DISTRICT OF SUMMERLAND

Downtown and Core Area (DCA) Complete Communities Assessment

May 2025

EXECUTIVE SUMMARY

The Summerland Complete Communities Assessment ("the Assessment") facilitates informed and evidence-based decision-making and supports conversations around planning for growth. The Assessment was made possible with funding from the UBCM Complete Communities Program and aims to guide growth and development in a manner that supports more complete communities.

The District of Summerland's population has been increasing steadily in recent years. As highlighted in the 2024 Housing Needs Report, the last Census period (2016-2021) saw a population increase of 5.5% equaling an annual average of 1.1% per year. The 2024 Housing Needs Report anticipates that the overall population will grow from 12,425 in 2021 to 13,890 in 2041.

Summerland's population is also aging, the share of total population over the age of 65 will grow from 31% in 2021 to 34% in 2041. To accommodate growth and support the diverse and evolving needs of residents, Summerland is project to need 2,212 new housing units over the next 20 years.

In response to the Royal Assent of the Provincial Bill 44 on December 11, 2023, District staff have rezoned all properties that are eligible to be re-zoned for Small Scale Multi-Unit Housing (SSMUH). This new zoning allows for greater housing diversity. Furthermore, the District has recently amended its Official Community Plan to encourage higher housing density in the Downtown area.

The Assessment supports work already completed by staff and represents further efforts taken by the

District to proactively manage and plan for Summerland's housing, infrastructure and services within the Downtown area. The Assessment provides a variety of actions to support infill housing development with implementation tools, resource requirements, responsibilities, and timelines.

The phrase 'complete communities' refers to communities, or areas within a community, that provide a diversity of housing to meet resident needs, accommodate people at all stages of life, and provide a wider range of employment opportunities, amenities, and services within walking distance of home. An understanding of "current completeness" allows for targeted policies in future planning.

The project team used variety of analysis methods to look at Summerland through these four lenses: housing, daily needs, transportation, and infrastructure. In combination with geospatial mapping, the Assessment identifies location characteristics and relationships of housing, transportation, daily needs and infrastructure data to gain insights into strengths, opportunities, and constraints for future growth and more community completeness specifically within Summerland's Downtown and Community Core Area (DCA).

The Complete Communities Assessment provides a framework to address housing gaps, support infrastructure needs, and guide Summerland's growth in the DCA. It focuses on promoting infill development and creating a connected DCA neighborhood that meet the evolving needs of residents.

KEY FINDINGS

The Four "Lenses"

Housing, daily needs, transportation, and infrastructure are the "lenses" through which a community's completeness is assessed. Analysis of the "lenses" focuses on determining the extent to which the lenses exist in Summerland. The Complete Communities Assessment revealed findings that will inform and support the District's future planning initiatives.

Housing

Growth should follow a strategic approach to create a more "complete community" by increasing housing options near essential goods, amenities, services, and employment lands.

Daily Needs

To create a more "complete community," opportunities should be explored to diversify land uses and improve access to essential services, amenities, and employment in areas.

Transportation

An active transportation network that connects Downtown Summerland to other neighbourhoods and extends to the broader region is crucial for supporting future growth.

Infrastructure

Proactive infrastructure planning is essential to support the development of a "complete community" and long-term financial stability.

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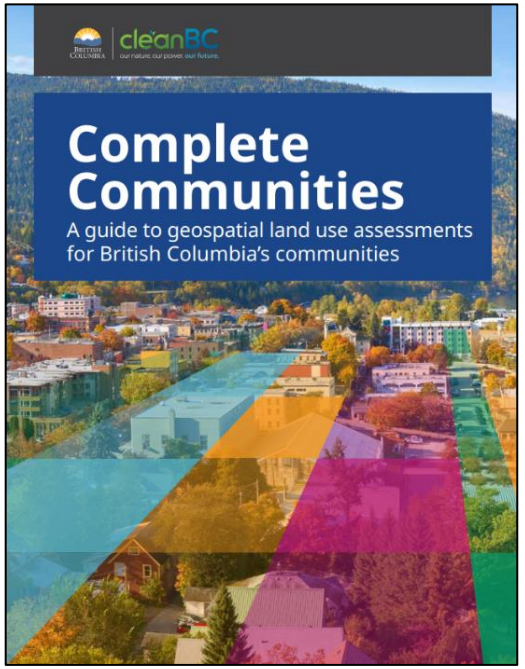
PROJECT BACKGROUND



In summer 2023, following Council's direction, the District of Summerland applied to the Union of BC Municipalities (UBCM) Complete Communities program. The Complete Communities initiative focuses on understanding the "completeness" of communities and/or neighbourhoods through geospatial assessments of housing, transportation, daily needs, and infrastructure. The findings provide an evidence-based and data-driven foundation to help elevate the conversation and inform and educate staff, Council, and the public about managing growth and development.

The Complete Communities Guide from the Government of British Columbia provides a framework for planning and developing communities that are livable, sustainable, and well-connected. It outlines key principles, best practices, and strategies for creating neighbourhoods where residents can readily access daily needs, such as jobs, services, and recreational spaces, without relying heavily on private vehicles. The guide also emphasizes the importance of diverse housing options, transportation choices, and environmental sustainability.

The Summerland Complete Communities Assessment is based on the methodology included in the guide to shaping the project. It helped by providing clear definitions, case studies, and practical steps to assess and implement Complete Communities principles within Summerland's Downtown and Core Area (DCA).

1. DEFINING "COMMUNITY COMPLETENESS"

The concept of "Complete Communities" builds off community planning best practices that promote economic prosperity, sustainability, and public health. Complete communities provide a diversity of housing, amenities and services, and efficient transportation options to meet identified community needs. These include shops and restaurants, cultural and civic facilities (e.g., libraries, galleries), employment opportunities, recreational destinations (e.g., parks, community centres), and more. They accommodate people at all stages of life, and provide a range of employment opportunities, amenities, and services within a 15 to 20-minute walking distance of homes. This mix of land uses allows residents to live, work, shop, play, and learn close to home.

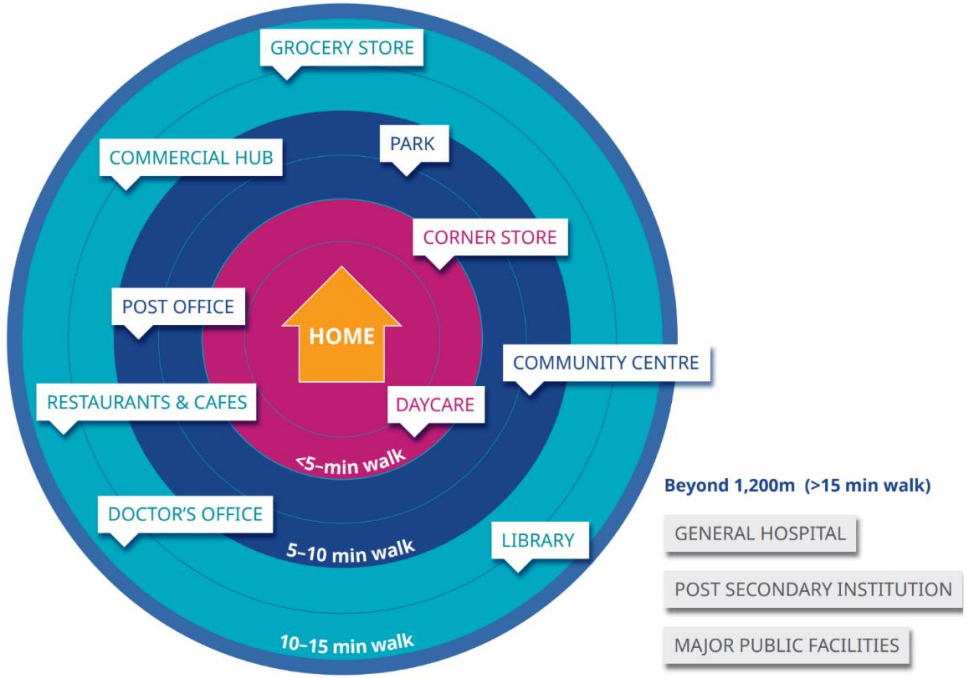
Creating more complete communities can support a range of identified community goals and offer many interrelated benefits, including:

- housing options
- transportation options
- walkability
- accessibility
- age-friendliness
- equity
- access to public open space
- servicing and infrastructure efficiency
- environmental sustainability through urban sprawl reduction

A complete neighborhood brings the complete community concept to a neighbourhood level where essential needs, services, and amenities are organized around people, not cars, and are within a reasonable walking or cycling distance of residents including:

- Housing: A variety of housing options for people at all stages of life
- Employment: A range of employment opportunities
- Services: A mix of shops, services, childcare facilities, libraries, galleries, and recreation centers
- Transportation: Active transportation facilities that are comfortable, convenient, safe, and attractive for everyone
- Infrastructure: Efficient use of infrastructure
- Connections: Strong public realms and connections to the natural environment

Complete neighborhoods can support many community goals, including housing, climate action, transportation, fiscal sustainability, servicing, and infrastructure. These align with the community goals that can be achieved through a vibrant and active downtown and community core.



Ideal Walkshed for a Complete Community (Source: BC Communities Guide)

Study Area and Unit of Analysis

The study area encompasses the Downtown and Core Area (DCA) of the District of Summerland. Most indicators are measured at the parcel (i.e. individual property, lot) level when data is available. Measuring indicators at the parcel level allows for the greatest level of future flexibility when grouping areas together for other planning tasks.

The Assessment uses four analysis areas outlined in **Figure 1** to present results. These areas serve as the reference points for findings throughout the document.

Downtown and Core Area Boundary and Subareas

The DCA boundary utilized as the study area for the DCA Assessment is inclusive of the District's downtown area as defined in the District's Downtown Neighbourhood Action Plan (DNAP) and selected peripheral areas that represent some of the older, mature and established neighbourhoods within Summerland's core area **(Figure 1).** These peripheral areas consist of predominately older and lower-density residential neighbourhoods and streets that surround and provide key connections to the downtown.

The study area was segmented into four subareas to help delineate various geospatial analyses included in the assessment and act as a reference point for the resulting observation and findings. These subareas represent segments of the study area that share similar land uses, building typologies, densities, and other land use and development characteristics.

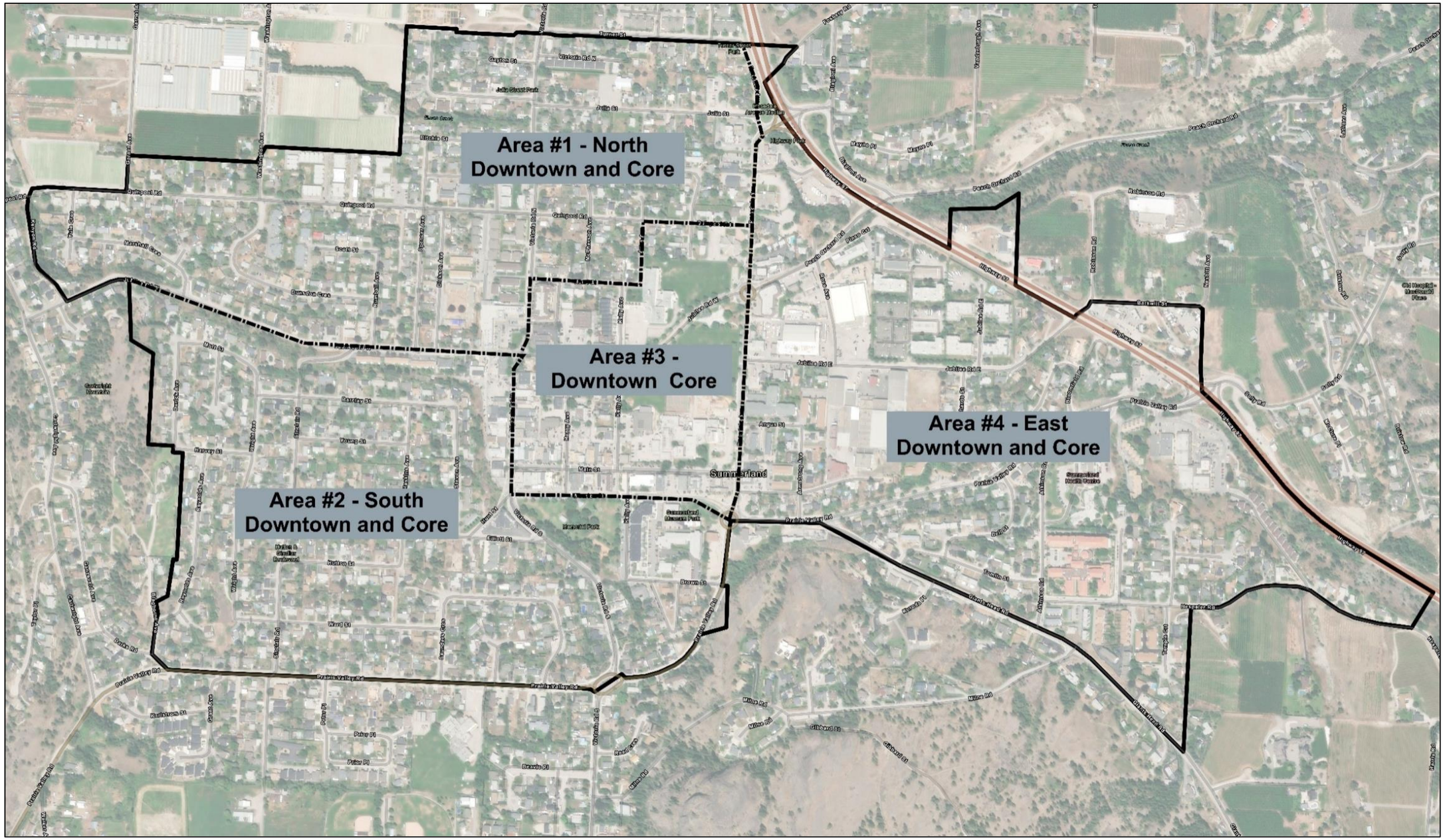


Figure 1. District of Summerland Downtown Study Area

Engagement Methods

The engagement process for the Summerland DCA Complete Communities Assessment involved both internal and public outreach efforts. Internally, District staff participated in discussions to provide input on Complete Communities mapping outputs and to ensure alignment with community planning objectives.

Two public open houses were held in March and April 2024, featuring information materials including poster boards that gave residents, local businesses and other stakeholders an opportunity to learn about the concept of “Complete Communities”. The open houses provided an opportunity for community members to ask questions, engage in discussions, and share their perspectives on the assessment. Examples of the open house materials are included in the following section of this report.

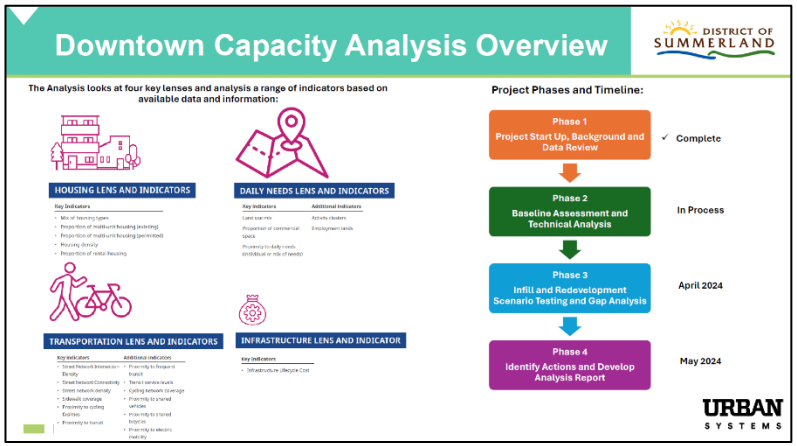
OCP Amendment and Complete Communities Open House

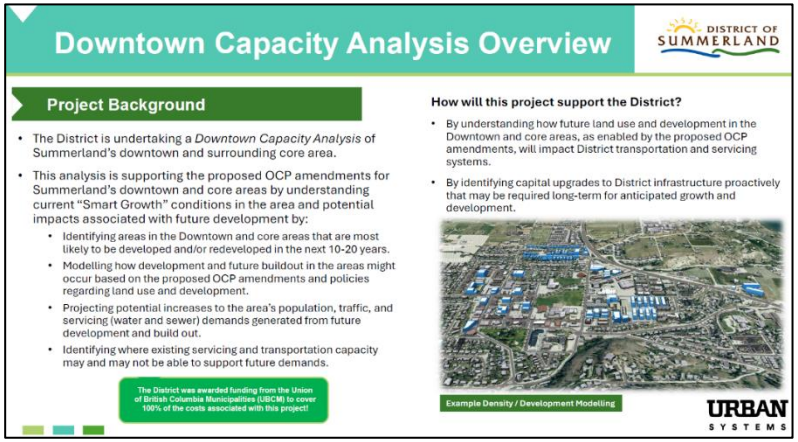
2. COMMUNITY COMPLETENESS IN SUMMERLAND

Project Purpose

In addition to studying and identifying gaps in community completeness, the assessment is intended to support and inform the planning process to complete a comprehensive update to the District's OCP in 2025, including informing goals, policies, and actions specific to the downtown and community core area.

In addition, the assessment is intended to inform the future updates to the District's DCC Bylaw, potential development of an area specific cost charge for the downtown and community core area in 2025, future Zoning Bylaw amendments made after the completion of the OCP update (2025), and potential actions included in this report.





OCP Amendment and Complete Communities Open House Informational Materials

Project Scope and Goals

The project scope and objectives, as outlined in the District's Complete Communities program application include:

- Assessing servicing and transportation system capacity in key downtown areas targeted for residential intensification;
- Assessing mature neighbourhoods surrounding the downtown area that are preferential for future infill and intensification for their "completeness" and capacity to accommodate residential and mixed-use intensification; and
- Supporting implementation of the District's recently adopted Downtown Neighbourhood Action Plan (DNAP).

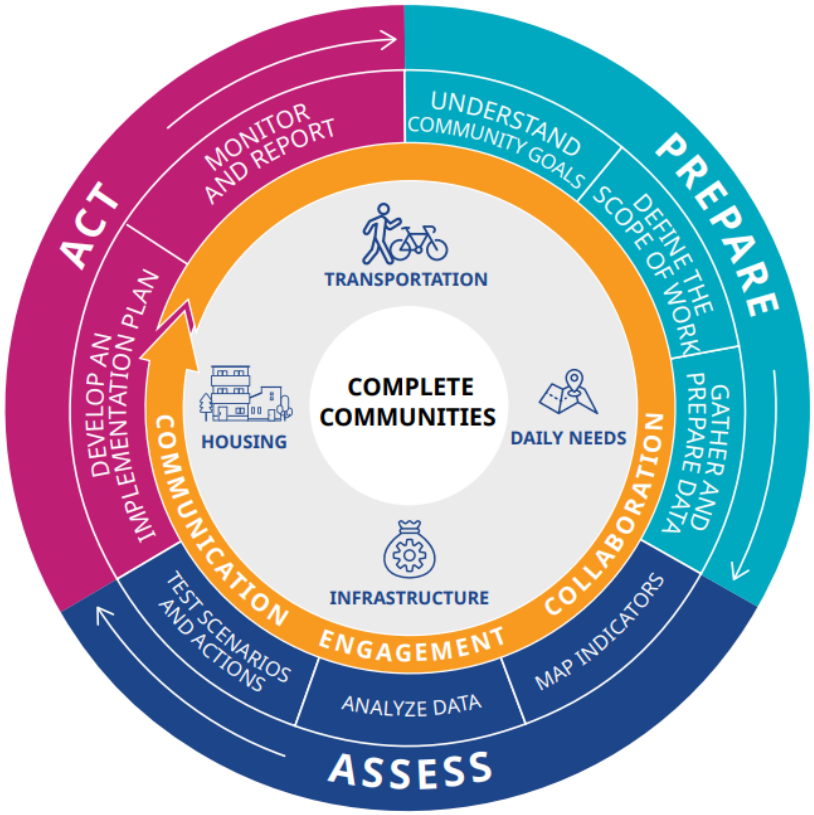
Completing this project provides new information to the District to identify potential actions to facilitate investment in the downtown and surrounding mature neighborhood and support informed decision-making for land use planning, development approvals, community amenities and public realm improvements, development cost recovery, and infrastructure within the study area. Ultimately, this project will support the District's goal of creating a dense, vibrant, and complete community core area inclusive of the downtown and surrounding neighbourhoods.

The following project goals were accomplished as part of this Assessment to help the District create a more complete community:

Project Goals

- Housing: Explore opportunities to Improve housing diversity and densities in key areas in the downtown/community core.

- Daily Needs: Map the geographic distribution of key daily amenities throughout the downtown/community core, including anticipated key redevelopment areas and study existing transportation links in the District to ensure current and future residents and key redevelopment areas have walkable access to essential daily needs and amenities.



UBCM Complete Communities Assessment Process

- Transportation: Explore opportunities to promote the development of complete streets and multi-modal transportation options through the downtown and community core area in alignment with the Transportation Master Plan.

- Infrastructure: Identify how to align community growth with infrastructure and ensure that it is proactively built with appropriate cost-recovery mechanisms in place.

Project Components

Baseline Assessment

The Complete Communities Assessment was completed in three phases. In the first phase, "prepare", the Project Team undertook a review of Summerland's existing community context and identified community goals that would support a complete downtown/community core. Data was collected for geospatial analysis and the Project Team met with District staff to confirm project objectives and topics of focus. During the "assess" phase, spatial analysis of housing, transportation, daily needs, and infrastructure mapping was completed. Using completed spatial maps of the four lenses, future development scenarios to demonstrate future growth/development patterns in the downtown/community core were established and strengths, opportunities, and challenges towards becoming a more complete downtown/community core were identified.

A "Likelihood of Redevelopment" analysis was also performed using several parcel specific criteria to assess and score each parcel in study area for their potential to be redeveloped in the next 10-20 years (very low, low, medium, and high). This analysis informed future steps in the Assessment including the development of a future development model to visualize demonstrate future growth scenarios in the study area.

Future Model

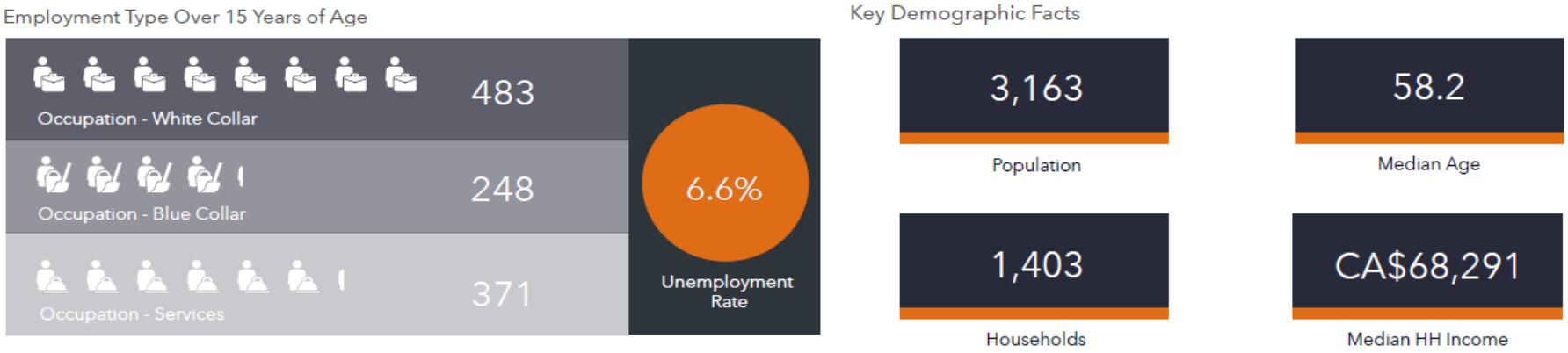
A 3D model of the study area developed (using CityEngine software) that was informed by results of Likelihood of Redevelopment analysis (parcels to include) and current District OCP designations and zoning to visualize new development (e.g. residential, mixed-use, and commercial buildings) in the study area. The model includes the gross floor area of each building included in the model and 3D visual renders. The future development model and related building floor areas were then used to calculate the number of new

residential units (using unit type and size assumptions) and resulting additional population in the study area (using average household size). The residential units, additional population, and commercial floor area included in the future development model was used to project future servicing demands for water and sewer in the study area resulting from forecasted development.

Downtown and Core Area Population and Demographics

Summerland's population growth has varied over the years. Based on data from the 2024 Housing Needs Report, the population declined by 1% from 2001 and 2006. It has since rebounded, growing by 3.7% during the most recent census period (2016 to 2021). Most recent data from Statistics Canada shows a 2021 population for District of 12,042.

When looking at the DCA specifically, the 2024 population is estimated at 3,163. This is projected to grow by 59 people or 1.9%, reaching 3,222 by the end of 2025. The area comprises 1,403 households, with 373 living below the poverty line and 62 earning over $200,000 annually. Median household income is $68,291, while the average income per person is $33,563. The downtown labour force includes 1,128 individuals. Downtown Summerland has an older demographic, with a median age of 58, comprising 468 residents under 19, 1,422 aged 20 to 64, and 1,273 aged 65 or older.



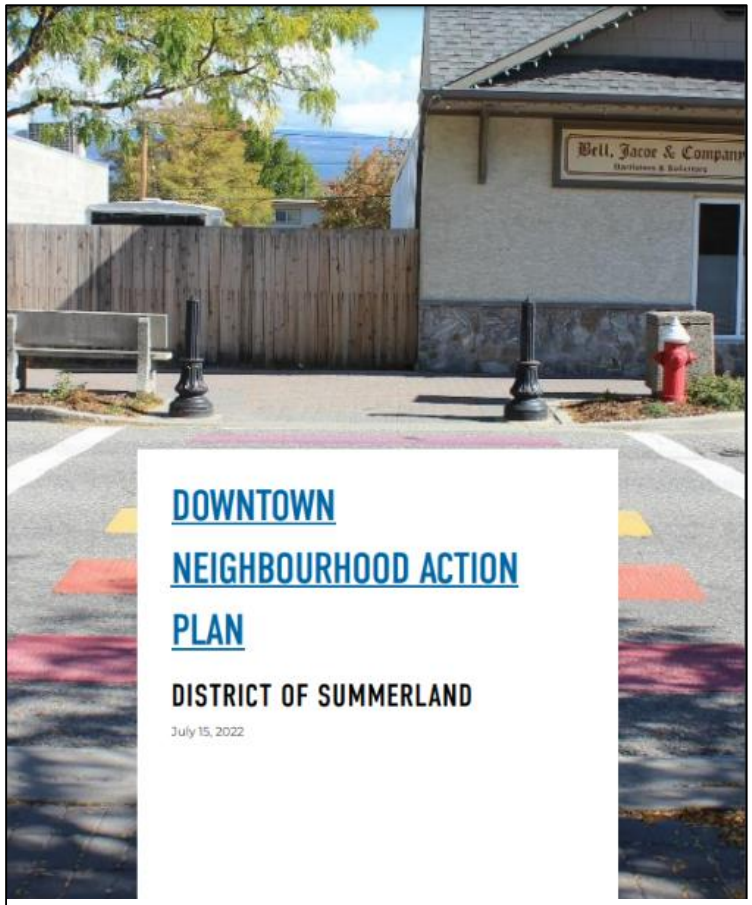
ESRI Canada Downtown Core Area Summerland Demographic Profile (2024)

Alignment with Existing Municipal Policy

2022 Downtown Neighbourhood Action Plan (DNAP)

The District's *Downtown Neighbourhood Action Plan* (DNAP) was developed in 2022 to support a core District Council strategic priority of enhancing "Downtown Vibrancy". The DNAP was developed to build off the policy guidance in the District's Official Community Plan ("OCP") with a focus on providing an action plan for downtown revitalization, which include timeframes, project sequencing, policy recommendations, and approximate order-of-magnitude costs. The recommended actions in the DNAP will be a roadmap for ongoing updates to bylaws and policies, and tangible improvements that will impact the look and feel of Downtown, support it's transition into a vibrant neighbourhood and meet the vision of the plan areas by the year 2042.

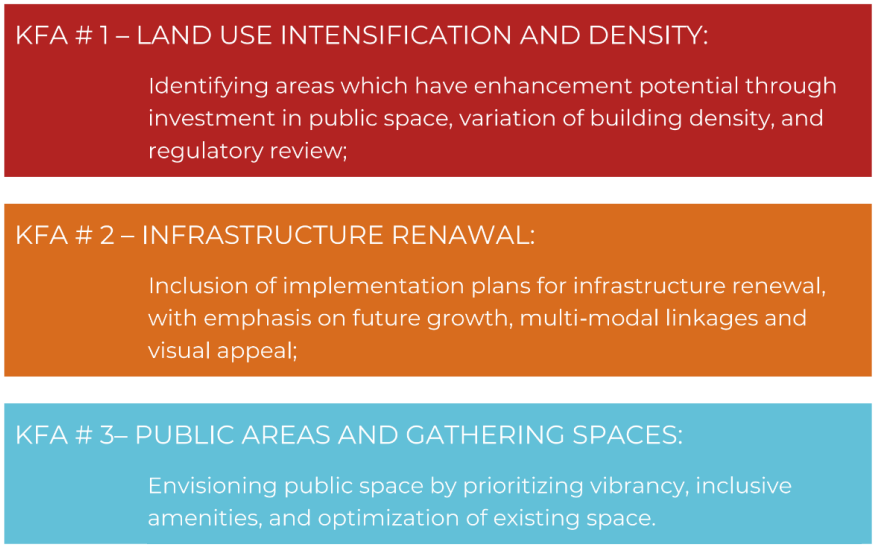
The Downtown Complete Communities Project is designed to support several established community goals and objectives. This includes the recently developed and



District of Summerland Downtown Neighbourhood Action Plan (DNAP), 2022

Council endorsed DNAP which presents a vision statement for the downtown that captures that principles and spirit of complete communities:

"By 2042 we have reimagined an inspiring place to live in the heart of Summerland. Downtown Summerland leads a unique community forward while remaining rooted in its agricultural history. Summerland's established quality amenities are enhanced by neighbourhood vibrancy which is cultivated by our residents in gathering places and on safe streets. A strong sense of place and connectivity defines our Downtown core as the hub of a welcoming community"



District of Summerland Downtown Neighbourhood Action Plan Key Focus Areas

Alignment with Other District Plans and Strategies

This Downtown Complete Communities Assessment was framed through existing community goals and objectives as contained within existing municipal bylaws, plans, and other strategic guiding documents.

District of Summerland Strategic Plan 2022-2026

The District of Summerland Strategic Plan outlines Council's priorities for the 2022-2026 term, focusing on service delivery, asset and infrastructure management, and community land use development. Key priorities include enhancing core infrastructure and building an affordable community. The Complete

Communities Assessment supports these goals by offering a basis for informed land use planning and decision-making.

Official Community Plan (In Review)

An OCP is a long-term, strategic document developed by municipalities to guide community development and growth. It sets out the framework for decisions on land use, zoning, infrastructure, and community services. The Complete Communities Assessment will support the OCP by identifying areas within the downtown that are well-suited for community development and growth.

Housing Needs Report (2024)

The Housing Needs Report (HNR) identifies Summerland's current and future housing requirements by analyzing data on demographics, incomes, and housing stock to highlight gaps. The HNR can be used to inform land use and social planning initiatives. The Complete Communities Assessment builds on the HNR by analyzing its findings to determine how the downtown and core areas of Summerland can accommodate additional housing to meet projected 20 year needs.

Transportation Master Plan (In Review)

The Transportation Master Plan (TMP) addresses all forms of mobility including walking, driving, cycling, transit, and related infrastructure. The Complete Communities Assessment incorporates the TMP's active transportation network to assess how current and future transportation systems can support the development of complete communities.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CANADIAN PACIFIC

3. DOWNTOWN COMPLETENESS IN SUMMERLAND

Factors of Success

20-Years of Growth

The Complete Communities Assessment is crucial in helping the District meet the requirements of Bill 44 and forward goals from other municipal plans, particularly the OCP. To comply with Bill 44, municipalities must update their OCPs to include zoning that supports the projected housing needs for the next 20 years, as identified in the latest housing needs report. The Complete Communities Assessment assists in this process by evaluating existing land use and infrastructure capacities, identifying areas suitable for densification and mixed-use development, and ensuring that growth aligns with the long-term goals.

Moreover, the Complete Communities Assessment helps monitor whether growth is occurring as anticipated in the OCP. It evaluates population growth numbers, development locations, and the adequacy of land use designations to support projected growth over the next two decades.

Water and Sewer Network Capacity and Condition

Development in the downtown and core area may not be financially feasible for developers if the municipal sewer and water system cannot accommodate the proposed development. During pre-construction phases, developers will complete a civil servicing study to assess sewer and water needs (including fire flows) to

service new development. If municipal infrastructure requires major upgrades (due to aging infrastructure), then an infill development may become financially unfeasible.

Housing Diversity and Tenure

Summerland's housing supply must serve the diverse needs of its population through a variety housing forms and tenures. Housing diversity can be viewed as the variety of different housing forms (e.g. single-detached, duplexes, townhouses, multi-unit buildings, etc.). Housing tenure refers to the arrangements under which a household occupies all or part of a housing unit (e.g. ownership, rental, cooperative). Providing a wide variety of housing options including diversity and tenure allows Summerland to support people with various lifestyles, social and financial status, and at all stages of life.

4. COMPLETE COMMUNITIES ASSESSMENT: FOUR LENSES

The Downtown and Core Area (DCA) Complete Communities Assessment (Assessment) serves as key information source to inform policies and decisions guiding future growth in the area. By incorporating a spatial component, it has facilitated the identification of infrastructure capacity and optimal opportunities for directing growth to enhance community completeness. The Assessment looked at community completeness under four lenses: housing, daily needs, transportation, and infrastructure. An analysis of these four lenses identified constraints and opportunities to achieve future growth.

Assessment Lens Descriptions

Lens	Why Does it Matter?	What Was Measured?	Related Analyses
Housing	A diverse mix of housing types and tenures can contribute to the completeness of Summerland's Downtown and Core by providing a range of available housing options that attract and retain a diversity of residents at different stages in their housing	Existing housing stock conditions and potential future development opportunities in the Downtown and Core areas.	• Housing Diversity (existing) • Housing Density (existing) • Likelihood of Redevelopment (future)
Daily Needs	Living and working near key amenities is integral to the completeness of Summerland's Downtown and Core area. It contributes to residents'	The location and walking distances of existing daily needs in the Downtown and Core areas, in	• Daily Needs Walkability (existing) • Parks and Recreation Walkability (existing)

	quality of life and well-being, thus improving the attractiveness of the Downtown and Core areas as a place to live for residents and its overall vibrancy.	including key health, education, family, retail, and recreation amenities.	
Transportation	A complete Downtown and Core area requires access to an interconnected multi-modal transportation system that offers various choices for daily commuting, reduces dependence on cars, supports safe and efficient flow of people and goods, and supports future infill and densification.	The transportation network in Downtown and Core areas, including connectivity and proximity/access to public and active transportation options, including transit, sidewalks, and cycling infrastructure.	• Transportation Connectivity (existing infrastructure) • Proximity to Transit (existing infrastructure) • Proximity to Sidewalks (existing infrastructure) • Proximity to Cycling Infrastructure (existing infrastructure)
Infrastructure	Infill and densification in the Downtown and Core areas requires consideration of the incremental development uptake and resulting servicing demands and capacities of District infrastructure. This includes assessing existing and future infrastructure that is available and required to deliver services, such as water, sanitary, and stormwater.	Infrastructure capacity was assessed using existing modelling data and input from District and project team staff with subject expertise on sanitary capacity, fire flow demands, and storm capacity in the Downtown and Core area.	• Water, Sewer, and Storm Infrastructure Readiness (existing)

Methodology

Various forms of data from different sources were used to undertake the DCA Assessment including quantitative data such as data from Statistics Canada Proximity Measures database, BC Assessment, and the District's internal database. Quantitative data was also supplemented with qualitative data from staff and the project team using their local knowledge. The Assessment was preformed mainly at an individual parcel level and in some instances rolled into subareas within the DCA. Further details of the methodology used for the DCA Assessment are provided in **Appendix A.**

Proximity Based Assessment

The DCA Assessment primarily utilizes a proximity-based (walkability) methodology for analyses completed for the Daily Needs and Transportation lenses. This methodology focuses on assessing the walkability (e.g. walking distances) of all portions of the study area to key facilities and amenities included under each lens (e.g. transit stops, sidewalks, convenience stores, childcare facilities, etc.). This methodology highlights portions of the study area that may be underserved or have limited walkable access to important amenities and infrastructure. The proximity-based assessments include individual walkability maps for individual indicators (e.g. childcare facilities) and composite maps (e.g. all lens indicators) for both lenses.

Geospatial Data and Assessment Limitations

Geospatial analysis is a valuable tool, but it has certain limitations. The integration of data from various sources always carries the risk of inaccuracies. To some extent, these discrepancies are manually corrected using recent updates or local knowledge. It's important to keep in mind that the goal is to use this data to enable more comprehensive conversations about strengths, opportunities and challenges before exploring and determining which actions to take to create a more complete neighbourhoods and advance community goals.

HOUSING

Why it Matters

A diverse mix of housing types and tenures is a key component to creating a complete Downtown and Core Area (DCA) by supporting the housing needs of people with different incomes, family sizes and stages of life. The housing lens was used to provide a more complete understanding of existing housing conditions in the DCA and potential opportunities to diversify housing types (e.g. single-detached, multi-unit, accessory dwelling units, multi-family, etc.) and tenures (e.g. fee-simple and strata ownership, market rentals, non-market rentals, etc.). By permitting higher density development close to daily needs, the District can achieve more efficient infrastructure utilization, reduced per capita infrastructure costs, increased transit viability, and greater sustainability.

The Housing Wheelhouse

The District's local housing stock should include a variety of housing forms and tenures to meet the needs of diverse residents at all life stages. The housing wheelhouse is one way to think about the various types of housing. In contrast to a linear housing continuum, the wheelhouse model does not place one form of housing in front of another. The result is a more inclusive way to think about housing needs and types, recognizing that

people may move from one section of the wheel to another at any point in time as opposed to always moving in one direction (up or down a continuum). To increase community completeness, it is important that Summerland continues to focus on increasing diversity of housing types and tenures in the DCA and broadly across the community.

Housing Needs Report

According to the 2024 Housing Needs Report, Summerland is projected to require an additional 2,212 dwelling units over the next 20 years. The District has numerous planning initiatives underway to ensure that housing supply is on track with projected housing demand. The DCA Assessment builds on these initiatives by providing a geospatial lens to better understand where growth is currently occurring and where future growth should be directed to in order to create a more complete DCA. The Housing Lens includes the following assessments:

1. **Background Review** and assessment of key housing data and information for the DCA, including existing housing diversity and tenure, and information in the District's Housing Needs Report (HNR).
2. **Housing Diversity** (geospatial assessment) of the DCA that analyzed existing residential uses at a parcel level and aggregated the results to a broader sub-area level to determine the broader diversity of each DCA sub-area.
3. **Housing Density** (geospatial assessment) that analyzed the housing density (e.g. units per hectare) for each parcel in the DCA with an existing residential use.
4. **Permitted Densities** (geospatial assessment) that displays the broader envisioned densities (e.g. units per hectare) of parcels within the DCA as per the District's Official Community Plan (OCP) and related downtown OCP amendments completed in April 2024.

Results of these assessments can help identify strategies and actions to:

- Improve housing diversity and options to address identified gaps in the DCA and improve attractiveness for wider range of residents to live in the area and contribute to its overall vibrancy.
- Promote the development of higher density residential uses to areas that are supported by daily needs and optimize existing infrastructure.
- Reduce the District's per capita costs, increase the viability of key services and improve broader community sustainability.
- Build support and willingness at political, administrative, and community levels to support residential infill and intensification.

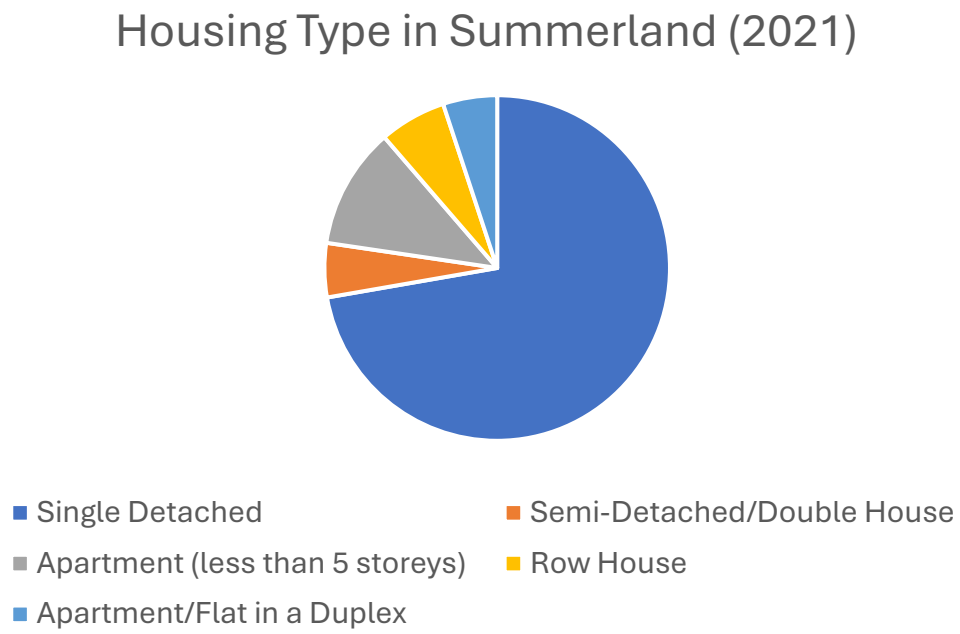
Background Review

Community Housing Needs

The 2024 Housing Needs Report highlights that in 2021, Summerland had 5,426 private dwellings, with 94% occupied by full-time residents.

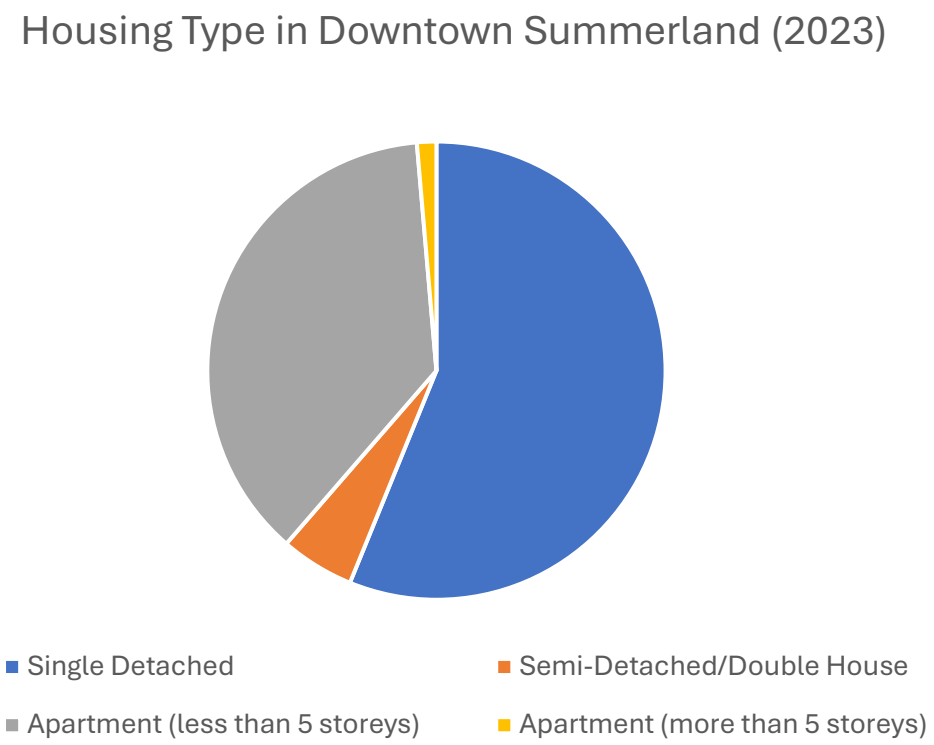
Existing Community Housing Stock

Single-detached homes dominate the housing mix, comprising 71% of occupied dwellings, significantly above the provincial average of 42%. Other housing



types, including semi-detached, row houses, and duplexes, make up 15%, while apartments under five storeys account for 11%.

While single-detached remains the most prevalent housing type, other forms of housing such as row housing and duplex have seen increases, growing from 11% in 2006 to 15% of housing stock in 2021. Indicating that while strong preference for single detached homes remains, there is a growing demand for alternative forms of housing. In 2021, 82% of homes in Summerland were owner-occupied, well above the provincial rate of 67%. Ownership rates have remained stable between 82–83% over the past 15 years.



Downtown and Core Area Housing Stock

When looking specifically at the DCA, the area is home to 1,403 households with a more diverse housing mix. Single-detached homes make up 44% of households, while 29% are apartments under five storeys, 4% are semi-detached homes, and 1% are apartments over five storeys. The homeownership rate downtown is 73%, slightly below the District average but still significantly higher than the provincial average.

Bill 44: Small-Scale Multi-Unit Housing

Bill 44, the Housing Statutes (Residential Development) Amendment Act, mandates local governments to revise their Zoning Bylaws and Official Community Plans to accommodate small-scale, multi-unit housing (SSMUH). This is to occur in areas currently zoned for single-detached and duplex housing.

SSMUH is a new term which encompasses several forms of ground-oriented housing. The suite of housing initiatives introduced by Bill 44 propose to streamline development approvals process, facilitate an increased supply of housing in municipalities across BC, improve ability to provide more diverse housing, continued shift to more pro-active land use planning, and build more complete, sustainable, and well-planned communities.

Incremental Change

It is important to recognize that uptake on the development of SSMUH homes in Summerland will be incremental. Not every development proposal will take advantage of the maximum density and not every property will be able to achieve the maximum four residential dwelling units because of limitations associated with the lot conditions like environment, steep slopes, flood management, and servicing.

Downtown & Core Area Housing Diversity

What Does This Map Show?

Figure 2 illustrates housing diversity across the DCA by subarea. Areas with higher diversity (dark red) feature a broader mix of housing types, while areas with lower diversity (yellow) indicate a more homogeneous housing stock. The diversity ratings were determined using BC Assessment's "actual use codes" at the parcel level, aggregated and scored comparatively for each subarea.

Understanding these differences helps identify parts of the DCA that already offer a range of housing options and highlights areas where additional housing variety could improve affordability, accommodate different family sizes, and provide lifestyle choices.

Housing diversity alone does not capture other key factors like historical land uses, access to amenities, or supportive infrastructure. Therefore, this map should be considered alongside others in the DCA Assessment to understand the area's overall housing completeness.

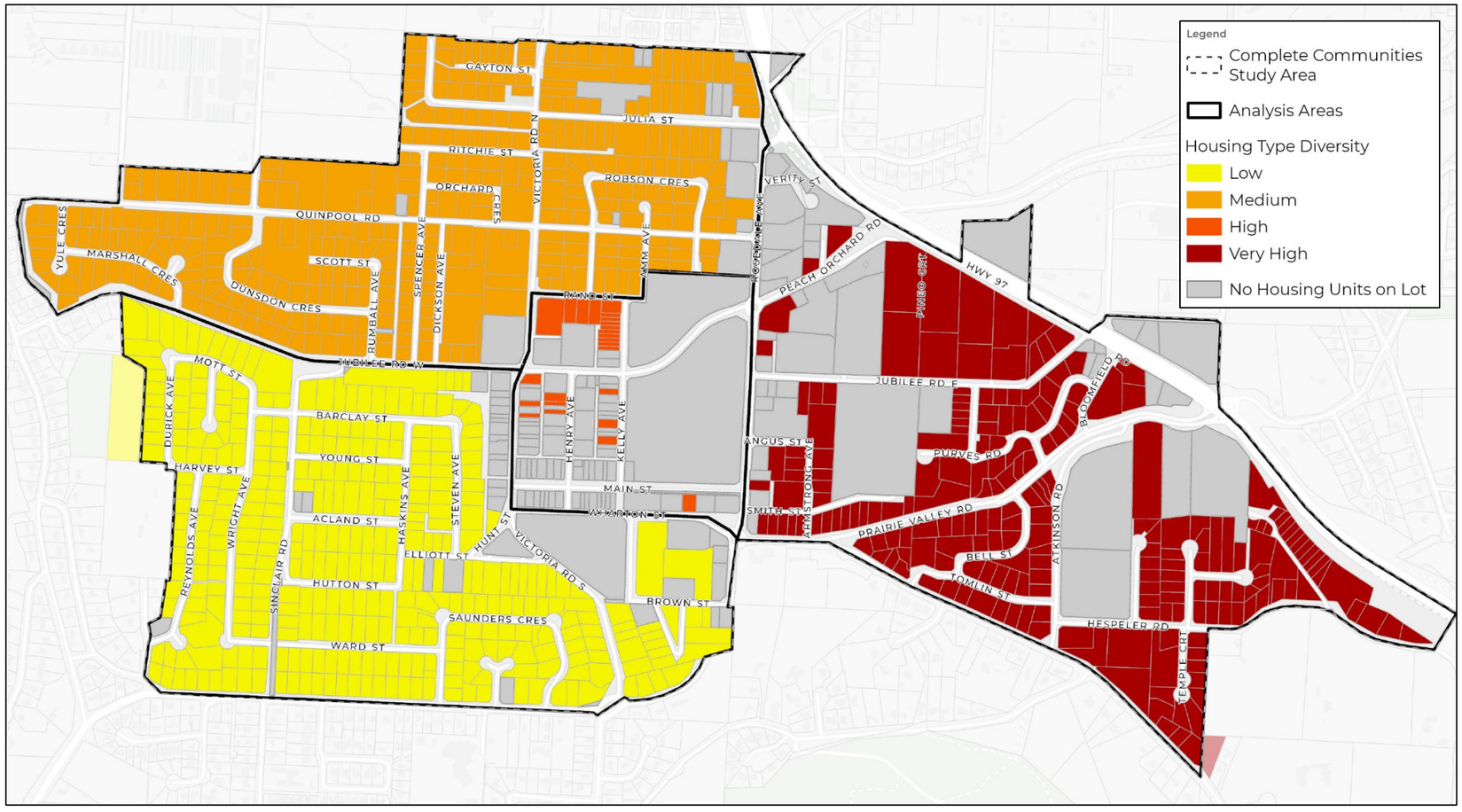


Figure 2. Downtown & Core Area Housing Diversity

Key Findings (Current Conditions)

- Subarea 4 (East Downtown) has the highest housing diversity score and offers the greatest mix of housing options within the DCA, followed by Subarea 3 (Downtown Core), Area 1 (North Downtown) and Subarea 2 (South Downtown).
- Subarea 4 (East Downtown) diversity is supported by large concentrations of apartment and ground-oriented multi-family uses (e.g. Jubilee Road East and Hespeler Road areas).
- Subarea 3 (Downtown Core) is based on a limited sample size as there are limited residential uses currently within the subarea.

- Subareas 2 (Downtown North) and 1 (Downtown South) are historically lower-density and single detached neighbourhoods with larger urban lots that are envisioned to see a mix of small scale and larger residential uses in the future. Subarea 2 includes larger existing and underdeveloped multi-family sites along Dickson Avenue, Victoria Road North, and Quinpool Road that contributes to a higher housing diversity score for the area.

Downtown & Core Area Housing Density

Figure 3 shows housing density across the DCA. Housing density refers to the number of housing units across a geographic area. In this context, housing density was measured as the number of units per hectare (ha). The number of units was mapped using the "Actual Use Code" as per the Assessment Roll (e.g. single-family housing = 1 unit, duplex=2 units). The BC Assessment website was used to identify the number of units in multi-family buildings and strata properties.

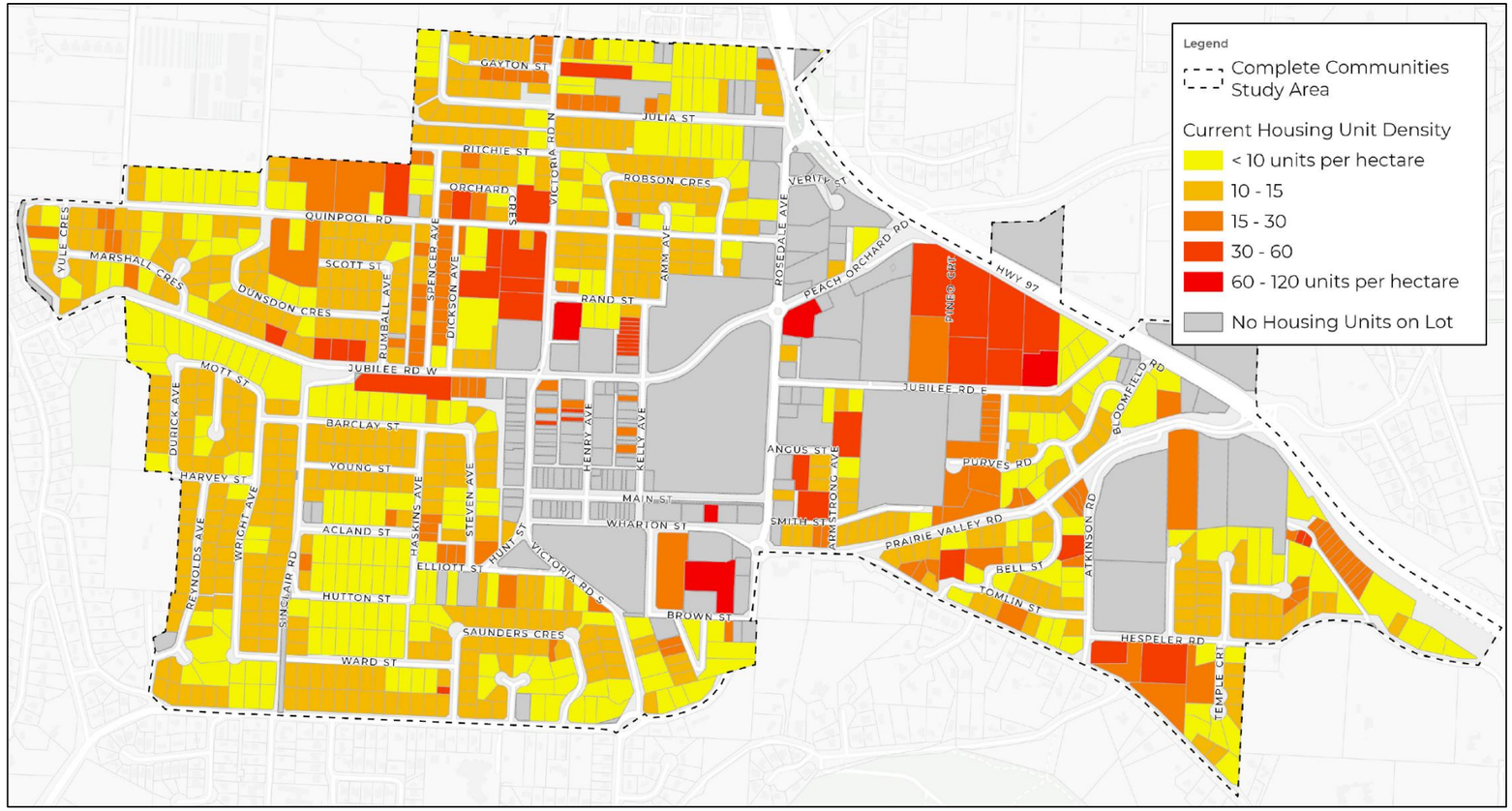


Figure 3. Downtown & Core Area Housing Density

Understanding existing housing density is important to identify land use opportunities and to make efficient use of existing infrastructure. Areas with higher housing density may signal where to focus new infrastructure investments or provide daily needs amenities, especially when contrasting existing high- density area with future anticipated high-density areas.

Key Findings (Current Conditions)

The are several pockets of high-density housing development in the DCA, which most notably include:

- Jubilee Road East area, that includes several multi-family strata developments consistent of ground-oriented townhomes to three-story condominium buildings.
- Hespeler Road and Shannon Crescent Area, including the Summerland Seniors Village and several ground-oriented townhouses between Atkinson Road and Temple Crescent.
- Victoria Street North and Dickson Avenue area, including several ground-oriented townhouses between both streets. This area includes a large redevelopment parcel (13609 Dickson Avenue) targeted for future residential development.

- Outer lying portions of the DCA contain lower density residential uses (e.g. 15 units per hectare or less.) There are collections of parcels with residential densities under 10 units per hectare, such as the southern portion of the study area (e.g. Acland Street, Hutton Street, Ward Street, and Mott Street areas). These parcels consist of single-family homes on lots that are larger compared to other single-family parcels in the DCA.
- There are several other key developments proposed or recently completed within the DCA as seen in **Table 1**. If all the projects materialize, it will result in an additional 474 residential units within the DCA at density levels between 30 and 120 units per hectare. This includes higher density concentrations at key Highway 97 entry points into the community (e.g. Julia Street, Jubilee Road, and Highway 97N developments) and within the downtown core area (e.g. Henry Avenue and Dickson Avenue developments).

Table 1. Proposed/Completed Development in DCA

Location	Additional Units	Density
13609 Dickson Avenue	90 seniors units	60-120 units per hectare
13204 / 13214 Henry Avenue	60 affordable units	60-120 units per hectare
13208 / 13210 Kelly Avenue	6 units	30-60 units per hectare
10519 Elliot Street (complete)	12 units	30-60 units per hectare
8709 Jubilee Road	40 units	30-60 units per hectare
13608 / 13770 Highway 97N	181 units	60-120 units per hectare
9514 / 9518 Julia Street	84 units	60-120 units per hectare
Total	**473 units**	**-**

Downtown & Core Area Residential Densities (Future)

Figure 4 shows the permitted density ranges permitted for parcels within the DCA as per the District's Official Community Plan (OCP). Density management is typically guided by the OCP through established policies, guidelines, and land use designations and further enabled through specific development requirements contained in the District's Zoning Bylaw.

There are nine land use designations applied in the DCA that enable a range of land uses and residential densities that have been categorized as low, medium, and high for the DCA Assessment. The information presented in **Figure 4** helps visualize where the District may experience future intensification based on the applicable densities permitted under the current OCP.

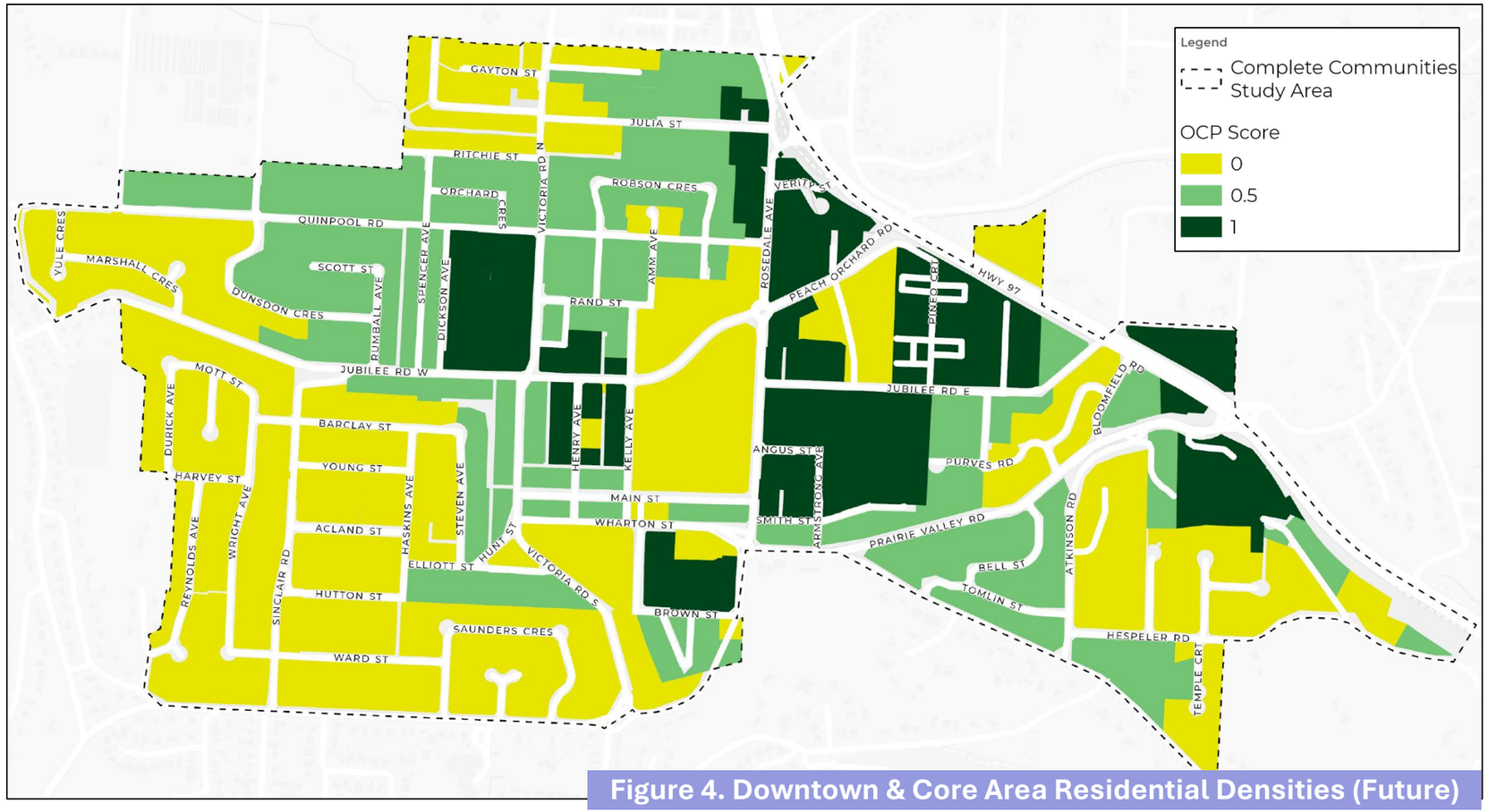


Figure 4. Downtown & Core Area Residential Densities (Future)

High Density Areas (typically 60-120+ units per hectare)

- Areas that support mid-to-high-rise buildings (e.g. 3-6 storey residential and mixed-use buildings) and are envisioned to accommodate the densest development in Summerland over the long-term. These areas include parcels designated as High-Density Residential (HDR), Downtown Core Intensification (DCI), Downtown High-Density Residential (DHDR), and Gateway Commercial (GC) in the OCP.

Medium Density Areas (typically 30-60 units per hectare)

- Areas that support ground-oriented and low-rise (e.g. under 4 or less storeys) multi-family buildings, small scale multi-unit housing, and other similar gentle density housing forms. These areas are envisioned to provide a transition/buffer zone between higher and lower density areas within the DCA, and to protect existing commercial character in certain portions of the downtown core. These areas include parcels designated as Medium Density Residential (MDR) and Downtown Core in the OCP.

Low Density Areas (typically 15-30 units per hectare)

- Areas that support lower-density housing infill forms (e.g. small-scale multi-unit housing) that are compatible with the existing character of traditional single-family neighbourhoods that are designated as Low Density Residential (LDR) in the OCP. Low density areas, for the purposes of this assessment, also include parcels with OCP designations that do not enable residential development, including the Administrative (AD) and Parks, Recreation, and Open Space (PR) designations.

Key Findings (Current Conditions)

- Current OCP land use designations and related policies direct the most dense and intensive land uses (e.g. residential, mixed-use, and commercial uses) to the eastern portion of the DCA, including Highway 97 gateway areas and larger parcels concentrated around Jubilee Road East, Peach Orchard Drive, and Rosedale Drive. These areas already contain some of the highest existing residential densities in the DCA and could likely require upgrades to infrastructure, services and access to amenities (e.g. parks and green spaces) to support further densification.
- Another high-density area pocket exists that includes a collection of parcels between Dickson and Victoria Road and select portions of the downtown core (e.g. Henry Avenue and Kelly Avenue).
- The Medium and Low-Density Areas cover an expansive portion of the DCA and provide opportunities for further housing diversification and densification in a sequenced manner that is compatible with existing uses.
- Future residential densities in the DCA are guided and enabled through OCP land use designations and policies that were enacted through OCP amendments adopted by the District in May 2024. These amendments included policies addressing permitted land uses, building heights, form, and other elements that enable higher densities and intensification of development in the DCA then previously allowed.

Housing Lens Planning Considerations and Potential Actions

Assessment	Key Findings Summary	Planning Considerations	Potential Actions for Consideration
Background Review	• Housing Needs Report (HNR) identifies the need for 2,212 new housing units over 20 years. There is a higher level of housing diversity in the DCA versus the entire community.	• 474 units currently planned or developed (as of 2024) in the DCA	**Goal: Improve housing diversity and densities in key areas in the downtown/community core.** **Actions:** • Consider OCP and Zoning amendments that encourage and support "graduated density" (e.g. lot consolidation and redevelopment) on targeted lots (e.g. corner lots) in lower-density areas to promote housing diversity. • Consider OCP and Zoning amendments to enhance densities for larger lots along Quinpool Road (west of Spencer Avenue). • Consider targeted pre-zoning opportunities to expedite development approval processes for targeted future development areas/sites (e.g. BC Tree Fruits site, gateway commercial areas). • Develop a stacked incentive package to encourage targeted residential uses (e.g. purpose-built rentals, non-market housing). • Develop pre-approved housing plans for small-scale multi-unit housing and other targeted higher density forms (e.g. multi-unit buildings with more than 4 units). • Complete development pro-forma analyses for targeted redevelopment areas and use findings to tailor zoning regulations to be market supportive. • Partner with local builders to encourage modular construction of multi-unit formats of housing to improve scalability of multi-unit uptake in low density areas • Develop and promote educational and promotional materials and resources to support infill housing projects
Housing Diversity	• The highest current housing diversity in the DCA exists in Subarea 4 (East Downtown), which includes concentrations of apartments and ground-oriented multi-family uses (e.g. Jubilee Road East and Hespeler Road areas) followed by Subarea 3 (Downtown Core). • The lowest current housing diversity in the DCA exists in Subareas 1 (North Downtown) and 2 (South Downtown), which include historically lower-density single-family neighbourhoods.	• The District's amendments to the OCP (e.g. downtown OCP amendments) and Zoning Bylaw (e.g. Bill-44 small scale multi-unit zoning) have created a regulatory environment to allow for a greater diversity of housing options in all subareas now and in the future. There are also several ongoing and proposed residential and mixed-use development proposals being undertaken within the DCA that will improve housing diversity upon completion. • Subareas 2 (Downtown North) and 1 (Downtown South) are historically lower-density and single detached neighbourhoods with larger urban lots (e.g. parcel sizes in excess 0.2 acres and 18 metre frontages). The parcels, at a minimum, are permitted to accommodate four-residential units through District Bill 44 Zoning amendments. • There are several key development and infill sites in the DCA that include larger underutilized parcels (e.g. BC Tree Fruits site) that are targeted for residential and mixed-use development in the future as per the District's OCP. Future buildouts of these areas will further enhance housing diversity within the DCA.	
Housing Density	• The are several pockets of high-density housing development in the DCA, which most notably include the Jubilee Road East area, Hespeler Road and Shannon Crescent area, Victoria Street North and Dickson Avenue area, including several ground-oriented townhouses between both streets. • Outer lying portions of the DCA contain lower residential densities, which include traditional lower-density and single-family areas.	• Lower density portions of the DCA, mainly in the fringe/peripheral single-family areas around the downtown core, exhibit "suburban" levels of density as a result of parcel size (e.g. 0.2 acre lots with 18 metre frontages) that exceed more current typical urban parcel sizes. Infill and densification of these parcels has been addressed through recent amendments to the District's Zoning Bylaw and OCP to increase permitted densities.	
Future Densities (permitted)	• Current OCP land use designations and policies direct the densest land uses in the DCA to clusters of parcels near Highway 97 and portions of the downtown core. • The remaining portions of the DCA include OCP designations and policies that support low and medium density residential diversification and densification.	• Areas that support high-density housing (60-120+ units per hectare) are concentrated in the Downtown Core Intensification (DCI), Downtown High-Density Residential (DHDR), and Gateway Commercial (GC) designations. These will support mid-to-high-rise buildings (e.g., 3-6+ storey residential and mixed-use buildings). • Areas supporting medium density (30-60 units per hectare) include ground-oriented and low-rise multi-family buildings, small-scale multi-unit housing, and similar gentle density housing forms. These areas serve as transition zones between high-density development and lower-density neighborhoods.	

DAILY NEEDS

Ensuring key amenities are available to residents, workers, and visitors is critical to creating a complete, vibrant, and active Downtown and Core Area (DCA). Living and working near key amenities can contribute to residents' quality of life and well-being and refers to services and amenities (e.g. grocery and convenience stores, health services, and childcare facilities) that residents visit on a daily or weekly basis. Ideally, most residents are within walking distance to key daily needs and have access to a range of transportation options.

The Daily Needs lens was used to evaluate which portions of the DCA have the greatest concentration of services and amenities that residents commonly use on a daily or weekly basis. A "walkshed" approach was used to assess daily needs within an approximate 15-minute walk. Distances of 200m, 400m, 800m, and >800m were selected to represent 5, 10, 15, and 15+ minutes of walking time. However, these distances may not accurately represent the walking times for individuals with reduced mobility or account for the quality of walking infrastructure (e.g. sidewalks and secondary roads). The Daily Needs Lens includes the following assessments:

Table 2. Daily Needs Types

Category	Items Included
Daily Needs	• Arts and Cultural Facilities • Child Care Facilities • Convenience Stores • Grocery Store • Health Services • Library • Schools
Parks and Recreation	• Recreation Facilities • Park Spaces • Natural Areas

1. **Daily Needs** (geospatial assessment) of the DCA that identified existing Daily Needs **(see Table 2)** in the DCA and completed a walkshed assessment to determine the relative proximity of Daily Needs to residents in the DCA.
2. **Parks and Recreation** (geospatial assessment) of the DCA that identified existing park and recreation amenities and space **(see Table 2)** in the DCA and completed a walkshed assessment to determine the relative proximity of Parks and Recreation amenities to residents in the DCA.

Results of these assessments can help identify strategies and actions to:

- Identify areas within the DCA that are underserved or have lower access to important daily needs within a reasonable walking distance (e.g. walkshed).
- Enhance availability and access to daily needs within the DCA for current residents and in response to anticipated growth and development, including improved spatial distribution of daily needs across the DCA where the highest densities of people exist and are anticipated.
- Support planning and delivery of District investments in park and recreation infrastructure, spaces, and programming.

Note: Current Primary Health Care Services in Summerland

The DCA Complete Communities Assessment project is framed by the methodology included in the Province's *Complete Communities Guide*. The analysis is focused on the spatial distribution of the four key lenses within the DCA study area to determine areas that are sufficient or underserved for current and future residents. As such, this spatial analysis includes limitations as it does not consider the levels of service provided within the various elements mapped. In the context of heath care, the analysis focuses on the spatial distribution of existing "health services", which includes a broad spectrum of service providers included doctors, dentists, pharmacies, optometrists, physiotherapists, and other related services.

This report acknowledges that Summerland is currently facing a significant family doctor shortage in the community. As of 2024, it was estimated that approximately one-third of Summerland residents are not attached to a family doctor and many who are must travel to nearby communities (e.g. Penticton) to access services. There have been ongoing efforts over the past 5 years within the District and the South Okanagan Similkameen Health Care Society to solicit funds to construct a primary care facility in Summerland. To date, funding requests to the Province have not been successful and the District and its partners continue to advocate for funding to improve health care services in the community.

Summerland's senior population (65+ years) is 32% of the total population compared to the provincial average of 20.3%. Within the DCA, the seniors population is 40% of the study area population. Gaps in the primary health care will continue to enlarge with future growth in Summerland, including in the DCA. It is critical for centrally located health care services to be located where the greatest density of residents live, including concentrations of seniors who benefit from walkable access to services.

Daily Needs

Figure 5 is the daily needs walkshed composite map that shows the existing daily needs in the Downtown and Core Area (DCA). The following items were included as part of the daily needs assessment for the DCA:

- Arts and Cultural Facilities
- Child Care Facilities
- Convenience Stores
- Grocery Store
- Health Services (e.g. medical offices, pharmacies, etc.)
- Library
- Schools

It is noted that health services refers to a wide range of service types and providers and only focuses on the physical presence of such services. It does not account for the level of service (e.g. operating hours, staffing, access to physicians, etc.) within the respective facilities mapped out. The District has recognized gaps within existing medical services available in the community, such as resident challenges in accessing to family doctors and other physicians locally.

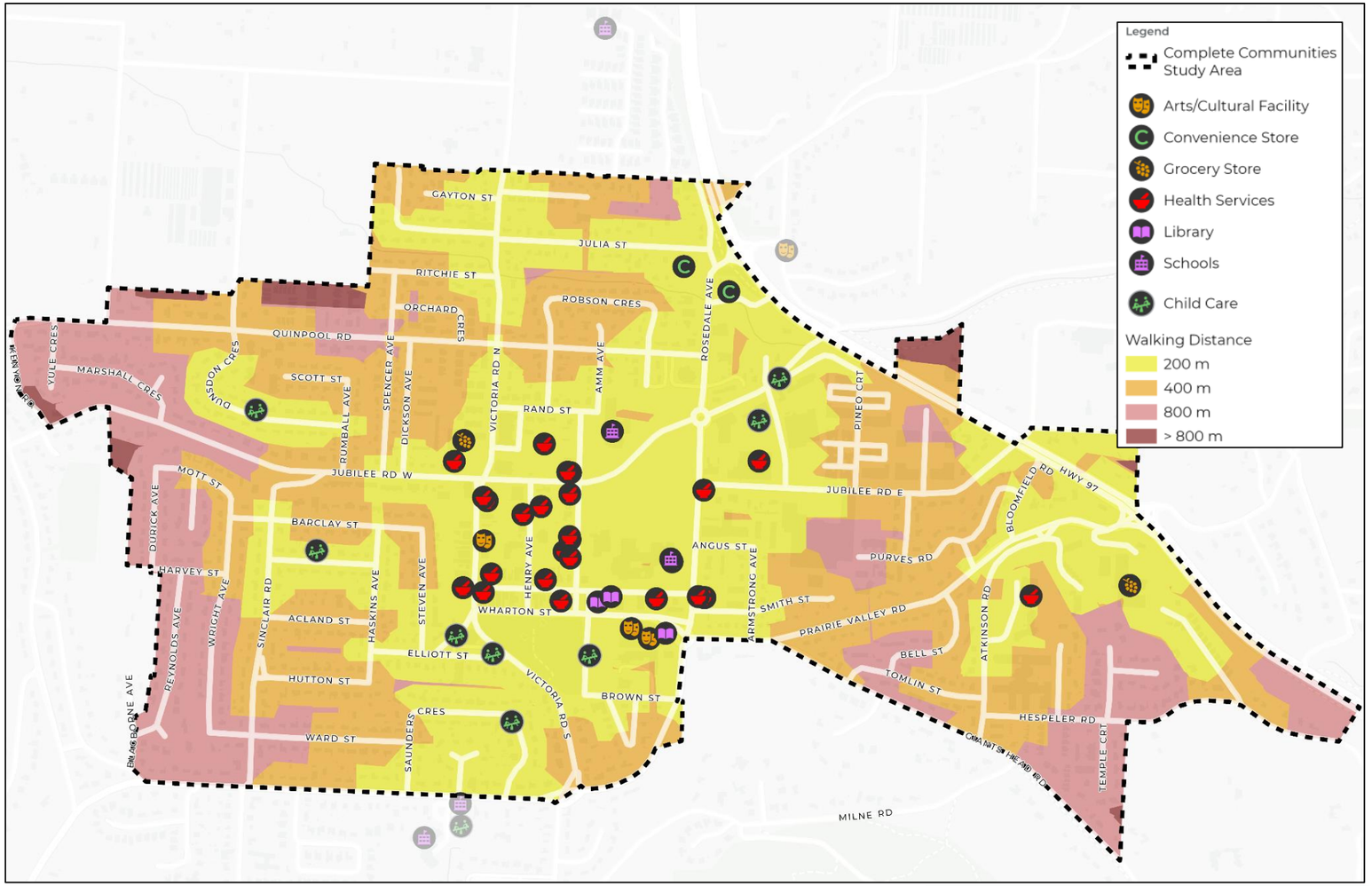


Figure 5. Access to Daily Needs

Understanding the spatial distribution of daily needs within the DCA can help staff make informed decisions, policies and regulations regarding land uses; for example, the strategic placement of community facilities and services, and permitting approximately scaled commercial and mixed-use development to areas with more limited access.

The items include on **Figure 5** were identified through desktop research and site visits to the community. Areas with the highest concentration of daily needs received a high proximity to daily needs score (yellow). Parcels with lower proximity and access to daily needs received a lower score (burgundy). Individual maps for the daily needs included in the assessment are provided on the following page.

Daily needs were prioritized and weighted to determine scoring. Places that are typically relied on most heavily by the greatest number of residents, such as grocery stores, are weighted higher. Places that might not be utilized by all residents, or are used less frequently, like arts and cultural facilities, are weighted lower.

Key Findings (Current Conditions)

- The distribution of daily needs in the DCA is heavily concentrated in the downtown core (e.g. Victoria Road, Wharton Street, and Jubilee Road West area), where the majority of commercial activity exists in the DCA.
- Residents within the DCA generally have walkable access to most of the daily need categories. Fringe and outlying neighbourhoods in the study area have generally more limited access and require residents to walk up to 800 metres and more to access daily needs.
- Future infill and densification of the DCA and resulting growth of residents will result in the need for further access to daily amenities to support the growing population. Of note are the "High Density Areas" identified on **Figure 4** (Downtown & Core Area Residential Future Densities Map) where the most density and intensive residential and mixed-use development are being directed to through the District's OCP.
- When looking at the distribution of individual daily need categories (e.g. grocery stores and health services), resident access varies according to the specific category. The following pages include individual maps and findings for specific daily need categories.
- There is a distribution of health services across portions of the DCA, but this does not reflect existing gaps in some key health services (e.g. access to physicians) that is a high priority need in the community. The DCA resident population has a high proportion (40%) of seniors who require walkable access to health care. Future planning of primary health care services should continue prioritizing the DCA as the location for such services, with an emphasis on located them in close proximity to seniors housing facilities.

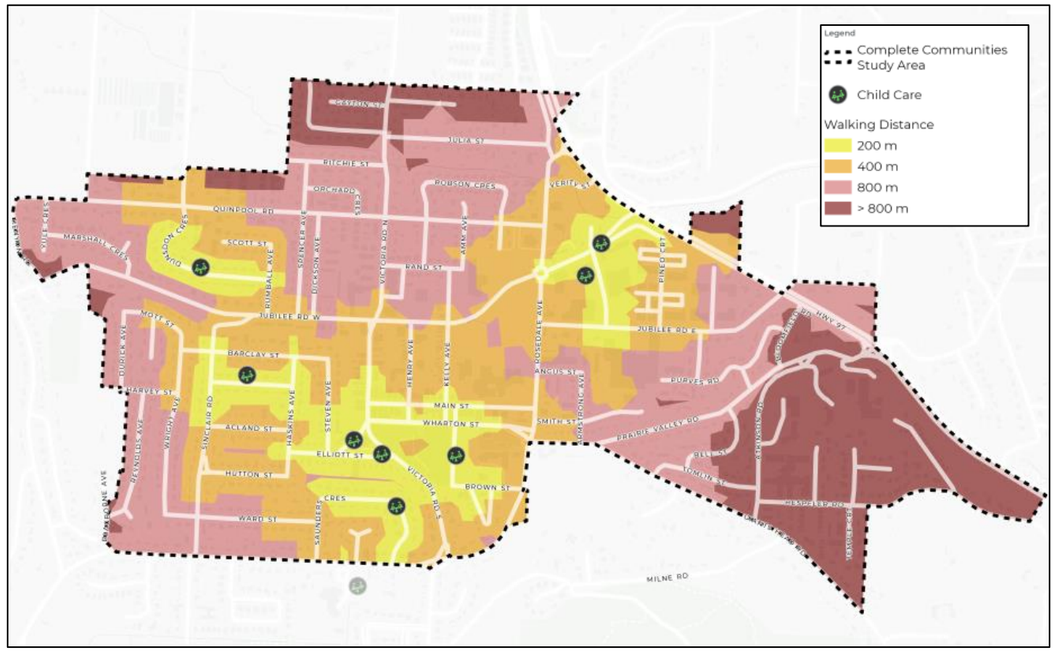


Figure 6. Access to Daily Needs - Child Care

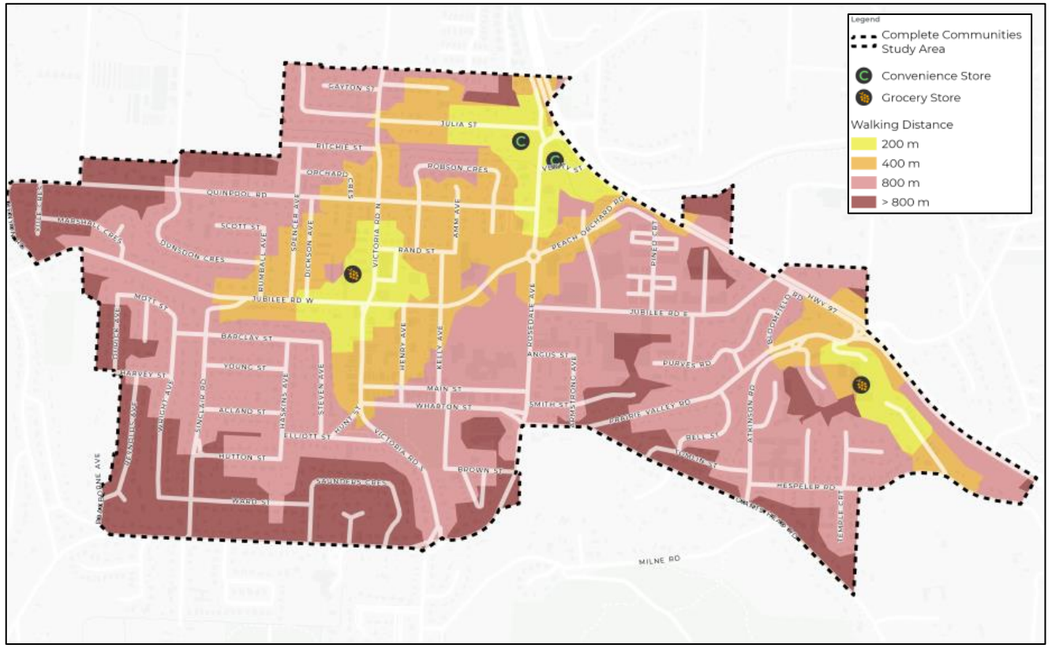


Figure 7. Access to Daily Needs - Grocery and Convenience Stores

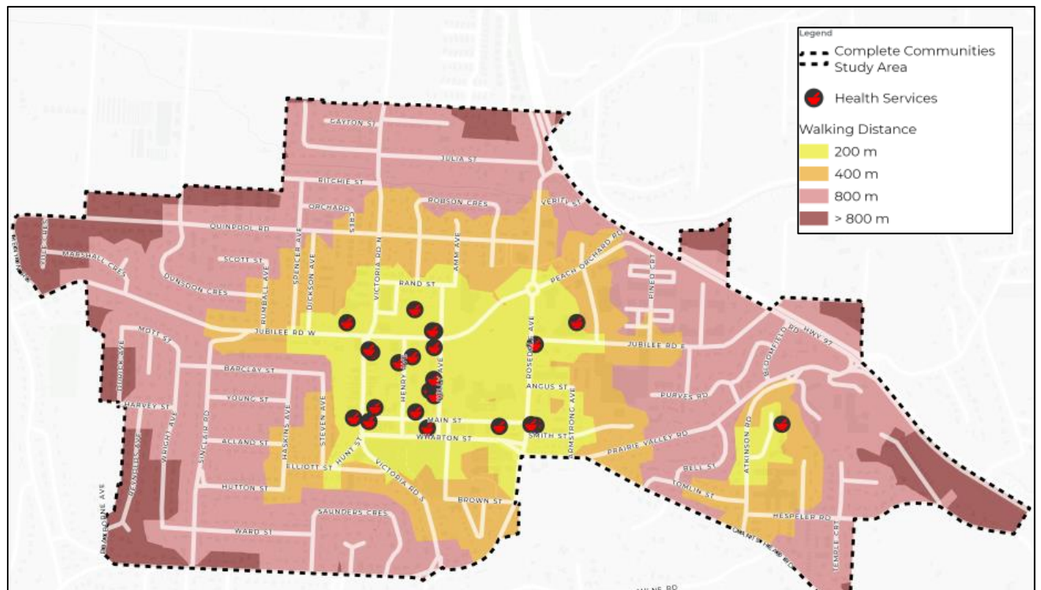


Figure 8. Access to Daily Needs - Health Services

Key Findings (Current Conditions)

- Childcare facilities are located throughout the DCA and provide walkable access (e.g. 800 metres or less) for residents in most portions of the DCA. The eastern portion of the DCA, particularly south of Prairie Valley, requires residents to walk more than 800 metres.
- Many residents in the DCA can access grocery and convenience stores within an 800-metre walk. The Nestors Market on Jubilee Road provides walkable access for residents living in the core, north, south, and west portions of the DCA. The IGA on Prairie Valley Road provides additional grocery access for residents in the east portion of the DCA. However, the current road and sidewalk connectivity in the area has limited direct connections to the IGA and results in longer walking distances for some residents (e.g. residents must take more indirect walking routes).
- There is a large concentration of existing health services in the DCA, which is inclusive of larger health facilities (e.g. community health facilities), pharmacies, health offices (e.g.

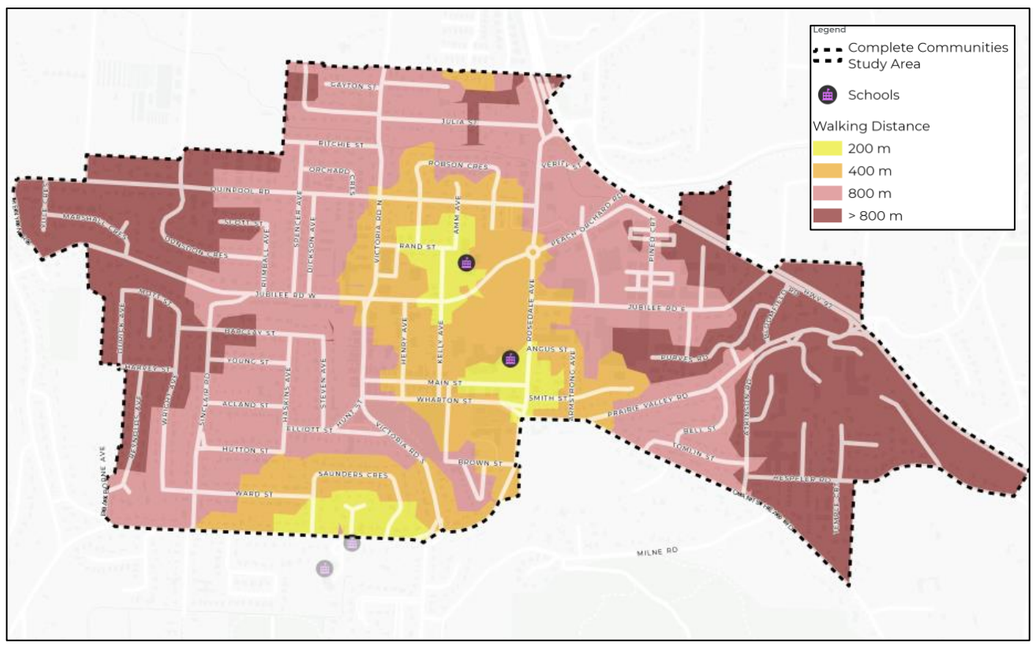
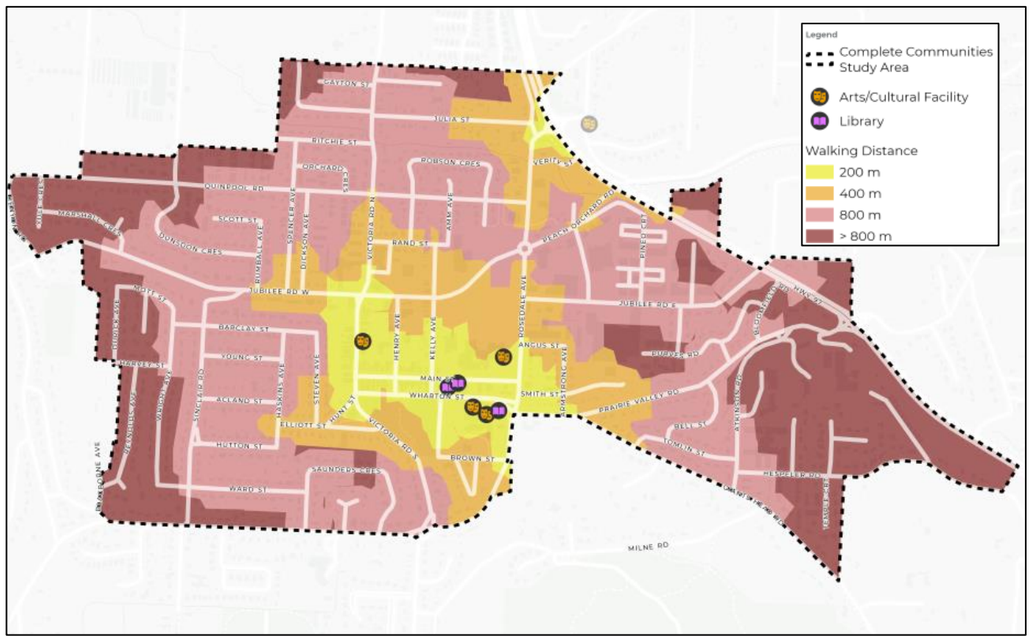


Figure 9. Access to Daily Needs - Schools



dentists, therapists, etc.), and other related health services. Most residents in the DCA are within an 800 metre walk to health services except for a few peripheral areas. The geographic distribution of health services does not account for the levels of service available to residents. While there is walkable access (generally speaking) to health services in the DCA, there are noted service gaps (e.g. access to physicians) in the DCA and broadly across Summerland.

Key Findings (Current Conditions)

- The Summerland Elementary and Secondary Schools are centrally located within the DCA and provide access for many residents and youth living in the downtown core, north, west, and south areas. The east area has more limited access by way of proximity to the two schools and gaps in street connectivity. It is noted that the future Giant's Head Elementary School closure will adversely impact access for residents in the south.
- There are no known plans for new school developments in Summerland or future school sites being set aside in the DCA. As such, improving access for residents across the DCA should focus on improving active and public transit options along key corridors entering the downtown core and school sites (e.g. Victoria Road North and South, Jubilee Road West and East, and Giants Head Road-Prairie Valley Road).

Key Findings (Current Conditions)

- Many residents are within an 800-metre walking distance of arts and cultural facilities, including the Summerland Library. These facilities are concentrated along Wharton Street and create a unique cultural hub within the DCA. Walkable access for residents becomes more limited (e.g. 800-metre or greater walking distances) in peripheral and outlying areas. The east portion of the DCA has the lowest access, particular portions of the area south of Prairie Valley Road.
- Increased growth in peripheral and outlying areas may create greater demand for additional community amenities. The province created a new development finance tool, the Amenity Cost Charge Bylaw, to collect funds for amenities such as community centres, civic buildings, libraries, daycares, and public squares to support livable and complete communities. ACCs can only help fund the capital costs of amenities. ACCs can also be charged where the District has a partnering agreement with an organization or regional government.

Figure 10. Access to Daily Needs - Arts/Cultural Facilities & Libraries

PARKS AND RECREATION FACILITIES

Figure 11 is the parks and recreation composite walkshed map that shows all community and neighborhood parks, natural areas, and sport facilities in and around the Downtown and Core Area (DCA) and related walking distances. Items that were included in the assessment include:

- Parkettes / Greenspaces (e.g. Summerland Museum Park)
- Neighbourhood Parks (e.g. Julia Park)
- Community / City Parks (e.g. Memorial Park)
- Natural Areas (e.g. Giants Head Park)
- Recreation Facilities (e.g. Summerland Arena)

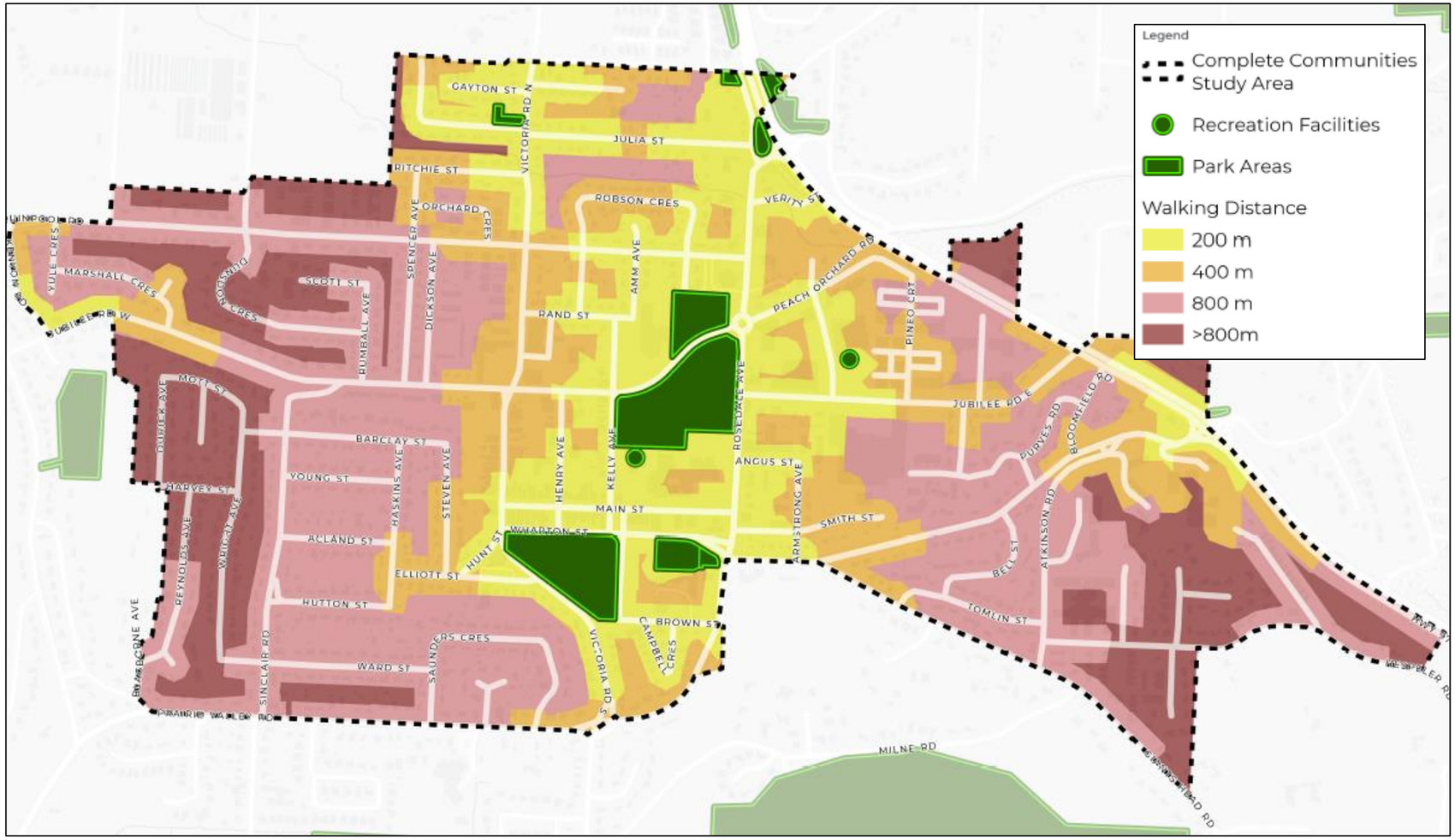


Figure 11. Parks and Recreation Walkshed

Summerland's parks, recreational facilities, and open spaces provide critical benefits to the environmental, physical, and social health of the community. Equitable distribution of parks, recreation, and open spaces and facilities across the community and DCA enables all residents to benefit from their use and promotes a high quality of life. This promotes a more vibrant and attractive DCA that can encourage a diversity of residents and households to live there, achieving broader community sustainability.

Understanding the spatial distribution of parks, recreation facilities, and open spaces within the DCA can help make informed decisions, policies and regulations regarding parkland acquisition and development, planning for future recreation facilities, and enhancing connections to key open spaces. As the DCA densifies with new development, it is

critical to ensure sufficient supply and access to these amenities with growth. Community trails were excluded as they were included in the Transportation Lens and related assessments.

Key Findings (Current Conditions)

- The District's Parks and Recreation Master Plan includes directions to provide park space within walking distance (e.g. 800 metres) of all residents and includes the following parkland provisions standards: City and Community Parkland – 2.2 hectares / 1,000 residents and Neighbourhood Parks – 0.5 hectares / 1,000 residents.
- Using the population data obtained for the DCA (3,163 residents) the DCA would require 7.0 hectares of District and Community Parkland and 1.6 hectares of Neighbourhood Parkland to meet the provision standards contained in the Parks and Recreation Plan. There are currently 2.0 hectares of City and Community Parkland and 0.2 hectares of Neighbourhood Parkland in the DCA, demonstrating a large gap in parkland provision.
- Recreation facilities (e.g. Summerland Arena) and natural areas (e.g. Giant's Head Park) are not intended to serve residents on a neighbourhood level but play a key role in supporting walkable access for DCA residents and provide alternative options that help buffer against existing parkland supply deficiencies.
- The spatial distribution of parks, recreation facilities, and open spaces across the DCA provides varied access to residents depending on type. Lower access is seen in the western and eastern fringe portions of the DCA. The following pages include individual maps and findings for specific daily need categories.

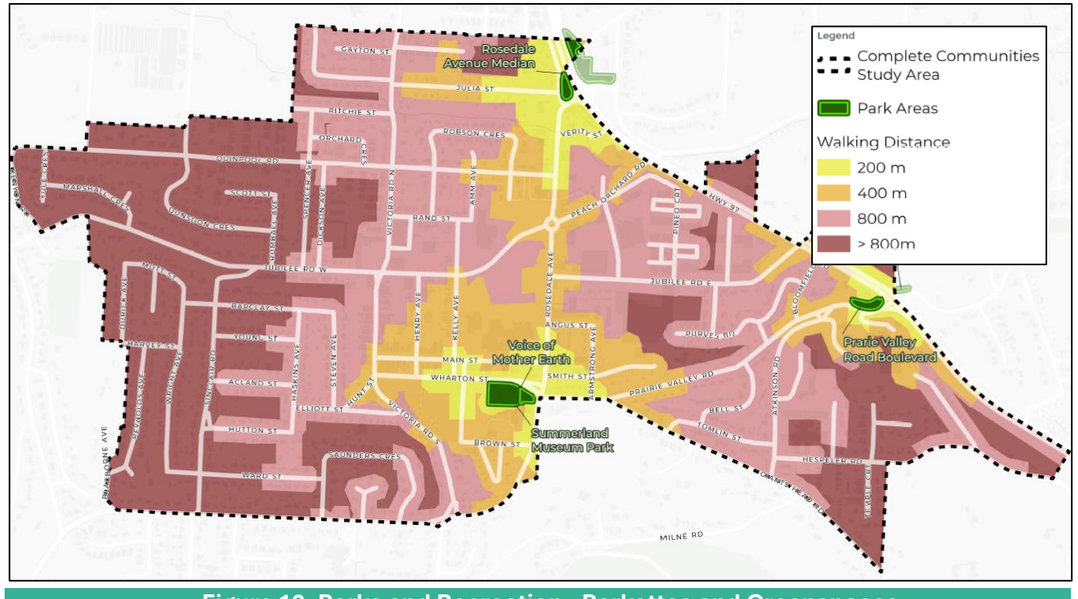


Figure 12. Parks and Recreation - Parkettes and Greenspaces

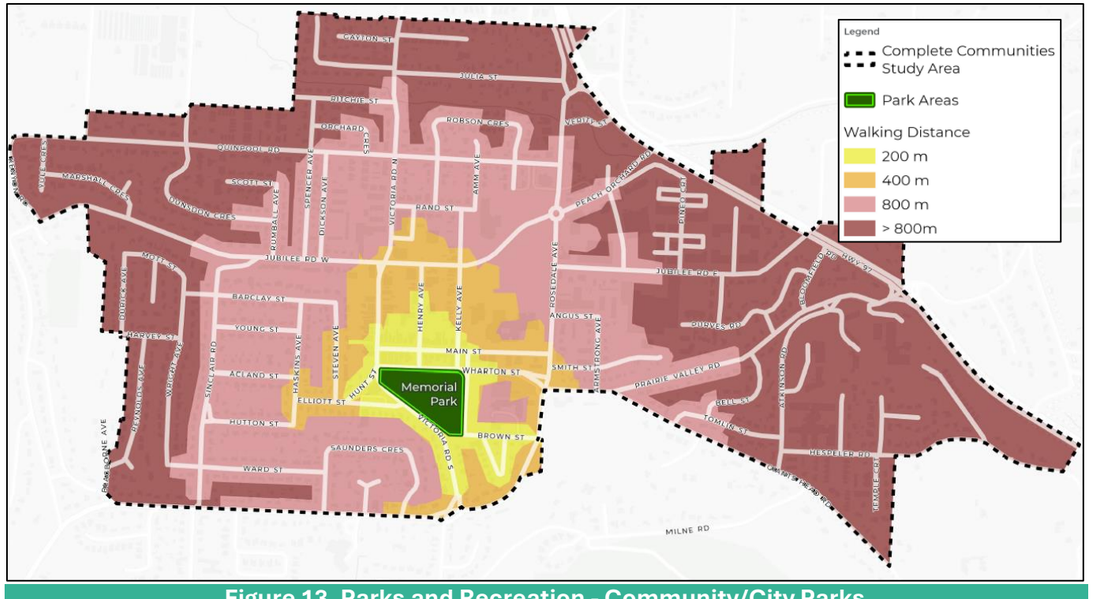


Figure 13. Parks and Recreation - Community/City Parks

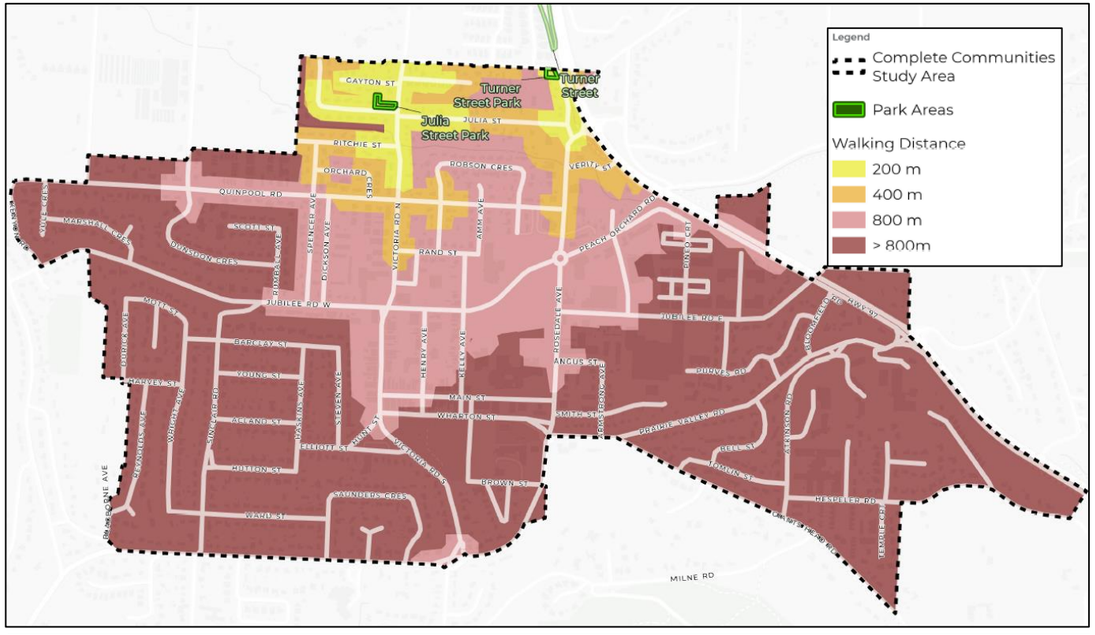


Figure 14. Parks and Recreation - Neighbourhood Parks

Key Findings (Current Conditions)

- Large portions of the DCA are outside of the targeted 800 metre walking distance for community/city and neighbourhood parks due to limited supply of either park type.
- There are large natural areas (e.g. naturalized park and open spaces) outside of the DCA that are important amenities for the broader community but fall largely outside of the desired 800 metre walkshed for residents in the DCA.
- The Summerland Parks and Recreation Master Plan seeks to identify strengths and gaps in the District's existing park network. Future updates to the master plan should consider prioritizing areas with high housing density for investments in recreation, parks, the urban forest, and other essential services. Parks and urban forestry play a crucial role in maintaining a high quality of life, especially in areas with higher population density. As Summerland becomes more densely populated, the availability of private greenspaces will decrease. Therefore, it becomes even more important to prioritize public parks and green spaces in these areas to ensure all residents have access to nature, recreational spaces, and environmental benefits.

Daily Needs and Parks Lens Planning Considerations and Potential Actions

Assessment	Key Findings Summary	Planning Considerations	Potential Actions for Consideration
Daily Needs	• The highest concentration of daily needs is located on Main Street, Victoria Road North, and Henry Avenue. • Areas further from the Downtown Core Area (DCA) have limited access to daily needs. • There is a spatial distribution of many health services across the DCA, but a noted shortage of primary care services within the study area and community.	• Improve accessibility to essential services, amenities, and employment in underserved areas of Summerland by diversifying land uses. Given the high concentration of daily needs in the downtown core (e.g. Victoria Road, Wharton Street, and Jubilee Road West area) consider mixed-use developments in these areas to integrate daily needs and housing. • Explore opportunities to make road and sidewalk connectivity improvements for greater resident access to daily needs along Main Avenue, Victoria Road North, and Henry Avenue. • Improve active and public transit options along key corridors entering the downtown core and school sites (e.g. Victoria Road North and South, Jubilee Road West and East, and Giants Head Road-Prairie Valley Road). • Consider ways to improve residents access to cultural and community amenities by making pedestrian and transit connections to the area south of Prairie Valley Road.	**Goal: Support equitable planning that enhances residents' quality of life by ensuring all residents have fair access to essential services and recreational spaces.** **Actions:** • Support policies for mixed-use zoning in the DCA to integrate daily needs with housing. • Consider an Amenity Cost Charge Bylaw to collect funds for amenities such as community centres, civic buildings, libraries, daycares, and public squares. It is crucial for these infrastructure funding Bylaws to accurately portray the projects that will accommodate growth to achieve long-term financial feasibility. ACC Bylaws ensure that “growth pays for growth,” rather than burdening existing taxpayers with the costs of servicing new growth. • Identify future park areas in the next review of the OCP and ensure there is funding mechanism (DCCs) to acquire land for future parks or to enhance existing parks in underserved areas West of the DCA. • Enhance public transportation and pedestrian connectivity to existing daily needs services, especially along Main Street and Wharton Street. • Improve accessibility to natural areas and key parks through better pedestrian connections along Wharton Street and Quinpool Road. • Integrate urban forestry initiatives along Victoria Road and other streets in the DCA.
Parks and Recreation	• Large portions of the Downtown and Core Area (DCA) are outside of the targeted 800m walking distance for community, city, and neighborhood parks. • Neighborhoods along Quinpool Road, Victoria Road, and Kelly Avenue have relatively good access, while areas west of the DCA lack sufficient park proximity. • As Summerland densifies, private greenspaces will decrease, making public parks and green spaces more crucial.	• Prioritize park investments in areas with high population density or where future growth is anticipated and identify gaps in park and recreation facility access. • Enhance walkable connections between parks along Julia Street and Rosedale Avenue. • Coordinate development planning with the Parks and Recreation Master Plan to prioritize areas with high housing density near greenspaces and public parks.	

TRANSPORTATION

Complete communities promote diverse travel options like walking, biking, transit, and new transport modes such as micro-mobility and shared mobility. Developing an interconnected multi-modal transport system offers choices for daily commuting , reduces dependence on cars, supports shifting modes and cuts transportation-related greenhouse gas emissions. Ensuring these alternatives are safe, convenient, and inclusive of different resident needs is crucial when considering opportunities for a more complete Downtown and Core Area (DCA).

The transportation lens was used to assess a variety of criteria to demonstrate the transportation network's ability to support current and future populations in the DCA, including proximity to transit, proximity to sidewalk, proximity to cycling infrastructure, distance to arterial roads, and transportation network density. More information on how the transportation lens was measured is included in **Appendix A.** The Transportation Lens includes the following assessments:

1. **Street Network Intersection Density** (geospatial assessment) that measures the density (e.g. number per square kilometer) of intersections in the DCA by sub-area. A higher proportion of intersection density generally provides better connectivity, walkability and conditions for a complete neighbourhood by having a more connected transportation network.
2. **Transportation Access** (geospatial assessment) that measures the proximity of all parcels in the DCA to public and active transportation options, including transit stops, sidewalks, trails, and cycling infrastructure.

Results of these assessments can help identify strategies and actions to:

- Identify areas within the DCA that where gaps in transportation connectivity and multi-modal options exist to improve future transportation planning and improvements.
- Better integrate land use and transportation planning to enhance access to sustainable transportation modes for residents in the DCA for current residents and in response to anticipated growth and development.
- Improve the viability of key services (e.g. transit) and broader community sustainability by reducing personal vehicle dependency.
- Enhance the DCA as an equitable neighbourhood that provides transportation options for residents who are unable to access a vehicle for transportation (e.g. low-income and senior residents).

Street Network Intersection Density

Figure 15 shows the street network intersection density in the DCA by subarea. Higher density (burgundy) indicates a more connected transportation network that provides more options for moving through the area by a variety of modes of transportation and make better use of infrastructure investments. Lower density (yellow) indicates a lesser connected transportation network that may be impacted by land uses that require larger parcels (e.g. large commercial uses), topographical constraints, and other factors. This results in more limited options for residents to move through these areas.

Understanding broader connectivity in a community or neighbourhood can be important information when planning and making decisions for growth, particularly infill and intensification within an existing built area. This can help ensure that future development and resulting increases in vehicle, pedestrian, and other forms of traffic are supported by a walkable, safe, and efficient street network.

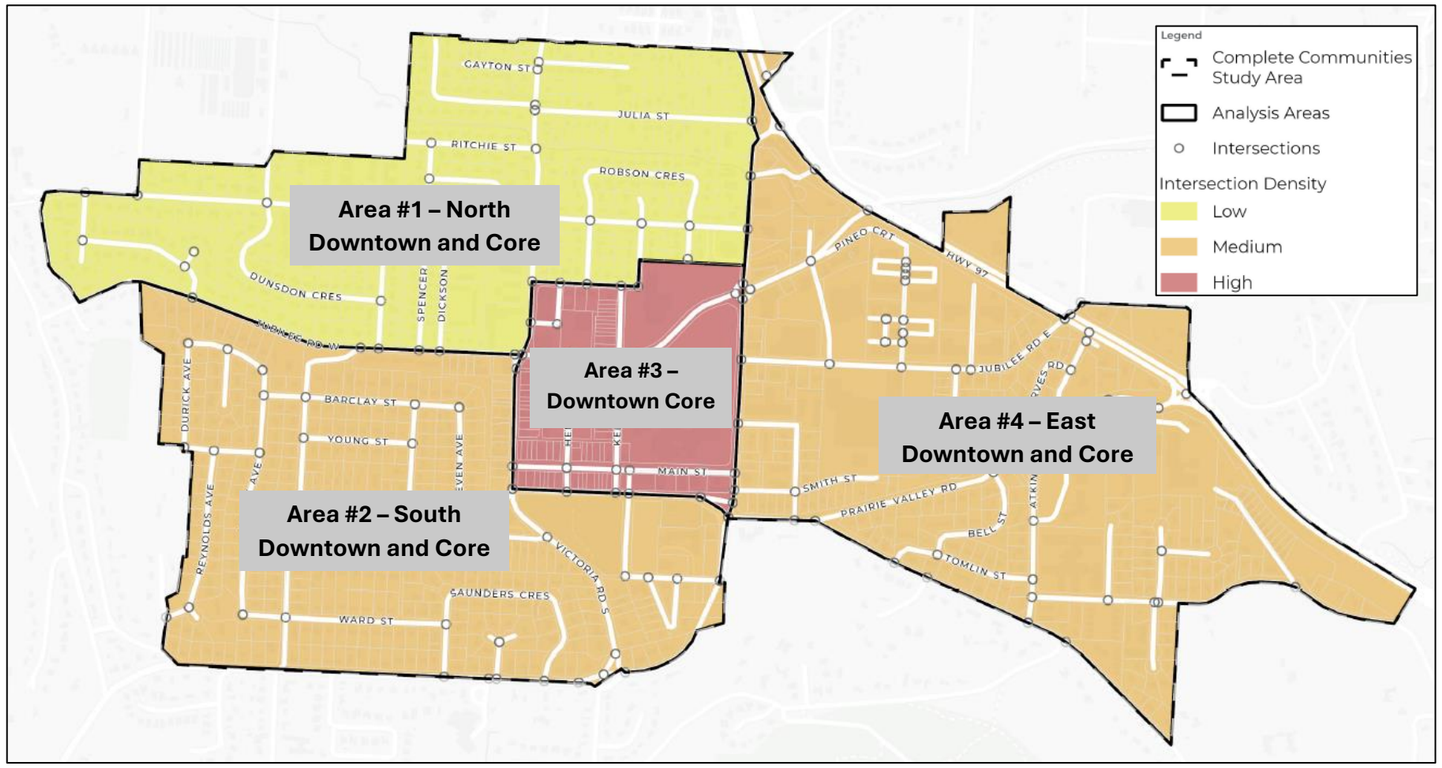


Figure 15. Street Network Intersection Density

Key Findings (Current Conditions)

- Subarea 3 (Downtown Core) has the highest density of intersections in the DCA. Contributing factors include shorter blocks and higher frequencies of intersections along Wharton Street and Main Street, and along the northern portion of the subarea (e.g. Rand Street).
- Subareas 2 (West Downtown) and 4 (East Downtown) were scored as having medium levels of intersection density, which can be contributed to longer residential blocks and the presence of cul-de-sacs.
- Subarea 4 (East Downtown) has several larger parcels (e.g. BC Tree Fruits Site) and topographically constraints that also contributed to a lower intersection density. Higher concentrations of intersections are contained along Prairie Valley Road and within larger residential strata developments that include private roadways. This elevated the score for the subarea, but it is noted that there are several connectivity gaps within the subarea, including the Hespeler Road area and the area between Richards Avenue and Rosedale Avenue.
- Subarea 1 (North Downtown) scored the lowest for intersection density, which can be contributed to residential blocks that are generally longer than other subareas and the presence of many dead ends (e.g. cul-de-sacs).

Transportation Access

Figure 16 shows transportation access in in the Downtown and Core Area (DCA). Transportation access, as part of this assessment, is defined as a combined measure of factors such as proximity to transit, sidewalks, trails and cycling infrastructure. Each parcel in the DCA has been provided a composite score based on the results and weighting of each factor to show the relatively ease of access for residents for transportation options in the DCA. **Appendix B** outlines the detailed methodology for determining transportation access.

Complete communities and neighbourhoods offer multiple travel choices, including walking, biking, and reliable, accessible transit. Areas within the DCA with high transportation access are yellow, while areas with low transportation access are shown in red and burgundy. The existing street network is show in white and the District's future bicycle network is shown in blue.

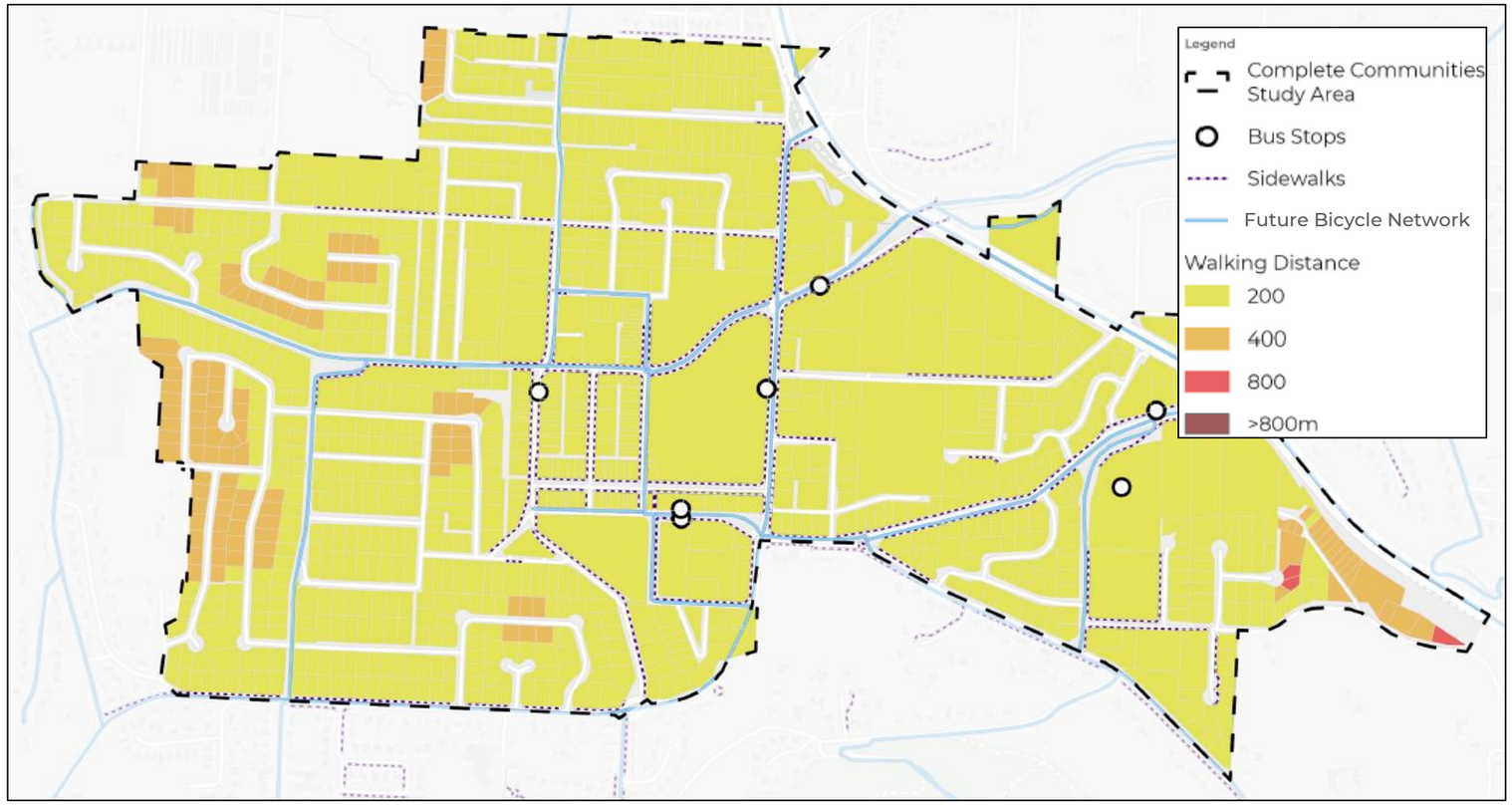


Figure 16. Transportation Connectivity Walkshed

The following maps were produced to analyze the state of the DCA's completeness with respect to the transportation lens:

- Transportation Connectivity Walkshed
- Transportation Connectivity Walkshed - Bus Stops (BC Transit Stops)
- Transportation Connectivity Walkshed - Sidewalks
- Transportation Connectivity Walkshed – Future Bicycle Network

Key Findings (Current Conditions)

- The DCA, particularly along Main St., Wharton St., and Jubilee Rd., has the highest transportation access (yellow areas). This suggests a concentration of transit stops, sidewalks, and cycling infrastructure in these areas.
- The outskirts of the DCA, including areas around Marshall Cres, Yule Cres, and Temple Cres, show lower transportation access (pink areas). These areas have fewer transit stops, sidewalks, or bike infrastructure, making them more car dependent.

Figure 17. Transportation Connectivity Walkshed – Sidewalks

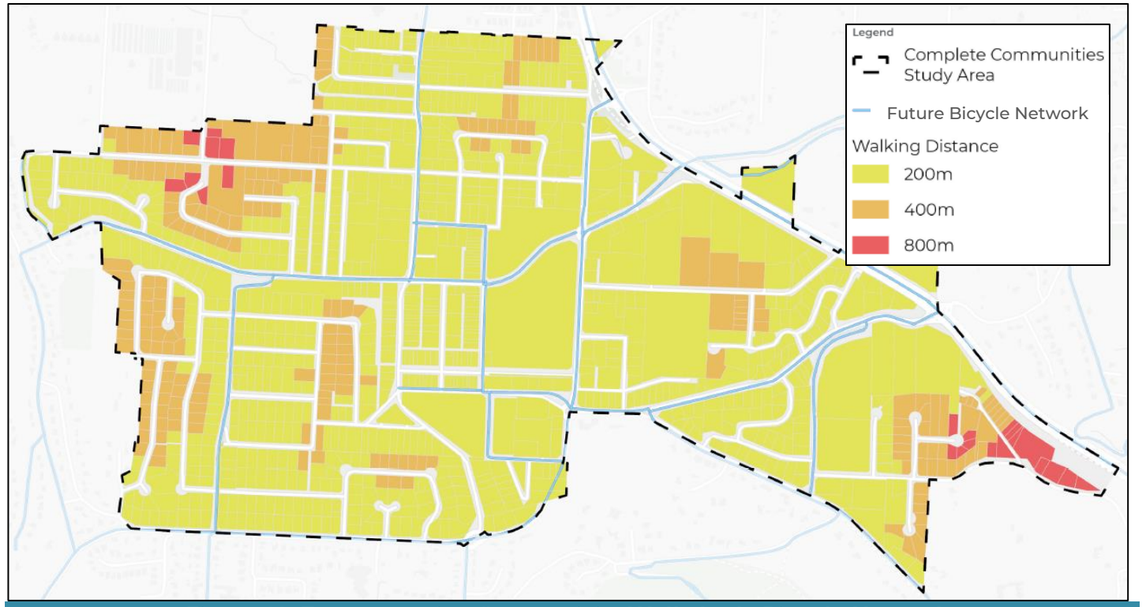


Figure 18. Transportation Connectivity Walkshed - Bicycle Network

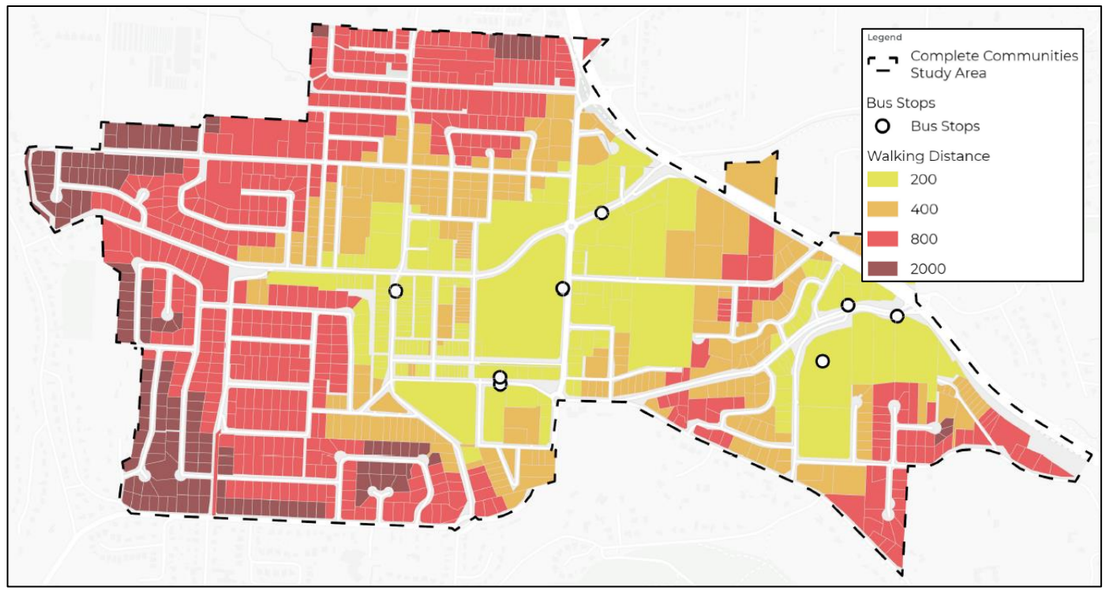


Figure 19. Transportation Connectivity Walkshed - Bus Stops

Key Findings (Current Conditions)

- Bus stops are clustered along Wharton Street., Jubilee Rd., and Atkinson Road., reinforcing the accessibility of the downtown core, while peripheral neighbourhoods may face longer walking distances to transit.
- Summerland's future bicycle network, guided by the transportation master plan spans along multiple high-volume roads, but does not extend extensively into residential areas. Sidewalks, trails, and multi-use pathways are shown as dashed lines, but their coverage outside the core is inconsistent.
- Future transportation infrastructure investments in Summerland could focus on improving sidewalk and cycling infrastructure in lower-access areas to support sustainable transportation. Expanding transit service to peripheral neighbourhoods could also enhance overall connectivity.

Transportation Lens Planning Considerations and Potential Actions

Assessment	Key Findings Summary	Planning Considerations	Potential Actions for Consideration
General Transportation Connectivity	• Higher intersection density in the downtown core supports walkability and multi-modal travel. • Peripheral neighbourhoods have lower connectivity, leading to greater car dependency.	• Improve connectivity in peripheral neighbourhoods by integrating missing links in the street network. • Enhance active transportation corridors for better accessibility to daily needs in the Summerland downtown core.	**Goal: Promote the development of complete streets and multi-modal transportation options through the downtown and community core area in alignment with the Transportation Master Plan.** **Actions:** • Ensure an integrated approach to transportation and land use planning, including alignment of between transportation and land use plans, bylaws, and decision-making. • Prioritize complete streets redevelopment of key roads through the downtown/community and targeted redevelopment areas (e.g. Jubilee Road East and West, Victoria Road N/S, Quinpool Road). • Seek opportunities through redevelopment to improve street connectivity in the downtown/community core (e.g. Purves Road to Angus Street). • Expand transit services and infrastructure in targeted redevelopment areas (e.g Jubilee Road East, Victoria Road N/S, Quinpool Road, and Wharton Street-Prairie Valley). • Identify upgrades/improvements to Highway 97 to improve traffic safety and respond to additional traffic demands generated from gateway commercial development (e.g. Peach Orchard Road and Jubilee Road).
Proximity to Transit	• Bus stops are clustered along Wharton Street and Jubilee Road, ensuring good accessibility in the core. • Peripheral neighbourhoods experience longer walking distances to transit stops.	• Address transit access gaps by expanding service to underserved areas of the community, particularly where high density development and employment land is proposed. Higher proportions of people in proximity to transit may create better mobility equity through additional transportation options. • Ensure transit stops are well-integrated with pedestrian and cycling infrastructure to support multi-modal active transportation.	
Proximity to Sidewalk	• Sidewalk coverage is somewhat comprehensive in the DCA but becomes inconsistent in outlying areas. • Some key routes lack continuous pedestrian infrastructure.	• Prioritize sidewalk projects to create continuous pedestrian networks and consider opportunities to expand the sidewalks on both sides of reads to create safety for pedestrians. Sidewalks on one side of the road result in danger and inconvenience for pedestrians when they need to cross streets mid-block to stay on sidewalks. • Areas with high access to daily needs and no sidewalks should be prioritized for future sidewalk installations to improve walkability and completeness. Routes to schools should also be prioritized.	
Proximity to Cycling	• The existing bicycle network is limited, with one primary route along Victoria Road to Jubilee Road. There is a significant gap in cycling facilities that connect Downtown Summerland to other neighborhoods in the community • The District's future cycling network as proposed in the draft Transportation Master Plan is expected to bridge gaps in the existing network.	• Expand the cycling network as proposed in the draft Transportation Master Plan to encourage safe and accessible biking options. • Redevelopment will create additional pressures on parking in Downtown Summerland which will demand more cycling facilities. Downtown Summerland also has a high concentration of daily needs. Options to get to Downtown Summerland by cycling are limited, and such options should be prioritized.	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INFRASTRUCTURE

By understanding how existing infrastructure supports land-use planning goals, the District can better manage long-term costs, mitigate risks, and improve the efficiency of municipal services. This approach ensures that infrastructure needs align with long term growth plans. An assessment of the District's water, sanitary sewer and stormwater infrastructure was conducted, based on available information, to evaluate current needs and understand implications for proposed development.

In BC, a municipality's growth has historically been managed through zoning regulations and the rezoning process. Typically, detailed servicing reviews and infrastructure upgrades are required for specific zoning applications. Recently revised Provincial legislation has shifted the way infrastructure is delivered to neighbourhoods by instead requiring proactive infrastructure planning by local governments to streamline the approval process. As part of the District's Downtown Neighbourhood Action Plan (DNAP) and related OCP amendments, higher densities and intensities of land uses are being directed into the Downtown and Core Area (DCA). Understanding the capacity of the current water, storm, and sanitary sewer systems in the DCA will be essential to assess the impact of future growth and development and related impacts in District servicing infrastructure.

Infrastructure was assessed using geospatial information on the capacities (pipe diameter) and ages of existing collection and distribution systems in the DCA and information on capacities and fire flows from existing District infrastructure master planning documents.

Water System Readiness

Figure 20 shows the current water system infrastructure the DCA, including the age and diameter of the distribution system. Understanding fire flows was a key aspect of water infrastructure readiness. Older and smaller water system infrastructure is shown in red. Larger or newer water system infrastructure is shown in green.

Key Findings (Current Conditions)

- Several District streets have older watermains installed before 1971 (marked in red), including sections of Jubilee Road and Victoria Road N/S. These areas may require upgrades due to aging infrastructure, some of which is already planned and underway.
- Water system upgrade projects (marked in black) are planned along sections of Victoria Road, Henry Avenue, and a portion of Rosedale Avenue.
- The presence of older, small diameter watermains in some neighbourhoods in Summerland may present fire flow limitations, necessitating further assessments or upgrades with the introduction of infill housing.

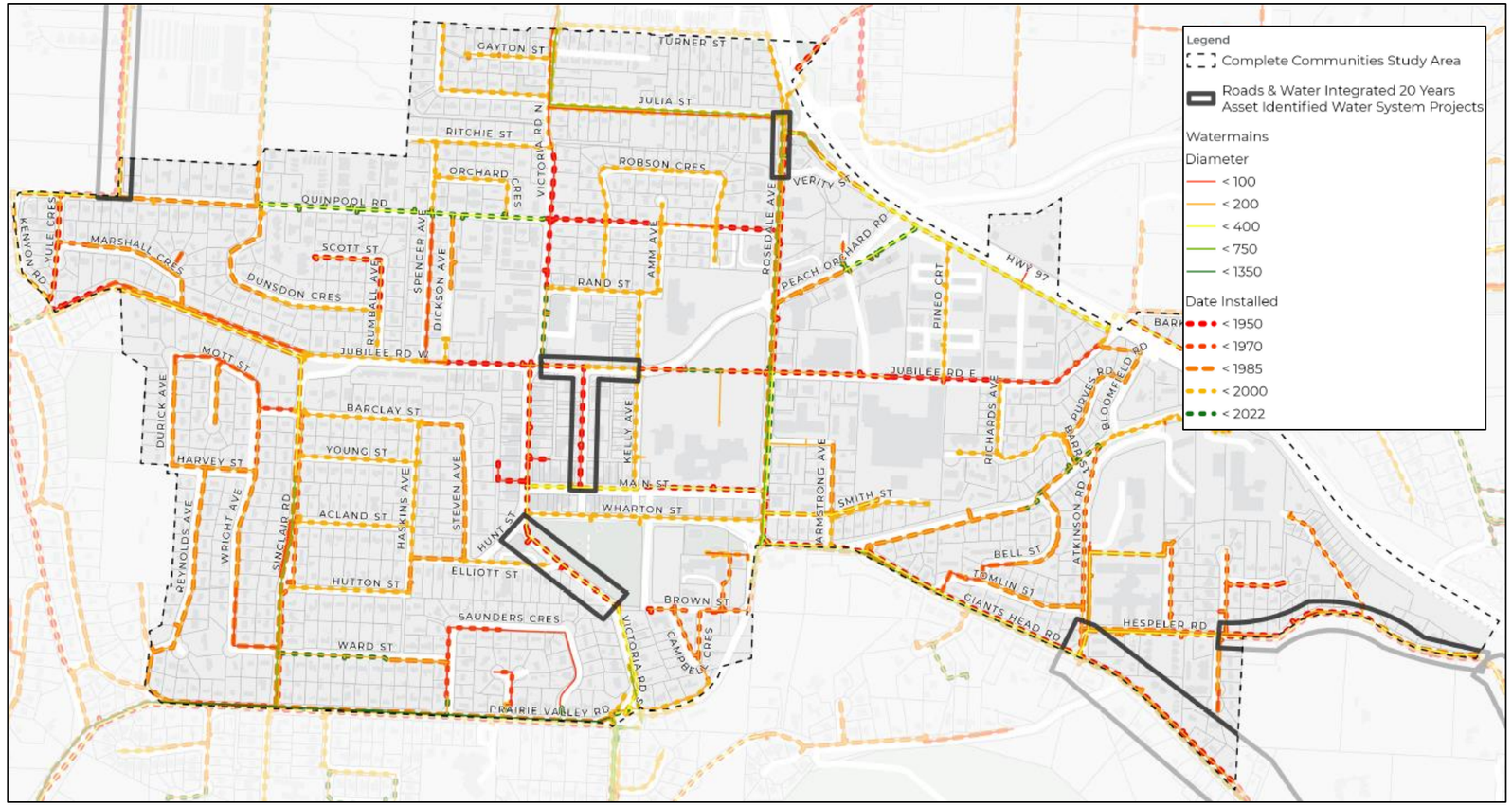

Figure 20. Infrastructure Lens - Water System Readiness

Sewer System Readiness

Figure 21 shows the current sewer system infrastructure, including the age and diameter of the collection system. Capacity constraints are shown in red where there are older and smaller sewer pipes. Larger or newer sewer system infrastructure is shown in green.

Understanding the capacity of the current sewer system will be essential to assess the impact of infill development in the District and allow developments to proceed.

Key Findings (Current Conditions)

- Sewer infrastructure that is both aging and smaller in diameter should be prioritized for upgrade where development is expected to occur.
- Some sanitary system upgrades (such as the gravity main upgrade along Rosedale Avenue between Julia Street and Quinpool Road) have been identified as an upgrade in the District's Sanitary Sewer Master Plan (2021).
- Northern and western portions of the study area have older and smaller sewer pipes, which may require upgrades to meet demand where additional development is proposed.

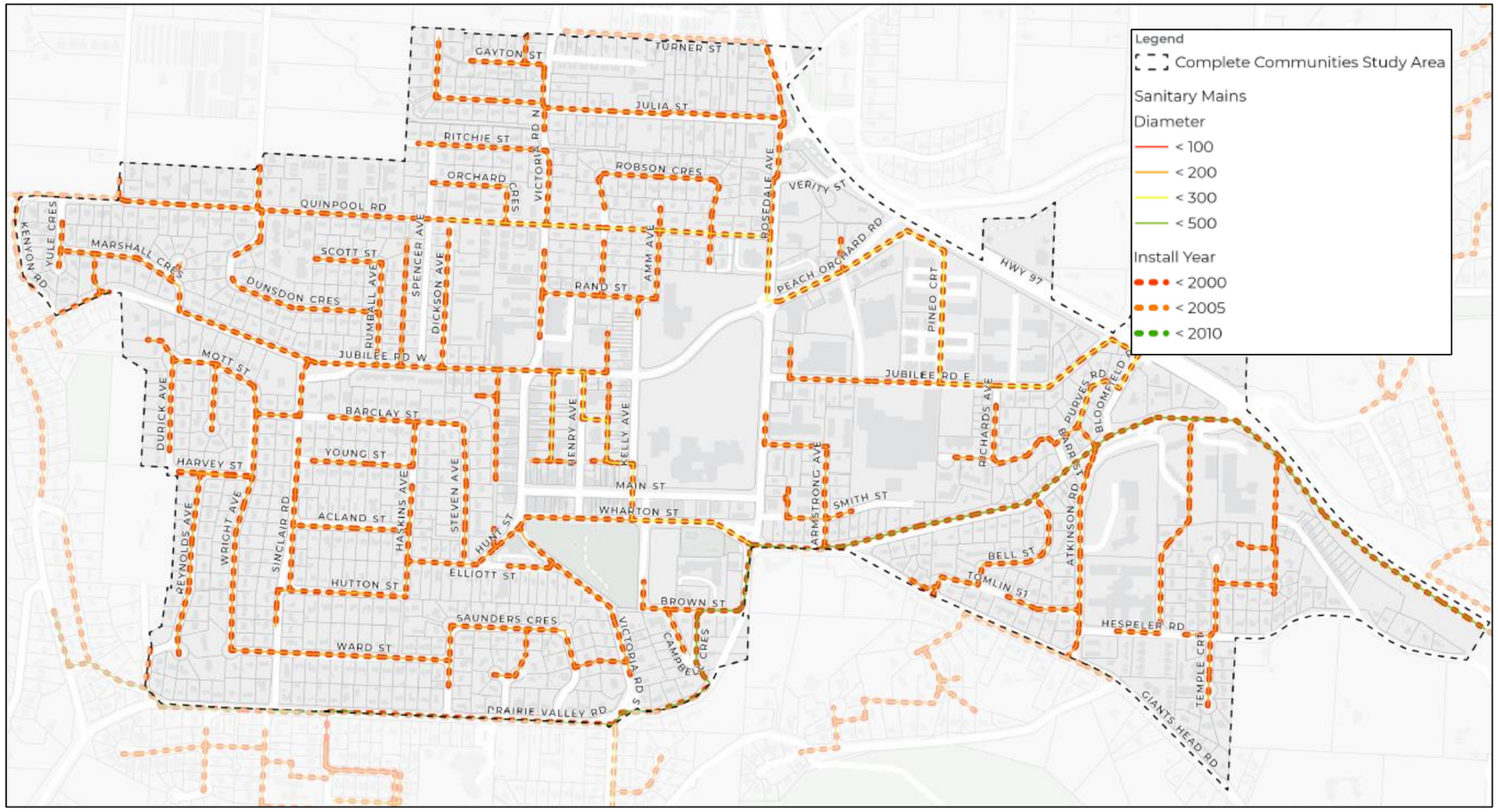

Figure 21. Infrastructure Lens - Sewer System Readiness

Storm System Readiness

Figure 22 shows the current storm system infrastructure in the DCA, including the age and diameter of the collection system.

Increased density and development without concerted stormwater management efforts can increase runoff and in turn, flooding, erosion, and other forms of infrastructure and property damage. The District's existing Master Drainage Plan is over a decade old and additional analysis on current storm system capacity is needed to strategically plan for future growth.

Key Findings (Current Conditions)

- Only some portions of the District have storm mains. It is important that the District consider developing standards for stormwater management, particularly on smaller lots where additional development will increase parcel coverage and result in increased run-off. On-site stormwater management can take up a considerable amount of space, which can make infill development less feasible on small parcels.

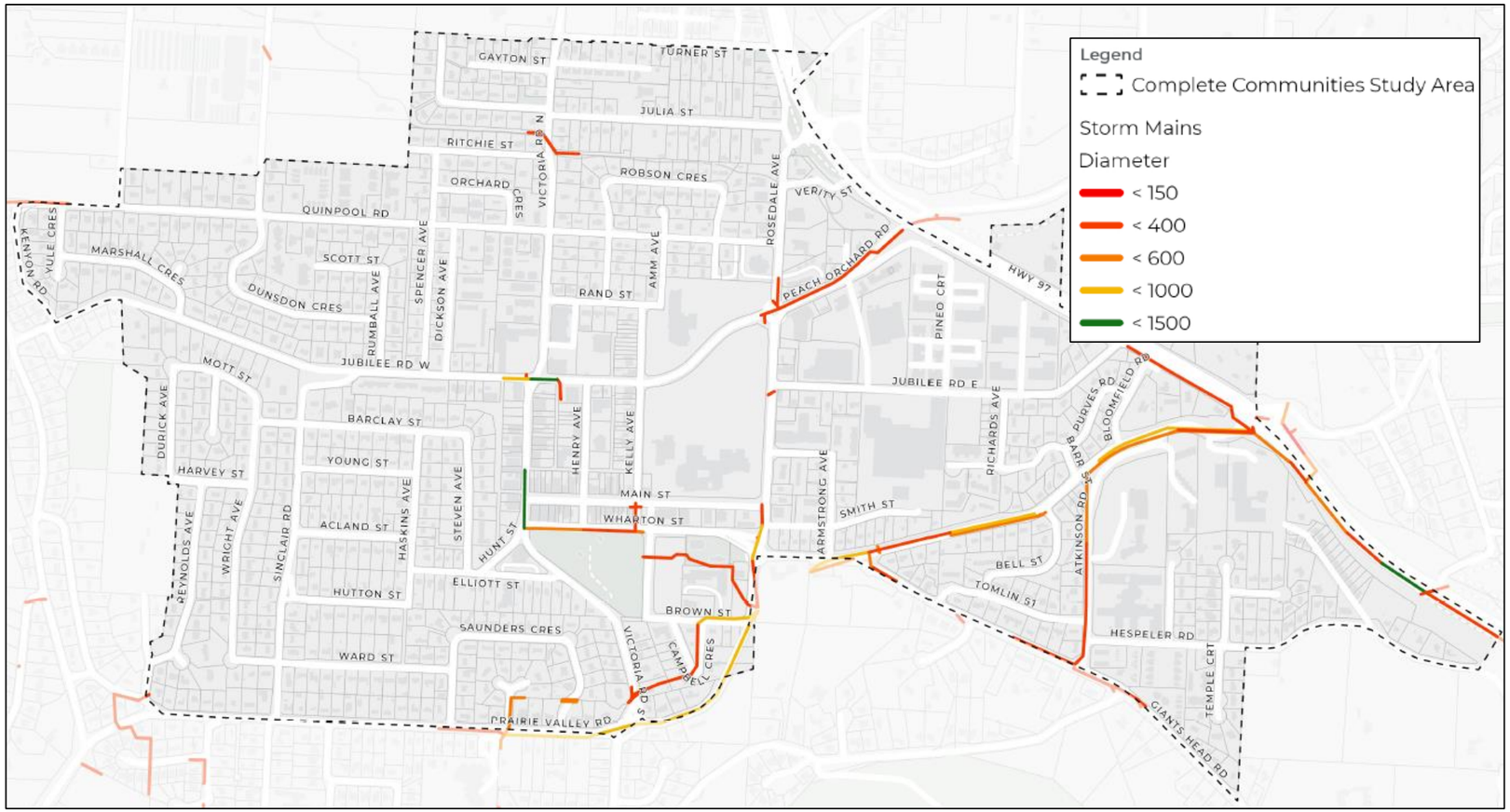

Figure 22. Infrastructure Lens - Storm System Readiness

Infrastructure Lens Planning Considerations and Potential Actions

Assessment	Key Findings Summary	Planning Considerations	Potential Actions for Consideration
Water System Readiness	• Several District streets have older watermains installed before 1971 including sections of Jubilee Road and Victoria Road N/S. These areas may require upgrades due to aging infrastructure, some of which is already planned and underway. • The presence of older, small diameter watermains in some neighbourhoods in Summerland may present fire flow limitations, necessitating further assessments or upgrades with the introduction of infill housing.	• Infill development may not be financially feasible for developers if the municipal water system cannot accommodate the proposed development. To encourage infill development, the District should working towards updating information about the Distirct's network capacity and consider the need for prioritizing replacement and upgrading of infrastructure in infill areas through future capital planning activities. • The District should be monitor and ensure that water and service and size requirements align with what is needed to service new development. This is particularly important for new housing (such as duplexes with suites or carriage homes) in existing low-density residential areas where original service connections were designed only for single detached homes.	**Goal: Ensure growth aligned infrastructure is in place that is developed proactively and with appropriate cost-recovery mechanisms in place.** **Actions:** • Complete a Stormwater Master Plan for the downtown/community core area with updated onsite stormwater retention/facility requirements for infill projects. • Develop standards and guidance materials for on-site stormwater management for situations where civil engineering design is not required (e.g. Pre-approved stormwater design standards) • Develop a long-term capital plan for water, sewer, stormwater, and transportation that aligns with anticipated future growth of the downtown/community core area. • Consider anticipated growth in the downtown/core area in long-term capital planning. • Update the District's DCC Bylaw and create an area-specific charge for the downtown and community core area. • Complete broader water system upgrades across the downtown and community core area to meet anticipated water and fire flow demands associated with future densification.
Sewer System Readiness	• Some sanitary system upgrades (such as the gravity main upgrade along Rosedale Avenue between Julia Street and Quinpool Road) have been identified as upgrades in the District's Sewer Master Plan. • Northern and western portions of the study area have older and smaller sewer pipes, which may require upgrades to meet demand where additional development is proposed.	• From the complete communities mapping, the District's sewer system capacity (diameter) appears generally consistent throughout the Distirct. However, the District may wish to consider expanding on the analysis to identify overlapping areas of high priority infill housing growth with existing sewer supply constraints and evaluate for necessary capital project upgrades. • The District may be undertaking a Liquid Waste Management Plan in the future that should consider current and future resulting from projected growth and development and confirm if upgrades may be required in the short to long term.	
Storm System Readiness	• The District's stormwater infrastructure is inconsistent and varies in size throughout the District. • A lack of adequate stormwater infrastructure may create challenges for where infill development is expected to occur.	• Consider the use of development standards for stormwater management, particularly on smaller lots where additional development will increase parcel coverage and result in increased run-off. Development feasibility should also be considered as on-site stormwater management can take up a considerable amount of space, which can make infill development less feasible on small parcels • Undertake an in-depth review of existing stormwater system capacity and identify preferred approaches to managing future runoff from increased development (e.g. on-site, off-site)	


Select
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5. FUTURE DEVELOPMENT SCENARIO TESTING

Growth and Infill Scenario Testing

Scenario testing supports conversations about how potential actions might help achieve Summerland's identified community goals. Several scenarios have been developed which test the infrastructure readiness in areas most likely to redevelop and in the existing growth centres.

These scenarios highlight infrastructure opportunities and constraints that might arise in areas with infrastructure as growth and development occurs. They also identify gaps across the four complete community lenses and can inform potential actions for creating more complete neighbourhoods and advancing strategic infill housing actions. It should be noted that the identified scenarios and actions are not a commitment to implementation, but rather a process of imagining futures that better meet Summerland's growth goals.

1. Identification of redevelopment parcels/areas – using likelihood of redevelopment
2. Development of future development model – using City-Engine with assumptions to determine future residential units and commercial ground floor area
3. Calculation of servicing demands resulting from modelled development to help identify future infrastructure upgrades required for development

Likelihood of Redevelopment

The likelihood of redevelopment assessment **(Figure 23)** shows the distribution of development potential across the Downtown and Core Area (DCA). Understanding likelihood of redevelopment in the DCA help understand where development has higher potential to take place. When coupled with infrastructure mapping, this can reveal the relationship between development and growth potential and existing infrastructure and capacity for new growth.

This analysis helps understand which parcels have a statistically higher probability of redevelopment. It is based on 2024 BC Assessment data, which provides property data as of July 2023. Each parcel in the DCA was evaluated based on the criteria listed below and assigned scores accordingly. These individual scores were then combined to create an overall likelihood of redevelopment score. See **Appendix A** for more details on the mapping and scoring methodology, as well as individual maps for each criteria. Evaluation criteria used in the assessment include:

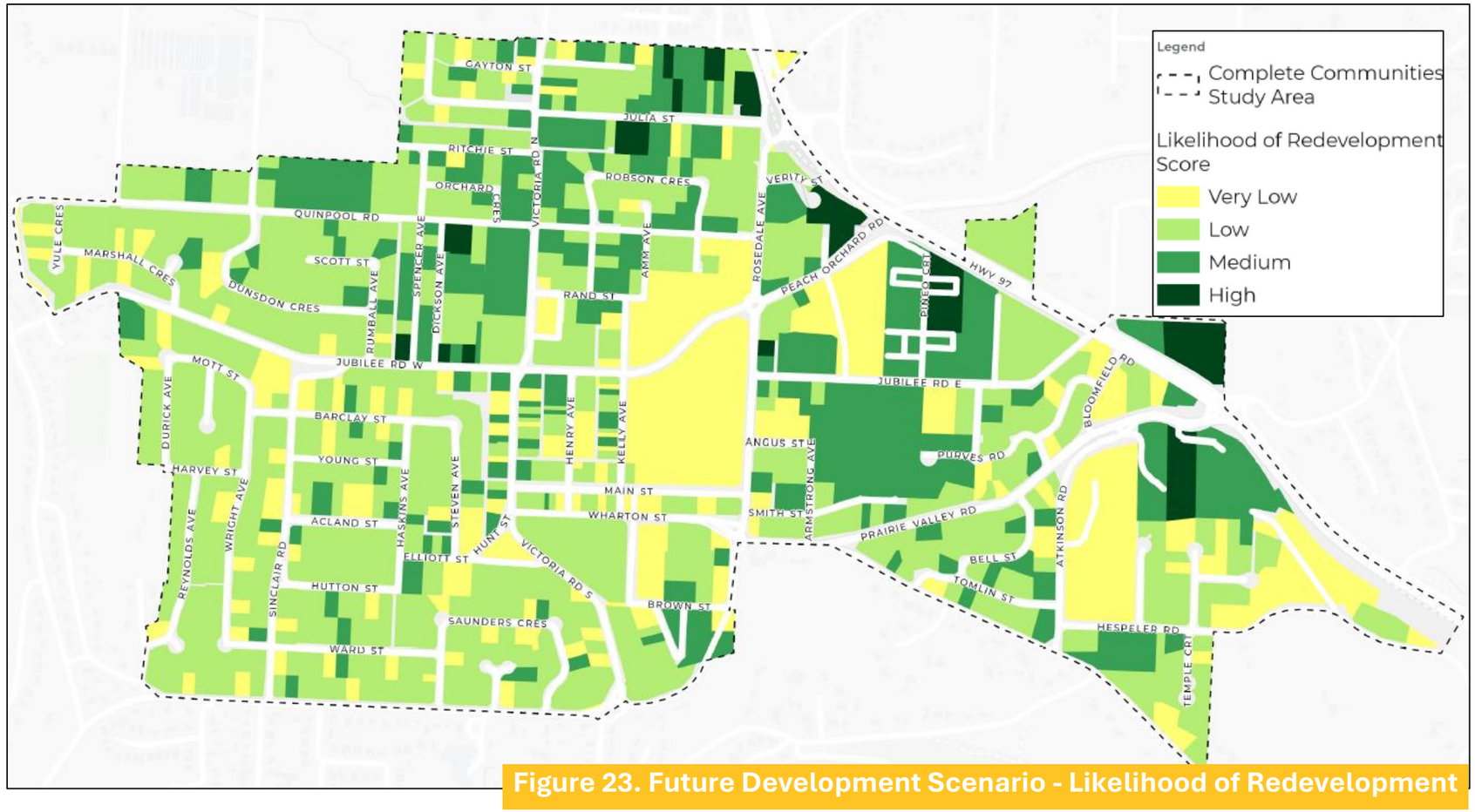


Figure 23. Future Development Scenario - Likelihood of Redevelopment

- building ages and lot sizes
- assessed improvement value per square metre
- assessed land value per square metre
- improvement ratio (the ratio of BC Assessment improvement value to land value)
- average adjacent parcel improvement ratio
- permitted future densities (as per District OCP policies)

Limitations

Each of the indicators were weighted equally. This means that some newer developments may have a medium to high likelihood of redevelopment based on other factors, such as lot size, which can greatly affect the overall score. For example, a new single-family house on a large lot might be seen as "underdeveloped" because all indicators of likelihood of redevelopment are weighted equally. Additionally, this data is from a specific 'snapshot' in time. Some lots may be experiencing redevelopment/development by the time this report was completed.

Key Findings (current conditions)

By identifying the lots most likely to be redeveloped, the District can recognize both opportunities and challenges related to infrastructure and daily needs and proactive plan for and manage future growth. The following insights highlight key opportunities and considerations for development in Summerland:

- Parcels with the highest likelihood of redevelopment are not distributed equality throughout the community. Parcels located along Highway 97, Jubilee Road West, and Julia Street are shown to have the highest likelihood of redevelopment.
- Other parcels with medium likelihood of redevelopment are clustered along key thoroughfares such as Victoria Road and Jubilee Road East.
- Certain intersections—such as, Main Street and Victoria Road South, Victoria Road North and Quinpool Road—have parcels on all four corners with a medium to high likelihood of development. These locations indicate potential opportunities for future development nodes.
- Clusters of parcels with the lowest likelihood of redevelopment are located on the periphery of the District's community boundary.
- Several properties in Summerland with a high likelihood of redevelopment may be suitable for residential and employment land development. As part of the 2025 OCP update, OCP policies and the Zoning Bylaw should be reviewed and revised to create a policy framework that ensures high potential redevelopment parcels are effectively utilized.

Development Modelling

As part of the Complete Communities Assessment, a development model was created through the CityEngine software program to create a 3D visualization of how future development may occur within the Downtown Core Area (DCA) based on ongoing, proposed, and assumed future development projects. The model utilized existing District OCP policies and zoning regulations as inputs to generate buildings that demonstrate real potential buildouts on pre-selected sites including individual lots and consolidations of lots.

Figure 24. Downtown and Core Area Development Model Overview

The development model includes:

1. Current development projects *and proposals* within the DCA, including projects under development (as of 2024) and development proposals that have either entered the development and building approvals processes or are at a preliminary inquiry stage with the District. The model utilized building designs and plans provided to the District to create accurately scaled models, including building floor areas and residential unit counts.
2. Projected future development projects which involved modelling pre-selected sites consisting of individual lots and consolidations of lots (to create larger development sites) to show how development might occur in areas with conditions most indicative of future redevelopment. The pre-selected sites were identified through a process that involved filtering lots in the DCA based on their current OCP designation, Likelihood of Redevelopment (medium-to-high) score, and further analysis on a lot-by-lot basis with District staff to account for unique conditions that were not fully captured through the Likelihood of Redevelopment analysis. Selected sites were modelled based on current land use regulations in effect for each site.
3. Projected additional residential units, commercial gross floor area, population resulting from new residential units, and related servicing demands resulting from development included in the model.

The purpose of the model is to understand how the DCA may develop and grow over time based on real conditions and informed growth assumptions. The results of the model provide insight on future planning, efforts, and strategic investments that the District may undertake to proactively enable and position the DCA for growth and development. This includes identifying transportation and servicing infrastructure projects and upgrades that may be necessary to supporting future growth and development, including potential capital projects that could be included in a future area-specific Development Cost Charge (DCC). It also provides a future development scenario that can be compared with current conditions to identify where gaps in housing and daily needs may emerge or be further exacerbated in the future, as included in Section 7 (Assessment and Scenario Testing) of this report.

Development Model Assumptions

Site Selection:

- Site selection included sites that are actively being developed (as of 2024) in the DCA, have an active proposal in the District's development approvals process, or have had building plans provided to the District at a preliminary inquiry stage. These sites are listed in **Table 3**.
- Site selection also included other sites within the DCA that scored medium to high in the Likelihood of Development Analysis were further evaluated on a lot-by-lot basis to determine their inclusion in the model. Considerations for lots included physical/topographical conditions, existing uses and buildings on the lot, lot area and dimensions, and other factors influencing future redevelopment potential.
- Additionally, lots designated as Low Density Residential (LDR) in the OCP within the DCA that scored medium to high in the Likelihood of Development Analysis and selected after further evaluation were not depicted visually in the 3D model due to their small scale. The resulting development of selected LDR lots, including additional residential units, population and servicing demands, were included in the overall model and analysis.

Table 3. Development Model Selected Sites

Ongoing Development Sites	Additional Units
13609 Dickson Avenue	90 seniors units
13204 / 13214 Henry Avenue	60 affordable units
13208 / 13210 Kelly Avenue	6 units
15019 Elliot Street (complete)	12 units
8709 Jubilee Road	40 units
13608 / 13770 Highway 97N	181 units
9514 / 9518 Julia Street	84 units
Total	**473 units**

Building Assumptions:

- Buildings on site actively being developed and in the development approvals or preliminary inquire stage modelled according to the real specifications based on available building designs and plans provided to the District. This includes residential unit counts and commercial floor area included for each building in the respective plans provided for them **(Table 4)**.
- Buildings on other selected sites were generated with inputs based on relevant OCP policies and zoning regulations currently in effect, including building types (permitted uses), minimum parcel size, maximum building heights, Floor Area Ratios (FAR), and parcel coverages. The inputs utilized for generating buildings are included in Appendix B (Geospatial Tables) of this report. The ground floors of all buildings designated in the OCP as Downtown Core (DC) and select parcels designated as Gateway Commercial were designated for commercial use with corresponding commercial gross floor areas included.

Table 4. Building Design Specifications

Unit Type	% of Units	Unit Size (sq/ft)
Studio	20%	450
1BR	40%	650
2BR	40%	850
3 BR	10%	1,200
	Average Size	750
Townhouse	-	1,200

- Buildings were modelled based on a 66% to 100% build out scenario based on the OCP policy and zoning regulation inputs utilized. The 66% build out model was used for the purposes of this analysis as it more accurately reflects real development condition when factoring in parking, landscaping, and other site requirements that reduce the actual developable area of a site and potential building footprint.
- Buildings were not generated for LDR lots included in the model and assumed to include 4-unit small scale multi-unit buildings for those that were included.

Residential Units:

- Residential unit counts for active and proposed developments were based on the actual number of units included in the building plans provided to the District.
- Residential unit counts for multi-family (apartment) and mixed-use buildings for other selected sites were calculated by taking the total residential floor area for each modelled building (minus 15% floor area loss factor for common and mechanical areas) and divided by a 750 square foot area for each unit. This average unit size factored different unit types, proportions of total units, and unit sizes to determine the 750 square foot average.
- Townhouse buildings were assumed to include an average unit size of 1,200 square feet (excluding basements).
- Lots currently designated as LDR in the District's OCP were included in the overall development model, but excluded from the 3D model, using the following criteria:
    - All LDR lots that scored "high" and 50% of the lots that scored "medium" in the "Likelihood of Development" assessment were included in the model. In total, 18 LDR lots were included in the development model across all study area nodes.
    - Each included LDR lot is assumed to create an additional 3 residential units. This assumes that a single-family home on the lot will be demolished, and a 4-unit small-scale multi-unit home will be developed in its place for a net gain of 3 residential units.

Population and Servicing Demands:

- New population was calculated by multiplying the total number of new residential units generated in the model by the current average household size in Summerland of 2.35 persons per household (2021 Census).
- Servicing demands for water and wastewater were calculated to understand average and peak demands generated from additional population and gross commercial floor area generated in the model. The demands were calculated using District design standards as contained in its Subdivision and Servicing Bylaw No. 2022-042.
    - Water demand was calculated based on the daily domestic demand criteria for designing water distribution systems that includes a Maximum Daily Demand of 3,000 litres/capita/day for residential areas. This assumes new development is fully water metered.
    - Sewer demand was calculated based on the average daily dry weather flow design criteria of 350 litres/capita/day for new fully water metered systems.
- Servicing demands projected as part of this report are preliminary in nature. Servicing demands were developed to support the identification of potential servicing and capital upgrades for further evaluation by the District in future capital planning, Development Cost Charge reviews, and as development occurs within the DCA. Detailed modelling for individual development proposals is still necessary in the future to identify specific servicing capacities, constraints, and required upgrades resulting from individual development proposals. These assumptions are based on assumed servicing capacities.

Development Model Descriptions

The following pages provide a summary of the model results including the total additional commercial gross floor area, residential units, population, and servicing demands for water and wastewater, as well as a summary for the entire model and for individual node areas. The individual node areas also include information on potential servicing and transportation upgrades and other projects that may be considered and/or be further investigated by the District based on available information and understanding of current conditions and capacities.

Future Development Modelling – Overall Scenario

Model Details:

Description: The Downtown Core Area (DCA) as seen in **Figure 25** includes all four node areas.

Total Additional Residential Units: 2,561

- Active/Proposed Developments – 473 units
- Development Model – 2,034 units
- LDR Lots – 54 units (18 lots included in model)

Total Additional Population: 6,018 people

New Commercial Floor Area: 135,965 sq/ft

Projected Servicing Demands (all uses):

- Water:
  - 18.2 ML/day (maximum daily demand)
- Sewer:
  - 27.04 L/s (average daily flow)
  - 2,336 m3/day (peak dry weather flow)

Planning Considerations:

- Assuming the District's water treatment plant has a current remaining capacity of 10 ML/day (based on 2020 use), the plant would require an additional 8.2 ML/day capacity to service water demands projected from the model.

Figure 25.Future Development Modelling 66% Buildout Scenario

- Assuming the District's wastewater treatment plant has remaining capacity of 1,613 m3/day (based on 2022 use), the plant would require an additional 723 m3/day of capacity to service daily flows generated from the model.

- Both treatment plants will require upgrades to expand capacity to accommodate modelled growth. The Butler Street lift station may also require potential upgrades as all wastewater flows within the DCA run through it. Further analysis and modelling would further define the additional capacity required to accommodate development.

Future Development Modelling - Node 1 Summary

Figure 26. Future Development Modelling Scenario - Node 1

Model Details:

Description: The model for Node 1 (North Downtown and Core) **(Figure 26)** includes concentrations of medium to high density residential development. Several larger and underdeveloped lots between Spencer Avenue, Quinpool Road, and Amm Avenue have been modelled for a mix of 4 to 6 storey multi-family residential buildings.

In addition, several lots were assessed as having medium to high development potential and were modelled to include ground oriented and small-scale multi-unit buildings. These are most notable along Spencer Avenue, Dickson Avenue, Victoria Road North, and the Julie-Turner Street areas. Active and proposed developments include 90 seniors housing units (13609 Dickson Avenue) and 84 multi-family units (9514-9518 Julia Street).

Commercial floor area in Node 1 is largely the result of a 4-storey hotel building that is currently being proposed on Julia Street.

Total Additional Residential Units: 809

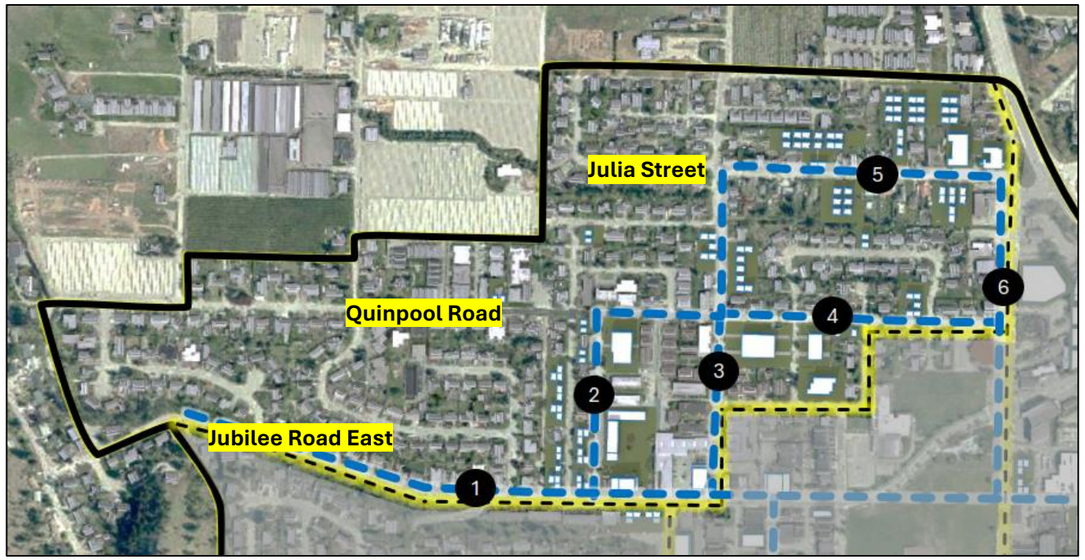
- Active/Proposed Developments – 174 units
- Development Model – 63 units
- LDR Lots – 18 units (6 lots included in model)

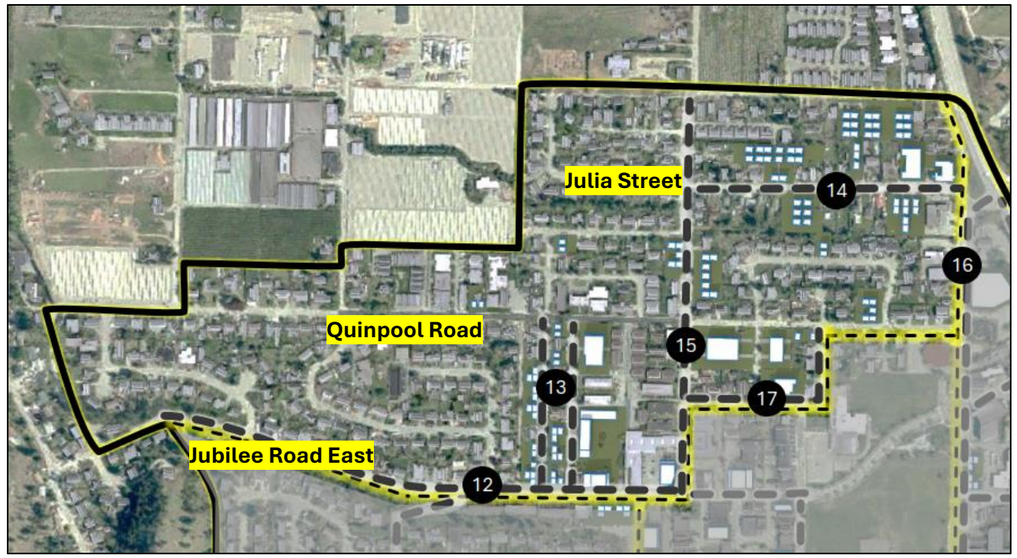
Total Additional Population: 1,901 people

New Commercial Floor Area: 61,437 sq/ft

Projected Servicing Demands:

- Water:
  - 5.8 ML/day (maximum daily demand)
- Wastewater:
  - 8.6 L/s (average daily flow)
  - 741 m3/day (total daily demand)





Item	Type	Potential Project (for further review)	Comments
1	Water	Jubilee Road W. upgrade to 300mm.	Required for fire flows. Potential DCC project.
2	Water	Dickson Avenue extension/upgrade to 300mm.	Required for fire flows.
3	Water	Victoria Road N. upgrade to 300mm.	Required for fire flows.
4	Water	Quinpool Road upgrade to 300mm.	Required for fire flows.
5	Water	Julia Street to upgrade 300mm.	Required for fire flows.
6	Water	Rosedale Avenue upgrade to 300mm.	Required for fire flows. Potential DCC project.
7	Storm	Jubilee Road W. install to 750mm.	Potential DCC project.
8	Storm	Dickson Road install to 250mm.	-
9	Storm	Quinpool Road install to ~375mm	Potential DCC project.
10	Storm	Julia Street install to ~250mm.	-
11	Storm	Rosedale Avenue install to ~250mm.	-
12	Road (AT)	Jubilee Road W. sidewalk and cycling upgrades.	Draft Transportation Master Plan (2025) project.
13	Road (AT)	Dickson-Spencer Avenue sidewalk upgrades.	Upgrades could be done jointly with resurfacing.
14	Road (AT)	Julia Street sidewalk upgrade.	Draft Transportation Master Plan (2025) project.
15	Road (AT)	Victoria Road North cycling upgrades.	Draft Transportation Master Plan (2025) project.
16	Road (AT)	Rosedale Avenue multi-use pathway upgrade.	Draft Transportation Master Plan (2025) project.

Future Development Modelling – Node 2 Summary

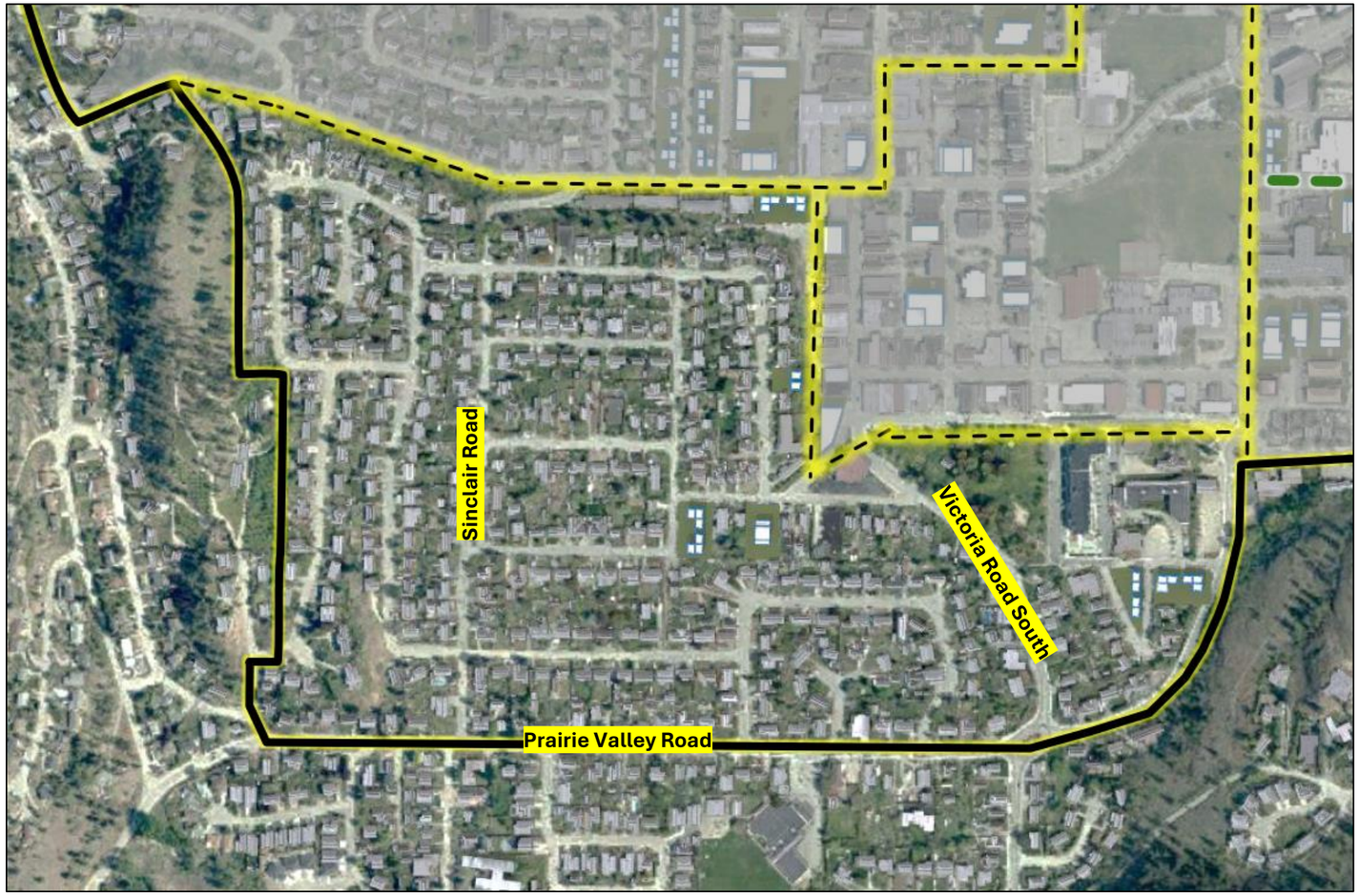


Figure 27. Future Development Modelling Scenario - Node 2

Model Details:

Description: The model for Node 2 (South Downtown and Core) **(Figure 27)** is a mature and low-density area that predominantly consists of single-family homes on larger urban lots. The majority of lots in the Node are designated as Low-Density Residential (LDR) with outlying portions bordering the downtown core area designated as Medium-Density Residential (MDR) in the District's OCP.

Future development in the Node is anticipated to be realized through incremental infill and redevelopment of single-family lots into small-scale multi-unit residential uses. Select consolidations of MDR parcels have been modeled to include ground oriented and small-scale multi-unit buildings. This includes consolidations of lots along Elliot Street, Jubilee Road West, and Campbell Crescent.

Active and proposed developments include a 12 unit recently completed townhouse development (15019 Elliot Street) which has been included in the model. No commercial development was included in the model for Node 2.

Total Additional Residential Units: 809

- Active/Proposed Developments – 12 units
- Development Model – 74 units
- LDR Lots – 33 units (11 lots included in model)

Additional Population: 280 people

New Commercial Floor Area: 0 sq/ft

Projected Servicing Demands:

- Water:
  - 0.8 ML/day (maximum daily demand)
- Wastewater:
  - 1.2 L/s (average daily flow)

Item	Type	Potential Project (for further review)	Comments
1	Water	Victoria Road S. water upgrade.	Project identified in Road/Water AMP. Potential DCC Project.
2	Road (AT)	Sinclair Road multi-use pathway upgrade.	Draft Transportation Master Plan (2025) project. Potential DCC project.
Note: No stormwater project identified as part of this project for Node 2.			

Future Development Modelling – Node 3 Summary

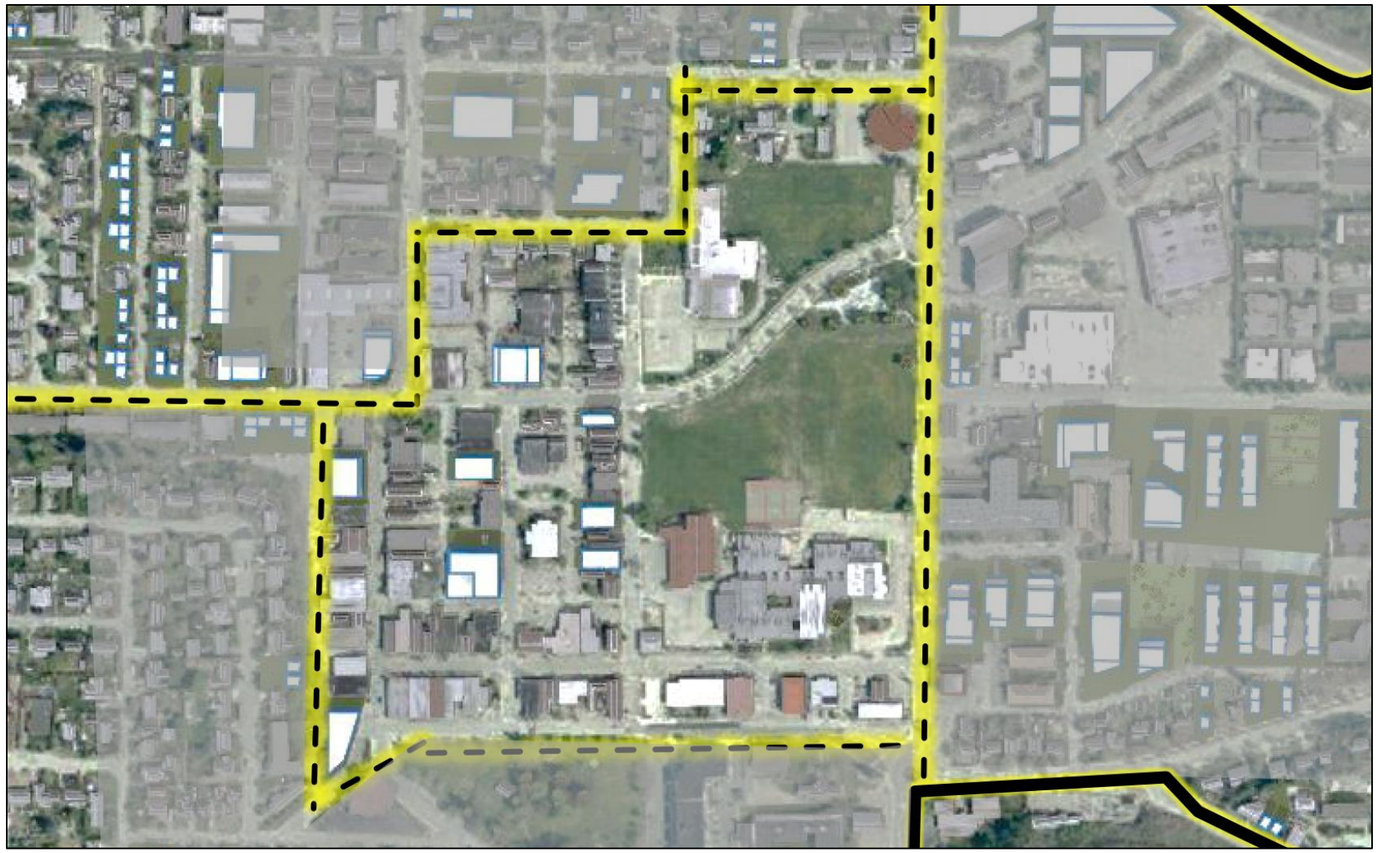


Figure 28. Future Development Modelling Scenario - Node 3

Model Details:

Description: The model for Node 3 (Downtown Core) includes Summerland's downtown, business, and civic hub areas. The lots within the Node are designated through the District's OCP for mix of medium to higher intensity land use that enable 4 to 6 storey mixed use and residential buildings. Many of these lots are narrow and deep with existing buildings that would require demolition and lot consolidation for redevelopment to occur.

4 to 6 storey buildings modelled for Node 3 exist on consolidations of undeveloped and underutilized lots along Victoria Road North, Henry Avenue, Kelly Avenue, and Jubilee Road East. The need for lot consolidation to create larger development sites may limit further redevelopment and intensification in the Node.

Commercial floor area included in the model for Node 3 assumes that the ground floor of all modeled buildings is for commercial uses. Active and proposed developments include a 60-unit mixed-use building currently under construction (13204-13214 Henry Avenue) and a proposed 6-unit mixed-use building (13208-13210 Kelly Avenue).

Total Additional Residential Units: 229

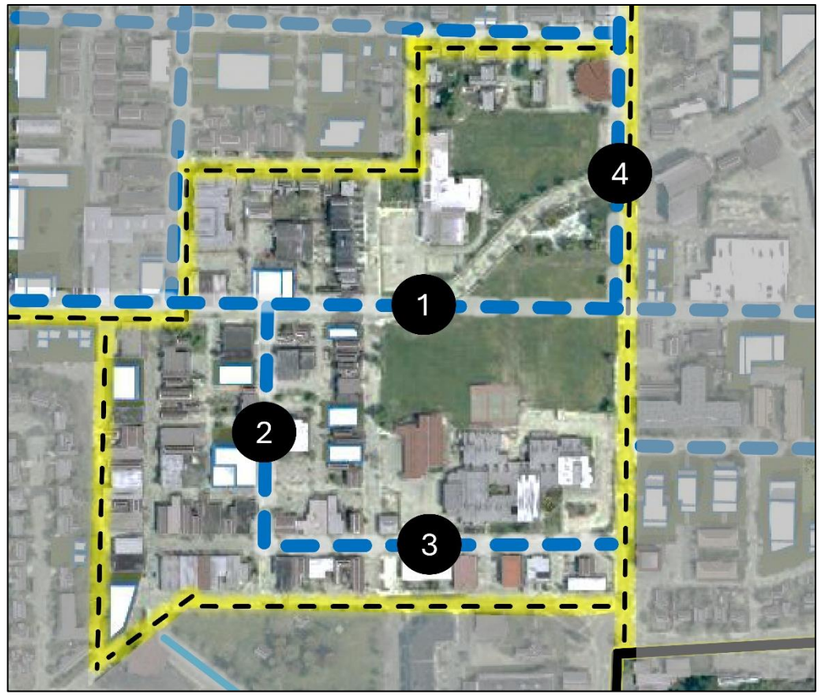
- Active/Proposed Developments – 66 units
- Development Model – 163 units
- LDR Lots – 0 units (0 lots included in model)

Additional Population: 553 people

New Commercial Floor Area: 41,253 sq/ft

Projected Servicing Demands:

- Water:
  - 1.7 ML/day (maximum daily demand)
- Wastewater:
  - 2.5 L/s (average daily flow)



Item	Type	Potential Project (for further review)	Comments
1	Water	Jubilee Road W. upgrade to 300mm.	Required for fire flows. Potential DCC project.
2	Water	Victoria Road N. upgrade to 300mm.	Required for fire flows.
3	Water	Main Street upgrade to 300mm.	Required for fire flows.
4	Water	Rosedale Avenue upgrade to 300mm.	Required for fire flows. Potential DCC project.
5	Storm	Victoria Road S. upgrade to ~600mm.	Potential DCC project.
6	Storm	Wharton Avenue upgrade to ~600mm.	Project is ongoing and a proposed DCC project.
7	Road (AT)	Jubilee Road W. cycling upgrades.	Draft Transportation Master Plan (2025) project.
8	Road (AT)	Kelly Avenue cycling upgrades.	Draft Transportation Master Plan (2025) project.
9	Road	Wharton Street revitalization project.	Project is ongoing and a proposed DCC project.
10	Road (AT)	Rosedale Avenue multi-use pathway upgrade.	Draft Transportation Master Plan (2025) project.

Future Development Modelling – Node 4 Summary

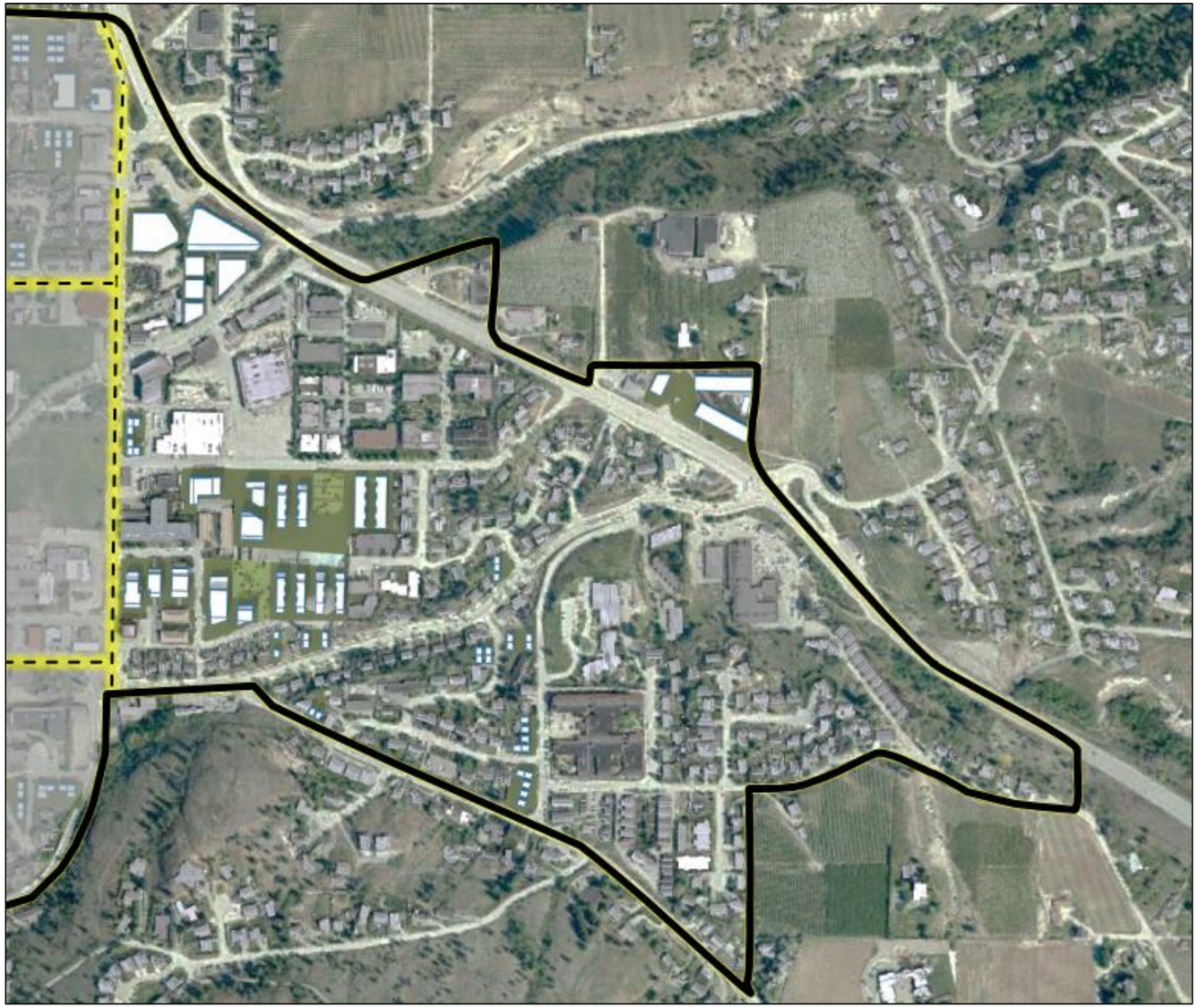


Figure 29. Future Development Modelling Scenario - Node 4

Model Details:

Description: The model for Node 4 (East Downtown and Core) includes key gateway areas into the DCA from Highway 97, larger commercial and civic uses, and a mix of high to low density residential uses. The highest existing residential densities in the DCA are within the Node and located north of Jubilee Road East. The Node includes several larger underutilized and targeted redevelopment lots/sites (e.g. BC Tree Fruits Site) and is anticipated to accommodate the highest density and intensive residential and mixed-use land uses in the DCA in the future.

4 to 6 storey buildings modelled for Node 3 exist on consolidations of undeveloped and underutilized lots along Victoria Road North, Henry Avenue, Kelly Avenue, and Jubilee Road East. The need for lot consolidation to create larger development sites may limit further redevelopment and intensification in the Node.

Commercial floor area included in the model for Node 3 assumes that the ground floor of all modeled buildings is for commercial uses. Active and proposed developments include a 60-unit mixed-use building currently under construction (13204-13214 Henry Avenue) and a proposed 6-unit mixed-use building (13208-13210 Kelly Avenue).

Total Additional Residential Units: 3,299

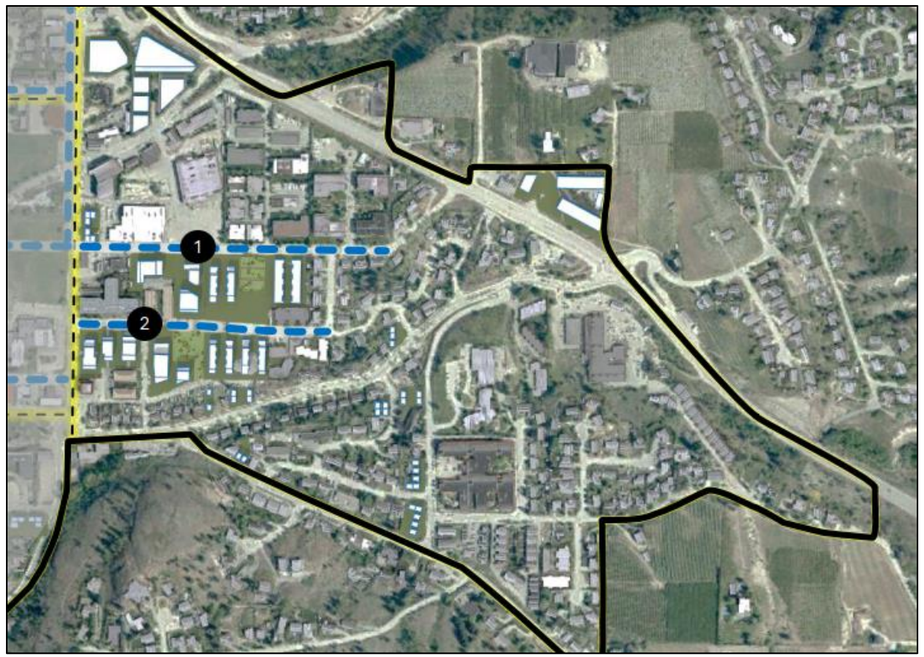
- Active/Proposed Developments – 221 units
- Development Model – 1,180 units
- LDR Lots – 3 units (1 lot included in model)

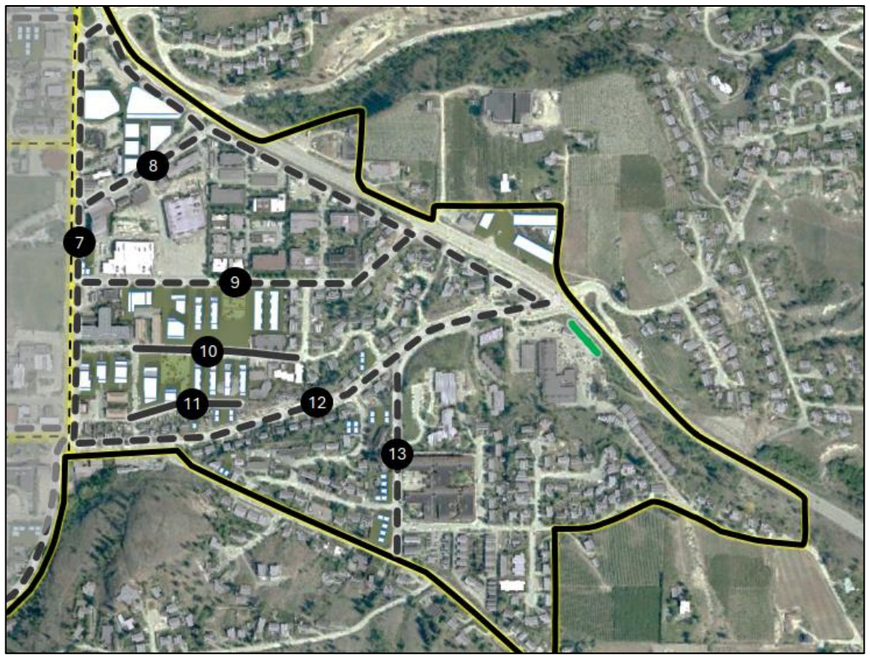
Additional Population: 553 people

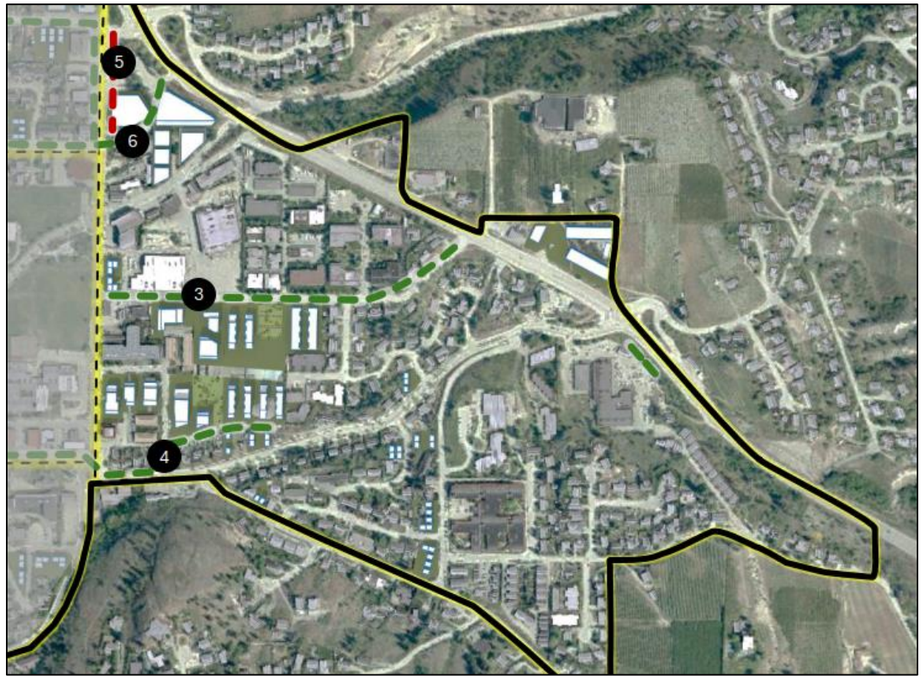
New Commercial Floor Area: 32,274 sq/ft

Projected Servicing Demands:

- Water:
  - 9.9 ML/day (maximum daily demand)
- Wastewater:
  - 14.8 L/s (average daily flow)
  - 1,275 m3/day (total daily demand)





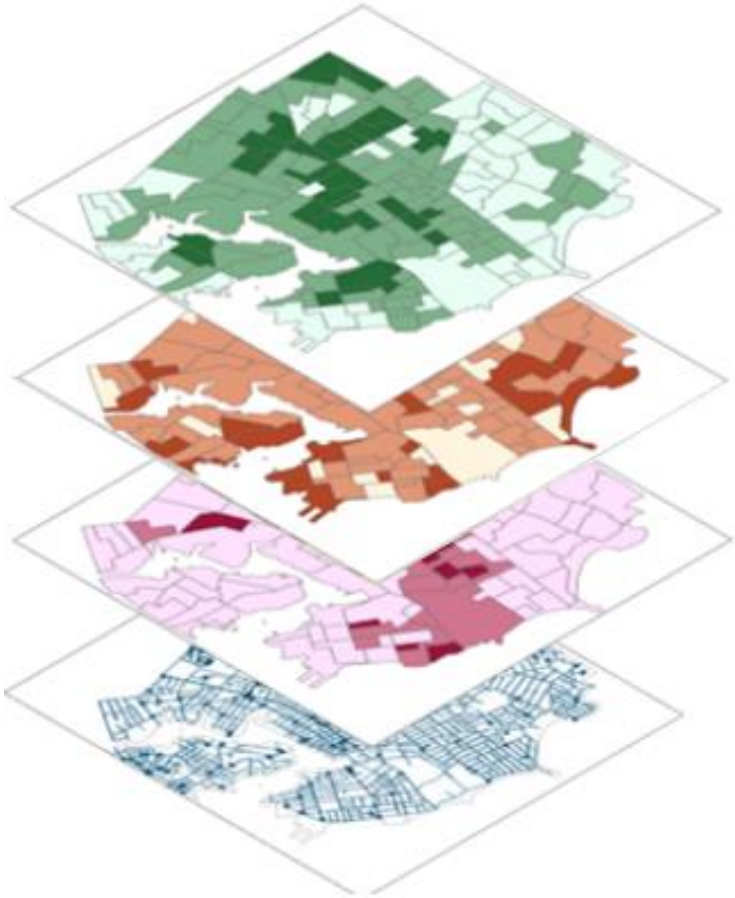


Item	Type	Potential Project (for further review)	Comments
1	Water	Jubilee Road E. upgrade to 300mm.	Required for fire flows.
2	Water	Purves Road extension/upgrade to 300mm.	Required for fire flows and site servicing.
3	Storm	Jubilee Road E. install to ~375mm	To service north portion of BC Tree Fruits Site.
4	Storm	Smith Street install to ~250mm.	To service south portion of BC Tree Fruits Site.
5	Wastewater	Rosedale Avenue upgrade to 250mm.	-
6	Storm	Quinpool	-
7	Storm	Rosedale Avenue install to ~250mm.	-
8	Road (AT)	Jubilee Road W. sidewalk and cycling upgrades.	Draft Transportation Master Plan (2025) project.
9	Road (AT)	Dickson-Spencer Avenue sidewalk upgrades.	Upgrades could be done jointly with resurfacing.
10	Road	Julia Street sidewalk upgrade.	Draft Transportation Master Plan (2025) project.
11	Road	Victoria Road North cycling upgrades.	Draft Transportation Master Plan (2025) project.
12	Road (AT)	Rosedale Avenue multi-use pathway upgrade.	Draft Transportation Master Plan (2025) project.
13	Road (AT)		

6. ASSESSMENT AND SCENARIO TESTING

Testing of scenarios and actions relative to the current state of the District of Summerland is the final step of the Complete Communities assessment. Testing and visualizing future development in Summerland helps to estimate its impact on daily needs, transportation, and infrastructure. Through this process, the District of Summerland can explore the trade-offs between taking different actions to better inform recommendations for developing a more complete community moving forward.

The following composite maps visualize the potential impacts of additional housing growth on daily needs, transportation, and infrastructure by overlaying future development modelling unit estimates on base maps for housing, daily needs, transportation, and infrastructure. These maps can be used to evaluate residential unit density to guide future growth, focusing density in areas that support economic vibrancy and efficient infrastructure use.



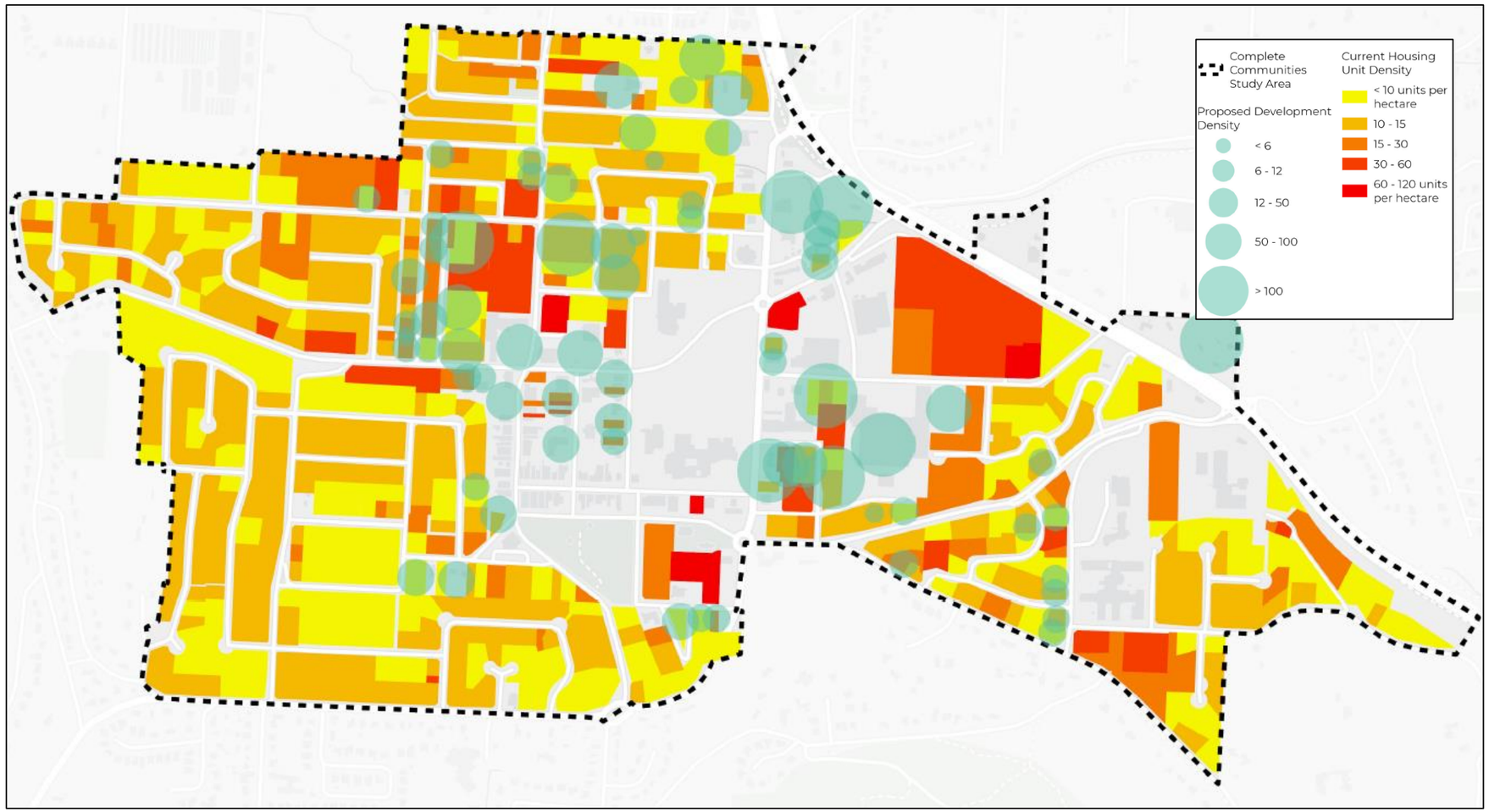


Figure 30. Composite Map - Housing Unit Density and Future Development Modelling Unit Density

- Zoning that allows for mixed land uses can increase the availability of daily needs amenities. If incorporating commercial or additional uses is not feasible, investments in transportation— particularly active transportation—should be prioritized in areas modelled to have housing development. This ensures that areas with higher density are well-connected to essential services located in the DCA and other areas of the District.

Figure 30 shows modelled development density (in units) with current housing unit density in the District. The teal circles on the map represent the modelled scale of housing development ranging from 0 to 100 units. Red areas on the map show areas of the District that currently have the highest unit density, while areas that are yellow have the lowest unit density.

Key Findings (Scenario Testing)

The distribution of housing density in Summerland varies across the community with the following key patterns:

- Currently, much of Summerland has low to medium housing density ranging from less than 10 units per hectare to 15 units per hectare with some areas of higher density clustered near Highway 97 and north of the DCA.

- The highest density areas are modelled to be clustered northwest and east of the DCA, specifically in the at the Jubilee Road West and Victoria Road North intersection, as well as the north-east quadrant of the Rosedale Ave and Smith Street intersection. Housing density is also modelled along Highway 97, North of Jubilee Road West.

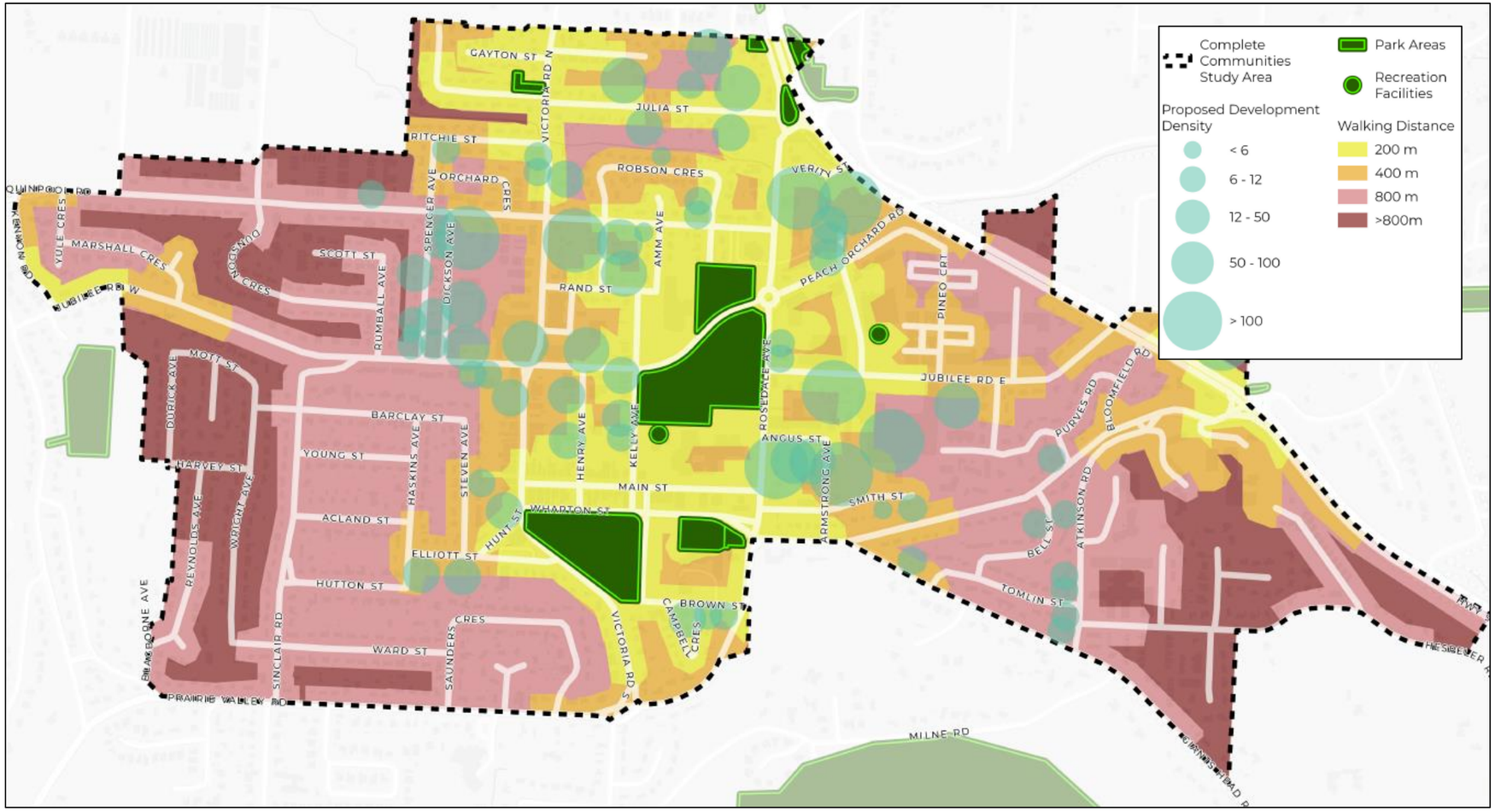


Figure 31. Composite Map - Parks and Recreation and Future Development Modelling Unit Density

- Areas with high housing density should be prioritized for investments in recreation, parks, the urban forest, and other essential services. Parks and urban forestry play a crucial role in maintaining a high quality of life, especially in areas with higher population density. As Summerland becomes more densely populated, the availability of private greenspaces tends to decrease. Therefore, it becomes even more important to prioritize public parks and green spaces in these areas to ensure all residents have access to nature, recreational spaces, and environmental benefits.

Figure 31 shows modelled development density (in units) with the parks and recreation walkshed composite map. The teal circles on the map represent the modelled scale of development ranging from 0 to 100 units. Darker (burgundy) areas on the map are areas of the District that are less accessible to parks and recreation facilities given the longer walking distance for residents to access them. Lighter areas on the map (yellow and orange) are easily accessible by walking (within a 200-400m walk).

Key Findings (Scenario Testing)

- Modelling development density with the parks and recreation walkshed composite map reveals areas of the DCA that lack access to parks and recreation facilities; specifically, modelled housing development at Spencer Avenue and Dickson Avenue and housing development south of Jubilee Road East.

- Many existing neighborhoods in the District, particularly those farther from Downtown lack walkable access to parks and recreation facilities.

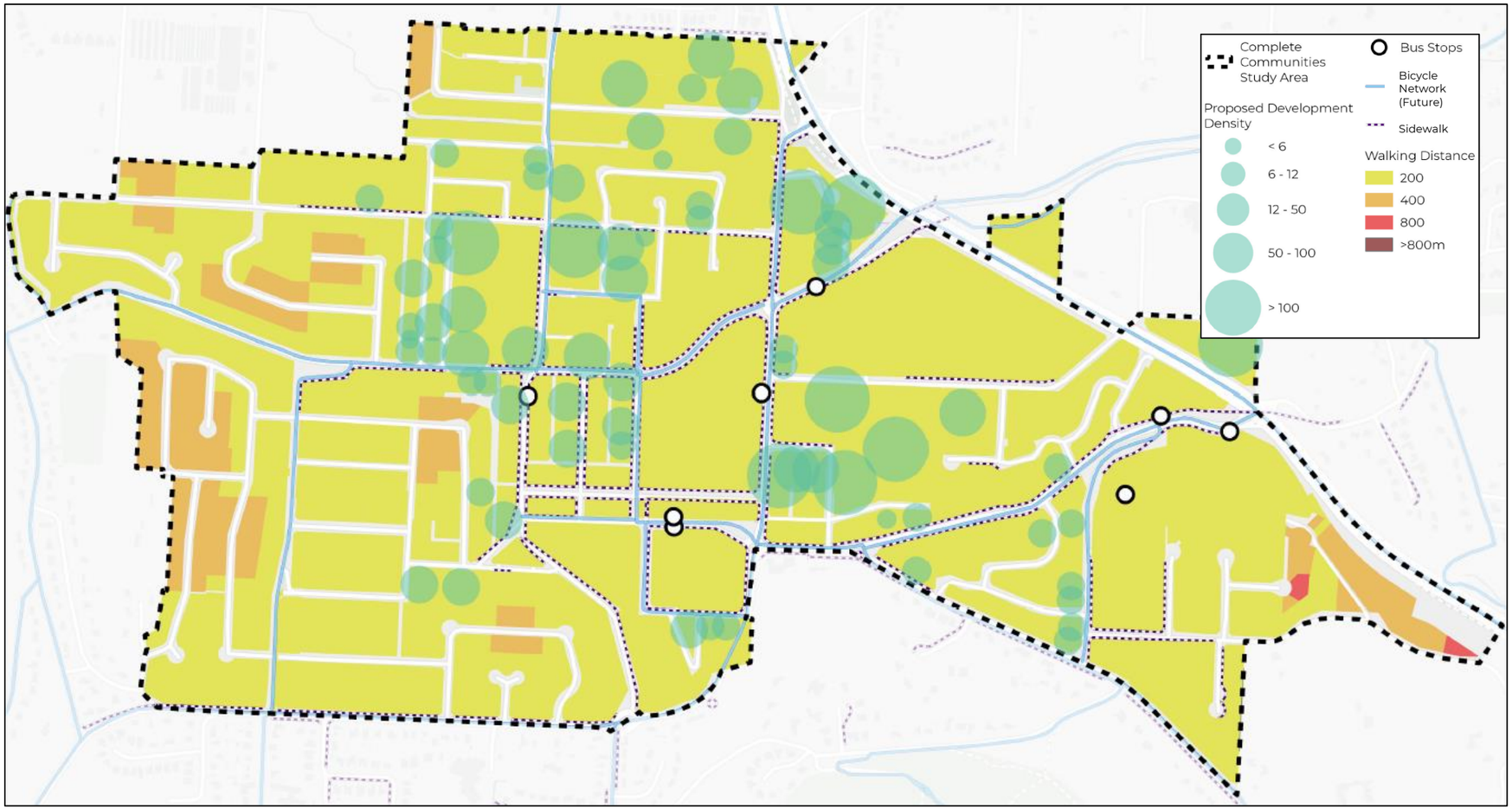


Figure 32. Composite Map - Transportation Network Walkshed and Future Development Modelling Unit Density

- When considering future development, concentrating growth in well-connected areas can expand transportation benefits to more people, optimizing the use of existing infrastructure. In line with the Council's strategic goal of "Protect and Enhance Core Infrastructure and Essential Services," focusing major developments in well-connected areas ensures that the growth positively impacts the community by improving access to daily needs. However, if additional density is added in areas with limited transportation access, investments will be necessary to connect future residents to essential services, amenities, and places of employment. There are opportunities to improve transit and active transportation connections from the DCA to periphery neighbourhoods and surrounding areas with high potential for employment land development.

Figure 32 shows modelled development density (in units) overlayed with the transportation connectivity walkshed map which shows the how easily residents can access various transportation options within the District. Transportation access, as part of this assessment, is defined as a combined measure of factors such as proximity to transit, sidewalks, and future cycling infrastructure, which contribute to the overall composite map. Areas of the DCA with high transportation access are yellow while areas with low transportation access are shown in orange and red. The existing street network is show in white.

Key Findings (Scenario Testing)

- Planned cycling and sidewalk improvements in the DCA as shown on the map will create more walkability to transit within the District.
- Development that borders Jubilee Road and Rosedale Avenue has the highest transportation access.
- Exploring opportunities to add safe active transportation routes from Wharton Street to Sinclair Road may improve east-west connectivity through downtown.

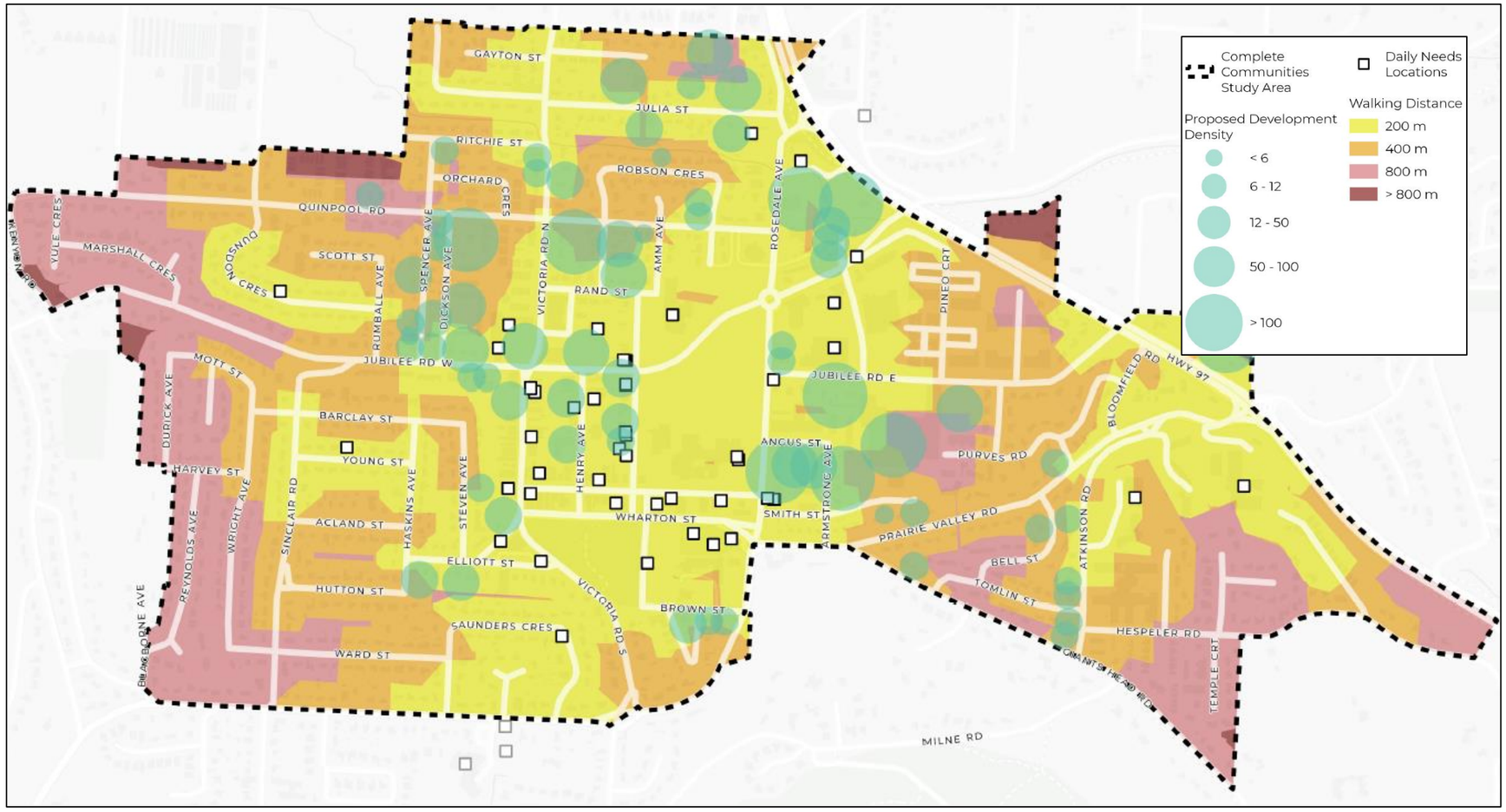


Figure 33. Composite Map - Daily Needs Walkshed and Future Development Modelling Unit Density

- Key areas of Summerland including the area east of Rosedale Avenue and north of Peach Orchard Road, south of Jubilee Road East and East of Rosedale Avenue, and the intersection of Victoria Road North and Quinpool Road are expected to see increased housing density. It is important that land use designations and zoning continue to support access to daily needs, such as park space and recreation amenities. As densities increase, these daily needs become even more vital to maintaining a high quality of life for residents.

Figure 33 shows proposed development density (in units) overlayed with the daily needs walkshed composite map which shows accessibility to daily needs by walking. Key daily needs amenities locations have been simplified to be represented by white squares on the map. A visualization of daily needs amenities by type can be found on **Figure 5.**

Key Findings (Scenario Testing)

- Downtown Summerland, particularly the southern edge (along Main Street and Victoria Road North) currently has the highest access to daily needs. Additional density in these areas could improve the accessibility of daily needs for future residents.

- Modelled development around the Jubilee Road West and Victoria Road North intersection, as well as the north-east quadrant of the Rosedale Ave and Smith Street intersection is shown to have medium walkability to daily needs amenities. The District should consider mixed use development around these areas to ensure adequate access to key amenities or ensure that transportation connections are made to daily needs in the DCA.

Figure 34. Composite Map - Storm System Readiness and Future Development Modelling Unit Density

- There are various strategies to manage runoff within built-up areas, the easiest being to maintain high levels of permeable ground cover (i.e. soft landscaping). Landscaping enhances stormwater management potential through temporary water storage in soils and root uptake for plant growth. If high permeability (50% or more of a parcel) is not possible, more concerted stormwater management efforts like unground storage tanks or at-grade rain channels and gardens may be required.

Figure 34 shows proposed development density (in units) overlayed with the storm system readiness map. Stormwater management includes strategies to manage runoff quantity and quality, mitigate flooding, prevent water pollution, and protect natural water resources. Runoff refers to water that leaves a parcel, whether through rain, sprinklers, or washing a car on the driveway. Increased density without concerted stormwater management efforts can increase runoff and in turn, flooding, erosion, and other forms of infrastructure and property damage.

Key Findings (Scenario Testing)

- Additional growth and development is anticipated around Jubilee Road West and Rosedale Avenue. Storm mains may need to be upgraded in these areas to accommodate additional runoff from increased housing development.

- Other areas of the District modelled to have residential growth include areas north-west of the DCA. Complete communities mapping shows that currently there is no stormwater management infrastructure in this area. The District may consider evaluating stormwater management upgrade needs or opportunities to encourage development to manage stormwater on site.

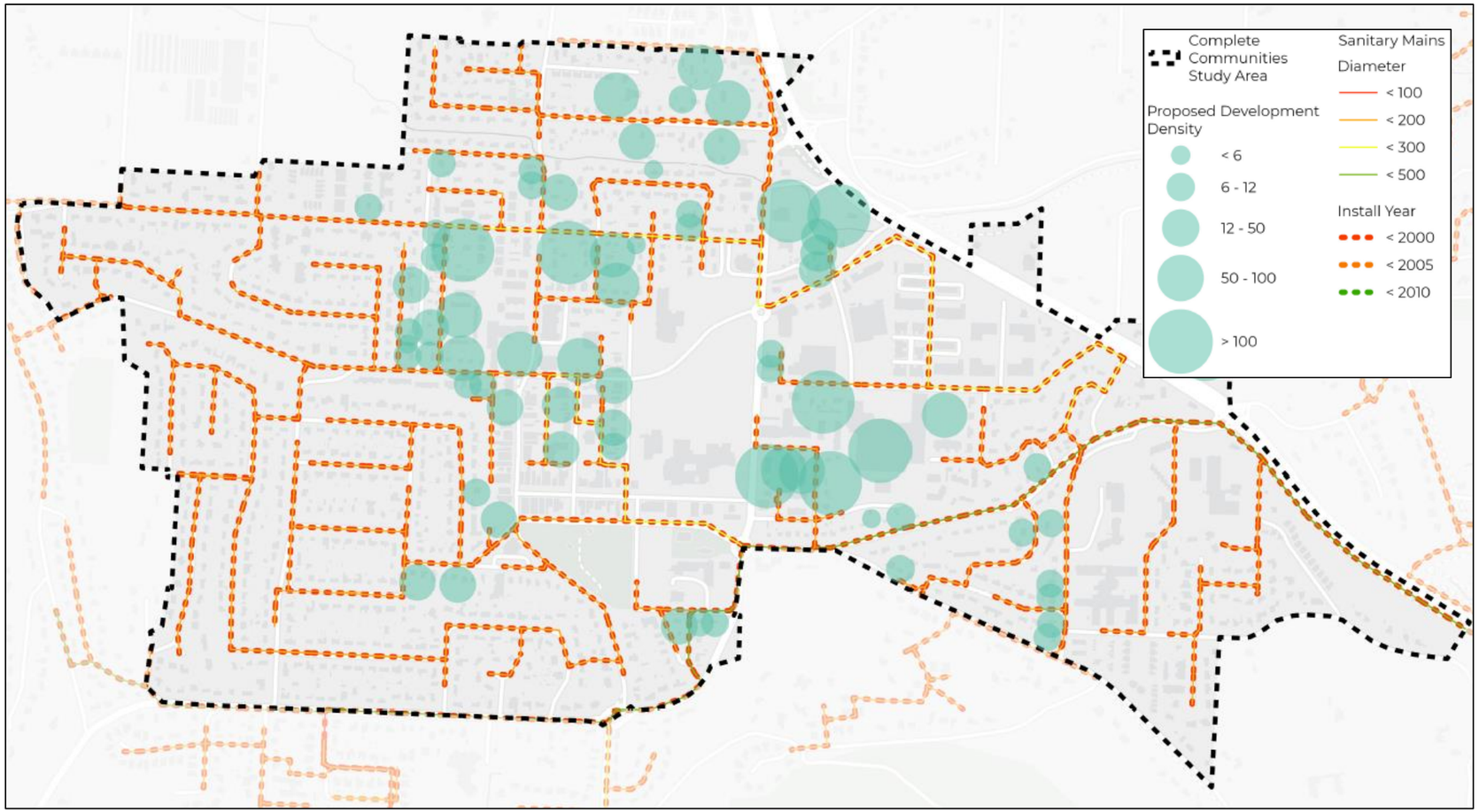


Figure 35. Composite Map - Sanitary System Readiness and Future Development Modelling Unit Density

- Understanding and planning for the long-term impacts of additional development in the District will need to be reflected in the District's management practices for sewer capacity. As shown on the map, while the District's existing sanitary infrastructure may be able to accommodate a range of sanitary flow conditions given the moderate age and capacity (pipe diameter) of the existing sanitary system, increased development may trigger the need for upgrades.
- Infill development outside the DCA and in existing low-density neighbourhoods of the District such as south of Prairie Valley Road may also trigger the need for sanitary sewer system upgrades. Early identification and communication of potential capital project upgrades will create more predictability for the development community and will help catalyze redevelopment.

Figure 35 shows proposed development density (in units) overlayed with sanitary system readiness map. Knowing the capacity of the sanitary collection system is also critical to facilitate development and growth within Summerland.

Key Findings (Scenario Testing)

- Areas where housing development is modelled within the District (such as the eastern portion of the DCA, including Highway 97 gateway areas and larger parcels concentrated around Jubilee Road East, Peach Orchard Drive, and Rosedale Drive) also exhibit sewer infrastructure that is older and is smaller in diameter (less capacity).

- High density development is modelled between Dickson and Victoria Road and select portions of the downtown core (e.g. Henry Avenue and Kelly Avenue). In planning for increased housing growth, the District should carefully consider the hydraulic performance of the sanitary sewage system in these areas to maintain adequate levels of service for new development.

Figure 36. Composite Map – Water System Readiness and Future Development Modelling Unit Density

- For managing fire risk and creating a complete community, a strategic response from the District would involve ensuring that the District's water model is up to date and system capacities are made available (via GIS mapping) to developers and those presenting application inquiries. This helps to inform a potential development applicant, up front, the requirements to upgrade system capacity in areas where water supply standards are not in line with multi-unit requirements. Additionally, development should be strategically located near ongoing or planned capital projects (such as those identified on the map). Development can be incentivized in these specific areas to ensure that fire flow demand matches water supply standards.

Figure 36 shows proposed development density (in units) overlayed with the water system readiness map. Knowing the capacity of water infrastructure is crucial for fire safety and water demands. It ensures sufficient water flow meets fire protection standards and that existing systems can handle the increased demand from new developments.

Key Findings (Scenario Testing)

- Additional development is modelled in areas throughout the District that generally have older and smaller watermains. In particular, the watermain along Quinpool and Victoria Road North intersection and at Jubilee Road West and Victoria Road North may require upgrades to accommodate additional development.

- Sections of Jubilee Road and Victoria Road North also have older and smaller capacity watermains that could demand upgrades if development occurs as modelled.

7. RECOMMENDATIONS

Action Plan

Actions have been developed to address the gaps and needs identified in the Complete Communities Assessment, guiding the growth of a "complete" DCA. Actions have been categorized based on the complete community lenses (housing, daily needs, transportation and infrastructure). The action tables on the following pages identifies each action, the responsible District of Summerland department, and estimated budget demands. Many of these actions will be addressed by upcoming and ongoing District of Summerland initiatives, such as the Official Community Plan review. These actions also align with goals connected to Council's 2022-2026 Strategic Priorities.

Action Plan Table Legend

N - there are no capital costs directly associated with the action; costs are related to staff time or are included as part of other ongoing District initiatives

$ - costs are anticipated to be less than $50,000

$$ - costs of implementation are anticipated to be within $50,000 to $150,000

$$$ - costs greater than $150,000

COMPLETE COMMUNITIES LENS: HOUSING		
Action	**Department Responsibility**	**Budget**
Action 1A: Update the District's Official Community Plan and Zoning Bylaw to encourage and support "graduated density". Updates could include, but are not limited to the following actions: - Develop policy that permits lot consolidation and redevelopment) on targeted lots (e.g. corner lots) in lower-density areas to promote housing diversity. Explore other opportunities to promote housing such as corner lots or consolidations of parcels that include a corner lot or rear lane access. - Develop policy that enhances densities for larger lots along Quinpool Road (west of Spencer Avenue). - Identify and consider pre-zoning properties that are suited for higher and better land uses to create opportunities to expedite development approval processes for targeted future development areas/sites (e.g. BC Fruits site, Giants Head Elementary School site).	• **Development Services**	**N**
Action 1B: Prepare Design Guidelines and a development guide for owner-developers proposing infill housing. - Design guidelines can be incorporated into the District's Official Community Plan to help maintain standards for neighbourhood form and character. Infill housing form and character can be shaped through various elements such as landscaping, building materials, building scale and massing, building articulation, etc.	• **Development Services**	**$**
Action 1C: Develop and promote educational and promotional materials and resources to support infill housing projects.	• **Development Services**	**$**
Action 1D: Enhance collaboration between development services, the fire department, works and utilities, and other district departments as Small-Scale Multi-Unit Housing (SSMUH) development increases. In an evolving environment, many unknowns are present for long-term impacts on management practices. The District should coordinate and integrate staffing activities and timelines across projects and departments related to the implementation of infill housing. Activities that would benefit from integration include: - Updates to the Official Community Plan (ongoing) - Downtown Development Permit Area Design Guidelines - Zoning Bylaw Amendments - Infrastructure Master Plans	• **Development Services** • **Fire Department** • **Works and Utilities** • **Parks & Recreation** • **Finance** • **GIS**	

- Infrastructure Modelling - Development Cost Charge Updates - Development Application Process Review - Capital Projects		
Action 1E: Develop a stacked incentive package to encourage targeted residential uses (e.g. purpose-built rentals, non-market housing).	• **Development Services**	**$$**
Action 1F: Revise Development Cost Charges Bylaw to offer lower DCCs for infill development compared to outlying, greenfield development.	• **Development Services** • **Finance** • **Parks and Recreation**	**$**
Action 1G: Consider partnership opportunities with non-profit housing developers/operators and BC Housing to develop subsidized and/ or supportive housing on District land. Consider use of an Affordable Housing Reserve Fund to support purchase of additional lands for this purpose.	• **Development Services** • **Finance**	**Staff Time**

COMPLETE COMMUNITIES LENS: DAILY NEEDS		
Action	**Department Responsibility**	**Budget**
Action 2A: Revise Official Community Plan, associated land use plans, and Zoning Bylaw to align with the daily needs findings of this report, including but not limited to the following actions: - Explore all opportunities to direct housing density to existing neighbourhoods in closer proximity to transportation and amenities as opposed to new subdivision developments - Support flexible zones in the DCA that permit a variety of "daily need" uses and mixed commercial-residential uses in areas where daily needs are low. - Encourage commercial development near Rosedale Avenue to support daily needs underserved areas. - Enhance public transportation and pedestrian connectivity to existing daily needs services, especially along Main Street and Wharton Street. - Improve accessibility to natural areas and key parks through better pedestrian connections along Wharton Street and Quinpool Road.	• **Development Services**	**N**
Action 2B: Develop and adopt an Amenity Cost Charge Bylaw to collect funds for amenities such as community centres, civic buildings, libraries, daycares, and public squares.	• **Development Services** • **Finance** • **Parks and Recreation**	**$**
Action 2C: Incorporate housing and population projections/forecasts from the District's updated Housing Needs Report, and outcomes from 2018 Parks and Recreation Master Plan, into the 2025 OCP Review to achieve the District's parkland targets and create better access to parks.	• **Development Services** • **Parks and Recreation**	**N**

COMPLETE COMMUNITIES LENS: TRANSPORTATION		
Action	**Department Responsibility**	**Budget**
Action 3A: Update the District Transportation Plan to Ensure an integrated approach to transportation and land use planning, including alignment of between transportation and land use plans, bylaws, and decision-making, including but not limited to the following actions: - Prioritize complete streets redevelopment of key roads through the downtown/community and targeted redevelopment areas (e.g. Jubilee Road East and West, Victoria Road N/S, Quinpool Road). - Seek opportunities through redevelopment to improve street connectivity in the downtown/community core (e.g. Purves Road to Angus Street) - Expand transit services and infrastructure in targeted redevelopment areas (e.g. Jubilee Road East, Victoria Road N/S, Quinpool Road, and Wharton Street-Prairie Valley). - Continue to implement the District Transportation Plan and prioritize cycling and pedestrian network upgrades to support active transportation.	• **Development Services** • **Works and Utilities**	**Staff Time**
Action 3B: Update the District Zoning Bylaw to align with the transportation findings of this report, including but not limited to: - Consider amending the Subdivision Servicing Bylaw to include end-of-trip facilities requirements in multi-family residential, commercial, industrial, and institutional zones.	• **Development Services**	**Staff Time**
Action 3C: As part of a review/update to the District's Subdivision Servicing (SDS) Bylaw, consider the following actions: - Identify upgrades/improvements to Highway 97 to improve traffic safety and respond to additional traffic demands generated from gateway commercial development (e.g. Peach Orchard Road and Jubilee Road). - Develop policies that require statutory rights-of-way for pedestrian access through development sites on blocks with limited pedestrian permeability. - Where feasible, require future subdivisions that create one or more blocks of SSMFH parcels to be rear-loaded parcels (parking accessed by a rear lane). Rear-loaded blocks improve walkability by reducing driveway crossings and increasing front yard space available for trees and landscaping.	• **Development Services** • **Works and Utilities**	**Staff Time**

COMPLETE COMMUNITIES LENS: INFRASTRUCTURE		
Action	**Department Responsibility**	**Budget**
Action 4A: Revise Subdivision and Servicing Bylaw to encourage infill development. Changes could include, but are not limited to: - Water and sewer servicing requirements and standards - Stormwater standards Consider cash-in-lieu of offsite works and frontage improvements (i.e. sidewalks, streetlights, lanes and road improvements, boulevard landscaping, etc.).	• **Development Services** • **Works and Utilities**	**Staff Time**
Action 4B: Review the District's Development Cost Charge (DCC) Bylaw every 3-5 years to align with updates to the Official Community Plan (OCP) and create an area-specific charge for the downtown and community core area.	• **Development Services** • **Works and Utilities** • **Finance**	**$$**
Action 4C: Where significant infrastructure upgrades and system extensions are planned, ensure that surrounding land is designated for appropriate land uses and densities to financially support the infrastructure upgrades over the long-term.	• **Development Services** • **Works and Utilities** • **Finance**	**Staff Time**
Action 4D: Update the Downtown Stormwater Master Plan based on the findings of this current assessment.	• **Development Services** • **Works and Utilities**	**$$**
Action 4E: Complete infill growth scenario analysis in sewer water models to confirm priorities for upgrades.	• **Development Services** • **Works and Utilities**	**$**
Action 4F: Apply for funding to support infrastructure upgrades that facilitate infill development.	• **Development Services** • **Works and Utilities**	**Staff Time**
Action 4G: Utilize asset management procedures to identify priorities for replacing infrastructure to support infill development.	• **Development Services** • **Works and Utilities**	**Staff Time**

Action 4H: Track development and building permit applications for proposed and approved units by housing type, number of units, and industrial/commercial/institutional floorspace, by infrastructure servicing catchment.	• **Development Services** • **Works and Utilities**	**Staff Time**
Action 4I: Update the District Master Drainage Plan/Complete a Stormwater Master Plan for the downtown and community core area with updated onsite stormwater retention/facility requirements for infill projects.	• **Development Services** • **Works and Utilities**	**$$**
Action 4J: Develop a long-term capital plan for water, sewer, stormwater, and transportation that aligns with anticipated future growth of the downtown/community core area.	• **Development Services** • **Works and Utilities**	**$$**
Action 4K: Focus combined infrastructure upgrade projects to: - Service targeted redevelopment areas (e.g. Jubilee Road East) - Service the downtown and community core area to meet anticipated water and fire flow demands associated with future densification	• **Development Services** • **Works and Utilities**	**$$$**

APPENDIX A - GEOSPATIAL METHODOLOGY

Housing Lens Methodology

Likelihood of Redevelopment

The likelihood of redevelopment mapping shows the potential distribution of new infill housing development across the District. When coupled with infrastructure mapping, this can reveal the relationship between development potential and existing infrastructure capacity concerns. All single-detached parcels within the District were considered in the analysis. Further filtering was applied to remove lots if they did not meet the following criteria:

Zoning designations:

- Within OCP Growth Boundary
- Serviced by sewer or water (within 50m of either)
- Useable area greater than 280 m^2
- Less than 4050m^2

Analysis was performed to understand which parcels statistically have a higher probability of redeveloping under an infill housing scenario. The analysis did not predict whether or when individual properties will be developed with infill housing; it identified the prevalence of properties that could allow for infill housing development based on specific criteria including:

- Building age
- Improvement ratio
- Assessed improvement value per sq.m
- Assessed land value per sq.m
- Average adjacent parcel improvement ratio.

Each parcel was scored between 0-1 in each category; the scores for each category were then summed to give each parcel an overall score ranging between 0 and 5. Parcels with a score of 1 are deemed to have a very low probability of redevelopment while parcels with a score of 5 are deemed to have a very high probability of redevelopment. Each category was

weighted equally, although sensitivity analysis was performed to test each category's influence on the total score. Vacant lots were removed from the mapping in order to minimize overrepresentation of redevelopment potential.

Mix of Housing (Entropy)

The mix of housing (entropy) analysis is intended to measure the mix of housing types and tenures across Summerland. A greater mix of housing types (and tenures) has potential to offer a range of housing options to accommodate people of all ages, abilities, and income levels and at all stages of life. Housing diversification in areas of the District where there is a low mix of housing types, but a high proximity to daily needs can result in better access to services for households.

Mix of housing types were measured on a neighbourhood scale using BC Assessment actual use codes. All properties with actual use codes that reflected housing opportunities were included in the analysis. In total, 28 different actual use codes were included, which were then merged into 15 categories based on similarity of the codes (**Table 1**).

The entropy index value was calculated for each neighbourhood, using the methodology outlined in Appendix A of the provincial Complete Communities Guide. The resulting indicator score for mix of housing is expressed on a scale of 0 to 1, with 0 indicating no mix of housing types and 1 indicating a mix of housing types. Areas that result in higher values indicate greater housing mix.

Housing Density

The housing density analysis is intended to measure the density of housing within various neighbourhoods of the District. Decisions about housing density, particularly when considering infill development, provide opportunities to make more efficient use existing infrastructure. Areas with higher housing density also signal where to focus new infrastructure investment. Residential-only housing density was measured per hectare on a neighbourhood scale using BC Assessment actual use codes data.

Table 1. Housing Mix Category and Actual Use Code

INDIVIDUAL HOUSING MIX CATEGORY	ACTUAL USE CODE(S)
1	000 / 002 / 040
2	030
3	032
4	033 / 035
5	038

6	039
7	049
8	050
9	052
10	057
11	060 / 063
12	110 / 120 / 130 / 140 / 150 / 170 / 180 / 190
13	216
14	234
15	285 / 286 / 287

Daily Needs Lens Methodology

The list of daily needs was taken from the Statistics Canada Proximity Measures database. Daily needs locations were generated as points on the map, and a 1,200-metre walkshed was determined from each point, based on available road and pedestrian networks.

The 1,200-metre walkshed was used as a proxy for identifying amenities within a 15-to-20-minute walking distance of homes as generally, the average person can travel 1,200 metres in 15 minutes of walking. Parcels that are within a 1,200-metre distance of Daily Needs score higher (ranging up to ~16), and parcels that are located greater than 1,200 metres from Daily Needs score lower (down to 0).

To accurately assess a homes proximity to daily needs, a geometric network was created that included the road network, sidewalks, pathways, trails, and alleyways. The 1,200-metre proximity analysis was run along this network rather than on an "as-the-crow-flies" buffer. If an amenity was within 1,200 metres of a home, the home was given a score of "1".

Prioritization of Daily Needs

As part of the daily needs lens analysis, daily needs were prioritized and weighted respectively. This feedback included the desire for residents to have access to more amenities and services closer to where they live.

Transportation Lens Methodology

The following criteria were used to develop the transportation lens summary map including an understanding of Summerland's transportation network and opportunities to develop where serviced by a range of transportation options.

Proximity to Transit

Proximity to transit refers to the proportion of population that lives within a selected buffer distance of a bus stop, for each measurement area. Transit is a primary alternative to vehicle trips in many communities, when destinations are further than a reasonable walking and cycling distance. Ensuring proximity to transit supports providing options other than driving. Higher proportions of people in proximity to transit may create better mobility equity through additional transportation options. Proximity to transit may also improve access to daily needs and housing. However, it should be noted that the proximity to transit measure does not necessarily focus on the quality of transit service.

Proximity to Sidewalk

Proximity to sidewalk refers to the proportion of population that within 30 m to over 100 m to sidewalk infrastructure.

Proximity to Cycling Infrastructure

Proximity to cycling infrastructure refers to the proportion of population that lives within 400m to over 600m of a bicycle route, per measurement area.

Distance to Arterial Road

Distance to arterial road is the proportion of the population that lives within 500 m to over 1000 m of an arterial road.

Transportation Network Density

Transportation network density refers to the density of the entire transportation network (length of streets, sidewalks) in each measurement area.

Infrastructure Lens Methodology

Sanitary Capacity

- Analysis of sanitary capacity investigated lift station capacity and design of sanitary infrastructure.

Fire Flow Demands

- Analysis of fire flow demands investigated pipe deficiencies and hydrant availability.

Storm Capacity

- Analysis of storm capacity investigated the presence of stormwater infrastructure, variation in soil infiltration, and neighbourhood-specific stormwater management plans.

APPENDIX B – GEOSPATIAL TABLES

Table 1 - Likelihood of Redevelopment Categories for Scoring

Category	Likelihood of Redevelopment	Value	Unit	Numerical Score	Comments
Building Age	Low	<30	years	0	
	Medium	30-50	years	0.5	
	High	>50	years	1	
Improvement Ratio	Low	>1	%	0	
	Medium	0.5-1	%	0.5	
	High	<0.5	%	1	
Assessed Improvement Value per Sq.m	Low	>2500	dollars	0	Scaled to fit District data
	Medium	1500-2500	dollars	0.5	
	High	<1500	dollars	1	
Assessed Land Value per Sq.m	Low	<300 or >1000	dollars	0	Scaled to fit District data
	Medium	600-1000	dollars	0.5	
	High	300-1000	dollars	1	
Average adjacent parcel Improvement Ratio	Low	0	distance (m)	0	
	Medium	50	distance (m)	0.5	Lowest IR within 50m radius
	High	100	distance (m)	1	Lowest IR within 100m radius

Table 2 - Transportation Indicator Scoring

Criteria	Scoring	Value	Unit	Numerical Score	Comments
Proximity to Transit	Low Medium High	>800 800 400	m m m	0 0.5 1	*Transit frequency not included in transit analysis*
Proximity to Sidewalk	Low Medium High	>100 100 30	m m m	0 0.5 1	
Proximity to Cycling Infrastructure	Low Medium High	<600 600 400	m m m	0 0.5 1	
Distance to Arterial Road	Low Medium High	>1000 1000 500	m m m	0 0.5 1	
Transportation Network Density	Low Medium High	<0.005 0.005-0.01 >0.01	m/m^2 m/m^2 m/m^2	0 0.5 1	*Length of road per square meter of observation area (used 0.5km2 hex bins). Example of hex bins and density gradation shown in graphic below. Used natural breaks to determine high/medium/low.*