

# WELCOME



The City of Kelowna and Interior Health (IH) are working together on a Hospital Area Plan. The goal of the plan is to assess and manage the impacts of future growth.

The plan considers:

- > Parking (completed 2017)
- > Land Use - In Progress
- > Transportation - In Progress



## Hospital Area Plan

### Overview

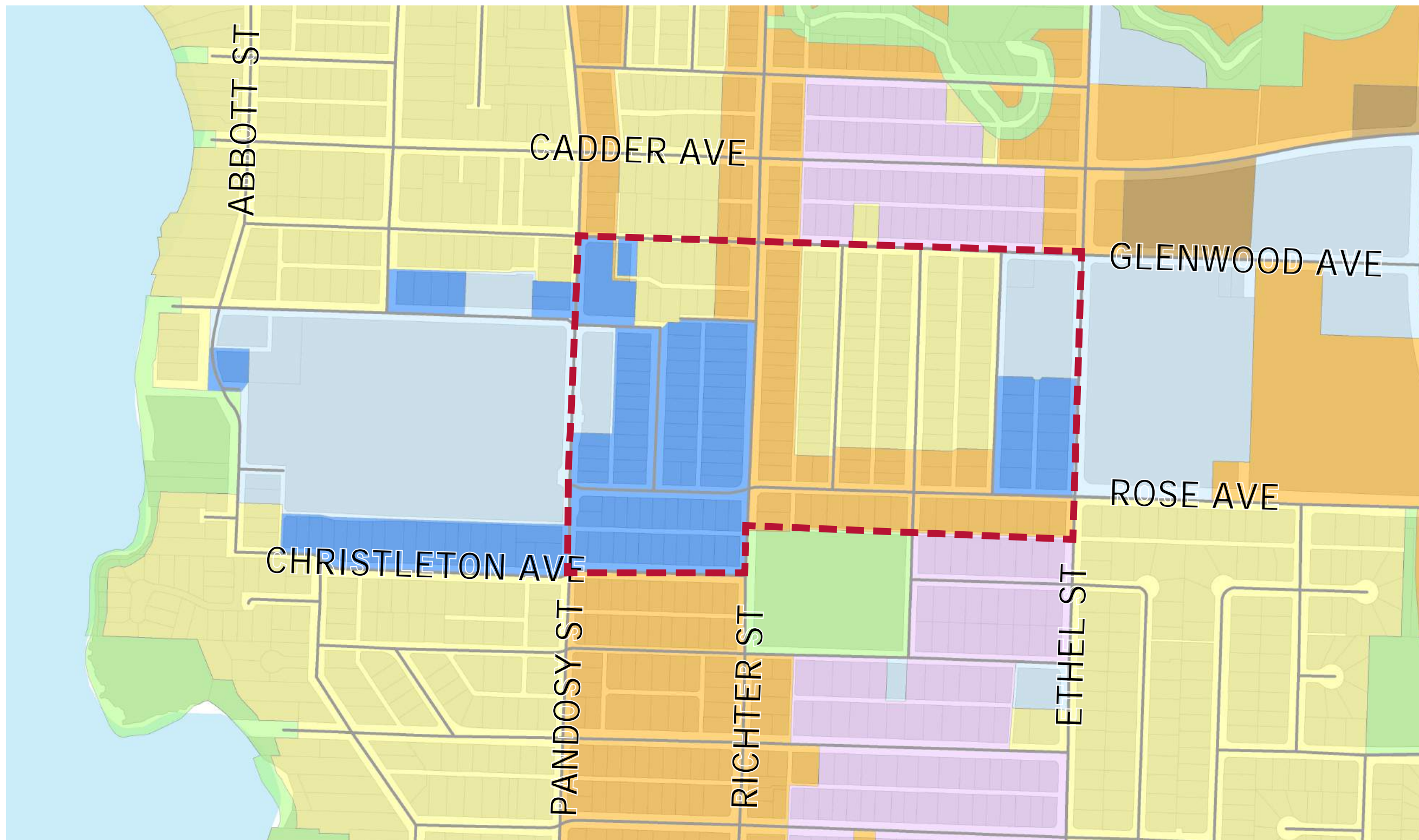
May 24, 2018





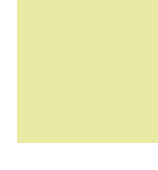



# PROJECT OBJECTIVES

- > Create a vibrant Health District that supports hospital related uses while maintaining the integrity of established neighbourhoods
- > Investigate potential for sensitive infill for residential properties to accommodate additional density

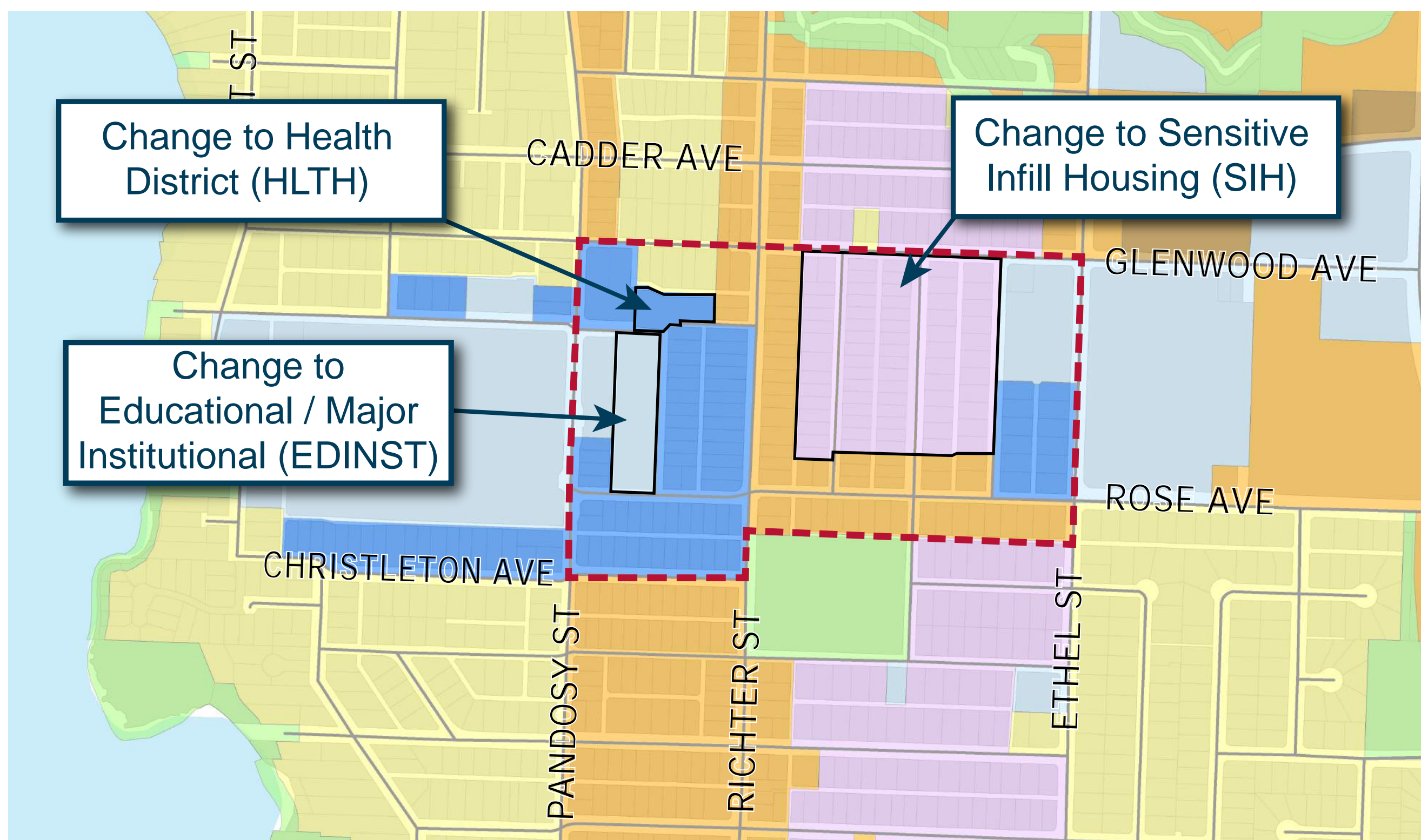
## CURRENT Future Land Use



## LEGEND

-  Educational / Major Institutional (EDINST)
-  Health District (HLTH)
-  Sensitive Infill Housing (SIH)
-  Single / Two Unit Residential (S2RES)
-  Multiple Unit Residential - Low Density (MRL)
-  Multiple Unit Residential - Medium Density (MRM)
-  Major Park / Open Space (PARK)
-  Study Area

## PROPOSED Future Land Use



# Hospital Area Plan

## Land Use Plan

May 24, 2018



# CHANGES TO HD2 – HOSPITAL AND HEALTH SUPPORT SERVICES ZONE

The goal of the HD2 zone is to provide health-related uses and complementary residential uses to act as a support to the hospital as well as a transition between hospital and residential areas.

Proposed changes to the HD2 Zone:

- 1 Revise the development regulations regarding site coverage and parking structures to make more consistent with other zones.
- 2 Revise regulations to clarify that multiple unit housing shall require 1 parking stall per dwelling unit.
- 3 Clarify landscaping buffers.
- 4 Add urban agriculture and community gardens as permitted uses.
- 5 Add requirement for ground level institutional or commercial health related uses in association with multiple unit housing developments.
- 6 Remove the separation of 900m<sup>2</sup> as distinguishing uses and regulations based on lot size.



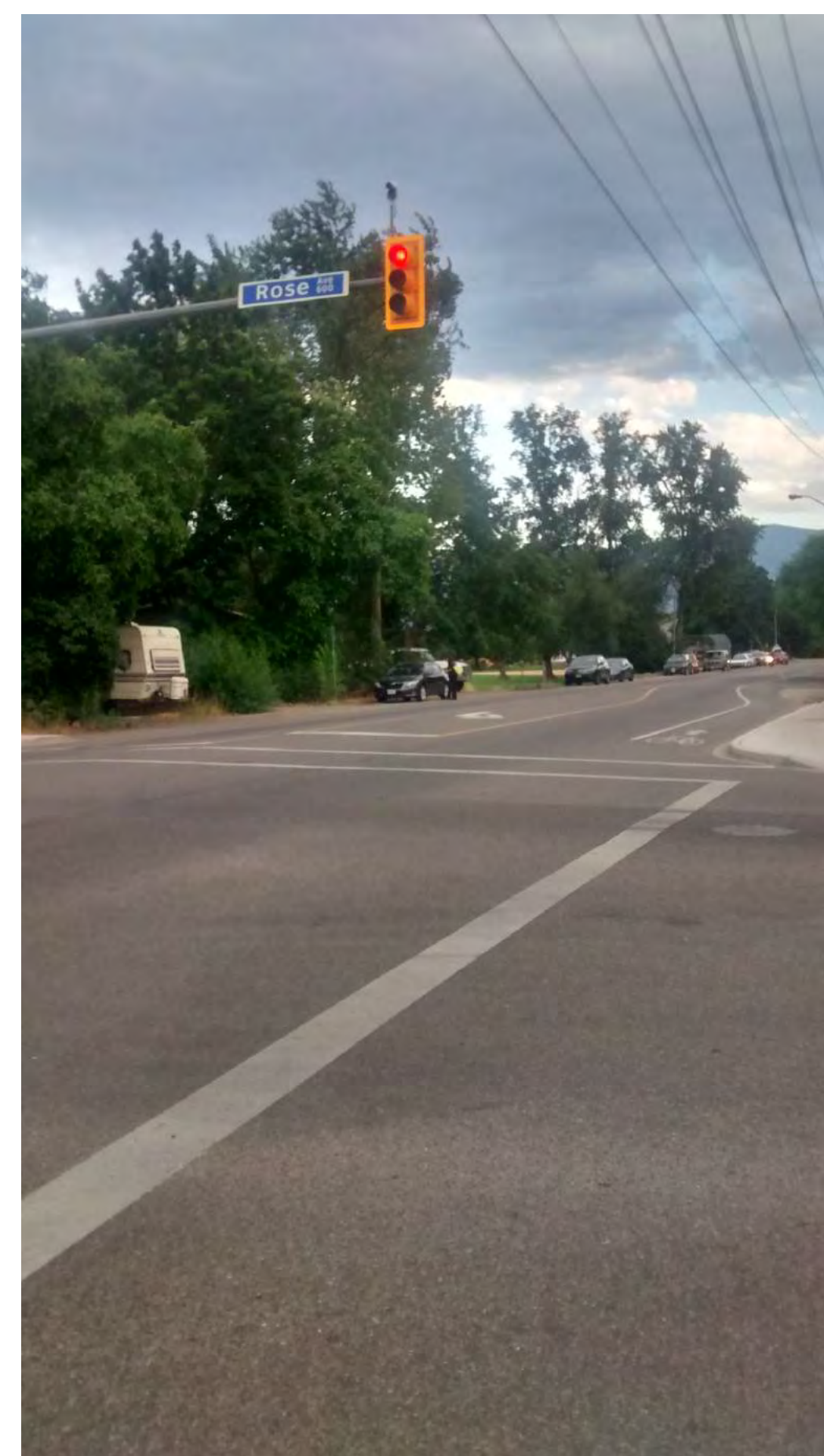
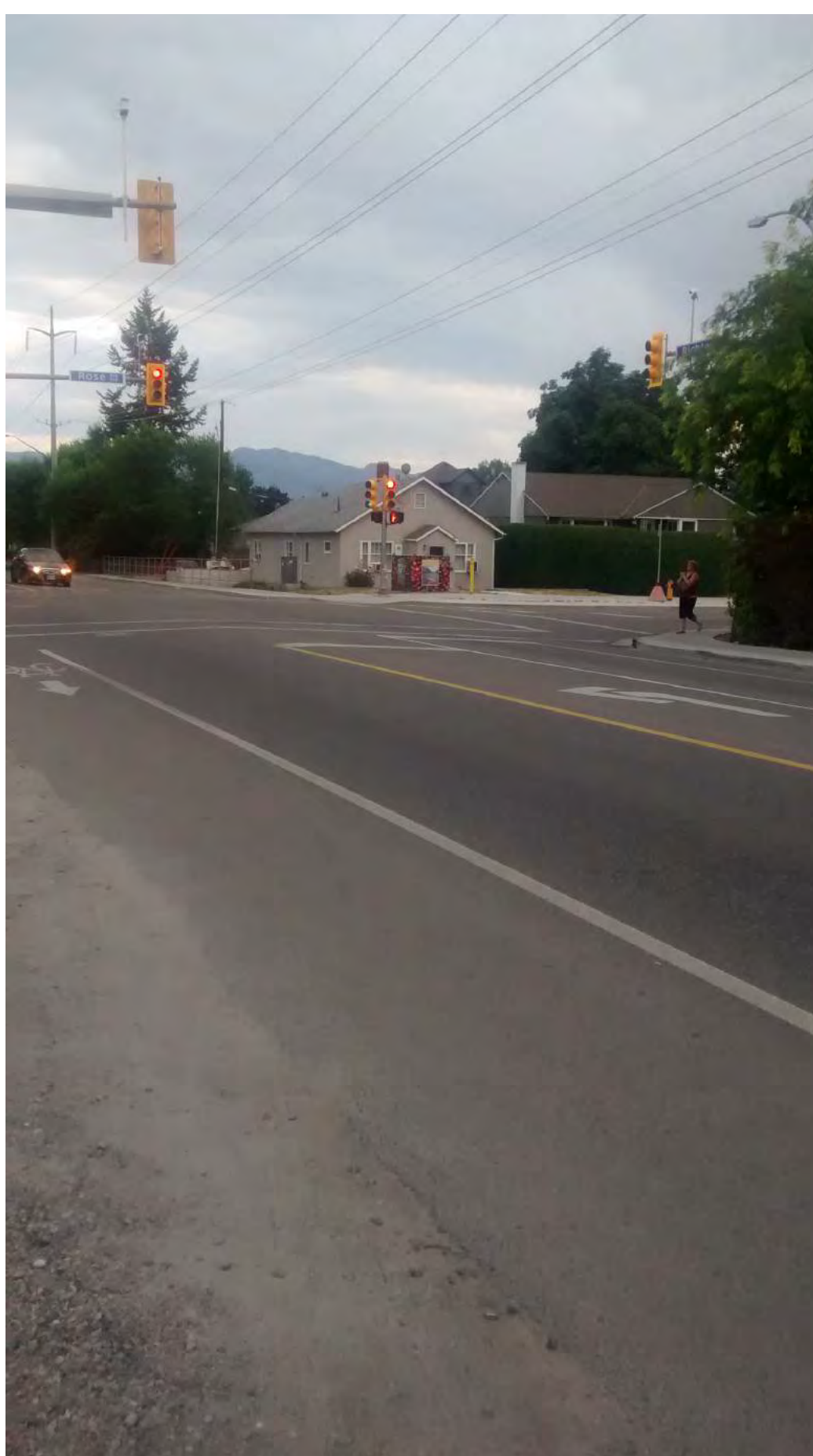
# TRANSPORTATION STUDY

The Transportation Study considered:

- > Impact of localized and city-wide growth on traffic volumes
- > Existing and future conditions for pedestrians, cyclists and vehicles
- > Emergency vehicle use through residential areas
- > Future improvements

Following challenges were identified in the study area:

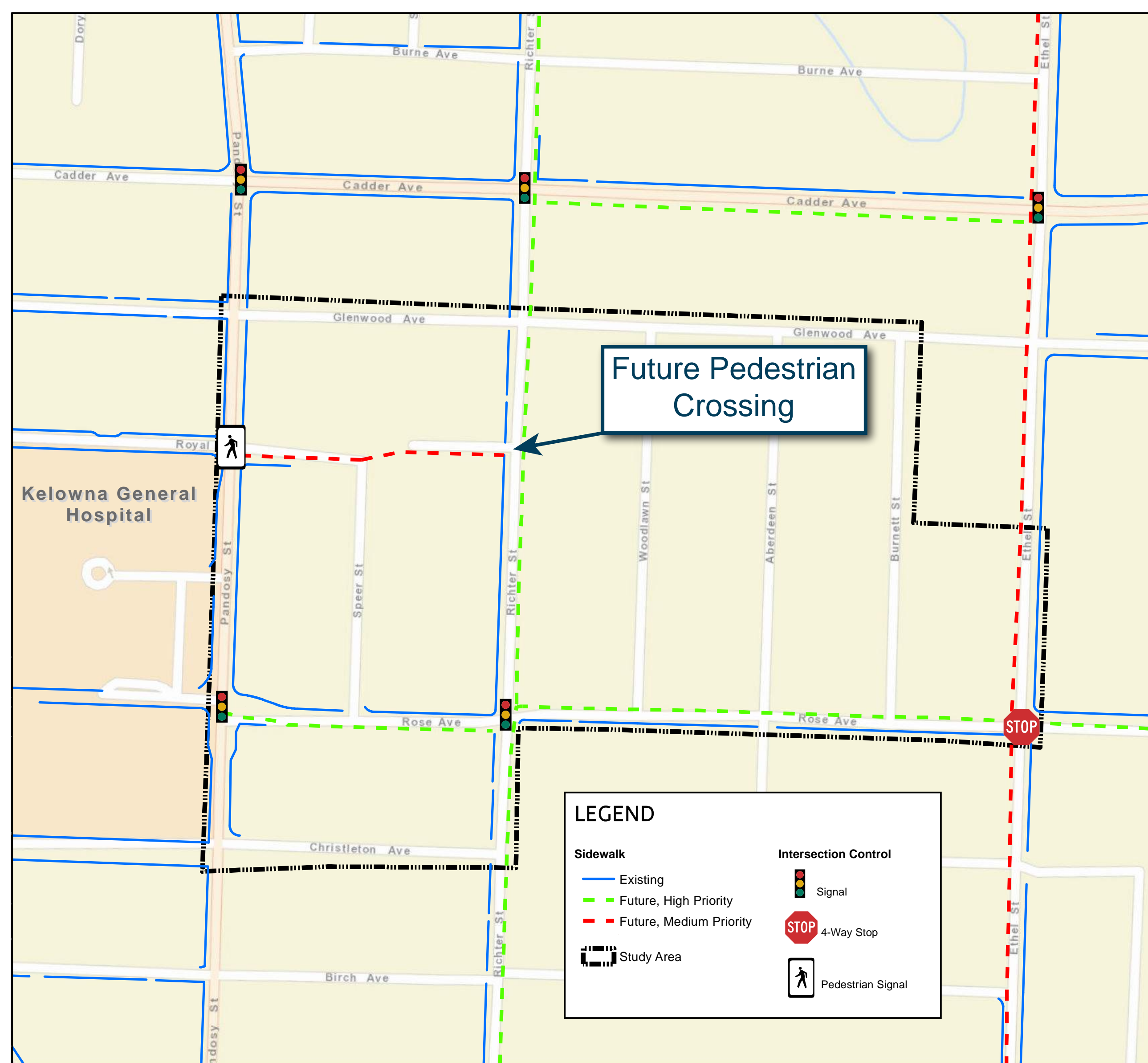
- > Traffic travelling through the area
- > Traffic with a destination (e.g. the hospital) in the area
- > Increasing traffic congestion from both localized and city-wide growth
- > Limited parking supply at the hospital
- > Gaps in pedestrian and cycling infrastructure





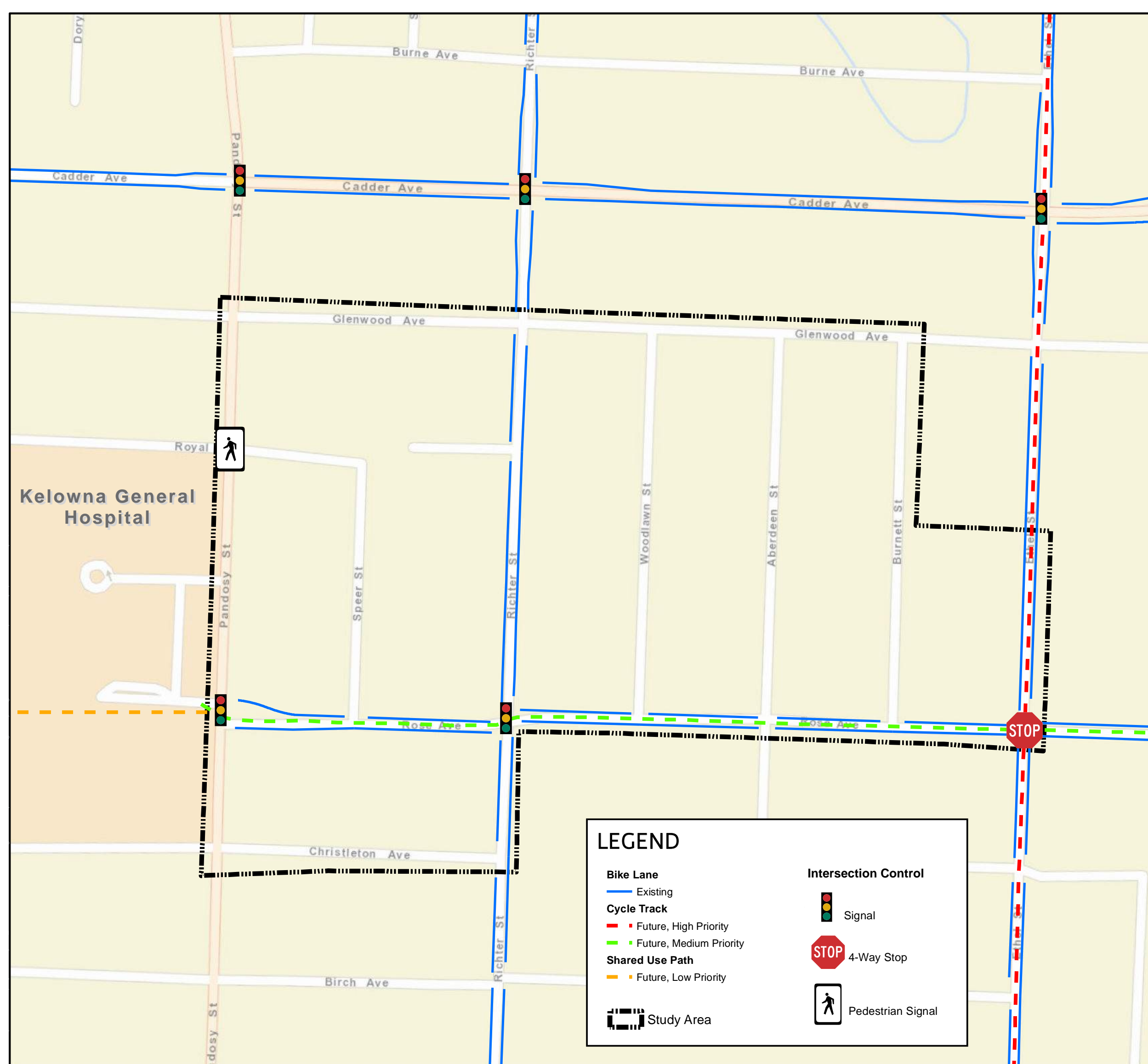
# TRANSPORTATION RECOMMENDATIONS - PEDESTRIANS

- > Implement the Pedestrian and Bicycle Master Plan recommendations for the area:
  - o Sidewalk on the east side of Richter Street (High Priority)
  - o Sidewalk on the north/south side of Rose Avenue (High Priority)  
-Included in current 10-year capital plan for 2029
  - o Sidewalk south side of Cadder Avenue, Richter Street to Ethel Street (High Priority)
- > Provide a pedestrian connection on Royal Avenue between Pandosy Street and Richter Street
- > Pedestrian crossing on Richter Street at Royal Avenue



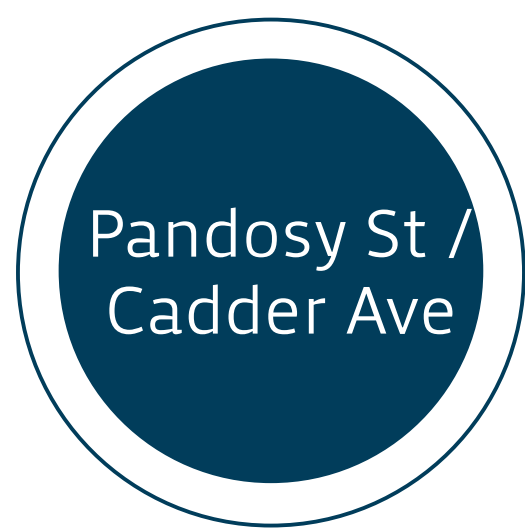
# TRANSPORTATION RECOMMENDATIONS - CYCLISTS

- > Implement the Pedestrian and Bicycle Master Plan recommendations for the area:
  - o Cycle Track on Ethel Street (High Priority)
  - o Cycle Track on Rose Avenue to Pandosy Street (Medium Priority) -Included in current 10-year capital plan for 2029
  - o Cycle Track on Rose Avenue Pandosy Street to Abbott Street (Low Priority)





# TRANSPORTATION RECOMMENDATIONS - VEHICLES



Pandosy St / Cadder Ave

- o Add a new northbound right-turn lane



Richter St / Cadder Ave

- o Add a new northbound right-turn lane



Pandosy St / Royal Ave

- o Monitor traffic conditions and emergency access at the existing pedestrian signal



Royal Ave

- o New local road connection with redevelopment of adjacent sites and the area



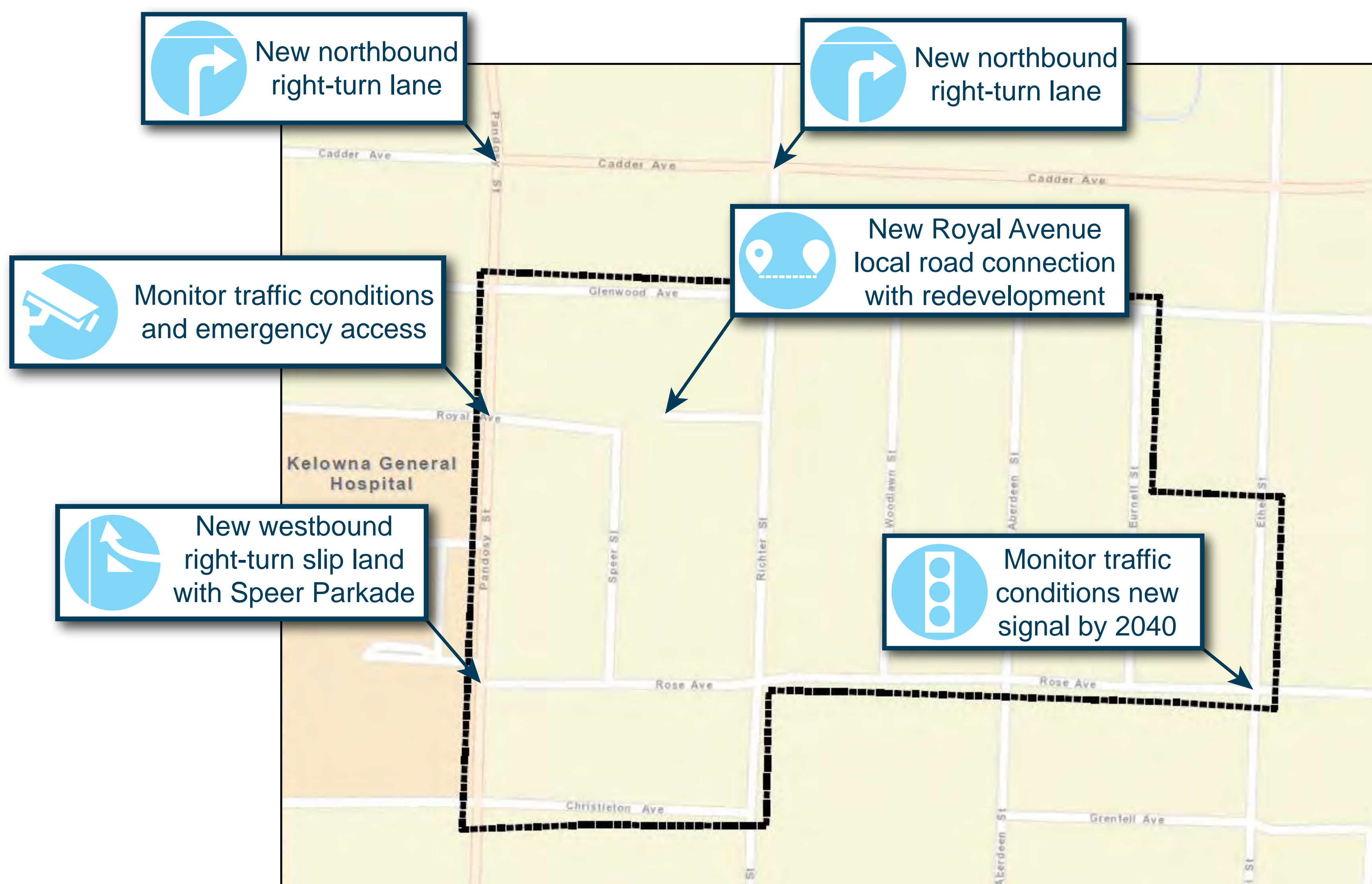
Pandosy St / Rose Ave

- o Add a new westbound right-turn slip lane to accommodate the new Speer Street Parkade



Rose Ave / Ethel St

- o Monitor traffic performance at the existing 4-way stop
- o New traffic signal by 2040



# PARKING ASSESSMENT (Completed 2017)

## Parking Assessment Results



- o 2017 Plan adopted
- o 2017 Infrastructure established
- o Currently monitoring conditions



- o Current shortfall of onsite KGH parking
- o Current full utilization of Burnett Street surface lot
- o Use of on-street parking

## Parking Recommendations



- o Ongoing monitoring
- o Enforcement



- o New parking structure warranted
- o Speer Street location – Interior Health owned land
- o Anticipated ultimate removal of Burnett Street lot

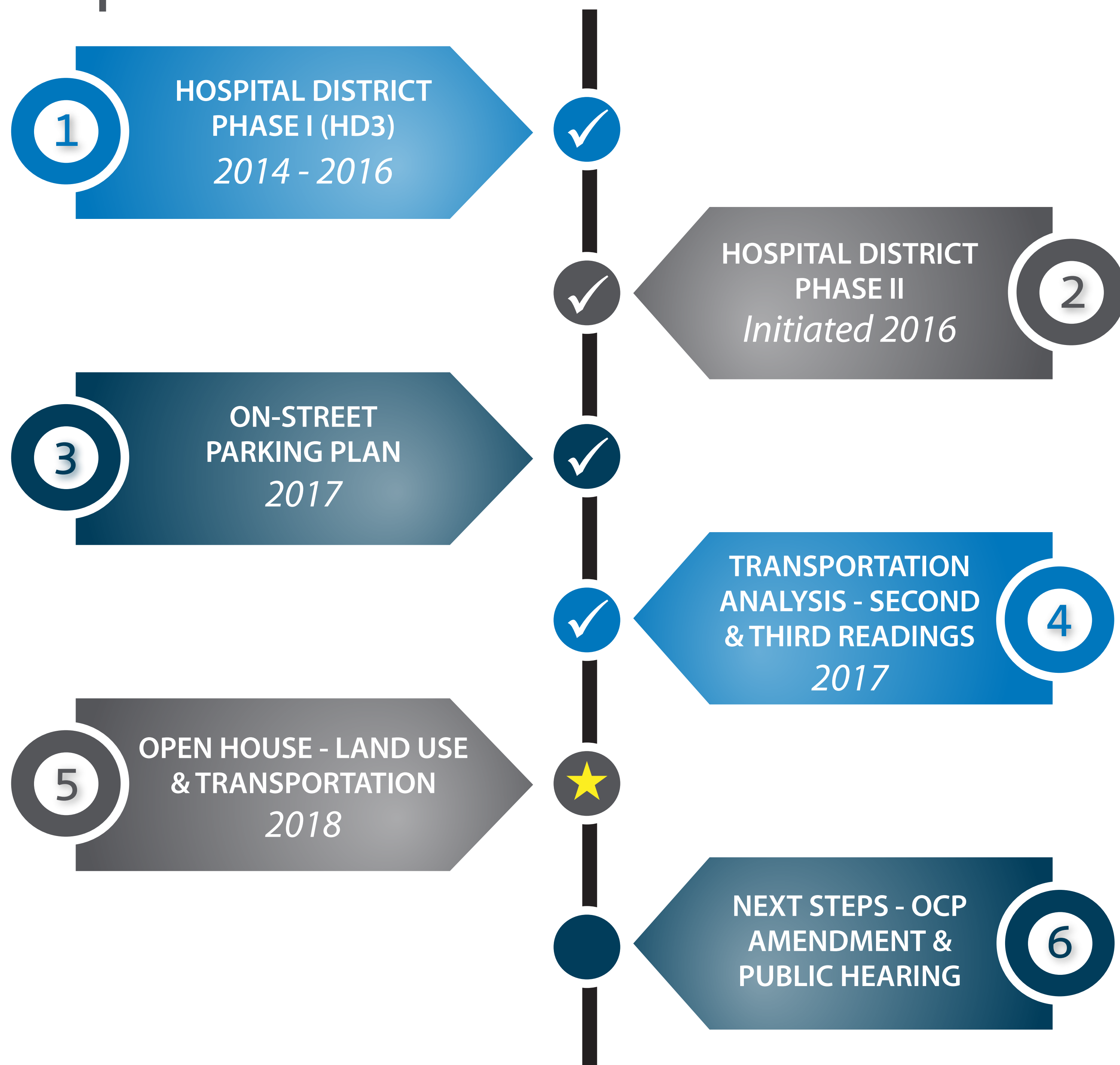


# INFRASTRUCTURE IMPROVEMENT STRATEGY

The following funding mechanisms to will be used implement the recommendations, as opportunities and funding allow:

- > Pedestrian and Bicycle Master Plan
- > City's internal funding processes (annual and 10-year capital planning)
- > As part of re-zoning application requirements

## Next steps





# RU7 ZONE

The RU7 zone came forward as part of a larger project called the Infill Challenge. Most RU7 land owners will be able to add additional units to their parcels, with maximums ranging from 2-4 units, depending on lot width. Each property is a bit different, and so each land owner wishing to take advantage of the RU7 zone will likely approach it differently. However, development proposal must go through two key stages of development approval:

- > Development Permit
- > Building Permit

Development Cost Charges, frontage fees and servicing upgrade charges will apply.

