



Richter Corridor Study & Right of Way Protection

Integrated Transportation

March 30, 2026



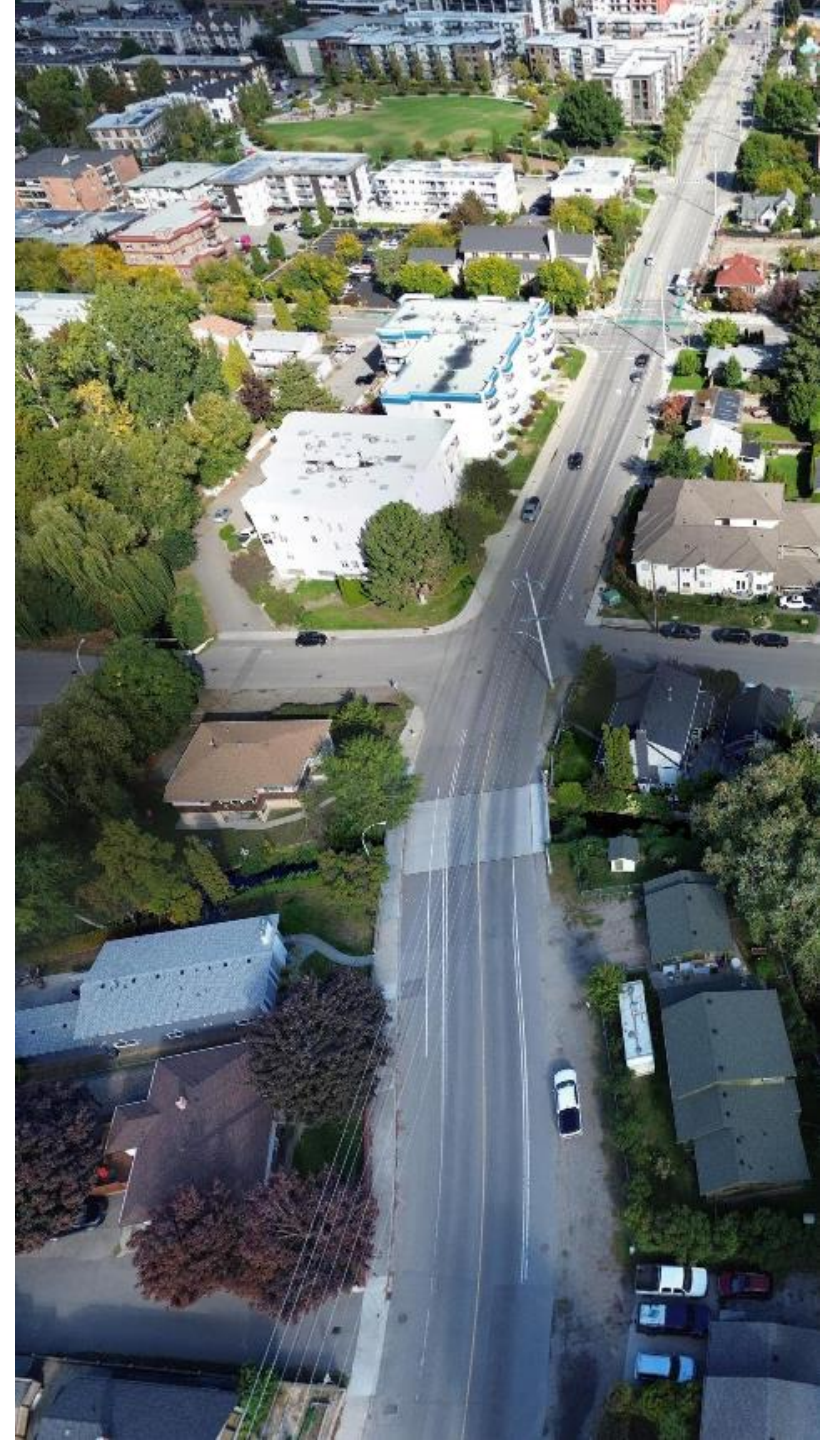
Purpose

THAT Council receives, for information, the report from the Integrated Transportation Department dated March 30, 2026, with respect to the Richter Street Corridor Study and Protection Plan;

AND THAT Council directs staff to proceed with next steps as outlined in the report from the Integrated Transportation Department dated March 30, 2026.

Background & Policy Direction

- 2040 OCP identifies Pandosy–Richter as a Transit Supportive Corridor
- 2040 TMP identifies need for higher-order transit between Downtown and Pandosy
- Complements regional rapid transit planning on Highway 97, creating a coordinated north–south and east–west rapid transit network
- Builds on the Transit Supportive Corridor Pilot Project work, which integrates housing growth with transit improvements along key corridors

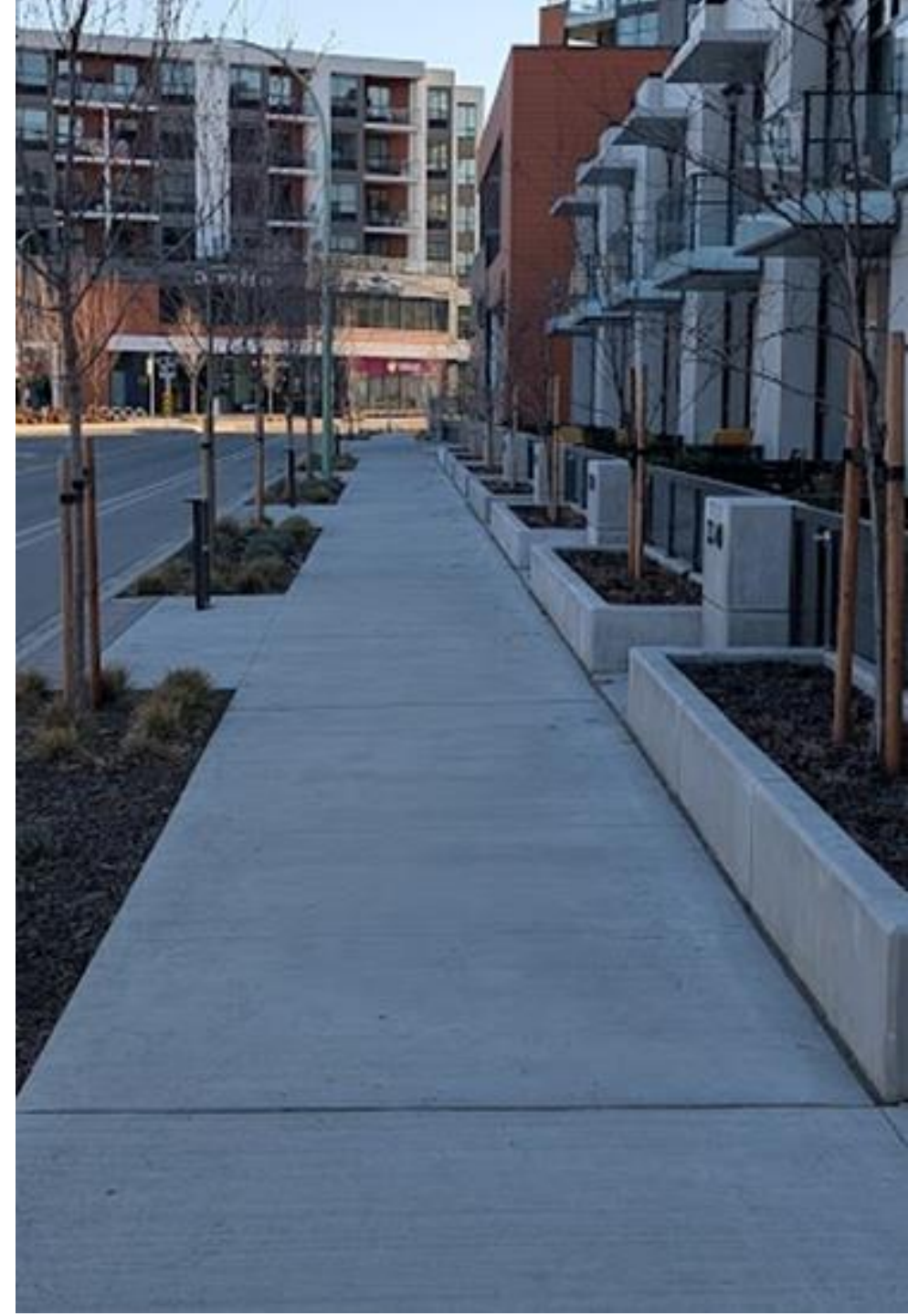


Housing Accelerator Fund – Transit Supportive Corridor Pilot Project

Endorsed by Council on November 24th, 2025

Goals

1. Achieve residential density that supports our housing and transportation goals
2. Protect enough right of way for transportation needs
3. Support pleasant public spaces



Richter Corridor Study and Transit Supportive Corridor Pilot Project together can help address both housing and transportation needs.



Multi-dwelling housing is critical to addressing our housing needs



Transit is vital to addressing our transportation needs



Locating housing close to transit makes both better

Study Outcomes



- Evaluated corridor alignments
- Tested against growth projections
- Compared ridership, travel time, and cost
- Confirmed preferred alignment and service concept
- Defined corridor space needed for implementation
- Produced a corridor protection plan

Comparing Potential Alignments



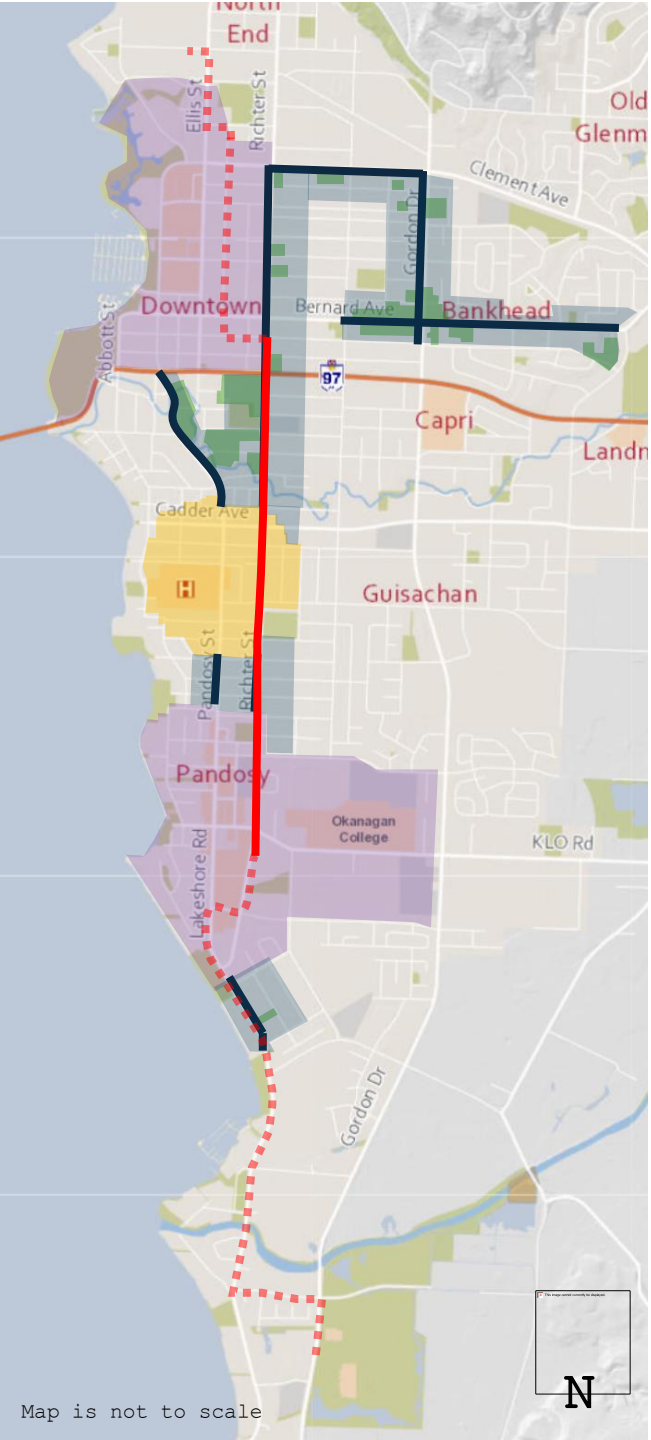
Evaluation considered:







- Outcomes across five community goals
- Ridership potential and operational performance
- Capital costs

Outcome:

- Richter Street was identified as preferred alignment

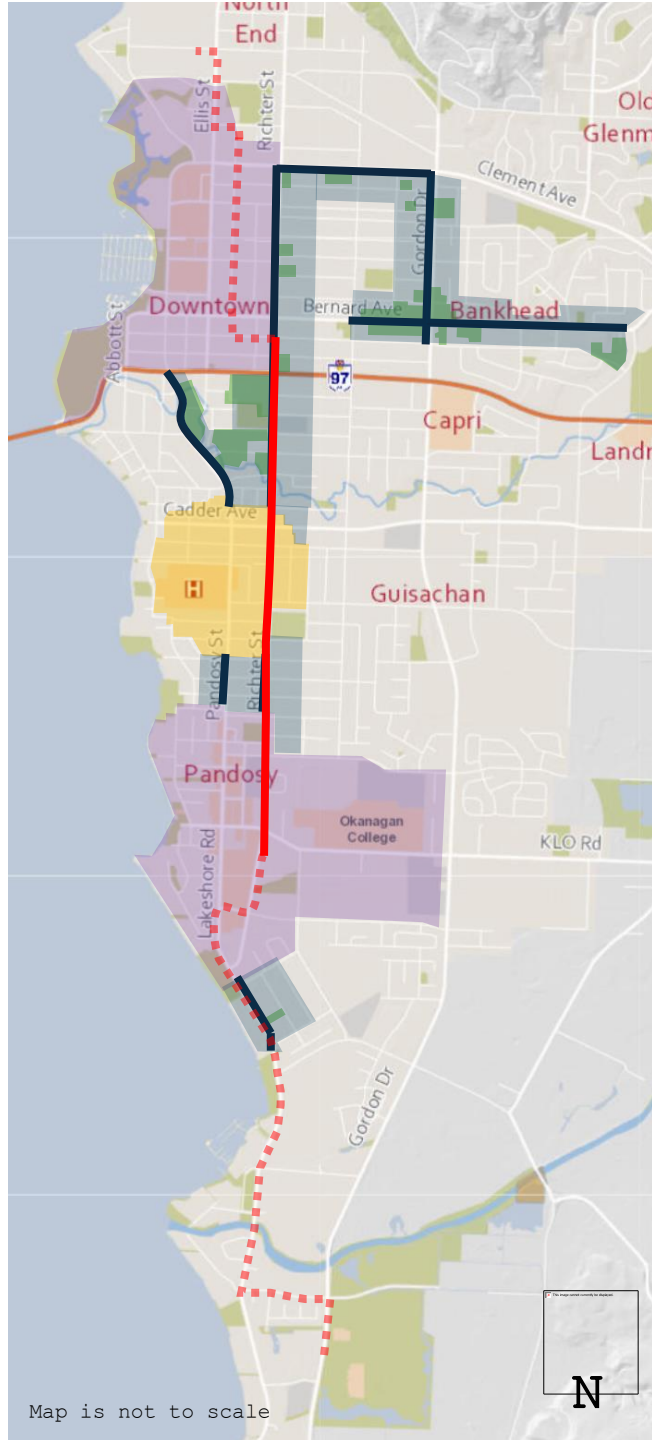
North South Urban Corridor



-  Urban Centre
-  Transit Oriented Area
-  Other Apartment Zoning (MF3, CD22, CA1, etc.)
-  Pilot Project TSCs
-  TSC Pre-zoned Area
-  Preferred Alignment

Preferred Alignment

- Bus Rapid Transit (BRT) identified as the most appropriate technology to support planned growth
- Corridor protection preserves the ability to deliver higher-order transit in the future
- Corridor protection focused between Lanfranco Road and north of Highway 97, where redevelopment pressure and corridor constraints are greatest



Corridor ROW Refinement

Refining the Right-of-Way

- Wider at station areas
- Narrower along mid-block

Refinement considered:

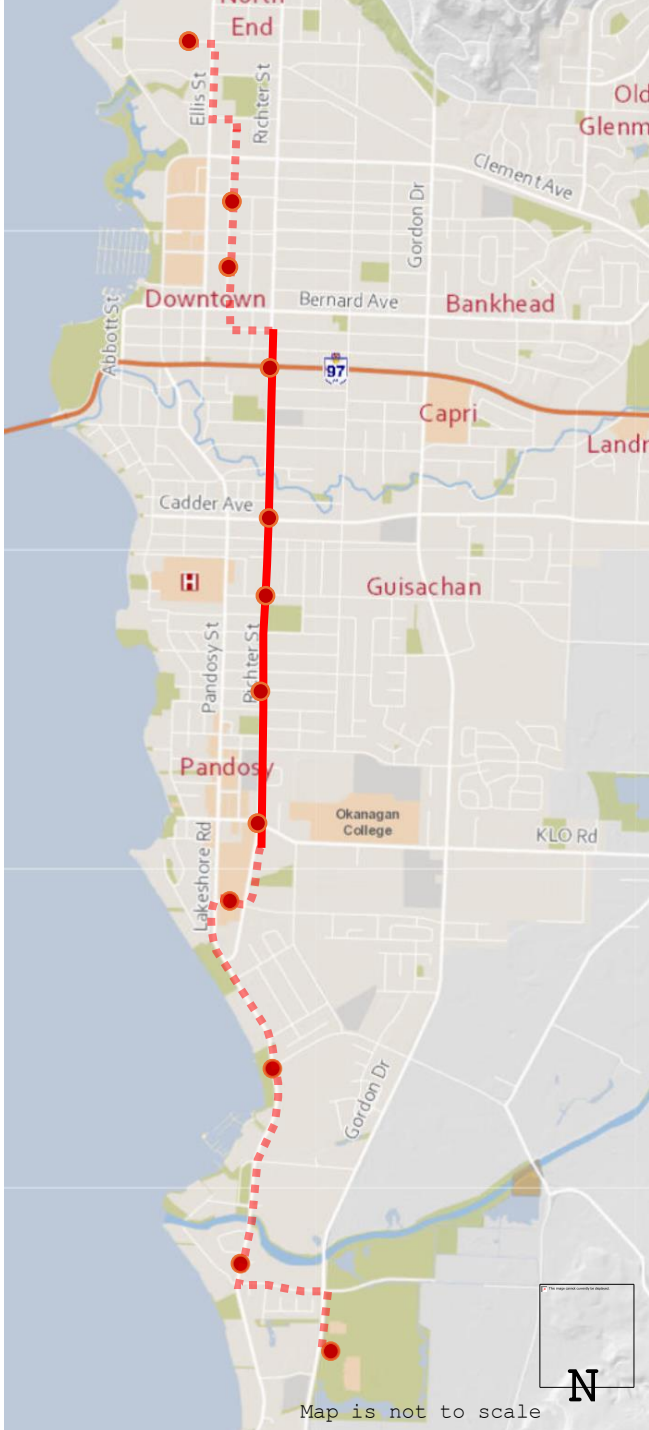
- Cross-section optimization
- Station area analysis that considered centre vs curb running requirements
- Adjacent parcel considerations

Goal : To Balance Transit Needs + Property Impacts

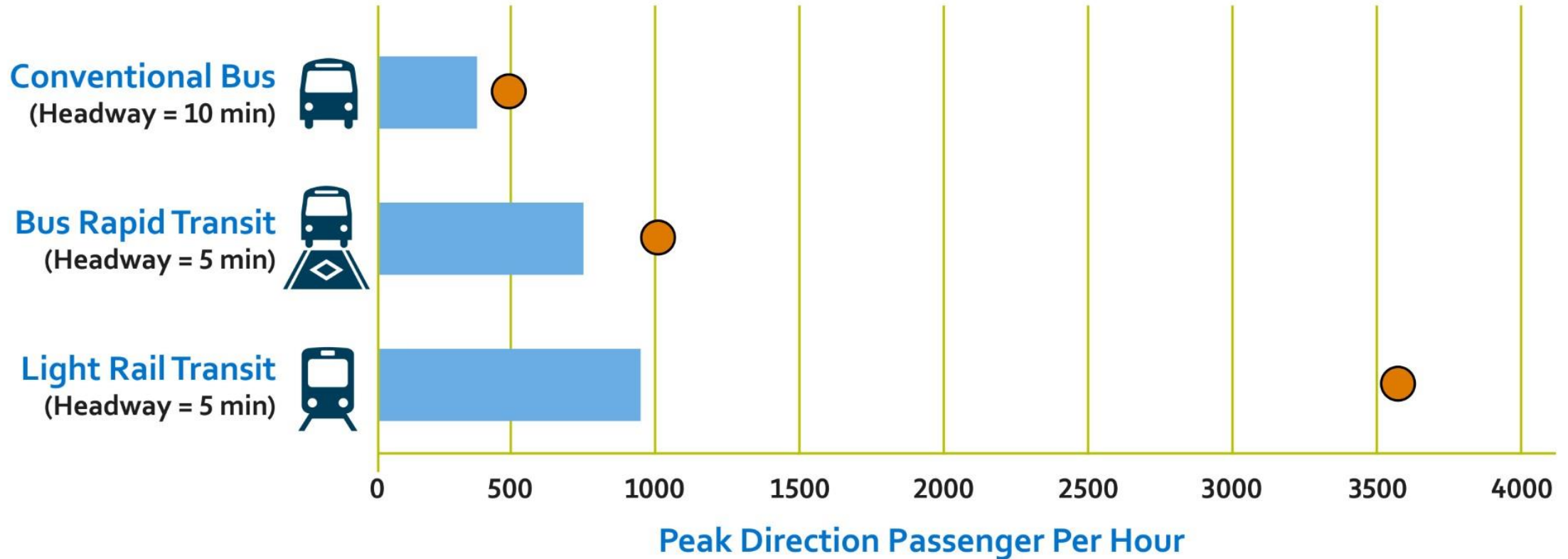
Station Area Locations

Station Area Considerations

- Additional width required at station areas
- Stations located far-side to balance impacts
- Spacing informed by key destinations:
 - Okanagan College
 - Kelowna General Hospital
 - Highway 97



Projected Demand



■ Demand ● Capacity

**Note: Projected demand for bus, BRT, and LRT vary in 2065 due to their level of service (capacity and headway).*

What We Are Building Toward: Phased Approach to Implementation

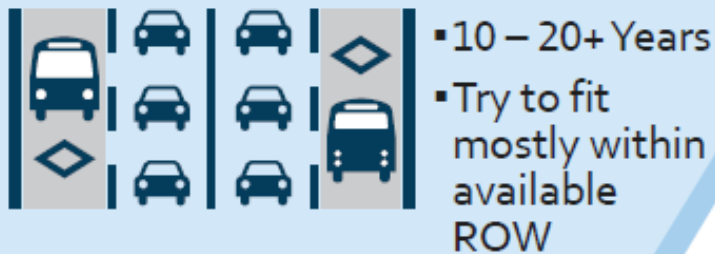
WHAT WE'RE BUILDING

Urbanization



WHAT WE'RE PROTECTING SPACE FOR

Curbside Bus Lanes



Ultimate Vision Dedicated Transit Lanes

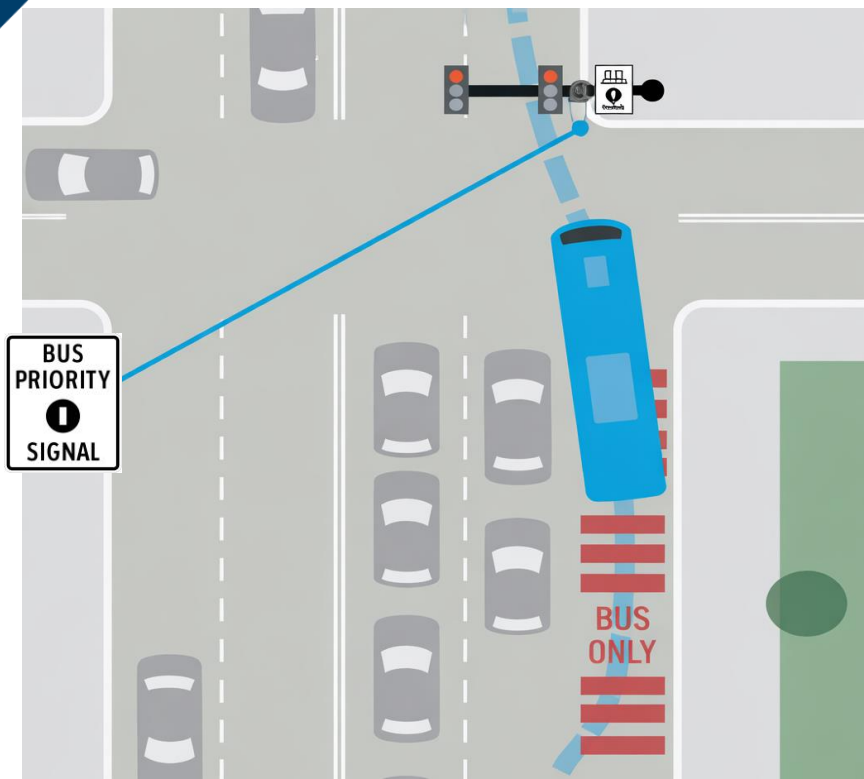


Near-Term Focus: Urbanization

Capital funded upgrades

- Curb, gutter, sidewalks, drainage
- Utility and FORTIS coordination
- Curbs positioned in ultimate location where possible
- Curb-to-curb space designed for flexibility





Mid-Term: Incremental Improvements

As service and corridor conditions evolve

- Station locations designed to function in interim conditions
- Transit priority at key intersections
- Enhanced stops and passenger amenities added as ridership grows
- Short dedicated segments introduced where right-of-way is available



Ultimate Vision

- Dedicated transit lanes supporting Bus Rapid Transit service
- Defined station areas integrated into the corridor and public realm
- Predictable street frontage for future development
- Ultimate space for separated sidewalks and an improved pedestrian experience
- Operational flexibility as service increases, including the ability to support enhanced high-frequency transit



Corridor Protection Tools

- Localized design refinements, where feasible
- Lot assembly through redevelopment
- Road Dedications or Road Reserves through the Subdivision, Development & Servicing Bylaw
- Building setback protection in Zoning Bylaw



Next Steps



Conclusion

- Growth is concentrating in our Urban Centres
- Transit must scale with that growth
- Corridor protection provides clarity and predictability
- Phased delivery avoids costly reconstruction later
- Ensure transit future vision is achievable





Questions?

