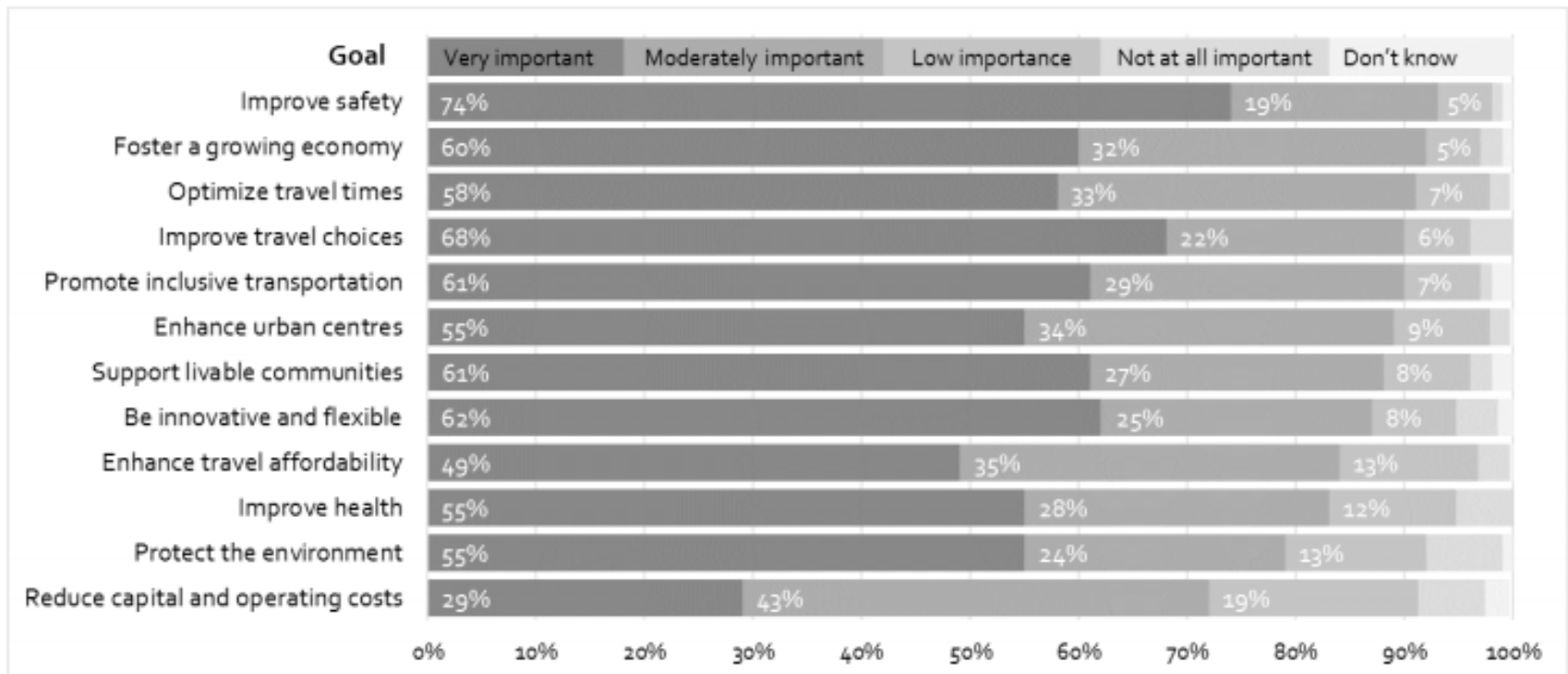
- Strongly support
- Somewhat support
- Somewhat oppose
- Strongly oppose
- Don't know



Source: Engagement Report Transportation Master Plan: Phase 1

Demand for single detached housing will be supplied by neighboring communities while the City of Kelowna will have to deal with the impacts of more regional commuter traffic. Additionally, traffic will continue to increase within the city as the residents of neighbourhoods like Wilden, The Ponds, Kirschner Mountain, Crawford Estates, etc. all continue to drive significant distances for services. - UDI

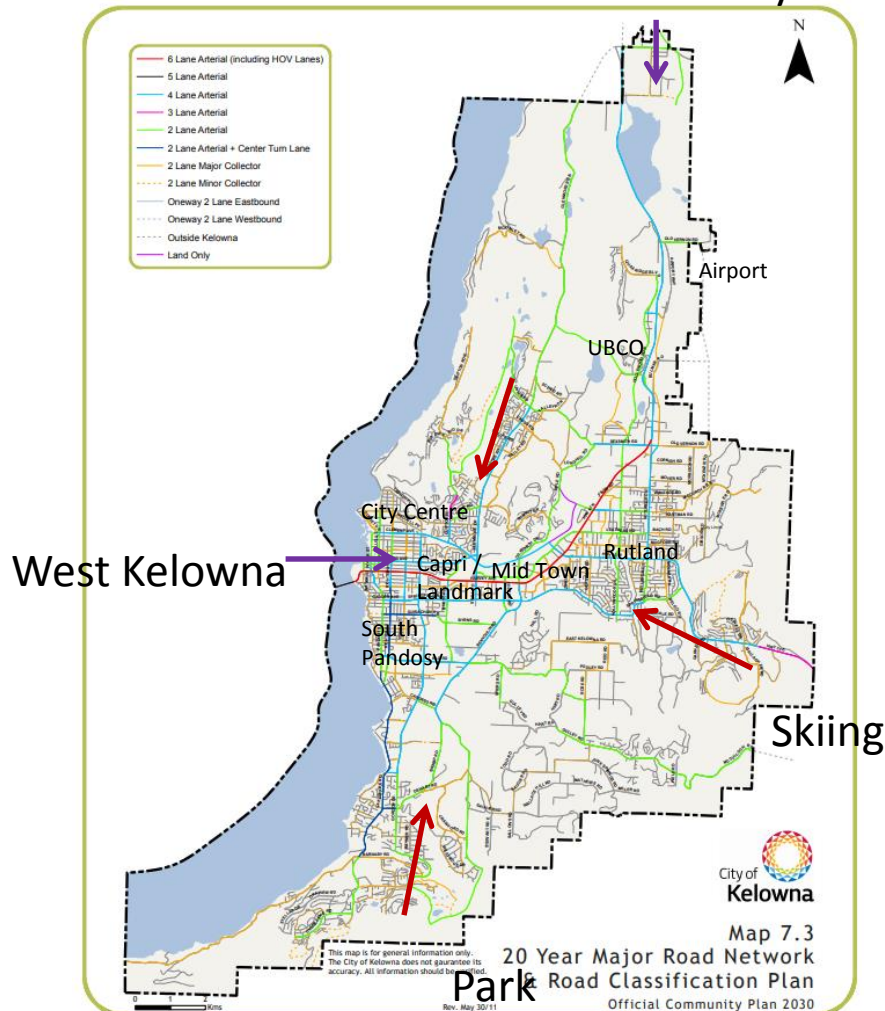
- All of these transportation goals that are important to the community align more with Growth Scenario 3. Note that “improve travel choices” is second most important after Improve safety.



Source: Engagement Report Transportation Master Plan:
Phase 1

“Demand for single detached housing will be supplied by neighboring communities while the City of Kelowna will have to deal with the impacts of more regional commuter traffic. Additionally, traffic will continue to increase within the city as the residents of neighbourhoods like Wilden, The Ponds, Kirschner Mountain, Crawford Estates, etc. all continue to drive significant distances for services.” - UDI

Lake Country



- An additional 50,000 people in the same development patterns will worsen traffic.
- Most jobs are located within Kelowna's 5 town centres.
- Kelowna's unique geography means regional and local commuter traffic is concentrated along two main corridors.
- More people in the town centres will mean less local commuter traffic in those areas and avoided congestion in other parts of the road network. It will also support rapid and reliable transit further creating a mode shift.
- More sprawl in Kelowna means more and longer car trips that will result in more congestion throughout the entire road network and may result costly road expansion as opposed transit expansion further inducing more traffic.

Growth Scenario 3 is the Right Path

“Kelowna is a thriving city and an incredible place to call home. To flourish in the future, we need to be agile, resilient and unafraid to do things differently. The community has made it clear that as we grow, we need to look out for one another and protect the stunning environment that sustains us. Our vision for an inclusive, welcoming, prosperous and sustainable future calls upon us all to be ambitious to embrace the challenges ahead.”

- Imagine Kelowna



Waters: Kelowna growing up, in more ways than one

Council's decision to go with a more urban development future is a major change

ALISTAIR WATERS / Dec. 12, 2018 7:00 a.m. / COLUMNISTS / OPINION



Urban growth or suburban growth?

That was the question for Kelowna city council Monday as it grappled with which version of the future it wants to see for development within its boundaries.

Having already indicated it liked a hybrid version of growth, one that would err on the side of single-family homes in suburban areas, council, in a close 5-4 vote, flip-flopped in favour of more urban development instead. And that will put more people into multi-family buildings in areas like the downtown, the Capri-Landmark area, Midtown, South Pandosy and the Rutland town centre.

Overall, most of the development is expected, under the new scenario, to take place in what's considered the city's urban core, with just 19 per cent in suburban areas.

<https://www.kelownacapnews.com/opinion/waters-kelowna-growing-up-in-more-ways-than-one/>

What Are We Going To Do?

Council is narrowly split 5:4 in favour of Growth Scenario 3. The Scenario is being developed further and will be presented to council February 4. It can still be defeated. Your support is needed to protect this positive direction.



Demand for development is an outcome of a successful city. With change there will always be winners and losers, however, it is not the City's role to pick who those winners or losers are. The city's role is to lead with best practices and foresight so that the development we do inherit is smart and provides a net benefit for all residents. The more livable we can make our community, the more economic development and talented people we will attract.