



# Capri-Landmark Plan

Preferred Concept Plan January 15<sup>th</sup>, 2018



# Why Plan for Capri-Landmark

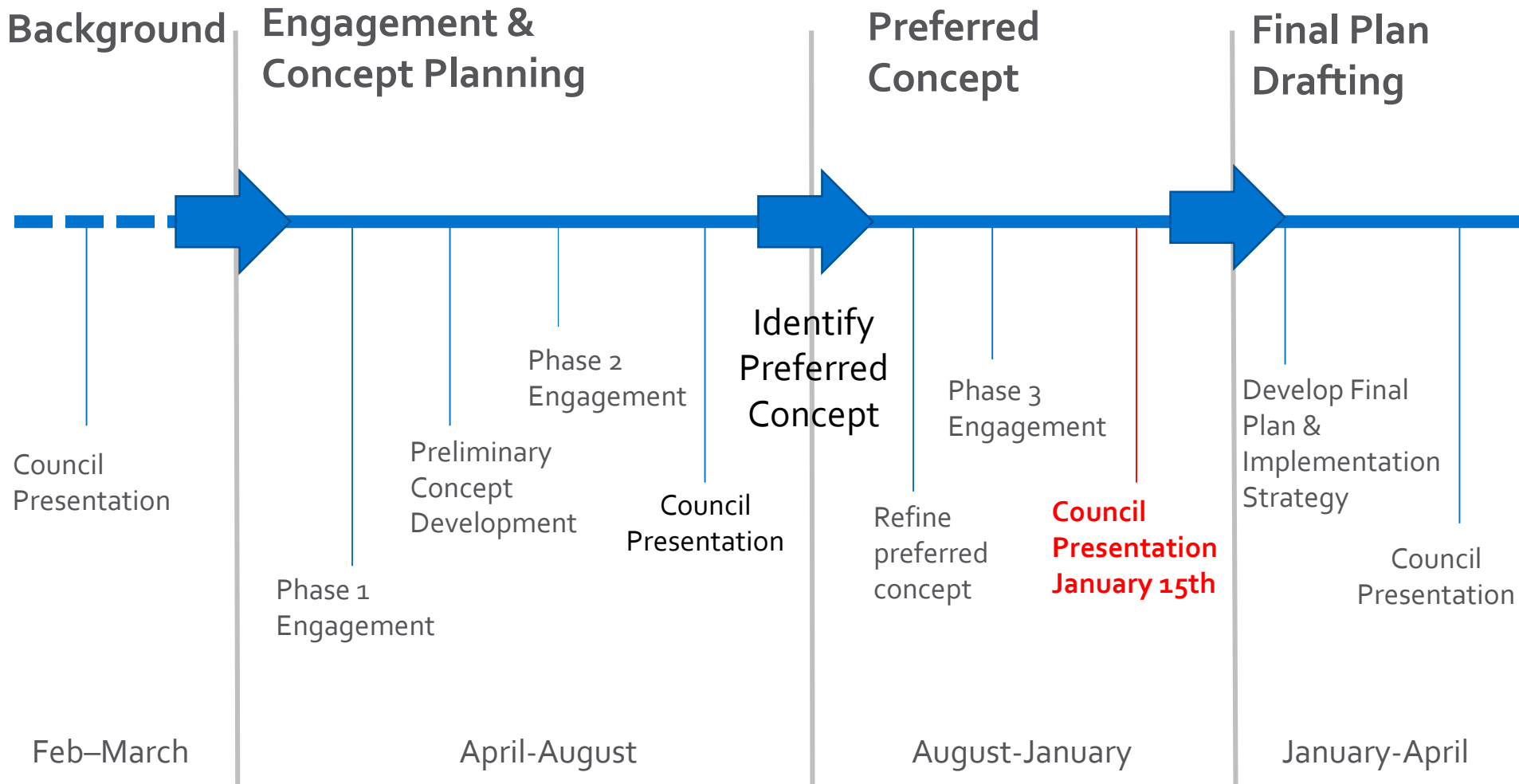


**Current  
Situation**



**Successful  
Urban Centre**

# Planning Process



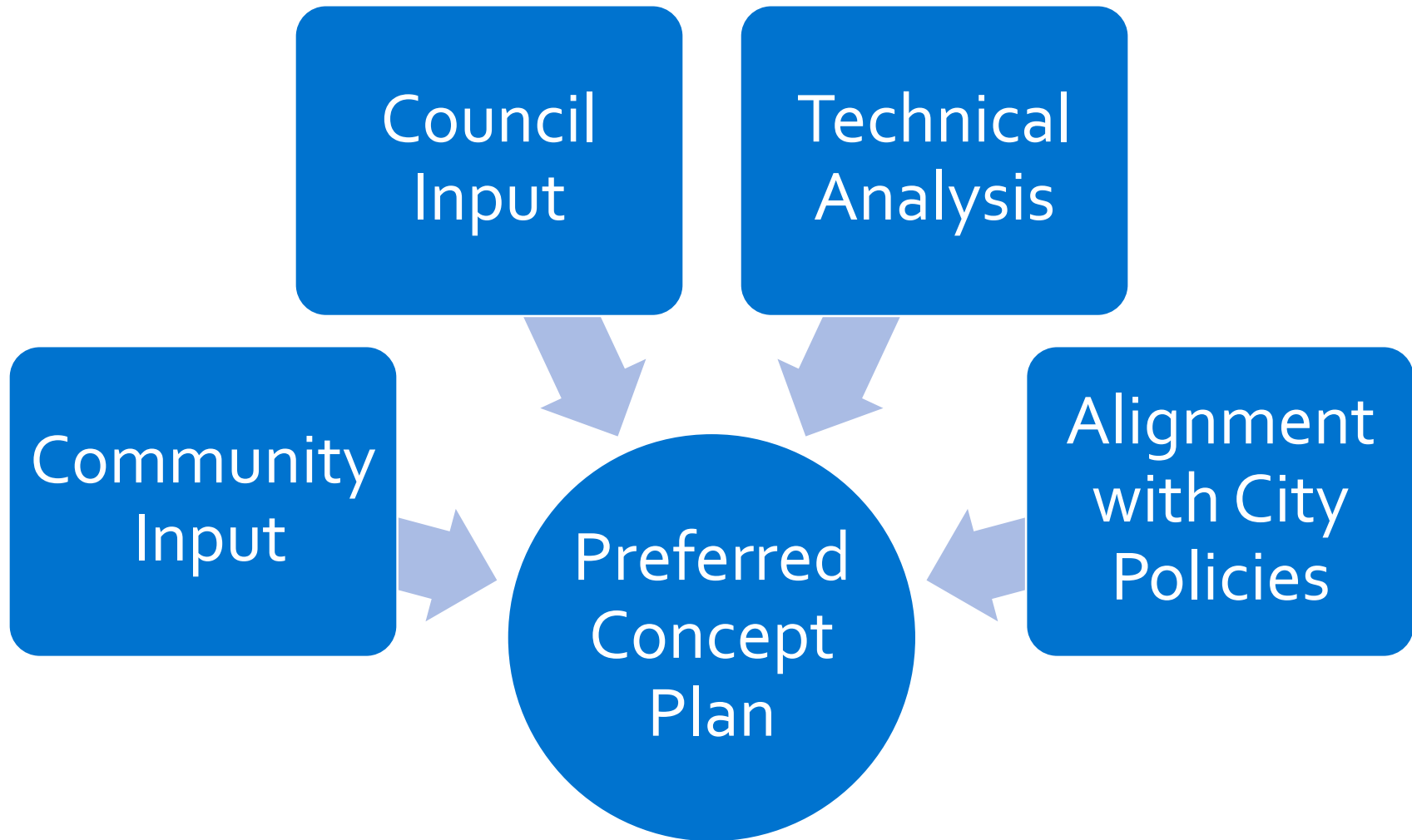


# Phase 3 Engagement Update

- ▶ Open house at Coast Capri
  - ▶ Public support for preferred concept
- ▶ Key landowner session at City Hall
  - ▶ Information sharing, plans for further consultation



# Refining the Concept Plan



**2040 GROWTH PROJECTIONS**

	PEOPLE	UNITS	JOB
	100 Per/Ha	58 Per/Ha	51 Per/Ha
	EXISTING	PROJECTED	
	2014-2018	2019-2040	
CAPRI	1,064	1,500	6,029
LANDMARK	460	3,700	3,395
OVERALL	2,324	5,200	9,425



## Future Land Use & Structure Map

## Capri-Landmark - Preferred Concept Plan





1. Enhance vitality and re-balance the land use mix by introducing additional residential development to achieve a density of 150 combined jobs / people per hectare.
2. Re-align Sutherland Ave as a new complete street that will prioritize walking, cycling and transit, creating an east-west street linking Burtch Rd to Spall Rd.
3. Create new social spaces by developing new community and neighbourhood parks as well as a public plaza in Landmark to serve future residents and workers.

4. Establish Dickson Ave (between Dayton St and Kirschner Rd) as a main street with ground-oriented retail and streetfront amenities that will announce the area as a key destination.
5. Develop and daylight Ritchie Brook as a pedestrian path and stormwater garden that will enhance community identity and improve stormwater management in the area linking Landmark to Pacific Court Park as redevelopment occurs in the area

## Big Ideas / Illustrated Concept Plan

### Capri-Landmark Plan - Preferred Concept Plan



# Draft Building Height Profile

- ▶ Maintain downtown as premier urban centre
- ▶ Focus height to support plan goals with upper limit of 16-18







LEGEND

- |  |                   |   |                   |   |                             |
|--|-------------------|---|-------------------|---|-----------------------------|
|  | CITY WIDE STREETS |  | COLLECTOR STREETS |  | PEDSETRAIN HIGHWAY OVERPASS |
|  | ARTERIAL STREETS  |  | LOCAL STREETS     |   |                             |

Road Hierarchy





LEGEND

- |  |   |   |  |   |                                |
|--|---|---|--|---|--------------------------------|
|  | PRIMARY CYCLE ROUTES<br>(CYCLE TRACKS)    |  | MULTI-USE PATH<br>(OFF-STREET PATH)        |  | PEDESTRIAN HIGHWAY<br>OVERPASS |
|  | SECONDARY CYCLE ROUTES<br>(BICYCLE LANES) |  | BICYCLE BOULEVARD<br>(SIGNAGE + DIVERSION) |  | PEDESTRIAN PATH / CROSSING     |

## Active Transportation Map

# Capri-Landmark Plan - Preferred Concept





LEGEND



RAPID BUS ROUTE  
(7.5 MINUTE PEAK)



FREQUENT TRANSIT ROUTE  
(15-20 MINUTE PEAK)  
ROUTE 5, 8, & 11 EXIST  
ROUTE 7 PROPOSED 2018



PROPOSED BUS STOPS  
ROUTE 11 STOPS, WITH SUTHERLAND EXTENSION



EXISTING BUS STOPS

Transit Routes



# Transportation Network Analysis

- ▶ Challenges remain with Harvey & Springfield
- ▶ Network provides capacity for 2040 growth (congestion remains)
- ▶ Shift to live-work will reduce trip lengths
- ▶ Improvements will make walking, cycling and transit viable option





UCR Principle	UCR Target	Baseline	Proposed Plan
Promote vitality through a mix of land uses	150-250 combined jobs and residents per hectare	78.6 jobs /residents per /hectare	151
	Ratio of 2 residents to 1 job (2:1)	1:2.4 residents to jobs	2:1
Healthy housing mix	Housing Mix 80% apartments, 20% ground oriented	73% apart (multi), 13% ground-oriented	100% of growth will be multi-family
Prioritize people-first transportation options & connections	90% of residents close to frequent transit	100%	100%
	90% of residents close proximity to ATC (n/s and e/w)	1.5%	43%
Create streets & blocks that are walkable & comfortable for all	100% of blocks < 250m for cars, 100% of blocks < 150m for pedestrians/cyclists	52% for cars, 25% for pedestrians/cyclists	82.4% <250 m for cars, 36.5% < 150M for pedestrians
	Street network with 0.8 intersections/ha,	0.26 intersections per hectare	.31 intersection per hectare
Establish social spaces that promote social interaction	All residents in close proximity to a public space (within 400m)	83%	100%
	Diversity of public spaces: Diversity Index (less than 0.2)	0.37	.17
	At least 1 central plaza or square,	Zero	2

# Implementation Considerations



- ▶ Preliminary estimate of DCC revenue of roughly \$60-\$65 million

## *Preliminary Estimates for Community Infrastructure Costs*

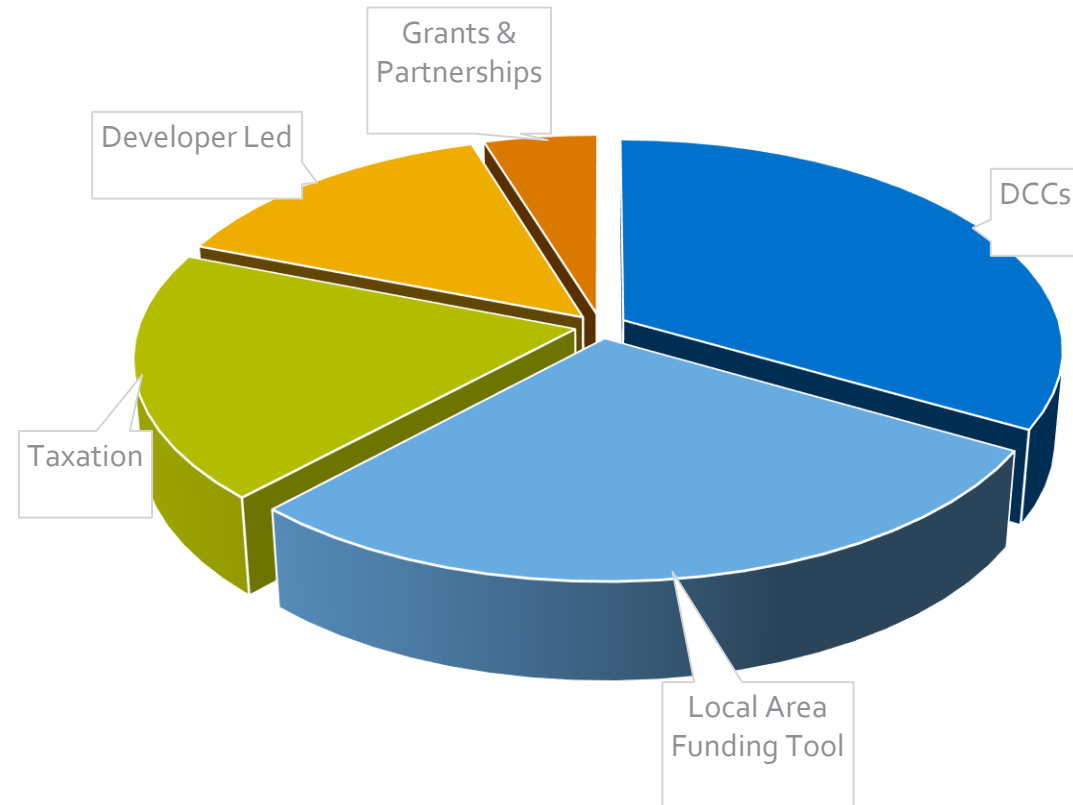
Project Type	Land Costs	Project Costs	Total
Parks & Public Spaces	\$19,500,000	\$16,000,000	\$35,500,000
Linear Corridors/Paths	\$5,000,000	\$2,00,000	\$7,000,000
Transportation	\$18,000,000	\$32,000,000	\$50,00,000
Utility & Infrastructure	TBD	\$7,500,000	\$7,500,000
Total	\$42,500,000	\$57,500,000	\$100,000,000



# Implementation Considerations

- ▶ Several projects in 2030 DCC program
- ▶ Select projects are candidates for 2040 DCC program
- ▶ Gap between what DCC program and taxation can deliver & identified infrastructure needs
- ▶ Staff will investigate a range of funding tools

Funding Tools for Plan Improvements



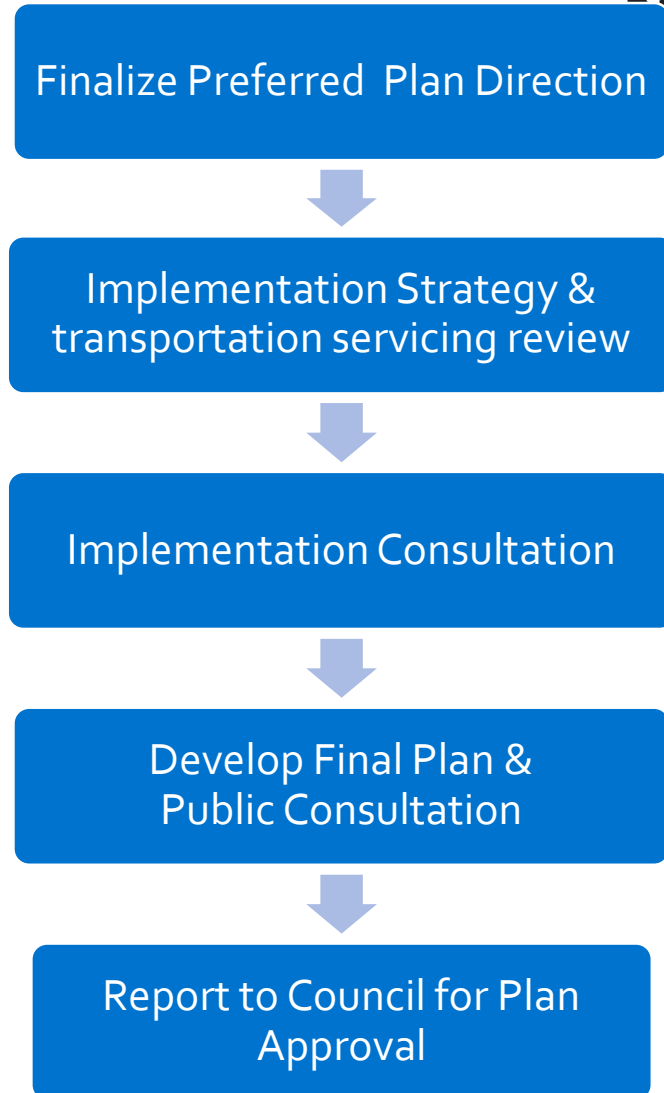
# Implementation

Staff will investigate these and other funding tools in advance of an implementation workshop:

- ▶ Development Cost Charges
- ▶ General Taxation
- ▶ Density Bonus
- ▶ Local area service
- ▶ Parcel Tax
- ▶ Development Works Agreement
- ▶ Public-private partnership

# Next Steps

- ▶ Upon council approval, staff will take following actions:
  - ▶ Finalize transportation servicing review
  - ▶ Develop implementation strategy
  - ▶ Prepare final plan development





# Conclusion

- ▶ Urban centres critical to city's growth strategy
- ▶ Need to position areas for success
- ▶ Need amenities & transportation options
- ▶ Requires a new approach to funding & investment
- ▶ Improvements needed to support development in near-term

