











Attachment A. McKinley Early Consideration Proposal Alignment with 2040 OCP

2040 OCP Pillar	Alignment	Misalignment
 <p>Stop planning new suburban neighbourhoods</p>	<ul style="list-style-type: none"> • Little to no alignment with OCP 	<ul style="list-style-type: none"> • Proposal contradicts pillar to not consider any new suburban neighbourhoods. • Housing capacity available within the PGB. • Supporting growth in McKinley may result in development interest in other areas outside of the PGB.
 <p>Promote more housing diversity</p>	<ul style="list-style-type: none"> • Helps deliver housing targets. • Potential for variety of housing forms. 	<ul style="list-style-type: none"> • Bill 44 & 47 zoning amendments have increased housing capacity and options within existing Core Areas and Suburban Neighbourhoods. • Constrained labour pool may redirect housing construction from Urban Centres / Core Area to McKinley.
 <p>Prioritize sustainable transportation and shared mobility</p>	<ul style="list-style-type: none"> • Proposed commercial could offset some existing trips. 	<ul style="list-style-type: none"> • Even with additional density, McKinley would remain a car-reliant community, and would not meet the threshold for Local Transit. • Significant new road connections are required beyond those signaled in the TMP to service additional development. • Walk, Transit, and Bike Scores are typically low for hillside neighbourhoods.
 <p>Target growth along transit corridors</p>	<ul style="list-style-type: none"> • Little to no alignment with OCP 	<ul style="list-style-type: none"> • Growth is not focused on existing transit corridors. • McKinley fails to meet the threshold for Local Transit even with additional density.
 <p>Strengthen Kelowna as the region's economic hub</p>	<ul style="list-style-type: none"> • Additional housing units addresses recruitment barriers 	<ul style="list-style-type: none"> • Nearly ¾ of population commute to employment in Urban Centres and the Core Area. • On average, McKinley residents commute farther to employment than other Suburban Neighbourhoods, and significantly farther than residents in Urban Centres.
 <p>Focus investment in Urban Centres</p>	<ul style="list-style-type: none"> • Little to no alignment with OCP 	<ul style="list-style-type: none"> • Infrastructure and servicing required for this proposal may reduce capacity to invest in Urban Centres and Core Area.
 <p>Incorporate equity into city-building</p>	<ul style="list-style-type: none"> • Unknown at pre-consideration stage 	<ul style="list-style-type: none"> • Model City Infrastructure demonstrates annual deficit that would have to be offset from other sources.
 <p>Take action on climate</p>	<ul style="list-style-type: none"> • Little to no alignment with OCP 	<ul style="list-style-type: none"> • Proposal is located within Wildfire Development Permit Area, denser population in interface area adds risk. • Car-reliant development contributes more GHG emissions. • Lower density housing can be more GHG intensive.
 <p>Protect and restore our environment</p>	<ul style="list-style-type: none"> • Opportunities to permanently protect sensitive areas 	<ul style="list-style-type: none"> • Significant tracts of development proposal are within Natural Environment DPA, and the Knox Mountain Ridge Ecosystem Connectivity Corridor intersects the area. • Many parts of proposal area is in the Hillside DPA (slopes greater than 20%). Significant nodes are greater than 30%.
 <p>Protect agriculture</p>	<ul style="list-style-type: none"> • Little to no alignment with OCP 	<ul style="list-style-type: none"> • One of the four properties (1890 McKinley) is almost all within the ALR (zoned A1), and most of the other properties are zoned A2. OCP aims to limit urban growth into these areas to support their viability.