

Transit Supportive Corridor Tour

Kelowna City Council | November 4, 2024



Welcome!

Kelowna is one of Canada's fastest growing cities, and with this growth comes demand for housing and transportation. As a City, we need to choose where and how we want to grow, as well as where and how we want to invest. These choices involve balancing trade-offs.

To guide decision making, Kelowna's Growth Strategy focuses on accommodating more people in Urban Centres and along the Transit Supportive Corridors (TSCs) that connect them. Overall, the goal is to put more people and jobs within walking distance of effective transit service.

Focusing growth in areas with good access to transit has many benefits including:

- Optimizing infrastructure spending
- Reducing negative impacts on the climate and natural areas
- Amplifying economic impacts
- Improving health outcomes

That said, increasing density can result in incremental—but potentially significant—change in existing neighbourhoods. This tour will highlight key considerations and opportunities as we plan for the future of Kelowna's essential Transit Supportive Corridors.

1. City Hall

City Hall > Hwy 97 via Water

Today's tour will start at City Hall, and continue along several TSCs starting with Pandosy St. and concluding on Bernard Ave.

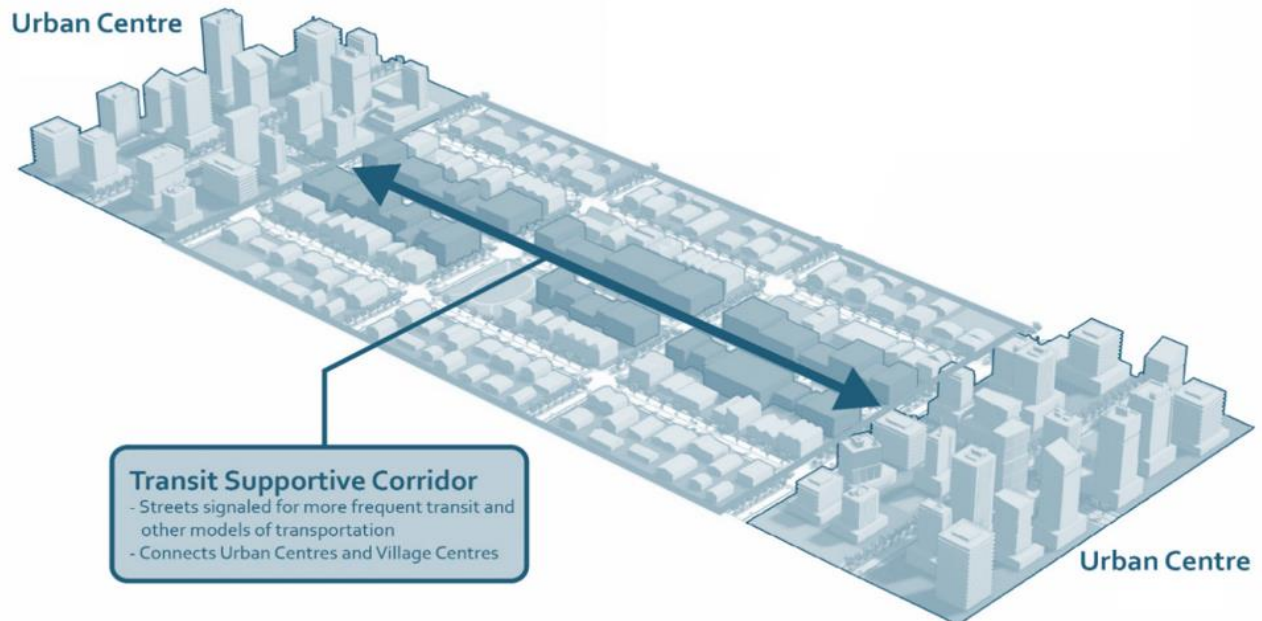
This tour supports Housing Accelerator Fund Initiative 3: Transit Supportive Corridor Planning. Under this Initiative, staff are looking at land use and transportation options for select TSCs on a Pilot Project basis. The objective of this work, in accordance with the City's HAF commitments, is to pre-zone select TSCs for higher density development.

On the tour, we'll discuss the following topics:

- The value of our urban corridors
- The potential of transit
- The benefits of building housing close to transit
- Building form including variety and transition
- Streetscapes and public spaces

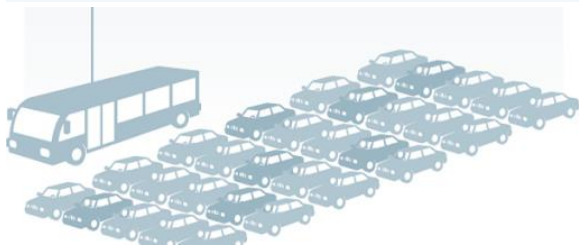
2. Pandosy (North)

Lake > Cadder > Morrison via Pandosy



Pandosy is a TSC and major connection between two of the fastest growing Urban Centres, Pandosy and Downtown. Moving south along Pandosy, we will see existing housing, new buildings, transportation infrastructure, and the hospital Transit Oriented Area. The Pandosy TSC has been, and continues to be, an area of our city where growth is accommodated – pre-zoning would help to further facilitate that growth.

1 bus can replace more than 60 cars



Corridors Provide Critical Connections

Corridors like Pandosy provide access to destinations that people want to get to, including housing, major employment centres like KGH, shops, and services.

The level of transit service on each TSC will vary according to their role in the network. Some will have frequent bus service, while others might have bus-only lanes or even rail (LRT) in the future.

Transit Moves More People

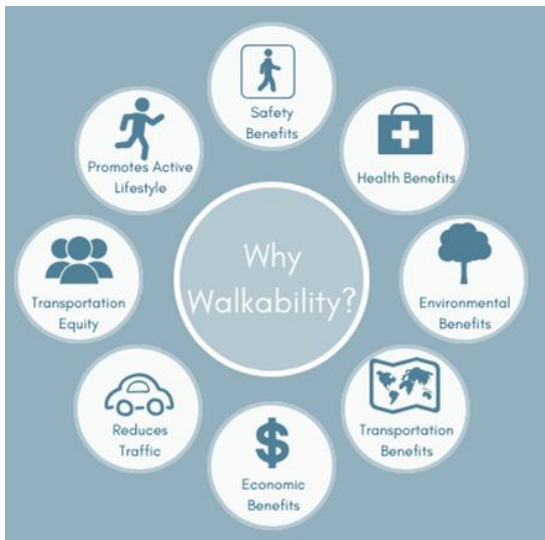
As such, demand for these key corridors is high. Transit is an effective way of moving people along our corridors compared to cars. Today buses carry about one-quarter of the people on Pandosy at peak times. This number can grow with investments in better transit service.

3. Pandosy (South)



Morrison > KLO via Pandosy

Continuing down Pandosy towards the Pandosy Urban Centre, there is a mix of land uses including residential, commercial, and institutional.



Demand to Live Centrally

There is demand to live in central, walkable areas of Kelowna. Near Pandosy & Lake Ave, there are examples of older apartment buildings.

There is also high development pressure in this area. Redevelopment typically results in higher density projects to make use of valuable land near our TSCs.

Commercial on TSCs

Considering how to support commercial development along our TSCs will help to ensure that in addition to housing, there are shops and services that are accessible by walking, biking, or bus.

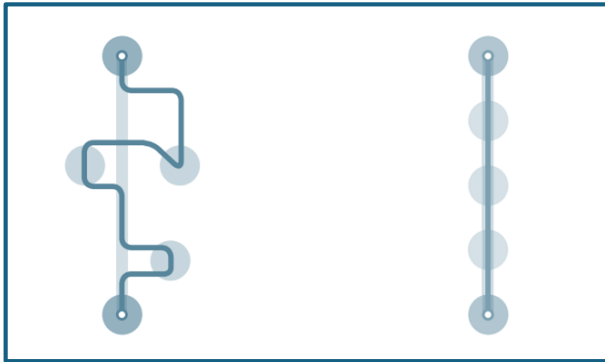
4. Lakeshore

KLO > Barrera via Lakeshore

Next, we'll continue south towards Gyro Beach – this is an amenity-rich, high-demand area.

Major Redevelopments

As major redevelopment occurs in this area, many more people will be living here. Road expansion is expensive and may encourage demand for more driving. Making it easier to bus, bike, and walk in this area is critical.



All The Right Pieces

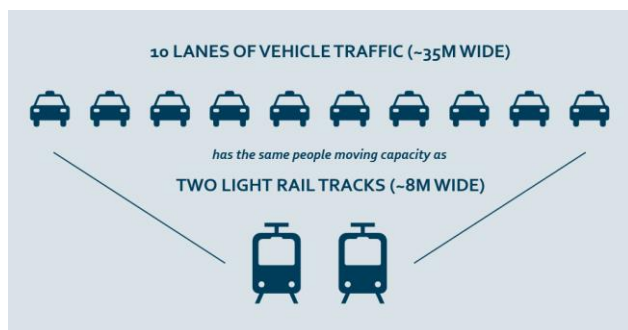
Our TSCs connecting Downtown and Pandosy have multiple points of interest and existing density along a straight route. As the image to the right shows, this means that it's possible for transit to be particularly effective along these corridors. Increasing housing along these TSCs would help make transportation work so that people could choose to rely less on cars.

5. Richter (South)

KLO > Morrison > Hwy 97 via Richter



Next, we'll head north up Richter, which is under review via the Richter Transit Corridor Study.



Preparing for the future

Richter will be part of a key transit corridor that connects the North End, Downtown, Pandosy, and the Lower Mission. Finding ways to move more people on this corridor is critical to keeping Kelowna moving as our population and economy grow.

Through the Richter Transit Corridor Study, we are working on incremental steps to make transit better

in the near-term, including the potential for bus-only lanes, and protecting space for rail in the future.

Why Richter?

We evaluated several alignments for our main north-south transit corridor, including options on Pandosy. Richter was selected because it is closer to more people and jobs, has the highest forecasted use, and would have less impact on car traffic.

6. Richter (North)

Hwy 97 > Stockwell > Clement via Richter



Moving north up Richter towards downtown, we will see a variety of housing types.

Richter Streetscape

The streetscape on Richter varies a lot along the corridor. Sidewalks are generally narrow, and missing in some places. There is no curb and gutter between KLO and Sutherland. There are also very few street trees on Richter today.

Building Variety Along Richter

There is a variety of housing along Richter in terms of built form as well as building age.

7. Clement (North)

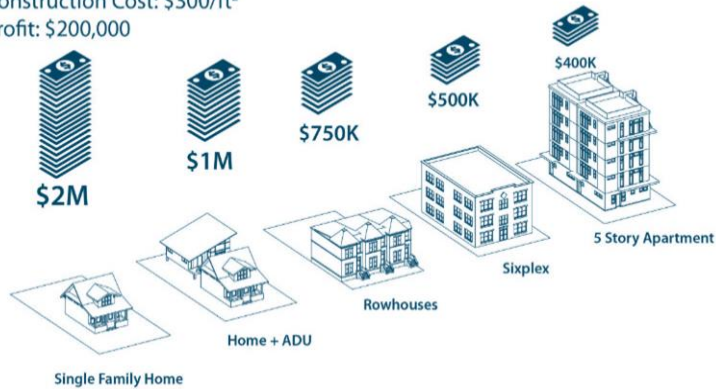
Richter > Ethel > Gordon via Clement



Next, we'll turn east on Clement, where quite a bit of redevelopment has happened in recent years.

How much would each home cost under these example conditions?

Land Acquisition: \$600,000
 Construction Cost: \$300/ft²
 Profit: \$200,000



A More Affordable Housing Option

Low-rise (four to six storey) wood frame apartments are faster and less expensive to build than other forms of apartment housing. This housing type, like we see on Clement, is in demand by young professionals, first time home buyers, and community members looking for housing that is more affordable than townhomes or single dwelling housing.

Public Space Improvements

Larger-scale redevelopments can provide the opportunity to secure new public

spaces and public art. Along Clement, recent improvements include several new seating areas, landscaping, and public art.

8. Gordon

Clement > Lawson > Bernard via Gordon



Heading down Gordon we see redevelopment that transitions to lower density to the east and west.

Transition to Infill

One of the current foundations in our TSC planning is to put the most density along the corridors, and then transition down to infill housing further away from the TSC.



9. Bernard

Gordon > PRC via Bernard



Next, we will go east on Bernard before concluding at PRC. A portion of Bernard (Ethel to Burtch) is included in the TSC pilot project.

Making the Most of Our Investments

The City has invested in infrastructure along Bernard, such as bus shelters and roadway improvements. Additionally, one of the City's biggest investments—the new PRC facility—is accessible via the Bernard Avenue TSC.

By encouraging more people to live in this area, the City can make the most of our infrastructure investments and allow community members to access new amenities without needing to rely on a car.

How could our TSCs transition over time?

0-5 years: some new development & infrastructure improvements



5-10 years: additional new development & infrastructure improvements



10-20 years: major development & infrastructure improvements

