City of Kelowna

Transit Supportive Corridors & the Development Application Process

July 8, 2024

Council:
Decision Making Process - Land Use

- Decisions and considerations
- Approval process
- Transportation and land use policies

Overview

Application Type	OCP policies	Land use & density	Financial Plan & Waste Management Plan	Relevant Council policies (e.g., Policy 367)	Other relevant plans (e.g., Urban Centres, Agriculture)	Servicing needs	DP guidelines (form & character, landscaping)	Public input*
OCP	✓	✓	✓	✓	✓	✓**		✓
Rezoning	✓	✓		✓	✓	✓		✓
DP							✓	✓
ALC	✓	✓		✓	✓	✓		✓

* Public input is non-statutory at this stage (e.g., applicant consultation, Mayor & Council correspondence)
** Depends on scale of development

Monday PM Development Decisions

Application	Decision
OCP Amendment	Approve or defeat first reading and send to public hearing
Rezoning	Consistent with OCP: Approve or defeat at initial consideration, supplemental report prior to bylaw readings Inconsistent with OCP: Approve or defeat at first reading & send to public hearing (if approved)
Development Permit	Approve or deny issuance based on consistency with DP Guidelines

Rezoning Decision-Making (No Public Hearing)

City of Kelowna

Initial Consideration

- OCP Policies
- Land Use and Density
- Relevant Council Policies
- Other relevant plans
- Servicing Needs
- Housing needs/supply

First Reading

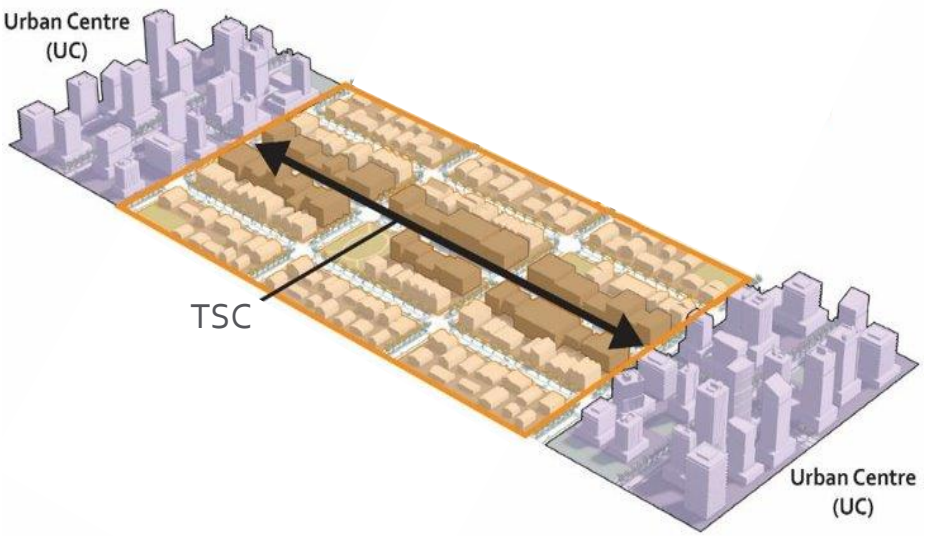
- OCP policies
- Land use & density
- Relevant Council policies
- Servicing needs
- Public input (Council discretion)
- Housing needs/supply

"The best transportation plan is a great land use plan."

- Getting more people on transit is critical to keeping Kelowna moving (reduce traffic!)
- Transit works best when it connects lots of people to work, school and other key destinations
- Our growth strategy focuses more homes and employment around and along our frequent transit routes

What are Transit Supportive Corridors (TSCs)?

- Streets that support higher density, a greater mix of uses, and increased transit service
- TSCs connect our Urban and Village Centres

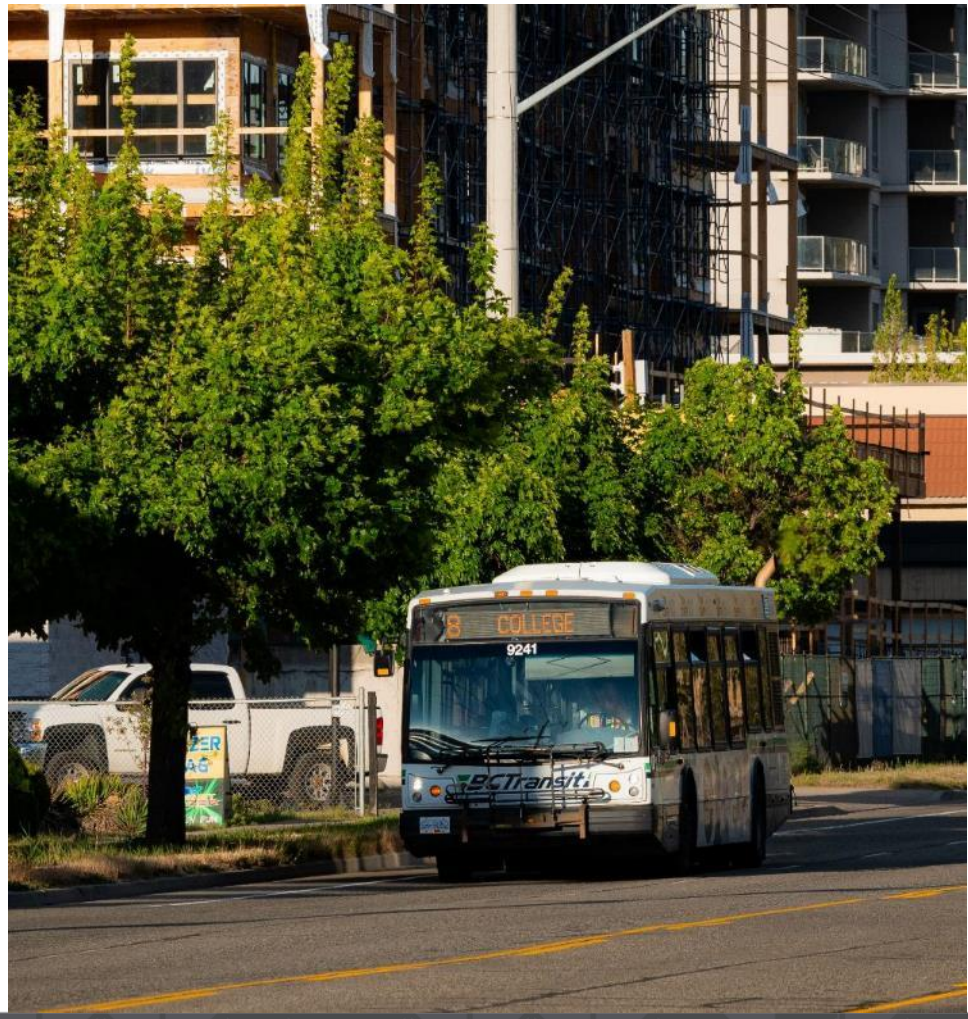


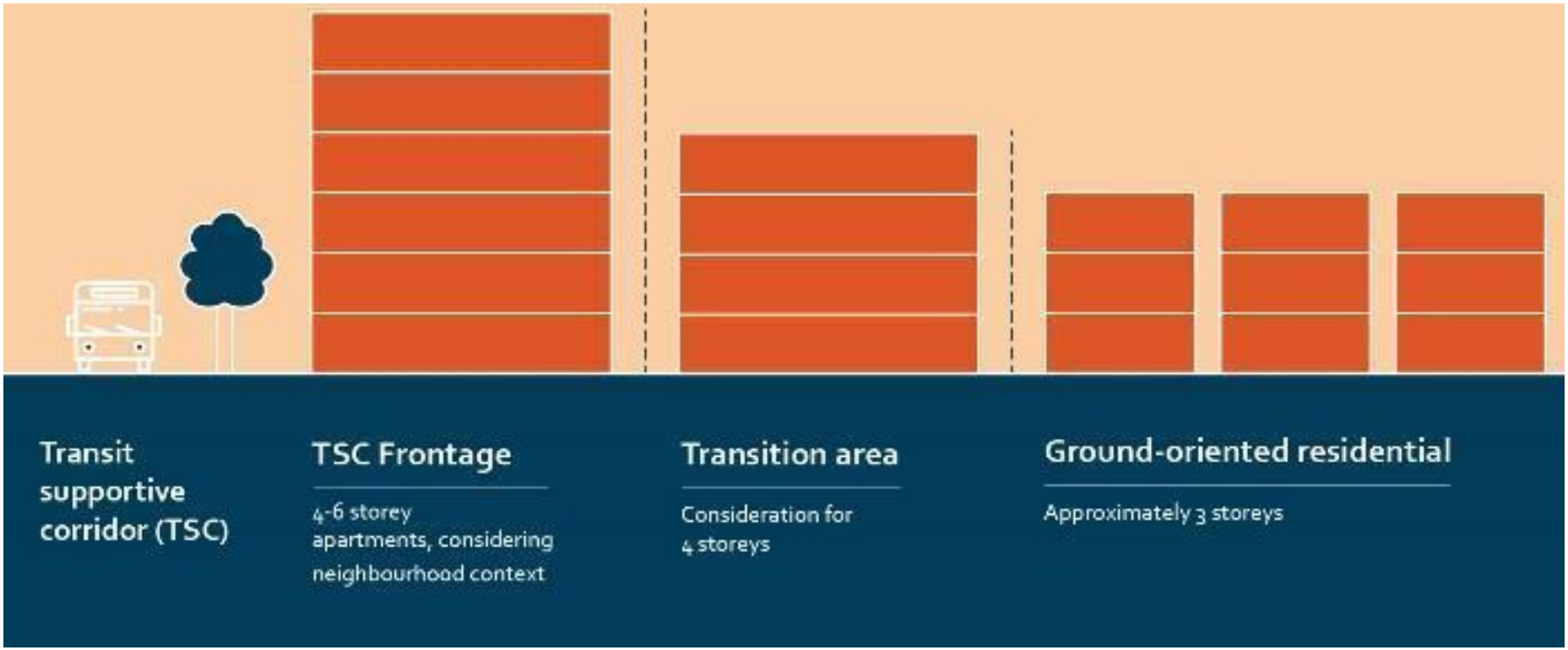
TSC Goals

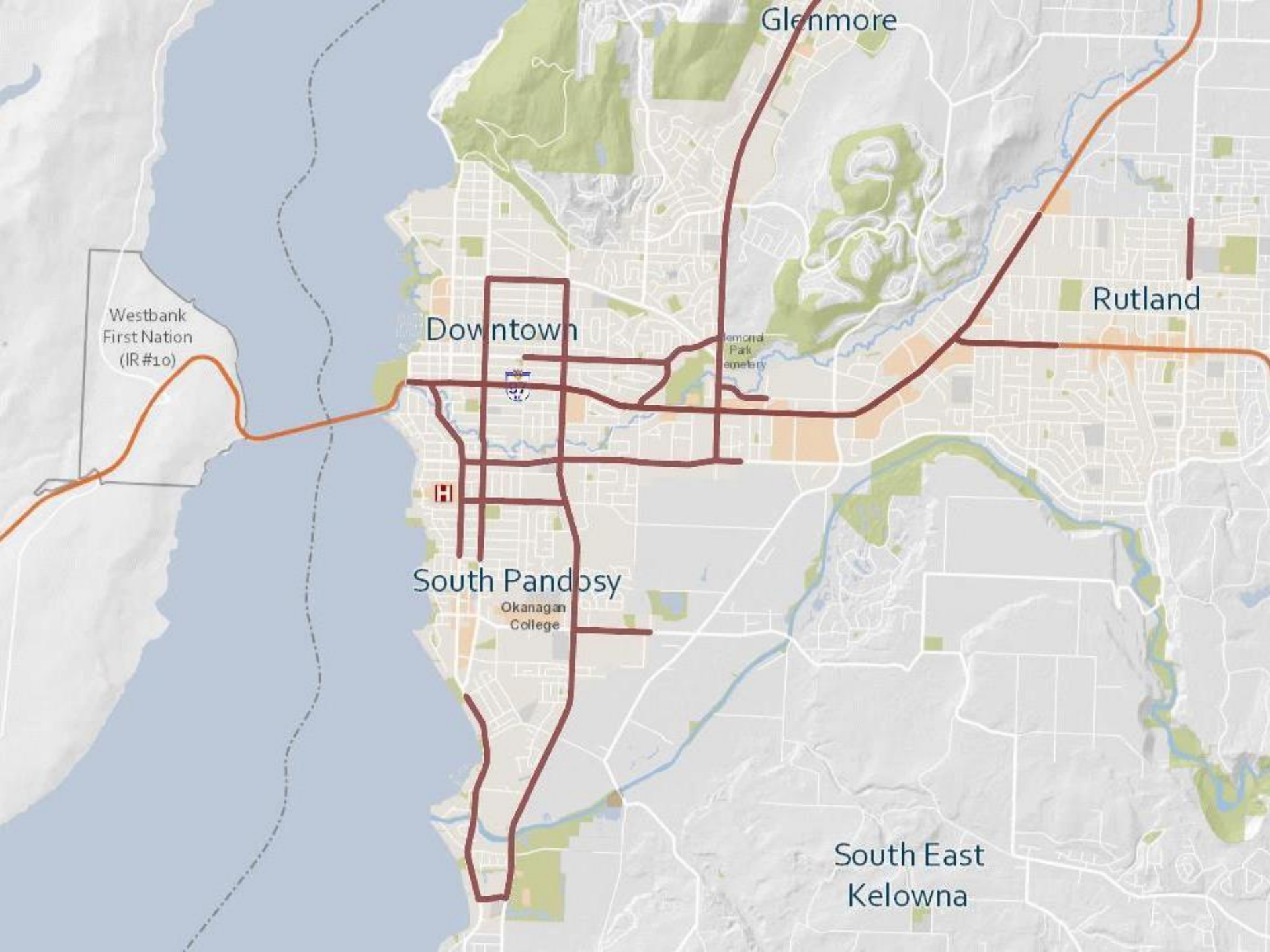
- Provide more housing options steps away from our best transit service
- Increase transit ridership to improve our transit system
- Focus higher density growth in areas that support a variety of non-car options

How do we implement TSCs?

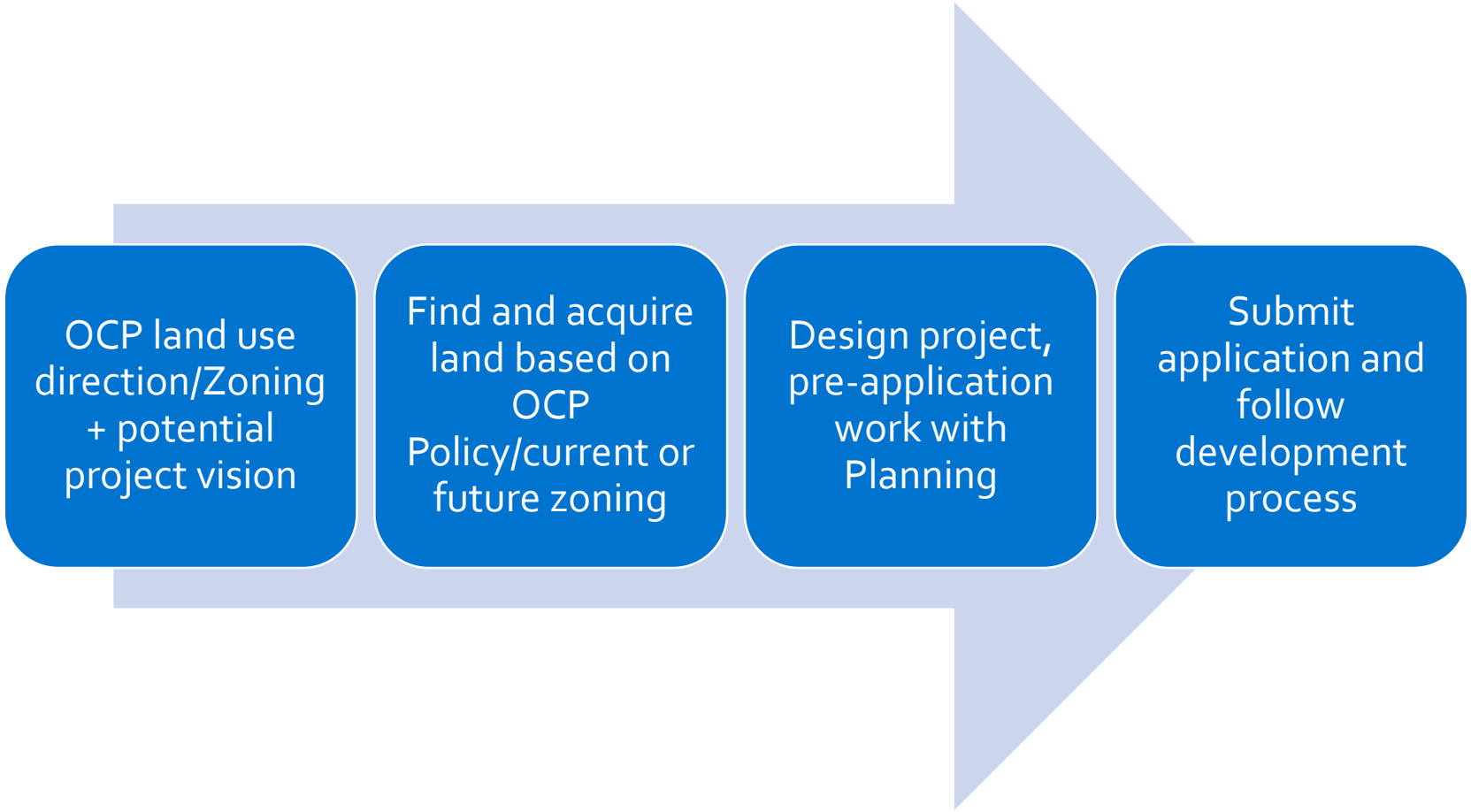
- Development process; rezoning and development permit applications
- Housing Accelerator Fund Initiative; Transit Supportive Corridors
- Continued investment in frequency and reliability of transit in the Core Area and Urban Centres

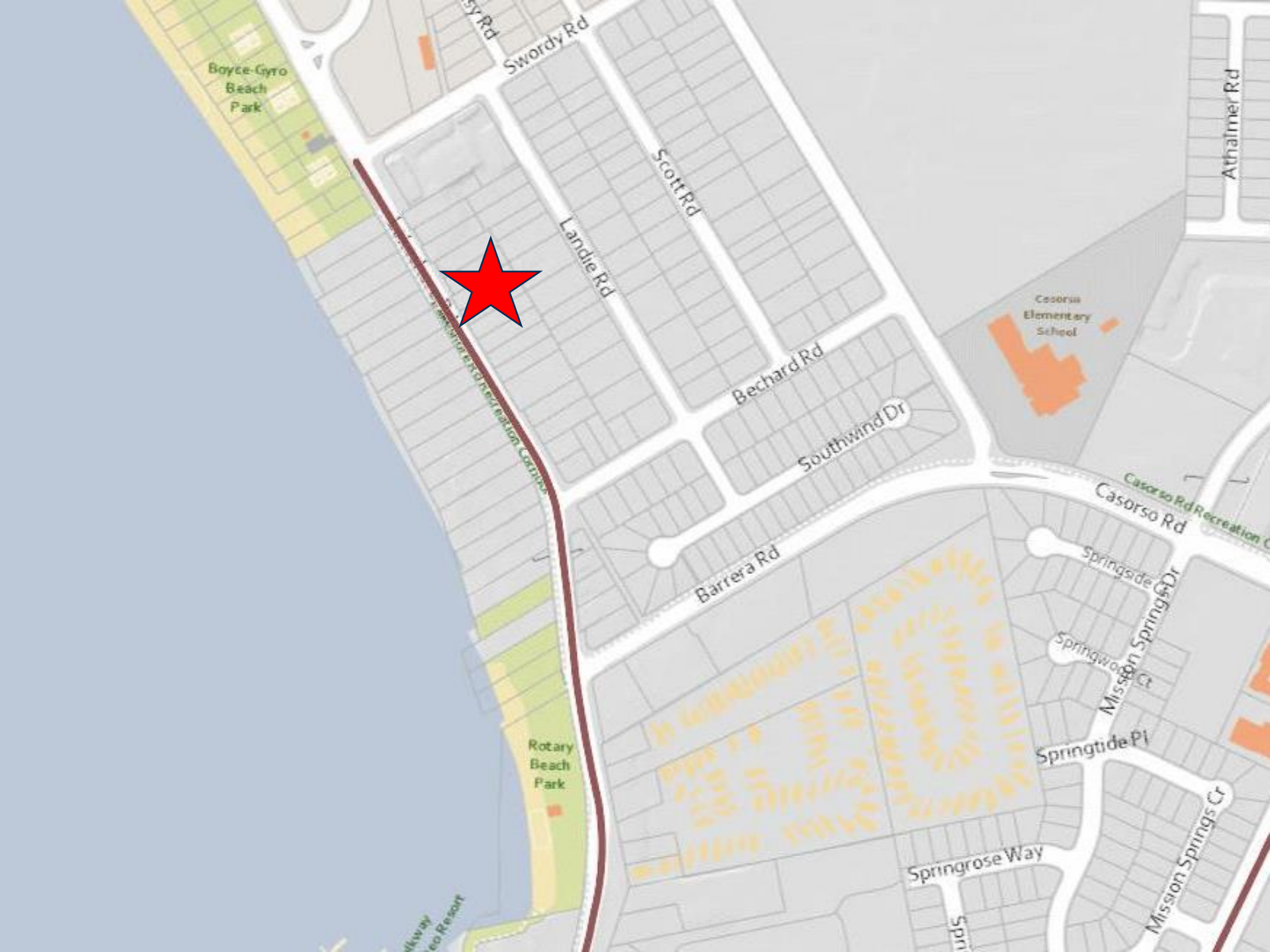


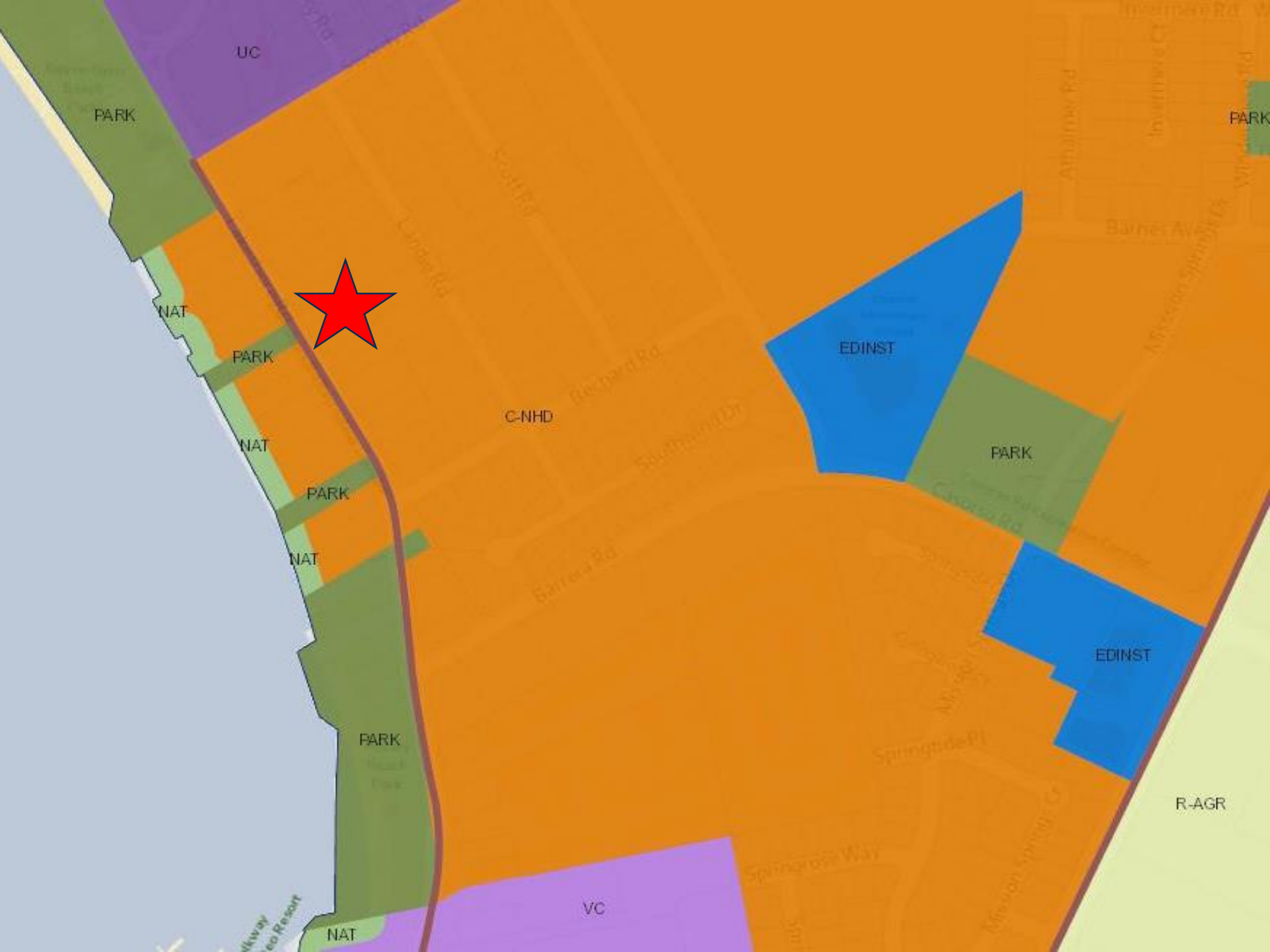

Transit supportive corridor (TSC)
TSC Frontage
4-6 storey apartments, considering neighbourhood context
Transition area
Consideration for 4 storeys
Ground-oriented residential
Approximately 3 storeys


Glenmore
Westbank
First Nation
(IR #10)
Downtown
Rutland
South Pandosy
Okanagan
College
South East
Kelowna

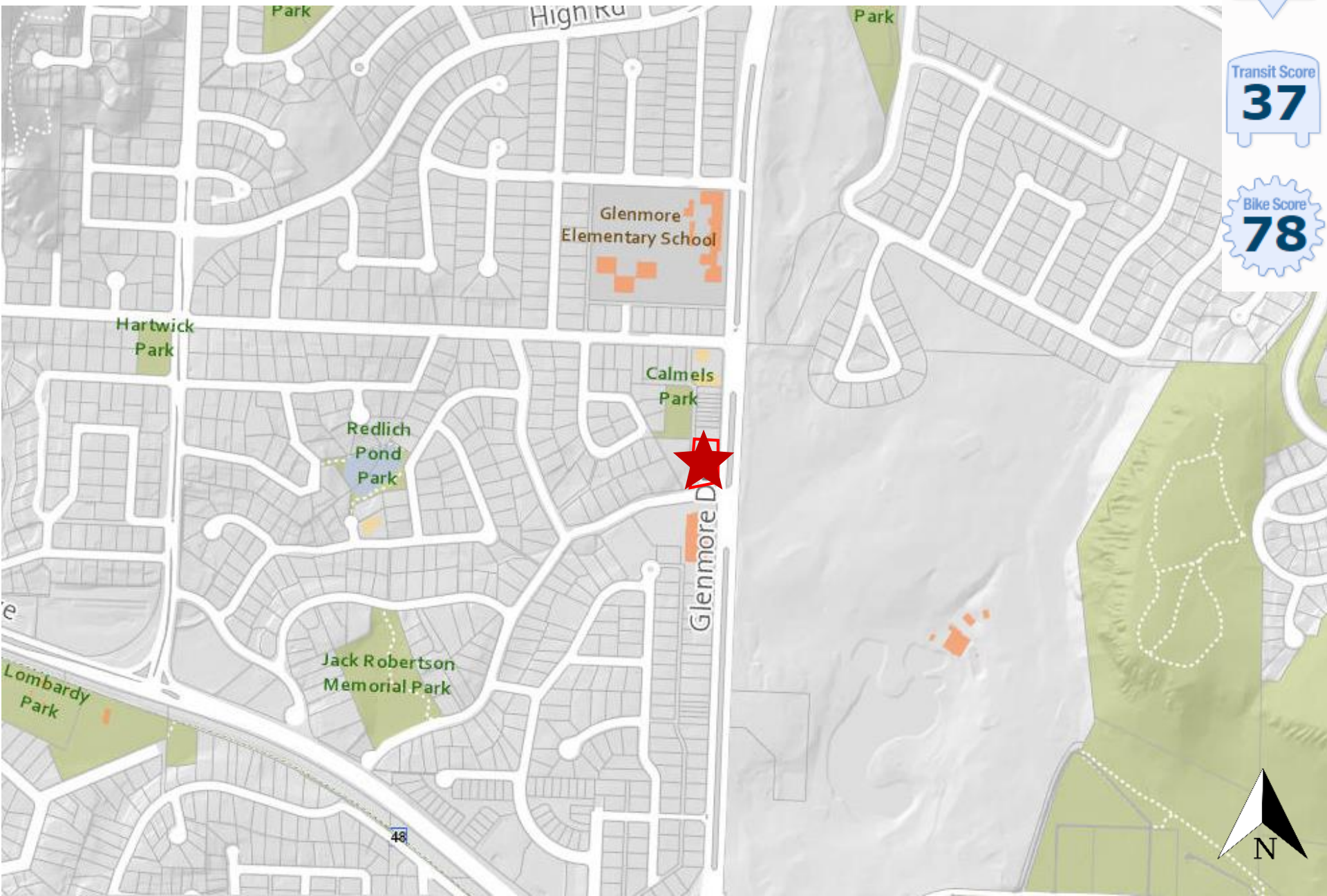
Developer Process



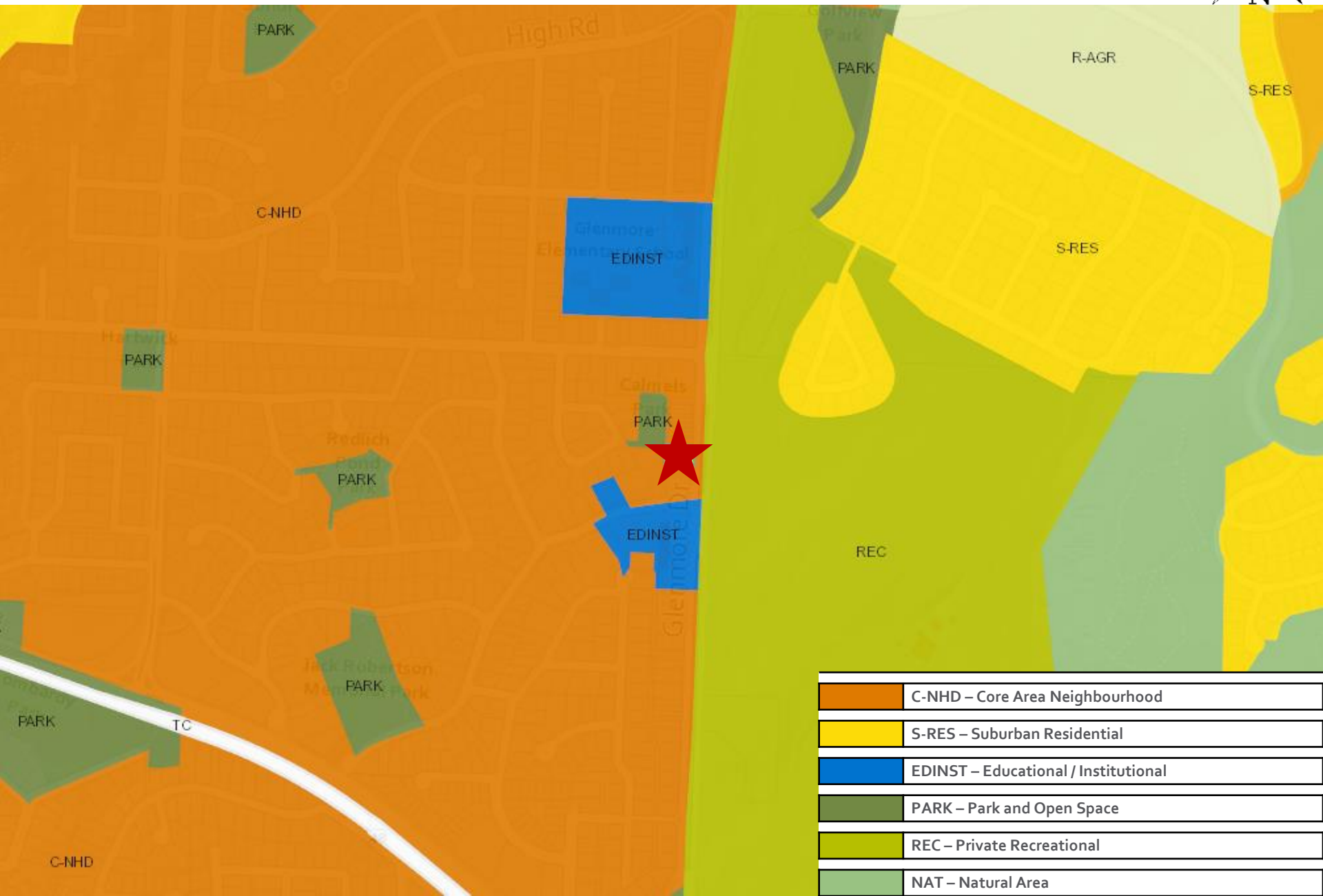

Boyce-Gyro Beach Park
Swordy Rd
Landie Rd
Scott Rd
Athalmer Rd
Casorso Elementary School
Bechard Rd
Southwind Dr
Casorso Rd
Barrera Rd
Springside Dr
Springwood Ct
Mission Springs Dr
Springtide Pl
Springrose Way
Mission Springs Cr
Rotary Beach Park


UC
PARK
NAT
PARK
NAT
PARK
NAT
PARK
NAT
C-NHD
EDINST
PARK
EDINST
R-AGR
VC
PARK

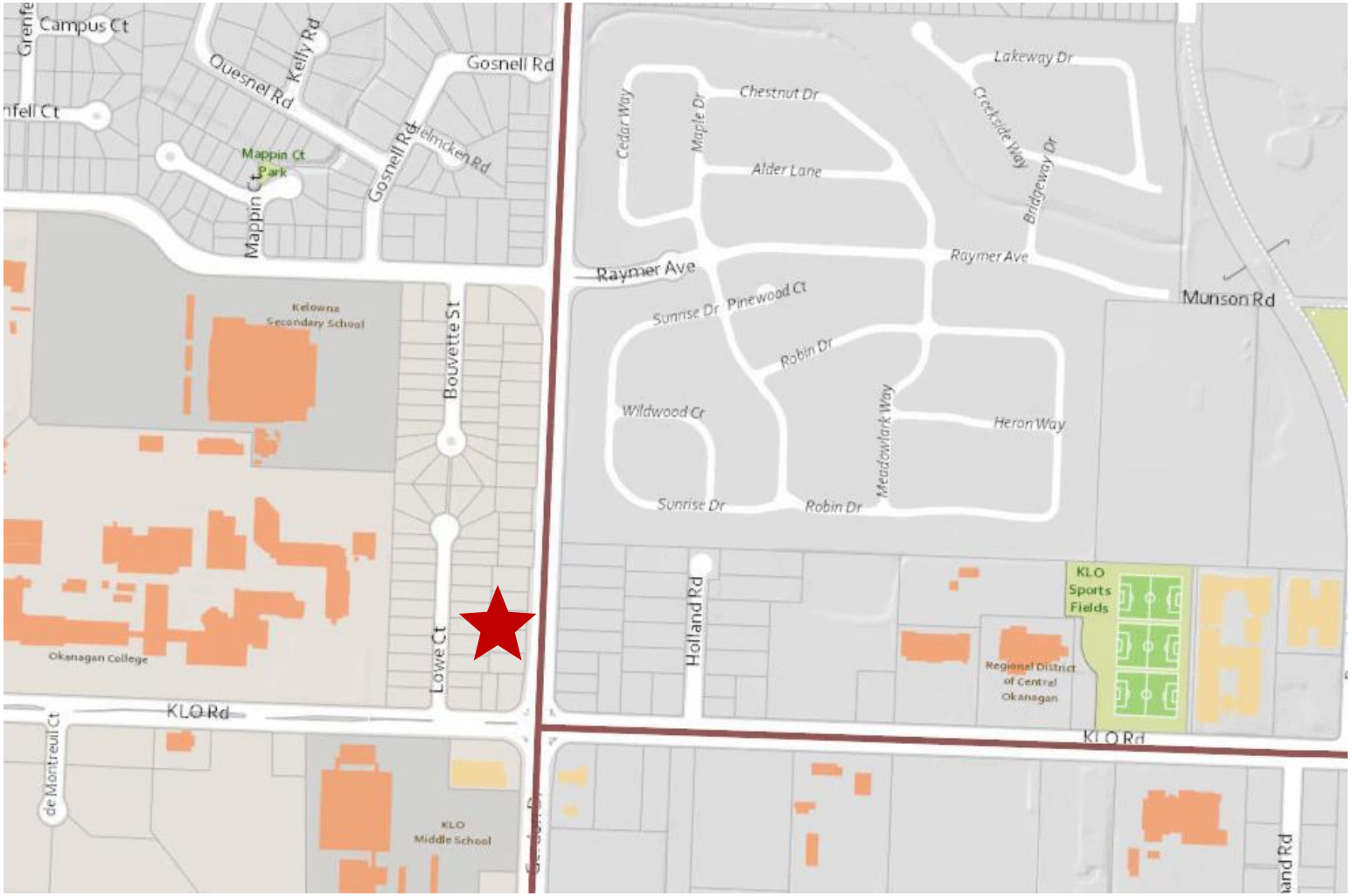
Context Map

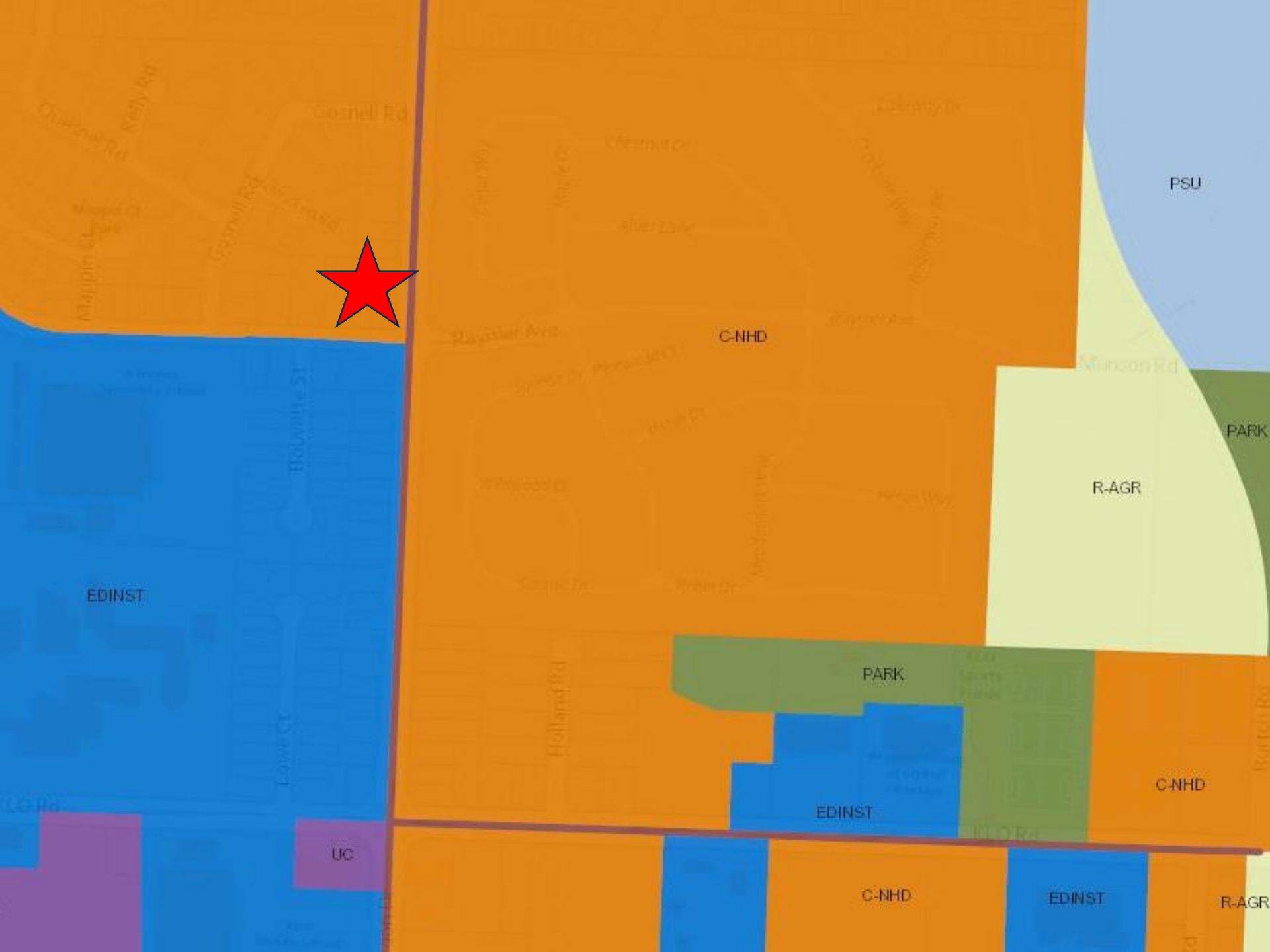

Walk Score
53
Transit Score
37
Bike Score
78
Park
High Rd
Park
Glenmore
Elementary School
Hartwick
Park
Calmels
Park
Redlich
Pond
Park
Glenmore D
Jack Robertson
Memorial Park
Lombardy
Park
48
N

OCP Future Land Use



Context Map


Campus Ct
Kelly Rd
Quesnel Rd
Gosnell Rd
Gosnell Rd
Helmcken Rd
Mappin Ct
Mappin Ct Park
Kelowna Secondary School
Bouvette St
Okanagan College
Lowe Ct
KLO Rd
de Montreuil Ct
KLO Middle School
Lakeway Dr
Chestnut Dr
Cedar Way
Maple Dr
Alder Lane
Creekside Way
Bridgeway Dr
Raymer Ave
Raymer Ave
Munson Rd
Sunrise Dr
Pinewood Ct
Robin Dr
Wildwood Cr
Meadowlark Way
Heron Way
Sunrise Dr
Robin Dr
Holland Rd
KLO Sports Fields
Regional District of Central Okanagan
KLO Rd


PSU
C-NHD
PARK
R-AGR
EDINST
PARK
C-NHD
EDINST
UC
C-NHD
EDINST
R-AGR

Project Details - MF3

- The property has the Future Land Use Designation of C-NHD – Core Area Neighbourhood.
- Directly fronts onto Transit Supportive Corridor (TSC).
- MF3 – Apartment Housing 6-storey apartment

OCP Objectives & Policies

- Policy 5.2.1. Transit Supportive Corridor Densities.
  - The proposal adds meaningful and important density along a Transit Supportive Corridor
- Policy 5.2.2. Building Height.
  - The proposal is for a six-storey low-rise apartment along the Transit Supportive Corridor.
- Policy 5.2.5. Corridor Access and Consolidation
  - The proposal includes the consolidation of properties and access

Summary

- TSCs are a key component of the City's 2040 OCP and TMP
- Many future benefits to directing medium density growth along transit
- Developers report they are unclear about whether other planned projects should proceed along transit corridors (project delays) due to approval risk