



Our Kelowna 2040





*Imagine***Kelowna**
A new vision for our community,
by our community

25+
years



Official Community Plan:
Our Kelowna as we Grow

Transportation Master Plan:
Our Kelowna as we Move

20
years



Strategic Plans

1-10
years



□□□□□ Divisional Workplanning □□□□□



Principles and goals of Imagine Kelowna guide development



50,000 more
people

20 years



2018 now worst fire season on record as B.C. extends state of emergency



Close to 13,000 sq km of province has burned, breaking record set in 2017

Bethany Lindsay · CBC News · Posted: Aug 29, 2018 11:23 AM PT | Last Updated: August 29



Human migration will be a defining issue of this century. How best to cope?

Alexander Betts

Whether they are fleeing armed conflict or economic deprivation - or both - people will continue trying to cross borders in search of a decent life, and the global community needs to address this



▲ Migrants queue for buses at the border between Austria and Hungary near Heiligenkreuz, Austria, on 19 September 2015. Photograph: Christian Bruna/AP

Rise of income inequality in Canada 'almost exclusive' to major cities: study



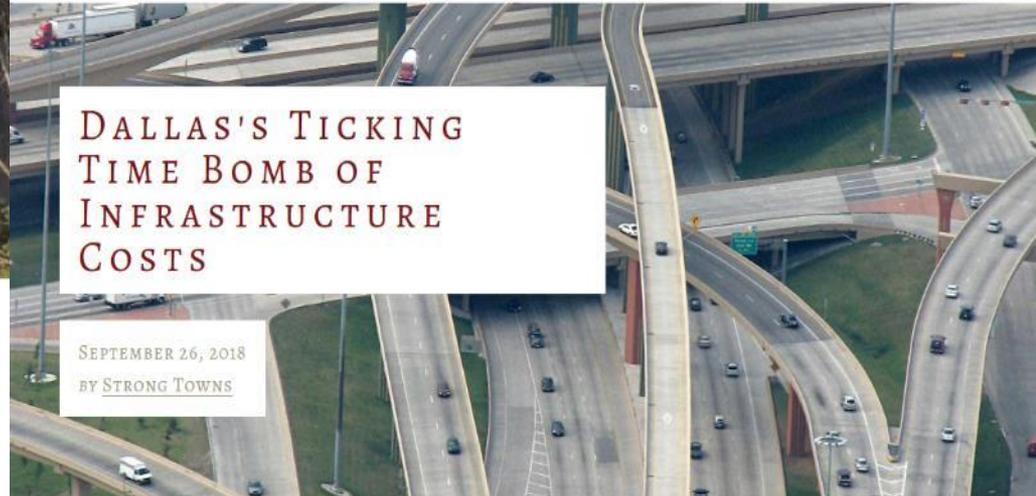
By Maham Abedi

National Online Journalist, Breaking News Global News



STRONG TOWNS

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DALLAS'S TICKING TIME BOMB OF INFRASTRUCTURE COSTS

SEPTEMBER 26, 2018

BY STRONG TOWNS

ECONOMY

How Canada's suburban dream became a debt-filled nightmare

OGO e-scooters zooming into Kelowna streets

The electric scooter rideshare program will be launched July 12

[MACKENZIE BRITTON](#) / Jul. 11, 2019 12:00 p.m. / [LOCAL NEWS](#) / [NEWS](#)



We have 12 years to limit climate change catastrophe, warns UN

Urgent changes needed to cut risk of extreme heat, drought, floods and poverty, says IPCC

● [Overwhelmed by climate change? Here's what you can do](#)

Rich, aging baby boomers will make it even harder for millennials to buy homes over next 10 years

A CMHC report says seniors in Toronto aren't downsizing like they used to



As it happened - 500,000 in Montreal climate march led by Greta Thunberg

A team of Montreal Gazette journalists covered Friday's massive Montreal climate march. Here's what happened words, photos and videos.

Disrupt SF 2019

We'll have self-flying cars before self-driving cars, Thrun says

[Josh Constine](#) @joshconstine / 2:18 pm PDT • October 3, 2019

[Comment](#)

LAND USE

Low density development
Single use development
Key destinations dispersed
High parking requirements

Medium and high density development
Mixed use development
Key destinations focused
Transit-oriented development

Business as usual

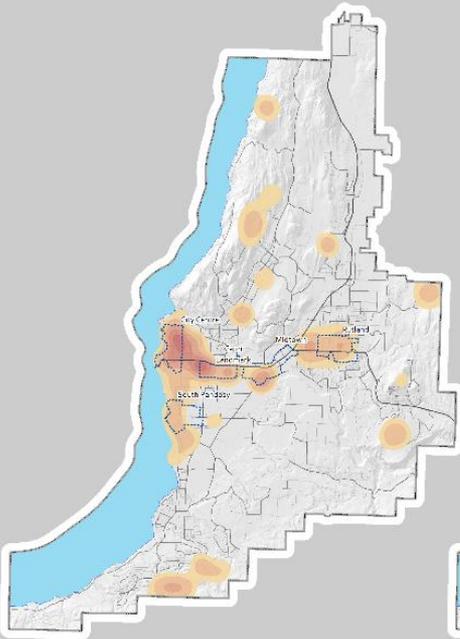
Compact urban development

Limited ped and cycling networks
Limited transit service and facilities
Reliance on automobile
Dispersed infrastructure

Robust ped and cycling networks
High quality transit service
Greater transportation choice
Concentrated infrastructure

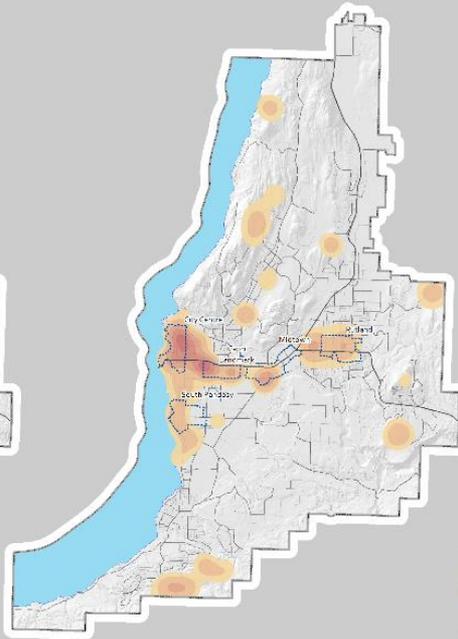
TRANSPORTATION AND INFRASTRUCTURE

Scenario 1



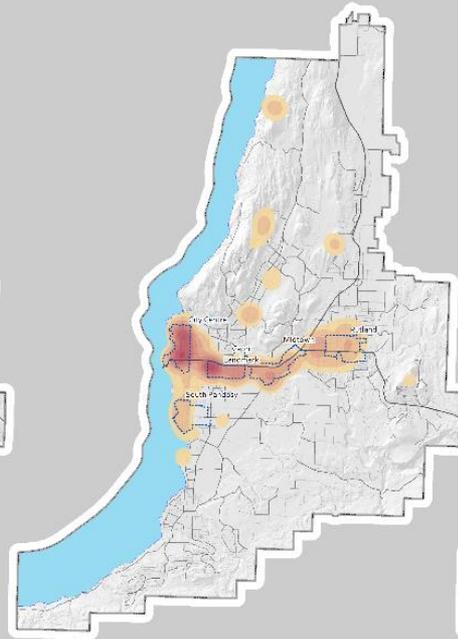
Slow Shift / Dispersed

Scenario 2



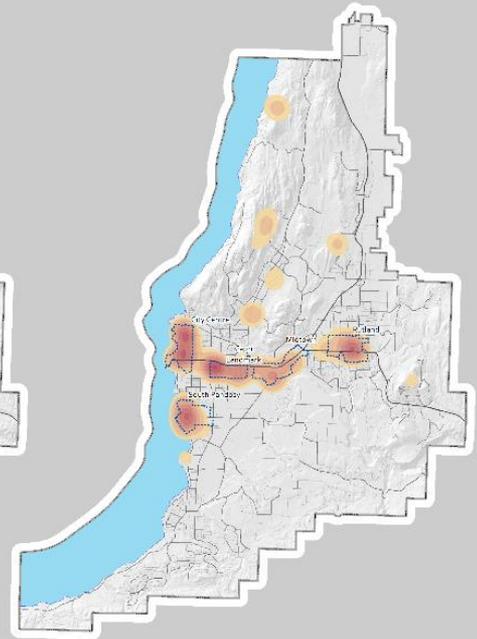
Gradual Shift / Dispersed
with Urban Centres

Scenario 3



Progressive Shift /
Focused Urban Core

Scenario 4



Rapid Shift / Focused
Urban Centres

Travel Choices

This indicator shows how growth management decisions will impact the sustainable transportation choices within our community.

Desired Trend / Target

To reduce the amount of traffic on the roads by providing more convenient ways to get around besides driving. Residents in neighbourhoods with destinations nearby travel shorter distances, which makes walking and biking more attractive. Denser neighbourhoods are also support more frequent bus service. The scenario with the greatest combined score across the sub-accounts will be ranked the highest.

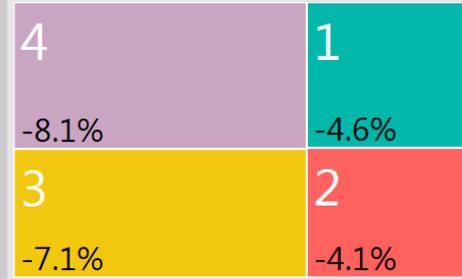
Account Scorecard (Relative Ranking)

ScenarioName	Rush Hour Trips by Driving	Rush Hour VKT	Transit Supportive Neighbourhoods	Total
Slow Shift / Dispersed	2	1	2	2
Gradual Shift / Dispersed with Urban Centres	1	2	1	1
Progressive Shift / Focused Urban Core	3	3	4	3
Rapid Shift / Focused Urban Centres	4	4	4	4

Sub Account Details

Scenario Number	Scenario Name	Peak Hour Driving Mode Share	Change in Peak Hour Driving Mode Share	Peak Hour VKT	Increase in Rush Hour Auto Travel (VKT)	Share of Residents in Transit Supportive Neighbourhoods (target of 30 people per Ha)
1	Slow Shift / Dispersed	73.6%	-4.6%	243,500	53,500	54%
2	Gradual Shift / Dispersed with Urban Centres	74.2%	-4.1%	234,000	44,000	53%
3	Progressive Shift / Focused Urban Core	71.2%	-7.1%	224,000	33,900	60%
4	Rapid Shift / Focused Urban Centres	70.1%	-8.1%	220,900	30,800	60%

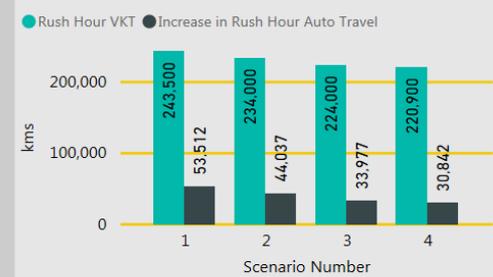
Change in Share of Peak Hour Trips by Driving (%)



Share of Peak Rush Hour Trips by Driving (%)

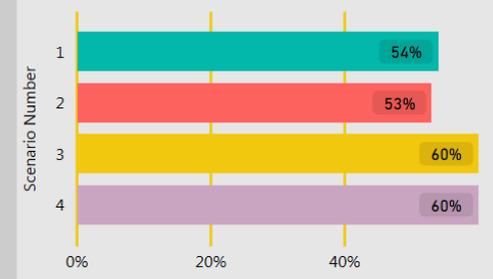


Increase in weekday rush hour auto travel (km)

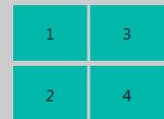


VKT = Vehicle Kilometres Travelled

Share of Residents in Transit Supportive Neighbourhoods



Scenario

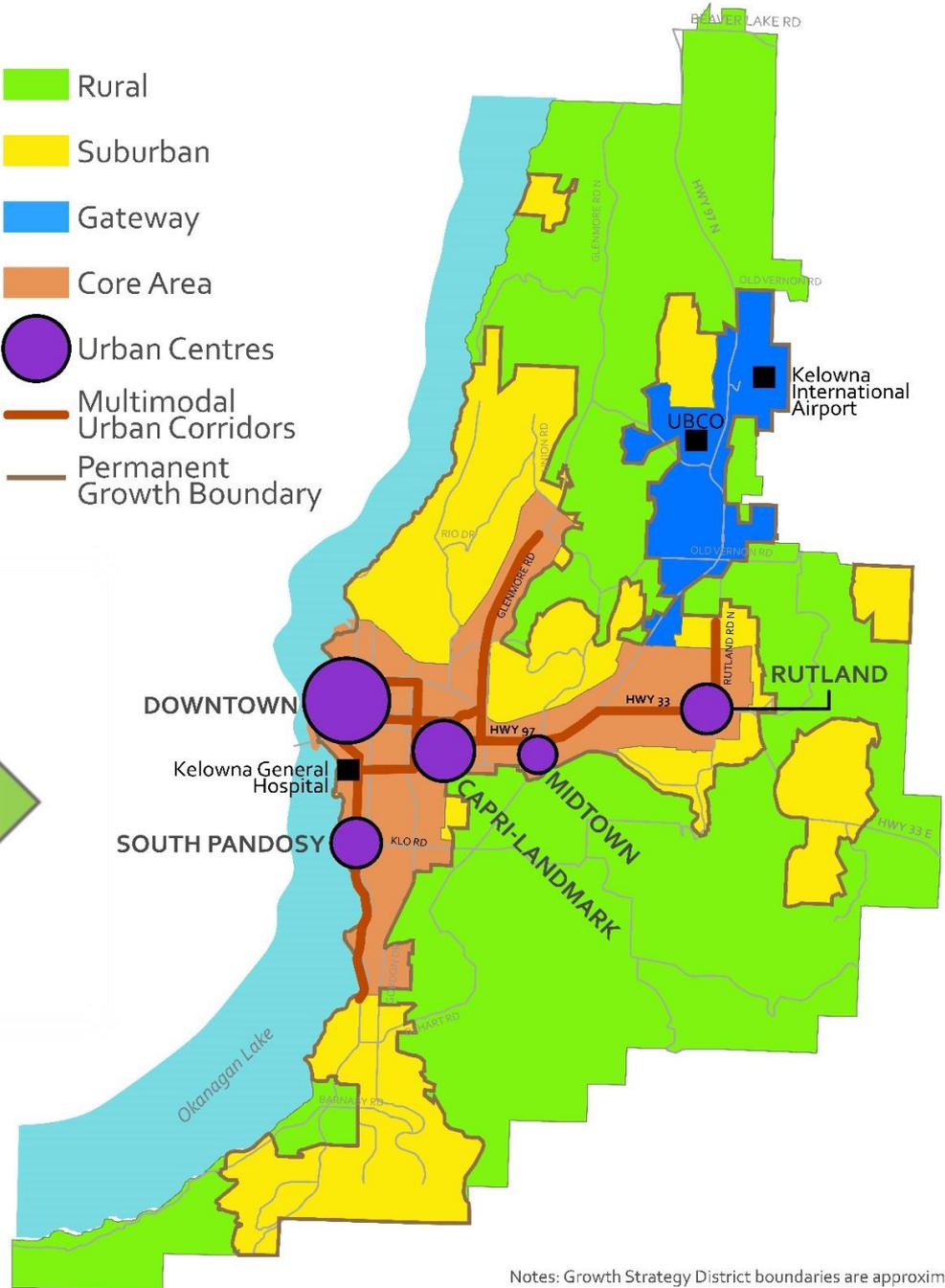


- Rural
- Suburban
- Gateway
- Core Area
- Urban Centres
- Multimodal Urban Corridors
- Permanent Growth Boundary

Medium and high density development
 Mixed use development
 Key destinations focused
 Transit-oriented development

Compact urban development

Robust ped and cycling networks
 High quality transit service
 Greater transportation choice
 Concentrated infrastructure



Notes: Growth Strategy District boundaries are approximate.

TMP Vision

"Kelowna will be a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us transition from our car-centric culture"



TMP Goals

Improve Safety

Protect the Environment

Enhance Travel Affordability 

Foster a Growing Economy

Enhance Urban Centres

Improve Health 

Optimize Travel Times

Support Livable Communities

Promote Inclusive Transportation 

Improve Travel Choices

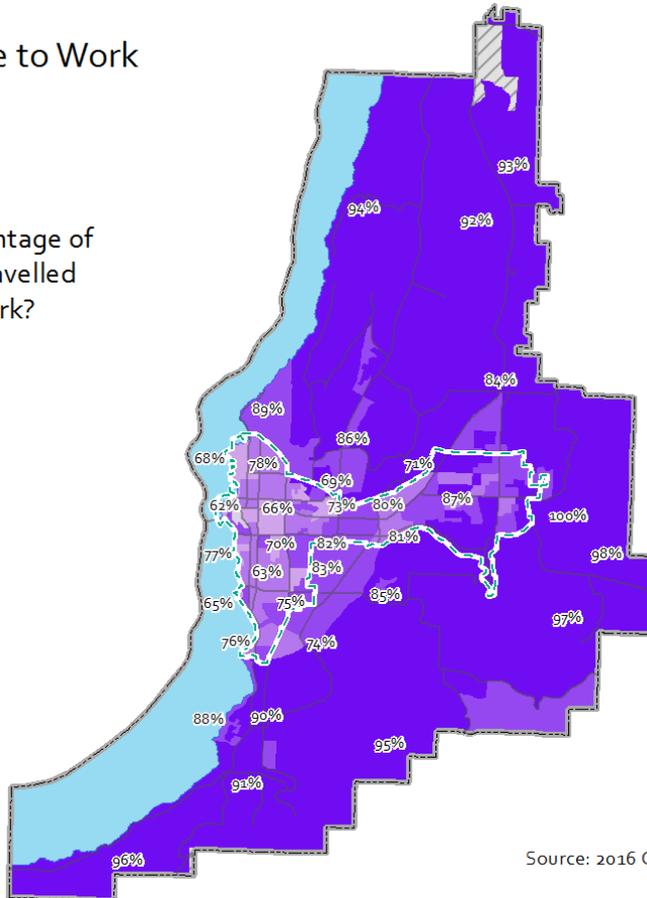
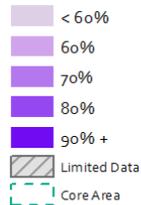
Be Innovative and Flexible

Ensure Value for Public Investment

Where you live affects how you get around

Commute to Work

What percentage of residents travelled by car to work?

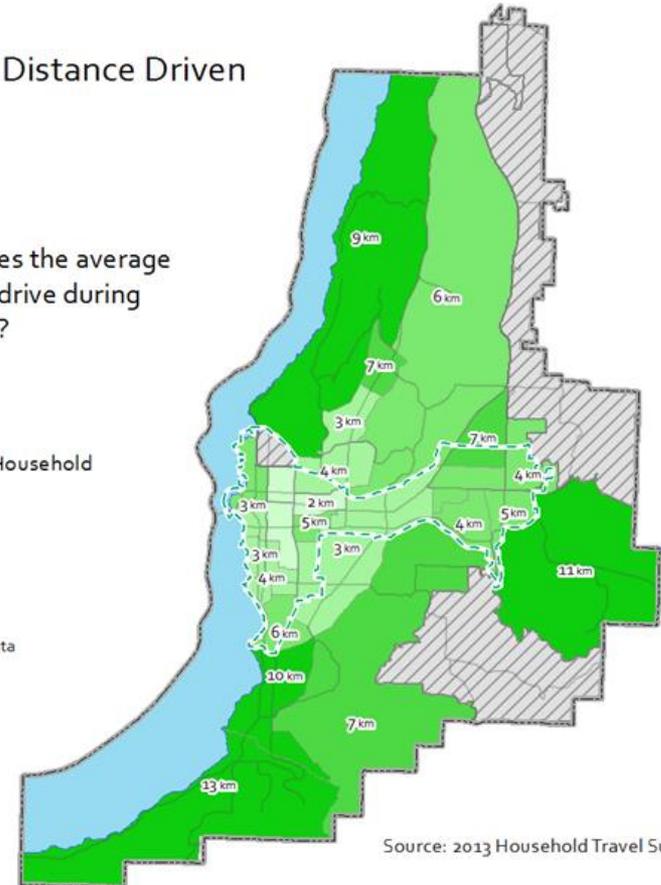


Source: 2016 Census

Average Distance Driven

How far does the average household drive during peak hours?

Distance Per Household

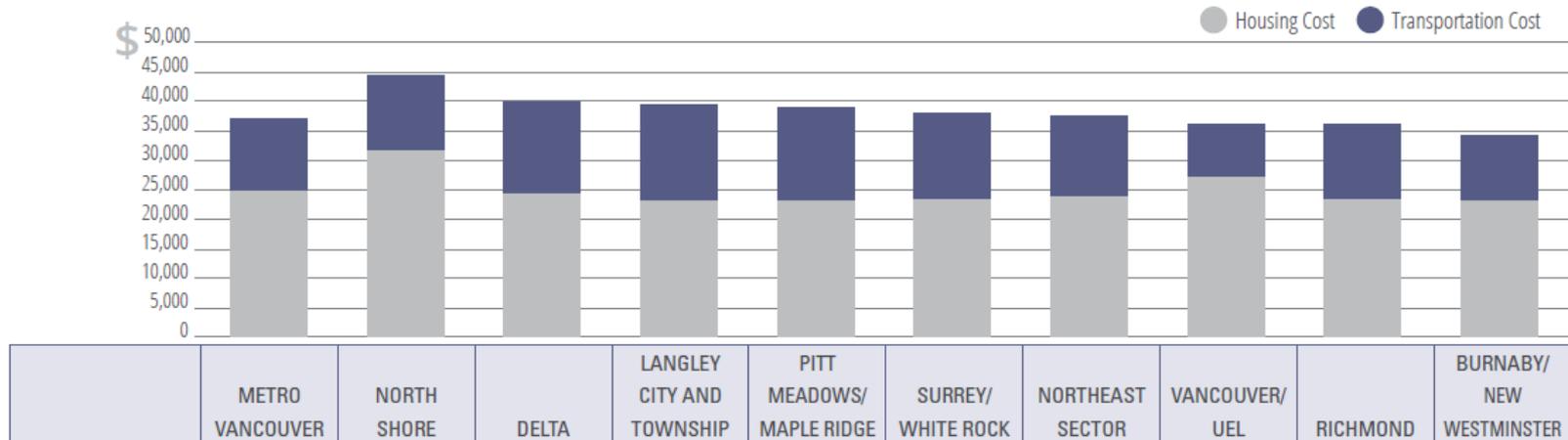


Source: 2013 Household Travel Survey

Affordability= housing & transportation combined

Combined Housing and Transportation Cost Burden

CHART 4: WORKING OWNER HOUSEHOLDS WITH MORTGAGES



Source: Metro Vancouver Housing and Transportation Cost Burden Study, 2015

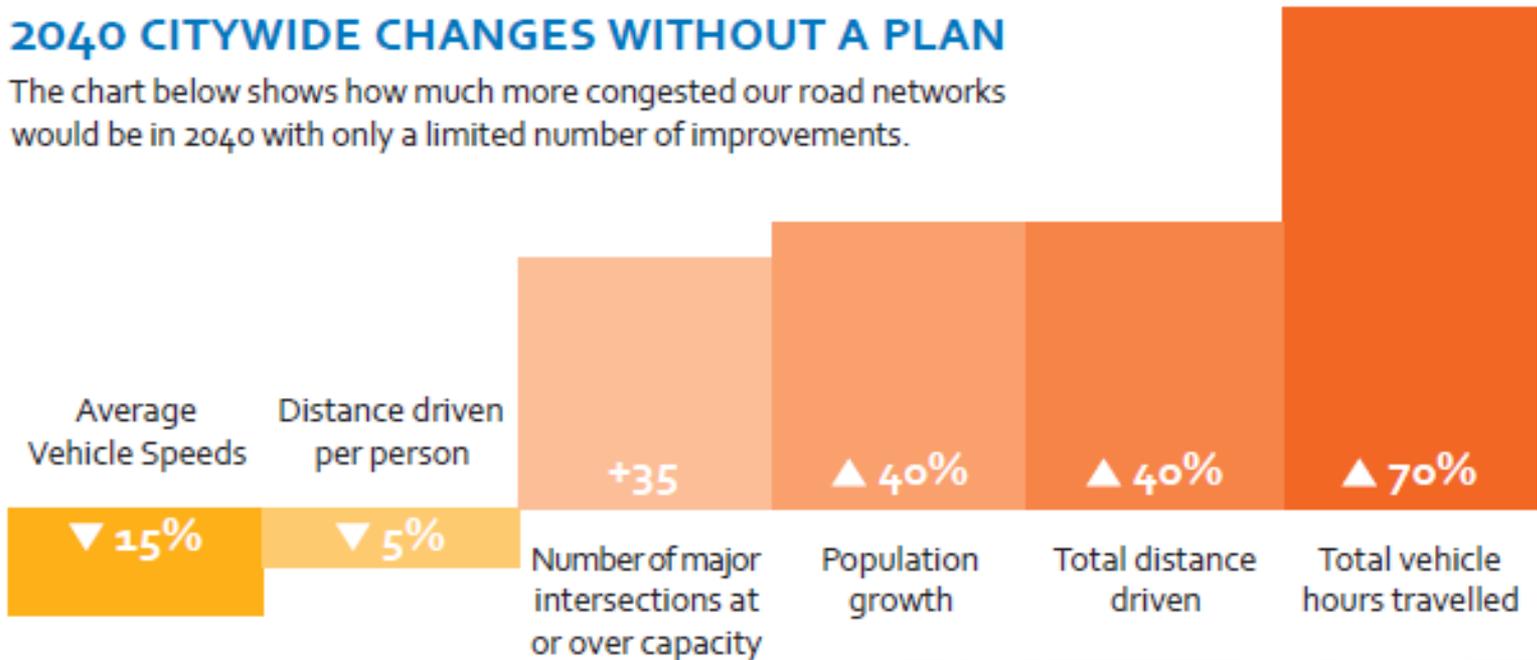
Fixed Cost of Vehicle Ownership*	\$6,300	per year
Daily Vehicle Kilometres Travelled (VKT)**	18	km
Operating Cost of Vehicle Ownership*	\$0.14	per km
Expansion Factor (to annualize VKT - assumed 300 days of travel annually)***	300	days
Annual Vehicle Expense	\$7,056	
Monthly income diverted to shelter costs if one less car per household	\$588	
Associated increase in maximum mortgage qualification amount	\$129,077	

2040 TMP “Baseline” Scenario



2040 CITYWIDE CHANGES WITHOUT A PLAN

The chart below shows how much more congested our road networks would be in 2040 with only a limited number of improvements.



Keeping Kelowna Moving







City of
Kelowna

Questions?