

# CAPRI-LANDMARK URBAN CENTRE PLAN



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# EXECUTIVE SUMMARY

## EXECUTIVE SUMMARY

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## Vision

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Capri-Landmark will be a vibrant neighbourhood that residents are excited to live and work in. The neighbourhood will be known for its various amenities including great parks and public spaces as well as local shops and services. Its central location will add to its desirability, allowing for easy access to other popular neighbourhoods like Downtown Kelowna and amenities like the Parkinson Recreation Centre.

The neighbourhood will be defined by two high-density hubs: the redeveloped Capri-Centre Mall site and the Landmark District. The Five Bridges residential area will connect these two hubs, providing a wide range of housing types and tenures. These two hubs will also be linked by water via the new Ritchie Brook and Mill Creek linear paths that will serve as natural amenities, connecting key destinations.

An enhanced Sutherland Avenue will be realigned to run through the heart of the Landmark District, and will be designed to provide new protected cycling lanes, transit access, and wide sidewalks for people living and working in the area. Dickson Avenue will become the “High Street” for the neighbourhood, complete with restaurants and lively sidewalk patios.





The Capri-Landmark area has a long history of transformation. Originally, the area was home to an extensive network of streams and wetlands, which were eventually converted into prime agricultural lands. As the city grew, commercial and industrial development replaced farming. Residential and office development followed. Today, Capri-Landmark finds itself in a strategic location at the centre of the city. The area is home to over 2,600 residents and hundreds of businesses that together employ over 5,200, and the next phase of its transformation is underway.

The Capri-Centre Mall is undergoing a wholesale redevelopment into a high-density, mixed-use community, and pressure for more residential and commercial development is occurring throughout the urban centre. The trouble is, the area was never designed to handle this growth. Rather than supporting a more vibrant place, this new development exacerbates already stretched infrastructure. Continuing down this path will not deliver an area with the high quality of life that citizens have come to expect from Kelowna.

Reacting to these difficulties, council placed a strict limit on new development in the Landmark District and asked staff to prepare a new plan for the urban centre. This would be the first plan based on the newly minted principles and targets of the Urban Centres Roadmap (UCR), which provides direction for development in Kelowna's urban centres.

When the planning process began in 2017, residents, businesses, and workers in the Capri-Landmark area told us about what they love about the area, and what they think needs to be improved. One thing was clear: the opportunity for transformation in Capri-Landmark got people excited. By the end of the process, hundreds of residents provided their thoughts and ideas on ways to make the neighbourhood better as it grows. The following actions emerged from these discussions:

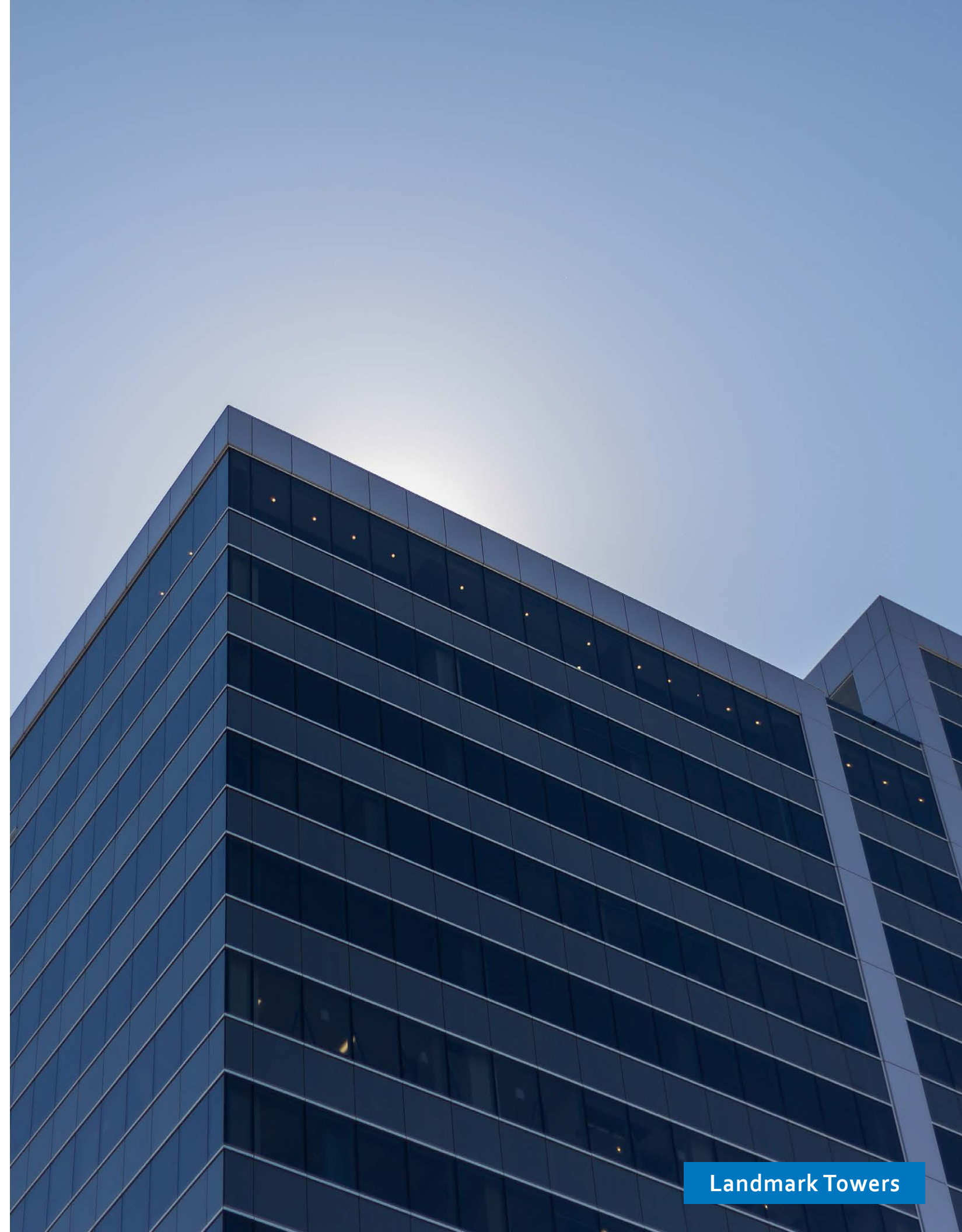
1. **Encourage mixed-use residential development that balances jobs and residents in the area**
2. **Add high-density residential in key locations to support the vitality of the area**

3. **Ensure amenity with density and invest in green space as density increases**
4. **Improve walkability, invest in sidewalks, and break up larger blocks**
5. **Strengthen cycling connections to key destinations**
6. **Improve transportation connectivity and traffic flow**
7. **Maintain rental housing as the area densifies and revitalizes**
8. **Work to develop Mill Creek and Ritchie Brook as natural assets to reduce flooding risks**
9. **Strengthen the connection and access to Parkinson Recreation Park, a citywide recreation asset**

Working with this foundation and the principles of the UCR, the Capri-Landmark Urban Centre Plan delivers a bold vision that will transform the area over the next twenty years and beyond. The Illustrative Concept on pages 8-9 identifies the most significant changes that the plan proposes for the area.

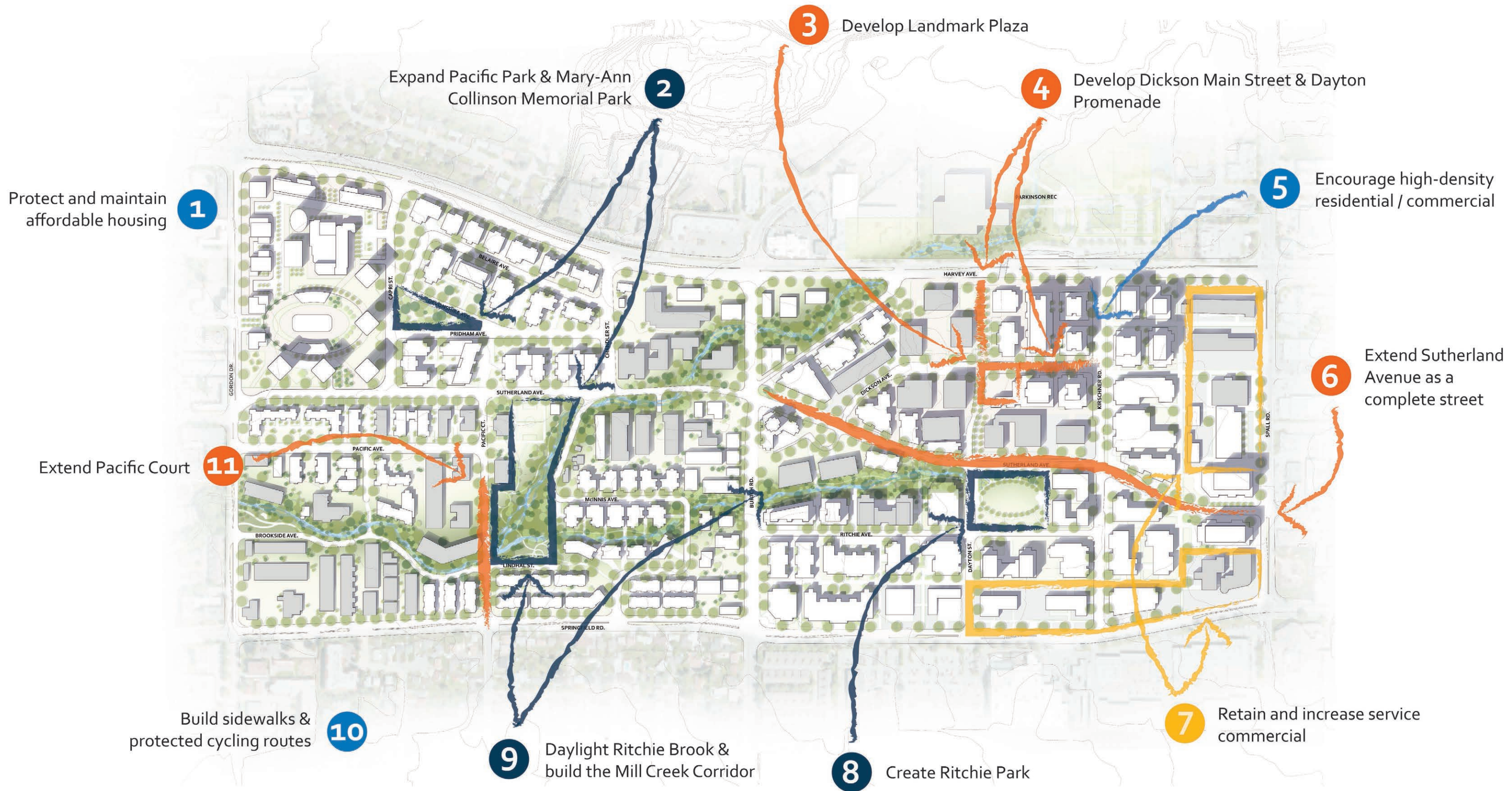
Providing a clear plan is the first step. Delivering on the plan's commitments over the coming decades will take long-term buy-in from a range of stakeholders. The City and other levels of government, land developers, non-profits, businesses, and residents all have important roles to play to ensure that the vision translates into reality.

“ **The Capri-Landmark Urban Centre Plan delivers a bold vision that will transform the area over the next twenty years and beyond** ”





# Capri-Landmark Illustrative Vision





# INTRODUCTION

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## EXECUTIVE SUMMARY

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**T**he Capri-Landmark urban centre is in a strategic location at the centre of the City, minutes away from downtown, Okanagan Lake, Parkinson Recreation Centre, and Orchard Park Mall. Today, the Capri-Landmark urban centre is home to over 2,600 residents, nearly 5,200 jobs and hundreds of businesses. It is a place of diversity, where residents of all different ages and incomes live in many types of housing, from rental apartments to single family homes. It is also a place of contrast, with gleaming office towers standing next to aging single-storey buildings. Mill Creek meanders through the urban centre, weaving it together and connecting it to neighbouring areas.

Change is happening in Capri-Landmark, and it brings many benefits and challenges. New residential buildings are under construction across the area, and these new residents will bring even more life to the area, supporting local businesses. But, without a plan in place, the challenges that come with rapid change can be overwhelming. New residents and businesses mean more traffic on the same roads. These residents also put pressure on a parks and public space system that is already limited. Due to the development pressure and transportation challenges in the Landmark District, council put a limit on future development until a plan is in place.

The Capri-Landmark Urban Centre Plan provides a clear strategy that builds on the many strengths of the area. It

addresses the challenges presented by growth head-on and lays out a forward-looking plan that will make this urban centre an engaging, vibrant, and healthy place for generations to come. The plan identifies the requirements for land use, transportation, parks, and public spaces that will facilitate Capri-Landmark's transformation into a vibrant live-work centre.

At the core of this plan are several defining directions:

- Encouraging major mixed-use residential projects to enhance vibrancy
- Enhancing existing and creating new transportation options for all road users
- Ensuring all residents are close to top quality parks, public spaces, and amenities
- Maintaining a range of housing options for all income levels

The Capri-Landmark Urban Centre Plan sets in motion a long-term strategy to deliver on these directions and more. Transforming this area will, however, take significant public and private investment, clarity of purpose, and a flexible approach. This plan goes one step further than many others, providing a clear financing strategy that will help make the vision for Capri-Landmark a reality.



# The Importance of Urban Centre Revitalization in Kelowna

Dynamic, mixed-use urban centres drive growth and create enjoyable spaces where people can thrive. Developing engaging urban areas also allows cities to foster economic development while simultaneously providing social and environmental benefits. High-density areas that are home to a variety of housing and amenity options have lower infrastructure costs than suburban areas and are more cost effective to service. Additionally, compact urban spaces allow for viable sustainable transportation options, including public transit, biking, and walking, which can reduce traffic congestion and carbon emissions. Overall, effectively designed urban centres provide a high quality of life and allow businesses to prosper.

Kelowna's 2030 Official Community Plan (OCP) established five urban centres: City Centre, Capri-Landmark, South Padosy, Rutland, and Midtown. Currently, the OCP outlines a high-level vision for Kelowna's urban centres as vibrant, pedestrian friendly areas with access to amenities and a mix of land uses within close proximity. The successful revitalization of these urban centres is critical to advancing a range of City policies and provides Kelowna with its greatest opportunity to create urban centres that contribute to the City's economic development and long-term sustainability.

The Urban Centres Roadmap (UCR) process was undertaken in 2015-16 to build upon OCP direction. Through the UCR process, staff collaborated with key stakeholders and community partners to determine the key ingredients of successful urban centres. Upon completion, the UCR established guiding principles for planning Kelowna's urban

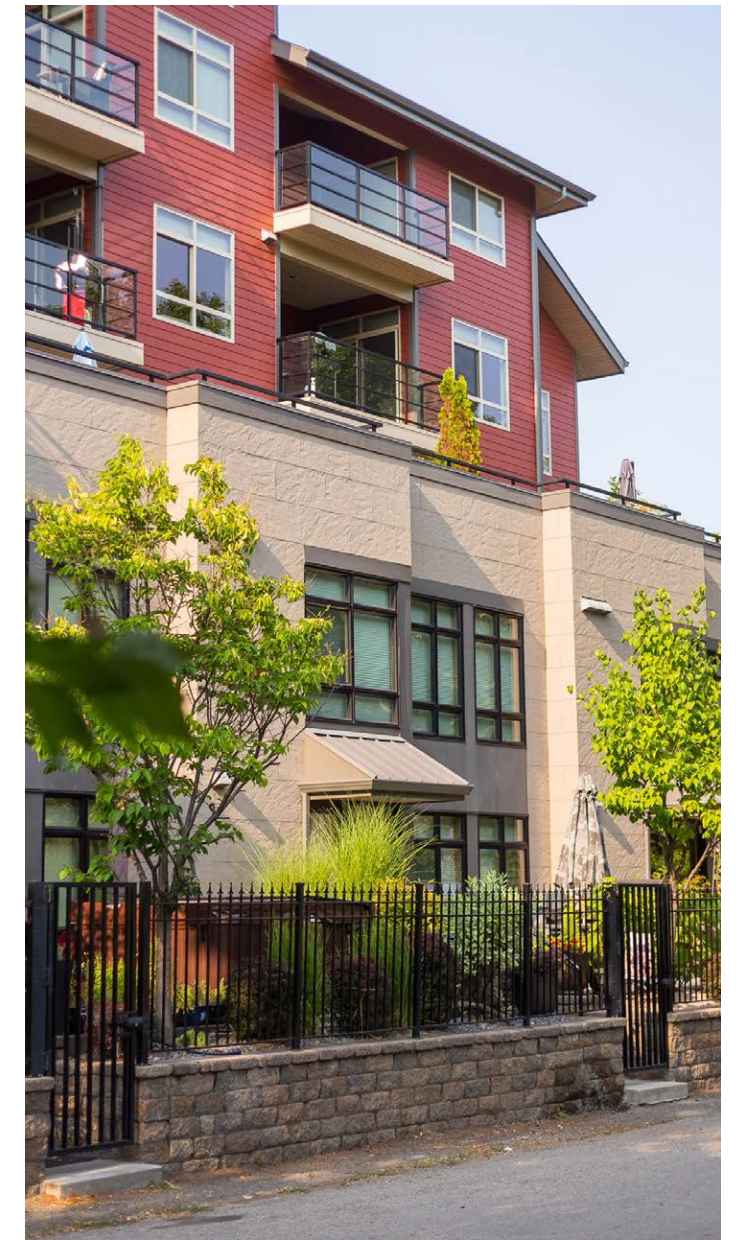
centres, as well as targets that translate the principles into on-the-ground objectives. The UCR's objectives align closely with the recently endorsed Imagine Kelowna Vision 2040, which is based on feedback from thousands of Kelowna residents. Imagine Kelowna calls for growing vibrant urban centres, limiting sprawl, building healthy neighbourhoods, creating great public spaces, and embracing transportation options, among other goals.

Each of the City's urban centre plans, including the Capri-Landmark Plan, will be guided by the following UCR 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 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** – Create streets and blocks that are walkable and comfortable for all

## Urban Centres by the Numbers

Based on analysis using the BC Government's Community Lifecycle Infrastructure Costing tool, the capital costs of urban sprawl are three to four times greater than development in an urban centre. Up front capital costs of a suburban home range from \$30,000-35,000, where the capital costs of a home in an urban centre are \$7,000-15,000.





# Plan Organization

The Capri-Landmark Plan is organized into seven chapters. A brief summary of each chapter is provided below.

## CHAPTER 1 INTRODUCTION

Outlines the need for a plan to guide the transformation of Capri-Landmark and how this project is vital to the City's broader goal of urban centre revitalization.

## CHAPTER 2 PLAN PROCESS

Reviews the phases of the planning process and key public engagement milestones. Summarizes key themes from public engagement, and explains how the plan will advance a range of City plans and policies.

## CHAPTER 3 BACKGROUND

Describes the current character of Capri-Landmark, including land use, demographics, transportation options, and parks and public spaces. This chapter also provides a summary of the strengths and challenges of the area, highlighting observations that informed the Plan.

## CHAPTER 4 COMMUNITY STRUCTURE

Provides an overview of the long-term physical structure of the urban centre, indicating how land use and building heights might change through redevelopment over the next 20 years. The Future Transportation Network and Parks and Public Space maps describe structural changes that are envisioned to support the transformation of the area to a vibrant live-work hub.

## CHAPTER 5 SUB-AREA POLICIES

Outlines the more specific policy goals and targets that will guide redevelopment opportunities within the five sub-areas of the plan. The recommendations for each sub-area build on the OCP and the UCR policies and targets, providing detailed direction related to land use, building height, urban design, and transportation.

## CHAPTER 6 SUPPORTING BUSINESS

Identifies objectives that will help maintain a thriving business community, welcoming new businesses and helping existing ones grow.

## CHAPTER 7 TAKING ACTION

Describes how Capri-Landmark might transform over the next 20 or more years, summarizing key actions for long-term implementation of the plan. Also, Chapter 7 highlights the key infrastructure projects required to support future growth in the area, as well as the estimated costs and proposed approach for financing and delivering key improvements.





# PLAN PROCESS

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## The Planning Process

**T**he Capri-Landmark Plan is the first plan that was developed following the direction of the Urban Centres Roadmap (UCR). Chapter 2 of the plan describes the planning process, highlighting key milestones and outcomes of the public engagement process. This chapter reviews the existing City policy and plans that informed the development of the plan and explains how the plan will be used to guide redevelopment in the area moving forward.

Over the course of 18 months, the City led a robust public engagement process that invited local residents and landowners, community groups, and the general public to assist in determining the community's values and long-term priorities for Capri-Landmark. The engagement plan followed the International Association for Public Participation's best practices in an effort to provide meaningful opportunities for public involvement and to ensure transparency. The engagement and consultation opportunities were organized around four key phases.

### Phase 1

The community was invited to assist in determining key strengths and issues facing Capri-Landmark. The UCR principles were also used as a tool to understand areas of focus for the Capri-Landmark Plan.

### Phase 2

This phase included community workshops, a public open house, and online engagement to identify a preferred concept plan direction. These engagement activities assisted staff in determining a recommended concept plan option to deliver to council.

### Phase 3

Phase three of the engagement process included workshops, online engagement, and a public open house to review the preferred concept plan. This phase allowed the public to provide feedback on the draft of the preferred concept.

### Phase 4

An additional opportunity was provided for key landowners and the public at-large to learn about the plan's final direction and the actions that will shape the implementation of the plan. This phase took place primarily through the City's Get Involved online engagement platform, as well as through targeted landowner meetings.

### Engagement by the Numbers

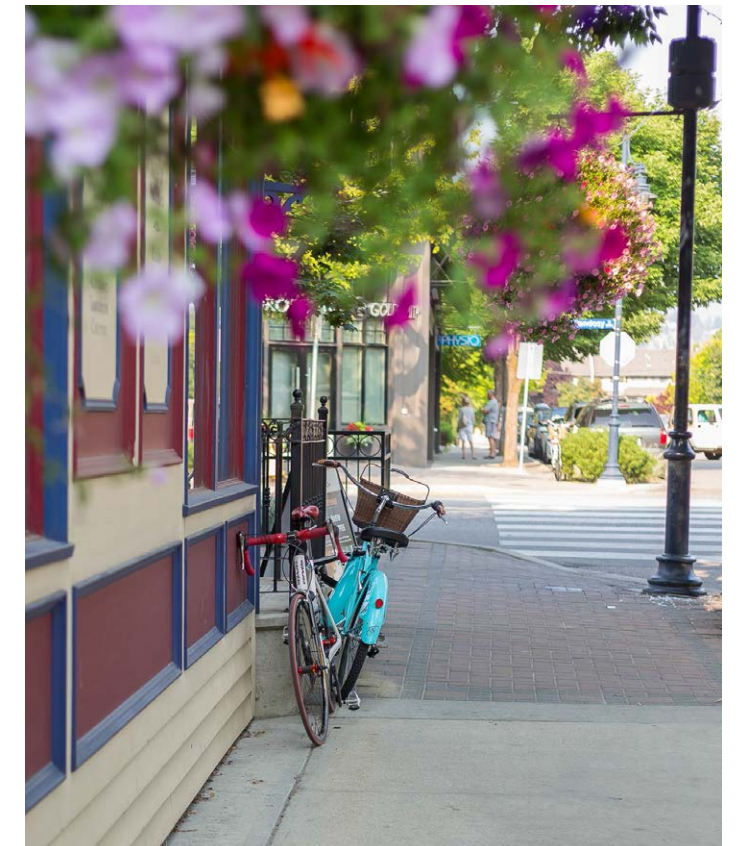
- 2,144 direct mail postcards delivered at start of process
- 200 people attended three drop-in sessions in April 2017
- 80 people participated at three engagement sessions in June 2017
- 225 people attended November 2017 Open House
- 2,500 visitors to the online project page
- 750 online subscribers for eight e-updates for the plan



# Public Engagement Outcomes

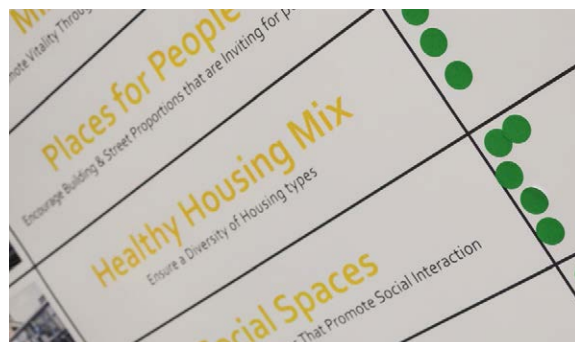
The following themes emerged from the public engagement process and informed the plan:

- Encourage mixed-use residential development that balances jobs and residents in the area
- Add high-density in key locations to support the vitality of the area
- Ensure amenity with density and invest in green space as density increases
- Improve walkability, invest in sidewalks, and break up larger blocks
- Strengthen cycling connections to key destinations
- Improve transportation connectivity and traffic flow
- Maintain rental housing as the area densifies and revitalizes
- Work to develop Mill Creek and Ritchie Brook as natural assets to reduce flooding risks
- Strengthen the connection and access to Parkinson Recreation Park, a citywide recreation asset





# Timeline of Milestones



### March 27, 2017

Staff presented to council the goal of the Plan, as well as the general engagement strategy for the project.

### November 2017

Staff hosted a session on November 15th with key commercial landowners in the Landmark area; approximately 15 people attended. On November 16th, staff hosted a public open house that was attended by 225 people. The open house was promoted by Castanet, Kelowna Capital News, and Kelowna Now.



### January 2018

On January 15th, City of Kelowna staff presented the preferred concept to council for endorsement. Staff also created a video about the project that was published online on January 18th. In terms of online engagement, more than 2,440 visitors were aware of the project on this platform, and 1,300 were informed overall.



### July 2018

Staff held a final round of landowner consultation to provide an update on the planning process and how the plan would be implemented.

### April 2017

2,144 direct mail postcards were delivered by Canada Post to all households and businesses in the Capri-Landmark urban centre. Staff hosted drop-in sessions at Landmark Six Tower, Capri-Centre Mall, and Parkinson Recreation Centre with roughly 200 people attending. Online engagement also occurred from April 4-17.

### June 2017

Staff hosted two community workshops with 35 participants to review preliminary concept options at Landmark 6. Staff also hosted a community drop-in session at Parkinson Recreation Centre. Online engagement was available for 30 days, and more than 500 people viewed the project page.

### August 28, 2017

Staff presented a report to council on preferred plan direction, sharing two preliminary concept options.

### June 11, 2018

Council affirmed the key directions of the Plan and endorsed an implementation approach for how infrastructure improvements could be integrated into the City's capital planning process.

### September 2018

The final report will be presented to council for the Plan's endorsement.







Harvey Avenue Pedestrian Overpass

# Relationship to Other Plans & Policies

Imagine Kelowna, the City's strategic vision to 2040, reflects City's most extensive public engagement process. Through Imagine Kelowna, the community affirmed the importance of urban centres to support a thriving and resilient city. Kelowna's 2030 Official Community Plan (OCP) establishes the goal of accommodating 44 per cent of future residential growth in the City's five urban centres: City Centre, Capri-Landmark, South Pandosy, Rutland, and Midtown. The goal of focusing future residents and employment in urban centres is the lynchpin of the City's growth management strategy.

Without the establishment of detailed plans for Kelowna's urban centres, it will be challenging to accommodate this level of growth in a coordinated way that will result in complete communities. The Capri-Landmark Plan addresses this challenge through comprehensive planning and integration with a number of other City plans and policies. The adjacent table highlights the wide range of City plans and policies that could be advanced by the Capri-Landmark Plan.

## City Plans & Policies that can be Advanced by the Capri-Landmark Plan

City Plan / Policy	Key Directions	Relationship to Capri-Landmark Plan
Imagine Kelowna	Imagine Kelowna goal, concentrate on growing vibrant urban centres to limit urban sprawl.	Create land use polices and supporting infrastructure plans that position the urban centre for growth.
Official Community Plan	Focus 44 per cent of future residential growth in the five urban centres.	Develop more detailed growth projections for the urban centre.
Pedestrian & Bicycle Master Plan	Create a comprehensive network of walking and cycling routes within the Urban Core.	Establish higher order walking and cycling routes to link Capri-Landmark with Downtown, Pandosy, and Midtown.
Urban Centres Roadmap	Establishes high level targets for 150-250 people and jobs combined per ha for urban centres as well as direction for transportation, public space, housing, etc.	Work with targets to guide future development and civic investment in parks and transportation in the urban centre, ensuring a holistic approach to planning.
Central Okanagan Transit Future Plan	Calls for improving direct connections between key local and regional destinations.	Provide direct transit service to the Landmark Towers, one of the largest employment hubs in the region.
Community Climate Action Plan	Sets the target of an 80 per cent reduction in GHGs by 2050. Currently transportation accounts for the largest share of community-wide GHG emissions.	Encourage a compact urban settlement pattern and provide sustainable transportation options in Capri-Landmark to support the area's shift toward a low carbon future.
Healthy Housing Strategy	This strategy establishes citywide targets for rental and affordable housing to encourage a healthy and balanced housing market.	Ensure a share of new units are in the form of market and affordable rental housing in locations that are well served by transit and amenities.
Linear Park Master Plan	Identifies the goal of an interconnected network of linear parks that provide transportation and recreation opportunities along the Mill Creek corridor.	Make the most of the opportunity presented by Mill Creek and Ritchie Brook corridors to create connected pedestrian pathways that could improve access to linear parks, while enhancing stormwater management.

The Capri-Landmark Plan is a long-term plan that will guide future land use, transportation, and public space improvements over the next 20-30 years. The plan's land use directions will be used to update the OCP policies and future land uses for the area to ensure the Capri-Landmark Plan is the main policy document for future development

in the area. Because the plan looks ahead 20-30 years, it will be reviewed every 5-10 years to ensure growth projections and infrastructure recommendations reflect emerging priorities in the area.



# How this Plan will Guide Redevelopment Process

To achieve the future land use direction and growth envisioned for the urban centre, most redevelopment sites will require rezoning. While the OCP and UCR provide general policy direction on development in urban core and urban centres, the Capri-Landmark Urban Centre Plan is much more specific and detailed. The Plan describes City's land use, transportation, and public space objectives for the area in order to guide rezoning applications as they come forward in the area. The plan also identifies on-site, off-site, and frontage improvements (transportation, parks, and public spaces) that will be required through rezoning. Chapter 7 clarifies step-by-step how this plan should guide new development.

“ The plan describes City's land use, transportation and public space objectives for the area



Construction in Five Bridges



Landmark Towers



# BACKGROUND

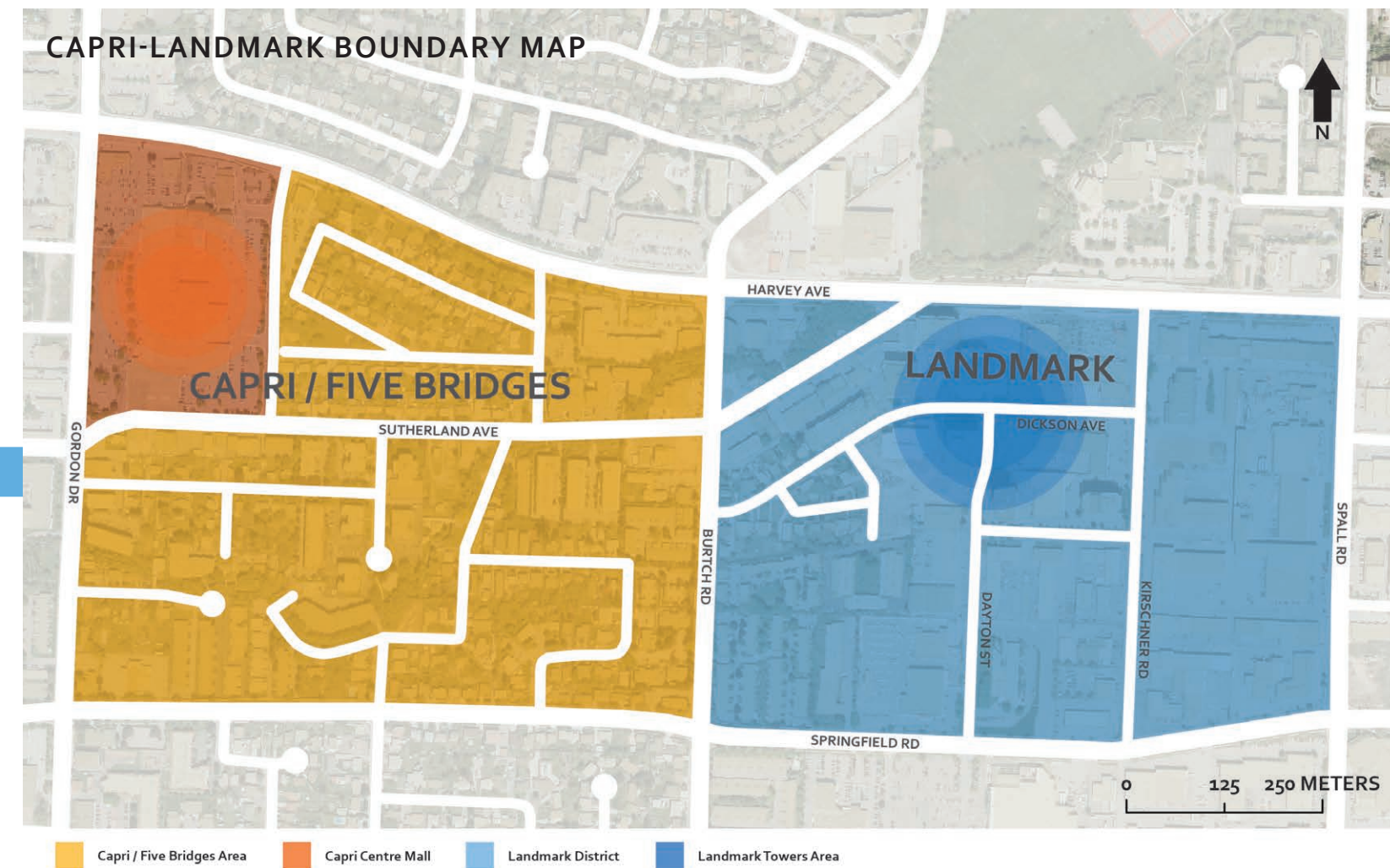
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## Current Context

The Capri-Landmark urban centre is located centrally within Kelowna's Urban Core, abutting the south side of Highway 97 between Gordon Drive on the west, Spall Road on the east, and Springfield Road on the south. The entire urban centre is approximately 94 hectares in area and contains 2,645 residents and 5,200 jobs. The urban centre includes two distinct focal points: the Capri-Centre Mall in the west, and the Landmark District in the east. The lands in between the two focal points contain the overwhelming majority of the area's residential development, mainly in the form of apartment buildings and lower density dwellings, such as detached homes.

“ The entire urban centre is approximately 94 hectares in area and contains 2,645 residents and 5,200 jobs





# History

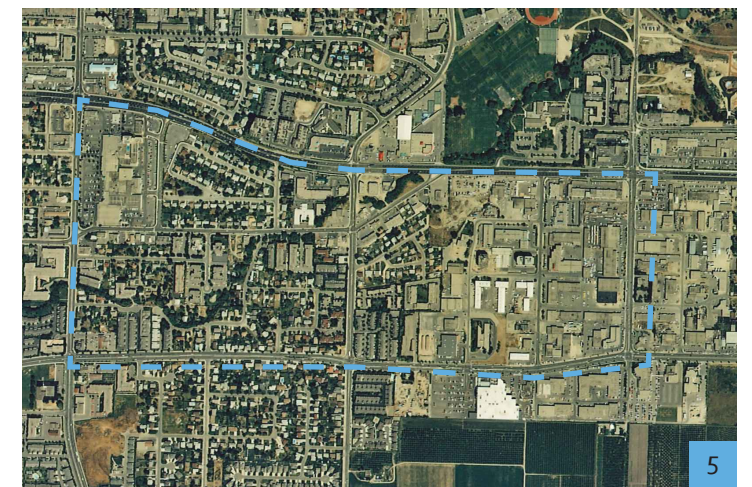
Prior to agricultural development, the lands forming the Capri-Landmark urban centre were part of the Mission Creek floodplain and flooded on a regular basis in spring freshet. Early non-First Nations settlement led to the development of orchards and other forms of agriculture in the area, which continued to be the dominant land use for decades. The area was segmented by several streams which were all linked to Mill Creek, the Capri-Landmark's largest watercourse.

The first major development to take place in Capri-Landmark was the establishment of the Capri-Centre Mall in 1960. The name "Capri" was chosen by amalgamating the first letters of the last names of the two families on whose land the mall was built: the Capozzi family and the Pridham family. At that time, the Capri-Centre Mall was situated at the edge of town.

From 1960 to 1980, the area around the Capri-Centre Mall expanded through residential development and the establishment of the Parkinson Recreation Centre. During that time, the area was known as "Five Bridges" for the five bridges crossing various creeks and streams in the area.

In the 1970s, service commercial and industrial businesses were established in the Landmark District. In the mid 1990s, the first of six technology-oriented office buildings, known as the Landmark Towers, was constructed as the first step towards transforming the area into a major employment hub.

**“ In the mid 1990s, the first of six technology-oriented office buildings, known as the Landmark Towers, was constructed as the first step towards transforming the area into a major employment hub**



1. Newspaper article describing the history of Capri-Landmark and the Pridham family (Credit: Kelowna Museum Archives).
2. Contestants from Lady of the Lake in the 1960s held in Capri-Centre Mall (Credit: Kelowna Museum Archives).
3. Aerial photo of the Capri District in 1938, prior to major development (Credit: City of Kelowna).
4. Aerial photo of Capri-Landmark partially developed as of 1973 (Credit: City of Kelowna).
5. Aerial photo of Capri-Landmark fully developed as of 1996 (Credit: City of Kelowna).
6. Capri-Centre Mall and the surrounding area under development in the 1960s (Credit: Kelowna Museum Archives).
7. Postcard from the Capri Hotel in the 1960s (Credit: Kelowna Museum Archives).



# Capri-Landmark Today



Looking East on Sutherland Avenue



1



2



3



4



5

- 1. Landmark Technology Centre Office Towers 3-5:** Office and employment land uses are concentrated at the intersection of Dickson Avenue and Dayton Street.
- 2. Parkinson Recreation Centre:** The City of Kelowna and School District 23 are investigating a coordinated redevelopment of the Parkinson Recreation Centre that could result in a new recreation centre and high school on the site.
- 3. Mill Creek:** The creek is a significant natural asset for the area with great potential to become an amenity for residents. The City's long-term plan is to make the most of Capri-Landmark's proximity to Mill Creek by creating a linear park along the waterway.
- 4. Walk-up apartment housing in the Five Bridges area:** Much of the established rental housing in the area provides housing for lower socio-economic status individuals, as well as retirees. As rental housing stock ages it will be important to ensure that affordable rental housing options are maintained in the area.
- 5. Capri-Centre Mall:** The mall is an important hub for many residents in the Capri area, offering key day-to-day services and amenities. The area's planned redevelopment could be a trigger for gentrification as redevelopment brings in higher value housing and new retail services.



# Community Character

## Capri-Centre Mall / Five Bridges

The focal point of the urban centre’s western portion is the Capri-Centre Mall, a traditional, single-storey enclosed shopping mall surrounded by large amounts of surface parking. The mall is anchored on the north side by the Coast Capri Hotel and on the south side by a large format grocery store. The Capri-Centre Mall provides key amenities to the area’s residents including a fitness centre, a pharmacy, and banking services. In January 2016, the owners of the mall received council approval for a major re-development of the site that envisions residential towers, commercial developments, and community park space.

Between the Landmark District and the Capri-Centre Mall, the lands consist primarily of multi-unit residential developments. The lands fronting Sutherland Avenue and Pacific Court are dominated by three- and four-storey apartment buildings with a mix of surface and covered parking. Beyond the apartment blocks, the residential area is characterized by curvilinear streets and cul-de-sacs containing predominantly single-family detached dwellings. More recently, several new multi-family housing projects have been proposed along Pacific Avenue near Pasnak Street.

## Landmark District

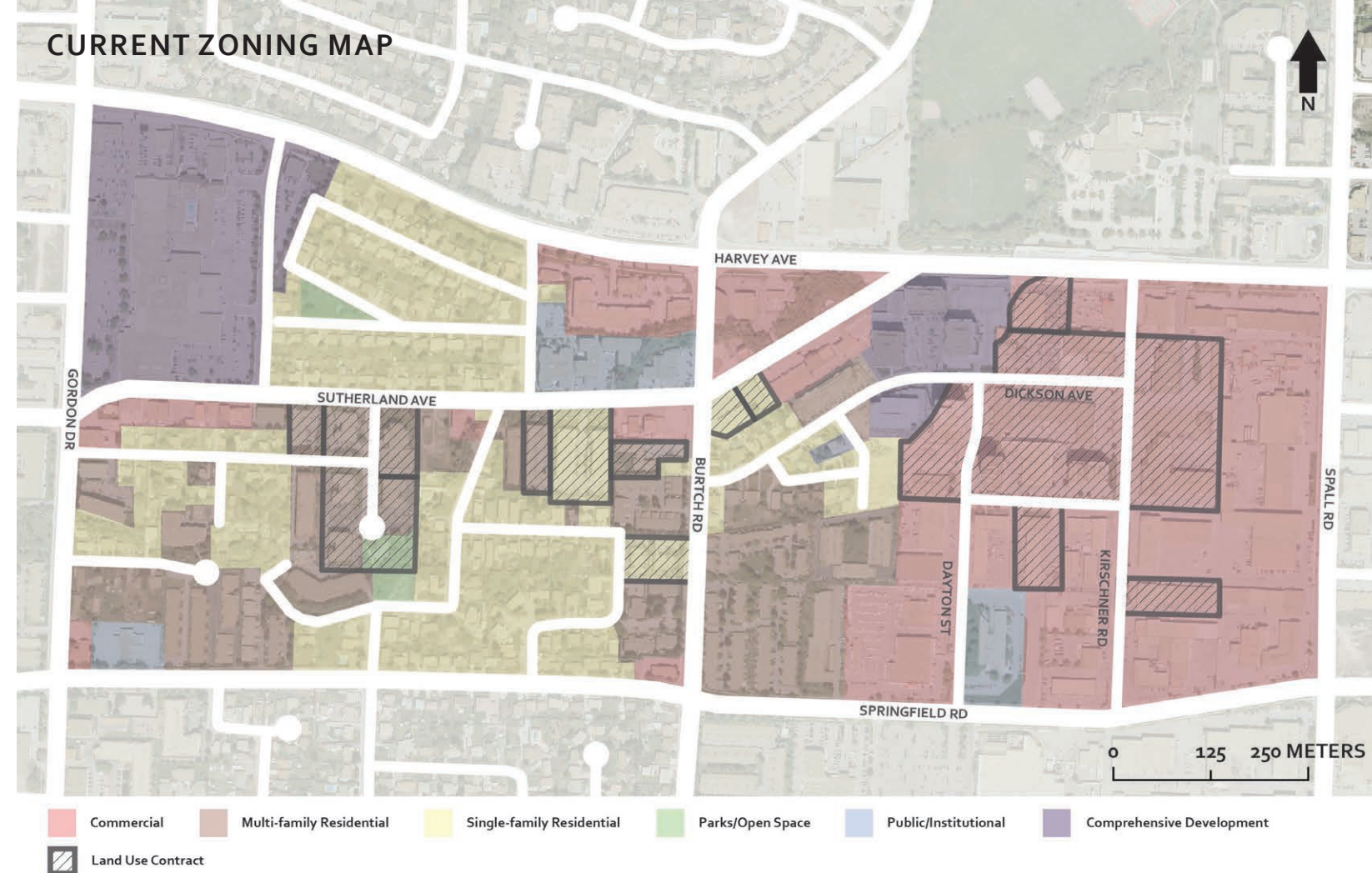
In the 1970s, the Landmark District started as an industrial and service commercial development, built under the provisions of a Land Use Contract. Starting in the early 1990s, a series of large new office buildings was constructed under the development rights of the original Land Use Contract. Today, there are six Landmark Towers in the eastern portion of the urban centre, with the most recently built being an 18 storey tower. As the Landmark District has grown to become

one of the city’s largest employment hubs, demand has intensified for other forms of urban development in the area, including apartment housing. Currently, the area is a mixture of recent office-oriented development interfacing with older industrial, residential, and service commercial development.

## Influential Surrounding Areas

There are a number of areas outside the boundaries of the Capri-Landmark that have major impacts on the urban centre. Areas of influence include service commercial amenities south of Springfield Road, as well as commercial developments on the west side of Gordon Drive. Additionally, Parkinson Recreation Park and Parkinson Activity Centre represent a key community hub just north of Capri-Landmark.

“ As the Landmark District area has grown to become one of the city’s largest employment hubs, demand has intensified for other forms of urban development in the area



# Current Zoning

The above map denotes the zoning for the Capri-Landmark urban centre. In the Capri / Five Bridges area, land is zoned for a mix of multi- and single-family residential housing, as well as for commercial shopping at the Capri-Centre Mall. In the Landmark District, much of the land is zoned for service commercial and office uses. Recently, a number of rezoning applications have come forward for multi-family housing projects.

## Key Considerations

- The Capri-Landmark urban centre contains numerous assets including affordable housing, local services, access to employment, and proximity to creeks.

- Major transitional projects such as the redevelopment of the Capri-Centre Mall and Parkinson Recreation Centre could be catalysts for increased and significant private investment in the area.
- As the desirability of living and working in Capri-Landmark grows, the area is experiencing increasing development pressure as evidenced by the number of development applications for multi-family residential projects.
- Many proposed projects, such as the Capri-Centre Mall redevelopment, do not cater to the needs of the existing Capri-Landmark community, and there is a risk that renters could be displaced.



# Demographics, Jobs & Housing

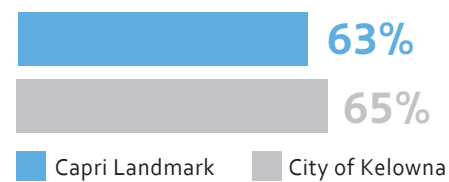
## Demographics

The Capri-Landmark urban centre is home to approximately 2,645 residents, representing 1.9 per cent of Kelowna's total population. The population density in the area is 28 people per hectare, which is considerably higher than the citywide average. Within Capri-Landmark, the bulk of the residential population is situated between the Capri-Centre Mall and the Landmark District.

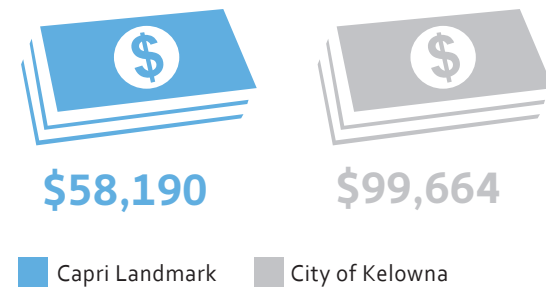
## Jobs

Approximately 450 businesses supporting 5,200 jobs are located within the boundaries of the Capri-Landmark urban centre, making the area Kelowna's second largest employment destination and a vital employment hub in the Central Okanagan region. In terms of employment location, roughly 3,700 jobs are based out of the Landmark District and approximately 1,500 jobs are based out of the Capri-Centre Mall. The Landmark District contains mainly office tenants, many with a technology-related focus.

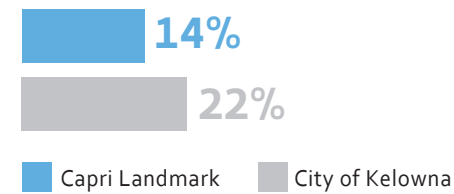
## Labour Force Participation



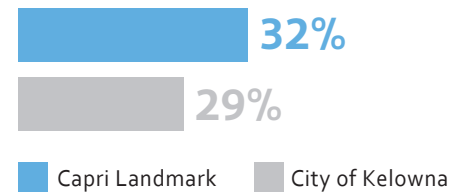
## Average Household Income



## Percent with University Degree



## Proportion of Residents Over 65



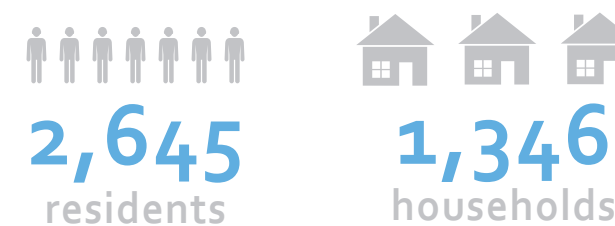
## Housing

The housing stock in Capri-Landmark is considerably older than the housing stock in the rest of Kelowna. The majority of Capri-Landmark's private dwellings (57 per cent) were built prior to 1980, compared to an average of 36 per cent citywide. Additionally, apartments make up a larger share of the housing stock and single-family dwellings make up a smaller share of the housing stock in Capri-Landmark compared to the rest of the city. Across Kelowna, almost 50 per cent of all dwellings are single-family detached homes, compared to only 8 per cent of dwellings in Capri-Landmark. Within the Five Bridges area there are several supportive housing facilities that serve homeless and at-risk residents. There are also 31 legal secondary suites located in the Capri-Landmark urban centre.

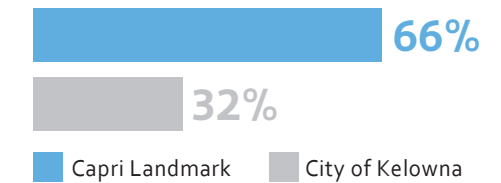
## Key Considerations

- Residents in Capri-Landmark are more likely to be retired, live in single-person households, and have lower household incomes than other Kelowna residents.
- Much of the current housing stock in Capri-Landmark is in the form of older multi-family rental apartments that could be at risk for redevelopment.
- If affordable rental housing options are not maintained, a significant number of households could be displaced from the area.
- Currently, the Capri-Landmark urban centre is largely employment-oriented, especially within the Landmark District.

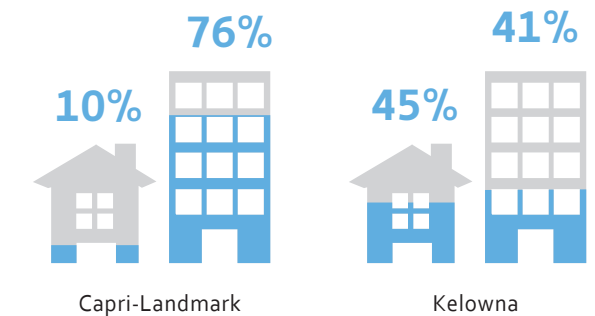
## Capri-Landmark Snapshot



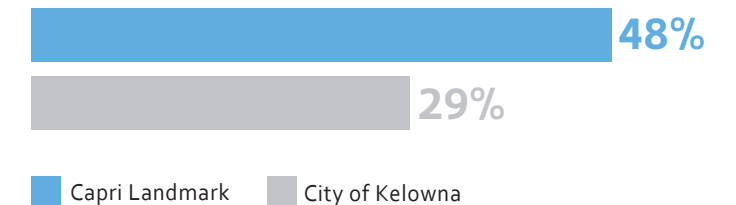
## Proportion of Renters



## Housing by Type



## Proportion of One Person Households



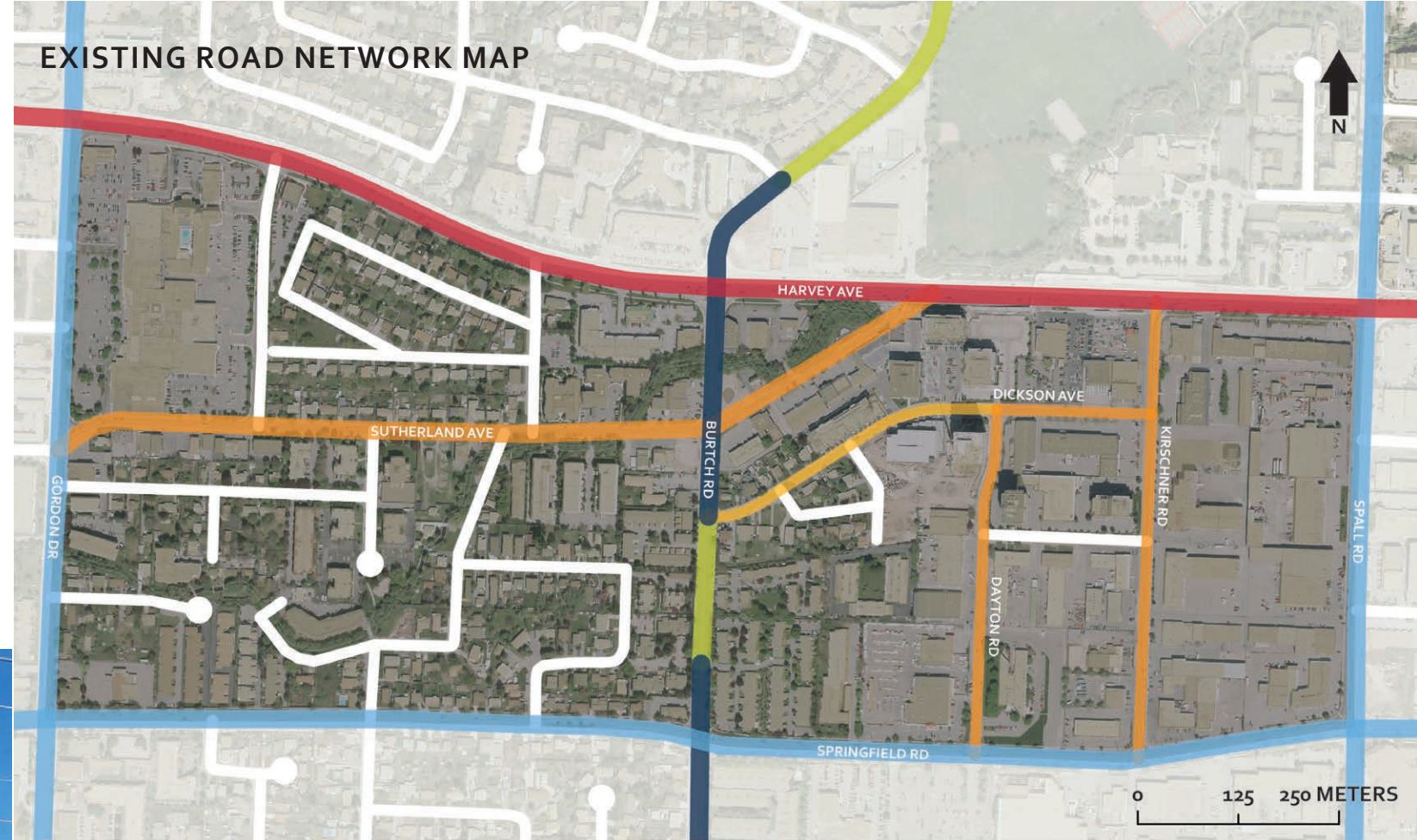
Data source: Environics Analytics based on data from Statistics Canada



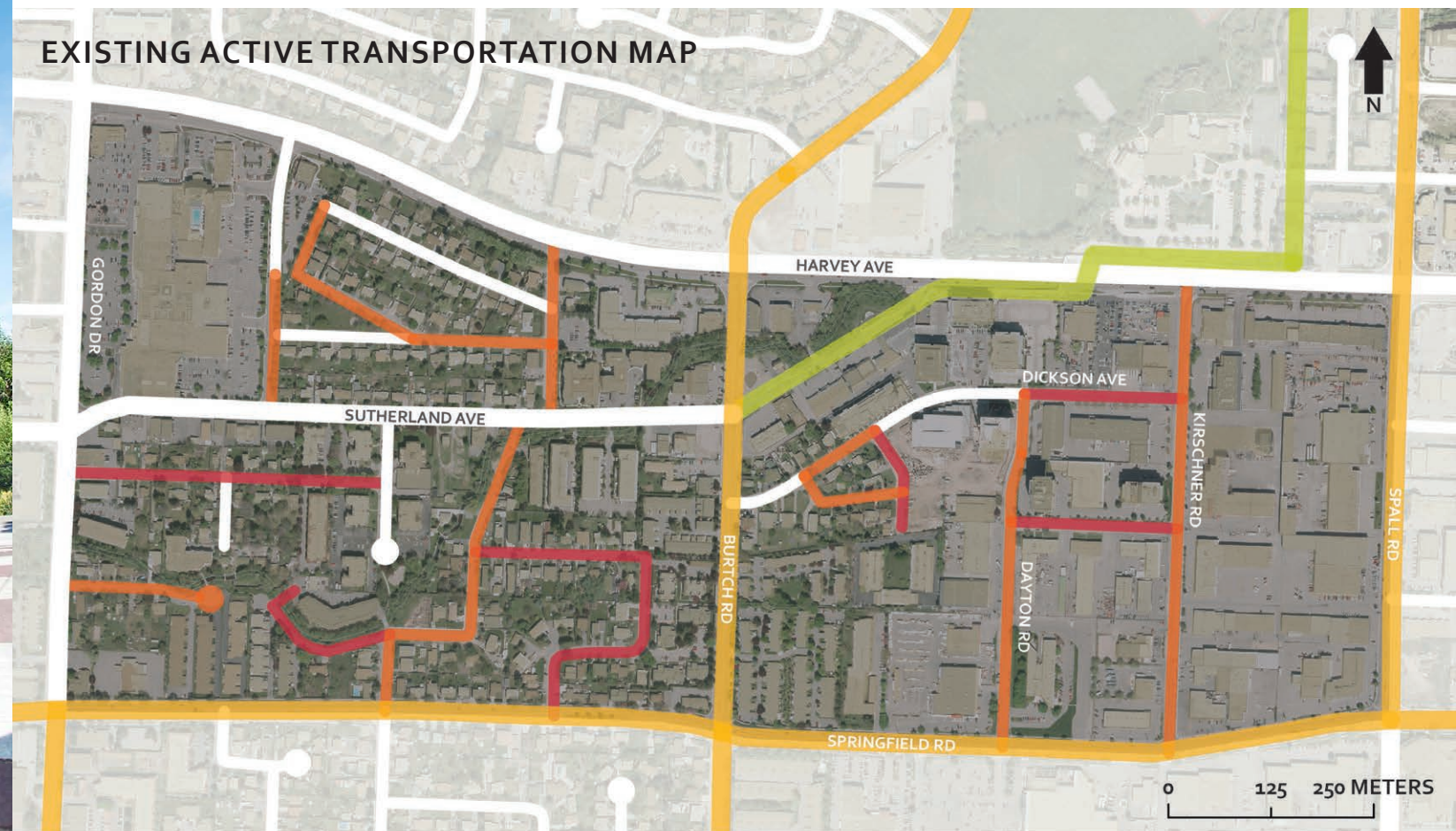
# Transportation

Vibrant urban centres need effective ways to move people and goods. Whether it is employees getting to and from work or area residents getting their groceries, easy and safe movement in an urban centre is key. An effective transportation system provides people with many different ways to get around safely and easily, from transit, to cycling, to walking and driving.

“ Easy and safe movement in an urban centre is key

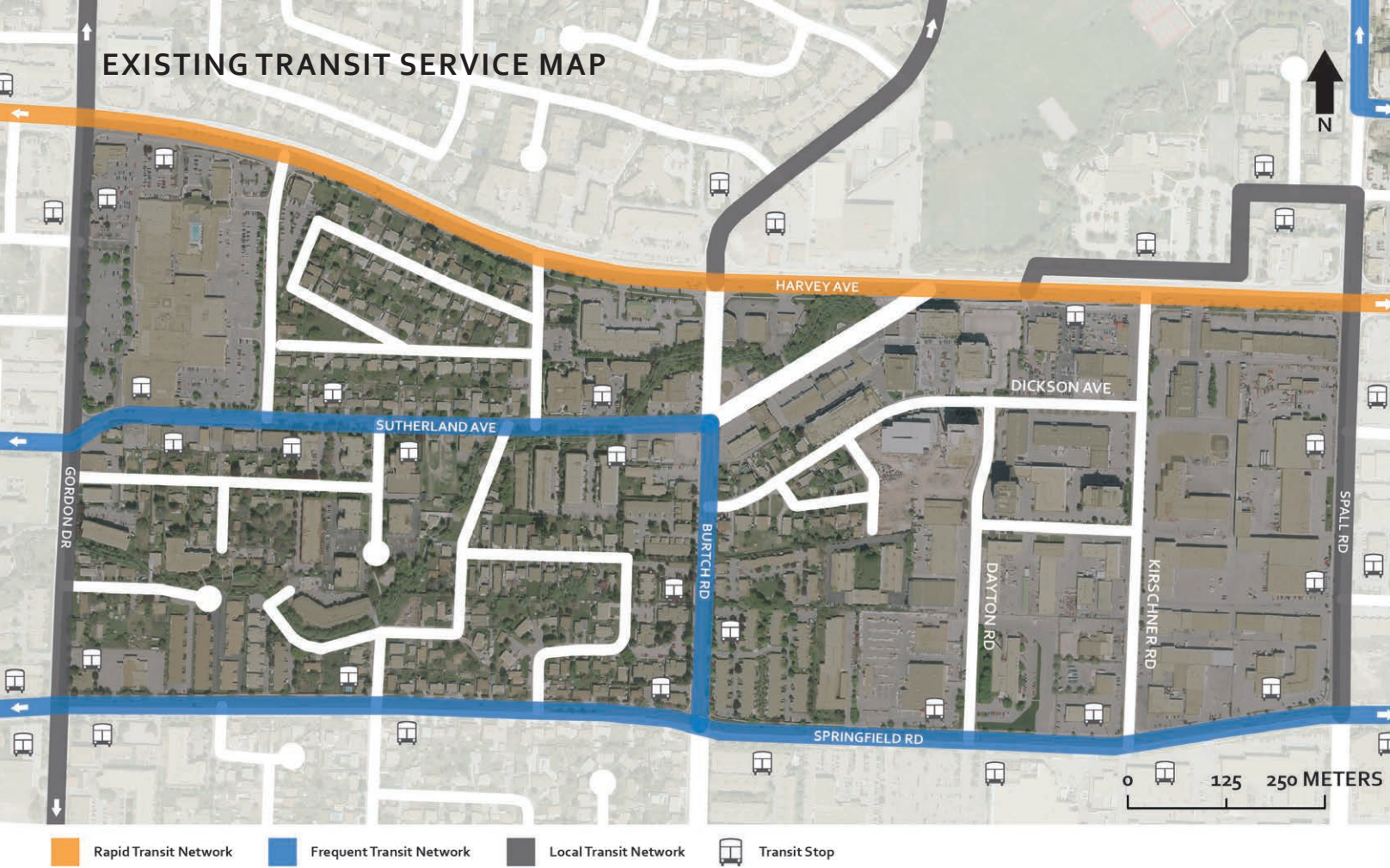


- 6 Lane Arterial
- 4 Lane Arterial
- 2 Lane Arterial
- 2 Lane Arterial with Centre Turn Lane
- 2 Lane Major Collector
- 2 Lane Minor Collector
- Local Street



- Multi-use Pathway
- Bike Lane
- No Sidewalks
- Partial Sidewalk (One Side)





### Existing Road Network

The Capri-Landmark road network is underdeveloped and suffers from limited internal and external road connections. The urban centre is bounded on all sides by major arterial roads, with no continuous internal east-west road. The internal street network within the Capri/Five Bridges area is poorly connected, and contains many cul-de-sacs and private strata driveways.

### Existing Active Transportation

The active transportation network in Capri-Landmark is focused along Sutherland Avenue, which connects the urban centre to the Rails-with-Trails cycling corridor via a pedestrian bridge across Highway 97. Additional active transportation corridor (ATC) work is planned in the coming years, eventually resulting in the completion of corridors along Sutherland Avenue and Burtch Road. Currently, there are no bike lanes that provide a connection into the Landmark District.

Walkability is a major challenge for the urban centre. Sidewalks and landscaped boulevards are relatively

uncommon across Capri-Landmark. In the Landmark District specifically, there are a number of key areas lacking sidewalks and safe crossings, despite this area being one of the city's most important employment hubs.

### Existing Transit Service

Kelowna's Rapid Transit line, the 97 Okanagan, has two connections to Capri-Landmark: one at the north side of Capri-Centre Mall and the other at the north side of the Landmark District. The Frequent Transit Network (FTN) provides service to the boundary of the urban centre along Springfield Road (Route 8), and through Capri via Sutherland Avenue and Burtch Road (Route 11). Along Gordon Drive (Route 5), a Local Transit Network (LTN) level service operates today. Additionally, there is an existing limited-service LTN route (Route 9) running through Parkinson Recreation Centre and along Spall Road. The existing internal streets within the Landmark District do not feasibly allow for transit access.

### Key Considerations

- Currently, the area's internal road network has limited east-west connections and poor connectivity to the surrounding road network.
- Many of the Landmark District's streets are missing sidewalks and bicycle lanes, making it challenging for people walking and cycling in and around the urban centre and further contributing to the auto-oriented character of the area.
- The concentration of one land use, office commercial, creates sharp peaks of inbound/outbound traffic. While local streets in the Landmark District work well most of the day, they are overwhelmed by traffic travelling in the same direction, at the same time, each morning and afternoon. This high level of congestion motivated council to place a limit on rezonings in the area.
- Capri-Landmark transit riders, have close access to some of the City's best transit routes, but riders are challenged by poor or missing sidewalks and transit services are mostly at the perimeter of the urban centre.
- The Landmark District is home to thousands of jobs, creating a large market for sustainable transportation if greater walking, cycling, and transit options existed.



# Parks & Public Space

Natural areas, parks, and other civic spaces enhance community health, promote social interaction, and are vital for quality of life within urban areas. Public and open spaces also help to shape the identity of the City's urban centres.

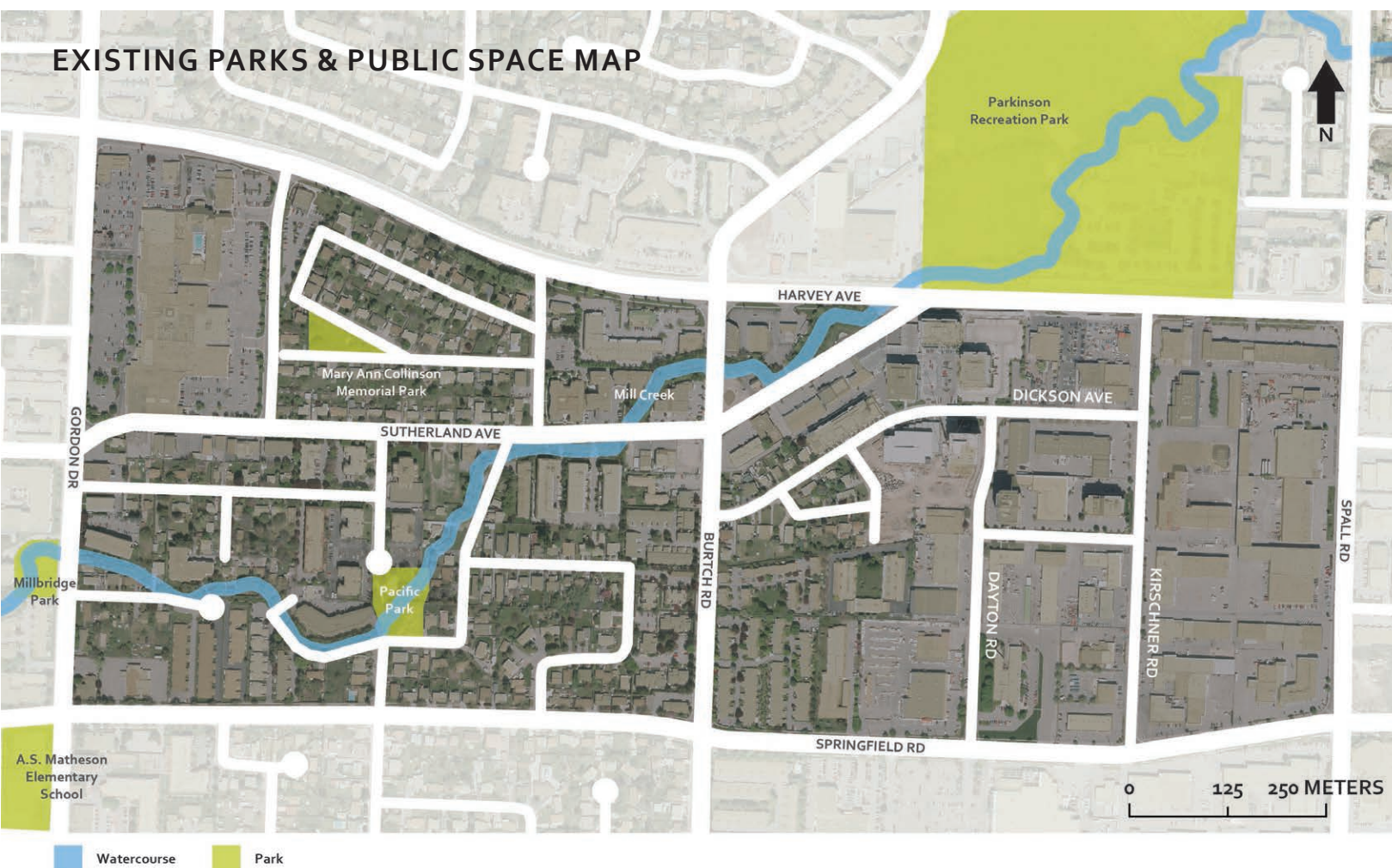
The creeks within Capri-Landmark represent the largest opportunity for the protection and restoration of natural elements. For example, Mill Creek, one of Okanagan Lake's main tributaries, runs through the area. Additionally, other smaller watercourses connect to Mill Creek, including Ritchie Brook, a spring fed brook that was channelized, piped underground, and used for agricultural irrigation in the mid-twentieth century.

Two parks are located within the Capri-Landmark urban centre: Pacific Park, which is host to a successful community garden, and Mary Ann Collinson Memorial park. Both parks contain play structures and open green spaces. No community centres, plazas, or public squares are currently located within Capri-Landmark, but Parkinson Recreation Centre is located just north of the Landmark District across Harvey Avenue.

## Key Considerations

- There is a substantial deficit in terms of the amount of park space in Capri-Landmark given the current population of the area.
- In the Landmark District, there is no public or green space despite the area being home to approximately 3,500 jobs and a growing number of residents.
- The lack of green space contributes to stormwater management challenges, highlighting the role that Mill Creek and Ritchie Brook could play as green infrastructure.

“ The creeks within Capri-Landmark represent the largest opportunity for the protection and restoration of natural elements



Pacific Park, Located in Five Bridges



# Summary of Strengths & Challenges

The background chapter provides important insight as to how Capri-Landmark functions on-the-ground today. Through discussions with people living and working in the area, a number of strengths and challenges were identified. These strengths and challenges are bolstered by background research and analysis.

## Summary of Strengths and Challenges

### Strengths

- Capri-Landmark is home to a variety of amenities, and is in close proximity to key community assets such as the Orchard Park Mall, Parkinson, and Downtown areas.
- Capri-Landmark, and the Landmark District in particular, is a regional employment hub.
- Numerous affordable housing options are found within the Capri-Landmark urban centre.
- Redevelopment in Capri-Landmark could be a catalyst for broader investment, accelerating the transformation of Capri-Landmark into a live-work urban centre over the next 20 years.
- Mill Creek and Ritchie Brook offer considerable potential to increase access to natural areas, connect linear parks, and improve stormwater management.

### Challenges

- A large proportion of Capri-Landmark's residents are currently renters and single-person households, highlighting the need to maintain affordable rental housing stock as the area redevelops.

- Capri-Landmark's ratio of jobs to residents is heavily slanted toward employment, and the area's population density is below the city's target of 100-175 people per hectare.
- Current peak hour congestion exists due to lack of internal road network connection, specifically a continuous east-west connection, as well as limited access to major road network.
- Capri-Landmark lacks the continuous and connected sidewalks and bike lanes that are needed to support further densification.
- Although it is a major employment hub, transit stops are limited to the edge of the Landmark District area, reducing the incentive to access the area by public transit.
- There is a deficit of parks and public space in Capri-Landmark based on current population.

Based on background research, Capri-Landmark shows many of the traits of an early-stage urban centre as defined by the UCR "phases of change". The strengths and challenges outlined above, as well as the UCR phases of change, helped to inform the plan recommendations for land use, transportation, parks, and public space.



Housing in the Landmark District



# COMMUNITY STRUCTURE

# 04

EXECUTIVE SUMMARY

INTRODUCTION

PLAN PROCESS

BACKGROUND

COMMUNITY STRUCTURE

AREA SPECIFIC POLICY DIRECTION

SUPPORTING BUSINESS

TAKING ACTION

## Vision

“

Capri-Landmark will be a vibrant neighbourhood that residents are excited to live and work in. The neighbourhood will be known for its various amenities including great parks and public spaces as well as local shops and services. Its central location will add to its desirability, allowing for easy access to other popular neighbourhoods like Downtown Kelowna and amenities like the Parkinson Recreation Centre.

The neighbourhood will be defined by two high-density hubs: the redeveloped Capri-Centre Mall site and the Landmark District. The Five Bridges residential area will connect these two hubs, providing a wide range of housing types and tenures. These two hubs will also be linked by water via the new Ritchie Brook and Mill Creek linear paths that will serve as natural amenities, connecting key destinations.

An enhanced Sutherland Avenue will be realigned to run through the heart of the Landmark District, and will be designed to provide new protected cycling lanes, transit access, and wide sidewalks for people living and working in the area. Dickson Avenue will become the “High Street” for the neighbourhood, complete with restaurants and lively sidewalk patios.

Capri-Landmark’s community structure is the blend of the area’s land use changes, transportation network improvements, and enhancements to parks and public spaces. The Illustrative Concept shows how all of these elements combine to achieve the above vision over the coming decades.

The structure maps in this chapter are accompanied by policy objectives that describe the goals for Capri-Landmark. Together the structure maps and policy objectives set the overarching direction for the area. The objectives established in Chapter 4 are explained at the street and site scale in Chapter 5 in the form of area-specific policies.





# Capri-Landmark Illustrative Vision



# Land Use & Housing

The mix of land use and quality of new development projects will be of critical importance to support the transformation of Capri-Landmark into a vibrant live-work urban centre. Also, ensuring housing diversity as redevelopment occurs will be important to ensure the area continues to be home to a range of ages and incomes. By aligning both private sector investment and civic capital projects with the vision and objectives of the plan, the transformation of the area will continue to occur over the coming decades. New mixed-use developments will provide additional amenities and services, allowing Capri-Landmark to thrive as a diverse live-work community supported by a variety of sustainable transportation options.

## Policy Context

The 2030 Official Community Plan (OCP) introduced the goal of accommodating 44 per cent of future growth in the City's five urban centres to support a more compact settlement pattern. The urban centres were also identified as areas with a mix of land uses, providing a range of housing types and vibrant commercial nodes. To support the higher density, the OCP determined that the urban centres would incorporate high-quality urban design with greater attention to the public realm. Several key policy themes established by the 2030 OCP guided the land use objectives of the plan:

- Develop context sensitive built form (Policy 5.1, 5.5)
- Achieve high quality urban design and public realm (Policy 5.8, 5.8.1)
- Encourage affordable housing options (Policy 5.9)
- Encourage vibrant commercial nodes (Policy 5.2, 5.25.2)

The Urban Centres Roadmap (UCR) provides further policy direction, outlining key land use goals for the City's urban centres. The UCR highlights the need for a balanced land use mix and the importance of a critical mass of people for vitality and activity at different times of day. The UCR also provides additional direction around how building design should relate to the public realm to create inviting places and spaces. The following policy themes and UCR targets informed the land use objectives of the plan:

- Establish a critical mass of people for community vitality (Target 1,2 Mix it up)
- Create retail streets with enhanced public realm (Targets 1,4,5 Places for People)
- Encourage a healthy housing mix (Target 1, Healthy Housing)

## Land Use & Housing Objectives

The above policy context from the OCP and UCR was instrumental in guiding the land use and housing objectives for Capri-Landmark.

### Land Use

1. **Encourage a 2:1 ratio of residents to jobs:** By bringing in 8,000 new residents to the area, it will improve opportunities for people to walk and cycle to work, and the access shops and services. This will not only improve the sustainability of the area, but also add to the vitality and vibrancy of the area and support higher quality amenities and services.
2. **Support mixed-use development:** Introduce mixed-use residential with ground floor commercial / retail in the Landmark District. Single-purpose office buildings should be limited until the number of residents is equal to employment.
3. **Prevent under-development of sites:** Ensure that residential density targets are achieved to allow for the viability of transit, services, and amenities.
4. **Support high-density development within 400m of frequent transit service:** Encourage high-density redevelopment in areas that are well served by rapid or frequent transit. Consider incentives such as reduced parking requirements to encourage residential density in these areas.
5. **Promote Dickson Avenue as a main street in the Landmark District:** Encourage commercial and retail uses on the first two to four floors of mixed-use redevelopment on Dickson Avenue. Support ground-floor uses through increased setbacks, ensuring a high-quality pedestrian zone and generous café space on Dickson Avenue.
6. **Intensify existing residential neighbourhoods:** Encourage the consolidation and redevelopment of existing low-density development to increase residential density.
7. **Protect Service Commercial lands for today and tomorrow:** Maintain Service Commercial future land use and zoning along Spall Road, Springfield Road, and

Sutherland Avenue corridors, with the exception of the Spall/Sutherland Gateway. Promote intensification of existing Service Commercial lands.

8. **Maximize permeable surfaces for improved stormwater management:** Require new developments to increase the amount of permeable surface on their sites. Invest in green infrastructure projects such as the daylighting of Ritchie Brook.
9. **Facilitate tall buildings and increased density, but not to the same intensity as downtown:** Reinforce downtown as the City's premiere urban centre and central business district.

### Housing

10. **Build a variety of multi-unit housing types and tenures:** Encourage new residential development and redevelopment to include a range of unit types and tenures, such as:
  - Apartments varying in number of bedrooms.
  - Ground-oriented townhouses integrated into larger buildings.
11. **Protect rental housing in Five Bridges:** Discourage the stratification of existing purpose-built rental buildings and require the replacement of rental units lost to redevelopment.
12. **Facilitate the creation of new affordable housing units:** Encourage social diversity by ensuring housing options for single-person households and residents with incomes below the citywide average. Through partnerships and policy incentives, encourage a proportion of new units as affordable housing.
13. **Provide incentives for affordability:** Pilot the use of density bonusing (additional FAR provided in exchange for affordable housing units) to encourage the creation of affordable housing.
14. **Require rental replacement:** Where redevelopment of existing rental housing is proposed, require its 1:1 replacement in new development.
15. **Consider rental only zoning:** Explore the use of rental only zoning if additional protection of rental housing is required.





Now Canada, an Example of Affordable Rental Housing



### Expected Land Use & Building Types

To transform Capri-Landmark into a vibrant live-work urban centre, the number of people living in the urban centre will need to be increased substantially to rebalance the residential and employment densities. Successfully rebalancing the ratio of people living in Capri-Landmark with the number of people working in the area will require shifting much of the Landmark

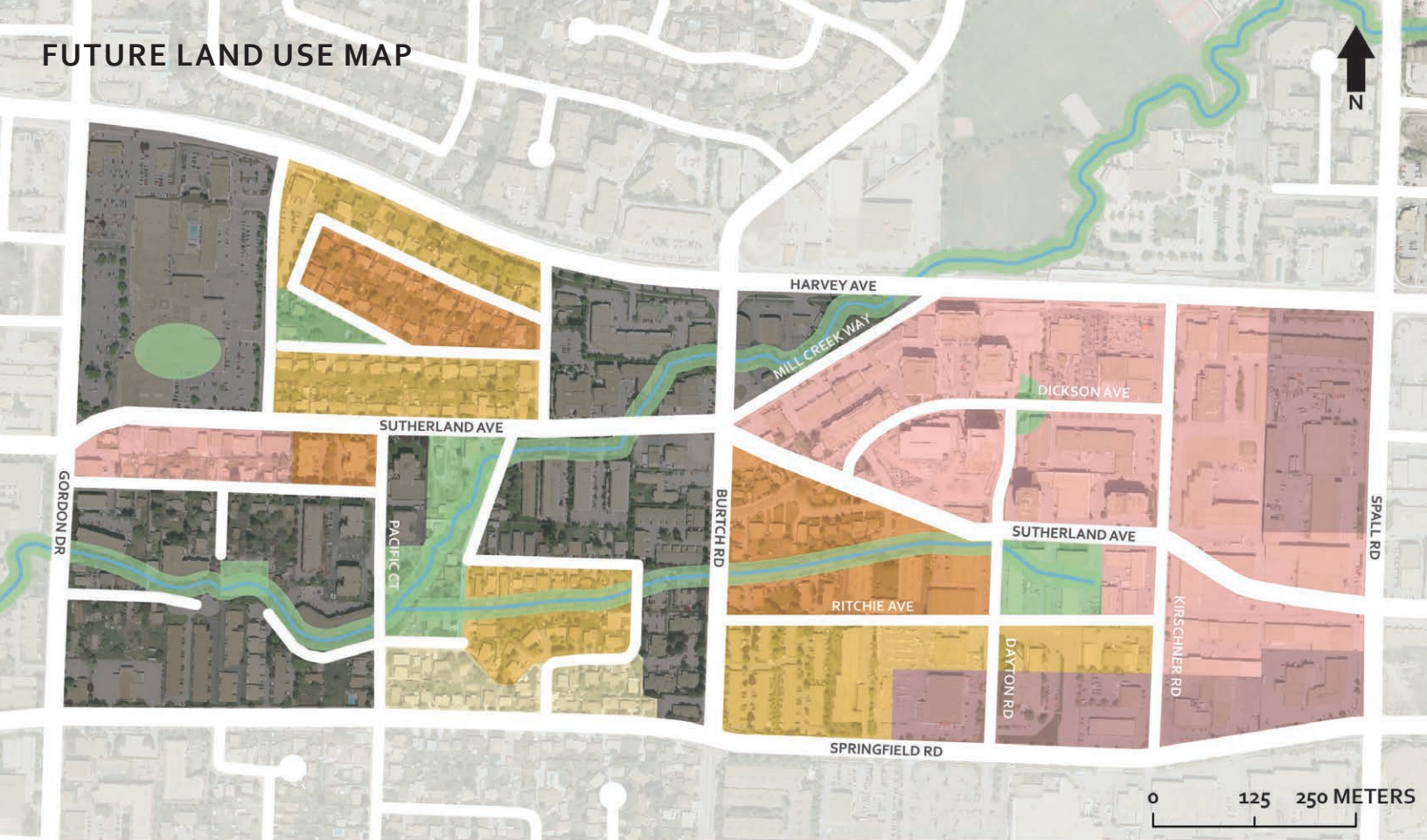
District's land from varied low-density commercial uses to mixed-use residential buildings and apartment housing. The plan envisions the following future land uses, densities, and building types to support the shift to a complete community over the next 20-30 years.

Future Land Use	Expected Building Types	Floor Area Ratio / Supported Density	Precedent Image
Multiple Unit Residential (low density), MRL	Townhouse, small apartment buildings	Base: 0.75	
Multiple Unit Residential (medium density), MRM	Low-rise or walk up apartment buildings	Base of 1.1, max 2.0	

Future Land Use	Expected Building Types	Floor Area Ratio / Supported Density	Precedent Image
Multiple Unit Residential (high density), MRH	Tower residential buildings with ground oriented housing or ancillary commercial uses	Base 1.5, max 4.5	
Mixed Use (Residential/ Commercial), MXR	Mixed-use low-rise and mixed-use towers in key locations	Base 1.5, max 4.5	
Service Commercial (commercial), SC	Service commercial buildings	Base .65	



**FUTURE LAND USE MAP**



**Future Land Use**

The Future Land Use Map (left) and Building Heights Map (bottom left) illustrate the application of the land use objectives. These maps, along with the sub-area policies in Chapter 5, will be adopted into the OCP as policy framework for the area. The OCP’s Urban Design Guidelines will be updated as necessary to reflect the design objectives of the plan and the Zoning Bylaw will also be updated as the regulatory bylaw for land use regulations.

**Building Height**

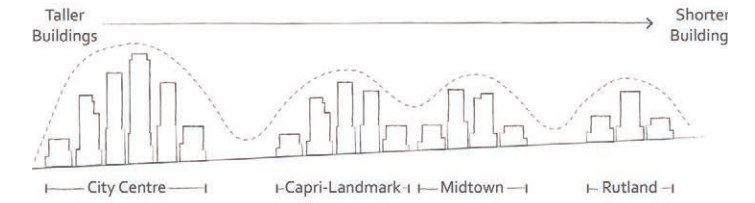
Additional building heights will be supported in key areas of the urban centre to achieve the proposed densities and build out for Capri-Landmark. The following principles form the foundation of the building heights map below, describing the rationale as to where taller (tower) buildings and transitional (mid-rise) buildings are appropriate to support the long-term vision for the urban centre.

**Foundational Principles**

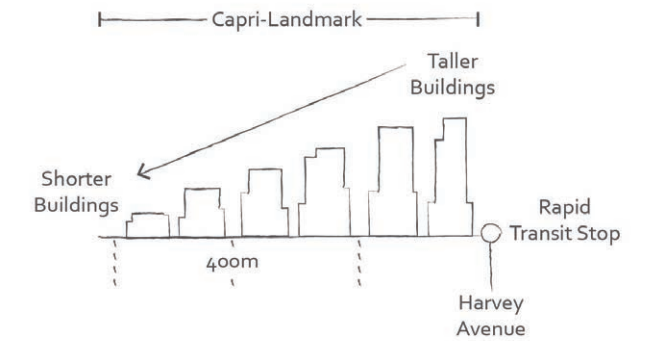
- **Respect the hierarchy of building height citywide:** Gradually reduce maximum building heights from 26 storeys in the Capri Centre to 18 storeys in the Landmark District.
- **Support rapid transit:** Focus the tallest buildings within a 400m proximity of rapid transit.
- **Respect surrounding context:** Create mid-rise transition areas between towers and adjacent low-rise residential and service commercial buildings.
- **Promote energy efficiency:** Protect the southern exposure for future buildings by increasing height gradually from south to north.
- **Maintain sunlight access for public spaces:** Ensure that new developments have minimal shading impacts on adjacent parks and public spaces, particularly during winter months.

The OCP building height policy complements the Capri-Landmark building heights map, providing design direction for tower buildings. The OCP building height principles will be used to review the design of individual development applications for buildings above 22m.

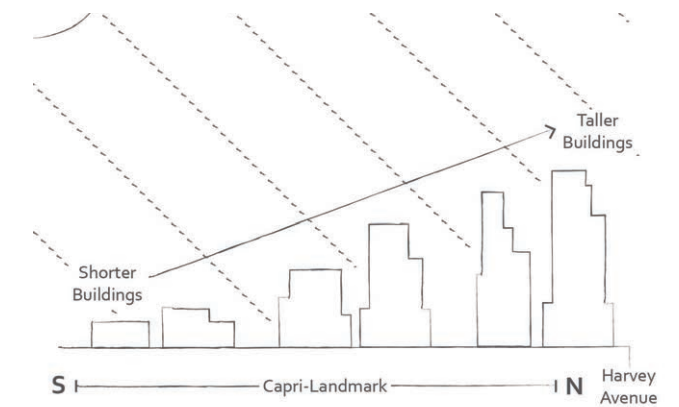
**Respect the Hierarchy of Building Height Citywide**



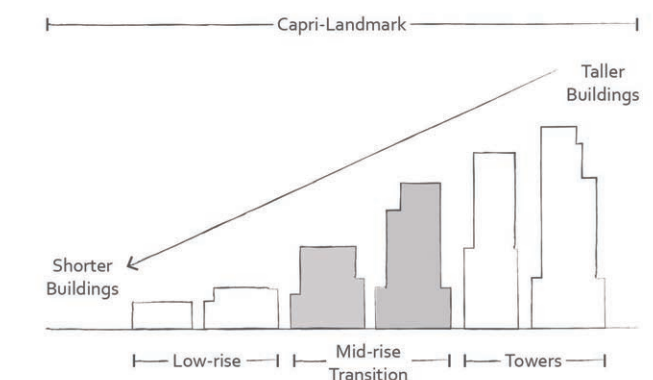
**Support Rapid Transit**



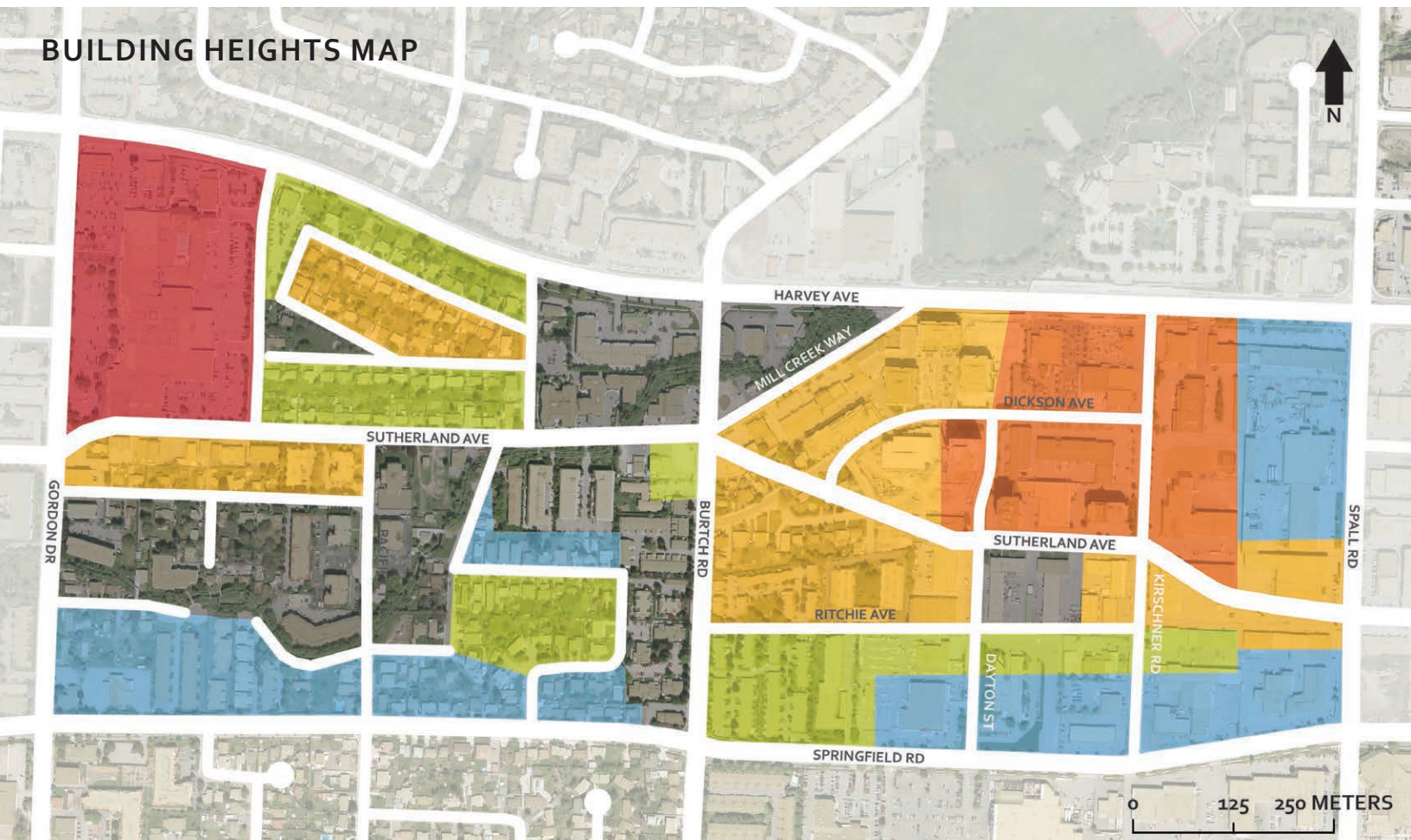
**Promote Energy Efficiency**



**Respect Surrounding Context**



**BUILDING HEIGHTS MAP**



Up to 3 floors | 4 to 6 floors | 7 to 12 floors | 13 to 18 floors | Up to 26 floors | Consistent with Existing



# Transportation & Mobility

Several key transportation strategies are identified in this plan and the Transportation Servicing Review<sup>1</sup> to support the transformation of Capri-Landmark into a complete community with a balanced transportation network. Sutherland Avenue will be realigned to provide a seamless east-west connection from Gordon Drive to Spall Road, improving connectivity to the Landmark District and making it easier for people to walk cycle or drive in and around the area. Also, by re-balancing land uses to encourage a live-work community and limiting office uses that generate congestion at peak times, the number of daily trips can be dispersed more evenly. By investing in key infrastructure such as sidewalks, pathways, protected cycling routes, and new transit routes, the people living and working in the area will have safe and convenient options for getting around without a car. Overall, the shift of land use alongside strategic infrastructure investments such as the realignment of Sutherland Avenue will provide improved transportation options for people living and working in the area.

## Policy Context

The 2030 Official Community Plan introduced the goal of aligning land use and transportation planning to achieve a more sustainable city. Further, the OCP policies established the importance of a balanced transportation network where active transportation and transit were viable options for residents. The policy directions below guided the Capri-Landmark Plan recommendations, affirming the importance of coordinating land use and transportation planning and the need to prioritize sustainable transportation using transportation demand management strategies.

<sup>1</sup> The Transportation Servicing Review (TSR) assessed the future impacts of proposed land use changes within the Capri-Landmark urban centre on the transportation network and identifies the improvements and policies required to support redevelopment of the area. Chapter 8 of the TSR is provided as Appendix B of the plan, ensuring an exhaustive list of transportation improvements is included within the plan and shall be reviewed as individual development applications come forward.

- Support the shift to sustainable transportation (policies 5.10, 5.11, 7.6)
- Encourage more efficient use of transportation network (Policies 7.7, 7.10)
- Provide efficient and effective transit service (Policy 7.9)

The UCR advances the transportation goals for the city's urban centres further, highlighting that the city's urban centres are where the greatest opportunity exists to prioritize sustainable transportation. Urban centres are in central locations and host a mix of land uses, resulting in services and amenities that are accessible by walking and cycling. Additionally, successful urban centres are home to densities that can support frequent transit service. As a result, the UCR advocates for urban centres that prioritize sustainable transportation through comprehensive networks of frequent transit routes, active transportation corridors, and walkable streets that make it safe and convenient to leave the car at home. Also, the UCR identifies the importance of aligning high-density development in close proximity to transit and cycling routes. The following UCR directions guided the transportation objectives of the plan:

- Ensure people and jobs are in close proximity to higher order transit and cycling (People first, Targets 1 and 2)
- Create a fine-grain walkable street network (Make it walkable Targets 1, 2, and 5)
- Ensure street and roadway designs that accommodate all ages and abilities (Make it walkable Target 3)

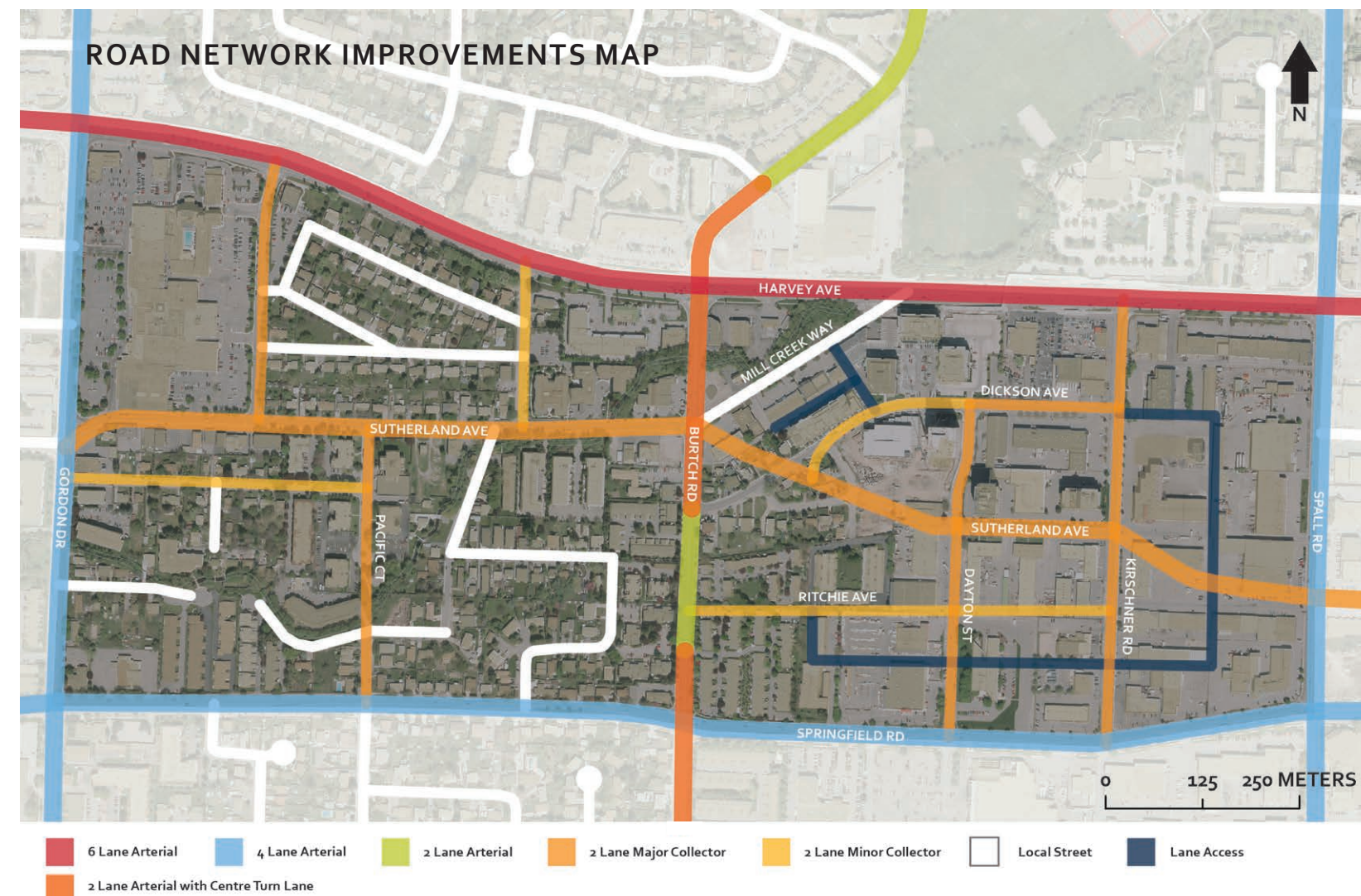
## Capri-Landmark General Transportation Objectives

The map below highlights the major road network improvements to strengthen the road network, increasing connectivity and redundancy within the urban centre. A comprehensive list of intersection improvements and vehicle infrastructure improvements is provided in Appendix B of the plan and shall be reviewed as individual development applications come forward.

- 1. Improve east-west connectivity for all users:** Provide more opportunities to travel east-west within the urban centre for pedestrians, cyclists, transit users, and drivers.
- 2. Prioritize walking, cycling, and transit:** Ensure investments into the transportation network put active modes of transportation first.
- 3. Make it easier to exit and enter the area:** Improve access by providing new opportunities to enter and

to exit the urban centre onto the surrounding road network.

- 4. Accept congestion at peak hours:** Recognize that some congestion at peak hour is unavoidable and is part of a successful live-work environment.
- 5. Consider the needs of all ages and abilities:** Plan and design transportation infrastructure to ensure universal accessibility.
- 6. Maintain and strengthen secondary access:** Establish and enhance lane access as redevelopment occurs to ensure multiple vehicle access options.
- 7. Shift transportation behaviour:** Ensure transportation demand management measures are integrated into development applications to support a progressive shift toward sustainable modes of transportation.







Multi-use Path on Cawston Avenue

### Capri-Landmark Pedestrian Objectives

- 1. Improve major street crossings:** provide pedestrian signals at key locations on busy high traffic arterial roads.
- 2. Strengthen the connection with Parkinson Recreation Centre:** Improve the connection between the Landmark District and the Parkinson Recreation Centre to provide easy access to this amenity for residents and workers.
- 3. Make walking safe and comfortable:** Establish a continuous pedestrian network in the area with sidewalks on both sides of all streets and street trees for shade. Require redevelopment to assist in addressing gaps in the pedestrian network.
- 4. Make walking more convenient:** Provide mid-block pedestrian connections through redevelopment (as shown on Active Transportation Improvements Map, page 58) to encourage walkability. Establish walkable blocks with perimeters ranging between 600-800m. Walkways should be 4-6m in width depending on

building setbacks, minimizing grades and abrupt turns and considering crime prevention through environmental design principles.

- 5. Integrate with linear paths:** Promote Ritchie Brook and Mill Creek as secondary pedestrian pathways connecting the Capri (Five Bridges) and Landmark District areas.

### Capri-Landmark Cycling Objectives

- 1. Make all streets cycle-friendly:** Ensure roadway improvements and frontage improvements provide cycling infrastructure as shown on the Active Transportation Improvements Map (page 56) to support the long-term transportation vision for the area.
- 2. Make cycling safe and comfortable:** Establish a connected network of protected cycling routes (Primary Cycling Routes) to ensure direct connections between Capri-Landmark and important destinations in the urban core.

- 3. Create a bike boulevard:** Provide a low-stress secondary cycling route (i.e. bike boulevard) that provides east-west connections through the urban centre. Improvements may include: traffic calming, traffic diversion, wayfinding signage, and other designs as an alternative to Sutherland Avenue separated bike lanes.
- 4. Promote bike share and other micro-mobility services:** Encourage deployment of micro-mobility services within the urban centre.
- 5. Make cycling more convenient:** Enhance the availability of safe and weather protected bicycle parking throughout the urban centre.

### Capri-Landmark Transit Objectives

- 1. Make transit more convenient:** Promote improved transit usage by ensuring fast, frequent, and reliable service within Capri-Landmark.
- 2. Support transit with the right land use:** Focus residential and employment density at locations that are along frequent and rapid transit corridors.
- 3. Make transit safe and comfortable:** Require redevelopment along transit corridors, as identified in the Transit Improvements Map, to support transit improvements such as bus shelters, bus bays, bicycle parking, and scheduling information.
- 4. Consider transit in new development reviews:** Assess the potential for transit performance improvements such as transit priority measures and accessible bus stop features, shelters, and seating through the traffic impact assessment process for new developments.
- 5. Require transit infrastructure:** Road designs and frontage improvements should support transit service as identified on the Transit Improvements Map.

### Capri-Landmark Transportation Demand Management Objectives

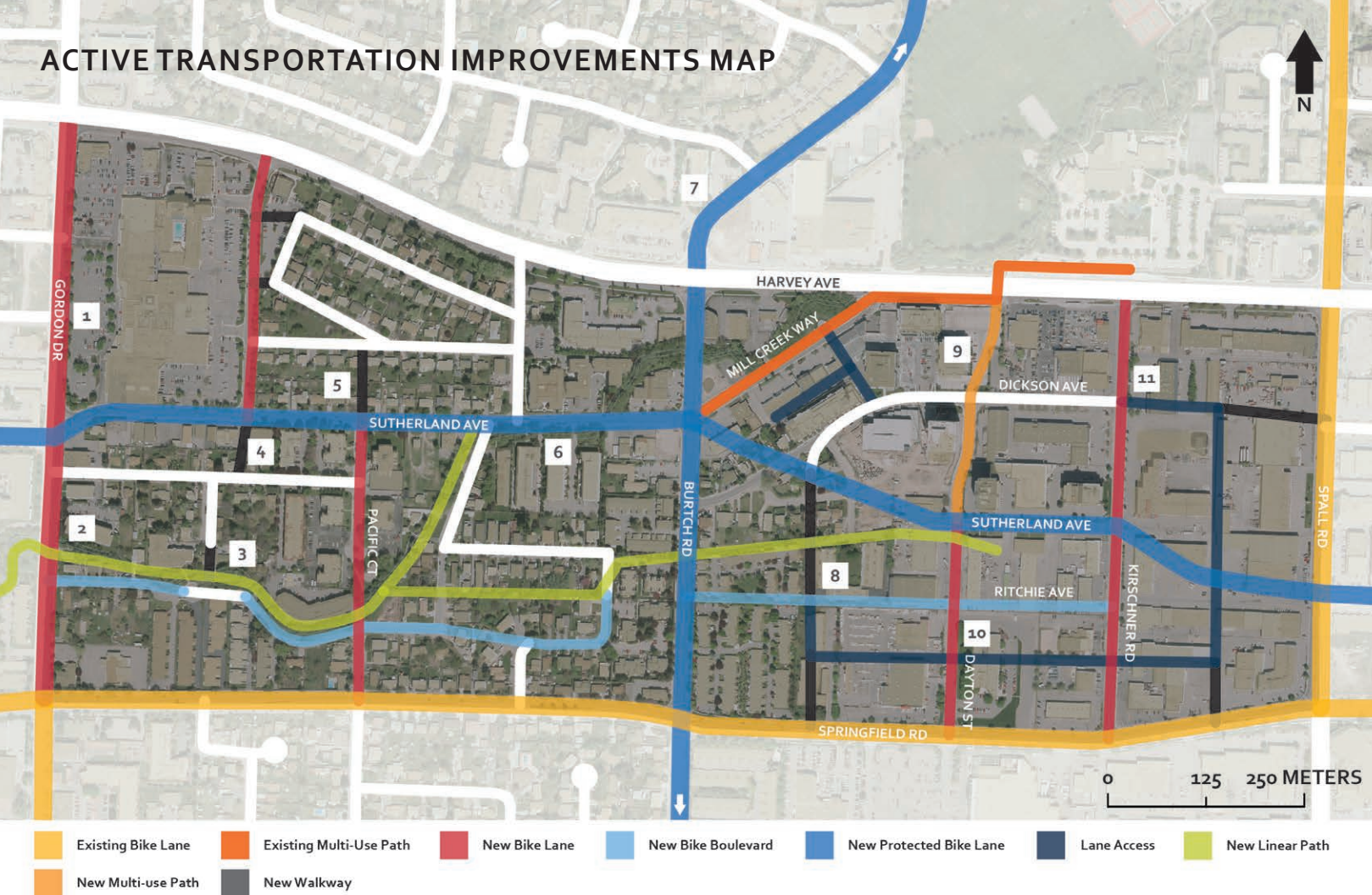
- 1. Manage on-street parking effectively:** Optimize on-street, short-term parking to benefit businesses and to encourage transportation behavior change. Work toward 85 per cent occupancy of on-street parking

in key commercial and retail areas in the Landmark District. Parking management strategies may include: time restrictions, parking benefit districts, on-street metred parking, and dynamic pricing.

- 2. Support car-sharing:** Encourage car-sharing as a community transportation amenity, where all residents are within 400 metres of a car-share location. Prioritize car share locations and electric vehicle charging stations at key destinations within the urban centre.
- 3. Reduce off-street parking requirements where practical:** Support reductions in parking requirements in cases where a suite of transportation demand management options is provided in lieu of parking, such as: transit passes, car share memberships, car share vehicles, enhanced bicycle parking, bike share havens, or other transportation amenities.
- 4. Explore use of cash-in-lieu bylaw for TDM:** Investigate the use of cash-in-lieu monies in Capri-Landmark to fund sustainable transportation initiatives.
- 5. Share parking:** Consider reduced parking requirements where development applications make use of parking supply in existing parkades.

The following maps illustrate how these strategies will be implemented on the ground to encourage a balanced transportation network over time. The improvements identified reflect the 2040 land use goals and the Transportation Servicing Review (TSR) that was undertaken to support the plan. The maps in this section of the plan highlight the major transportation improvements required to support the future growth in Capri-Landmark. However, the comprehensive list of transportation improvements identified by the TSR is included as Appendix B of the plan and shall be reviewed as individual development applications come forward. If redevelopment differs from what is envisioned by the plan or behaviour shifts are slower, there may be further transportation improvements required to support the desired transportation vision for the urban centre.





Active Transportation Improvements

The above map highlights the major active transportation improvements. A comprehensive list of pedestrian and cycling infrastructure improvements identified by the TSR is included as Appendix B of the plan and shall be reviewed as individual development applications come forward. The improvements to cycling routes in the urban centre build on the direction of the Pedestrian and Bicycle Master Plan that recommends a connected network of cycling routes for all ages and abilities. See sub-area policy direction for further details as to the prioritization of policies for different locations.

1. Bike lanes along Gordon Drive.
2. Multi-use pathway and bike boulevard connections at Mill Creek Way/Gordon Drive intersection.
3. Multi-use pathway connections at Psnak Street.
4. Multi-use pathway connecting Pacific Avenue and Sutherland Avenue.

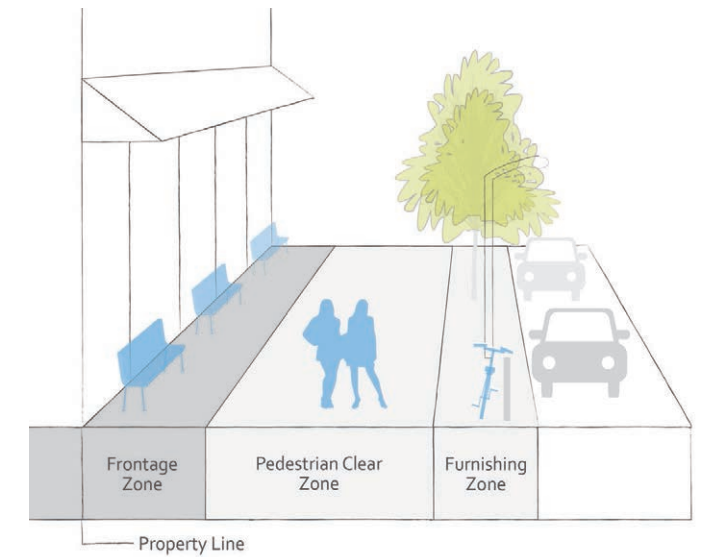
5. Multi-use pathway connecting Pridham Avenue and Sutherland Avenue.
6. Protected bike lane along realigned Sutherland Avenue.
7. Protected bike lane along Burtch Road.
8. Bike boulevard and multi-use pathway connections along Ritchie Avenue.
9. Multi-use pathway along Dayton Street Promenade, connecting to the existing pedestrian bridge with new ramp to the south to Sutherland ATC.
10. Bike lanes along Kirschner Road, Capri Street, and Pacific Court.
11. Multi-use pathway connection and bike lane along Dayton Street.

Transit Improvements

The map below shows the major transit service improvements in Capri-Landmark to enhance transit service for people living and working in the area. A comprehensive list of transit improvements identified by the TSR is provided in Appendix B and shall be reviewed as individual development applications come forward.

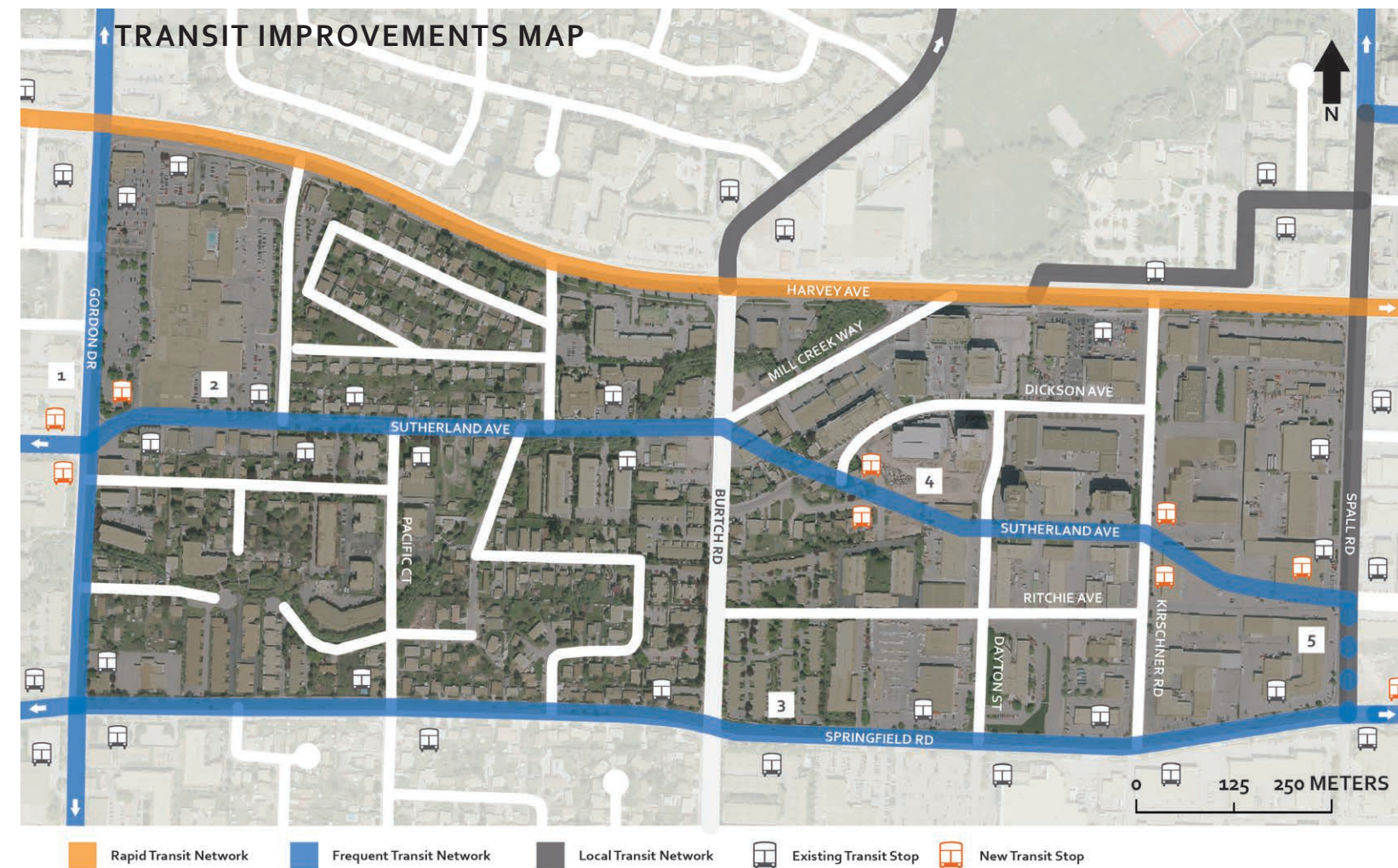
1. New bus stops at Sutherland Avenue and Gordon Drive along Sutherland Avenue between Gordon Drive and Burtch Road.
2. Bus stop upgrades and adjustments along Sutherland Avenue.
3. Transit infrastructure improvements and adjustments along Springfield Road.
4. Extension of bus route and new transit stops along realigned Sutherland Avenue, providing access to Landmark Towers.
5. New bus stops at Sutherland Avenue and Spall Road in support restructured transit routes.

Street Frontage Diagram<sup>1</sup>



<sup>1</sup> The frontage zone is between the pedestrian clear zone and the property line and/or building face. The pedestrian clear zone is reserved for unobstructed pedestrian travel. The furnishing zone is between the roadway curb face and the pedestrian clear zone. Minimum curb to building face or other vertical elements is 5.0m; 4.0m on local streets fronted only by residential and with limited pedestrian network connectivity. Activity spaces such as patios require additional width.

TRANSIT IMPROVEMENTS MAP





# Parks & Public Space

Parks and public spaces are vital amenities for future residents and workers and will be catalysts to support the transformation of the Capri-Landmark urban centre. Parks promote active and healthy communities, but also encourage social interaction which strengthens community. Within a dense urban centre where many people live in apartment buildings, parks and public spaces are an especially important part of providing a high quality of life.

The parks and public space improvements build on the City of Kelowna target of 2.2ha of parks per 1,000 new residents. When applied to Capri-Landmark, a total target of 8.0 ha of active park space is needed. This is based on 8,000 new residents being added to the urban centre. However, based on Capri-Landmark's close proximity to Parkinson Recreation Centre and the challenge and cost of acquiring large parcels in a built up area, an adjusted target of 3-4 hectares of active park space was identified in an effort to reflect the unique context of this urban centre.

The Capri-Landmark target of 3-4ha of active parks space is bolstered by an integrated approach to parks and public space planning that is based upon four key strategies:

1. Active park space will be developed to a higher standard to account for the more intensive use associated with parks in a dense live-work area.
2. Active park space will be complemented by integrating the linear paths (Ritchie Brook and Mill Creek) as pedestrian corridors and natural amenities for area residents.
3. Key streets (e.g. Dickson Avenue and Sutherland Avenue) will be designed so they can be used as additional public and open space for the community at key times (weekends, community events, etc.).
4. Private open space in large redevelopments will be designed to provide additional gathering spaces for residents in the area.

This integrated approach will ensure all residents are within walking distance of a diversity of parks and public spaces.

## Policy Context

The Official Community Plan outlines the importance of establishing a range of parks and public spaces within walking distance of residents to achieve a high quality of life within urban areas. Also, the OCP sets the goal of creating a city-wide linear park network and encourages designs of alternative spaces, such as streets, paths, and rooftop gardens so they can function as public space. Overall, the OCP sets a strong framework for the level of park service throughout the city through the following policies:

- Provide a range of park and public spaces (7.12)
- Encourage linear park networks (Policy 7.13)
- Ensure parkland responds to local user needs (7.16)

The City's UCR builds upon the OCP, highlighting the importance of creating parks and public space in an urban centre context. The UCR identifies the role of parks and public spaces not only for physical activity but also to encourage community gathering. The UCR calls for creating green corridors (e.g. linear parks) that connect parks and key destinations. Lastly, the UCR describes the need to program or activate parks, streets, and public space to ensure a rich public life. The following policies and targets were instrumental in guiding the parks and public space objectives:

- Create public spaces that promote social interaction (Social Spaces, Targets 1, 2, and 3)
- Design linear parks that link community destinations (Going Green, Policy 1)
- Design streets to promote public gathering (Places for people, Target 5, Policy 1)

## Parks & Public Space Objectives

1. **Develop multi-functional, flexible parks and public spaces:** Where land availability is constrained, develop smaller parks that can meet multiple objectives.
2. **Connect parks and public spaces:** Enhance pedestrian and cycling connections between parks and public spaces to ensure that park users have access to a full range of activities.
3. **Focus on water:** Invest in Mill Creek and Ritchie Brook as defining public space corridors that establish physical connections and define the identity and character of the area.
4. **Prioritize active uses:** Ensure that there is adequate park space for active uses.
5. **Build parks for intensive use:** Promote park and public space designs and standards that reflect the intensive use associated with a high-density live-work environment.
6. **Bring arts and culture into the picture:** Encourage community and cultural partnerships that support increased programming and use of parks and public space.
7. **Develop semi-private parks:** Support private open space in major redevelopments that supplement the City's active park spaces.
8. **Embrace streets as public spaces:** Create flexible streetscape designs to support the use of streets as public spaces for special events and community gatherings.
9. **Pilot new approaches to public space:** Encourage innovative approaches to public space within the road right-of-way (e.g. parklets).
10. **Support density with amenity:** Consider the concentration of residential units when prioritizing parkland acquisition.
11. **Obtain parkland through redevelopment:** Require land dedication at redevelopment for identified linear path routes shown in Parks and Public Space Improvements Map (page 60). Ensure that there is no net loss of development density resulting from the dedication.



### Landmark Plaza Concept

Landmark Plaza will form the social centre of the Landmark District providing a place for workers and residents to congregate, shop, linger awhile, and watch people go about their daily activities.





### Parks & Public Space Improvements Map

The core elements of the parks and public space plan are identified on the map above.

#### Active Parks

1. Pacific Park Expansion
2. Ritchie Park
3. Landmark Plaza
4. Mary Anne Collinson Memorial Park Expansion
5. Brookside Park

#### Linear Park / Paths

6. Mill Creek
7. Ritchie Brook

### Existing Sutherland Avenue Active Transportation Corridor



# Piloting a Target-based Approach to Urban Centre Planning

A wide range of information including technical analysis, city policies, and community engagement feedback guided the development of the plan. However, the UCR was foundational in guiding the long-term vision for the physical structure of Capri-Landmark. This is the first plan where the UCR principles and targets were in place to allow for a target-based approach in developing this urban centre plan. Furthermore, the UCR provided more detailed direction on land use, transportation, and parks and public space planning that was instrumental in the development of preliminary concepts and evaluating preliminary options, as well as guiding final refinements to the plan.

The UCR also helped to determine what actions were most important for Capri-Landmark based on its stage of development as an urban centre. Through the background research it was possible to identify that Capri-Landmark still demonstrated many of the traits of an early-stage urban centre. Based on the direction of the UCR, the priority for early-stage urban centres is to establish an effective transportation network and to plan for the parks and public space network that will support future growth and densification (see phases of change diagram on page 64).

To understand how the Capri-Landmark Plan aligns with the UCR principles and targets, a brief analysis is provided in the table on page 65. The table shows the baseline performance of Capri-Landmark in comparison to the plan's goals on 10 key UCR targets.

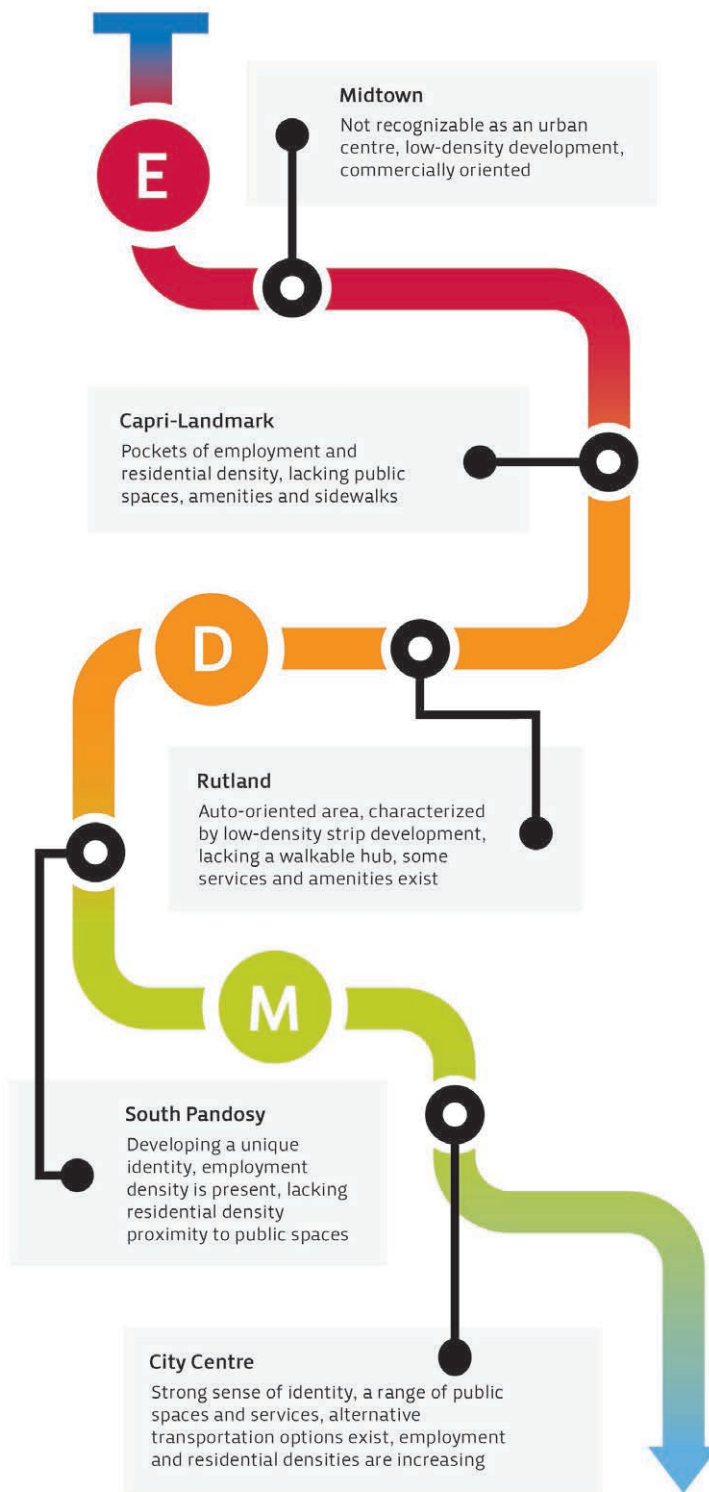
The plan has achieved many of the UCR targets, but there are areas that will require further action and long-term commitment as the area redevelops over the next 20-

30 years. Across the City it is a challenge to ensure that a proportion of new growth is in the form of affordable housing. Also, the area has a limited street tree canopy and the Landmark District will continue to be underserved in terms of pedestrian routes in the near-term. Overall, the strong performance of the plan in relation to the UCR targets demonstrates the value of the UCR targets in guiding the physical structure of the urban centre. The UCR targets are also integrated into Chapter 5 of the plan, providing area-specific performance goals for land use.

“ The plan has achieved many of the UCR targets, but there are areas that will require further action and long-term commitment as the area redevelops over the next 20-30 years



### Phases of Change



#### Early

Urban centres in their nascent stage of development may hardly be recognizable as distinct centres. They may simply be significant concentrations of employment.

#### Developing

Urban centres showing clear signs of moving towards becoming vibrant, engaging places. While there may be significant progress to be made yet, there have been both public and private investments that are beginning to transform the centre.

#### Mature

Mature urban centres have achieved high standards in many, if not most, of the key elements of what makes great urban centres. They demonstrate many of the hallmarks of what people associate with the term "downtown".

### Plan Performance on Urban Centres Roadmap Target

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 and residents/ha	180
Promote vitality through a mix of land uses	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% apartment, 13% ground-oriented	100% of new growth will be in the form of attached housing
Prioritize people first transportation options & connections	90% of residents within 400m of frequent transit route (Harvey/Springfield)	100%	100%
Prioritize people first transportation options & connections	90% of residents close within 400m to (north-south and east-west ATC route)	1.5%	43%
Create streets & blocks that are walkable	Short blocks: 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
Create streets & blocks that are walkable	Street network with 0.8 intersections/ha	0.26 intersections/ha	0.31 intersections/ha
Establish social spaces that promote social interaction	All residents in walking distance (400m) of a public space	83%	100%
Establish social spaces that promote social interaction	Diversity of public spaces (Simpson Index score of less than 0.2)	0.37	0.17
Establish social spaces that promote social interaction	At least 1 central plaza or square	Zero	1
Design for environmental resilience	20% tree canopy coverage	Major deficiency in Landmark District	Continues to be challenge in the near-term but permeable surfaces will increase



# AREA SPECIFIC POLICY DIRECTION

# 05

- EXECUTIVE SUMMARY
- INTRODUCTION
- PLAN PROCESS
- BACKGROUND
- COMMUNITY STRUCTURE
- AREA SPECIFIC POLICY DIRECTION
- SUPPORTING BUSINESS
- TAKING ACTION

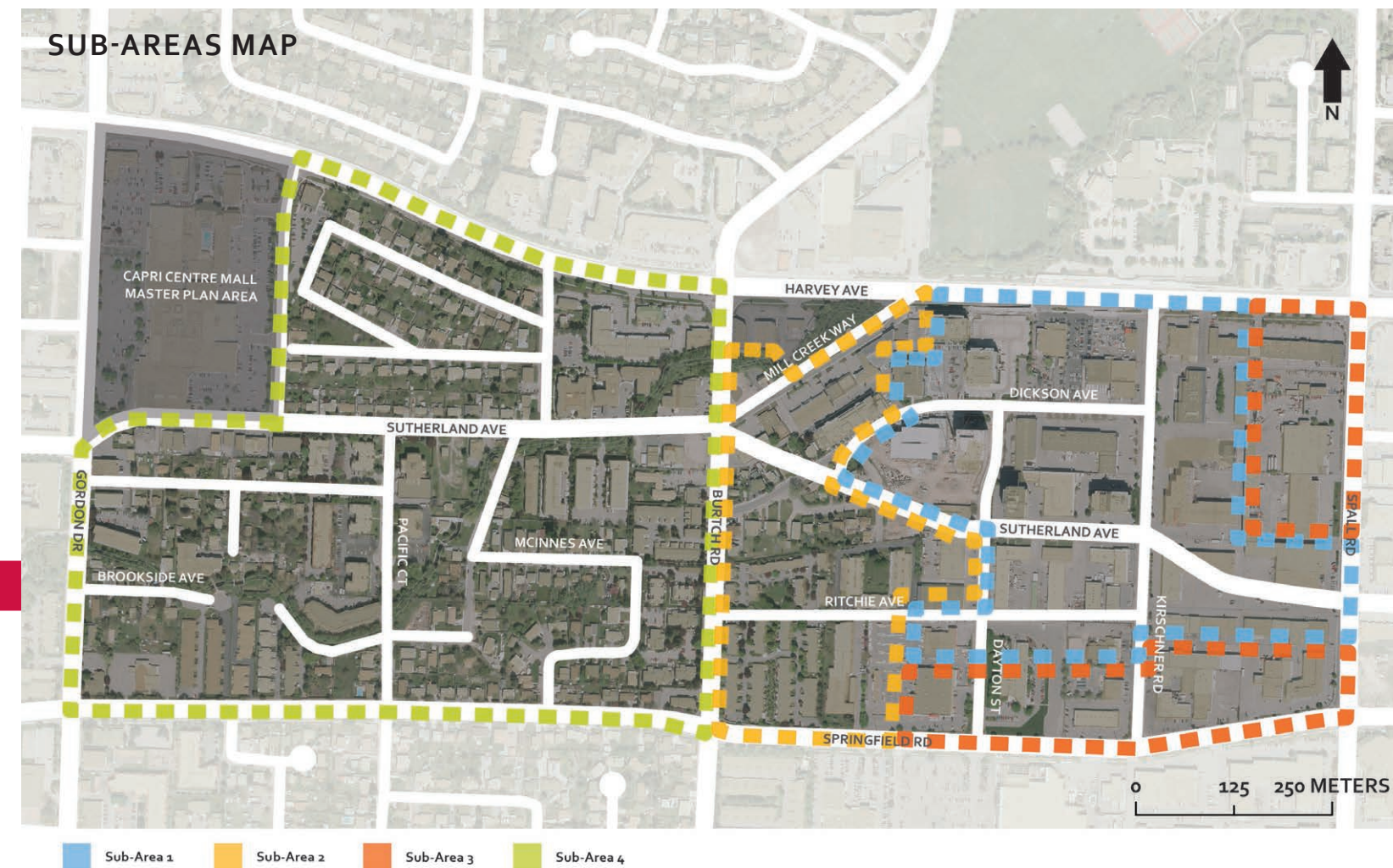
## Sub-Area Policies

The following policies are specific to projects and initiatives located in each of Capri-Landmark’s sub-areas and are based on the objectives established in Chapter 4. Each sub-area contains a concise vision as well as policies that are divided, where applicable, under the headings of Land Use, Urban Design, Transportation, and Parks and Public Spaces. In most instances, each sub-area will only have detailed policy relating to a selection of the above topics. Specific performance targets are also provided for each sub-area. These targets are meant to provide the yardsticks against which new proposals in each sub-area will be measured.

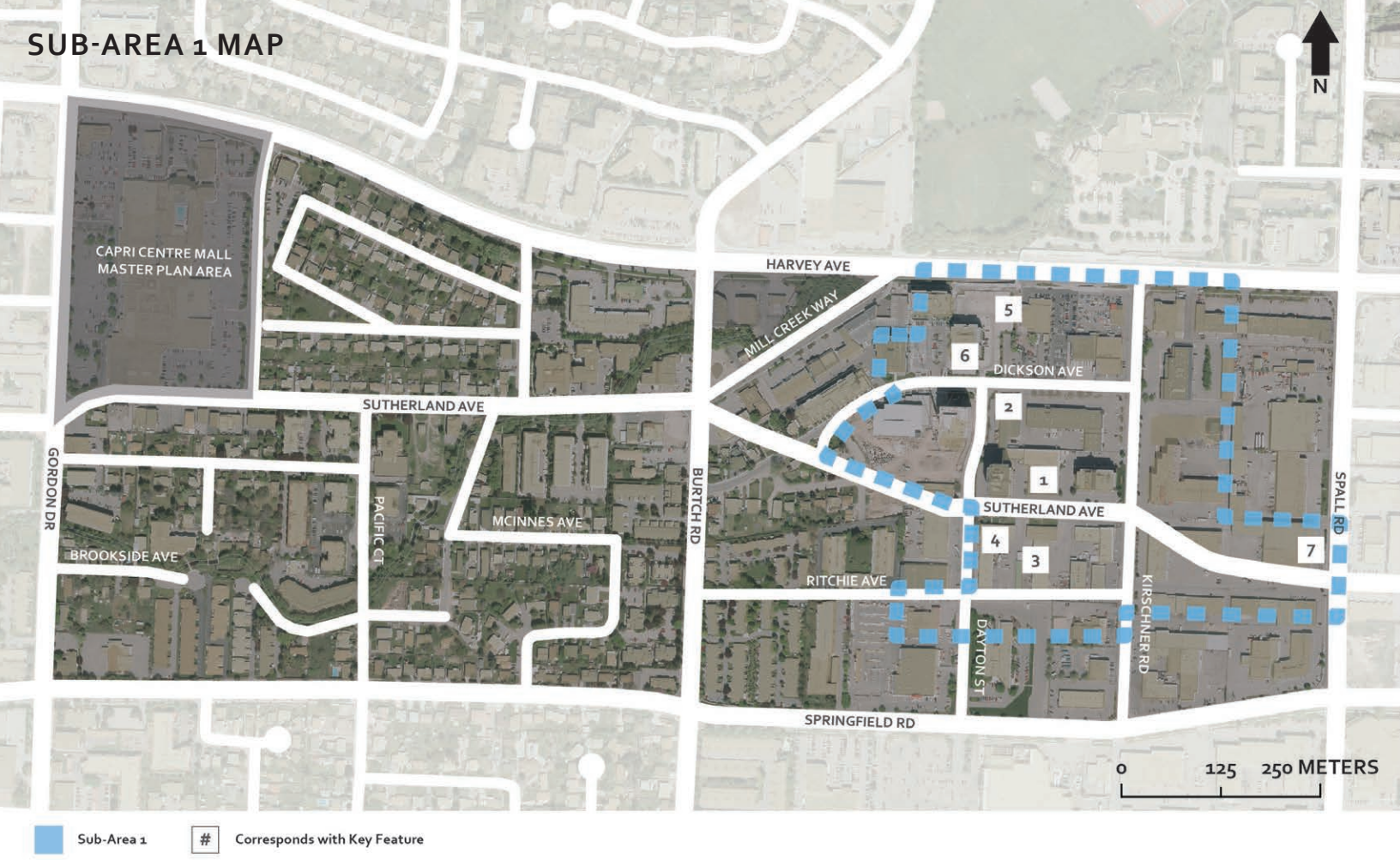
General policies in each sub-area are supplemented by clear direction for any key features located within the sub-area. Key features are major physical elements that are vital to

achieving the goals of the plan. Typically, they are major public space elements, such as plazas, parks, or retail streets. The description of each key feature includes a vision for its role and function, and direction for its development and any development abutting it.

“ Key features are major physical elements that are vital to achieving the goals of the plan







# Sub-Area 1: Landmark Mixed-Use Business District

## Vision

The Landmark Mixed-Use Business District will be recognized as one of the City’s most significant hubs of activity and will be a destination for people across the community. Thousands of residents will live and work here, all supported by connected, high-quality public spaces and civic amenities. The area will still be a major focus for regional employment, but new development and public investments will signal the transformation of the area from an employment-only area to a complete live-work environment.

## Performance Targets

- Residents per Ha: 180
- Units per Ha: 110
- FAR targets: 1.5-4.5
- New active parkland: 1.4 Ha

## Sub-Area 1 Policies

### Land Use Policies

1. Encourage new development to be mixed-use, emphasizing residential, retail, and service uses.
  - Redevelopment of key sites can incorporate office or commercial uses in larger podium structures of up to 4 storeys with residential uses above.
2. Limit the amount of new office space, with no more than 20,000 square feet or 10 per cent of the floor area ratio (FAR) of any one development dedicated to office uses.
3. Encourage a mix of unit types and sizes in each new residential development, including ground-oriented units.
4. Ensure residential buildings have units that access the street directly, with appropriate design of semi-private space.
  - Where buildings include ground floor residential units (e.g. townhouses), the ground floor grade level should be raised above the adjacent sidewalk elevation by at least 0.6m (2 ft.) to create a clear separation between public and private space.
5. Support building heights generally consistent with the Building Heights Map (page 52) and the Building Heights Design Principles (page 53).
6. Focus highest-density/tallest development in the Sutherland Avenue/Dayton Street/Dickson Avenue area, in close proximity to multiple sustainable transportation options, including protected cycling corridors, major pedestrian corridors, and rapid transit (Harvey Avenue RapidBus).
7. Create transit-supportive development by ensuring that sites under development generally achieve prescribed FAR regulations.
8. Encourage the consolidation of existing single-family development near Dickson Avenue and Bedford Avenue to support high-density, mixed-use development.
9. Ensure the south side of Harvey Avenue is fronted by high-density, mixed-use residential towers that will contribute to transit-oriented development and the establishment of a new urban form.
10. Provide a minimum tower separation of 30.5m, consistent with building heights policy in the Official Community Plan.
11. Encourage building orientation toward Harvey Avenue to establish a consistent streetwall along Harvey Avenue.
12. Encourage private outdoor public space on the south side of Harvey Avenue that enhances the visibility and desirability of the RapidBus stop.

### Transportation Policies

1. Achieve a new east-west connection (Ritchie Avenue) through redevelopment of the area.
2. Bring regular transit service through Sutherland Avenue with a stop close to the intersection of Sutherland Avenue and Dickson Avenue as shown on the Transit Improvements Map (page 59).
3. Achieve laneways in identified locations through redevelopment to provide appropriate access and loading opportunities.
4. Ensure that new development provides short-term and long-term bicycle parking for residents and employees.
5. Establish a pedestrian crossing at Dickson Avenue and Kirschner Road as shown on the Active Transportation Improvements Map (page 58).
6. Incorporate streets trees and a consistent pedestrian zone to create a more attractive and pedestrian friendly environment along the south side of Harvey Avenue.
7. Encourage reduced minimum parking requirements within the Landmark District where a suite of transportation demand management options is provided as described in Chapter 4.





## Sub-Area 1 Key Features

### 1. Sutherland Complete Street

#### Vision

Sutherland Avenue will be realigned at Burtch Road and extended through the Landmark District, connecting ultimately to Spall Road. Sutherland Avenue will become a vital backbone supporting the Landmark District and offering all the amenities of a complete street, including transit access, streetfront retail, comfortable pedestrian environments, and protected cycling infrastructure. A conceptual design of Sutherland Avenue between Mill Creek Way and Spall Road was developed to guide its future implementation.

#### Sutherland Avenue Street Wall



#### Sutherland Avenue Cross Section



#### Objectives & Policy

- Support mixed-use development along the Sutherland corridor.
- Require 90 per cent of building frontages to have active commercial uses at grade:
  - Along the north side of Sutherland Avenue, between Dickson Avenue and Spall Road; and,
  - Along the south side of Sutherland Avenue, east of Ritchie Park.
- Establish a consistent street wall of 2-4 storeys along the north side of Sutherland Avenue.
- Ensure that residential development fronting the south side of Sutherland Avenue addresses the street with direct entrances and appropriate semi-private space.
- Establish a build-to line of 1.5m along both sides of the street to allow for adequate pedestrian circulation.
- Access across the Sutherland Cycle Track and Dayton Multiuse Pathway should be avoided.



## 2. Landmark Plaza

### Vision

Inspired by the traditional town square as a central meeting space, Landmark Plaza will be situated at the crossroads of Dickson Avenue and Dayton Street. Bordered by retail and commercial uses along its edges, with a central open space, it will support and accommodate a variety of pedestrian activities. The design and treatment of the plaza will blur the line between the street and building frontage, adapting to changes between day and night, as well as seasonal activities. Landmark Plaza will form the social centre of the Landmark District, providing a place for workers and residents to congregate, shop, linger awhile, and watch people go about their daily activities.



### Objectives & Policy

- Obtain 0.5 acres for Landmark Plaza through acquisition or redevelopment of 1715 Dickson Avenue.
- Design the plaza to act as a key hub of public activity.
- Balance through-movement of people with space to relax and socialize.
- Require adjoining buildings to have 100 per cent active commercial spaces at grade to activate the plaza.
- Provide high quality materials and ground plane treatment in response to the plaza's flexible programming and highly urbanized activities.
- Ensure that the plaza has both sunlight and shade to support pedestrian comfort.
  - Make sure that adjoining buildings still allow ample sun access for the plaza.

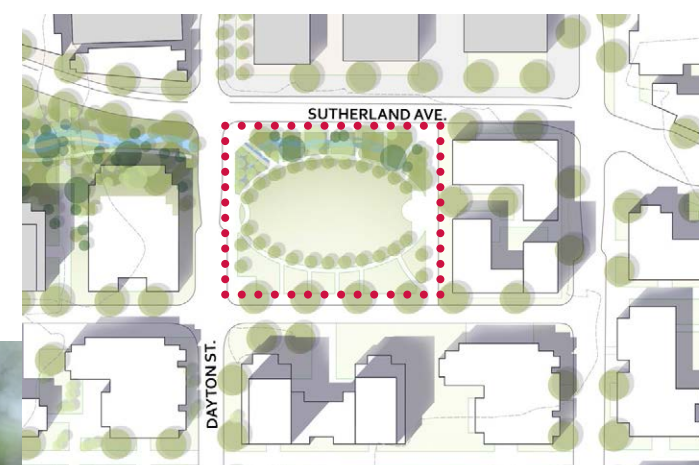


Landmark Plaza Concept

## 3. Ritchie Park

### Vision

Ritchie Park will be the principal green space within the Landmark District's highly urbanized setting. It will provide both passive and active recreational opportunities. As a neighbourhood park it will primarily serve the needs of local residents, but will also accommodate the intensive use and varied activities generated by the daily fluctuation in population. The park will also be the source or terminus for the Ritchie Brook linear path.



### Objectives & Policy

- Require new development on the east side of the park to treat the park as a front yard, with active uses abutting the park area.
- Ensure that new development surrounding the park does not result in significant shade impacts.
- Provide high quality materials and comfort amenities in park design to accommodate intensive all-day, all-year use.
- Establish the majority of park space as green space with a mix of turf, shade tree, and shrub planting. Consider use of riparian species in formal plant grouping as part of Ritchie Brook landscape feature.
- Locate more active recreation along perimeter edges of the park and passive uses in the centre of the park.



Ritchie Park Concept

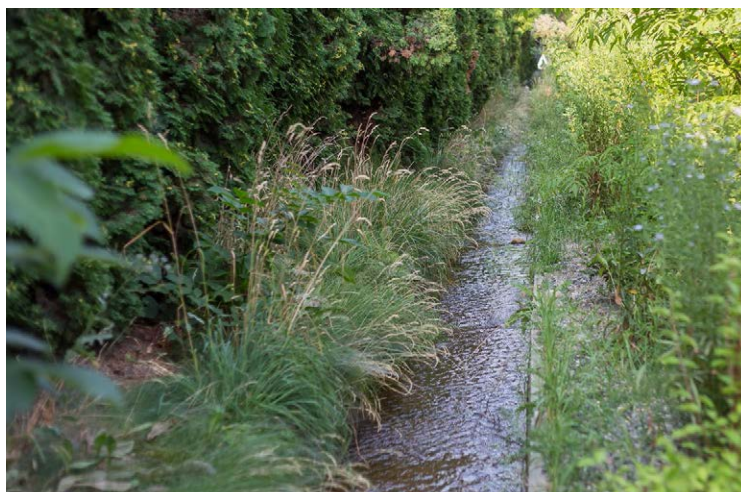


#### 4. Ritchie Brook Linear Corridor

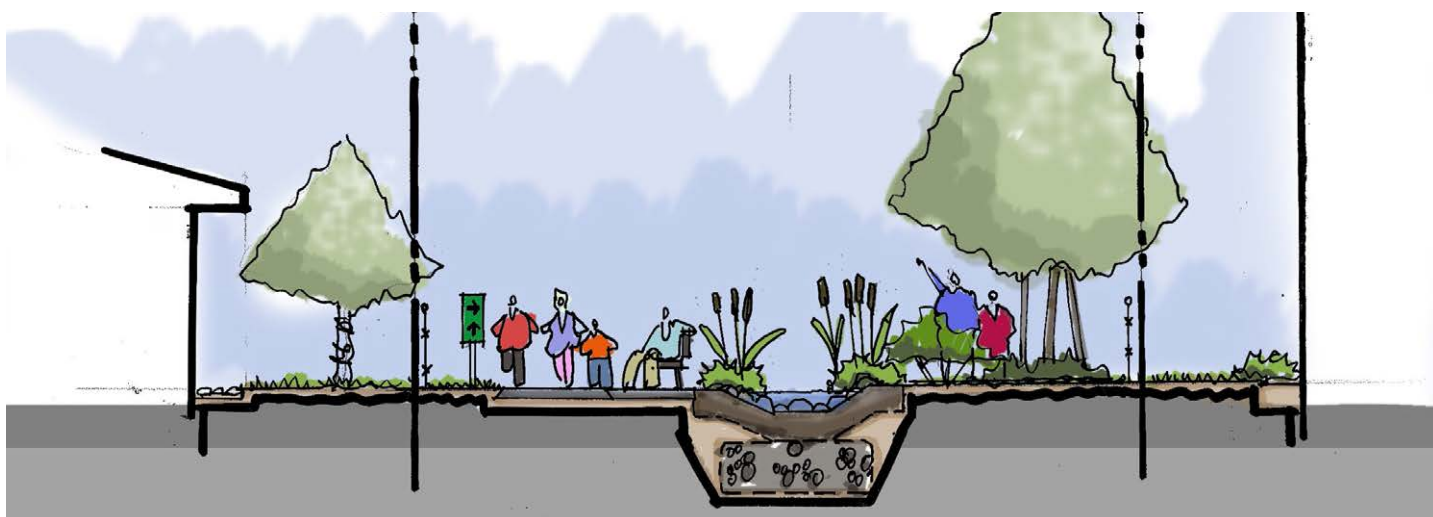
##### Vision

Ritchie Brook Linear Path will be a secondary pedestrian route and linear greenspace that will roughly follow the alignment of a historic creek. It will serve as a green thread stitching the different neighbourhoods of the urban centre together. Its source or terminus at either end will form major landscape features within Pacific Court Park and Ritchie Park. It will function as both a natural drainage channel as well as a passive stormwater management system for adjacent development. In certain areas rain gardens will flank the channel to provide additional stormwater capacity.

##### Ritchie Brook



##### Ritchie Brook Cross Section



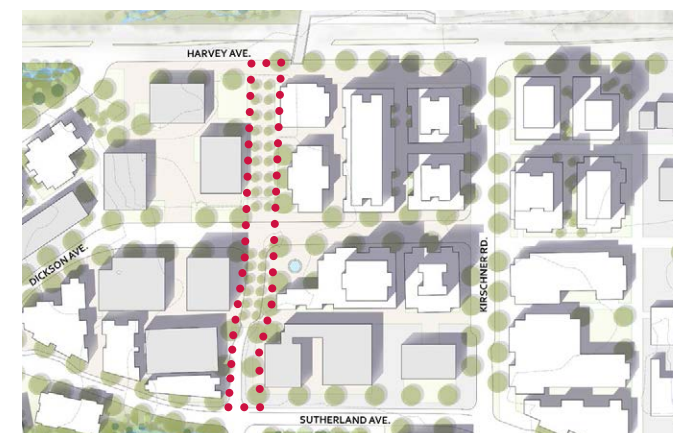
##### Objectives & Policy

- Require the dedication of Ritchie Brook through redevelopment of 1910-1960 Dayton Street to establish a total width of 15.0m.
- Provide a minimum 3.0m wide continuous public pathway system that will alternate on both sides of the Ritchie Brook channel.
- Encourage ground-oriented units along Ritchie Brook as redevelopment occurs in the area.
  - Adjacent residential development will allow for a direct access to the pathway system as well as natural surveillance to activate and provide safety of movement along the corridor.
  - Incorporate passive stormwater management (rain gardens) as part of adjacent development within portions of their land dedication.
- When reviewing building designs for new developments interfacing with Ritchie Brook, ensure that building height and massing maintain 4-5 hours of sunlight per day to access to the corridor (see the Building Heights Map page 52).
- Incorporate passive stormwater management (rain gardens) as part of adjacent development within portions of their land dedication.

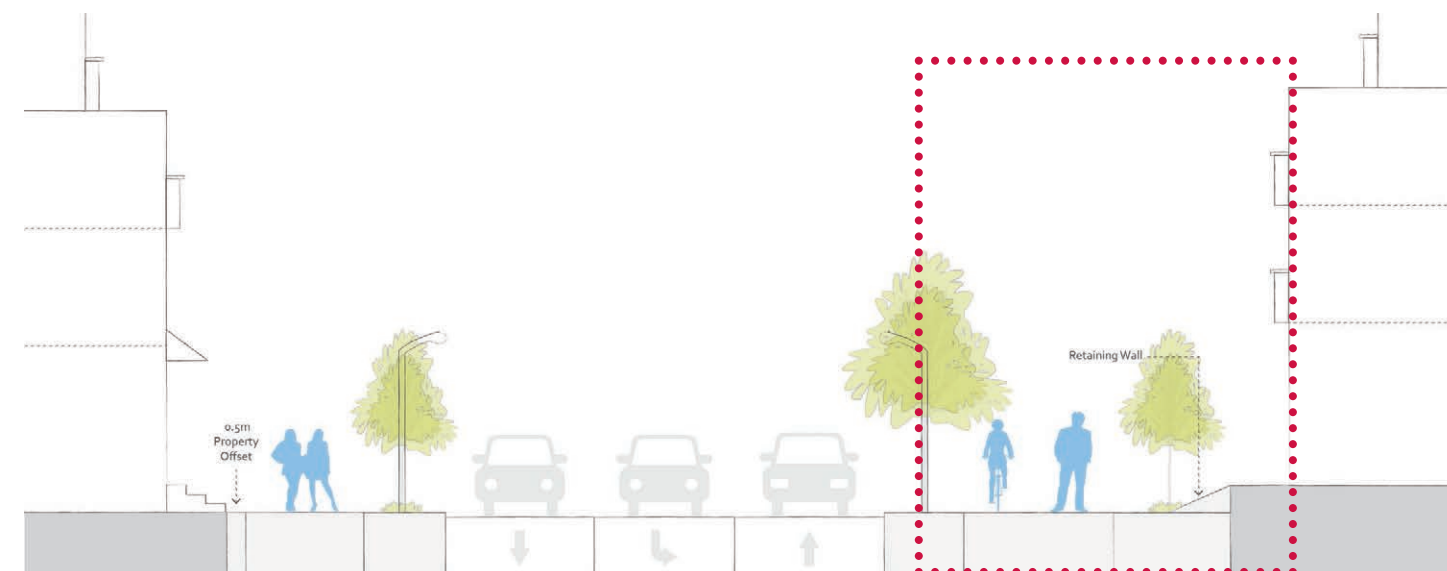
#### 5. Dayton Promenade

##### Vision

The Dayton Promenade will be a vital pedestrian spine connecting the Parkinson Recreation Centre with the Landmark District. The promenade will begin at the north edge of the Landmark District with a new connection to the existing Highway 97 pedestrian overpass, extending south through a series of terraced spaces and ramps to accommodate grade / elevation changes that will connect to Landmark Plaza, continuing along the east side of Dayton Street until it reaches the northwest corner of Ritchie Park. The design and treatment of the north section of the promenade is envisioned as an extension of the plaza and public realm of Dickson Avenue to create a unified series of public spaces.



##### Dayton Street Cross Section (Dayton Promenade)



##### Objectives & Policy

- Require the dedication of a 5.0m multi-use ramp as part of the redevelopment of 1717 Harvey Avenue and 1640-1710 Dickson Avenue that connects the existing pedestrian overpass directly to Dickson Avenue.
  - Incorporate terraced planters with shade trees and comfort amenities to accommodate pedestrians of all ages and abilities.
- Provide a 3.0-4.0m wide continuous multi-use path for the Dayton Promenade, south of the Landmark Plaza as part of the redevelopment of 1850-1854 Kirschner Road, with shade trees and full urban amenities to make pedestrians of all ages and abilities comfortable.
- Ensure that buildings along Dayton Street, south of Sutherland Avenue, have approximately 75 per cent active commercial frontages.
- Ensure that promenade connects directly to Ritchie Park, the Landmark Plaza, and the pedestrian overpass.
  - Provide pedestrian priority crossing at Dickson Avenue to connect to Landmark Plaza.
- Connect the Dayton Promenade with the broader pedestrian and cycling network.



## 6. Dickson Avenue Main Street

### Vision

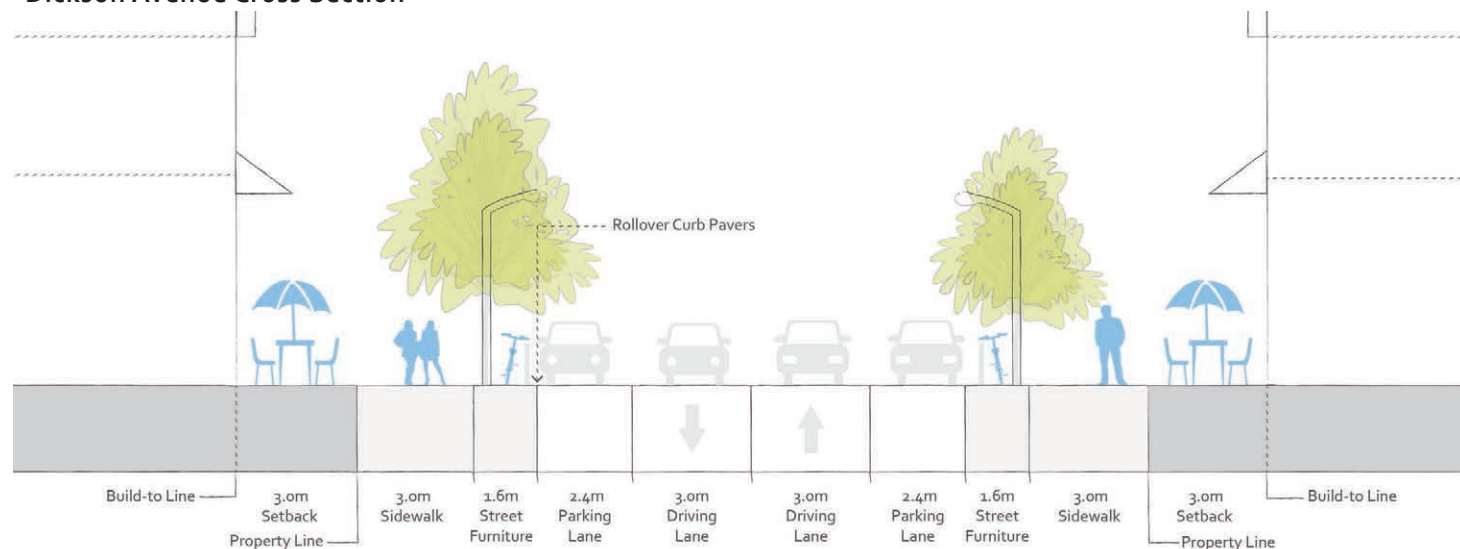
The Dickson Avenue Main Street will be Landmark's 'High Street' serving as the social and commercial anchor of the Landmark District. The design and treatment will blur the line between street, sidewalk and building frontage to create a shared public realm. It will be a vibrant all-day, all-year destination for local residents, workers, and visitors within the area. On weekends and evenings when traffic demand is lower, Dickson Avenue Main Street can be easily closed off to vehicles to accommodate street festivals, open-air markets, and other local community events.

### Objectives & Policy

- Support mixed-use commercial and residential development along Dickson Avenue.
- Require new development fronting the street to have 100 per cent active commercial frontage along the street, encouraging streetfront uses such as cafes, restaurants, retail uses, etc.
- Require building facades to include a higher level of architectural detailing to promote pedestrian interaction.
- Require a build-to line of 3.0m on both sides of Dickson Avenue between Dayton Street and Kirschner Road to accommodate more generous pedestrian circulation space, patios, and other streetfront uses.

- Require a build-to line of 1.5m on both sides of Dickson Avenue between Sutherland Avenue and Dayton Street to accommodate a high volume of pedestrian activity.
- Require first floor spaces to have minimum floor-to-ceiling heights of 4.0m and a depth of 35m to ensure spaces will attract commercial tenants.
- Establish a consistent 2-4 storey streetwall along both sides of the street.
- Allow building heights ranging from 12-18 storeys, as shown on the Building Heights Map (page 52).
- Design roadway to allow for shared pedestrian and vehicle access by: paving treatment to delineate different types of movement, minimizing use of curbs to allow easy pedestrian movement, reducing traffic speeds, and traffic calming to increase pedestrian safety.
- Provide a higher level and amount of site furnishings, tree planting, lighting and other comfort amenities to create social spaces that will promote and support increased pedestrian use.
- Discourage new vehicle entrances along the main street; vehicle entrances should be focused on lanes or secondary street frontages.
- Encourage private development that provides publicly accessible spaces and parkettes to support streetfront activities.

### Dickson Avenue Cross Section



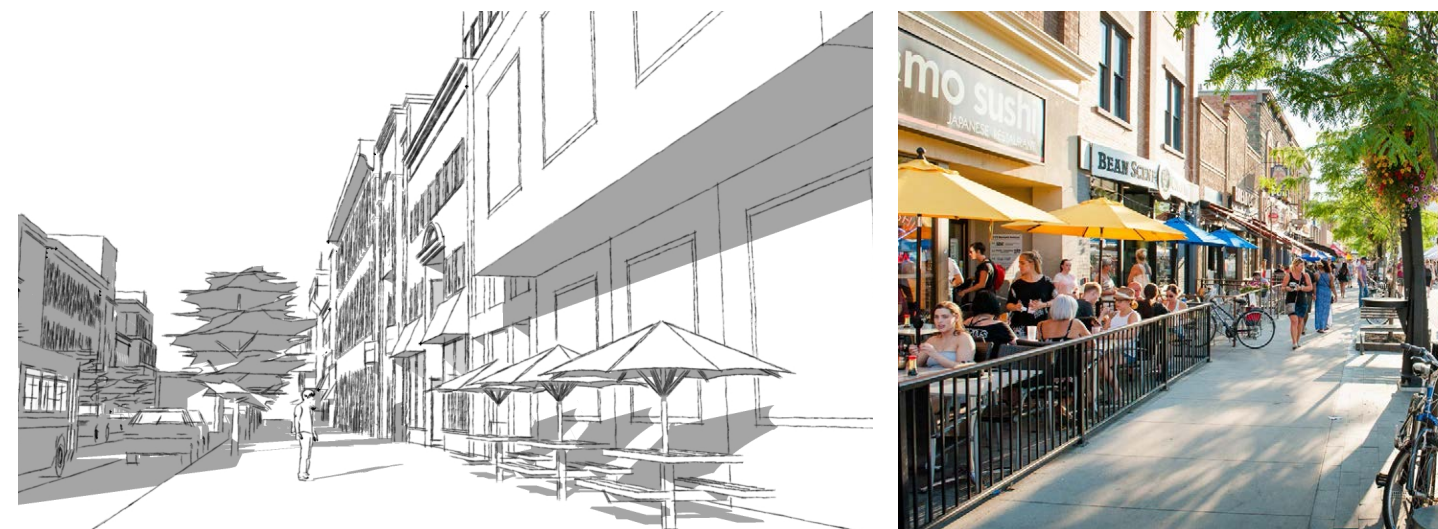
### Mixed Use Development



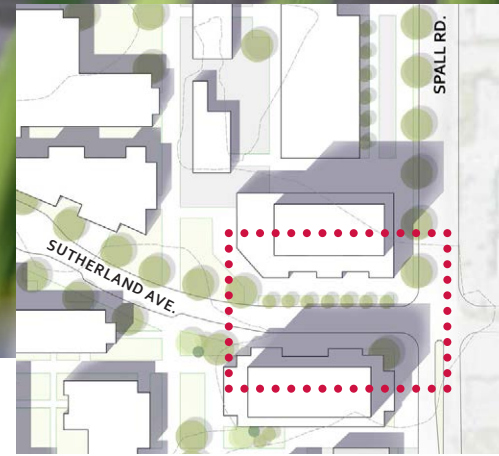
### Street Furnishings



### 2-4 Storey Street Wall







7. Spall Road & Sutherland Avenue Gateway Site

Vision

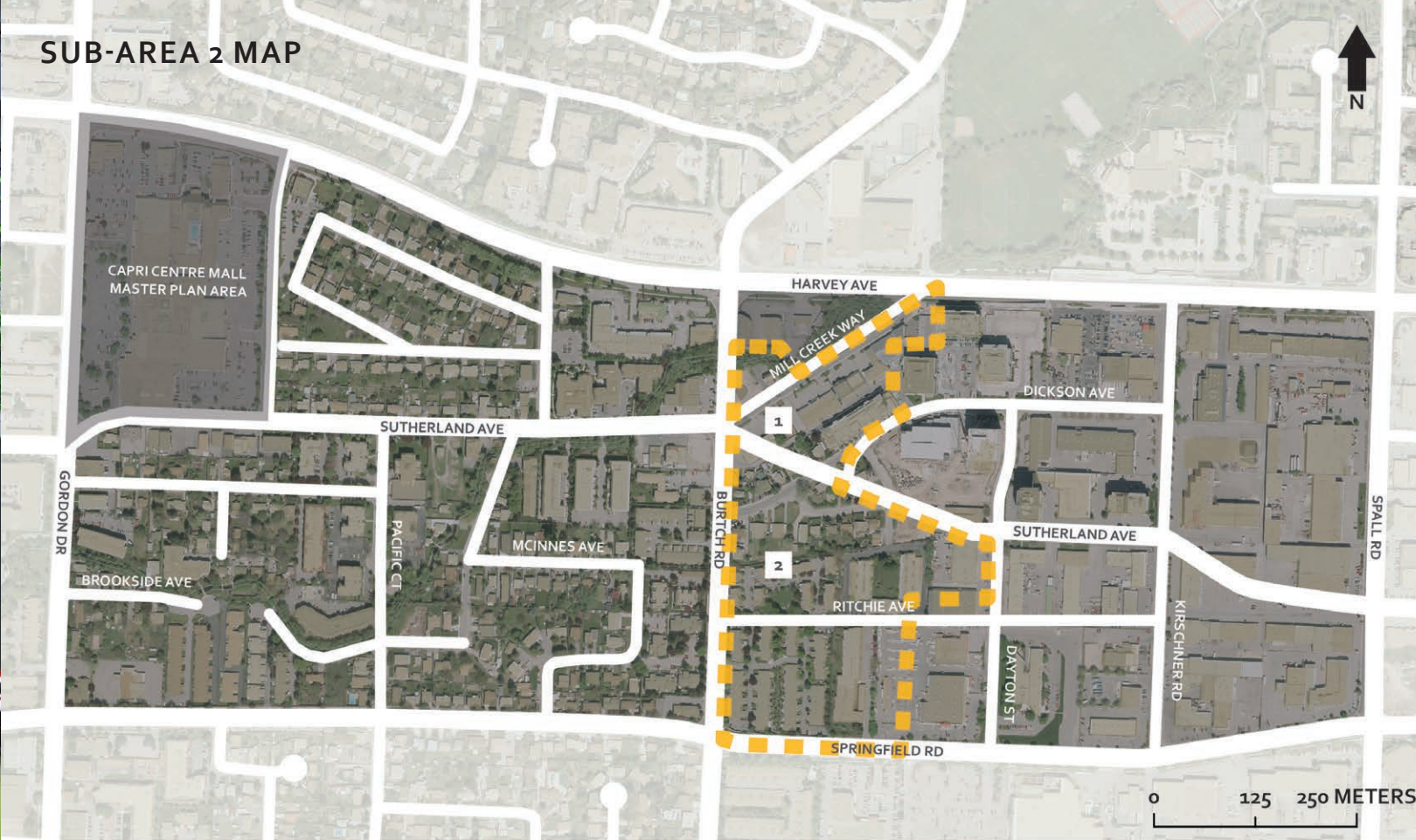
As the easternmost gateway for the Capri-Landmark Urban Centre, the area will feature buildings, streetscaping, and landscaping with unique, signature designs that signal a clear break from the urban fabric of surrounding areas and that provide a welcoming entry to the Landmark District.

Objectives & Policy

- Encourage the streetscape to include public art features that reinforce the gateway theme.

- Require development on adjacent sites on the north and south sides of Sutherland Avenue to direct their building massing towards the corners of the site nearest to the intersection to frame the gateway.
- Support distinctive and unique architecture and landscaping on gateway sites.
- Support taller buildings on the gateway sites, up to a maximum height of 12 storeys, as shown on Building Heights Map (page 52).

SUB-AREA 2 MAP



# Sub-Area 2: Burtch Road / Mill Creek Way

Vision

This predominantly residential area is on the doorstep of the Landmark District, steps away from the employment centre at Dayton Street and Dickson Avenue. The mid-rise development in this area will provide a transition from the high-density towers of the Landmark District and the low-rise townhouse and apartment buildings on the west side of Burtch Road in the Five Bridges area of Capri. The area will have a mix of low-rise and mid-rise apartment buildings with opportunities for some neighbourhood commercial services and amenities on the 1500 block of Mill Creek Way (formerly Sutherland Avenue). As development occurs, the area will become home to hundreds of new residents, all minutes away from the amenities, parks and transportation options now found in the Landmark District.

Performance Targets

- Residents per Ha: 200
- Units per Ha: 150
- FAR targets: 1.5-3.5



## Sub-Area 2 Policies

### Land Use Policies

1. Encourage redevelopment along Mill Creek Way as high-density mixed-use residential or high-density residential.
2. Encourage redevelopment along Burtch Road and the realigned Sutherland Avenue as medium and high-density residential.
3. Require a build-to line of 1.5m along both sides of realigned Sutherland Avenue.
4. Allow opportunities for neighbourhood commercial uses on Burtch Road and Mill Creek Way.
5. Discourage office uses in areas designated mixed-use residential on Mill Creek Way. Limit office uses to the lesser of 20,000 square feet or 10 per cent of gross floor area.
6. Support building heights consistent with the Building Heights Map (page 52) with mid-rise buildings of up to 12 storeys north of Ritchie Avenue.
  - Focus the highest and densest development within 400m walking distance of RapidBus stops.
  - Encourage building heights of up to 6 storeys (low-rise) south of Ritchie Avenue.
7. Encourage lot assembly along Mill Creek Way to reduce the area required for vehicle access and to achieve efficient building layouts.
8. For high-density residential, encourage building podiums of 2-4 storeys with ground-oriented housing such as townhouses on the first 2-3 floors.
9. Where buildings include ground floor residential units (e.g. townhouses), ensure the ground floor grade level is raised above the adjacent sidewalk elevation by at least 0.6m (2 ft.) to create a clear separation between public and private space.
10. Ensure the residential buildings fronting Burtch Road have residential units that access directly onto the street.
  - As walled communities redevelop, if multiple buildings are proposed, orient buildings to maximize passive solar and energy efficiency.

### Transportation Policies

1. Maintain vehicle access from rear lanes to provide secondary vehicle access and loading between Mill Creek Way and Dickson Avenue.
2. Investigate roundabout designs as part of Burtch Road and Mill Creek Way intersection improvements to maintain access for businesses on Mill Creek Way.
3. Require the construction of Ritchie Avenue as a local road through land dedication and road reserve as redevelopment occurs adjacent along the identified road corridor.
  - Encourage street design that prioritizes people walking and cycling and provides local access for multi-family housing along the street.
4. Support the construction of Sutherland Ave as a complete street with a protected cycling route as redevelopment occurs in the area.
5. Provide mid-block pedestrian connections and crossings connecting the realigned Sutherland Avenue with Ritchie Avenue as illustrated on the Active Transportation Improvements Map (page 58).
6. Provide a mid-block pedestrian connection from Springfield Road to the lane that connects to Ritchie Avenue.
7. Establish a mid-block half signal at Ritchie Avenue and Burtch Road when redevelopment occurs south of Ritchie Avenue.
8. Provide pedestrian connectivity to key destinations in the Landmark District as walled townhouse communities are redeveloped.
9. Provide parking in screened or structured areas to reduce visual impact of parking on the building from the street.

## Sub-Area 2 Key Features

### 1. Burtch Road & Sutherland Avenue Gateway Site

#### Vision

After Sutherland Avenue is realigned, a new gateway development site will be created at Sutherland Avenue and Burtch Road. The building design for this site will feature a unique, signature design that signals a clear break from the urban fabric of surrounding areas and provides a welcoming entry to Landmark District.

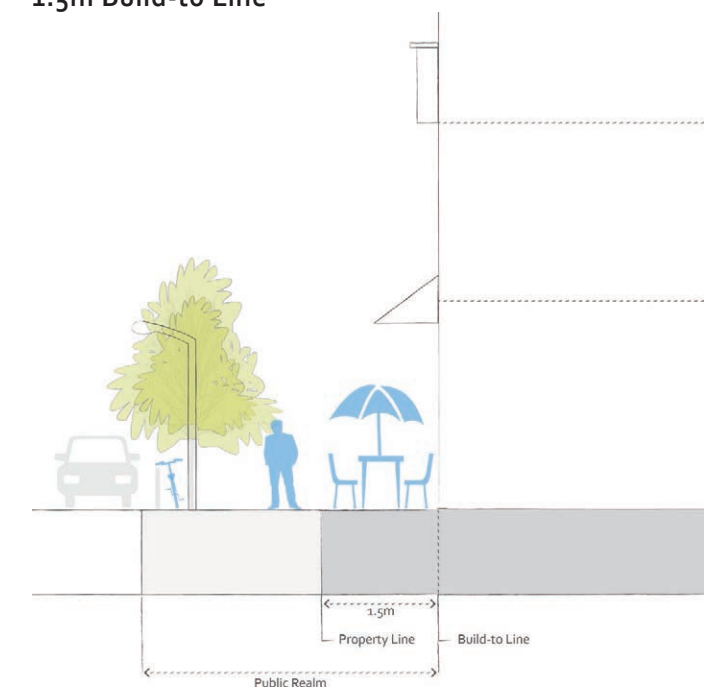
#### 2-4 Storey Building Podium



#### Objectives & Policy

- Encourage high-density residential with opportunities for neighbourhood commercial use on the ground floor of the Burtch Road frontage.
  - Incorporate ground-oriented residential, such as townhouses, fronting on Sutherland Avenue to provide a streetfront presence.
- Ensure that any redevelopment on the gateway site is defined by distinctive architectural or public art features that announce a key corner building and reflect the dual frontage along Burtch Road and Sutherland Avenue.
- Support building heights of 8-12 storeys as per the Building Heights Map (page 52).
- Ensure building façades are oriented toward both Sutherland Avenue and Burtch Road.
- Require a build-to line of 1.5 metres along Sutherland Avenue to support the complete street objectives.
- Encourage building podium of 2-4 storeys that provides human scale design along Sutherland Avenue.

#### 1.5m Build-to Line



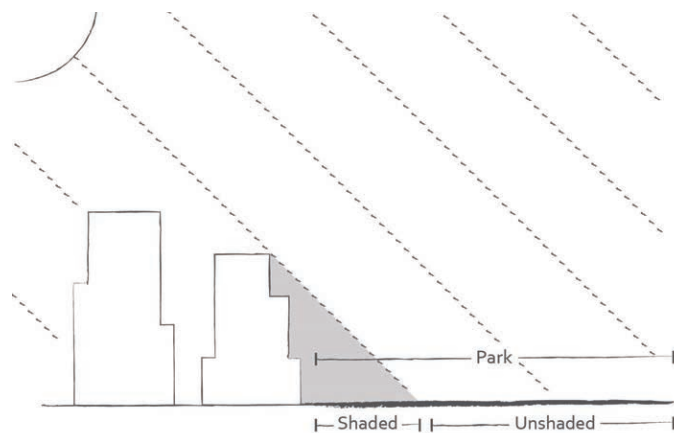


## 2. Ritchie Brook

### Vision

Ritchie Brook Linear Path will be a secondary pedestrian route and linear greenspace that will roughly follow the alignment of a historic creek. It will serve as a green thread stitching the different neighbourhoods of the urban centre together. Its source or terminus at either end will form major landscape features within Pacific Court Park and Ritchie Park. It will function as both a natural drainage channel as well as a passive stormwater management system for adjacent development. In certain areas rain gardens will flank the channel to provide additional stormwater capacity.

### Maintain Sunlight Access for Public Spaces



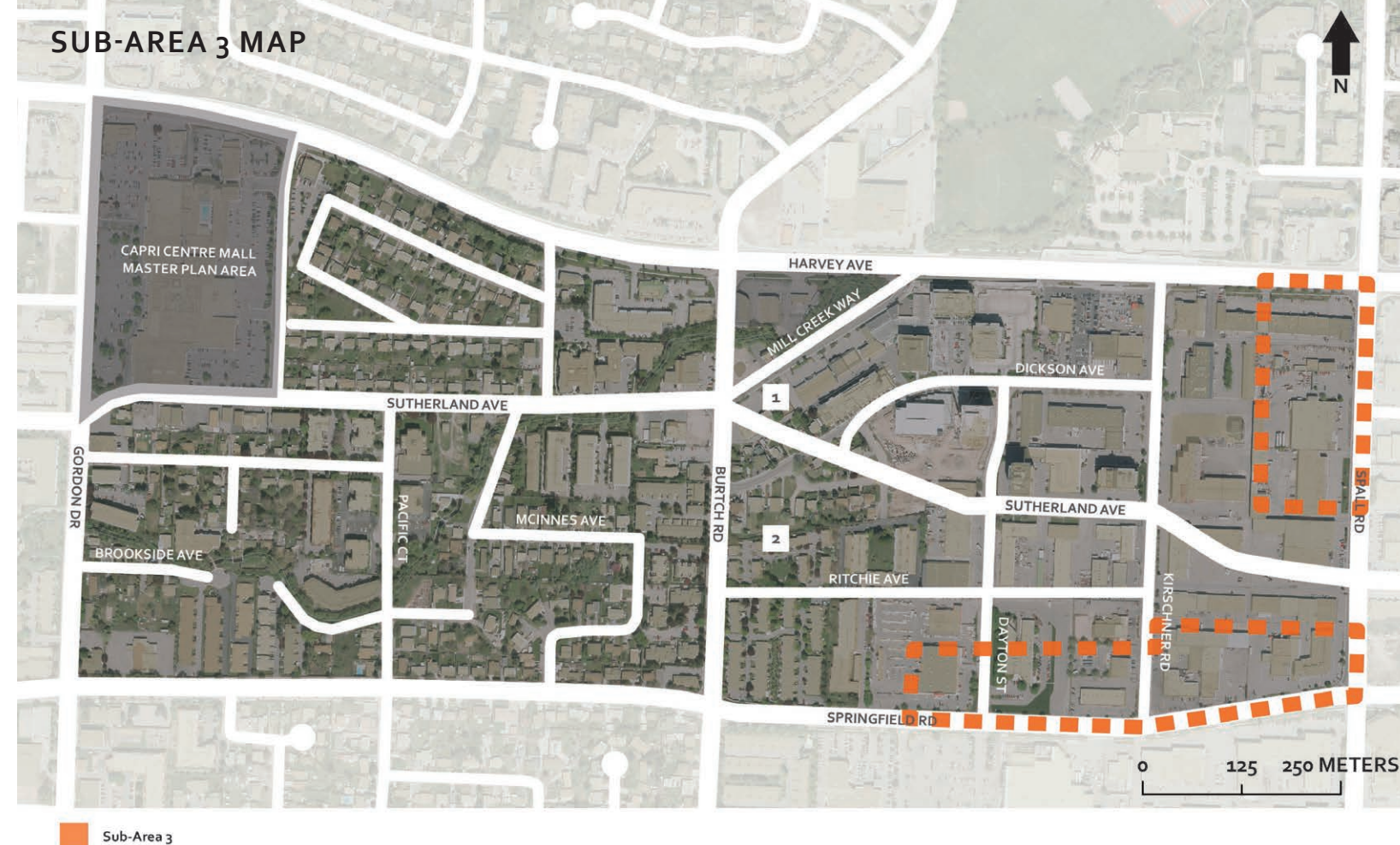
### Objectives & Policy

- Require the dedication of Ritchie Brook through redevelopment of 1985 Burtch Road, 1961 Dunn Street, and 1559 Bedford Avenue to establish a total width of 15.0m.
- Provide a minimum 3.0m wide continuous public pathway system that will alternate on both sides of the Ritchie Brook channel.
- Encourage ground-oriented units along Ritchie Brook as redevelopment occurs in the area.
- Encourage adjacent residential development to allow for a direct access to the pathway system as well as natural surveillance to activate and provide safety of movement along the corridor.
- Incorporate passive stormwater management (rain gardens) as part of adjacent development within portions of their land dedication.
- Encourage semi-private open space designs that incorporate Ritchie Brook as an amenity space for surrounding residents.
- When reviewing building designs for new developments interfacing with Ritchie Brook, ensure that building height and massing maintain sunlight access to the corridor (see the Building Heights Map, page 52).

### Ritchie Brook Cross Section



## SUB-AREA 3 MAP



Sub-Area 3

# Sub-Area 3: Service Commercial Corridor

### Vision

This area will remain an important service commercial corridor that helps to maintain a diversified economic base within the Urban Core Area. Businesses in this area will continue to rely on regional vehicle traffic and major goods movement, requiring large loading bays, surface parking and truck access. Over time, the area will see some redevelopment, as existing aging buildings reach their end of life and landowners choose to intensify development on the sites. This intensification of existing sites will provide room for existing service commercial operations that could be displaced by major redevelopments in other parts of the Landmark District. As major arterials grow busier, laneways will become more important, particularly for goods movement.

### Performance Targets

- 550,000 square feet of future floor area of service commercial
- FAR targets: 0.65-1



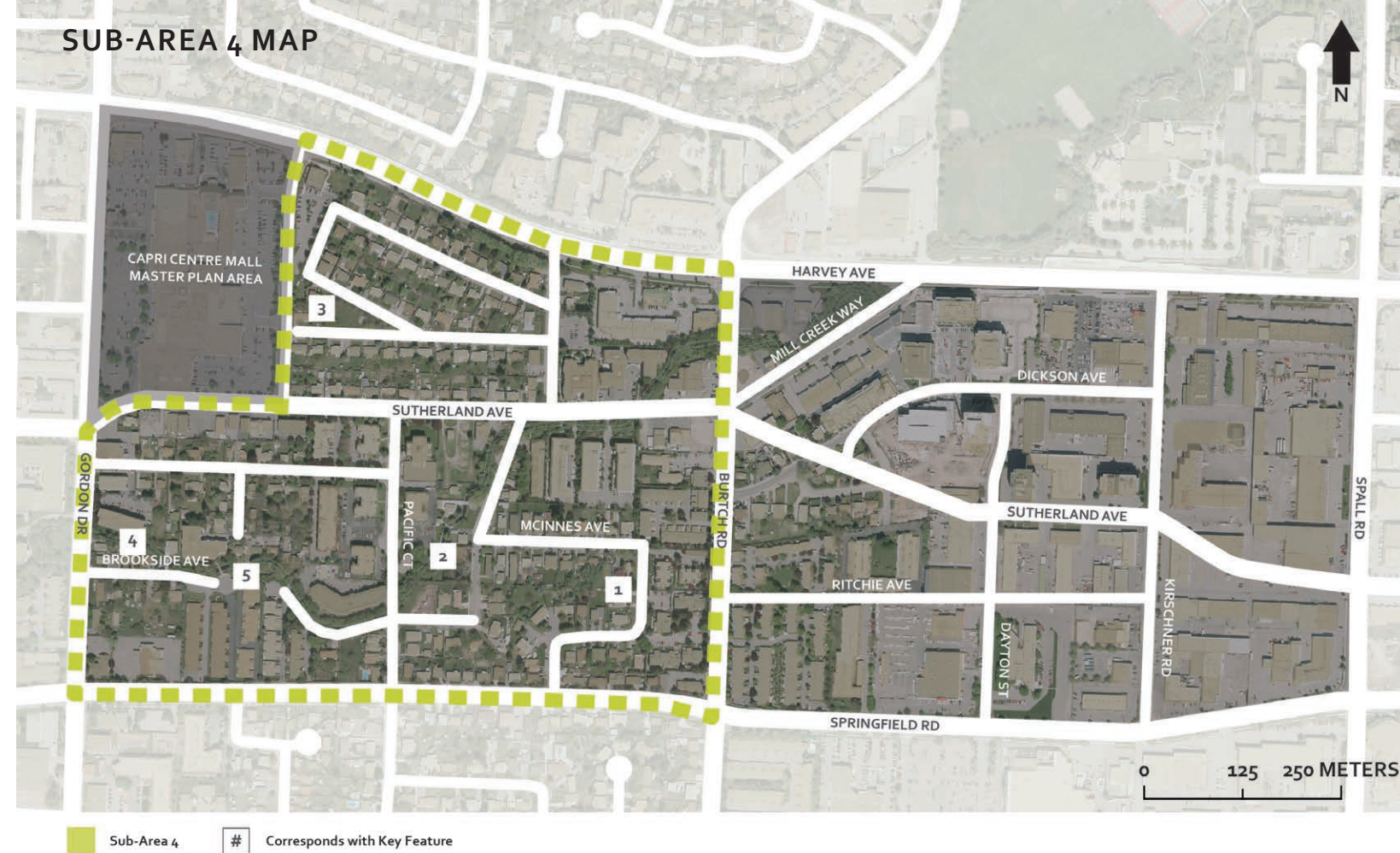
## Sub-Area 3 Policies

### Land Use Policies

1. Retain service commercial zoning, protecting the integrity of service commercial uses in the urban centre.
2. Focus high-density mixed-use development in other parts of the Landmark District where services and amenities are planned.
3. Maintain service commercial corridors on both sides of Spall Road and Springfield Road.
  - Do not support general commercial or residential development in these areas, as they may undermine the viability of service commercial in the area.
4. Support more intensive service commercial development with heights of 2-3 storeys as per the Building Heights Map (page 52).
5. Encourage redevelopment to support service commercial and auto repair uses on the ground floor with loading bays and adequate ground-to-ceiling heights.
6. In areas where residential and service commercial uses are adjacent, ensure that new developments take appropriate measures to limit any potential nuisance impacts (noise, odour, etc.).

### Transportation Policies

1. Establish an east-west lane at the north edge of lots fronting Springfield Road, providing access for loading bays and trucking access to support service commercial uses.
2. Establish a north-south lane at the west edge of lots fronting Spall Road, providing access for loading bays and trucking access to support service commercial uses.
3. Maintain and strengthen the sidewalk and planting strip on north side of Springfield Road.
4. Improve the sidewalk and establish a planting strip with street trees on the west side of Spall Road to provide an improved pedestrian environment.
5. Provide supporting infrastructure such as transit shelters, bicycle parking, and route scheduling information to support frequent transit service on Spall Road and Springfield Road.
6. Provide a pedestrian connection between Springfield Road and Ritchie Avenue as illustrated on the pedestrian improvements map.



# Sub-Area 4: Five Bridges

## Vision

This established residential area will be defined by its proximity to the Capri-Centre Mall, nearby parks and the connection to water through the Mill Creek and Ritchie Brook linear paths. Over time, single-detached housing in the area will be redeveloped to apartment buildings and row-housing developments, gradually increasing density in the area. Rental housing units will be preserved as the area redevelops, maintaining housing affordability. Areas adjacent to the Capri-Centre Mall will provide a mid-rise transition from the high density redevelopment of the Capri-Centre Mall, buffering nearby townhouse and low-rise development in the area.

## Performance Targets

- Residents per Ha: 125
- Units per Ha: 75
- FAR targets: 0.75- 3.0
- New active parkland: 1.48 Ha



Service Commercial in the Landmark District

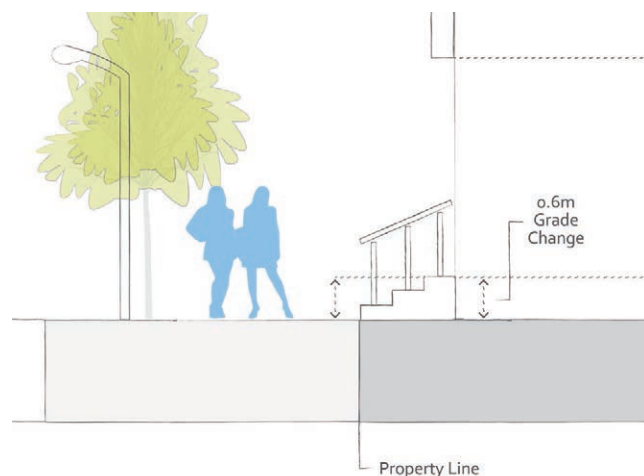


## Sub-Area 4 Policies

### Land Use Policies

1. Encourage residential and mixed-use areas adjacent to Capri-Centre Mall on Sutherland Avenue to redevelop as mid-rise residential buildings.
  - Support mid-rise building heights of 8-12 storeys to provide a transition from Capri-Centre Mall consistent with the Building Heights Map (page 52).
  - Encourage mixed-use development on the south side of Sutherland Avenue from Gordon Drive to Capri Street.
2. For high-density residential in the Pridham Avenue/ Devonshire Avenue area, encourage building podiums of 2-4 storeys with ground-oriented housing such as townhouses on the first 2-3 floors.
  - Where buildings include ground floor residential units (e.g. townhouses), the ground floor grade level should be raised above the adjacent sidewalk elevation by at least 0.6 m (2 ft.) to create a clear separation between public and private space.
3. Encourage medium density residential development along Sutherland Avenue east of Capri Street and along Pacific Avenue with an emphasis on the development of a mix of housing tenures to promote housing diversity.
  - Where buildings include ground floor residential units (e.g. townhouses), the ground floor grade level should be raised above the adjacent sidewalk elevation by at least 0.6 m to create a clear separation between public and private space.
4. Promote the consolidation of single-detached lots to support efficient building layouts for apartments along Sutherland Avenue, Pridham Avenue, Devonshire Avenue, Belaire Avenue, Pacific Avenue, and McInnes Avenue.
  - Where buildings include ground floor residential units (e.g. townhouses), the ground floor grade level should be raised above the adjacent sidewalk elevation by at least 0.6 m to create a clear separation between public and private space.
5. Encourage ground-oriented housing such as townhouses or row-housing in low-density residential areas along Springfield Road and Burtch Road.
  - Reduce curb cuts in the layout of row-house and townhouse developments to limit the amount of space allocated to vehicle access for each individual unit.
  - Encourage townhouse and row house designs that access directly onto the street.
6. Encourage the creation of more affordable housing through reduced parking requirements.
7. Encourage landscaping that contributes to the urban forest and supports improved stormwater management.

#### 0.6m Grade Change



#### Medium Density Residential Development



## Sub-Area 4 Key Features

### 1. Ritchie Brook

#### Vision

Ritchie Brook Linear Path will be a secondary pedestrian route and linear greenspace that will roughly follow the alignment of a historic creek. It will serve as a green thread stitching the different neighbourhoods of the urban centre together. Its source or terminus at either end will form major landscape features within Pacific Court Park and Ritchie Park. It will function as both a natural drainage channel as well as a passive stormwater management system for adjacent development. In certain areas rain gardens will flank the channel to provide additional stormwater capacity.

#### Objectives & Policy

- Require the dedication of Ritchie Brook through redevelopment of the 1400 block of McInnes Avenue and the 1400 block of Inkar Road as shown on the Parks & Public Space Improvements Map (page 62) to establish a total width of 15.0 m.
- Encourage ground-oriented units along Ritchie Brook as redevelopment occurs in the area.

- Adjacent residential development will allow for a direct access to the pathway system as well as natural surveillance to activate and provide safety of movement along the corridor.
- Incorporate passive stormwater management (rain gardens) as part of adjacent development within portions of their land dedication.
- When reviewing building designs for new developments interfacing with Ritchie Brook, ensure that building height and massing maintain sunlight access to the corridor during the winter months (see the Building Heights Map, page 52).
- Encourage private open space designs that incorporate Ritchie brook as a semi-private amenity space for residents and surrounding residents.

#### Ritchie Brook Cross Section





## 2. Pacific Community Park

### Vision

As an intersection point for both Mill Creek and Ritchie Brook, Pacific Community Park will form a natural meeting place within the Capri Landmark Urban Centre. The existing Pacific Court Park will increase in size to better serve the area's population and will provide a wide range of amenities within close proximity to Mill Creek, the area's dominant existing natural feature. A key theme of the area will be incorporating nature play into the park to provide both a recreational and educational component that will compliment the existing playground. The existing community gardens will also be enhanced as a valuable resource to the residents living in the area.

### Objectives & Policy

- Design the park to emphasize the natural beauty of the site, and incorporate natural play features that relate to the Mill Creek corridor.
- Design the park to emphasize community amenities such as shared garden plots, social gathering opportunities, education, and nature play.

- Locate intensive and active uses, such as sports courts, at north end of the park and a passive informal lawn and playground at south end of the park.
- Incorporate bridge connections over Mill Creek to link nature play areas with the existing playground in southwest.
- Create strong gateway connections to park from adjacent development, as part of Ritchie Brook and Mill Creek trail systems, to promote safe pedestrian movement and access.
- Ensure that new development surrounding the park does not result in significant shade impacts.
- Design and build the park for large-scale and intimate gatherings, as well as intensive year-round use.
- Promote park designs that serve as temporary stormwater detention during annual freshet.

### Parks Featuring Nature Play and Temporary Stormwater Detainment



## 3. Mary Anne Collinson Memorial Park

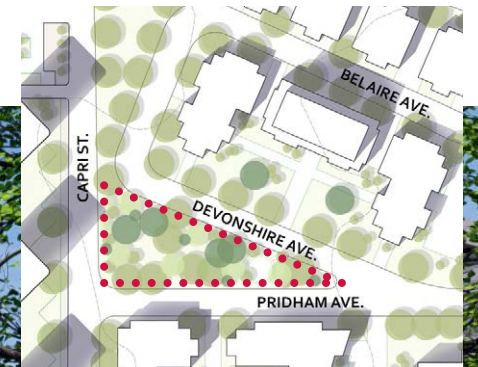
### Vision

Mary Anne Collinson Memorial Park will be a neighbourhood park that provides a small green space and playground area for Capri-Centre Mall site residents. The park will be framed by low-rise apartment buildings to the south and mid-rise apartment buildings to the north, both incorporating ground-oriented units that will provide a strong interface between the park and the neighbouring buildings.

### Objectives & Policy

- The park should be designed and built for large-scale and intimate gatherings, as well as intensive year-round use.
- Ensure the park provides playground features for young children.

- Ensure new development along the northeast and southern edges of the park provide ground-oriented housing units that front the park and provide eyes on the street.
  - Where buildings include ground floor residential units (e.g. townhouses), the ground floor grade level should be raised above the adjacent sidewalk elevation by at least 0.6 m (2 ft.) to create a clear separation between public and private space.
- Ensure that new development surrounding the park does not result in significant shade impacts during the winter months.



Mary Anne Collinson Memorial Park Concept



#### 4. Mill Creek Linear Park

##### Vision

Mill Creek Linear Park will be a natural amenity that offers access to nature and recreational opportunities for people living and working in the area. As areas are redeveloped, the lands adjacent to the creek will be dedicated to the City for public access and a continuous linear park and pedestrian corridor will be established throughout the Five Bridges area. The pathway and amenities will allow for access and enjoyment by people of all ages.

##### Objectives & Policy

- Require land dedication on both sides of Mill Creek corridor in accordance with OCP parkland dedication policies as redevelopment occurs along Brookside Avenue, Pasnak Street, and Lindahl Street as shown on the Parks and Public Space Improvements map, page 62.
- Provide a minimum 2.5m wide continuous public pathway system outside the riparian setback zone that will alternate on both sides of the creek.
- Focus design to improve riparian planting along the water course.
- Encourage development that interfaces with Mill Creek to treat the corridor as park frontage with direct pedestrian access.
- When reviewing building designs for new developments interfacing with Mill Creek, ensure that building height and massing maintain sunlight access to the corridor during the winter months (see Building Heights Map, page 52).

#### 5. Brookside Park

##### Vision

Brookside Park will be a new neighbourhood park situated next to Mill Creek in the southwest corner of the Five Bridges Area. The design and treatment will focus on passive recreation opportunities and children’s play area. In addition to providing an intimate play area for a number of multi-family residential buildings bordering the park, the park will also serve as a gateway to the Mill Creek Linear path.

##### Objectives & Policy

- Design of the park to emphasizes the pedestrian connections to Mill Creek from existing street network.
- Create a gateway connection to the Mill Creek linear path corridor.
- Incorporate bridge connections over Mill Creek to link with residential areas to the south.
- Integrate playground or nature play facilities into park to promote use by families and young children.
- New development on park edges to promote natural surveillance for the park.
- Ensure that new development surrounding the park does not result in significant shade impacts.
- Promote park designs that serve as temporary stormwater detainment during annual freshet.

#### Other Surrounding Areas

While the focus of the Capri-Landmark Urban Centre Plan is for development and investment within its boundaries, the plan must also consider its relationship to surrounding areas. Generally, direction in the current Official Community Plan (OCP) will hold in areas surrounding the urban centre, and each project will be considered on a case-by-case basis. However, where some more specific direction is warranted, the following objectives are provided.

##### Parkinson Recreation Centre (PRC)

- Strengthen the connection between the Capri-Landmark urban centre and the PRC to increase ease of access to this high-quality amenity for future residents.
- Encourage a major secondary school to be located near the PRC.

##### Burtch Road / Harvey Avenue Gateway

- Consider mixed-use commercial/residential development up to 6 storeys in height on the northeast corner of the intersection (1544-1634 Harvey Avenue).
- Support commercial redevelopment of the northwest corner of the intersection, not including residential (1470 Harvey Avenue).

##### Springfield Service Commercial (south side)

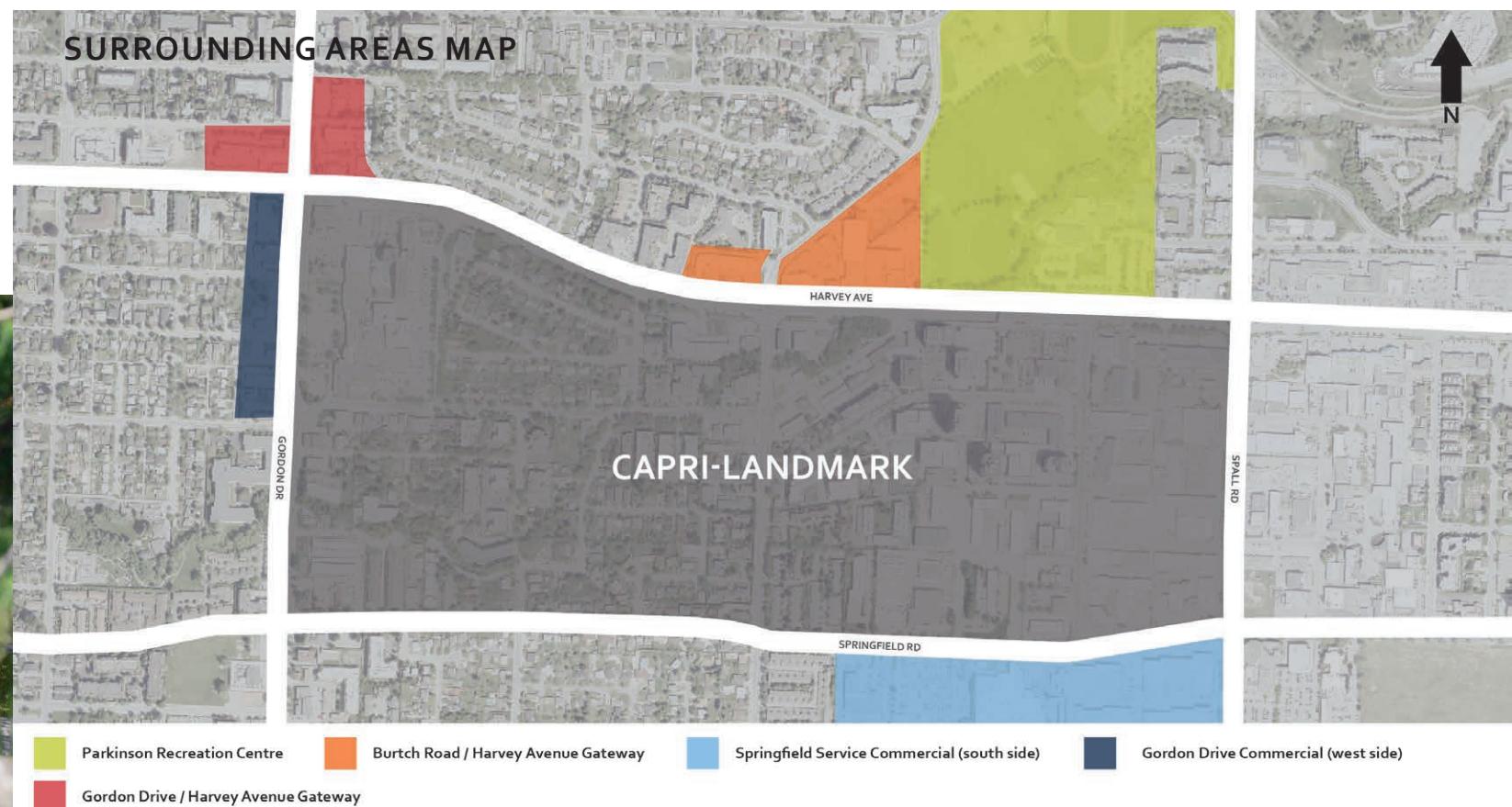
- Support the retention of service commercial uses on the south side of Springfield Road.
- Facilitate intensification of these service commercial sites over time with development up to 3 storeys.
- Consider proposals for other commercial uses on 1585-1711 Springfield Road on a case-by-case basis.

##### Gordon Drive Commercial (west side)

- Support commercial or mixed-use commercial and residential uses on the west side of Gordon Drive, north of Sutherland Avenue.
- Transition building height between the surrounding low-density residential neighbourhood to the west, and high-density residential and commercial to the east.
  - Building heights should not exceed 6 storeys.

##### Gordon Drive / Harvey Avenue Gateway

- Consider mixed-use commercial/residential development up to 6 storeys in height on the north side of Harvey Avenue (1030-1140 Harvey Avenue).





# SUPPORTING BUSINESS

# 06

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## Helping Businesses Thrive

**T**oday, the Capri-Landmark urban centre hosts hundreds of businesses with over 5,200 employees. Some of these businesses support the daily needs of local residents, while others play a larger role in the regional economy. The Capri-Landmark Urban Centre Plan aims to ensure that these businesses will continue to play a major role in this area. In fact, the plan will add opportunities for new businesses as sites are redeveloped and intensified. It encourages a greater diversity of businesses to support the new residents moving into the area. Restaurants, pharmacies, cafes, personal services, small grocers, and retail shops are encouraged to round out the range of businesses located here.

While it is easy to imagine a different future, the transition from here to there can be challenging. New construction, road realignments, and increased competition for parking can present difficulties to businesses operating during these changes. This chapter lays out the critical strategies that the City will employ to support the Capri-Landmark business community through these transitions over the coming decades.

### Objectives and Policies

- 1. Help existing businesses manage the impacts of change:** Realizing the vision of the Capri-Landmark Urban Centre Plan will involve a lot of change in the area. For some businesses, this change will be welcome, bringing new customers. For others, the benefits of these changes may be harder to see. Helping businesses through these shifts will be vital.
  - Where road network changes are anticipated, maintain maximum access for existing businesses.
  - Connect existing businesses to support services to help them take advantage of the growth and development occurring around them.

- Utilize both the City's and the Central Okanagan Economic Development Commission's services to meet with each individual business owner in the area to determine challenges and opportunities, and use this as the basis of future programming to minimize impacts.
- Where identified, obtain rear lane right-of-way through redevelopment to support easy access for goods delivery in the long-term. Lanes will become more valuable as on-street loading and goods movement becomes more constrained.

### 2. Manage vehicle parking for the benefit of businesses:

As the urban centre attracts more development, parking will become an even more contentious issue. Customers walking and cycling to these businesses will increase, but businesses will still need access to a healthy supply of on-street parking for their clients.

- Develop a parking management strategy for the Capri-Landmark urban centre.
- As demand for on-street parking grows, ensure that there is regular supply of on-street parking for the customers of nearby businesses.
- Support innovative approaches to off-street parking that help make better use of existing parking facilities.
- Consider reductions in minimum parking standards where a full transportation demand management plan is provided.



# TAKING ACTION

# 07

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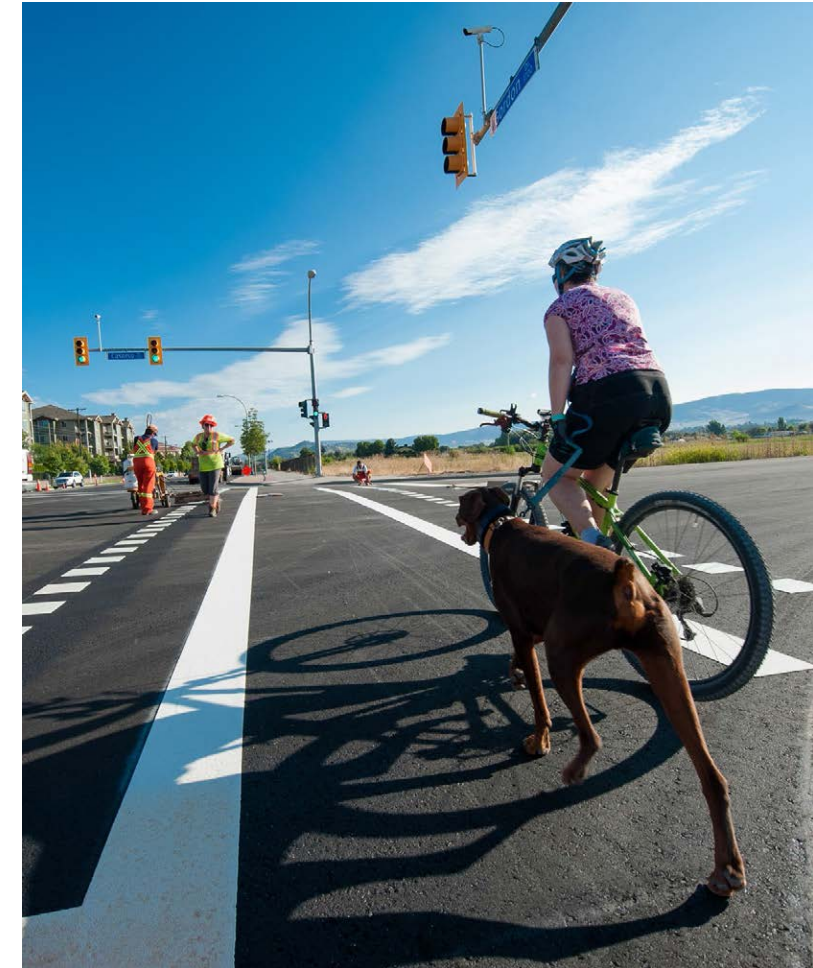
SUPPORTING BUSINESS

TAKING ACTION

## Introduction to Key Actions

Chapters 1-6 of the Capri-Landmark Urban Centre Plan outline an ambitious, forward-looking strategy that will build on the strengths of the area today to create a vibrant, amenity-rich live-work destination in the coming decades. This chapter outlines the key actions required to move the plan from vision to reality, and the alignment of the plan with a range of important City policy objectives. The infrastructure and policy updates that will operationalize the plan over the next 20 years are summarized along with the relevant teams responsible for delivering them. The approach to financing the plan describes how key infrastructure projects will be integrated into the City's capital planning processes.

Translating the vision of the plan into action on the ground will require long-term buy-in from a range of groups. It will require staff and council to support the goals and objectives of the plan by prioritizing strategic investments in parks, public spaces, and transportation improvements over the next 20-30 years. At the same time, it will require staff and council to explore new tools for building great urban centres from a funding, design, or operations perspective. The development community will be the other major player, bringing forward development applications and re-zonings that reflect the policy goals and objectives for the area. In short, the implementation of the plan will take shape gradually through each redevelopment and civic investment in the area over the next 20 or more years.



“ Translating the vision of the plan into action on the ground will require long-term buy-in from a range of groups



# Key Infrastructure

The projected growth for Capri-Landmark is expected to account for 13 per cent of citywide growth to 2040, translating into a future population of 10,000 people. Based on this considerable growth, the plan identifies core infrastructure improvements that meet both the basic operational needs for the urban centre and that deliver a high quality of life for future residents and workers. Key infrastructure improvements are organized around three key categories: transportation, parks, and utilities. The key infrastructure projects within these three categories are summarized below, supported by estimates of the financial impacts and the proposed funding strategies to deliver key projects.

## Transportation Infrastructure

The plan promotes a mix of land uses and identifies various infrastructure improvements to make it easier to walk, cycle or take transit. The proposed transportation improvements will be critical to support growth and to ensure residents have a range of transportation options within the urban centre. Chapter 4 highlights the major transportation improvements; however, the full list of transportation improvements and infrastructure required is identified in the TSR and included as Appendix B of the plan. The improvements will be implemented as redevelopment occurs and using the funding strategies identified in this chapter.

### Key Transportation Improvements

- Realign Sutherland Avenue as a complete street with an ATC to enhance east-west connectivity from Gordon Drive to Spall Road.
- Provide transit access within the Landmark District by changing route 11 service and adding several bus stops to the Landmark District.
- Provide additional access to the pedestrian bridge overpass from Dickson Avenue and link to the Dayton Promenade.
- Extend Pacific Court through to Springfield Road to create a new north-south vehicular connection, including the closure of a portion of Lindhal Street to thru traffic.
- Develop Dickson Avenue as a main street to encourage a destination for streetfront retail and community gathering.
- Establish a bicycle boulevard between Gordon Drive and Burtch Road to provide a low-stress secondary cycling route in the Five bridges area.
- Establish Ritchie Avenue as a local low-traffic street that will provide additional east-west connectivity for pedestrians and residents in the Landmark District.
- Require sidewalks on all streets in the urban centre.

- Improve the following intersections to reduce congestion:
  - Burtch Road and Sutherland Avenue
  - Burtch Road and Harvey Avenue
  - Spall Road and Springfield Road
  - Gordon Drive and Harvey Avenue

## Parks & Public Space Infrastructure

The other investment needed to provide a high quality of life and to transform Capri-Landmark is the addition of parks and public spaces. As per the City's Urban Centres Roadmap principles, investments in park and public spaces will offer a much needed amenity for future residents and workers and serve as a catalyst to support the transformation of this urban centre.

### Active Parks Space

- Ritchie Park will serve as the primary green space for the Landmark District, functioning as a gathering space for residents and workers in Landmark.
- Landmark Plaza will be the civic heart of the Landmark District serving as a focal point for activity for the area, providing places for people to linger, relax, and socialize.
- Pacific Court Park will be the community park for the urban centre, offering spaces to access nature, relax, socialize, and play. The park will also serve as a gateway and access point for the Mill Creek and Ritchie Brook linear parks.
- Brookside Park will be a small neighbourhood park providing a green space for residents in the Five Bridges Area.
- Mary Anne Collinson Park will see a small expansion and continue to serve as a neighbourhood park and green space for nearby Five Bridges and Capri-Centre Mall site residents.

### Linear Parks

- Mill Creek Linear Park will traverse the urban centre, providing a green corridor and pedestrian path that will meander through the Five Bridges neighbourhood.
- Ritchie Brook will be a secondary linear path that will connect from Pacific Park to Ritchie Park, providing a pedestrian connection and green corridor for local residents.

## Utility Infrastructure

Several major utility improvements are required to support the projected 2040 population. A number of these projects will require monitoring of utility capacity as redevelopment occurs. In addition to the projects identified below additional improvements will be identified as development applications come forward.

### Key Water Utility Improvements

- Sutherland Utility realignment will be required to support the realignment of Sutherland Avenue as the main east-west transportation corridor for the Landmark District.

### Key Wastewater Improvements

- The Capri-Centre Mall redevelopment will require upgrading of sanitary sewer in the area around the Capri-Centre Mall.
- From Burtch Road to Dayton Street the Central Quadrant Sanitary pipes will need to be upgraded to accommodate the long-term densification of the area.
- Southwest quadrant of the Capri area will need to be monitored in order to determine when the pipes that link to the Ethel Street trunk need to be upgraded.

### Key Drainage & Stormwater Improvements

- Establish Ritchie Brook as a naturalized channel to support drainage and pedestrian connectivity.
- Further naturalize sections of Mill Creek to improve stormwater management.





# Change on the Ground

The illustrative vision in Chapter 4 shows how the Capri-Landmark area could look at full build-out, with all of the infrastructure in place and redevelopment completed. That transformation will, however, take more than 20 years to realize. The pace of change in the area is likely to start off slowly as the area begins its transition into a more complete urban centre. As key infrastructure is put in place and early redevelopment occurs, the pace of change is likely to accelerate. The sequence and timing of any single one of these changes are very difficult to predict. The scenario on pages 98-99 illustrates the gradual transformation of the area in 10-year increments from today as an early stage urban centre to full build-out as a mature urban centre after 2040.

## 2020-2030

The Capri-Landmark urban centre will still be at an early stage in terms of its maturity as an urban centre. The focus at this point will be to establish the physical structure

(roads, sidewalks, parks, and land use policies) to support the future densification in the area. Key actions at this stage of urban centre development will relate to establishing the transportation network, acquiring lands for parks and public space, and building a strong population base by encouraging medium and high-density residential development.

### Potential Actions

- Sutherland Avenue extension from Burtch Road to Dayton Street.
- Gateway redevelopment at western edge of Landmark District.
- High-density mixed-use redevelopment projects in the Landmark District.
- Low-rise service commercial along Springfield Road.
- New pedestrian connection from Harvey Avenue to Dayton Promenade.

- Future park lands in the Landmark District acquired.
- Mid-rise redevelopment projects along Sutherland Avenue in Five Bridges.
- Tower redevelopment projects at Capri-Centre Mall site.
- Low-rise (3-6 storeys) redevelopment in the Five Bridges area.
- Land along Mill Creek Linear Park corridor acquired.
- Redevelopment along Mill Creek is required to naturalize the channel, restoring stormwater capacity and improving the ecosystem.
- Pacific Park Phase 1 (southern portion).

## 2030-2040

Over the next 10 years, the pace of change will increase. With the physical structure of the area in place, the urban centre will transition from an early stage urban centre to a developing urban centre. At this point the focus for urban centre planning and civic investment will relate to increasing population and employment density and making strategic investments in parks and public space. Also, further investments in the transportation network will enhance connectivity and ensure a range of transportation options as the residential population increases.

### Potential Actions

- Sutherland Avenue extension from Kirschner Road to Spall Road.
- Redevelopment of gateway site at Spall Road and Sutherland Avenue.
- High-density mixed-use redevelopment in the Landmark District.
- Ritchie Neighbourhood park in Landmark District developed.
- Urban Plaza in Landmark District developed.
- Dayton Promenade in the Landmark District developed.
- Pacific Park development Phase 2 (northern portion).

- Skating rink at Capri-Centre Mall built.
- Low-rise townhouses in Five Bridges developed.
- Improvements to Mill Creek Linear Path corridor.
- Lands for Ritchie Brook corridor acquired as redevelopment occurs.
- Service commercial intensification along Springfield Road and Spall Road.
- Redevelopment of the Parkinson Recreation Centre.
- Expansion of Mary Anne Collinson Memorial Park.

## 2040-2050

By 2050 the Capri-Landmark urban centre will be largely transformed, demonstrating many of the characteristics of a mature urban centre. Many of the foundational investments and actions will be in place, but on-going investment and improvements will be needed to support a vibrant and livable urban centre. At this phase of urban centre development when population and employment densities have increased, the development of linear parks and other amenities will be of utmost importance. Further improvements to the transportation network and increased attention to the urban design of new development will also be required at this stage.

### Potential Actions

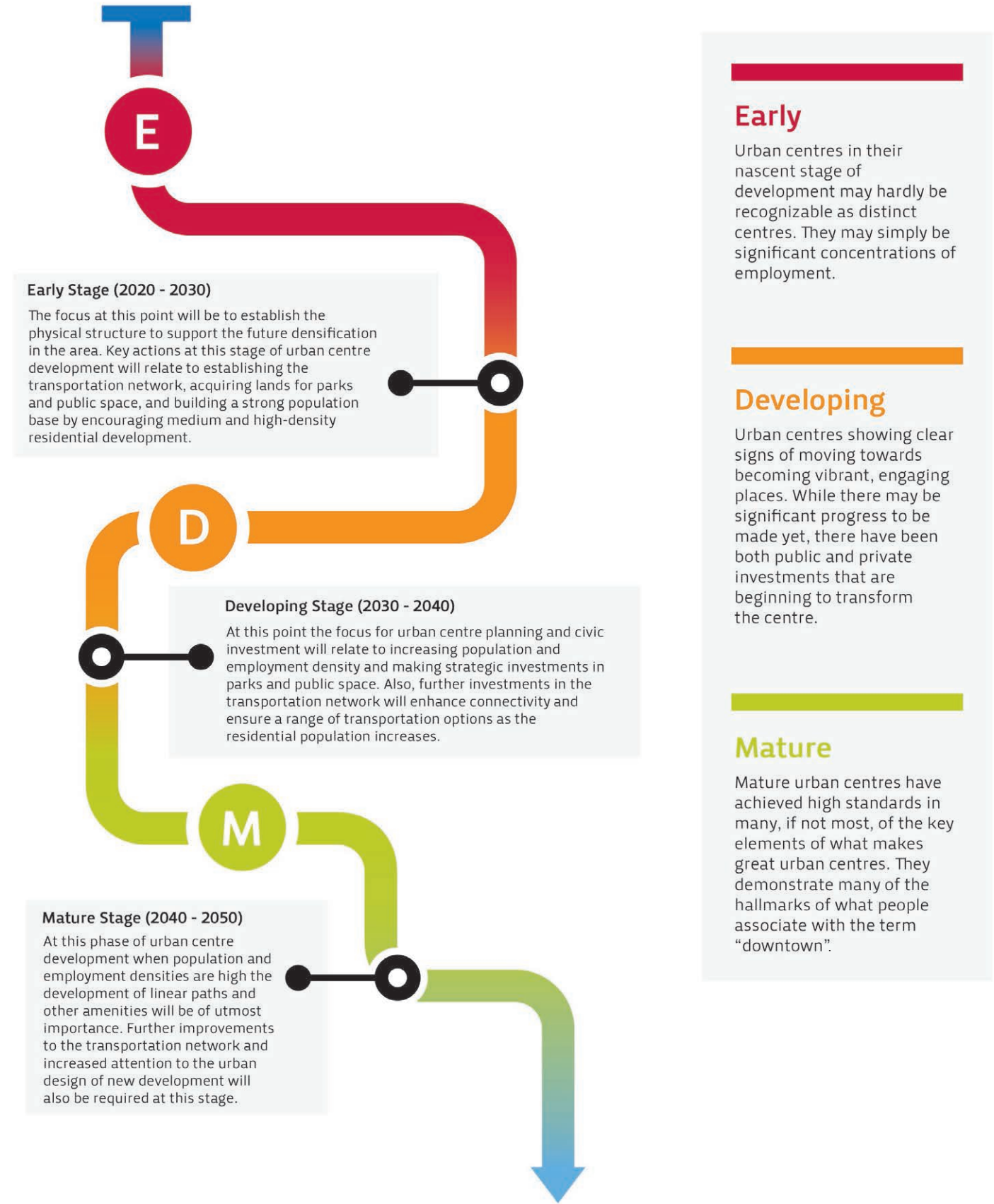
- Ritchie Brook Linear Park developed.
- Mill Creek Linear Park developed.
- On-going mixed-use redevelopment in Landmark District.
- Completion of the Capri-Centre Mall redevelopment.
- Townhouse and apartment redevelopment throughout Five Bridges area.
- Transportation network improvements at Pacific Court and Springfield Road.
- Ritchie Avenue in Landmark District built as redevelopment occurs in the area.
- Service commercial sites throughout Landmark District redeveloped.
- Brookside Neighbourhood Park acquired and developed.







### Phases of Change





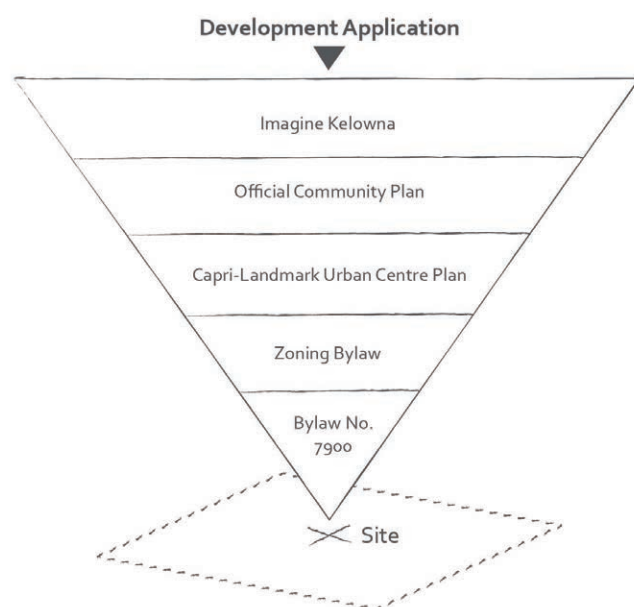
# Role of New Development

Each new development proposed in the Capri-Landmark urban centre presents a major opportunity to move the area towards the vision articulated in this plan. This section lays out the general expectations of new development to provide clarity for landowners, staff, and the development community.

1. **Consistency with plan objectives:** The first step is to ensure that any proposed development is generally consistent with the objectives laid out in Chapter 4.
2. **Alignment with plan policies:** The proposal must also be consistent with the relevant sub-area policies laid out in Chapter 5. This includes the detailed directions associated with each key feature.
3. **Land dedications at rezoning:** Some sites in the urban centre overlap with key features that are needed to realize the vision of the plan. Achieving these key features will, in some cases, require land dedication at rezoning, as follows:
  - Properties fronting linear paths (Ritchie Brook, Mill Creek, and the Dayton Promenade) or walkways will need to dedicate the specified right-of-way at rezoning.
  - Properties that include the future alignment of Sutherland Avenue as per the conceptual design developed for the plan and other streets where the cross-section or project requires partial land dedication such as Pacific Avenue, Kirschner Road, Pacific Court, Capri Street, Dayton Street, Ritchie Avenue, or identified laneways will need to dedicate the specified right-of-way at rezoning.
  - Properties where land is needed for bus stops and shelters will need to dedicate the specified right-of-way at rezoning.
  - Properties that include key public spaces (Landmark Plaza) will need to dedicate the appropriate space at rezoning. Floor Area Ratio potential lost from this dedication should be transferred to the remainder of the site.

4. **Transportation analysis:** Each development that generates  $\geq 100$  trips will be required to complete a TIA and a TOR to identify scope of work. The TSR will guide future TIA work in the urban centre, establishing the strategies and improvements to support a balanced transportation network. TIAs will confirm site circulation, access, implementation of TSR strategies and assumptions, and the timing of individual standalone projects to ensure the short and long-term success of the urban centre.
5. **Design guidelines:** Each project must also be consistent with the Comprehensive and Revitalization Design Guidelines in the Official Community Plan (OCP).
6. **Frontage improvements:** In addition to any off-site servicing improvements (e.g. water, sewer) triggered at rezoning, each new development will be responsible for frontage improvements. These frontage improvements must be completed based on the cross-sections identified in Appendix A. These cross-sections supersede the standards set out in Bylaw 7900.

## Development Application Review Process



# Costs Estimates & Funding Strategies

## Costs Estimates

Based on projections to 2040, delivering the key infrastructure identified above will require considerable public and private resources. The table below shows high-level cost estimates, including both land and construction costs.

## Costs Estimates for the Capri-Landmark Plan

Project Type	Land Costs	Project Costs	Total
Parks & Public Spaces	\$18,500,000	\$17,000,000	\$35,500,000
Transportation	\$18,500,000	\$34,000,000	\$52,500,000
Utility & Infrastructure	TBD	\$8,000,000	\$8,000,000 <sup>1</sup>
<b>Total</b>	<b>\$37,000,000</b>	<b>\$59,000,000</b>	<b>\$96,000,000</b>

<sup>1</sup> Revitalization and excavation costs for Ritchie Brook and Mill Creek are excluded from the is value. Land cost and minimal development costs (plantings and linear paths) are included with the parks costs. No flood control or creek lining costs are included.

## Funding Strategies

In order to transform Capri-Landmark into a vibrant urban centre key investment will be needed. The plan identifies a range of different funding strategies to support the development of key infrastructure over the long-term. The recommended funding approach for plan implementation is based on the following financial planning principles:

1. Establish fees and charges where those who benefit the most from future infrastructure improvements are expected to contribute the most (area funding tool).
2. Limit funding strategies that create a disincentive for future development in Capri-Landmark.

3. Promote fairness and equity for all development through funding strategies.
4. Utilize funding tools that will ensure viability of the long-term plan goals.
5. Encourage tools that provide flexibility for long-term urban centre planning and revitalization.

Based on these principles, the City's Development Cost Charge (DCC) program (20-Year Servicing Plan) is recommended as the primary funding tool to deliver the proposed infrastructure. All identified projects will be



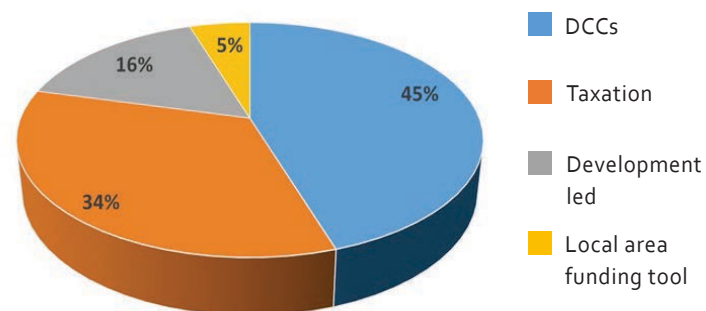
reviewed during the citywide update of the DCC program where the appropriate DCC / tax share can be fairly apportioned. The parkland acquisition projects, transportation works, and utility improvements will all be considered for inclusion in the 20-Year Servicing Plan / Infrastructure Plan through consultation with key stakeholders and will require council approval. All DCC projects added to the 20-Year Servicing Plan would also have a corresponding taxation assist.

Staff are also recommending that a local area funding tool (e.g. area-specific DCC) be investigated through the 20-Year Servicing Plan update in 2019-2020 to ensure local landowners who benefit the most pay their fair share of transportation infrastructure. In addition, the plan will rely on development-led improvements related to transportation, parks and utilities that will be secured through the rezoning of key parcels.

The infrastructure improvements identified are vital to the success of the revitalization of the urban centre, reinforcing that a defined approach for delivering the infrastructure is fundamental to the success of the plan and the City's growth strategy. A clear approach for financing key improvements will also allow the plan to be implemented gradually with significant leadership roles for both the City and the development community. With a strong vision and implementation strategy in place, each redevelopment proposal can contribute to advancing the success of this urban centre.

Infrastructure projects will be considered for inclusion in the updated 20-Year Servicing Plan / Infrastructure Plan in 2019-2020. Due to the scale of improvements proposed, the addition of the Capri-Landmark projects will require additional taxation funding via the removal of lower priority projects in the current Infrastructure Plan or by reviewing the City's approach to taxation assists and DCC rates. All infrastructure projects not in the 10-year capital plan and all Capri-Landmark projects will be subject to the annual capital planning process, and council will need to prioritize Capri-Landmark amongst all the other capital projects for implementation to occur.

**Proposed Funding Sources for Capri-Landmark Infrastructure**



**Funding Strategies for the Capri-Landmark Plan**

Project Category	Cost Estimate	Taxation / Utility	Development Cost Charges	Development Led	Local-area Funding Tool
Parks & Public Space	\$35,500,000	\$18,100,000	\$12,200,000	\$5,200,000	N/A
Transportation	\$52,500,000	\$13,000,000	\$26,500,000	\$8,000,000	\$5,000,000
Utilities	\$8,000,000	\$0	\$4,700,000	\$1,800,000	\$0
<b>Total</b>	<b>\$96,000,000</b>	<b>\$32,600,000</b>	<b>\$43,400,000</b>	<b>\$15,000,000</b>	<b>\$5,000,000</b>

# Key Policy & Bylaw Amendments

The following table summarizes the actions required to set the implementation of the Capri-Landmark Urban Centre Plan into motion.

**Actions Required for Capri-Landmark Plan Implementation**

Action	Description	Group Responsible
Update OCP future land use designations	Align OCP future land use map to reflect the future land use plan described in the Capri-Landmark Plan.	Policy & Planning
Update Capri-Landmark Chapter 5 OCP policy objectives	Incorporate key policies from the Capri-Landmark Plan into Chapter 5 of the OCP to ensure key plan directions.	Policy & Planning
Update zoning bylaw to create a mixed-use residential zone that supports Capri-Landmark	Update C4 Zone to reflect the mixed-use policy and density goals of the Capri-Landmark Plan.	Community Planning
Discharge land use contracts in Capri-Landmark	Discharge the land use contracts that are still in place to ensure future development is subject to the Capri-Landmark Plan.	Community Planning
Explore the potential for local-area funding tool through the 20-year Servicing Plan	Explore the potential of introducing a local-area funding tool such as an Area Specific DCC for transportation in Capri-Landmark.	Infrastructure Planning
Add key projects to the 20-year Servicing Plan	As the 20-year servicing plan is updated in 2019-20 key transportation, parks, and utility projects from the Capri-Landmark Plan will be considered for inclusion.	Infrastructure Planning
Update the OCP transportation maps	Update citywide transportation maps and Pedestrian and Bicycle Master Plan to show new DCC roads and ATC corridors.	Integrated Transportation
Move forward with land acquisition as identified in the plan	As the Capital Plan is updated to include key parks and transportation infrastructure, the City will need to update its land acquisition strategy to support key plan actions.	Real Estate & Strategic Investments
Require development applications to meet policy objectives of the plan	As development applications come forward the, overarching policy objectives and sub-area policy objectives will inform development applications.	Community Planning
Require development applications to meet identified transportation improvements and cross-sections	The TIA and development engineer requirements process will ensure improvements identified by the TSR in Appendix B and the cross-sections shown in Appendix A are required.	Development Engineering



# Summary / Conclusion

Achieving the direction established by the Capri-Landmark Plan will require a long-term commitment from a range of different groups. In order to realize the goals of a comprehensive plan each redevelopment or project in the area must be looked at holistically as an opportunity to advance the different land use, transportation, and public space goals of the plan. The plan also outlines the growth and infrastructure that will guide the transformation of the urban centre over the next 20 or more years. Although the infrastructure works proposed are not insignificant they are commensurate with the considerable growth projected for dense amenity-rich urban centre. The plan will be implemented gradually over the next 20 or more years with significant leadership roles for both the city and the development community. The investment to transform Capri-Landmark into a vibrant urban centre represents a cost-effective approach to civic investment, simultaneously advancing a range of the City's long-term goals for climate action, smart growth, and healthy communities.

“ To realize the goals of a comprehensive plan, each redevelopment or project in the area must be looked at holistically as an opportunity to advance the different land use, transportation, or public space goals of the plan



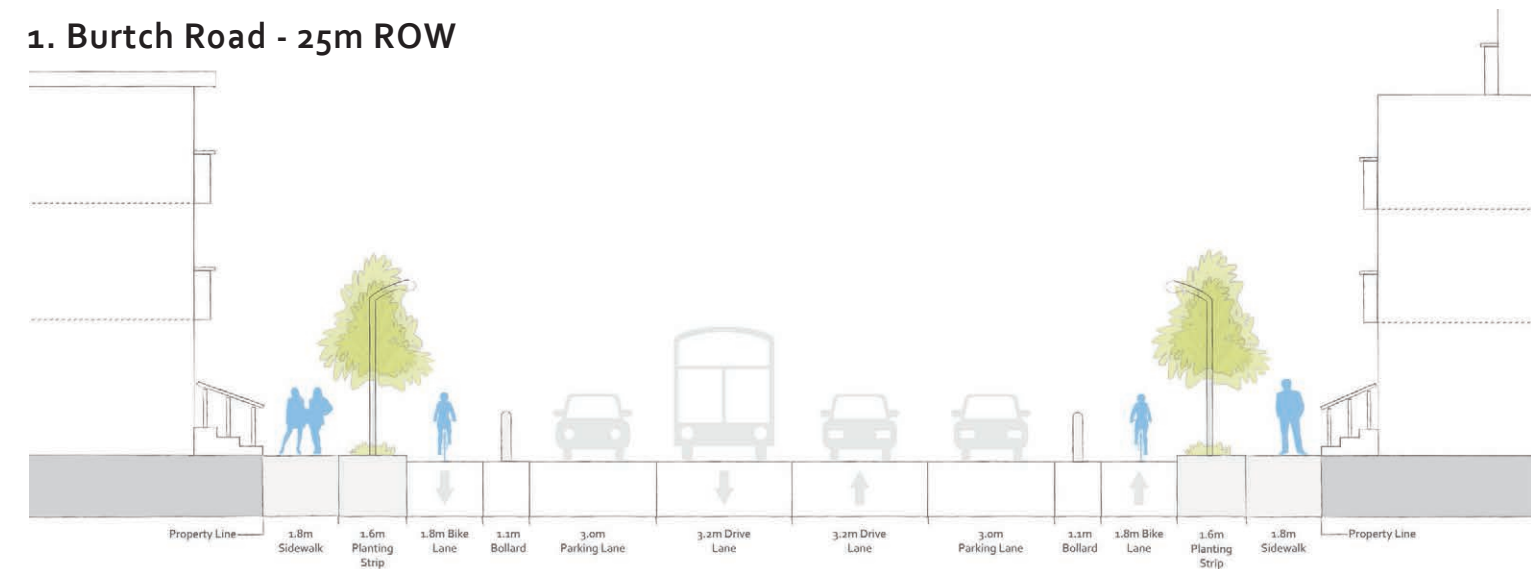


# APPENDICES

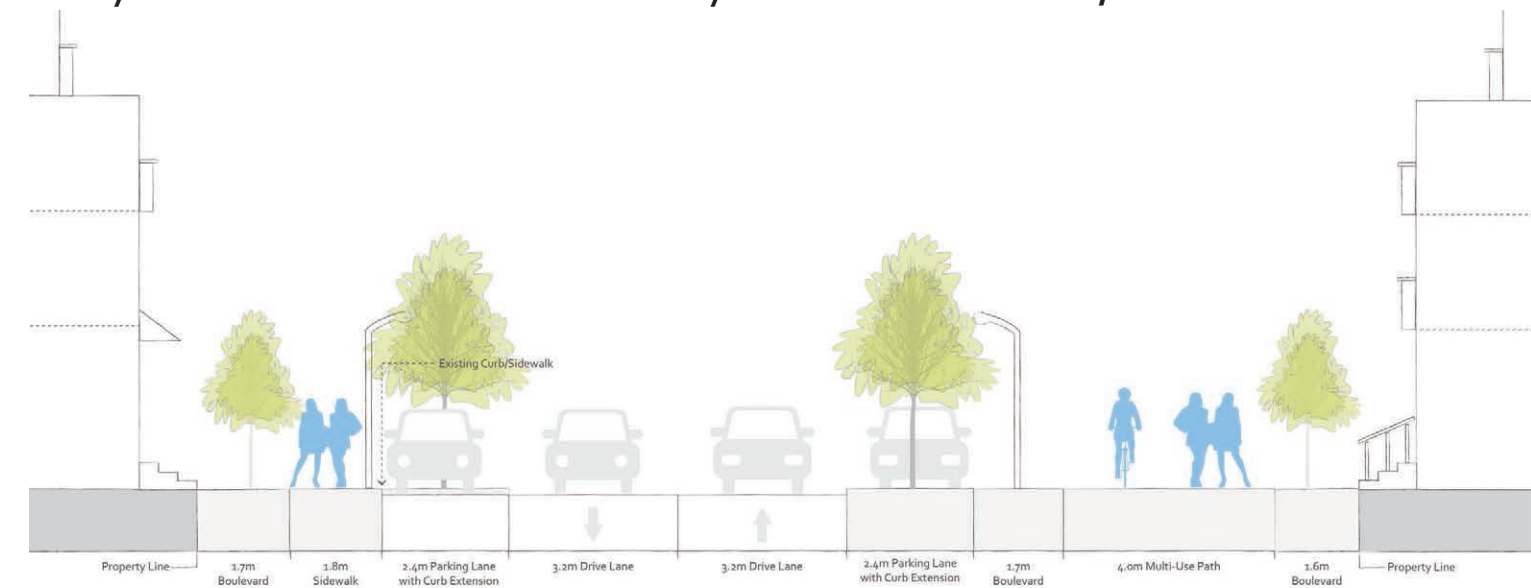
## Appendix A. Transportation Cross Sections

The following cross sections are to be applied as redevelopment and roadway design work takes place in Capri-Landmark. The cross sections provided in Appendix A will supersede bylaw 7900 within the Capri-Landmark urban centre. Cross sections are general visual representations of intent and do not represent all locations along each corridor; dimensions are shown to face of curb. Changes at intersections, bus stops, curb extensions, bus pull outs, etc. will require the ROW to be expanded to accommodate.

### 1. Burtch Road - 25m ROW



### 2. Dayton Street - Dickson Avenue and Dayton Street Intersection, 22m ROW\*



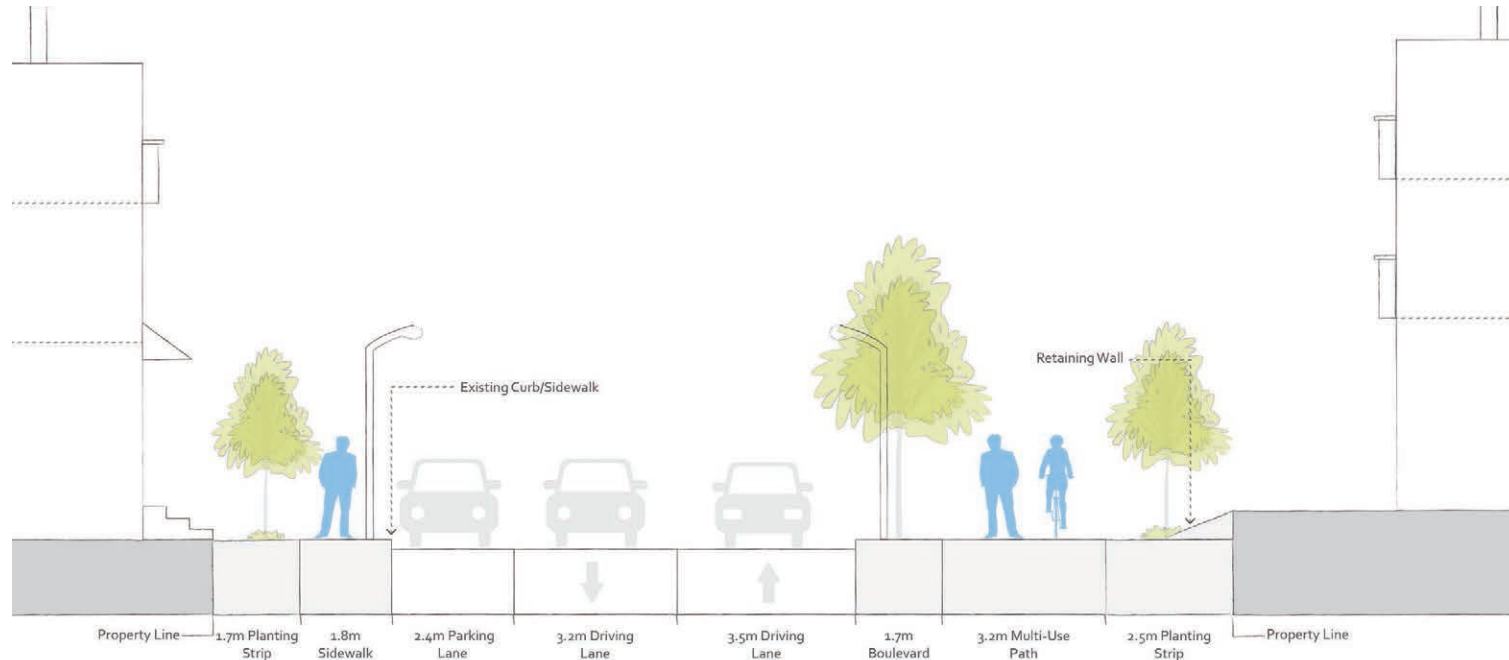
\*2.0m dedication from east side

APPENDIX A. TRANSPORTATION CROSS SECTIONS

APPENDIX B. TRANSPORTATION SERVICING REVIEW (CHAPTER 8)



**3. Dayton Street - Mid-block Sutherland Avenue to Dickson Avenue, 20m ROW**

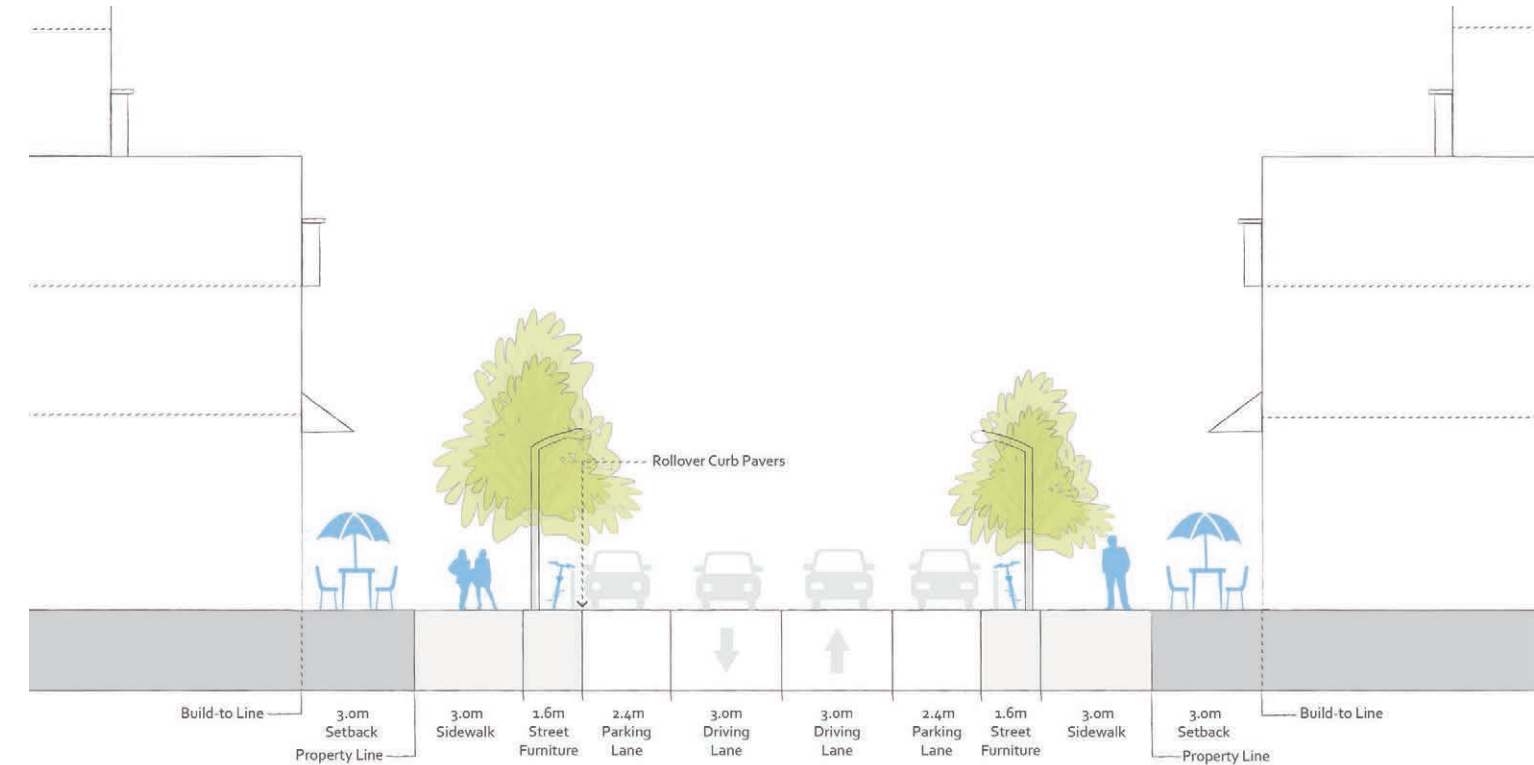


**4. Dayton Street - Sutherland and Dayton Street Intersection, 22m ROW\***

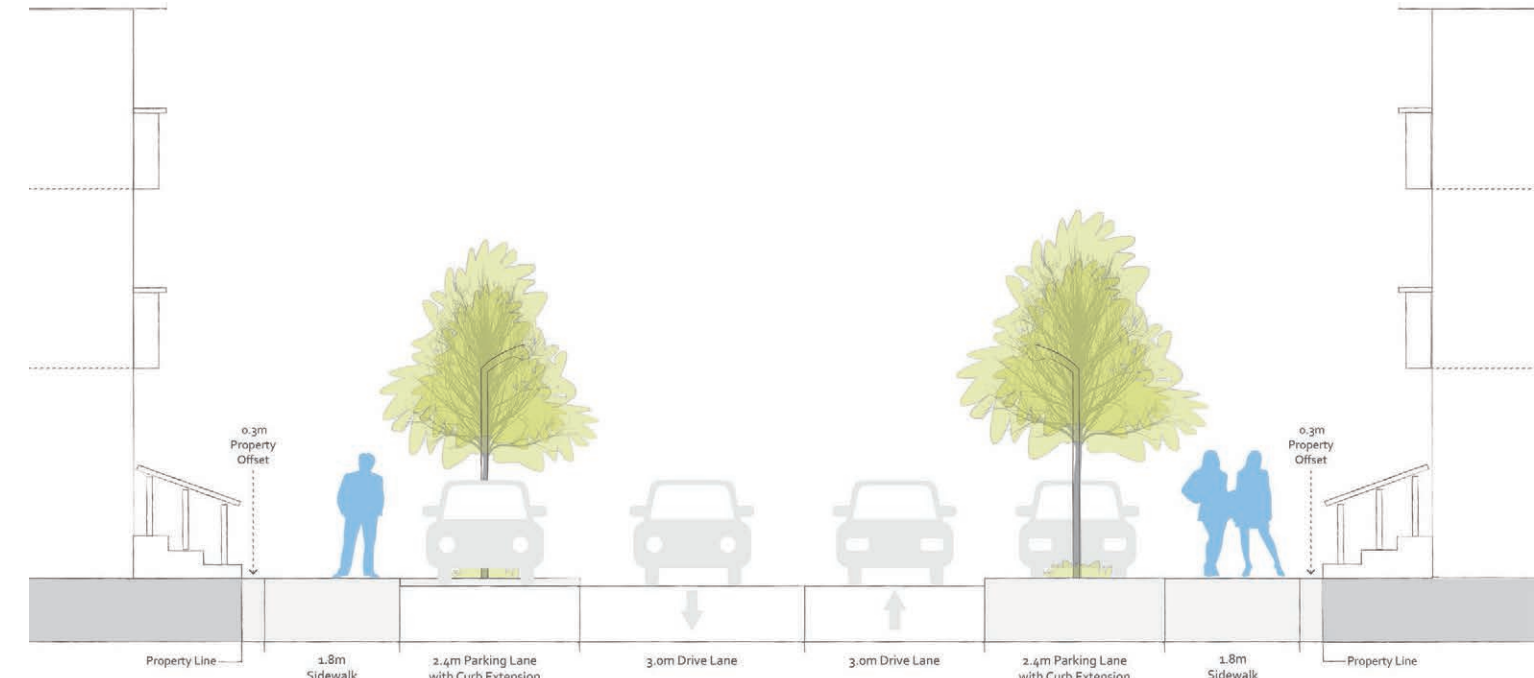


\*2.0m dedication from west side

**5. Dickson Avenue - Dayton Street to Kirschner Road, 20m ROW**

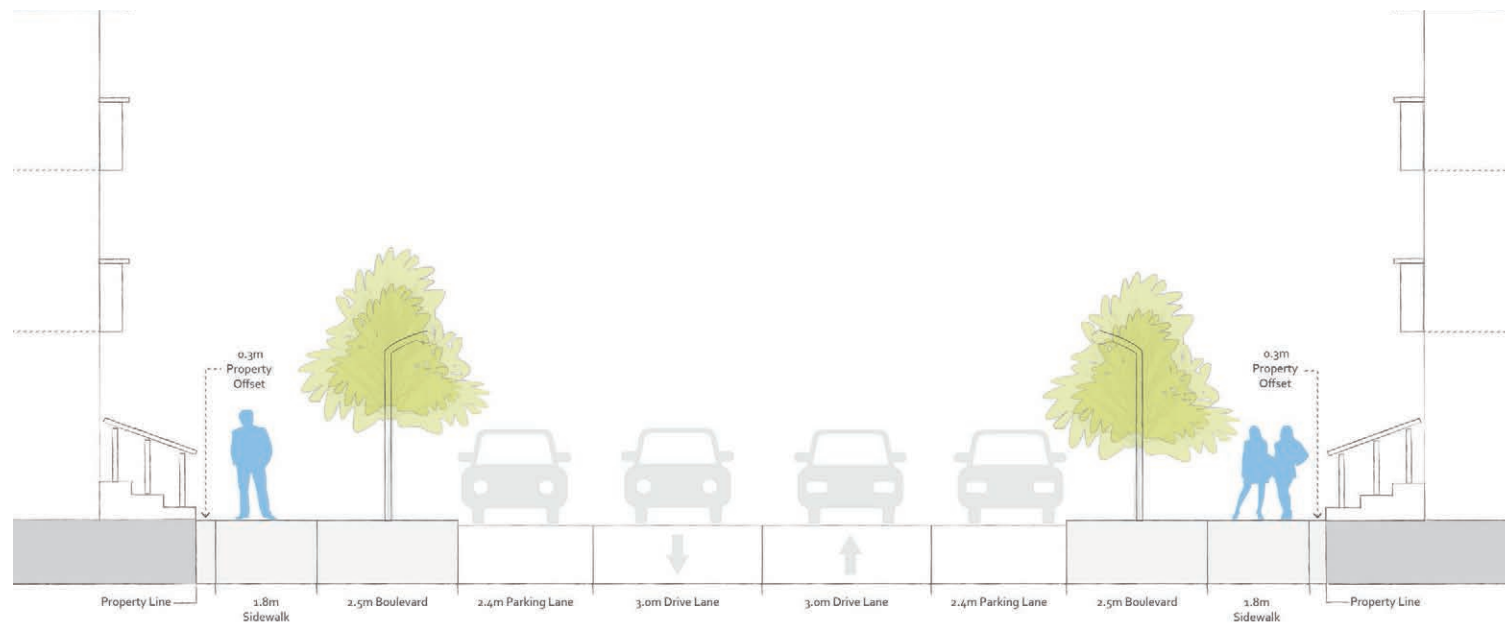


**6. Local Street - Brookside Avenue, Pasnak Street, McInnes Avenue, Lindahl Street EW, Devonshire Avenue, Belaire Avenue, 15m ROW**

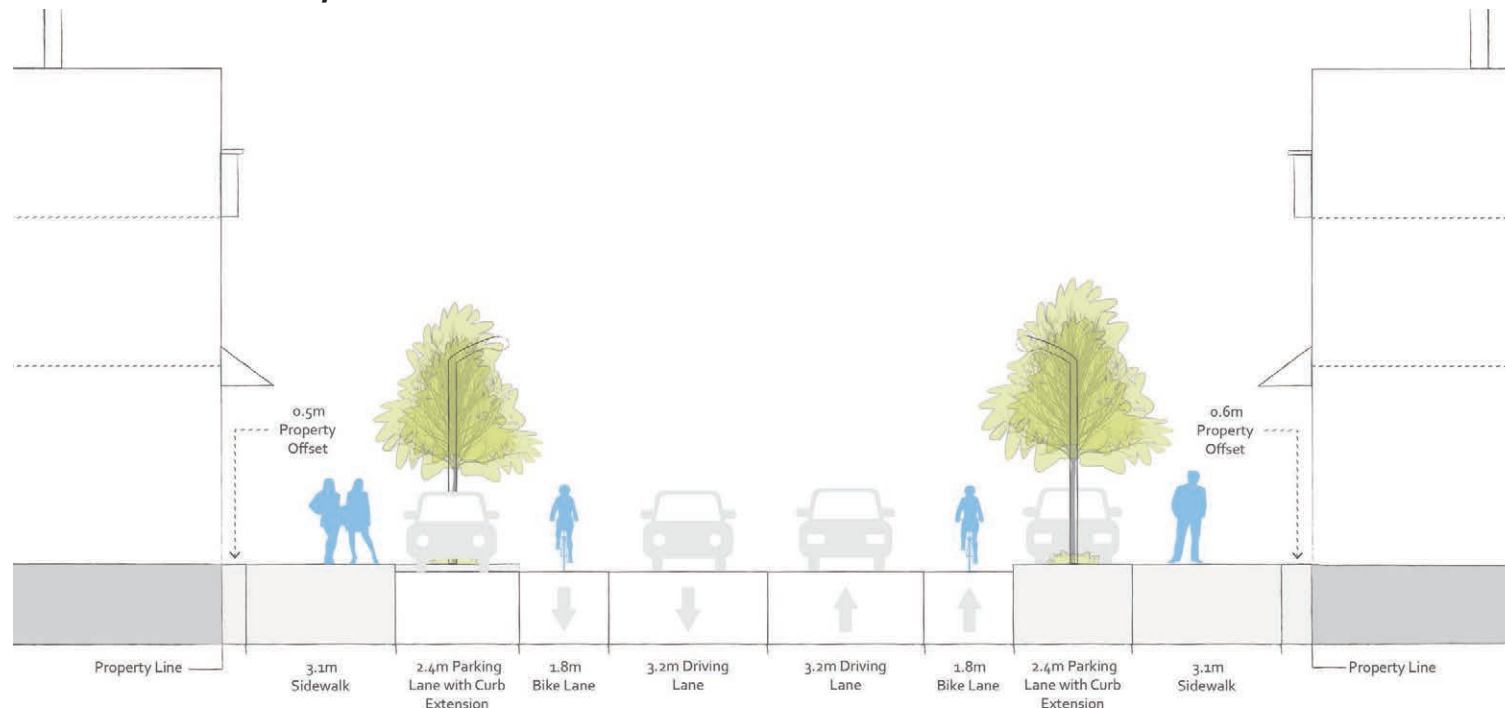




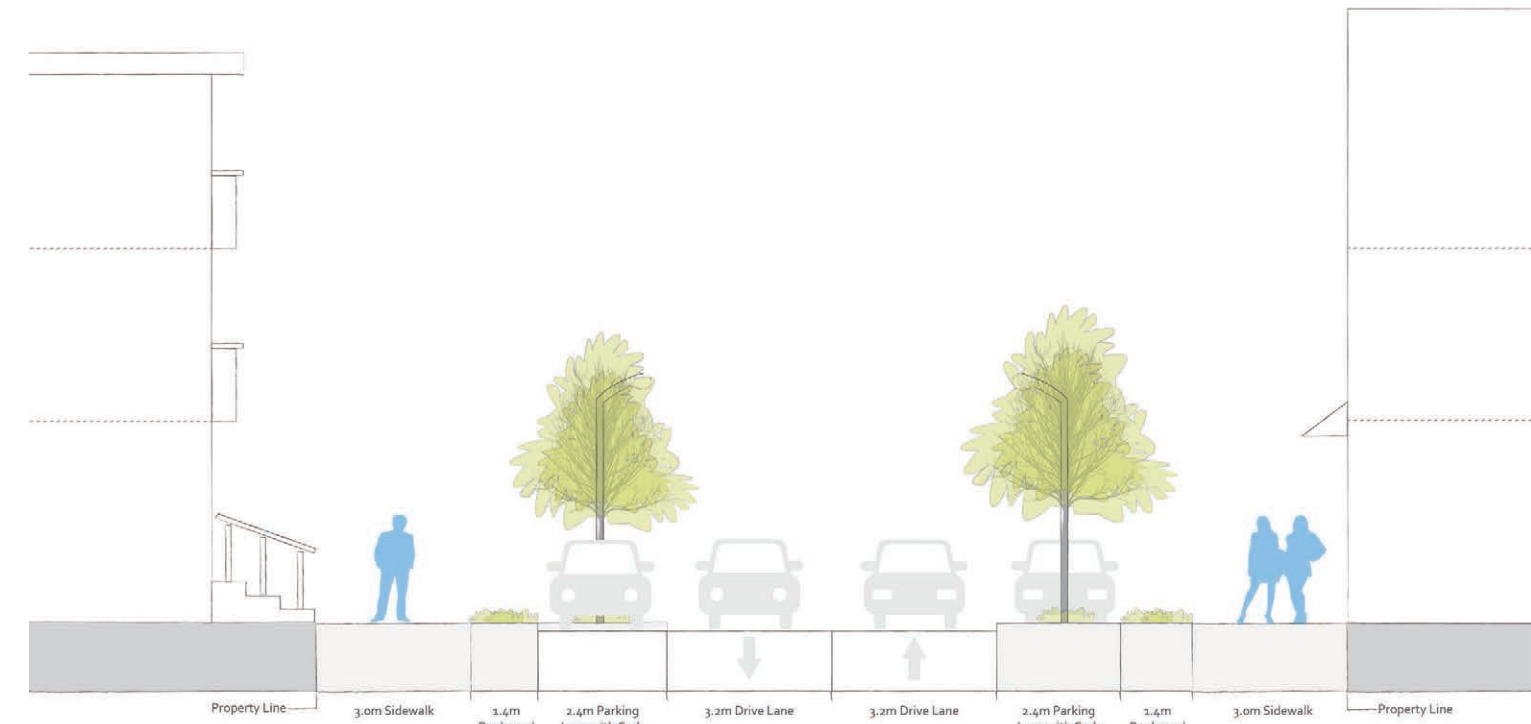
**7. Local Street - Lindahl Street NS, Inkar Road, Pridham Avenue, 20m ROW**



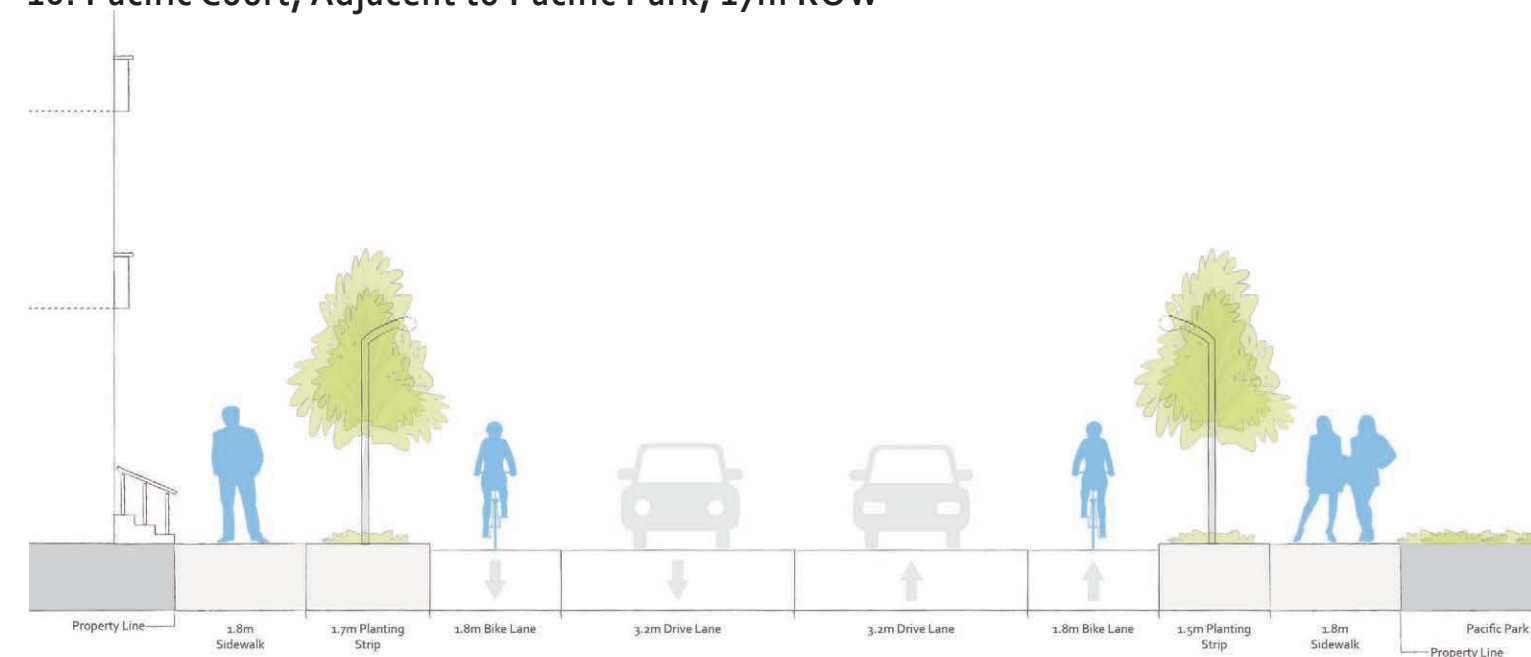
**8. Major Collector - Kirschner Road, Pacific Court, Capri Street, Dayton Street south of Sutherland Avenue, 22m ROW**



**9. Minor Collector - Pacific Avenue, Chandler Street, Ritchie Avenue, Dickson Avenue Sutherland Avenue to Dayton Street, 20m ROW**



**10. Pacific Court, Adjacent to Pacific Park, 17m ROW**





11. Sutherland Avenue, Kirschner Road to Spall Road, Mid-block, 24m ROW



13. 5 Lane Arterial - Spall Road and Gordon Drive, 30m ROW



12. Sutherland Avenue, Typical Section, 24m ROW





# Appendix B. Transportation Servicing Review (Chapter 8)

## 8.0 CONCLUSIONS AND RECOMMENDATIONS

The following sections provide a summary of conclusions from each section of the report, and recommended infrastructure to implement the Capri-Landmark concept plan.

### 8.1 CONCLUSIONS

#### 8.1.1 Existing Capri-Landmark Transportation Challenges (Section 2.0)

The Capri-Landmark Urban Centre Plan will lay the groundwork toward creating a successful urban centre that delivers a high quality of life for current and future residents and employees in the area. Great urban centres are the result of careful planning, strategic investment and thoughtful development. The Capri-Landmark Plan will be the first opportunity to comprehensively apply the principles and targets of the Urban Centres Roadmap to an urban centre in Kelowna.

Within the Plan there are two distinct sub-areas with different land uses and issues. Capri is an established neighbourhood with a shopping centre in its northwest corner and surrounded by some of the City's busiest roadways. Its main east-west corridor, Sutherland Avenue, provides access from the neighbourhood to Gordon Drive and Burtch Road. North-south movement and access to the southeast quadrant is limited due to circuitous local street connections. For some local trips it's easier to travel outwards, onto surrounding major roadways and then back into the neighbourhood. During peak periods, surrounding major roadways (including Gordon Drive, Springfield Road, Harvey Avenue and Burtch Road) experience congestion which can make travel to/from and within the neighbourhood challenging. Within these major roadways, traffic is dominated by City and Region-wide trips.

In contrast, today's Landmark is a regional employment centre dominated by commercial, retail and office developments. Concentration of office land use results in intense peaks of traffic, inbound in the morning and outbound in the evening. These peaks create congestion at access points to the surrounding major road network, as well as, on the surrounding major road network (including Burtch Road, Spall Road, Springfield Road and Harvey Avenue). While City and Region-wide trips dominate on these roadways, the influx and outflux of workers from Landmark contributes to congestion in the morning and evening peaks.

Within Landmark travelers face a range of challenges, including:

- The concentration of one land use type, office commercial, creates sharp peaks of inbound/outbound traffic. While local streets in Landmark work well most of the day, they are overwhelmed by traffic all travelling in the same direction, at the same time, particularly in the afternoon peak period.
- Vehicles entering or exiting Landmark are often restricted to a small number of connections to the surrounding major road network. This results in vehicles heading in the same direction to converge on a key intersection, leading to congestion, and queuing. The lack of network redundancy offers motorists few options to avoid large delays caused by collisions.

- For those who walk to work from surrounding neighbourhoods or transit, many of Landmark's streets are missing sidewalks. Many streets are edged with gravel, are heavily parked and force pedestrians to walk between and around cars. During the winter or inclement conditions, walking conditions are even more challenging.
- For Landmark and Capri transit riders, they have close access to some of the City's best transit routes, including; Route 97 along Harvey Avenue, Route 8 along Springfield Road, Route 11 along Sutherland Avenue/ Burtch Road and a possible future re-routing of Route 7 along Spall Road; together these routes offer almost 500 bus trips per weekday to and from the urban centre. Despite this, riders are challenged by poor or missing sidewalks, missing pedestrian crossings across major roads between opposing bus stops, easy connections to stops (mostly located on the periphery) and limited or missing shelters / amenities to keep riders comfortable in inclement weather.
- Similar to transit, good cycling facilities exist or are planned adjacent to the Landmark area but getting to/from them to rider's final destinations via the internal road network can be a challenge with no specific cycling facilities.

#### 8.1.2 Strategies for Success (Section 3.0)

The Capri-Landmark Urban Centre Plan includes a wide range of improvements and strategies to support future growth in the area. Status quo for development in the area is no longer sufficient to achieve a successful plan. Transportation strategies for the urban centre will seek to reduce the future rate of growth in travel by personal vehicle, encourage and support the shift to other modes of transportation including walking, cycling and transit and improve the transportation network to better move all street users, including vehicles. Ultimately the Plan seeks to accommodate additional growth and density within the Landmark-Capri Urban Centre while improving the quality of life and vibrancy for Kelowna residences and businesses. The Plan includes three broad transportation strategies to achieve these goals, including:

- **Rebalance the land use mix.** The current dominance of office space results in most trips, particularly in the Landmark area, traveling in the same direction at the same time of day. Portions of the transportation network are strained to capacity each day while other segments, in other directions or at other times often have capacity to move more traffic. Future growth of residential and non-office commercial will generate more travel demand, but at different times and directions, making use of existing capacity in transportation network. Future growth will have smaller impacts if it can avoid mimicking the travel behavior of office land uses. See Figure 43 as an example.  
The addition of residential development also creates opportunities for future workers to live in the same neighbourhood as they work. Now traveling short distances within the urban centre, and with support infrastructure, the shift to walking or cycling to work is much easier.
- **Strengthen the transportation network** by extending Sutherland Avenue and Pacific Court (Wilkinson Street) as complete streets and improving connectivity to/from the surrounding major road network. An extended Sutherland Avenue will improve east-west connectivity for pedestrians, cyclists, transit and vehicles and reduce use of the busy Springfield Road/ Harvey Avenue corridors for short, local trips. Stronger connections between local streets and the surrounding major road network will create multiple routes for drivers arriving / departing the Urban Centre, reducing congestion at exit/entrance points and increasing redundancy. Sutherland Avenue will also allow transit to re-route into the heart of Landmark and facilitate the extension of the planned Sutherland cycle track as far east as Orchard Plaza. Finally, the development of non-motorized (multi-use) corridors in linear greenspaces connecting key destinations within the community will further bolster the network and offer mobility and recreational opportunities within Capri-Landmark.
- **Make transit, cycling and walking practical and attractive modes of travel.** A successful future Landmark-Capri Urban Centre will need to meet a greater proportion of its transportation needs through alternatives to the personal automobile. To achieve this shift, these modes have to become the default mode of travel for short trips within the urban centre and attractive for longer trips to/from surrounding neighbourhoods. This will require the creation of comfortable and efficient walking, cycling and transit facilities beyond a simple utilitarian infrastructure within an interesting urban context. The more that future residents choose these modes of travel over private vehicles, the more successful the urban centre will be. See Figure 44 as an example.





Figure 43: Rebalanced Land Use could see more people living and working in Capri-Landmark making walking and cycling more viable travel options.



Figure 44: Create sufficient space for people to walk comfortably.

### 8.1.3 Network Assessment (Section 4.0)

The land use and transportation networks included in the concept plan developed in Section 3.0 was evaluated against key targets in the Urban Centre Roadmap (UCR). For comparison, existing Capri-Landmark conditions were also evaluated. These evaluations considered the general characteristics and key vehicle, active transportation, and transit corridors in the concept plan. Detailed intersection and crossing analyses were not included in this assessment.

Conclusions from the network assessment of the concept plan were:

- Density and access to parks are greatly increased
- An improved sidewalk network provides a more convenient and comfortable walking environment, with less exposure to vehicular traffic
- Upgraded cycling facilities provide more routing options through Capri-Landmark, with some options either separated from vehicle traffic or in low vehicle speed and volume environments
- Transit service through the centre of Capri-Landmark via Sutherland Avenue increases transit competitiveness through direct routing and stops near destinations with high population and employment density
- Greater vehicular connectivity to the arterial road network, plus improved internal connectivity, providing additional route options for accessing the arterial road network and allowing for internal travel without using the arterial road network

The network assessment found that the concept plan meets or exceeds the targets in the UCR.

### 8.1.4 Multi-Modal Travel Demand Forecasts (Section 5.0)

Detailed analysis of key intersections, active transportation crossings, and transit infrastructure required estimates of future travel demand. Travel demand was forecast for four modes:

- Walking
- Cycling
- Transit
- Motorized Vehicles

Existing demand data was limited to turning movement counts at intersections in the Capri-Landmark area. Data on walking, cycling, and transit demand was limited, so future projections for those modes were based on demand generated by development in Capri-Landmark. Vehicular traffic forecasts included future background traffic (representing regional growth in traffic with both origins and destinations outside the Capri-Landmark area) and traffic generated by development in Capri-Landmark.

The future horizon year was set to 2040 at which time it is projected a significant portion of the Capri-Landmark redevelopment will be complete. This is also the planning horizon for the upcoming Official Community Plan (OCP), Transportation Master Plan (TMP) and Regional Travel Demand Forecasting Model.

Future background vehicular traffic was estimated based on output from the regional travel demand model, with adjustments to account for incongruities between the model output for 2014 and existing traffic data.

Site generated travel demand was forecast using data from the Institute of Transportation Engineers Trip Generation Manual, 9th Edition. Vehicle trip generation forecasts were converted to person-trip generation using a vehicle occupancy factor and estimates of existing walking, cycling, and transit trips. Person-trips were then assigned to each travel mode according to two scenarios:

- Scenario 1 – Existing Capri-Landmark Mode Split
  - 86% of person-trips by automobile (assumed 1.165 people per vehicle)
  - 5% of person-trips by walking
  - 4% of person-trips by cycling
  - 5% of person-trips by transit
- Scenario 2 – Future Mode Split
  - 71% of person-trips by automobile (assumed 1.165 people per vehicle)
  - 16% of person-trips by walking
  - 8% of person-trips by cycling
  - 5% of person-trips by transit

For Scenario 2 the future mode split scenario shifts 15% of person-trips from automobiles to walking (11%) and cycling (4%) relative to existing Capri-Landmark mode splits; represented by Scenario 1. Scenario 2's mode splits are similar, but slightly higher than existing mode splits seen in Downtown Kelowna, the City's most mature Urban Centre. In order to achieve this shift, it is critical that the general network structure identified in the Concept Plan (Section 3.0), the specific intersection and crossing treatments identified in the performance analysis (Section 6.0) are implemented.

Trips were then assigned to the walking, cycling, transit, and vehicle networks within the Capri-Landmark area. Assigning trips separately by mode allowed for projections of usage of different streets and AT corridors by each travel mode.

### 8.1.5 Detailed Multi-Modal Performance Analysis (Section 6.0)

The concept plan was developed at a general, route-level in Section 3.0, and evaluated against the Urban Centre Roadmap targets at a network level in Section 4.0. In Section 6.0 detailed intersection layouts, active transportation crossing treatments, and transit infrastructure were developed and evaluated considering the demand forecasts from Section 5.0.



Detailed transportation performance analyses included:

- Peak Hour Traffic Operations Analysis
- Active Transportation Crossing Control Analysis
- Consideration of Transit Operations

#### 8.1.5.1 Peak Hour Traffic Operations Analysis

Peak hour traffic operations at intersections within the Capri-Landmark area were analyzed and categorized into three “levels”. Level 1 intersections are on Harvey Avenue and Springfield Road. Those intersections are currently being evaluated as part of the larger planning process currently underway by the BC Ministry of Transportation and Infrastructure (MoTI) and the City. Level 2 intersections are the major internal intersections in Capri-Landmark, plus the intersections on Sutherland Avenue at Gordon Drive and at Spall Road. At these intersections most travel demand is generated by activity in Capri-Landmark, and any performance issues should be resolvable as part of this TSR. Level 3 intersections are all other minor intersections within Capri-Landmark, where travel demand is too low to create any performance issues.

Peak hour analyses were conducted on the Level 1 and Level 2 intersections, using the forecast 2040 post-development travel demand from Section 5.0. Analyses were conducted for the existing mode split scenario and for the future mode split scenario.

Analysis using the existing mode split scenario found many of the Level 1 and Level 2 intersections failed to meet the City of Kelowna’s performance criteria. Analysis of the future mode split scenario found all Level 2 intersections meeting the performance criteria, although many of the Level 1 intersections failed to meet the criteria. This was an indication that if Capri-Landmark mode splits in the future are similar to the existing mode splits, the major internal intersections will fail to meet the performance specified in the performance criteria. However, if Capri-Landmark is developed according to the network structure presented in Section 3.0 and travel behavior changes according to the future modes split scenario in Section 5.0, then the major internal intersections can achieve performance that meets the performance criteria but congestion beyond performance targets will remain on Harvey and Springfield and are best addressed through larger Regional/City-wide planning processes.

#### 8.1.5.2 Active Transportation Crossing Analysis

Active transportation crossing analyses were conducted for locations where key active transportation corridors identified in the concept plan (Section 3.0) cross major streets and roads. Crossing control treatments were evaluated using the procedure from the Transportation Association of Canada’s Pedestrian Crossing Control Guide (2012).

Many key crossing locations already had signalized intersections or required new traffic signals for vehicle operations. However, half signals were found to be warranted for active transportation crossings on Spall Road at Windsor Road and on Gordon Drive at Borden Avenue and at Brookside Avenue. Signs were warranted at crossings on Sutherland Avenue, Dayton Street, Capri Street, and Dickson Avenue. Engineering judgement suggests more extensive treatments than warranted by the PCCG crossing Burtch Road at Ritchie Avenue (half signal treatment) and crossing Pacific Court at Lindahl Street (ground mounted sign).

#### 8.1.5.3 Transit Operations

Detailed transit considerations included re-routing Route 11 down Sutherland Avenue through the middle of Capri-Landmark, as well as improved service on Spall Road and Harvey Avenue. This will improve transit service to high-density areas in Landmark and provide connections to the rest of the City of Kelowna, including Rutland, Okanagan College and the University of British Columbia Okanagan. Improved transit stop infrastructure in Capri-Landmark will also help to make transit service more attractive.

#### 8.1.6 Transportation Demand Management (Section 7.0)

Transportation Demand Management (TDM) are strategies used, in conjunction with infrastructure and land use policies, to help encourage sustainable transportation options.

Four key TDM areas could be applied to Capri-Landmark to help shift some trips from automobiles to walking, cycling, and/or transit:

- Smarter Parking Management.
  - Reduce the supply of free, unrestricted on-street parking and increase on-street parking availability (through more frequent turn-over) through pricing, restrictions, permits, and technology including smart meters, online payment tools, and varying parking prices.
  - Prioritize active modes and more sustainable automobile travel at Off-street parking facilities by providing secure bike parking, shower and locker facilities, and reserving the most convenient parking spots for carshare parking.
  - Reconsider off-street parking minimums to better respond to market demand, rather than standards that may prescribe parking supplies that are excessive and encourage automobile travel.
- Making Transit More Competitive
  - Universal transit passes (U-Pass) and transit pass subsidies provide access to transit at discounted rates.
- Supporting Shared Mobility
  - Bikeshare programs give members easy access to bikes.
  - Carshare programs provide an alternative to vehicle ownership by allowing members to reserve a common vehicle for short periods of time. Increased utilization of carshare programs can lead to reduced parking space requirements.
  - Rideshare programs provide an alternative to vehicle ownership by providing on-demand access to individual vehicle trips.
- Informing Transportation Choices
  - Information on the benefits and costs of different transportation choices can be provided to neighborhood associations, employers, and individuals to encourage them to travel by modes other than automobiles.

#### 8.2 RECOMMENDATIONS

The following infrastructure is recommended for supporting the Capri-Landmark urban centre redevelopment. Recommendations are provided based on corridor level considerations resulting from the Concept Plan presented in Section 3.0 and intersection / crossing level needs based on the results of the analyses in Section 6.0.

Recommendations are for the 2040 Post-Development scenario and the timing of individual improvements to maintain performance targets and facilitate behavior shifts will need to be considered as development occurs. The City of Kelowna should monitor transportation behavior (including mode splits and demand volumes) and performance (including delay, queuing, and safety) as Capri-Landmark is redeveloped. Transportation behavior and performance should be considered in light of the progression in land use and transportation network development in Capri-Landmark. This will help to determine the degree to which the concept plan has been implemented, and if that implementation is having the anticipated effect on transportation behavior and performance. If the concept plan is being implemented but transportation behavior and performance is not following the trends anticipated in this transportation servicing review, the concept plan should be revisited and reevaluated to



determine if additional measures are required to achieve the desired transportation behavior and performance or if the proposed land use needs to be reduced.

Transportation impacts from individual developments should be evaluated through Transportation Impact Assessments (TIAs). The TIAs should evaluate the development’s impact and required street network improvements based on travel behavior on the development’s opening day. This will help to account for interim conditions where mode splits are shifting towards greater shares of travel by non-auto modes, but the future infrastructure and mode split targeted in the TSR has not yet been realized.

Level D cost estimates are provided, in 2017 Canadian Dollars, for projects of significant value where available.

**8.2.1 Vehicular Infrastructure**

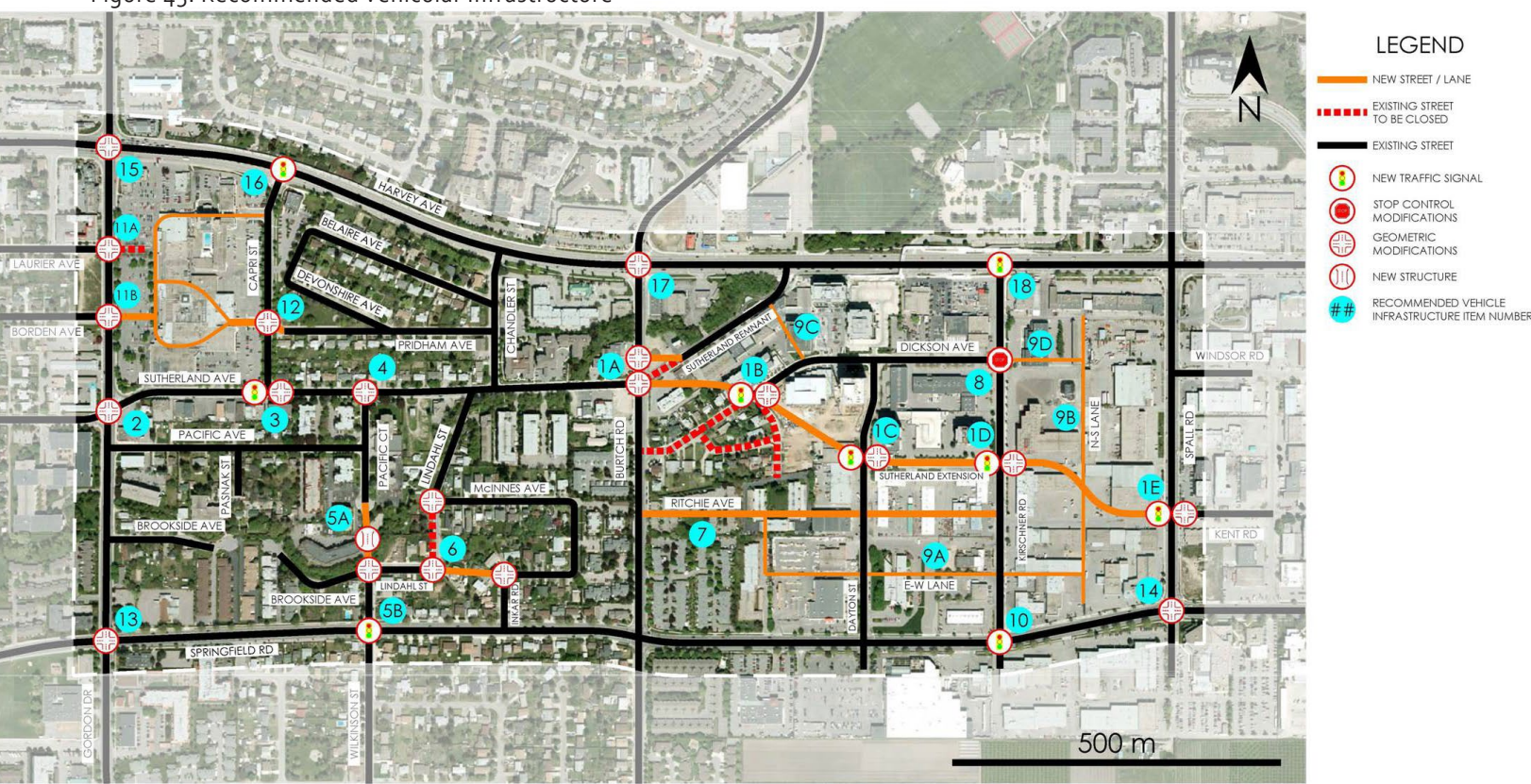
Vehicular infrastructure improvements will provide more connections between Capri-Landmark and the adjacent arterial roads, as well as more internal connectivity within Capri-Landmark, both of which will allow for more routing options.

Infrastructure improvements have been selected to accommodate projected 2040 Post- Development travel demand. All infrastructure improvements should be reviewed at the time of implementation to determine opening-day requirements, which may differ from 2040 Post- Development requirements. Notes below indicate items considered highly likely to have opening day requirements different than the 2040 Post-Development requirements.

Infrastructure improvements are recommended based on the Concept Plan presented in Section 3.0, the Network Assessment outlined in Section 4.0, and the Detailed Analysis documented in Section 6.0. Some items have been added or modified based on Concept Plan changes that have occurred since the Network Assessment and Detailed Analysis were completed. Those items are noted on the following pages.

Figure 45 illustrates the recommended vehicular infrastructure recommendations. Vehicular infrastructure recommendations are listed on the pages that follow.

Figure 45: Recommended Vehicular Infrastructure



1 – Sutherland Avenue Extension from Burtch Road to Spall Road as a Complete Street with protected two-way Cycle Track on the north side, As Per True Concept Design and Cost Estimate (March 2018).

- 1A – Reconfigure the intersection with Burtch Road to include:
  - Realignment to the south
  - Modify existing traffic signal to allow for protected eastbound left-turn phasing and cycle track signal heads
  - Northbound Approach: 40 m left-turn lane + thru lane + shared thru and right-turn lane
  - Southbound Approach: 35 m left-turn lane + thru lane + 140 m right-turn lane
  - Eastbound Approach: 110 m left-turn lane + shared thru and right-turn lane
  - Westbound Approach: 30 m left-turn lane + thru lane + 55 m channelized right-turn lane into a free lane continuing north to Harvey Avenue
  - Existing east leg realigned to intersect Burtch Road north of the intersection at a right-in right-out intersection.
- 1B – New intersection at Dickson Avenue
  - New signalized intersection with protected eastbound left-turn phasing and cycle track signal heads
    - Signalization is likely not required for opening day—reassess need for signalization at time of implementation
  - Northbound Approach: driveway with one lane out (right-turns only), one lane in
  - Southbound Approach: one lane approaching (right-turns only), one lane departing
  - Eastbound Approach: 30 m left-turn lane + shared thru and right-turn lane
  - Westbound Approach: single lane approaching, single lane departing
- 1C – Reconfigure intersection at Dayton Street (existing Dayton Street & Dolph Avenue intersection)
  - New traffic signal with protected phasing for eastbound left-turns and southbound left- turns, and cycle track signal heads
    - Signalization is likely not required for opening day—reassess need for signalization at time of implementation
  - Northbound Approach: 15 m left-turn lane + shared thru and right-turn lane
  - Southbound Approach: 15 m left-turn lane + shared thru and right-turn lane
  - Eastbound Approach: 15 m left-turn lane + shared thru and right-turn lane
  - Westbound Approach: 15 m left-turn lane + shared thru and right-turn lane
- 1D – Reconfigure intersection at Kirschner Road (existing Kirschner Road & Dolph Avenue intersection)
  - New traffic signal with protected phasing for eastbound left-turns and cycle track signal heads
    - Signalization is likely not required for opening day—reassess need for signalization at time of implementation
  - Northbound Approach: 15 m left-turn + shared thru and right-turn lane
  - Southbound Approach: 30 m left-turn + shared thru and right-turn lane
  - Eastbound Approach: 15 m left-turn lane + shared thru and right-turn lane
  - Westbound Approach: 15 m left-turn lane + thru lane + 35 m right-turn lane



- 1E – Reconfigure intersection at Spall Road and Kent Road (add Sutherland Avenue extension, west leg)
    - New traffic signal control with protected eastbound left-turn phasing, protected- permitted phasing for northbound and southbound left-turns, and cycle track signal head
    - Northbound Approach: 70 m left-turn lane + thru lane + shared thru and right-turn lane
    - Southbound Approach: 125 m left-turn lane + thru lane + shared thru and right-turn lane
    - Eastbound Approach: 35 m left-turn lane + shared thru and right-turn lane
    - Westbound Approach: 50 m left-turn lane + thru lane + 80 m channelized right-turn lane
  - Level D Cost Estimate: \$29,150,000
    - Includes land acquisition costs
    - Does not include utilities
- 2 – Sutherland Avenue and Gordon Drive intersection modifications as part of Sutherland Avenue cycle track project, and to provide future capacity northbound on Gordon Drive.
- Traffic signal modified to include protected phasing for eastbound left-turns, protected- permitted phasing for northbound and southbound left-turns, and cycle track signal heads
  - Northbound Approach: 90 m left-turn lane + two thru lanes + 50 m right-turn lane
    - 50 m right-turn lane is likely not required for opening day—reassess need for signalization at time of implementation
  - Southbound Approach: 40 m left-turn lane + thru lane + shared thru and right-turn lane
  - Eastbound Approach: 70 m left-turn lane + thru lane + 40 m right-turn lane
  - Westbound Approach: 90 m left-turn lane + thru lane + 25 m channelized right-turn lane
  - Level D Cost Estimate: works identified are to be included in the Ultimate Sutherland Avenue/Gordon Drive intersection realignment project.
- 3 – Sutherland Avenue and Capri Street intersection modifications as part of Sutherland Avenue cycle track project.
- Traffic signal control with protected phasing for eastbound left-turns and cycle track signal heads
  - Southbound Approach: 80 m left-turn lane + right-turn lane
  - Eastbound Approach: 40 m left-turn lane + thru lane
  - Westbound Approach: thru lane + 20 m right-turn lane
  - Level D Cost Estimate: Included in costs for Sutherland Avenue active transportation corridor (Recommended Active Transportation Infrastructure Item 1)
- 4 – Sutherland Avenue and Pacific Court eastbound right-turn lane.
- Eastbound Approach: provide a thru lane + a 15 m right-turn lane
  - This can be accomplished through parking restrictions upstream of the intersection on Sutherland Avenue
- 5 – Pacific Court Extension to Springfield Road. One travel lane in each direction, with bike lanes and sidewalks.
- 5A – New bridge over Ritchie Brook, including the existing T intersection at Wilkinson Street and Brookside Avenue / Lindahl Street modified to a four-lane intersection with stop-control on the eastbound (Brookside Avenue) and westbound (Lindahl Street) approaches
  - 5B – The existing intersection at Springfield Road and Wilkinson Street modified to include traffic signal control with permitted left-turns in all directions

- Level D Cost Estimate: \$2,260,000
- 6 – Lindahl Street Connections
- Late Modification Based on Latest Concept Plan
  - Lindahl Street closed south of McInnes Avenue
  - Lindahl Street east of Wilkinson Street / Pacific Court extended east to connect to Inkar Road
  - Level D Cost Estimate: \$350,000
- 7 – Ritchie Avenue running east-west from Burtch Road to Kirschner Road, approximately 200 m north of Springfield Road
- Modified Based on Latest Concept Plan: Modified to terminate at Kirschner Road (as shown on Figure 6), not at the north-south lane east of Kirschner Road as in the original Concept Plan as shown on Figure 5.
  - Level D Cost Estimate: \$1,800,000
- 8 – Kirschner Road at Dickson Avenue conversion from two-way to four-way stop-controlled intersection
- 9 – New Lanes in Landmark including:
- 9A – East-West Lane North of Springfield Road running east-west from 190 m east of Burtch Road to 130 m west of Spall Road, approximately 100 m north of Springfield Road
  - 9B – North-South Lane approximately 130 m west of Spall Road from north of Springfield Road to south of Harvey Avenue
    - Modified Based on Latest Concept Plan: Modified to terminate south of Harvey Avenue (rather than extending to Harvey Avenue) and north of Springfield Road (rather than extending to Springfield Road). Lanes may continue to Harvey Avenue and Springfield Road as pedestrian-only connections. Initial concept shown on Figure 5, latest concept shown on Figure 6.
  - 9C – Dickson Lane the extension of Dickson Avenue east of Kirschner Road to Spall Road at Windsor. Includes modifying the existing stop-controlled intersection at Dickson Avenue and Kirschner Road to a four-way stop-controlled intersection
  - 9D – Dickson-Sutherland Lane connecting Dickson Avenue to Sutherland Avenue remnant east of Burtch Road
  - Level D Cost Estimate: \$540,000
- 10 – Springfield Road and Kirschner Road traffic signal control.
- Traffic signal control with protected-permitted phasing for eastbound left-turns.
  - Level D Cost Estimate: \$650,000
- 11 – Capri Centre Gordon Drive Access
- 11A – Close existing Laurier Avenue access
  - 11B – Create new left-in, right-in, right-out access at Borden Avenue
    - Create new 15 m southbound left-turn lane on Gordon Drive at Borden Avenue
  - Level D Cost Estimate: Included in costs for Gordon Drive half-signal crossings (Recommended Active Transportation Infrastructure Item 11)
- 12 – Pridham Avenue Extension to Capri Street at Capri Centre south access.
- Two-way stop control intersection at Capri Street
  - Level D Cost Estimate: \$60,000
- 13 – Springfield Road and Gordon Drive eastbound and westbound dual left-turn lanes.
- Eastbound left-turn storage = 2 x 60 m = 120 m total
    - Allocate 40 m to leftmost left-turn lane, 80 m to rightmost left-turn lane



- Westbound left-turn storage = 2 x 170 m = 340 m total
  - Allocate 100 m to leftmost left-turn lane, 240 m to rightmost left-turn lane
  - Close existing left-in access to driveway west of Hoy Street
- Level D Cost Estimate: \$2,400,000
  - Includes cost of land acquisition

14 – Springfield Road and Spall Road eastbound and southbound dual left-turn lanes, westbound right-turn lane.

- Eastbound left-turn storage = 2 X 175 m = 350 m total
  - Allocate 160 m to leftmost left-turn lane, 190 m to rightmost left-turn lane
  - Close existing Springfield Road median openings between Spall Road and Kirschner Road
  - Close median access to driveway on south side of Springfield Road across from Kirschner Road
- Southbound left-turn storage = 2 X 125 m = 250 m total
  - Allocate 50 m to leftmost left-turn lane, 175 m to rightmost left-turn lane
  - Requires additional land acquisition
- Westbound 35 m right-turn lane
- Level D Cost Estimate: \$3,000,000
  - Includes costs of land acquisition
  - Design and costs to be reevaluated at time of Springfield Corridor analysis

15 – Harvey Avenue and Gordon Drive northbound and southbound left-turns modified from single lane to dual lane.

- Level D Cost Estimate: \$4,020,000

16 – Harvey Avenue and Capri Street traffic signal.

- With protected-permitted phasing for westbound left-turns
- Signal will need to be coordinated with the signal at Harvey Avenue and Gordon Drive
- Level D Cost Estimate: \$490,000

17 – Harvey Avenue and Burtch Road northbound right-turn lane reconfigured to a shared thru + right-turn lane.

- Extend existing northbound right-turn lane south to the channelized westbound right-turn lane at Sutherland Avenue
- Level D Cost Estimate: \$470,000

18 – Harvey Avenue and Kirschner Road traffic signal.

- With protected-permitted phasing for westbound left-turns
- Signal will need to be coordinated with the signal at Harvey Avenue and Spall Road
- Level D Cost Estimate: \$490,000

8.2.2 Active Transportation Infrastructure

Active transportation (walking and cycling) infrastructure will make it more convenient and comfortable to travel by active modes within, though, and to Capri-Landmark. It is important that land uses include a mix of residential, employment, recreational, and commercial uses to enable short trips which are better suited to active transportation. Few concepts in active transportation include frontage zones, pedestrian clear zones, and landscape and furnishing zones each of which are briefly explained on the following page:

**Frontage Zone** is an area between the pedestrian clear zone, the property line, and/or a building face. It is a minimum width of 0.5 m which allows for shy distance from fixed objects such as the building face. Wider frontage zones are required to accommodate street furniture, sidewalk cafés, store entrances, landscaping, transit stop amenities, or features that activate the pedestrian environment. Some of these elements can be located within buildings offsets/ private property while others require public right-of-way.

**Pedestrian clear zone** is the area of the sidewalk that is reserved for unobstructed pedestrian travel. Generally, they are of a minimum width of 3.0 m but may be reduced to 1.8 m on local streets fronted only by residential units with limited pedestrian network connectivity. Street trees, planters, poles, fire hydrants and street furniture, as well as temporary signs and other items shall not protrude into the pedestrian clear zone.

**Landscape/furnishings zone** is the area between the roadway curb face and the pedestrian clear zone with a minimum width of 1.5 m plus curb. This zone buffers pedestrians from the adjacent roadway and may contain street furniture, street trees, signage, pedestrian lighting, hydrants, and other fixed objects located against the street. As transit stops the zone may be utilized for waiting, boarding, and alighting.

Recommended active transportation infrastructure is illustrated on Figure 46 and listed on the pages that follow.

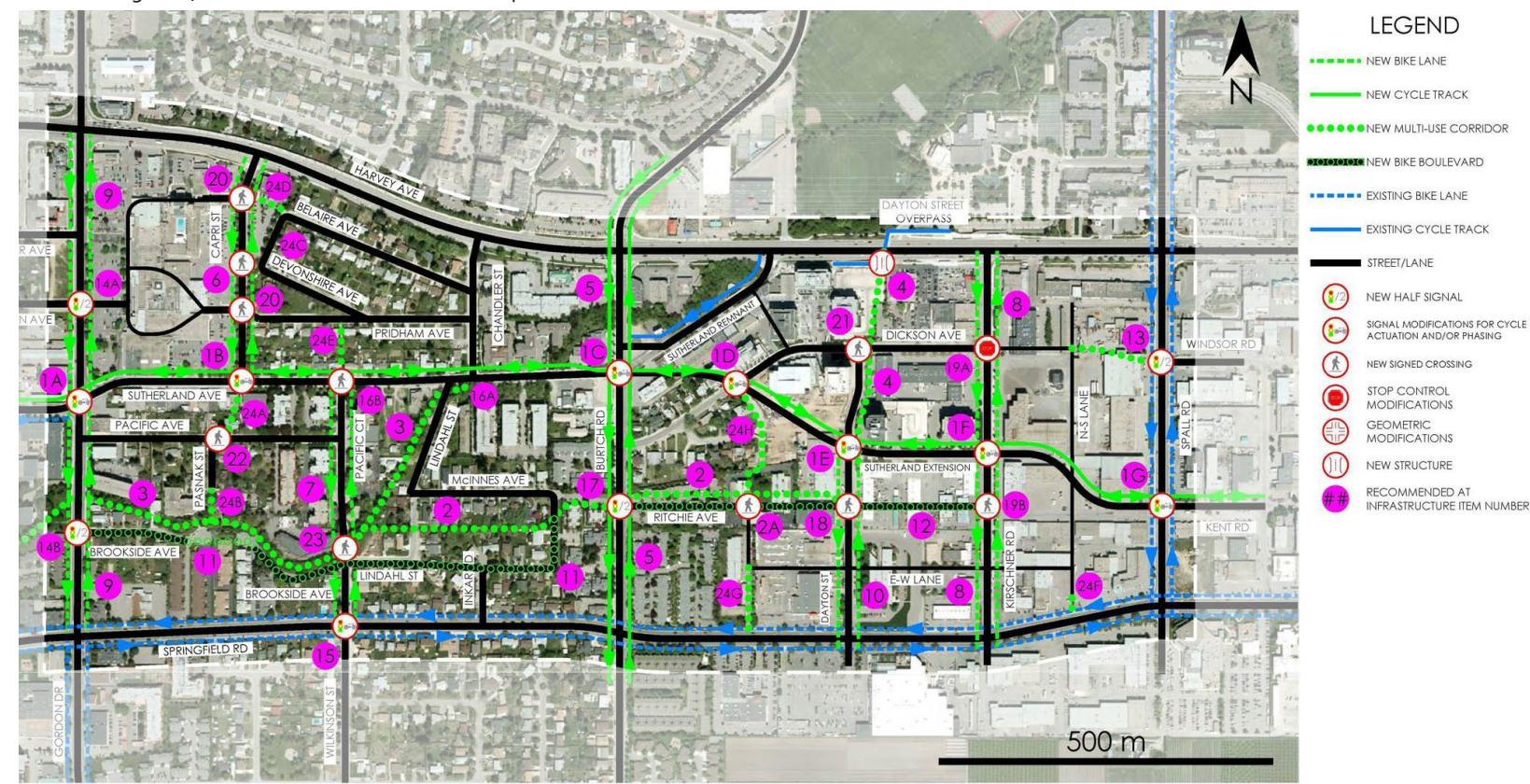
All Streets should have sidewalks on both sides of the street

Urban Frontage Sidewalks should be developed on streets where pedestrian volumes are high, along multi-story buildings and/or commercial frontages with limited property line setbacks (0- 1m).

- Sidewalks should be 5 m wide, measured from face of curb to the property line, with additional space for active uses such as patios if required.

Curb Extensions for parking at intersections and mid-block crosswalks.

Figure 46: Recommended Active Transportation Infrastructure





## 1 – Sutherland Avenue Active Transportation Corridor (Two-Way Cycle Track) from Gordon Drive to Spall Road

- Traffic signals at major street crossings, included in Vehicular Infrastructure Recommendations
  - 1A – Gordon Drive (existing signal to be modified for cycle track)
  - 1B – Capri Street (new signal)
  - 1C – Burtch Road (existing signal to be modified for cycle track)
  - 1D – Dickson Avenue (new signal)
  - 1E – Dayton Street (new signal)
  - 1F – Kirschner Road (new signal)
  - 1G – Spall Road (new signal)
- Intersection treatments including cycle track signal heads at traffic signals on Sutherland Avenue (discussed in the Vehicular Infrastructure Recommendations)
- Level D Cost Estimate: \$2,400,000
  - Costs for Gordon Drive to Burtch Road
  - Costs from Burtch Road to Spall Road included in Vehicular Infrastructure Recommendations

## 2 – Ritchie Brook Linear Park Corridor from Pacific Park to the east across Burtch Road to Dayton Street. While this improvement is a component of the Urban Centre parks network, it will serve as an alternative east-west active transportation route.

- 2A – Signed mid-block crossing at new multi-use corridor connection north to Sutherland Avenue. No treatment warranted, signed crossing recommended based on City of Kelowna UCRM Policy.

## 3 – Mill Creek Linear Park Corridor from west of Gordon Drive to Pacific Park and north to Sutherland Avenue.

## 4 – Dayton Street Multi-Use Corridor from Sutherland Avenue to the Dayton Street overpass.

- Includes a new ramp to the Dayton Street Overpass from the south on Dayton Street
- Level D Cost Estimate: \$2,020,000

## 5 – Burtch Road Cycle Tracks upgrade from the existing painted bike lanes to cycle tracks with physical protection from traffic.

- Level D Cost Estimate: \$65,000

## 6 – Capri Street Bike Lanes from Harvey Avenue to Sutherland Avenue

- Based on latest concept plan—consistent with high-quality cycling network corridor spacing (400 m or less between quality cycle corridors).

## 7 – Pacific Court Bike Lanes from Sutherland Avenue to Springfield Road

- Based on latest concept plan—consistent with high-quality cycling network corridor spacing (400 m or less between quality cycle corridors).

## 8 – Kirschner Road Bike Lanes from Harvey Avenue to Springfield Road

- Based on latest concept plan—consistent with high-quality cycling network corridor spacing (400 m or less between quality cycle corridors).

## 9 – Gordon Drive Bike Lanes from Harvey Avenue to Springfield Road

- Based on latest concept plan—Harvey Avenue to Sutherland Avenue section required as part of the Capri-Centre development

## 10 – Dayton Street Bike Lanes from Sutherland Avenue to Springfield Road

## 11 – Brookside Boulevard Bike Boulevard from Gordon Drive to Burtch Road

- Via Lindahl Street and Inkar Road, connecting to Ritchie Brook Linear Park Corridor west of Burtch Road

## 12 – Ritchie Avenue Bike Boulevard from Burtch Road to Kirschner Road

## 13 – Spall Road Crossing at Windsor Road intersection

- Half signal controlling Spall Road traffic
- Level D Cost Estimate: \$460,000

## 14 – Gordon Drive Crossings

- 14A – Half signal controlling Gordon Drive traffic at Borden Avenue
- 14B – Half signal controlling Gordon Drive traffic at Brookside Avenue
- Level D Cost Estimate: \$800,000

## 15 – Springfield Road Crossing at Wilkinson Street intersection

- Existing stop control intersection to be signalized as part of Vehicular Infrastructure Recommendations
- Include cyclist actuation for minor street movements (from Wilkinson Street)
- Level D Cost Estimate: Costs included in Vehicular Infrastructure Recommendations

## 16 – Sutherland Avenue Crossings

- 16A – Existing sign/flasher combination at Chandler Street / Lindahl Street exceeds the warranted treatment (ground mounted sign) and should remain.
- 16B – Ground mounted sign controlling Sutherland Avenue traffic at Pacific Court

## 17 – Burtch Road Crossing at Ritchie Brook AT Corridor

- Ground mounted sign treatment warranted, upgraded to half signal treatment based on engineering judgment.
- Level D Cost Estimate: \$460,000

## 18 – Dayton Street Crossing at Ritchie Avenue

- Ground mounted signs

## 19 – Kirschner Road Crossings

- 19A – at Dickson Avenue
  - Ground mounted signs warranted
  - Vehicular Infrastructure Recommendations include four-way stop-control
    - Pedestrian crossing signs are unnecessary due to four-way stop-control
    - Include painted crosswalk delineation
- 19B – at Ritchie Avenue
  - Ground mounted signs warranted

## 20 – Capri Street Crossings between Sutherland Avenue and Harvey Avenue

- Ground-mounted signs crossing Capri Street at Pridham Avenue, Belaire Avenue, and Devonshire Avenue



- Consider additional changes to the design of Capri Street to reinforce pedestrian priority through this section. Design elements may include:
  - Curb extensions at crossings to shorten crossing distance and improve visibility
  - Raised crossings to control vehicle speeds through vertical deflection, communicate pedestrian priority, and provide less vertical deflection for pedestrians
  - Street trees to calm traffic by increasing visual side friction

21 – Dickson Avenue Crossing at Dayton Street

- Ground mounted signs

22 – Pacific Avenue Crossing at Paskak Street

- No treatment warranted, but ground mounted signs recommended based on City of Kelowna UCRM Policy.

23 – Pacific Court Crossing at Pacific Park

- No treatment warranted, but ground mounted signs recommended based on City of Kelowna UCRM Policy.

24 – New Multi-Use Corridor Connections

- 24A – Sutherland Avenue to Pacific Avenue at Paskak Street
- 24B – Paskak Street to Brookside Avenue
- 24C – Devonshire Avenue to Capri Street
- 24D – Belaire Avenue to Capri Street
- 24E – Sutherland Avenue to Pridham Avenue at Pacific Court
- Based on Latest Concept Plan
  - 24F – Springfield Road to North-South Lane in Landmark (modified from lane to multi-use corridor)
  - 24G – Springfield Road to Ritchie Avenue
  - 24H – Ritchie Avenue to Sutherland Avenue

8.2.3 Transit Infrastructure

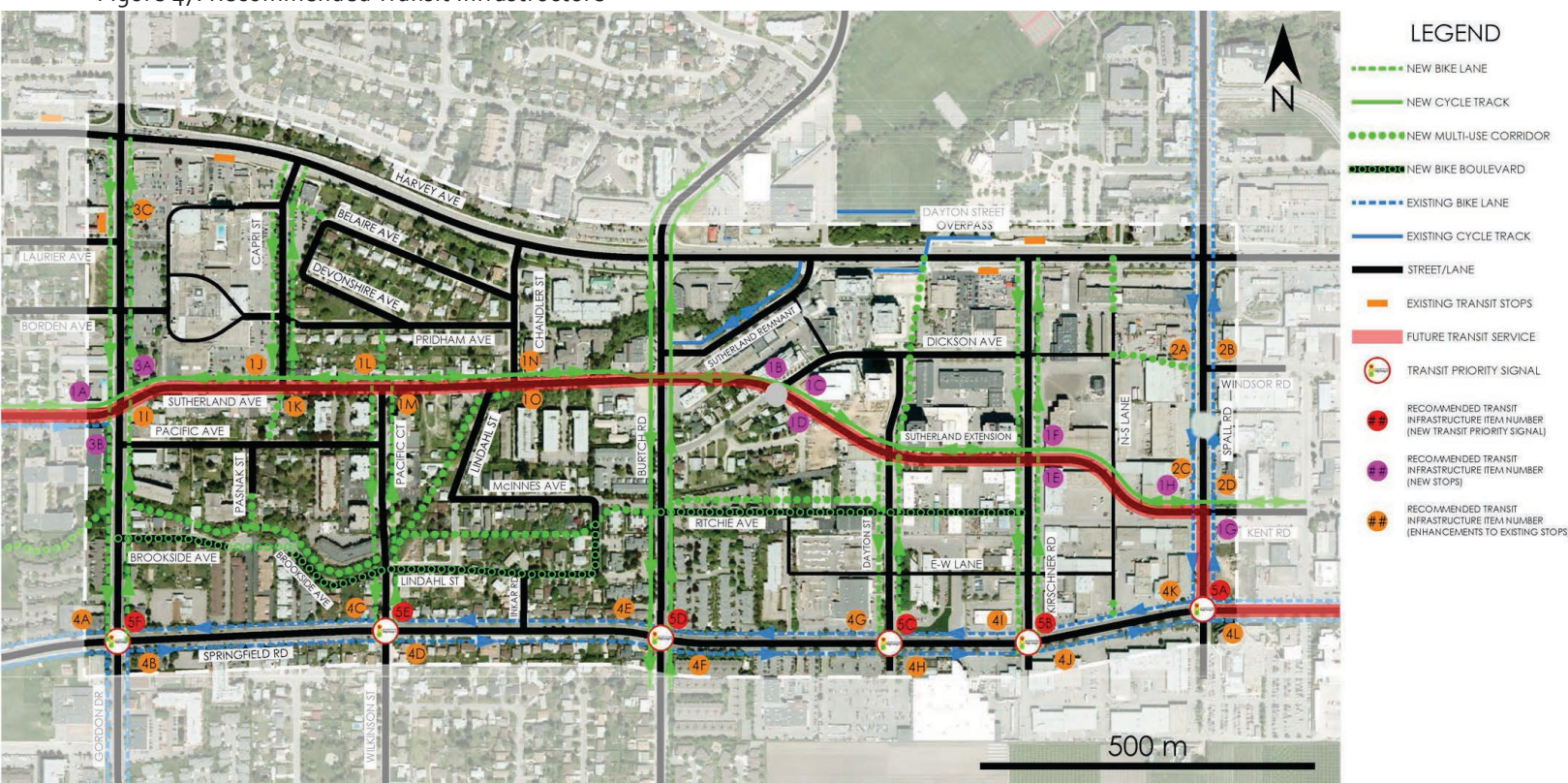
Transit infrastructure will provide alternatives to single vehicle travel for longer trips that are less conveniently made by active modes.

Recommended transit infrastructure is illustrated on Figure 47 and described on the pages that follow. Table 20 in Section 6.3.2 provides more information on the expected timeline for each modification.

1 – Re-Route Route 11 to Sutherland Avenue from Spall Road through Gordon Road

- Add new stops on Sutherland Avenue:
  - 1A – Westbound Sutherland Avenue west of Gordon Drive:
    - New curbside bus stop including bus bulb, accessible boarding platform, and bench seating
  - 1C – Westbound Sutherland Avenue east of Dickson Avenue:
    - New stop with pull-out, accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1D – Eastbound Sutherland Avenue east of Dickson Avenue:
    - New stop with pull-out, accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1F – Westbound Sutherland Avenue east of Kirschner Road:
    - New stop with pull-out, accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1E – Eastbound Sutherland Avenue east of Kirschner Road:
    - New stop with pull-out, accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1G – Eastbound Sutherland Avenue east of Spall Road:
    - New curbside bus stop, accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1H – Westbound Sutherland Avenue west of Spall Road:
    - New curbside bus stop, accessible boarding platform, concrete pad with shelter at back of sidewalk
- Enhance or modify existing stops on Sutherland Avenue west of Burtch Road:
  - 1I – Eastbound Sutherland Avenue east of Gordon Drive:
    - Shift stop 40 m west, accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1J – Westbound Sutherland Avenue west of Capri Street:
    - Shift stop 120 m east, bus bulb, accessible boarding platform, new cantilever shelter
  - 1K – Eastbound Sutherland Avenue east of Capri Street:
    - Accessible boarding platform, concrete pad with shelter at back of sidewalk
  - 1L – Westbound Sutherland Avenue west of Pacific Court:
    - Remove existing Stop #102938
  - 1M – Eastbound Sutherland Avenue east of Pacific Court:
    - Removed existing Stop #102944
  - 1N – Westbound Sutherland Avenue east of Chandler Street:
    - Shift stop approximately 65 m west, bus bulb, accessible boarding platform, and bench seating

Figure 47: Recommended Transit Infrastructure





- 1O – Eastbound Sutherland Avenue east of Chandler Street:
  - Shift stop approximately 25 m east, accessible boarding platform, concrete pad with bench at back of sidewalk
- Level D Cost Estimate: \$190,000
  - For Eastbound Sutherland Avenue stops between Gordon Drive and Burtch Road (1I, 1K, 1M, 1O)
  - Costs for Westbound Sutherland Avenue stops between Burtch Road and Gordon Drive included in Sutherland ATC

Costs for Sutherland Extension stops included in Sutherland Extension2 – Re-Structure Route 19 to enhance transit service along Spall Road

- Enhance existing stops on Spall Road:
  - 2A – Southbound Spall north of Windsor Road:
    - Shift stop approximately 40 m north, accessible boarding platform, concrete pad with bench at back of sidewalk
  - 2B – Northbound Spall north of Windsor Road:
    - Shift stop approximately 30 m north, accessible boarding platform, concrete pad with bench at back of sidewalk
  - 2C – Southbound Spall north of Kent Road:
    - Shift stop approximately 15 m north, accessible boarding platform, concrete pad with bench at back of sidewalk
  - 2D – Northbound Spall north of Kent Road:
    - Accessible boarding platform, concrete pad with bench at back of sidewalk
- Level D Cost Estimate: \$180,000

3 – Monitor Demand on Route 5 and increase from local transit network (LTN) service frequency to frequent transit network (FTN) service frequency when warranted by demand

- Add new stops on Gordon Drive:
  - 3A – Northbound Gordon Drive north of Sutherland Avenue:
    - New curbside bus stop including accessible boarding platform, concrete pad with bench at back of sidewalk
  - 3B – Southbound Gordon Drive south of Sutherland Avenue:
    - New curbside bus stop including accessible boarding platform, concrete pad with bench at back of sidewalk
- Enhance existing stops on Gordon Drive:
  - 3C – Northbound Gordon Drive south of Harvey Avenue:
    - Transit pull-out, accessible boarding platform, shelter improvements
- Level D Cost Estimate: \$260,000

4 – Enhance Service Reliability on Routes 97 and 8 Kelowna Transit Core Optimization – Phase 1: Midtown report by Watt Consulting (Feb 2017)

- Enhance or modify existing stops on Springfield Road:
  - 4A – Westbound Springfield Road west of Gordon Drive:

- Accessible boarding platform, concrete pad with bench at back of sidewalk
- 4B – Eastbound Springfield Road east of Gordon Drive:
  - Shift stop approximately 20 m east, accessible boarding platform, concrete pad with bench at back of sidewalk
- 4C – Westbound Springfield Road west of Wilkinson Street:
  - Shift stop approximately 15 m west, accessible boarding platform, concrete pad with bench at back of sidewalk
- 4D – Eastbound Springfield Road east of Wilkinson Street:
  - Accessible boarding platform, concrete pad with bench at back of sidewalk
- 4E – Westbound Springfield Road west of Burtch Road:
  - Relocate shelter to new concrete pad at back of sidewalk, retain existing boarding platform
- 4F – Eastbound Springfield Road east of Burtch Road:
  - Relocate shelter to new concrete pad at back of sidewalk, retain existing boarding platform
- 4G – Westbound Springfield Road west of Dayton Street:
  - Relocate shelter to new concrete pad at back of sidewalk, retain existing boarding platform
- 4H – Eastbound Springfield Road east of Dayton Street:
  - Shift stop 20-40 m, accessible boarding platform, concrete pad with bench at back of sidewalk
- 4I – Westbound Springfield Road west of Kirschner Road:
  - Relocate bench to new concrete pad at back of sidewalk
- 4J – Eastbound Springfield Road east of Kirschner Road:
  - Accessible boarding platform, relocate shelter to new pad back of sidewalk
- 4K – Westbound Springfield west of Spall Road:
  - Transit pull-out, relocate shelter to new concrete pad at back of sidewalk
- 4L – Eastbound Springfield East of Spall Road: (Stop also served by Route 11)
  - Transit pull-out, shift stop east, relocate shelter to new concrete pad at back of sidewalk

- Level D Cost Estimate: \$1,780,000

5 – Implement Transit Priority Signals on Springfield Road

- As per the Kelowna Transit Core Optimization – Phase 1: Midtown report by Watt Consulting (Feb 2017)
- 5A – At Spall Road
- 5B – At Kirschner Road
- 5C – At Dayton Street
- 5D – At Burtch Road
- 5E – At Wilkinson Street
- 5F – At Gordon Drive
  - Including an eastbound queue jump lane
- Level D Cost Estimate: \$580,000



- Includes \$240,000 for transit priority signals and \$340,000 for an eastbound queue jump lane on Springfield Road at Gordon Drive

### 8.3 CLOSURE: INTEGRATED LAND USE AND SUSTAINABLE TRANSPORTATION PLANNING

The details of this TSR clearly present that to achieve the targets outlined in the Urban Centres Roadmap, and the desired amount of development, require a fundamental planning shift – ensuring achievement of higher active transportation mode splits. Three strategies will be pivotal in achieving this mode split:

- A mix of residential, employment, and recreational land uses in the Capri-Landmark area, rather than large single-use areas. This allows for shorter distance trips, increasing the convenience for travel by active modes.
- Improved active transportation and transit infrastructure to provide greater routing options, more direct routes, reduced conflict exposure, better protection at conflict points, and more convenient transit service.
- A more redundant street network allowing for spreading of traffic among more internal streets, resulting in less concentration of traffic on main internal streets. This allows more streets to function as great public spaces while still moving some traffic, rather than being primarily traffic corridors.

Active Transportation corridors need to be not just utilitarian, but comfortable and desirable. This plan envisions a significant investment in active transportation linear infrastructure, as well as thoughtful interventions at vehicular junctions to emphasize safety for walking and cycling modes (and other non-motorized forms of travel). This includes the first/last mile component of a transit trip, as well.

