

CAPRI-LANDMARK COMMUNITY PROFILE



Project Support Provided By



INTRODUCTION

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The Purpose of a Profile – getting to know Capri- Landmark

Establishing a common understanding of the state of the Capri-Landmark urban centre today will be vital in building a clear picture of its future.

In 2016, Council endorsed the Urban Centres Roadmap, laying the foundations for a renewed focus on neighbourhood planning, starting with our five official urban centres: City Centre, South Pandosy, Capri-Landmark, Rutland, and Midtown. Of these five, Council identified the Capri-Landmark urban centre (see context map on p. 5) as the top priority for new planning work. The rationale for this decision was three-fold:

Development Pressure – there is considerable pressure for new development in the area.

Opportunity for Change – the area is early enough in its development that there remain major opportunities for making positive change that will have lasting impacts.

Level of Direction – no detailed planning work has yet been done for the area.

On March 27, 2017, Council initiated the planning effort for the Capri-Landmark urban centre. The work will begin officially in early April, with the conclusion of the work expected in the first quarter of 2018.

Before planning work begins in earnest in the Capri-Landmark area, it is important to establish clear baseline understanding of the area as it is today. Simply put, we need to know where we stand today before we can see a clear path forward. An important part of this process is data gathering.

Information in this document will be combined with the valuable information we receive from consultation with area residents to form a clear picture of the state of the urban centre and the key issues and opportunities that need to be addressed as the planning process progresses.

“**Council identified the Capri-Landmark urban centre as the top priority for new planning work.**”

Context – Capri-Landmark Urban Centre



This image shows the Capri-Landmark urban centre looking north along Burtch Road. The Landmark area is located east of Burtch, while the Capri area is located in the west.

Current Policy Direction

As planning direction evolves in the Capri-Landmark plan development process, it will be informed by a variety of existing guidelines, policies and bylaws.

Council Priorities (2014)

In Council's *Open for Opportunity – Council Priorities 2014-2018*, the importance of building strong planning foundation is clear, noting that doing so "...will require a focus on long-term planning that is innovative, while based on best-practices." Building on the need for effective long-range planning, Council identified "Vibrant Urban Centres" as one of its key focus areas for the 2014-2018 term.

The Official Community Plan (2011)

The City's Official Community Plan (OCP) provides ample policy direction to help inform the development of the Capri-Landmark Urban Centre Plan. Key objectives of the OCP include, but are not limited to:

- ▶ Containing urban growth
- ▶ Addressing housing needs of all residents
- ▶ Building a balanced transportation network
- ▶ Protecting and enhancing natural areas
- ▶ Providing spectacular parks
- ▶ Fostering sustainable prosperity
- ▶ Encouraging cultural vibrancy

Beyond these initial directions, the OCP is the document responsible for designating the city's five urban centres, and for putting in place the policy framework directing 44% of future residential growth to these centres.



2030 Infrastructure Plan

The long-term Infrastructure Plan outlines the City's infrastructure needs from now to 2030 in accordance with the growth laid out in the OCP. The 2030 Infrastructure Plan will be used to develop the 10-year Capital Plan that will be updated annually to remain accurate and, reflect emerging issues and the community's changing priorities.

The Urban Centres Roadmap (2016)

The Capri-Landmark Urban Centre Plan will be the first plan prepared under the guidance of the Urban Centres Roadmap (UCR). The UCR represents a new, more flexible approach to neighbourhood planning that is founded on performance targets. The UCR contains eight key 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 flexible 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 pedestrians.

Each principle is supported by a series of performance targets to help staff and the public understand to what extent a principle is being met. Relying on performance targets recognizes that there may be multiple ways of achieving those targets. This method provides a clear goal and the flexibility needed to find creative solutions.

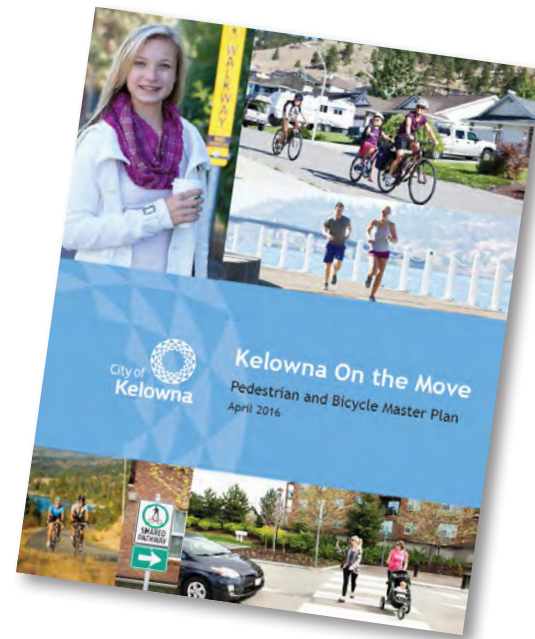
The Pedestrian and Cycling Master Plan (2016)

The Pedestrian and Bicycle Master Plan (shown right) is a long-term plan that identifies infrastructure, planning and policy requirements to promote and facilitate walking and cycling throughout the community. Building on the guiding vision “to make walking and cycling safer, convenient, and practical modes of travel,” the Plan is based on six key objectives to structure priorities for walking and cycling: network design; planning, monitoring and maintenance; end-of-trip and transit integration; education and promotion; policies and enforcement; and funding.

Transit Future Plan (2012)

The Transit Future Plan envisions the Central Okanagan’s transit network 25 years from now and describes what services, infrastructure and investments

are needed to get there. In order to achieve the seven per cent mode share target, the plan creates a stronger link between transit plans and local land use and transportation plans.



The Community for All Action Plan (2016)

Part of the broader Healthy City Strategy initiative, the goal of the Community for All Action Plan is to reduce chronic diseases and social isolation through increasing health, physical activity, social connections, accessibility and equity. To achieve this goal, the recommendations focus on the following: inclusive community; healthy neighbourhood design and healthy natural environments; healthy housing; healthy transportation networks; and healthy food systems.

The Community Climate Action Plan (2012)

The City of Kelowna has been diligently working on creating a more sustainable Kelowna through building multi-modal pathways, investing in transit



and investigating alternative energy sources. The Community Climate Action Plan outlines reduction initiatives the City, senior government and utilities can implement to achieve a 33 per cent reduction in community greenhouse gases by 2020.

Parkland Acquisition Guidelines (2011)

The Parkland Acquisition Guidelines describe and illustrate best management practices in the selection of new parkland in Kelowna. The Guidelines will improve the City’s projects, contribute to efficient development approval processes and subdivision design specific to parkland dedication and will ensure higher quality parks for future generations.

How to Use This Profile

The Capri-Landmark Community Profile provides key background and context about the urban centre to inform the planning work to follow. As such, the profile is organized into five key sections:

Current Character – general orientation to the area, including location, landmarks, zoning, population and other baseline data.

Housing and Demographics – detailed information regarding the demographic characteristics of area residents (age, gender, households, income, mobility, etc...) as well as information about the housing stock in the area.

Transportation and Mobility – data about the area’s transportation network, including active transportation and transit.

Parks and Civic Space – a portrait of the parks, public spaces, and sensitive environmental features in the study area.

Infrastructure – the current system of infrastructure in place to support the development that exists today, including any key issues.

Flip between any chapter that most captures your interest to access a wealth of information about the Capri-Landmark area. The cover page of each chapter includes a snapshot of how the area is performing against the most relevant Urban Centres Roadmap (UCR) targets. Red ● indicates poor performance and green ● indicates strong performance. The Summary section of this profile provides a more detailed analysis of the targets and the area’s performance today.

60 Years of Capri-Landmark

Over the past 60 years, the Capri-Landmark area has changed a great deal.

Before any agricultural development in the area, the lands forming the Capri-Landmark urban centre were part of the Mission Creek floodplain, and would have flooded on a regular basis in spring freshet.

Early non-native settlement in the area led to the development of orchards and other agriculture in the area. Agriculture continued to be the dominant land use in the area for decades. The area was segmented by several streams, all linked to Mill Creek, the largest watercourse running through the study area.

The first major development to take place here was the establishment of the Capri Centre Mall in 1960. The name “Capri” was chosen, as it represented an amalgamation of 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, this was the edge of town.

Over the following 20 years, the area around the Capri Mall filled out with residential development and the Parkinson Rec Centre was built. At this time, the area was known as “Five Bridges” for the five bridges crossing the various creeks and streams.

In 1970’s, the Landmark area was developed with service-commercial and industrial businesses. In the mid 1990’s, the first of 6 major technology buildings, known as the Landmark Towers, was constructed as the first step towards transforming the area into a major employment centre.

Most recently, more residential development is taking place, as people look to live closer to where they work.

Image Index

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



CURRENT CHARACTER

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UCR Targets - Mix It Up

- RESIDENTIAL DENSITY
- BALANCE RESIDENTS AND JOBS
- LAND USE VARIETY

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General Context - the urban centre at a glance

The Capri-Landmark Urban Centre is one of five urban centres set to receive large amounts of new growth in Kelowna over the next twenty years. Capri-Landmark is located in the centre of Kelowna 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 2,400 residents and 5,200 jobs. The urban centre includes two distinct focal points: Capri Centre Mall in the west, and Landmark Centre in the east. The lands in between the two focal points contain the overwhelming majority of residential development in the form of apartment buildings and lower density developments, such as detached homes.

Capri Centre Mall

Built in 1960, the Capri Centre Mall (photo right) is the focal point for the western portion of the Capri-Landmark urban centre. It is 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 hotel tower, and on the south side by a large format grocer. However, the future of the mall is looking very different. A major re-development of the site was approved in January 2016. If the development proves successful, the site will eventually contain several residential towers, commercial space and community park space.

Landmark Centre

Begun in the 1970's, Landmark Centre started as an industrial and service commercial development, built

under the provisions of a Land Use Contract. Starting in the early 1990's, a series of major new office buildings was constructed, called "Landmark Centre", still under the development rights of the original Land Use Contract. Today, there are six Landmark buildings, with the most recent being an 18 storey tower. As Landmark has grown to become one of city's largest employment



“ The entire urban centre... contains 2,400 residents and 5,200 jobs.”

hubs, demand has intensified for other forms of urban development, including apartment housing. The area remains a mix of recent development interfacing with much older, single-storey industrial and service commercial development.



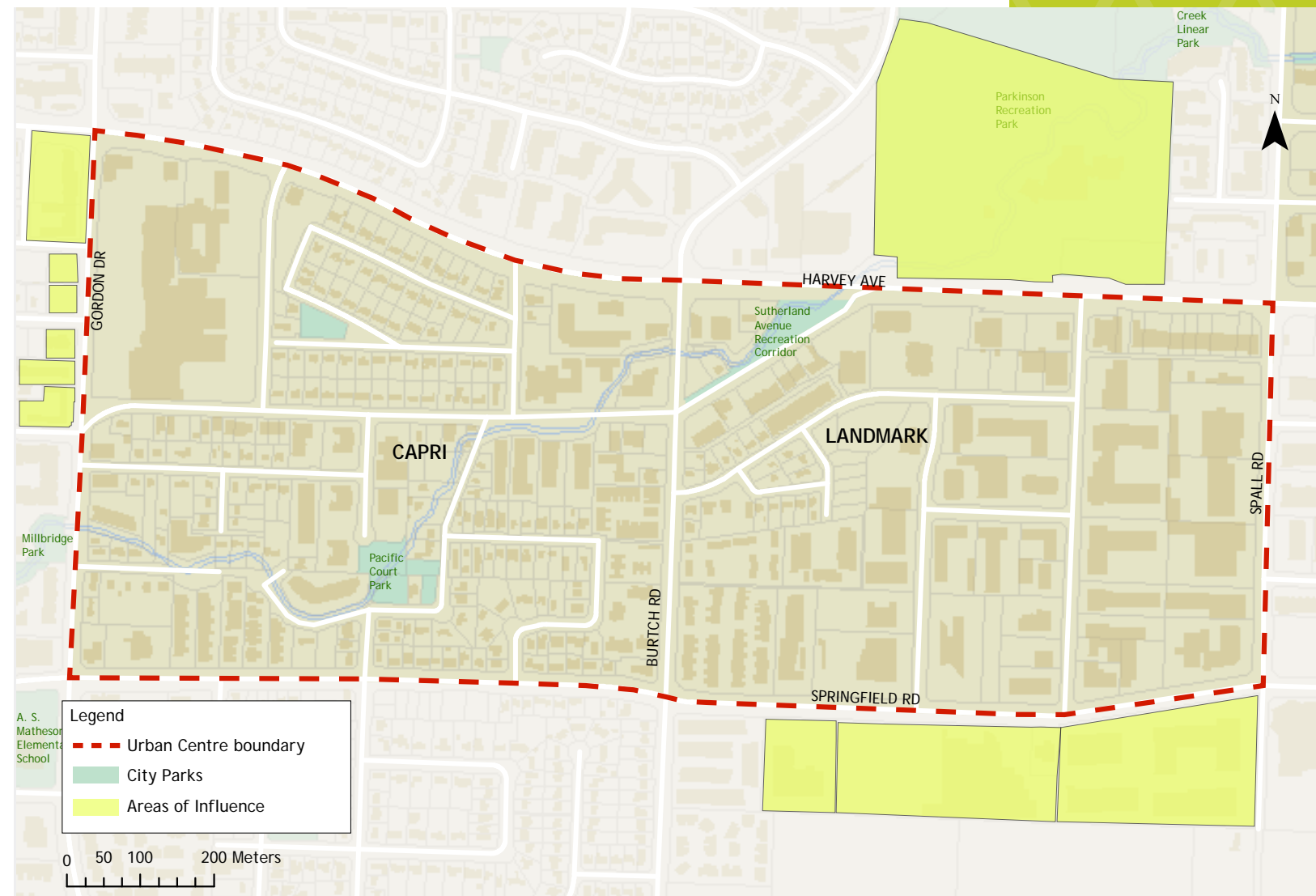
Residential Area

In between Landmark Centre and the Capri Center Mall, the lands have largely developed into multi-unit residential. The lands fronting Sutherland Avenue and Pacific Court are dominated by 3-5 storey apartment buildings (see photo top right), with a mix of surface and covered parking. Beyond the apartment blocks, the residential area is characterized by curvilinear streets and cul-de-sacs that play host to predominantly single detached dwellings.



Sutherland Intersection

There is a small concentration of commercial development at the intersection of Sutherland Avenue and Burtch Road (photo below). Much of the development is single-storey, having a wide range of land uses from delicatessens to bike shops.



Areas of Influence

The boundaries of the Capri-Landmark urban centre are delineated clearly in the Official Community Plan. However, what occurs just outside of the boundaries of the urban centre can have important effects within it. Several key areas of influence have been identified for further study during the plan development process.



Parkinson Activity Centre.

Heritage, Service and Amenities

Heritage

A brief history of the Capri-Landmark urban centre is included on page 8 (“60 Years of Capri-Landmark”). Within the area, there are no officially designated heritage sites or buildings, and none on the Heritage Register. There also aren’t any Heritage Revitalization Agreements in place within the area.

Services and Amenities

Within the boundaries of the existing urban centre, there are few supporting services and amenities. There are two public parks that support the existing residential development, including Pacific Park and its busy community garden, and Mary Ann Collinson Memorial Park. Importantly, Parkinson Recreation Centre is located immediately north of the Landmark Centre. Parkinson Recreation Centre is a major city-wide facility with a full range of recreation services.

Two places of worship are located within the urban centre, and an additional two are located on the periphery. No public schools are sited within the Capri-Landmark Area, but there is a private technology college near Landmark Centre. A.S. Matheson Elementary school is located southwest of the urban centre and is the nearest public school.

The number of restaurants, cafes, fitness establishments and other services has been increasing in recent years, largely in the area surrounding Landmark Centre.



Lindahl Community Garden.

“The number of restaurants, cafes...has been increasing in recent years.”

Land Use

Land uses and corresponding zoning differ considerably across the Capri-Landmark urban centre.

Zoning

In the area surrounding Landmark Centre, zoning is largely for service commercial uses. The office uses, service and retail uses that make up the Landmark Centre buildings are covered by a Land Use Contract.

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Future Land Use

Under the Official Community Plan (OCP), the Capri-Landmark urban centre is expected to accommodate considerable growth. To achieve this growth, the OCP places a Future Land Use (FLU) to suggest where particular uses and densities of development would be most appropriate.

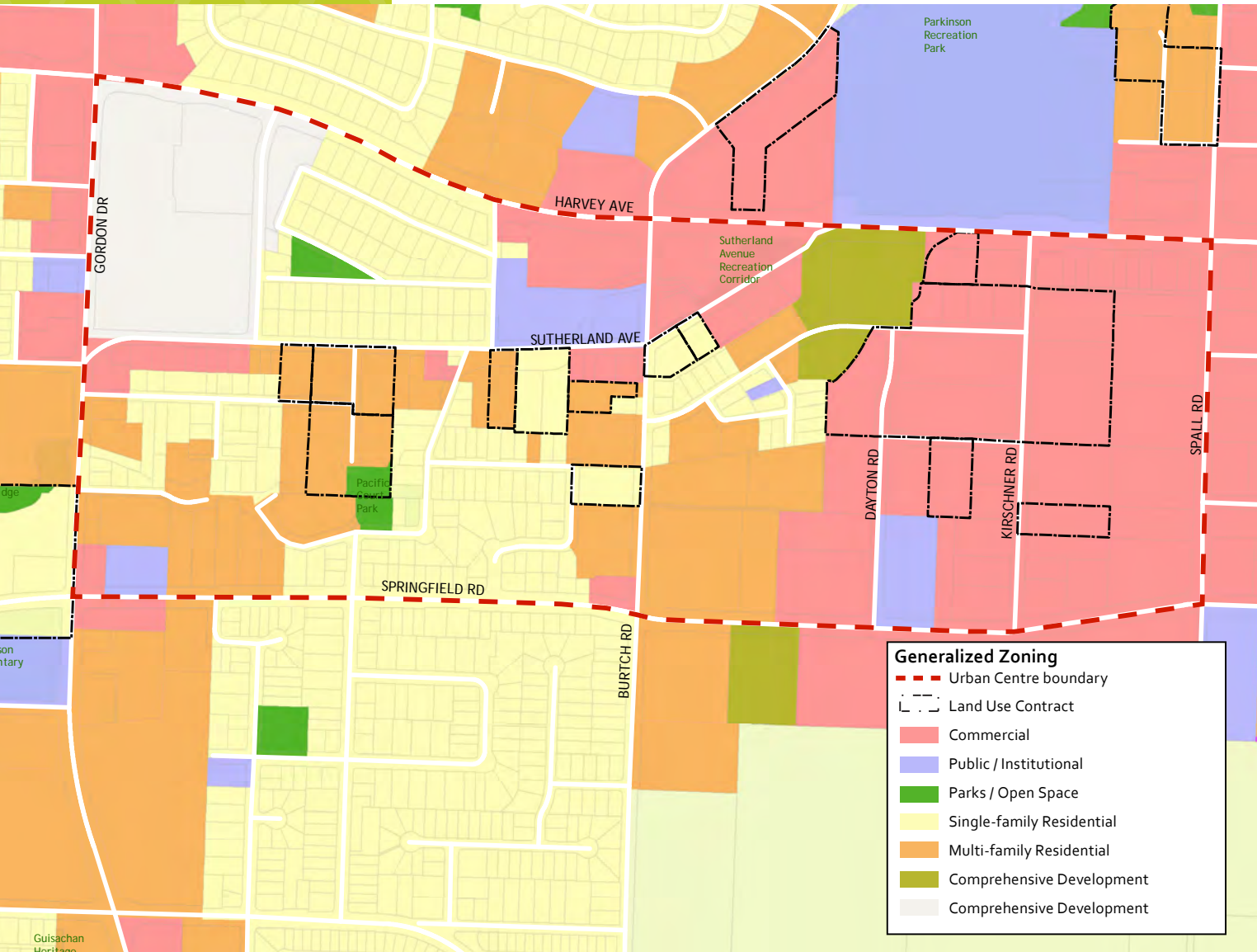
What Is a Land Use Contract?

Land Use Contracts were a form of agreement between a developer and the City that granted certain development rights in exchange for the development of certain services. Land Use Contracts were only permitted during a brief period of time in the 1970’s, but their legacy remains. Due to recent provincial legislation, all Land Use Contracts will be eliminated by 2024.

Within the two focal points of the urban centre, the OCP identifies that MXR – Mixed Use (Residential / Commercial) would be the most appropriate use. This would allow a range of residential, office, and retail and other supportive uses to occur and would contemplate a higher order of density.

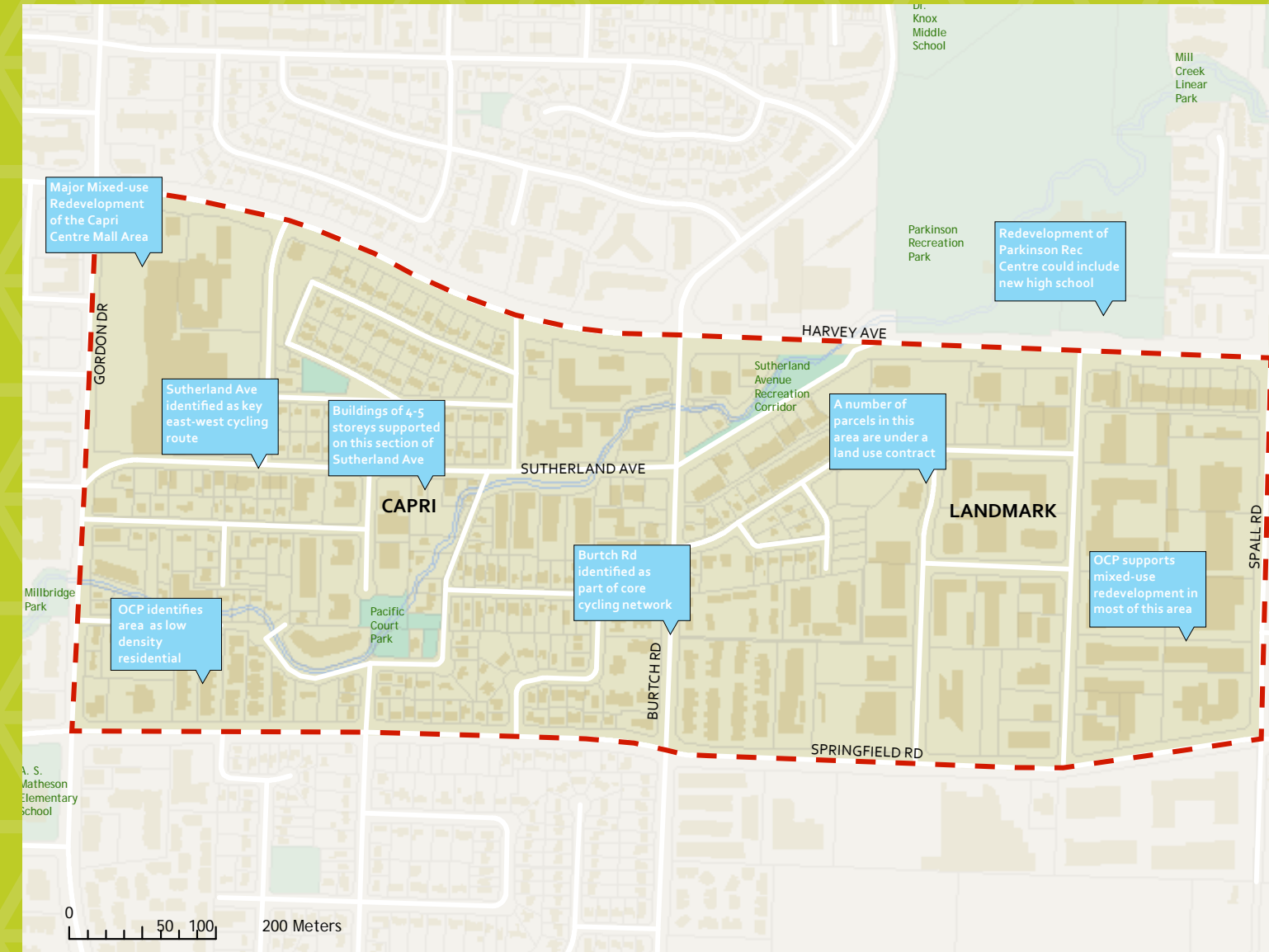
In between the two focal points, the OCP suggests that the majority of the lands should become MRM – Medium Density Multiple Unit Residential. This typically comes in the form of mid-rise apartment buildings.

Current Zoning Map – Capri-Landmark



The above map shows the generalized zoning categories that apply within the Capri-Landmark urban centre. The Landmark area is dominated by Service Commercial zoning, and the Capri area has its own custom zone to facilitate its redevelopment.

Future Land Use Map – Capri-Landmark



This map identifies the high level policy directions from the Official Community Plan that apply to the Capri-Landmark area.

DEMOGRAPHICS, JOBS AND HOUSING

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UCR Targets - Mix It Up

- HOUSING MIX
- AFFORDABLE HOUSING TRANSIT ACCESS

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Population and Demographics

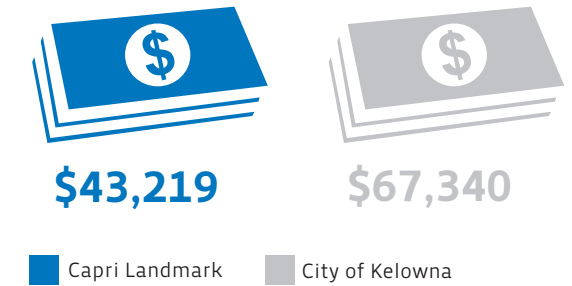
Learning about the residents of the Capri-Landmark area is an important first step in the planning process.

The estimated total population of the Capri-Landmark urban centre is 2,400, which represents 1.9% of the city's total population. More recently, the population has increased here at a slower rate when compared to the rest of Kelowna. Population density in the area is 23 people per hectare, which is considerably higher than the city-wide average. Within Capri-Landmark, the bulk of the residential population is situated between the Capri Centre Mall and the Landmark Centre.

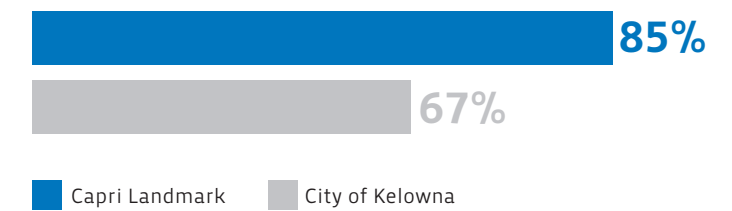
Household composition for Capri-Landmark varies somewhat from the rest of Kelowna. Residents of the urban centre are more likely to be single-person households and are more likely to be over 65. The traditionally working-age population (25-65) is lower in Capri-Landmark than in the rest of Kelowna, while the unemployment rate is lower. This reflects that Capri-Landmark is home to more retired residents who are not labour force participants. Nearly 30% of residents in Capri-Landmark are 65 and over, which is 10% higher than the city-wide average.



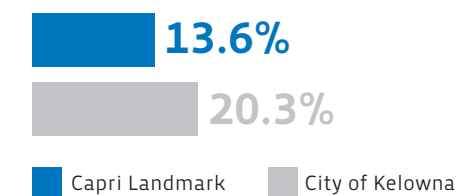
Median Household Income



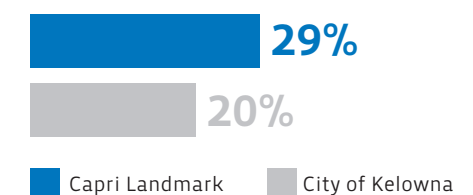
Proportion of 1-2 Person Households



Percent with University Degree



Proportion of Residents Over 65



Housing Stock

The housing stock in Capri-Landmark is considerably older than the rest of Kelowna. The majority of private dwellings (57%) were built prior to 1980, compared to 36% city-wide. Also noteworthy is that the share of the housing stock made up of apartment housing is far greater than the city-wide average. Across Kelowna, almost 50% of all dwellings are single detached, compared to only 8% in the Capri-Landmark area. Thirty one legal secondary suites are also located within the urban centre.

Jobs and the Local Economy

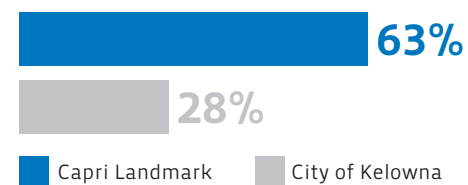
Approximately 5,200 jobs (450 businesses) are located within the boundaries of the Capri-Landmark urban centre, making the area a vital hub of employment in Kelowna, and in the Central Okanagan region. Of this total 3,703 are employed within the Landmark Centre area and 1,521 are employed within the Capri Centre Mall. Of note, the Landmark Centre development is composed mostly of office tenants, with many having a technology-related focus.

A wide range of businesses call the Capri-Landmark area home, ranging from service commercial establishments such as auto body repair shops to major grocers and family-run delicatessens.

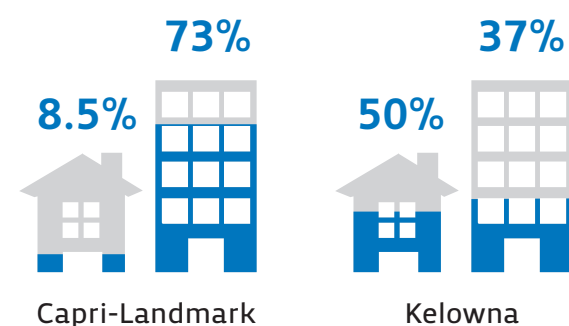
Residents of the Capri-Landmark area have similar occupations in similar proportion to the city overall. The largest share of area residents is employed in “sales and service”, with “trades, transport and equipment operators and related occupations”, and “business, finance and administration occupations” following.

Business Map

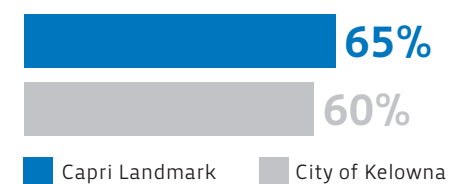
Proportion of Renters



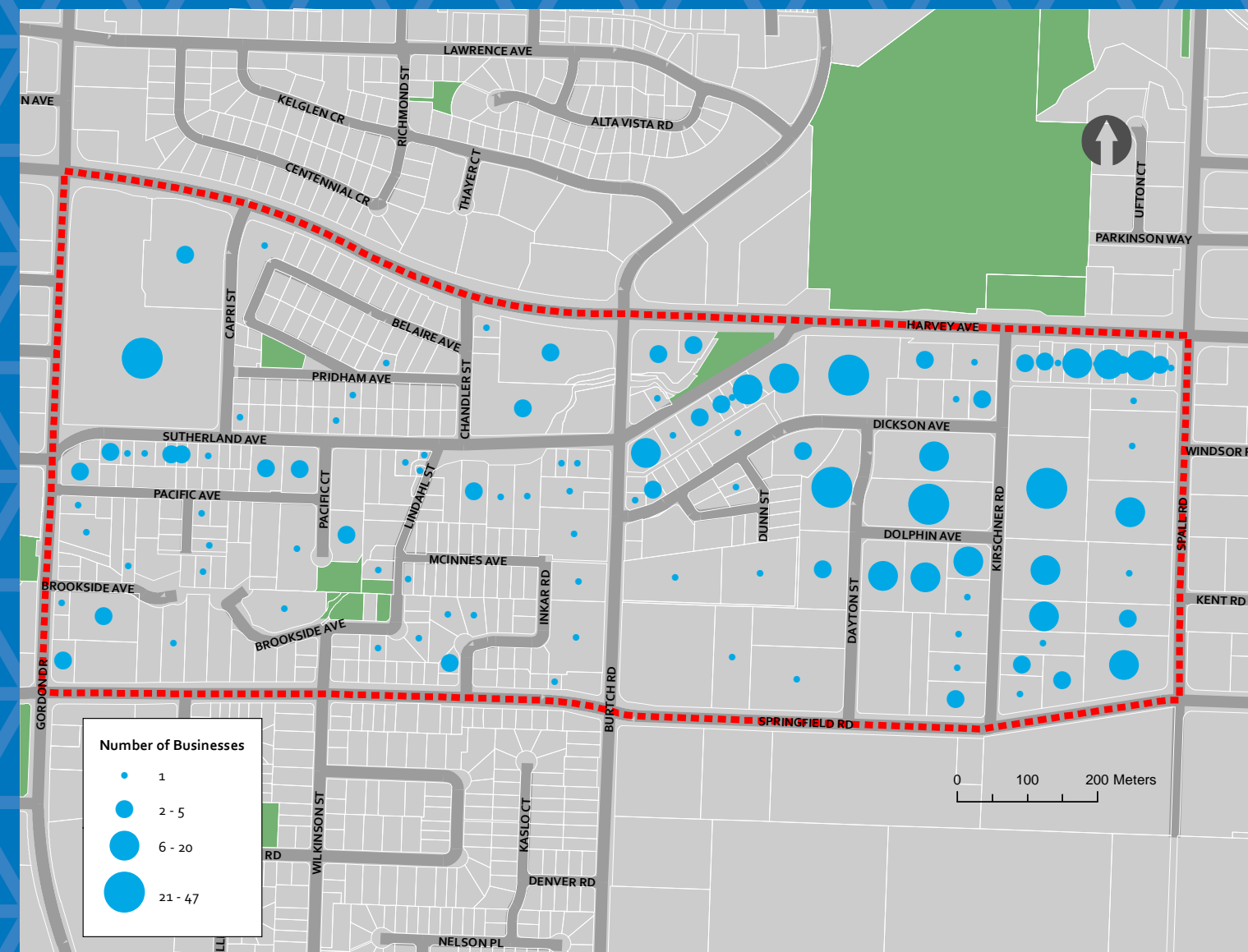
Housing by Type



Labour Force Participation



Sources: Environics Analytics based on data from Statistics Canada.



This map shows the location and number of businesses within the Capri-Landmark Urban Centre. There are approximately 450 businesses in the area, the largest share of which are located within the area surrounding the Landmark Centre, with the Capri Centre Mall being another employment hub.

TRANSPORTATION AND MOBILITY

04

UCR Targets - Mix It Up

- ACCESS TO FREQUENT TRANSIT
- ACCESS TO ACTIVE TRANSPORTATION
- WALKABLE BLOCKS
- URBAN BRAILLE INTERSECTIONS
- FINE-GRAIN ROAD NETWORK

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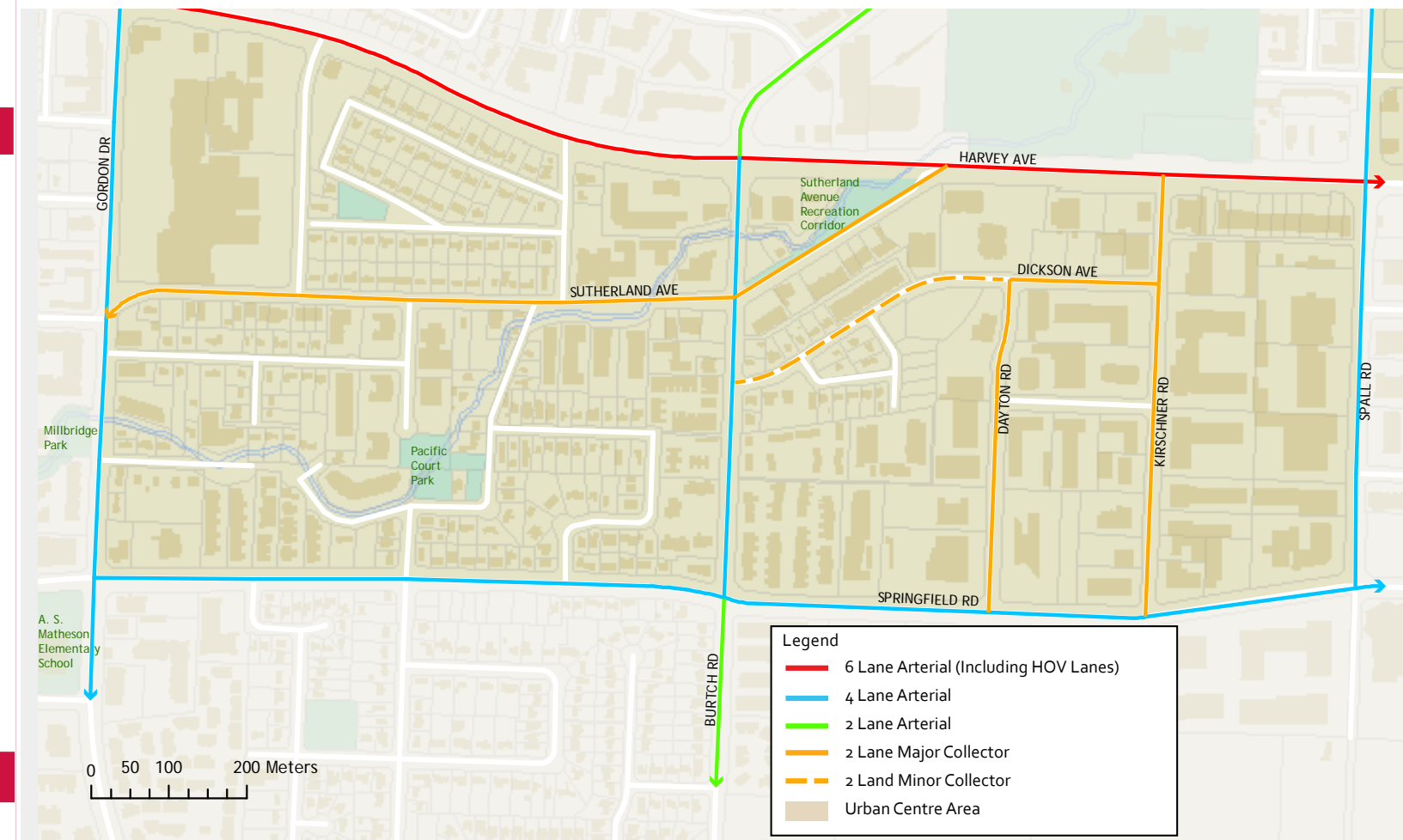
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Moving Around Capri-Landmark

In order to function well, great urban centres need effective ways to move people. 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. Moving the goods needed for successful business

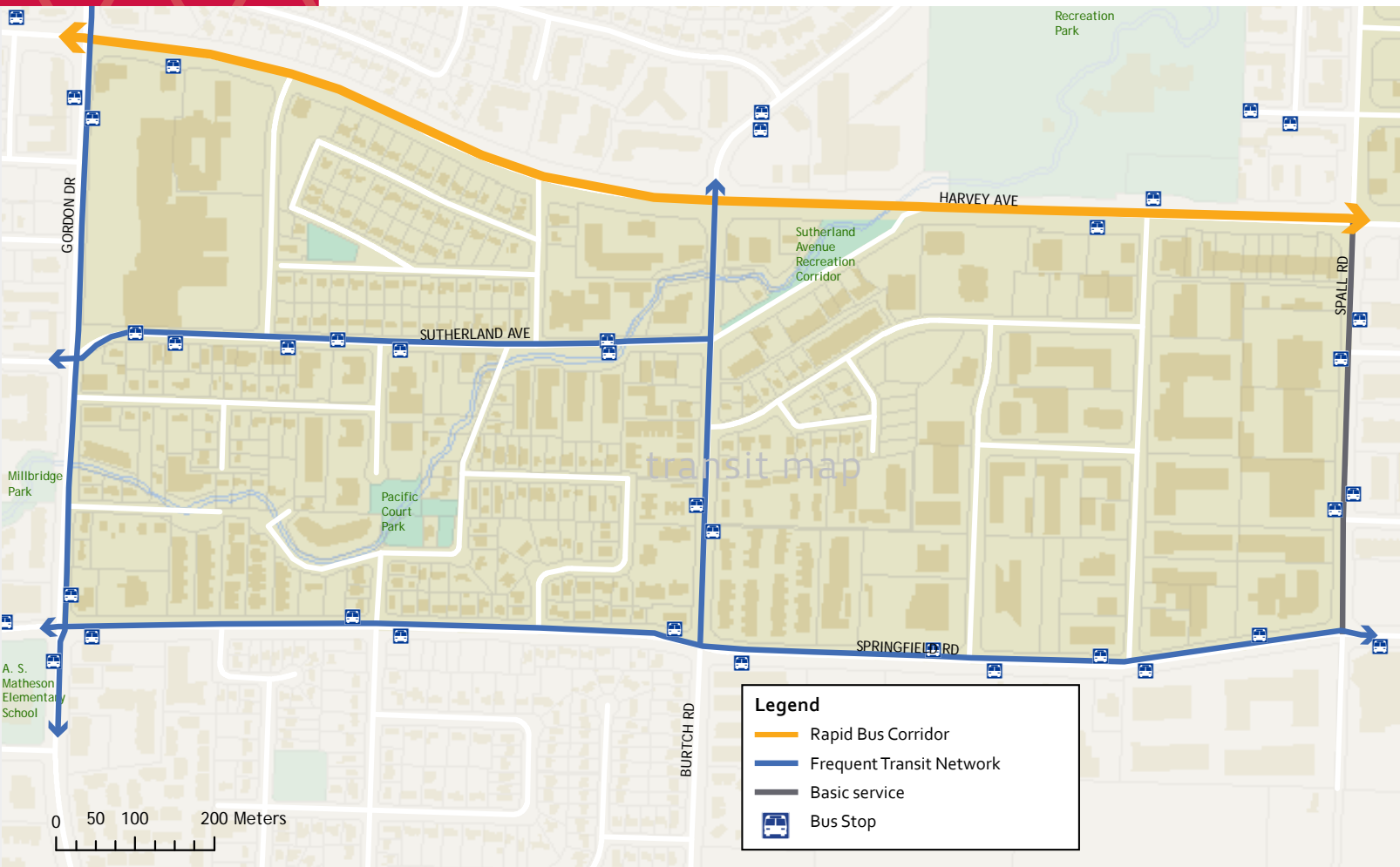
is also vital. An important part of the transportation picture is all about options. Great urban centres have lots of ways for people to get around safely and easily, from transit, to cycling, to walking and driving.



Road Network

When compared to a successful urban centre, the road network is underdeveloped in the Capri-Landmark area. The urban centre is bounded on all sides by major

arterial roads and is bisected east-west by Sutherland Avenue, and north-south by Burtch Road. The street network overall is not well-connected, with a reliance on cul-de-sacs and private strata driveways.



(above) A map of the Rapid Bus and Frequent Transit networks serving the Capri-Landmark area.

(left) A typical bus stop in the urban centre.

Transit Access

The City's RapdBus system has two direct connections to Capri-Landmark: one at the Capri Centre Mall and the other at Landmark Centre. The Frequent Transit Network also provides service to the periphery of the urban centre along Springfield Road and Gordon Drive.



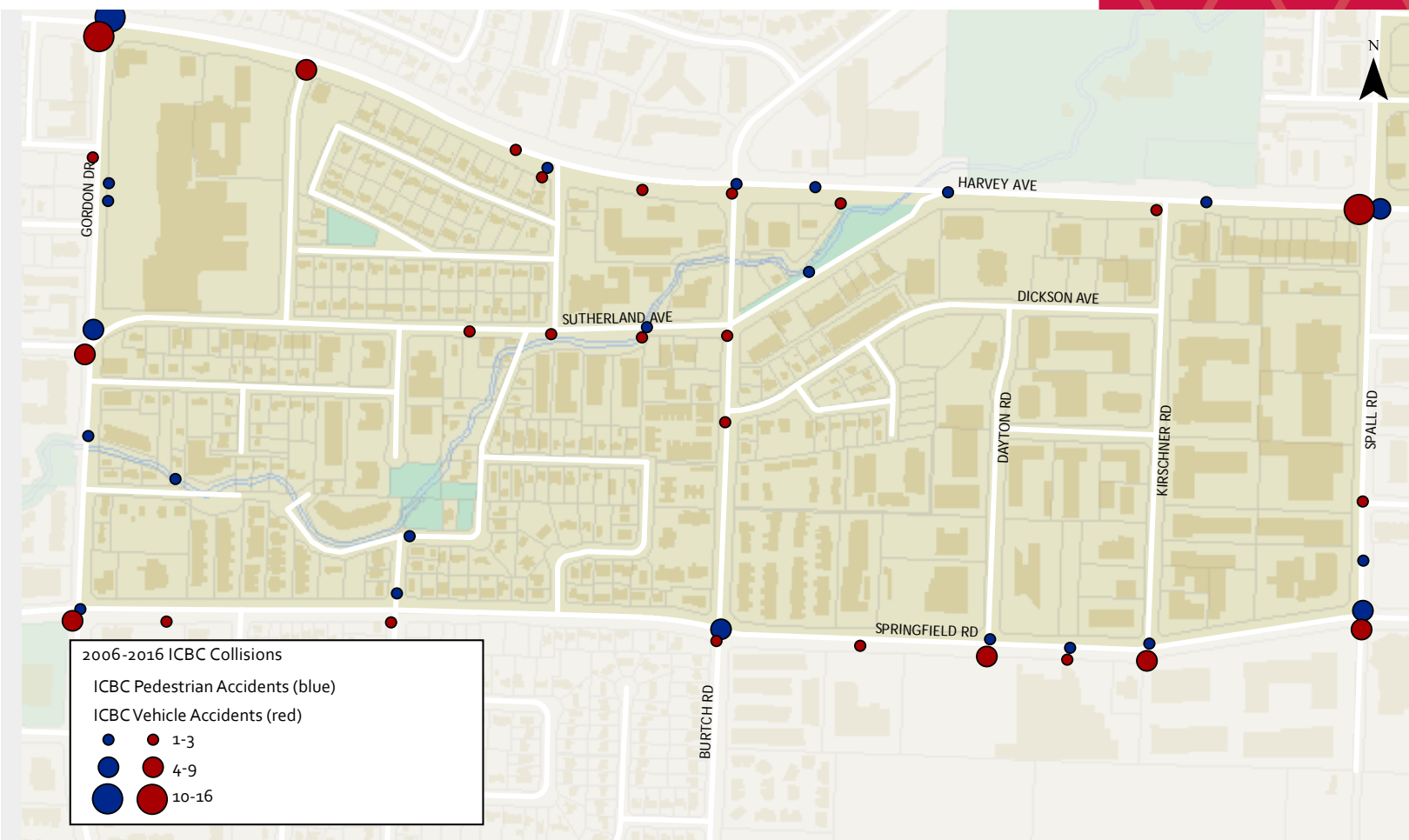
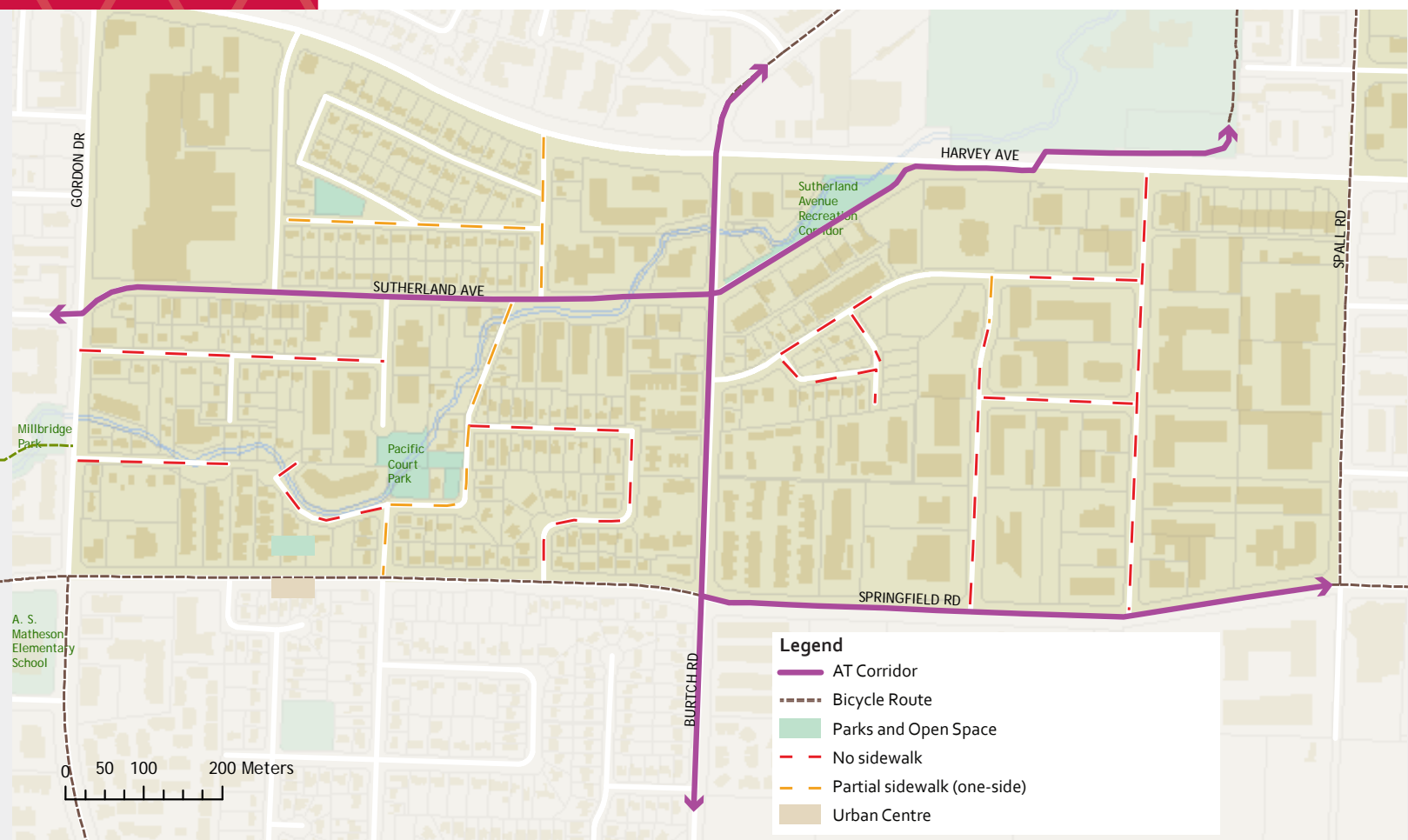
(above) The Active Transportation Corridor running along the north side of Sutherland Avenue.

(right) Existing pedestrian and cycling infrastructure at Burtch and Sutherland.

Active Transportation

The active transportation network within the Capri-Landmark area is focused along Sutherland Avenue, which connects the urban centre to the Rails-with-Trails cycling network via a pedestrian bridge across Highway 97. Additional active transportation corridor (ATC) work is planned in the coming years, which will eventually see the completion of corridors along Sutherland Avenue and Burtch Road.





(above) Map illustrates the existing deficiencies in the sidewalk network as well as the existing and planned Active Transportation Corridors.

(left) A pedestrian priority signal installed along Sutherland Avenue.

Pedestrian Support

Sidewalks and landscaped boulevards are relatively uncommon in the Capri-Landmark area. Very few roads have sidewalks on both sides, and none have sidewalks and landscaped boulevards. There are significant gaps where there are no sidewalks at all. This is particularly evident in the Landmark Centre area, where pedestrian circulation is limited by a lack of infrastructure. Despite this, more area residents walk and take transit (20%) than is typical of the rest of the city (15%).

(above) Map above displays the recorded incidents with pedestrians and cyclists within the study area between 2006-2015 (source: ICBC).

(right) A pedestrian and cycling bridge crossing Highway 97 provides a safe route between major destinations.

Safety

Over the past ten years, there have been 156 incidents involving pedestrians and cyclists in the Capri-Landmark area. There is no clear epicentre for these incidents. However, the frequency of accidents appears to increase with the traffic volume at intersections.



NATURAL AREAS, PARKS AND CIVIC SPACE

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UCR Targets - Mix It Up

- ACCESS TO PUBLIC SPACES
- CENTRAL SQUARE/PLAZA
- VARIETY OF PUBLIC SPACES
- ACCESS TO COMMUNITY GARDENS
- TREE CANOPY

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Green Spaces in Capri-Landmark

Protecting and restoring Kelowna's natural areas is a vital task that only grows more challenging as development pressure mounts. However, the benefits of protecting and restoring these vital ecosystems will extend for generations.

In addition to natural areas, parks and other civic spaces provide vital areas for community health, gathering and social interaction. These spaces become the beating hearts of great urban centres.



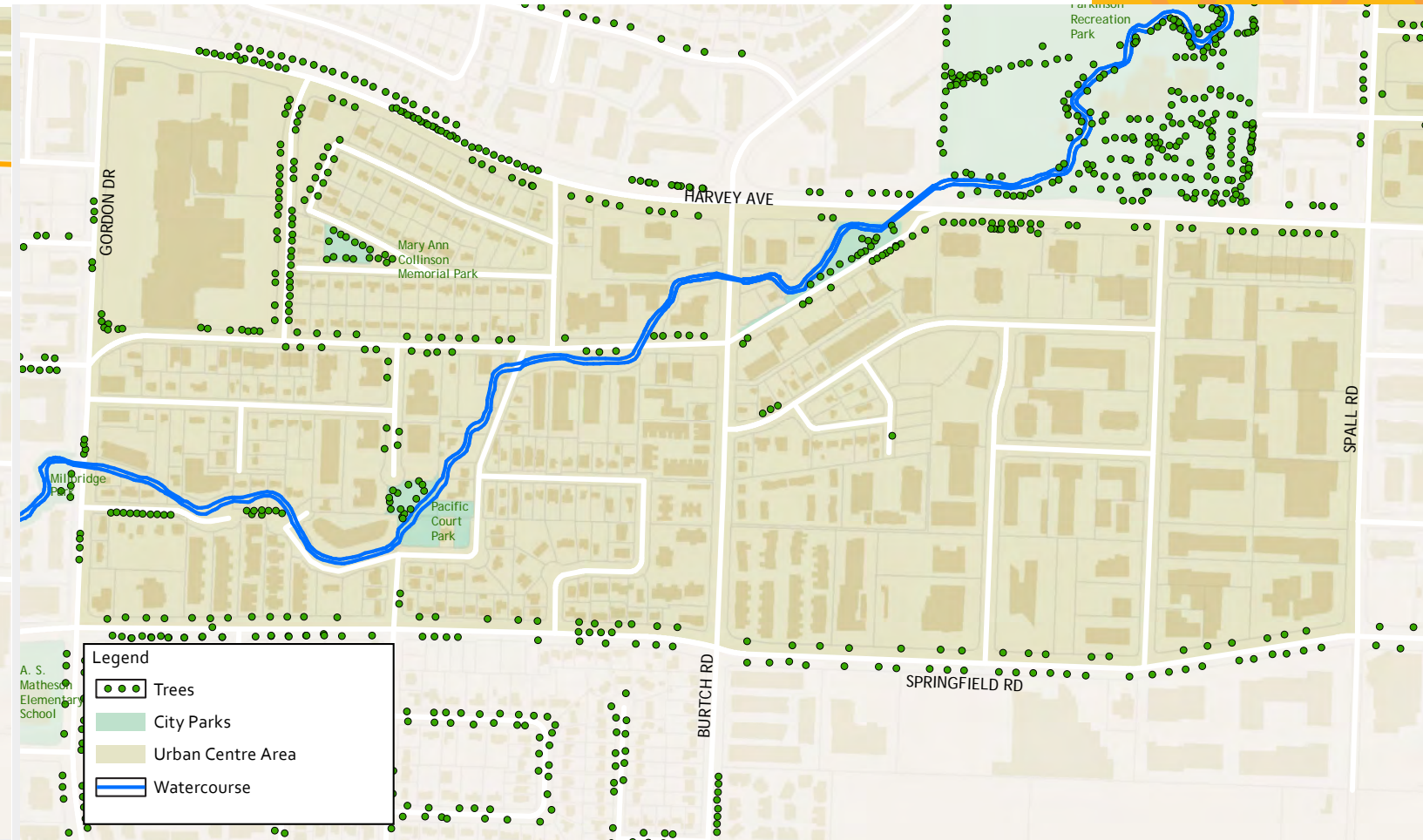
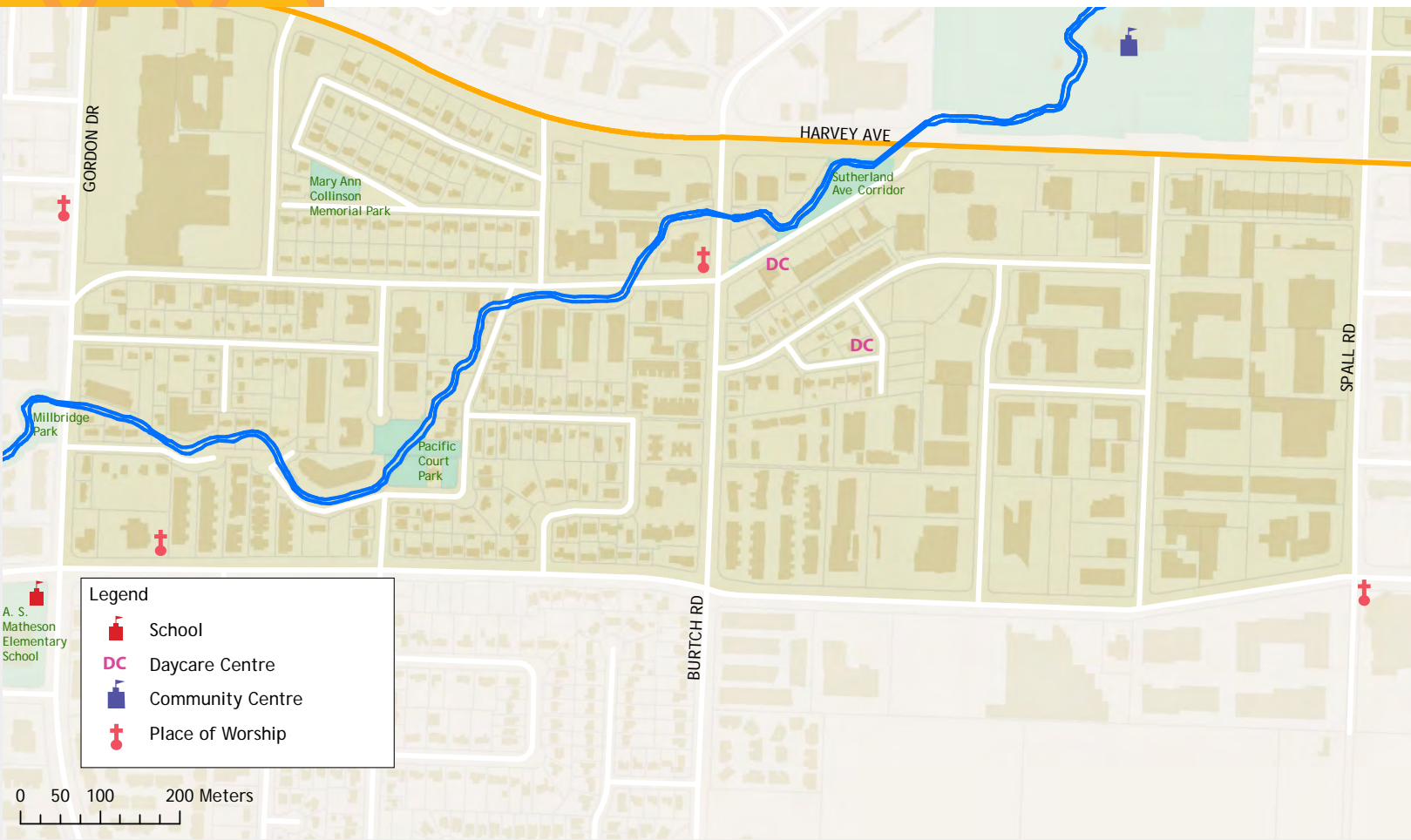
An image of Mill Creek near Sutherland Avenue.

Sensitive Environmental Areas

Through the Capri-Landmark area, creeks and other watercourses represent the largest opportunity for protection and restoration. Mill Creek (image above), one of the main tributaries to Okanagan Lake, runs through the area. Other smaller watercourses connect to Mill Creek. Some of these, such as Richie Brook, are

spring fed, but were channelized or piped underground for use as irrigation for surrounding agricultural lands.

The city's stormwater system connects to some of these tributaries and to Mill Creek, meaning that surface water from our roadways gets piped directly into Mill Creek during major storm events.



(above) A map showing the parks and other social spaces found within the Capri-Landmark urban centre.

(left) Mary-Ann Collinson Memorial Park.

Social Spaces

Within Capri-Landmark, there are a few key social spaces. Two parks are found within the urban centre: Pacific Park, which is host to a successful community garden; and Mary Ann Collinson Memorial park. Both contain play structures and open green space. No community centres, plazas or public squares are located within the Capri-Landmark area. For those close to the Landmark Centre, access is convenient to the city-wide Parkinson Recreation Centre, located just across Highway 97.

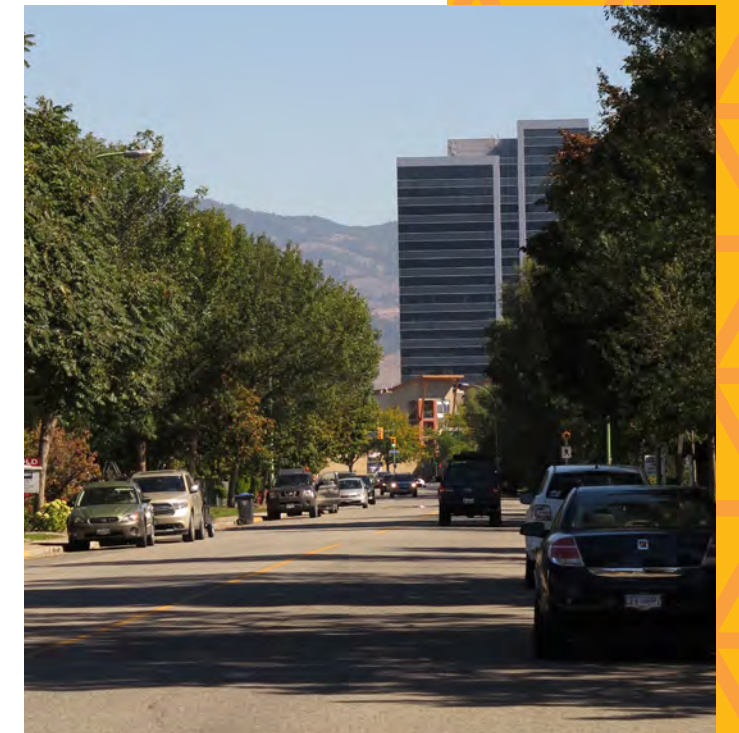


(above) A map illustrating the location of all the street trees within the Capri-Landmark area.

(right) Street trees flanking Sutherland Avenue.

Street Trees

Today, there are very few street trees in the Capri-Landmark area. The majority are focused along major arterial roads and are located between private property and sidewalks.



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Supporting Infrastructure in Capri-Landmark

As the Capri-Landmark area grows, the infrastructure must be in place to accommodate that growth. While much of Kelowna benefits from relatively new infrastructure, older areas such as Capri-Landmark have greater challenges related to the age of infrastructure .

Three main systems comprise the infrastructure system in the Capri-Landmark area: water, sanitary sewer and storm drainage.



The above map identifies the water system currently servicing the Capri-Landmark area.

Water Service

The water source for the Capri-Landmark area is Okanagan Lake, fed into the Knox Mountain/Dilworth reservoirs. The majority of the distribution system is made up of asbestos cement pipe that ranges

from 30-40 years in age. Based on the Water Asset Management Plan, 60% of the service life remains in this infrastructure. In terms of flow, the water system meets commercial fire flow demands.

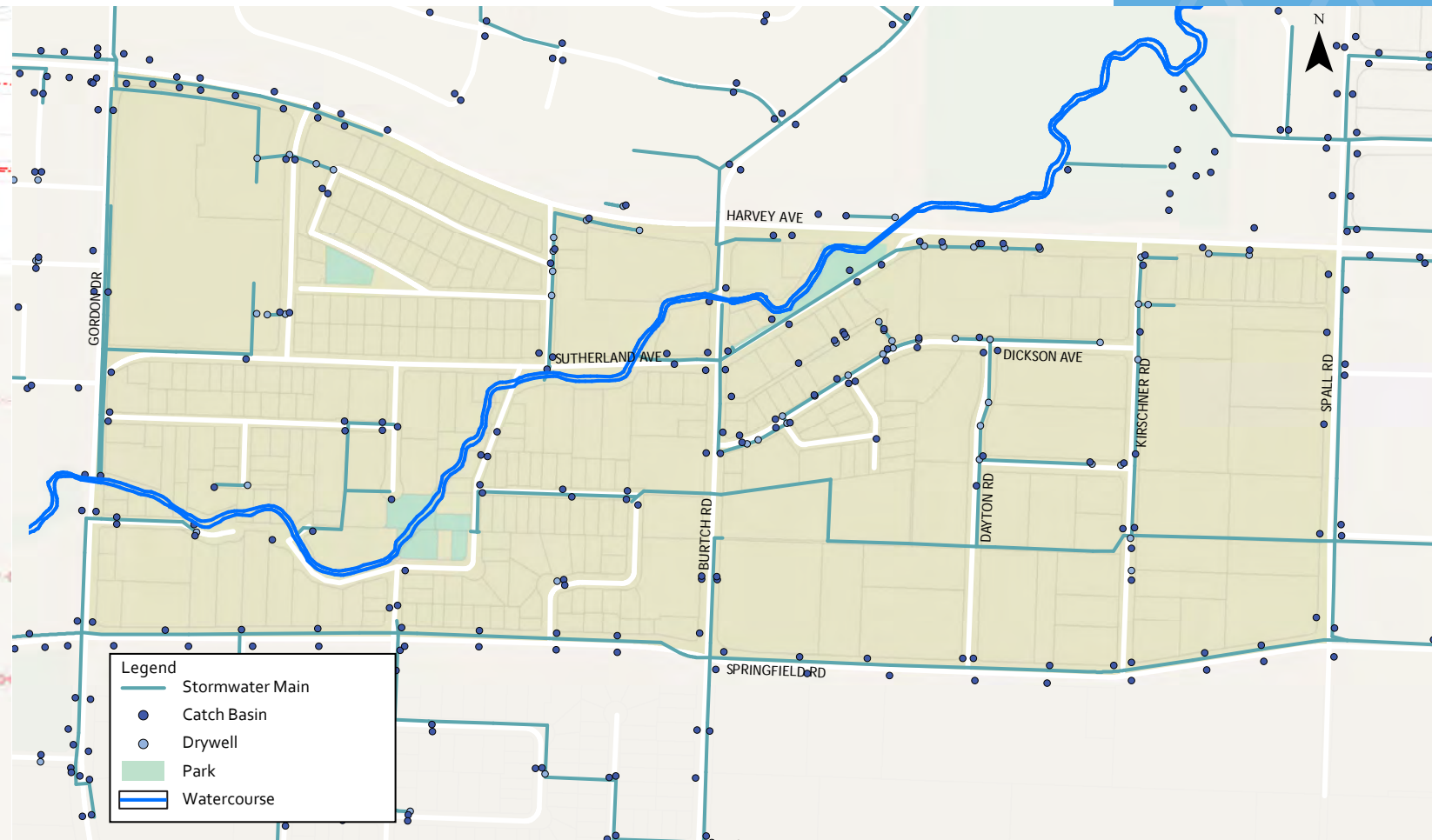


(above) A map showing the sanitary system currently servicing the urban centre.

(left) the Raymer wastewater treatment facility.

Sanitary Service

There are approximately 11 kilometers of sanitary sewer infrastructure within the Capri-Landmark urban centre. The asbestos cement pipe infrastructure is 30-40 years in age, and has 72% of its service life remaining. Wastewater flows through the Burtch Road and Ethel Street sanitary sewer trunks, reaching the Raymer Wastewater Treatment Facility.

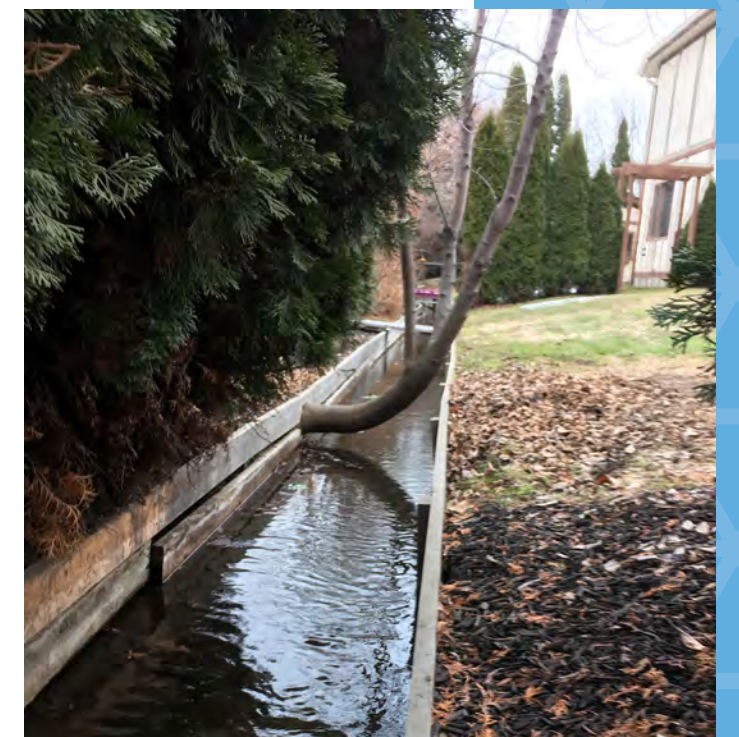


(above) Map identifying the storm water system currently in place within the Capri-Landmark area.

(right) a channelized segment of Ritchie Brook, part of the storm drainage system.

Storm Water

The majority of the 9 kilometers of storm water infrastructure is 30 years old and is composed of a variety of pipe types, from corrugated metal pipe to perforated PVC. The drainage pattern in this area feeds into Mill Creek through multiple outfalls, ultimately leading to Okanagan Lake. There is a difficulty with storm water management in Capri-Landmark, as the groundwater table is relatively high in this area.



SUMMARY

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Key Takeaways from the Community Profile

The Capri-Landmark Community Profile helps to establish a baseline understanding of the community before formal planning efforts begin. The lessons learned through this profile are combined with the input from public engagement efforts and are then incorporated into the planning process. The following general observations were gained through this profile:

Re-balance the scales - more residents are needed in order to counterbalance the dominance of employment in the area.

Improve the mix - with more residents, a broader variety of services and amenities will be needed.

Infrastructure deficit - there is a lack of safe pedestrian and cycling infrastructure.

Diverse population - area residents are diverse and have unique needs that should be the foundation of future planning.

Relationship with Nature - embracing the creeks and streams that run through the study area is a key opportunity.

When used in combination with the UCR targets outlined below, these general observations support the conclusion that Capri-Landmark is an urban centre in the early stages of development, and reinforces the importance of early planning efforts to ensure that the area achieves broader community objectives. As an early stage urban centre it is critical to plan and budget for key investments that will position the urban centre for long-term success.

Table 1: Urban Centres Roadmap (UCR) Target Assessment

Principle	Target	Performance
Mix it Up	150-250 combined jobs and residents per hectare	78.6 jobs and residents/ha
Mix it Up	Ratio of 2 residents to 1 job (2:1)	1:2.4 residents to jobs
Mix it Up	Diversity of land uses: Simpson Index < 0.2	0.34
Housing Mix	80% apartments, 20% ground oriented	73% apart., 13% ground-oriented
Housing Mix	All affordable housing near frequent transit	100%
People First Transportation	90% of residents close to frequent transit	100%
People First Transportation	90% of residents close to ATC (n/s and e/w)	1.5%
Make it Walkable	Short blocks: 100% of blocks < 250m for cars, 100% of blocks < 150m for pedestrians/cyclists	52% for cars, 25% for pedestrians/cyclists
Make it Walkable	Urban braille at all intersections	none
Make it Walkable	Street network with 0.8 intersections/ha	0.4 intersections/ha
Social Spaces	All residents in close proximity to a public space	83%
Social Spaces	At least 1 central plaza or square	None
Social Spaces	Diversity of public spaces: Simpson Index < 0.2	0.37
Going Green	All residents close to community gardens	83%
Going Green	20% tree canopy coverage	Major deficiency in Landmark

■ performing poorly
 ■ performing well