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## CITY OF KELOWNA MEMORANDUM

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**Date:** September 27, 2006  
**File No.:** 6530-15  
**To:** City Manager  
**From:** Director of Planning and Development Services  
**Subject:** Funding for Richter Street and Water Street Streetscape Improvements

Report prepared by Patrick McCormick

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### RECOMMENDATION

THAT Council approve funding of \$324,125 from the Downtown Streetscape Reserve for streetscape enhancements to Richter Street and Water Street as set out in the Planning and Development Services Report of September 27, 2006;

AND THAT the 2006 Financial Plan be amended to provide for these expenditures.

### BACKGROUND

Two projects intended to improve access to Highway 97 are expected to proceed to construction in the near future. One project is the widening of Richter Street from Bernard Avenue to Harvey Avenue. The other is the re-alignment of the Water Street/Harvey Avenue intersection. The Transportation Division is aiming to tender these projects in fall 2006 for a construction start in early 2007.

### DISCUSSION

#### Subject Areas

The subject areas are set out in Attachment 1 and Attachment 4.

Construction of new sidewalks complete with landscaped boulevard underway along the frontage of the former KSS site is not included within the subject area set out in Attachment 1. The improvements along this frontage will meet the roadway standard for sidewalks and boulevards within Urban Centres and are being funded from the 2006 Transportation budget.

Pandosy Street south of Highway 97 is not part of the subject area. Funding for improvements along street frontages as well as of residual areas created by the realignment of the roadway will come from the road widening project budget previously approved by Council. These improvements will include sidewalks complete with standard broom-finished concrete as well as trees and other vegetation.

#### Policy Direction

The City's OCP directions and the Kelowna Downtown Plan both set the direction for the creation of a pedestrian-oriented City Centre that is attractive to local residents and business people as well as tourists?

The proposed streetscape enhancements are an attempt to mitigate the impacts of increased vehicular movement along the subject blocks as well as the visual impacts of more asphalt associated with wider vehicle carriageways.

The provision of an enhanced level of streetscape treatments is all the more important in that, with the exception of the west side of Water Street between Harvey and Leon Avenues, none of the widths allocated for pedestrian movement along the subject blocks provides the width identified for Arterial-Class 3-Town Centre 4 Lane roads (3.55 m) as identified in the *City of Kelowna Subdivision, Development, and Servicing Bylaw No. 7900*. The pedestrian corridor along Richter Street, including sidewalk and boulevard, will in fact be reduced from about 4.7 metres to 2.8 metres to gain the necessary vehicle lane widths on the Richter Street segment.

### Design Rationale

The designs set out in this report are generally consistent with the vocabulary of elements identified in the *Kelowna Downtown Streetscape Study*. This plan for the beautification of Downtown, was undertaken to help fulfill the goal of the *Kelowna Downtown Plan* to make Downtown a showcase urban environment and a premier retail and commercial centre. The Streetscape Study proposes the basic sawcut pattern presented in this report. It also sets out a direction for more street trees and pedestrian lighting within Downtown.

The *Kelowna Downtown Streetscape Study* has not been presented to Council. It is expected that the Study will be presented to Council pending discussion with the community regarding order-of-magnitude costs and a strategy for implementation.

Until such time as a concept plan is adopted, staff have drawn on the basic directions of the concept plan outlined in the *Kelowna Downtown Streetscape Design*, as it is imperative that a unified concept be applied to all projects in the interim to avoid a piecemeal implementation scenario. Without a design template, there is a risk that the opportunity to achieve thematic unity throughout Downtown could be lost or undermined.

It should be noted that the sidewalk treatment identified in the Streetscape Study was applied to the frontage of the Chapman Parkade. Some trees complete with the heritage tree grate have also been provided in conjunction with that project (see Attachment 7). Additionally, it is anticipated that the Streetscape Study vocabulary will also be applied to pending upgrades to the surface parking lot at the corner of Ellis Street and Lawrence Avenue.

The designs proposed for Richter Street and for Water Street are illustrated in Attachments 2 and 5 respectively. The design elements are:

- concrete sidewalks complete with a brick soldier course along the curb;
- corner treatments with 100mm x 100mm (8" x 8") concrete pavers and access ramps as per the Guidelines for Accessibility in Outdoor Areas;
- street trees complete with tree grates;
- pedestrian-scale lighting complete with hanging baskets;
- planting beds in selected areas complete with Okanagan-inspired plants; and

- bollards and garbage containers in strategic locations.

The proposed pedestrian-scaled light is shown in Attachment 8.

### Sidewalks

The proposed sidewalks would use a 1.2 meter by 1.2 meter (4-foot by 4-foot) pattern. These dimensions based upon the dimensions of the tree grate. The sidewalk pattern would be imparted by a sawcut as opposed to a trowelled control joint to give a simple but contemporary character. The concrete would have a broom finish.

### Trees

A tree species capable of thriving in an urban environment would be chosen by the Parks Division. Consideration would be given to providing a full shade canopy.

### Tree Grates

The proposed grate (see Attachment 7) is the one that has been applied in other locations within the Cultural District (Cawston Avenue) and Downtown (Chapman Parkade redevelopment; see Attachment 7). It is also identified within the *Kelowna Downtown Streetscape Study* for implementation throughout Downtown.

### Pedestrian-scale Lighting

The light fixtures illustrated in Attachment 8 would help lend a more pedestrian feel to the streetscape as well as add accent lighting to the subject areas. The proposed lighting would not be intended to light the vehicular surface and would be provided in addition to fixtures to light the curb-to-curb portions of the roadway. Together, it is anticipated that sufficient ambient light levels would be provided to contribute to a sense of a safe walking environment.

The pedestrian-scale lights would be painted black and would be fitted to accommodate hanging baskets complete with drip irrigation hardware. Electrical outlets would be provided on light poles to facilitate seasonal theme lighting.

### Richter Street (Harvey to Bernard Avenues)

Only the west side of the street is being re-configured; the curb along the east side of the street will remain as it currently exists. The proposed scheme is a basic design approach of alternating pairs of trees and pedestrian-scale light fixtures. There would be limited room on the sidewalk for street furniture as generally, there won't be sufficient sidewalk width.

Garbage containers would be provided as per the standard for Downtown. Benches could be provided through the Parks bench sponsorship program. The bus stop located between Bernard and Lawrence Avenues is expected to remain in its present location. Roadway light fixtures will meet the standard for arterial roads and will be located along the curb side of the sidewalk.

### Water Street (Harvey to Leon Avenues)

As with the Richter Street streetscape, the proposed scheme is a basic approach of alternating pairs of trees and pedestrian-scale light fixtures. Garbage containers would be provided as per the standard for Downtown. Benches could be provided through the Parks bench sponsorship program.

As well, the alignment of Water and Pandosy Streets results in residual areas of irregular configuration. These include a median and an area along the west side of the street.

Landscaping of these areas will be financed from the basic works covered by the Transportation Division budget and are not part of the funding requested in this report.

It is proposed that a portion of the median be set aside as a possible site for a gateway feature. This would help enhance the attractiveness of the Downtown for tourists as well as local residents and business people.

As a gateway feature could not be delivered according to the construction timelines for the roadway works, a process for the provision of a gateway feature to mark the entrance to and exit from Downtown could be pursued through the Public Art Committee. A proposal for a gateway feature will be forthcoming from the Public Art Committee after due consideration of a budget and a terms of reference for the project.

As the outcome and the time necessary to reach a desired outcome cannot be known with certainty, it is recommended that the median be landscaped as set out in the attached drawing. If and when a public art initiative is agreed upon, the landscaping on the median would be removed or revised accordingly.

Roadway light fixtures will meet the standard for arterial roads and will be located along the curb side of the sidewalk.

### Costs

The cost of the design prepared by staff has been calculated by Stantec Engineering. Cost of the Richter Street streetscape construction is anticipated to be \$191,250.00. Cost of the Water Street streetscape construction is anticipated to be \$112,875.00.

A small amount of the cost elements are already included in the road project so the total new requirement is approximately \$304,125.00. The Streetscape Reserve has an uncommitted balance of \$363,000 so these two projects will require a significant portion of the existing reserve balance. The road works will be tendered in late 2006 so funding needs to be in place to be included with the tender.

It is expected that if and when an implementation strategy for a comprehensive application of streetscape improvements within Downtown is agreed upon, it will set out a cost-sharing agreement between the City and Downtown property owners, as per the nature of previous local improvement projects.

However, the nature of the Richter and Water Street projects requires a different approach. This is firstly due to the timing of the bridge construction which in turn dictates the timelines for tendering and construction of the projects identified in this report. This schedule doesn't allow enough time for a Specified Area Bylaw including the time required for any possible counter petition. Secondly, staff feel that in the absence of the recommended streetscape improvements, the impending changes to the road network would significantly compromise the quality of the pedestrian experience. Because those changes are intended to serve the interests of the wider community, it is felt reasonable that funding should be provided by the City to help mitigate the negative impacts.

### SUMMARY

Council is being asked to approve funding for streetscape improvements along Richter Street and Water Street in conjunction with changes to those roads to improve access to Harvey Avenue.

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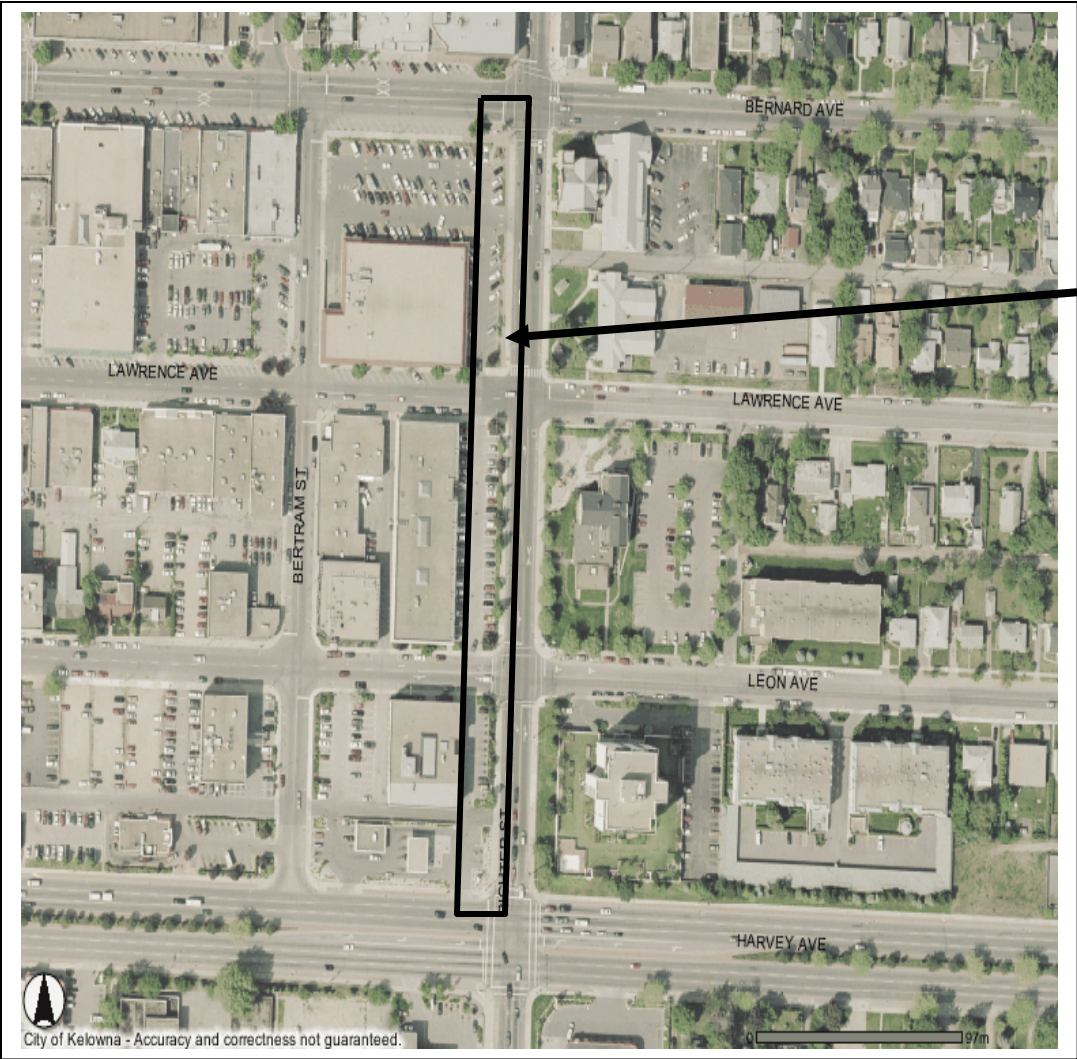
Signe K. Bagh MCIP  
Manager  
Policy, Research & Strategic Planning

Approved for inclusion ☐

Mary Pynenburg, MRAIC MCIP B.Arch M.PI.  
Director, Planning and Development Services

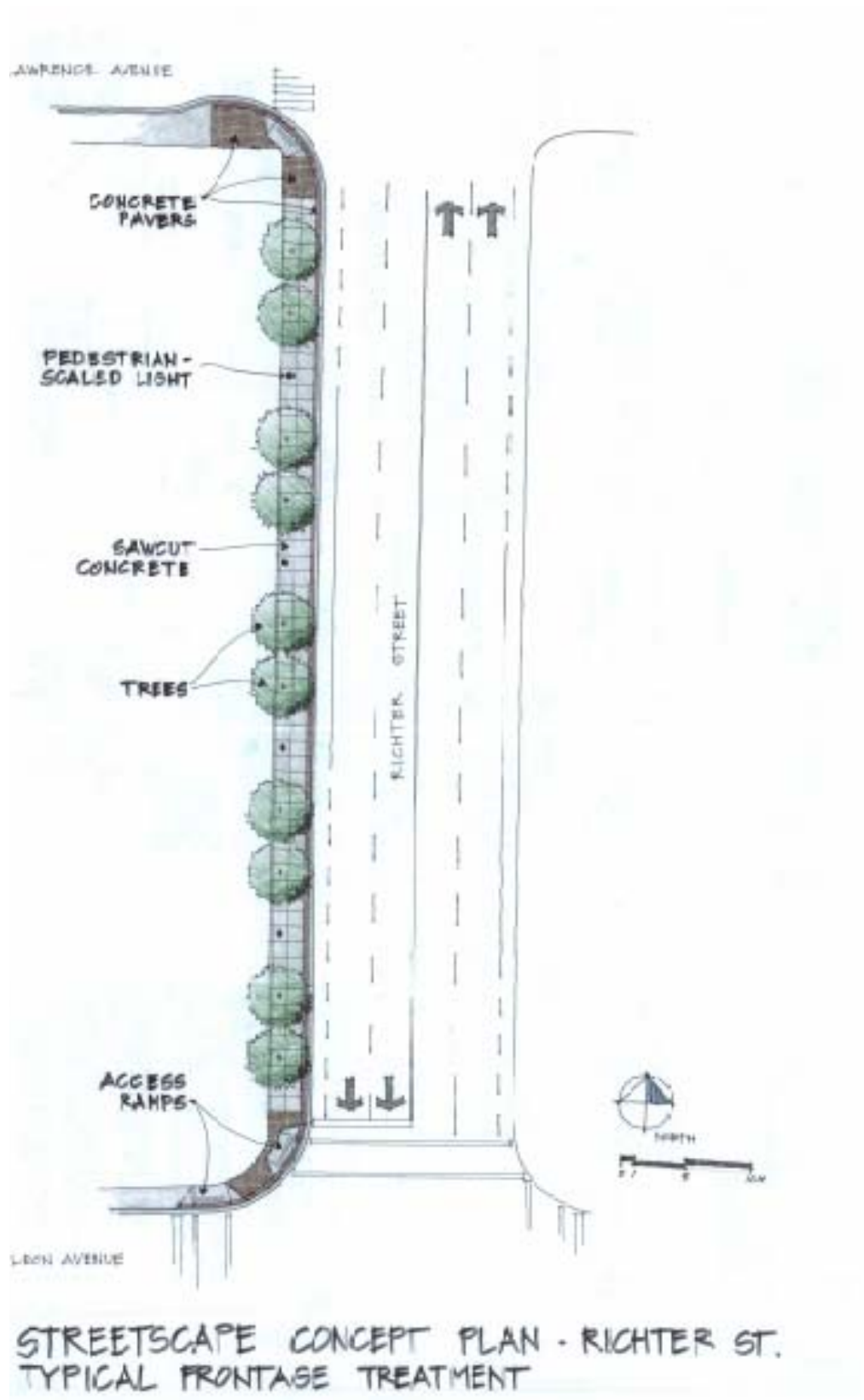
Attachments:  
cc: Financial Planning Manager  
Roadways Engineer  
Park Design & Construction Supervisor  
Parks & Landscape Planner

ATTACHMENT 1: Richter Street- Context Map



**Subject Area**

ATTACHMENT 2: Richter Street- Proposed Streetscape Treatment

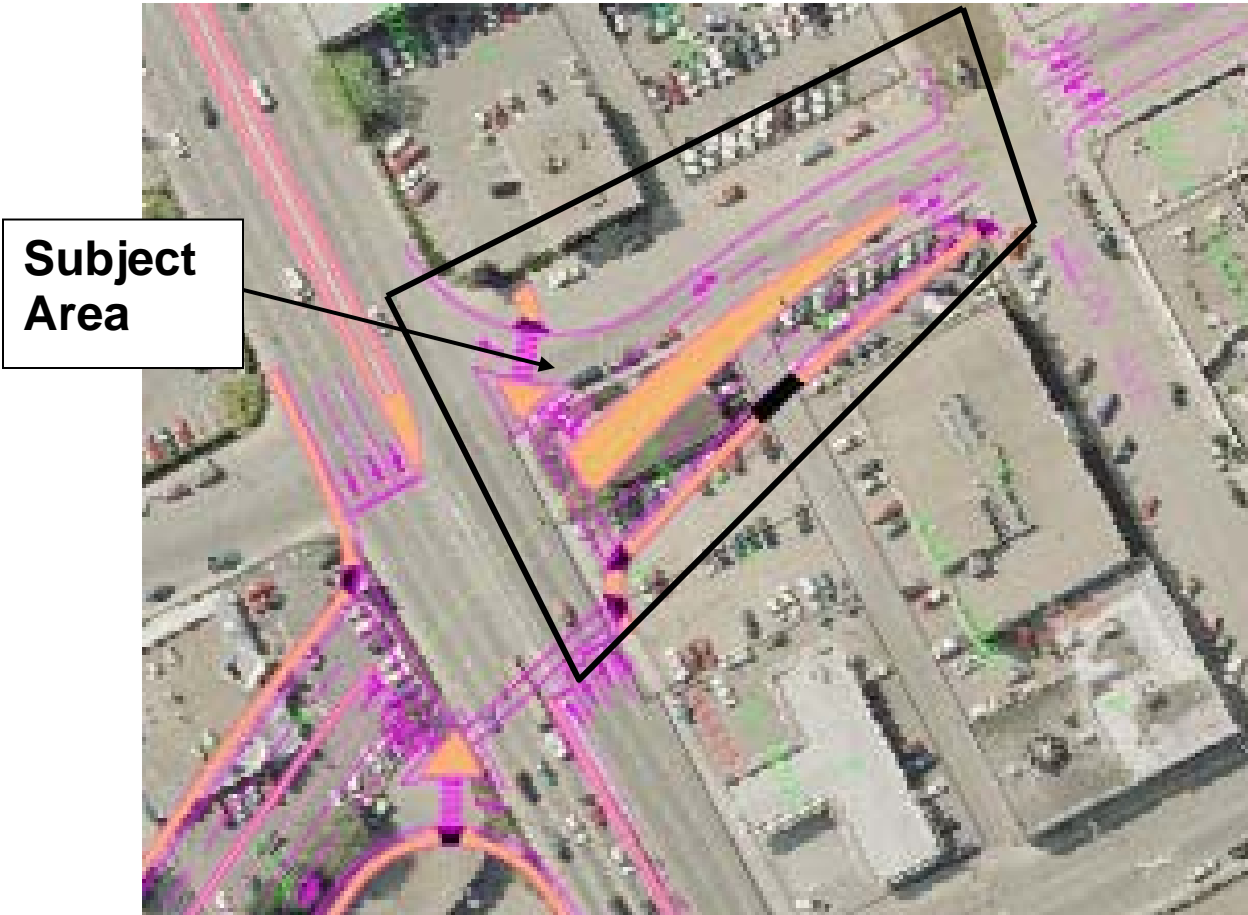


ATTACHMENT 3 : Richter Street Road Widening- Streetscape Concept Cost Estimate

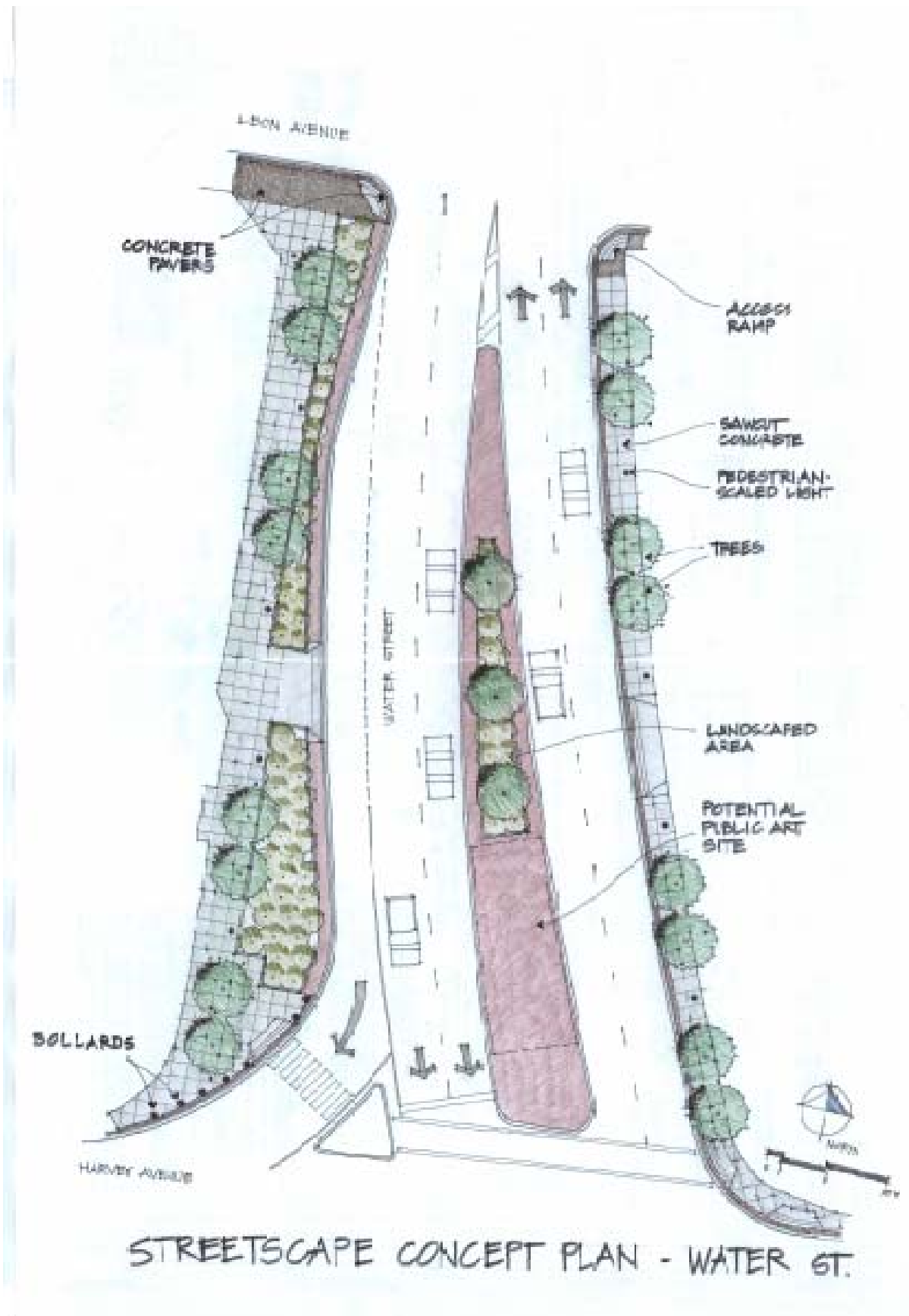
Pedestrian Lighting	\$75,000
Garbage containers	6,000
Sidewalk	24,000
Sawcutting	11,000
Paving blocks- each end of concrete sidewalks	6,000
Tree Grates	6,000
Irrigation	25,000
Soil cell technology (partnership with Deeproot)	<u>20,000</u>
Subtotal	173,000
Plus contingency -25%	<u>38,250</u>
Total	\$211,250



ATTACHMENT 4: Water Street- Map of Subject Area



ATTACHMENT 5: Water Street- Proposed Streetscape Treatment



ATTACHMENT 6: Water Street- Streetscape Concept Cost Estimate

Pedestrian Lighting	\$27,000	
Bollards	6,500	
Garbage containers	4,000	
Sidewalk - remove existing on west side	2,500	
Replace above sidewalk	11,500	
Sawcut	8,000	
Paving blocks each end of concrete sidewalk	9,000	
Tree grates	6,800	
Irrigation - allowance	<u>15,000</u>	
Subtotal		90,300
Plus contingency - 25%		<u>22,575</u>
Total		\$112,875

ATTACHMENT 7: Lawrence Avenue Streetscape Vocabulary



## ATTACHMENT 8: Pedestrian-scale Light

