



City of  
**Kelowna**

Engagement report:  
Official Community Plan, Transportation Master Plan  
& 20-Year Servicing Plan updates

Fall 2019

**Purpose of engagement:** To inform and consult with citizens and stakeholders on specific directions being taken with the Official Community Plan and Transportation Master Plan, as well as to inform citizens of key directions being taken with the 20-Year Servicing Plan update and Zoning Bylaw update.

**Engagement timeline:** September to October 2019



## Background

In 2018, the City of Kelowna began the process to update its Official Community Plan (OCP) and Transportation Master Plan (TMP). Since then, both projects have undertaken separate and joint public and stakeholder engagement initiatives.

One early step taken was to develop a 20-year growth strategy would set the foundation for these guiding documents. Council endorsed a growth strategy in winter 2019, which identifies generally where future residential growth would be targeted between 2020 and 2040. The growth strategy has guided the draft Future Land Use Plan and other policies for the Official Community Plan, Transportation Master Plan, and 20-Year Servicing Plan.

Public engagement and communication conducted in 2019 has sought to keep residents informed of directions being taken and decisions being made for these plans, as well as to consult with them on key elements in order to inform policy development. This report focuses on feedback received through 2019 public engagement activities and includes brief summaries of stakeholder engagement activities and results.



## Timeline



## Strategy

This phase of engagement was one of several public and stakeholder engagement activities undertaken as part of updates to the Official Community Plan (OCP) and Transportation Master Plan (TMP). As these two plans are being developed concurrently alongside the 20-Year Servicing Plan, the project team chose to combine these three plans in the public engagement process. Engagement focused on consulting with the public and stakeholders on key elements of the OCP and TMP to inform current policy development, as well as informing participants of directions being taken with the 20-Year Servicing Plan update.

### Engagement objectives

- To inform and consult with the public and stakeholders on directions being taken in the draft Future Land Use Map and receive a list of comments that will inform development of the final Future Land Use Map and Official Community Plan.
- To inform and consult with the public and stakeholders on objectives of the OCP Infill Strategy and collect a list of infill housing preferences that will inform development of the OCP Infill Strategy.
- To inform and consult with the public on directions being taken in the TMP and receive a list of transportation options that will be incorporated into options being considered for the TMP.
- To inform and consult with the public on parks development being proposed in the OCP update and receive feedback on parks preferences that will inform refinement of the OCP parks policies.
- To inform the public on the purpose of, and directions being taken in, the 20-Year Servicing Plan, to increase public understanding of the plan.

*"Thanks for opportunity to contribute. Impressed by information provided to help decisions and inform input."  
– Survey comment*

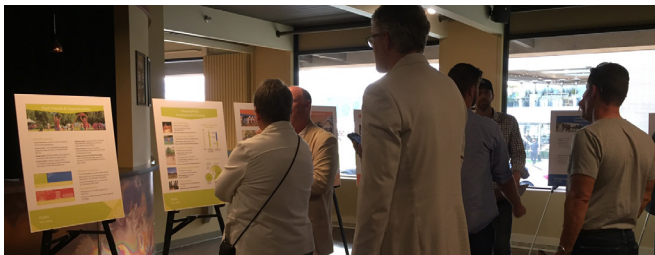
## Engagement techniques

### Public neighbourhood expos

September 19, 21, 25 & 28

Four public in-person opportunities were hosted throughout Kelowna – in the Rutland, downtown, south Kelowna, and midtown areas – featuring displays and an activity passport to collect feedback on a range of topics related to the Official Community Plan (OCP) and Transportation Master Plan (TMP) updates and provide information about the 20-Year Servicing Plan and Zoning Bylaw updates.

The Strong Neighbourhoods team attended three of four events to provide residents with short-term ideas about how to enhance their neighbourhoods.



### Infill strategy stakeholder workshops

June 5, June 27, July 24, September 11

The purpose of these four workshops was to: share with community partners the objectives of the OCP Infill Strategy; explore how to encourage infill housing as a means of increasing housing choice, reducing urban sprawl, and supporting diverse neighbourhoods; and discuss different housing types that are suitable for infill housing in core area neighbourhoods.

### Development Permit Guidelines stakeholder workshop - October 3

The purpose of this workshop was to gather a diverse group of representatives from a variety of design disciplines alongside the development industry to explore a refresh to the City's Form and Character Development Permit Guidelines.

### OCP stakeholder workshop - October 17

The purpose of this workshop was to gather a diverse group of representatives from a variety of stakeholder groups, such as Interior Health, School District #23, the Urban Development Institute and the Kelowna Chamber of Commerce, to explore the draft future land use map as well as the direction for OCP objectives and policies.

### Online

The material from the public neighbourhood expo was converted to a digital format on the City's online engagement platform, [getinvolved.kelowna.ca](http://getinvolved.kelowna.ca). The online participation opportunity was made available for two weeks from September 16 to October 4.

## Engagement results

Please note that results from open surveys such as this are a collection of opinions and perceptions of interested or potentially affected residents and do not represent a statistically significant, random sample of all Kelowna citizens. This report contains results from an open public survey; therefore, due to the opt-in and open method, results are qualitative in nature and cannot be said to represent views of all Kelowna citizens.

Some comments received from the public are very specific and related to specific areas of the city. These comments will be considered individually by staff.

The chosen in-person and online public engagement techniques and topics supported the need to inform and consult on a variety of topics related to current policy development being undertaken as part of updates to the Official Community Plan, Transportation Master Plan, 20-Year Servicing Plan, and Zoning Bylaw. Given the extensive scope of information to share, and feedback to collect, engagement had a strong educational component.



*"I LOVE that the City is moving towards establishing Urban Centres and filling in our existing neighbourhoods. We definitely do not need to support anymore new residential development outside of existing neighbourhoods."*

*"Love the high density in downtown and Landmark urban centres. The mixed use component is very important. I like the continuous of support single family development in growing communities."*

*"I like the densification of the urban centres, protection of ALR lands, and limiting development in unserved areas."*

– Survey comments

## What we heard - public neighbourhood expos

### Land use directions

To help refine the land use directions being proposed in the updated Official Community Plan, staff presented the draft land use directions and land use map and asked the public what they like about the proposed land use directions and what they would change or want to see more of.

#### Proposed directions that respondents' like

The most common comments received about what respondents like about the directions include: increasing density, urban centre developments, limiting suburban development in rural areas, protecting ALR, limiting sprawl, and the general direction of the land use map.

Other positive comments about proposed directions referred to mixed-use development, supporting UBC growth, Okanagan College expansion, growth in the hospital area, and protecting heritage areas.

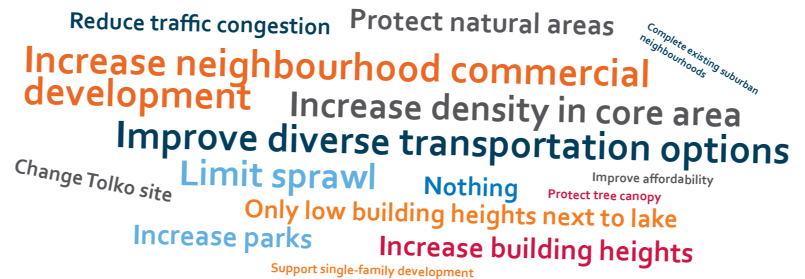
#### Complete existing neighbourhoods



#### Changes suggested by respondents

The most common comments received about what respondents want to see more of in the land use directions include: improving diverse transportation options, limiting sprawl, increasing density, reducing growth-related traffic congestion, and increasing commercial development in neighbourhoods (including suburban neighbourhoods).

Other comments related to a desire to increase parks, protect natural areas (including by not developing on hillsides), protect the tree canopy, and allow only low building heights near the lake.



"Stop suburban sprawl. The infrastructural costs are crippling over the long term, it increases congestion & driving, increases homes at risk with wildland fire interface."

"Development could still happen in the suburbs that makes them more sustainable. (small amounts of office, retail and shopping in residential neighbourhoods would be great)."

"Within reason, I believe the areas of the city that allow commercial development need to be expanded... residential neighbourhood (s) would benefit from some mixed residential/commercial buildings."

"Generally in agreement. Still need single family housing... Kids need yards to play in."

– Survey comments

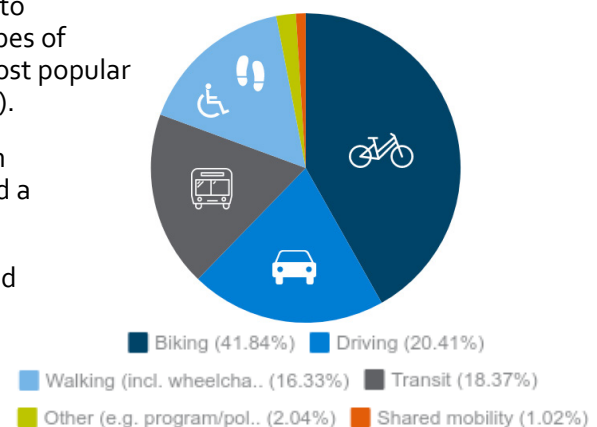
### Transportation challenges and solutions

Participants were invited to place a pin on a map (either in-person or online) to share ideas for walking, biking, transit, driving, shared mobility and other types of improvements. Approximately 135 people provided 242 option ideas. The most popular topics were biking (41 per cent), driving (20 per cent) and transit (18 per cent).

Common challenges identified by respondents include a lack of bike lanes on Gordon Drive north of Springfield Road; congestion in the Midtown area; and a lack of sidewalks in Rutland, particularly around schools.

Common solutions proposed by respondents include installation of a safe and convenient bike connection between the Okanagan Rail Trail and Mission Creek Greenway; increased transit service frequency, particularly to major destinations such as Kelowna General Hospital and UBC Okanagan; extension of Burtch Road or Spall Road toward the south; extension of Clement Avenue to Highway 33; and creation of better alternatives to driving.

#### Transportation interests

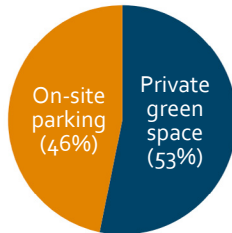


## Infill housing preferences

As infill housing can provide diverse housing choices in areas that are primarily single-family and generate density to support transit and local amenities, the public was asked to identify their priorities for these areas in a series of trade-off questions.

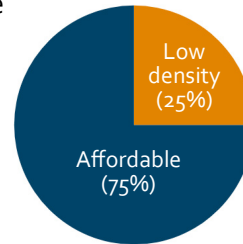
### Private green space and on-site parking

Results for this question are somewhat even, with the majority of respondents (53 per cent) indicating that they would prefer more private green space and less on-site parking on infill property.



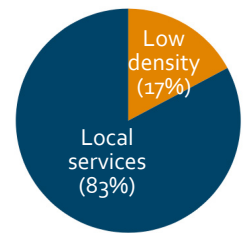
### Density and affordability

When considering that, as a general rule, the greater number of units that can be accommodated on an individual lot, the more affordable those units can be, most respondents (75 per cent) indicated a preference for affordability compared with low density.



### Density and local services

When asked to consider how adding more housing diversity through, for example, townhouses and houseplexes, to support new neighbourhood services in Kelowna's core area, most respondents (83 per cent) indicated a preference for more local services rather than low density.



*"More zoning for infill housing and rowhousing would be appreciated. Re-evaluating use of residential infill such that it is accessible for first time home buyers and shifting workforce will aid Kelowna's growth."*

- Survey comment

*"Kelowna is very spread out and therefore I like that the infill will join the pockets of communities and maybe create some cohesiveness to the community."*

- Survey comment

## Parks preferences

To inform refinement of Official Community Plan policies related to parks acquisition and development, staff asked the public several questions to assess general use of the types of parks in Kelowna and what residents' priorities might be for developing parks.

### Frequency of park use

The parks most frequently visited by respondents (between 1-2 times/month and 4+ time/week) include local parks/playgrounds, linear parks natural areas, and beach parks.

### Parks amenities, size and parking

When asked about their preferences, most respondents (73 per cent) would rather have more smaller, local parks that are within walking distance but with fewer amenities. For programmed sports, respondents were split almost exactly evenly between preferring either one large facility with more amenities or more recreation fields with fewer amenities. Most respondents (75 per cent) indicated they would prefer a park with more amenities and less parking, rather than a park with more parking and fewer amenities.

### Parks budget

Most respondents (59 per cent) indicated that if they could direct the parks acquisition budget, they would rather purchase land for a future park rather than build new amenities into an existing park site.

## General themes

Regarding land use directions, most positive comments from respondents related to the directions being proposed for increased density, signaled growth in urban centres, limiting suburban development in rural areas, and protecting ALR. Top comments regarding suggested changes to the land use directions included ensuring transportation options meet growth demands and limiting sprawl.

There is a strong interest among public respondents to ensure traffic congestion does not worsen as Kelowna's population grows, and respondents proposed several solutions such as connecting roads and improving alternate transportation options. Respondents want to be sure that infrastructure will meet demands of growth.

## What we heard – stakeholder workshops

### Infill strategy workshops

Over the course of four interactive infill workshops, stakeholders voiced strong support for a range of housing types in the City's core area neighbourhoods. The workshop explored how everything from small apartments to duplexes could be supported to achieve the City's growth strategy through infill housing. Further, participants emphasized the importance of delivering improved streetscapes with continuous sidewalks, street trees and green space as densification occurs. Other key directions from the workshops related to support for exploring innovative approaches to parking to promote affordability and encourage more sustainable transportation. Overall, the workshops reinforced that as density occurs it should be accompanied by amenities in the form of nearby parks and attractive streetscapes.

### Urban design stakeholder workshop

Participants provided insights into how development permit guidelines for high-rise, mid-rise and ground-level development can achieve guiding principles of the Official Community Plan and set up Kelowna for success. Discussions focused on issues, priorities, common challenges and constraints in existing guidelines, as well as how the guidelines can be more robust, incorporate energy step code components, and create a local sense of place.

### Official Community Plan stakeholder group

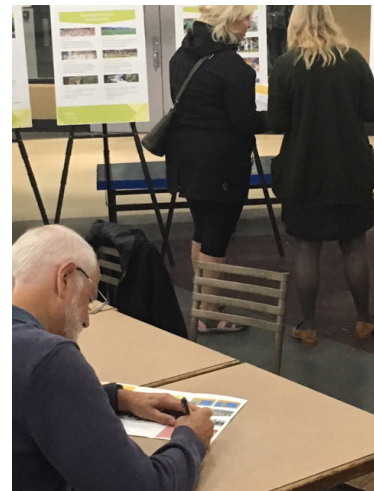
As part of the workshop, participants discussed what types of neighbourhoods, transportation options and amenities should be considered to ensure young people can live, work and play in Kelowna. Major themes discussed included a greater variety of affordable housing with good walkability; more transportation options; more parks, recreational and cultural facilities and programs; greater food security and community health; safety, equity and inclusivity; supporting emerging sharing economy; and economic growth.

Stakeholders also offered specific insights when discussing how the growth strategy pillars, which would act as the foundations for development of the OCP, align with the outcomes described in the previous paragraph.

Participants also provided input on the draft future land use map and specific topics such as growth management, infill and redevelopment, suburban development, industrial lands, education and employment, environment, parks, agriculture and food security, and transportation.

## Outputs & outcomes

- List of transportation challenges and ideas
- List of comments about likes and suggested changes for land use directions
- List of parks use frequency and preferences
- List of infill housing preferences
- Most participants understand the information
- Most participants can provide an informed opinion about the project/s
- 740 "informed" participants who either attended an in-person expo or completed the online survey, not including stakeholder workshops



*"I am glad to have had a chance to offer input. My overall impression is that the people working on this plan know what they are doing. Their guiding principles and values have been well communicated and I support them."*

*– Survey comment*

## Public outreach

Channel	Reach
News release, Sept. 6 (media and email)	3,150 recipients, 38% open rate, 118 unique clicks to project page
News release, Sept. 23 (media and email)	2,158 recipients, 34% open rate, 2 unique clicks to project page
PSA, Sept. 17 (media and email)	3,174 recipients, 37% open rate, 57 unique clicks to project page
Email to Kelowna 2040 subscribers	1,827 recipients, 37% open rate, 50 unique clicks to project page
Email to Get Involved subscribers	421 recipients
CityViews e-bulletin	1,715 recipients, 36% open rate, 3 unique to project page
Newspaper ads (4)	Per paper distribution = ~11,000
Facebook Event pages (4)	5,602 reach, 120 responses
Project video	5,620 views
Paid and organic Facebook posts (6)	9,958 reach, 4% engagement rate
Twitter posts (6)	5,758 reach, 1.3% engagement rate
Instagram posts and stories (~6)	6,584 reach, 6.5% engagement rate
Electronic message boards near locations (4)	Rutland, Hwy 97, Gordon Drive, Kelowna Community Theatre
Posters (various locations)	N/A
Landing page highlights on kelowna.ca and getinvolved.kelowna.ca	1,600 page visits
Direct email to business associations, resident associations, UBC Okanagan, Okanagan College, Accelerate Okanagan, Enactus clubs, and student unions	N/A

## Engagement feedback

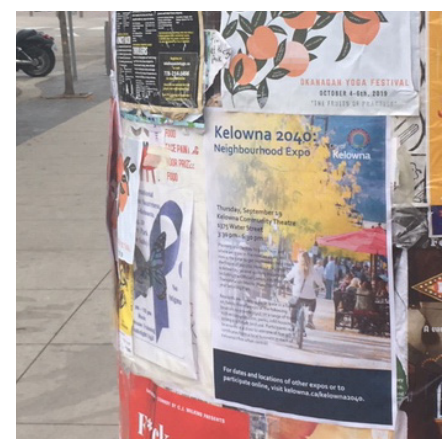
Public engagement met objectives to inform and consult with interested members of the public on the various project topics. Nearly all (91 per cent) in-person respondents indicated that they understood the presentation information, while more than half (58 per cent) of all respondents indicated that the material provided enough information for them to provide an informed opinion about the project.

Despite most respondents indicating that they understood the information, a review of feedback received both in-person and online indicates that the online experience was more challenging to complete than the in-person experience. Conversion rates were low for the number of people who attended an expo or visited the online project page then completed the survey; however, attendance rates are considered normal in comparison with past City public engagement projects.

## Next steps

Next steps include further Land Use Plan refinements and detailed servicing impact and costing analysis; further policy development, including development permit guidelines; and development of the draft 2040 Official Community Plan, Transportation Master Plan, and 20-Year Servicing Plan.

Public and stakeholder feedback will help guide and refine policy development related to the Official Community Plan and Transportation Master Plan.



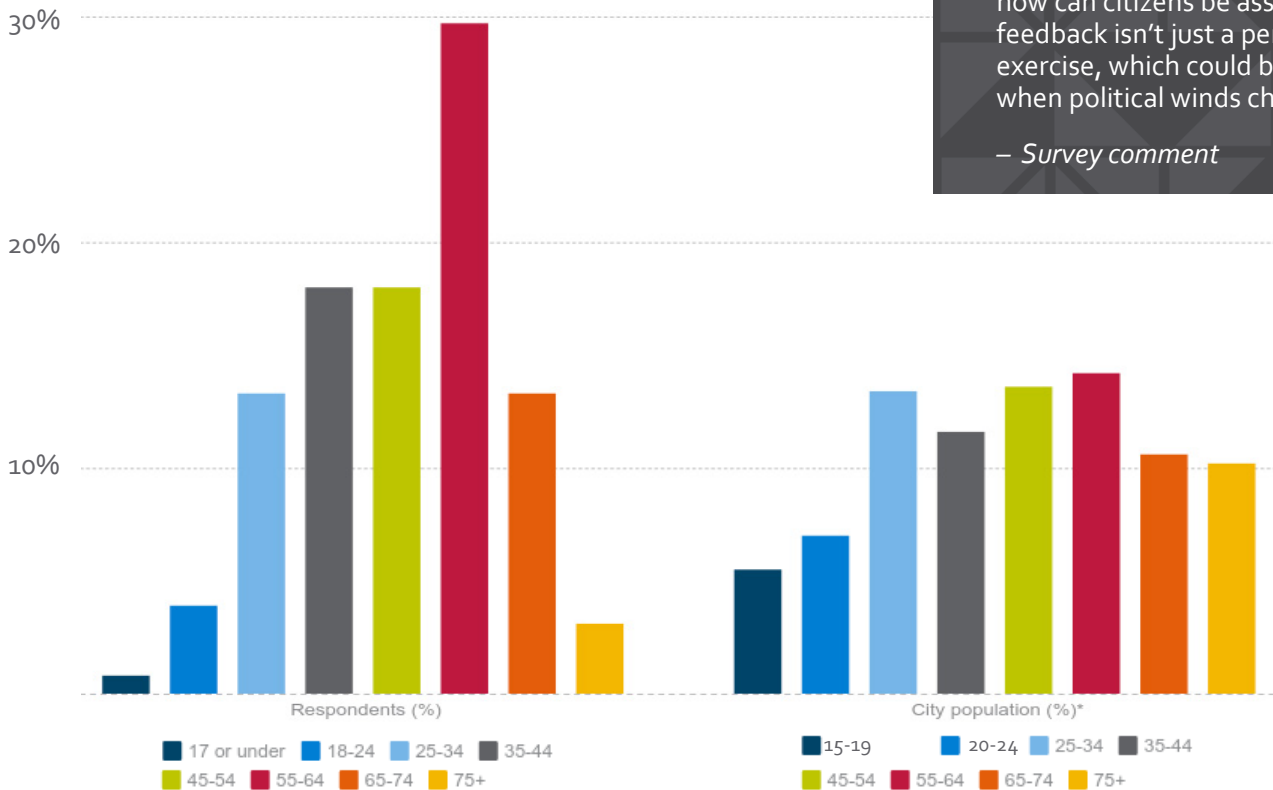
## About the participants

In comparison with the average age demographics within Kelowna, based on 2016 Census data, there was an under-representation of the 17 or under, 18 to 34 and 75+ age groups, as well as an over-representation of the 55 to 64 age group.

Most respondents (46 per cent) indicated that there are two people living in their household, followed by four or more (27 per cent), three (15 per cent) and one (12 per cent).

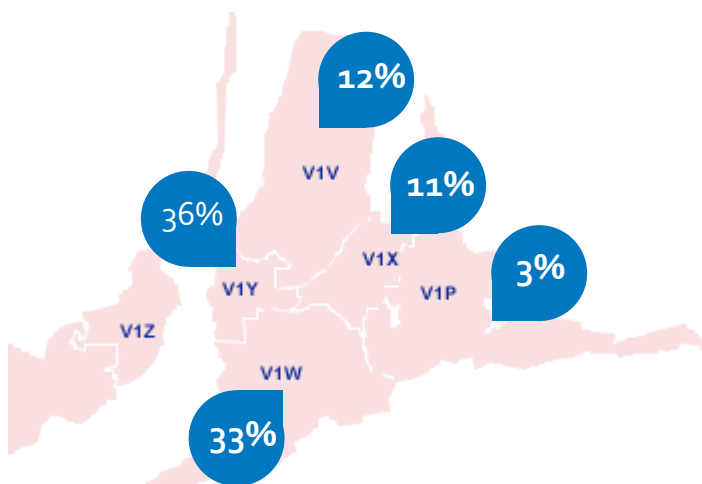
Most respondents indicated they live in either the V1Y and V1W postal code areas.

### Age

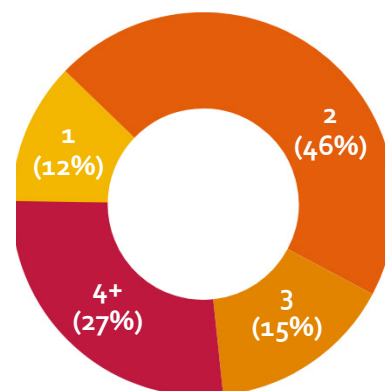


"If you do adopt feedback officially, how can citizens be assured this feedback isn't just a perfunctory exercise, which could be overturned when political winds change?"  
 – Survey comment

### Respondents' postal code



### How many people live in respondents' households



"I am glad to have had a chance to offer input. My overall impression is that the people working on this plan know what they are doing. Their guiding principles and values have been well communicated and I support them."

– Survey comment



# Appendices

## Appendix A: Public survey comments

### Transportation challenges and ideas

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
2410 Glenmore Road North, Kelowna, British Columbia V1V 2B6, Canada	Biking	There are no bike lanes, a limited shoulder, on Glenmore Drive N, making it an unsafe bike ride. This could be a popular bike route, otherwise.	Install painted bike lanes.
"5549 Airport Way, Kelowna, British Columbia V1V 2S8, Canada	Transit	No direct transit route from downtown to the airport.	Add new route to kelowna transit.
"804 Leon Avenue, Kelowna, British Columbia V1Y 6J7, Canada	Walking (incl. wheelchair/ accessibility)	Vehicles often speed down this residential side street, making it unsafe for people walking or biking.	Lawrence Ave in this same block has been traffic calmed. The same could be done on Leon.
"839b Sutherland Avenue, Kelowna, British Columbia V1Y 5X4, Canada	Transit	Our child goes to St Joseph's, needs to be dropped off between 7-8:30 to before school care, or school. He has not learned to bike, I do not own a vehicle. There is no bus that is convenient. We would have to walk down town to Queensway which is far from our house for young children.	Run smaller sized buses, in more convenient loops.
"1354 Rutland Road North, Kelowna, British Columbia V1X 5E3, Canada	Transit	I used to volunteer teaching English to a family of Syrian refugees who lived out here on weekends. I had to stop because Transit was so inconvenient. Also was an issue when I lived in this area and worked evening shifts. People who work late in restaurants can't afford to live downtown, but can't afford to drive, then the bus stops running. Weekend Transit, as well as after work Transit (after 6) is spaced hours in between routes and I do not drive. The stops aren't well updated on the APPs either. Often stops are actually closed due to construction, and I've ended up almost at the airport. Sometimes you have to wait a few hours in your commute in the library or a coffee shop, just waiting. Hard for people who are busy.	More short buses that run more often, during times working aged people take the bus. Buses don't run late enough, or often enough.
"1100 Lawrence Avenue, Kelowna, British Columbia V1Y 3G9, Canada	Transit	The transit in Kelowna overall is absolutely terrible for a city of this size. Most routes reduce their level of service to once every hour after 6:00pm. That is very early considering that we are trying to be a vibrant city and encourage residents to partake in activities after their work day ends. This is extremely difficult to do when the transit service is so infrequent. The level of service for transit routes is poor.	Move the Transit Yards to a location that can accommodate a higher number of buses. That needs to happen ASAP if we want to see real change in this city and stop being so car-oriented. If the level of service cannot increase, then people will continue to drive their cars and we will be stuck in this transportation rut for many more years to come.
"1748 Large Avenue, Kelowna, British Columbia V1P 1L6, Canada	Transit	Transportation times are terrible. I have just started to go to UBCO as a student, and there are few buses to link up to the bus at Rutland Exchange. I need to come home at lunchtime every day, as I do not have classes in the afternoon. There is a 3 hour block with no buses to Black Mountain. On Sundays, there's a bus at 8:30 and the next is close to noon.	Pretty simple - better bus times, more buses. If we are to feel that Black Mountain is part of Kelowna and vehicular transit is to be discouraged, using transit has to be a possibility.
"1131 Springfield Road, Kelowna, British Columbia V1Y 8T4, Canada	Biking	Biking along Springfield is dangerous, bike lanes too narrow	I would love to see separate bike lanes along Springfield, maybe shared with pedestrians?
"2850 Burtch Road, Kelowna, British Columbia V1W 3P3, Canada	Biking	This is a great cycling link between each section of Burtch Rd, but the rough surface is hard on a road bike.	Pave the path between each section of Burch Rd.
"2850 Burtch Road, Kelowna, British Columbia V1W 3P3, Canada	Biking	This is a great cycling link between each section of Burtch Rd, but the rough surface is hard on a road bike.	Pave the path between each section of Burch Rd.
"3687 Benvoulin Road, Kelowna, British Columbia V1W 4R7, Canada	Biking	The greenway has a lot of potential to be a commuter cycling corridor between the Mission, Midtown, and Rutland, but the rough surface is hard on most bikes.	Create a paved multi-use path on one side of the creek.
"3687 Benvoulin Road, Kelowna, British Columbia V1W 4R7, Canada	Biking	The greenway has a lot of potential to be a commuter cycling corridor between the Mission, Midtown, and Rutland, but the rough surface is hard on most bikes.	Create a paved multi-use path on one side of the creek.
"177 Rutland Road North, Kelowna, British Columbia V1X 6A6, Canada	Biking	Riding southbound on Rutland Rd here, the painted cycle path abruptly ends. Most cyclists end up riding on the sidewalk for both directions. Meanwhile the second northbound traffic lane in this particular section doesn't really seem needed.	Make Northbound traffic single-lane until Mugford to make room for continuous bike lanes.

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"177 Rutland Road North, Kelowna, British Columbia V1X 6A6, Canada	Biking	Riding southbound on Rutland Rd here, the painted cycle path abruptly ends. Most cyclists end up riding on the sidewalk for both directions. Meanwhile the second northbound traffic lane in this particular section doesn't really seem needed.	Make Northbound traffic single-lane until Mugford to make room for continuous bike lanes.
"2605 Ethel Street, Kelowna, British Columbia V1Y 5C1, Canada	Biking	Ethel Street bike path is a fantastic resource, but it's unsafe for children and teens to bike all the way to KSS/KLO Middle, because the bike path ends.	Extend the bike path all the way to Raymer. I don't know how to improve the safety of the access to OC, KSS, and KLO Middle. But someone can figure it out, I'm sure!
"2303 Abbott Street, Kelowna, British Columbia V1Y 5J5, Canada	Biking	Biking from downtown (or even further afield) to the Pandosy Village area would be lovely — and useful — for residents and tourists. The Pandosy area is marred by awful traffic congestion and it would be good to get more people out of their cars and onto their bikes.	A dedicated bike path is the safest and most pleasant way to get from downtown to the Pandosy Village area.
"Queensway Bus Loop, Kelowna, British Columbia V1Y 1P3, Canada	Transit	There need to be more frequent buses in the evening. People should be able to easily use buses to get to/from hockey games, OSO concerts etc. But the buses are so infrequent, this is impractical. We need fewer cars on the roads!	More buses in the evening. Make a bus an easy, practical choice after an evening out downtown.
"4355 Gordon Drive, Kelowna, British Columbia V1W 1B9, Canada	Walking (incl. wheelchair/ accessibility)		
"540 Knowles Road, Kelowna, British Columbia V1W 1H4, Canada	Transit	Frequency of transit . Difficult for UBCO students living at home in Mission area to get to school and back without frequent bus service and direct routes	Direct bus service to College and University for local UBCO/ OK College students
"364 Christleton Avenue, Kelowna, British Columbia V1Y 5H8, Canada	Walking (incl. wheelchair/ accessibility)	Horrible corner for vehicle traffic not separated from walking or bicycle traffic. Only a matter of time until a child is killed at this intersection.	Extend the Abbott Street Linear park from Rose ave to Birch immediately.
"343 Christleton Avenue, Kelowna, British Columbia V1Y 9G7, Canada	Biking	Inter-vehicular traffic and bicycle/pedestrian traffic lack separation. The curbs and sidewalks are nonexistent. Vehicles make U-Turns in the middle of the road to find parking at the hospital.	Need to extend the Abbott Street Linear Park from Rose to at least Birch as soon as possible.
"2250 Abbott Street, Kelowna, British Columbia V1Y 1E1, Canada	Other (e.g. program/policy, education, etc.)	Late evening and middle of the night vehicle traffic and after-bar flush gather and party in the park.	Gate the park like all of the other pocket parks along abbott st.
"1097 Paret Crescent, Kelowna, British Columbia V1W 4P2, Canada	Transit	transportation options to grade schools is inadequate. The SD has limited the availability of school buses to grade schools in the district to those over 4 km The nature of the hill sides and the location of the schools leave driving their children to schools (sometimes multiple schools depending on age) and this only adds to congestion. The city bus does not have enough route to meet the needs of the neighborhoods to use this as an option to attend school.	"traffic congestion will only increase as the growth increased unless the city adds transportation - even in the less dense areas, including mandating school bus options (even if there is a user fee)  I am sure this issue is not limited to the Mission. Transit and bussing needs to be increased immediately. the city should be planning for future growth by adding some type of space for rapid transit later (plan corridors and land acquisition now as in time it will only become more costly."
"3802 Gordon Drive, Kelowna, British Columbia V1W 3Y3, Canada	Biking	"Speed of traffic Unprotected bike lane Could be a great bike corridor for commuters but cyclists don't feel safe along here."	Separated / protected bike land. The sidewalk is wide enough to accommodate a shared bike/walking lane. only a sidewalk and an unprotected bike lane. This is a busy and dangerous road with speed issues
"1301 Glenmore Road North, Kelowna, British Columbia V1V 2H1, Canada	Biking	There is currently no separate bike path from Snowsell St N to John Hindle DR.	Adding a bike path on one side of the road would encourage people to ride to the university for work or for education. Something like what is currently on John Hindle DR would be perfect.
"771 Raymer Avenue, Kelowna, British Columbia V1Y 2R6, Canada	Biking	There is currently no separate bike path on Raymer Ave from Richter St to Gordon DR.	Adding a bike path similar to what was just installed on Southerland would get more families out and make it safer for kids to ride to school. The number of people riding to work in the Pandosy area would also increase.
"1175 Gordon Drive, Kelowna, British Columbia V1Y 7E3, Canada	Biking	Currently it is slightly unsafe and confusing when crossing from the rails for trails towards downtown to go on the freshly paved rail line.	Improvement of Rails with Trails Phase 1 connection to new rail trail heading towards downtown. Adding better signage and cleaning up the road on either side would make it safer currently. In the future, a bridge crossing like the one across the highway by Parkinson Rec Center could be built where the rail line used to cross Clement.
"396 Woodpark Court, Kelowna, British Columbia V1V 2L2, Canada	Biking	Chain and fence impossible to maneuver on bike. Currently there is a chain across most of the passage with a small walk through fence on the side. It is impossible for a bike to ride through. I have seen many moms with strollers have to lift up and over the chain because they do not fit through.	Adding a wider part for bikes and strollers to pass through would help people who want to access Knox out of Magic.
"Okanagan Rail Trail, Kelowna, British Columbia V1V 2K6, Canada	Biking	Removing fence and negotiating a passage for the rail trail. The highway to Lake Country is not super safe for riding and another option would be appreciated.	Discuss with stakeholders who need to be influenced that this is a good idea that will help Kelowna in the long run. In the future, this could be paved to improve access for everyone.
"4719 Lakeshore Road, Kelowna, British Columbia V1W 4H6, Canada	Biking	Bike path from Collett RD to the corner of Lakeshore and Barnaby RD. There is currently a small shoulder which is usually filled with gravel and glass.	Adding a bike path similar to what is on Southerland on the right hand side of the road would aid safety of cyclists.

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"1050 Raymer Avenue, Kelowna, British Columbia V1Y 8H8, Canada	Walking (incl. wheelchair/ accessibility)	Currently there is a smoke pit from the local high school which often blocks the public access path.	Remove smoke pit from CoK property(its a park) and/or install signs and enforce use of area as a walk through not a smoking area
"880 Leathead Road, Kelowna, British Columbia V1X 6S5, Canada	Biking	Lack of bike path connecting the new Rail Trail to Rutland area.	Start adding bike lanes/ separated bike paths to make it safer for those from Rutland to ride downtown or the other way around too.
"886 Raymer Avenue, Kelowna, British Columbia V1Y 4Z9, Canada	Driving	This intersection can become very busy and confusing.	Adding a roundabout here would reduce traffic congestion and make this intersection safer.
"2301 Ethel Street, Kelowna, British Columbia V1Y 9W8, Canada	Driving	Busy intersection with confusion.	Either convert this intersection to a two way stop or a roundabout.
"1101 British Columbia Route 97, Kelowna, British Columbia V1Y 1H2, Canada	Walking (incl. wheelchair/ accessibility)	This applies to many major intersections. I'm just picking this one as it's local to me. Walking across this intersection is hazardous. In the summer because cars make poorly informed turns on a yellow light and pedestrians are often also hazards in themselves. Walking is hazardous or even IMPOSSIBLE in the winter due to snow removal priorities. Pedestrian traffic (not to speak of strollers, walkers, and wheelchairs) are degraded to 3rd-rate citizens. Many folks (those afraid to break a hip, elementary school students, wheel chair users, stroller pushers) feel FORCED to not use the pedestrian walkways.	"Re-align priorities regarding snow removal. Sure, the roads there are ""priority roads"" but the sidewalks are also ""priority sidewalks"". I ESPECIALLY am offended by intersections (even plowed intersections) being made unusable for days on-end because of the stree snow removal! Aggressively enforce yellow light best-practice. Perhaps build more over and underpasses (I don't know if the one by Parkinson Rec is successful or not) so that there is essentially better through traffic, ie cars don't need to wait for pedestrians and pedestrians don't need to hope."
"1120 Bernard Avenue, Kelowna, British Columbia V1Y 8L7, Canada	Transit	A bus may or may not show up on time. Because of that an unreasonable amount of extra time needs to be planned into a trip. Sometimes a bus arrives (or blasts through) early - but then again it's maybe just extremely late. Either way, having to count on the bus being usable is extremely time consuming - time which folks with other options aren't willing to invest.	Figure out how to ensure that all buses are on time. More than 5 minutes late is very much too late. More than 1 minute too early is very much too early. Synchronize the busses so that transfers are realistically possible. Create an atmosphere where this is the expected service standard. Look at other jurisdictions (probably outside of North America) where the the bus service is usable for folks on a schedule. Feel free to even decrease bus service to meet this fundamental goal. Probably standardize times.
"1075 Bernard Avenue, Kelowna, British Columbia V1Y 8L7, Canada	Biking	This is an example of something good. I appreciate the new lines where bikes have a dedicated space and cars are forced into a narrower lane. I even appreciate it as a car driver as the lane is simplified.	
"1415 Westside Road, West Kelowna, British Columbia V1Z 3M5, Canada	Biking	No space for single or a family of cyclists	Other forms of transport other than cars seems to be forgotten. If it wasn't so difficult and slow to ride I would not drive to work. In areas with not enough density to support public transport why not add a bike lane to start getting cars off the road. Separated bike lanes to support west Kelowna bike commuters
"700 Ellis Street, Kelowna, British Columbia V1Y 7R5, Canada	Transit	Heavy industry in an emerging tourist area	Turn the space into a new transit hub connecting the north and west of Kelowna to the urban core with a new green bridge with bike lanes, bus and or rail lines. The space has significant value to the future growth of Kelowna and would be best suited to other greener, smarter uses to best cater to future generations, recreation, entertainment, living needs.
"1810 Gordon Drive, Kelowna, British Columbia V1Y 6A8, Canada	Biking	Dangerous to travel via bicycle.	Bike lane on Gordon from Springfield to Clement. Add bike lane on Gordon from Springfield to Clement. Currently great cyclist access to this area but dangerous along this stretch of road.
"Blenz Coffee, 297 Bernard Avenue, Kelowna, British Columbia V1Y 6L3, Canada	Biking	bike racks are often full and/or unsuitable for proper U-Locks	Add bike parking spaces downtown.
"4091 Lakeshore Road, Kelowna, British Columbia V1W 1A4, Canada	Biking	No bike path from Bluebird beach to Hobson Rd.	Adding a bike path similar to what is already along Lakeshore would get more people out and riding.
"2955-2957 Conlin Court, Kelowna, British Columbia V1Y 2R8, Canada	Shared mobility	Skinny bridge crossing creek and rough path.	Adding to the existing bridge or creating one that is wider would let people with strollers pass. The path along the fence at the treatment plant is currently rough and not very well taken care of, so either paving it or just fixing it up would help.
"3031 Abbott Street, Kelowna, British Columbia V1Y 1G8, Canada	Other (e.g. program/policy, education, etc.)	Speed of cars on this section of Abbott.	Introduce some traffic calming measures, and ensure the bike lane is clear of speed bumps.
"905 Ellis Street, Kelowna, British Columbia V1Y 1Z1, Canada	Biking	Rough and messy shoulder.	Add bike lane lines and cleanup shoulder from Bay ave north to the base of Knox. A multi use bike path like what is on Abbott would be great for in the future.
"Smith Avenue, Kelowna, British Columbia V1Y 1J1, Canada	Walking (incl. wheelchair/ accessibility)	Art walk incomplete.	Finish artwalk to connect to Doyle Ave cutting through old RCMP property.

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"British Columbia Route 97, Kelowna, British Columbia V1Y 5W2, Canada	Biking	There is fence that makes it very hard to get onto bridge.	Remove fence/railing to make access easier. There is no way for a car to get to here so it has now become redundant.
"1600 Abbott Street, Kelowna, British Columbia V1Y 5W2, Canada	Walking (incl. wheelchair/ accessibility)	Skinny, steep bridge is a challenge to cross in both directions.	Redoing bridge to be wider and easier for bikes, walkers and strollers to cross would help!
"1039 K.L.O. Road, Kelowna, British Columbia V1Y 4X8, Canada	Other (e.g. program/policy, education, etc.)	Currently there is no real "deal" for students to get a bus pass.	Partner with BC Transit to price better and increase use of transit system.
"454 West Avenue, Kelowna, British Columbia V1Y 1M5, Canada	Biking	No route from Abbott to Raymer Elementary that is a separate bike path.	Change alley to a one way alley and add a two way bike path on the south side of the lane. This would be a simple fix by painting lines on the ground and/or concrete barricades.
"1503 Macleay Crt, Kelowna, British Columbia V1Y 3N2, Canada	Biking	No separate bike lane up Clifton Rd to the pedestrian cut through to Sonora Dr/up Clifton Rd.	Do a bike path similar to what has been installed on the south end of Clifton Rd all the way up
"1891 Aitkins Crt, Kelowna, British Columbia V1V 1W5, Canada	Other (e.g. program/policy, education, etc.)	Lack of signage/ knowledge about bike route and walking route through Glenmore.	Add signage to improve use of pathways and back roads to keep cyclists and walkers safe and off of busy roads.
"Okanagan Rail Trail, Kelowna, British Columbia V1Y 9N5, Canada	Transit	Lack of different future transportation.	Planning to install a raised LRT system that connects UBCO, the airport, Rutland, downtown, South Pandosy and the mission(CNC?) along the rail trail would connect the city better and more efficiently.
"Central Okanagan Bypass, Kelowna, British Columbia V1Y 8H2, Canada	Transit	Bus center and City yards	Connect Clement Ave through where the city yards are past to Dilworth Rd. Move the City Yards and bus center to by UBCO.
"1721 British Columbia Route 97, Kelowna, British Columbia V1Y 6G3, Canada	Transit	Lack of integration between urban development and transit corridor	Encourage dense urban development along rapid transit stations on the Harvey Corridor to encourage transit use. Encouraging density along transit lines will strengthen the argument for LRT.
"1130 Brookside Avenue, Kelowna, British Columbia V1Y 5T4, Canada	Biking	Problem - loss of bike lane on Gordon Drive . The bike route along Gordon Drive has a major break in it between Springfield and Bernard. It is a very dangerous place to bike.	I recommend at minimum creating a bike lane, ideally creating a shared use path (as on Ethel).
"Scotiabank, 101-1835 Dilworth Drive, Kelowna, British Columbia V1Y 6H4, Canada	Biking	Selected this intersection but most intersections with the highway have the same issues. Safely crossing the highway on a bicycle. Most roads that have a bike lane cease to have a bike lane as they cross the intersection. The pedestrian island often juts out into the highway.	Continue the bike lanes through the intersection.
"315 Glenmore Road, Kelowna, British Columbia V1V 1V6, Canada	Biking	This comment is about Glenmore Road in general. The road has multiple changes from bike lanes to shared lanes to no bike lanes making it a dangerous commute.	When upgrading roads, be consistent with the bike route along the entire length of the road. This is especially true for long roads that traverse the city. This would make it much clearer for both drivers of motor vehicles and riders of bicycles.
"841 Rose Avenue, Kelowna, British Columbia V1Y 5K3, Canada	Biking	Bike lane from Ethel to Pandosy along Rose is currently not functioning well/safely. Because of the hospital staff parking lot at Burnett, pedestrians walk on the bike path (as it is on the hospital side of the road) and make it difficult and sometimes impossible for safe cycling. This is very dangerous in the winter for both cyclists and pedestrians.	Recommend prioritizing a multi-use path from Ethel to Pandosy and maintaining it in the winter the same as the paths on Ethel.
"1390 Glenmore Drive, Kelowna, British Columbia V1Y 6S3, Canada	Biking	To increase the number of people who commute by bike in the winter, a multi-use path that is ploughed in the winter along Glenmore would be great. In the winter, the bike lanes are never ploughed along Glenmore and the sidewalks are rarely cleared as well. This makes cycling challenging and dangerous along Glenmore until a rider can access the multi-use path along Clement.	Initially, ploughing the sidewalks along Glenmore southbound would help. Longterm, creating a multi-use path like the one along Clement and ploughing it daily as needed.
"2206 Longhill Road, Kelowna, British Columbia V1V 2G2, Canada	Walking (incl. wheelchair/ accessibility)	Sidewalks on longhill. Kids want to walk to school and from dilworth to Glenmore amenities. Too busy.	Sidewalks
"1875 Mckinley Road, Kelowna, British Columbia V1V 2P8, Canada	Driving	from this point, connect a new road to John Hindle Drive, supporting new development in Wilden and access from the North. this number of additional homes needs a major fire exit route, Excludin Clifton Rd	"If you can build Upper Canyon Road, you can build this access; rom this point, connect a new road to John Hindle Drive, supporting new development in Wilden and access from the North "
"1480 Guisachan Road, Kelowna, British Columbia V1Y 7X7, Canada	Driving	This roundabout is a dangerous intersection. People enter it driving too fast; they don't look right or yield right of way; and cars enter the circle tail-gating creating a non-stop stream of traffic (from Guisachan Rd & Byrns Rd) never giving space for Burtch Rd traffic to enter until all traffic on Guisachan/Byrns has cleared. I know of two neighbours who have had accidents in this circle. I dread driving through this circle for fear of an accident due to inconsiderate fast drivers.	"1. Enlarge the traffic circle to give more space inside the circle to allow more space between entrance/exits. 2. Put speed bumps at the circle entry ways to force cars to slow down (they don't pay any attention to the signs)."

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"2175 Benvoulin Road, Kelowna, British Columbia V1W 2C7, Canada	Biking	High traffic retail area.	City should make a safe bikepath connection from Mission Creek park area to Rail Trail pathway, for those traveling to UBCO or beyond from South Kelowna. Create at least one safe two-way bike corridor, perhaps removing one lane of car traffic, which could both dissuade some drivers and provide a safe alternative for cyclists. Incorporate a walking path into the protected route to try to see if multiuse safe path can be made with only narrowing of traffic lanes.
"4105 Gordon Drive, Kelowna, British Columbia V1W 2Z6, Canada	Transit	Currently people don't take transit much because it requires 3 buses to get from this large residential area to UBCO. You need to invest in a convenient option for transit, and preannounce it, so people will consider using this modality rather than driving, or even moving.	Put a direct express bus route from Recreation Centre area, which is serviced by buses from the whole Lower and Upper Mission area, to UBCO and Airport. Run direct express buses from a central Mission area to UBCO especially weekdays from 7 am to 9am and 3 pm to 7 pm. Less frequent service between high commute times could allow some to transit to airport rather than using personal cars or taxis.
"2265 Pandosy Street, Kelowna, British Columbia V1Y 1T2, Canada	Transit	One of the city's biggest employers but with inconvenient transit from many large residential areas. People drive here and park because they have to take multiple buses from residential areas to get to work on time, and this is time-consuming, inconvenient, and unreliable.	Survey hospital staff to find out what areas people commute from and how many would take the bus if they had only to take a single bus. Find out what peak times people would need to travel, which is not necessarily identical to business employers, due to shift work. Run more buses from the most populous neighbourhoods, direct to the hospital area, at high travel demand times. Incentivize transit use by providing transit pass sales at KGH, with a discount for hospital employees, and by increasing the prices for parking, other than for EVs, to offset those increased costs. This option will also appeal to those visiting patients, potentially, and that would be a bonus, rather than the main users.
"207 Bernard Avenue, Kelowna, British Columbia V1Y 1A8, Canada	Other (e.g. program/policy, education, etc.)	Approach area businesses and hotels to raise funds for a shared electric vehicle shuttle to bring tourists to main area attractions and shopping Too many vehicles on the road, at parks, parking on shared streets, causing congestion, emissions, road wear, air pollution, accidents, and depriving cyclists and walkers of safe room on streets.	As above. Provide business co-funded clean transit and give out tourism transit passes for 1 week, including on public transit and this perhaps seasonal service. Target location for shuttle service could vary by season, depending whether it's beach season, rainy season, winter ski/snowshoe/skate season, wine tourism festival, etc. The small costs to offer free public transit to visitors for one week may reduce a lot of congestion and limit the need to continue expanding parking lots by all our parks and beaches.
"775 British Columbia Route 97, Kelowna, British Columbia V1Y 2M5, Canada	Transit	transit on 97 that takes over two lanes, goes through directly, has priority over all cars, and is therefore quicker, and reduces noise and pollution of traffic on 97. how to make Kelowna a transit city. Make 97/Harvey the up and down, and then have feeders (small busses, etc.) that deliver people. Those who live on Richter, Pandosy, Gordon, in Glenmore, on Burtch, and anywhere else, who want to take public transit, need to have frequent, reliable service. Presently, all those streets are little versions of 97, and even the large busses (1) on Pandosy are a joke! Too infrequent.	Make 97/Harvey the up down road, dedicated lanes for busses, tram, so they are quicker than cars, and make feeders from all other streets (also with dedicated lanes for mini-busses, etc). make transit more frequent, better, if the mini feeder is full, but another is coming in five minutes. people will accept that. A big bus every 30 minutes, or less, is worthless. I take the bus whenever I can, but never rely on the 1, the 8, or the 5 gordon bus
"4265 Lakeshore Road, Kelowna, British Columbia V1W 4S9, Canada	Biking	separate bike lane all along lakeshore, especially between bluebird and dehart	add bike path
"4265 Lakeshore Road, Kelowna, British Columbia V1W 4S9, Canada	Walking (incl. wheelchair/ accessibility)	sidewalk all the way from the roundabout on bluebird and dehart there is some sidewalks but they cut off. there is not a sidewalk the walk and its dangerous on such a busy road	adding a connecting sidewalk the entire way
"4066 Lakeshore Road, Kelowna, British Columbia V1W 1V6, Canada	Walking (incl. wheelchair/ accessibility)		sidewalks need to connect here
"1992 Dilworth Drive, Kelowna, British Columbia V1X 5X7, Canada	Transit	Most shopping centre and grocery store are near orchard park mall. but There is no transit going through Benvoulin Rd. I live in upper mission. To go to orchard park mall or any major shopping centre, I need at least 3 buses. 1) go to mission rec. 2) go to downtown 3) go to orchard park mall. It takes 90 minutes to go there.	There should be bus routes going through Benvoulin Road. Then I do not need to go to downtown to go to Rutland.
"Frost Road, Kelowna, British Columbia V1W 4M4, Canada	Transit	There is no buses between kettle valley and south ridge/ the ponds. There is limited school buses from south ridge to chute lake elementary school and from kettle valley to canyon falls middle school. Lots of students should walk 4-5 km regardless weather condition because there is no city buses.	City buses should be available between kettle valley and the ponds, especially before school start and after school end.
"855 Lexington Drive, Kelowna, British Columbia V1W 3G4, Canada	Transit	I live in upper mission. To go to UBCO, it takes 2 hours because I need to go to downtown to change buses. 1) going to Mission rec. 2) going to downtown Queensway exchange 3)UBCO	There should be express buses from Mission Rec exchange to UBCO for students who live in mission area.

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"417 Rio Drive South, Kelowna, British Columbia V1V 2L2, Canada	Transit	Having the bus system come up to magic estates	
"870 Ethel Street, Kelowna, British Columbia V1Y 2S8, Canada	Biking	To get cyclists/pedestrians from the Ethel St pedestrian/ cycling corridor to the Knox Mtn area	Complete a short paved path from the end of Ethel to Trench to connect the Ethel St corridor to the Knox Mtn park area.
"249 Black Mountain Drive, Kelowna, British Columbia V1P 1S1, Canada	Biking	Create a suitable route for cyclists/pedestrians to connect from Blk Mtn to Swainson	Paved path (no cars) for cyclists/pedestrians from Blk Mtn Dr to Swainson for recreational cyclists/pedestrians.
"1952 Union Road, Kelowna, British Columbia V1V 2E8, Canada	Transit	The number 6 bus consistently is too full and leaves behind students trying to go to UBCO at this stop and the two stops after it.	Increase the number of buses going through at peak times from every half hour to every fifteen minutes. Or bring back the double decker buses
"979 Raymer Rd, Kelowna, British Columbia V1W 3B4, Canada	Biking	A lot of kids from Crawford will be going to Canyon Middle School, but there doesn't seem to be a good active way to get there.	Any kind of public pedestrian crossing, either just to cross the river, or a pedestrian suspension bridge, would be really cool.
"979 Raymer Rd, Kelowna, British Columbia V1W 3B4, Canada	Biking	A lot of kids from Crawford will be going to Canyon Middle School, but there doesn't seem to be a good active way to get there.	Any kind of public pedestrian crossing, either just to cross the river, or a pedestrian suspension bridge, would be really cool.
"1771 Cooper Road, Kelowna, British Columbia V1Y 9X4, Canada	Driving	Allow the left turn arrow at Cooper road to be enabled during rush hour.. traffic is already high volume at all hours of the day and during rush hour having the left turn arrow signal at Cooper road disabled creates a jam in the left westbound lane because left turn traffic lane is so backed up trying to turn south onto cooper road that it bask up onto the left through lane. Creates greater accident risks for the left turners as well as the left lane through traffic that hits an unexpected stop during a green and reduces overall traffic movement because the left lane becomes impeded for flow.	Keep the left turn arrow enabled at all hours of the day.
"1755 Burtch Road, Kelowna, British Columbia V1Y 9K8, Canada	Driving	Rush hour traffic backlogs for traffic crossing Burtch northbound across the highway. Northbound traffic on Burtch cut off from being able to cross the highway during green light because left-turning northbound vehicles having to yield to oncoming traffic back up onto the single through lane.	Either add a northbound left turn arrow on the traffic light at the Burtch highway crossing, or make the Burtch northbound left turn lane longer, so it doesn't impede the single lane of through traffic trying to cross the highway northbound.
"Clement Avenue, Kelowna, British Columbia V1Y 8T6, Canada	Driving	Clement needs to be extended to Dilworth then to Leathead then McCurdy/Hwy 97. Enterprise is a mess. Enterprise is congested. Springfield is getting worse.	Extend Clement in phases. Needs to start immediately. Secure property now! Grade separate at Glenmore and Dilworth. The idea is to get people from the downtown to the airport quickly and also other destinations avoiding the Highway 97.
"Central Okanagan Bypass, Kelowna, British Columbia V1V 1H7, Canada	Driving	money. Need to secure property now for Bypass route.	Spend less money on downtown 'streetscapes'.
"1825 Richter Street, Kelowna, British Columbia V1Y 2M9, Canada	Driving	Need to implement the Richter-Pandosy one way couplet between downtown and the Mission (Richter/Lakeshore). buy in from the public.	Tell the public how much time they will save instead of sitting in traffic. Promote the safety benefits of a one way street. Go to the residents first, NOT the businesses.
"1120 Bernard Avenue, Kelowna, British Columbia V1Y 8L7, Canada	Biking	Staying alive on my bike while on Gordon	Need a safe cycling route on Gordon. Need more north-south safe cycling routes like Ethel Street. The side walk on Gordon from Hwy 97 south to Springfield is wide enough for a off-road cycle path.
"1285 Ethel Street, Kelowna, British Columbia V1Y 2W7, Canada	Biking	continue the off road bike path from Cawston to Clement. Also put in a push-button to allow crossing at Ethel and Clement. Dangerous to cross Clement on Ethel. no light and +++ vehicle traffic.	Put in a push button light.
"1149 Sutherland Avenue, Kelowna, British Columbia V1Y 3H9, Canada	Biking	Getting into the Capri Shopping Centre from Sutherland Ave is from the west is dangerous. Too close to the entrance of Capri Shopping Centre from Gordon.	Something safer...the transportation engineers will know a safe cycling path.
"1749 Abbott Street, Kelowna, British Columbia V1Y 1B4, Canada	Biking	This is the worst intersection in Kelowna for cyclists. The wait is too long and when going north the merging into the centre lane is tricky. The bike lane is non existent on Abbott between Hwy 97 and Leon.	bike lane
"1687 Water Street, Kelowna, British Columbia V1Y 6C2, Canada	Biking	going north across Hwy 97 and merging into the lane going straight is tricky. on Water St. - Hwy 97 north to Leon.... merging into the lane that goes downtown to Bernard is dangerour.	

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"330 Boyce Crescent, Kelowna, British Columbia V1Y 1K2, Canada	Biking	Water St. near the Hwy 97 on south side is dirty, bumpy and often glass. Seeing the homeless at the old McDonalds is also depressing. avoiding getting a flat from the glass on the road.	clean up this area
"539 Sutherland Avenue, Kelowna, British Columbia V1Y 5X3, Canada	Biking		I love this new bike lane (albeit 2 directions)...thanks for making Sutherland Ave between Ethel & Pandosy so much safer !! to get it finished....supposed to be paving today. Yeah
"1859 Ethel Street, Kelowna, British Columbia V1Y 2Z4, Canada	Biking		love the Ethel Street off road bike path....so smooth too (compared to north side of HWY 97 on Ethel)
"2025 Springfield Road, Kelowna, British Columbia V1Y 5V7, Canada	Biking	difficult when cycling east to make a left hand turn as +++ traffic despite the turning lanes as so many cars going very fast.	
"1755 Dilworth Drive, Kelowna, British Columbia V1Y 8R1, Canada	Driving	Constant traffic & short distance between Highway 97, Enterprise, & Leckie roads. Traffic along Dilworth is constantly a hazzard to Highway 97 as there is not enough room for the vehicles travelling north bound. They back up onto the highway as people are not willing to wait for another light change. People cross from the far right to the left hand turn lane onto Enterprise.	This section of Dilworth road from Highway 97 to Leckie should be 2 lanes north bound. This will allow more vehicles to pass through the Dilworth & Enterprise intersection quickly, leaving fewer vehicles waiting in the highway intersection for the Enterprise traffic light to turn green.
"Okanagan Rail Trail, Kelowna, British Columbia V1Y 9N5, Canada	Driving	The rail trail crossing of Dilworth often results in traffic backing up & near misses of accidents. While the use of the rail trail should be encouraged, this crossing is constantly activated, thereby impeding traffic, increasing driver frustration, & is an accident waiting to happen.	The rail trail crossing should be changed to avoid crossing Dilworth Road. Either a tunnel under the road or an overpass over the road. This will allow better traffic flow, increase rail trail user safety, & decrease the risk of a deadly accident.
"3441-3443 Benvoulin Road, Kelowna, British Columbia V1W 4M5, Canada	Transit	This pin is intended to be in the vicinity of St. Charles Garnier Church. There's no remotely-convenient bus from Glenmore Road to this vicinity, nor is there a way to safely walk along this stretch of Benvoulin.	Expand bus service and transition to electric buses. Maybe more buses, but smaller and electric, would help.
"2255 Springfield Road, Kelowna, British Columbia V1X 7N7, Canada	Driving	Turning south off springfield onto dilworth is dangerous. the back up for the turn lane is often past durnin. traffic back up and safety issues	maybe a double turn lane would assist this issue.
"2649 Benvoulin Road, Kelowna, British Columbia V1W 2E2, Canada	Biking	biking and walking along benvoulin is extremely dangerous. fast moving traffic and no protection for humans on small "bike" portion of road. i won't allow my family to use this route unless in a car and worry about the students, elderly, disabled and sports enthusiasts using this route as it is treacherous and dangerous.	need dedicated, protected (barrier) and wide bike/human lane like along lakeshore. this would help connect south/mission to existing SAFE bike routes.
"4551 Stewart Road West, Kelowna, British Columbia V1W 4N5, Canada	Biking	we live on this road and have witnessed for years the high speed, reckless driving along stewart road (speeds in excess of 80-100km regular). we've witnessed many crashes into neighbouring properties including ours and close calls with humans/animals. the hill is blind with minimal shoulders. with the new improvements this has worsened. this is a key bike route for locals and tourists and heavily used agricultural area. in addition to countless bikers/joggers as well as equestrian riders, this is an agricultural area with many farm vehicles, large animals, large animal transportation vehicles coming in/out of driveways. it's also a main route to a family residential area with many kids on bikes and school buses, etc. when quail's opens there will be more traffic of vehicles and bikers. we've tried to warn the city for years that tragedy is inevitable unless speed is reduced."	large speed bumps like on byrns or narrowed borders like gordon south OR other methods need to be put in place as soon as possible.
"3765 Casorso Road, Kelowna, British Columbia V1W 4M7, Canada	Biking	casorso is an unsafe road for bikers/walkers. i often see bikers, joggers, dog walkers, children, disabled travelling on the very narrow shoulders of this busy road.	a dedicated, protected and safe lane is needed to ensure the safety and encourage more bike commuters
"3631 Gordon Drive, Kelowna, British Columbia V1W 5B4, Canada	Biking	safety along gordon for anyone not in a vehicle is a big issue. many people in our neighbourhood won't think of biking to work as it's too dangerous to ride a bike along most routes from east, south and southeast kelowna to midtown or downtown.	to protect those bikers and disabled people using this transportation route, a safe, protected dedicated lane is required like on lakeshore or ellis
"855 Dehart Road, Kelowna, British Columbia V1W 4Z9, Canada	Biking	commuters, recreational riders, and kids from east kel/crawford aren't able to bike to h2o/schools due to unsafe roads	need safe and protected dedicated lane for bikers/walkers

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"2855 Burtch Road, Kelowna, British Columbia V1W 2G7, Canada	Driving	burtch around the dolphins/midtown is a nightmare for traffic and non vehicle transport. gordon and benvoulin are backed up .	direct route on burtch from guisachan to klo would help a lot with dolphins/mid town traffic heading south - good opportunity for dedicated/safe bike lane to KLO
"2150 Spall Road, Kelowna, British Columbia V1W 2X7, Canada	Driving	spall is a key street and to get south have to detour to gordon or benvoulin causing traffic/congestion in both and problems at intersections of springfield and gordon/cooper	extend spall south to byrns. also include safe and dedicated bike lane which will help riders link with rail trail to UBCO
"2737 Shayler Road, Kelowna, British Columbia V1V 2P8, Canada	Driving	Entering Shayler Rd from Shayler Ct, visibility is limited due to the curve in the road. Visibility is further decreased by the hill, and when coupled with excessive southbound travel speeds, the City have a dangerous intersection.	Install speed humps on Shayler Rd at several locations north of Shayler Ct. and north of Shayler Place.
"2979 Pandosy Street, Kelowna, British Columbia V1Y 1W2, Canada	Biking	Bicycle theft and vandalism is a huge problem in Kelowna. Need to reduce emphasis on car parking, re-allocating space and resources to bicycle parking.	An array of city managed 'bicycle parking lots' that have secure racks and security cameras, maybe occasional supervision. Could be located in existing car parking lots.
"1730 Ethel Street, Kelowna, British Columbia V1Y 9S1, Canada	Biking	Crossing very busy highway can be difficult and unsafe, especially at night or during winter.	An overhead walkway, similar to that crossing the highway by Parkinson Rec Center.
"2368 Abbott Street, Kelowna, British Columbia V1Y 5J5, Canada	Walking (incl. wheelchair/ accessibility)	Incomplete waterfront path. Waterfront path from Maude Roxby Wetland ends halfway to Strathcona Park.	Complete the pedestrian path using public land below the high water mark.
"2934-2936 Pandosy Street, Kelowna, British Columbia V1Y 4Y5, Canada	Walking (incl. wheelchair/ accessibility)	Abbott Park makes a great pedestrian connection between Pandosy and Abbott, but it is not obvious from Pandosy.	Eventually, extend the park through the lot to the immediate east, along Pandosy. In the meantime, add signage on Pandosy directing people to Abbott Park.
"1910 Windsor Road, Kelowna, British Columbia V1Y 4R1, Canada	Driving	Congestion on Hwy 97	promote multi user ride share and transit. Too many single user vehicles on the road at peak times.
"1227 Jack Smith Road, Kelowna, British Columbia V1W 4P1, Canada	Driving	Not enough exit routes from upper mission/kettle valley	Need to complete loop to Crawford. put in the infrastructure before we start building
"1431 Gordon Drive, Kelowna, British Columbia V1Y 6V6, Canada	Biking	Very unsafe biking area.no way to safely access these retail establishments no bike paths in this area	widen Gordon to add bike lanes
"3726 Lakeshore Road, Kelowna, British Columbia V1W 3L4, Canada	Biking	Narrow sidewalks, busy traffic - hazard for cyclists	add wider bike lanes
"870 Leathead Road, Kelowna, British Columbia V1X 6S5, Canada	Biking	I agree with need to provide access from Mission Pathway to ORT. In general, there is no safe/easy way to go from the ORT to the Mission Pathway. The city needs to add another safe way for cyclists to cross Harvey	Add another crossover on Harvey North of Spall so cyclists can access the Mission Creek. Add one between UBCO (underpass) and the one at Parkinson.
"3036 Springfield Road, Kelowna, British Columbia V1X 3P2, Canada	Biking	biking down springfield, especially the hill, dangerous with speeding cars. They often come over into bike lane while going down hill. bike lane paint faded. Bike lane often full of gravel due to cars speeding down the turn.	repaint bike lines, paint green where cars tend to come over. Frequent sweeping of bike lanes, especially where lots of traffic.
"590 Dodd Road, Kelowna, British Columbia V1X 2X2, Canada	Walking (incl. wheelchair/ accessibility)	well walked street to the schools and Y, no sidewalk or street lights at night.	Add sidewalk and streetlights.
"275 Rutland Road North, Kelowna, British Columbia V1P 1G7, Canada	Shared mobility	Modo car share only available downtown and midtown. Would love multiple cars in Rutland area.	Bring in more Modo cars or other car sharing services.
"1252 Glenmore Road North, Kelowna, British Columbia V1V 2H1, Canada	Biking	No segregated bike path for approx. 1km along North Glenmore Road between Snowsell and John Hindle. Deters vulnerable users. Particularly problematic given the speed limit is 60 kmh.	Connect the bike path. I know it is in the plan in like 10 years or so, but this needs to happen sooner to support the connectivity of Glenmore with UBCO. The buses along this route are way above capacity during main commuting hours.



Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"2005 Pandosy Street, Kelowna, British Columbia V1Y 5R1, Canada	Biking	The road is narrow and doesn't feel safe for biking. Lots of overhanging trees, low visibility, lots of traffic, uncontrolled crossings	Trim back trees on corners, put in a bike lane, pedestrian activated lights
"4260 Glenmore Road North, Kelowna, British Columbia V1V 2B4, Canada	Biking		better bike lanes from lake country border to downtown Kelowna.
"3691 Gordon Drive, Kelowna, British Columbia V1W 4T5, Canada	Biking	Biking is dangerous. Cars are driving 70-80km/h and should not be beside bikes. So much space for pedestrians on the sidewalk and trees. But very few pedestrians at any time.	Widen side walk and have bike lane beside sidewalk instead of road....like East side between H2O and Casorso
"1756 Byrns Road, Kelowna, British Columbia V1Y 7X7, Canada	Biking	General for all road improvements. Bikes beside cars... bad idea, from some who has spent a year recovering from a collision that was not my fault. ICBC would probably appreciate this too. And I am also a driver.	Take bike lanes off road, cars would like this too. Put them beside sidewalks other than areas where there are lots of pedestrians, like downtown. Sidewalk on East side of Gordon, between H2O and Casorso is a great example.
"Glenmore Road, Kelowna, British Columbia V1V 2E8, Canada	Walking (incl. wheelchair/ accessibility)	Risk to Children. Vehicles turning at same time as signal for children to cross. I have seen so many near misses near North Glenmore Elementary	Sequencing of lights to avoid vehicles and cars getting the go signal at the same time.
"British Columbia Route 97, Kelowna, British Columbia V1Y 5W2, Canada	Driving		
"759 Crowley Avenue, Kelowna, British Columbia V1Y 2K5, Canada	Biking	Internal comment: city-wide comment	"Reduce Co2 = car trips (local amenities in centres, bike routes, urban rail) More quality of life on streets"
"672 Okanagan Boulevard, Kelowna, British Columbia V1Y 2C3, Canada	Biking	General North End biking/walking	Connect through industrial to the city core. Street life - pubs & retail & sport. Connect Knox Park to the city core. Extend Ethel, Water, St. Paul and Gordon corridors. Plant street trees.
"519 Osprey Avenue, Kelowna, British Columbia V1Y 5A3, Canada	Biking	Inadequate provision of safe cycling lanes on Pandosy. Design is built around automobiles.	Create bicycle lanes.
"751 Saucier Avenue, Kelowna, British Columbia V1Y 2M6, Canada	Walking (incl. wheelchair/ accessibility)	Streets are designed for auto (remaining text illegible)	Walking paths that cut through development
"1319 K.L.O. Road, Kelowna, British Columbia V1W 3N7, Canada	Biking	With more housing going in along KLO and more cars using the road, it is frightening to ride along it. Sidewalks have lots of pedestrians who don't want to share with cyclists.	Protected bike lanes (two-way) on each side of the road. Stop using the bike lanes for snow storage (very dangerous in winter if you are biking). Connect greenway to bike lane on KLO.
"1799 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	It's hard to travel down Gordon, because the bike lanes are unprotected and very narrow. I have to dismount and walk between Springfield and Sutherland on Gordon.	Expand bike lanes, create protected bike lanes, link these bike lanes in some easy way to the rail trail.
"1923 Burtch Road, Kelowna, British Columbia V1Y 8G1, Canada	Biking	It's hard to travel (bike) down Burtch, because the bike lanes are unprotected and very narrow.	Expand bike lanes, create protected bike lanes, link these bike lanes with the rail trail. There isn't an easy way to get to the rail trail by bike along Burtch.
"656 Francis Avenue, Kelowna, British Columbia V1Y 5G4, Canada	Walking (incl. wheelchair/ accessibility)	(install) sidewalk on east side of Richter Street and improve sidewalk on west side between Sutherland and Raymer.	Spend the DCCs from the Ru7 builds on Richter and put a hold on the Ethel street corridor.
"Okanagan Rail Trail, Kelowna, British Columbia V1Y 8H2, Canada	Biking	Bikes need to stop for traffic on Hardy Street. It should be that Hardy Street traffic stops for the rail trail bike and walking trail.	Change the location of existing signage. Minimal cost.
"532 Bernard Avenue, Kelowna, British Columbia V1Y 6N8, Canada	Walking (incl. wheelchair/ accessibility)	Bicycle(s) on sidewalk downtown Bernard/Pandosy/Richter.	Lower speed limit to 40km on Bernard. Cyclists are afraid of the speed of the cars. No one uses the bike lanes that were just put in from Richter to Glenmore.
"818 Lawson Avenue, Kelowna, British Columbia V1Y 6S8, Canada	Transit	The bus routes need to be unified. People need to walk to routes.	

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"992 Sutherland Avenue, Kelowna, British Columbia V1Y 5X6, Canada	Biking		Complete the 2 way bike path from Ethel to Gordon on Sutherland.
"Simpson Walk, Kelowna, British Columbia V1Y 9P3, Canada	Walking (incl. wheelchair/ accessibility)	Scooter and bike traffic. Too many dogs.	Restrict them 100% or to time when there are fewer walkers and runners. Give people priority. Enforcement of bylaws.
"5000 Frost Road, Kelowna, British Columbia V1W 4M3, Canada	Driving	Frost Road does not connect to Chute Lake Road.	Frost Road needs to connect to Chute Lake Road. Finish Frost Road.
"1291 Ethel Street, Kelowna, British Columbia V1Y 8S6, Canada	Biking		Connect bike path on ethel to clement.
"944 Cawston Avenue, Kelowna, British Columbia V1Y 2X1, Canada	Biking	Cawston Ave bike lanes intersecting with laneways. Bikers nearly being hit by cars entering Cawston from lane.	Block entrances to Cawston from side laneways.
"680 Doyle Avenue, Kelowna, British Columbia V1Y 9N2, Canada	Walking (incl. wheelchair/ accessibility)	"Narrow, low quality sidewalks (with exception of Bernard Ave). Missing sections. Gravel shoulders, no sidewalks."	Wide sidewalks should be a requirement of all redevelopment. I don't support redevelopment if it doesn't deliver a nice sidewalk. I don't think on-street parking needs to be on all streets.
"Glenmore Road, Kelowna, British Columbia V1V 2H4, Canada	Transit	Not frequent enough bus service. No reliable. Need better quality buses.	Buses every 15 minutes in peak times. Smaller but higher quality buses. Better quality bus stops. Increase density along bus stop routes to pay for service.
"2303 Abbott Street, Kelowna, British Columbia V1Y 5J5, Canada	Biking	Rose and Abbott to Christleton and Abbot. No sidewalk. Bike lanes often have parked cars. Bikes going north cross road diagonally to get to Abbot bike path. Christleton/Abbott intersection in blind for vehicles going north and turning left.	Continue bike/sidewalk path to at least Christleton/Abbot intersection.
"1656 Dilworth Drive, Kelowna, British Columbia V1Y 8B8, Canada	Biking	"Access from rail trail to Greenway. 1. Leckie - no bike lane from Dilworth to south of Baron. 2. McCurdy - no bike lane from Hwy 87 to block south of Hollywood."	Create bike lanes on Leckie and McCurdy. Dilworth is way too busy and too dangerous at the Hwy 97 intersection.
"2470 Glenmore Road North, Kelowna, British Columbia V1V 2B6, Canada	Biking	Safety.	Improve or create safe bike lanes on Glenmore out to McKinley.
"5535 Lakeshore Road, Kelowna, British Columbia V1W 4J4, Canada	Biking		Complete bike lane on Lakeshore to Okanagan Mountain Park.
"4824 Lakeshore Road, Kelowna, British Columbia V1W 4H6, Canada	Transit		Need public transit on Lakeshore heading south from Chute Lake Road. Perhaps minibus or van.
"1374 McInnes Avenue, Kelowna, British Columbia V1Y 3Z7, Canada	Biking		I would like to see more bike lanes that provide some sort of barrier or separation from traffic. Look at countries like Holland, Denmark that promote safe cycling.
"1374 McInnes Avenue, Kelowna, British Columbia V1Y 3Z7, Canada	Walking (incl. wheelchair/ accessibility)	Not enough crosswalks with and without flashing lights, etc.	New York City implemented changes for pedestrians and cycling safety in several neighbourhoods.
"575 Doyle Avenue, Kelowna, British Columbia V1Y 9N2, Canada	Walking (incl. wheelchair/ accessibility)	Rushing vehicle traffic fail to yield right of way to pedestrians.	More speed checks.
"2315 Gordon Drive, Kelowna, British Columbia V1Y 7X3, Canada	Transit	Not necessarily here, but other areas need better bus service.	Better bus system! Reliable, more of it. Mindset needs to change that public transport is good.
"575 British Columbia Route 97, Kelowna, British Columbia V1Y 8B4, Canada	Driving	Too many cars in this city.	Encourage more cycling, transit and walking. Change the mindset/culture of having to drive everywhere. Not easy.
"1953 Pandosy Street, Kelowna, British Columbia V1Y 1R7, Canada	Biking	The new bike lane actually dramatically hinders vehicular traffic flow. I don't know to what end.	The wide curbing is unnecessary and I think if possible the sidewalk space could be encroached. Specifically I think we lost too many left hand turn lanes.
"575 British Columbia Route 97, Kelowna, British Columbia V1Y 8B4, Canada	Walking (incl. wheelchair/ accessibility)	With the roads going up mountains it is difficult to have walking paths for some without walking beside roads with fumes and danger.	Wider buffer between road and path, but understand cost would limit paths.
"1631 Ethel Street, Kelowna, British Columbia V1Y 9V4, Canada	Biking		Love the work and results on Ethel Street.
"2241 Springfield Road, Kelowna, British Columbia V1W 2C7, Canada	Biking	Springfield biking to the farmers market on the south side is a disaster.	
"1211 Ethel Street, Kelowna, British Columbia V1Y 2W5, Canada	Walking (incl. wheelchair/ accessibility)		Ethel and Clement requires a crosswalk or traffic light to access breweries, BC Tree Fruits, etc.
"630 Ellis Street, Kelowna, British Columbia V1Y 1Y6, Canada	Driving	Reducing traffic congestion in the core.	Circle road (bypass) include Kelowna and Westbank. Alternative routes, perhaps a bridge over the lake near airport (north end).

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"1875 Dilworth Drive, Kelowna, British Columbia V1Y 9N4, Canada	Biking	Traveling by bicycle north-south on Ethel is excellent. Dilworth from ORT (rail trail) to Springfield (greenway) is an accident waiting to happen.	
"1981 Gordon Drive, Kelowna, British Columbia V1Y 3C2, Canada	Biking	No bike lane on Gordon (between) Springfield and Sutherland.	Add a bike lane.
"1981 Gordon Drive, Kelowna, British Columbia V1Y 3J2, Canada	Walking (incl. wheelchair/ accessibility)	No pedestrian crosswalk.	Add crosswalk on Gordon at Brookside Ave.
"1981 Gordon Drive, Kelowna, British Columbia V1Y 3C2, Canada	Walking (incl. wheelchair/ accessibility)	No pedestrian crosswalk to Mill Creek.	Add crosswalk (on Gordon at Mill Creek)
"867 Gerstmar Road, Kelowna, British Columbia V1X 1B7, Canada	Biking		Bike lanes on Gerstmar Rd leading to Gerstmar Park.
"2702 Springfield Road, Kelowna, British Columbia V1X 4B7, Canada	Transit		Extend rapid transit line to include all of Gerstmar. Consider bus route which goes to university, along Gerstmar.
"867 Gerstmar Road, Kelowna, British Columbia V1X 1B7, Canada	Driving	Heavy traffic and constant flow of traffic. People using Gerstmar as shortest route from Rutland to Central Kelowna, Mission, etc. People don't use Hollywood or Rutland Rd south of Hwy 33 to get to Springfield Rd.	Widen Gerstmar Rd
"715 Rutland Road North, Kelowna, British Columbia V1X 3E2, Canada	Walking (incl. wheelchair/ accessibility)	North side of RMS (Rutland Middle School) has no sidewalk. Youth navigate around cars to walk northbound, as there is no sidewalk.	Build a sidewalk.
"847 Mayfair Road, Kelowna, British Columbia V1X 5S1, Canada	Driving	Mayfair Road not aligned.	Complete road
"865 Franklyn Road, Kelowna, British Columbia V1X 3Y1, Canada	Walking (incl. wheelchair/ accessibility)	All roads between Leathead and McCurdy lack sidewalks. Extremely dangerous.	Build sidewalks.
"2670 Glenmore Road North, Kelowna, British Columbia V1V 2B6, Canada	Biking	No bike lanes, narrow shoulder, busy traffic.	Build a bike path along the road to make commuting safer. Extend rail trail north of airport so you don't have to take Glenmore Rd as alternate to Hwy 97.
"4920 Chute Lake Road, Kelowna, British Columbia V1W 4M3, Canada	Walking (incl. wheelchair/ accessibility)	No sidewalks makes walking around, for example to a winery, unsafe.	Build a sidewalk by Chute Lake.
"4920 Chute Lake Road, Kelowna, British Columbia V1W 4M3, Canada	Walking (incl. wheelchair/ accessibility)	No sidewalk to walk to winery, which is only one near a large community.	Add sidewalk on west side of Chute Lake Road.
"Old Vernon Road, Kelowna, British Columbia V1V 2K6, Canada	Biking	Rail trail ends at airport and forces cyclists onto highway to continue north.	Complete and pave rail trail to far north. Do fundraising request to community to fund.
"British Columbia Route 97, Kelowna, British Columbia V1Y 6B7, Canada	Driving	Getting from A to B at certain hours. HOV lane is in the wrong place and does not help move traffic.	Move the HOV lane to the left side where traffic can pull off onto a turning lane to turn. Don't allow motor homes or large trucks in HOV lane, despite having 2 people in vehicle.
"705 Rutland Road North, Kelowna, British Columbia V1X 7W8, Canada	Transit	High volumes at school rush hours - buses leaving kids, riders behind.	More capacity! Double decker, improved frequency.
"919 Guisachan Road, Kelowna, British Columbia V1Y 5K5, Canada	Biking		"Old" Guisachan road linking to Guisachan heading east needs a bike path to connect.
"1481 Springfield Road, Kelowna, British Columbia V1Y 5V3, Canada	Biking		Burth at Springfield bike lane needs green paint.
"John Hindle Drive, Kelowna, British Columbia V1V 2Z4, Canada	Biking	Glenmore turning right onto John Hindle is a tight hard right. (bike)	need an easy smooth right turn path onto the rail trail.
"3132 Benvoulin Road, Kelowna, British Columbia V1W 2E5, Canada	Driving		Merge traffic south of KLO.
"4263 Gordon Drive, Kelowna, British Columbia V1W 2L3, Canada	Transit	Long wait times for bus on Gordon (going from Paret Place to KLO with Mission Rec Exchange).	More buses with smaller capacity during peak commute times (8-9:30am and 2-5:30pm)
"4263 Gordon Drive, Kelowna, British Columbia V1W 2L3, Canada	Biking	Lack of divided/safe bike path along Gordon (e.g. from Paret Place to KLO).	More divided safe (bike) paths
"4091 Lakeshore Road, Kelowna, British Columbia V1W 1A4, Canada	Walking (incl. wheelchair/ accessibility)	Lakeshore north of Lequime unsafe for walking	Need sidewalk for kids to get through safely.

Location	Type	Challenge	Ideas for solutions
1931 Gordon Drive, Kelowna, British Columbia V1Y 3C4, Canada	Biking	There are no bike lanes between the Cawston bike path and Springfield, limiting bike connectivity.	Install painted bike lanes
"1479 Oakridge Road, Kelowna, British Columbia V1W 3A8, Canada	Transit	Transportation for Students going to nearby public schools. The SD is not capable of providing the bus required for safety transport our kids to nearby public schools, which results in large congest in school zones during school opening and closing times. The cut-off walking distances in the SD policy is ridiculous, in particular for areas kids walking to elementary school without sidewalks or safe walking routes or walking in areas with steep terrain. The SD and the City are not coordinated in the bussing efforts, resulting in poor service for both methods.	Have one busing system transporting students to local schools. Right now, there is no coordination between the two.
"1489 K.L.O. Road, Kelowna, British Columbia V1W 3N9, Canada	Transit	South Pandosy - Orchard Park (or all the way to UBCO) Bus Route. No real transit options east of K.L.O. Road, especially if trying to get to Midtown, Glenmore, or Rutland	Either turn the #4 into a full-time Frequent Transit route or create a separate Frequent Transit route connecting the South Pandosy and Orchard Park transit exchanges via K.L.O. and Benvoulin.
"770-772 Rutland Road North, Kelowna, British Columbia V1X 3E2, Canada	Driving	The southbound turning lane for RMS parking begins at the point where the Legacy II driveway meets Rutland Rd. This driveway is also used by most of the Legacy I residents so there is a lot of traffic daily. When trying to enter the driveway while traveling northbound, drivers must encroach on the RMS turning lane or block northbound traffic as they wait for an opportunity to turn.	Shorten the RMS southbound turning lane, even by 2 car lengths and create a northbound turning lane.
"2388 Baron Road, Kelowna, British Columbia V1Y 9N4, Canada	Driving	Traffic backs up on Baron Rd from Dilworth almost to Underhill due to the fact that the majority of the vehicles approaching Dilworth have to be in the left lane. The right lane is for right turns only.	Make the left lane for left turns only and move the through traffic into the right lane.
"Hollywood Road North, Kelowna, British Columbia, Canada	Driving	Parking extremely limited, creating dangerous parking/traffic patterns	More parking and public transit to UBCO as it continues to grow... maybe LRT one day? :)
"5507 Airport Way, Kelowna, British Columbia, Canada	Transit	direct bus service to downtown core	changes to bus service/ add buses such as express service during peak arrival times of flights
"5300 South Ridge Drive, Kelowna, British Columbia V1W 5C5, Canada	Transit	More transportation via buses to such areas of Kelowna with direct travel to KGH, Pandosy, H2O, the Orchard Plaza Mall & "please" to the airport/UBC! Limit bus travel to above areas of KGH, Pandosy, H2O, the Orchard Plaza Mall & especially to the airport/UBC. Complicated routes and transfers needed.	additional direct routes for city bus transit to KGH, Pandosy, H2O, the Orchard Plaza Mall & to the airport/UBC. We have students renting in the upper mission going to UBC and Okanagan College with no proper services to get to schools. Taxi services are away to expensive for transportation to college/university & airport with a one way ride to the University/airport of \$90.00. Additional bus services are needed for cost and convenience. The provincial gov't is encouraging rental housing for the outskirts areas to fill the rental void but this is not conducive if transportation is not provided in sufficient ways.
"2447 Hwy 97th N, Kelowna, British Columbia V1X 6A1, Canada	Driving	97 is the only main road and it is full of traffic lights, and extremely poorly timed, at that - no exits or merging. It needs to change or this very small city will become gridlocked within 10 years.	We need to undergo a major rehaul. Small changes and adding bike lanes and better public transportation will do absolutely nothing and if we try that, we are wasting precious time to address the real issue. Traffic lights need to be timed impeccably for traffic flow, which they are currently not, and exits and merging need to be added (think overpasses, etc) in order to keep traffic moving in all directions.
"Transit Way, Kelowna, British Columbia, Canada	Transit	Buses are overcrowded and will generally have to leave people waiting for at least 30 minutes to get on a bus.	Add more frequent bus routes from UBCO / create more diverse routes to popular areas
"3135 Gordon Drive, Kelowna, British Columbia V1W 3M4, Canada	Driving	Huge traffic congestion turning left from K.L.O. to Gordon in the morning between 7:45 and 8:00 Turn signal allows only 4 cars through and traffic coming towards the college is 2 lanes and packed. Sometimes takes 2 lights to make it through.	Longer turn signal.
"3057 Burtch Road, Kelowna, British Columbia V1W 3P3, Canada	Driving	Too many cars on K.L.O. between GORDON and Ritcher.	Make Butch rd. Go through to K.L.O.
"1155 K.L.O. Road, Kelowna, British Columbia V1Y 8L4, Canada	Driving	Huge traffic congestion if someone tries to turn into the strip mall travelling west even though there are 2 solid yellow lines and no left turn lane.	Block off entrance or put in a left turn lane or Rework parking lot
"1358 Ladner Road, Kelowna, British Columbia V1W 3C1, Canada	Driving	Again too many vehicles on GORDON. Allow residents to access other main arteries . Not just 1 option.	Make Ladner or Bothe join GORDON to Benvoulin.

## Land use directions - public comments

Question: Is there anything you like about the land use directions?	Question: Is there anything you would you change about the land use directions?
Development around existing infrastructure	Limit development in Thompson Flats. Services, infrastructure is maxed out, and that is good amenity space for local residences
Well thought out plan	No
Housing development alongside transit routes. Overall densification and development of self-contained community centres.	Public transit up Clifton Rd and over Wilden to connect with North Glenmore
Developing Capri area is a good idea	I don't think urban industrial growth should stay around the mill if it closes down. That area would be better suited for park/beach/recreation with coffee shops/restaurants if the mill is demolished.
I like the focus on urban centres	I would like to see more development in the area between Casorso, Benvoulin, Springfield, and Gordon, especially along K.L.O. east of the college and along Benvoulin north of K.L.O.
Support of the university, college and ohh with expansion in those areas. As well i like the idea of high density housing in areas near the orchard park mall etc.	Do not develop land in the Thomson Flats. There is Okanagan mountain park just beside it as well as hiking trails and rock climbing areas near. The rock climbing area called Lonely crags is already being encroached on by the Kettle Valley développement and it has impacted the quality and atmosphere in that area
"Like that large format retail is kept mainly in Midtown, appropriately away from main highway and lakeshore (busy areas). Like limited development in rural areas - I believe the rural areas in city boundary are a major appeal to residents and tourist. Like areas labelled ""protect ALR"" Support OK College expansion. "	Change South Pandosy designation from Urban Centre to Multimodel Urban. Need to prevent high rise developments (over 8 stories) in South Pandosy as they will ruin the view from land and lake as well as change the Pandosy Village feel. Current and future infrastructure cannot support high rise development in terms of parking, bus service. Anything over 8 stories should not be built within 6 blocks of lake or major throughfare. Thus a change in designation is necessary.
I like the KGH development, UBCO growth and UBCO housing growth, all are practical and very necessary!	No, I think it actually looks very realistic and do-able.
I'm pleased to see that sprawl is intended to be managed in the land use directions presented.	Glenmore Road is already so heavily used, it does seem like a lot of development still to come, so hopefully there are transportation considerations to support that.
I like the long-range planning and support urban development in clusters to reduce traffic.	Yes, concern re increased development of healthcare services in midst of Heritage Area. Planning MUST start now for eventual move of advanced care to University (UBCO) as there will be continued conflicts for living in harmony and traffic patterns.
Increased residential density and focus on multi-use development. Limited rural development. Supporting UBC growth.	
In general, I support the direction signaled by the maps.	Within reason, I believe the areas of the city that allow commercial development need to be expanded. For example, every current residential neighbourhood would benefit from some mixed residential/commercial buildings that make goods and services more accessible closer to home so people don't have to get in their cars to buy milk or get a haircut. Also, in the central city, the area to the north designated for "urban industrial growth" should also allow commercial development, as commercial real estate is much more in demand than industrial land.
Limiting sprawl/growth in rural, under developed areas.	"Do not complete or further develop areas like Wilden or Kettle Valley until adequate public and school busing transportation is available. If you cannot complete master transportation plan goals, halt growth in new areas and concentrate on existing.  Do not further allow pro-car culture developments in urban areas such as gas stations that do not have EV charging stations in their plans."
	Reduce, rather than allow to continue the development of land in the interface areas around the exterior of the city.
I see a fair number of areas where Kelowna plans distributed village centres in a number of neighbourhood areas. I hope these will be well thought out, attractive, and enabled for neighbourhood enjoyment by significant incorporation of walking, cycling, and public transit access, favoured over vehicular access.	Hard to get a sense of scale and plan but I hope these village centres will provide enough services, close to neighbourhoods, that this cuts down on the need for driving everywhere. It needs to become more cost-prohibitive to drive and park everywhere. These village centres need to be made attractive and safe, especially for families, including young and old, and for non-vehicular commuters.
OK with most of it	"Support Urban Industrial Growth" in the North Downtown area? This area is changing rapidly in spite of lack of direction from City planners away from industrial... perhaps planners should get ahead of the trend and plan for the eventual conversion of this I4 zone to higher uses. Already the North side of Clement is turning commercial (Richter to Ethel), as is Richter St North to Bay Ave. Dinosaur industries like Tolko and Packing Houses are dying out. Land is getting too valuable in this area and making it necessary for conversion to higher uses to keep businesses profitable in this area.
Lots of centralized high-rise development.	"I wouldn't limit density around KGH. Fill the gaps between the marked multi-modal corridors."
Makes sense to drive greater density and limit sprawl.	
I think that the "Future Land Use Maps" displayed here have no surprises which I am sure most of the community is happy with. Finishing the existing housing projects is adding convenient services to those areas is very favourable for most. I like that the downtown core will place and emphasis on high density building with a mix of residential and commercial space.	No I don't think so - this plan seems to generally follow the existing plan with expansions to the surrounding areas and completion of existing projects. Kelowna is very spread out and therefore I like that the infill will join the pockets of communities up and maybe create some cohesiveness to the community.
Everything	"Use the OCP as the tool to up zone all properties to the designated highest and best use as defined by the OCP. This changes the developers risk level from can we get an approval to what does the project look like that is outright approvable. RU7 style but on all sites so there is no immediate change in certain property values. By exclusion some areas benefited more by this change than others."

Question: Is there anything you like about the land use directions?	Question: Is there anything you would you change about the land use directions?
limiting development outside the urban core protecting ALR lands from speculation encouraging growth in urban centres	too much suburban growth in completing existing neighbourhoods at city edge. it will simply decrease sustainability, increase cost of services, increase traffic, and take away potential growth from urban core
I like the general sense of the plan. It makes sense to me. It's hard to say this in the words I mean, but it "looks right". It fits the contours of Kelowna. I'd like more information about "Black Mountain Village" because I live there, and I don't see the services that I think are necessary to say it's a village rather than a collection of houses.	Nope
its really nice to see three different more established "neighbourhoods" ie downtown, the mission, city centre to offer different experiences	I would like to see more dense living between Benouvoullin and Springfield on that farm land.
most of it	there is already too many homes and congestion in upper mission. thompson flats development doesn't make sense as will exacerbate these problems.
RE: Hall road area... Very important to keep the character of the area, while allowing some infill. There is a certain amount (limited) of wasted land that could be better used to increase housing. No one that lives here want "development". The city on the other hand makes it impossible to build unless you're a big developer. True conundrum.	
Yes, limit dev. in Hall Road and Gallaghers Canyon area and Limit dev. in unserviced and rural areas	
	ALR exclusion allowed in areas that do not support agriculture. Specifically, Monford Road (end of).
	Not enough trees through re-development. Loss of tree canopy needs to be addressed.
	Too much land dedicated to parking. Reduce parking standards and increase fees.
Lots! Emphasis on density and green space in the core and multi-use pathways.	Add swales for minor stormwater absorption.
Somewhat. More specific on block by block identified. More uniform uses on spread all over city area.	Yes, engage the property owner in entire pblock and areas, not just each as now! Have guidelines equalized for entire zone, on street, or block.
Everything except commercial build up adjacent to Highway 97.	Eliminate all commercial and residential access to Highway 97 and Glenmore Road and restrict direct access to all other arterial routes. Purpose is to enhance and speed up traffic getting through the city.
It appears somewhat reasonable.	Not sure, at this time.
I like the idea of protecting ALR. I like the emphasis on walkable, livable urban centres. I like the idea of clustering densifying development around commercial, village centres. I like the limiting of growth in unserviced areas. I like the idea of limiting growth in rural areas. I like the idea of protecting heritage buildings and areas.	I understand that completing some neighbourhoods is necessary due to contractual or legal obligation, but I think far-flung, car-dependent, hillside suburbs are part of the problem, not the solution, so I do not support exploring residential development in Thomson Flats, for example.
I like the protection of the heritage area and use of infill housing in the Central area. However it is critical development of infill housing be accompanied by improved streetscape with treed boulevards; sidewalks; safe bike paths and pocket parks to retain and improve livability for people of all ages.	Important in transition to higher density in central neighbourhood around KGH to work with existing residents to ensure there will be benefits for the neighbourhood and not just costs. Traffic and parking are major issues caused by KGH and need to be resolved.
I LOVE that the City is moving towards establishing Urban Centres and filling in our existing neighbourhoods. We definitely do not need to supporting anymore new residential development outside of existing neighbourhoods and it's great that the City recognizes this also.	I think that we need to add more multi-modal corridors onto the maps. As UBCO continues to grow, we need to encourage those who work and study on campus to take alternate forms of transportation, and this will be incentivized through creating more multi-modal corridors on major routes such as Glenmore to John Hindle. Since more development is anticipated in the South Pandosy neighbourhood and infill in the neighbourhoods surrounding it, I think that we could also extend the multi-modal corridor on Gordon all the way down to Lexington. The 5 and 1 transit routes already go to the H2O so this would make sense.
	a need for more parks space needs to be automatic in the areas. As the growth pushes away from the downtown, the lakeshore access is more limited, a trail, boardwalk to connect the areas would be beneficial. One only has to look at the use of the current board walk to see the positive results
It's a bit too vague, to be sure. But I like increasing density in urban centres and along urban corridors (as opposed to more sprawl). I also like mixed use residential/commercial.	"I'm worried about the McKinley Beach and Wilden communities adding to sprawl with huge houses.  There's no mention of extending the bike path system. This should be high priority."
"Residential Infill focus Airport Expansion"	"Exploration of residential development in Thomson Flats. There are no services in Upper Mission. Services and roads need to be in place before any further discussion on additional development. The City of Kelowna keeps saying it wants to encourage people to walk or bike, but with no services in Upper Mission this is next to impossible given the lack of services in the area. Thomson Flats should continue to have a Future Use designation in the OCP.  More focus needs to be made on ensuring the development of the South Gordon Village Centre."
I like the mix of high and low density in the designated areas	No
"Not developing any further in rural areas! Creating higher density in already developed areas! Let's use what we have and not have to create more infrastructure further out which leads to more traffic and car use"	
I like that the Capri-Landmark area is getting some attention. Capri Mall has been a sore-spot for decades.	I wonder about Tomson Flats. How far and high is Kelowna supposed to grow? The views are great and thus probably beneficial to the the tax base but still? How reasonable is it to build even further out like that?
Walkability of the urban core	Support ubco with good transport to higher density residential and commercial mixed use.

Question: Is there anything you like about the land use directions?	Question: Is there anything you would you change about the land use directions?
"Densification of the core and urban centres is good. More zoning for infill housing and rowhousing would be appreciated. Re-evaluating use of residential infill such that it is accessible for first time home buyers and shifting workforce will aid Kelowna's growth. Increased high-density residential around Capri-Landmark and South Pandosy are great ideas, but will require better alternative transportation (i.e. bike lanes)."	Connect Clifton Rd. to McKinley Beach. Provide better arterial transportation for residential areas, as well as alternative transportation arteries to make areas like Black Mountain and McKinley beach more viable with less single use vehicle traffic.
Yes, increased densification in urban cores.	High density from downtown all the way to high density College area. The area around the hospital should also be densified. Additional areas would better support this desirable area and the healthcare workers.
Looks consistent with current development.	Provide connections between neighbourhoods and schools for kids to walk or bike to schools. I.e. safe commuting options for kids.
No ... none.	"Absolutely ... Wilden, West to McKinley Beach, and East to Hwy 97 needs a new major road connecting to John Hindle (immediately)' to support the 1000+ homes; and therefore 2000+ vehicles. City of Kelowna also will need this new road, for improved Transit system to link to the UBCO Exchange."
yes the Urban Center in the first Central picture	No
realization that there must be density in key areas	The plan shows limited to in-existent realization of the centrality of highway 97/Harvey. This is because the city does NOT understand two key points. Harvey, by virtue of it being the Highway through Kelowna, will always be the main hub. What can the city do to maximize the value of this, and diminish its terrible effect on the city? Make it the transit hub, allowing zoning for up to five stories residential along the highway, make one lane on each side for a tram or LTR, and invest as little as necessary to create feeders to this system along Gordon, Pandosy, etc. Frequency of service, parking for transit users. Building up near the highway. The residential infill is a classic example of lost opportunity.
No	No
South - Complete the ponds neighbourhood	complete kettle valley neighbourhood - This should be done after traffic problem has solved. There are too much traffic during rush hour in Lake shore road.
Love the high density in downtown and Landmark urban Center. The mixed use component is very important. I like the continuous of support single family development in growing communities like Tower Ranch and Kitchener Mountain.	I would like to see low rise only in the midtown urban center. I think landmark and downtown are our two downtowns we need to grow and support. I think allowing high density in midtown make an awkward Hwy 97 corridor with kilometres of towers. Keeping midtown urban center low-density I think would be important.
	I see Shadow Ridge Golf Club (ALR land) is identified with an intent to 'Protect Industrial Lands'. Kelowna Springs Golf Club, south of Shadow Ridge is NOT in the ALR and should be earmarked for future term industrial use (perhaps many years down the road). There is a City road easement which will take +/- 33' of the property at the N end of the property, and provide secondary future access. The golf course is slowly being pinched by other commercial and industrial property, and the City will clearly have a need for additional future options for industrial use.
I like the resources in the upper mission.	I wish glenmore would have more community resources.
	Too much densification in the downtown core. Would like to see the density more spread out into the clement/Gordon quadrant or further north towards Knox mountain instead of reserving the north waterfront for industrial growth. Industrial use of the waterfront lands in the heart of the city should be relocated to other areas of the city.
Keeping the town centres (to avoid spread of residential housing to the suburbs) growing.	Stop spread to the suburbs....the traffic coming into town is terrible for the environment. Check out Gordon and Lakeshore during work hours.
I like the planned gentrification of the Capri-Landmark area.	Increase the parkland to include the area on the northside of Brookside east of Gordon. Continue with a walking path along the creek and expand it to continue right down to the lake.
I like the densification of the urban centres, protection of ALR lands, and limiting development in unserved areas.	
	I back the ALR, but I think the city has to make more north/south through roads so that traffic can be more dispersed. Currently Benvoulin/Gordon & Lakeshore take virtually all the traffic.
I like the areas designated as village centers, rather than just the urban center of downtown Kelowna	No
Growth overall is nice as someone looking to possibly move there in the future.	There are gaps in the Urban Centre which doesn't really make sense. It feels like the cutoff would be very abrupt.
UBCO growth, Okanagan College Expansion, KGH Growth	"North end 40 acre Tolko site needs to be included in future Urban. Continued desire to have Large format retail along #97 only after highway access improved or driving behaviour must change. Gridlock will occur as the city supports 400 plus units at lakeshore/lanfranco, 900 plus units at Shasta/Hiawatha, 450 units at Cook Road Aqua and 1,500 additional units at the thompson flats. the greenfield infilling coupled with the south pandosy/lower mission densification will require improved road infrastructure."
"densification, fill in what is already developed keep alr, more greenspace"	"less focus on outlying neighbourhoods that will contribute to sprawl and more driving less digging up of mountain space for houses, want to look up and see trees not houses "
I like concentrating retail etc in select areas	roads need to keep up with this plan - keeping cyclists in mind Some roads (Gordon) will get too busy and be hazardous for cyclists as well
Increased density downtown	Less expansion into green spaces
Walking trail through City is great. Bike riding trail to Vernon is great.	

Question: Is there anything you like about the land use directions?	Question: Is there anything you would you change about the land use directions?
MR4	Limit MR1 & MR2 as these consume too much land relative to density. Instead plan for MR4 to continue to grow out from exiting town centres. Should require more open space/parks, particularly when increased density is covering more land rather than going up.
	I am concerned about traffic congestion on Benvoulin Court. We have three big buildings 55+ and I understand that three similar buildings are being built on our site (two apts each) and a 5 story building across the street. We have no controlled intersection to cross our street. Please help.
I like the development of a Glenmore "Centre" as access to nearby services in Glenmore is near impossible without a vehicle.	Completing the expansion of Wilden will add even more problems relating to Urban sprawl. Wilden is already lacking the necessary transport infrastructure to sustain it. Focus on adding proper public transport to the already existing residents first.
I think they checked all the boxes on the direction of their plan in getting ready for the volume.	More in depth look at the industrial plan.
	I think there needs to be a much larger modern shopping mall with more up ?? stores. I also think it would be an excellent idea to have a theme park like Disney because it would create lots of jobs and be somewhere for all ages especially teenagers.
Like the urban centre - residential zoning around "town" centres.	More land for bike pathways!
Focus on enviro issues; focus on density.	All C1 + C2 zones should be C3. Limit street development & invest more in bus & bike/walking. Use height in meters instead of stories - more exact.
Growth Boundary, Urban Centres	Suburban car use; provide local sores, services, pubs.
Increased mid-level densification.	"There needs to be more parks & green space. Lack of direction of goals around bicycle transportation."
I like the densification, focusing on the urban centres.	More active transportation routes around town, with protected cycling lanes. Less suburban development that clogs routes through downtown. Remove parking minimums. Make more room for people and less for cars.
I like the trend densify the core areas of the city.	I would like to see that in RU6 zoning to allow carriage house plus secondary suites in the main building allowing 3 units.
Focusing development into the urban center and away from ALR/Rural/Hillside development is a bonus.	"Head back in time and stop/limit hillside development. Increase density around transportation routes.
	Assure zoning changes neighbouring ALR are compatible with agricultural uses. Consult with AAC.
Good presentation	More commercial on Clement between Water & Gordon
"Generally in agreement. Still need single family housing. Thomson Flats area need to go ahead.	Don't be so against single family development in outlying areas.
Kids need yards to play in."	
"Neighbourhood development. Less suburban - more mixed use, diversity."	
I like the flexibility potentially offered by the new future land use designations.	Create a density metric based on lot area rather than lot width.
"More inclusive land use designations. Never understood all the different designations in the existing OCP. Fewer, but more clear designations should serve the vision well."	"Agree that growth should be concentrated in the urban areas of the city. Development could still happen in the suburbs that makes them more sustainable. (small amounts of office, retail and shopping in residential neighbourhoods would be great)."
Yes - restricting suburbia; growing urban areas	
I like the idea of stopping urban sprawl.	
I like the ideas presented.	
Cohesive	
I think in the future having all the skylines (tops of hills and mountains) natural, with no buildings, parking lots, or other unnatural intrusions will help maintain the "natural" "fresh air" atmosphere of the region and city.	
"Poster - well done & explains the land use future.	"Industrial in Beaver Lake.
Suggest - Add a timeline to the map i.e. 2019 _____ 2020 _____ 2030 _____ 2040 - indicate what & when within the map."	Increase park land. Congestion issue solved by increased cycle paths. Add the heritage buildings & the history."
You are going in the right direction with densification.	
	Understand more people moving here, but worried about lack of green space/tree cover. Want to know that as areas developed there is an effort made to protect & enhance green space (for climate & its effects eg: flooding & for wildlife).
""- Densification is key, and well envisioned. - Preserving agri space is good. "	'- Need some commercial, office, retail space to serve expanding south end of town.
"I'm very happy to see there will continue to be a mix of urban and rural within the city. That is one thing that makes Kelowna special. Have the plan to extend/improve the walk along the lake @ the info center."	Beach access.
"Good plan for densification in areas that are already key for growth & close to busy areas. Creating mini-urban areas (purple areas) is also positive. I also appreciate conservation of agricultural and park land."	The south neighbourhood's remain quite suburban and could benefit from a village centre (in addition to the Ponds Village Centre).



Question: Is there anything you like about the land use directions?	Question: Is there anything you would you change about the land use directions?
<p>""- Expansion of higher density areas. - Completely reworking boundaries. "</p>	
<p>Protect ALR we need our farms.</p>	<p>"Glenmore needs an urban centre. May need more density in Mission Creek area. Need more highrise in urban centers (and pet friendly)."</p>
<p>More building height around Capri and Midtown.</p>	<p>Parking issues make it difficult to go downtown.</p>
<p>No</p>	<p>Stop development until a functional transportation plan is in place.</p>
<p>Affordable rents are a real problem. Should be part of palling to zone certain blocks for future low cost housing &amp; renting projects.</p>	<p>Zone certain portion of suites in each condo complex to be low rental.</p>
<p>I think higher density along main traffic areas is a great idea. I like the way the City is starting to look with densification replacing old looking houses.</p>	
	<p>Open the parcel of land on Springfield, south side at Ambrosi Ave.</p>
<p>""- Protect agriculture &amp; resource land. - Make industrial lands feasibly for private investors. "</p>	<p>'- Most of water edge, buffer for indigenous species planted for wildlife and habitual of land &amp; water species livelihood.</p>
	<p>South Gordon Village Centre would require that the South Perimeter Road be completed.</p>
<p>"I support increased density. Please only allow buildings over 12 stories East side of Lakeshore and Pandosy."</p>	<p>Save the Westside (i.e: lakeside) for lower buildings so all can enjoy the beauty of the lake forever.</p>
<p>Greater density of the core.</p>	<p>Stop suburban sprawl. The infrastructural costs are crippling over the long term, it increases congestion &amp; driving, increases homes at risk with wildland fire interface.</p>

## Appendix B: OCP stakeholder workshop summary

Date of workshop: October 17, 2019

### Background

The purpose of this Workshop was to gather a diverse group of representatives across a variety of disciplines and explore the draft land use map as well as the direction for OCP's policies. Participants spoke about their vision for what Kelowna could look like in the future, provided feedback on a series of "pillars" that form the foundational directions for the planning process and discussed the draft land use map and its implications.

Below is a summary of the feedback provided by the participants for each exercise.

### Exercise #1: fast forward

#### *Major themes*

Discussion topic: Thinking into the future, what types of neighbourhoods, transportation options and amenities should we consider in order to ensure young people can live, work and play in Kelowna?

Stakeholder comments:

- Neighbourhoods that offer a greater variety of more affordable housing options within walking distance to jobs, schools and services.
- A transportation system that offers more choices, like transit, cycling and walking as well as shared mobility.
- Increased investments in parks and recreational and cultural facilities and programs.
- Our natural and agricultural assets are protected and enhanced, providing greater food security and community health.
- Kelowna is a safe, equitable and inclusive community.
- Kelowna is adapting to new technologies as part of the emerging sharing economy.
- The city's economy is continuing to grow and attract talent with excellent educational institutions.

### Exercise #2: pillars discussion

*Discussion topic: develop Urban Centres as the primary magnets for residents, jobs, shopping and culture.*

Stakeholder comments:

- We need to be careful that the development of the Urban Centres does not push people out who will rely on the services and the transportation options that the Urban Centres offer. There needs to be a balance between intensification and affordability.
- How do we balance the amenities needed for these neighbourhoods with the fees and charges that increase housing costs?

*Discussion topic: Promote more housing diversity in the Core Area.*

Stakeholder comments:

- There is already pressure for redevelopment in our heritage neighbourhoods and properties. We need policies to manage the impacts of infill and redevelopment in these areas. Are there programs and incentives to make it more viable to preserve heritage properties?
- Consider being clearer on where redevelopment is being encouraged.
- The loss of mature trees in these neighbourhoods is a problem. We need to find ways to retain them as infill and redevelopment takes place.
- This level of flexibility for the Core Area should be considered in Suburban neighbourhoods. They would also benefit from more housing variety, services, and transportation options.
- Suites are a viable approach to densification – the City should be more supportive of these.
- Often, a vision is set for new development in existing neighbourhoods, but when a project is proposed that is inconsistent with this vision, it still gets support. The City needs to be sure that when policies are created that they are followed by staff and Council.

*Discussion topic: deliver more housing with supports near jobs, services, and amenities.*

Stakeholder comments:

- Solutions are needed to address the issues of homelessness and addictions in Kelowna.
- The City has an important role to play, however it cannot address this complex issue alone. Senior levels of governments need to be more involved in working towards a solution.

*Discussion topic: prioritize transit, active transportation and shared mobility where it works.*

Stakeholder comments:

- Kelowna needs a better transit options, and densities to make those options more viable. However, the transit service needs to come sooner so that future development can build around it.
- Goods movement, which mostly happens by truck, cannot be forgotten, especially with the growing share of online shopping.
- There are other ways of managing congestion that involve changing our behavior. For example, staggering hours of operation for businesses would help ease congestion at peak times.
- Housing unaffordability may push people out into more distant communities. This will require more transportation options to connect people across the region.

- Social connections can be increased through active transportation opportunities such as sidewalks and multi-modal pathways.

*Discussion topic: strengthen the city's role as a regional hub for employment, research and innovation*

Stakeholder comments:

- The quality of life that Kelowna offers is important to attracting jobs to the area.
- Traffic congestion and transportation challenges could make continued economic growth difficult. We need to recognize that they support each other.
- Fostering growth at our major employment, research and innovation hubs, like Kelowna General Hospital for example, is critical to this pillar.
- Attracting young people to the city can be a barrier to business, especially with high housing prices.

*Discussion topic: stop planning new suburban neighbourhoods*

Stakeholder comments:

- Large homes in sprawling neighbourhoods don't meet our current housing needs but use caution in slowing new suburban development. Supply and demand must be balanced to moderate prices.
- As single family suburban growth slows in Kelowna, it will likely occur more in neighbouring communities, which will create its own set of challenges.
- We can't push too hard against what the market wants, and it will market will push new housing towards to employment areas.
- It makes financial sense for the City to develop where existing infrastructure is located.

*Discussion topic: target growth along transit corridors that connect our Urban Centres*

Stakeholder comments:

- Greater housing diversity is needed in these areas so that more people are able to connect to safe and enjoyable commuting options.
- These neighbourhoods need to be walkable and designed to redefine what "Quality of Life" means.
- Develop cultural infrastructure and services to support vibrant Urban Centre and neighbourhoods across the city.
- A Central Okanagan Performing Arts Centre will act as a regional destination, and therefore needs regionally scaled transportation access.

### **Exercise #3: Draft Future Land Use Map**

*Discussion topic: growth management*

Stakeholder comments:

- Generally, Kelowna is transitioning from growing out to growing up, which is a positive change.

- There will be pressure to grow in the north Kelowna along Highway 97 and Glenmore Road corridors, especially as Lake Country signals growth just across from the city boundary. In the longer term, the City should explore more development in these areas.
- Growth in the southern neighbourhoods, like the Mission for example, should be slowed to better manage growing traffic congestion in that area.

*Discussion topic: infill and redevelopment*

Stakeholder comments:

- The urban corridors along frequent transit routes makes sense. The City should explore extending these corridors to more areas. In particular, Hollywood Road in Rutland was identified as having potential to be an urban corridor that connects to UBCO.
- There are concerns that policies and guidelines for infill and redevelopment will not be followed. Participants identified areas where the OCP signaled a certain height or density, but a much larger scale project was supported.
- The cost of infrastructure in the Urban Centres was discussed, with the Capri-Landmark Urban Centre Plan's transportation, infrastructure and upgrades being used as an example.
- The development of the Midtown Urban Centre and the Highway 97 corridor will be challenging, especially with the proposed new Costco site. Hubs of activity will be needed to be very strategically located.
- Uses to support the Cultural District are not explicitly identified in the draft map. It appears that they will be integrated into mixed use buildings, which dilutes these assets and doesn't protect them in the long-term.

*Discussion topic: suburban development*

Stakeholder comments:

- Development in suburban neighbourhoods should be more flexible, allowing for a greater range of housing types and commercial uses integrated into village or neighbourhood centres. This includes allowing for more infill development in Suburban neighbourhoods adjacent to the Core Area, such as south Rutland and the Lower Mission.
- More transportation options are needed in suburban neighbourhoods, including between suburban neighbourhoods.

*Discussion topic: industrial lands*

Stakeholder comments:

- The industrial lands north of Downtown are under pressure to redevelop, and this is expected to increase. A strategy is needed to protect these lands and retain the industrial uses to keep these jobs close

to growing residential neighbourhoods. However, some key sites should be considered for mixed use development and to maintain alignment options for a second bridge crossing.

- Locating industrial lands along the Highway 97 corridor has its advantages, but it also causes congestion and access challenges. When new industrial lands are considered, they should have easy access to Highway 97 without being located directly on the highway.
- More mixed use opportunities should be explored in industrial areas.

#### *Discussion topic: education and employment*

Stakeholder comments:

- The shift to a more urban form of development, new approaches are needed to acquire school sites, particularly in or near Urban Centres. Sites may have to be smaller and more intensive, be co-located or integrated with other forms of development and respond to emerging trends in how education is provided.
- The Gateway district, which includes UBCO and the Airport should evolve into a larger live-work hub, with more opportunities for residential development nearby.

#### *Discussion topic: environment*

Stakeholder comments:

- To promote more ecological protection, the City should explore incentives to development, such as density transfers and density bonusing.
- Foreshore protection along Okanagan Lake is critical. As development takes place along the lake, opportunities for protection as public property and restoration should be taken advantage of.
- Adding Okanagan Lake to the Future Land Use map would help with explicit policies.
- Greater habitat connectivity needs to be explored to connect natural areas and wildlife corridors.

#### *Discussion topic: parks*

What we heard:

- A pathway connection between Mission Creek and Rail Trail is needed. A through Midtown, near Leckie Road, would be the shortest route for such a connection.
- Consider developing pathway network that connects major parks and natural areas, such as Knox Mountain to Wilden and on to McKinley, for example.
- More smaller neighbourhood parks are needed.

#### *Discussion topic: agriculture and food security*

Stakeholder comments:

- While agricultural lands are signaled for preservation,

the City needs to “walk the talk” more. For example, many properties are being removed from the ALR under the pretense that they are needed for airport expansion, but other uses are now being signaled.

- More clarity is needed for the Rural – Agricultural and Resource (R-AGR) designation. Will industrial packing and processing facilities to be considered on these lands?

#### *Discussion topic: transportation*

Stakeholder comments:

- Glenmore Road is becoming a much more congested route with development in the north and in Lake Country. Improvements are needed, including better cycling connections to John Hindle to UBCO.
- A shift in transportation modes is needed but will likely involve more options than we are anticipating. More investments in sidewalks are needed, as are streets that are better designed for multiple users, but there are other “out-of-the-box” ideas that should be explored, such as a lake ferry service and introducing for park n’ rides, for example.
- Congestion pricing may have to be explored to raise revenue and manage demand.
- Major road projects that bypass major choke points need to be explored further, such as a second bridge crossing, various ring road alignments and overpasses.
- Kelowna needs to be ready for autonomous vehicles, including preparing for obsolete infrastructure and assets, like parkades, for example.
- Lower speed limits would increase safety, improve social connections and promote greater use of alternative transportation.

#### *Discussion topic: other*

Stakeholder comments:

- The City should explore development of a “dark skies” bylaw, which would regulate lighting at night.
- The City is going to be challenged to keep up with expected levels of service with this new growth.
- One way to achieve the OCP’s goals would be to fast-track development applications to promote sustainability options as part of development regulations.
- Glenmore fire department – a full-time fire department in Glenmore will be required as we continue to grow and expand into this area. This may include relocating the existing facility to a more central location.

#### **Next steps**

Feedback will be used to refine the draft land use map, strengthen the language in the pillars and to help develop new policies for the OCP.