



2040 Official Community Plan
Transportation Master Plan

Our Kelowna
as we move and grow

2022 Progress Report



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syilx/Okanagan Territorial Acknowledgement

Kelowna is located in the beautiful Okanagan Valley of British Columbia, which is the traditional, ancestral, unceded territory of the syilx/Okanagan people.

1. Executive Summary

Plans require action to be successful. They also require monitoring to respond to change. This is why the 2040 Official Community Plan (OCP) and the 2040 Transportation Master Plan (TMP) have robust implementation and monitoring programs that outline what actions need to be taken to make their collective vision a reality while examining how we are advancing toward that vision. In a fast-growing city where many factors can influence where and how we grow and how we move, regular check-ins on progress are especially important.

This report provides the first progress update on OCP and TMP implementation actions while introducing a series of indicators for both plans to help monitor results. The OCP and TMP are considered together in this report to ensure that land use and transportation continue to be integrated. These two plans cannot be successful in delivering the Imagine Kelowna community vision without each other.

Every year these reports will also outline a few key themes that have been observed. As this is the first annual progress report, these themes will focus on setting the stage for what to watch for in the coming years as OCP and TMP implementation advances. This year, the key themes are as follows:

- **Kelowna is becoming a much more urban city – faster than anticipated even a few years ago.** Our Urban Centres are growing fast, making the development of Urban Centre Plans more important to accommodate this growth.
- **Continued efforts are needed to onboard more missing middle infill housing.** Housing diversity is improving, and we are seeing a positive shift towards more multi-unit housing, consistent with the OCP's Growth Strategy. However, there is room for improvement in adding to our missing middle housing stock.
- **Demand for office space and industrial lands remains strong.** Kelowna is showing some surprising trends when it comes to employment in the post COVID era. Office vacancy rates remain healthy, and new office buildings are coming online to add even more supply. Industrial vacancy rates are extremely low, with high demand pushing our land supply.
- **People are driving more.** Distance driven, transportation emissions, and vehicle ownership are on the rise – reversing the downward trend observed before and during the pandemic. Travel times are also increasing in the midday and afternoon peaks.
- **People are also walking, biking and taking transit more.** Transit ridership has fully recovered. After a sharp drop in 2020, ridership in January 2023 was above pre-pandemic levels. Additionally, one-third of residents now say they are walking, biking, or taking transit more than they did three years ago.
- **New frameworks are being developed to monitor progress on resiliency.** The OCP identifies the development of new ways to monitor our progress on resiliency and environmental stewardship as an implementation action. This year's update will speak to some resiliency indicators, with updates coming in future years.
- **Inflation is increasing costs and impacting project delivery timelines.** After the OCP and TMP were adopted in January 2022, inflation began to rise quickly. This is increasing the costs of delivering the transportation infrastructure needed to support our growing community. To account for inflation, some TMP projects have been reduced in scope and some delayed as part of the 10-Year Capital Plan.

In the coming years, we will watch as these themes evolve. To remain nimble and adapt to our evolving circumstances, the OCP and TMP will be updated at the five- and ten-year marks of their lives.

The following are snapshots of how the OCP and TMP are performing:

| OCP Pillars | Annual OCP Indicators | OCP Progress |
|--|---|--|
|  Prioritize Sustainable Transportation & Shared Mobility | Number of trips by walking, biking, and transit |  Moving toward the vision |
|  Strengthen Kelowna as the Region's Economic Hub | Industrial vacancy rate |  Not moving toward the vision |
| | Office vacancy rate |  Moving toward the vision |
|  Take Action on Climate | Total fuel sales |  Not moving toward the vision |
|  Protect and Restore our Environment | Proportion of tree canopy coverage | New Indicators are in the process of being developed. |
|  Focus Investment in Urban Centres | New residential growth in Urban Centres against growth scenario targets |  Moving toward the vision |
|  Incorporate Equity into City Building | Proportion of residents in core housing need |  Minimal movement toward the vision |
| | Proportion of residents with low incomes living within five minutes of walking from the frequent transit network. |  Minimal movement toward the vision |
| | Proportion of residents with low incomes living within 500m walking distance to a neighbourhood park. |  Minimal movement toward the vision |
|  Target Growth Along Transit Corridors | Residential units within 200m of Transit Supportive Corridors and in Urban Centres |  Moving toward the vision |
|  Promote More Housing Diversity | New residential units by subtype and tenure |  Moving toward the vision |
| | Residential rental vacancy rate |  Minimal movement toward the vision |
|  Stop New Suburban Development | New suburban residential development against growth scenario targets in units |  Moving toward the vision |
| | Average absorption price of new ground-oriented residential units in the Core Area and Suburbs |  Minimal movement toward the vision |
|  Protect Agriculture | Proportion of land that is actively farmed |  Minimal movement toward the vision |
| | Total land area of ALR exclusions that are not planned in OCP 2040 |  Moving toward the vision |
| | Land area of properties rezoned from agricultural to a non-agricultural zone (outside of OCP FLU) |  Moving toward the vision |

| TMP Targets | TMP Target - Key Metric | TMP Progress |
|--|---|--|
|  | Double Transit Ridership |  Trending in the desired direction. |
|  | Quadruple Bike Trips |  Trending in the desired direction. |
|  | Reduce Distance Driven Per Capita by 20% |  Not trending in the desired direction. |
| TMP Goals | TMP Performance Measures | TMP Progress |
|  Improve Travel Choices | Number of trips by walking, biking, and transit |  Trending in the desired direction. |
|  Optimize Travel Times | Key corridor vehicle travel times |  Not trending in the desired direction. |
|  Enhance Travel Affordability | Vehicles per capita |  Not trending in the desired direction. |
|  Foster a Growing Economy | Average commute time |  Trending in the desired direction. |
|  Enhance Urban Centres | Investments connecting higher density areas |  Trending in the desired direction. |
|  Be Innovative and Flexible | Trips by emerging modes (shared mobility/ride-hailing) |  No substantial change in direction. |
|  Improve Safety | Traffic related injuries and fatalities per capita |  Not trending in the desired direction. |
|  Protect the Environment | Transportation emissions |  Not trending in the desired direction. |
|  Ensure Value for Public Investment | Public benefits provided by transportation projects |  Trending in the desired direction. |
|  Improve Health | Share of students driven to school |  No substantial change in direction. |
|  Promote Inclusive Transportation | Share of low-income residents close to frequent transit Share of low-income residents close to primary bike routes |  No substantial change in direction. |
|  Support Livable Communities | Sidewalk completeness in the core area |  No substantial change in direction. |



2. Kelowna 2040: Our Growth Management Plans

Official Community Plan & Transportation Master Plan

The 2040 OCP is a land use strategy to guide decision-making and navigate change as Kelowna continues to grow. The OCP is intended for use by all members of the Kelowna community to have a predictable picture of how and where the city will grow and change strategically. Similarly, the 2040 TMP is a long-term, citywide plan for transportation improvements that will help keep Kelowna moving, now and into the future. The TMP is meant to help us all work together toward a smarter and more responsible approach to transportation.

The Community's Vision

Both the OCP and the TMP reflect the goals and aspirations of the broader community. Using Imagine Kelowna, (which in itself captured the opinions of thousands of Kelowna residents) as a guide, both plans came together with a robust multi-year engagement process.

The development of the 2040 OCP was a four year process that was rooted in a robust public and stakeholder process. This engagement process aimed to establish high level directions first with broader and more general engagement in earlier phases, and to refine those directions with more targeted objectives and policies in later phases with more focused engagement.

The 2040 TMP was developed through an intensive five-phase, multi-year technical and community engagement process. From 2018 - 2022, there were 5 major public and stakeholder engagement processes. In total, more than 12,000 interactions with community members and 4,600 survey responses helped shape the plan content and recommendations. In addition, 16 presentations to Council were made at key milestones during the plan's development.



OCP Pillars & TMP Goals

The 10 OCP Pillars and 12 TMP Goals guided the creation of each plan and align with Imagine Kelowna. They are intended to help make land use and transportation decisions. They are also central to the monitoring and evaluation of the plans' success and form the basis for the plans' monitoring and evaluation approach.

Official Community Plan Pillars

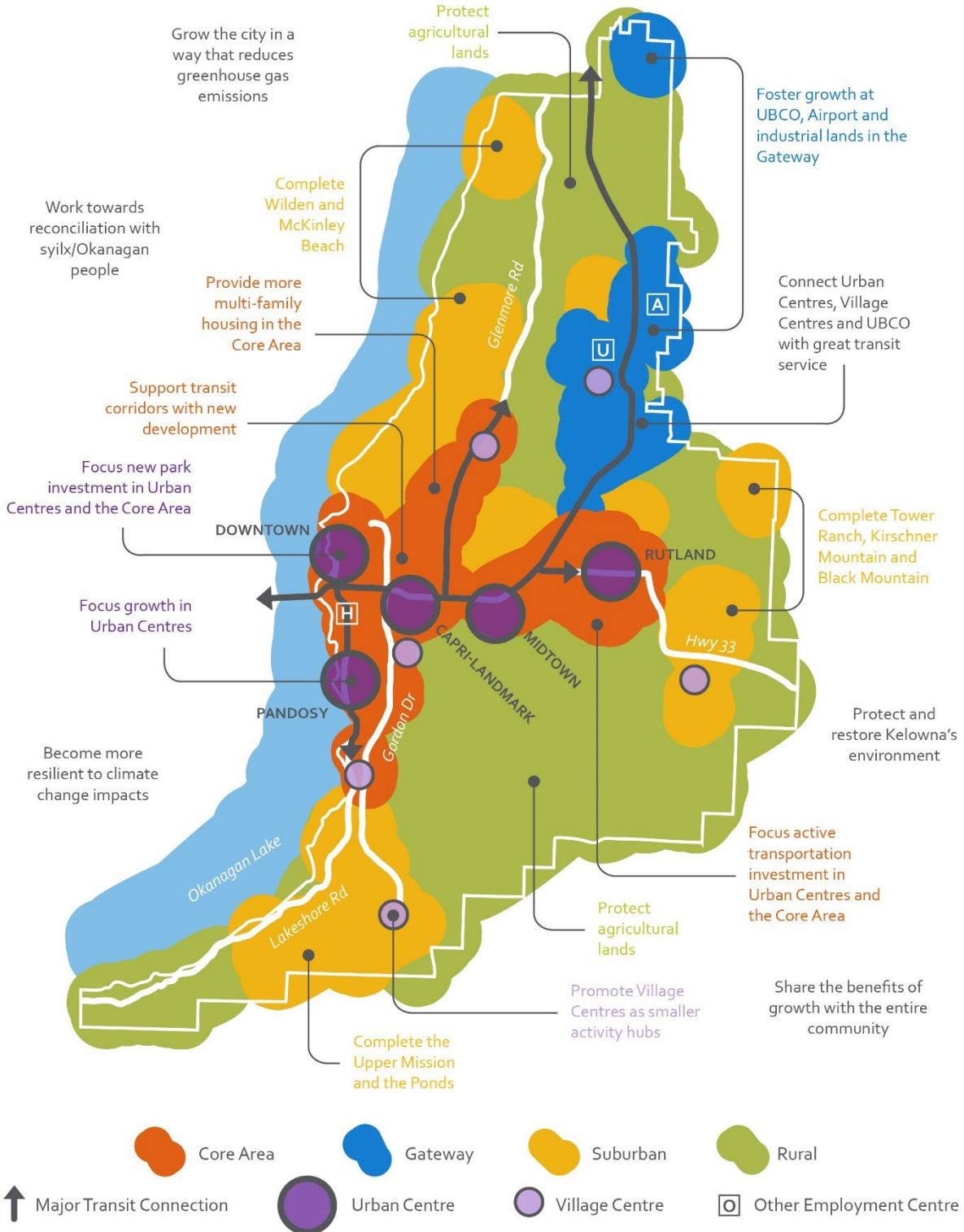


Transportation Master Plan Goals



OCP Growth Strategy

The OCP Growth Strategy is a high-level illustration of how and where the city will grow. The Growth Strategy illustrates the major land use directions and transportation investments needed to create the city envisioned.





3. Monitoring How We Grow



Why We Monitor

Imagine Kelowna, endorsed in 2018, is the Community Vision for how the city will thrive in the face of unprecedented growth and change. This Progress Report tells the story of whether the OCP and TMP are achieving the outcome as captured by Imagine Kelowna, as well as guiding how performance can be improved or maintained.

Kelowna's Community Vision:

Kelowna is a thriving mid-sized city that welcomes people from all backgrounds. We want to build a successful community that honours our rich heritage and also respects the natural wonders that contribute to our identity. As a place with deep agricultural roots, Kelowna understands the need to protect our environment, manage growth and be resilient as our future unfolds.

Strategic plan monitoring is a tool used to measure the progress towards achieving long-term goals and objectives and to ensure the City responds to emerging trends, issues, and opportunities. Information is collected and interpreted to provide a general understanding of key performance indicators plus an opportunity to improve performance by offering recommendations on where adjustments can be made. By regularly informing and educating the public, elected officials, staff and senior leadership on strategic objectives and performance, individuals and groups can be empowered to make daily decisions that align with achieving the Imagine Kelowna vision. As the alignment between land use and transportation is critical to the successful city envisioned in Imagine Kelowna, the OCP and TMP progress reporting are packaged together in one report.

The monitoring of the OCP and TMP includes two different types of reports: annual reporting and more comprehensive five-year reports. The annual reporting provides a concise implementation update and relies on data sources which are available on a yearly basis. The five-year reports will be a more comprehensive monitoring report, relying on a mix of both annual data sources and census data. This report will provide a greater level of analysis and tell a larger story around the performance of the indicators and the degree to which the City is advancing the OCP Pillars and TMP Goals. The first five-year reports for the OCP and TMP would aim to coincide with the launch of a 5-year update for those plans.

Expectations for Change

Growth management is a process that requires taking a long term view that keeps expectations in check. When reviewing the Progress Report, the following points should be kept in mind:

- **Change doesn't happen overnight, but it is happening faster.** Advancing change in the urban environment and behaviour takes years, and in many cases, decades. Changes in housing preferences and transportation mode shift, for example, can take a particularly long time. At the same time, we are seeing the pace of change increase in areas as diverse as interest rates, immigration policy, public health and technological advances – and these are just some of the forces that shape our urban environment. Population projections developed even quite recently were created using the best information and assumptions available at the time. Accelerating change means that these assumptions will need more regular review and updating.
- **As context changes, priorities may also change.** The implementation actions developed for the OCP and TMP were developed with the recognition that each plays an important role in bringing these plans to life. However, the prioritization, scope and directions of these actions are expected to change in response to a changing context. New implementation actions may also be added.
- **The OCP indicators and TMP metrics serve as a snapshot.** These two plans address a wide variety of topics, particularly the OCP which speaks to topics as diverse as housing, climate action, equity and economic development. A series of indicators and metrics that capture every nuance and detail of each topic would result in a cumbersome report. Instead, this report speaks to a few key indicators and metrics for each topic, recognizing that more detail on these topics are addressed in other ways. In short, these serve as a snapshot of how the plans are progressing and recognize that there is always more nuance to the story.
- **Transportation is changing rapidly.** The COVID-19 pandemic has changed transportation behaviors in ways we are still working to understand. While travel has rebounded, there are changes in how, when and where people are traveling that make predicting travel demand more challenging than historically. Technological innovations are also bringing rapid change but are hard to predict. For example, transportation in Kelowna fully entered the shared economy for the first time in 2021 with our micromobility program. Disruptive, technological innovations can bring transformative benefits to our City – and more are likely on the horizon.

Monitoring the impacts of the OCP and TMP is not about asking “Were we right?” but rather about keeping ahead of emerging trends and rapid change. This ensures we can respond quickly if we are off track and need to adapt to a changing environment. In this way, the Progress Report is more accurately about asking “How do we get it right?”

What We're Watching For

Managing growth requires continuous assessment of the context that we are growing in. While it can be tempting to zero in on one or a few select indicators, long term success in advancing and adapting the OCP and TMP requires understanding the multitude of factors that influence growth and development trends. Such factors include:

- **Trends in how and where we are growing.** The OCP's Growth Strategy outlines generally where we are targeting growth. Importantly, it serves as the base assumption for where we will grow and guides the OCP's objectives and policies, the TMP, the 20 Year Servicing Plan and other growth management documents. While the OCP is designed to be flexible and recognizes that these estimates were developed using a series of assumptions, significant deviation from those estimates warrants action to address this change. For example, faster than anticipated growth city-wide may signal the need for a more comprehensive 5-year OCP update. Faster growth in a specific Urban Centre may warrant advancement of a more in-depth planning process for that neighbourhood sooner than anticipated.

Conversely, a planning process underway that is expected to impact this growth scenario warrants careful consideration of the impact of that plan on the rest of the city.

- **Changes in government policy, regulations and projects.** Kelowna is not growing in isolation. We work with and are impacted by decisions made by neighbouring municipalities, First Nations, the Regional District of Central Okanagan (RDCO), and the provincial and federal governments. These external changes impact how we grow and may prompt another look at certain OCP and TMP directions. For example, changes in immigration policy at the federal level impact our growth projections and may require a review of how we address faster than anticipated growth. Fiscal policy impacts inflation, which can make it more costly to deliver key infrastructure projects. Changes in housing legislation at the provincial level may prompt reviews of how we deliver housing. Subsidies for electric vehicles encourage retaining private vehicles.
- **Shifts in environmental, climate, societal and public health context.** Kelowna is also affected by other external factors beyond government policy. Climate related events like forest fires, extreme heat and flooding may accelerate faster than anticipated or in unexpected ways. Broader societal changes related to equity and inclusion have occurred in the past 20 years, and we may see greater change coming our way. The COVID-19 pandemic is a reminder that a public health crisis can have impacts that remain to be understood in their entirety. As we monitor these external trends, we may find that new considerations are needed in these plans.
- **Advancements in technology.** One area where change is perhaps accelerating the most is in technology. Transportation technology has advanced significantly in the last ten years, with electric vehicles and shared mobility shifting from transportation discourse to reality. As these technologies continue to advance and new ones are introduced, we need to envision what role they can play in serving Kelowna's transportation future in keeping with the Goals of the TMP.

The indicators and metrics used for monitoring the two plans were selected using the following criteria as guidance:

- **Meaningful: Do we expect the indicator or metric to be impacted by OCP and TMP policies and projects?** The indicator must have a strong link to OCP and/or TMP policies. The OCP's indicators are linked to the plan's ten Pillars. For the TMP, each metric is aligned with one of the twelve TMP Goals.
- **Outcome-oriented: Is there a reasonable chance that trends in an indicator or metric could impact future OCP and TMP updates?** The indicator or metric must have a reasonable chance at impacting future policy discussions and OCP or TMP comprehensive reviews.
- **Available: Do we have a reliable data source?** The indicator or metric should have a reliable data source with a reasonable expectation of regularly scheduled updates.
 - Some key data are only reported every five years or inconsistently (e.g. Greenhouse Gas Emissions). As such, given that this is the first annual progress report, some annual indicators and metrics are unable to be as robust to measure progress.

| Data Sources | | | | |
|--|---------------------------------------|-------------|-----------|---|
| Sources | Type | Duration | Frequency | Indicators/Performance Metrics |
| BC Assessment | Sales Data | 2021 | Annual | Housing Price |
| BC Assessment | Actual Usage Data | 2021 | Annual | Active Farming |
| BC Stats | Business Numbers Data | 2021 | Annual | Business Growth, Foster a Growing Economy |
| BC Stats | Population Data | 2021 | Annual | Enhance Urban Centres |
| BC Transit | Ridership Data | 2022 | Monthly | Double Transit Ridership, Improve Travel Choices |
| City of Kelowna | Bike Network and Transit Network Data | 2022 | Ongoing | Promote Inclusive Transportation |
| City of Kelowna | Sidewalk Inventory Data | 2022 | Ongoing | Support Livable Communities |
| City of Kelowna | Shared Mobility Data | 2021 | Monthly | Be Innovative and Flexible |
| City of Kelowna | ALR Exclusion Data | 2022 | Weekly | ALR Exclusions |
| City of Kelowna | Rezoning Data | 2022 | Weekly | Agricultural Sterilization |
| City of Kelowna | Development Stats Data | 2021 & 2022 | Daily | UC Residential Growth, Suburban Development, Transit Corridor Investment, Residential growth by sub-type and tenure |
| City of Kelowna | BCo4o Sales Data | 2022 | Weekly | Housing Price |
| CMHC | Vacancy Rate Data | 2021 | Annual | Residential Vacancy |
| Google Environmental Insights Explorer | Distance travelled | 2021 | Annually | Quadruple Bike Trips, Reduce Distance Driven, Improve Safety |
| HM Commercial | Office and Industrial Vacancy Rates | 2022 | Annual | Office Vacancy Rate Industrial Vacancy Rate |
| ICBC | Vehicle Ownership and Collision Data | 2021 | Annually | Enhance Travel Affordability, Improve Safety |
| Kalibrate Market Intelligence | Fuel Sales Data | 2022 | Annual | Protect the Environment |
| Statistics Canada | Equity Data | 2021 | Annual | Transit Corridor Investment -Equity Lens |
| Statistics Canada | Commute Time Data | 2021 | Annual | Foster a Growing Economy |
| Statistics Canada | Core housing Data | 2021 | 5 -Yearly | Core Housing Need |

- *Note: The data provided in this document is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.*



4. Making the Plan Work



Implementation Action Update

Putting the plans into action will require significant efforts beyond adoption and endorsement. Implementation actions have been identified directly in both the 2040 OCP and 2040 TMP. Specifically, key actions are outlined in the 2040 OCP Chapter 16: Making the Plan Work and the 2040 TMP Chapter 4: Recommended Actions. The OCP’s 68 actions and the TMP’s 130 actions (outlined in OCP Table 16.1 and TMP Appendix A) have been recommended to ensure that the city achieves the OCP Growth Strategy and Pillars, the TMP Vision and Goals, and ultimately, the community vision outlined in Imagine Kelowna.

The following is a snapshot of the status of OCP and TMP actions. A complete list and status update of the actions can be found in Appendices A and B.

| Implementation Action Update | | | | |
|------------------------------|---------|----------|-------------|---------------|
| | Ongoing | Complete | In Progress | Not Initiated |
| 2040 OCP | 14 | 5 | 25 | 24 |
| 2040 TMP | 16 | 9 | 39 | 66 |
| TOTAL | 30 | 14 | 64 | 90 |

OCP Implementation Highlights

There are 68 recommended actions in the OCP. Appendix A provides the status of each action. Examples of a few recently completed and in-progress actions are highlighted below:

- **2040 OCP – Complete.** The Bylaw provides a policy framework for Council by addressing issues such as housing, transportation, infrastructure, parks, economic development and the natural and social environment. It's a plan that sets a strategic course for the next 20 years as to how our city should grow; prioritizing areas, decisions and policies that our citizens have told us they want to focus on.
- **2040 TMP – Complete.** The plan sets the direction for a vibrant city where people and places are conveniently connected by diverse transportation options. It is a long-term, citywide plan for transportation improvements that will help keep Kelowna moving, now and into the future.
- **Zoning Bylaw – Complete.** The bylaw governs land use and the form, siting, height, and density of all development within the City boundaries to provide for the orderly development of the community and to avoid conflicts between incompatible uses. The new Zoning Bylaw aligns with the 2040 OCP.

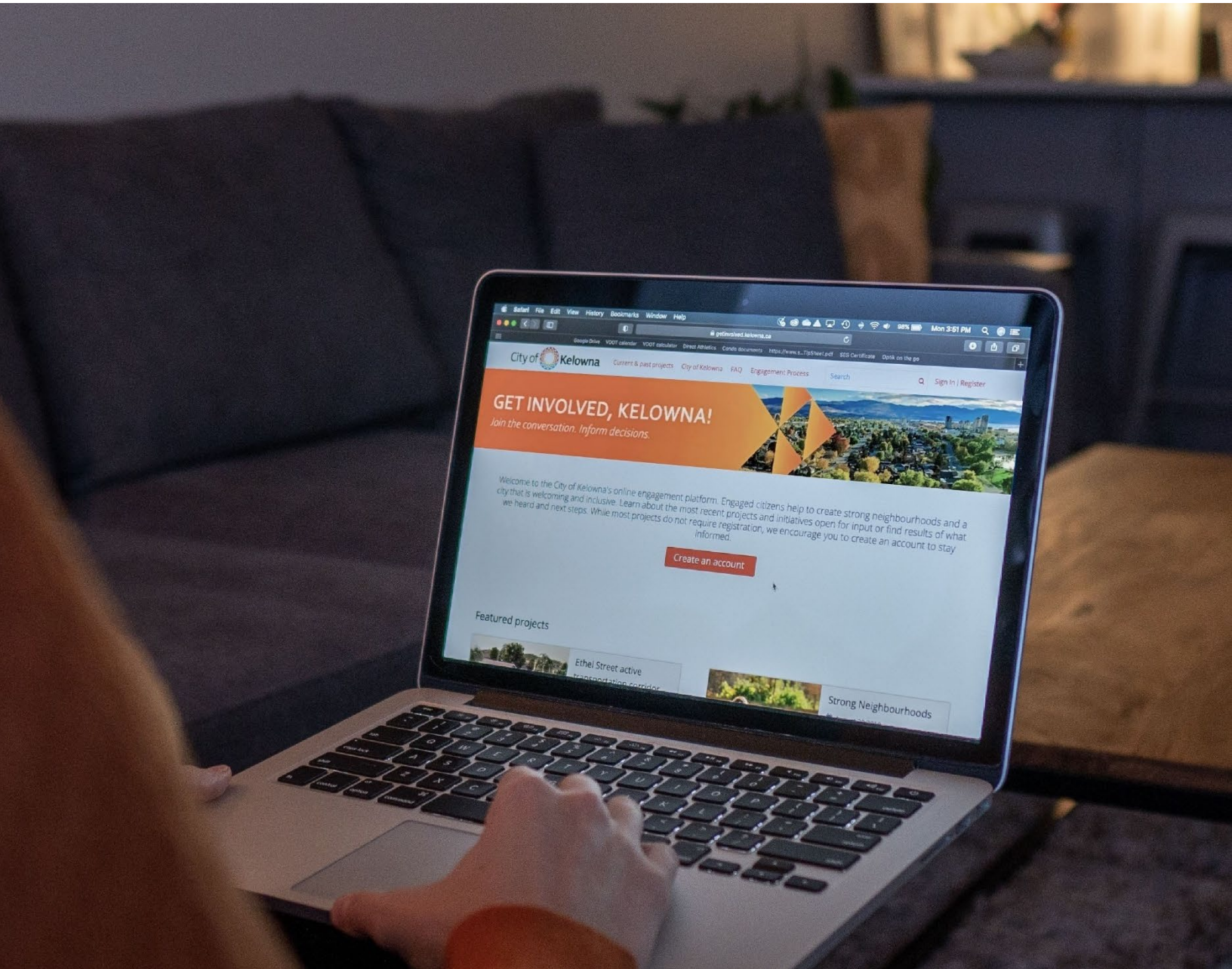
- **Idling Control Bylaw – Complete.** The bylaw protects and enhances the well-being of the community in relation to the emission of smoke, fumes and other effluvia that is liable to foul or contaminate the atmosphere.
- **Subdivision, Development and Servicing Bylaw – In Progress.** The bylaw sets the standards and specifications for works and services, and sets out the application procedures in connection with the subdivision and development of land within the City boundaries.
- **Parks Master Plan – In Progress.** The plan will guide the expansion, development, and operations of our parks system as the city grows.
- **North End Neighbourhood Plan – In Progress.** The plan, progressing in tandem with the Mill Site Area Redevelopment Plan, will manage growth and change in a rapidly evolving neighbourhood.
- **Develop and implement strategies to monitor changes in tree canopy coverage and to sensitive ecosystems – In Progress.** The Sustainable Urban Forest Strategy update will provide a renewed vision for the urban forest, including an implementation plan, monitoring framework and baseline information on the current state of Kelowna’s urban forest. Development of monitoring processes for sensitive ecosystems are forthcoming.
- **Climate Risk and Vulnerability Assessment – In Progress.** The assessment will address the current and future impacts of climate change in Kelowna, provide the technical basis for climate adaptation planning, inform the 2040 Infrastructure Plan, and will be used as the basis for the next phase in developing the Climate Resilient Kelowna Strategy.

TMP Implementation Highlights

There are 130 recommended actions in the TMP. Appendix B provides the status of each action. Examples of a few recently completed, ongoing, and in-progress actions are highlighted below:

- **Goods Movement Strategy (Project ID 17) – Complete.** In 2022 we partnered with the Province to launch the Central Okanagan Regional Goods Movement Study . The study is now complete and identifies strategies and recommendations to ensure the sustainable and efficient movement of goods as our region grows.
- **Lakeshore 1 Bridge at Bellevue Creek (Project ID 70) - Complete.** The project constructed bridge improvements over Bellevue Creek and was completed in 2021.
- **South Perimeter 1 (Gordon – Stewart) (Project ID 78) – Complete.** This project completed a new road from the south end of Gordon Drive to the south end of Stewart Rd West. It is a part of a series of road improvement projects that will help build a third north/south corridor to/from the Upper Mission.
- **Abbott Protected Bike Route (Rose - West), ATC (Project ID 90) – Complete.** In 2022, we completed the extension of the Abbott Street active transportation corridor (ATC) from Kelowna General Hospital south to Cedar Avenue, providing connections to the Pandosy Urban Centre.
- **Casorso 4 (Raymer - KLO), ATC - (Project ID 97) – Complete.** Construction of the first phase of the Casorso active transportation corridor was completed in 2021/2022, connecting the Ethel ATC to Okanagan College.
- **Houghton 1 ATC (Project ID 126) – Complete.** In 2022, we completed this project, also known as the Rutland to Rail Trail ATC. The project connects Rutland to the Okanagan Rail Trail via Leathead Road and provides a key connection to the Rutland Urban Centre.
- **Sidewalk Network Expansion (Project ID 7) – Ongoing.** In 2022, we built 345 metres of new sidewalks on Cameron Avenue, Rhondda Crescent, and Morrison Avenue.
- **Community Electric Vehicle & E-Bike Strategy -Implementation (Project ID 15) – Ongoing.** The Strategy focuses on how the City can support and accelerate light duty plug-in EVs and E-Bikes using policy and program tools that are available to Kelowna.
- **Transit - New Bus Stop and Amenities Program (Project ID 39) – Ongoing.** The City is working with BC Transit on bus stop enhancements. In 2022, the City completed approximately \$365,000 of enhancements for transit stops (e.g. new shelters and benches) to improve accessibility and comfort for riders.

- **Emerging Technologies and Shared Mobility Program (Project ID 21) – In Progress.** The City’s Micromobility Permit Program uses emerging technologies to make it easier for people to get around. Kelowna is participating in a three-year provincial pilot program. So far, the program is serving as a cost-effective way to help take cars off the road, manage congestion, reduce emissions, and open up our active transportation network to new users.
- **Safe Routes for School Expansion (Project ID 20) – In Progress.** This program improves air quality at schools by reducing vehicle emissions and encouraging students to walk or bike. In 2022 we completed upgrades at North Glenmore Elementary, including adding new bike lanes and a crosswalk on Snowsell Street.
- **Rutland Transit Network Restructure – Infrastructure (Project ID 47) – In Progress.** In 2022, the City started working with BC Transit on the Rutland Local Area Transit Plan, which will guide decision-making on transit services in this neighbourhood.
- **Commonwealth Road Upgrade (Project ID 56) – In Progress.** Planning and preliminary design work has started to link Commonwealth Road across the former rail corridor to the Jim Bailey industrial area. This project will enhance access to industrial lands, supporting regional goods movement and, economic development by First Nations.



5. Monitoring Our Progress

Are We Growing in the Right Places?

The 2040 OCP focuses most of the city's growth in our five Urban Centres and the surrounding Core Area, while continuing to see some growth in our Suburban Neighbourhoods. This approach is how we are accommodating residential and employment growth without more urban sprawl and loss of agricultural land, while supporting transportation options like transit to keep Kelowna moving. In this context, determining how the OCP contributes to growth in the right places focuses on a few key questions:

- How are the Urban Centres growing?
- How are the Suburban Neighbourhoods growing?
- How is the growth near the Transit Supportive Corridors?

Several OCP Pillars speak to these questions. *Focus Investment in Urban Centres* speaks to providing consistent development in the Urban Centres. *Stop planning new suburban neighbourhoods* speaks to limiting the planning of new neighborhoods at the edge of the city in accordance with the OCP Targets. *Target growth along transit corridors* speaks to concentrating growth by increasing densities within 200 metres of those corridors.

Key Highlights

- **More growth in the Urban Centres and Core Area.** Our growth strategy projects and directs most of the residential growth in the five Urban Centres and the surrounding Core Area. We are seeing significant growth in these areas, with variations between different Urban Centres.
- **Less growth in the suburban areas.** Suburban neighborhoods are growing – but they are growing more slowly than the Urban Centres.

Key Indicators

For each indicator, click the [hyperlink](#) in each title for the online dashboard. The Executive Summary also provides an at-a-glance progress summary.

Residential Growth in Urban Centres

Target: 48% of new residential growth in Urban Centres

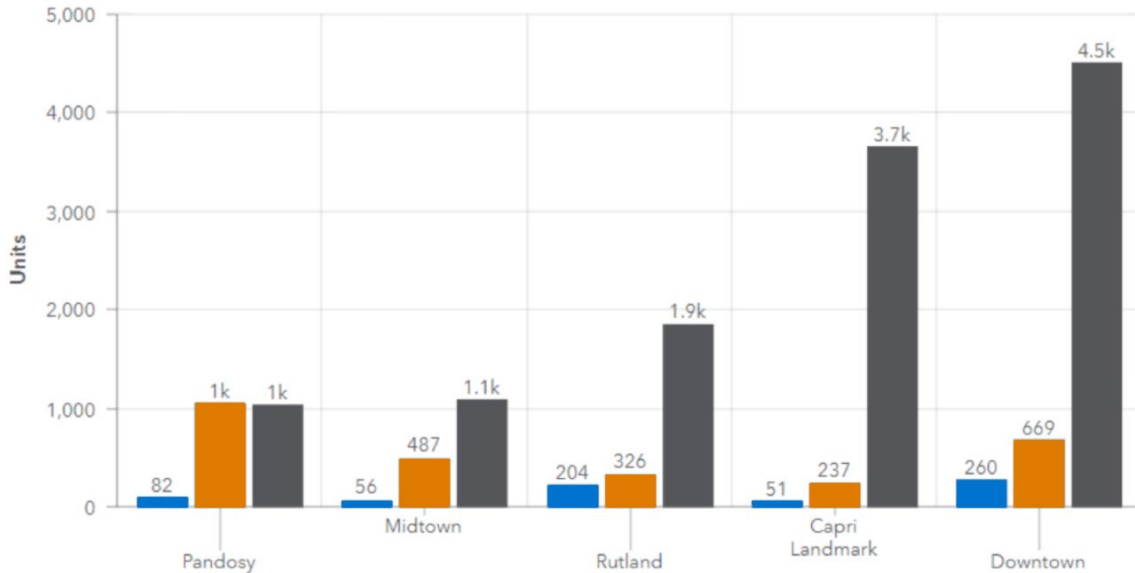
Moving toward the vision

While the OCP provides growth estimates in different areas of the city, development can take place faster or slower than expected based on market trends. Monitoring this rate of growth in our Urban Centres helps to make informed decisions about investments in things like transportation and utility servicing, as well as when to initiate Urban Centre Plans.

Since the OCP was adopted, the Urban Centres have been growing quickly, with Pandosy growing the fastest and already approaching the OCP's 2040 targets. Midtown and Downtown are also growing quickly, with more development applications instream that haven't reached the building permit stage, suggesting longer for sustained growth in future years. Rutland is also showing robust, sustained growth, while Capri Landmark showed slower growth over the past two years.

Urban Centre residential growth

Occupancy permit, building permit and OCP target residential unit numbers for Urban Centres



Residential occupancy and building permits by Growth Strategy District

Urban Centre, Core Area, and rest of City occupancy permit percentage split



Suburban Development

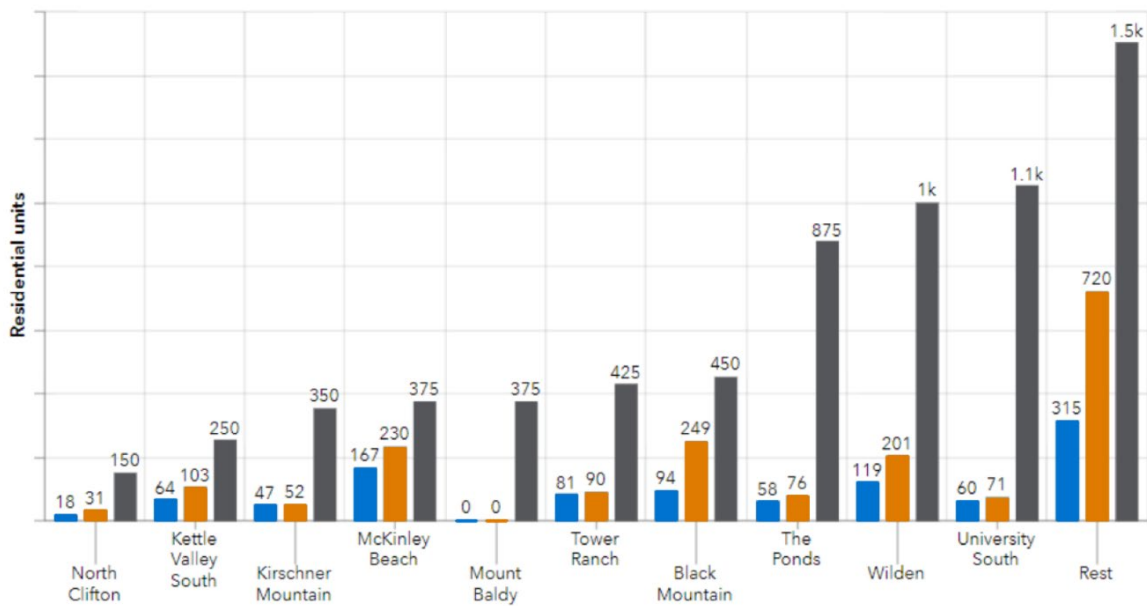
Target: Maintain growth in suburban neighbourhoods within the Permanent Growth Boundary

Moving toward the vision

Imagine Kelowna focuses on limiting urban sprawl and growing in a way that is more environmentally and financially sustainable. In recognition of this goal, the OCP signals that suburban neighbourhoods already approved will continue to grow into more complete communities, but no new suburban neighbourhoods would be considered. Black Mountain and McKinley are growing quickly, with over 50% of the total OCP targets already in the building permit pipeline. Other neighbourhoods such as Kirschner Mountain, Tower Ranch, North Clifton and Wilden are also showing modest growth. On the other hand, Mt. Baldy, the Ponds and University South are seeing slower growth, showing less than 10% growth in both occupancy as well as building permit stage.

Suburban neighbourhood residential growth

Occupancy permit, building permit and OCP target residential unit numbers for suburban neighbourhoods



Transit Corridor Growth

Target: Increase growth along Transit Supportive Corridors

Moving toward the vision

As we work towards creating a more compact urban form served by a variety of transportation options, transit will play a larger role in daily commutes. With this in mind, the OCP focuses future growth along major transit corridors aiming to add more people and jobs within 200 metre distance of frequent and direct transit service. Increased density around transit also contributes to the City’s commitment to reducing our Greenhouse Gas (GHG) emissions. Currently, 41% residential units, 66% commercial space and 23% industrial space in Kelowna are located within 200 metres of a Transit Supportive Corridor, including the Urban Centres.

In future progress reports, we will monitor this growth to determine if our growth is concentrating around our Transit Supportive Corridors or dispersing.

What’s Next

City of Kelowna

- **Urban Centre Planning.** The City is currently prioritizing which Urban Centre Plan to undertake next as part of OCP implementation. Pandosy is being considered, and if undertaken, this detailed study would align the Pandosy Urban Centre’s rapid growth with OCP objectives of improving housing variety, ensuring adequate employment space, coordinating infrastructure and transportation investments with growth, and identifying needed public realm and amenity improvements.
- **Pandosy / Richter Corridor Study.** This study will identify and facilitate transit corridor needs and improvements between the Pandosy Urban Centre and Downtown. Together the South Pandosy Urban Centre Plan and the Pandosy Richter Corridor Study will serve to guide development, re-development, investment, and an integration of land use and transportation

Federal Partners

- **North End Neighbourhood Plan.** Kelowna is in the process of completing a plan to guide and manage the evolution of the North End neighbourhood over the next 20 years or more. This project has received

partial funding from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities to support municipalities in the transition to a low-carbon future.

Are We Providing a High Quality of Life?

Cities are successful when they can offer a high quality of life for their residents. In this context, determining how the OCP contributes to that quality of life focuses on a few key questions:

- Are we getting the right housing mix?
- Are we providing equitable access to things like transportation and amenities?
- Are we getting the jobs we need in the city so that residents can build a life?

Several OCP Pillars speak to these questions. *Promote More Housing Diversity* speaks directly to that need to ensure that we are providing the right mix of housing for existing and future residents. *Incorporate Equity into City-building* speaks to providing access to City resources such as parks, public transit and other key services. *Strengthen Kelowna as the Region's Economic Hub* focuses on fostering inclusive prosperity through entrepreneurship, innovation and employment growth.

Key Highlights

- **More housing variety is being delivered.** Continued diversification of our housing types is a key component of our growth strategy.
- **Rental vacancy rates are low but more supply is coming.** Our rental vacancy rates are low and our housing costs remain high, but significant rental housing stock is on the way.
- **Interest in office space remains high, despite the pandemic.** Kelowna is trending very differently from many other cities, as office vacancy went down during the pandemic and major new office buildings are on the way.
- **Industrial vacancy rates remain low and demand high.** Kelowna has been experiencing a very tight industrial market, and industrial land supply remains a challenge.

Key Indicators

For each indicator, click the [hyperlink](#) in each title for the online dashboard. The Executive Summary also provides an at-a-glance progress summary.

Housing Variety

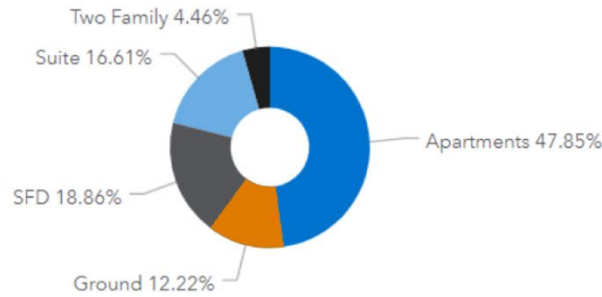
*Target: 75% multi-unit, 25% single and two unit (additional targets to be established by Housing Needs Assessment)
Moving toward the vision*

A resilient community has a wide variety of housing options available to meet the needs of residents at different price points and different life stages.

While the trend in Kelowna has been a gradual shift away from single detached housing over the past few decades, recent years have seen a much larger shift towards multi-unit housing, particularly in the form of low-rise apartments, providing a more balanced offering. However, ground-oriented multi-unit housing – commonly referred to as the missing middle – has room to grow. This will be monitored in the coming years.

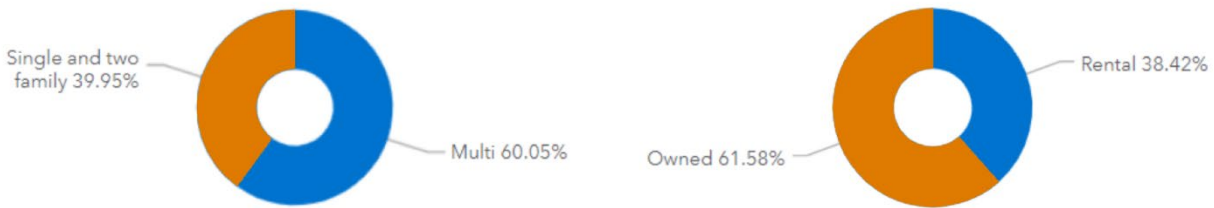
Housing typology : Detailed

Residential growth by building subtypes



Housing typology and tenure

Percentage split of housing types into multi family and single/two family and housing ownership types into owned and rental residential units



Ground Oriented Housing Affordability

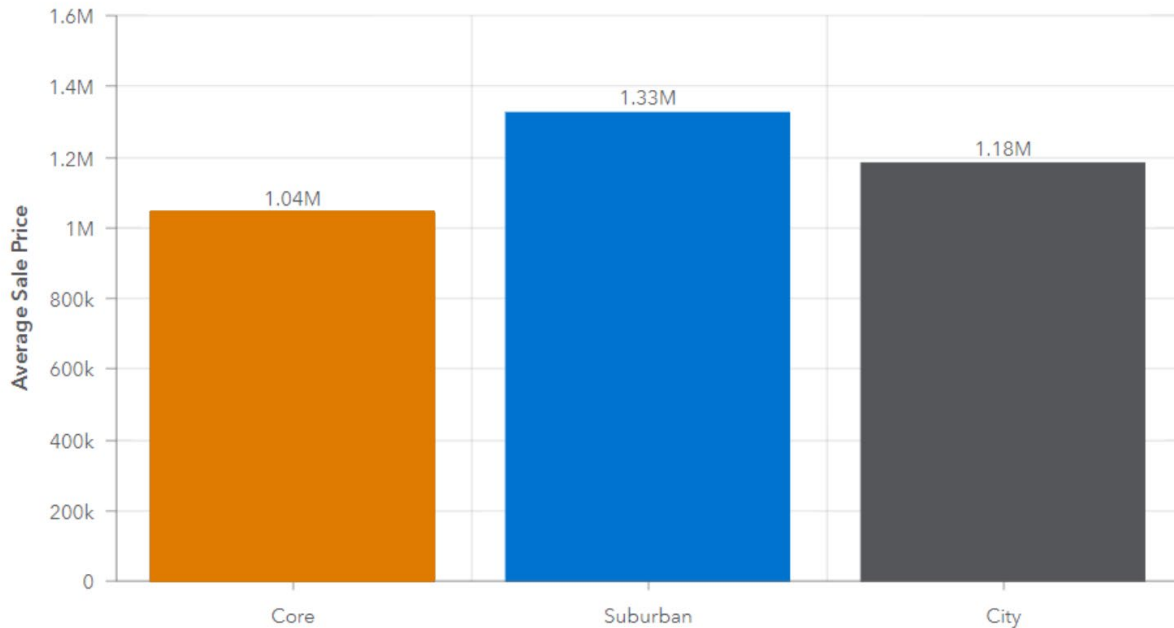
Target: Core Area costs are competitive with Suburban Neighbourhood costs

Minimal movement toward the vision

The OCP signals slower growth in suburban neighbourhoods and faster growth in the Urban Centres and Core Area. However, households that would typically seek out housing in a suburban context need to be able to afford ground-oriented housing in the Core Area if the OCP's Growth Strategy is to be successful. Otherwise, they may explore options in more distant communities. In 2022 ground oriented housing costs the Core Area remained competitive compared to their suburban counterparts as an average of \$1.04 million and \$1.33 million respectively. This will be monitored in the future to see how trends in this indicator change.

Ground oriented sale price: core and suburban

Average housing sale price in urban and suburban areas.



Residential Rental Vacancy

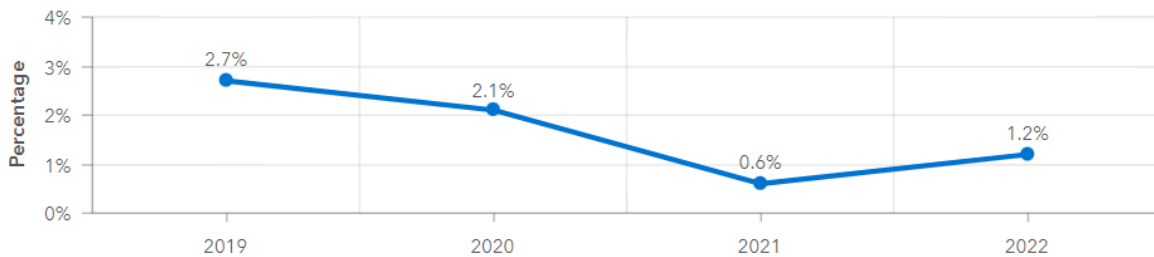
Target: 3%

Minimal movement toward the vision

Tenure is an important part of the housing equation and rental housing is a big part of that discussion. When rental vacancy drops, rental rates generally go up as a response, disproportionately impacting lower income households and those in core housing need. Kelowna's rental vacancy rate is 1.2%, up from 0.6% last year. However, significant numbers of purpose-built rental housing projects are under construction or being explored through the development process, which is expected to assist with improving this number in the coming years.

Rental vacancy rate

Percentage of rental units vacant compared to total units in the City



Core Housing Need

Target: The proportion of households in core housing need is decreasing

Minimal movement toward the vision

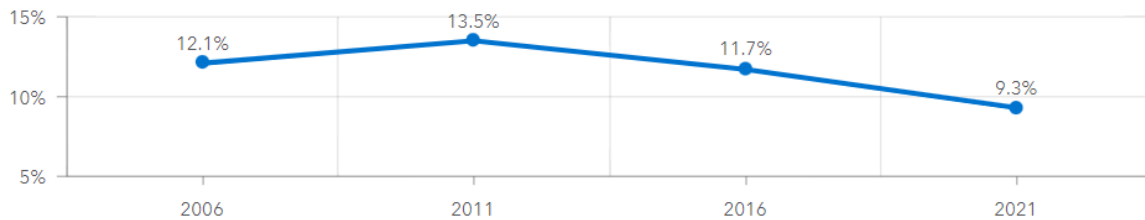
Core housing need is a two-stage indicator that identifies households living in unsuitable, inadequate, or unaffordable dwellings and if the household income level is too low to afford alternative suitable and adequate

housing. The OCP’s Pillars, objectives and policies support greater housing choice, more tenure options and protection from displacement, aiming to reduce core housing need overall and for specific groups, such as renters, who are more likely to be in core housing need.

Approximately 9% of Kelowna’s households are in core housing need, and of those, two-thirds are in rental housing. This 9% represents an improvement over the last reporting period, 2016, where 11.7% of households were in core housing need. It should be noted that 2021 census data related to income and housing need was impacted by government COVID-19 relief programs. These programs may have reduced core housing need, so longer term monitoring of core housing need will be important.

Core housing need

Percentage of population in core housing need



Access to Frequent Transit Network

Target: Increasing proportion of lower income residents have access to the frequent transit network

Minimal movement toward the vision

The frequent transit network encompasses the parts of our transit network service that runs at least every 15 minutes in both directions throughout the day and into the evening. The frequent transit network offers access and opportunities to service and amenities for those who are transit-dependent, whereas less frequent service can make that access challenging. Movement on this indicator may be a result of new development near transit or by expansion of the frequent transit network itself.

Currently, 50.5% of low income residents live within a five minute walk of the Frequent Transit Network. Over time, this number should rise, indicating that our transit service is expanding and that our development patterns are providing more residents with more options to live near our transit service.

Access to Parks

Target: Increasing proportion of lower income households living in close proximity to a park (additional targets to be determined through the Parks Master Plan process)

Minimal movement toward the vision

Providing residents with access to centrally located neighbourhood parks within a convenient walking distance helps support thriving neighbourhoods and a healthy community. Neighbourhood parks generally include playgrounds, picnic areas, and recreational open spaces for users of all ages. The OCP aims to have more residents living closer to parks, and new parks be completed near our residents.

Currently, 48.8% of low income residents live within 500m walking distance of a neighbourhood park. This number should rise, indicating that our park catchment area is expanding and that our development patterns are providing more residents with access to neighbourhood parks.

Office Vacancy

Target: 5%

Moving toward the vision

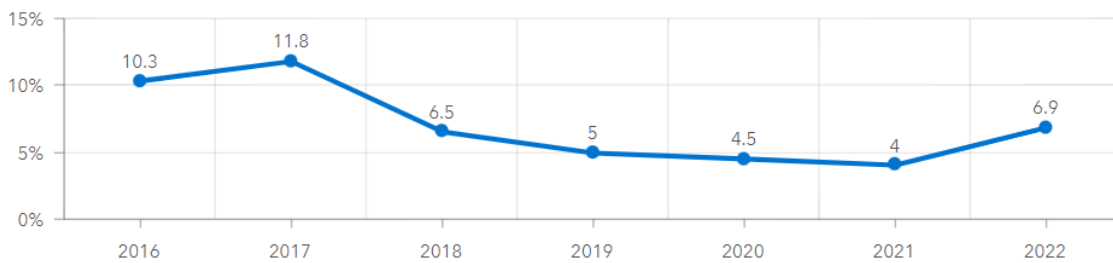
While office space can be found across the city, it plays an especially important role in our Growth Strategy. Large office projects are targeted in our Urban Centres where they have the best access to transit and are near higher

density housing. This makes it easier for people to walk, bike and take transit to work, easing the strain on our road network during peak periods.

Kelowna’s office vacancy rate has been trending in some surprising directions during the pandemic, with the vacancy rate going down, and not up during the worst years of COVID-19, dropping from almost 5% in 2019 to 4% in 2021. The vacancy rate rose to 6.8% in 2022 as Landmark 7 received occupancy in fall of that year, adding nearly 267,000 square feet of office space to the city’s inventory. In coming years, the vacancy rate may rise as other office projects are completed. For example, the Bernard Block office tower under construction Downtown will add significant space to the office inventory of our Urban Centres, with smaller projects being proposed in other Urban Centres. If these office spaces fill with tenants quickly, we can expect the vacancy rate to fall again without other projects being advanced.

Office vacancy rate

Percentage of office vacancy compared to total units in the City



Data: HM Commercial. This data is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

Industrial Vacancy

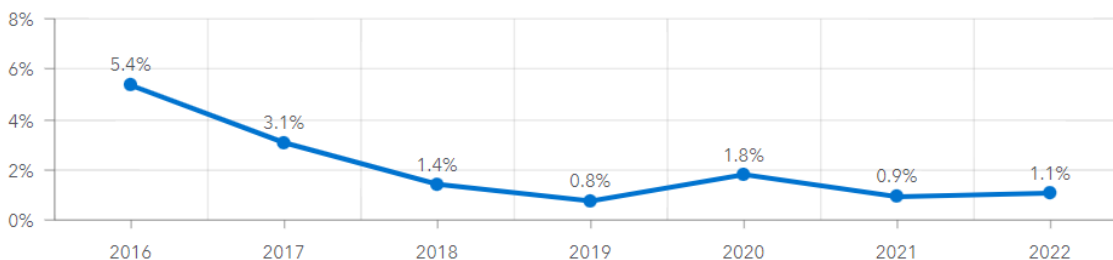
Target: 5%

Not moving toward the vision

Protecting industrial lands and finding new lands for industrial uses is an ongoing challenge for cities across Canada. With increased demand in Kelowna, the industrial vacancy rate remains low. Kelowna’s industrial vacancy rate was recorded as 1.1%, rising slightly from 0.9% in 2021, but still lower than 1.8% two years ago. As outlined in the Growth Strategy, industrial lands need to be protected and new and creative ways to retain the lands are needed to maintain economic viability. The OCP encourages employment-intensive uses in the Core Area and supports the continued development of industrial lands within the Gateway.

Industrial vacancy rate

Percentage of industrial vacancy compared to total units in the City



Data: HM Commercial. This data is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

What's Next

City of Kelowna

- **Infill Options Program.** This program will continue to expand missing middle housing options.
- **Rental Incentives Review.** This review will identify further opportunities to incentivize more rental housing.
- **Housing Needs Assessment.** The Housing Needs Assessment will provide an update to our current and projected housing needs to use in future planning initiatives, including neighbourhood plans and updates to the OCP.
- **Parks Master Plan.** The plan will guide the expansion, development, and operations of our parks system as the city grows.

Local and Provincial Partners

- **Regional Employment Lands Inventory (Regional District of Central Okanagan).** This project would provide an inventory of all commercial, industrial, office and institutional land, project demand and identify looming shortages. This inventory would be the first step in developing a regional strategy for employment lands.
- **Affordable Home Ownership Program (BC Housing).** This program aims to increase the range of affordable home ownership options, moving more middle income households into home ownership.
- **Housing Supply Act (Ministry of Housing).** The Housing Supply Act allows the Province to establish housing targets for municipal governments, based on Housing Needs Assessments.
- **Accelerating Housing Fund (CMHC).** This program, announced in March 2023, provides incentive funding to local governments encouraging initiatives aimed at increasing housing supply.

Are We Keeping Kelowna Moving?

The full 2040 TMP progress report is an online dashboard. This PDF document provides a summary, however full details, charts and graphs are shown on the online [2040 TMP progress report](#).

The 2040 TMP vision is that “Kelowna will be a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us transition from our car-centric culture”. Recommended actions set out in the TMP improve our transportation options, infrastructure, and travel times, helping residents get where they want to go.

Measuring the progress of the TMP focuses on key questions such as:

- How are residents moving around Kelowna?
- How much are residents driving, biking, walking and taking transit?
- Are key corridor travel times changing?
- Are our Urban Centres well-connected with viable transportation options?
- Is our transportation system inclusive and accessible for people of all incomes, ages and abilities?
- Are transportation emissions decreasing?

Several TMP Goals report out on these questions. *Improve travel choices* monitors the number of trips by walking, biking, and transit to measure the use of different transportation options. *Promote inclusive transportation* measures our progress on ensuring that people of all ages, incomes, and abilities have access to our transportation network. *Enhance urban centres* focuses on connections within and between Urban Centres to help more residents access key destinations.

Key Highlights

- **People are driving more.** The demand for travel has rebounded from the pandemic. The downward trend in vehicle ownership, distance driven and transportation emissions in years prior to the pandemic has reversed. Emissions went up in 2022, both in total and per person terms.
- **Travel demand is shifting to midday and afternoon.** The average morning commute has not changed in a decade, even while our population grew by 20 per cent. However, half the routes we are tracking saw moderate or significant delays in the afternoon (i.e. travel times were 50 per cent longer or more than overnight). For most routes, this meant an extra 3 to 6 minutes of driving on average.
- **Transit ridership has fully recovered.** After a sharp drop in 2020, ridership recovered to 80 per cent of normal in 2022. Ridership in January 2023 was above pre-pandemic levels.
- **More people are walking and biking.** One-third of residents now say they are walking, biking, or taking transit more than they did three years ago. We are seeing a 10% increase in bike trips and a 43% increase in distance biked compared to 2018. The rate of serious collisions involving people walking and biking has also dropped 67 per cent since 2018.

TMP Targets

The TMP sets ambitious, yet achievable targets for 2040 that we can all work together to achieve, including doubling transit ridership, quadrupling the number of trips made by bicycle, and reducing the average distance driven per person by 20 per cent. These targets were developed through detailed modelling and analysis and reflect key metrics that help us understand broad trends in travel behaviour and system performance.

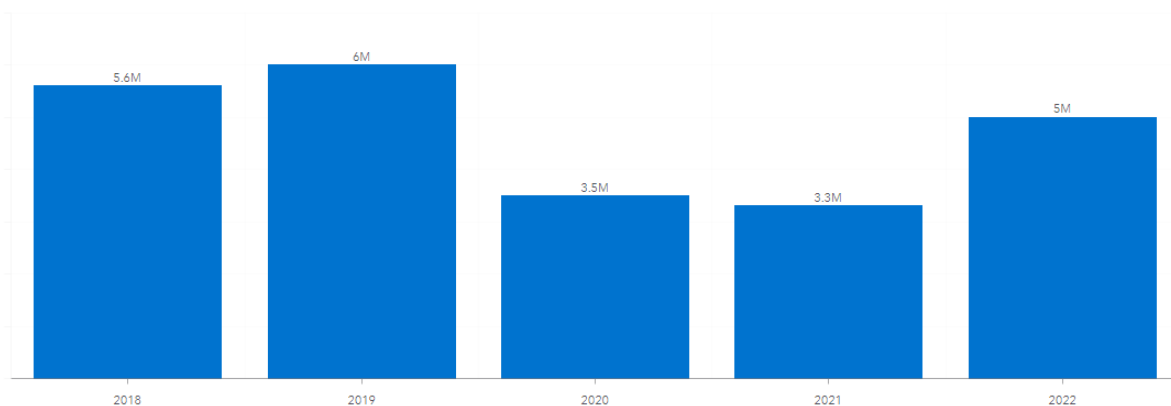
The following is a brief summary of each target. Click the [hyperlink](#) in each title for the online dashboard with full reporting, charts and graphics. The Executive Summary also provides an at-a-glance summary.

[Double Transit Ridership](#)

Trending in the desired direction

Transit is the way to move the most people in our limited road space. It is also the best alternative to driving for longer trips. Transit ridership is recovering from the pandemic. During the pandemic, ridership fell significantly, from approximately 6 million annual boardings in 2019 to 3.3 million in 2021. However, ridership rebounded in 2022, increasing by 50 per cent to 5 million. In the first month of 2023, ridership exceeded pre-pandemic levels.

Transit ridership is recovering from the pandemic
Annual passenger boardings (in millions) for Kelowna Regional Transit

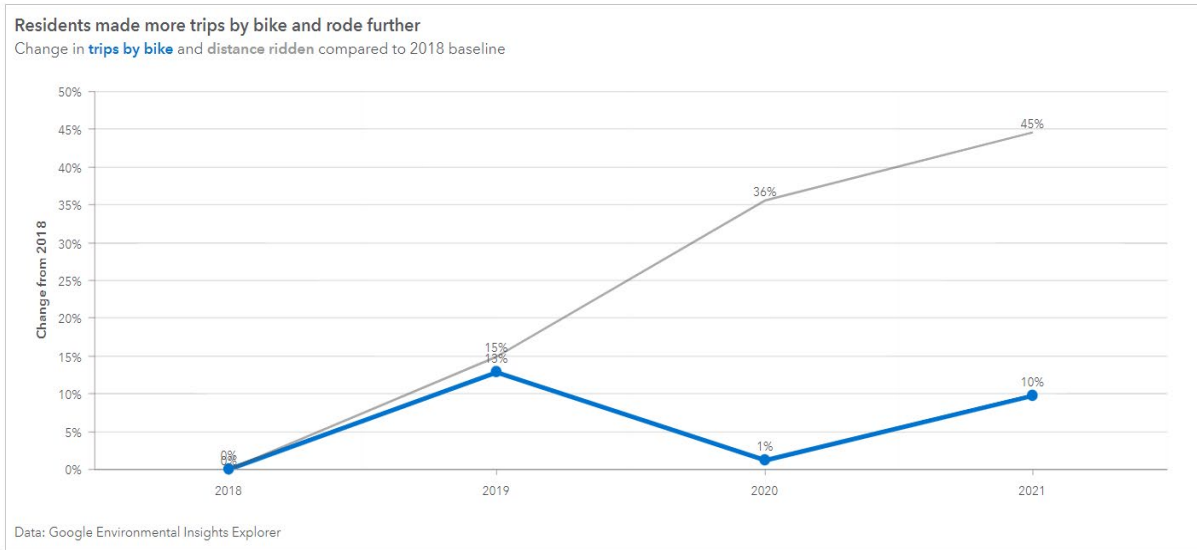


Data: BC Transit

Quadruple Trips by Bike

Trending in the desired direction

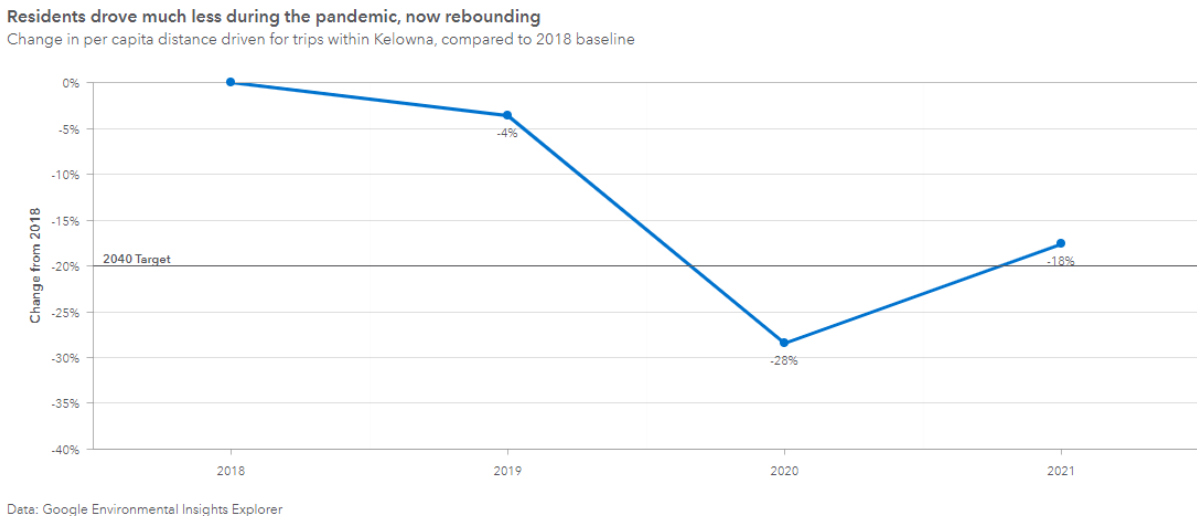
Biking is an affordable way to get around that improves our health and cuts emissions. Biking is also most attractive in the summer, making it a valuable alternative to driving when the pressure on our roads is highest. Since 2018, the distance ridden by bike has increased 45 per cent, while the number of trips went up 10 per cent.



Reduce Distance Driven Per Capita by 20%

Not trending in the desired direction

The level of congestion, traffic collisions, and emissions in Kelowna is directly related to the amount we drive. The distance driven per person went down 4 per cent in 2019. During the pandemic, residents drove 28 per cent less – passing our target for 2040. Driving increased in 2021 but remained 18 per cent below baseline. Data for 2022 is not yet available, however based on other metrics we are tracking (e.g. fuel sales) we expect distance driven has rebounded further.



Key Metrics

The following is a brief summary of each metric. Click the [hyperlink](#) in each title for the online dashboard with full reporting, charts and graphics. The Executive Summary also provides an at-a-glance summary.

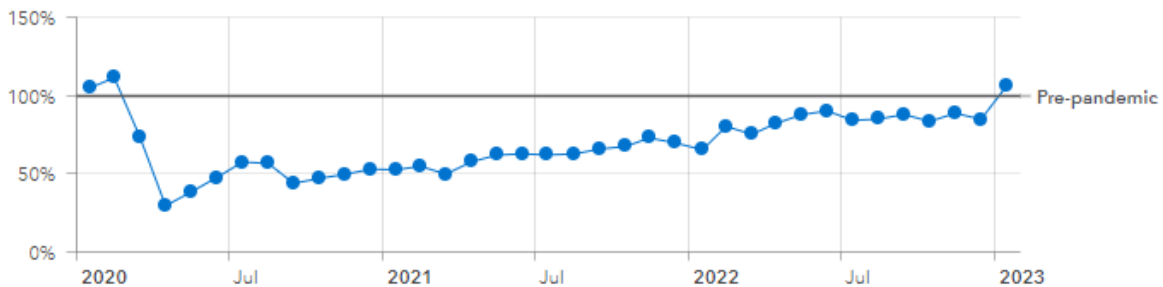
Trips by transit, walking, and biking

Trending in the desired direction

Making it easier to walk, bike and transit will slow the growth of traffic congestion, reduce greenhouse gas emissions, and improve health. Transit ridership fell significantly due to the pandemic, however ridership exceeded pre-pandemic levels in the first month of 2023. The number of people biking by our counters decreased slightly between 2021 and 2022, but this is still higher than pre-pandemic numbers. Overall, we saw a 10% increase in bike trips in 2021 compared to 2018 (our baseline year). Based on census data, the proportion of residents walking to work has also increased.

Transit ridership has recovered to pre-pandemic levels

Monthly ridership compared to 2019



Data: BC Transit ridership numbers

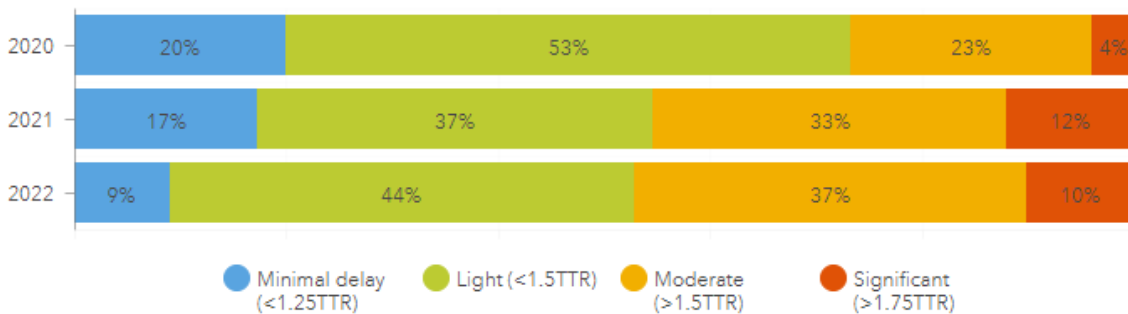
Key corridor travel times

Not trending in the desired direction

We should expect some traffic in a city, but significant delays make it harder for people and goods to get around. In 2020, we started a pilot to track travel times between key destinations using cloud-based data. The data shows increasing travel times as traffic volumes recover from the pandemic. Delays increased more in the midday and afternoon than in the morning rush hour. In 2022, almost half of the 85 routes we tracked had moderate or significant delays in the afternoon (i.e. travel times were more than 50 per cent longer than overnight). For most routes, this meant an extra 3 to 6 minutes of driving, on average.

Half of routes have moderate or significant delays in the afternoon

Share of routes by level of delay (3 p.m. - 6 p.m. average)



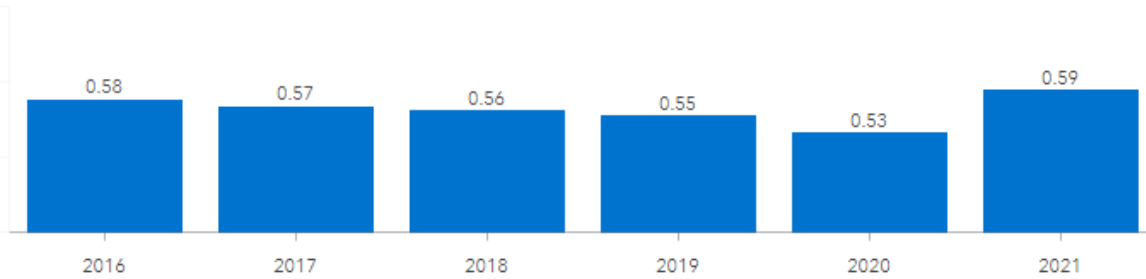
Vehicles per capita

Not trending in the desired direction

Transportation is often the second biggest expense for people after housing. Though many households can choose to own one or more vehicles, it should not be a necessity. Like emissions, vehicle ownership was declining prior to the pandemic. Since 2020, vehicle ownership has increased.

Vehicle ownership is on the rise again

Number of vehicles per person (excluding trailers and commercial vehicles)



Data: ICBC

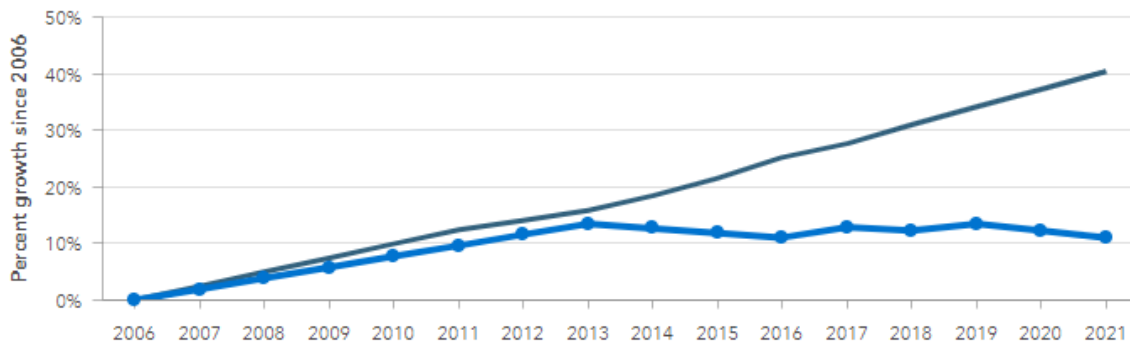
Average commute time

Trending in the desired direction

Mitigating increasing commute times will be key to maintaining Kelowna’s economic competitiveness and quality of life as we grow. Since 2013, average commute times have been stable at around 18 minutes. Our population has grown by over 20 per cent in that time.

Kelowna's average commute is unchanged since 2013

Percent change in **population** and **average commute time**



Investments connecting higher density urban areas

Trending in the desired direction

Investing in connections within and between Urban Centres will help more residents access key destinations. The City is investing in transportation infrastructure, including sidewalks, safe bike routes, and transit to better connect Kelowna’s Urban Centres, providing our residents with more travel choices. Please view the TMP dashboard to see all the [investments we are making to connect our urban centres](#).

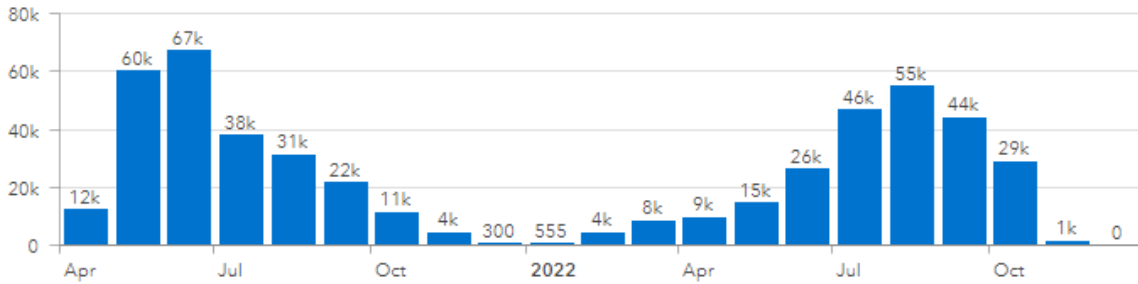
Trips by emerging modes

No substantial change in direction

New technologies are offering residents more affordable and convenient options for getting around.

We are tracking three emerging modes in Kelowna: micromobility (i.e. shared e-bikes and e-scooters), ride-hailing, and car sharing. Approximately 240,000 trips were made by shared e-scooters and e-bikes in 2022, staying on par with in 2021. Ridership is highest in the warmer months, which means the program is helping take pressure off our roads when we need it most. For example, in 2022, shared e-scooters and e-bikes prevented 158,000 kms of driving and 30 tonnes of CO₂ emissions. Data for ride-hailing and car-share is not yet available.

Shared e-scooter and e-bike trips per month over time



Data: City of Kelowna

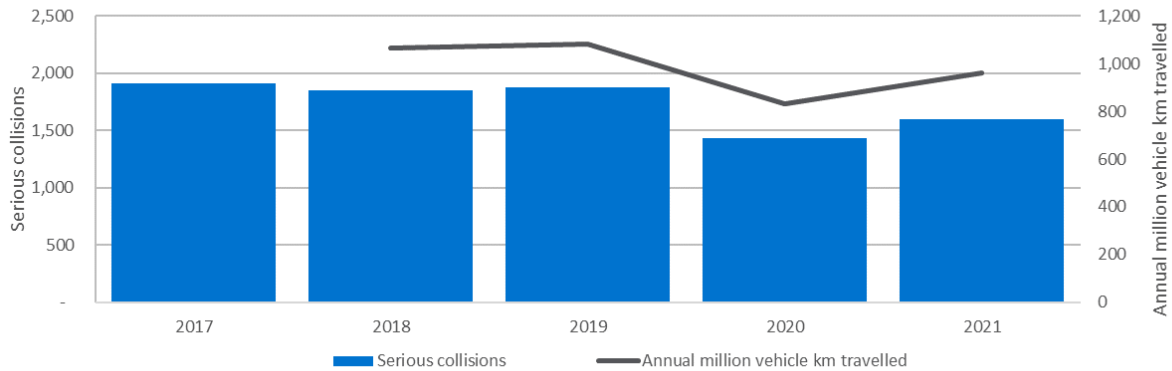
Traffic related injuries and fatalities per capita

Trending in the desired direction

Traffic collisions have significant impacts on people’s lives, including fatalities, injuries, and property damage. Road safety is also an equity issue, as seniors, and people walking and biking are more likely to be seriously injured in a collision. In 2020 and 2021, collisions decreased as people drove less during the pandemic. However, collisions are increasing again as people begin to drive more.

When people drive less, there are fewer serious collisions

Serious collisions per year in Kelowna

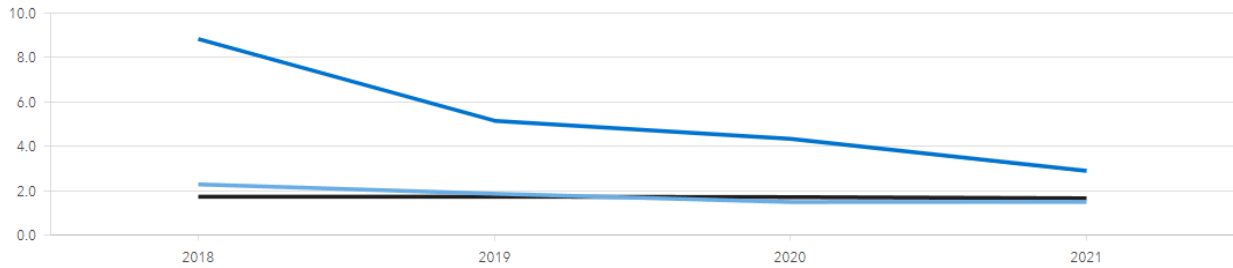


Data: ICBC

This trend is reversed for people walking or biking. From 2017 to 2021, people walked and biked more, but both the total number and share of serious collisions involving pedestrians or cyclists decreased. Since 2018, the rate at which people biking were involved in serious collisions has dropped 67 per cent.

The rate at which bicyclists are involved in a serious collision is decreasing substantially

- Serious collisions with a person biking per million km biked
- Serious collisions with a person walking per million km walked
- Serious collisions per million vehicle kilometres travelled



Data: ICBC and Google Environmental Insights Explorer

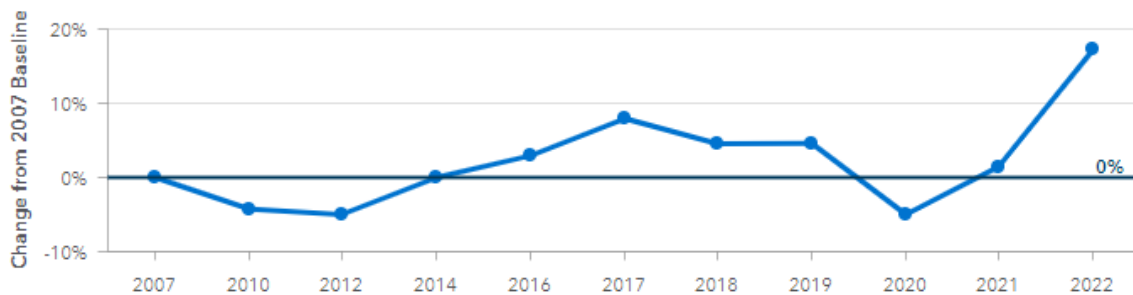
Transportation emissions

Not trending in the desired direction

Transportation is the largest source of greenhouse gas emissions in Kelowna. Scientists warn that emissions need to be cut in half over the next decade to avoid catastrophic impacts from climate change. Measured by the amount of fuel sold in Kelowna, transportation emissions were dropping before the pandemic. Since 2020, emissions have risen above pre-pandemic levels in both total and per-person terms.

Fuel sales have increased sharply since the pandemic

Trend in fuel sales in Kelowna by year compared to 2007 baseline



Data: Kalibrate Market Intelligence

Public benefits provided by transportation projects

Trending in the desired direction

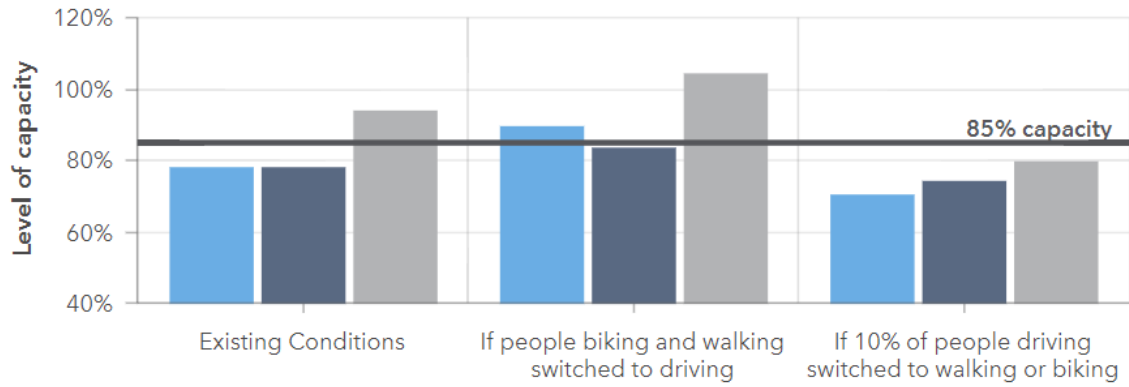
Public investment in our transportation infrastructure should benefit as many residents as possible. To measure value for public investment, each year we will look at an example project as a case study. For this year, the intersection at Lakeshore Road and Richter Street (near Gyro Beach) was selected and demonstrates how biking, walking and transit projects help manage traffic congestion. Different types of projects (e.g. maintenance, roads, bike, pedestrian, transit, etc.) will be selected for a case study each year.

Biking, walking, and transit projects help our streets move more people

Lakeshore Rd northbound approach

Lakeshore Rd southbound approach

Richter St approaching Lakeshore Rd



Data: City of Kelowna and BC Transit

Share of students driven to school

No substantial change in direction

Children who walk or bike to school are more active overall than children who get to school by car. Traffic congestion around schools is also a frequent issue for parents and the surrounding community. On a typical day, about half of Kelowna’s K-12 students are driven to school. Around half of the adults who drive kids to school continue on to work, while the other half drive back home. These trips between school and home have a big impact on congestion, local air quality (emissions), and potentially safety.

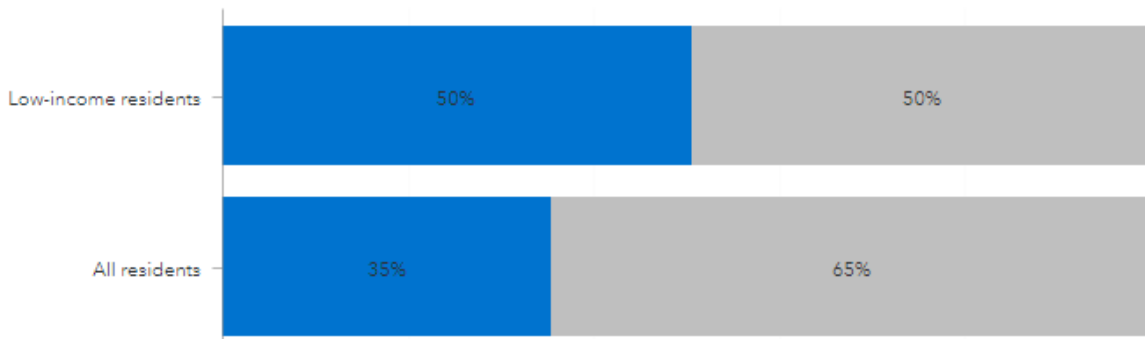
Share of low-income residents close to frequent transit

No substantial change in direction

Being close to frequent transit makes it easier for households to live car-free or car-light. This reduces the financial strain on lower-income residents. Roughly half of low-income residents are within a five-minute walk of frequent transit. This metric did not change in 2022.

Focusing transit in the Core Area serves those who need it most

Share of residents within a five-minute walk of frequent service



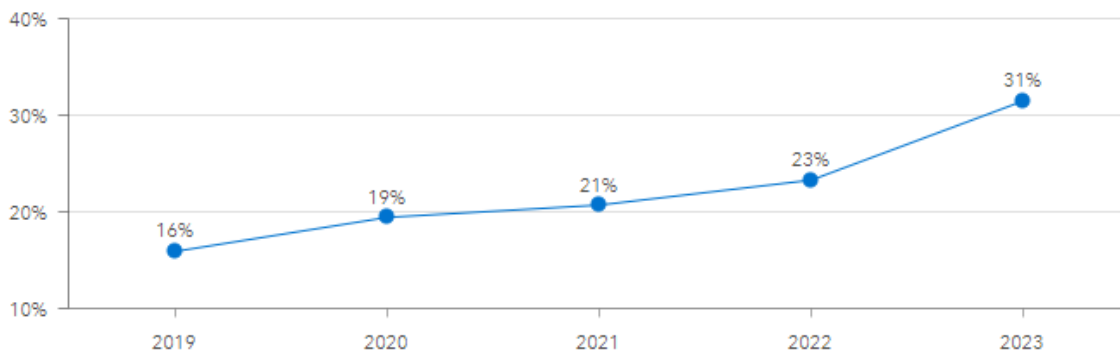
Share of low-income residents close to primary bike routes

No substantial change in direction

Biking is an affordable alternative to driving. Being close to primary bike routes makes it easier for households to live car-free or car-light. In 2022, we completed two major biking projects: connecting Rutland to the Okanagan Rail Trail via Leathead Road and extending the Abbott St bike route south from Kelowna General Hospital to Cedar Avenue. These two additions increased the share of low-income residents close to the bike network by 8 per cent. Roughly one-third of low-income residents are now within 400 metres of the primary bike network.

The bike network is reaching more low-income residents

Share of low-income residents within 400 m of the primary bike network



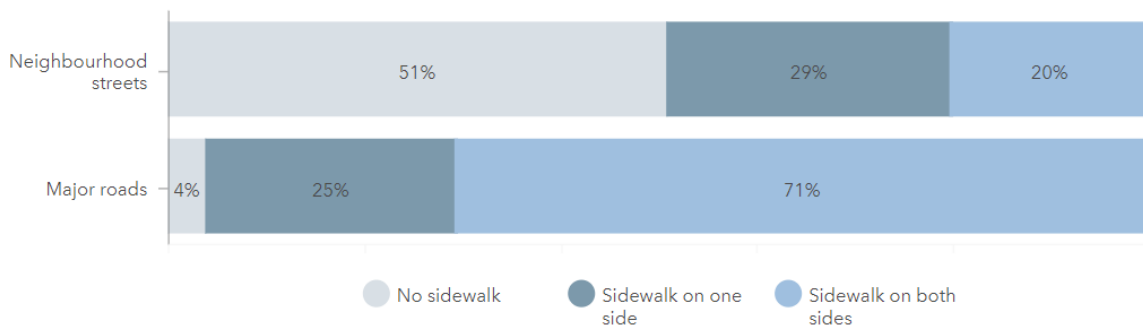
Sidewalk completeness in the Core Area

No substantial change in direction

The OCP focuses on adding new housing to the Core Area rather than expanding outwards. Many streets in the Core Area were built without sidewalks. A lack of safe and accessible sidewalks prevents people from walking. The overall sidewalk completeness in the Core Area is 62 per cent.

Neighbourhood streets have fewer sidewalks

Share of Core Area streets, by length



What's Next

With vehicle travel on the rise, we have more work to do to manage congestion and emissions. A few highlights of upcoming work are below:

City of Kelowna

- **Community Electric Vehicle & E-Bike Strategy - Implementation** (Project ID 15). In 2023, we will continue installing public EV chargers in high-traffic and other strategic locations. We also are considering standards for EV-readiness in new developments and incentives for adding EV & E-Bike chargers to existing buildings.
- **Employer Commute Trip Reduction Program** (Project ID 18). As we learned during the pandemic, working from home is a cost-effective way to take pressure off our roadways – reducing congestion and emissions. We are working with employers in Kelowna to identify ways to provide employees with options besides driving alone during rush hour – for example by supporting work from home and providing incentives for carpooling, biking, walking, and transit.
- **Transportation Safety Strategy** (Project ID 26). In 2023, we will start work on a Transportation Safety Strategy that will identify key actions to reduce the number of injuries and fatalities on our roadways for all modes of travel.
- **Frost Road** (Project ID 58). We are continuing to work on preliminary design for the extension of Frost Road from Kildeer to Chute Lake Road in the Upper Mission.
- **Road Safety Improvements** (Project ID 76). In 2023, we will be making intersection safety improvements at Longhill Road and Sexsmith Road, Harvey Avenue and Richter Street, KLO Road and Richter Street, and Highway 33 and Ziprick Road.
- **Stewart 3** (Project ID 80). Following the completion of the new South Perimeter Way, planning and design for downstream improvements along Stewart Road W between Crawford Road and DeHart Road is underway. This project is part of a series of projects that together represent an over \$35 million investment in a third corridor to the Mission to give people another option when Lakeshore and Gordon are congested.
- **Casorso 3 ATC** (Project ID 96). In 2023 – 2024, construction of this project will extend the Ethel/Casorso ATC south from KLO connecting Okanagan College to Rotary Beach.
- **Bertram / Central Green Overpass** (Project ID 98) – In 2023 – 2024, design and construction of the Bertram/Central Green Overpass will provide an active transportation connection over Highway 97.
- **Houghton 2 ATC** (Project ID 114). In 2023 – 2024, construction of this project will extend the Houghton ATC from Hollywood to Rutland Road, connecting into the Rutland Urban Centre.
- **Sutherland ATC** (Project IDs 127 and 128). In 2023 – 2024, construction of this project will extend the Sutherland ATC east from Ethel Street to Burtch Road, providing connections to Capri-Landmark urban centres and the current and future Parkinson Recreation Centre.

Regional, Provincial and Federal Partners

- **Safe Routes for School Expansion** (Project ID 20). In 2023 we are working with Springvalley Elementary School and making improvements to the nearby walking and cycling network. This program will also be started at two new schools.
- **Okanagan College Transit Exchange Expansion** (Project ID 42). Detailed design of the new transit exchange will begin in 2023, pending funding from the Investing in Canada Infrastructure Program (ICIP).
- **Transit Maintenance & Operations Centre** (Project ID 48). To provide fast and reliable transit as our population grows, it will be necessary to add more buses to the system; however, our current facility is at capacity. The City is working with provincial and federal partners on short and long-term plans to expand the capacity of our existing and future transit maintenance facilities.

- **Harvey Ave Transit Lanes and Clement Ave Extension** (Project ID 34 & 54). The majority of cars and trucks on the highway in Kelowna are not just passing through, which is why a bypass won't solve congestion. Instead, improving the highway corridor and parallel road infrastructure to help more people and goods get to their destinations is how we can keep Kelowna moving. The City is working with the Province on the next steps of planning and design for both the Harvey Avenue transit lanes and Clement Avenue extension which will work together as a system to provide fast and reliable transit and more efficient goods movement.
- **Okanagan Rail Trail Lighting** (Project ID 92). In 2023 – 2024, we will install lighting along the Okanagan Rail Trail from Dilworth to Leathead to improve trail conditions for all users and encourage more use as a commuter route.

Are We Building Resiliency?

Resiliency can be defined as the ability of a system and its component parts to anticipate, absorb, accommodate, or recover from sudden or unexpected changes. It shows up in both the built environment and how people are connected to it. Resilient cities are cities that can absorb, recover and prepare for future shocks (economic, environmental, social and institutional). In this context, determining how the OCP contributes to building resiliency focuses on a few key questions:

- Are we achieving our greenhouse gas emission targets?
- Are we protecting agricultural land?
- How is growth and change impacting sensitive ecosystems and our urban tree canopy?

Several OCP Pillars speak to these questions. *Take Action on Climate* speaks to guiding growth in a way that is more compact, energy-efficient and better prepared to adapt to events like floods, wildfires, drought and other climate change impacts. *Protect Agriculture* speaks to limiting urban growth into agricultural lands and supporting their viability. *Protect and Restore our Environment* speaks to protecting ecosystems and restoring others to a healthier state.

Key Highlights

- **Our targets for greenhouse gas emissions are expected to change.** GHG reduction targets were set in the 2040 OCP. However, these targets are expected to be revised during the development of the Climate Resilient Kelowna Strategy, to be more progressive, and consistent with provincial targets.
- **We are setting revised targets for tree canopy coverage.** A revised approach to measuring success with tree canopy coverage is being established through the Urban Forestry Strategy.
- **No major ALR exclusions or land use changes took place outside of the OCP's vision.** The OCP does identify some ALR lands for exclusion, primarily to accommodate civic uses that have few options on other lands. No exclusions have taken place in other lands since the plan was adopted.
- **Active farming fluctuates regularly but will be monitored.** When comparing actively farmed land area from our previous OCP, there has been a slight loss. This could be due to a combination of properties being developed and/or crop rotation.

Key Indicators

Where applicable, click the [hyperlink](#) in each title for the online dashboard. The Executive Summary also provides an at-a-glance progress summary.

Greenhouse Gas Emissions

Target: Reduce GHG Emissions below 2007 levels by 4% by 2023, 25% by 2033, 80% by 2050

The 2040 OCP identified greenhouse gas emission targets as required by the Local Government Act. However, in 2022, Council endorsed more progressive community targets to be used in the development of the Climate

Resilient Kelowna Strategy (40 % GHG emissions reduction by 2030 relative to 2007 levels and net-zero by 2050). Further community engagement, which will happen as part of the Strategy's development, is needed before the targets are updated in the 2040 OCP. Initiatives to help meet more aggressive emissions reduction targets will be outlined in the new Climate Resilient Kelowna Strategy which is expected to be complete in late 2023.

The most recent data shows that GHG emissions rose 3.7 % above 2007 levels in 2018, while dropping 17% per capita. However, this data reflects changes that took place well before the adoption of the 2040 OCP, so it does not reflect the directions of the new plan. 2019 and 2020 community GHG emissions inventories will be completed in 2023 as part of the Climate Resilient Kelowna Strategy. Much of the data for inventories comes from the Province of BC, and the data is only available at minimum two years behind the current year. It will therefore be several years before we are able to track the influence of this OCP on GHG emission reduction.

Tree Canopy Coverage

Target: 12% in Urban Centres, 20% in Core Area, 25% for rest of the City

Tree canopy coverage is important for our urban environments for several reasons: it reduces the urban heat island effect through shade, mitigates greenhouse gas emissions by absorbing carbon, improves air quality, manages rainwater infiltration, and helps maintain biodiversity and habitat connectivity. The Growth Strategy focuses most of our population growth into the Urban Centres and Core Area, putting stress on our tree canopy coverage in those areas. Efforts must be made to protect existing trees and grow our tree canopy coverage in these rapidly developing areas of the city to improve quality of life for our residents.

Future reports will set a new baseline for progress on our tree canopy goals, based on the outcomes of the Urban Forestry Strategy and forthcoming canopy cover analysis.

Agricultural Land Reserve Exclusions

*Target: Promote no net loss of ALR lands where signaled as Rural – Agricultural and Resource
Moving toward the vision*

The OCP's Growth Strategy focuses most of Kelowna's future growth into the Urban Centres and the Core Area, with some growth targeted in the Gateway and Suburban Neighbourhoods districts. This approach aims in part to support our city's agricultural lands in continuing to provide local food and support our economy. Since the OCP was adopted, there have been no Agricultural Land Reserve (ALR) exclusions completed where the 2040 OCP designates agricultural uses.

Agricultural Rezoning

*Target: No rezoning of agricultural lands to urban centres where signaled as Rural – Agricultural and Resource
Moving toward the vision*

While the ALR makes up a significant proportion of our agricultural lands, there are other areas of the city that are designated or agricultural uses that are not in the ALR. In addition, the exclusion of land from the ALR does not mean that the lands are taken out of production. Tracking the rezoning of property from an agricultural use to an urban use is a major step towards development in those lands. Since the OCP was adopted, there have been no rezonings of properties that the OCP signals for continued agricultural uses.

Active Farming as Share of Land Area

*Target: Limit growth in actively farmed areas
Minimal movement toward the vision*

Agriculture has played a crucial role in Kelowna's economy for generations and is a big part of Kelowna's identity. Local food production is also becoming even more important in the face of a changing climate. As such, protecting agricultural lands is a key goal of Imagine Kelowna. The OCP supports this critical component of our economy, community identity and food security by limiting urban growth into agricultural lands and supporting their viability. While Kelowna is becoming a much more urban city, over 55% of the land base is dedicated to agriculture and rural uses.

In 2022, 29% of all land in the city was being actively farmed. In future reports, we will see trends start to emerge.

What's Next

City of Kelowna

- **Kelowna Climate Resiliency Strategy.** Our next climate action strategy will not only give direction for reducing our community's greenhouse gas emissions – it will also address how we can adapt to the changes to our climate that are already underway.
- **Urban Tree Canopy Enhancement Strategy Implementation.** A series of actions are identified in the Strategy to be undertaken in 2023 and 2024 to enhance Kelowna's tree canopy as the city responds to high growth.
- **Sustainable Forestry Strategy Update.** This update, anticipated to be complete mid 2023, will provide a renewed vision for the urban forest, including an implementation plan, monitoring framework and baseline information on the current state of Kelowna's urban forest.
- **New Environmental OCP Indicators.** The development of more robust environmental indicators is identified as an OCP implementation action. Council can expect to see these indicators in coming years.

Local and Provincial Partners

- **Sensitive Ecosystem Inventory Update.** The RDCO is partnering with the City to update the region's inventory of sensitive ecosystems, providing a new baseline for understanding how growth and change are impacting terrestrial ecosystems. These efforts will inform new OCP indicators for future reports.
- **Agricultural Land Use Inventory.** The City is exploring opportunities with the RDCO and the province to update the Agricultural Land Use Inventory. This project would update the 2014 inventory, describing all crop type, irrigation, livestock, and non-farm uses on agricultural land. With an updated inventory, more accurate agricultural water demand predictions for different climate scenarios can be created and used for informed decision making.



6. Conclusion



This report marks the first of a series of progress reports on how we are moving towards our Imagine Kelowna vision by way of OCP and TMP implementation. This first annual OCP and TMP progress report also sets the baseline for what we are monitoring during the spans of these two plans. In future years, these reports will begin to outline broader trends over longer time periods, and a clearer picture will emerge of how we are progressing.

Shaping long-term growth and development for our city sets the stage for current and future generations to enjoy the vision as described by Imagine Kelowna where:

“Kelowna is a thriving mid-sized city that welcomes people from all backgrounds. We want to build a successful community that honours our rich heritage and also respects the natural wonders that contribute to our identity. As a place with deep agricultural roots, Kelowna understands the need to protect our environment, manage growth and be resilient as our future unfolds.”

For the 2040 OCP, it is critical to consider all of the implementation actions and activities that will continue to put the plan into real-life action. The dedicated commitment to those work activities alongside adequate resourcing will ensure that the 10 Pillars that guide the entire Growth Strategy are being advanced in harmony.

Equally as vital for the TMP is the corresponding delivery of the transportation investments needed to keep Kelowna moving as we grow. A key challenge will be delivering the transportation infrastructure needed to support our growing community during a time of significant inflation and price escalation.

While it is too early to be gauging how the OCP and TMP are progressing long term, we are seeing positive trends in where our growth is being focused – a critical component for success of the community’s vision. It is important to note that changes in year-to-year performance do not equate to a long-term trend. While performance in any given year may be either negative or positive, land use and transportation outcomes and investments require many years of reliable data to identify a clear and defensible trend for action.

Appendix A – OCP Implementation Actions

| # | Action | Associated Objective or Policy | Action Type | Status |
|--|--|---|--------------------------|---------------|
| Environment, Energy & Climate | | | | |
| 1 | Develop an Anti-Idling Bylaw | 14.1.1. Motor vehicle use and air quality | Bylaw Update | Complete |
| 2 | Implement and update the Air Quality Strategy | 14.1.1. Motor vehicle use and air quality | Strategy / Program | Not Initiated |
| 3 | Implement the Community Climate Action Plan | 12.1 Design the community to be more resilient to a changing climate | Implement existing plans | Ongoing |
| 4 | Develop a Climate Action and Resiliency Strategy | 12.1 Design the community to be more resilient to a changing climate | Strategy / Program | In Progress |
| 5 | Partner with stakeholders to develop an Okanagan Lake Management Plan | 14.3.1 Okanagan Lake ecosystem health | Plan development | In Progress |
| 6 | Develop and implement strategies to monitor changes in tree canopy coverage and to sensitive ecosystems. | 16.4 Ensure the Official Community Plan responds to emerging trends, opportunities and risks. | Strategy / Program | In Progress |
| 7 | Identify and implement tools to protect ecosystem connectivity corridors. | 14.4.2. Ecosystem connectivity corridors. | Strategy / Program | Not Initiated |
| 8 | Update and implement the Urban Forestry Strategy | 14.2 Protect and expand a healthy and viable urban forest | Strategy / Program | In Progress |
| 9 | Implement and update the Energy Step Code Strategy for new construction | 12.4.1. Energy Step Code 12.4.2. Energy efficient design | Strategy / Program | Complete |
| 10 | Develop a Landscape Standards and Maintenance Bylaw | 4.3, 5.5. Protect and increase greenery. | Bylaw Update | In Progress |
| 11 | Develop a Private Tree Protection Bylaw | 14.2. Protect and expand a healthy urban forest. | Bylaw Update | In Progress |
| 12 | Update the Heritage and Significant Tree Inventory | 14.2. Protect and expand a healthy urban forest. | Inventory | Not Initiated |
| 13 | Develop a Community Energy Retrofit Strategy | 12.4.2. Energy efficient design | Strategy / Program | In Progress |
| 14 | Implement the Corporate Energy and GHG Emissions Plan | 12.5. Improve energy efficiency and reduce operational greenhouse gas emissions | Implement existing plans | Ongoing |

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|---|--|---|--------------------------|---------------|
| 15 | Implement the Community Low Carbon Mobility Strategy: Electric Vehicles and E-Bikes | 12.7.2. Electric mobility. | Implement existing plans | Ongoing |
| 16 | Explore options to encourage on-site green infrastructure in development | 12.8 Invest in ecosystem services and green infrastructure to mitigate and adapt to a changing climate. | Strategy / Program | Not Initiated |
| Urban Centre & Local Area Planning | | | | |
| 17 | Develop a Rutland Urban Centre Plan | 4.7. Focus new development in Rutland strategically to create a new high-density hub to support improved services and amenities. | Plan development | Not Initiated |
| 18 | Develop a Pandosy Urban Centre Plan | 4.6. Support infill and redevelopment to promote housing diversity and enhanced services and amenities in the Pandosy Urban Centre. | Plan development | Not Initiated |
| 19 | Develop a Midtown Urban Centre Plan | 4.8. Support modest residential development to transition Midtown into a transit-supportive neighbourhood. | Plan development | Not Initiated |
| 20 | Develop a North End Neighbourhood Plan | 5.8.3. North End Industrial Lands | Plan development | In Progress |
| 21 | Develop a Residential Infill Strategy | 5.3 Design residential infill to be sensitive to neighbourhood context. | Strategy / Program | In Progress |
| 22 | Implement the Capri Landmark Urban Centre Plan | 4.5.1. Capri Landmark Urban Centre Plan | Implement existing plans | Ongoing |
| 23 | Develop an Okanagan Rail Trail Land Use Plan | 13.8 Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley. | Plan development | Not Initiated |
| 24 | Complete the Pandosy/Richter Corridor Study | 5.2. Focus residential density along Transit Supportive Corridors. | Strategy / Program | In Progress |
| 25 | Develop a Terms of Reference to guide developer-initiated Area Redevelopment Plans. | 5.3.3. Strategic Density. | Process Change | Complete |
| 26 | Undertake a North Glenmore Sector Development Study to inform future OCP update processes. | 16.4.2. Plan Review and Refinement | Strategy / Program | Not Initiated |
| 27 | Develop a Hall Road Neighbourhood Plan | 8.4.4. Consideration of Serviced Areas. | Plan development | Not Initiated |
| Parks & Placemaking | | | | |
| 28 | Develop a Parks Master Plan | 10.3. Ensure parks reflect their unique natural and cultural context. | Plan development | In Progress |

| | | | | |
|----|--|--|--------------------|---------------|
| 29 | Develop a "Parks on Streets" Policy | 10.2.2. Parks on Streets | Strategy / Program | Not Initiated |
| 30 | Develop an Alternative Parks Policies Framework | 4.1.10, 5.4.4. Public Space for Future Development | Process Change | Not Initiated |
| 31 | Investigate tools to create an Okanagan Lake Waterfront Park Habitat Balance Strategy. | 10.4.8 Waterfront park development | Strategy / Program | In Progress |

Land Development & Management

| | | | | |
|----|---|---|--------------------------|-------------|
| 32 | Update the Development Application Review Process | 16.1.1. OCP Consistency. | Process Change | Ongoing |
| 33 | Update the Subdivision, Development and Servicing Bylaw | 16.1.1. OCP Consistency. | Bylaw Update | In Progress |
| 34 | Update the Zoning Bylaw | 16.1.1. OCP Consistency. | Bylaw Update | Complete |
| 35 | Update the Revitalization Tax Exemption Bylaw | 4.4.7. Downtown Revitalization Tax Exemption 4.7.6. Rutland Revitalization Tax Exemption | Strategy / Program | In Progress |
| 36 | Implement the Wildfire Protection Plan | 15.1. Reduce wildfire risk to health and safety of the public, property and infrastructure. | Implement existing plans | Ongoing |
| 37 | Update Council Policy No. 247 Hierarchy of Plans | 16.1.1 OCP Consistency | Process Change | In Progress |
| 38 | Implement the Agriculture Plan | Objective 6.7 and 8.1. Protect and preserve agricultural land and its capability. | Implement existing plans | Ongoing |
| 39 | Monitor and report on OCP outcomes. | 16.4.1. OCP Indicators Report | Strategy / Program | Ongoing |

Housing and Community Well-being

| | | | | |
|----|--|--|--------------------|---------------|
| 40 | Develop an Equity Strategy | 9.1.2 Equity Analysis and Strategy | Strategy / Program | Not Initiated |
| 41 | Develop Housing Needs Assessments to inform future OCP updates | 16.4.3. Housing Needs Assessments | Strategy / Program | Ongoing |
| 42 | Develop a Tenant Assistance Policy | 4.13.3, 5.12.3., 6.10.4. Tenant Assistance. | Strategy / Program | In Progress |
| 43 | Develop Rental Housing Retention or Replacement Regulations | 4.14.1, 5.13.1. Protection of Existing Rental Stock. | Strategy / Program | Not Initiated |

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|----|--|---|--------------------|---------------|
| 44 | Complete the Social Planning Framework | 9.1. Incorporate equity into planning decisions and resource allocation in our community. | Strategy / Program | Not Initiated |
| 45 | Complete and implement the Healthy City Strategy | 9.3. Develop diverse partnerships to advance complex social planning issues and increase community wellbeing. | Strategy / Program | Ongoing |
| 46 | Establish location criteria for shelters and safety net supports for people experiencing homelessness. | 4.2.2, 5.4.2. Safety Net Supports and Services. | Strategy / Program | In Progress |

Arts, Culture and Heritage

| | | | | |
|----|---|---|--------------------------|---------------|
| 47 | Update the Heritage Strategy | 11.1.2. Heritage Strategy | Strategy / Program | Not Initiated |
| 48 | Update the Heritage Conservation Area Design Guidelines | 11.1.2 Heritage Strategy | Strategy / Program | In Progress |
| 49 | Establish a Heritage Impact Assessment Terms of Reference | 11.2. Identify, conserve and protect historic places. | Process Change | Not Initiated |
| 50 | Expand the Heritage Register to include archaeological sites, landscapes, structure and cemeteries. | 11.2.3. Kelowna Heritage Register expansion. | Strategy / Program | In Progress |
| 51 | Explore opportunities to encourage heritage building retrofits and energy efficiency upgrades | 11.2.7. Heritage retrofits | Strategy / Program | Not Initiated |
| 52 | Implement the Cultural Plan | Various | Implement existing plans | Ongoing |
| 53 | Implement the Cultural Facilities Master Plan | Various | Implement existing plans | Ongoing |

Transportation

| | | | | |
|----|--|---|--------------------------|---------------|
| 54 | Implement the Transportation Master Plan | 16.2.1. Supplementary plans. | Implement existing plans | Ongoing |
| 55 | Complete a Local / Neighbourhood Streets Pilot Program | 5.16. Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on. | Strategy / Program | In Progress |
| 56 | Develop a Transportation Safety Strategy | 4.17. Create urban streets that are attractive to live, work and shop on. 5.16. 7.9. Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on. 6.15. Maintain safe roads that support agricultural uses. | Plan development | In Progress |
| 57 | Update the Pedestrian and Bicycle Master Plan | 16.2.1. Supplementary plans. | Plan development | Not Initiated |

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|----|--|--|--------------------|---------------|
| 58 | Develop an Accessibility Transition Plan | 4.17. Create urban streets that are attractive to live, work and shop on. 5.16, 6.15, 7.9., Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on. | Plan development | Not Initiated |
| 59 | Develop a Curbside Management Plan | 4.18, 5.18. Manage curb space to reflect a range of community benefit. | Plan development | Not Initiated |
| 60 | Undertake a Goods Movement Study | 6.11.7. Highway 97. | Plan development | Complete |
| 61 | Update the Cash In Lieu of Parking Bylaw | 4.19.3, 5.19.3. Leverage Cash-in-Lieu. | Strategy / Program | Not Initiated |

Infrastructure and Servicing

| | | | | |
|----|---|--|--------------------------|---------------|
| 62 | Develop 2040 Infrastructure Plan | 16.2.1. Supplementary plans. | Implement existing plans | Ongoing |
| 63 | Develop a Water Conservation Plan | 13.4. Provide a secure supply of water. 13.5. Protect the supply of high-quality drinking water. | Plan development | Not Initiated |
| 64 | Develop an Agricultural Water Demand Management Plan | 13.4.4. Water Availability for Agriculture. | Plan development | Not Initiated |
| 65 | Develop a Water Shortage Management Plan | 13.4. Provide a secure supply of water. 13.5. Protect the supply of high-quality drinking water. | Plan development | In Progress |
| 66 | Establish an annual capital plan prioritization matrix to ensure capital investments align with OCP | 13.1.1. Infrastructure Prioritization. | Process Change | In Progress |
| 67 | Identify floodplain areas and develop policies to minimize flood risk | 15.4. Reduce flood risk to health and safety, infrastructure, property and natural assets. | Plan development | In Progress |
| 68 | Identify new funding tools to support infrastructure and facilitate growth. | 13.2.3. Infrastructure and facility funding tools. | Strategy / Program | In Progress |

Appendix B – TMP Implementation Actions

| # | Action | Estimated Timing | Action Type | Status |
|--------------------------------|--|------------------|----------------------------|---------------|
| Maintenance and renewal | | | | |
| 1 | Renewal | all years | Capital program | Ongoing |
| 2 | Bridges Renewal | all years | Capital program | Ongoing |
| 3 | KLO Rd Mission Creek Bridge Replacement | 2021-2025 | Capital project | In Progress |
| 4 | Maintenance | all years | Expanding existing program | Ongoing |
| Neighbourhood streets | | | | |
| 6 | Neighbourhood Traffic Calming Program | all years | Capital program | Ongoing |
| 7 | Sidewalk Network Expansion | all years | Capital program | Ongoing |
| 8 | Local Street Urbanization Program | all years | Capital program | Ongoing |
| 9 | TDM Existing Funding | all years | Base budget | Ongoing |
| Education and programs | | | | |
| 10 | Accessibility Transition Plan | 2021-2025 | Plan development or design | Not Initiated |
| 11 | Adult Bicycle Skills Training | 2023-2040 | New program | Not Initiated |
| 12 | Bike and Ped Individualized Marketing Strategy | 2026-2040 | Expanding existing program | Not Initiated |
| 13 | Bike Map Program | 2022-2040 | Expanding existing program | In Progress |
| 14 | Wayfinding Program | 2022-2040 | Expanding existing program | Not Initiated |
| 15 | Community Electric Vehicle & E-Bike Strategy -Implementation | 2022-2030 | Plan development or design | Ongoing |
| 16 | Curb Space Management Strategy | 2026-2030 | Plan development or design | In Progress |
| 17 | Goods Movement Strategy | 2021-2025 | Plan development or design | Complete |

| # | Action | Estimated Timing | Action Type | Status |
|----------------|---|------------------|----------------------------|---------------|
| 18 | Employer Commute Trip Reduction Program | all years | New program | In Progress |
| 19 | Open Streets | 2023-2040 | New program | Not Initiated |
| 20 | Safe Routes to School Expansion | all years | Expanding existing program | In Progress |
| 21 | Emerging Technologies and Shared Mobility Program | 2022-2040 | Expanding existing program | In Progress |
| 22 | Student Bike Skills Training Expansion | 2023-2040 | Expanding existing program | Not Initiated |
| 23 | Tactical Urbanism Pilot Project | 2022-2040 | New program | In Progress |
| 24 | Transit Pass Program Expansion | 2023-2040 | Expanding existing program | Not Initiated |
| 25 | Transit Travel Training Program | 2022-2040 | Expanding existing program | Not Initiated |
| Transit | | | | |
| 28 | YLW Transit Hub | 2021-2025 | Capital project | Not Initiated |
| 29 | Exchange Driver Facilities | 2026-2030 | Capital project | Not Initiated |
| 30 | FTN Glenmore - Infrastructure | 2031-2035 | Capital project | Not Initiated |
| 31 | FTN Gordon - Infrastructure | 2036-2040 | Capital project | Not Initiated |
| 32 | Highway 33 Transit - Infrastructure | 2036-2040 | Capital project | Not Initiated |
| 33 | Springfield Transit - Infrastructure | 2036-2040 | Capital project | Not Initiated |
| 34 | Highway 97 Dedicated Transit Lanes - Infrastructure | 2036-2040 | Capital project | Not Initiated |
| 35 | Hollywood Rd Transit - Infrastructure | 2036-2040 | Capital project | Not Initiated |
| 36 | Orchard Park Exchange | 2021-2025 | Capital project | Not Initiated |
| 37 | Mission Recreation Transit Exchange & Mobility Hub | 2021-2025 | Capital project | In Progress |
| 38 | Mobility Hubs at Transit Exchanges | 2031-2035 | Capital project | Not Initiated |

| # | Action | Estimated Timing | Action Type | Status |
|-------------------------|---|------------------|---------------------|---------------|
| 39 | Transit - New Bus Stop and Amenities Program | all years | Capital program | Ongoing |
| 40 | Transit - Land Acquisition | all years | Capital program | Ongoing |
| 41 | Okanagan College Transit Exchange and Stations | 2031-2035 | Capital project | Not Initiated |
| 42 | Okanagan College Exchange Capacity Expansion | 2021-2025 | Capital project | In Progress |
| 43 | Pandosy / Richter Transit - Study + Infrastructure | 2031-2035 | Planning and design | In Progress |
| 44 | Route 1 FTN+ Infrastructure | 2026-2030 | Capital project | Not Initiated |
| 45 | Rutland Road FTN+ Infrastructure | 2036-2040 | Capital project | Not Initiated |
| 46 | Rutland Mobility Hub and Driver Facility | 2021-2025 | Capital project | In Progress |
| 47 | Rutland Network Restructure - Infrastructure | 2026-2030 | Capital project | In Progress |
| 48 | Transit Maintenance & Operations Centre | 2021-2025 | Capital project | In Progress |
| Road Connections | | | | |
| 49 | Benvoulin Capacity Optimization | 2026-2030 | Capital project | Not Initiated |
| 50 | Burtch 2 (Springfield - KLO) | 2026-2030 | Capital project | Not Initiated |
| 51 | Burtch 3 (Glenmore - Springfield) | 2026-2030 | Capital project | In Progress |
| 52 | Casorso Roundabouts | 2026-2030 | Capital project | Not Initiated |
| 53 | Clement 1 (Ellis - Graham) | 2026-2030 | Capital project | In Progress |
| 54 | Clement 2 Extension (Spall - Hwy 33) | 2031-2035 | Capital project | In Progress |
| 55 | Clement 3 Extension - Land from Highway 33 to McCurdy | 2031-2035 | Capital project | In Progress |
| 56 | Commonwealth Rd Upgrade | 2021-2025 | Capital project | In Progress |
| 57 | Acland 2 Rd Extension (John Hindle - Airport) | 2036-2040 | Capital project | Not Initiated |

| # | Action | Estimated Timing | Action Type | Status |
|----|--|------------------|-----------------|---------------|
| 58 | Frost 1 (Killdeer - Chute Lake) | 2031-2035 | Capital project | In Progress |
| 59 | Glenmore 5 (Union - John Hindle) | 2031-2035 | Capital project | Not Initiated |
| 60 | Glenmore Rd Safety Upgrades (John Hindle - Lake Country) | 2031-2035 | Capital project | Not Initiated |
| 61 | Gordon Dual Left Turns (Sutherland - Bernard) | 2036-2040 | Capital project | Not Initiated |
| 62 | Gordon Bridge over Bellevue Creek | 2036-2040 | Capital project | Not Initiated |
| 63 | Hollywood 7 DCC (Sexsmith - Appaloosa) Improvements | 2021-2025 | Capital project | In Progress |
| 64 | Hollywood 7 Rd (Sexsmith - John Hindle) | 2026-2030 | Capital project | In Progress |
| 65 | Hollywood 6 Rd (Rail Trail - Sexsmith) | 2026-2030 | Capital project | Not Initiated |
| 66 | Hollywood 5 Rd (Hwy 97 - Rail Trail) | 2031-2035 | Capital project | Not Initiated |
| 67 | Hollywood 4 Rd (Stremel - Hwy 97) | 2036-2040 | Capital project | Not Initiated |
| 68 | Hollywood 3 Rd (McCurdy - Stremel) | 2036-2040 | Capital project | Not Initiated |
| 69 | Lakeshore 1 DCC (DeHart - Vintage Terrace), Road | Completed 2021 | Capital project | Complete |
| 70 | Lakeshore 1 DCC Bridge at Bellevue Creek | Completed 2021 | Capital project | Complete |
| 71 | Lakeshore 3 Bridge over Wilson Creek | 2036-2040 | Capital project | Not Initiated |
| 72 | Lakeshore 3 Rd (Richter - Cook) | 2031-2035 | Capital project | Not Initiated |
| 73 | Major Intersection Capacity Improvements | all years | Capital program | Ongoing |
| 74 | McCulloch Area DCC (KLO/Hall/Spiers) | 2021-2025 | Capital project | In Progress |
| 75 | McCurdy Extension (Hwy 97 - Dilworth) | 2036-2040 | Capital project | In Progress |
| 76 | Road Safety Improvements | all years | Capital program | Ongoing |
| 77 | Rutland 2 (Old Vernon Roundabout) | 2036-2040 | Capital project | Not Initiated |

| # | Action | Estimated Timing | Action Type | Status |
|----|---|------------------|-----------------|---------------|
| 78 | South Perimeter 1 DCC (Gordon - Stewart 1) | 2021-2025 | Capital project | In Progress |
| 79 | Gordon 1 (Frost - South Perimeter) | 2021-2025 | Capital project | In Progress |
| 80 | Stewart 3 DCC (Crawford - Dehart) | 2026-2030 | Capital project | In Progress |
| 81 | Sector B Deficiencies/Top Lift Paving | 2026-2030 | Capital project | Not Initiated |
| 82 | Traffic Signals & Roundabouts | all years | Capital program | Ongoing |
| 83 | Lakeshore 4 (Lanfranco - Richter) | 2021-2025 | Capital project | Not Initiated |
| 84 | Richter 1 (Sutherland - KLO) | 2036-2040 | Capital project | Not Initiated |
| 85 | Rutland Multimodal Corridor (Robson - Leathead) | 2036-2040 | Capital project | Not Initiated |
| 86 | Sutherland Complete Street (Burtch - Spall) | 2036-2040 | Capital project | In Progress |
| 87 | Sutherland Complete Street (Spall - Dilworth) – Design only | 2026-2030 | Capital project | Not Initiated |
| 88 | Urban Centre Improvements | 2025-2040 | Capital program | Not Initiated |
| 49 | Benvoulin Capacity Optimization | 2026-2030 | Capital project | Not Initiated |
| 50 | Burtch 2 (Springfield - KLO) | 2026-2030 | Capital project | Not Initiated |
| 51 | Burtch 3 (Glenmore - Springfield) | 2026-2030 | Capital project | In Progress |
| 52 | Casorso Roundabouts | 2026-2030 | Capital project | Not Initiated |
| 53 | Clement 1 (Ellis - Graham) | 2026-2030 | Capital project | In Progress |
| 54 | Clement 2 Extension (Spall - Hwy 33) | 2031-2035 | Capital project | In Progress |
| 55 | Clement 3 Extension - Land from Highway 33 to McCurdy | 2031-2035 | Capital project | In Progress |
| 56 | Commonwealth Rd Upgrade | 2021-2025 | Capital project | In Progress |
| 57 | Acland 2 Rd Extension (John Hindle - Airport) | 2036-2040 | Capital project | Not Initiated |

| # | Action | Estimated Timing | Action Type | Status |
|---------------|--|------------------|-----------------|---------------|
| 58 | Frost 1 (Killdeer - Chute Lake) | 2031-2035 | Capital project | In Progress |
| 59 | Glenmore 5 (Union - John Hindle) | 2031-2035 | Capital project | Not Initiated |
| 60 | Glenmore Rd Safety Upgrades (John Hindle - Lake Country) | 2031-2035 | Capital project | Not Initiated |
| 61 | Gordon Dual Left Turns (Sutherland - Bernard) | 2036-2040 | Capital project | Not Initiated |
| 62 | Gordon Bridge over Bellevue Creek | 2036-2040 | Capital project | Not Initiated |
| 63 | Hollywood 7 DCC (Sexsmith - Appaloosa) Improvements | 2021-2025 | Capital project | In Progress |
| 64 | Hollywood 7 Rd (Sexsmith - John Hindle) | 2026-2030 | Capital project | In Progress |
| 65 | Hollywood 6 Rd (Rail Trail - Sexsmith) | 2026-2030 | Capital project | Not Initiated |
| 66 | Hollywood 5 Rd (Hwy 97 - Rail Trail) | 2031-2035 | Capital project | Not Initiated |
| 67 | Hollywood 4 Rd (Stremel - Hwy 97) | 2036-2040 | Capital project | Not Initiated |
| 68 | Hollywood 3 Rd (McCurdy - Stremel) | 2036-2040 | Capital project | Not Initiated |
| Biking | | | | |
| 89 | Abbott ATC (Rose - Cedar) | 2021-2030 | Capital project | Not Initiated |
| 90 | Abbott Protected Bike Route (Rose - West), ATC | 2021-2025 | Capital project | Complete |
| 91 | AT Corridor/Bike Network Expansion | all years | Capital program | Ongoing |
| 92 | Okanagan Rail Trail Lighting and Improvements | 2026-2030 | Capital project | In Progress |
| 93 | Burtch 2 ATC (Springfield - Benvoulin) | 2026-2030 | Capital project | Not Initiated |
| 94 | Burtch 3 ATC (Glenmore - Springfield) | 2026-2030 | Capital project | Not Initiated |
| 95 | Bertram ATC (Sutherland - Cawston) | 2021-2025 | Capital project | In Progress |
| 96 | Casorso 3 ATC (KLO - Barrera) | 2021-2025 | Capital project | In Progress |

| # | Action | Estimated Timing | Action Type | Status |
|-----|---|------------------|-----------------|---------------|
| 97 | Casorso 4 ATC (Raymer - KLO) | 2021-2025 | Capital project | Complete |
| 98 | Bertram/Central Green Overpass | 2021-2025 | Capital project | In Progress |
| 99 | Rail Trail to Greenway ATC | 2021-2025 | Capital project | In Progress |
| 100 | Ethel 3& 5 ATC (Springfield – Raymer) | Completed 2021 | Capital project | Complete |
| 101 | Ethel 6 ATC (Cawston - ORT) | 2021-2025 | Capital project | In Progress |
| 102 | UBCO MUP (Quail Ridge - Discovery Ave) | 2031-2035 | Capital project | Not Initiated |
| 103 | Glenmore 5 ATC (Scenic - John Hindle) | 2031-2035 | Capital project | Not Initiated |
| 104 | Glenmore 3 ATC (Clement - High) | 2026-2030 | Capital project | In Progress |
| 105 | Glenmore 4 ATC (Yates - Dallas) | 2026-2030 | Capital project | In Progress |
| 106 | Hollywood 3 ATC (McCurdy - Stremel) | 2036-2040 | Capital project | Not Initiated |
| 107 | Hollywood 4 ATC (Stremel - Hwy 97) | 2036-2040 | Capital project | Not Initiated |
| 108 | Hollywood 5 ATC (Hwy 97 - Rail Trail) | 2026-2030 | Capital project | Not Initiated |
| 109 | Hollywood 6 ATC (Rail Trail - Sexsmith) | 2026-2030 | Capital project | Not Initiated |
| 110 | Hollywood 7 ATC (Sexsmith - John Hindle) | 2026-2030 | Capital project | In Progress |
| 111 | Hollywood 9 ATC (Hollydell - Hwy 33) | 2026-2030 | Capital project | Not Initiated |
| 112 | Hollywood 10 ATC (Hwy 33 - McCurdy) | 2031-2035 | Capital project | Not Initiated |
| 113 | Hollywood 11 ATC (Springfield - Mission Creek Greenway) | 2031-2035 | Capital project | Not Initiated |
| 114 | Houghton 2 ATC (Hollywood - Mugford) | 2021-2025 | Capital project | In Progress |
| 115 | Lakeshore 4 ATC (Lanfranco - Richter) | 2021-2025 | Capital project | Not Initiated |
| 116 | Lakeshore 3 ATC (Lexington - Old Meadows) | 2026-2030 | Capital project | Not Initiated |

| # | Action | Estimated Timing | Action Type | Status |
|-----|---|------------------|----------------------------|---------------|
| 117 | Lakeshore 2 ATC (Old Meadows - Dehart) | 2036-2040 | Capital project | Not Initiated |
| 118 | Lakeshore 1 ATC (DeHart - Vintage Terrace) | Completed 2021 | Capital project | Complete |
| 119 | Leon Lawrence ATC (Waterfront - Ethel) | 2031-2035 | Capital project | Not Initiated |
| 120 | Neighbourhood Bikeway Capital Program | all years | Capital program | In Progress |
| 121 | Okanagan Rail Trail - Connection to Waterfront Park Pathway | 2021-2025 | Capital project | Complete |
| 122 | Pandosy Village ATC (Raymer - Abbott) | 2026-2030 | Capital project | Not Initiated |
| 123 | Richter 1 ATC (Sutherland - KLO) | 2036-2040 | Capital project | Not Initiated |
| 124 | Rose 1 Road and ATC (Pandosy - Ethel) – Design only | 2021-2025 | Plan development or design | Not Initiated |
| 125 | Rutland Rd ATC (Robson - Leathead) | 2036-2040 | Capital project | Not Initiated |
| 126 | Houghton 1 ATC (Houghton - Rail Trail) | 2021-2025 | Capital project | Complete |
| 127 | Sutherland 2 DCC ATC (Ethel - Gordon) | 2021-2025 | Capital project | In Progress |
| 128 | Sutherland 1 ATC Improvements (Gordon - Burtch) | 2021-2025 | Capital project | In Progress |
| 129 | Sutherland 1 ATC (Lequime - Burtch) | 2021-2025 | Capital project | Not Initiated |
| 130 | Sutherland Complete Street ATC (Burtch - Spall) | 2036-2040 | Capital project | In Progress |