



City of
Kelowna

2040 Official Community Plan 2040 Transportation Master Plan Annual Progress Report

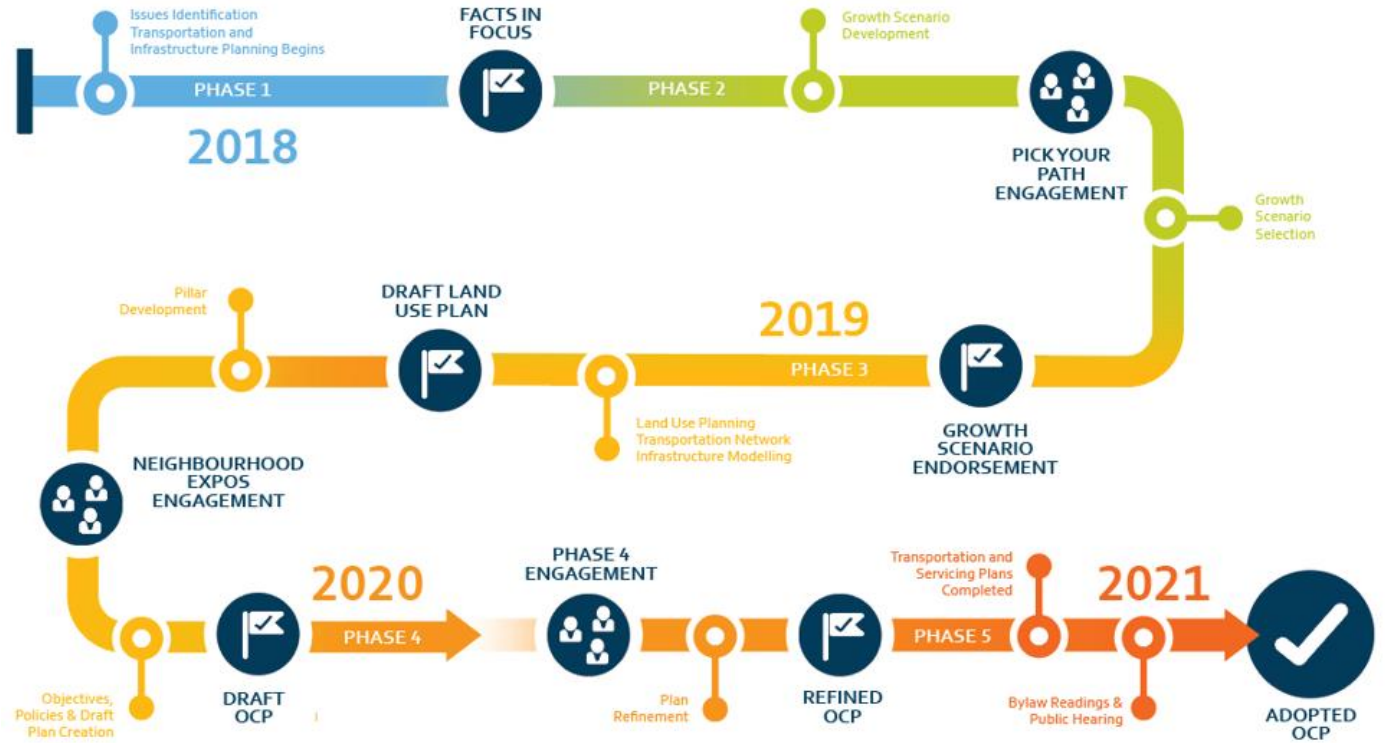
April 17, 2023

Today's Presentation

- ▶ OCP & TMP background
- ▶ Purpose of the Progress Report
- ▶ Implementation Actions update
- ▶ Report themes and monitoring
- ▶ Alignment with Council Priorities



2022 Progress Report

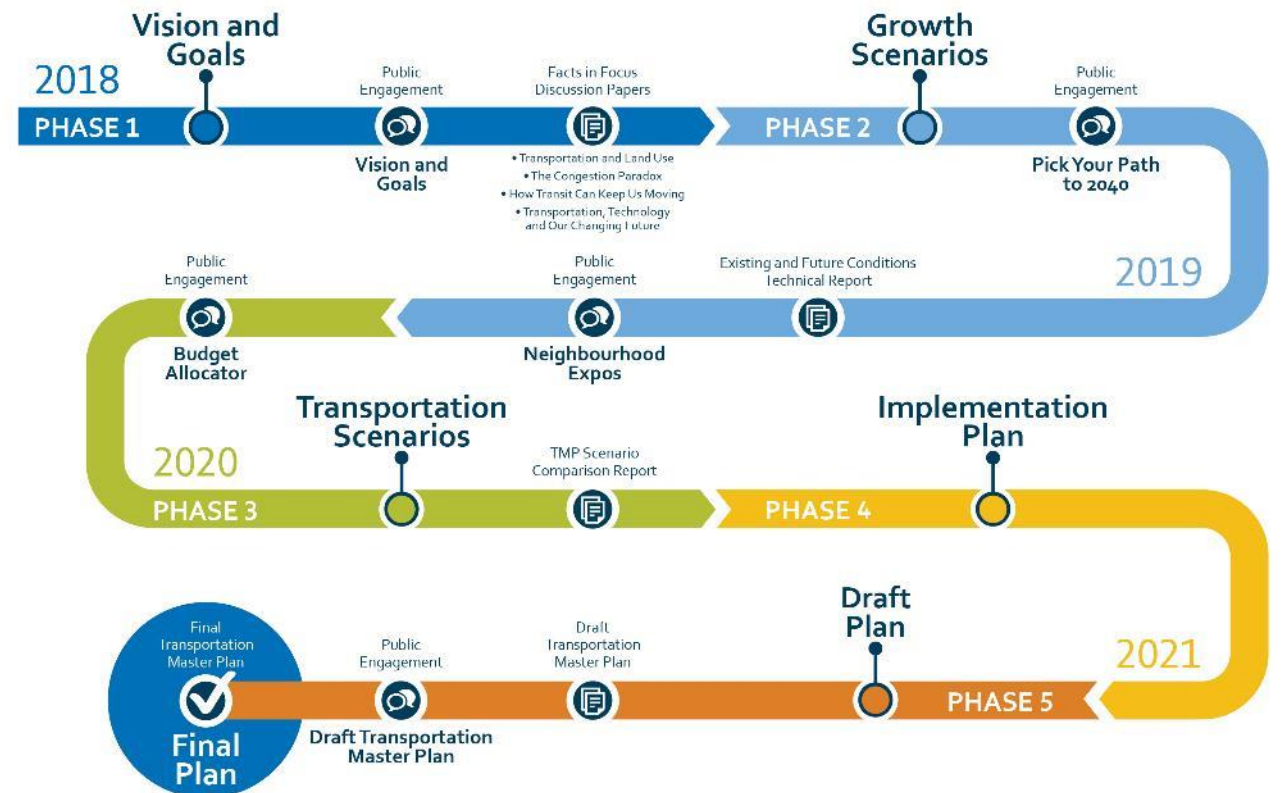


► Official Community Plan

- Developed from Imagine Kelowna Vision and Goals
- Significant public and stakeholder engagement
- Multiple Council touch points

▶ Transportation Master Plan

- ▶ 5 major public and stakeholder engagements
- ▶ 12,000 + interactions with community members
- ▶ 4,600 survey responses
- ▶ 16 presentations to Council



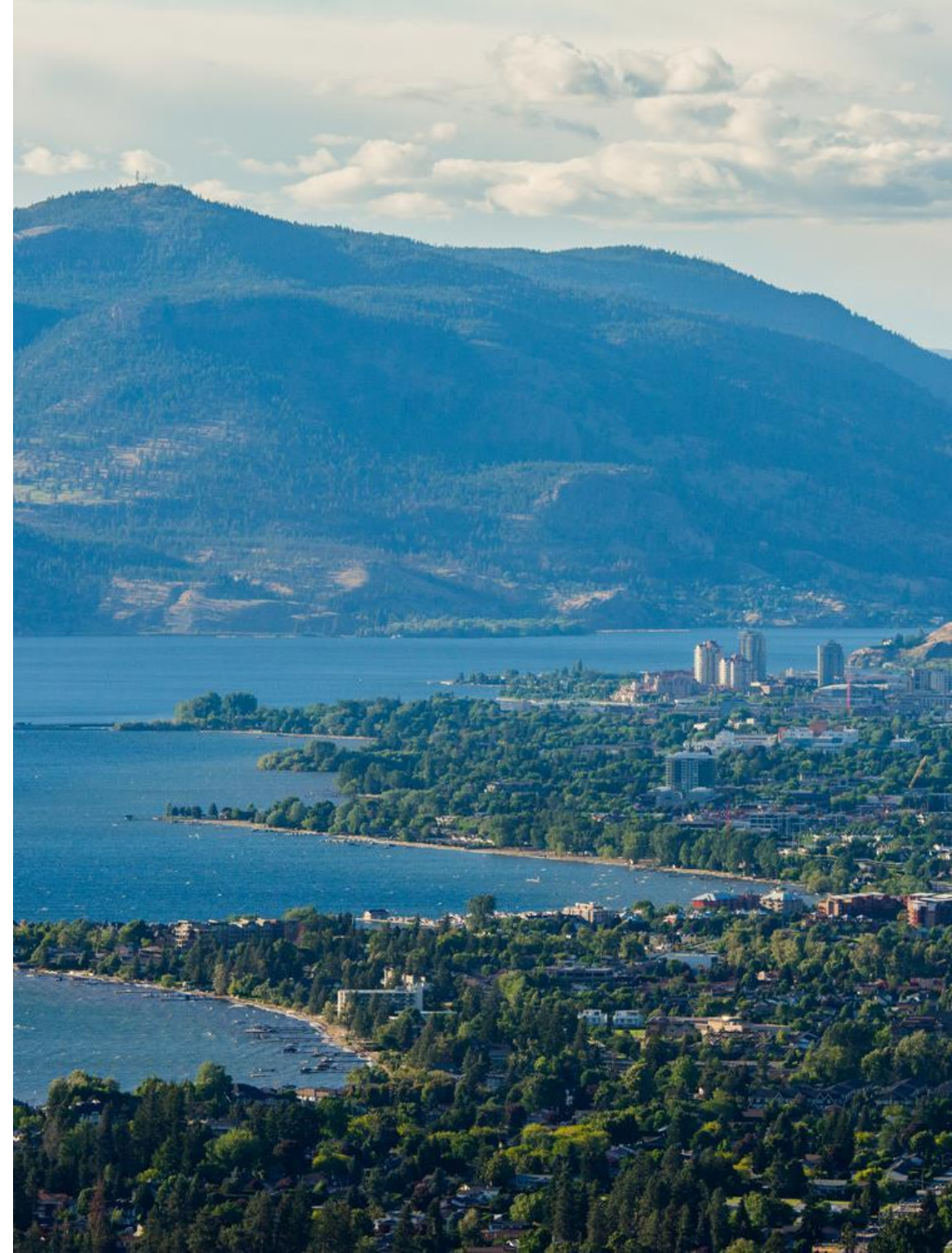
2040 Transportation Master Plan

January 2022



Progress Reporting Purpose

- ▶ Guide decision making and plan reviews
- ▶ Measure progress towards our vision
- ▶ Watch trends and prepare for adaptation
 - ▶ How and where we are growing
 - ▶ Changes in government policy
 - ▶ Shifts in our context
 - ▶ Advancements in technology



Making the Plans Work

- ▶ OCP includes 68 recommended actions over 10 years
- ▶ TMP includes 130 recommended actions over 20 years

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



Implementation Action Highlights (Official Community Plan)

Complete

- OCP Adoption (January 2022)
- Zoning Bylaw 12375 (September 2022)

In Progress

- Parks Master Plan
- North End Neighbourhood Plan
- Climate Resilient Kelowna Strategy
- Subdivision, Development and Servicing Bylaw

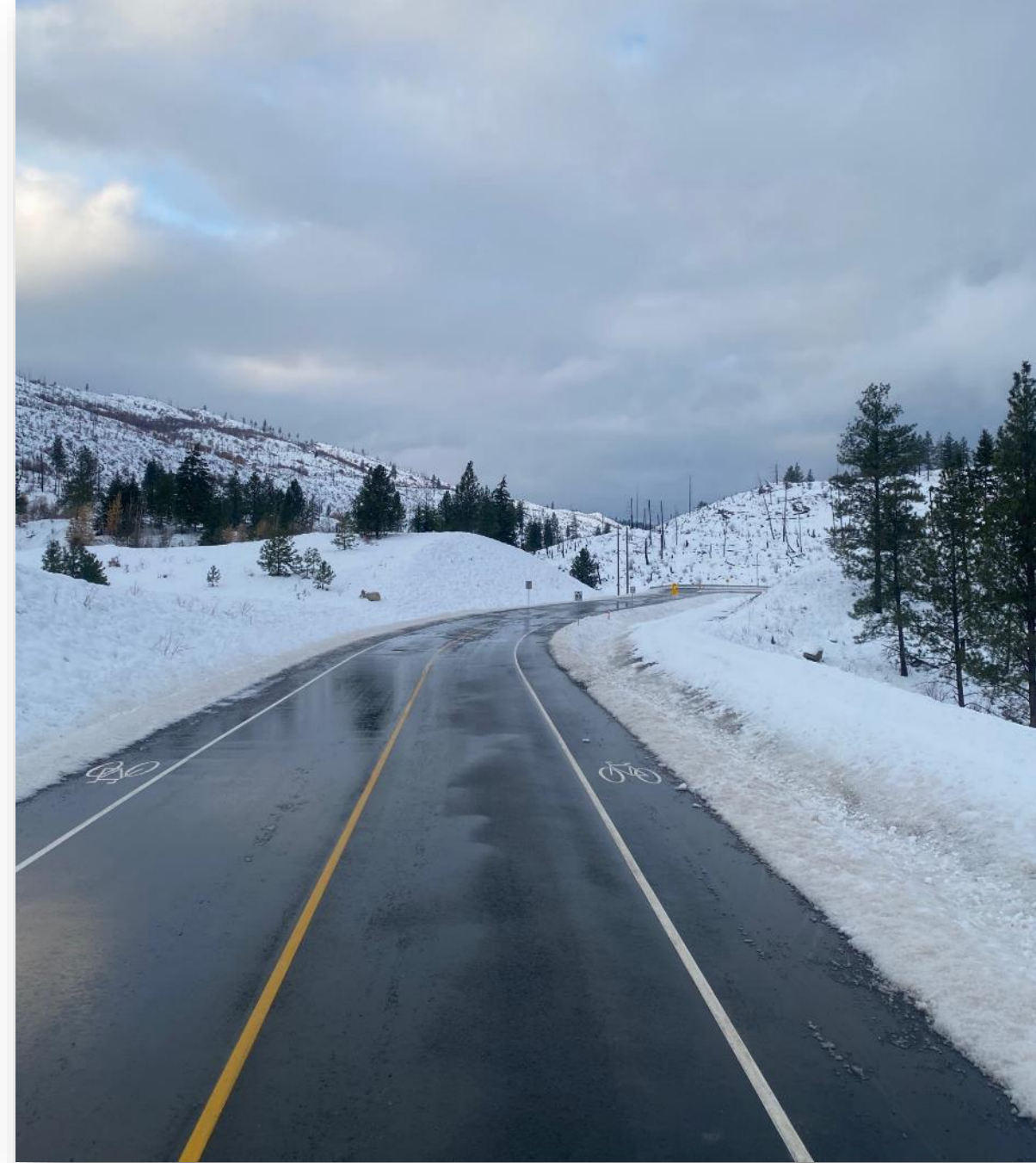
Implementation Action Highlights (Transportation Master Plan)

Complete

- South Perimeter Way
- Regional Goods Movement Study
- Abbott Street Active Transportation Corridor (ATC) extension

In Progress

- Rutland Transit Network Restructure
- Emerging Technologies and Shared Mobility Program
- Commonwealth Road Upgrade

















South Perimeter Way













2022 Key Themes

- ▶ Kelowna is becoming a much more urban city – faster than anticipated
- ▶ Continued efforts are needed to onboard more missing middle infill housing
- ▶ Demand for office space and industrial lands remains strong
- ▶ New frameworks are being developed to monitor progress on resiliency
- ▶ People are driving more
- ▶ People are also walking, biking and taking transit more
- ▶ Inflation is increasing costs and impacting project delivery timelines

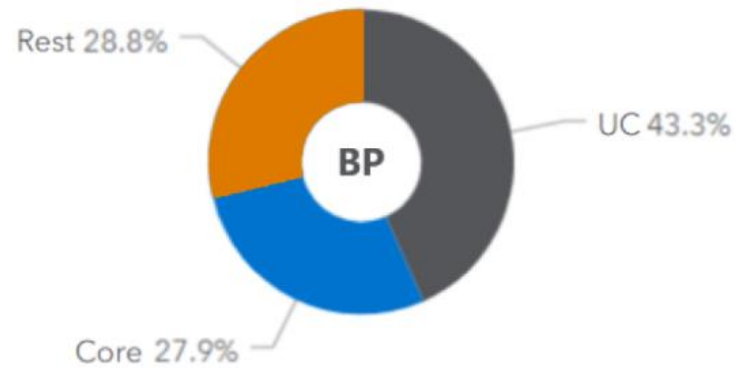


OCP Indicators: Snapshot

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

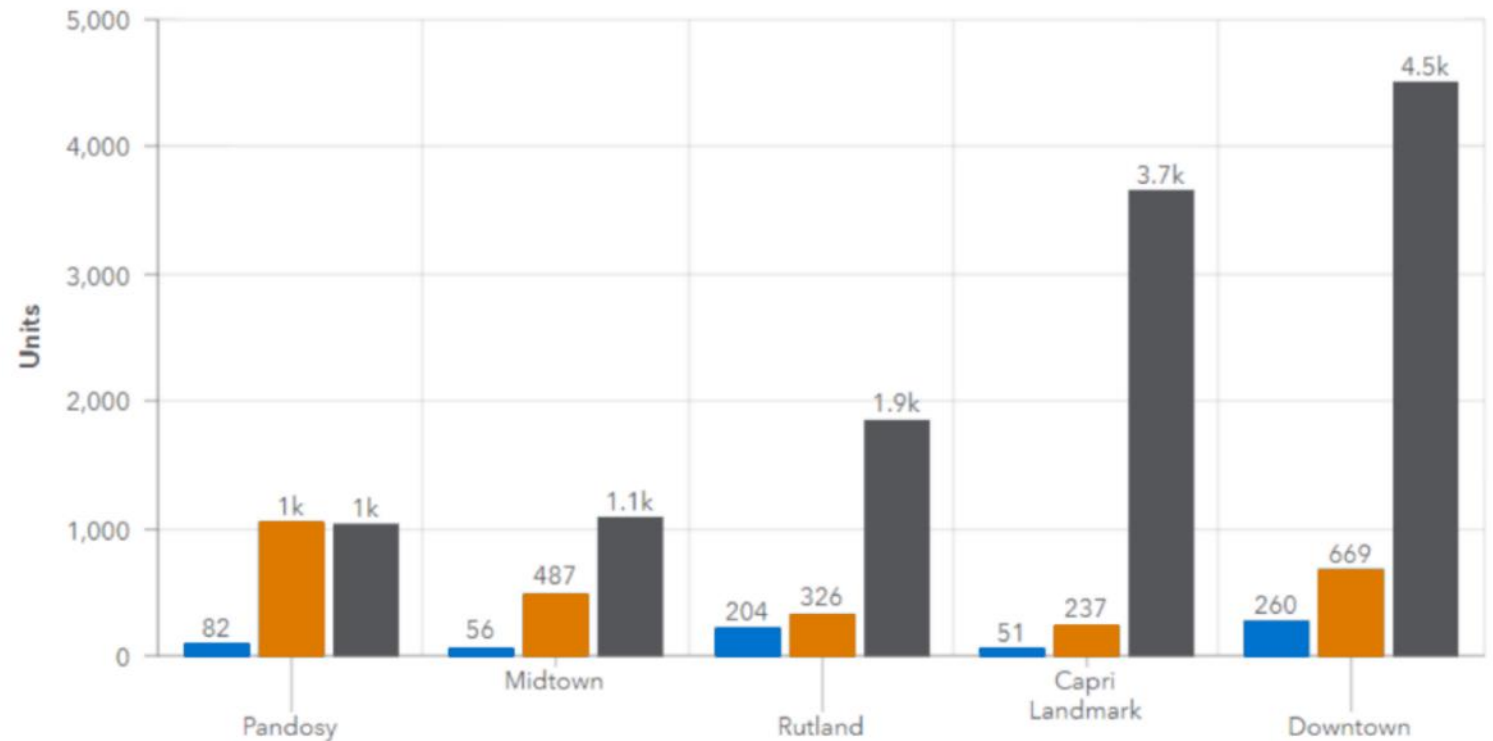
OCP Pillars	Annual OCP Indicators	OCP Progress
 Target Growth Along Transit Corridors	Residential units within 200m of Transit Supportive Corridors and in Urban Centres	 Moving toward the vision
 Promote More Housing Diversity	New residential units by subtype and tenure	 Moving toward the vision
	Residential 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

A More Urban City



- Residential development focused in Urban Centres and Core Area
- Some Urban Centres growing very quickly, others more modestly
- Urban Centre Plans will provide further refinement of targets

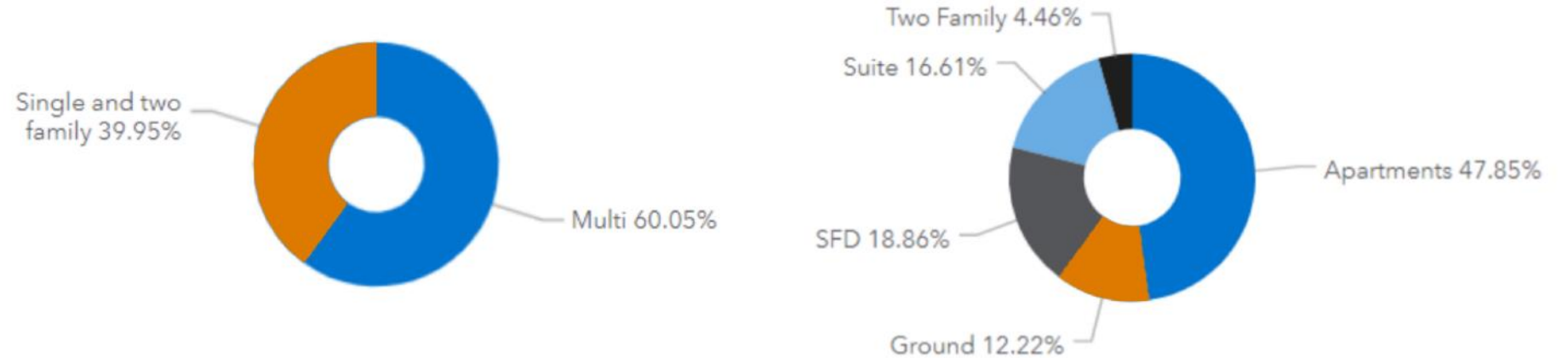
Occupancy permit, building permit and OCP target residential unit numbers for Urban Centres



Trending in the desired direction.



Housing Variety



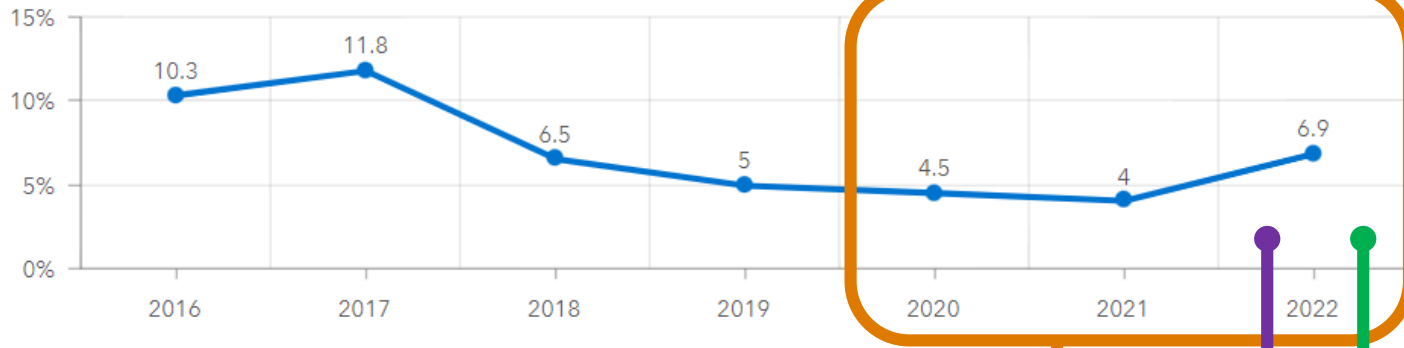
- Moving towards our OCP housing splits (75% multi-unit, 25% single/two)
- More efforts needed to advance missing middle housing
- Infill Options Program, Housing Needs Assessment, Housing Strategy will signal next steps in housing



Trending in the desired direction.

Office Space

Office Vacancy (HM Commercial)



COVID-19

2040 OCP Adopted

Landmark 7



Trending in the desired direction.

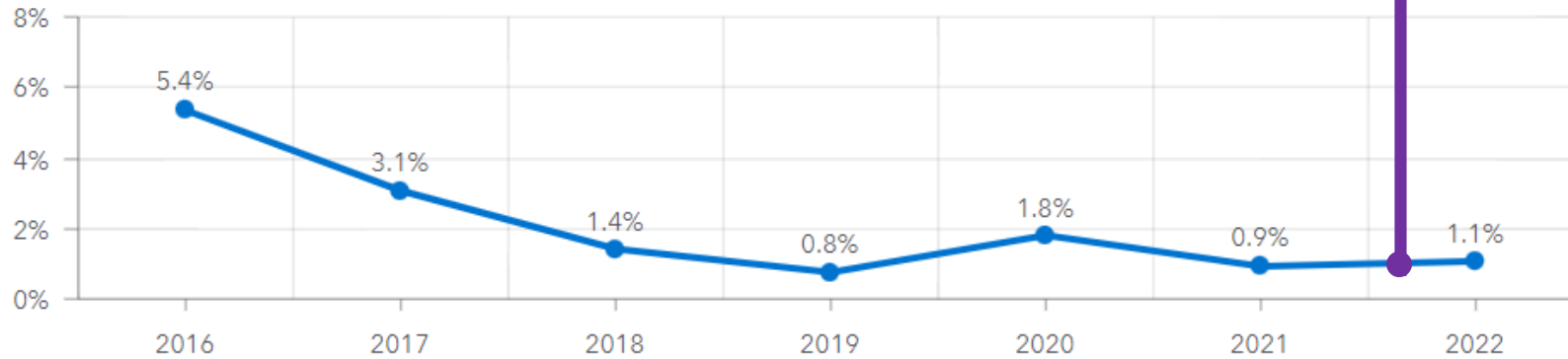
- Big office projects in our Urban Centres
- Strong office market during COVID
- Return to office trends will be monitored
- Office space to be addressed in Urban Centre Plans



Industrial Space

2040 OCP Adopted

Industrial Vacancy (HM Commercial)



- Industrial demand continues to be strong
- Upcoming work to assess local and regional needs



Not trending in the desired direction.









Resiliency Monitoring

- ▶ Greenhouse Gas Emissions
 - ▶ Most up to date data from 2018
 - ▶ Revised targets coming through the Climate Resilient Kelowna Strategy
- ▶ Tree Canopy Coverage
 - ▶ Targets established in 2040 OCP
 - ▶ New targets coming through the Urban Forestry Strategy
- ▶ Protection of Sensitive Lands
 - ▶ Monitoring identified as an OCP Implementation Action



Are We Keeping Kelowna Moving?

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.

Are We Keeping Kelowna Moving?

Goals	Performance Measures	Progress	Goals	Performance Measures	Progress
 Improve Travel Choices	Number of trips by walking, biking, and transit	 Trending in the desired direction.	 Improve Safety	Traffic related injuries and fatalities per capita	 Not trending in the desired direction.
 Optimize Travel Times	Key corridor vehicle travel times	 Not trending in the desired direction.	 Protect the Environment	Transportation emissions	 Not trending in the desired direction.
 Enhance Travel Affordability	Vehicles per capita	 Not trending in the desired direction.	 Ensure Value for Public Investment	Public benefits provided by transportation projects	 Trending in the desired direction.
 Foster a Growing Economy	Average commute time	 Trending in the desired direction.	 Improve Health	Share of students driven to school	 No substantial change in direction.
 Enhance Urban Centres	Investments connecting higher density areas	 Trending in the desired 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.
 Be Innovative and Flexible	Trips by emerging modes (shared mobility/ride-hailing)	 No substantial change in direction.	 Support Livable Communities	Sidewalk completeness in the core area	 No substantial change in direction.

Key Themes: People are Driving More

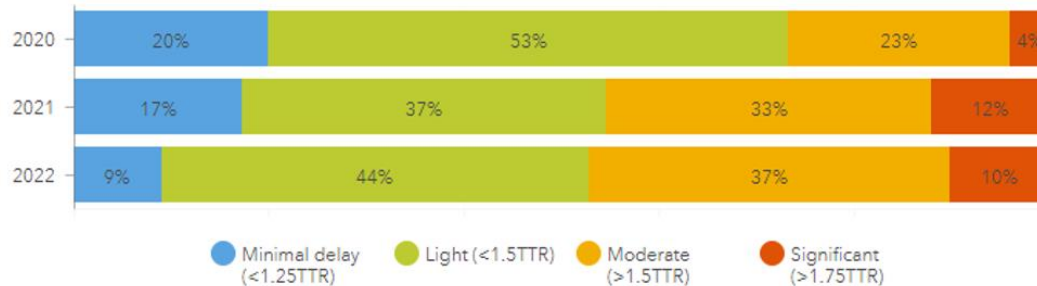
▶ Key Corridor Travel Times



Not trending in the desired direction.

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)



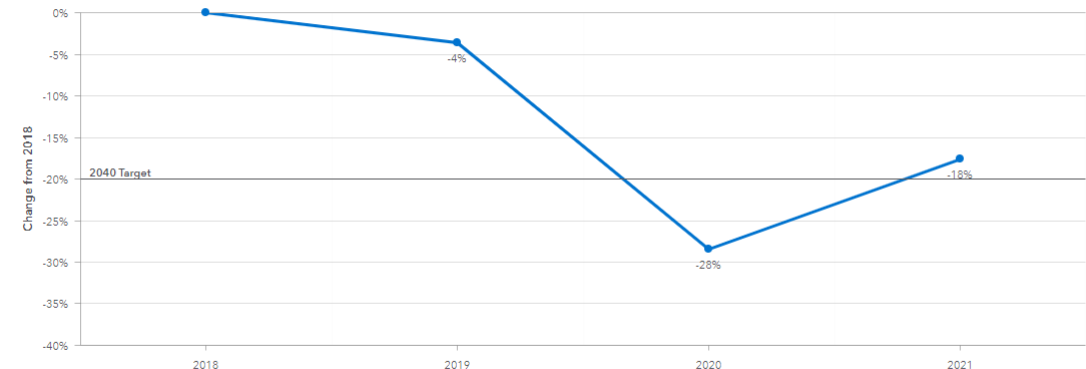
▶ Reduce Distance Driven (20% per capita)



Not trending in the desired direction.

Residents drove much less during the pandemic, now rebounding

Change in per capita distance driven for trips within Kelowna, compared to 2018 baseline



Data: Google Environmental Insights Explorer

Key Themes: People are Driving More

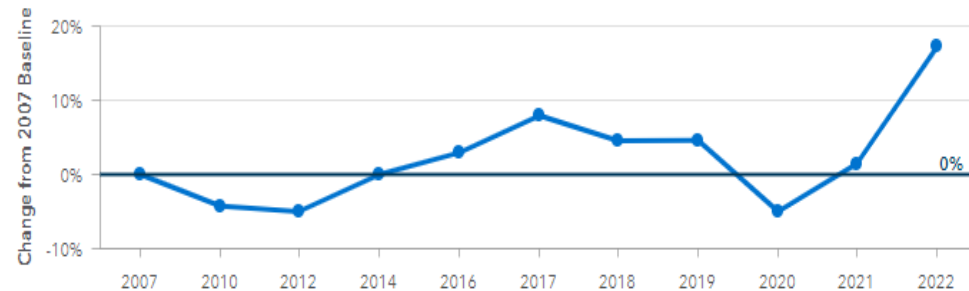
▶ Transportation Emissions



Not trending in the desired direction.

Fuel sales have increased sharply since the pandemic

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



Data: Kalibrate Market Intelligence

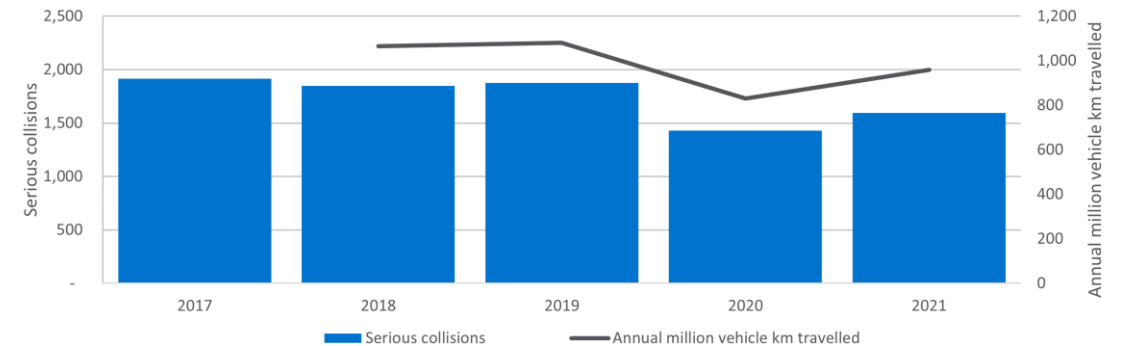
▶ Traffic related injuries and fatalities per capita



Not trending in the desired direction.

When people drive less, there are fewer serious collisions

Serious collisions per year in Kelowna



Data: ICBC

Key Themes: People are also walking, biking, and taking transit more

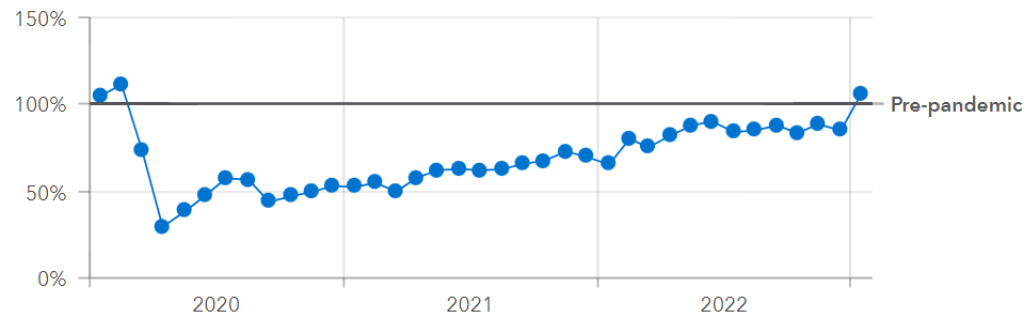
▶ Transit Ridership



Trending in the desired direction.

Transit ridership has recovered to pre-pandemic levels

Monthly ridership compared to 2019



Data: BC Transit ridership numbers

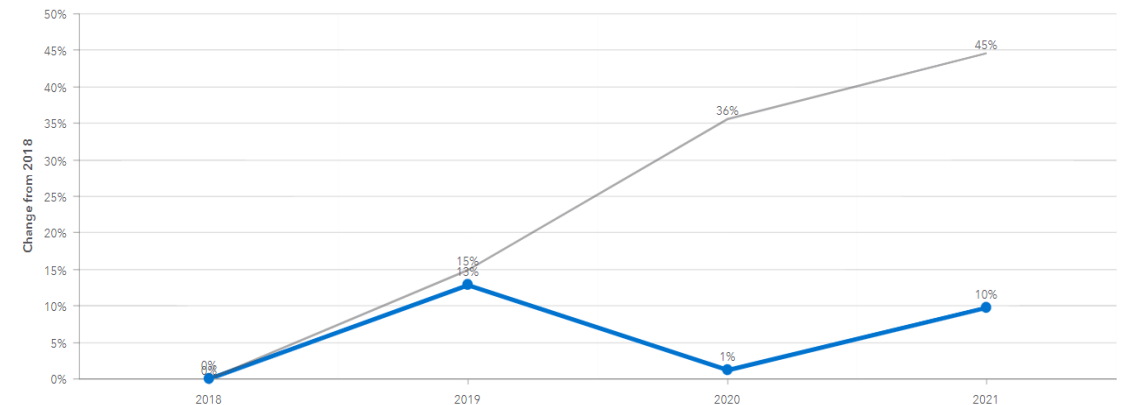
▶ Bike Trips



Trending in the desired direction.

Residents made more trips by bike and rode further

Change in **trips by bike** and distance ridden compared to 2018 baseline



Data: Google Environmental Insights Explorer

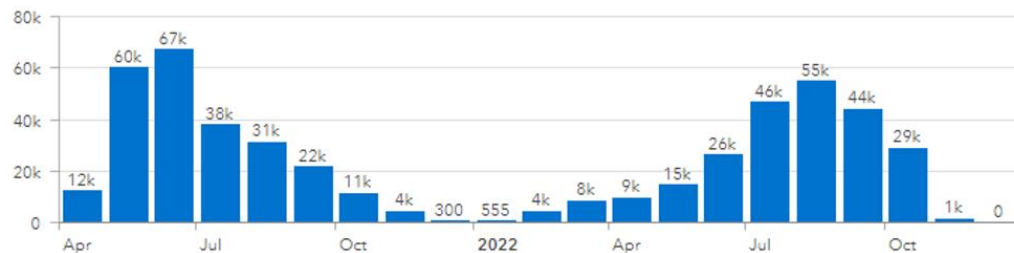
Key Themes: People are also walking, biking, and taking transit more

▶ Trips by Emerging Modes



No substantial change in direction.

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



Data: City of Kelowna

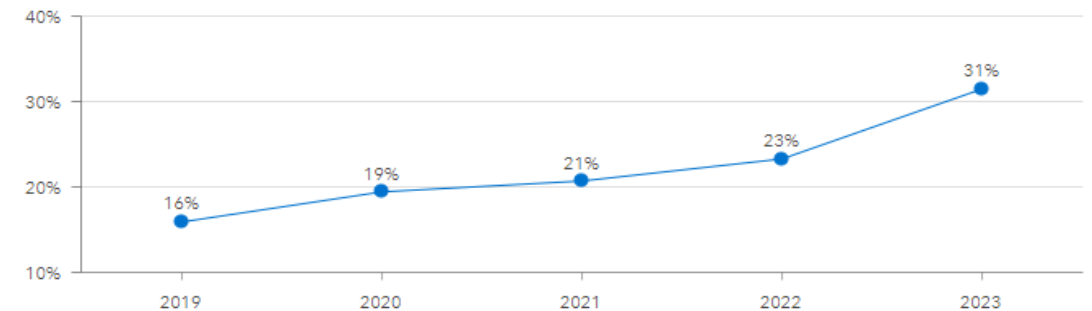
▶ Share of low-income residents close to primary bike routes



Trending in the desired direction.

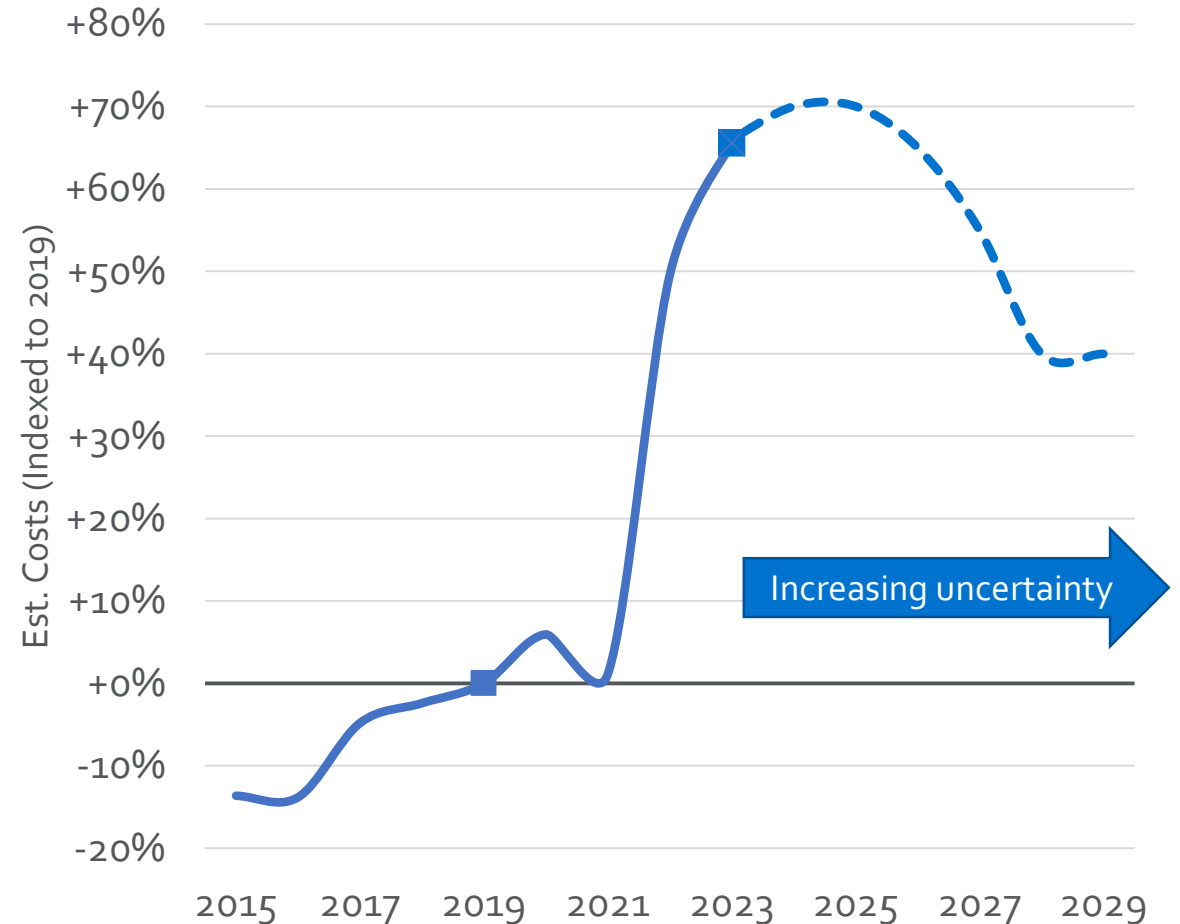
The bike network is reaching more low-income residents

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



Key Themes: Inflation is increasing costs and impacting project delivery timelines

- ▶ Capital project costs estimated at +40%
- ▶ TMP projects reduced in scope and/or delayed as part of annual capital planning
- ▶ Slowing delivery of the transportation infrastructure needed to support our rapidly growing community



OCP & TMP Dashboards

► Click the hyperlink for the: [OCP Dashboard](#)


► Click the hyperlink for the: [TMP Dashboard](#)

2040 Official Community Plan Progress report

Open Kelowna > 2040 Official Community Plan - Progress report > Focus investment in urban centres > Residential growth in urban centres

Residential growth in urban centres


2022 Progress report



Moving toward the vision

Urban centre residential growth

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

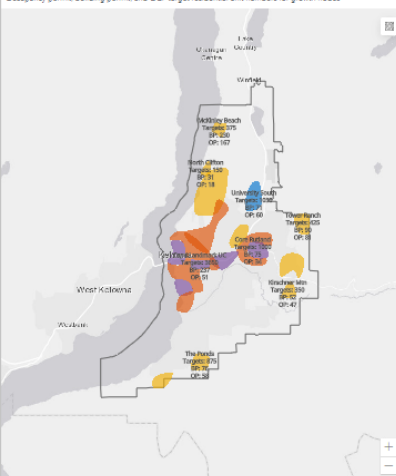


Data: City of Kelowna building permit data, occupancy data, and OCP 2040 targets. This data is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

URBAN CENTRE | OCCUPANCY PERMIT | BUILDING PERMIT

Kelowna development by growth nodes interactive map

Occupancy permit, building permit, and OCP target residential unit numbers for growth nodes



Data: © OpenStreetMap contributors, HERE, DeLorme, USGS, EPA, INRA, IGN, IANIGLA, © Swirexion, © Screenshot 11/20/2021. Powered by Mapbox. Data: City of Kelowna building permit data, occupancy data, and OCP 2040 targets. This data is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

Why is this important?
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.

What is being measured?
Measure new residential growth in Urban Centres against growth scenario targets.

How are we doing?
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 in-stream 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.

What's next?
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.

2040 Transportation Master Plan Progress report

Open Kelowna > 2040 Transportation Master Plan - Progress report > Foster a growing economy

Foster a growing economy

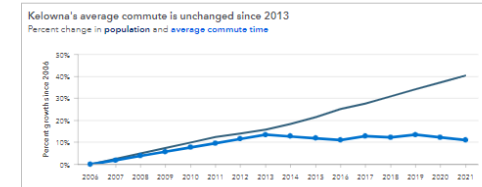
Support the city's growing economy by ensuring the transportation system connects people to jobs and facilitates the efficient movement of goods.

Average commute time

2022 Progress report



Trending in the desired direction



Why is this important?
Mitigating increasing commute times will be key to maintaining Kelowna's economic competitiveness and quality of life as we grow. Decreases in time spent commuting can also lead to increased productivity.

How are we doing?
Looking back, population and commute times grew at a similar rate between 2006 and 2013. The average commute increased from 16.3 to 18.5 minutes during this time. Since 2013, average commute times have been stable at around 18 minutes. Our population has grown by over 40 per cent in that time.

What are we doing?
Building out our Urban Centres provides housing and jobs closer together. This will shorten people's commutes, making it easier to bike, walk or take transit. This can help manage congestion and take pressure off our roadways.
The TMP includes approximately \$35 million in road improvements to provide a third corridor to the Southwest Mission. This will give residents another option when Lakeshore and Gordon are congested.
The TMP also proposes new road connections to employment areas to mitigate increasing travel times. Examples include Commonwealth Rd and the Sutherland Ave extension from Burch Road to Spall Road.

What's next?
We will continue to monitor average commute times and see how trends change following impacts from the pandemic.

What's Next?

- ▶ Continued OCP / TMP Implementation
- ▶ Annual Progress Reporting & Performance Monitoring
- ▶ OCP / TMP update cycle:
 - ▶ 2040 OCP/TMP update (5-year mark)
 - ▶ 2050 OCP / TMP (10-year mark)



Questions?

For more information, visit kelowna.ca.