

INFILL CHALLENGE

COMMUNITY PROFILE

Prepared by the City of Kelowna

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INTRODUCTION

The aim of the Infill Challenge is to bring forward new concepts for infill housing in Kelowna’s core neighbourhoods in a manner that respects the values of existing residents, understands the needs of potential residents, and integrates the economic realities of the development industry. The Infill Challenge is not a complete Infill Housing Strategy. Rather, the project aims to be a catalyst to demonstrate that infill housing can make positive contributions to neighbourhoods, helping to move the community dialogue on the topic forward.

Examining new forms of infill housing is supported by direction in the Official Community Plan (OCP), which seeks to create compact, walkable neighbourhoods in the city’s Urban Core in the place of new suburban neighbourhoods on the city’s fringe. The Housing Strategy provides further support for this project, re-affirming the importance of creating a diverse, healthy community, while also providing for a broad range of housing needs. Additionally, in the recently completed Citizen Survey, residents identified “encouraging a diverse supply of housing options at different price points” as one of their top two priorities.

COMMUNITY PROFILE

The *Infill Challenge Community Profile* provides a snapshot of the state of the study area using key data. Information is gathered and presented on four topic areas: population and demographics, land use and housing, amenities and services, and the transportation network. Taken together, this information provides a brief profile of the key components of the study area today.

The *Infill Challenge Community Profile* is intended to be used in conjunction with the *Infill Challenge Best Practices Guide* to provide a strong foundation for positive infill housing conversations.

PROFILE HIGHLIGHTS

POPULATION & DEMOGRAPHICS

Area population	5,045
Avg. household size	2.13
Median household income	\$48,135
Median age of population	36

LAND USE & HOUSING

Dominant land use	Single dwelling housing
Most common bldg age	1940-1969
Average parcel area	647 sq. m.
Building height	1-2 storeys

AMENITIES & SERVICES

Number of parks	4 within study area
Number of schools	5 nearby study area
Walkscore (northern area)	72 (very walkable)
Walkscore (southern area)	80 (very walkable)

TRANSPORTATION NETWORK

Road network	Traditional grid
Active transportation	Limited sidewalk and bike lanes
Transit access	Moderate



Study Area

Map 1 shows the study area for the Infill Challenge. The project encompasses two areas. The northernmost area is located immediately east of Downtown and is bounded by Clement Avenue to the north, Richter Street to the west, Bernard Avenue to the south, and Gordon Drive to the east. The southernmost area is bounded by Harvey Avenue to the north, Pandosy Street to the west, KLO Road to the south, and Ethel Street to the east.

POPULATION & DEMOGRAPHICS

Population

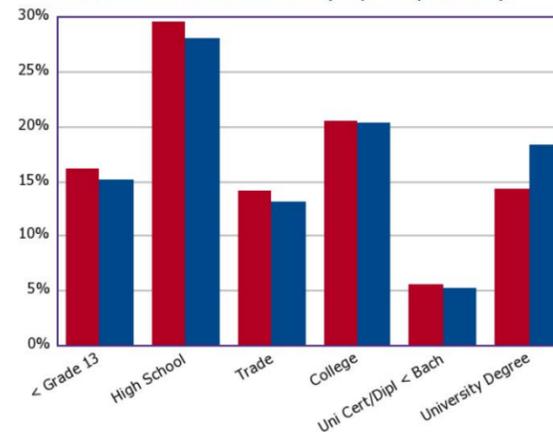
The total population of the study area is estimated to be 5,045 as of 2014, representing approximately 4% of the population of Kelowna. This population is spread among an estimated 2,307 households.

Demographics

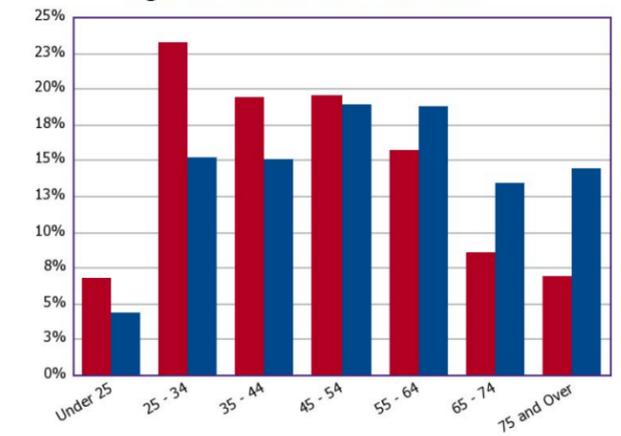
When compared to the city overall, residents of the study area share many commonalities with the rest of Kelowna. There are, however, some noteworthy differences. The study area has a higher proportion of younger household

maintainers, fewer residents are represented in the higher income ranges, and a higher proportion of residents have completed trade school. In addition, the study area is home to more single people, and where there are families, they tend to be smaller with children at home who are younger. Overall, when compared to the rest of Kelowna, the study area is home to younger, smaller households who are more likely to be engaged in the sales and service industries.

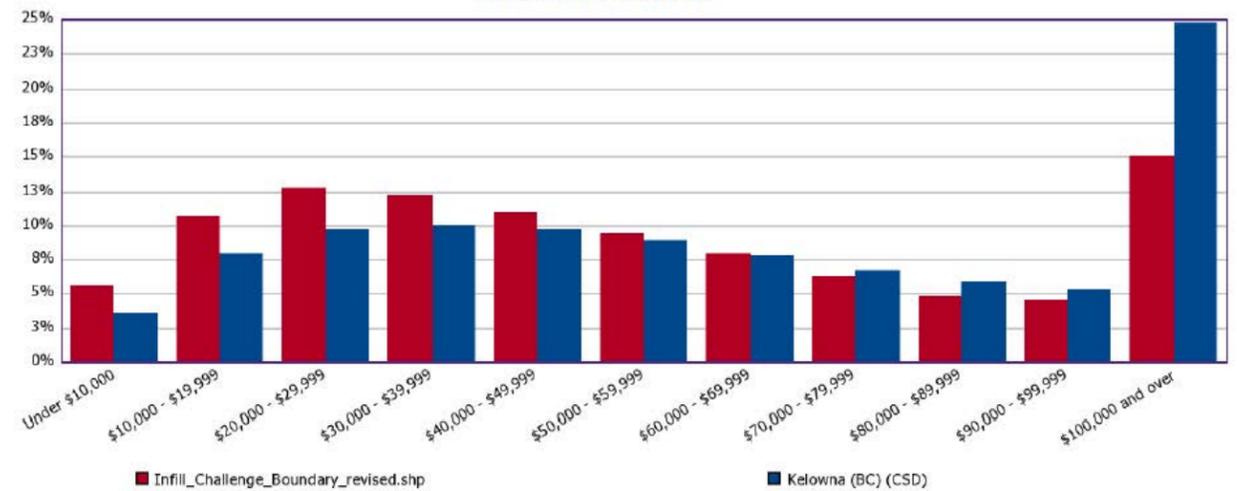
Educational Attainment (Pop 15 years +)



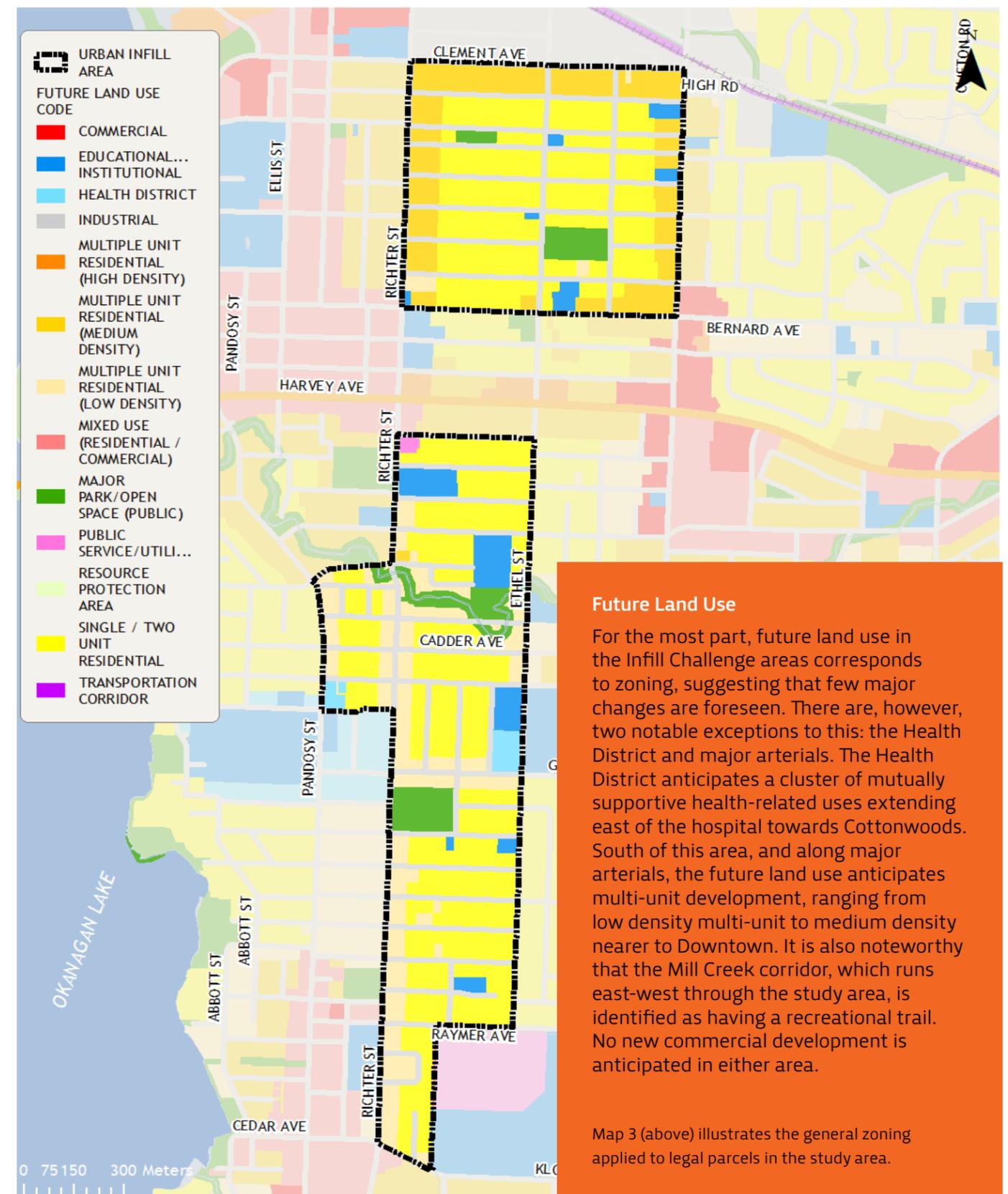
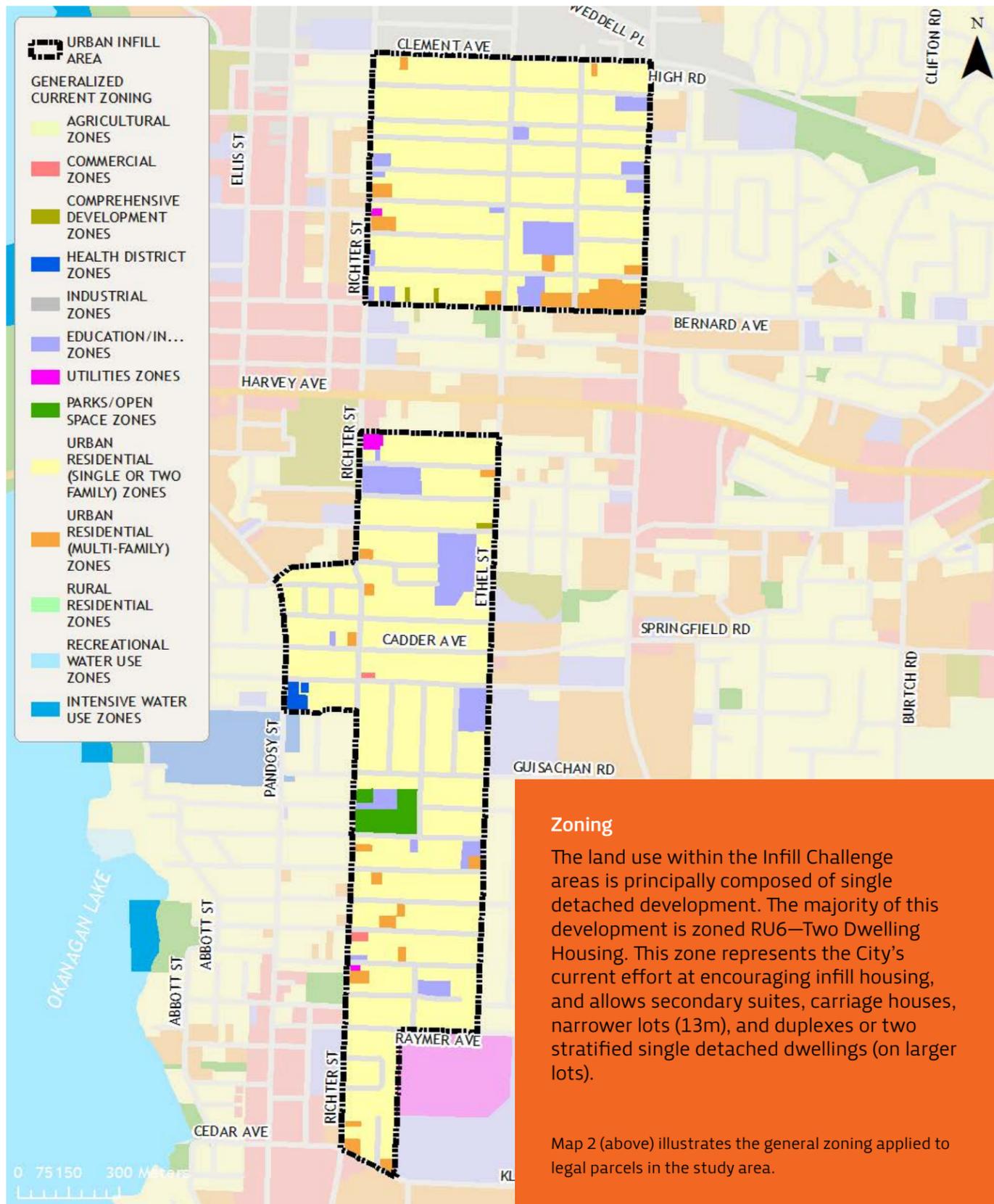
Age of Household Maintainer

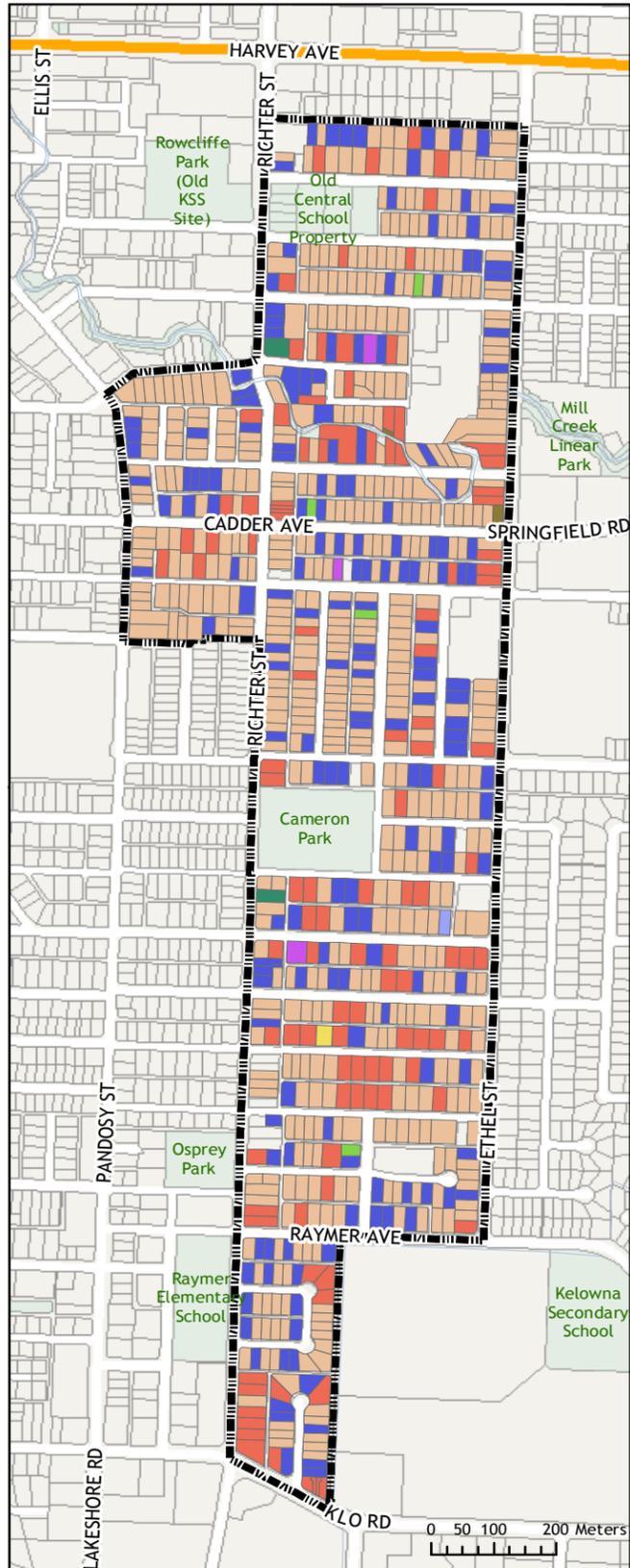


Household Income



LAND USE & HOUSING



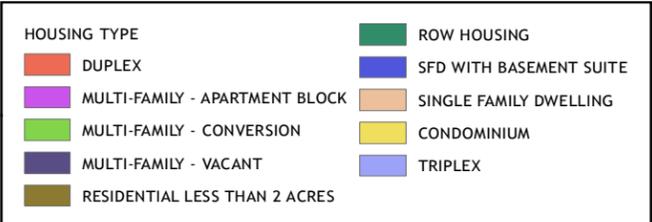
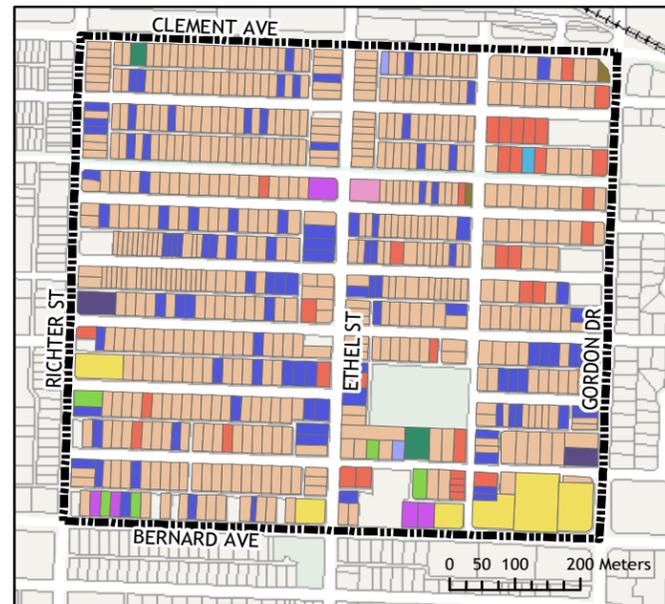


Housing Type

Of the housing stock in the study area, approximately 46% is single detached housing, which is slightly less than the Kelowna average. The study area has a greater share of duplex dwellings than does the rest of Kelowna. Carriage houses and secondary suites are also popular in the study area, having 18.5% of the city's total.

The volume of secondary suites and carriage homes suggests a higher percentage of renters in the study area, as well as a greater diversity of housing options.

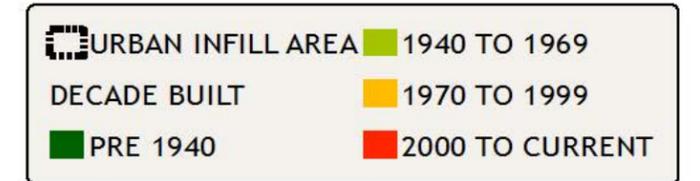
Map 4 (left & below) illustrates the general zoning applied to legal parcels in the study area.



Housing Stock

In both the northern and southern areas, the housing stock is aging, and is considerably older than typical homes elsewhere in Kelowna. The majority of homes in the study area were constructed prior to the 1970's. The older housing stock suggests that there may be a greater opportunity here for turnover and renewal.

Map 5 (left & below) illustrates the general zoning applied to legal parcels in the study area.



AMENITIES & SERVICES

Character of Housing

The character and style of housing varies greatly throughout the study area. As expected, architecture predominantly reflects modest, suburban design from the era in which the housing was constructed.

Given the dominance of an older housing stock in the study area, homes tend to be more modest in size compared to more recent examples of detached housing. This is reflected in the massing of the buildings, with almost all homes being between 1-2 storeys in height.

Homes in the study area most often address the street, with direct connections between the front door and the sidewalk. On-site parking is typically accessed via the laneway, making attached garages a rarity.

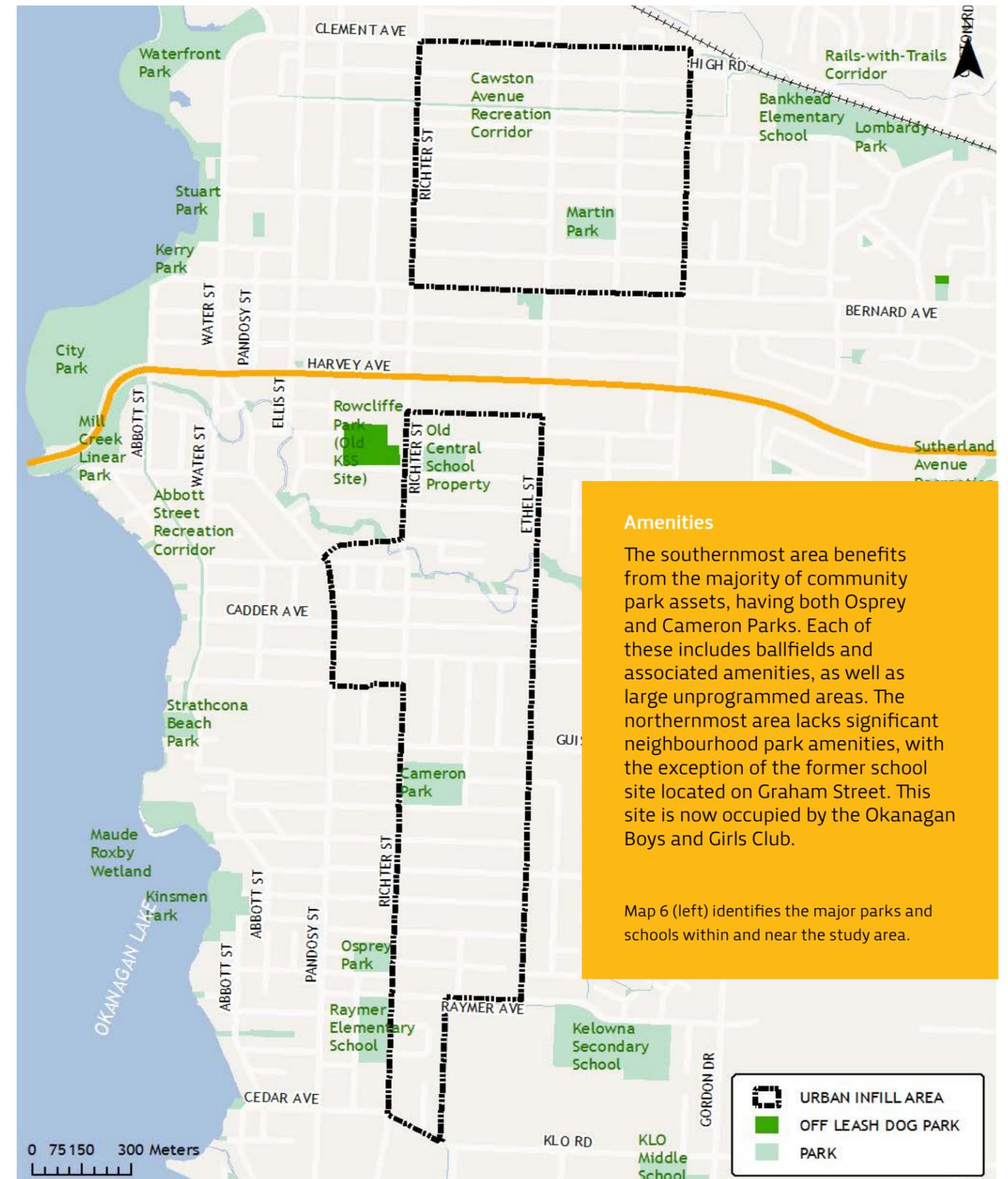
Setbacks are also more generous than what is typical in more recent housing developments. Houses are set farther back from the street and have slightly larger sideyards. The more modest footprint of the housing stock also allows for more ample rear yards.



Housing in the area reflects modest, suburban homes constructed in a variety of architectural styles, reflecting trends for the periods in which they were built (image: Google Street View).



Most homes in the study area are small in scale relative to more recent examples of detached housing, featuring direct connections between the sidewalk and the front door, and vehicular access at the laneway (image: Google Street View).

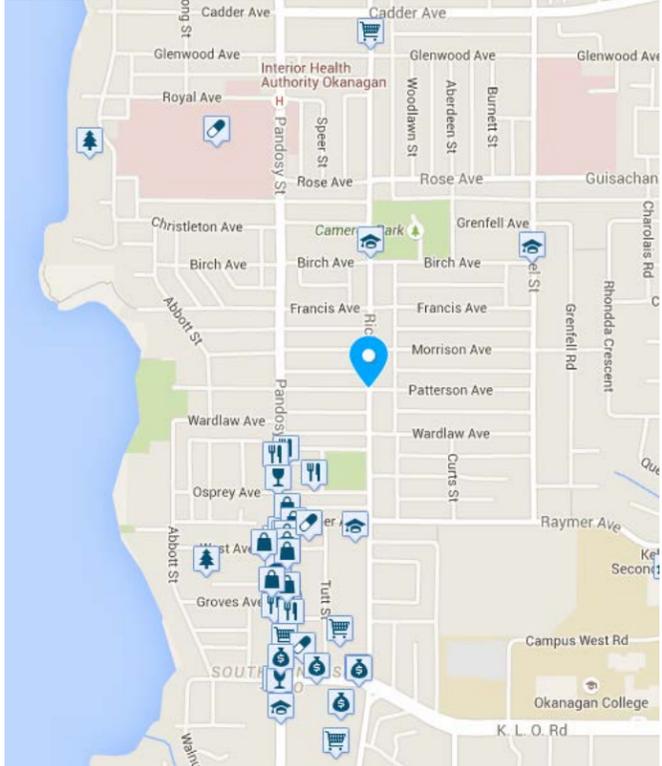


Amenities

The southernmost area benefits from the majority of community park assets, having both Osprey and Cameron Parks. Each of these includes ballfields and associated amenities, as well as large unprogrammed areas. The northernmost area lacks significant neighbourhood park amenities, with the exception of the former school site located on Graham Street. This site is now occupied by the Okanagan Boys and Girls Club.

Map 6 (left) identifies the major parks and schools within and near the study area.

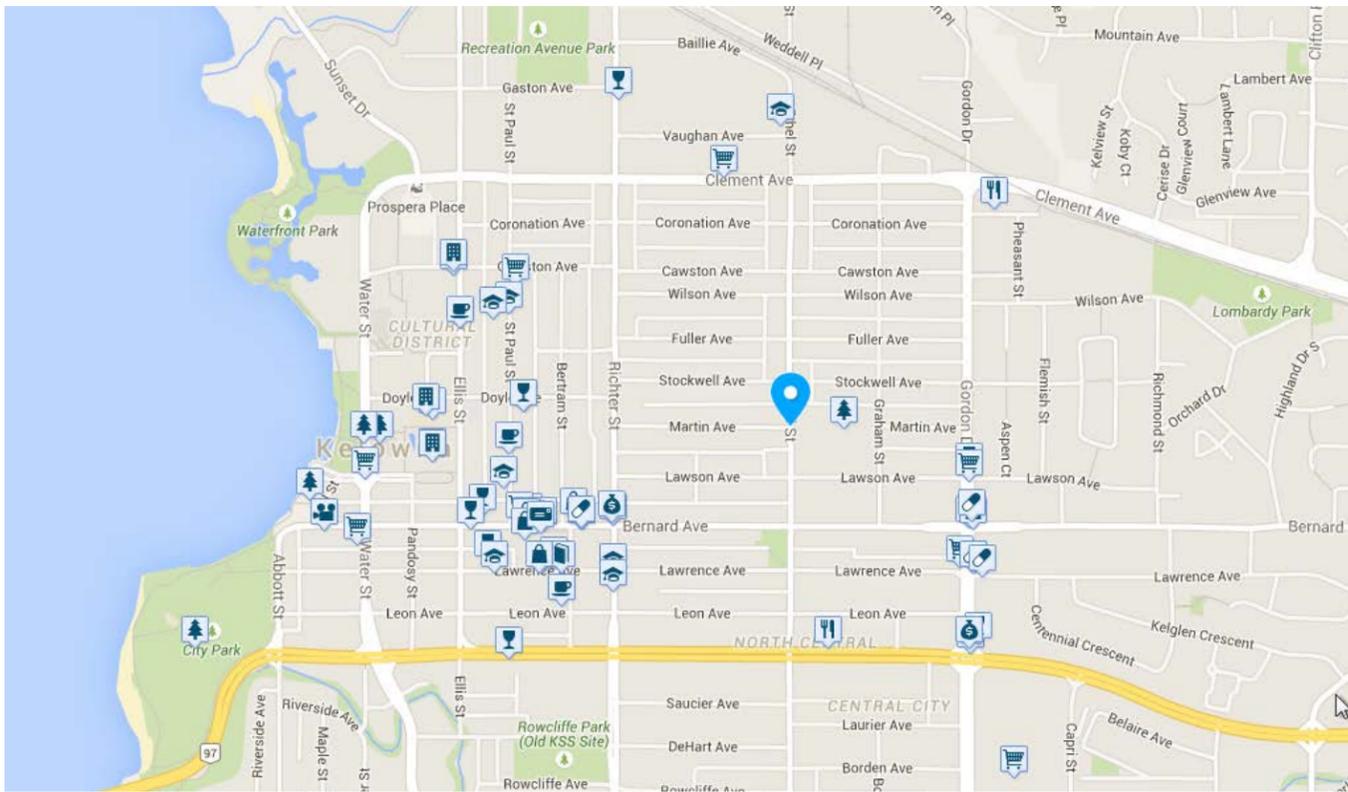
TRANSPORTATION NETWORK



Services

Both north and south areas of the Infill Challenge score reasonably well in terms of walkability to services. Using Walkscore as a tool to estimate ease of access to a range of daily needs, the northern area scores 72 out of 100 and the southern area scores 80. These scores suggest that the areas are “very walkable - most errands can be accomplished on foot”. Most services for the northern area are located to the west in the Downtown urban centre, while the majority of daily needs for the southern area can be met in the South Pandosy urban centre.

Map 7 (left) shows the services nearby the northernmost area. Map 8 (below) shows the services in proximity to the southernmost area (images: Walkscore).



The transportation network within the Infill Challenge area benefits significantly from the grid and lane road network that often leads to smaller blocks and vehicular access via laneways. This results in an environment that encourages walking and cycling, being easy to navigate and having few driveway interruptions.

The grid structure makes on-street parking common throughout the study area. These areas supplement the off-street parking available to each parcel, and are largely uncontrolled, with only a few notable exceptions in areas surrounding health care facilities.

However, transportation by vehicle is still clearly dominant throughout both areas. Major arterials and collectors bisect and surround the subject areas. There is limited infrastructure developed for cycling and walking. In fact, large portions of the subject areas have no sidewalks at all or are limited to sidewalks on one side. Landscaped boulevards separating pedestrians from fast-moving traffic and creating a pedestrian-friendly walking environment are extremely rare.

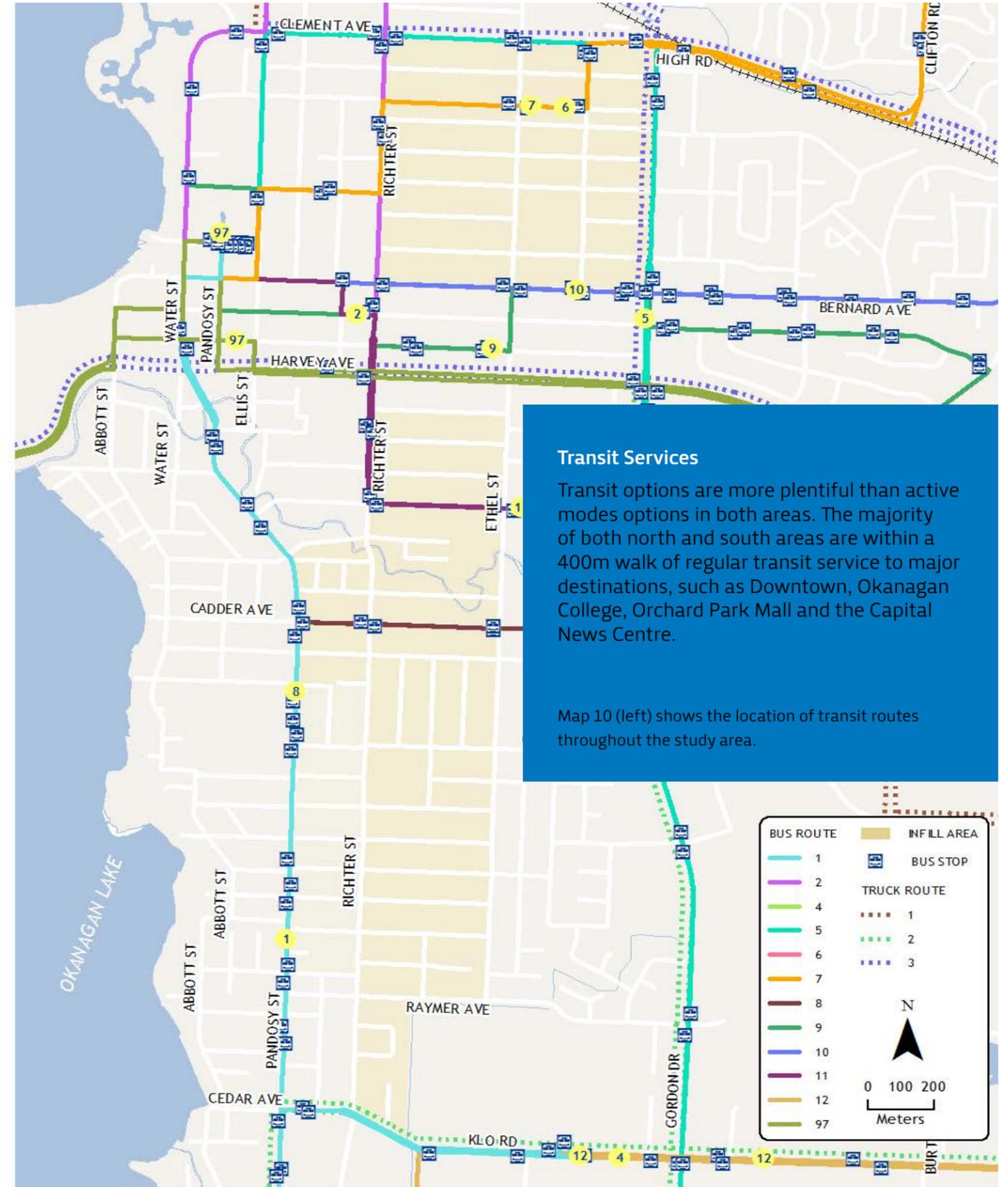
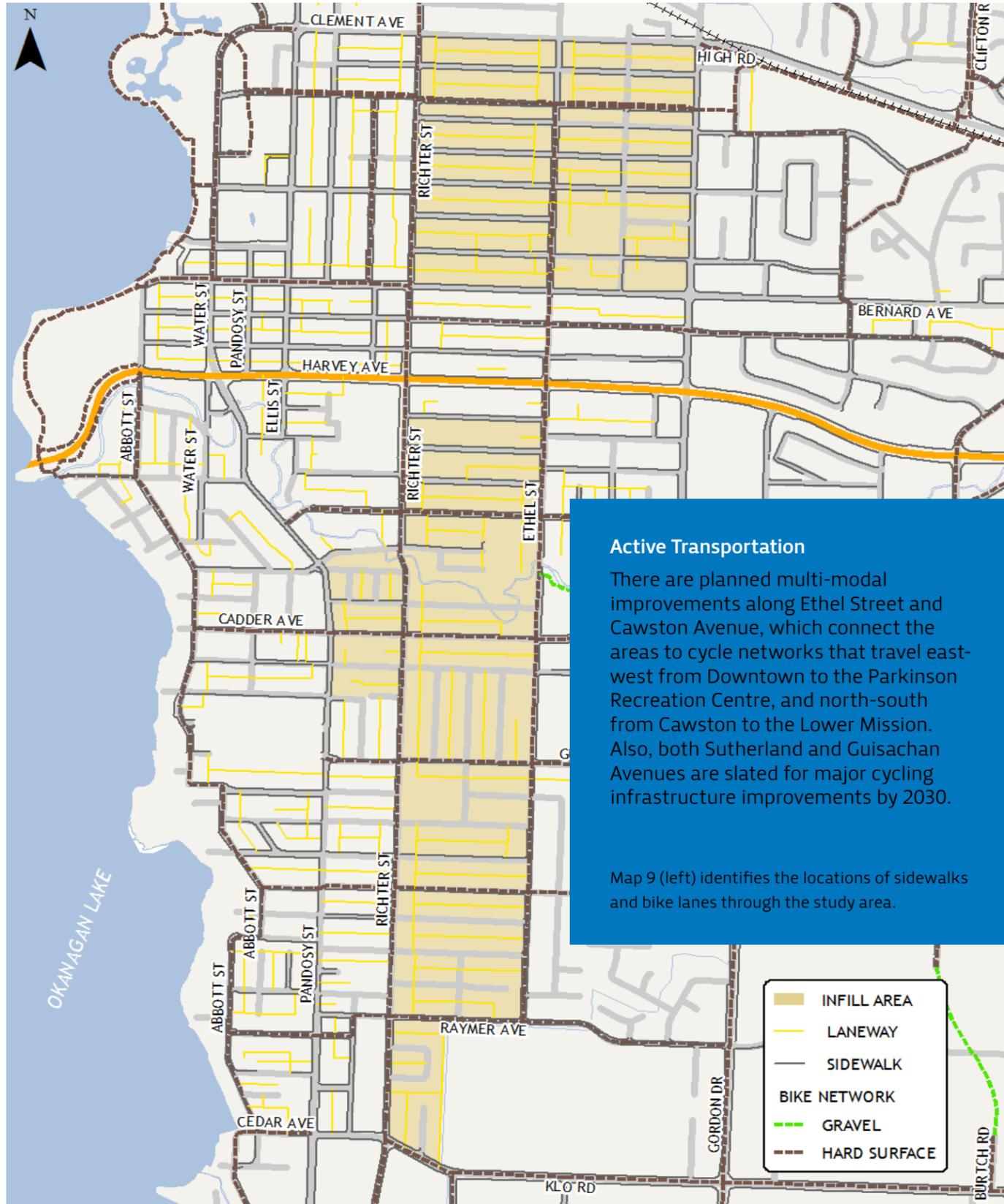
Recent and impending investments in cycling infrastructure are beginning to make progress towards creating a more balanced transportation network, but significant progress remains to be made.



The grid network, shown above, divides the study area into defined blocks, with each lot having rear access from a laneway. While there are some front-access driveways, most lots are accessed by vehicles from the lane only (image: City of Kelowna).



Pedestrian infrastructure in the area is limited, with many streets having sidewalk only on one side if at all. Street trees and landscaped boulevards are rare in the study area. Instead, gravel “soaker strips” delineate the transition between private and public realms (image: Google Street View).



SUMMARY & NEXT STEPS

Summary

In its form, the study area reflects earlier decades in Kelowna's expansion, featuring a more traditional grid network of roads and lanes. Despite Kelowna's rapid growth over recent decades, many of the area's original homes still stand, building a character that exhibits a patchwork of architectural styles.

Now considered part of the city's Urban Core Area, these neighbourhoods no longer function as the suburbs they once were. New suburbs have long since taken that role on, drawing many families away from the city centre. Instead, the study area's population is typically younger than the remainder of the city, having somewhat lower incomes, and smaller household sizes.

Fortunately, the area still maintains some substantial amenities, such as Cameron Park. And, schools at all levels are located in relatively close proximity. Quick access to the rest of the city is supported by strong transit connections, and an evolving cycling network.

Next Steps

As the area's role in the city shifts from suburban to urban in the decades to come, there is great potential for positive change. Sensitive infill housing can be a part of that picture, increasing the density and diversity of housing while respecting and enhancing the long-established character of the area. Indeed, this area is already host to many examples of previous infill efforts, including carriage houses and duplexes.

When used in conjunction with the *Infill Challenge Best Practices Guide*, this *Community Profile* will provide participants in the Infill Challenge process with a strong foundation of information on which to carry forward the infill housing discussion.



City Hall
1435 Water Street
Kelowna, BC V1Y 1J4
T. 250 469-8542
F. 250 862-3316
ask@kelowna.ca

kelowna.ca