

Appendix M : Land Use Implications Summary of Master Plan 2045 Recommendations

Land Use Implications Summary of Master Plan 2045 Recommendations

The *Kelowna International Airport Master Plan 2045 (Master Plan 2045)* has formulated a number of recommendations that require consideration in land use planning and the update to the 2030 *Official Community Plan (OCP)* of the City of Kelowna and the Regional District of Central Okanagan. The following provides a summary of the recommendations as they pertain to vicinity land uses, municipal planning and environmental management policies.

Environment

A key YLW objective is to limit the attractiveness of the area for wildlife for safety purposes. This objective conflicts with current Kelowna 2030 OCP policy and City of Kelowna bylaws/regulations pertaining wildlife protection and habitat enhancement. The safety and security of aircraft operations is YLW's top priority, as such it is recommended that the upcoming revision to the 2030 OCP provide considerations for Airport-specific operational requirements. YLW is committed to work through issues that arise on a case by case basis to ensure a compromised approach is achieved.

YLW's environmental protection strategy requires a more holistic approach to the management of its water flows, flood plain and adjacent habitats given its inclusion in the Okanagan Valley's broader hydrologic basin and the effects other regional sources have on its watershed. As such, it is recommended that management and control strategies be coordinated regionally, including cost sharing of mitigation initiatives as necessary.

Building Heights around the Airport

For planning purposes, and consistent with existing Obstacle Limitation Surfaces (OLS) and the recommended runway strip designation discussed in *Master Plan 2045*, it is recommended that YLW allow for a Group V non-precision OLS and adopt the new Take-off Surface standards following the guidelines defined in Transport Canada's new *Aerodrome Standards and Recommended Practices (TP312), 5th Edition (2015)*. It is also recommended that YLW continue to allow for an extension of the runway to position itself for future implementation of the take-off surface and minimize loss of take-off length available to aircraft.

The new standards require that future off-airport land use and planning policy consider:

- › the recommended widening of the runway strip from the current 150 m to the 244 m;
- › the extension of the runway by up to an additional 365 m (1,199 ft); and
- › the change in configuration and displacement of the Take Off and Approach Surfaces at both ends of the runway associated with the larger runway strip.

Building height restrictions for future development outside the Airport site will therefore need to consider applicable OLS; and that the Federal Airport Zoning Regulations be reviewed in the future. Further study is recommended to assess the height restrictions of new development, hilltop trees and other man-made objects at both runway ends in relation to the applicable OLS.

Land Use Implications Summary of Master Plan 2045 Recommendations (Cont'd)

Compatible Vicinity Land Uses

It is recommended that the City of Kelowna retain the existing land use and zoning regulations prohibiting residential development within the NEF 25 contour and above contained in the previous *Master Plan 2025* to provide for any future increases in noise exposure areas beyond the 2045 period. It is also recommended that the Regional District of Central Okanagan limit residential development within these areas in its Official Community Plan.

Agricultural Land Reserve

Master Plan 2045 has identified land parcels adjacent to existing operational areas for expansion of airfield and aviation-related infrastructure. To provide flexibility in the timing of future development on these land areas, it is recommended that YLW seek exclusion of these parcels from Agricultural Land Reserve (ALR) designation with the British Columbia Agricultural Land Commission.

In keeping with YLW's approach to land acquisition, it is recommended that the Airport works towards acquiring these parcels as they become available for sale. In addition, to facilitate management, maintenance and municipal planning of Airport land, it is also suggested that land parcels identified for acquisition falling within the Regional District of Central Okanagan and adjacent roadways (Old Vernon Rd) be incorporated within the City of Kelowna jurisdiction.

Airport Land Use Plan

Master Plan 2045 contains an updated *Airport Land Use Plan* for land situated within the existing and recommended airport boundaries. It is recommended that the updated *Airport Land Use Plan* replace the Plan that was previously approved by the City of Kelowna in *Master Plan 2025*.