



Capri-Landmark Urban Centre Plan

Parks & Transportation Review

February 11, 2019



Background – Process

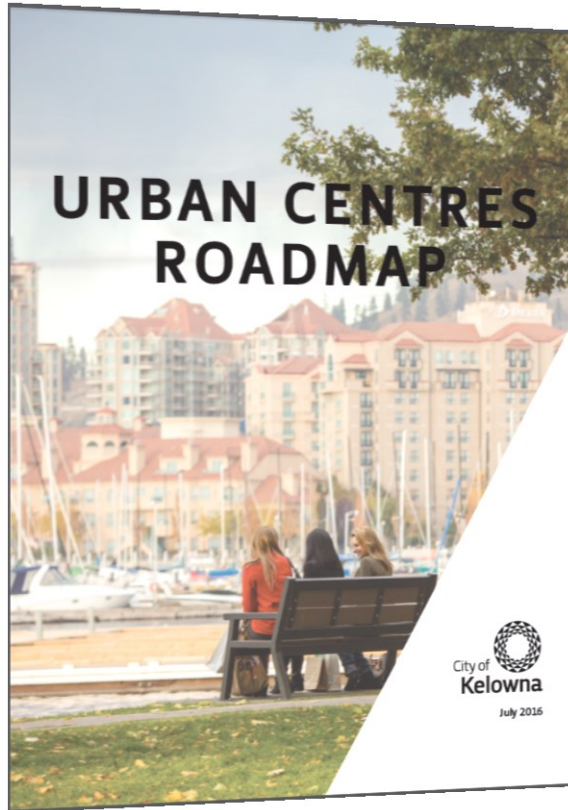
- ▶ Planning process began in early 2017
- ▶ Extensive public engagement
- ▶ Draft Plan presented September 2018
- ▶ Council deferred Plan endorsement until parks and transportation review
- ▶ Council endorsed progressive growth scenario (3.0) in Dec 2018



Background – Outline

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

Background – Plan Rationale



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

Landmark Transportation Challenges: Historic Development



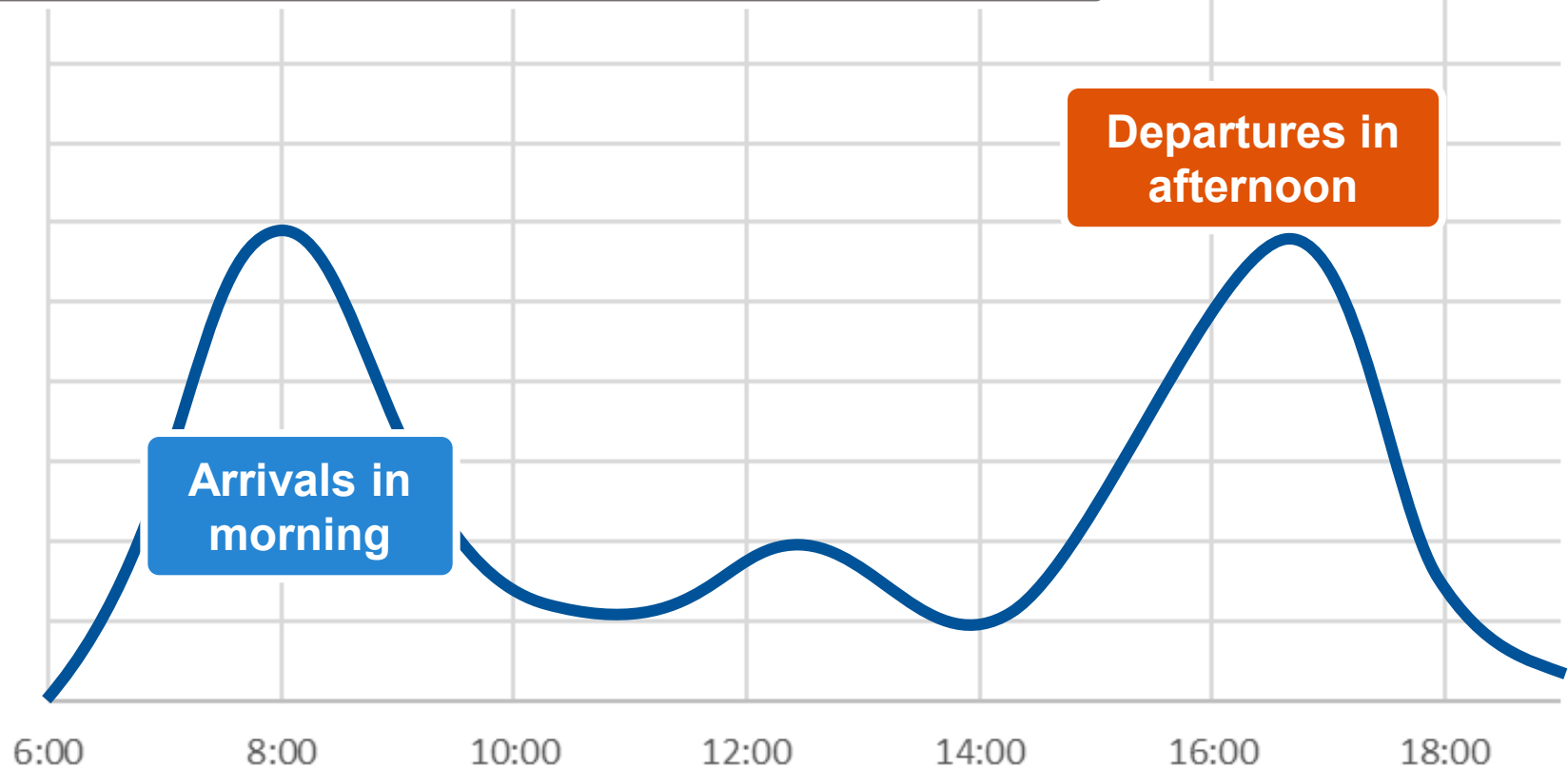
- ▶ Originally light industrial / service commercial area
- ▶ Region's most important employment centre
- ▶ Significant infrastructure shortfalls, particularly in transportation

Landmark Transportation Challenges: Concentration of Office & Parkades

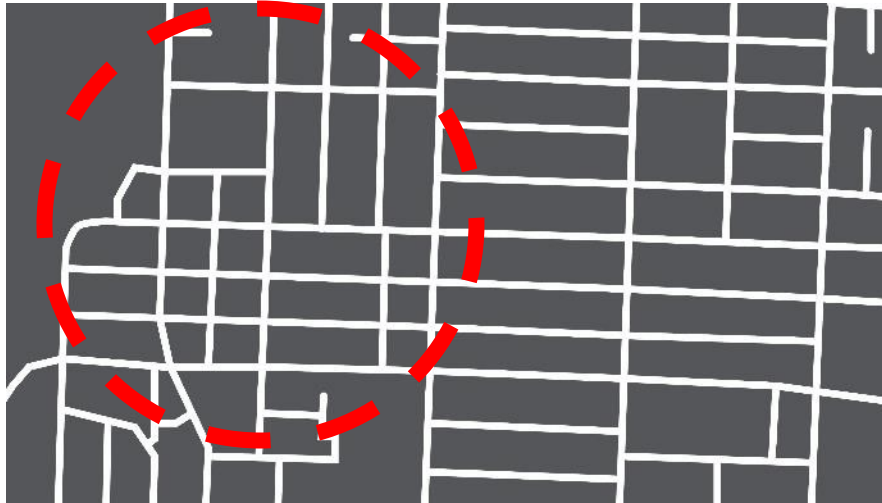


Landmark Transportation Challenges: Congestion from Commuters

Office Weekday Trip Pattern



Landmark Transportation Challenges: Limited Street Network

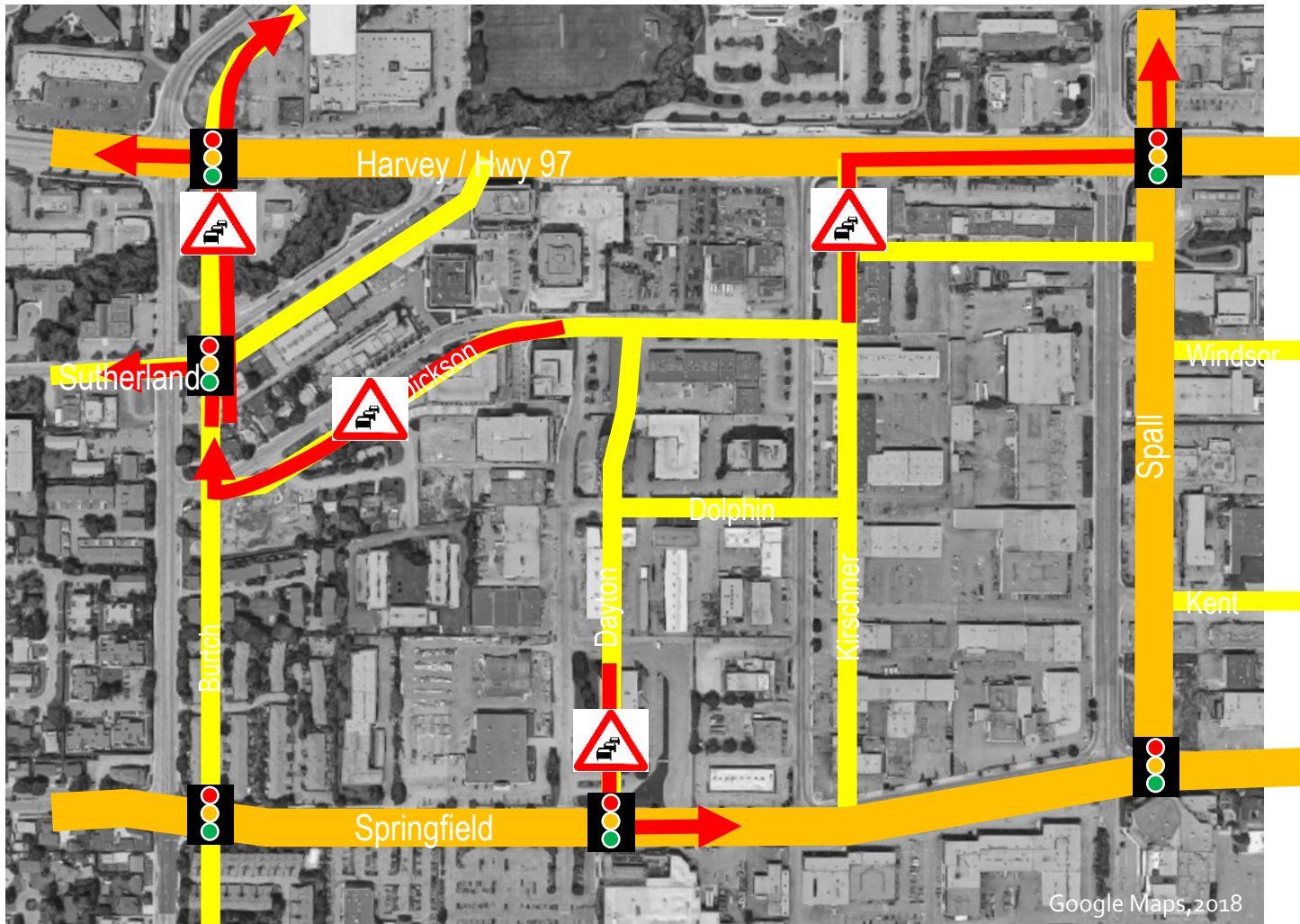


**Downtown Kelowna
Street Network**



**Landmark Street
Network**

Landmark Transportation Challenges: Access to Major Road Network



**Congestion
in PM,
when
workers
depart**

**East/west
trips
difficult**

**Limited
access to
major
roads**

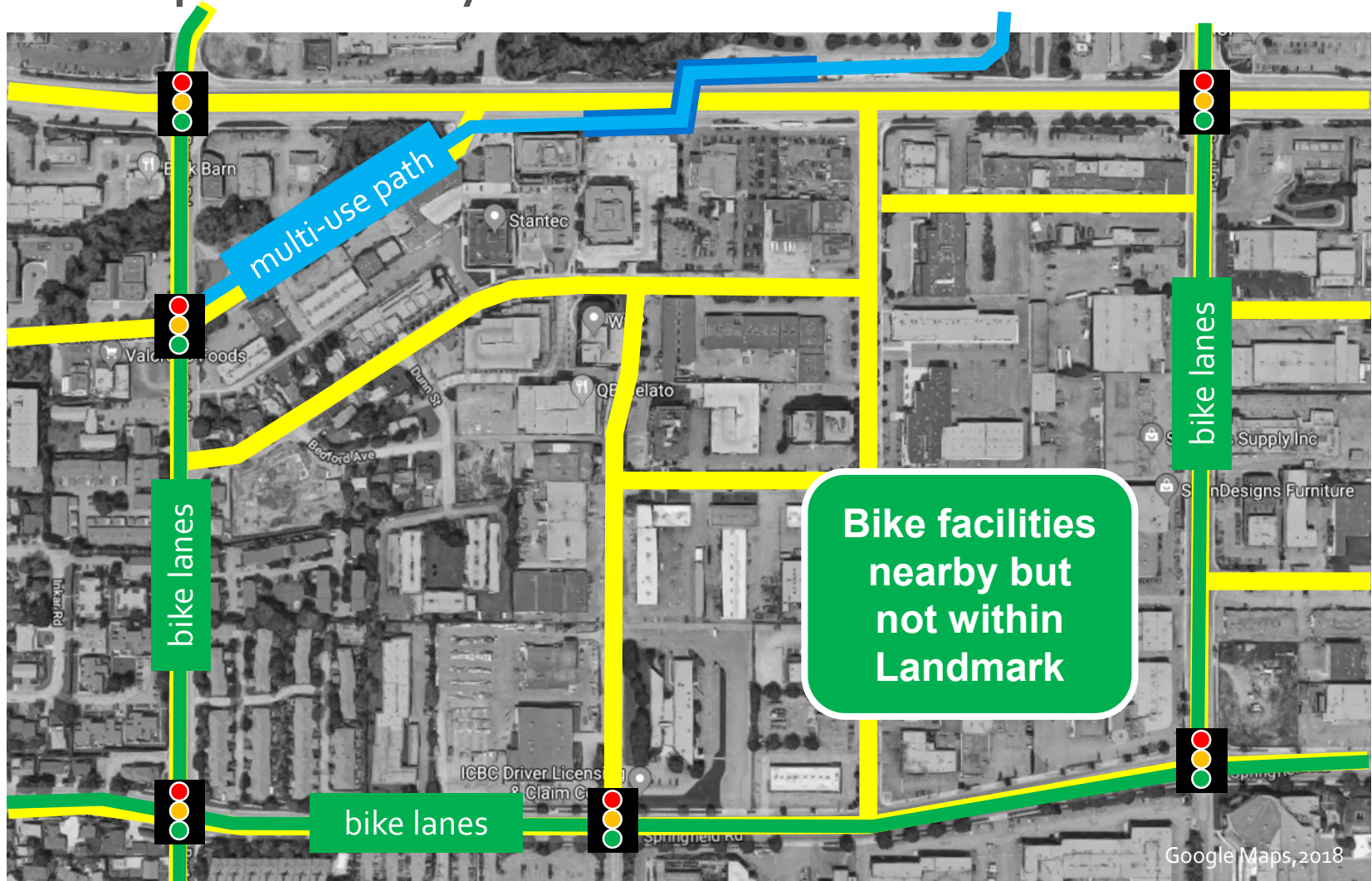
Landmark Transportation Challenges: Poor Walkability



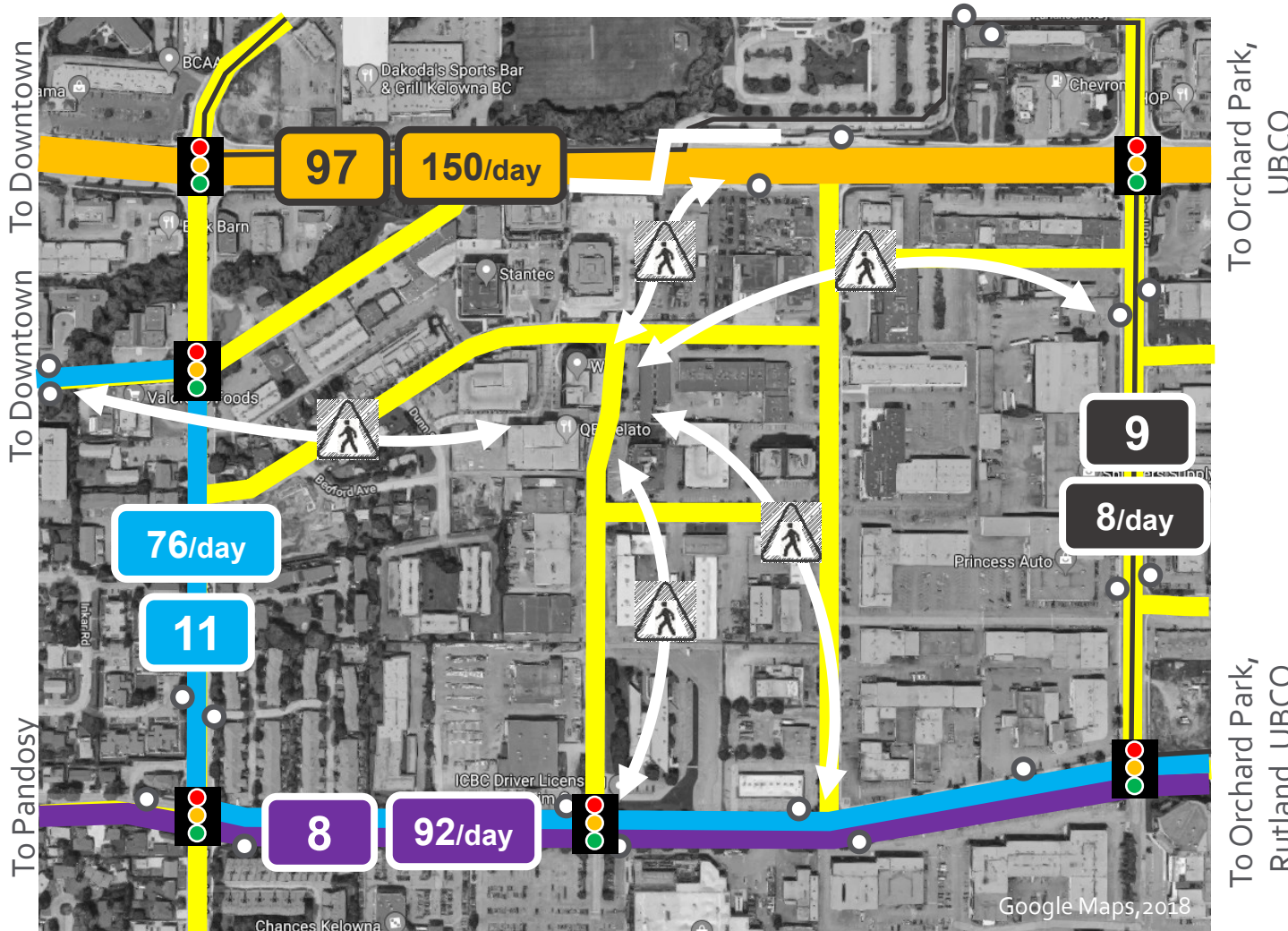
A complete, accessible and comfortable pedestrian network is important if you want people to walk.

Make walking enjoyable.

Landmark Transportation Challenges: Incomplete Bicycle Network



Landmark Transportation Challenges: Access to Transit



Near the
City's best
transit
routes.

Difficult to
access -
missing
sidewalks
& street
crossings

Few
amenities
or shelters
at stops.

Landmark Area Transportation Opportunities



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



Key Transportation Strategies



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

Rebalance Land Uses in Landmark

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



Strengthen the Street Network in Landmark

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



Shift Transportation Behaviour in Landmark



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

Urban Centre Plan

Alternative Alignments Considered

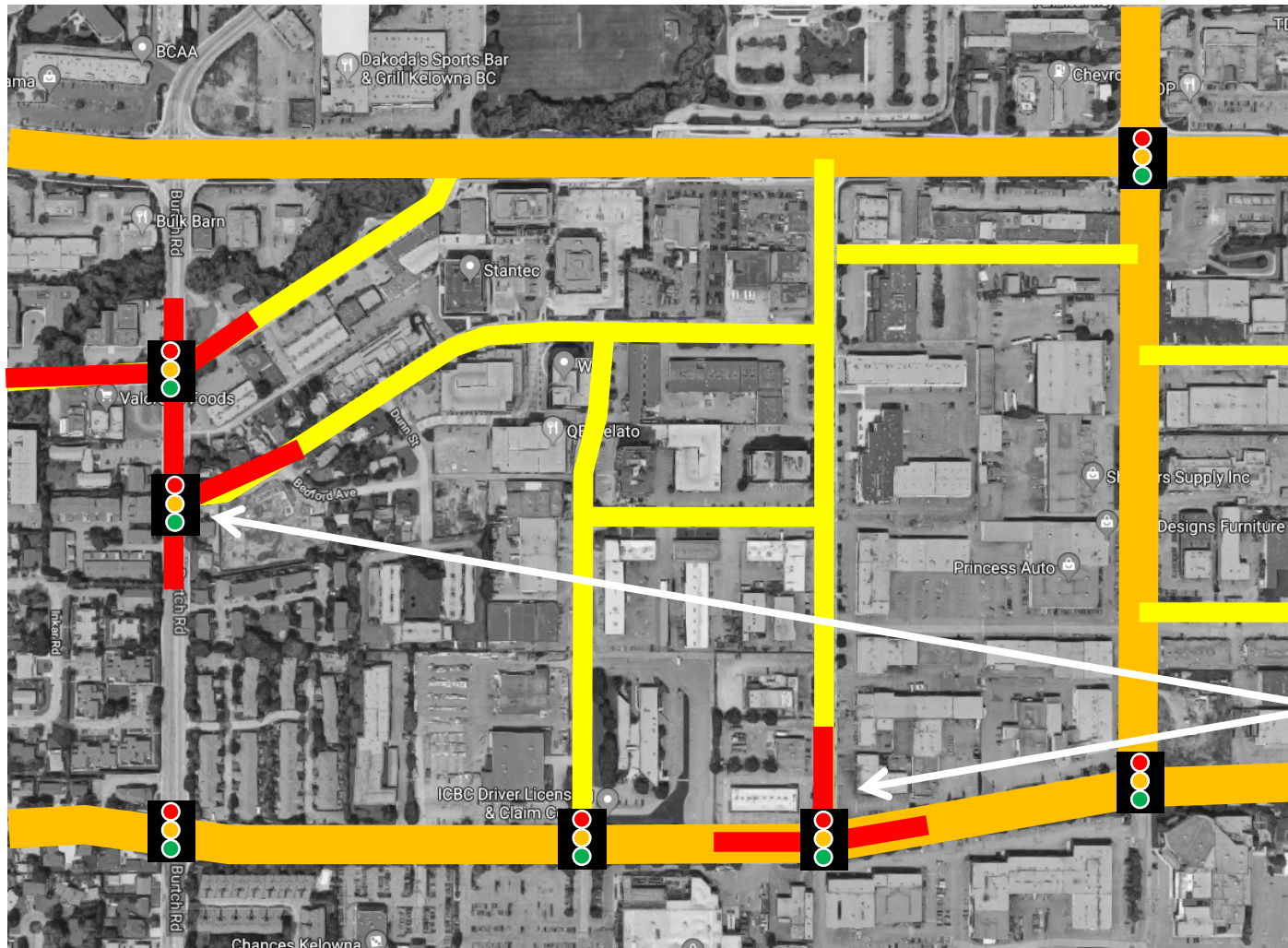
Alternative east-west connections across Landmark.

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



Landmark Network Options

Existing Network – Option 1



**Little ability
to improve
capacity.**

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

**Improve
access to
major
roads.**

Landmark Network Options

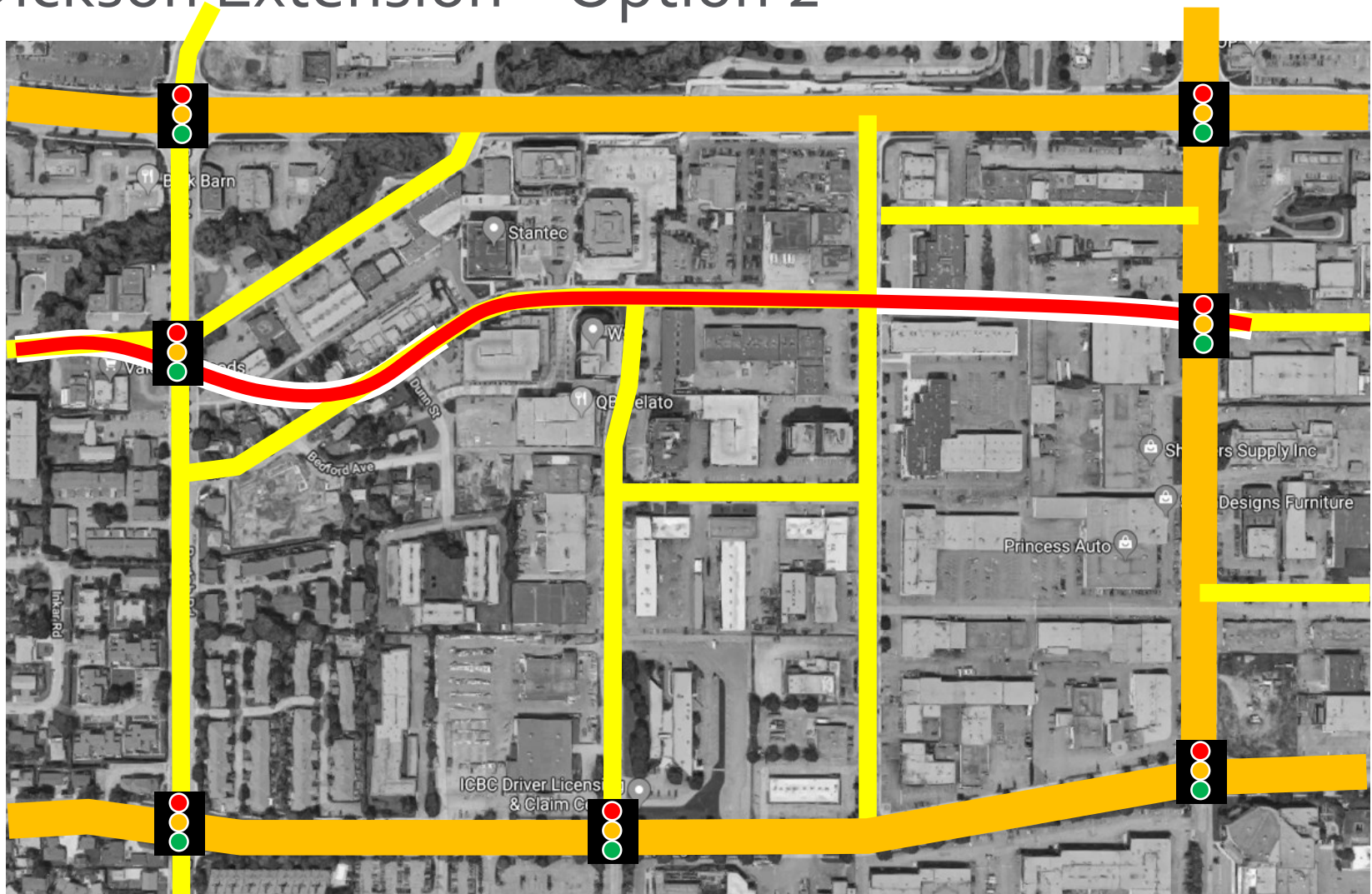
Existing Network

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

Landmark Network Options

Dickson Extension – Option 2



Landmark Network Options

Dickson Extension




Landmark Network Options

Dickson Extension



Landmark Network Options

Dickson Extension

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

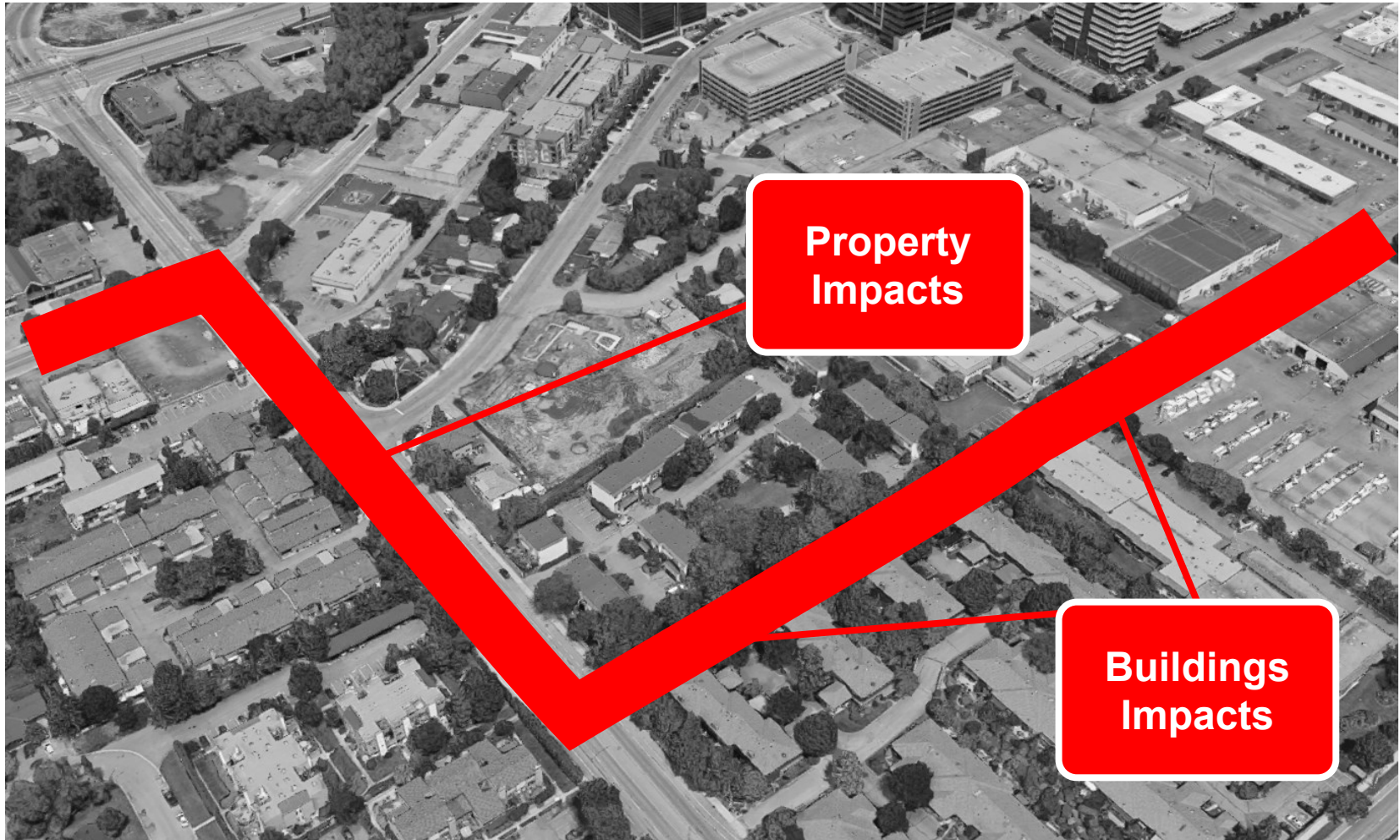
Landmark Network Options

Ritchie Extension – Option 3



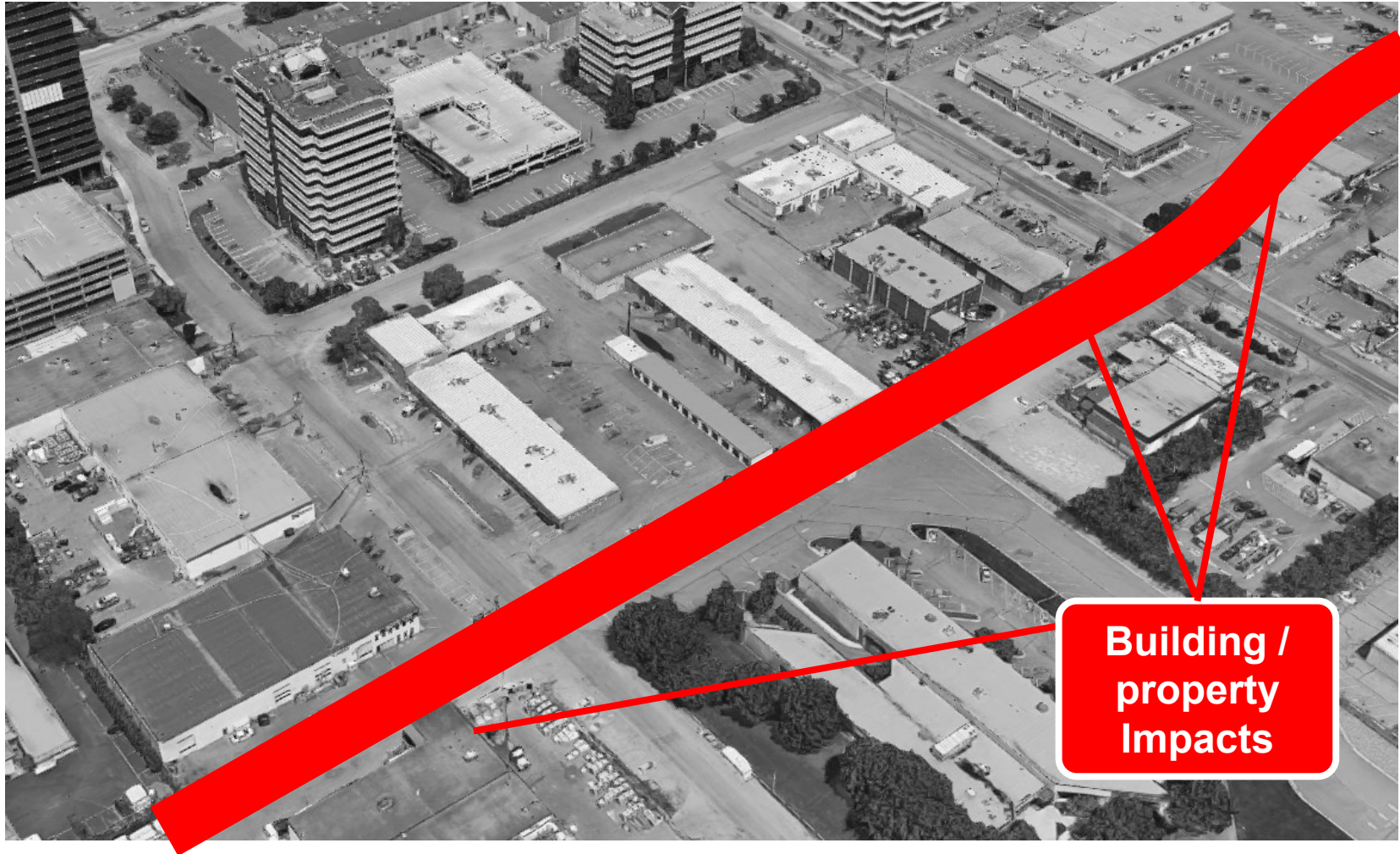
Landmark Network Options

Ritchie Extension



Landmark Network Options

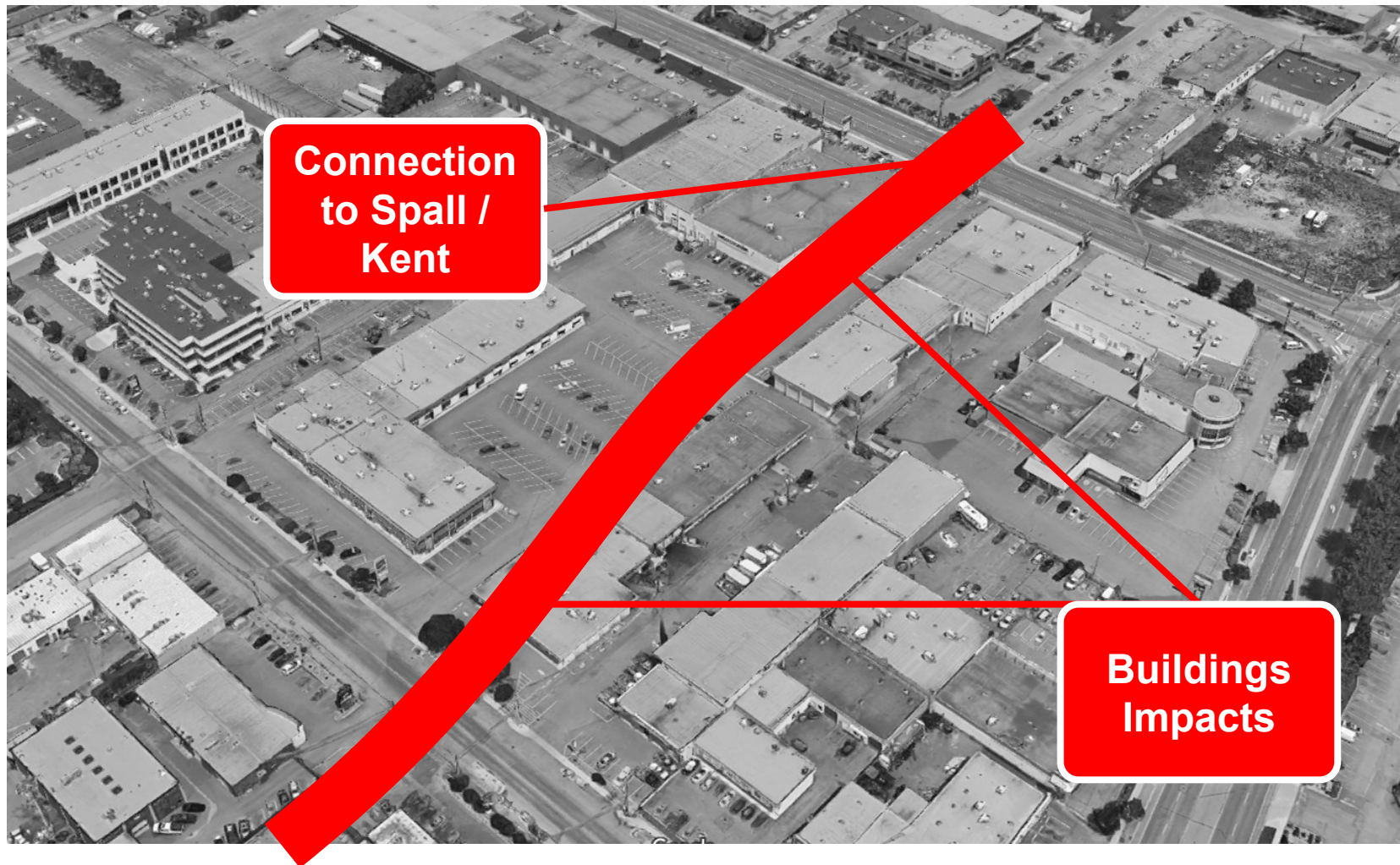
Ritchie Extension



**Building /
property
Impacts**


Landmark Network Options

Ritchie Extension



Landmark Network Options

Ritchie Extension

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

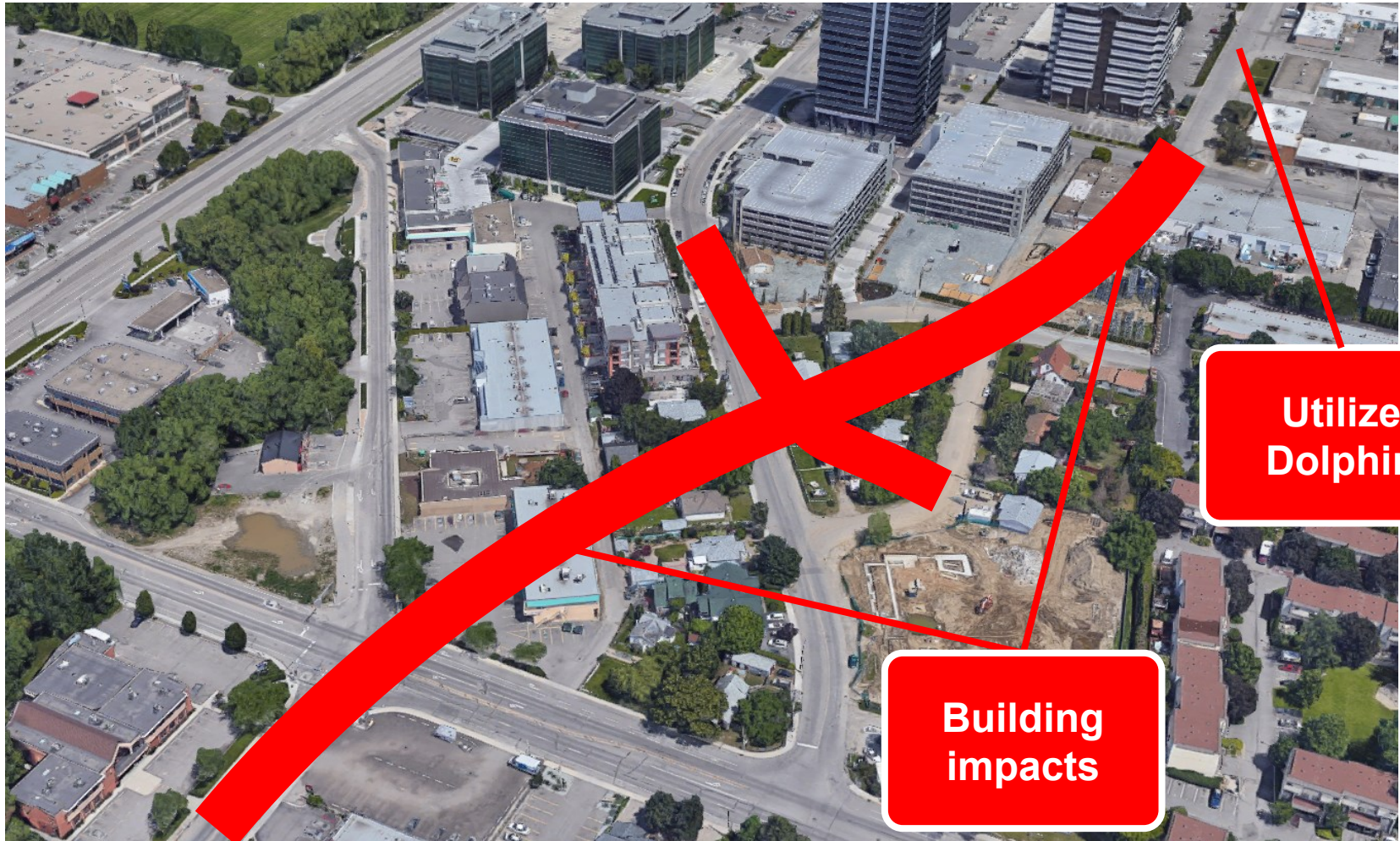
Landmark Network Options

Sutherland Extension – Option 4



Landmark Network Options

Sutherland Extension

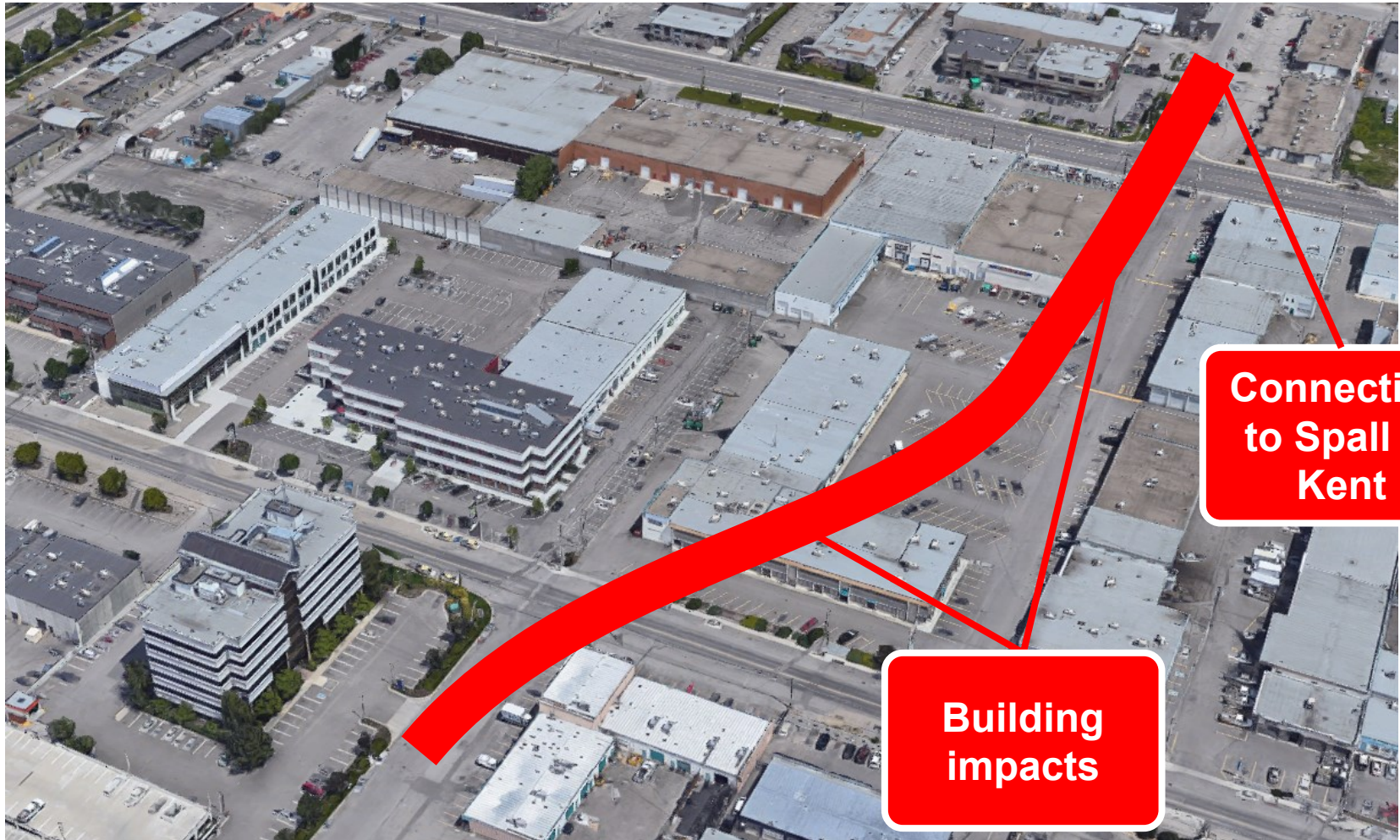


**Utilize
Dolphin**

**Building
impacts**


Landmark Network Options

Sutherland Extension







Landmark Network Options

Sutherland Extension

Overall		Improved vehicle, transit and cycling capacity and connections projected to support Urban Centre densities and growth.
Criteria	Score	Comments
Connection (West) to Burtch /Sutherland	++	Continuous extension of Sutherland through single intersection at Burtch.
Landmark Alignment	++	Continuous east-west alignment through Landmark, adjacent to densest employment within Landmark Centre with room to accommodate vehicles, pedestrians, bicyclists and transit.
Connection (East) to Spall/Kent	++	Spall/Kent intersection - close to Springfield. Direct cycling connection to services/transit at Orchard Plaza/Park. Retains option to extend Kent east in the future.
Transit / Cycling access to Landmark	++	Facilitates extension of Sutherland ATC and transit through Landmark and eastward.
Capital Costs / Property Impacts	-	Significant property impacts on multiple older industrial/commercial properties could be reduced through redevelopment. Constr. cost of \$10m.

Landmark Network Options -Summary

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

Value of Parks



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

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

Active Park Types

City-wide Parks

Parks of special significance

City-wide provision

0.6ha per 1,000 pop. growth



Parkinson Recreation Park



Boyce-Gyro Beach Park

Recreational Parks

City-wide distribution

0.6ha per 1,000 pop. growth

Active Park Types

Community Parks

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



Gerstmar Neighbourhood Park



Ben Lee Community Park

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

Passive Park Types

Linear Parks

Currently not funded through DCCs

Popular for hiking, cycling, dog-walking
& environmental protection

Six linear park priorities identified



Mill Creek – North of Pacific Court Park



Mill Creek – Lindahl Road & Pacific Court

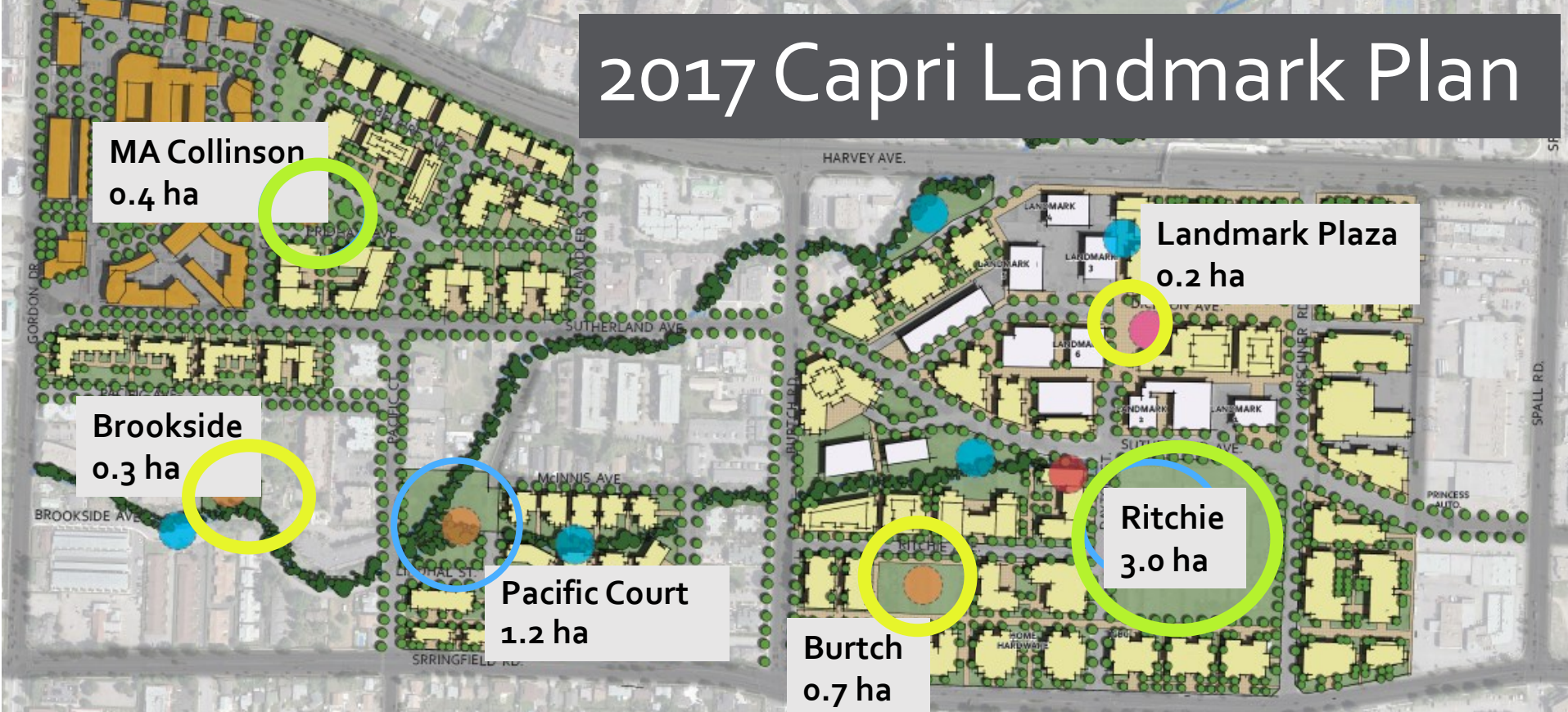
Existing & Transformation



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

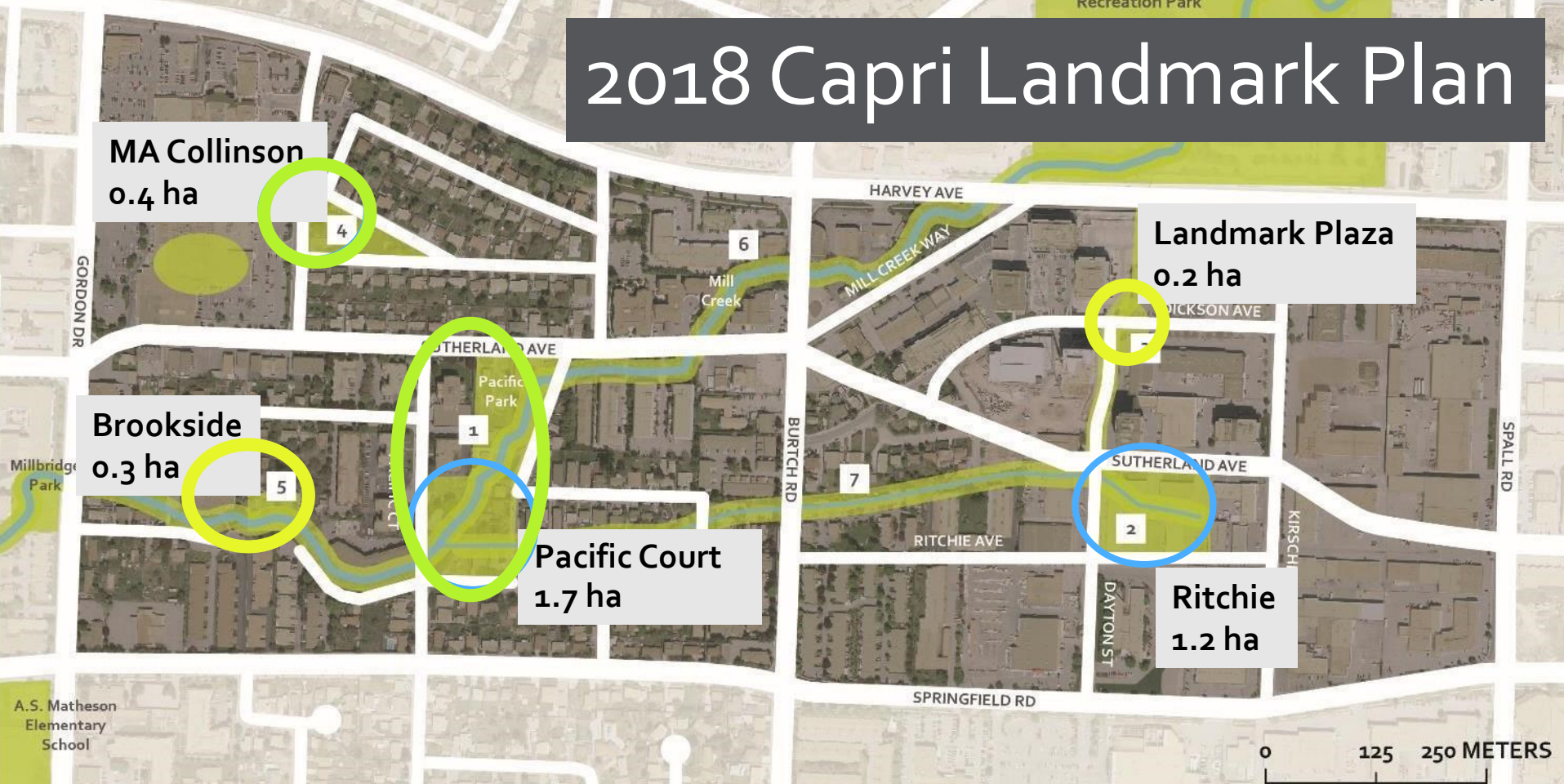
- Imagine Kelowna

2017 Capri Landmark Plan



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

2018 Capri Landmark Plan

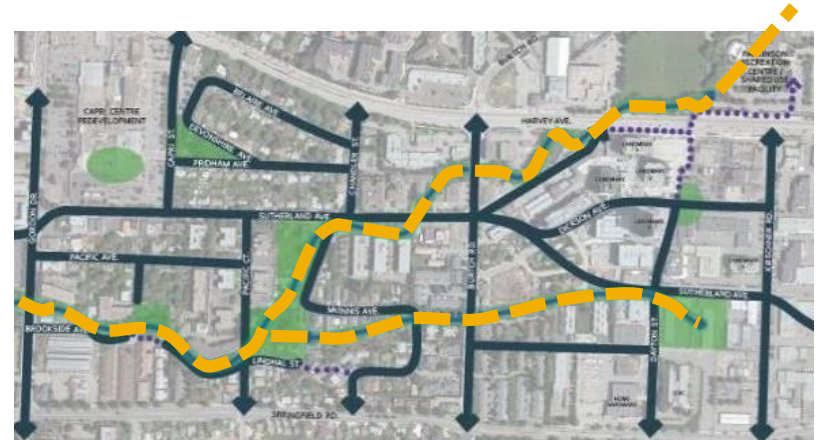


- Community & Neighbourhood Parks target area – 8.0 ha
- Proposed Community & Neighbourhood park area – 4.0 ha, 50% of City standard
Ritchie remains as 2030 OCP,
Pacific Court & MA Collinson increased,
Landmark & Brookside added

Parks Improvement Strategy



Linear parks:
Mill Creek corridor
Ritchie Brook corridor



Parks Improvement Strategy



Urban parks
Higher standards
Increased amenities
Intensive uses



Parks Improvement Strategy



Shared streets

Out of hours closure

Community events

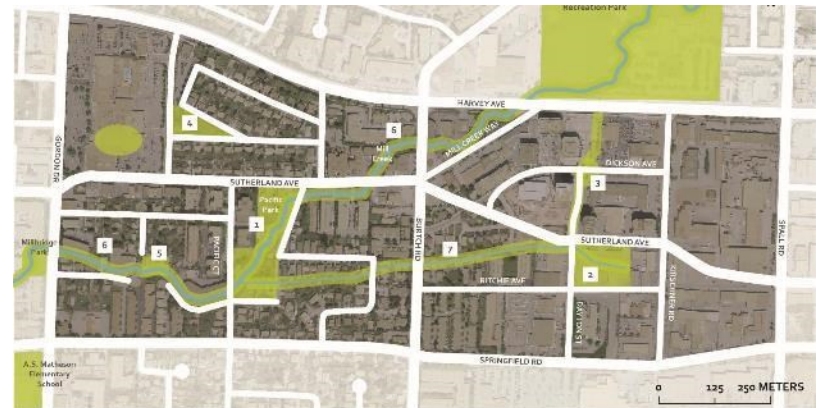
Flexible uses

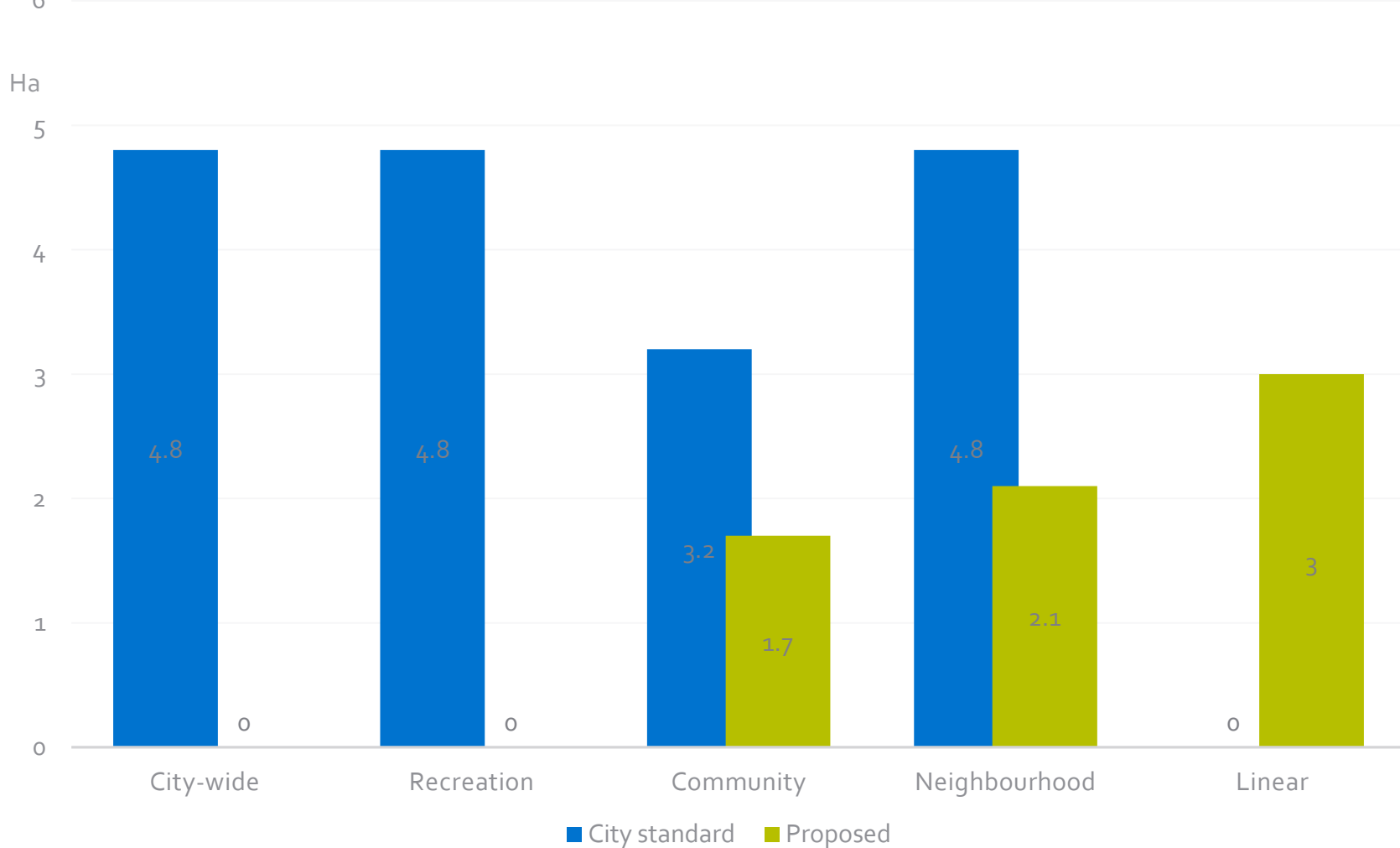


Parks Improvement Strategy



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





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

Conclusion

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

