

## DRAFT TARGETS AND PRINCIPLES

### 1. Promote vitality through a mix of land uses

Why: A mix of land uses *if appropriately configured can create a “critical mass” to support retail services and local shopping, as well as pedestrian access to parks and community facilities. A mix of uses along key streets* ensures activity and vitality at different times, enhancing the safety and economic function of a place.

- **Draft Target: Encourage 150-250 people and jobs combined per ha (gross land area) with a ratio of 2:1 people to jobs<sup>1</sup>**

**Explanation:** *To contain urban growth the City of Kelowna will need to densify, preserving agricultural land, and reducing energy use and infrastructure costs. Urban centres are designated to accommodate increased urban density and several urban centres already report densities of 100 people/jobs per ha, indicating the need for a target range that can shift depending on how established the centre is. The urban centres with the highest densities have a higher ratio of jobs to residents, highlighting the importance of enhancing the residential base to encourage a more complete community.*

- **Draft Target: Encourage a variety of activity (Housing, Services, Amenities, Public space) within 400M or a 5 minute walk**

**Explanation:** *By developing urban centres that have a range of uses and amenities within 400-650m, residents are able to walk on daily basis for local trips supporting healthy behaviours and increased social interaction. Services and amenities such as grocery stores, coffee shops, and local amenities are more compatible with transportation-based walking, while contributing to the vitality of an urban centre.*

- **Draft Target: On all designated retail corridors provide an active commercial space on the first floor that occupies a minimum of 90% of the ground floor frontage<sup>2</sup>**

**Explanation:** *The planning and design of the base of the building is a critical part of an active street life and inviting streetscape. Because, of the high watertable many buildings integrate parking on the first two storeys, requiring parking to be screened from the street in a way that minimizes its impact and encourages a well defined bottom façade of a building.*

- **Draft Target: Encourage 1.5 square metres of local retail space per household (for e.g. 2,000 households support 3,000 sq metres of local retail within a radius of 3kms)**

**Explanation:** *The foundation of a great urban centre is a strong residential base that can support neighbourhood retail or business district. If an urban centre over develops the amount of neighbourhood retail it will become more challenging to increase residential densities and create a complete community.*

<sup>1</sup> Upper range of target (250 people and jobs combined per/ha) associated with more established urban centres such as City Centre.

<sup>2</sup> On non-retail corridors at-grade residential is permitted as an active use.

## 2. Encourage building and street proportions that are inviting for people

**Why:** *Through careful design of the relationship between buildings and streetscapes it is possible to create well defined spaces that encourage walking and vitality. The quality and arrangement of physical elements such as building and streets contribute to the ability of spaces to be distinct, recognizable, and memorable.*

- **Draft Target:** On designated retail streets (Pandosy, Bernard etc) establish a 1:1 ratio between streetwall height and width of the right-of-way, utilizing setbacks for storeys above streetwall height.  
**Explanation:** *Ensure the height of buildings relates to the width of the right-of-way to encourage a sense of enclosure and human scaled development in areas where retail and active street life is a goal.*
- **Draft Target:** On designated retail streets ensure there is no grade change between sidewalk and building entrances  
**Explanation:** *Promote accessibility on key local business streets and encourage a seamless pedestrian experience as people move from the sidewalk to a local business.*
- **Draft Target:** On designated retail streets ensure zero lot line development  
**Explanation:** *Promote a consistent streetwall and encourage development that creates a strong relationship to the street, limiting the potential for dead-space such as parking at the front of a building.*
- **Draft Target:** On designated retail streets encourage ground floor height of 4.0m  
**Explanation:** *Ground floor facades link buildings and people, especially in areas where retail at-grade is desired. In these cases a minimum floor height for the first floor ensures quality spaces for commercial activity are created and that a desirable pedestrian environment is achieved.*
- **Draft Target:** On designated retail streets encourage a minimum of 6.0m pedestrian and landscaping zone (from building edge to curb)  
**Explanation:** *Each urban centre is likely to have 1-2 streets where the concentration of uses and pedestrian traffic will warrant a higher standard pedestrian realm. A more generous pedestrian realm provides space to incorporate street furniture, sidewalk cafes and street trees comfortably, supporting a vibrant public realm.*

## 3. Ensure a diversity of housing types

**Why:** *Communities that offer a range of housing choices and meet the full spectrum of housing needs are by definition more livable, more economically competitive and more resilient, providing for the economic transitions that individuals experience over the course of their lives. As Kelowna's urban centres densify over time it is vital that future intensification results in a range of housing types and tenures (multi-family, townhouses, market and non-market, rental, ownership) to encourage a diverse population.*

- **Draft Target :** Encourage affordable housing in areas within 400m of transit exchanges or Rapid-bus stops

**Explanation:** Locating affordable housing within walking distance of transit reduces the costs of transport and increases the mode share, and therefore viability of the transit system. Also, close proximity to transit ensures accessibility for those who are unable to access a private car because of cost, age, ability or other factors. Also, the low vacancy rate (1.5%) for rental housing reinforces the role of the City in providing incentives for affordable housing.

- **Draft Target :** Work toward 80% of new housing units in the form of apartments and 20% in the form of ground oriented units (townhouses, attached housing)

**Explanation:** Given the low residential densities within many of the urban centres, significant residential intensification is required. However, it is critical that new housing development provides housing options for a range of life cycles, (families, seniors, students etc), ensuring a diverse population.

- **Draft Target :** Encourage 20% of units in new apartment developments to be family-oriented (3 bedrooms)

**Explanation:** As housing forms become denser it will be critical that housing options for families are accommodated in future multi-family projects in the form of 3 bedroom unit and ground oriented units. This will encourage more diverse populations within urban centres and increase options for families who want to live in an urban area. Also, the availability of housing is often a primary factor for most individuals when deciding to relocate or stay within a community.

#### **4. Establish flexible public spaces that promote social interaction**

*Why: Access to public spaces (parks, plazas, city squares, and community facilities) is critical to enabling formal and informal opportunities for the public to gather, facilitating social interaction and improving well-being. Also, proximity to public spaces is consistently associated with higher rates of physical activity.*

- **Draft Target :** Ensure all residents are within 400m or a 5 minute walk of a public space

**Explanation:** Ensure each urban centre has several public spaces that provide places for congregation and public life. At least one public space should be in walking distance for all residents.

- **Draft Target :** Establish at least one central public plaza or square for community gathering

**Explanation:** A public plaza or square is an inclusive space that encourages social interaction and passive recreation. These spaces function differently than parks, providing a space for informal gathering and formal events and celebrations.

- **Draft Target :** Ensure each urban centre contains a diversity of public spaces, including at least one City Wide or Community Park for active and passive recreation

**Explanation:** Park and public space planning must emphasize the importance of creating a range of spaces to support opportunities for recreation, leisure and environmental sustainability. Accordingly, City Wide or Community Parks are critical in providing spaces for active recreation and connections to nature.

## 5. Promote local character and sense of place

**Why:** *The design of buildings, public spaces and streets plays a major role in shaping the identity of a place. The local geography, climate, history and culture should be reflected in the spaces we plan and design to differentiate and define our local communities.*

### Draft Policies

- **Draft Policy:** Work with community in each urban centre to establish a design vision (form, height, main street streetscape, quality of development)
- **Draft Policy:** Create a strong sense of identity in public spaces by drawing upon images from Kelowna's natural and cultural landscapes
- **Draft Policy:** Encourage local programming for public spaces to promote use (e.g. events, vendors, performances, city programs, etc.)

### Design guidelines

*To strengthen local character and identity through building design the most effective approach is to use design guidelines. These guidelines are often developed in consultation with the local community and provide clear direction on the building form, materials and relationship to the street.*

- **Draft Policy:** Establish standards and guidelines for building facade and public space design that reflect Kelowna's climatic conditions (Shade from Sun and cover from snow)
- **Draft Policy:** Establish standards and guidelines for building facade and public space design to encourage the creation of an active and accessible public realm that has a strong sense of place

## 6. Design for environmental sustainability

**Why:** *Environmental sustainability is enhanced through the integration of parks, community gardens, greenways, waterways, and green walls. These features make the natural environment more accessible and enhance the health and beauty of our communities. They also reduce air pollution and enhance stormwater management.*

- **Draft Target:** Encourage a community garden space within 400ms or a 5 minute walk of all residents (400m)

**Explanation:** *Community gardens improve access to food and can also save residents money on their food expenditures. At the same time gardens increase the amount of permeable surfaces, while providing space for bird habitats and sites for bee pollination. They also serve as public*

*spaces for recreation and beautify communities*

- **Draft Target:** Encourage 20% tree canopy coverage within each urban centre

**Explanation:** *Trees provide a host of ecological, social and economic benefits. Ecological benefits include reduced air pollution, storm-water control, carbon storage, improved water quality and reduced energy consumption. Currently, the City as a whole has a canopy coverage of 16%.*

## 7. Prioritize alternative transportation options and connections

**Why:** *Urban centres with their dense and diverse land uses have the greatest potential for reduced dependence on the automobile, but past policies and transportation investments have made the private automobile the only option for many personal transportation trips. Therefore, urban design and planning must be used strategically to create supportive conditions for walking; cycling and transit.*

- **Draft Target:** Ensure 90% of residents and jobs are within 400m or 5 minute walk of Rapid Bus stop or Frequent Transit stop

**Explanation:** *To make transit a viable option, residents and employees must be within comfortable walking distance (400m) of fast, frequent and reliable transit service. Therefore transit investments should focus on enhancing frequency of service within urban centres where transit service is a short walk from large concentrations of residents and/or workers. Also, increased density should be focused on corridors where there are higher levels of transit service.*

- **Draft Target :** Ensure 90% of residents and jobs within 400m of a north-south and east-west Active Transportation Corridor (ATC)

**Explanation:** *Roughly 60% of people are interested in cycling more often but are concerned about the safety of cycling on busy city streets. The most effective way to attract this “interested but concerned group” is to develop a network of routes where cyclists are separated from traffic (Kelowna’s ATCs). Accordingly, equitable access and coverage of ATCs is necessary to make cycling a desirable transportation option for the broader population.*

- **Draft Target :** Limit vehicle lane widths to no greater than 3.3m on collectors and local streets, and any non truck routes

**Explanation:** *Narrower lane widths decrease traffic speeds and pedestrian crossing distances. By decreasing lane widths there is greater space for bicycle lanes, on-street parking and pedestrian infrastructure.*

- **Draft Target:** Establish minimum bicycle lane widths of 1.5m

**Explanation:** *All streets should be designed with expectation of cyclists. In cases where a bicycle route is designated but an ATC is not planned a 1.5m striped lane should be provided. This provides enough space for a cyclist to maneuver around an object in the bicycle lane without being forced into a vehicle traffic lane. If space is available additional treatments should be provided (wider lanes, painted buffer, coloured treatments, bike boxes, elephant’s feet markings)*

- **Draft Target:** Explore the use 30 or 40km/h zones on local streets and minor collectors

**Explanation:** A slower design speed allows the use of features that enhance the walking environment, such as narrower lanes, street trees, on-street parking, and curb extensions. Overall, slower streets combined with human scaled features (street furniture, street trees) promote walking and cycling and discourage driving and shortcutting.

## 8. Create streets and blocks that are walkable for everybody

**Why:** Urban Centres with strong walkability and accessibility are associated with increased levels of walking and improved health and recreation outcomes. To ensure walking is a safe, desirable and practical option for all ages and abilities requires prioritizing pedestrians at various scales of the planning and design process from the street network design to intersection and sidewalk standards.

- **Draft Target:** As redevelopment occurs on long blocks (longer than 250m) establish new mid-block connections

**Explanation:** Shorter blocks enhance connectivity and provide more streets to walk down, increasing the directness of trips for pedestrians and cyclists. As urban centres transform new right-of-ways or road connections should prioritize connectivity for pedestrians and cyclists and local vehicle access.

- **Draft Target:** Require mid-block pedestrian crosswalks on blocks longer than 250m

**Explanation:** Mid block crossings stop vehicle traffic safely, improving walkability and making it easier to cross streets safely.

- **Draft Target:** Make every signalized intersection accessible with ramps, signals and urban brail

**Explanation:** All citizens regardless of their abilities should be able to move easily and independently within all areas of the city's urban centres. Intersections and crossings are critical for walkability and accessibility and must be designed to support use by all ages and abilities

- **Draft Target:** On all collectors or arterials ensure 4.0m to support sidewalks and landscaping, which 2.5m must be unobstructed

**Explanation:** To improve walkability it is critical that sidewalks are continuous and sufficiently wide to accommodate a range of users (wheelchairs, strollers etc) and activities (sitting, meeting) safely. The width and design of the pedestrian realm is especially important on streets with higher vehicle traffic volumes.

- **Draft Target:** Establish sidewalks and street trees on both sides of all collector and arterial streets

**Explanation:** Sidewalks and street trees are critical in creating safer and more attractive streets for walking. A dedicated sidewalk provides a buffer from traffic and a clearly designated area for pedestrian, while street trees enhance walkability by providing a green buffer from traffic as well as offering shade during the summer months and cover in the winter.

- **Draft Target:** Establish a street network with 0.8 intersections per hectare

**Explanation:** *An interconnected street system gives pedestrians direct routes and creates a more human scale for walking. Street connectivity is easily measured by counting the number of intersections, the more intersections within a hectare the shorter the blocks and travel distances, creating a more attractive place for walking.*

DRAFT