

City of Kelowna

Regular Council Meeting

AGENDA



Monday, February 11, 2019

9:00 am

Council Chamber

City Hall, 1435 Water Street

Pages

1. Call to Order

2. Confirmation of Minutes

3 - 4

Regular AM Meeting - February 4, 2019

3. Reports

**3.1 Southern Interior Local Government Association
(SILGA) - Chad Eliason**

10 m

5 - 16

To provide Council with a short presentation about SILGA

4. Resolution Closing the Meeting to the Public

THAT this meeting be closed to the public pursuant to Section 90(1)(a),(i),(k) and 90(2)(b) of the Community Charter for Council to deal with matters relating to the following:

- position appointment;
- receipt of legal advice;
- provision of a municipal service; and
- negotiations with the Provincial Government

5. Adjourn to Closed Session

6. Reconvene to Open Session

7. Reports

7.1	Capri-Landmark Plan – Transportation and Parks Review	120 m	17 - 87
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To provide Council with a review of the parks plan and transportation network options for Capri-Landmark.

8. Issues Arising from Correspondence & Community Concerns

8.1	Mayor Basran, re: Issues Arising from Correspondence	30 m
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9. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, February 4, 2019

Location: Council Chamber
City Hall, 1435 Water Street

Members Present Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Charlie Hodge, Brad Sieben*, Mohini Singh*, Luke Stack* and Loyal Wooldridge

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming
(*denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 9:04 a.m.

2. Confirmation of Minutes

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

(R102/19/02/04) THAT the Minutes of the Regular AM Meeting of January 28, 2019 be confirmed as circulated.

Carried

3. Reports

There were no reports.

4. Issues Arising from Correspondence & Community Concerns

Dealt with later in the meeting.

5. Resolution Closing the Meeting to the Public

Moved By Councillor Given/Seconded by Councillor Hodge

(R103/19/02/04) THAT this meeting be closed to the public pursuant to Section 90(1)(k) of the Community Charter for Council to deal with matters relating to the following:

- provision of a municipal service

AND THAT a portion of the closed meeting be held outside of City Hall at the Kelowna Yacht Club, 1370 Water Street.

6. Adjourn to Closed Session

The meeting adjourned to a closed session at 9:04 a.m.

7. Reconvene to Open Session - with all Council present

The meeting reconvened to an open session at 9:22 a.m.

4. Issues Arising from Correspondence & Community Concerns

4.1 Mayor Basran, re: Issues Arising from Correspondence

Councillor Hodge: Rutland Centennial Park Society and May Days:

- Met, along with Councillor Donn, with a representative of the Rutland Centennial Park Society.
- Society is concerned with using Park for Rutland May Days; Park will be under construction.

City Manager:

- Rutland May Days the type of event City wants to encourage.
- City staff raised the need to relocate quite a while ago.
- City staff working with Society to relocate and Outdoor Events Committee involved.

Councillor Stack: Rutland Middle School

- Referenced correspondence received on the need to construct a new school and the request for Council to attend an upcoming RMS PAC meeting.

Mayor Basran:

- Noted that the City has a very limited role to play as this is a Provincial responsibility.

Moved BY Councillor Stack/Seconded by Councillor Sieben

(R104/19/02/04) THAT Council directs the Mayor on behalf of Council, to write a letter of support for the new Rutland Middle School to the Minister and to the Rutland Middle School Parents Advisory Committee.

Carried

6. Readjourn to Closed Session

The meeting adjourned to a closed session at 9:36 a.m.

7. Reconvene to Open Session

The meeting reconvened to an open session at 1:20 p.m.

8. Termination

The meeting was declared terminated at 1:20 p.m.

Carried

Mayor Basran

/sf/cm

City Clerk

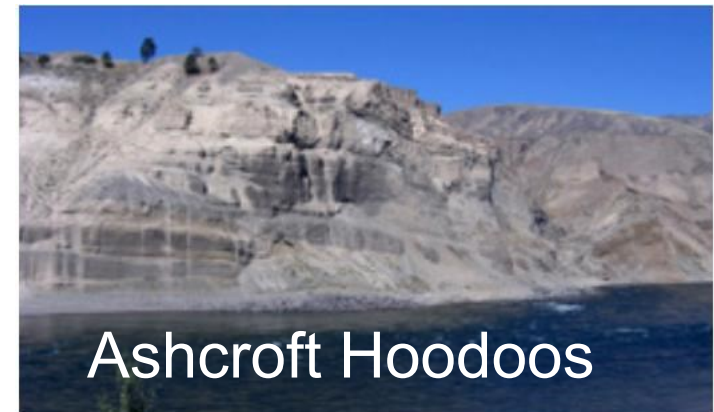
Southern Interior Local Government Association



Lillooet Lake

SILGA Mission Statement

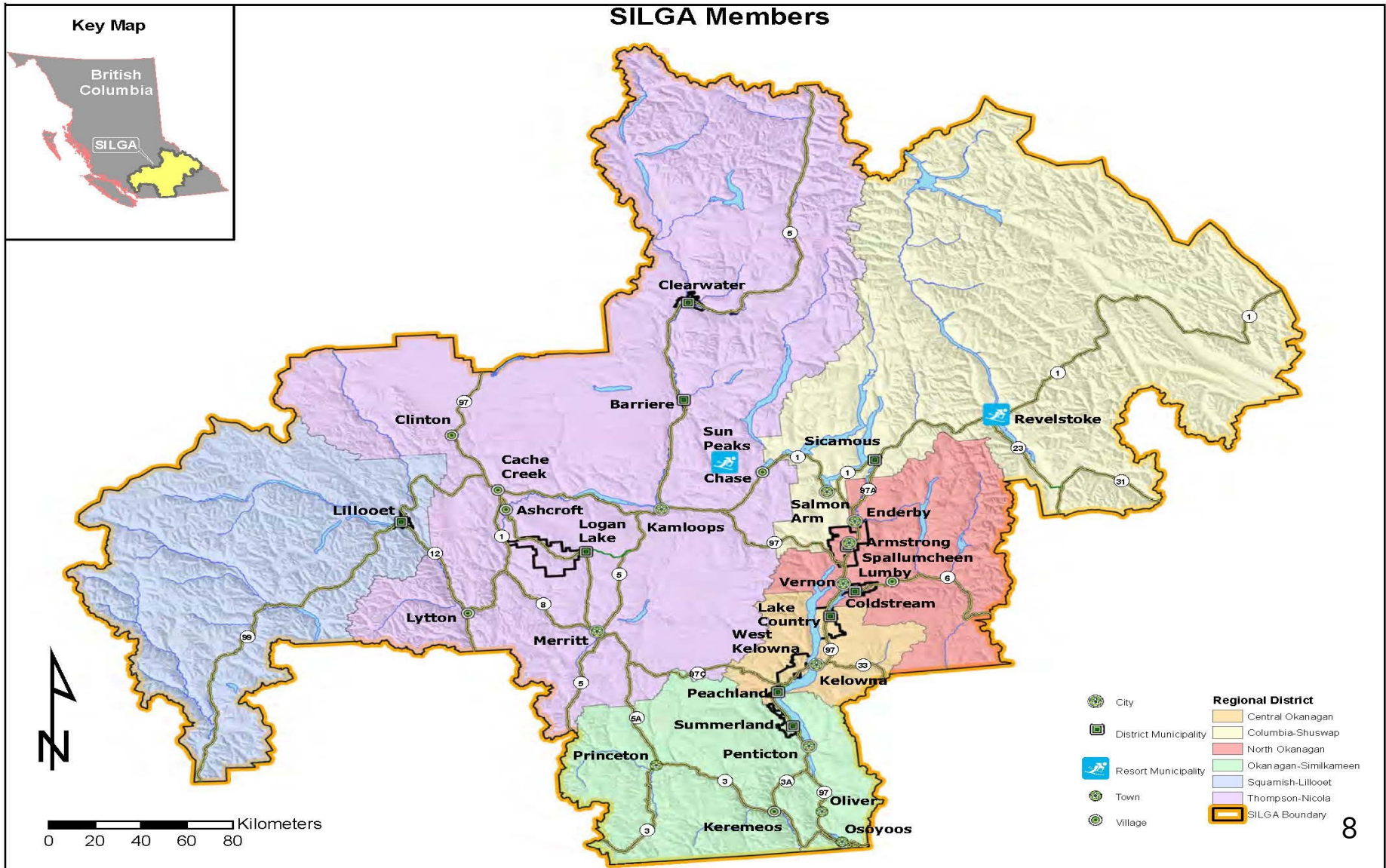
- **SILGA works to represent each community within the BC Southern Interior Region to provide a strong and effective voice on common issues and regional initiatives.**
- **SILGA meets on average 5-6 times a year; the meeting location varies between SILGA communities.**
- **If your council or board would like SILGA to schedule a meeting in your community, please let us know.**



2018-2019 SILGA Executive

President	Councillor Shelley Sim, <i>Clearwater</i>
Past President	Councillor Chad Eliason, <i>Salmon Arm</i>
1st Vice President	Councillor Lori Mindnich, <i>Lumby</i>
2nd Vice President	Director Karla Kozakevich, <i>RD Okanagan</i>
Director at Large	<i>Similkameen</i>
Director at Large	Mayor Toni Boot, <i>Summerland</i>
Director at Large	Councillor Tim Lavery, <i>Salmon Arm</i>
Director at Large	Mayor Barbara Roden, <i>Ashcroft</i>
Director at Large	Councillor Judy Sentes, <i>Penticton</i>
Director at Large	Mayor Robin Smith, <i>Logan Lake</i>
Director at Large	<i>Vacant</i>
	<i>Vacant</i>

SILGA Geographical Area



SILGA Members

City of Armstrong

City of Enderby

City of Kamloops

City of Kelowna

City of Merritt

City of Penticton

City of Revelstoke

City of Salmon Arm

City of Vernon

District of Barriere

District of Clearwater

District of Coldstream

District of Lake

Country

District of Lillooet

District of Logan Lake

District of Peachland

District of Sicamous

District of Summerland

District of West Kelowna

Town of Oliver

Town of Osoyoos

Town of Princeton

Township of

Spallumcheen

Village of Ashcroft

Village of Cache Creek

Village of Chase

Village of Clinton

Village of Keremeos

Village of Lumby

Village of Lytton

Sun Peaks Resort Municipality

Central Okanagan RD

Columbia Shuswap RD

North Okanagan RD

Okanagan Similkameen RD

Squamish Lillooet RD

Thompson Nicola RD

What is our purpose?

SILGA's Mandate

**Connect - Educate -
Advocate**



How will we achieve our goals?

- **Meet with all of the SILGA membership prior to the annual convention.**
- **Engage our membership on issues affecting them.**
- **Encourage our members to submit resolutions for the annual SILGA convention for discussion and support at the UBCM convention.**



2018 SILGA Initiatives

- **State of Emergency Legislation change**
- **Rural Policing Provincial Funding**
- **Funding for rural roads including maintenance, paving and new construction.**
- **Greyhound alternatives**



2018-19 Strategic Plan Goals

- **Housing challenges**
- **Climate change and the impacts on local governments**
- **Opioid crisis support for rural and urban communities**



2019 SILGA Convention Penticton

April 30th to May 3rd

Tuesday Afternoon Tours

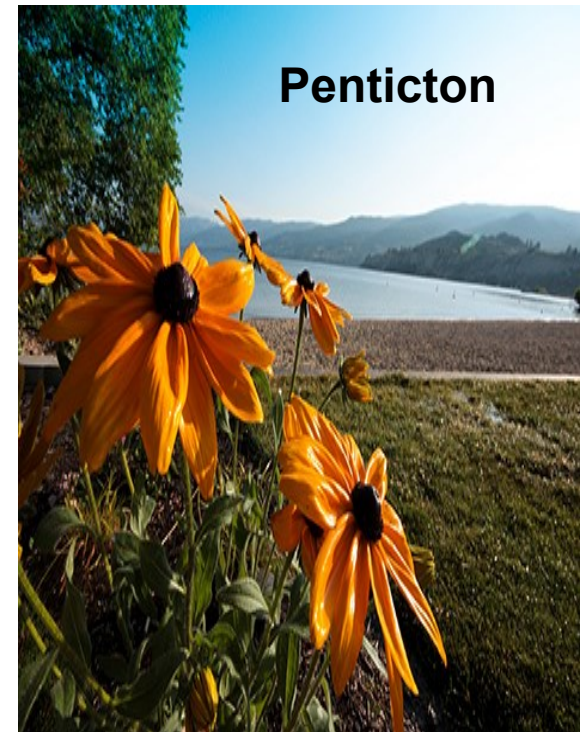
1. Biking the Kettle Valley Railway
2. Naramata Wine Tour
3. Hop, Pop and Wine downtown tour

Wednesday Morning Tours

1. Agricultural Research Facility
2. Fish Hatchery
3. Downtown Revitalization tour

Sessions – to name just a few

1. Fires and Floods – the future after the Abbott/Chapman Report
2. BC Housing Hub
3. Working with your neighbouring Indian Band
4. “Bear Aware” – how to deal with problem wildlife



2019 SILGA Convention Keynote

**Joe Roberts – the Skid
Racer**

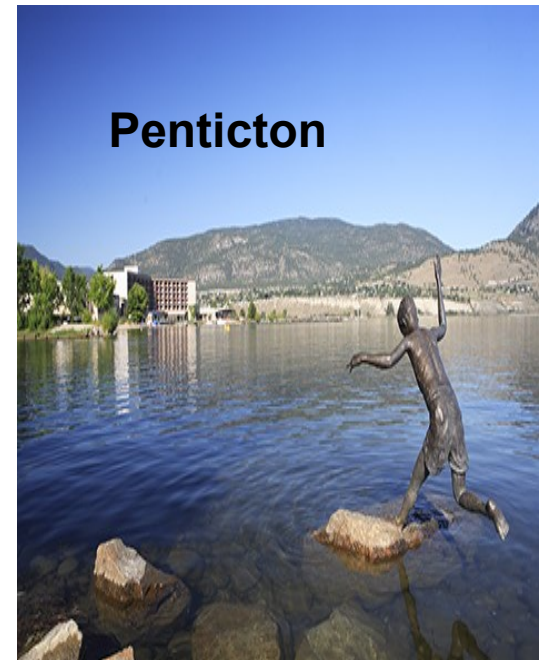


**Harry McWatters – an
Okanagan Wine
Legend**

2019 SILGA Convention in Penticton

What are the benefits of attending the convention?

- Resolution Debate
- Thought provoking and educational speakers
- Networking with your peers



For more information on the convention and to register go to www.silga.ca or email yoursilga@gmail.com

Report to Council



Date: February 11, 2019
File: 1200-70
To: City Manager
From: Ross Soward, Planner Specialist
Subject: Capri-Landmark Plan – Transportation and Parks Review

Recommendation:

THAT Council receives, for information the report, from the Planner Specialist dated February 11, 2019, with respect to the Capri-Landmark Plan.

AND THAT Council approves the recommended parks and transportation options in principle and directs staff to move forward with the development of the final plan as described in the report from the Planner Specialist dated February 11, 2019.

Purpose:

To provide Council with a review of the parks plan and transportation network options for Capri-Landmark.

Background:

On September 17, 2018, staff presented the draft Capri-Landmark Urban Centre Plan (CLUCP) for Council endorsement. Council deferred consideration of final plan endorsement until a further review of the transportation network and parks plan for the urban centre was provided. Based on Council direction on September 17, 2018 this report focuses primarily on the transportation and parks network for Landmark.

Staff have conducted further technical analysis of the four transportation options for Landmark that were considered earlier in the planning process. These options aim to address the major structural issues in the transportation network that are challenging the Landmark area today and that limit its ability to realize its full potential as an urban centre.

Capri-Landmark provides a unique opportunity to advance the Imagine Kelowna (IK) direction of “focusing growth in the urban centres to limit sprawl” and to reduce the City’s long-term infrastructure costs. The plan also aligns with the December 10, 2018 Council direction to move forward with growth scenario 3 for the Official Community Plan review, accommodating roughly 65 per cent of future growth via redevelopment of the city’s five urban centres, underscoring the importance of densifying Capri-Landmark. The Capri-Landmark Plan allows the City to deliver on key goals such as building live-work communities, enhancing housing diversity, and increasing transportation options as it implements Council’s preferred growth management strategy.

Although each of the city’s urban centres are expected to receive considerable growth, not all are set up equally to deliver the quality of life that Kelowna’s residents have come to expect. Each of the five urban centres are at different stages of maturity and will, therefore, have different needs in terms of infrastructure investments and retrofits. For comparison, in downtown Kelowna, the historical street network and recent parks and streetscaping improvements provide a physical structure that is well positioned to accommodate growth. However, in other urban centres such as Capri-Landmark, Midtown and Rutland, the physical structure is less mature, meaning that strategic investments in transportation and public space are required over the next 20 years (and beyond) to deliver a high quality of life as growth occurs. Overall, advancing the Capri-Landmark plan contributes to the City’s goals to build complete communities in the urban core and enhance the fiscal and environmental sustainability of Kelowna.

Within the urban centre, the Landmark area (Burtch Rd to Spall Rd) was historically a service commercial and industrial hub at the periphery of the city. Because the area was not originally envisioned as an urban centre, the type of infrastructure investments that were made in areas such as Downtown or South Pandosy never occurred in Landmark. Moreover, in the 1990s when Landmark saw the development of large office towers under land use contracts, no major infrastructure investments were made, resulting in a transportation network that was poorly equipped to handle the roughly 3,500 office workers that commute to Landmark daily. Because of the significant shift in character as well as the area’s proximity to downtown and the City’s goal of encouraging growth in the urban core, Capri-Landmark was ultimately designated as an urban centre in 2010. Subsequently, council prioritized Capri-Landmark for further revitalization directing staff to develop an urban centre plan to guide redevelopment and long-term infrastructure planning.

Ingredients for long-term Urban Centre Success

Staff technical analysis, background research and input received through public engagement highlighted five areas of focus to position Landmark for its transformation as a successful urban centre:

1. Rebalance the land use mix by increasing the number of people living in Landmark area, providing a critical mass for services and amenities, thereby reducing number of people that must commute via automobile to the city’s largest employment hub.
2. Spur residential development by investing in parks that ensure residents are within a short walk of a range of parks and public spaces.

3. Create a connected street network with a new continuous east-west street that will make it easier for people to get in and out of the heart of the Landmark District.
4. Bring transit service to heart of the city's largest office employment hub (Landmark District).
5. Increase transportation options for thousands of people working in the area by making it easier for people to walk or cycle between major destinations within the urban centre and surrounding neighbourhoods.

The Landmark area is uniquely positioned to become a successful live-work district. Landmark is close to one of the region's most important employment hubs and daily shopping amenities, and on the rapid bus corridor, reducing the need for residents to drive. The Landmark area is in close proximity to downtown and other citywide destinations and directly across from the future Parkinson Recreation Centre and future high school – amenities that will increase demand for housing in the area. Landmark itself boasts a large concentration of office and tech workers, providing a critical mass of people for enhanced services and amenities. Meanwhile, Landmark is one of the few areas in the urban core where large parcels with high redevelopment potential exist. However, a long-term plan is needed to ensure future redevelopment translates into a complete community where these different assets are harnessed to deliver a successful urban centre.

Current Transportation Issues

Because Landmark was not envisioned as an urban centre until recently, the area's transportation infrastructure is not set up to accommodate high-density office and residential development. The street network currently has high levels of congestion as thousands of commuters leave the Landmark office towers at the same time each afternoon. Also, the road layout (road widths, turning radius, and intersection design etc.) makes it challenging to bring transit service into the Landmark District, reducing the competitiveness of transit in the area. The lack of sidewalks and bicycle routes make it inconvenient and dangerous for people looking to travel to the area without a vehicle. As a result of the high levels of congestion and limited transportation options, Council directed staff on October 18, 2016 to provide recommendations of non-support for any future rezoning that increase density within Landmark until an area transportation plan was completed. The current building permit application for a new office tower in Landmark will only exacerbate the congestion challenges further. Based on the transportation challenges in Landmark, there is an urgent need for a long-term strategy that will ease congestion, enhance transportation options and position the area for growth.

The proposed land use plan for the Capri-Landmark plan projects roughly 8,000 new residents in the urban centre and roughly half of this growth in Landmark over the next 20 years. The 8,000 new residents projected is roughly equal to the population of the Kettle Valley community in the Upper Mission. This allocation of growth requires a commensurate level of infrastructure retrofits to ensure the area meets the standard for urban centres that Kelowna residents have come to expect. The structural changes required to retrofit a transportation network and add new public spaces in an already built-up urban area are considerable and the corresponding impacts can be challenging. However, these changes are vital to support the long-term growth of the urban centre and making these changes in the form of new roads and parks will only become more challenging in the future as land values rise and more landowners invest in the area. The proposed infrastructure investments aim to limit impacts

to local landowners while delivering the greatest opportunity for the area to redevelop over the next 20-30 years as a successful live-work urban centre.

Key Transportation Strategies

The transportation challenges of Landmark are best tackled by applying the following three levers:

1. **Rebalance the land use mix with residential / non-office land uses:** This strategy allows more residents to live/work within the urban centre, creating short trips that can be completed by walking/biking and trip patterns from new developments that will differ (in direction and timing) from existing office uses for which road network capacity is limited.
2. **Strengthen the street network, for all modes:** Improve street network connectivity and redundancy; strengthen east-west road capacity and make it easier to access the surrounding major road network.
3. **Shift transportation behaviour by investing in pedestrian / cycling and transit infrastructure:** Make streets comfortable and attractive places for walking and cycling and make transit more competitive by making it a faster and more convenient travel option for workers in area.

The Capri-Landmark Plan applies these three levers in a coordinated way to accommodate future growth and to deliver the quality of life that Kelowna's residents have come to expect.

Transportation Network Assessment

To support major densification of an area that was originally envisioned as a low-density industrial / service commercial area (Landmark), technical analysis determined that significant upgrades to the street network would be required. More specifically, the transportation analysis established the importance of creating a continuous east-west street connection to knit together the Capri area with Landmark and potentially Midtown in the future. Further, an effective east-west street connection that runs through the heart of Landmark represents the greatest opportunity to improve transportation options for the thousands of people commuting to the Landmark towers daily. Accordingly, the transportation network options review (Attachment-A) compares four east-west street alignments, assessing their relative performance to ease current transportation challenges and position the area for growth in a manner that is consistent with the City's policy objectives for urban centres.

Criteria for Network Assessment Comparison

1. Ability to provide a continuous east-west connection through Landmark, adjacent to existing employment and future residential development, linking Capri and potentially Midtown in the future.
2. Improved access in and out of the Landmark District from the west.
3. Improved access in and out of the Landmark District to the east.
4. Improvements to access and convenience of transit, cycling and walking within Landmark.
5. Minimize land acquisition costs and impacts and enhance potential to secure land via redevelopment versus solely through acquisition.
6. Capital costs of options based on corridor length and major infrastructure elements.

Summary of Network Assessment

Based on the technical analysis (Attachment A) summarized in Table 1, the east-west connectivity offered by Option 4 (Sutherland Extension) best responds to the transportation criteria. Option 4 delivers the following major benefits:

- Provides the greatest potential to improve access in and out of the Landmark area, easing the acute congestion challenges in Landmark.
- Allows for direct transit service to be re-routed into the Landmark District, providing door-to-door transit service for the thousands of office workers.
- Creates a safe and continuous Active Transportation Corridor (ATC) that will provide direct access to the employment hub in Landmark.
- Has the greatest potential for a long-term connection to the Midtown urban centre in the future via Kent Rd.

In summary, Option 4 – Sutherland Extension best addresses the transportation challenges of Landmark today and into the future while minimizing capital costs and impacts on adjacent properties.

Table 1: Network Assessment Ranking

Network Option	Overall Ranking	Summary Comments / Analysis
Option 1 Existing Network	4	Limited opportunities to improve vehicle capacity, viability unlikely, poor transit and cycling capacity / connections and will not support proposed densification and growth.
Option 2 Dickson Extension	2	Similar property impacts to Sutherland with poorer performance, particularly at east end of corridor.
Option 3 Ritchie	3	Poor east-west connectivity due to two offset intersections. Not adjacent to Landmark Centre. Largest property impacts, including major residential areas.
Option 4 Sutherland	1	Improved vehicle, transit and cycling capacity and connections to improve existing issues and support proposed densities and future growth. Property impacts are similar to Dickson extension.
Network Option Ranking Rubric: 4= Poorest alignment with objectives - 1= Best alignment with objectives		

Next steps

Should Council endorse the Capri-Landmark Plan, it would represent a first step in signaling the proposed transportation network improvements for the urban centre. The recommended transportation network (Option 4) project would then be added to a list of long-term capital priorities that Council reviews annually. If Council were to approve Option 4, staff anticipate that the realignment of Sutherland Ave could be implemented incrementally over the course of twenty years in three to four phases of work. By delivering the project incrementally, there is a greater opportunity to align road construction with private redevelopment in the area, reducing overall costs. Also, each phase of work would require further detailed design work to finalize land acquisition impacts and would allow for several years of notice to each individual landowner impacted by the proposed transportation corridor.

Parks Planning Review

In response to the Council direction on September 17, 2018 staff reviewed the parks and public space improvements proposed for Capri-Landmark. Based on the 8,000 new residents projected for the urban centre by 2040, the parks and public spaces will be critical to delivering a high quality of life and transforming the area into a successful urban centre. Parks are essential to encouraging a healthy and active community and will serve as a catalyst to support the transformation of Landmark from an employment hub to a live-work district. Currently, the area has limited parks with only two existing neighbourhood parks in Capri (Pacific Court Park and Mary-Ann Collinson Park) totaling 0.9 ha of active park space and no parkland in Landmark.

In reviewing the city's parkland targets, staff acknowledged that no additional Citywide or Recreation parks would be required in the urban centre, given the close proximity to Parkinson Recreation Centre and its surrounding playing fields. Instead, the parks plan focuses on adding new community and neighbourhood parks to ensure easy access to community gathering and amenity space for the thousands of new residents moving to the area. Staff developed a reduced parkland target of 8.0 ha for Capri-Landmark that excluded citywide parks and recreation parks. Ultimately, the parks and public space plan proposed, identifies 3.8 ha of active park space, equating to less than 50 per cent of the target for community and neighbourhood parks, reflecting the high costs to acquire and assemble land in an urban centre. However, as opportunities arise additional parkland may be acquired in an effort to meet the Citywide parkland targets.

To provide adequate parks and recreation opportunities in the urban centre, the parks plan (map below) also proposes the following strategies to optimize the available park space in the area:

- Develop parks and open spaces in the area to a high standard to reflect increased density and intensive use that is expected within an urban centre.
- Integrate linear parks (Mill Creek & Ritchie Brook) to provide a safe and continuous pedestrian connection to amenities as well as enhancing drainage and stormwater management.
- Develop Active Transportation Corridors and main streets that can also function as public spaces for residents and workers during community events.
- Allocate additional parkland acquisition DCCs in a flexible and opportunistic manner, responding to where growth and redevelopment occurs in the urban centre.

- Promote privately developed publicly accessible amenity spaces through major development application review.

Figure 1: Parks and Public Space Plan



The 1.2 ha community park proposed in Landmark was established as a future park in 2010-11 through the 2030 OCP process.

Parks Summary

The parks plan was tailored to the urban centre context to provide the appropriate amount of parkland to deliver a high quality of life for future residents. The parks plan ensures all future residents and workers will be a short walk from a community gathering space or green space. The rebuilding of Parkinson Recreation Centre will be an important objective for not only residents of the urban centre, but also more regionally for all residents in Kelowna in order to deliver high quality recreation opportunities (gyms, aquatics, multi-purpose rooms, etc.). Smaller more neighbourhood focused parks will provide day-to-day social and passive recreation opportunities for local residents and workers and provide relief from the built environment; they are the basic units of a park system. The proposed linear parks, both Mill Creek Linear Park and Ritchie Brook Greenway will offer strong connections between the various park spaces and provide for trail opportunities and environmental protection. Further, the private sector will be encouraged through redevelopment to include publicly accessible courtyards, plazas and amenity spaces to potentially further supplement the public parks system. The proposed parks plan recommends the minimum amount of new parkland investment, while ensuring a high quality of life for future residents.

Conclusion

Due to the ad-hoc growth within Landmark over the last 40 years, significant challenges exist in the area today, ranging from the lack of public spaces to the congestion levels that are limiting the desirability of the area. The proposed plan aims to address current challenges, while positioning the area for future growth. The addition of more housing in Landmark will rebalance the land uses in the area and help to relieve congestion as the area densifies. The strategic investments to retrofit the street network will enhance east-west connectivity, improving access as the area adds a growing number of residents and workers. The realignment of Sutherland Ave brings both transit service and an ATC to the heart of the Landmark District and improves the safety and desirability of transit, cycling and walking. Meanwhile, the proposed parks will enhance quality of life and allow the area to flourish in the same way that Downtown has over the last 20 years.

The parks and infrastructure works proposed by the Plan are not insignificant, but there are no easy solutions to address the challenges facing the area, with the plan looking to prioritize strategies that will ensure the long-term success of the area as a dynamic live-work district. Without leadership and investment on the part of the City, the challenges facing the area will only become more acute as development occurs. The recommended improvements deliver the maximum long-term benefit by positioning the area for the long-term transformation as a successful urban centre, while limiting the impacts to area landowners.

Next Steps

Should Council choose to support the recommended transportation and parks improvements staff will move ahead with final updates to the draft Capri-Landmark Urban Centre Plan. Staff anticipate that the final plan would return to Council for consideration of final endorsement in spring 2019.

Internal Circulation

Divisional Director, Community Planning and Real Estate
Manager, Long Range Policy and Planning
Department Manager, Policy and Planning
Department Manager, Community Planning
Manager, Urban Planning
Manager, Integrated Transportation Department Manager
Manager, Transportation Engineering
Manager, Infrastructure Engineering
Manager, Development Engineering
Manager, Parks & Buildings Planning
Manager, Communications

Submitted by:
Ross Soward, Planner Specialist

Approved for inclusion:



James Moore, Manager of Long Range Policy & Planning

Attachment A - Landmark Transportation Network Assessment

Technical Memo



Date: February 11, 2019

To: City Manager

From: Gordon Foy, Manager of Transportation Engineering

Subject: Capri Landmark Urban Centre Plan – Landmark Transportation Network Assessment

Background

The Landmark area was originally developed as a mix of light industrial and service commercial uses between Harvey and Springfield avenues. Starting in the 1990's development of Landmark Centre, a series of office tower projects were constructed under a land use contract planning framework. To facilitate drivers accessing the Landmark Centre site, four large parkade structures with over 1900 parking spaces were constructed. As Landmark Centre grew to become one of the region's biggest employment / office centers, the local street network, designed to service light industrial land uses, saw large increases of vehicle traffic.

This concentration of employment of one type, office, has resulted in sharp surges in inbound and outbound travel to/from Landmark during weekday AM and PM peak periods. As a result, congestion and queuing is regularly observed where the local network connects to the surrounding major roads, as workers leave Landmark each afternoon.

Due to the planning framework of the land-use contract, few and insufficient infrastructure improvements were developed to service a development of Landmark's scale. With recent phases some smaller scale improvements at intersections with the surrounding major road network have been completed, however, capacity improvements were not sufficient to avert the congestion observed today; in early 2017, Landmark's local street network was at capacity.

In the fall of 2016 a moratorium on rezoning was put in place to restrict further development, though development rights under existing zoning and land use contracts remained. The Capri-Landmark Urban Centre Plan and supporting Transportation Servicing Review were initiated to address both existing

transportation issues and facilitate growth associated with Capri-Landmark's evolution into a successful Urban Centre.

Challenges of the Landmark Transportation Network

Landmark's street network was sized to service its original land uses, a mix of light industrial and service commercial. The network of un-urbanized streets with large blocks, limited walking facilities, no internal cycling infrastructure, no continuous east-west streets for local trips and few connections to the surrounding major road network will not support a dense urban centre without significant improvement.

Currently many internal Landmark trips take circuitous routes, on surrounding major roads, including Harvey Ave and Springfield Rd, contributing to congestion on these important city-wide corridors. There are only four points of access in and out of Landmark that must convey all trips in and out of the area. There is no internal east-west connection across Landmark; access to the west via Sutherland is through two offset intersections along Burtch Rd. and there is no connection to Spall Rd.

Travel to, from and within Landmark by walking, cycling and transit is difficult due to street network and infrastructure deficiencies.

Large blocks make walking trips longer and less attractive while a lack of pedestrian crossings at intersections make crossings difficult and less safe. Many streets have informal gravel shoulders where pedestrians and cyclists must struggle through irregularly parked cars and moving traffic; where sidewalks are present, they are often in poor condition.

While bike lanes are available on surrounding major roads, and access to the Okanagan Rail Trail is provided via the Harvey Pedestrian Overpass, there are no cycling routes within Landmark and crossing major roads at the edge of Landmark is difficult.

For transit riders, three of the City's best transit routes travel adjacent to Landmark (Routes 8, 11, 97), providing over 300 departures per day on a typical weekday. Despite strong transit service, access to/from transit is hampered by a poor pedestrian network, difficult crossings of major roads at transit stops and a lack of stop shelters/amenities.

Combined, these factors significantly erode walking, cycling and transit's competitiveness with driving for Landmark workers despite its location within the City's core.

Capri-Landmark Urban Plan – Transportation Approach

The draft Capri-Landmark Urban Centre Plan seeks to facilitate Capri-Landmark's transition to a successful mature urban centre. The Plan proposes significant residential growth (+8,000 residents) combined with maintaining current levels of employment (5-6,000 jobs). To address existing and future transportation challenges, the Plan included a Transportation Servicing Review based on three broad strategies, including;

- **Rebalance land use** by increasing residential development in Capri-Landmark, with the reverse travel patterns of office (in direction and timing), growth can occur with less impact on the local street network. Residential growth will create opportunities for workers to live within the same neighbourhood, creating short trips that can be best completed by walking or bicycling, reducing future car trips.
- **Strengthen the street network** to increase mobility and connectivity in Capri-Landmark for all modes of transportation. With a network scaled to service its original light industrial land uses,

currently at capacity, Capri-Landmark will require a stronger street network to support future growth. The areas existing east-west corridors, including Harvey and Springfield Ave are reaching capacity during peak periods and are required for longer city-wide / regional trips. A strong east-west major street will service internal Capri-Landmark trips, link Capri and Landmark, improve connections to surrounding major roads, support transit and cycling, provide more options to connect to Downtown, Capri, Highway 97, Glenmore and maintain the opportunity to connect eastward towards Midtown in the future.

- **Shift travel from driving to walking, cycling and transit** by making alternative transportation options convenient, reliable, comfortable and ultimately competitive with driving. Walking and cycling are most viable for shorter trips within and adjacent to the Urban Centre while transit best serves longer trips along rapid and frequent transit routes. Shifting travel modes beyond those seen in Downtown today will require investments in alternative transportation networks and demand management of vehicle trips. A shift to alternative transportation modes would reduce demand for car trips from existing and future land uses.

Capri-Landmark Urban Plan – Network Evaluation

Initial transportation options for Capri-Landmark were assessed against the principles of the Urban Centres Roadmap and their ability to service proposed growth at a network level. Two combined land-use / transportation network scenarios were brought forward for public consultation in June 2017. A recommended network option was endorsed by Council in August 2017.

Capri-Landmark Urban Plan – Transportation Servicing Review

Following endorsement of a preferred land use / transportation scenario a comprehensive Transportation Servicing Review (TSR) was undertaken to confirm the future performance of the transportation network at buildout. This detailed assessment projected future trip generation, mode split, distribution and assignment onto the proposed future street network, generate future traffic volumes and assess intersection performance against standard targets.

Although the Plan proposes improvements for Harvey Ave and Springfield Rd, addressing these corridors is beyond the scope of the Capri-Landmark Plan and will be considered within the City and Regional Transportation Master Plan processes, as well as the Ministry of Transportation and Infrastructure Central Okanagan Planning Study (COPS).

Capri-Landmark Urban Plan – Goals of the Sutherland Extension

Within the draft Capri-Landmark Urban Centre Plan, the proposed Landmark street network, including the extension of Sutherland Ave from Burtch Rd to Spall Rd, sought to create a continuous east-west street corridor to address the issues listed below.

- Develop a continuous east-west street through Landmark (currently absent), linking Burtch Rd to Spall Rd; allowing local Landmark trips to remain within the Landmark street network, reducing impacts on Harvey Ave and Springfield Rd.
- Support the Ministry of Transportation and Infrastructure's objective of strengthening municipal road networks parallel to Highway 97.
- Create more options, with more capacity, linking Landmark to the surrounding major road network, including, Burtch Rd, Sutherland Ave and Spall Rd.

- Create a strong continuous link between Landmark and Capri that facilitates comfortable and convenient walking and cycling trips within the Capri-Landmark Urban Centre.
- Provide better routes to reach Gordon and Richter for trips heading north / west to neighbourhoods north of Highway 97 including, Downtown, Glenmore and destinations across Okanagan Lake.
- Provide direct access to Spall Rd, reducing circuitous trip routing via the Springfield / Spall intersection and from Kirschner Rd to Spall Rd.
- Maintain the future ability to consider the extension of Sutherland eastward towards the Midtown Urban Centre.
- Support Landmark's walkability by providing a comfortable walking environment with wider sidewalks and boulevards that can support the high levels of walking trips required to service future development.
- Improve access to transit by facilitating frequent transit in the core of Landmark.
- Improve the competitiveness of cycling by extending the Sutherland Active Transportation Corridor from Burtch through to Spall and Orchard Plaza via Kent and Agassiz roads.

The proposed Sutherland Extension's concept reflects these objectives and includes a two lane urban street, left turn bays at all intersections with medians elsewhere, separated bike lanes along its north edge, bays at transit stops, some on-street parking and sidewalks with boulevards. This configuration seeks to increase vehicle capacity within an environment that is friendly to those who are walking, cycling and taking transit. The resulting right-of-way width of Sutherland Ave was no less than 24m with additional widening (up to 30m) for segments to accommodate intersections, turn lanes and transit stops.



Figure 1 - Sutherland Extension Street Elements

Reconsideration of Landmark Transportation Network

In the fall of 2018 the draft Capri-Landmark Urban Centre Plan was brought forward to Council for consideration. Discussion related to transportation focused on the impacts of extending Sutherland Ave through Landmark and a desire for reconsideration of the proposed street network with exploration of alternative network options.

Developing Network Alternatives

Following Council's fall 2018 direction a review of alternative street network options for the Landmark area was initiated. As primary concerns were related to the alignment of the proposed Sutherland Extension through Landmark, the review explored alternative options for an east-west corridor. A comparison of options was conducted to understand the relative performance, costs and impacts of each option. Options were considered for their ability to meet the objectives of the Sutherland Ave Extension, their impacts and costs.

Four options were investigated as part of the review:

- Option 1 tested the ability of targeted improvements to the existing street network to support the future Capri-Landmark Urban Centre. Improvements were limited to existing intersections.
- Options 2 and 3 considered alternative east-west alignments via Dickson Ave in the north and the proposed Ritchie Ave in the south.
- Option 4 was the Sutherland Extension.

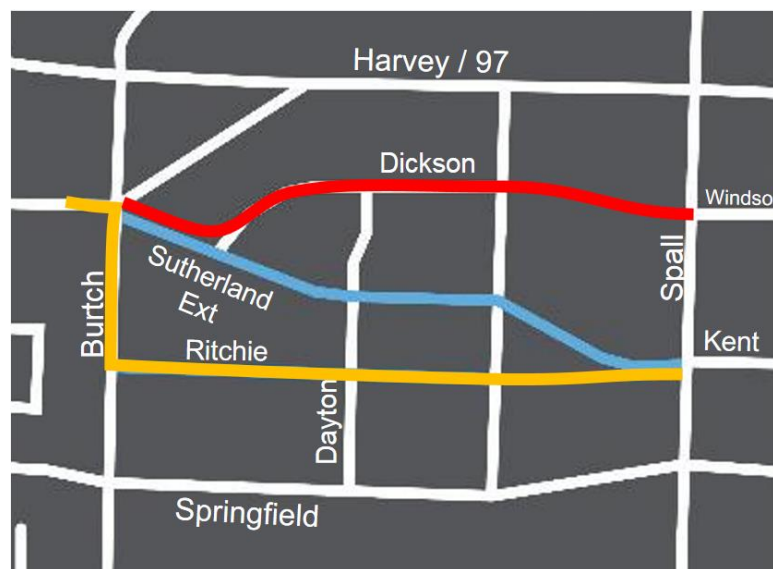


Figure 2: Transportation Network Options

Other alternative networks could be created with changes to the above four alignments, however, these alignments provided a sufficient range of options necessary to assess the viability of options to the Sutherland Ave extension.

Landmark Transportation Network Options

Option 1 – Existing Network (Targeted Improvements)

This option considered improving access to surrounding major roads through targeted improvements at intersections within the existing street network. Existing small scale improvements have already added some capacity and strengthened access to the major road network on Dayton St at Springfield Rd (separation of right and thru/left turn lanes) and on Dickson St at Burtch Rd (restriction of left turns to better facilitate right turns).

Two additional improvements were considered; signalization of Kirschner Rd / Springfield Rd to improve access to Springfield Rd, serving trips to the east and south, and a pair of offset signalized intersections linking Sutherland Ave and Dickson St via Burtch Rd to assist trips to the north and west.

Landmark Network Options

Existing Network – Option 1



Little ability to improve capacity.

East/west trips stay on Harvey / Springfield

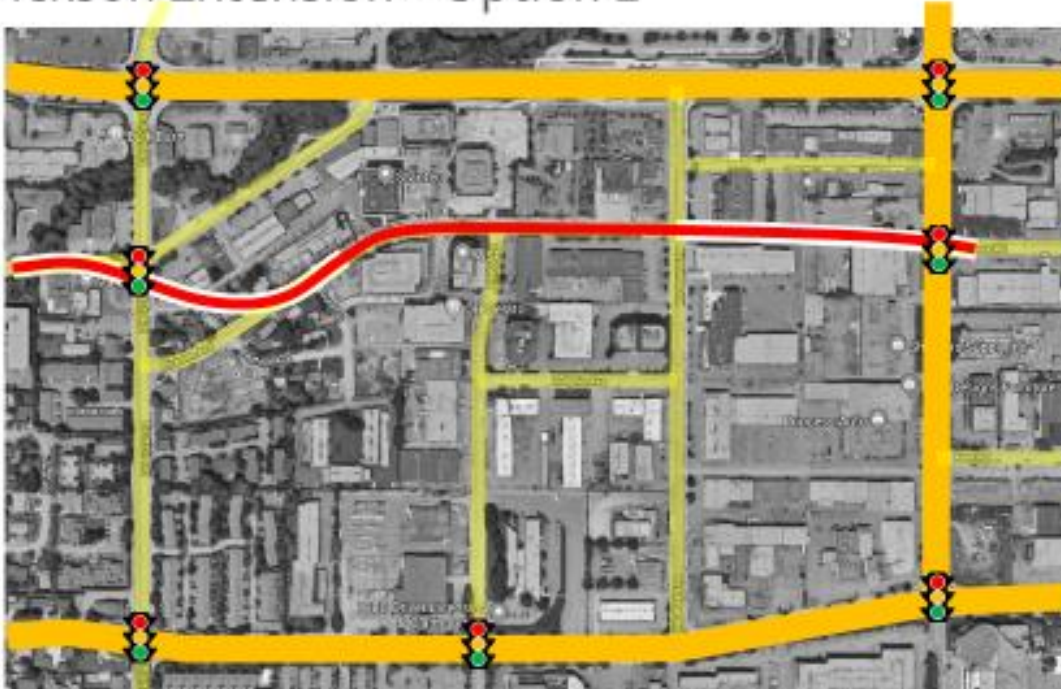
Improve access to major roads.

Option 2 – Dickson Extension

Option 2 considers providing an east-west corridor between Burtch and Spall roads by extending Dickson Ave. This option would reconfigure the intersection of Sutherland Ave and Burtch Rd (similar to the Sutherland Ave Extension) but turn tightly onto the existing Dickson Ave alignment, pass through the center of Landmark Centre and connect to Spall Rd across from Windsor Rd.

Landmark Network Options

Dickson Extension – Option 2



Option 3 – Ritchie Extension

Option 3, considers providing an east-west corridor between Burtch and Spall roads by extending Ritchie Ave, a new street, across the southern half of Landmark. Connection to the west would be facilitated via a pair of offset signalized intersections on Burtch Rd, linking Sutherland and Ritchie avenues; a configuration similar to Option 1 but with more space between the intersections. Ritchie Ave would connect to Spall Rd across from Kent Rd.

Landmark Network Options

Ritchie Extension – Option 3

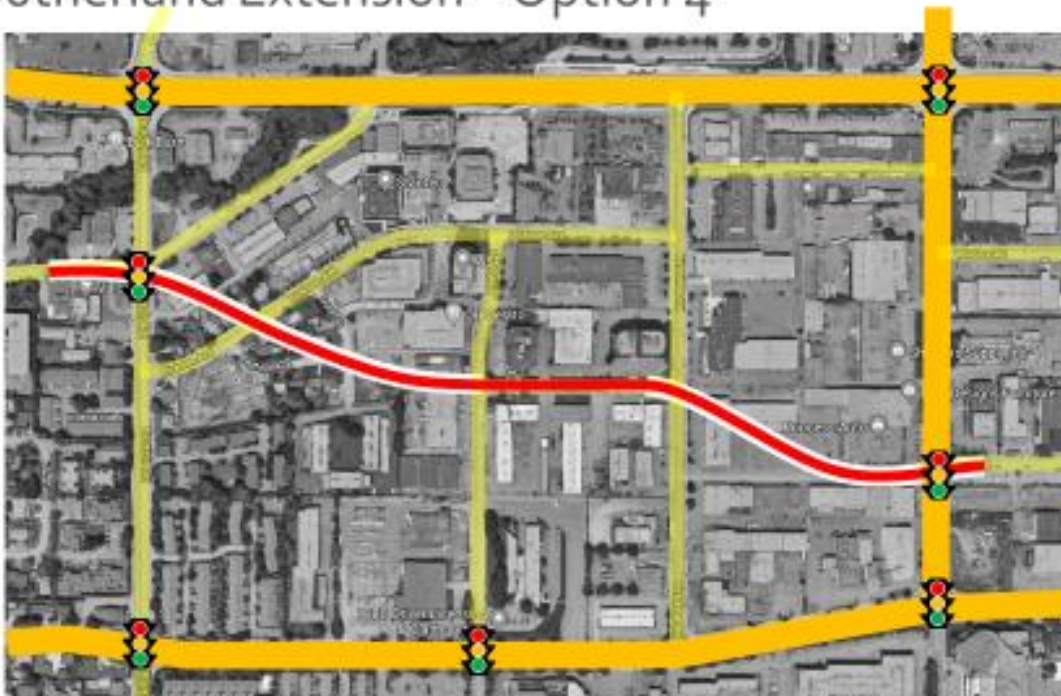


Option 4 – Sutherland Extension

Option 4, Sutherland Extension provides an east-west corridor between Burtch and Spall roads by extending Sutherland Ave east of Burtch Rd. At Burtch Rd the existing Sutherland intersection is shifted south and Sutherland Ave is extended south-east, turning to align with Dolphin Ave. From the intersection of Dolphin Ave and Kirschner Rd the alignment shifts south connecting to Spall Rd across from Kent Rd.

Landmark Network Options

Sutherland Extension – Option 4



Evaluation Approach

The assessment below considered if each option could support future growth, their relative impacts / costs and their relative performance. The criteria below grouped together the objectives of the east-west corridor described above into six accounts. All options have significant costs and impacts, however these impacts are consistent with the scale of existing issues and future development proposed for the Landmark area. As a relative assessment, each option was considered against the others using the following accounts.

1. Alignment – How well does the option provide east-west connectivity across Landmark and how well does it service future development?
2. Connectivity (West) – How well does the alignment connect to Sutherland and Burtch providing a continuous corridor link to the west?
3. Connectivity (East) – How well does the alignment connect to Spall? Does the connection provide a future option to extend further east into Midtown?
4. Transit / Cycling Access – How well does the alignment support improved transit and cycling access into Landmark?
5. Capital Costs – How could capital costs vary between options based on corridor length and major infrastructure elements?
6. Property – How do impacts on adjacent properties vary between options considering the number, degree, and value of impacted properties?

The following sections describe the relative performance of each account for each of the four options.

Alignment

Option 1, Existing Network Improvements, does not provide an east-west connection from Burtch Rd to Spall Rd. Option 1 spot improvements do not sufficiently strengthen the street network to address existing transportation challenges plus future growth. Improvements would not address cycling / transit access to Landmark to support shifts in travel choices.

Option 2, Dickson Extension, provides a continuous east-west connection from Burtch Rd to Spall Rd. While an alignment through Landmark Centre is ideal for transit and cycling access, reduced right-of-way through Landmark Centre would result in insufficient space to accommodate all street functions. The combination of heavy on-street traffic volumes, parkade driveways, transit and cycling all within a 20m right-of-way would be challenging and likely untenable. Option 2 could provide a significant portion of the capacity, combined with land use and mode split changes, required to address existing challenges and future growth.

Option 3, Ritchie Extension, provides a continuous east-west connection from Burtch Rd to Spall Rd. Ritchie's location, south of the densest areas of Landmark, would reduce its effectiveness in servicing Landmark Centre and require significant widening along Burtch Rd to accommodate offset intersections at Burtch Rd / Ritchie Ave and Burtch Rd / Sutherland Ave. Option 3 could provide sufficient capacity, combined with land use and mode split changes, required to address existing challenges and future growth, however its southern alignment reduces its effectiveness.

Option 4, Sutherland Extension, provides a continuous east-west connection from Burtch to Spall. Its location just south of Landmark Centre is close enough to facilitate good vehicle, cycling and transit access to the densest parts of Landmark. Option 4 would provide sufficient capacity, combined with land use and mode split changes, required to address existing challenges and future growth.

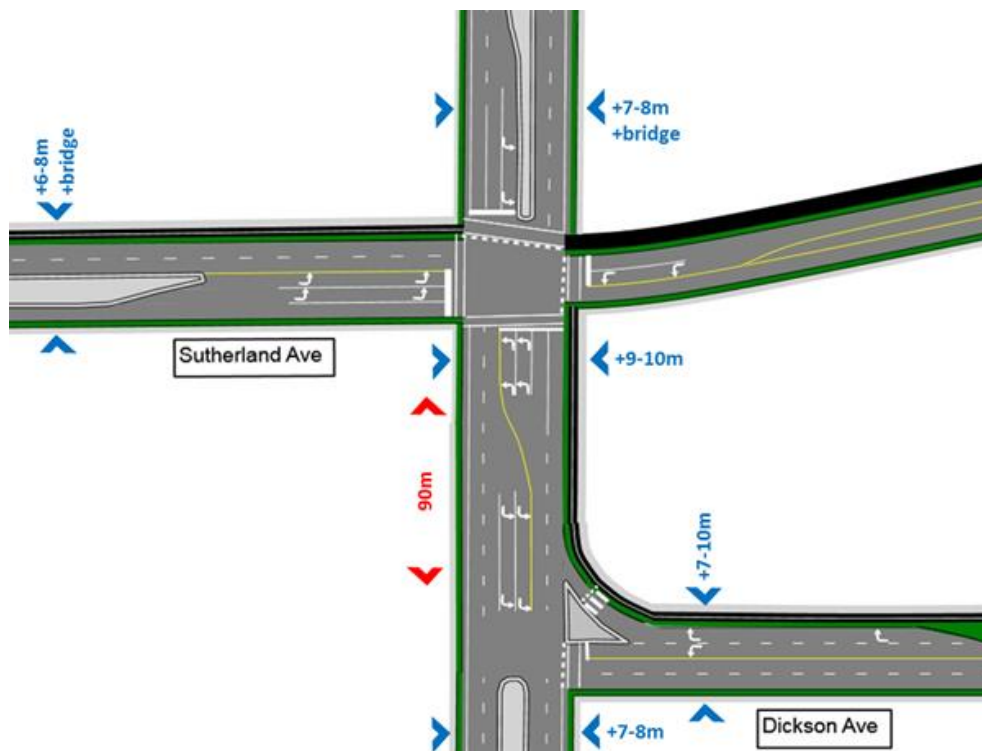
Evaluation Summary for Alignment

Option	Rank
1 – Improved Existing Network	4
2 – Dickson Extension	3
3 – Ritchie Extension	2
4 – Sutherland Extension	1
<i>Note: The highest rank (1) represents the best alignment with corridor objectives; the lowest rank (4), represents the poorest.</i>	

Connectivity (West)

Both Dayton and Sutherland Extensions (Options 2 and 4) connect to Sutherland Ave. through a single intersection, providing direct access to Capri and points west. The proposed intersection would be shifted to the south but does not require additional lanes with the exception of single left turn bays and a westbound right turn lane.

Options 1 and 3 require users to travel through two offset intersections to connect to Sutherland Ave via Burtch Rd. Due to the inefficiencies of conveying large volumes of left turns through intersections, dual left turn lanes and corresponding receiving lanes are required at both intersections to meet performance targets (as shown in image below). Based on operational intersection modelling east-west trips are projected to experience roughly three times as much delay through two intersections and require significant widening on Sutherland, Burtch and Dickson/Ritchie approaches, including bridges, relative to Options 2 and 4.



Spacing between Ritchie Ave and Sutherland Ave is sufficient to develop back to back duel left turn bays, however, spacing between Dickson Ave and Sutherland Ave is much less (~90m), insufficient to develop back to back duel left turns, making the viability of this connection operationally infeasible.

Evaluation Summary for Connectivity (West)

Option	Rank
1 – Improved Existing Network	4
2 – Dickson Extension	1
3 – Ritchie Extension	3
4 – Sutherland Extension	1
<i>Note: The highest rank (1) represents the best connectivity to the west; the lowest rank (4), represents the poorest.</i>	

Connectivity (East)

Both Ritchie and Sutherland Extensions (Options 3 and 4) connect to Spall Ave across from Kent Rd. Connection to Kent Rd provides pedestrians and cyclists a direct route to Orchard Plaza / Park, and retains the ability to consider, through a future planning process, an eastward extension of Sutherland Ave to Midtown. Kent Rd, located ~120m north of Spall Rd, may require side by side left turn bays due to high turn volumes at the intersection of Spall Rd / Springfield Rd; this could trigger widening on Spall Rd between Kent and Springfield roads.

Option 2, Dickson Extension would connect to Spall Rd across from Windsor Rd. A connection at Windsor Rd could provide, with improvements, a more circuitous connection to Orchard Plaza / Park for pedestrians and cyclists but would eliminate the option to consider a future eastward street connection. The proximity of the Spall / Windsor intersection to the Spall / Harvey intersection would make support from the Ministry of Transportation and Infrastructure challenging, if not infeasible.

Option 1, Existing Network Improvements do not provide a connection to Spall Rd and no eastward increase in capacity to the major road network. Trips seeking to access Spall Rd northbound would continue to route through Springfield / Spall or Kirschner / Harvey / Spall; both which contribute to congestion at two of the City's busiest intersections.

Evaluation Summary for Connectivity (East)

Option	Rank
1 – Improved Existing Network	4
2 – Dickson Extension	3
3 – Ritchie Extension	1
4 – Sutherland Extension	1
<i>Note: The highest rank (1) represents the best connectivity to the east; the lowest rank (4), represents the poorest</i>	

Transit /Cycling Access

Options 1 and 2 both accommodate the extension of the Sutherland Active Transportation Corridor to the heart of Landmark Centre via Dickson Ave. Dickson's existing narrow right-of-way through the core of Landmark Centre would require trade-offs between space and street elements creating a more constrained, less comfortable environment for pedestrians, transit riders and cyclists. On-street parking

would need to be removed and transit stops would need to be located outside the right-of-way pinch point. Option 1, with no connection to Spall would not facilitate cycling connections to services and the transit exchange at Orchard Plaza / Park.

Option 3, Ritchie Extension, could facilitate the extension of the Sutherland Active Transportation Corridor (via Burtch) and transit, however its located south of the densest areas of Landmark; requiring longer walking / cycling trips to access the ATC facility / transit, eroding benefits for cyclists and transit riders.

Option 4, Sutherland Extension, facilitates the extension of Sutherland ATC and transit, immediately adjacent to the densest portions of Landmark with sufficient space to appropriately accommodate transit and cycling street elements.

Evaluation Summary for Transit/Cycling Access

Option	Rank
1 – Improved Existing Network	4
2 – Dickson Extension	2
3 – Ritchie Extension	3
4 – Sutherland Extension	1
<i>Note: The highest rank (1) represents the best support of transit and cycling connectivity; the lowest rank (4), represents the poorest.</i>	

Capital Costs

Option 1, Existing Network Improvements, would have smaller capital costs due to the smaller scope of improvements. However, at and approaching the Dickson / Burtch / Sutherland offset intersection, costs would be significant. The scope and cost of a 4-Lane / dual left turn intersection would be significantly higher than proposed under Option 4, Sutherland Extension.

Option 2, Dickson Extension, would have similar capital costs to Option 4, Sutherland Extension. Both Options are about the same length and include similar intersections at each end.

Option 3, Ritchie Extension, would have significantly higher capital costs than other options due to additional major intersections (one additional major intersection) and length (25% greater than Options 2 and 4).

Option 4, Sutherland Extension, with an estimated construction cost of approximately \$10m would be higher than Option 1, similar to Option 2 and less than Option 3.

Evaluation Summary for Capital Costs

Option	Rank
1 – Improved Existing Network	1
2 – Dickson Extension	2
3 – Ritchie Extension	4
4 – Sutherland Extension	2
<i>Note: The highest rank (1) represents the lowest estimated capital costs; the lowest rank (4), represents the highest</i>	

Property

Option 1, Existing Network Improvements, would have the smallest overall property impacts, with a limited scope of work focused around the offset intersections of Dickson / Burtch and Sutherland / Burtch.

However, at the offset intersection, impacts would be significant due to widening of Sutherland, Burtch and Dickson approaching the intersection to accommodate additional turning lanes and ATC connections.

Option 2, Dickson Extension, would have significant property impacts approaching both Burtch and Spall roads, similar to Option 4. At Burtch, intersection re-alignment to the south and extension of Sutherland to the south-east impacts a number of commercial and single family properties. Approaching Spall Rd two significant commercial properties would be impacted. Utilization of Dickson Ave through Landmark Centre reduces impacts in that segment but it will reduce the performance of that segment and widening will be required just outside of Landmark Centre to accommodate some street elements.

Option 3, Ritchie Extension would have the largest property impacts. Both Options 2 and 4 utilize existing street segments (Dolphin / Dickson) to reduce property requirements versus Ritchie which requires land for the full length of its alignment, including several significant residential multi-family sites. In addition, significant widening along Burtch Rd and at the intersection of Burtch Rd and Sutherland Ave further increase impacts. Envisioned within the draft Urban Centre Plan as a roadway that was developed over time concurrent with site redevelopment, more rapid development of Ritchie Ave would be difficult.

Option 4, Sutherland Extension has similar significant property impacts as Option 2, but with additional commercial sites impacted west of Dolphin Ave. Widening along Dolphin Ave would be to the south due to structure constraints to the north. Approaching Spall Rd two significant commercial properties would be impacted.

Evaluation Summary for Property Impacts

Option	Rank
1 – Improved Existing Network	1
2 – Dickson Extension	2
3 – Ritchie Extension	4
4 – Sutherland Extension	2
<i>Note: The highest rank (1) represents the least property impacts; the lowest rank (4), represents the greatest property impacts.</i>	

Multiple Account Evaluation Summary

A summary of ranked results by account is provided below. Based on assessed values Option 4 - Sutherland Extension ranks highest with considerable advantages over the second option, Option 2 - Dickson Extension. The other two options are ranked considerably lower with Option 3 - Ritchie Extension and Option 1 - Existing Network Improvements ranked third and fourth respectively.

Option / Accounts	Alignment	Connectivity (West)	Connectivity (East)	Transit / Cycling Access	Capital Costs	Property Impacts	Total	Rank
1 – Improved Existing Network	4	4	4	4	1	1	18	4
2 – Dickson Extension	3	1	3	2	2	2	13	2
3 – Ritchie Extension	2	3	1	3	4	4	17	3
4 – Sutherland Extension	1	1	1	1	2	2	8	1
Network Option Ranking Rubric: 4= Poorest alignment with objectives - 1= Best alignment with objectives								

Option 1 – Improved Existing Network has the lowest costs and least property impacts but fails to achieve several objectives of the east-west corridor, would not effectively provide sufficient capacity or connectivity to address existing issues or support proposed densities and development and appears infeasible due to limited space between Dickson and Sutherland avenues.

Option 2 – Dickson Extension would have similar costs and property impacts as Option 4 – Sutherland Extension, however its viability is uncertain due to the proximity of its intersection with Spall Rd to Harvey Ave and its constricted right-of-way through Landmark Centre. Option 2 would also eliminate the opportunity to consider a future extension eastward, through future planning processes.

Option 3 – Ritchie Extension would have the largest capital and property impacts, its connectivity as an east-west corridor would be eroded by longer travel times through an additional offset intersection and its location south of the densest parts of Landmark, would not provide effective access for cyclists or transit.

Option 4 – Sutherland Extension would have similar costs and property impacts as Option 2 – Dickson Extension, however its alignment just south of Landmark Centre combined with connectivity at Kent Rd provides a viable alignment, with good connectivity at each end and support bringing cycling and transit to the core of Landmark. Option 4 would retain the ability to consider a future extension eastward to Midtown, through future planning processes.

Considering both the performance, costs and impacts of each of the four options, Option 4 – Sutherland Extension best addresses the transportation challenges of Landmark today and into the future while minimizing capital costs and impacts on adjacent properties.

Recommendation

Considering the above assessment, the extension of Sutherland Ave through the Landmark area continues to be the recommended transportation network option for in coordination with the other transportation strategies of the Capri-Landmark Urban Centre Plan.



Capri-Landmark Urban Centre Plan

Parks & Transportation Review

February 11, 2019



Background – Process

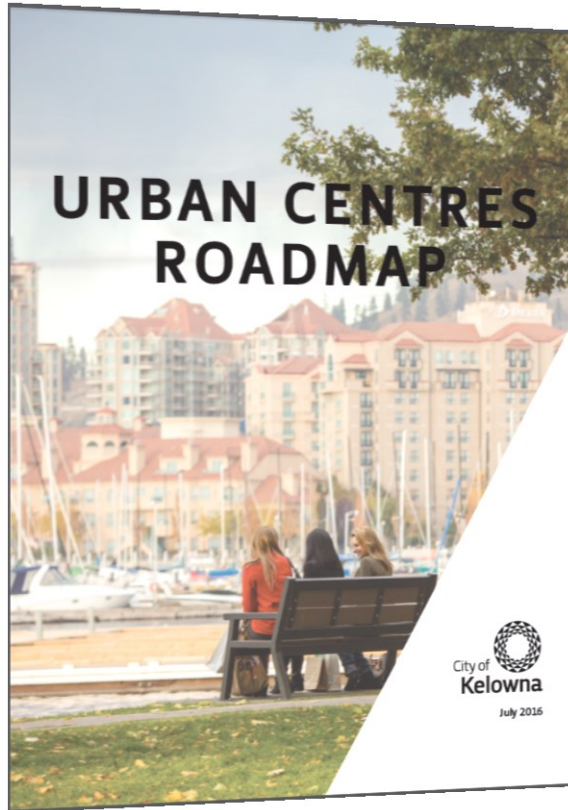
- ▶ Planning process began in early 2017
- ▶ Extensive public engagement
- ▶ Draft Plan presented September 2018
- ▶ Council deferred Plan endorsement until parks and transportation review
- ▶ Council endorsed progressive growth scenario (3.0) in Dec 2018



Background – Outline

1. Capri-Landmark Background & Objectives
2. Transportation Challenges & Approach
3. Rationale & Options
4. Network Recommendations
5. Parks Review & Recommendations
6. Conclusion

Background – Plan Rationale



- ▶ Address challenges in Landmark
- ▶ Accommodate growth in region
- ▶ Leverage Landmark's potential
- ▶ Implement Council's growth scenario direction
- ▶ Position area for revitalization

Landmark Transportation Challenges: Historic Development



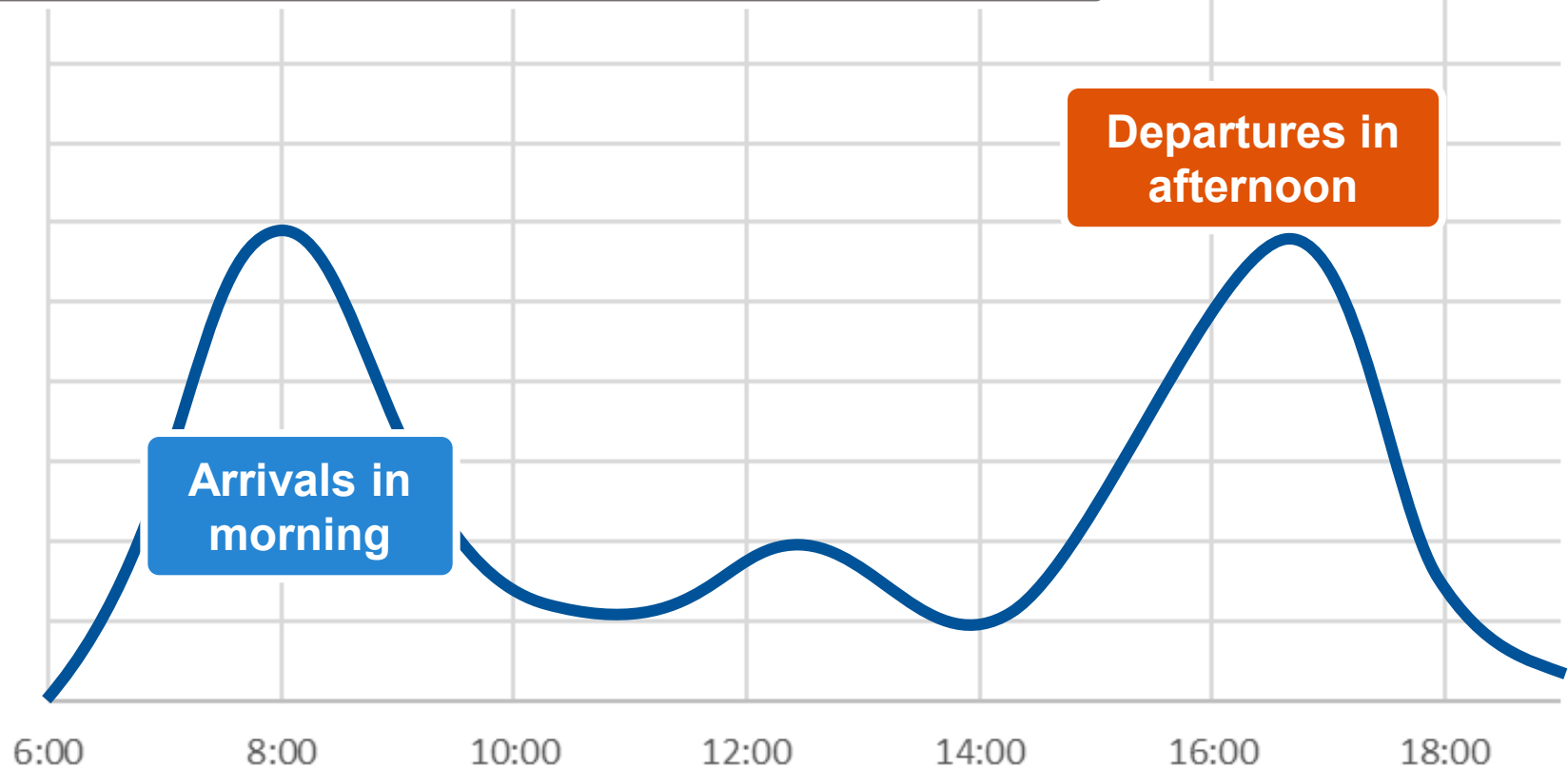
- ▶ Originally light industrial / service commercial area
- ▶ Region's most important employment centre
- ▶ Significant infrastructure shortfalls, particularly in transportation

Landmark Transportation Challenges: Concentration of Office & Parkades

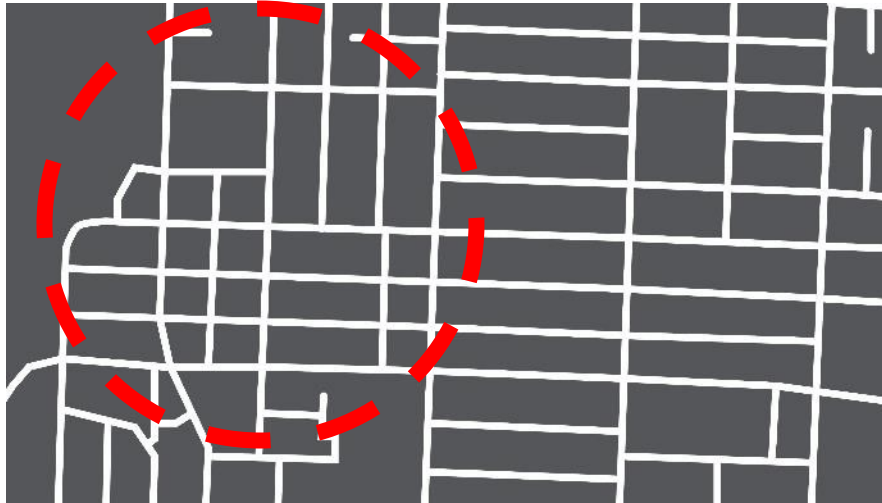


Landmark Transportation Challenges: Congestion from Commuters

Office Weekday Trip Pattern



Landmark Transportation Challenges: Limited Street Network

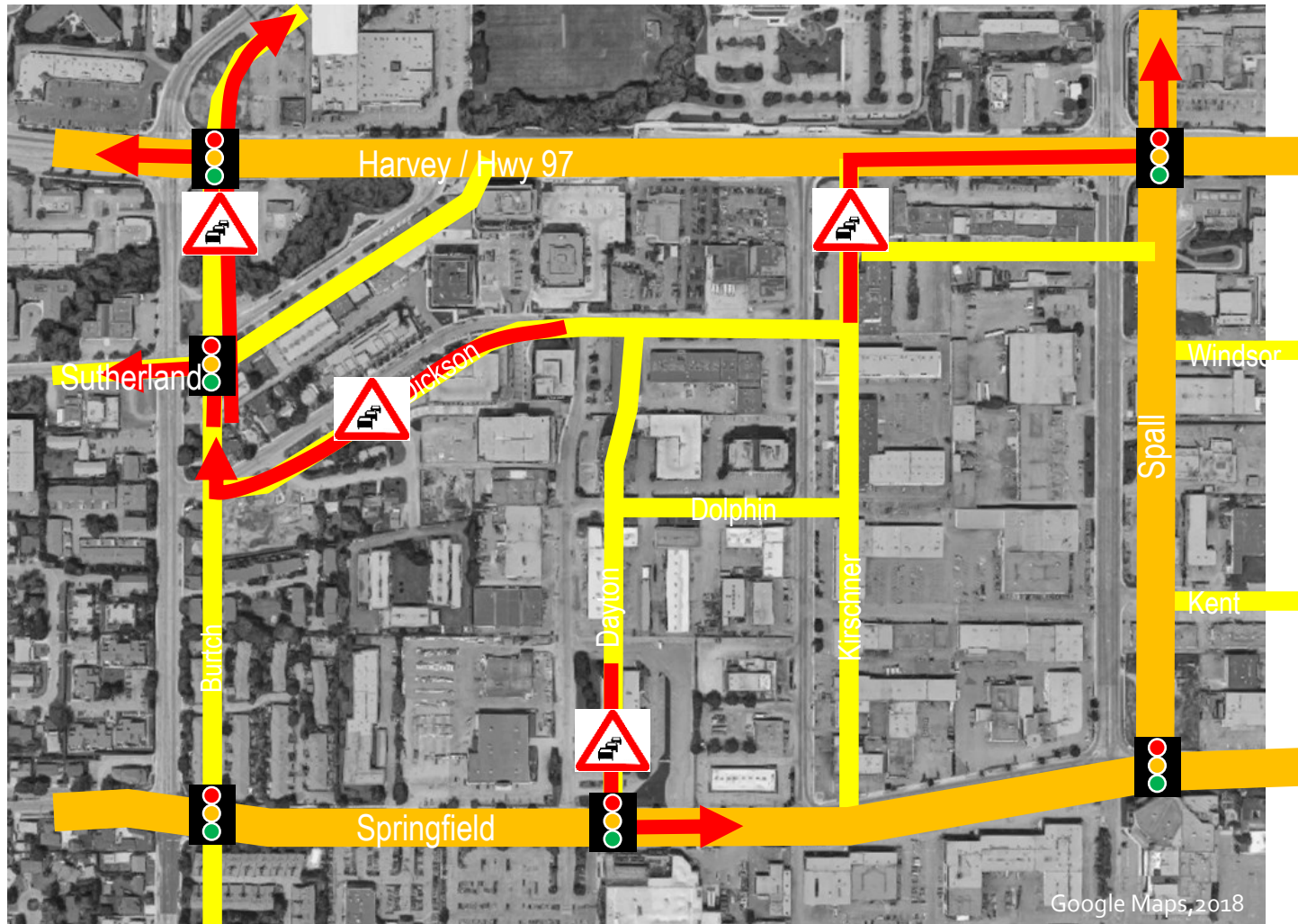


**Downtown Kelowna
Street Network**



**Landmark Street
Network**

Landmark Transportation Challenges: Access to Major Road Network



**Congestion
in PM,
when
workers
depart**

**East/west
trips
difficult**

**Limited
access to
major
roads**

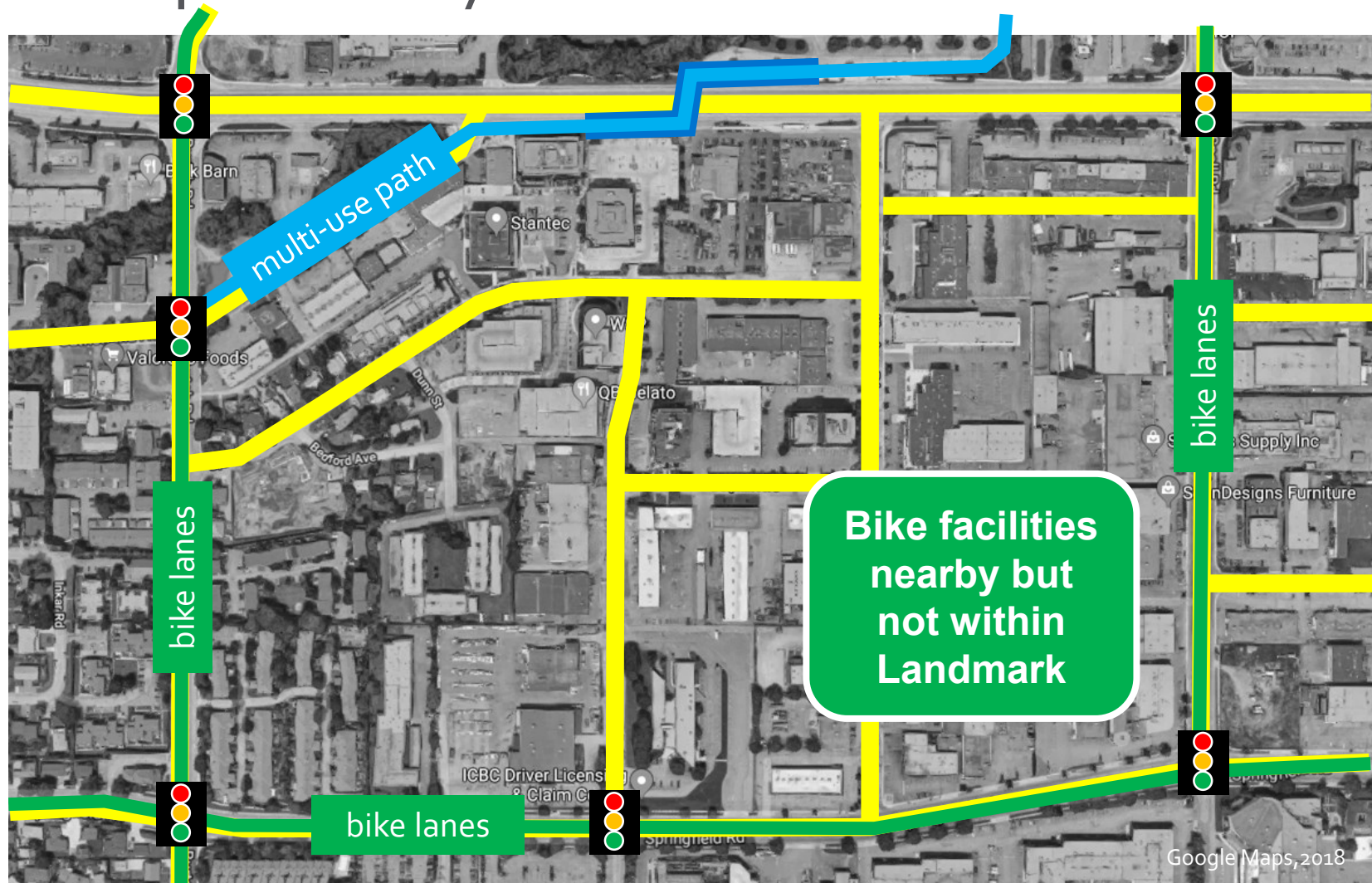
Landmark Transportation Challenges: Poor Walkability



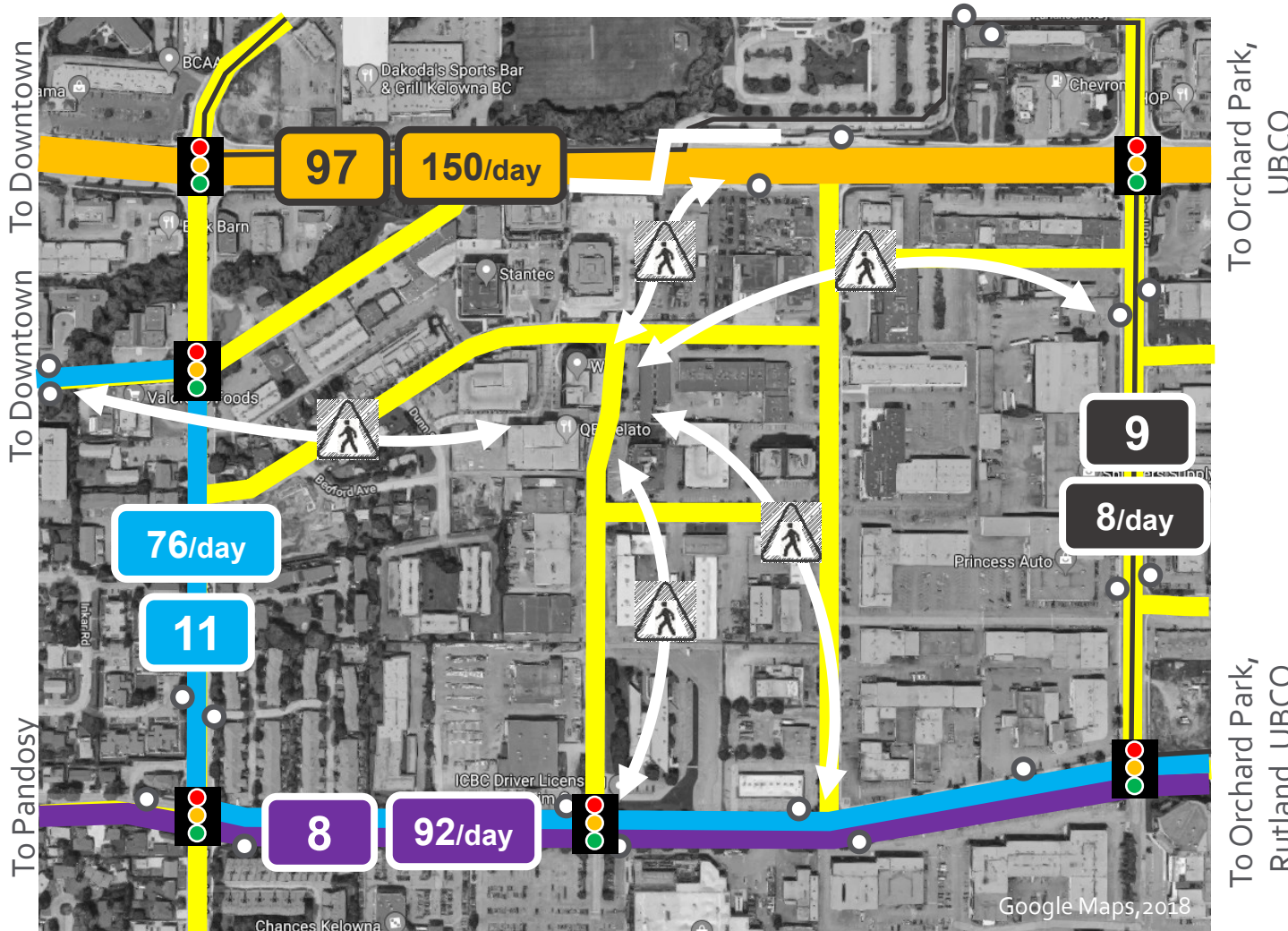
A complete, accessible and comfortable pedestrian network is important if you want people to walk.

Make walking enjoyable.

Landmark Transportation Challenges: Incomplete Bicycle Network



Landmark Transportation Challenges: Access to Transit



**Near the
City's best
transit
routes.**

**Difficult to
access -
missing
sidewalks
& street
crossings**

**Few
amenities
or shelters
at stops.**

Landmark Area Transportation Opportunities



The Capri-Landmark Plan creates an opportunity to build on the strengths of the area, while addressing the transportation challenges of Landmark.



Key Transportation Strategies



- ▶ **Rebalance Land Use:** Increase residential / non-office land uses
- ▶ **Strengthen Street Network:** Improve east-west connectivity & increase road capacity
- ▶ **Shift Behaviour:** Enhance viability of alternative travel modes by investing in pedestrian / cycling and transit

Rebalance Land Uses in Landmark

- ▶ Shift to live-work district
- ▶ Add 3,000-4,000 new residents
- ▶ Capitalize on 3,500 office workers
- ▶ Add shops & services within walking distance



Strengthen the Street Network in Landmark

- ▶ Improve challenging intersections
- ▶ Make it easier to get in and out of the area
- ▶ Provide road capacity for 2040 growth
- ▶ Improve connectivity (Burtch Rd to Spall Rd)



Shift Transportation Behaviour in Landmark



- ▶ Bring transit service to heart of Landmark
- ▶ Provide an ATC that links Capri to Landmark
- ▶ Enhance walkability
- ▶ Improve pedestrian routes & crossings

Urban Centre Plan

Alternative Alignments Considered

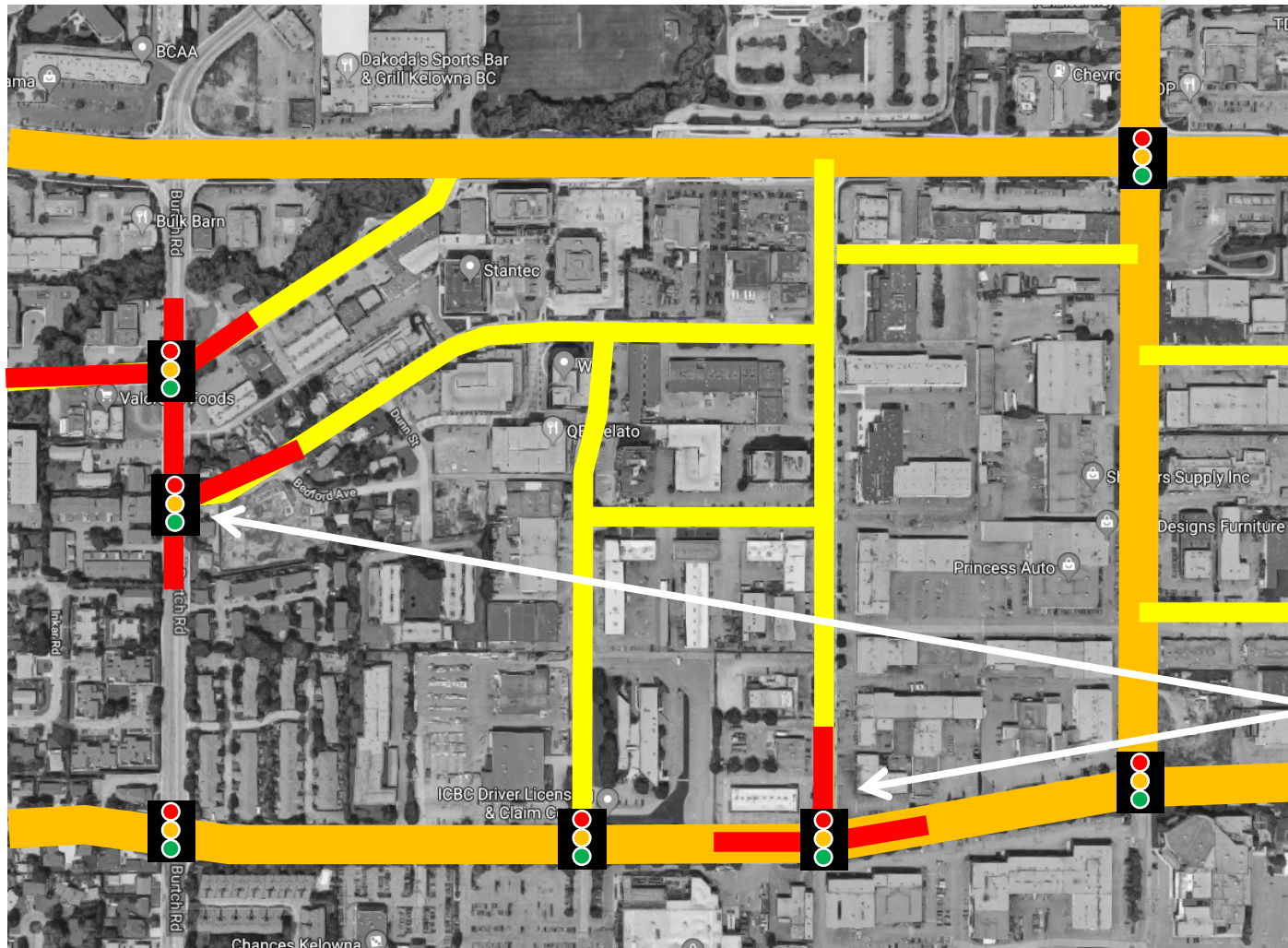
Alternative east-west connections across Landmark.

- Existing Network
- Extend Dickson
- Extend Ritchie
- Extend Sutherland



Landmark Network Options

Existing Network – Option 1



**Little ability
to improve
capacity.**

**East/west
trips stay
on Harvey /
Springfield**

**Improve
access to
major
roads.**

Landmark Network Options

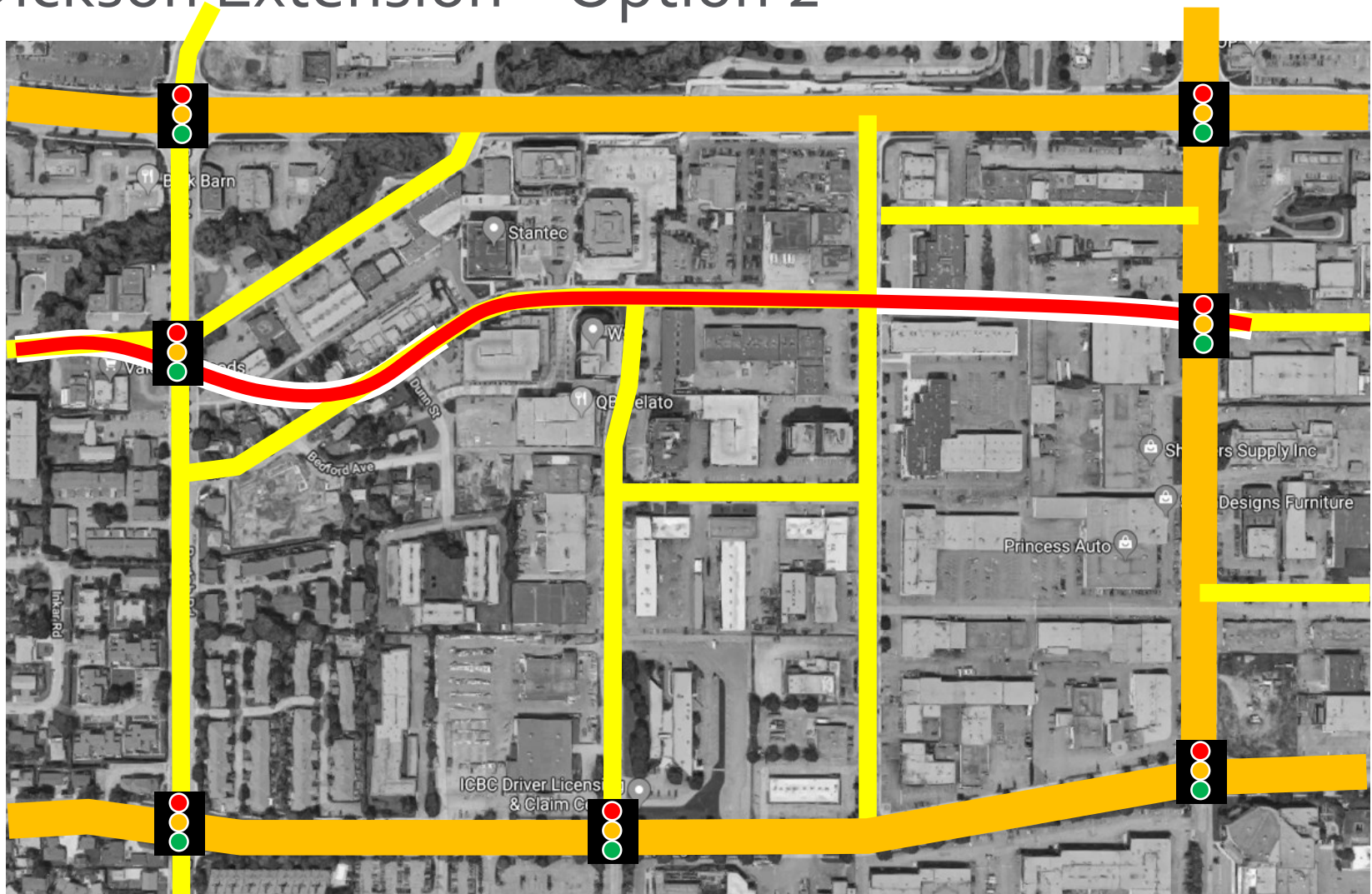
Existing Network

Overall		Limited opportunities to improve vehicle, transit and cycling capacity / connections; will not support proposed densities and growth.
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Criteria	Score	Comments
Connection (West) to Burtch /Sutherland	--	Dickson/Burtch signal provides some east-west connectivity but feasibility unlikely due to close spacing between Sutherland / Dickson.
Landmark Alignment	--	Does not provide continuous east-west connection through Landmark.
Connection (East) to Spall/Kent	--	No connection to Spall; trips route via Springfield / Harvey. No flexibility to connect eastward along Kent in future.
Transit / Cycling access to Landmark	--	Extension of Sutherland ATC/transit would require widening of Burtch, Dickson. No cycling access to Spall, Kent or services/transit exchange at Orchard Park. No transit in Landmark Centre.
Capital Costs / Property Impacts	++	Lowest capital costs. Property impacts limited to intersection approaches to Burtch / Dickson / Sutherland

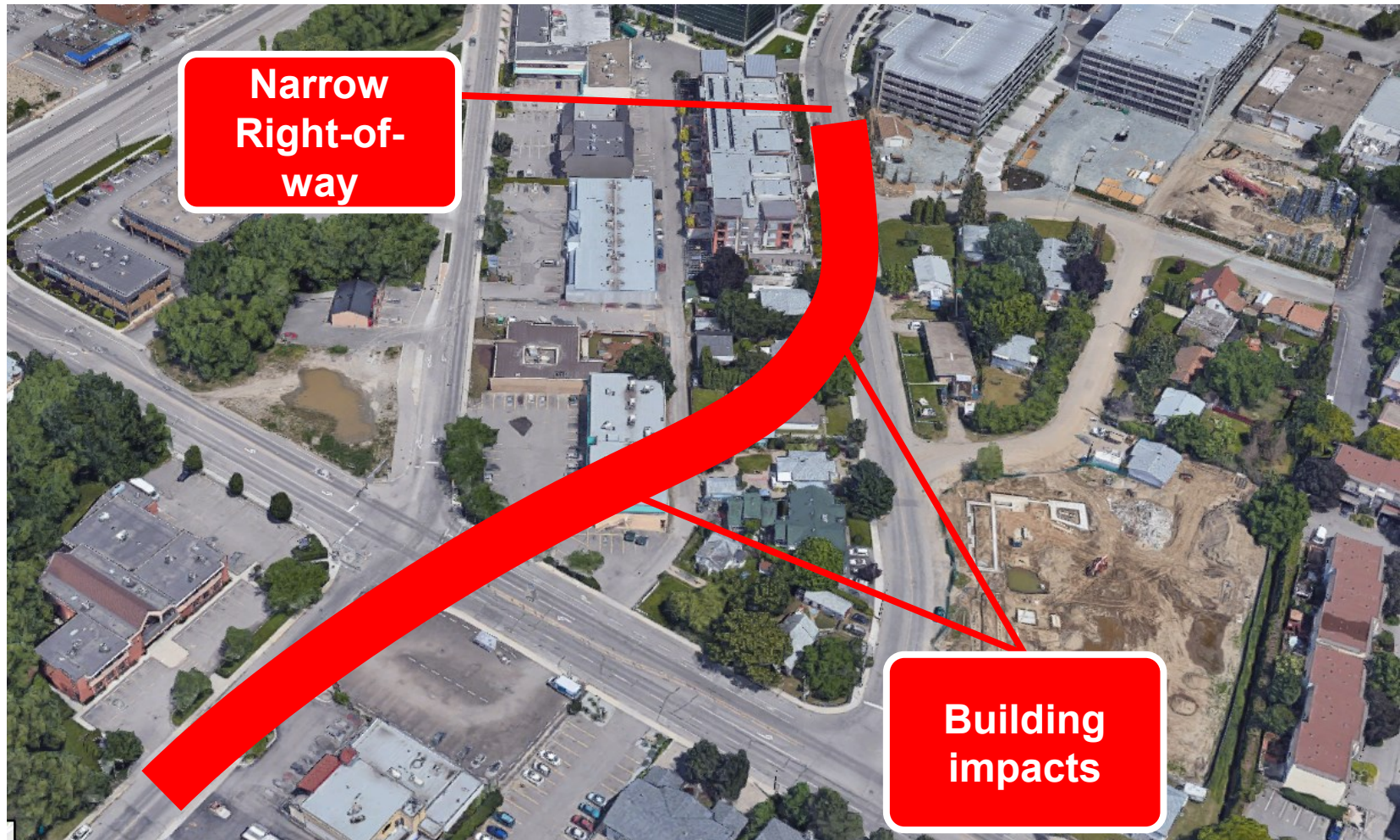
Landmark Network Options

Dickson Extension – Option 2



Landmark Network Options

Dickson Extension




Landmark Network Options

Dickson Extension



Landmark Network Options

Dickson Extension

Overall		Similar property impacts to Sutherland Ext with poorer performance, particularly at east end of corridor.
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Criteria	Score	Comments
Connection (West) to Burtch /Sutherland	++	Continuous extension of Sutherland through single intersection with Burtch.
Landmark Alignment	--	Alignment east-west through centre of Landmark challenged by tight curves and narrow constrained right-of-way.
Connection (East) to Spall/Kent	--	Spacing between Spall/Windsor and Harvey intersections may not be viable. Poor cycling connection to services/transit at Orchard Plaza/Park. No option to extend eastward in the future.
Transit / Cycling access to Landmark	-	Narrow right-of-way through Landmark will make extending Sutherland ATC and transit challenging.
Capital Costs / Property Impacts	-	Significant property impacts on several larger industrial/commercial buildings. Capital costs similar to Sutherland Extension.

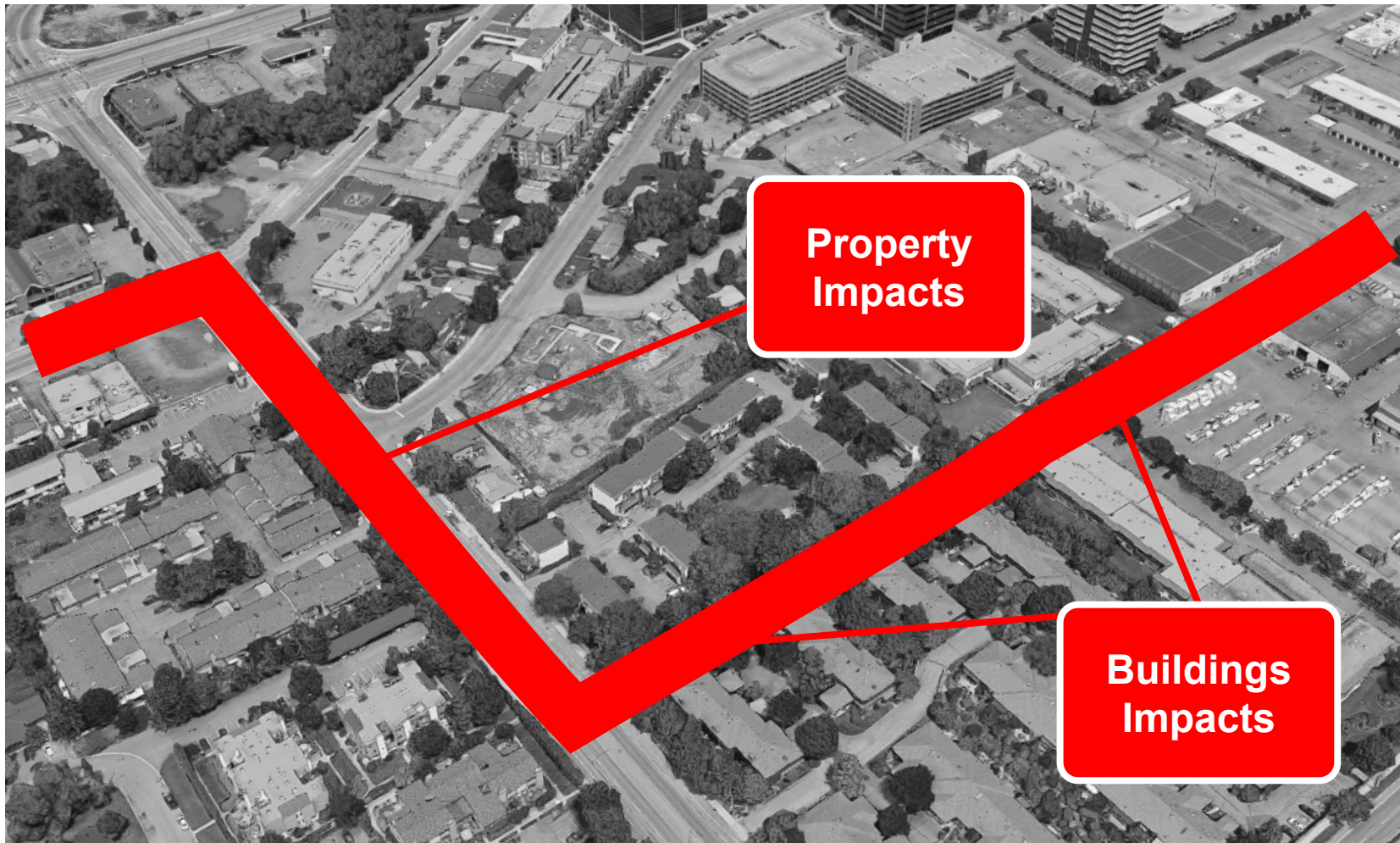
Landmark Network Options

Ritchie Extension – Option 3



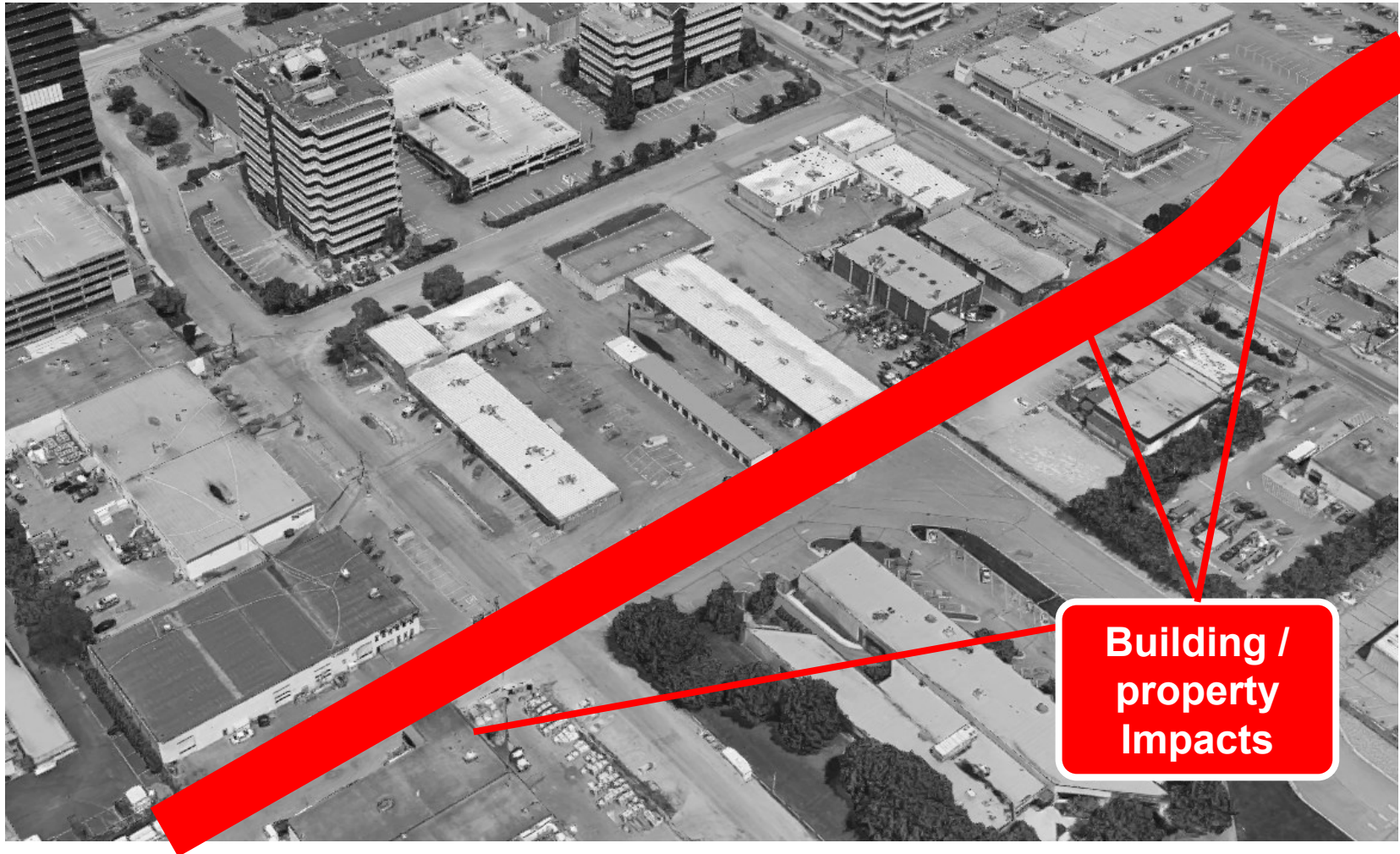
Landmark Network Options

Ritchie Extension



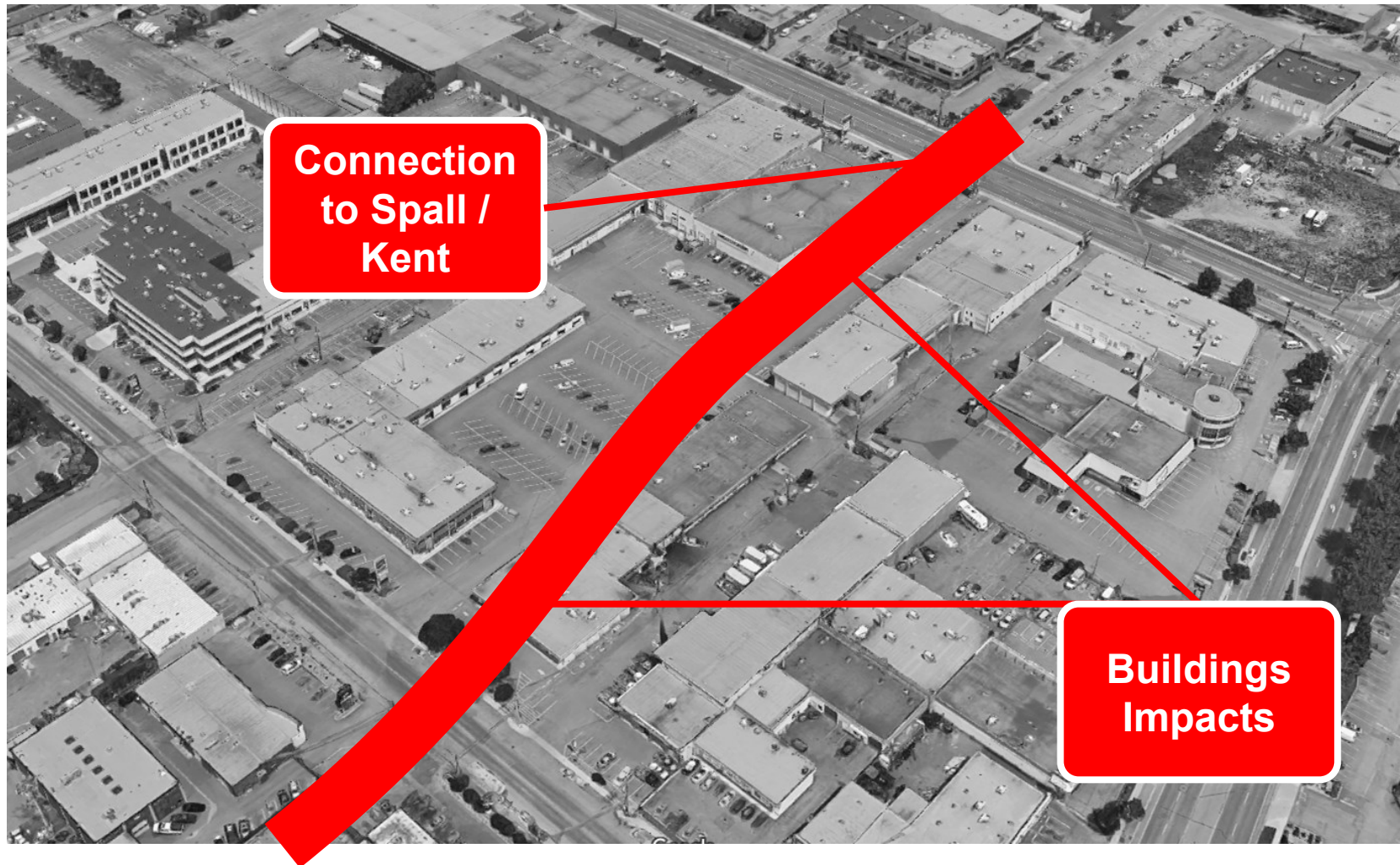
Landmark Network Options

Ritchie Extension




Landmark Network Options

Ritchie Extension



Landmark Network Options

Ritchie Extension

Overall		Poor east-west connectivity through two offset intersections. Not adjacent to Landmark Centre. Largest property impacts, including residential.
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Criteria	Score	Comments
Connection (West) to Burtch /Sutherland	-	Connection to Sutherland via two offset intersections on Burtch.
Landmark Alignment	-	Continuous alignment, via offset intersections, but located south of Landmark Centre's density and employment.
Connection (East) to Spall/Kent	++	Spall/Kent intersection - close to Springfield. Direct cycling connection to services/transit at Orchard Plaza/Park. Retains option to extend Kent east in the future.
Transit / Cycling access to Landmark	--	Alignment too far south of employment at Landmark Centre to benefit rerouting cycling/transit.
Capital Costs / Property Impacts	--	Largest capital costs and property impacts including industrial, commercial and residential properties along Ritchie and Burtch.

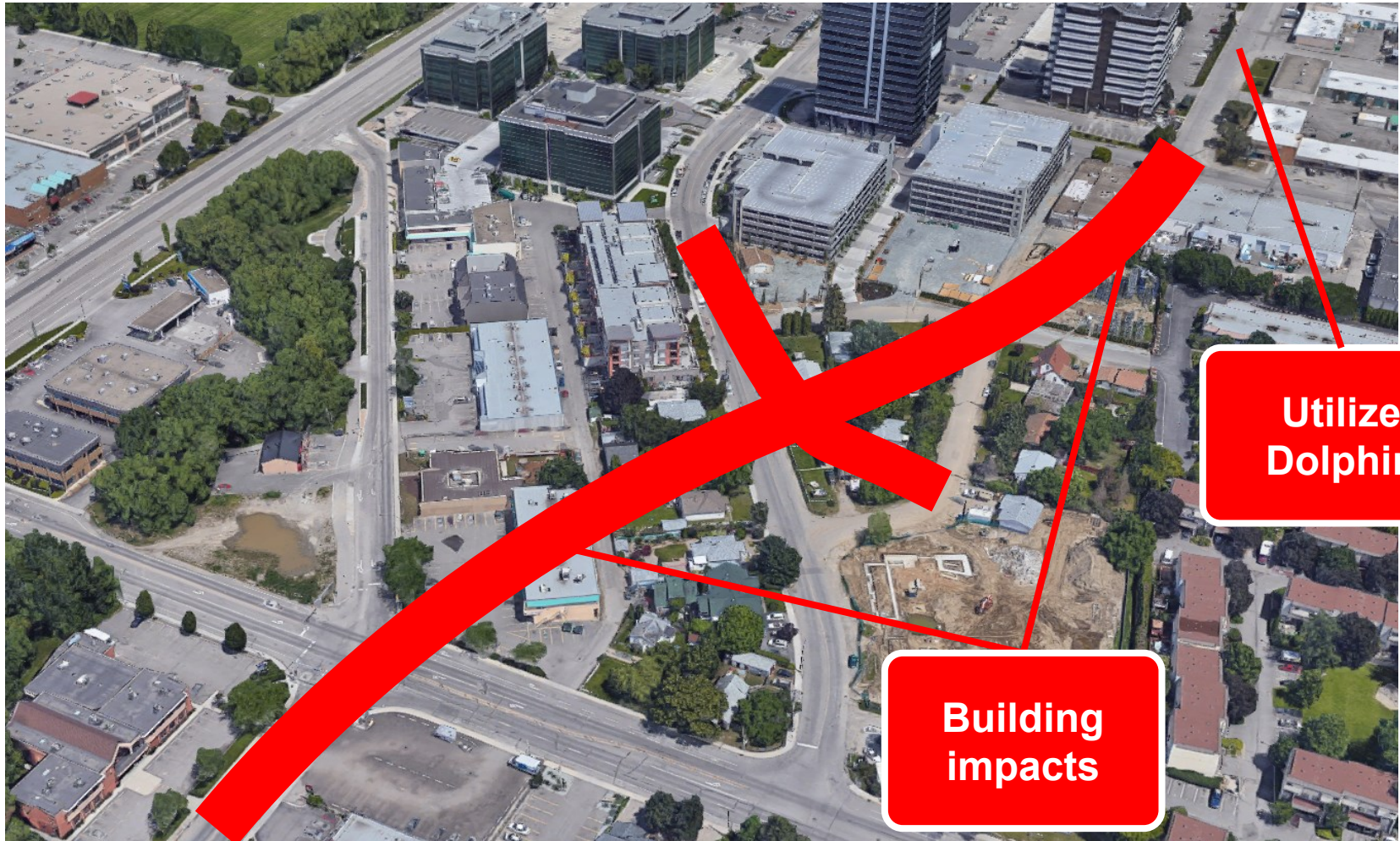
Landmark Network Options

Sutherland Extension – Option 4



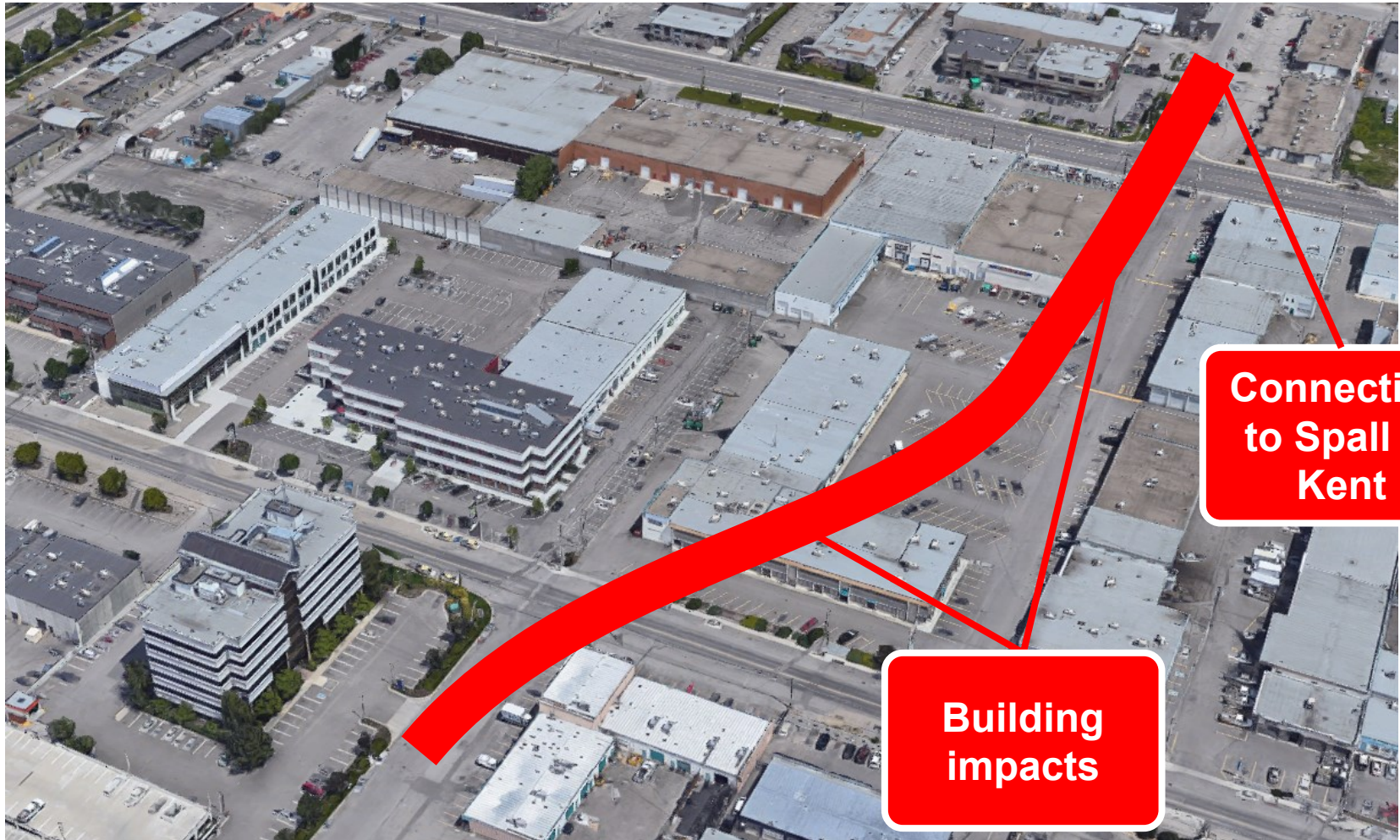
Landmark Network Options

Sutherland Extension




Landmark Network Options

Sutherland Extension


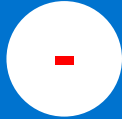




Landmark Network Options

Sutherland Extension

Overall		Improved vehicle, transit and cycling capacity and connections projected to support Urban Centre densities and growth.
Criteria	Score	Comments
Connection (West) to Burtch /Sutherland	++	Continuous extension of Sutherland through single intersection at Burtch.
Landmark Alignment	++	Continuous east-west alignment through Landmark, adjacent to densest employment within Landmark Centre with room to accommodate vehicles, pedestrians, bicyclists and transit.
Connection (East) to Spall/Kent	++	Spall/Kent intersection - close to Springfield. Direct cycling connection to services/transit at Orchard Plaza/Park. Retains option to extend Kent east in the future.
Transit / Cycling access to Landmark	++	Facilitates extension of Sutherland ATC and transit through Landmark and eastward.
Capital Costs / Property Impacts	-	Significant property impacts on multiple older industrial/commercial properties could be reduced through redevelopment. Constr. cost of \$107.73

Landmark Network Options -Summary

Existing Network		Limited opportunities to improve vehicle, viability unlikely, transit and cycling capacity / connections will not support proposed densities and growth.
Dickson Extension		Similar property impacts to Sutherland with poorer performance, particularly at east end of corridor.
Ritchie Extension		Poor east-west connectivity through two offset intersections. Not adjacent to Landmark Centre. Largest property impacts, including residential.
Sutherland Extension		Improved vehicle, transit and cycling capacity / connections support Urban Centre densities and growth. Similar property impacts to Dickson Ext.

Value of Parks



- ▶ Encourages active lifestyles
- ▶ Increases social interaction
- ▶ Provides a 'green lung' in dense urban centres
- ▶ Attracts further development and private investment

"We all benefit when everyone in the community has access to economic, recreational and social opportunities." – Imagine Kelowna

Active Park Types

City-wide Parks

Parks of special significance

City-wide provision

0.6ha per 1,000 pop. growth



Parkinson Recreation Park



Boyce-Gyro Beach Park

Recreational Parks

City-wide distribution

0.6ha per 1,000 pop. growth

Active Park Types

Community Parks

12,000 residents within 3Km
0.4ha per 1,000 pop. growth



Gerstmar Neighbourhood Park



Ben Lee Community Park

Neighbourhood Parks
2,000 residents within 5 mins walk
0.6ha per 1,000 pop. growth

Passive Park Types

Linear Parks

Currently not funded through DCCs
Popular for hiking, cycling, dog-walking
& environmental protection
Six linear park priorities identified



Mill Creek – North of Pacific Court Park



Mill Creek – Lindahl Road & Pacific Court

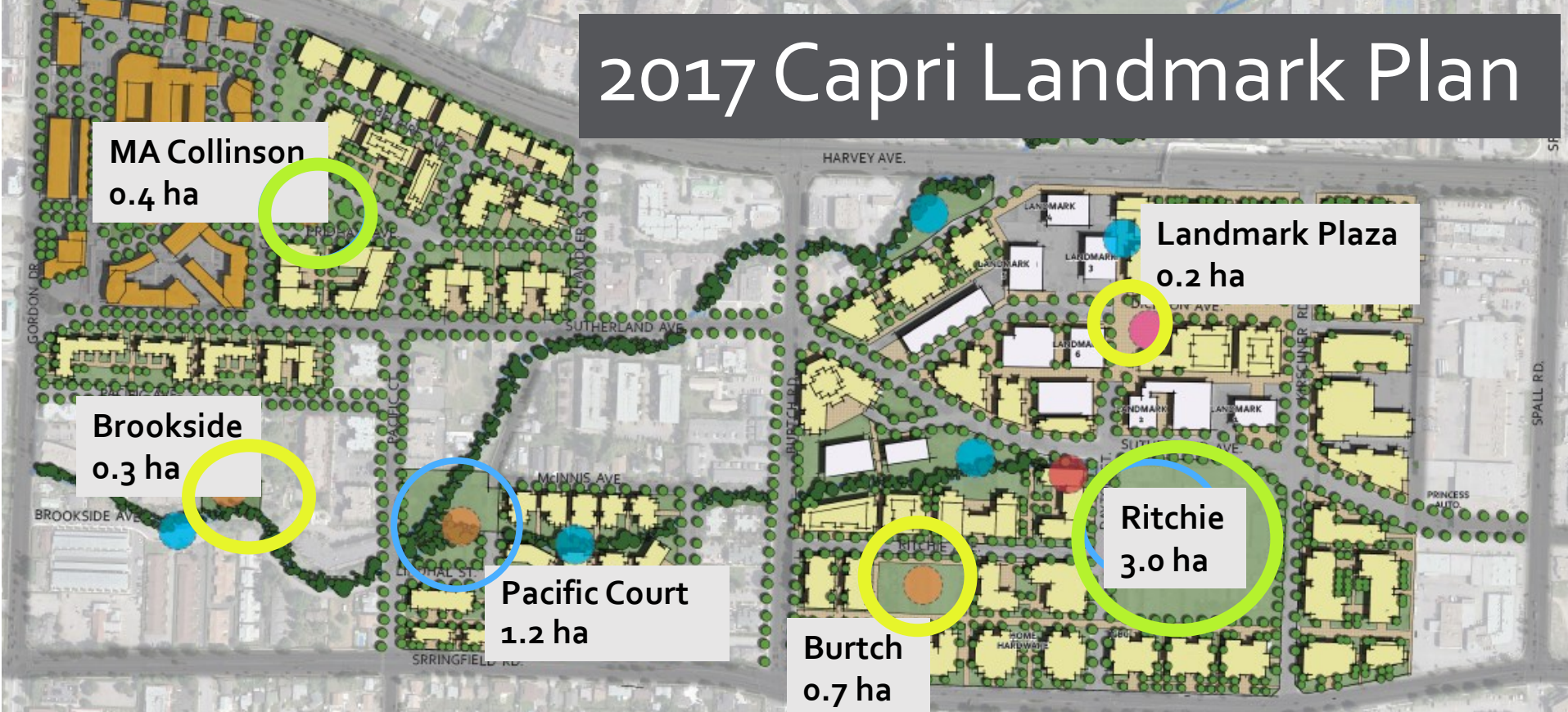
Existing & Transformation



*"To be a great city
we need great
public gathering
places like parks,
plazas and
community
centres where
people can meet
and connect with
others."*

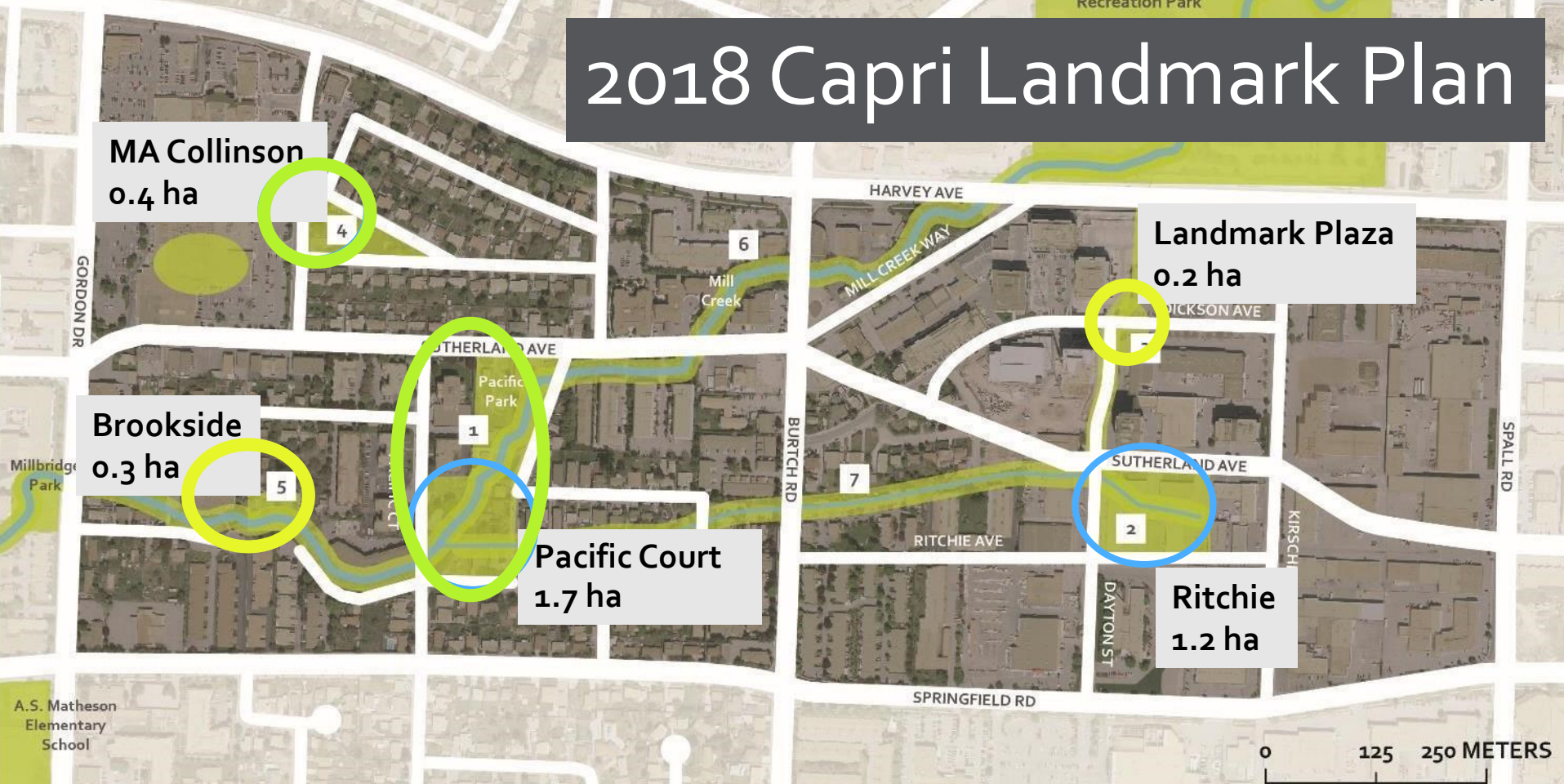
- Imagine Kelowna

2017 Capri Landmark Plan



- *Community & Neighbourhood Parks target area – 8.0 ha*
- *Proposed Community & Neighbourhood park area – 5.8 ha, 72% of City standard*
Pacific Court remains,
Ritchie & MA Collinson increased,
Landmark, Burtch & Brookside added

2018 Capri Landmark Plan

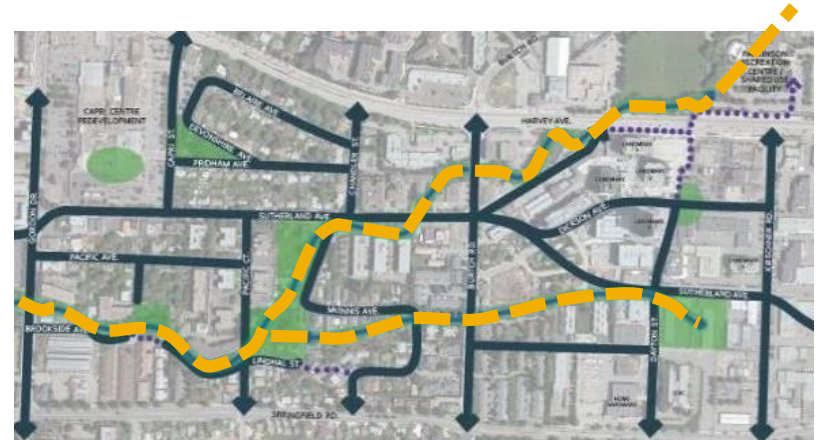


- *Community & Neighbourhood Parks target area – 8.0 ha*
- *Proposed Community & Neighbourhood park area – 4.0 ha, 50% of City standard
Ritchie remains as 2030 OCP,
Pacific Court & MA Collinson increased,
Landmark & Brookside added*

Parks Improvement Strategy



Linear parks:
Mill Creek corridor
Ritchie Brook corridor



Parks Improvement Strategy



Urban parks
Higher standards
Increased amenities
Intensive uses



Parks Improvement Strategy

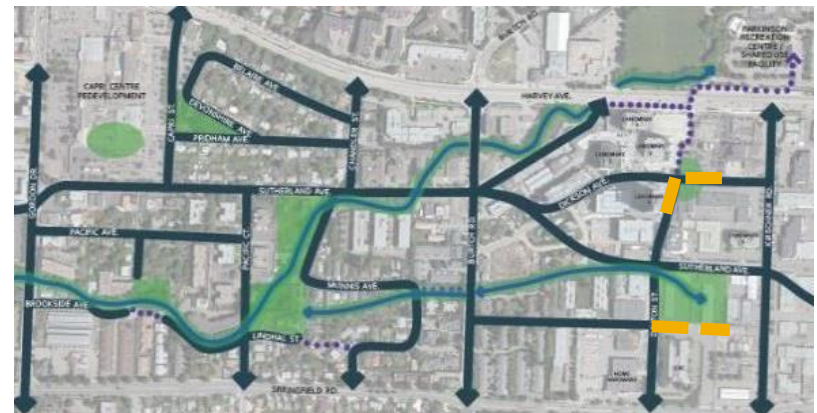


Shared streets

Out of hours closure

Community events

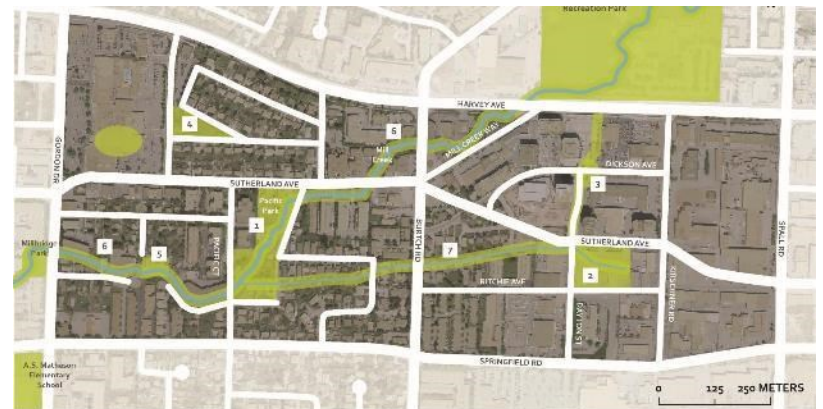
Flexible uses

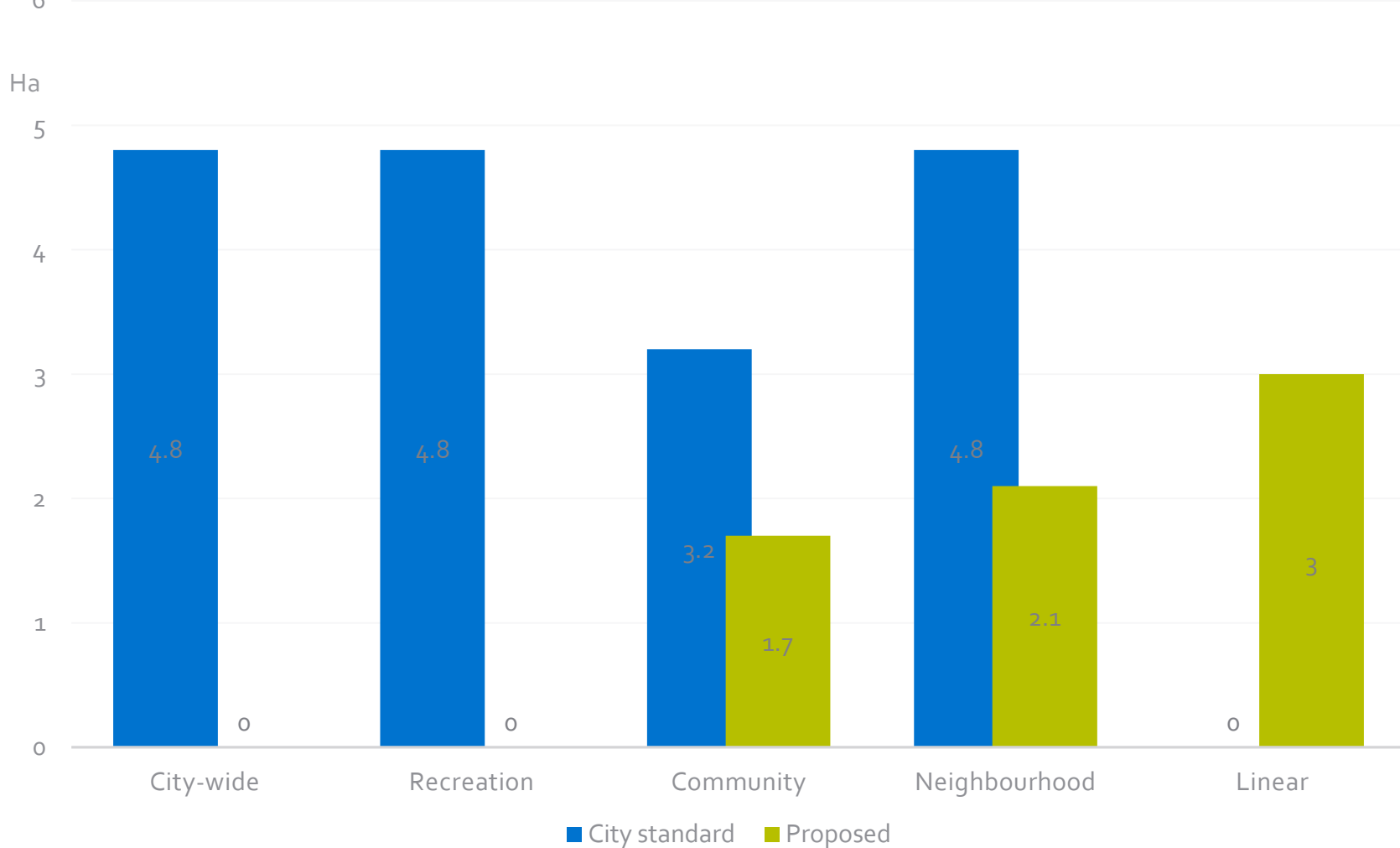


Parks Improvement Strategy



Pocket parks & private plazas
Intimate, small scale
Limited amenities
Encouraged through development





- *Linear parks*
- *Increased urban park amenities*
- *Shared streets*
- *Pocket parks*

Conclusion

- ▶ Plan is central to growth strategy
- ▶ Position area for success with 3 levers
- ▶ Re-balance land use
- ▶ Strengthen street network
- ▶ Shift transportation behaviour
- ▶ Plan represents a cost-effective investment
- ▶ Recommended option offers least cost for greatest long-term benefit

