

City of Kelowna

Regular Council Meeting

AGENDA



Monday, August 28, 2017

10:00 am

Council Chamber

City Hall, 1435 Water Street

Pages

1. Call to Order

2. Confirmation of Minutes

2 - 3

Regular AM Meeting - August 14, 2017

3. Reports

3.1 Capri-Landmark Plan – Concept Plan Options

60 m

4 - 53

To present an update on the planning process of the Capri Landmark Urban Centre Plan and for Council to endorse the preferred Concept Plan in order for further detailed concept and feasibility planning to proceed.

4. Resolution Closing the Meeting to the Public

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

- Position Appointment

5. Adjourn to Closed Session

6. Reconvene to Open Session

7. Issues Arising from Correspondence & Community Concerns

7.1 Mayor Basran, re: Issues Arising from Correspondence

30 m

8. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, August 14, 2017
 Location: Knox Mountain Meeting Room (#4A)
 City Hall, 1435 Water Street

Members Present Deputy Mayor Luke Stack, Councillors Ryan Donn, Gail Given, Tracy Gray, Charlie Hodge and Mohini Singh

Members Absent Mayor Colin Basran, Councillors Maxine DeHart and Brad Sieben

Staff Present City Manager, Ron Mattiussi; City Clerk, Stephen Fleming, Divisional Director, Infrastructure, Alan Newcombe*; Urban Planning Manager, Terry Barton*; Park & Landscape Planner, Lindsay Clement; Legislative Coordinator (Confidential) Arlene McClelland

(* denotes partial attendance)

1. Call to Order

Deputy Mayor Stack called the meeting to order at 10:35 a.m.

2. Confirmation of Minutes

Moved By Councillor Hodge/Seconded By Councillor Gray

R617/17/08/14 THAT the Minutes of the Regular AM Meeting of July 24, 2017 be confirmed as circulated

Carried

3. Reports

3.1 Long Term Shoreline Plan – Mission Creek Area

Staff:

- Displayed a PowerPoint presentation summarizing the long term Shoreline Plan, strategy and engagement process for the Mission Creek Area and responded to questions from Council.

Council:

- Suggested Groups to be included in the engagement process.

Moved By Councillor Given/Seconded By Councillor Hodge

R618/17/08/14 THAT Council receive for information the report of the Park and Landscape Planner, dated August 14th, 2017 with respect to the status of the Mission Area Long Term Shoreline Plan;

AND THAT Council confirm the vision for the foreshore in this area;

AND THAT Council directs staff to secure foreshore treatment through current development application approvals;

AND THAT Council directs staff to proceed with a stakeholder engagement process as outlined in the report.

Carried

4. Resolution Closing the Meeting to the Public

Moved By Councillor Given/Seconded By Councillor Singh

R619/17/08/14 THAT this meeting be closed to the public pursuant to Section 90(1) (e) of the Community Charter for Council to deal with matters relating to the following:

- Acquisition, Disposition or Expropriation of Land or Improvements

Carried

5. Adjourn to Closed Session

The meeting adjourned to a closed session at 11:16 a.m.

6. Reconvene to Open Session

The meeting reconvened to an open session at 12:19 p.m.

7. Issues Arising from Correspondence & Community Concerns

There were no issues arising from correspondence.

8. Termination

The meeting was declared terminated at 12:19 p.m.

Deputy Mayor

/acm

City Clerk

Report to Council



Date: August 28, 2017
File: 1200-70
To: City Manager
From: Ross Soward, Planner Specialist
Subject: Capri-Landmark Plan – Concept Plan Options

Recommendation:

THAT Council receives, for information, from the Planner Specialist dated August 28, 2017, with respect to the Concept Plan options for the Capri-Landmark Plan.

THAT Council directs staff to refine Concept Plan 2 as the preferred plan direction as outlined in the report from the Planner Specialist dated August 28, 2017.

AND THAT Council directs staff to further study the feasibility of the Daylighting Ritchie Brook as part of refinement of Concept Plan 2 as outlined in the report from the Planner Specialist dated August 28, 2017.

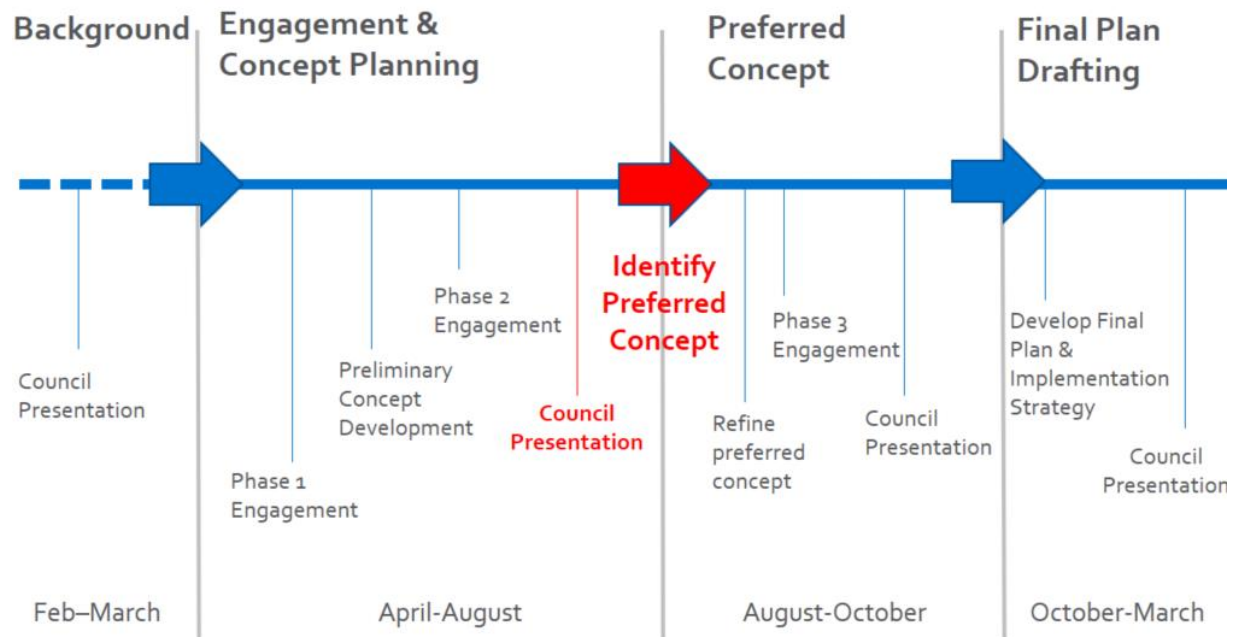
Purpose:

To present an update on the planning process of the Capri Landmark Urban Centre Plan and for Council to endorse the preferred Concept Plan in order for further detailed concept and feasibility planning to proceed.

Background:

Kelowna's urban centres have the opportunity to deliver the density, walkability and quality of life that are increasingly linked to growth, innovation, and private sector investment. The Capri-Landmark Urban Centre is facing significant development pressure, but currently lacks the detailed planning needed to guide future development and infrastructure investment. The Urban Centre Plan will determine future land use policies and infrastructure requirements to ensure future growth results in the development of a successful urban centre. Over the last six months' staff have built upon the direction of the *Urban Centres Roadmap* (UCR), consulting with the public and key stakeholders to develop two Concept Plan options that will guide development and position the area for long-term success.

Planning process



Urban Centres Roadmap

The City's *Urban Centres Roadmap* (UCR) principles were endorsed by Council as key ingredients of successful urban centres. A corresponding series of performance targets were developed to measure the impact of the principles on the ground. As part of the Capri-Landmark engagement process, the public ranked the top 3 principles for Capri-Landmark as: *Make it walkable*, *Places for people*, and *Going green*. The Concept Plan options in this report balance the direction from the UCR principles and targets alongside community feedback, technical analysis and context of the area.

Urban Centres Roadmap Planning Principles

Mix it up: Promote vitality through a mix of land uses

Places for people: Encourage building and street proportions that are inviting for people

Healthy Housing Mix: Ensure a diversity of housing types

Social spaces: Establish flexible public spaces that promote social interaction

Placemaking: Promote local character and sense of place

Going green: Design for environmental resilience

People first transportation: Prioritize alternative transportation options and connections

Make it Walkable: Streets & blocks that are walkable & comfortable for all pedestrians

Concept Plans

After community engagement and technical analysis, two preliminary concept plans were developed. Because both Concept Plan options respond to the existing strengths and challenges, OCP policies and the UCR principles and targets, there are a number of elements that are consistent across both plans that are listed below.

Key features common to both concept plans:

- Redevelopment of Capri Centre as mixed-use/work-live community with 1,000 residential units by 2040
- Enhanced Pacific Park (integrate adjacent city-owned lots)
- Expansion of Mill Creek Linear Park from Gordon Dr to Burtch Rd
- Redevelopment of the Parkinson Recreation Centre as shared-use facility
- Introduce an improved east-west transportation connection from Burtch Rd to Spall Rd
- Extend Pacific Ct north from Sutherland Ave to Belaire Ave
- Focus mixed-use high-density development east of Landmark towers along Dickson Ave
- Maintain service commercial development along Spall Road and Springfield Road
- Establish sidewalks on both sides of all primary and secondary streets in the area
- Retrofit Sutherland Ave from Gordon Drive to Burtch Rd as the primary Cycling Route and Active Transportation Corridor (ATC)
- Establish “main street” areas to focus ground-oriented retail with enhanced pedestrian areas
- Develop an active transportation connection from the Parkinson Recreation Centre pedestrian overpass to Dickson Ave
- Establish a local east-west street for the southern half of Landmark area

In addition to the common elements described, each Concept Plan option has its own unique features that would have different impacts on the overall build-out of the urban centre.

Concept 1

Concept 1 takes a less aggressive approach to densification, maintaining the low and medium density residential character of Capri. However, significant densification is proposed within the Landmark area. The 2040 projected build-out of Capri-Landmark is 9,670 people and 4,796 jobs. Concept 1 realigns Sutherland Ave to connect with Dickson Ave. Concept 1 also has a less ambitious approach to parks and public spaces with fewer spaces allocated to parks and public plazas.

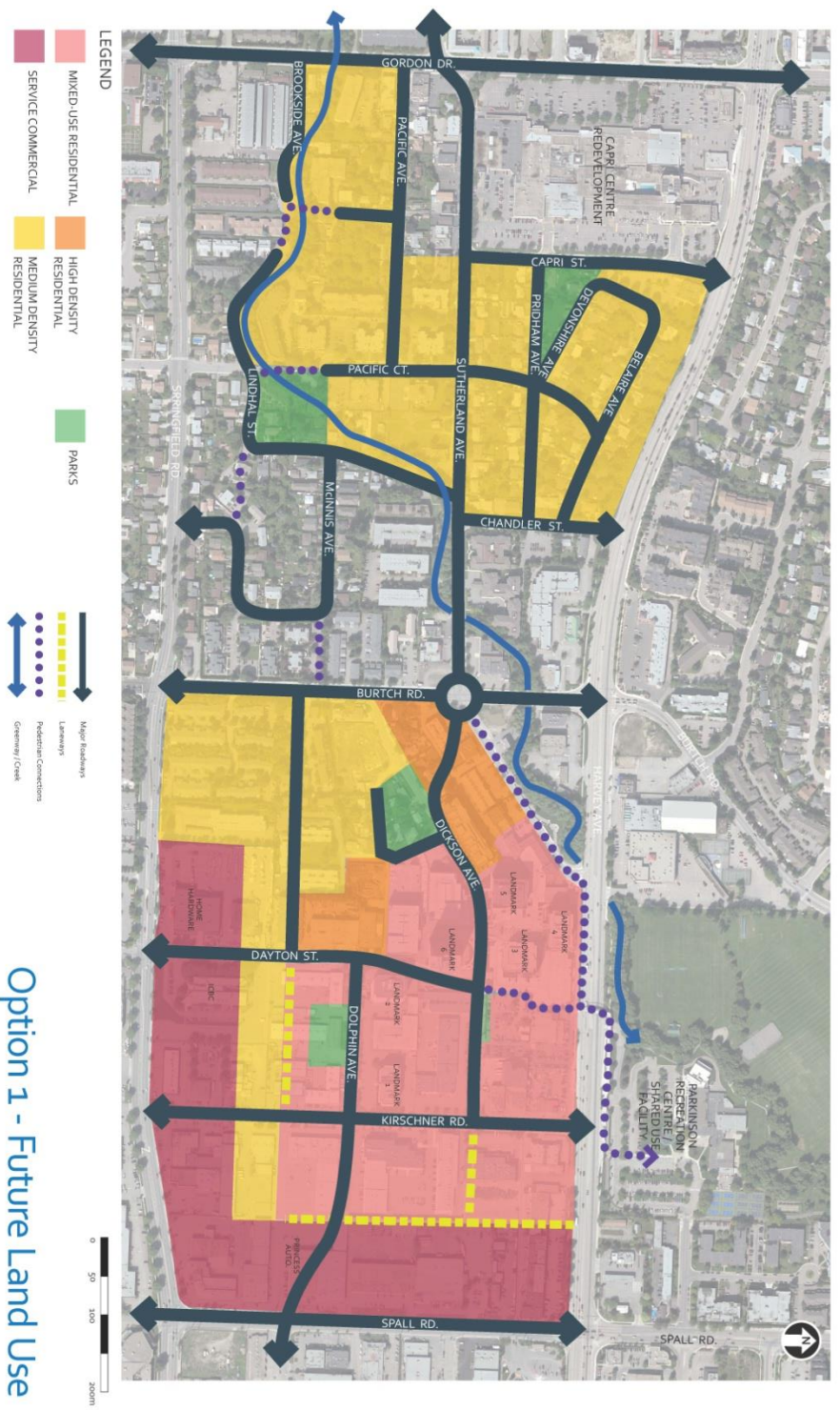
Unique Features

1. Medium density residential in Belaire Ave / Pridham Ave area
2. Ground-oriented retail on Sutherland Ave south of Capri Mall & public square in Landmark
3. Realign Sutherland Ave to connect to Dickson Ave, upgrade intersection at Burtch Rd
4. Develop a “shared street” north of public square at Dolphin Ave & Dayton St
5. Dickson Ave as a primary cycling route through Landmark
6. Bicycle boulevard from Gordon Dr to Burtch Road through Brookside and McInnes Ave

7. Develop a public square as signature public space in Landmark at Dayton St and Dolphin Ave
8. Small neighbourhood park in Dickson Ave area close to existing multi-family residential areas.

The preliminary order of magnitude costing (capital costs) for the parks, public spaces and key transportation improvements are estimated at \$19,000,000. Note that a further breakdown of the costing is included in 'Attachment D'. The order of magnitude costing information is preliminary and will be updated as the concept plan(s) are refined and key project information becomes available. Overall, the costing information is primarily intended to be used as a high level comparison of the two concepts plan options.

Strengths	Challenges
Less impact of development on established areas in Capri area (Pridham)	Lower density and employment target for full build-out of area
Less impact on landowners, results in the development of a signature urban square	Limited diversity of public spaces and less green spaces
Lower costs associated with land acquisition for transportation network (realign Sutherland Ave to Dickson Ave)	Lacking organizing feature that could define the character and identity of the area
Lower impact on Capital Plan for transportation improvements and public space improvements	Larger block sizes and lower levels of connectivity and walkability



Capri-Landmark Plan

Concept Plans

August, 2017





1. Medium density residential in Belaire / Pridham area
2. Ground-oriented retail on Sutherland south of Capri Mall & fronting the public square in Landmark
3. Realign Sutherland Ave to connect to Dickson Ave, upgrade intersection at Burch Rd
4. Develop "shared street" north of public square at Dolphin Ave & Dayton St
5. Dickson Ave as primary cycling route through Landmark
6. Bicycle boulevard from Gordon to Burch Road through Brookside and McInnes Ave
7. Develop public square as signature public space in Landmark at Dayton St and Dolphin Ave
8. Small neighbourhood park in Dickson area close to residents along Dickson and Bedford

Illustrated Concept Plan 1 - Key Features

Concept 2

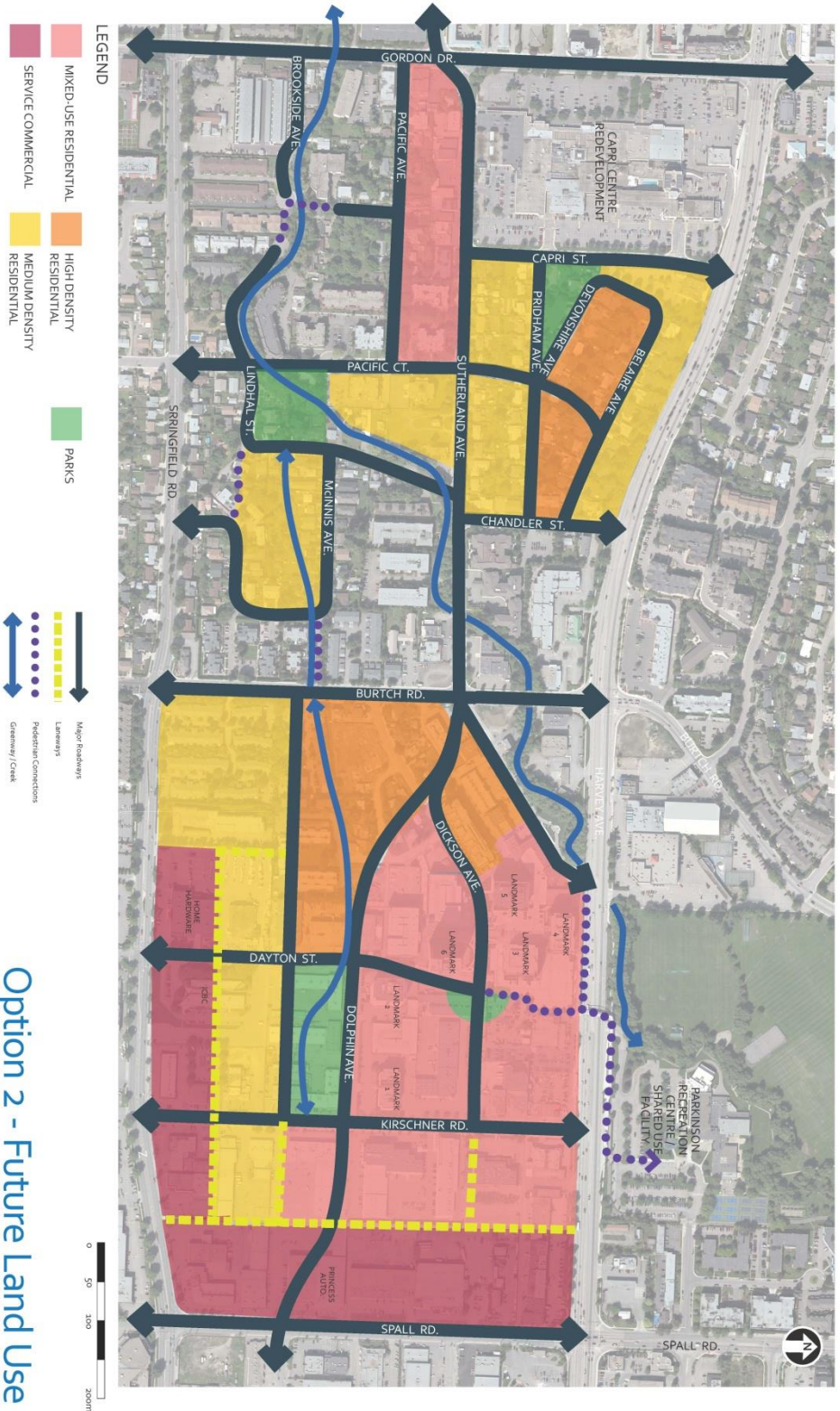
Concept 2 has a more aggressive long-term growth projection with high-density residential proposed for various sites in Capri and Landmark. The plan anticipates a 2040 build-out of 9,818 people and 4,757 jobs with 4,286 additional people expected beyond the 2040 horizon. A defining feature of concept two is the realignment of Sutherland Ave as a complete street to provide a secondary transportation corridor between Burtch Rd and Spall Rd. This network improvement will also create a new block to focus development and improve connectivity. In addition, the Plan takes a more ambitious approach to parks and public space with the daylighting of Ritchie Brook which can serve as a central organizing feature for the urban centre, providing an important green corridor amenity while also enhancing stormwater management and water quality.

Unique Features

1. Mixed-use main street on south sides of Sutherland Ave from Gordon Dr to Pacific Ct
2. Develop ground-oriented retail and main street at Dickson Ave & Dayton St with public plaza as a signature public space for the area
3. Introduce medium density residential on McInnes Ave as part of Ritchie Brook enhancements
4. Encourage high-density residential on realigned Sutherland and along Burtch in Landmark
5. Support high-density residential on Devonshire adjacent to Mary Ann Collinson Memorial Park
6. Daylight Ritchie Brook to establish a green corridor amenity from Pacific Court Park to the proposed neighbourhood park on Dolphin Ave and Dayton with east-west pedestrian greenway alongside Ritchie Brook
7. Re-align Sutherland Ave and extend it as a complete street to connect with Dolphin Ave and Spall Road to improve multi-modal connectivity from Burtch Rd to Spall Rd
8. Extend Pacific Ct to the south to Springfield Rd
9. Develop a signature public plaza at Dickson Ave & Dayton St
10. Develop a neighbourhood park at Dolphin Ave & Dayton St
11. Redevelop Mary Ann Collinson Memorial Park as areas surrounding redevelops

The more ambitious approach to parks, public space and transportation improvements will require greater capital investment. City staff arrived at an order of magnitude cost of \$25,000,000 for the transportation and public space/park features which prominently include the Ritchie Brook Daylighting and full realignment of Sutherland from Burtch Rd to Spall Rd. A further preliminary cost breakdown is provided in 'Attachment D' for comparative purposes.

Strengths	Challenges
Long-term build-out exceeds base people/jobs density targets as per the UCR	Higher impact on established residential areas north of Sutherland Ave in Capri area
Transportation network improves structure of urban centre and enhances viability of alternative transportation options (cycling, transit, walking)	Higher costs associated with the transportation network
Range of parks and public spaces delivers high level of amenity to future residents	Greater cost associated with parks and public space plan
Ritchie Brook as a central organizing feature and recreation amenity for residents has significant potential to improve area storm-water management & water quality	Will have an impact on future development in the area and requires significant land acquisition



Capri-Landmark Plan

Concept Plans

August, 2017





1. Mixed-use main street on south sides of Sutherland Ave from Gordon Dr to Pacific Ct
2. Develop ground-oriented retail and main street at Dickson Ave & Dayton St with public plaza as a signature public space for the area
3. Introduce medium density residential on McInnes Ave as part of Ritchie Brook enhancements
4. Encourage high-density residential on realigned Sutherland and along Burch in Landmark
5. High-density residential adjacent to Mary Ann Collinson Memorial Park
6. Re-align Sutherland Ave and create complete street from Burch Rd to Spall Rd
7. Extend Pacific Ct to the south to Springfield Rd
8. Develop a signature public plaza at Dickson Ave & Dayton St
9. Develop a neighbourhood park at Dolphin Ave & Dayton St
10. Redevelop Mary Ann Collinson Memorial Park as part of development of high-density residential
11. Daylight Ritchie Brook to establish a green corridor amenity from Pacific Court Park to the proposed neighbourhood park on Dolphin Ave and Dayton with east-west pedestrian greenway alongside Ritchie Brook

Illustrated Concept Plan 2 - Key Features

Concept Evaluation: Urban Centres Roadmap & Public Engagement Feedback

UCR Principle	Alignment with UCR Principles & Targets	Public Feedback
Promote vitality through a mix of land uses (Mix it up)	Both concepts meet the <i>UCR</i> target of 150-250 people / jobs per hectare. However, the full buildout of concept 2 is 200 people/ jobs per hectare. Both Plans address the imbalance of jobs to residents and meet the <i>UCR</i> target of 2 residents for every 1 job with roughly 100 people per hectare.	Significant public support for adding further residential to the area; some concern around the degree of height in select areas. Also, support for greater local services and amenities.
Encourage building & street proportions that are inviting for people (Places for People)	Both plans meet the target of establishing ground-oriented retail / “main streets” that prioritize people in their design. For example, Concept 1 has the public square and Concept 2 focuses on the plaza area at Dayton St and Dickson Ave. Both concepts also focus on Sutherland Ave by Capri Centre.	Public feedback identified the desire to see more pedestrian-friendly streets with improved human scale building design, pedestrian oriented lighting and streetscape improvements.
Ensure diversity of housing types (Healthy Housing Mix)	Both concept options will have over 80% of units as multi-family as per the <i>UCR</i> target and maintain much of the rental housing in Capri south of Sutherland Ave. Further, the plans will look at policies to encourage ground-oriented and family friendly housing in medium and high-density residential areas.	Significant concern around the loss of rental housing within the Capri area of the Plan. Desire to include affordable housing sites as part of final plan.
Establish flexible public spaces that promote social interaction (Social spaces)	Both concepts add social spaces to the area to ensure a diversity of spaces (green spaces, linear parks, plaza spaces etc). Both plans ensure all residents are within 400m of a public space or park as per <i>UCR</i> target. Concept 2 achieves this target with a greater diversity of public spaces/parks with addition of Ritchie Brook.	Public feedback at workshops highlighted the support for increased density in Landmark, however the public was concerned about adding density without adequate public space/ parks.
Promote local character and sense of place (Placemaking)	Both of the concepts look to strengthen the connection to Mill Creek as a way to enhance ‘sense of place’. Concept 2 also proposes Daylighting Ritchie Brook as a way to connect to history of the area when it was known as “Five Bridges”. Ritchie Brook and the proposed park elements are intended to strengthen the sense of identity in the area.	Public engagement identified potential for this area to become a ‘locals’ hub; considerable interest in strengthening link to Mill Creek and Ritchie Brook to enhance local character.
Design for environmental resilience (Going green)	Both concepts look at street orientations (east-west) that will allow for passive building design strategies as per <i>UCR target</i> . Also, the enhancement of Mill Creek and daylighting of Ritchie Brook in Concept 2 would improve stormwater management, water quality and increase permeable surfaces significantly.	Concern from community around the current lack of green spaces, street trees and permeable surfaces to support stormwater management during major flood events.
Prioritize	Sutherland Ave is the spine for the bicycle network in	Significant support for

alternative transportation options and connections (People first transportation)	both concepts between Gordon and Burtch. But, the full realignment of Sutherland Ave in Concept 2 creates an opportunity for an east-west complete street corridor all the way to Spall Rd and enhances the potential for transit and cycling corridor to provide direct service to Landmark towers.	improved transit to support commuting to Landmark. Also, many people highlighted the importance of safe and direct cycling connections for the area.
Streets & Blocks that are Walkable & Comfortable for all Pedestrians (Make it Walkable)	Both concepts add road connections to create a more connected and walkable street network. However, Concept 2 with the Pacific Ct. and the full Sutherland Ave complete street realignment results in shorter block lengths that will support a more walkable and pedestrian-oriented neighbourhood in Concept 2.	Overwhelming support for adding sidewalks, traffic calming and smaller block sizes associated with concept 2.

Transportation Assessment

To develop the concept options, Staff has developed the transportation network plans that align with City policy, focusing on the *UCR* targets to develop a balanced transportation network that offers users a choice of travel mode and route options.

Two options have been developed that use similar principles to a varying degree. These options have been reviewed and assessed from a technical perspective as detailed in 'Attachment C - Transportation Technical Review Summary' and summarized in Table 1: Transportation Review Summary (below). As outlined previously, Option 1 is less aggressive and therefore requires less infrastructure investment and more favorable implementation feasibility. Comparatively, Concept 2 has more ambitious growth targets and infrastructure improvements, achieving the majority of the goals and objectives set out in the *UCR*. Concept 2 sets the stage for the area to establish a vision of a thriving, vibrant urban centre at full build out, but does require marginally higher transportation infrastructure investment. The table below displays the relative ranking of each concept on key criteria with the existing condition used as a baseline for review and analysis.

Table 1: Table 1: Transportation Review Summary

Mode	Criteria	Existing Condition	Concept 1	Concept 2
Pedestrian	Improved Permeability			
Pedestrian	Improved Major Road Crossings			
Pedestrian	Reduced Exposure Risk/Conflict Points			
Cycling	Improved Permeability			

Cycling	Improved Connectivity			
Cycling	Reduced Exposure Risk/Conflict Points			
Cycling	Increased Access to AT Network			
Transit	Improved Permeability			
Transit	Potential to Bring Transit to Core			
Transit	Improved Transit's Competitiveness			
Vehicular	Improved Connectivity within Urban Centre			
Vehicular	Improved Connectivity to Major Road Network			
Vehicular	Improved Permeability / Redundancy			
Vehicular	Anticipated Vehicular Use of Network - Internal			
Vehicular	Anticipated Vehicular Use of Network - External			

Not Achieve				Achieve
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Table 1: Transportation Review Summary

Based on this analysis, there are significantly more transportation benefits from Concept 2 that include the Sutherland Ave realignment through to Spall. It mitigates existing traffic concerns, plans for redundancy and connectivity for all modes and accommodates future growth. It also prioritizes alternative modes making these modes more attractive options, especially for cycling and transit, enabling a shift to these modes. Overall, a long-term shift in transportation behaviour will be critical to the success of the urban centre and the growth of the city. For this reason, the greater investment associated with the multimodal benefits achieved by Concept 2 is the preferred option from a transportation perspective.

Recommended Concept

Based on feedback from public engagement, UCR principles and targets, costing information and staff's technical analysis, Concept 2 is recommended based on the following:

- The overall mix of land uses, density, amenities, transportation connections and open space in Concept 2 reflect the City's goals to create complete communities, delivering a high quality of life to residents and workers;
- The transportation network provides more opportunities to prioritize alternative transportation options and improve connectivity and access to the area in the long-term;

- The public space and parks configuration for Concept 2 provides a greater diversity of urban public spaces and parks to support this high-density live-work community;
- The inclusion of Ritchie Brook in Concept 2 has the potential to be a central feature of the urban centre, establishing local identity and character for the area and significantly enhancing stormwater management and water quality in the Mill Creek corridor in the long-term.

Moving forward, the higher capital and operations costs associated with Concept 2 must be considered in relation to the long-term development of all five urban centre plans. Each Urban Centre Plan will require significant investment and the Capri-Landmark Plan will set a precedent for future planning processes. The final plan for Capri-Landmark will require significant projects to be included in the 2030 Infrastructure Plan and DCC program, which may necessitate a re-evaluation of project prioritization in some cases. However, the additional projects should be viewed as an investment in an area that has a significant infrastructure deficit and major opportunity for private investment and development. The OCP will continue to signal the Downtown as the premier urban centre; however, investment areas such as Capri-Landmark, Rutland, and South Pandosy will be critical in attracting growth across the City's urban centres that support different geographic sectors of the City.

Conclusion

The concept plan that council endorses will serve as the foundation for the preferred plan direction. Once complete and endorsed by Council, the final Capri Landmark Urban Centre Redevelopment Plan will:

1. Guide land use, determining where density and building height should be focused to support a vibrant work-live urban centre;
2. Aid in the development of a Transportation Impact Analysis, determining necessary vehicle and active transportation infrastructure improvements;
3. Remove the current development moratorium that is currently in place for this area, and guide key servicing and transportation requirements in development approval review;
4. Inform capital plan investment priorities.

As a result, the Plan will be implemented incrementally with significant roles for both the City and the development community over the next twenty-five years. With a strong Plan in place, each redevelopment proposal can be leveraged as an opportunity to invest in the area that moves the community closer to the Plan's vision.

Next Steps

Following Council's direction, the selected Concept Plan will be refined in preparation for public engagement in the fall. The project team will undertake additional technical analysis with respect to the feasibility of Ritchie Brook daylighting, determine building height ranges, update maps / visuals, refine costing, determine impacts on City utilities, identify intersection improvements, and determine areas requiring additional policy direction. Staff will also develop an implementation strategy to identify

funding options through shared investment. The next report to Council is anticipated to be in October to receive direction on the Final Preferred Concept Plan prior to the compilation of the final Capri Landmark Urban Centre Plan document.

Internal Circulation

Divisional Director, Community Planning and Real Estate
Divisional Director, Infrastructure
Department Manager, Policy and Planning
Manager, Long Range Policy & Planning
Department Manager, Community Planning
Manager, Integrated Transportation Department Manager
Manager, Urban Planning
Manager, Transportation Engineering
Transportation Engineer Planning & Development
Design Technician, Utility Planning
Communications Consultants, Corporate
Engineering Technical Support Coordinator
Manager, Infrastructure Engineering

Existing Policy

2030 Official Community Plan

Objective 5.3 Focus development to designated growth areas

Policy .2: Compact Urban Form.

Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs per ha located within a 400 meter walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3).

Urban Centres Roadmap

Principles for Urban Centre Development

- Principle 1: Promote Vitality Through a Mix of Land Uses
- Principle 2: Encourage Building and Street Proportions that are Inviting for People
- Principle 3: Ensure a Diversity of Housing Types
- Principle 4: Establish Flexible Public Spaces that Promote Social Interaction
- Principle 5: Promote Local Character and Sense of Place
- Principle 6: Design for Environmental Resilience
- Principle 7: Prioritize Alternative Transportation Options and Connections
- Principle 8: Create Streets and Blocks that are Walkable and Comfortable for all Pedestrians

Pedestrian and Cycling Master Plan

Network Design

- Objective 1: Facilitate and enhance walking and cycling in all roadway designs;
- Objective 2: Apply higher design standards for high demand or “strategic” active transportation routes;

Objective 3: Develop a comprehensive pedestrian and bicycle network for phased implementation.

Financial/Budgetary Considerations:

Capri Landmark Urban Centre Redevelopment Plan budget is sourced from the Policy and Planning Department's Professional and Consulting Budget = \$146,700

Personnel Implications:

1455 hours of staff time

Submitted by:

Ross Soward, Planner Specialist

Approved for inclusion:



D. Noble-Brandt, Department Manager, Policy & Planning

Attachments:

Attachment A: Community engagement milestones and engagement summary

Attachment B: Ritchie Brook daylighting memo

Attachment C: Transportation technical review summary

Attachment D: Concept Plan order of magnitude costing

Attachment E: Supporting transportation maps



Capri-Landmark Plan

Concept Plan Options August 28th, 2017



Need for Capri-Landmark Plan



Current Issues



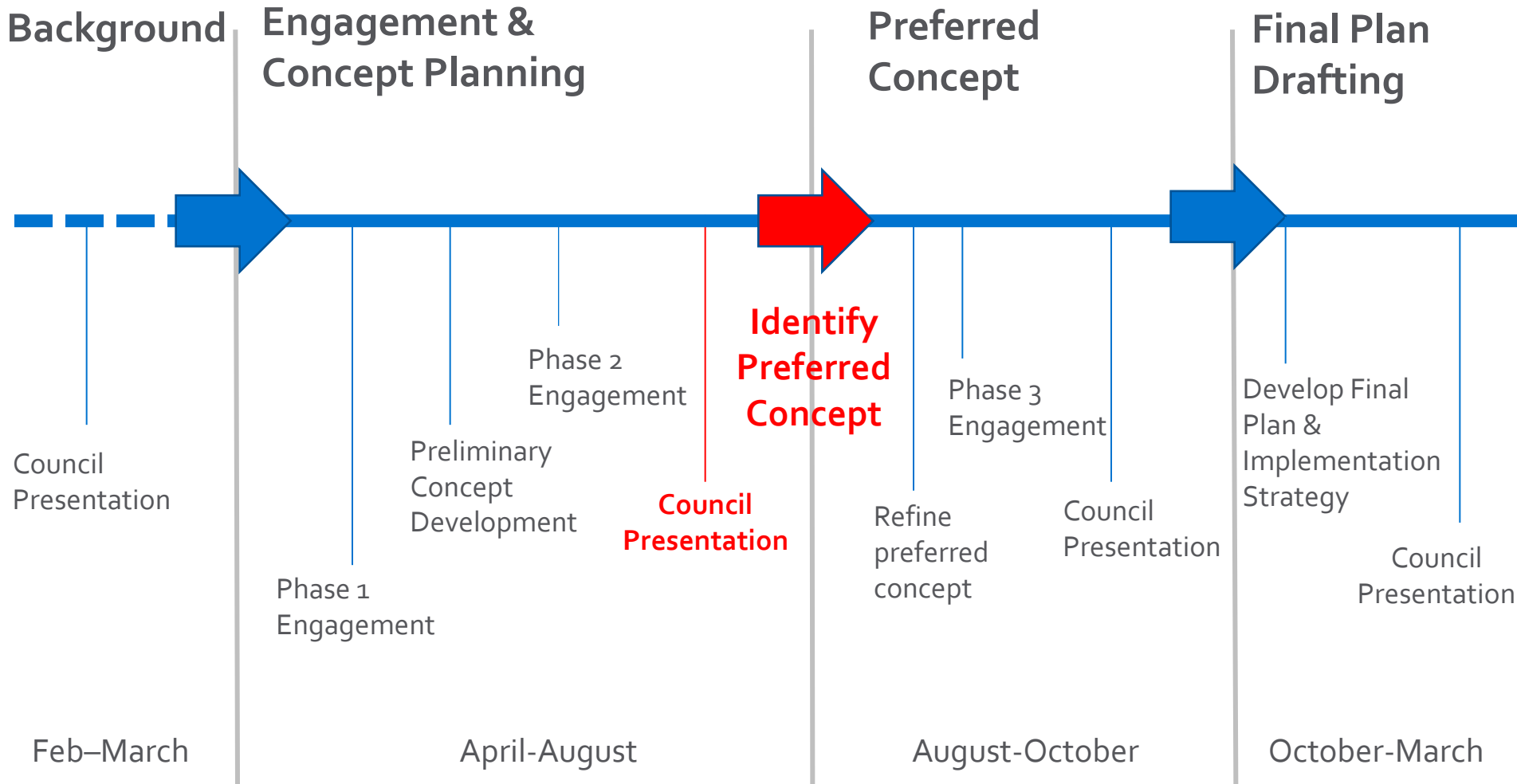
Successful Urban Centre

Plan Objectives

- ▶ Future land use goals
- ▶ Transportation strategy
- ▶ Public / open space improvements
- ▶ Priority civic investment
- ▶ Implementation strategy



Planning Process



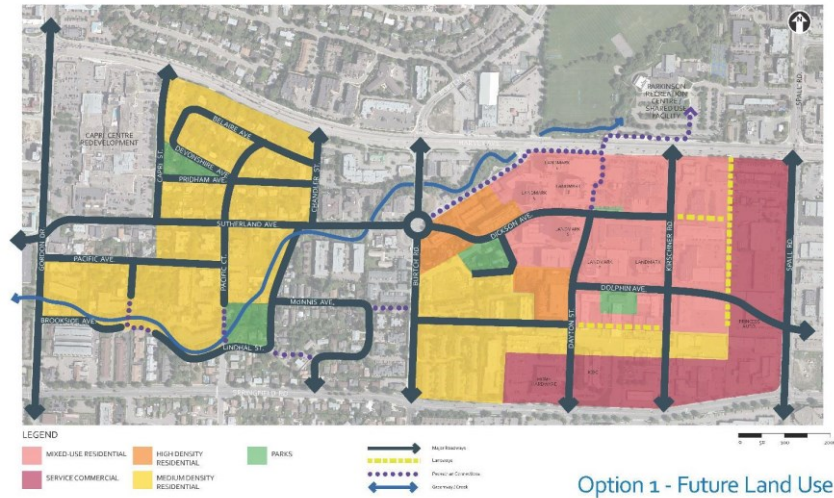
Concept Development

Key Considerations



- ▶ Create mixed-use district
- ▶ Balance jobs & people
- ▶ Address walkability issues
- ▶ Improve pedestrian & cycling access
- ▶ Improve transportation connectivity
- ▶ Increase parks / green areas
- ▶ Ritchie Brook opportunity

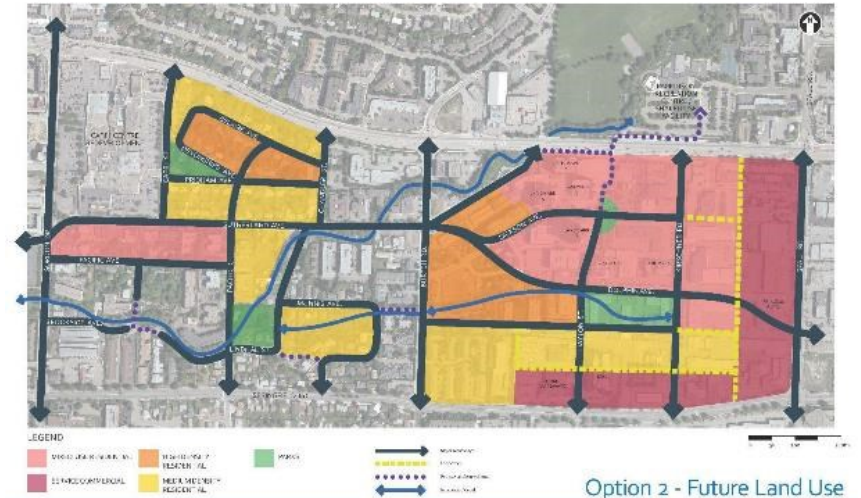
Developing the Concepts



Capri-Landmark Plan
Concept Plans
August, 2017



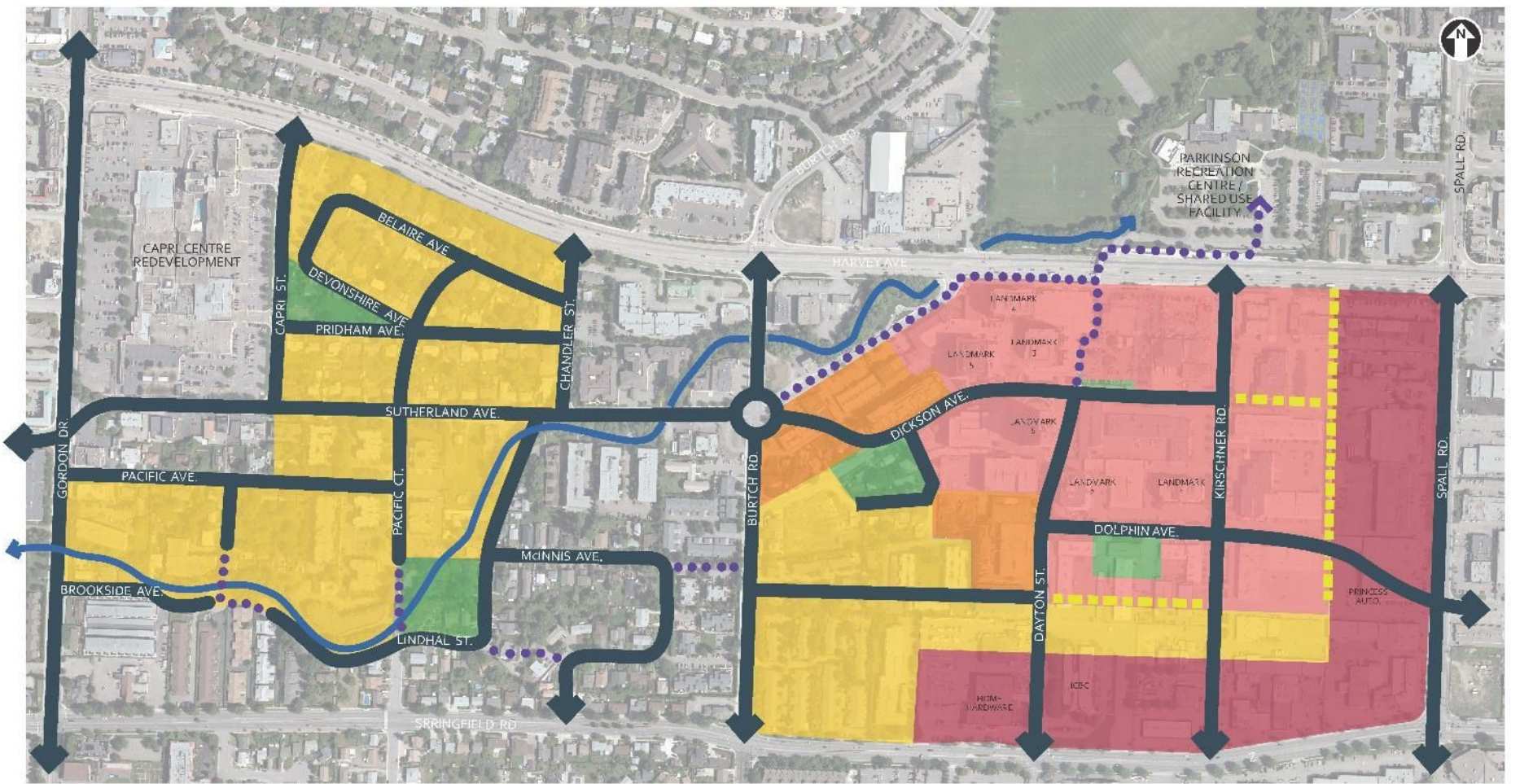
CONCEPT 1



Capri-Landmark Plan
Concept Plans
August, 2017



CONCEPT 2



LEGEND

- | | | | |
|---|--|---|--|
|  MIXED-USE RESIDENTIAL |  HIGH DENSITY RESIDENTIAL |  PARKS |  Major Roadways |
|  SERVICE COMMERCIAL |  MEDIUM DENSITY RESIDENTIAL | |  Landways |
| | | |  Pedestrian Connections |
| | | |  Greenway / Creek |



Option 1 - Future Land Use






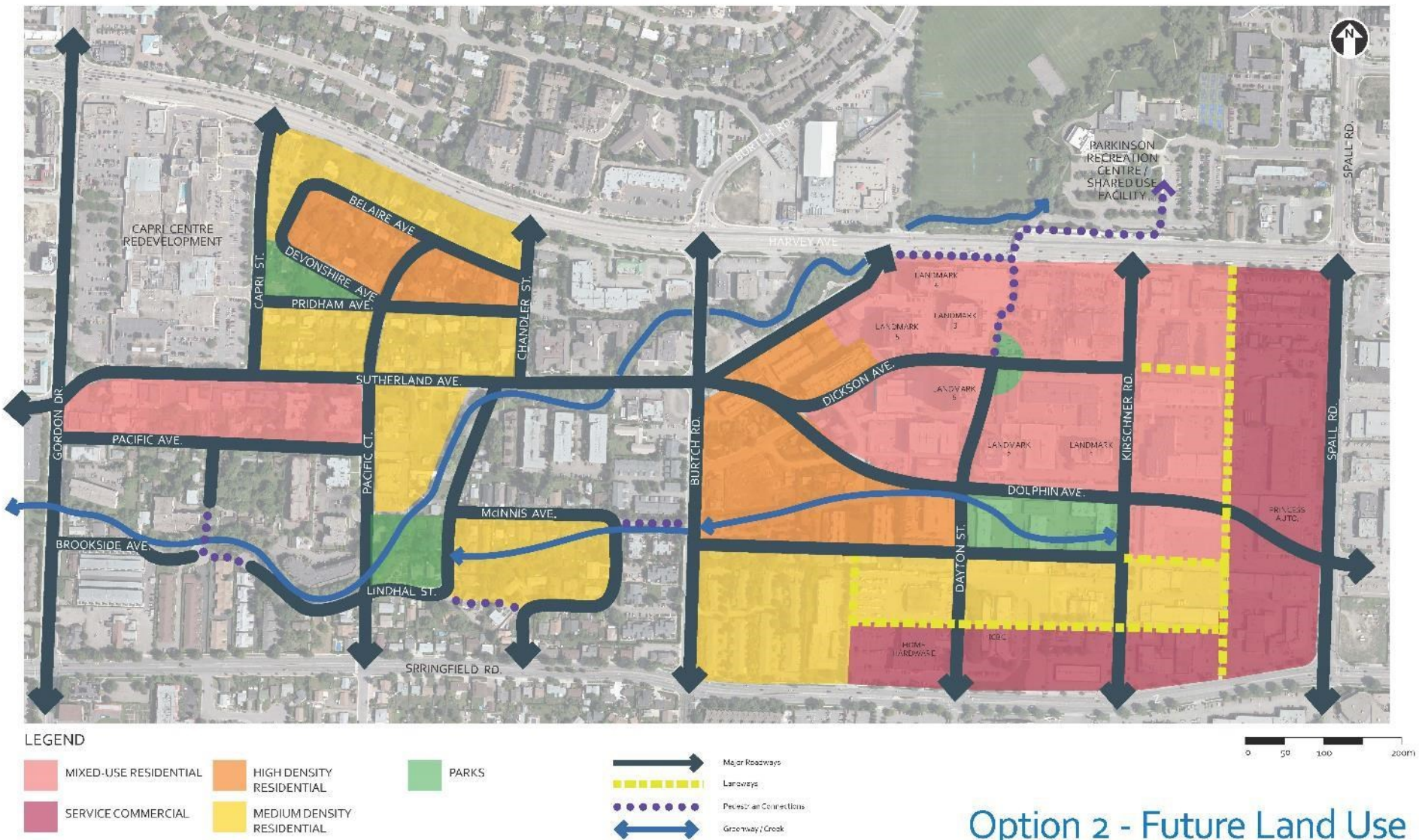
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3. Realign Sutherland Ave to connect to Dickson Ave, upgrade intersection at Burtch Rd
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6. Bicycle boulevard from Gordon to Burtch Road through Brookside and McInnes Ave
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Illustrated Concept Plan 1 - Key Features

Concept 1 Evaluation

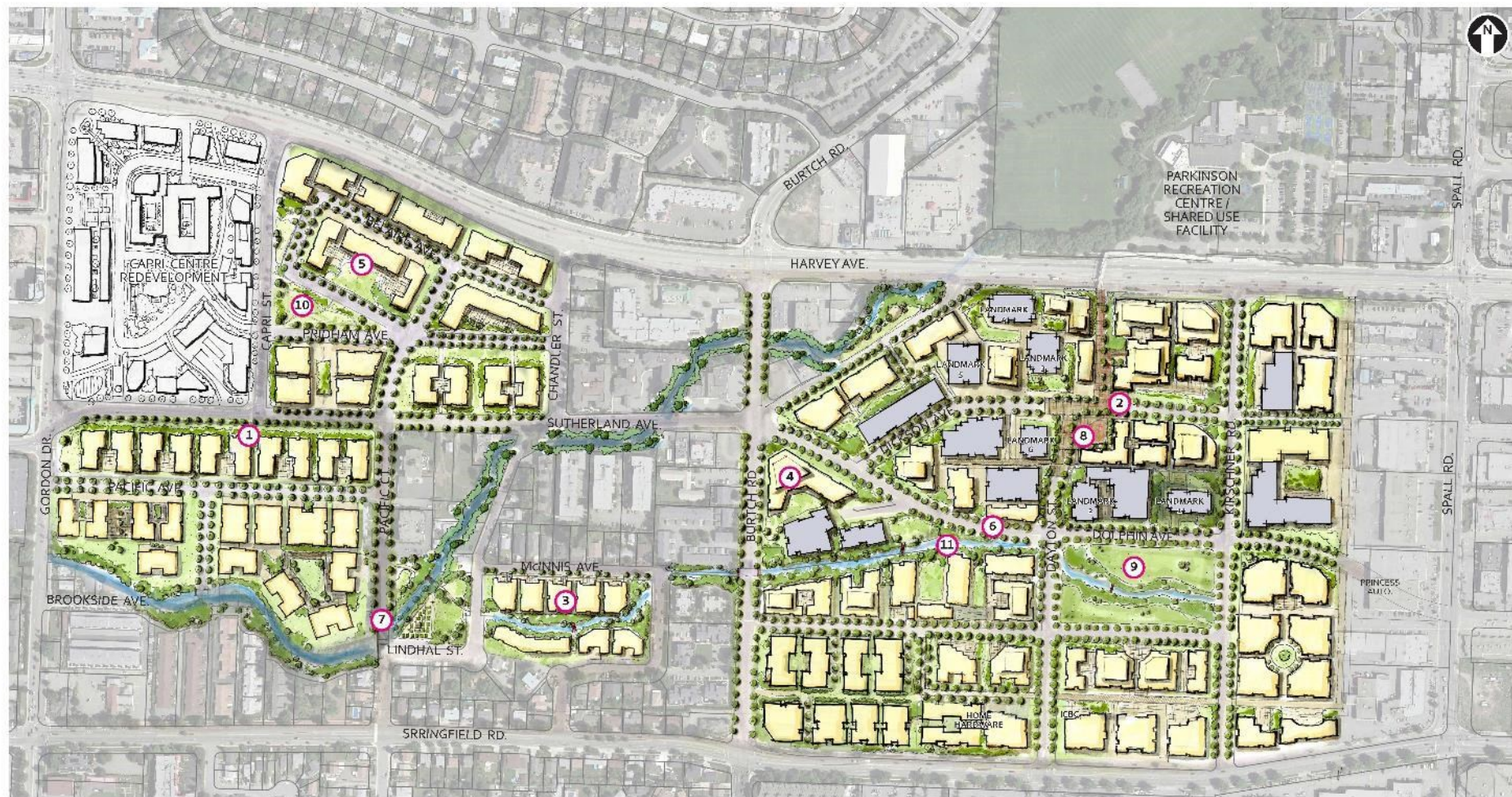
UCR Principles	Concept 1 Alignment with UCR Principles & Targets
Mix it up	High
Places for People	High
Healthy Housing	Medium
Social Spaces	Medium
Placemaking	Medium
Going Green	Medium
People First Transportation	High
Make it Walkable	Medium
	 High  Medium  Low



Capri-Landmark Plan

Concept Plans

August, 2017






1. Mixed-use main street on south sides of Sutherland Ave from Gordon Dr to Pacific Ct
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4. Encourage high-density residential on realigned Sutherland and along Burtch in Landmark
5. High-density residential adjacent to Mary Ann Collinson Memorial Park
6. Re-align Sutherland Ave and create complete street from Burtch Rd to Spall Rd
7. Extend Pacific Ct to the south to Springfield Rd
8. Develop a signature public plaza at Dickson Ave & Dayton St
9. Develop a neighbourhood park at Dolphin Ave & Dayton St
10. Redevelop Mary Ann Collinson Memorial Park as part of development of high-density residential
11. Daylight Ritchie Brook to establish a green corridor amenity from Pacific Court Park to the proposed neighbourhood park on Dolphin Ave and Dayton with east-west pedestrian greenway alongside Ritchie Brook

Illustrated Concept Plan 2 - Key Features

Concept 2 Evaluation

UCR Principles	Concept 2 Alignment with UCR Principles & Targets
Mix it up	High
Places for People	High
Healthy Housing	Medium
Social Spaces	High
Placemaking	High
Going Green	Medium
People First Transportation	High
Make it Walkable	High

 High
  Medium
  Low

Transportation Review Summary

Mode	Criteria	Existing Condition	Option 1	Option 2
Pedestrian	Improved Permeability			
Pedestrian	Improved Major Road Crossings			
Pedestrian	Reduced Exposure Risk/Conflict Points			
Cycling	Improved Permeability			
Cycling	Improved Connectivity			
Cycling	Reduced Exposure Risk/Conflict Points			
Cycling	Increased Access to AT Network			
Transit	Improved Permeability			
Transit	Potential to Bring Transit to Core			
Transit	Improved Transit's Competitiveness			
Vehicular	Improved Connectivity within Urban Centre			
Vehicular	Improved Connectivity to Major Road Network			
Vehicular	Improved Permeability / Redundancy			
Vehicular	Anticipated Vehicular Use of Network - Internal			
Vehicular	Anticipated Vehicular Use of Network - External			



Preliminary Order of Magnitude Costing

CONCEPT 1 KEY FEATURES	TYPES OF PROJECTS	TOTAL
1.0 Parks & Public Space	Neighbourhood parks, urban squares and plazas, creek and daylighting improvements	\$6,644,800
2.0 Transportation	New roadway construction and connections, intersection upgrades	\$7,641,932
3.0 Major Active Transportation Enhancements	Local street bikeways, Cycle-track facilities	\$345,320
Subtotal		\$14,632,052
30% Contingency		\$ 4,389,615
Grand Total		\$19,021,667
CONCEPT 2 KEY FEATURES		TOTAL
1.0 Parks & Public Space	Neighbourhood parks, urban plazas, creek and daylighting improvements	\$9,108,750.00
2.0 Transportation	New roadway construction and connections, intersection upgrades	\$9,701,618.44
3.0 Major Active Transportation Enhancements	Local street bikeways, Cycle-track facilities	\$382,820.00
Subtotal		\$19,193,188.44
30% Contingency		\$5,757,956.53
Grand Total		\$24,951,144.97

Opinion of costs prepared by WSP Consultants using unit cost estimates for key projects, grand total costs also includes common projects / features.

PRICING DOES NOT INCLUDE: Demolition and disposal of existing - Electrical, telephone cable or gas upgrades- Pump stations- Land acquisitions and other "soft costs"- Retaining walls- Dewatering- Traffic control- Pedestrian overpasses- Other 'offsite' improvements which may be triggered by new roadways- Other works which may be identified as part of the conceptual and preliminary engineering estimates.

Recommended Concept

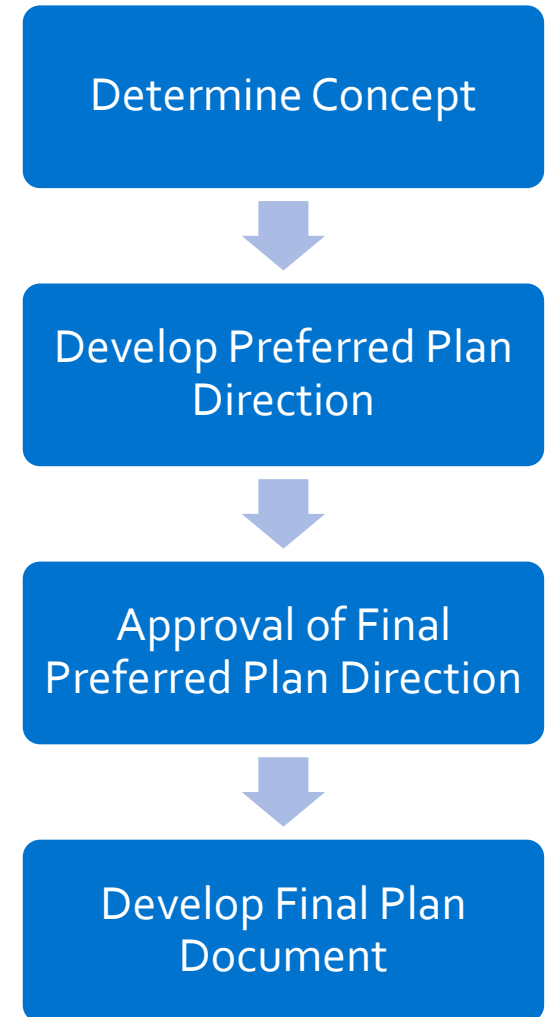
Concept 2 is recommended based on the following:

- ▶ Mix of land uses, amenities, and open space = **complete community**
- ▶ Transportation network = **priority for alternative transportation**
- ▶ **Public space / park plan** = **diversity of options** for residents and workers
- ▶ Ritchie Brook = placemaking, **stormwater management** and **improved water quality**
- ▶ Concept 2 has greatest potential for a **successful long-term buildout** = **higher tax base long-term**



Next Steps

- ▶ Selected concept will be refined
- ▶ Engagement & Council Report in October
- ▶ Build out final plan
- ▶ Develop the Implementation strategy and TIA



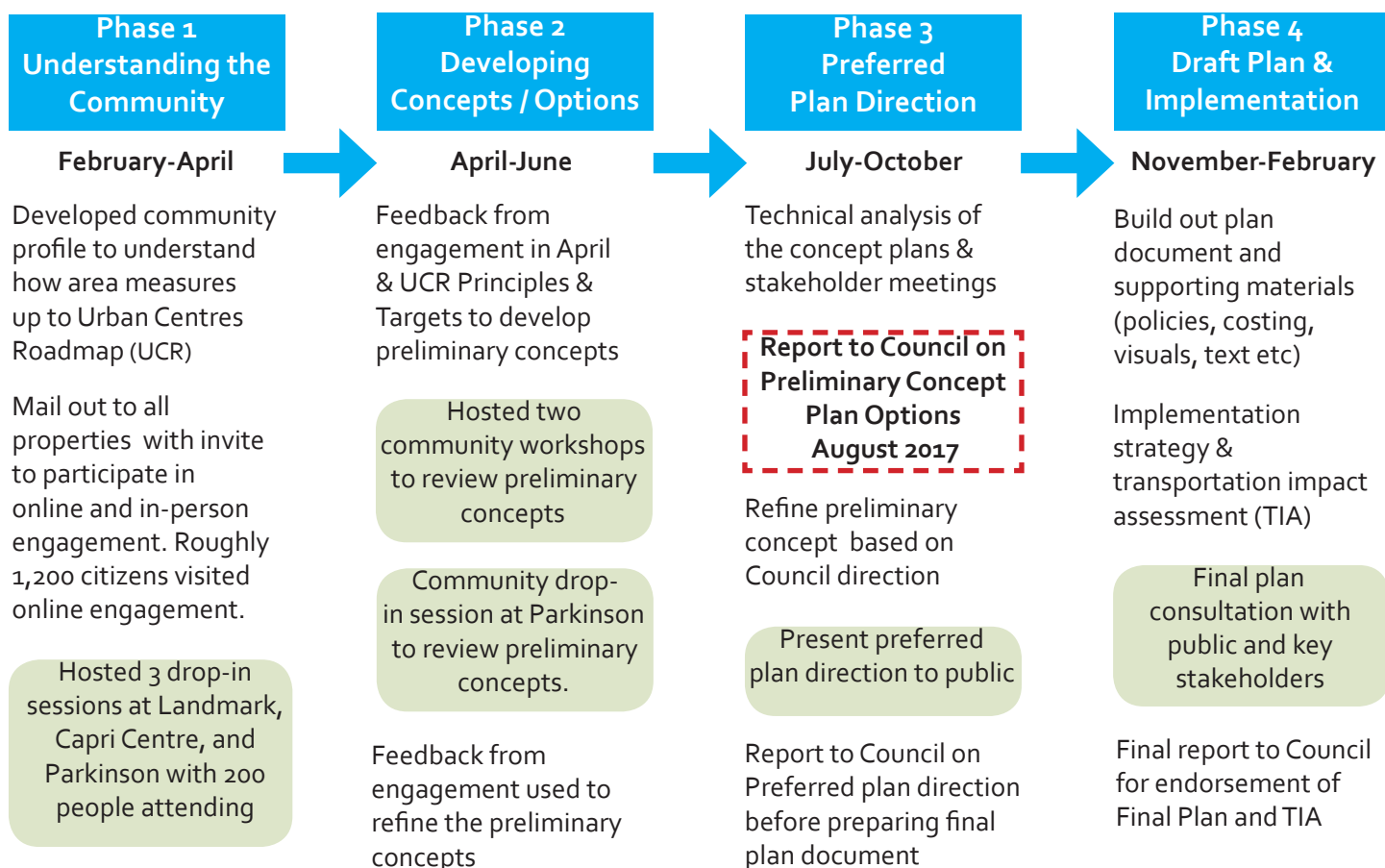
Conclusion

- ▶ Guide growth to support a vibrant urban centre;
- ▶ Aid in the development of a TIA, determining key infrastructure improvements;
- ▶ Define key servicing and transportation requirements of development approvals.
- ▶ Inform capital plan investment priorities



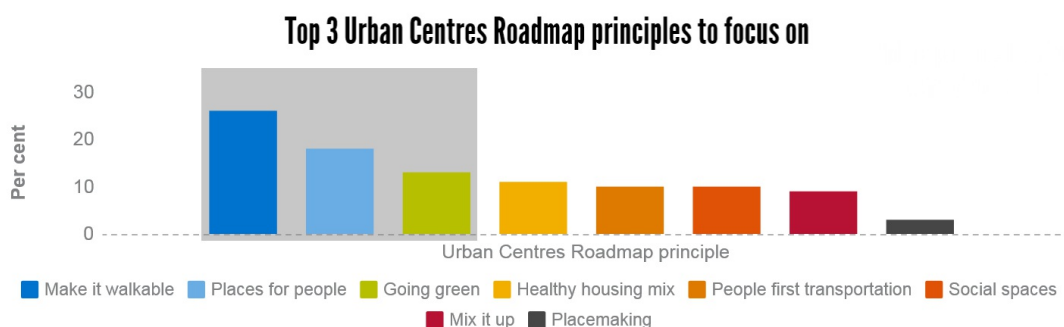
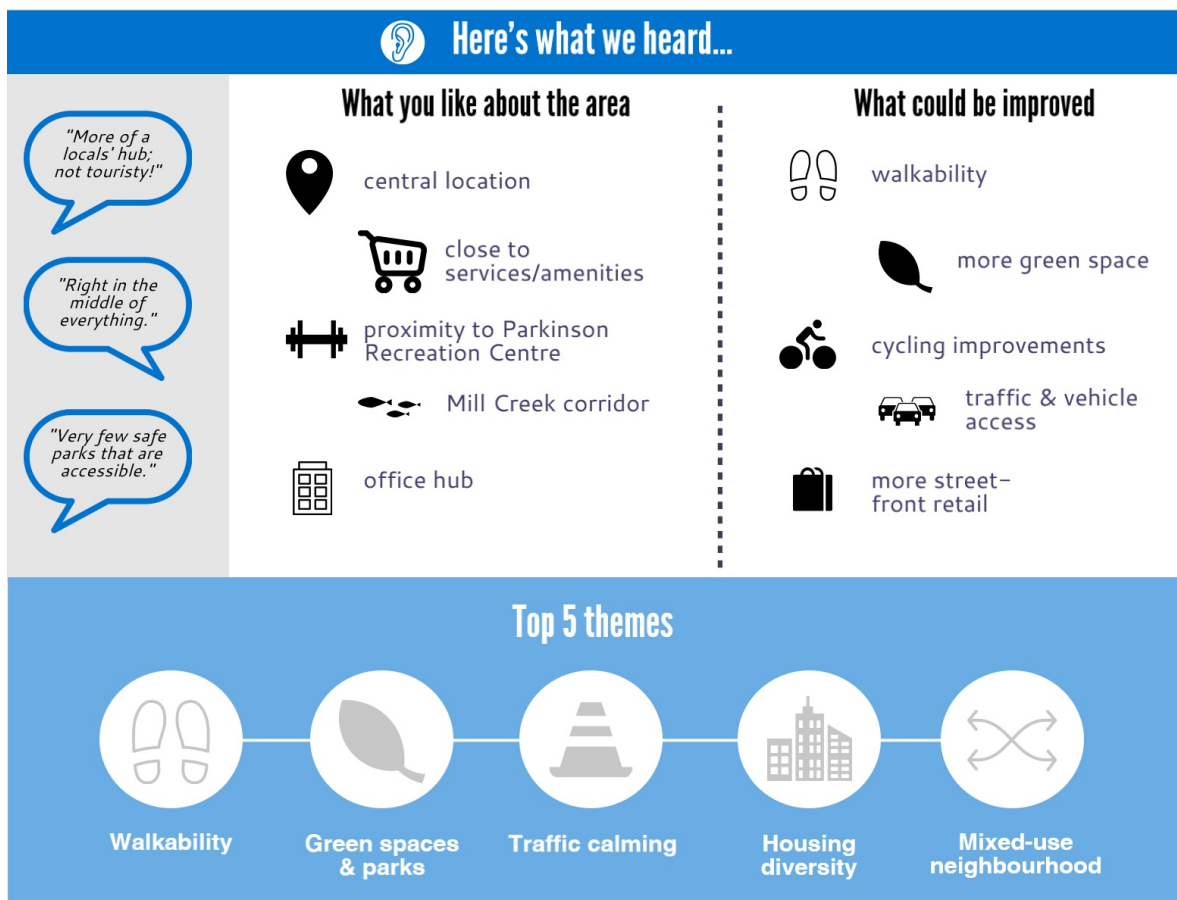
Public Engagement Milestones

The feedback and direction staff has received through in-person and online engagement has played a significant role in shaping the two Concept Plan options. Initial drop-in engagement helped to inform the local priorities of residents, stakeholders and employees in the area. The June engagement allowed the community to review two preliminary concept options for the area. The feedback from the community workshops was then used to make refinements to the concepts prior to the August Council Report. Overall, the two Concept Plan options reflect the feedback of local residents and stakeholders as well as the city's policies for urban centre planning.



Public Engagement Milestones

Public Engagement Summary for April



Public Engagement Summary for June

Between June 20 & 30, the City of Kelowna held two facilitated workshops, one drop-in open house and online engagement to get feedback from the community about two concept plans for the Capri Landmark Urban Centre Plan

35
workshop
participants

50
drop-in
participants

500+
online participants

88%
prefer
concept 2

what we heard

LAND USE & housing

Key features of Concept 2:

- Higher overall population density
- More high-density residential included
- Focus mixed-use and street-front retail at Dickson and Dayton Intersection and Sutherland south of Capri Centre Mall
- Focus medium density residential in Capri with a pocket of High-density residential around Collinson park area



need diversity of land uses to create a complete community



provide housing for all, including affordable options



mixed-use residential to balance jobs and residents



high-density in key locations

TRANSPORTATION

Key features of Concept 2:

- Realignment of Sutherland Ave to break up the larger blocks in Landmark and improve connectivity and access to Landmark.
- Sutherland as a primary cycling route from Gordon to Spall that is safe for all
- Improved walkability with additional sidewalks in the area
- Street network would allow for Transit service in the Landmark area



realign Sutherland Ave to help with traffic flow



break up blocks to improve pedestrian access



enhance cycle routes to key destinations for all residents and workers

PUBLIC space

Key features of Concept 2:

- Additional park space & urban plazas
- Neighbourhood park space added between Dayton & Kirschner
- Plaza at Dayton/Dickson intersection
- Ritchie Brook as a green corridor that could improve storm water management & provide access to nature



use Mill Creek & Ritchie Brook daylighting as opportunities to increase green space and create multi-use corridors



need green space and parks to support high-density



consider more active use park spaces not just green grass parks

Project: 17999

Date: August 19, 2017

To: Luke Dempsey, City of Kelowna

Subject: Ritchie Brook – Proposal to daylight portions of the stream

This memo has been prepared in support of the proposal by the City of Kelowna staff to daylight portions of Ritchie Brook within the Capri-Landmark Plan area.

Before the city expanded east of what is now Gordon Drive, the lands to the east were farmland and in the vicinity of what is now the Landmark area, there was a tributary to Mill Creek known as Ritchie Brook. This small stream originated in what is now the Orchard Park area and flowed west to join Mill Creek west of Burtch Road between Sutherland and Springfield. Today one can still find the last remaining open stream near Burtch Road.

When the lands surrounding the brook were farmlands, the farmers constructed ditches to contain the creek and control it through their farms and it was used as a source of water supply for irrigation as well as a drainage system to convey runoff quickly and efficiently to Mill Creek. It is interesting to note that the Guisachan Water User's Community, that was formed in 1928 and existed until 2011, used Ritchie Brook as one its water sources. As the city expanded to the east in the late 1960s and early 1970s, since the brook was a small stream and appeared to be not much more than a drainage ditch, the engineering approach of the day was to contain the water in the storm drain system underground so that the lands could be "improved" for new development. Out of sight and out of mind and so it is today.

But times are changing. As this area changes from commercial area to a mixed use area the fact that there was once a stream flowing through it has new value. In fact, across North America and around the world water is being recognized as an asset where streams that were treated as an extension of storm sewers, with the emphasis on "sewers", are being cleaned up, with buried sections opened up so that once again they are streams.

Ritchie Brook is primarily fed by groundwater, always has been since it is likely sourced from water in Mission Creek and is situated on the Mission Creek fan. It is apparent, based on the flows observed at Burtch Road, that it is still being supplied by groundwater however it also conveys storm runoff from the area east of Burtch Road to Spall Road, between Highway 97 and Springfield Road. Benefits of a daylighting project include stormwater retention, improved water quality and potential for off-stream storage for Mill Creek. (Based on the impacts from the 2017 flooding on Mill Creek, every opportunity should be taken to manage stormwater flows into the creek.)

It was no surprise that the initial public feedback to the Capri-Landmark Plan indicated strong support for a mixed commercial/residential use AND support for increased public spaces. It appears to me that including improvements to Ritchie Brook could be a central core to the redevelopment process. Water features are a major attraction for the public. If Ritchie Brook could become once again a flowing stream it could be the focal point of the redevelopment.

There are, as one would expect, provisos that come with this idea. The two fundamental factors that have to be addressed at the planning stage are the matter of sufficient sustained flow in stream and good water quality so that it would not simply be an open smelly storm sewer. These two parameters require careful review but are not insurmountable. Although the amount of flow data for the stream is currently limited, there is some data to

use in the flow analysis. The water quality data is currently very limited but that can be improved over the next few years. If additional data on water quality and water quality prove out that there is an adequate flow of sufficient quality, the daylighting project would be feasible.

As stated previously Ritchie Brook is currently part of the city's storm system and offers the opportunity to continue to be part of the natural drainage system in this area however this would require the installation of stormwater treatment systems at the outfalls to the creek as per Schedule 4, Bylaw 7900. Through the application of low impact development planning, the amount of runoff, as the area is redeveloped, could be reduced. Daylighting could also include stormwater retention in the design that would reduce the "flashiness" of the flows in the stream during rainstorms as has been done on Brandt's Creek.

The city has a number of examples where creative and innovative planning has restored or improved streams in the city, e.g. Brandt's Creek. There is also an increasing number of success stories around North America where streams that were once lost have been found again. The City of Vancouver has several successes and several more projects planned to daylight streams in the city.

A useful reference source is the document *Daylighting Streams: Breathing Life into Urban Streams and Communities* by American Rivers. A PDF is available at http://americanrivers.org/wp-content/uploads/2016/05/AmericanRivers_daylighting-streams-report.pdf. This document presents a good summary of the benefits and the challenges when considering daylighting a stream.

In closing, I am impressed with the creative and forward thinking that city staff continues to demonstrate with ideas such as Ritchie Brook. I think that there are significant social, economic and environmental benefits that will be derived from this project and I offer you my support in taking this idea forward.

A handwritten signature in black ink, appearing to read 'D.A. Dobson', with a long, horizontal flourish extending to the right.

D.A. Dobson, PEng

Capri-Landmark Urban Centre Plan

Transportation Technical Review Summary

Context

The Urban Centre Roadmap (UCR), adopted in 2016, provides a framework to support the evolution of Kelowna's five Urban Centres into engines of sustainable growth. The Roadmap outlines challenges and opportunities within each centre while defining overall principles and targets. Centres are envisioned as vibrant, urban and amenity-rich nodes of dense employment, services and housing with good access to sustainable transportation. The development of urban centres will help Kelowna create attractive urban spaces to live, work and play while supporting community goals of reducing urban sprawl, greenhouse gas emissions and personal vehicle use. The Capri Landmark Urban Centre Plan (CLUCP) is the first in a series of plans that will help refine the specific planning, investment and development actions required to advance each urban centre.

Maintaining a safe, efficient and effective sustainable transportation system will be a challenge for all urban centres as they grow. As urban spaces, the demand for travel will be high while at the same time space available for transportation infrastructure will be at a premium. The UCR recognizes that success will require a mix of land uses to encourage shorter trips that are more convenient by walking, cycling, or transit; increasing the number of trips that stay within centres, while sustainable transportation options will reduce the impacts of trips both within and beyond centres. As part of the CLUCP, this memo provides a summary of existing transportation issues, strategies and network options being considered as part of the Capri-Landmark Urban Centre Plan.

Existing Conditions

The following reported and observed transportation challenges within the Capri-Landmark Urban Centre have formed a starting point for the Urban Centre Plan transportation analysis.

Specific to Capri Landmark, the UCR identified four transportation challenges to be addressed, including a discontinuous street network, the lack of sidewalks and street trees, large block sizes, and a lack of pedestrian crossings on major roads.

Through the CLUCP public engagement, residents, stakeholders and workers identified their key concerns, including;

- a need for improved walkability,
- improved cycling access and facilities,

- improved transit / bus frequency, and
- road improvements to address access and traffic congestion within the Landmark area.

Site visits and traffic video data provided additional observations of specific issues. Typical morning and evening traffic peaks were observed with a smaller peak during the lunch period. Capri Landmark is centrally located and adjacent to major roads, allowing for excellent vehicle access at most times of the day. However, during the afternoon rush congestion occurs within the Landmark area due to the concentration of employment land uses (specifically office), resulting in workers leaving over a short period of time and attempting to access the surrounding major roads via a limited number of local streets.

Specific operational issues were observed at;

- **Burtch / Dickson** - Extended queues exist on Dickson from approximately 4-5:00 pm as office workers exit parkades on Dickson and access Burtch to head north and west. – periodic queuing was also observed during other periods but cleared quickly. The short distance between the Burtch / Dickson and Burtch / Sutherland intersections and queuing makes exiting onto Burtch from Dickson more difficult.
- **Burtch / Sutherland** – Southbound traffic experiences minor queuing, with a clear morning peak while in the northbound direction traffic spills back from the Harvey intersection during the evening peak.
- **Burtch / Harvey** – The northbound Burtch queue spills back from Harvey into the Sutherland / Dickson intersections throughout the PM peak hour – contributing to operational issues in those intersections. Queues are exaggerated by a long signal cycle length which favors east-west traffic on Harvey Ave / Hwy 97. Minor queuing was observed during lunch but cleared quickly.
- **Kirschner / Harvey** – One of two access routes from Landmark to the east; queues form due to limited gaps in traffic on Harvey and queue spillback from Spall.
- **Dayton / Springfield** – Provides access to Springfield Rd, queueing observed during the busiest portions of the afternoon peak and recent laning changes have reduced congestion.

The lack of an internal east-west street network within the Landmark area forces traffic to use Springfield Rd and Harvey Ave, or informal connections through parking lots for short internal trips within the area - consuming capacity and increasing congestion on the surrounding major corridors. It also results in many trips having one or two access points onto the surrounding major road network, increasing congestion and reducing the redundancy in the road network. In the Capri area, a lack of north-south connections results in traffic using Lindahl Street to travel north-south between Sutherland and Springfield.

Within the Landmark area, most streets lack defined on-street parking, cycling facilities, curbs or sidewalks, making walking and cycling difficult and resulting informal parking along roadway edges. In some cases, pedestrians are forced to walk within the roadway beside parked cars and a lack of basic walking facilities makes it difficult for transit riders to access bus stops.

While cyclists and pedestrians have access to the Dayton Street Overpass – reaching this link can be challenging. Transit currently routes around the edges of the Landmark area due to a lack of a strong east-west road network.

As part of the City-wide DCC Roads / Active Transportation Program Bylaw a number of improvement projects are planned within the Capri-Landmark Urban Centre area over the next 15 years, including;

- 1) The addition of a second northbound lane and median improvements on Burtch Rd between Sutherland and Harvey Ave. (Burtch 4 – with development)
- 2) Intersection capacity improvements at Highway 97 and Gordon Dr including upgrades along Gordon between Bernard and Sutherland. (Highway Link @ Gordon)
- 3) Sutherland ATC Gordon to Burtch – Protected bike lanes along this corridor with improved safety measures at major intersections

It is important to note that these works have been identified as part of the DCC program and are to accommodate general City growth and do not resolve the issues identified within the Capri-Landmark Urban Centre. The currently planned Sutherland ATC will connect to the City of Kelowna Primary Active Transportation Network.

In summary, the study area is surrounded by some of the City's largest transportation corridors, including Harvey Ave, Springfield Rd, Burtch Rd, Spall Rd and Gordon Dr. These routes benefit the urban centre by providing direct access to the major road network, however, during the afternoon, they experience congestion and can be difficult to access from side streets. Within the Capri area, the existing street network generally works well, but a lack of north-south routes results in the use of local connections such as Brookside-Lindahl to travel north-south. In the Landmark area, concentrations of office development generate strong peaks in vehicle traffic as workers leave at the end of the day. The departure of this peak demand is compounded by a lack of east-west streets, restricting departing traffic to a few routes and leading to congestion approaching adjacent major roads. Sustainable transportation options, such as the nearby Sutherland Active Transportation Corridor and rapid/frequent transit routes (97,11,8,7) are less effective because they don't directly pass through the Urban Centre and a lack of sidewalks and bike lanes within the urban centre makes reaching nearby transit and active transportation corridors more difficult.

Strategies for Improvement

To support the future growth of the Capri Landmark Urban Centre the following strategies have been considered as part of the CLCUP. These strategies are designed to improve the existing transportation network, improve transportation choice and reduce future travel demand.

Landuse - Select future land uses that do not mimic the travel patterns of existing office development. Growth of residential and other commercial uses would allow growth to occur with a smaller impact on peak travel times / directions. Encourage a diverse range of land uses

so future residents can access more services and employment by short trips within the Urban Centre. These short trips can be better accommodated by walking and cycling, reducing future vehicle demand.

Sutherland Extension – The realignment of Sutherland Ave at Burtch Rd and extension of Sutherland to the south-east would remove the short block and associated operational issues between Dixon and Sutherland while providing Landmark direct access to the Burtch/Sutherland intersection. Through the Landmark area, an extended Sutherland Ave would eventually connect to Spall Rd creating a strong east-west corridor. This new connection will encourage local trips to stay within the local street network, improve access to surrounding major roads including Spall Rd and create a street to facilitate an active transportation corridor and transit within the urban centre core. The Sutherland extension would be part of the major road network, but should be developed to strongly accommodate pedestrians, cyclists and transit users, particularly through the densest areas of Landmark and Capri.

A Strong Pedestrian Network – In dense urban centres walking will be the dominate mode of transportation for short trips. Encouraging walking will require creating a safe, efficient and effect walking network. In Landmark, many streets lack any walking facilities and recent pedestrian improvements are utilitarian often focused on linking individual buildings versus developing a larger walking network. Streetscapes should make walking comfortable by including boulevards and street trees to buffer pedestrians from traffic and enhanced crossings to make it easier/safer to cross streets, particularly major roads. Block and development patterns should create an efficient walking network by using small blocks and pedestrian walkways through development sites.

Active Transportation Corridors – Expanding from the existing Dayton Street Overpass Active Transportation Corridor, complete the currently planned Sutherland Active Transportation Corridor and extend it through the Landmark area along Sutherland and possibly to the Mid Town Urban Centre. Support the AT corridor with bike lanes on adjacent streets.

Transit – Possible rerouting of Route 11 through the core of the Landmark area using the extended Sutherland. Improve pedestrian and cycling networks to link dense land uses within the Urban Centre to adjacent transit routes along Harvey Ave, Springfield Rd and Burtch Rd.

Major Road Connections - Creating additional connections to the major road network, with intersections and controlled pedestrian crossings, will give urban centre traffic more route options to adjacent major roads, distributing traffic to multiple locations and providing a resilient network. By providing more direct routes, some trips to the adjacent destinations and corridors will become shorter. These new intersections will also benefit cyclist and pedestrians by create new improved crossings of major roads.

Harvey / Burtch – Field observations have highlighted that vehicles travelling northbound on Burtch are queuing through the Burtch / Sutherland intersection, impacting traffic operations into the Landmark area. Capacity improvements at the Harvey / Burtch intersection could improve

conditions but require additional analysis of this complex multi-jurisdictional intersection. The extension of Sutherland to Spall may redistribute some trips from Burtch that are destined to the north.

Options Assessment

Two transportation network / land use options were assessed as part of the initial phase of the Urban Centre Plan. While many elements are common to both options, there are differences in network layout and infrastructure: particularly the proposed alignment of Sutherland Ave east of Burtch Rd.

Option 1 envisions Sutherland extending east onto Dickson, turning down Dayton and then turning again at Dolphin towards Spall. This option requires the realignment of the Sutherland / Burtch intersection and a short extension to link with Dickson. Multiple turns will make the new route less effective as a vehicle and transit route and the constrained right of way may make the provision of an ATC more challenging. All east-west traffic will travel through the busiest segments of Dickson / Dayton and the overall redundancy of the network would be only marginally better than the status quo.

Option 2 creates a stronger connection by directly linking Sutherland to Dolphin and then continuing east to Spall. This more direct routing would be ideal for vehicles, transit and cyclists moving east-west and connecting to Spall Rd. By bypassing some of the busier segments of Dickson / Dayton it will be more reliable and allow for alternative routes, making a more reliable network. The realignment of Sutherland to Dolphin will also create more flexibility for Dickson and Dayton to be pedestrianized.

Due to the less infrastructure and land requirements Option 1 may be marginally easier to develop in the short term, however Option 2 is better aligned with the goals and objectives set out in the UCR. The table below displays the relative ranking of each option and the existing condition for each criteria that was used for review and analysis.

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Mode	Criteria	Existing Condition	Option 1	Option 2
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Vehicular	Anticipated Vehicular Use of Network - Internal			
Vehicular	Anticipated Vehicular Use of Network - External			

Not Achieve				Achieve
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Based on the review completed, there are significantly more transportation benefits from Option 2 – the Sutherland realignment to Dolphin through to Spall. This option best mitigates existing traffic issues, creates redundancy and connectivity for all modes and accommodates future growth. It also prioritizes walking, cycling, and transit, enabling a shift to these modes. Facilitating and encouraging this mode shift is key to the success of the continued urbanization and growth of the city. The marginal increase to infrastructure costs between Option 1 and Options 2 is outweighed by the multimodal benefits achieved by these investments; therefore, Option 2 is preferred from a transportation perspective.

Next Steps

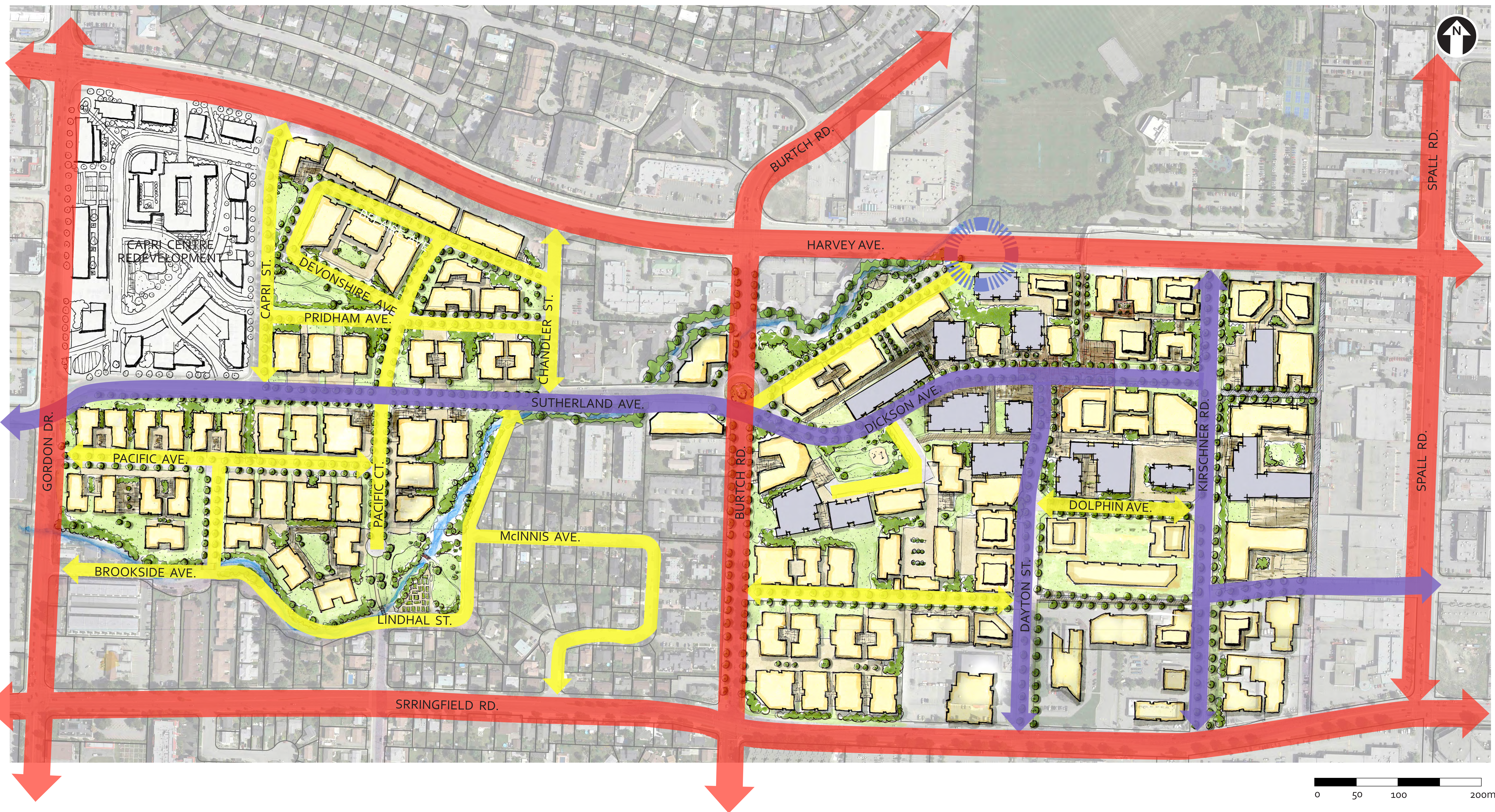
Following to adoption of a preferred network option, refinement of the option will be undertaken through a more detailed analysis. This analysis will assess the performance of individual elements of the proposed transportation network and recommend refinements to the proposed concept moving forward.

CAPRI-LANDMARK PLAN: OPINION OF PROBABLE COST PREPARED BY WSP/MMM		
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1.0 Parks & Public Space	Neighbourhood parks, urban squares and plazas, creek and daylighting improvements	\$6,644,800
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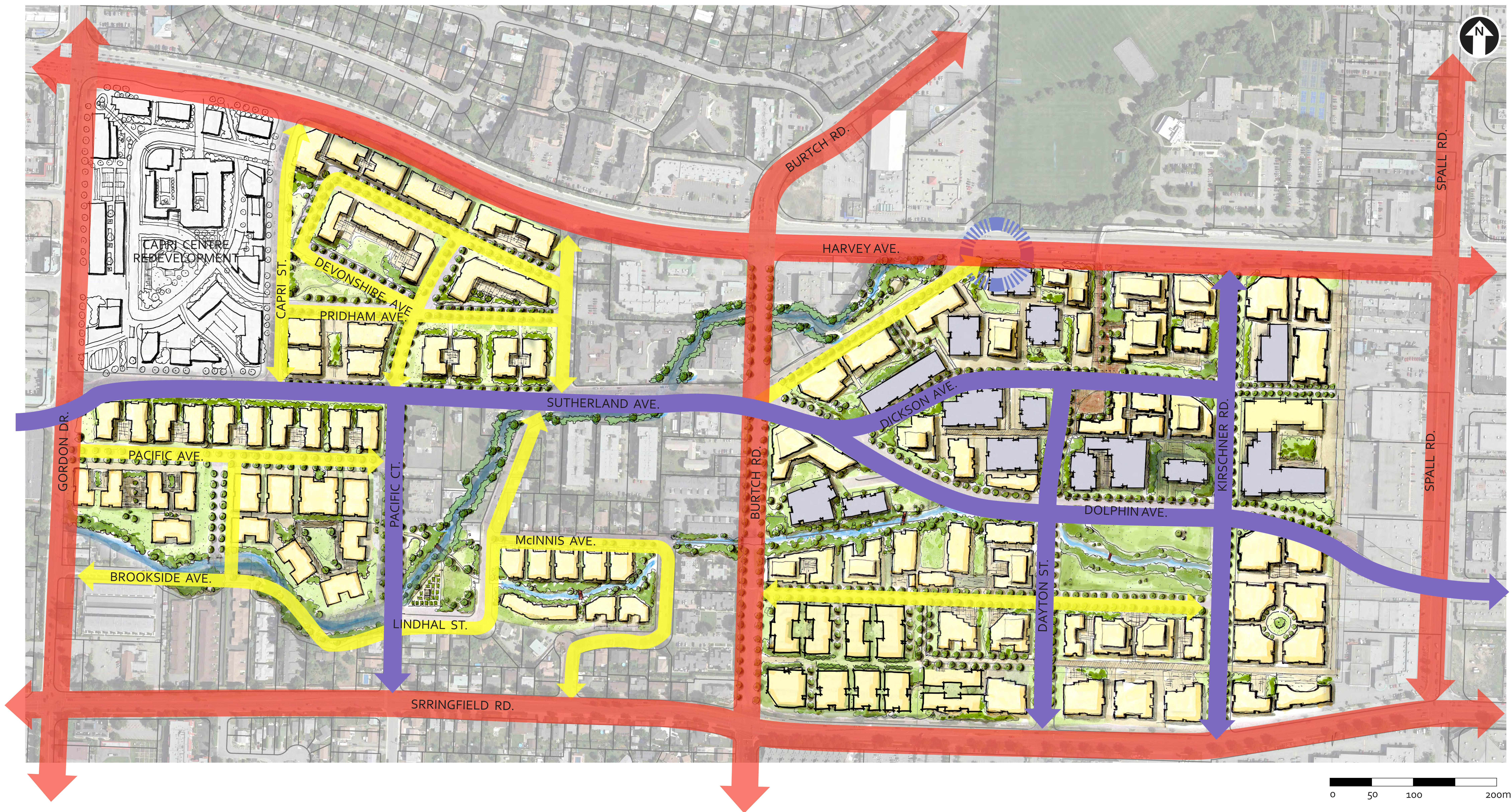
Concept Plans - Order of Magnitude Costing



LEGEND

- CITY WIDE STREETS
(+60 km/h)
- KEY LOCAL ACCESS
STREETS (15-30 km/h)
- KEY URBAN STREETS
(30-50 km/h)
- ⊙ PEDSETRAIN HIGHWAY
OVERPASS

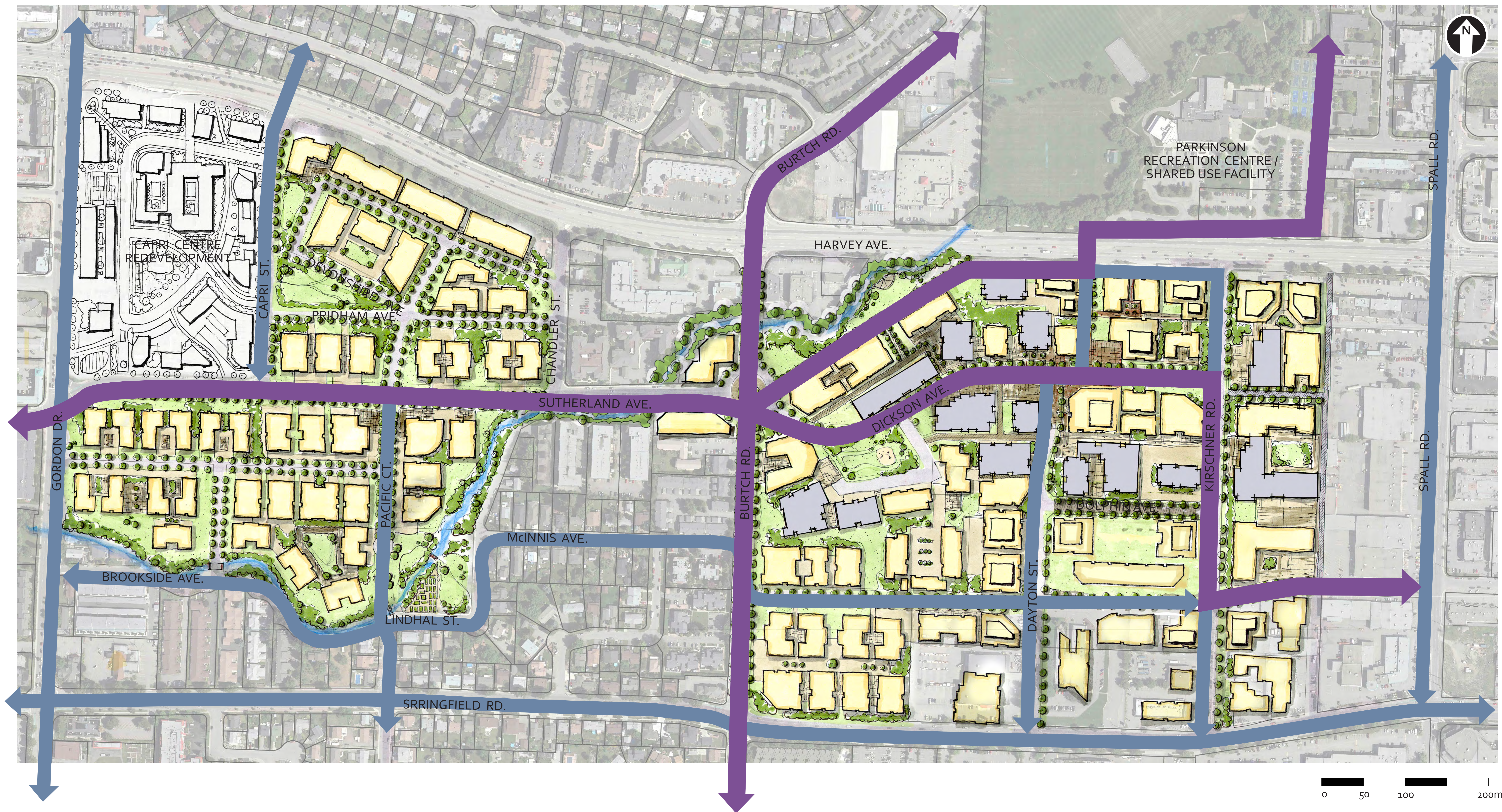
Concept Plan 1 - Road Hierachy



LEGEND

-  CITY WIDE STREETS
(+60 km/h)
-  KEY LOCAL ACCESS
STREETS (15-30 km/h)
-  KEY URBAN STREETS
(30-50 km/h)
-  PEDESTRIAN HIGHWAY
OVERPASS

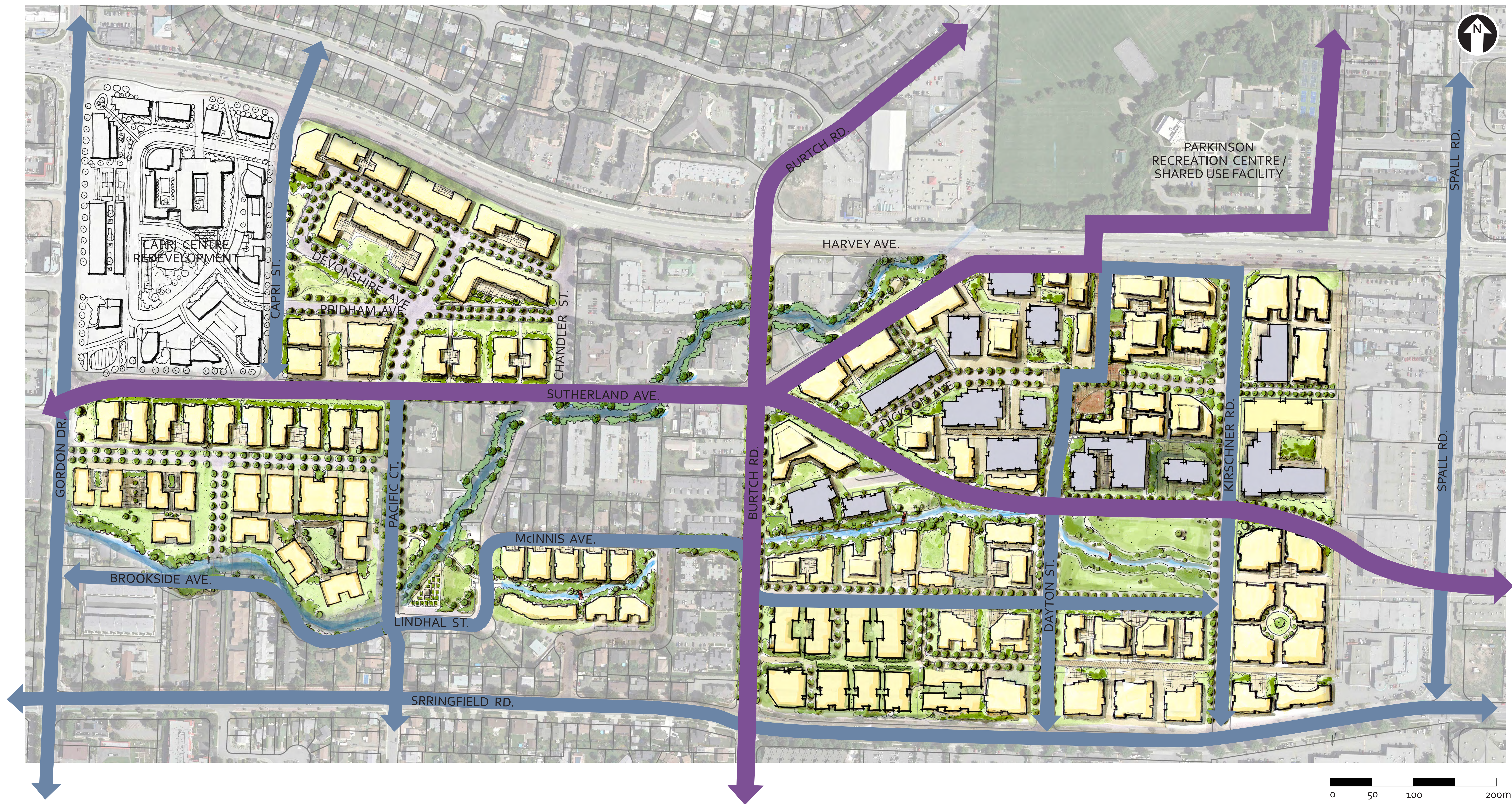
Concept Plan 2 - Road Hierarchy



LEGEND

-  PRIMARY CYCLE ROUTES
-  SECONDARY CYCLE ROUTES

Concept Plan 1 - Key Cycling Routes

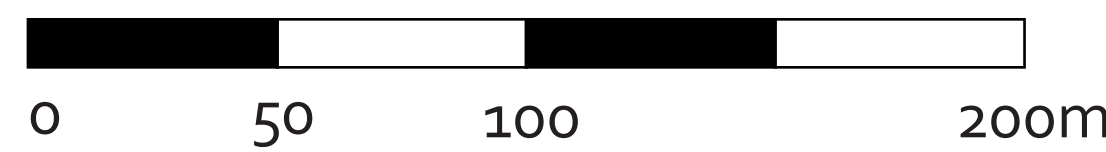
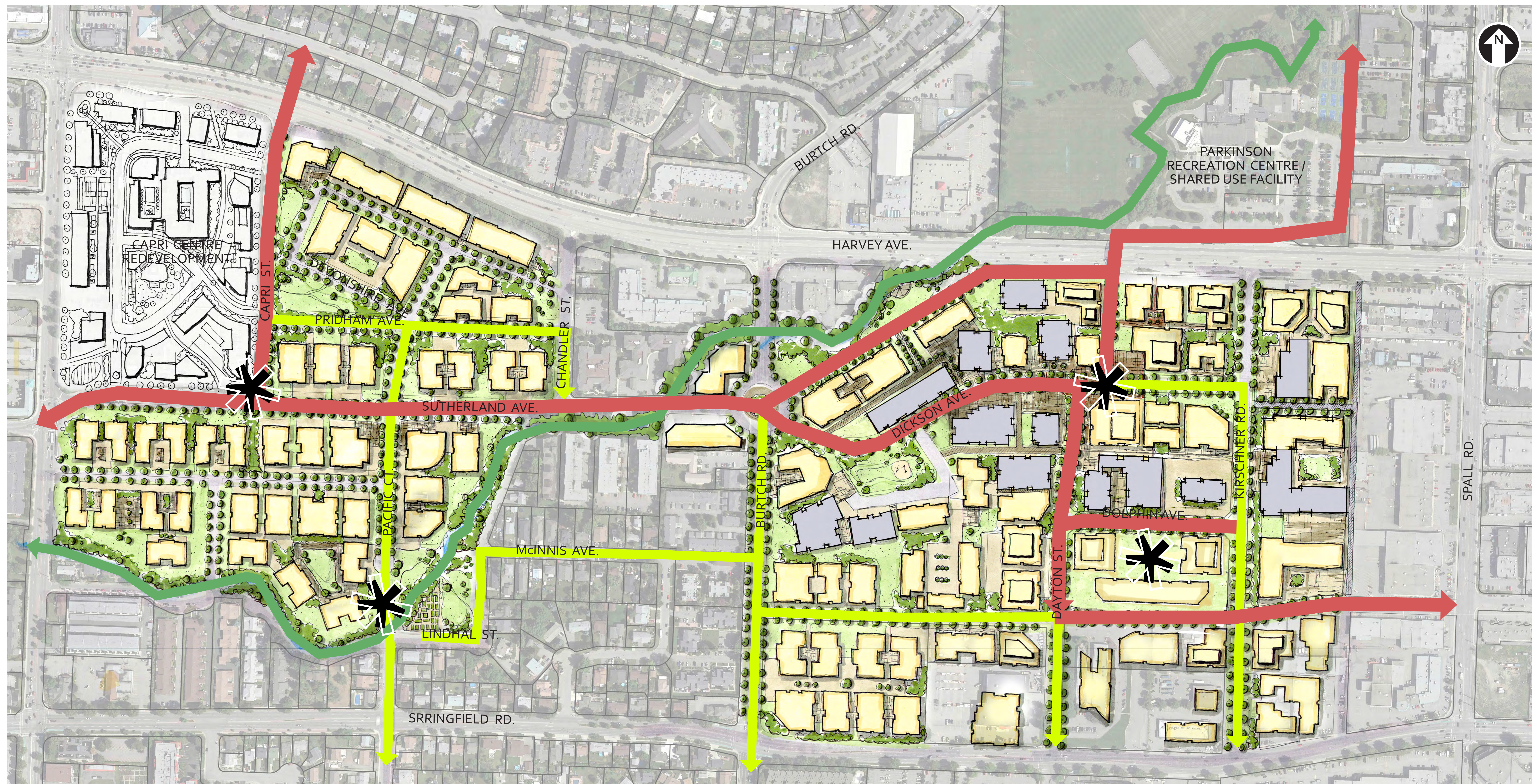


LEGEND




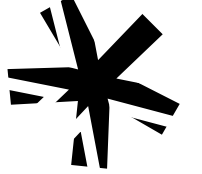
PRIMARY CYCLE ROUTES

SECONDARY CYCLE ROUTES

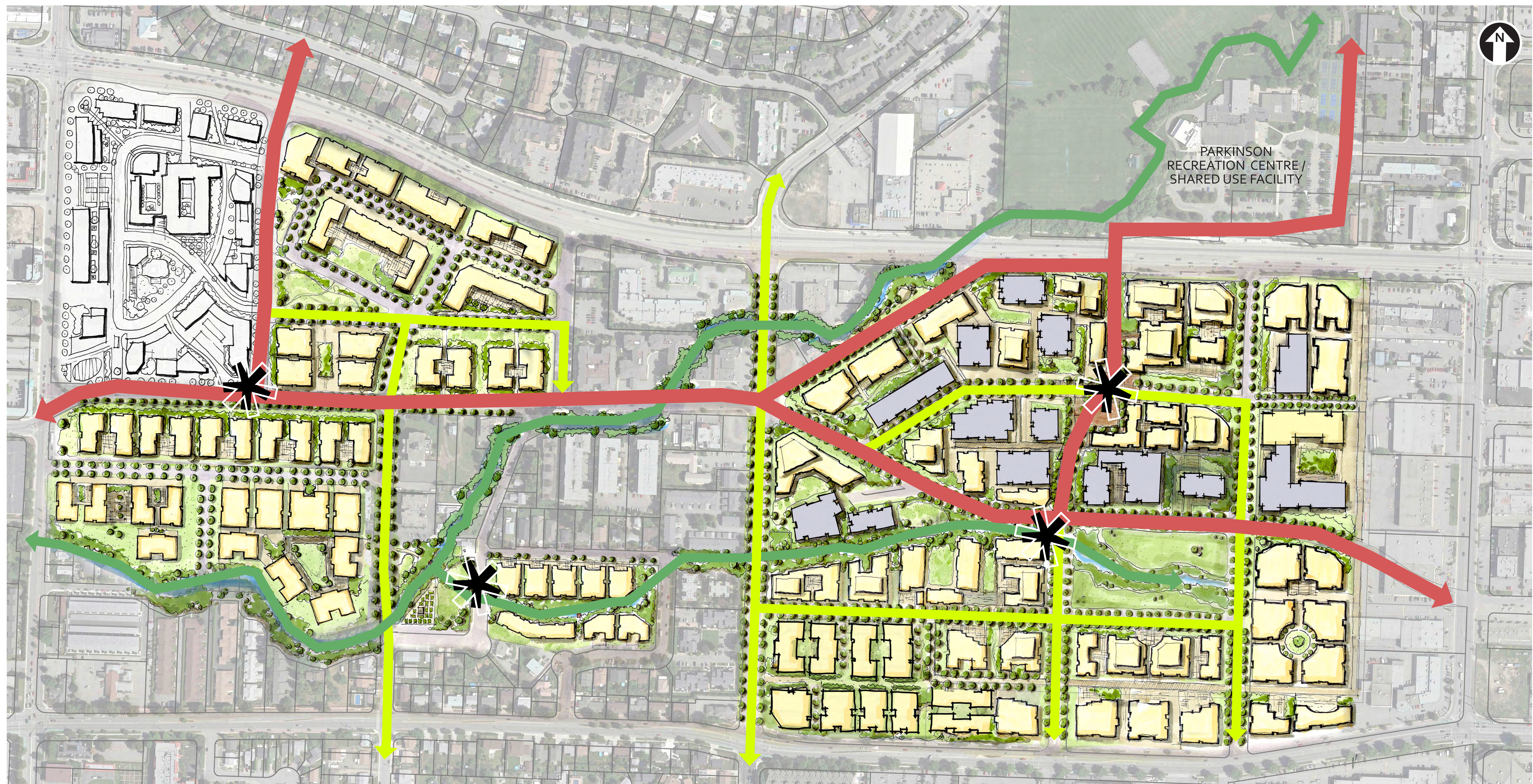
Concept Plan 2 - Key Cycling Routes



LEGEND

-  PRIMARY PEDESTRIAN ROUTES
-  PEDESTRIAN GREENWAY ROUTES
-  SECONDARY PEDESTRIAN ROUTES
-  ACTIVITY NODE

Concept Plan 1 - Key Pedestrian Routes



LEGEND

- ➔ PRIMARY PEDESTRIAN ROUTES
- ➔ PEDESTRIAN GREENWAY
- ➔ SECONDARY PEDESTRIAN ROUTES
- ✱ ACTIVITY NODE

Concept Plan 2 - Key Pedestrian Routes