

DOWNTOWN CORE AREA

NEIGHBOURHOOD PROFILES AND BASELINE CONDITIONS REPORT

MAY
2018



A COMPANION DOCUMENT TO THE 2018 DOWNTOWN PLAN



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1.0 INTRODUCTION »

The Downtown Plan is an update to the City Centre Plan (2005) and will provide neighbourhood-level direction to guide planning and land use management within the Downtown, Sagebrush, and West End neighbourhoods.

This Downtown Core Area Neighbourhood Profiles and Baseline Conditions Report provides an overview of existing conditions, outlines relevant plans and policies, and highlights key assets and constraints within the plan area. This report will help to inform the Downtown Plan planning process and provide a foundation for community discussions and technical analysis.

Sections 1 through 7 of this report provide background on the Downtown Plan planning process and initial context on the plan area, including the purpose and objectives of the Downtown Plan and policy directions for the Downtown area provided by the Official Community Plan (OCP) and other municipal plans.

Section 8 provides a detailed overview of each neighbourhood covered by the plan and addresses topics such as land use, demographics, housing, transportation, employment, parks, the arts, the environment, and heritage.

2.0 PLAN AREA CONTEXT »

The plan area includes the Downtown, Sagebrush, and West End neighbourhoods, which are located near the geographic centre of Kamloops' municipal boundaries on the south shore of the Thompson and South Thompson Rivers.

With a central location well served by major road, public transit, and active transportation networks, the plan area is the most accessible and frequently visited part of the city. In 2016, the population of the plan area was approximately 9,460 people, or 10.5% of Kamloops' total population of 90,280. With a land area of 5.4 km², it has an average population density of 1,758 people per km².

The area is bound to the north by Victoria Street West and the Thompson and South Thompson Rivers; to the east/southeast by the Trans Canada Highway; to the south by Peterson Creek Park and Columbia Street West; and to the west by Summit Drive. Also included within the plan area is the Hudson's Ridge development west of Summit Drive.

The plan area contains some of the most densely populated neighbourhoods, with a diversity of commercial, institutional, park, and residential land uses ranging from 100-year-old single-family homes to 10-storey office towers that are organized around a traditional urban street grid. Economic activity in the plan area consists of restaurants, retail, office, health care facilities, and arts and entertainment venues. The plan area also features several City parks, recreational facilities, and designated heritage resources.

Downtown

Downtown, which includes the Central Business District (CBD), forms the economic, social, and cultural heart of the city. With 4.2 km of shoreline along the Thompson and South Thompson Rivers, a land area of 2.7 km², and a 2016 population of 3,940, the Downtown is home to many of the city's most prominent entertainment and cultural amenities, heritage sites, parks, and recreational facilities. Running east-west through Downtown, Victoria Street is the city's pre-eminent street-front retail corridor and serves as a key commercial, business, and cultural precinct for the community. To the south of the CBD are the Government Precinct lands, which contain a mix of provincial government offices, social housing, and some of the city's largest government institutions and facilities, including Royal Inland Hospital and a provincial courthouse.

Downtown also features a diverse mix of residential building stock. Housing in the eastern end is largely composed of single-family homes originally constructed in the early 1900s. In recent years, suites on single-family lots and multi-family development achieved through land assembly have increased density in the neighbourhood. With several blocks zoned for the highest permitted residential density in the city, the

nine-block area bound by 3rd and 6th Avenues, Columbia Street, and St. Paul Street contains a significant stock of multi-family development constructed from the 1960s onward, including a mix of townhouses, apartments, and residential towers up to 14 storeys tall.

A key community gathering place, Riverside Park hosts major community events, including Canada Day, Music in the Park, and Ribfest, and features active and passive recreational amenities and riverfront access for residents and visitors. Other major parks in Downtown include Waterfront Park and Pioneer Park, which are connected to Riverside Park via the Rivers Trail multi-use pathway; and Peterson Creek Park, which features walking and hiking trails and a multi-use pathway (currently in development) connecting Sahali to the Downtown.

Sagebrush

The Sagebrush neighbourhood, with a land area of 1.4 km² and a 2016 population of 2,550, is residential in character and is predominantly composed of single-family houses. Largely an extension of the residential development pattern found in the Downtown's east end, the northern blocks of Sagebrush were built out from the early 1900s to 1940s, and the southern and eastern blocks were built out in the 1950s and early 1960s. Adding to the residential mix are several walk-up apartment buildings constructed in the 1950s to 1970s, which are scattered throughout the area. In recent years, residential infill development has included carriage and garden suites on single-family lots and townhouses on multi-family sites. In addition to residential uses and a series of small parks, notable landmarks include three schools, Pleasant Street Cemetery, and Sagebrush Theatre.

West End

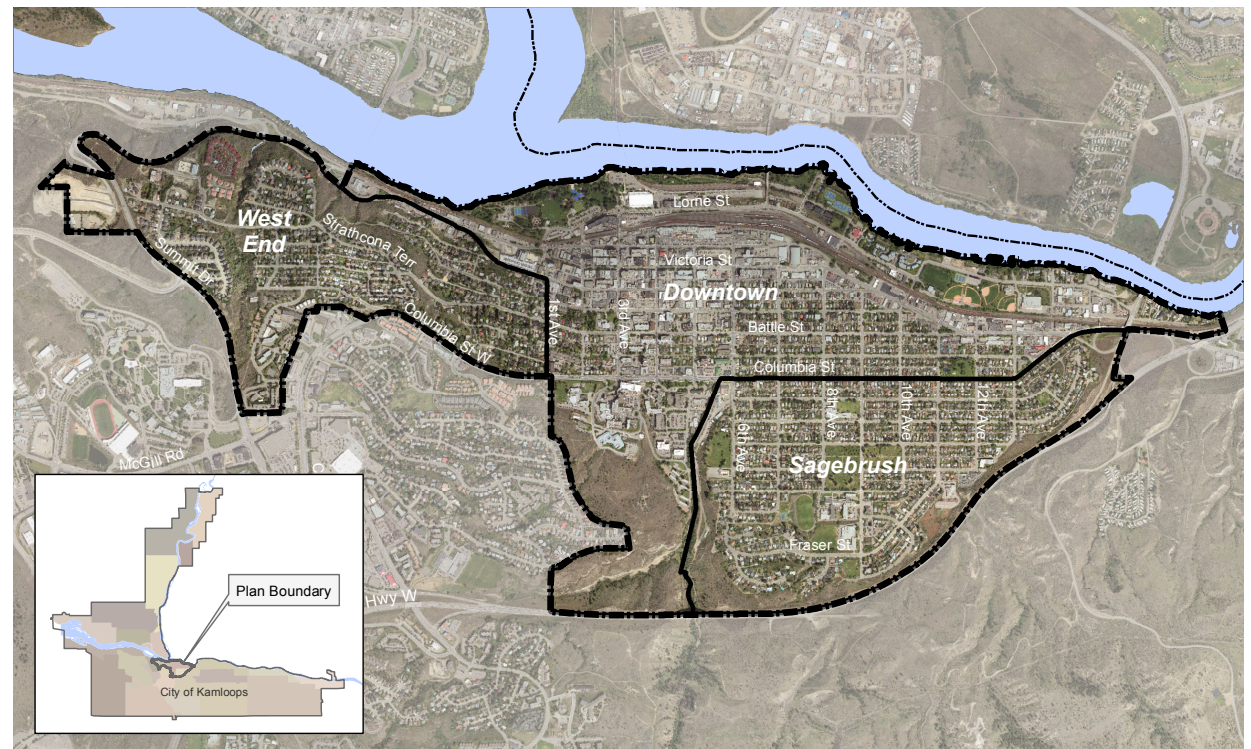
Largely residential in character, the West End neighbourhood has a land area of 1.3 km² and a 2016 population of 2,970. As the city's first established townsite, the West End holds a significant stock of single-family heritage homes in its eastern end, some of which date back to the late 1800s. To the west and above the original West End neighbourhood are single-family homes in the McIntosh Heights area and a mix of primarily single-family homes and duplexes in the Powers Addition area. West of Guerin Creek and its accompanying ravine, the residential stock is more diverse, with duplexes, townhouses, and

apartment buildings. Constructed in recent years, the Guerin Creek development features large single-family homes, while across Summit Drive, the multi-phase Hudson's Ridge development includes a mix of townhouses and single-family homes on compact urban lots. The southern end of the neighbourhood south of Grandview Terrace is composed of a number of post-war townhouse complexes and walk-up apartment buildings, many of which provide housing for students attending Thompson Rivers University (TRU) given its close proximity.

Figure 1 identifies the boundaries of the plan area and its component neighbourhoods within the broader city of Kamloops.



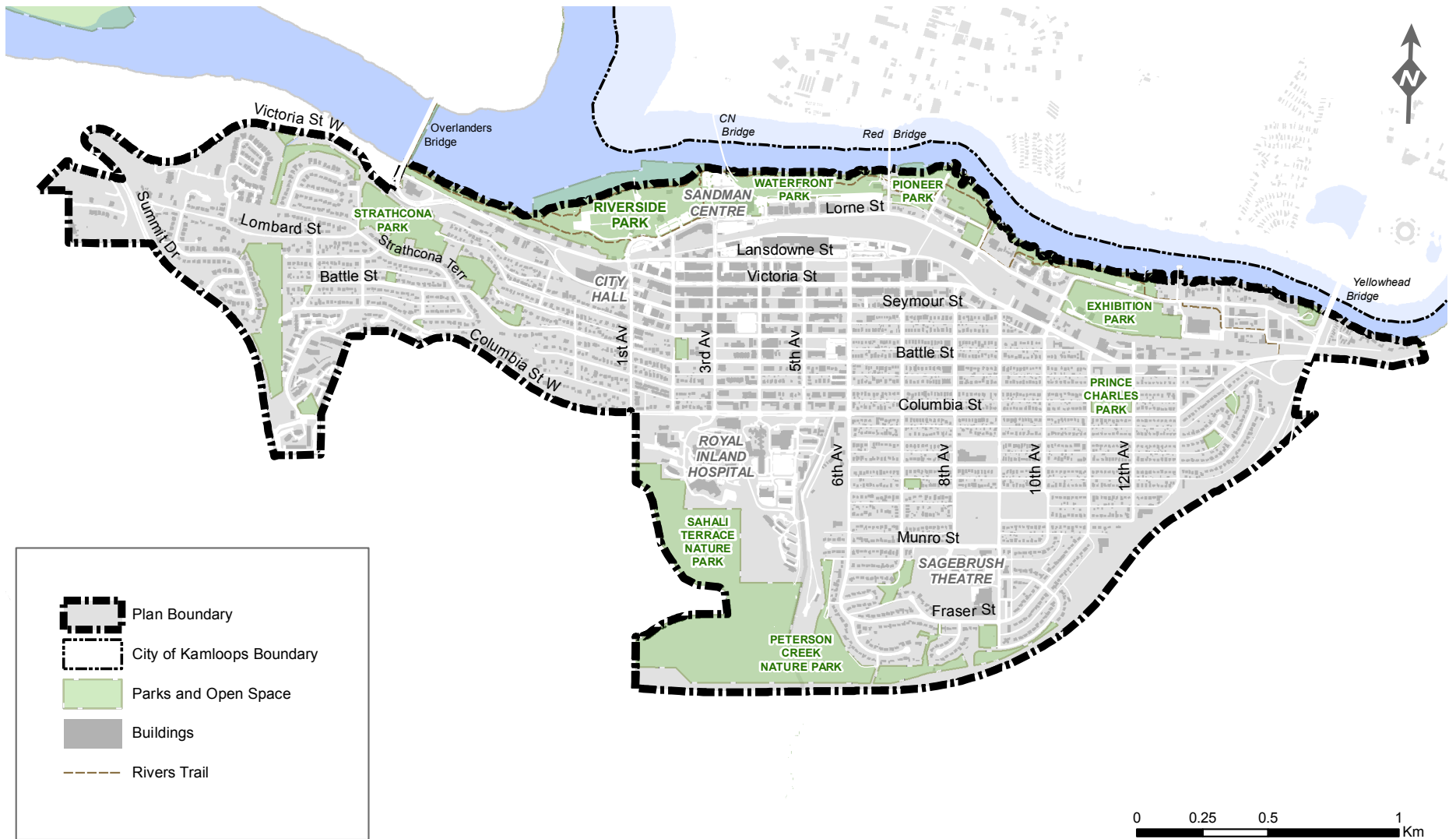
Figure 1 » Plan Area and Neighbourhood Boundaries



KEY LOCATIONS AND POINTS OF INTEREST

The plan area serves as the primary economic and cultural hub for the city and region. As such, it is home to a significant number of major amenities and destinations for locals and tourists alike. Figure 2 highlights some key locations and points of interest within the plan area.

Figure 2 » Key Locations and Points of Interest



3.0 PURPOSE OF THE PLAN »

The purpose of the Downtown Plan is to provide a framework to guide decisions related to planning and land use management for the Downtown, Sagebrush, and West End neighbourhoods over a 20-year time frame.

The intent of the plan is to provide detailed guidance on the location and types of housing, shops, offices, and other forms of development and land uses that are envisioned for the area. The plan will also provide guidance on what buildings and private and public spaces should look like.

In addition to land use and urban design considerations, the Downtown Plan will also provide details on what the future transportation network, parks and open spaces, and community facilities will look like. The plan will also identify the issues and opportunities that are important to the people who live, work, and visit in the Downtown.

The Downtown Plan will include both short-term and long-term actions that will be consistent with and complement the City's Official Community Plan (OCP) by describing how the OCP's high-level policies apply to the plan area.

Where a neighbourhood plan fits into the planning process



4.0 PLAN BACKGROUND AND OBJECTIVES »

In 2018, the City of Kamloops adopted a new Official Community Plan (OCP), which guides land use and development decisions for the city through high-level policies covering ten major topic areas.

One of the actions that emerged from the OCP is an update to the City Centre Plan, which is the current planning document providing policy guidance for the Downtown area. The City Centre Plan was last updated in 2005.

As outlined in the OCP's growth plan, over 1,500 housing units are projected to be built in the neighbourhoods covered by the Downtown Plan over the next 20 years. In the past two years, the pace of residential development in these neighbourhoods has nearly tripled when compared to any year in the previous decade. In order to appropriately manage this growth and development, a comprehensive and up-to-date strategy will be needed for the area.



According to the OCP, neighbourhood plans should address the following factors:

- how the neighbourhood plan contributes to the achievement of the goals and policies of the OCP
- how the neighbourhood plan intends to achieve the OCP's growth plan, housing objectives, and density targets
- how the neighbourhood plan supports a shift to walking, bicycling, and transit through land use and urban design considerations
- the location of various land uses and a servicing plan for infrastructure and transportation improvements (including active transportation)
- social, economic, environmental, and cultural issues, as required
- an engagement strategy to obtain input from residents in the development of the plan
- other requirements deemed appropriate by the City

Key Objectives

The Downtown Plan plan will address the following key objectives:

- engaging residents and stakeholders to identify key issues, big ideas, and to create a plan that embodies their vision for the

area, by addressing social, economic, and environmental issues

- preparing policies and guidelines that will guide the physical development of public and private spaces
- supporting a shift to walking, cycling, and transit by providing connections to sustainable modes of transportation within the plan area, as well as to surrounding areas
- supporting policies that improve the overall health and well-being of residents by enhancing neighbourhood walkability and access to work, school, and recreational opportunities, and by increasing residential density (where appropriate) through infill development to reduce sprawl
- supporting the Downtown as a destination for both local residents and visitors, by planning for and directing growth and change in the plan area as envisioned in KAMPLAN
- providing recommendations on infrastructure and servicing to support growth and attract investment into the Downtown
- exploring the development of Heritage Conservation Areas as regulated under the Local Government Act, for the preservation and protection of features or characteristics that contribute to the heritage value or heritage character of the Downtown

5.0 ABOUT THIS REPORT »

The purpose of this report is to inform the Downtown Plan planning process and provide a foundation for community discussions and technical analysis.

Report Objectives

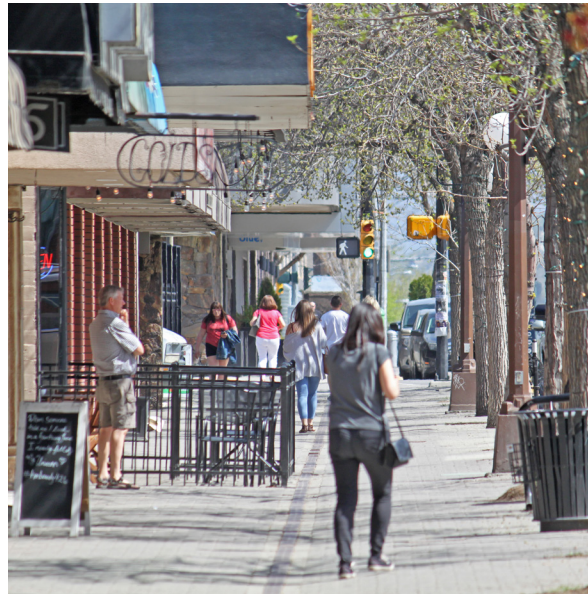
To develop a successful land use plan with policies and actions that effectively address the vision and needs of the community, it is necessary to establish a thorough understanding of existing conditions, challenges, opportunities, key assets, and constraints found within the plan area.

The objectives of this report are to:

- review the policy context for the Downtown Plan
- examine the geography and built form of the plan area
- explore the demographic trends of the plan area
- examine matters of transportation, accessibility, and connectivity
- identify key heritage, cultural, and recreational assets
- investigate environmental considerations and concerns
- review the current state of key civic infrastructure
- understand potential constraints to land use and development
- identify initial challenges and opportunities that can be addressed by the Downtown Plan

Data Sources

Data and contextual information provided in this report come from a variety of sources, including the 2016 Census and various City plans and policy documents, bylaws, technical reports, field observations, and databases.



6.0 RELEVANT PLANS AND POLICIES »

A number of City plans and strategies address land use and development considerations relevant to the plan area and can help to provide initial high-level policy direction for the Downtown Plan.

The City Centre Plan (2005) and more recent municipal plans were reviewed to identify objectives, goals, policies, and capital projects of relevance to the plan area. Through the planning process, these plans will be reviewed to determine which policies and projects are appropriate to integrate and carry forward into the new Downtown Plan.

City Centre Plan (2005)

The Downtown Plan is an update to the City Centre Plan (CCP). The CCP has a smaller plan area than the Downtown Plan, as it does not include the Sagebrush neighbourhood, areas of the West End neighbourhood above and west of the older heritage part of the neighbourhood, and Peterson Creek Park. The CCP features guiding principles, implementation strategies, and a priority list of capital projects. It also includes maps outlining “preferred future component” areas, distinct character areas, and a general land use plan.

The preferred future statement for the CCP envisions “a Downtown of distinction” that builds on existing character and vitality while being a liveable, sustainable, and progressive small city Downtown, a first choice for investment, and the community focal point for civic and public activities.

For a more detailed summary and to view a list of projects identified in the CCP and more recent municipal plans as well as other completed projects in the plan area, please see Appendices A and B.

Sustainable Kamloops Plan (2010)

The Sustainable Kamloops Plan (2010) provides policy direction, indicators, and targets related to economic, environmental, and social sustainability. Policies of relevance to the Downtown Plan include assessing the parking needs for patrons in the City Centre and sustainable transportation options for employees, retrofitting existing major civic facilities to use green energy technologies, and protecting riverbanks along the Thompson River from erosion to manage the watershed and protect drinking water quality.

Bicycle Master Plan (2010)

The Bicycle Master Plan (2010) describes desirable cycling linkages from other neighbourhoods to the Downtown Plan area, including a route from Sahali to Downtown via Peterson Creek (currently in development), a multi-use overpass of Summit Drive connecting the West End to TRU, and a route from Juniper Ridge to Downtown via Rose Hill and Peterson Creek. Recommended cycling network

improvements of relevance to the Downtown Plan area include an east-west connector from the Valleyview rail overpass at Taylor Road through Downtown and the West End to the Summit Drive overpass; a north-south connector between the Rivers Trail and the Peterson Creek multi-use path; a connection between the Overlanders Bridge and the West End to provide more direct access between the North Shore and TRU; and an 8th Avenue connector between Nicola Street and Munro Street to provide cyclist access to South Kamloops Secondary School.

Transit Future Plan (2012)

The Transit Future Plan (2012) includes several goals of relevance to the Downtown Plan area, including providing convenient transit connections to areas of employment, shopping, and services; connecting major centres via a Frequent Transit Network (FTN); providing a majority of transit investment on corridors with transit-supportive land use; and providing well-lit active transportation linkages to passenger transit facilities in areas of high activity. Medium-term network priorities of relevance include implementing a peak period direct express service from the Aberdeen/Upper Sahali area to Downtown, while long-term network priorities of relevance include reducing the number of transit

routes that terminate Downtown; increasing network frequency; and reducing the need for a large-scale transit exchange Downtown. The plan also discusses the potential for smaller vehicle types on Local Transit Network (LTN) routes in residential sections of the plan area where demand doesn't require conventional-sized buses. The Future Transit Plan is being updated and will be completed in 2019.

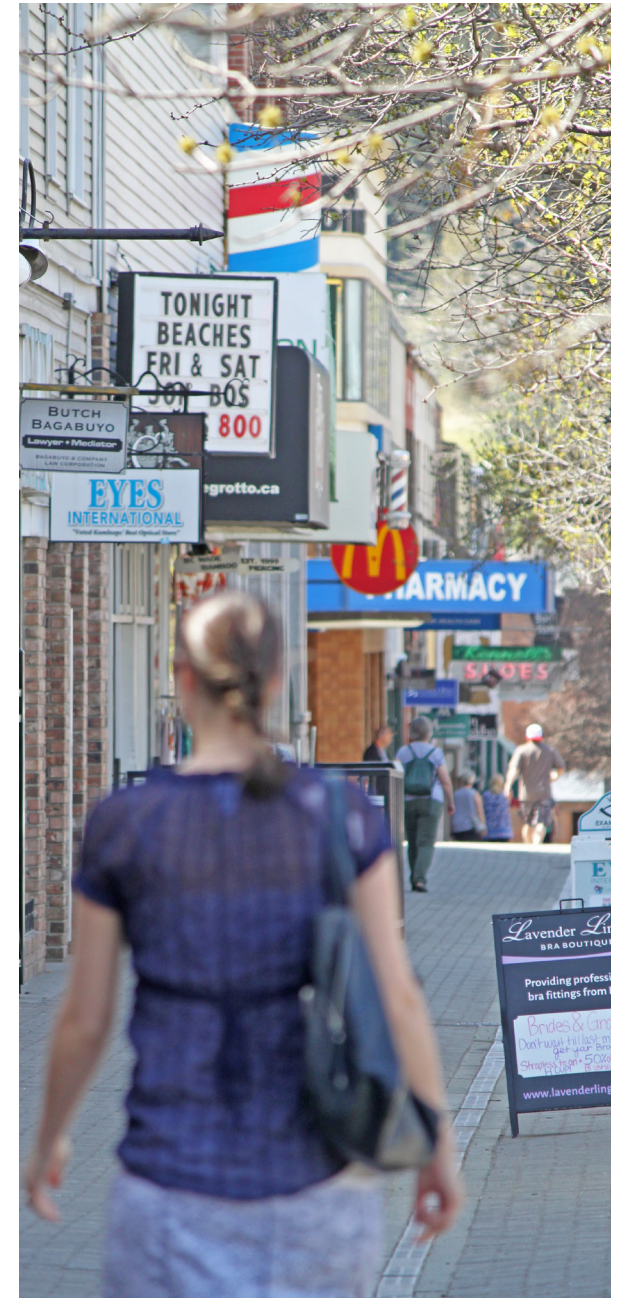
Trails Master Plan (2013)

The Trails Master Plan (2013) notes several high-priority trails within the Downtown Plan area, including the Rivers Trail and the multi-use pathway connecting Sahali to the Downtown through Peterson Creek, which is currently in development. Other trails of relevance include a route through Peterson Creek Park from Bestwick Drive/Greenstone Drive in Lower Sahali to 3rd Avenue adjacent to Royal Inland Hospital; the "ridge trail" along the south end of the Sagebrush neighbourhood adjacent to the Trans Canada Highway connecting to the Rivers Trail at Battle Street and Columbia Street; daylighting Peterson Creek through the Downtown and building an adjacent greenway trail; an overpass of the CP Rail line between 7th and 8th Avenues to connect the Peterson Creek greenway to the Rivers Trail; and a trail from the Overlanders Bridge to the West End through Strathcona Park, which will require stairs for pedestrians, a "wheel runner" for cyclists, and significant design and engineering given the steep grade.

Pedestrian Master Plan (2013)

The Pedestrian Master Plan (2013) rates areas of the city on their walkability and potential for increased pedestrian activity. The Downtown and Sagebrush neighbourhoods received a high walkability rating; the waterfront and the heritage area of the West End are considered moderate; while other areas of the West End are rated to have low walkability and potential for increased pedestrian activity.

Key concepts for the pedestrian network within the plan area include complete sidewalk coverage in the City Centre, with enhancements on Lansdowne Street and Seymour Street to improve accessibility and the pedestrian experience. Key pedestrian connections include a CP rail overpass from Lansdowne Street to Lorne Street near 7th Avenue, to be implemented in conjunction with the Peterson Creek greenway project, and more direct connections between key areas, including the Overlanders Bridge to West End connector and the Lower Sahali to Downtown connector between Bestwick Drive/Greenstone Drive and 3rd Avenue adjacent to Royal Inland Hospital.



Parks Master Plan (2013)

The Parks Master Plan (2013) includes a framework and policies to guide park operations, management, and development. Policies of relevance to the Downtown Plan area include adding amenities to animate the waterfront in Exhibition Park; improving the quality of the landscape along River Street to make it more park-like; upgrading play areas and adding pathways to improve accessibility in Prince Charles Park; exploring more winter uses, developing loop trails that connect to the active transportation network, and building a new concession at Riverside Park; increasing parking capacity in proximity to the Pioneer Park boat launch; providing bike racks in city-wide parks along the Rivers Trail; identifying a dog off-leash area within a 10-minute walk of West End residents;



and identifying a community garden location in the City Centre, which was achieved through the development of the Riverside Park community garden.

Airshed Management Plan (2013)

The Airshed Management Plan (2013) includes an action item to develop a riparian/greenways plan for the city, including provisions for better interconnectivity of cycling and walking trails, tree retention and planting, and options for riverfront preservation and dust prevention. A greenways plan would likely include the Peterson Creek greenway proposed in the City Centre Plan (2005), Trails Master Plan (2013), and Pedestrian Master Plan (2013).

Food and Urban Agriculture Plan (2015)

The Food and Urban Agriculture Plan (2015) includes several policies of relevance to the Downtown Plan area, including expanding the use of edible landscaping in City parks, around civic facilities, and in prominent public spaces; encouraging local food in concession stands and in food trucks around parks and arenas; continuing to endorse the Kamloops Regional Farmers' Market as a signature component of the Downtown experience while exploring the feasibility of a year-round farmers' market; encouraging local agencies and business improvement associations to animate vacant and underutilized lots and brownfield sites with urban agriculture projects; and considering the use of the outdoor kitchen at Riverside Park for educational food preparing and preserving workshops.

Riverside to Pioneer Management Plan (2015)

The Riverside to Pioneer Management Plan (2015) is a management plan to guide park development in Riverside, Waterfront, and Pioneer Parks. Key recommendations for all three parks include protecting existing trees and replacing every removed tree with two new trees, protecting riparian setback and natural areas while clearing view windows at specific locations, retaining open lawn areas for informal play and gathering, separating pedestrian routes from vehicle traffic, and installing bicycle racks at park entries.

For Riverside Park, the plan recommends installing an accessible concrete ramp from the Rivers Trail to the low water mark to provide beach access for persons with disabilities; installing public art and heritage monuments in prominent locations; renovating Heritage House to include a year-round concession and washrooms (a gender-neutral washroom was installed at Heritage House in 2016); removing the existing concession and developing a new promenade with special paving and space for performers and food trucks, and a potential outdoor skating track around the grass area in front of the Bandshell that can be used as a walking loop in the summer months.

For Waterfront Park, the plan recommends a viewing platform over the riverbank at the park's west end, path and lighting upgrades, and flood protection for the Rivers Trail at the rail underpass.

For Pioneer Park, the plan recommends a small plaza near the washroom building with half-court basketball facilities and wood picnic shelters, an

updated washroom building, and improved layout for boat club storage.

Additional park improvements include purchasing the three residential lots with one single-family dwelling on the corner of 7th Avenue and Front Street, consolidating the road right-of-way south of the Pioneer Park parking lot into the park, improving connectivity to and use of the Pioneer Cemetery Park, and enhancing the Rivers Trail east of Pioneer Park with improved wayfinding signage and amenities.

Urban Forest Management Strategy (2016)

The Urban Forest Management Strategy (2016) includes several recommendations of relevance to the Downtown Plan, including adopting tree canopy targets for neighbourhood plans and including an analysis of the existing tree canopy as part of the planning process; setting a tree canopy target for parking lots; increasing tree planting in existing and new parks and other City facilities; transforming greenways (e.g. the proposed Peterson Creek greenway through the Downtown) into ecosystems and active transportation corridors with enhanced tree canopy; promoting trees as tools to retain customers in commercial districts; and establishing an arboretum of trees, potentially in Waterfront Park.

Transportation Master Plan (2018)

The Transportation Master Plan (TMP, 2018) is an update to the Travelsmart (1999) transportation plan and includes strategic directions to guide City policies and actions related to sustainable transportation, walking, cycling, transit, the

movement of goods and emergency services, and the integration of the broader transportation system. Strategic directions of relevance to the Downtown Plan area include reviewing parking in the City Centre and developing a Downtown Transportation Demand Management (TDM) and parking plan, which is occurring concurrently with the Downtown Plan planning process; focusing pedestrian facilities around high-need areas, several of which are in the Downtown; providing a continuous network of bicycle routes connecting residents between mixed-use centres like the City Centre and neighbourhood centres, major employment areas, schools, and amenities; supporting higher frequency public transit service in areas where the City aims to achieve higher density, which include the City Centre; and providing FTN service on medium- to high-density mixed-use corridors.

Capital projects within the TMP that are of relevance to the Downtown Plan area include the Peterson Creek multi-use pathway, currently in development; a shared bicycle route through the West End from Strathcona Terrace to the Summit Drive overpass (not yet developed) to connect Downtown and the West End to TRU; a bicycle lane along 5th Avenue from Columbia Street to Lansdowne Street; a transit circulation upgrade at the Downtown transit exchange; and redevelopment and integration of roads within the Government Precinct area to the City's road network.



7.0 OCP STRATEGIC DIRECTIONS »

The Official Community Plan (OCP) provides strategic direction for planning and land use management within municipal boundaries, including policies of relevance to the neighbourhoods covered by the Downtown Plan.

OCP policies provide initial direction and guidance for the Downtown Plan, which presents additional detail at the neighbourhood level. The OCP is guided by a community vision of “a sustainable, environmentally friendly community that supports active and healthy living and is characterized as resilient, inclusive, and vibrant”. The OCP also features a set of community values, many of which are directly relevant to the Downtown Plan, including those providing direction to:

- develop complete, walkable neighbourhoods where residents can live, work, and play
- focus urban densification in the mixed-use centres, one of which is the City Centre land use designation within the Downtown neighbourhood
- provide safe and convenient access between neighbourhoods, employment areas, and amenities via sustainable transportation routes
- protect the environment, including the riverfront, riparian areas, and watercourses such as Peterson Creek
- optimize existing municipal infrastructure

The OCP includes city-wide land use policies, many of which apply to the Downtown Plan study area, as shown in Table 1.

Table 1 » OCP Strategic Directions

	OCP STRATEGIC DIRECTION	AREA OF RELEVANCE
1	Increase public ownership and access along the waterfront while taking steps to prevent further riverbank erosion	Riverside, Waterfront, and Pioneer Parks
2	Provide lower transportation DCCs for multi-family residential development within key growth areas	Downtown, Sagebrush, and West End neighbourhoods
3	Discourage drive-thrus in mixed-use centres within the Core Sector	Downtown neighbourhood (City Centre land use designation)
4	Limit office development to the mixed-use and neighbourhood centres	Downtown neighbourhood (City Centre land use designation)
5	Expand facilities and services at Royal Inland Hospital	Downtown neighbourhood (Government Precinct)
6	Consider daylighting watercourses to provide a wildlife corridor and a potential greenways network that connects neighbourhoods, parks, trails, and recreation areas for pedestrians and cyclists	Peterson Creek Multi-Use Pathway and Greenway, through the Downtown along Peterson Creek to the Rivers Trail system
7	Consider residential on-street parking permits as counting towards off-street parking requirements	Downtown and West End neighbourhoods
8	Create safe and direct active transportation connections between mixed-use and neighbourhood centres, and link the city's parkland through a multi-use trail system	City Centre, with routes through the West End, Sagebrush, and Downtown neighbourhoods
9	Provide end-of-trip amenities on public lands and at civic facilities and encourage end-of-trip amenities on private lands and at major transit locations	Public lands (e.g. Riverside Park, Pioneer Park), civic facilities (e.g. Sandman Centre), major transit locations (e.g. Lansdowne Transit Exchange)

	OCP STRATEGIC DIRECTION	AREA OF RELEVANCE
10	Support more direct and higher frequency transit service in areas targeted for higher density	City Centre
11	Provide a truck route network that avoids truck traffic through high-density, mixed-use, pedestrian- and transit-oriented areas	City Centre
12	Consider opportunities for commercial, residential, and mixed-use redevelopment of the Government Precinct area	Downtown neighbourhood (Government Precinct)
13	Encourage multi-family and mixed-use development through land assembly, and infill development on vacant or underutilized lots in mixed-use centres and neighbourhood centres	City Centre
14	Ensure that social housing and community care facilities are located within the Core Sector or within, or adjacent to, the major neighbourhood centres	Downtown
15	Identify, preserve, and where appropriate, encourage adaptive re-use of heritage resources through a variety of mechanisms, including designations, agreements, and tax incentives	Various locations throughout the Downtown and West End neighbourhoods
16	Continue to implement the North Shore and City Centre revitalization tax exemption programs and explore opportunities to use other funding mechanisms to support growth and infill development within the Core Sector	City Centre
17	Partner with the local school district to ensure closed school sites remain available to support community needs	Former Stuart Wood school site
18	Ensure that key community amenities and services continue to be located within the mixed-use centres	City Centre
19	Continue to work with community associations and residents to enhance neighbourhood sense of place through the neighbourhood planning process	Downtown Plan process
20	Encourage the use of urban agriculture as a means of place-making and revitalizing vacant and underutilized lots, remediated brownfield sites, and key public spaces within or adjacent to mixed-use and neighbourhood centres	City Centre
21	Use school facilities and City parks as educational sites for urban agriculture	School facilities (e.g. former Stuart Wood school site, Lloyd George, etc.); City parks (Riverside, Waterfront, Prince Charles, etc.)
22	Continue to support a farmers' market in the City Centre	City Centre
23	Provide public engagement opportunities during the planning process for municipal plans and capital projects	Downtown Plan process

The OCP also includes a policy section specific to the City Centre land use designation, which provides direction for the City to invest in public gathering places, cultural facilities, amenities, and pedestrian-friendly streets; support mixed-use development that allows for neighbourhood densification while emphasizing quality public space; support permitted densities while sensitively integrating new development; encourage tourist accommodation, multi-family, and public realm improvements through tax exemptions; develop vacant or underutilized lands to support revitalization; and maintain the area as the primary location for office development in the city.



8.0 NEIGHBOURHOOD OVERVIEW »

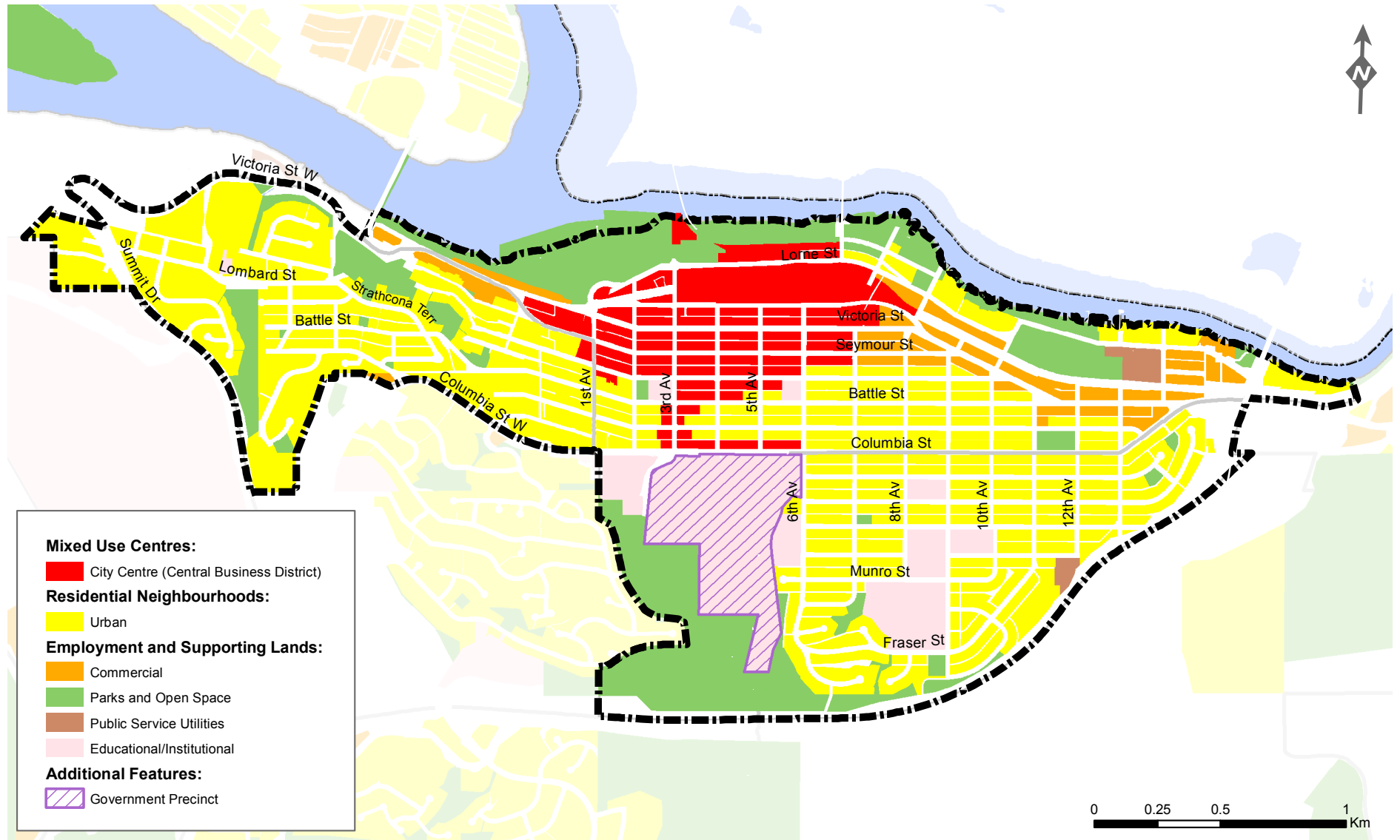
This section provides an overview of key geographic, demographic, and land use characteristics of the three neighbourhoods within the plan area, including details on population, income, housing composition, and transportation. Data provided in this section draws from the 2016 Census as well as from information compiled by the City.

EXISTING LAND USE

The plan area has a diverse mix of land uses, including a range of residential housing types, retail, government and commercial offices, health care facilities, landmark institutional buildings, public utilities, rail yards, parks, and major cultural and recreational facilities.

Figure 3 shows the designated land uses for the plan area, as defined by the Official Community Plan (OCP). As shown, the West End and Sagebrush are largely composed of Urban (residential), Parks and Open Space, and Educational/Institutional land uses, while Downtown has a much greater share of Commercial land use, including the City Centre, which is a mixed-use area containing the city's greatest concentration of commercial office space, street front retail, and cultural institutions. The Downtown also features significant Parks and Open Space areas, including Riverside Park, which functions as a key gathering place for the community, and Peterson Creek Park, which provides connectivity between Sahali and the Downtown. The Downtown also includes the Government Precinct lands, a large Educational/Institutional area containing government institutional facilities, including the provincial courthouse, government offices, and health care facilities, including Royal Inland Hospital.

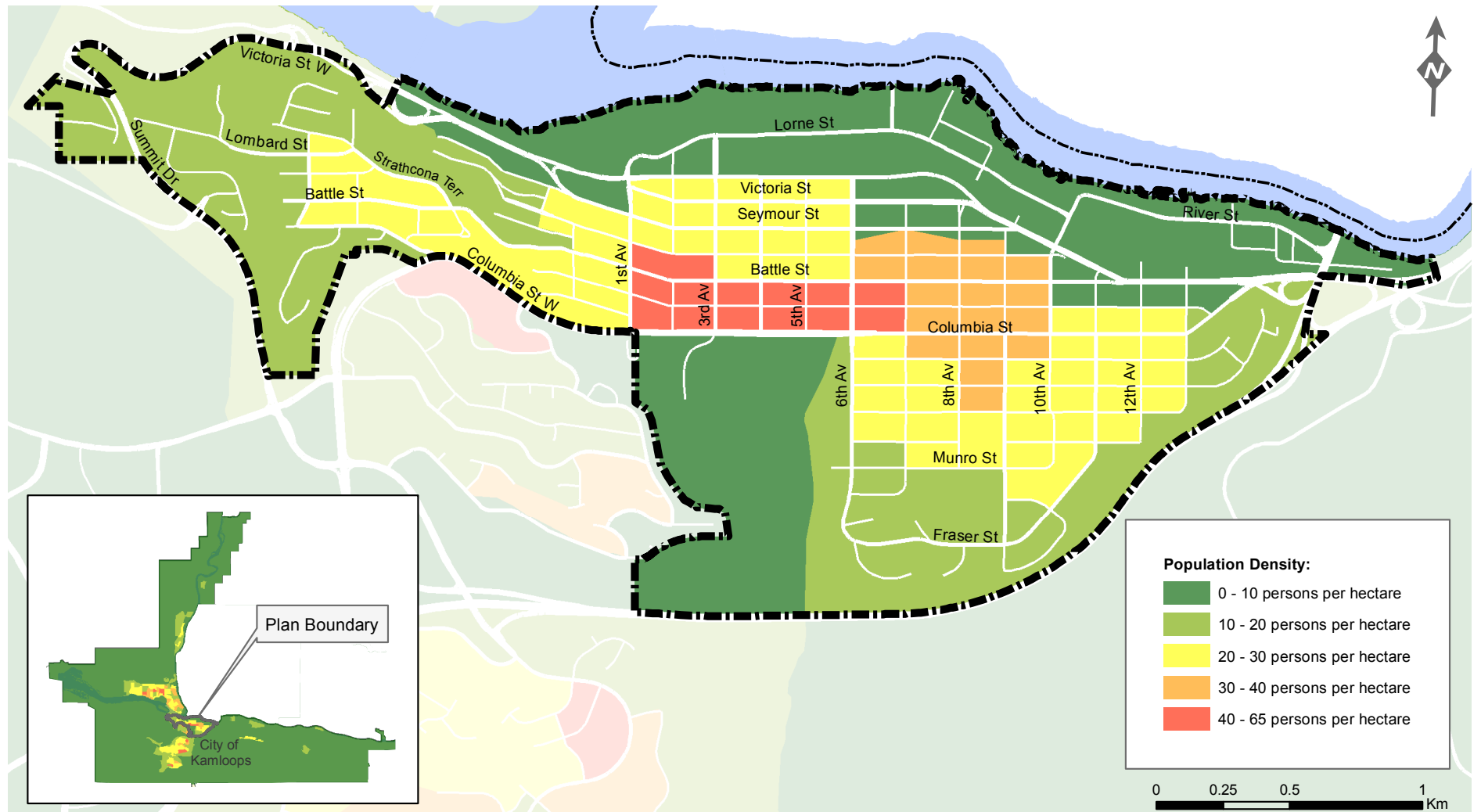
Figure 3 » Land Use



POPULATION

The overall population of the plan area was 9,460 as of the 2016 Census, representing a 10.5% share of the city total. In 2016, the populations of Downtown, Sagebrush, and the West End were 3,940, 2,550, and 2,970 respectively. Between 2006 and 2016, the plan area grew in population by 5.7%, or about 510 residents, with the majority of that growth occurring in the West End. Over the same 10-year period, the population of Kamloops grew by 12.3% or 9,904 residents.

Figure 4 » Population Density



Population Density

At 299.25 km², Kamloops is one of British Columbia’s largest municipalities by land area. With a 2016 population of 90,280 and large tracts of undeveloped parkland, agricultural fields, rangeland, and steep slopes, the city has a relatively low average population density of 301.7 people per km² (or about 3 people per hectare).

By comparison, the average population density of the plan area is about 1,758 people per km² (or 17.6 people per hectare) with the greatest concentration occurring to the south of the CBD where more multi-family housing is located. In the nine blocks bound by 3rd Avenue, St. Paul Street, 6th Avenue, and Columbia Street, the population density averages about 6,157 people per km² (or 61.6 people per hectare).

Figure 5 » Plan Area Population (2016)

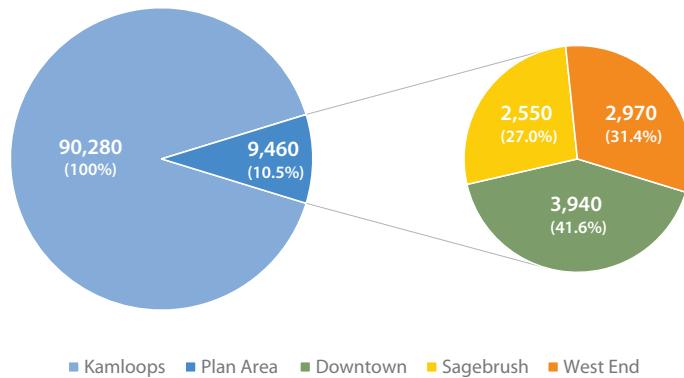


Figure 6 » Population Growth (2006 - 2016)

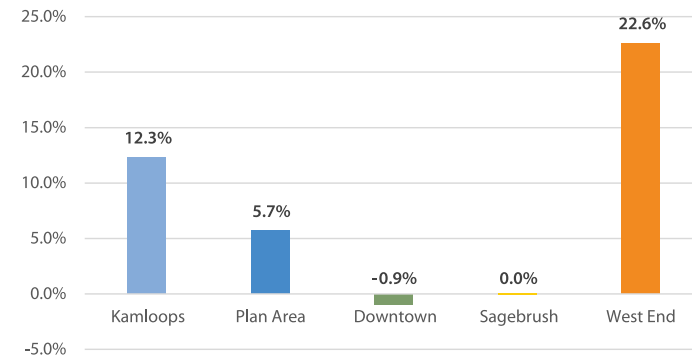


Figure 7 » Projected Growth (2016 - 2039)

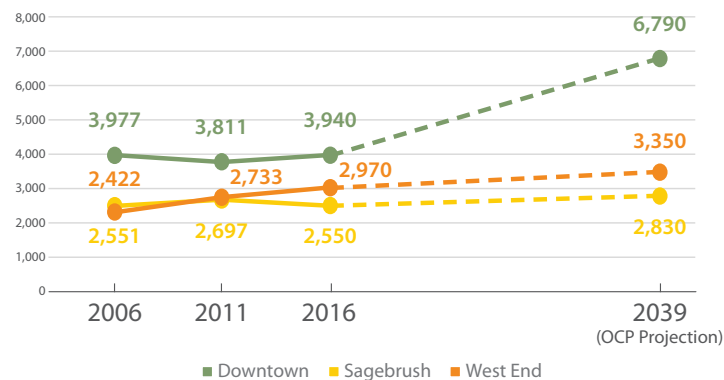
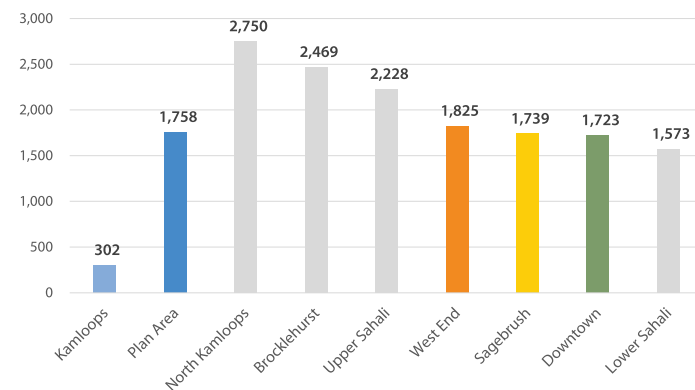


Figure 8 » Population Density (2016) | people/km²



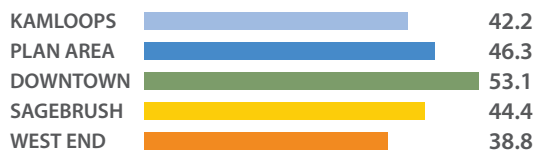
DEMOGRAPHICS

Age Characteristics

The median age of the plan area in 2016 was 46.3 years, just over 4 years older than the city-wide median age of 42.2 years. As shown in Figures 16 to 19, the largest age cohorts in the city are from 50 to 64 years (21.7% of total population) and 20 to 34 years (20.4%). Within the plan area, the 20 to 34 year age cohort is larger, comprising 25.7% of the total population versus 22.6% for the 50 to 64 year age cohort. While the plan area has a large proportion of residents aged 20 to 34, it also has a significant share of residents aged 65 and over (23.8%) and fewer children and youth aged 0 to 19 (13.2% compared to the city as a whole (18.2% and 21.1% respectively), which is consistent with the plan area's higher median age.

At the neighbourhood level, Downtown has the oldest median age of any neighbourhood in the city at 53.1 years due to having a large proportion of residents aged 65 and over (33.2%) and a low proportion of children and youth aged 0 to 19 (9.4%). The West End, with the youngest median age in the plan area at 38.8 years, had a notably high proportion of residents aged 20 to 34, at 32.7%, which is likely due to its proximity to TRU.

Figure 9 » Median Age (2016)



Household Composition

The household composition of the plan area is quite different from the city as a whole. The area's higher concentration of multi-family housing and older stock of single-family homes, which generally have smaller square footage than more recently constructed homes, likely attract and retain a greater share of younger adults living without children and long-time residents whose children no longer live at home.

This is reflected not only in the age cohort data cited above, but in the average household size for the plan area, which is 1.9 residents compared to 2.4 residents for Kamloops as a whole, and in the percentage of one-person households, which is 44.9% compared to the city-wide average of 27.1%. Of all households in the plan area, just 19.7% have children living at home compared to the city-wide figure of 35.4%.

Income

The median household income in the plan area is \$57,202, which is 22.5% lower than the city-wide median household income of \$73,822. While significant, this discrepancy is largely due to average household sizes being smaller in the plan area than the city-wide average, resulting in fewer income earners living under one roof. By comparison, the median individual income in the plan area is \$33,073, much closer to the city-wide figure of \$35,830. However, 17.9% of individuals in the plan area are considered to be low-income, compared to 12.6% for all of Kamloops.

Figure 10 » Average Household Size (2016)

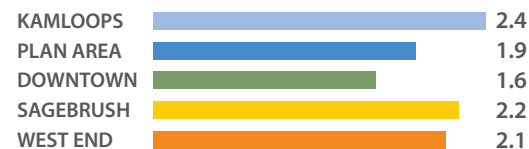


Figure 11 » One-Person Households (2016)

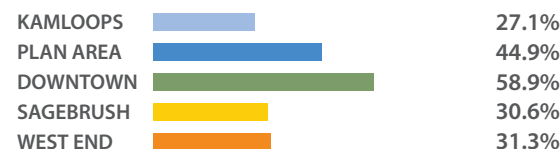


Figure 12 » Families with Children (2016)

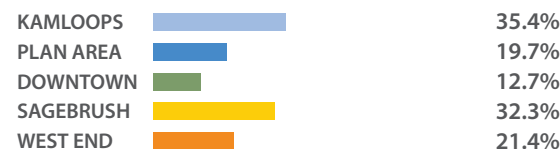


Figure 13 » Median Household Income (2016)

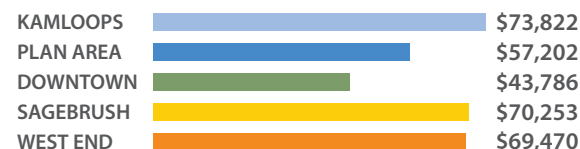


Figure 14 » Median Individual Income (2016)

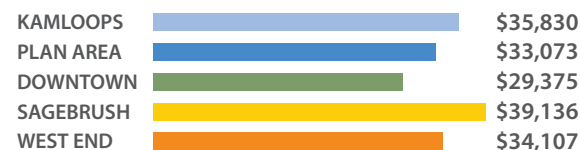


Figure 15 » Low-Income Individuals (2016)

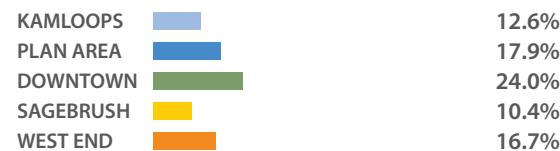


Figure 16 » Population & Age Distribution (2016) » Plan Area

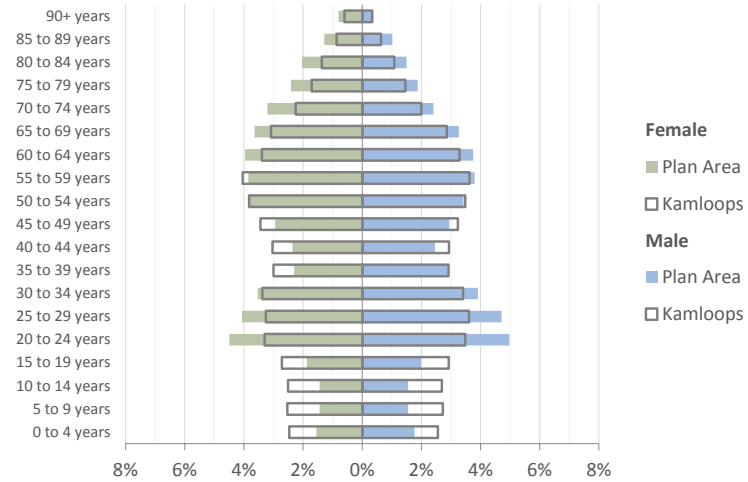


Figure 17 » Population & Age Distribution (2016) » Downtown

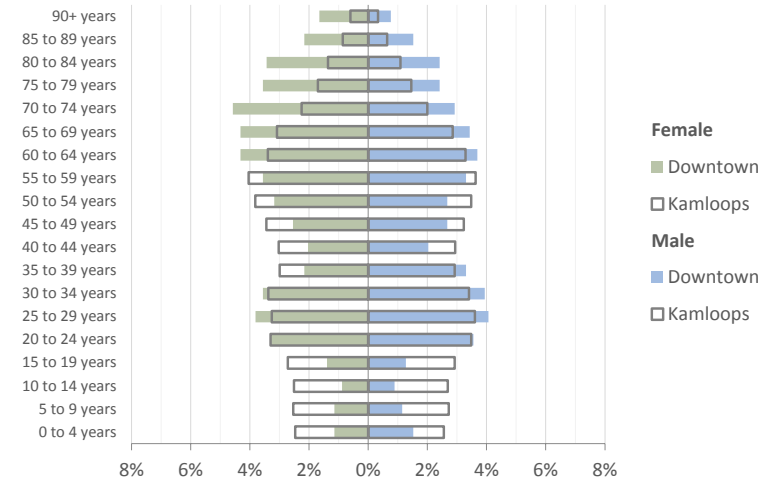


Figure 18 » Population & Age Distribution (2016) » Sagebrush

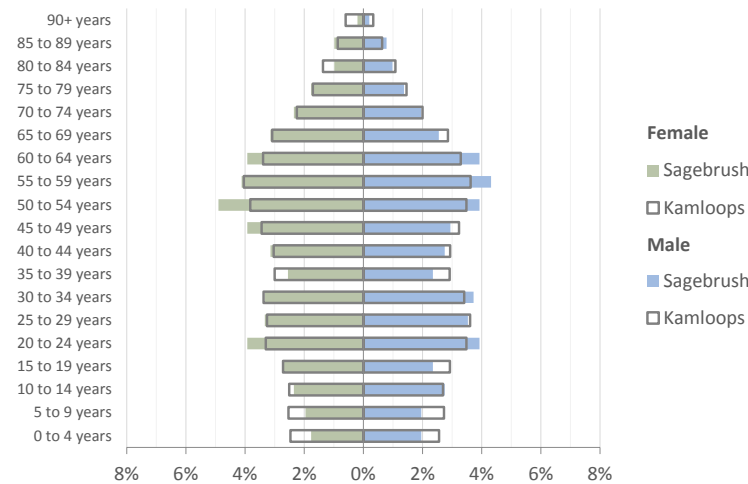
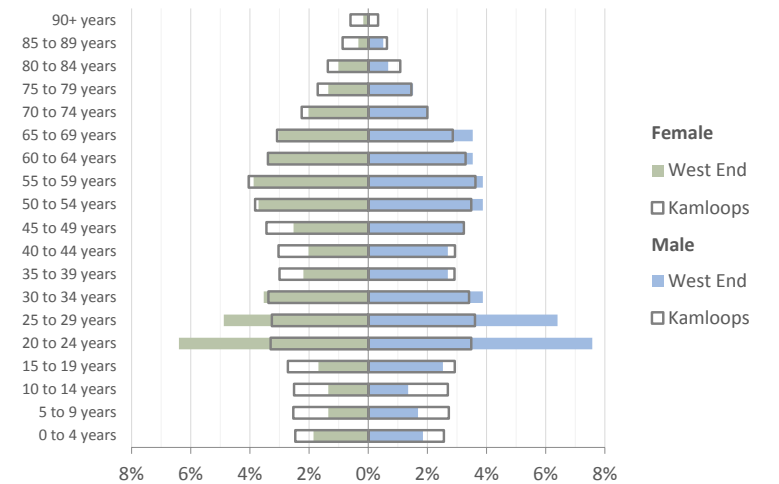


Figure 19 » Population & Age Distribution (2016) » West End



HOUSING

Housing Types

According to the 2016 Census, the housing stock of the plan area is composed of 45.4% medium- to high-density multi-family (e.g. apartments), 20% low-density multi-family (e.g. townhouses, duplexes), and 34.6% single-family homes, with a majority of single-family homes located in Sagebrush, the West End, and the east end of Downtown. Downtown has the largest share of multi-family housing, which composes 82.2% of its total housing stock. By comparison, the city as a whole is composed of 18% medium- to high-density multi-family, 30.1% low-density multi-family, and 51.9% single-family homes.

In the ten-year period from 2007 to 2016, City building permits were issued for 398 units in the plan area. Since the beginning of 2017, building permits have been issued for 158 units in the plan area, which indicates that the pace of development has nearly tripled in the plan area over the past 16 months. Additionally, while the 398 units approved in the plan area between 2007 and 2016 represent a 6.9% share of city-wide totals (5,003 units) during this time period, the

158 units since the start of 2017 represent 15.9% of new units city-wide (993 units) over the past 16 months, which is more than double the previous ten-year percent share. This increase in residential development in the plan area is even more significant as the pace of residential development city-wide is stronger than it has been in over a decade.

Housing Affordability and Tenure

According to the Canada Mortgage and Housing Corporation (CMHC), housing is considered to be unaffordable when a household spends more than 30% of its pre-tax income on adequate shelter. As of 2016, 32% of households in the plan area spent more than 30% of their income on housing in comparison to the Kamloops average of 23%.

In the plan area, 17% of owners are living in unaffordable housing, while this figure is 48% for renters. The same figures for the city as a whole are 14% and 47%, respectively. Within the plan area, 56% of housing is owner-occupied and 44% is rented, compared with a Kamloops average of 72% owner-occupied housing to 28% rented.

The overall trends suggest that while affordability affects a greater percentage of homeowners and renters within the plan area than in the city as a whole, unaffordable rental housing is a significant city-wide issue and is not specific to renters within the plan area.

Age of Housing Stock

As the plan area contains some of the city's oldest streets, its housing stock is significantly older than the Kamloops average. Within the plan area, the greatest share of housing was constructed prior to 1961 (35.6%). 10.4% of the housing stock has been constructed since 2001, primarily in the form of multi-family in the Downtown neighbourhood, multi-family in the Hudson's Trail area of the West End, and single-family in the Guerin Creek area. By contrast, in the Sagebrush neighbourhood, only 3.4% of housing has been constructed since 2001, with 91.7% of housing constructed prior to 1981.

The most significant period of residential development for Kamloops as a whole was between 1961 and 1980, when 41.7% of the city's current housing stock was built. Between 1981 and 2000, 28.1% of the current housing stock was constructed, with 2001 to 2016 accounting for 17.9%.



Figure 20 » Housing Composition (2016)

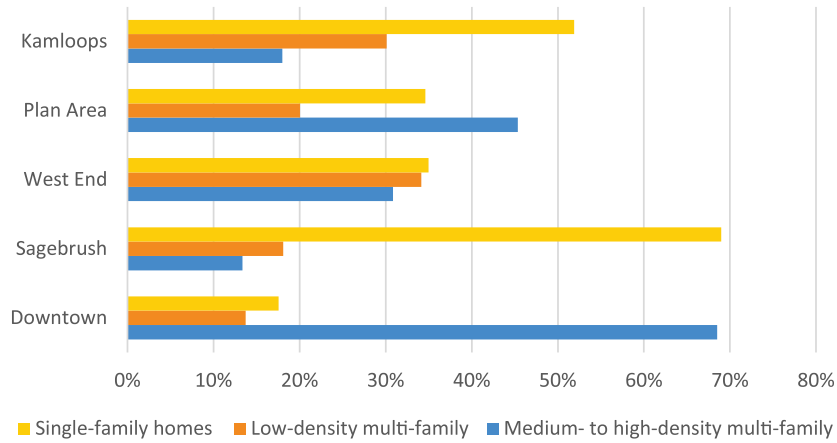


Figure 21 » Residents in Unaffordable Housing (2016)

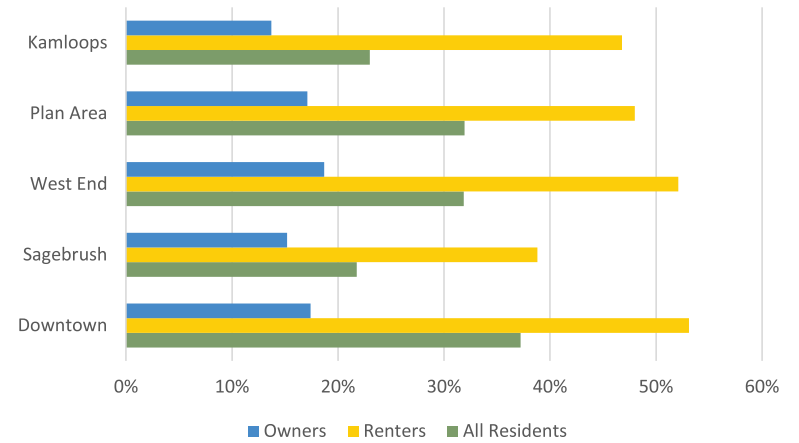


Figure 22 » Tenure (2016)

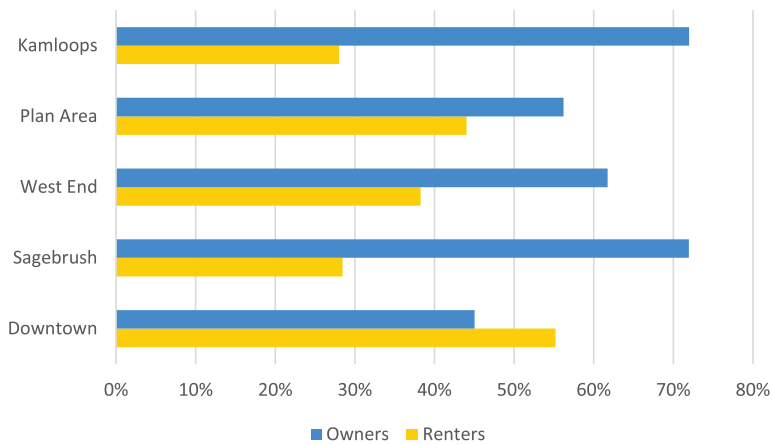
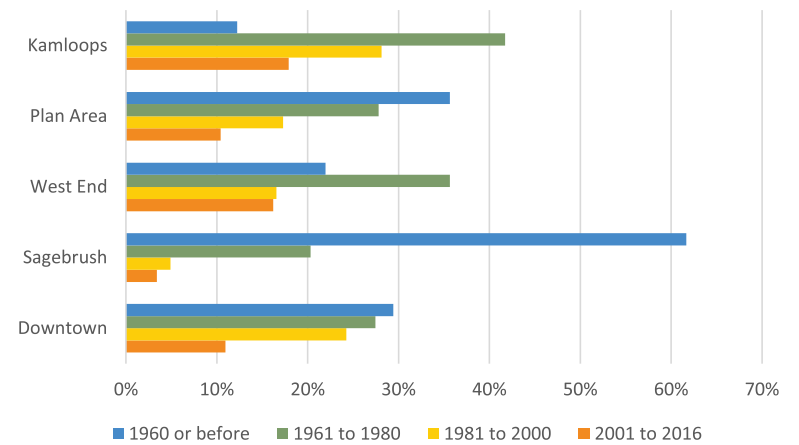


Figure 23 » Period of Housing Construction (2016)



TRANSPORTATION AND MOBILITY

Mode Share

As of the 2016 Census, most residents in the plan area commuted to work as either a driver or passenger of a private vehicle (69.9%); which was significantly lower than the Kamloops average of 88.7%.

A significant share of residents in the plan area commuted by sustainable transportation modes, such as by walking (20.4%), bicycle (3%), or public transit (5%), accounting for a total share of 28.4%. By comparison, in all of Kamloops, a total of 11.3% of commuters used these three modes. In the Downtown neighbourhood, sustainable modes of transportation are used by an even greater share of residents, accounting for 37.3% of all commutes.

The greatest difference between the plan area neighbourhoods and the rest of the city is the high percentage of commuters walking to work, with Downtown (29%), the West End (15.8%), and Sagebrush (14.3%), having the first, fourth, and fifth highest percentages, respectively, out of all city neighbourhoods. Sagebrush had the highest percentage of commuters cycling to work of any neighbourhood in the city, at 5.7%, and the West End had the highest percentage of commuters using public transit of any neighbourhood in the city, at 7.2%.

Pedestrian Network

With a diversity of urban amenities and a well-connected pedestrian network, the plan area contains some of the city's most walkable areas. This includes the Downtown, Sagebrush, and the waterfront and heritage areas of the West End. Walkability in these areas is a result of urban

design and the high population density. Over 47% of the plan area's population lives within a 5- to 10-minute (400 m) walk of the CBD.

Most streets in the Downtown and Sagebrush neighbourhoods have sidewalks, while the Peterson Creek multi-use path currently in development and the Rivers Trail connect the plan area to adjacent neighbourhoods and the city's network of green spaces. Walkability remains a challenge in many areas within the West End neighbourhood where steep topography, an irregular street grid, and less sidewalks reduce pedestrian connectivity.

Figure 24 » Transportation Modes Used by Commuters (2016)

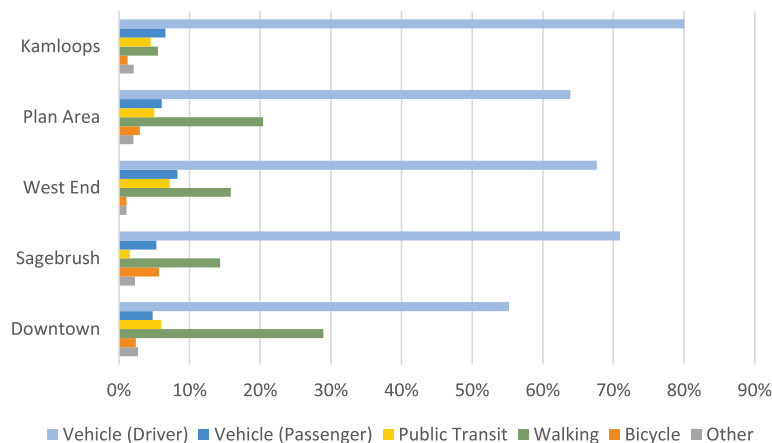


Figure 25 » Sustainable Transportation Modes Used by Commuters (2016)

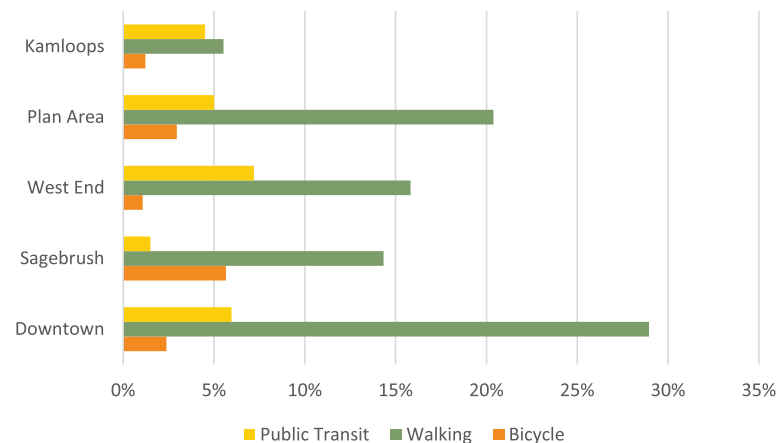


Figure 26 » Pedestrian Network

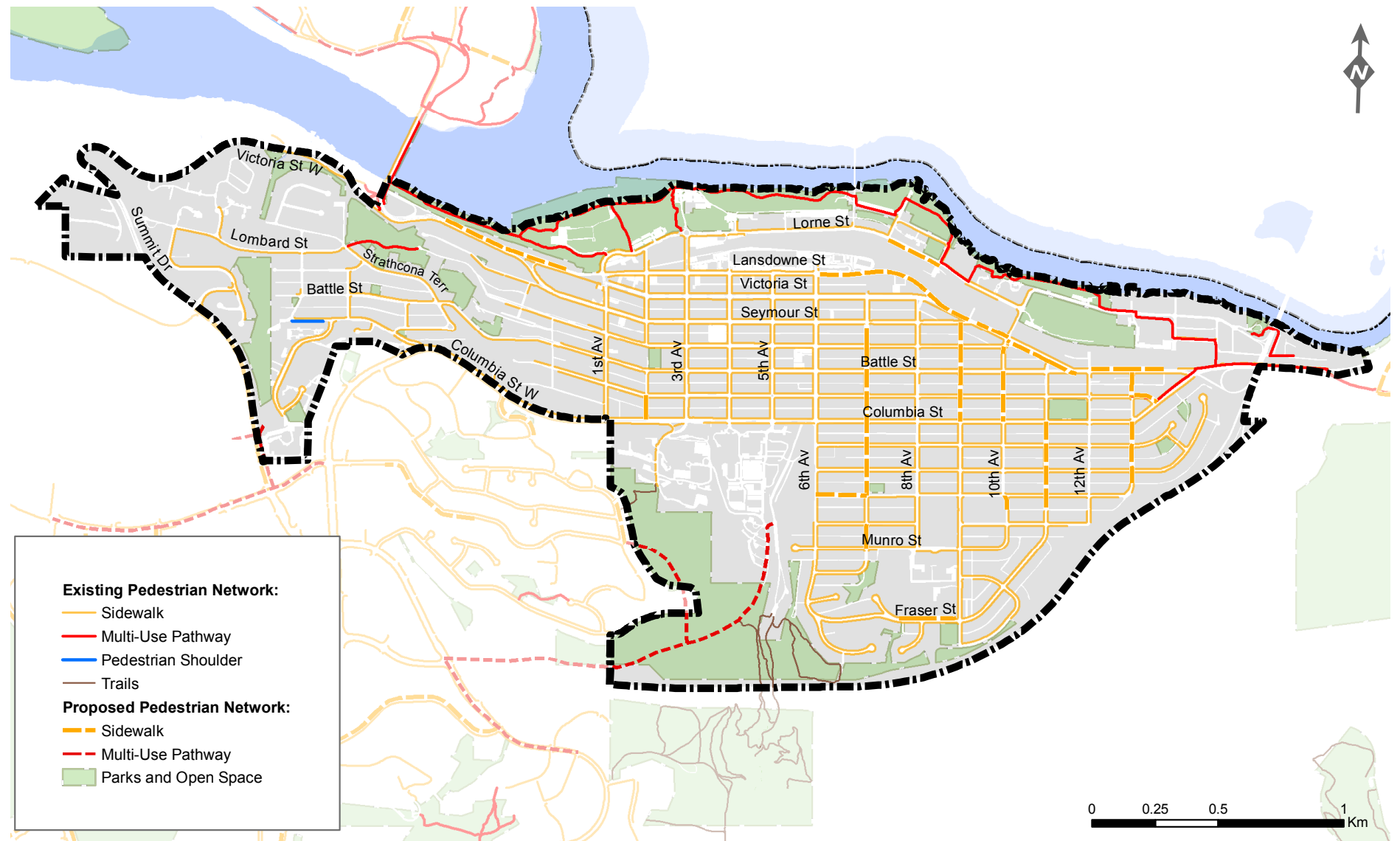
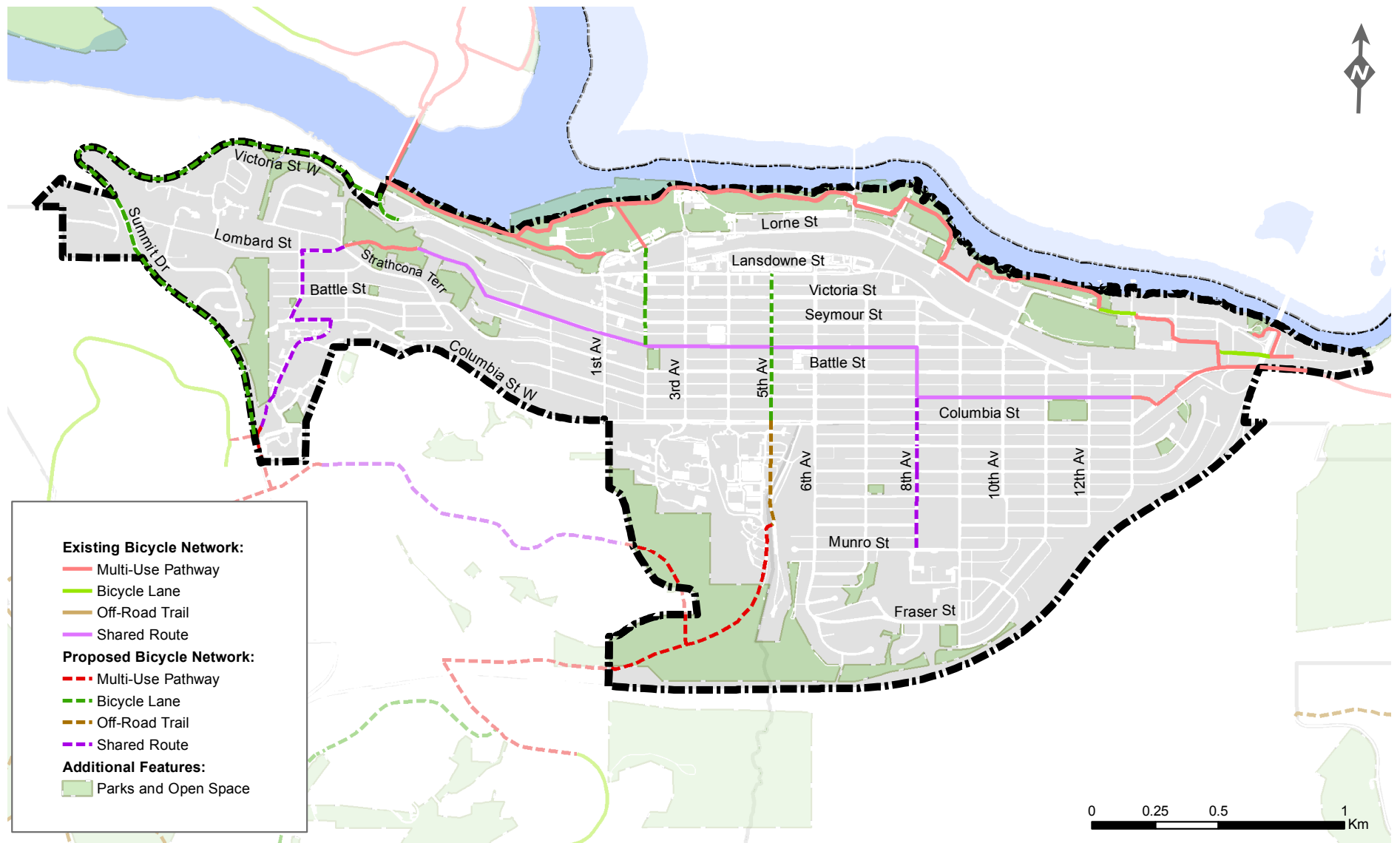


Figure 27 » Bicycle Network



Bicycle Network

The plan area has over 9 km of bicycle paths, including multi-use pathways, off-road trails, shared routes, and bicycle lanes. Downtown contains the most extensive share of the network, with the Rivers Trail multi-use pathway along the waterfront and shared routes along St. Paul and Nicola Streets serving as the primary east-west corridors.

The Sagebrush neighbourhood currently has no designated bicycle routes despite having the highest ridership for commuters in the city. Furthermore, the overall plan area has a lack of dedicated north-south bicycle corridors, with only sections of 8th Avenue and the Rivers Trail designated for this purpose.

The Peterson Creek multi-use path, scheduled for completion in mid-2018, will improve connectivity running north-south as well as with neighbourhoods in the Southwest Sector of the city.

Transit Network

The plan area is well-served by public transit, with 8 of Kamloops' 13 transit routes having stops in the area. As a major employment and entertainment area, Downtown is particularly well-connected to the rest of the city and is home to one of the city's three transit exchanges. With 82 transit stops within the plan area, all residents of Downtown and Sagebrush live within a 5- to 10-minute (400 m) walk of a transit stop. Within the West End, all residents except those living west of Guerin Creek are also within a 5- to 10-minute (400 m) walk of a transit stop.

Table 2 » Public Transit Stops by Neighbourhood

AREA	NUMBER OF STOPS
Kamloops	571
Plan Area	82
Downtown	53
Sagebrush	11
West End	18

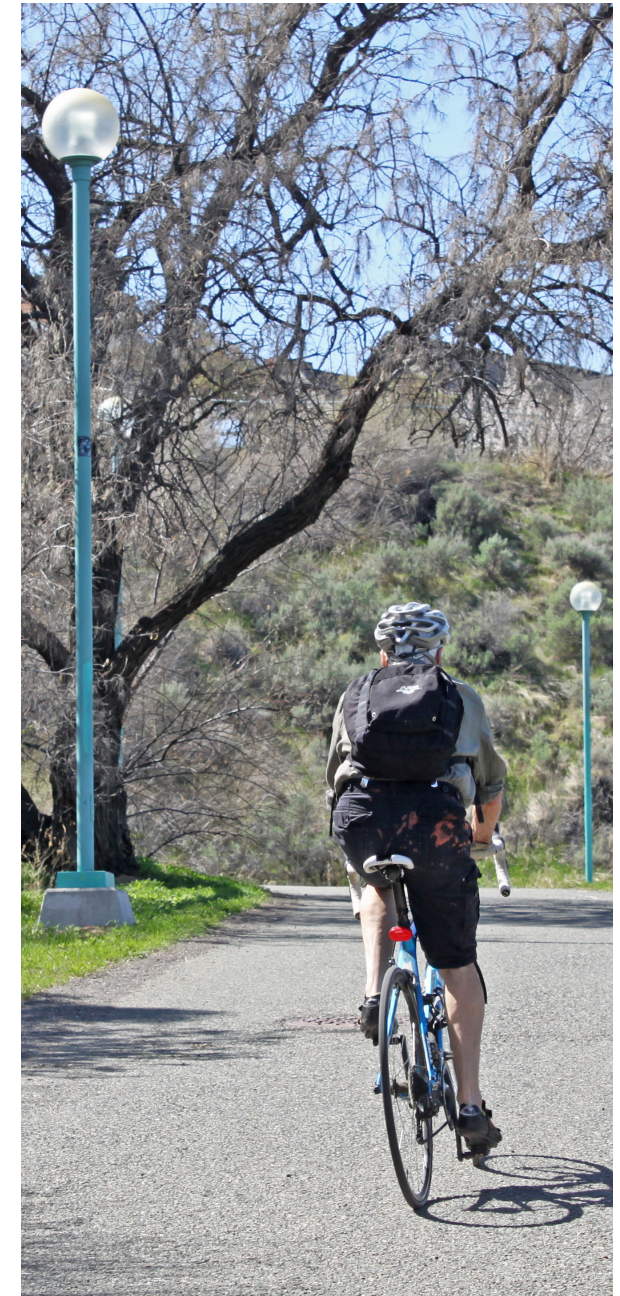
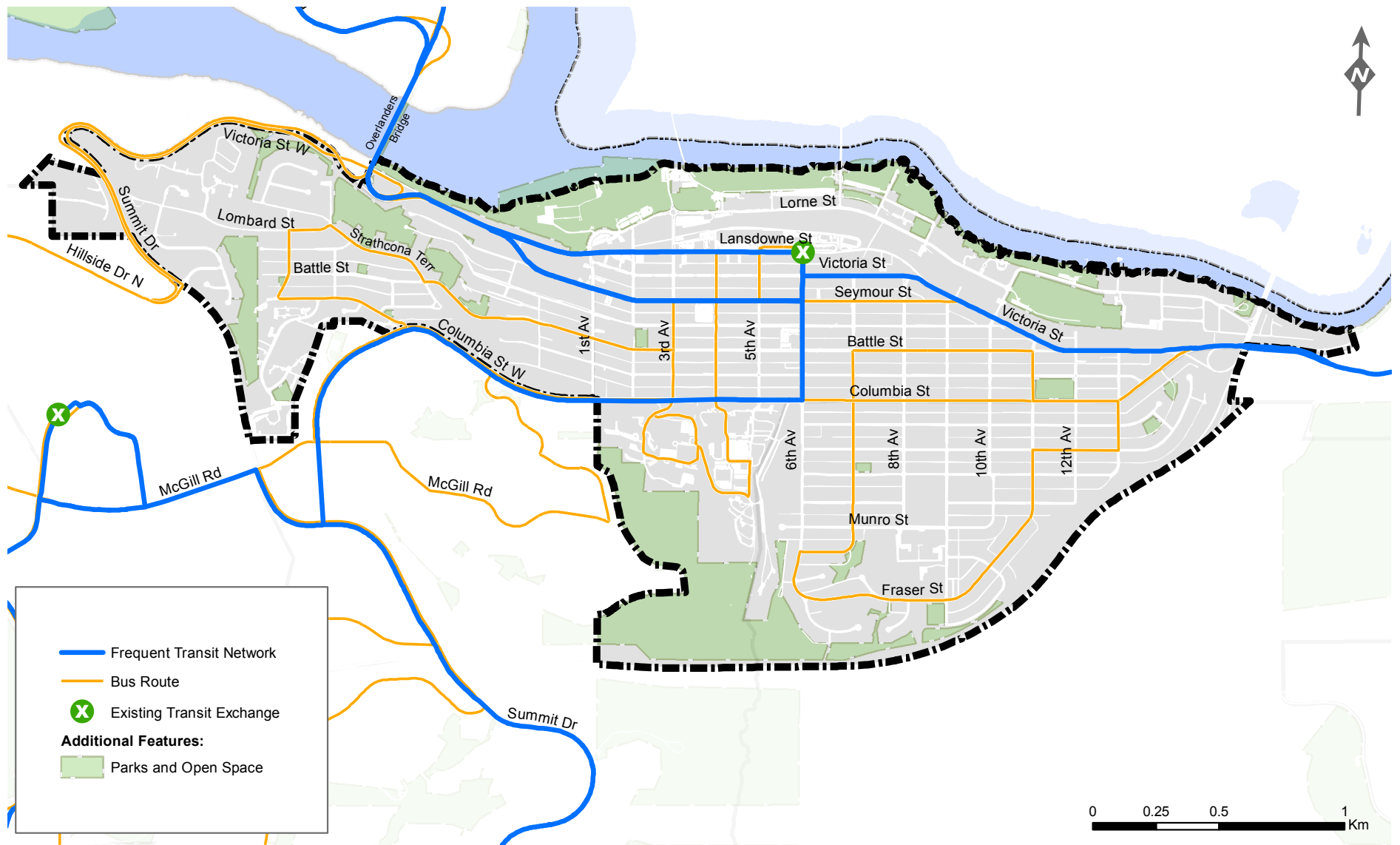


Figure 28 » Transit Network



Road Network

With a majority of the plan area built on a traditional urban street grid and several major corridors for accessing adjacent neighbourhoods and the provincial highway system, the plan area is well connected with the rest of Kamloops and beyond.

The plan area includes a variety of road classifications, including major arterials, minor arterials, Downtown arterials, major collectors, minor collectors, and local roads. Three provincial highways, Highway 1, 5, and 97, border the plan area to the south and east.

Major arterials moving the greatest volume of traffic through the plan area include Summit Drive, Columbia Street, Lansdowne Street, Seymour Street, and the east end of Battle Street.

The 200 to 400 block section of Victoria Street serves as the city's historic main street and is a symbolic gathering place subject to temporary road closures during key civic events. The 200 block of St. Paul Street is closed to traffic while the Kamloops Farmers' Market is in operation on Saturday mornings between April and October.

Parking

As shown in Figure 30, the plan area contains over 17 ha of surface parking lots and several major public and private parkades in addition to on-street parking permitted along the majority of roads within the plan area.



Figure 29 » Road Network

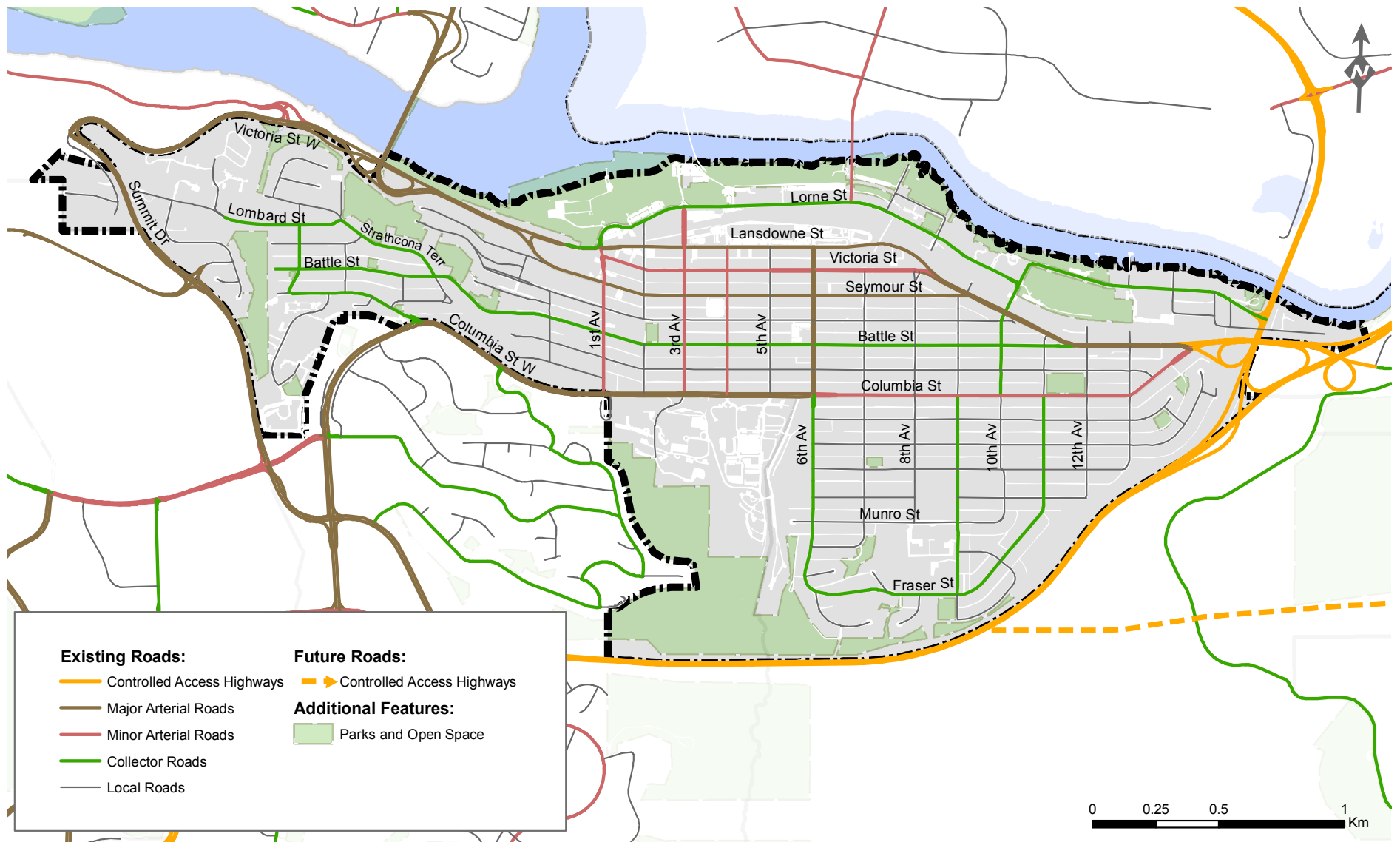
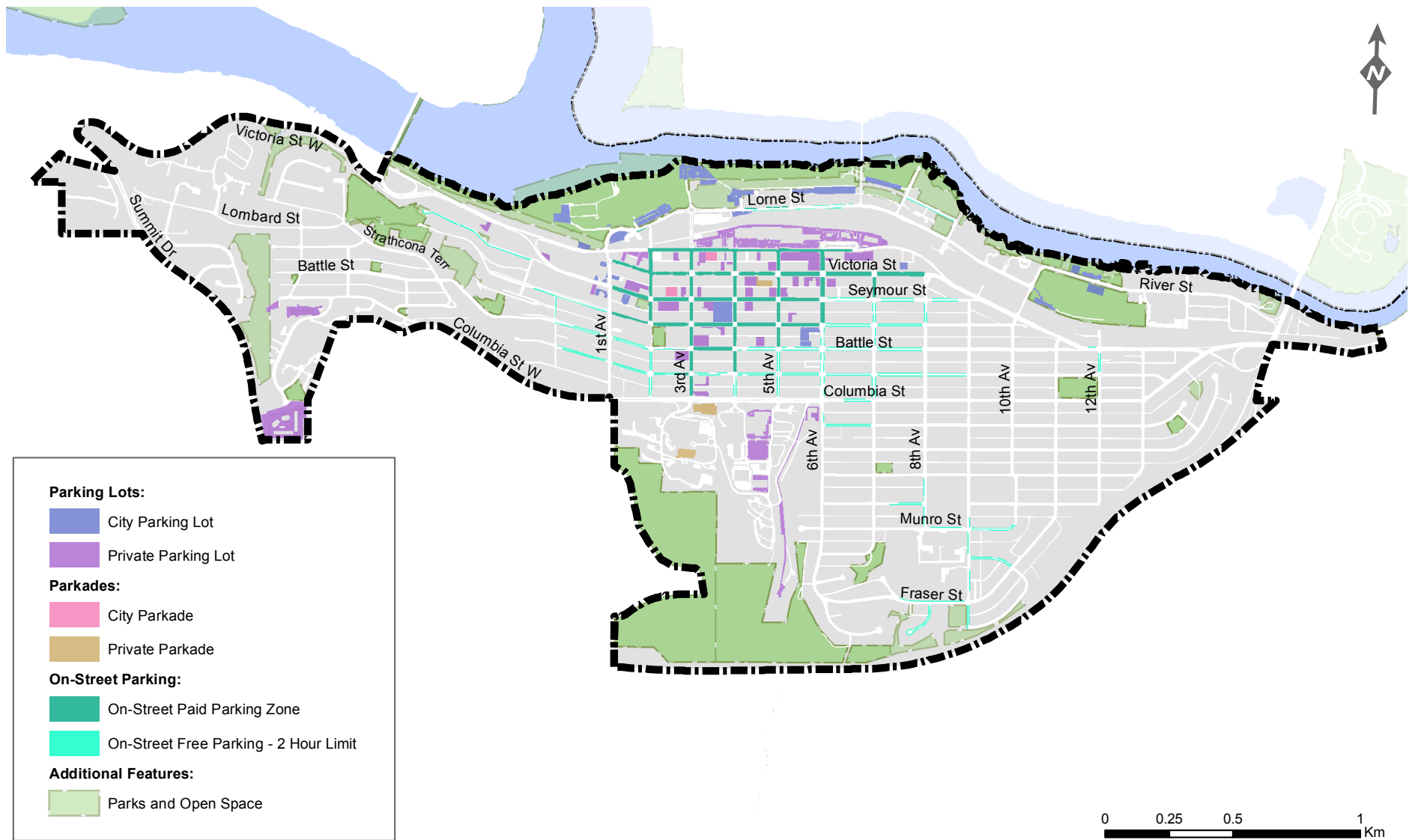


Figure 30 » Parking Areas



Most Downtown parking is metered, but is free on Sundays, statutory holidays, and from 6:00 pm to 9:00 am daily. Public parkades are free all weekend while rates and times vary for the mix of public and private surface lots. Monthly parking passes are available for purchase, and residential parking passes are also available to residents living within the plan area.

Gateways

Several major entry corridors serve as key gateways for residents and visitors to the Downtown. Three of these corridors have road-oriented gateway signage that welcome people to Downtown Kamloops, including on Victoria Street West at Seymour Street West, Victoria Street at Lansdowne Street and 8th Avenue, and Columbia Street west of 1st Avenue.

The historic CN Rail train station on Lorne Street is a key gateway for tourists arriving on the Rocky Mountaineer.

Gateway features can be found at entry points to landmark destinations within the plan area, including Riverside Park, Peterson Creek Park, Station Plaza, Gaglardi Square, and the Kamloops Farmers' Market Saturday location at the former Stuart Wood school site. In addition to serving as physical and symbolic gateways, such features contribute to public art, placemaking, and wayfinding efforts.



Figure 31 » Entry Corridors and Gateways



EMPLOYMENT AND LOCAL ECONOMY

The plan area encompasses the largest employment area in the city and region, with a diversity of commercial, institutional, and industrial uses, including retail, restaurants, hotels, private and government offices, schools, cultural and entertainment facilities, rail transport operations, and a major hospital with supporting medical offices. Major employers include Interior Health, School District No. 73, the City of Kamloops, the BC Lottery Corporation, and CN Rail.

The largest industries employing residents of the plan area include health care and social assistance (15.1%), accommodation and food services (12.5%), and retail trade (11.9%).

Similarly, the largest industries by labour force for all of Kamloops are health care and social assistance (14.0%), retail trade (12.8%), and accommodation and food services (9.6%). In comparison to the city average, the plan area has a greater share of residents employed in educational services (9.7% vs 6.8%); accommodation and food services (12.5% vs 9.6%); arts, entertainment, and recreation (3.5% vs 2.7%); professional, scientific, and technical services (7.4% vs 5.7%); and information and cultural industries (1.7% vs 1.4%). Figure 33 provides a detailed breakdown of the labour force by neighbourhood.

With a high concentration of both employment and residential land uses, 59.9% of plan area residents spend less than 15 minutes commuting to work, compared with 42.1% for the city as a whole, as shown in Figure 32.

Figure 32 » Commute Duration (2016)

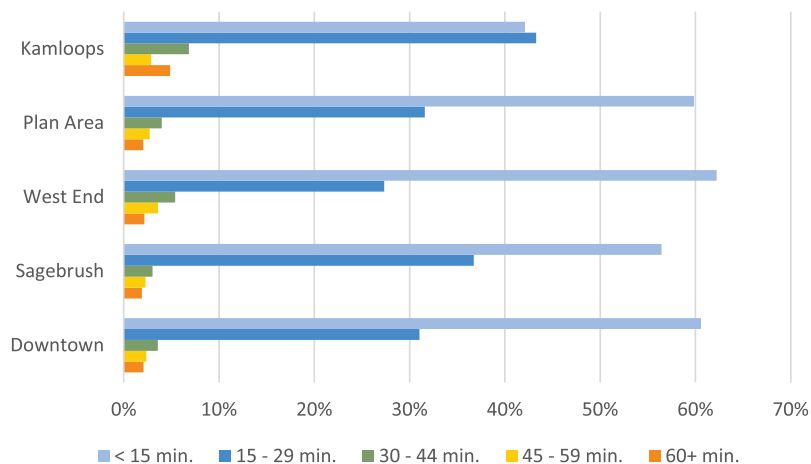
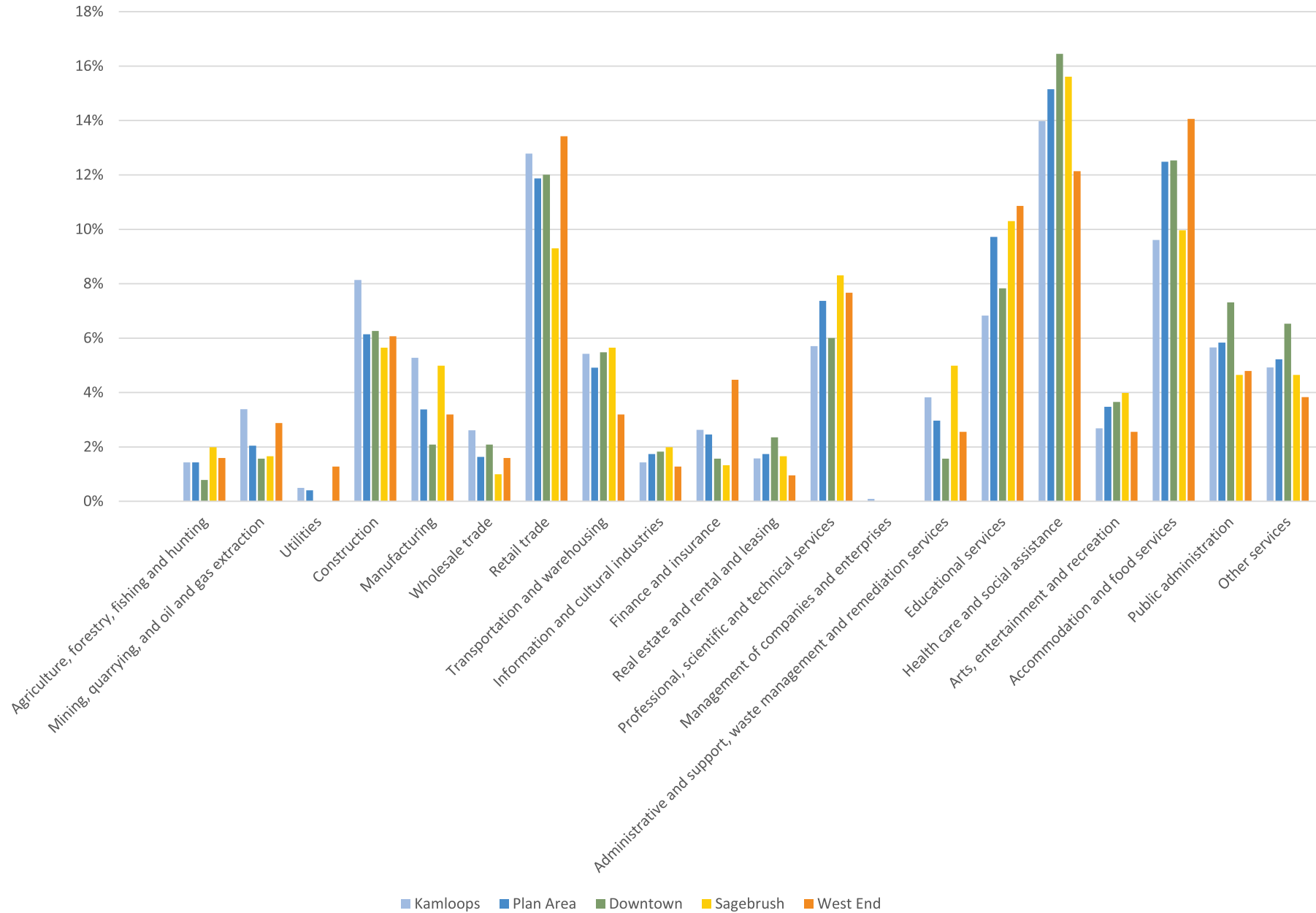


Figure 33 » Labour Force by Industry (2016)



PARKS AND PUBLIC SPACE

The plan area contains over 68 ha of parks and public space ranging from large nature parks to neighbourhood tot lots. Major parks include Riverside Park, Waterfront Park, Pioneer Park, Exhibition Park, and Peterson Creek Park. Riverside Park is a key community gathering place, and in the summer it is used for community events including Canada Day celebrations, Music in the Park, and Ribfest.

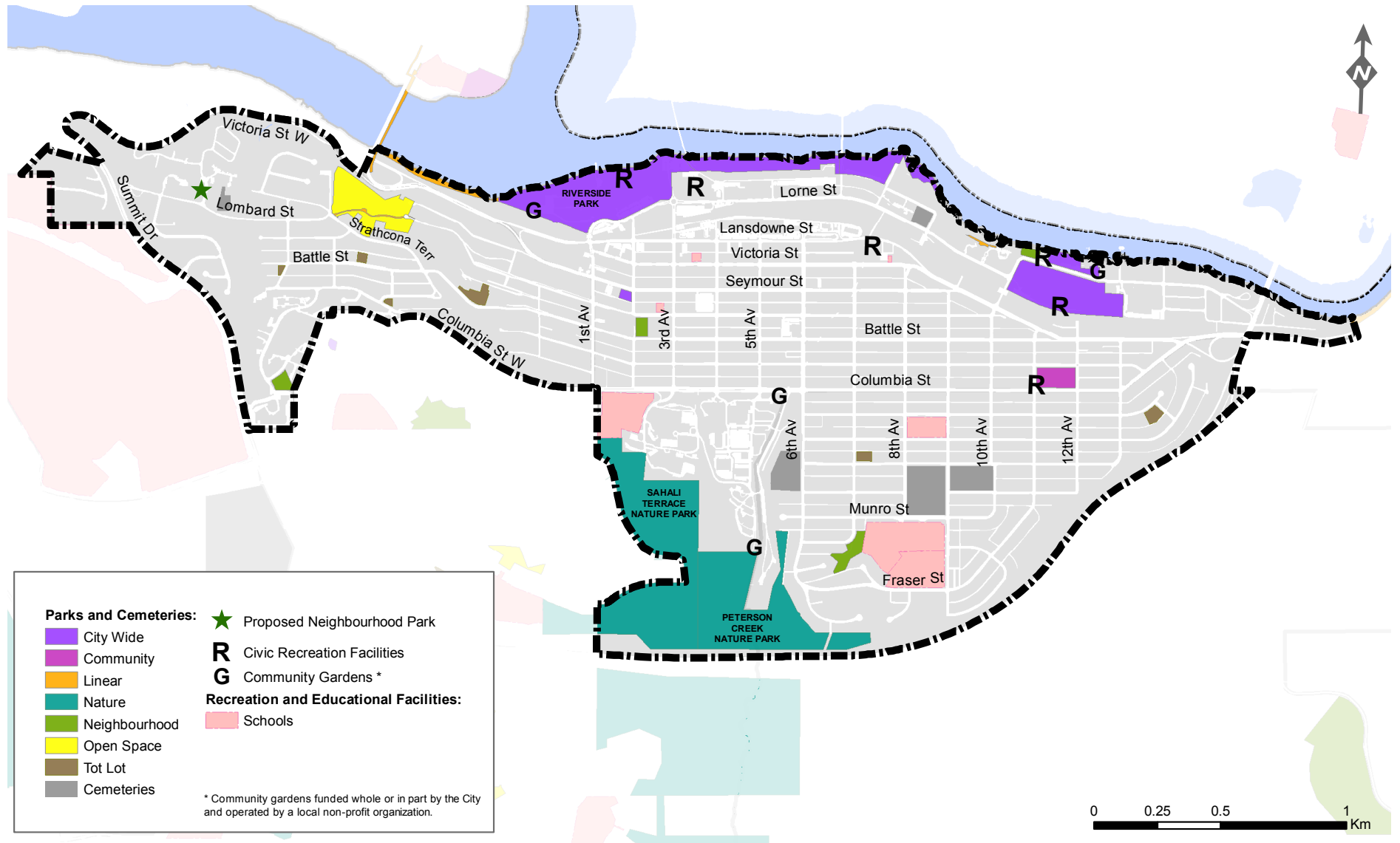
Downtown is also home to a number of small plazas and squares, including Gaglardi Square and Station Plaza. The 200 to 400 blocks of Victoria Street are occasionally closed to vehicle traffic for special events, while the 200 block of St. Paul Street is closed on Saturday mornings between April and October for the Kamloops Farmers' Market, which also makes use of the former Stuart Wood School site's fields.

The entire Sagebrush neighbourhood and most of the Downtown and West End neighbourhoods are within a 5- to 10-minute (400 m) walk of a park, recreational facility, or trail. Despite the relatively good level of walkability within the plan area, connectivity can be hindered by physical barriers such as rail lines and hilly topography.

The plan area has wayfinding signage, which helps to guide residents and visitors to key amenities. Other features, such as public art and landmarks, help with navigation while making public spaces more interesting and attractive for people.



Figure 34 » Parks and Recreation



HERITAGE

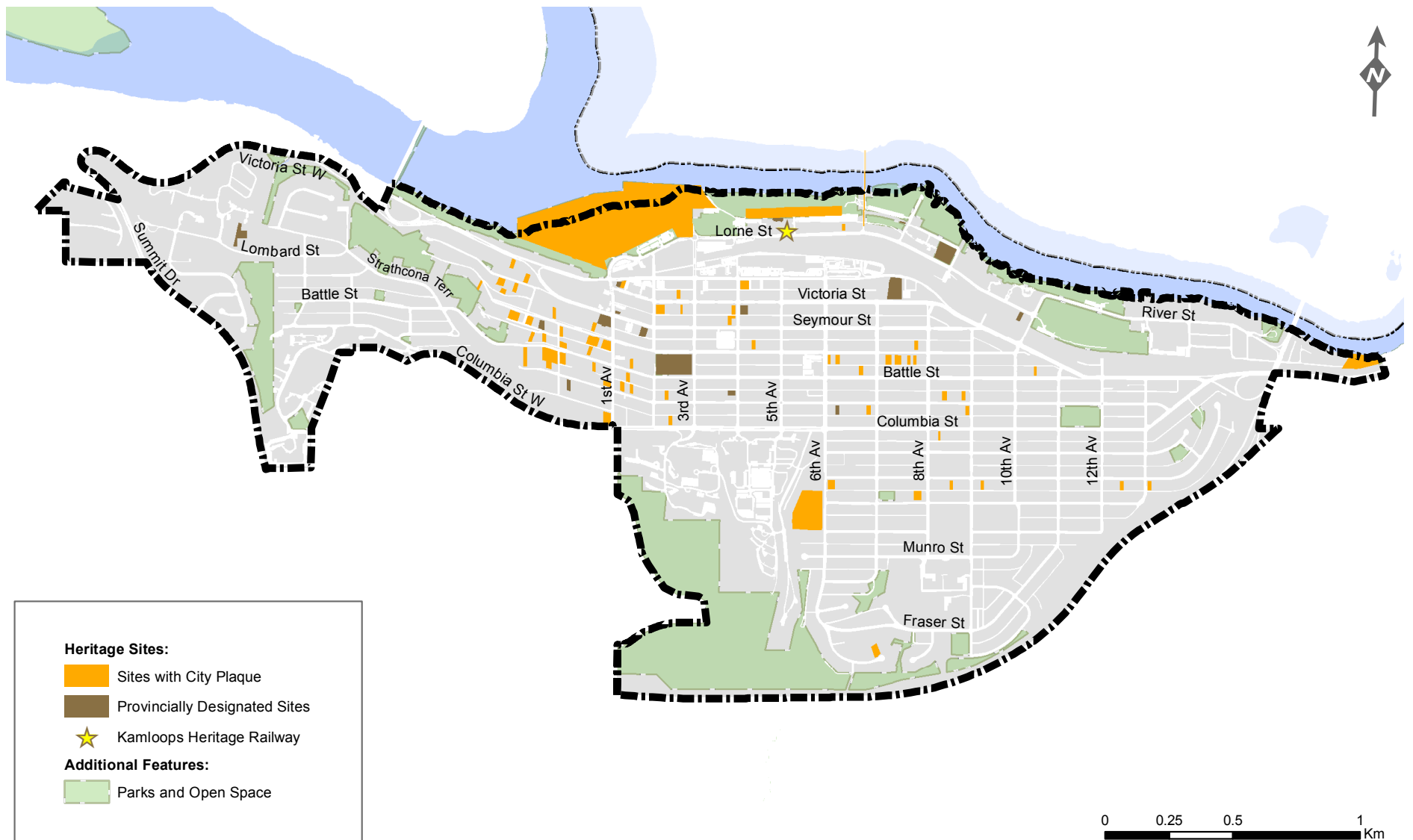
Kamloops has 20 heritage sites that are officially designated and identified in the City's Heritage Register. The plan area is home to 16 of these sites, 12 of which are located Downtown and include Stuart Wood School, the Plaza Hotel, and the CNR Station. The remaining four – the Chinese Cemetery, the Old Kamloops Courthouse, and the Marlatt and Stoodley Residences – are located in the West End.

In addition to these sites, over 100 assets have been identified by the City's Heritage Commission for their heritage potential, the majority of which are within the plan area, such as the Old Firehall #1, the Elk's Lodge, and the Red Bridge. Also included is the Spirit of Kamloops, a steam engine maintained by the Kamloops Heritage Railway, which offers seasonal events and tours on its set of historic rail cars.

As part of the Downtown Plan planning process, staff will gather community input and conduct a technical analysis to determine the viability of establishing a formal Heritage Conservation Area in certain locations within the plan area. Heritage Conservation Areas provide development guidelines to protect the form and character of heritage characteristics and special features on identified lands, buildings, and other structures.



Figure 35 » Heritage Assets



ARTS AND CULTURE

The plan area contains a number of cultural assets, including cultural facilities, annual events, and public art. With the exception of Sagebrush Theatre, eight of the nine cultural facilities shown in Figure 36 are located in the Downtown neighbourhood. These are the Kamloops Art Gallery, Kamloops Museum, Kamloops Public Library, Old Kamloops Courthouse, Pavilion Theatre, Rex Hall, Riverside Park Rotary Bandshell, and St. Andrew's on the Square.

Additionally, there are a number of private facilities, such as nightclubs and art studios, which add to the number of cultural and entertainment

amenities in the area that regularly host events, from music concerts to art gallery openings and art workshops.

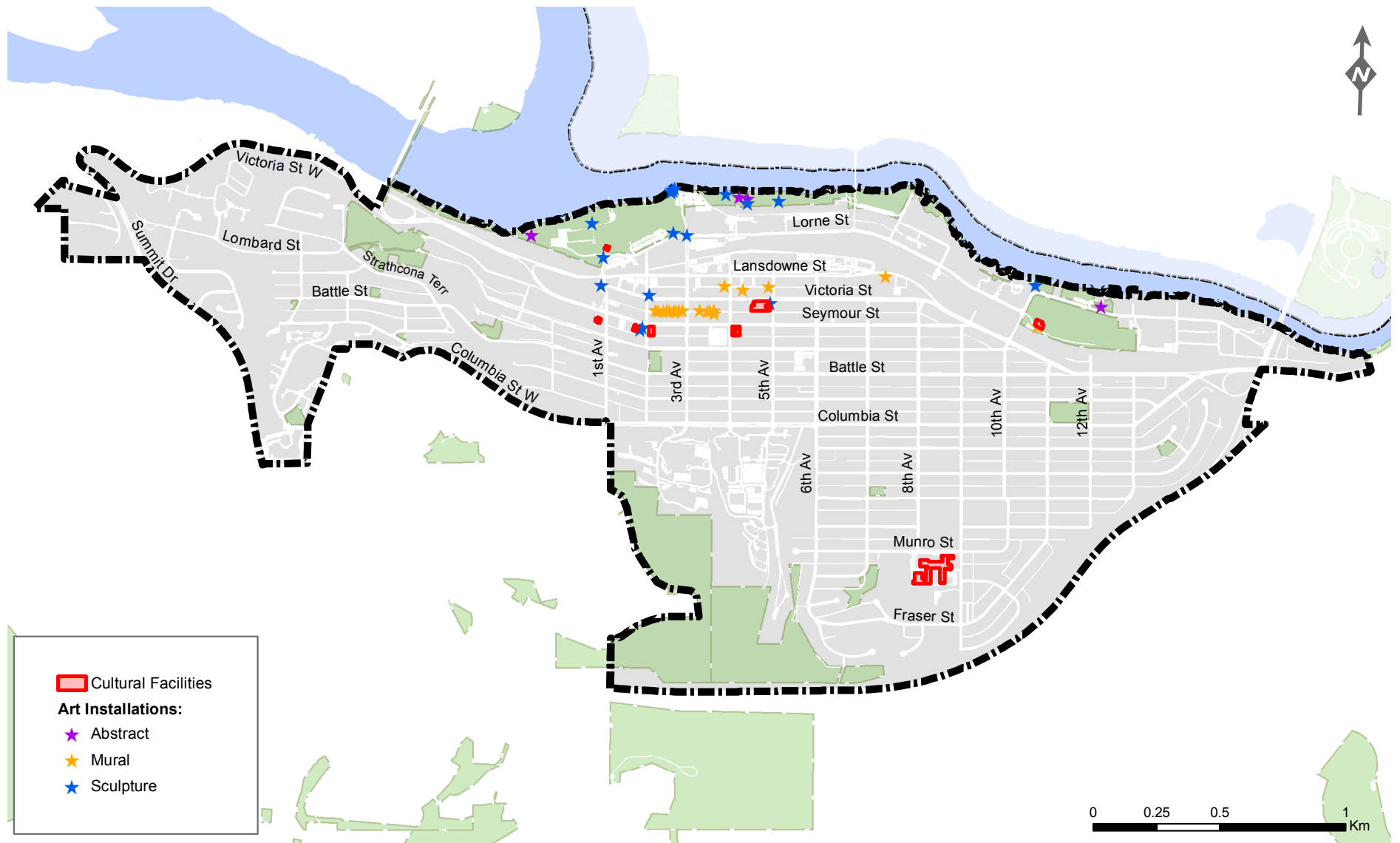
Also located Downtown is the Sandman Centre, which is the home of the Kamloops Blazers hockey team. In addition to sporting events, the facility regularly hosts trade shows, conventions, and big-ticket concerts.

Notable annual cultural events held within the plan area include Canada Day, Art in the Park, Music in the Park, BrewLoops event series, Hot Nite in the City, Kamloops Film Festival, Kamloops Wine Festival, Lumière Lantern Festival, Taste of Downtown, and Ribfest.

Public art is another prominent cultural feature in the plan area, which is home to 36 of the city's 40 art installations. All public art within the plan area is located within the Downtown neighbourhood. Prominent installations include the Rivers statue at the intersection of Lorne Street and 3rd Avenue, as well as the many murals found in the alleyways between 2nd and 3rd Avenues and Victoria and Seymour Streets.



Figure 36 » Cultural Assets



ENVIRONMENT

The plan area contains a number of valuable natural features, including the Thompson Rivers shoreline and Guerin, Peterson, and Springhill Creeks. It also includes an abundance of natural open spaces, which are generally characterized as steep slopes and nature parks.

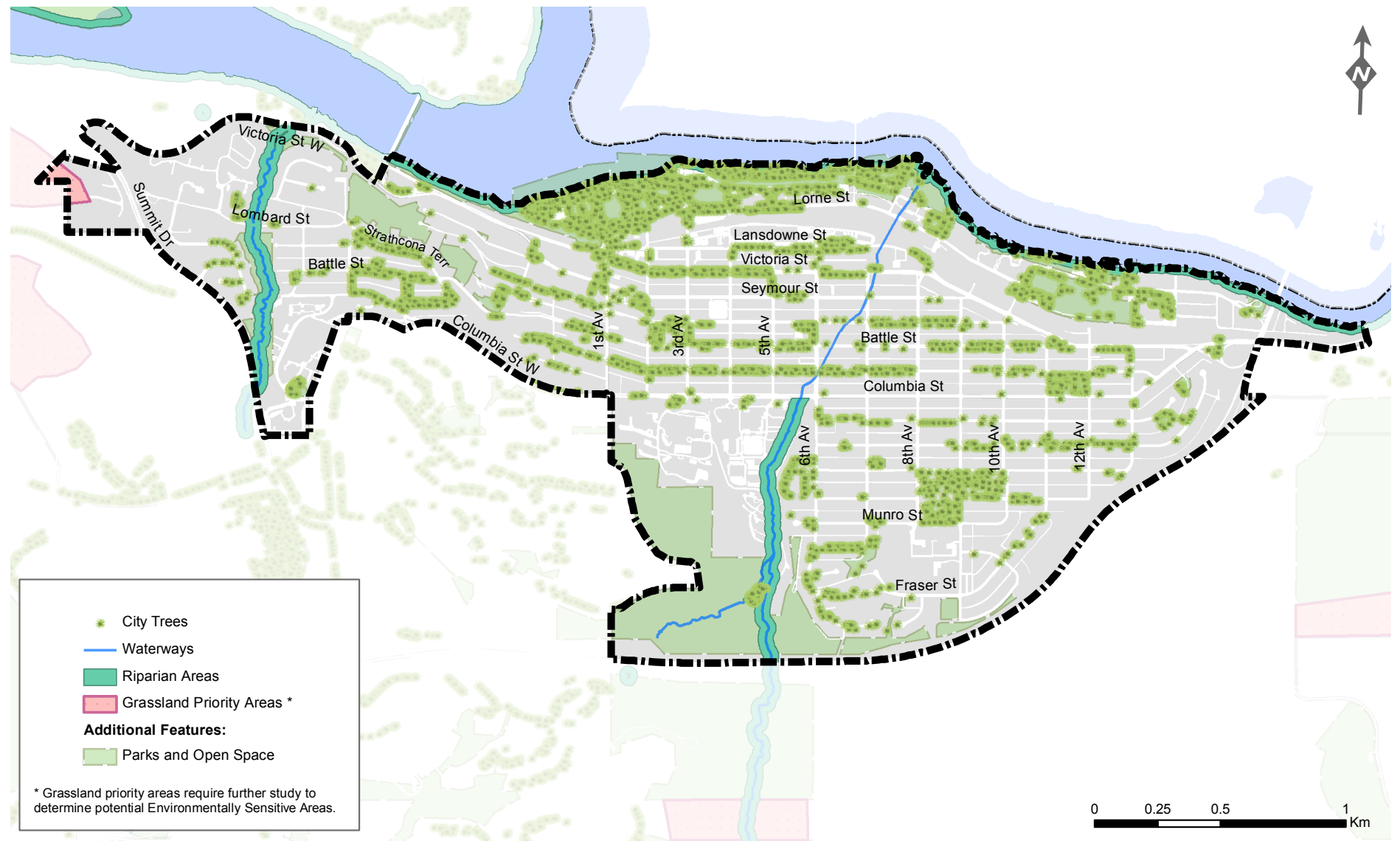
Areas formally protected from development under the Province's Riparian Areas Regulation include all land within 30 m of the Thompson Rivers, all of their tributaries, and all water bodies containing fish habitat.

In addition to providing habitat, wildlife access corridors, stormwater management functions, and enhanced water and air quality, these natural features provide recreational, educational, health, and aesthetic benefits. Additionally, these features help to reduce the urban heat island effect by acting as natural heat sinks, countering the excess build up of heat caused by large expanses of concrete and asphalt. Many of these benefits can be further enhanced with a well-maintained urban forest lining city streets and within parks.

Figure 37 highlights the location of key natural assets, grassland priority areas, areas protected by the Province's Riparian Areas Regulation, and trees identified by the City tree inventory.



Figure 37 » Environmental Considerations



INFRASTRUCTURE

The plan area contains some of the city's oldest underground infrastructure, including water, storm drainage, and sanitary sewer networks. Upgrading aging infrastructure and increasing the capacity to accommodate future growth will be challenges during the term of this plan. However, the current system can accommodate the majority of the growth forecast for the plan area to 2039, with minor upgrades required in some areas. Additionally, on a cost-per-resident basis, future infrastructure improvements in the densely populated plan area will be more cost-effective and efficient than network expansion and improvements in other, lower-density neighbourhoods.

Water Network

Most of Kamloops, including the plan area, obtains its water from the South Thompson River via a pump station located at the north end of 13th Avenue and the nearby Kamloops Centre for Water Quality on River Street.

In 2011, the City installed residential water meters to reduce costs and conserve water. Since their introduction, a 25% reduction in peak summer water usage means the City can defer costly intake and treatment capacity upgrades by up to two decades.

Drainage Network

Within the plan area, stormwater is collected and conveyed by the City's network of pressurized and gravity mains to several discharge points along the Thompson Rivers. Natural waterways and gullies, such as Guerin Creek, also help manage storm drainage, and the City is in the process of enhancing and further integrating more natural features, such as vegetated areas and permeable surfaces, to improve stormwater management.

Recent improvements within the plan area include the Hillside Drainage Improvement Project, which included the construction of a new stormwater detention pond at the corner of Victoria Street West and Summit Drive in the West End. In addition to the regular upgrading of aging infrastructure and integration improvements, impacts from climate change, such as the growing intensity of rainfall events, may pose an increasing challenge to the network in the future.

Sanitary Sewer Network

The plan area is serviced by the City's network of pressurized and gravity mains, which convey collected wastewater to the Kamloops Sewage Treatment Centre, which is 6 km west of the plan area on Mission Flats Road. Ongoing challenges for the sanitary sewer network include maintaining aging infrastructure and upgrading capacity to accommodate growth. Recent breaks in a large sewer line occurred within the plan area on Lorne Street in 2017 and 2018, which highlighted the potential risks posed by aging infrastructure.



Figure 38 » Water Network

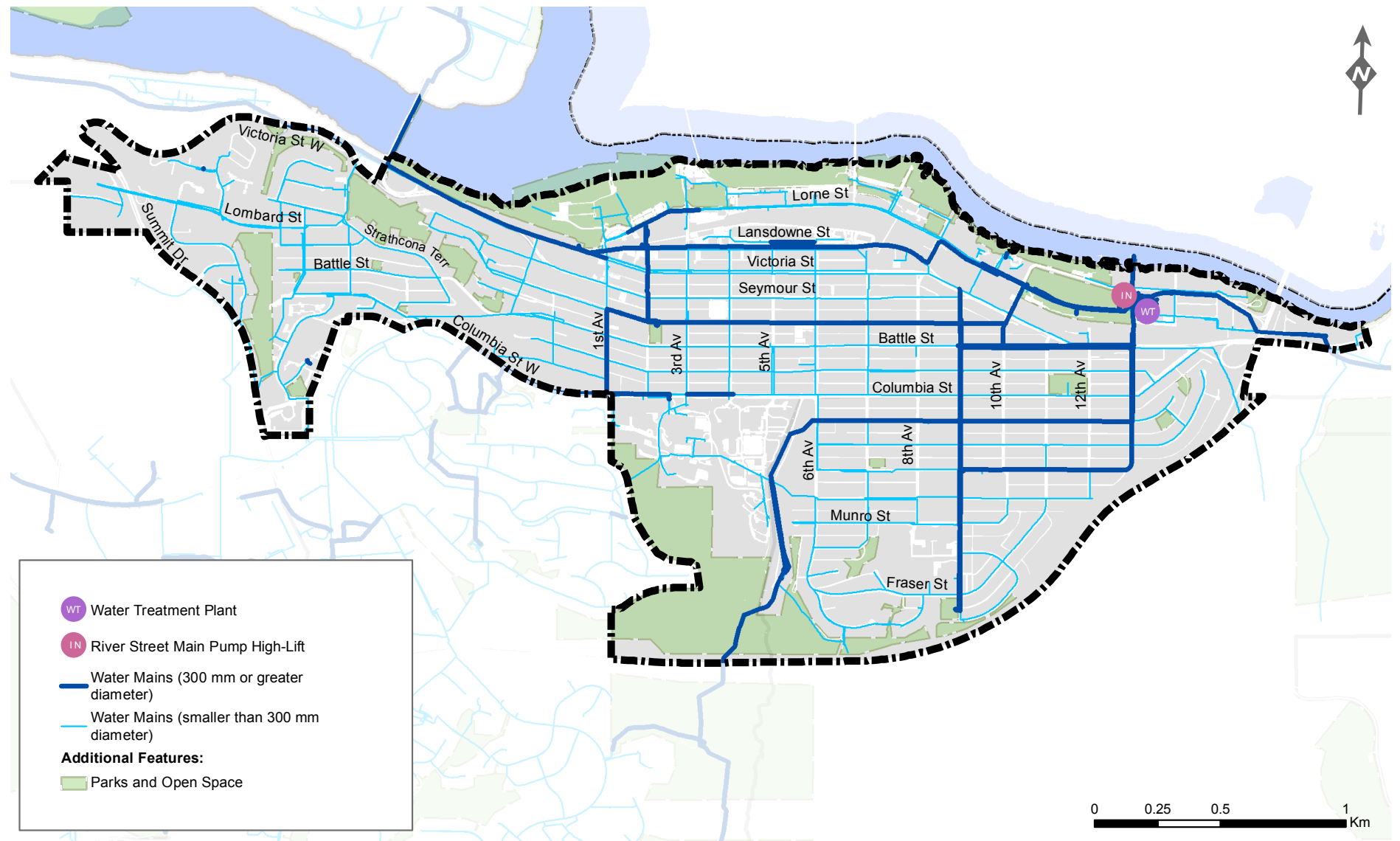


Figure 39 » Drainage Network

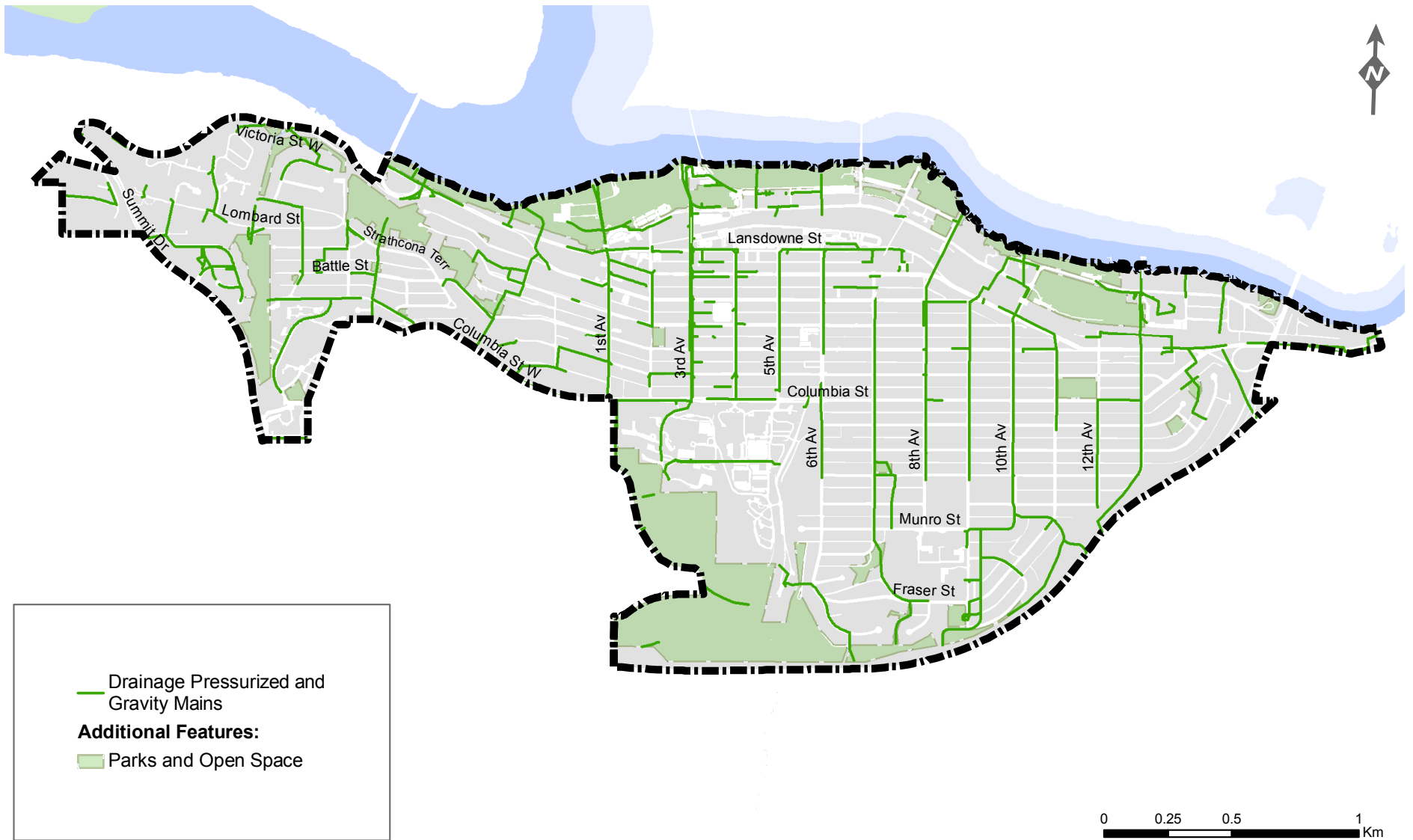
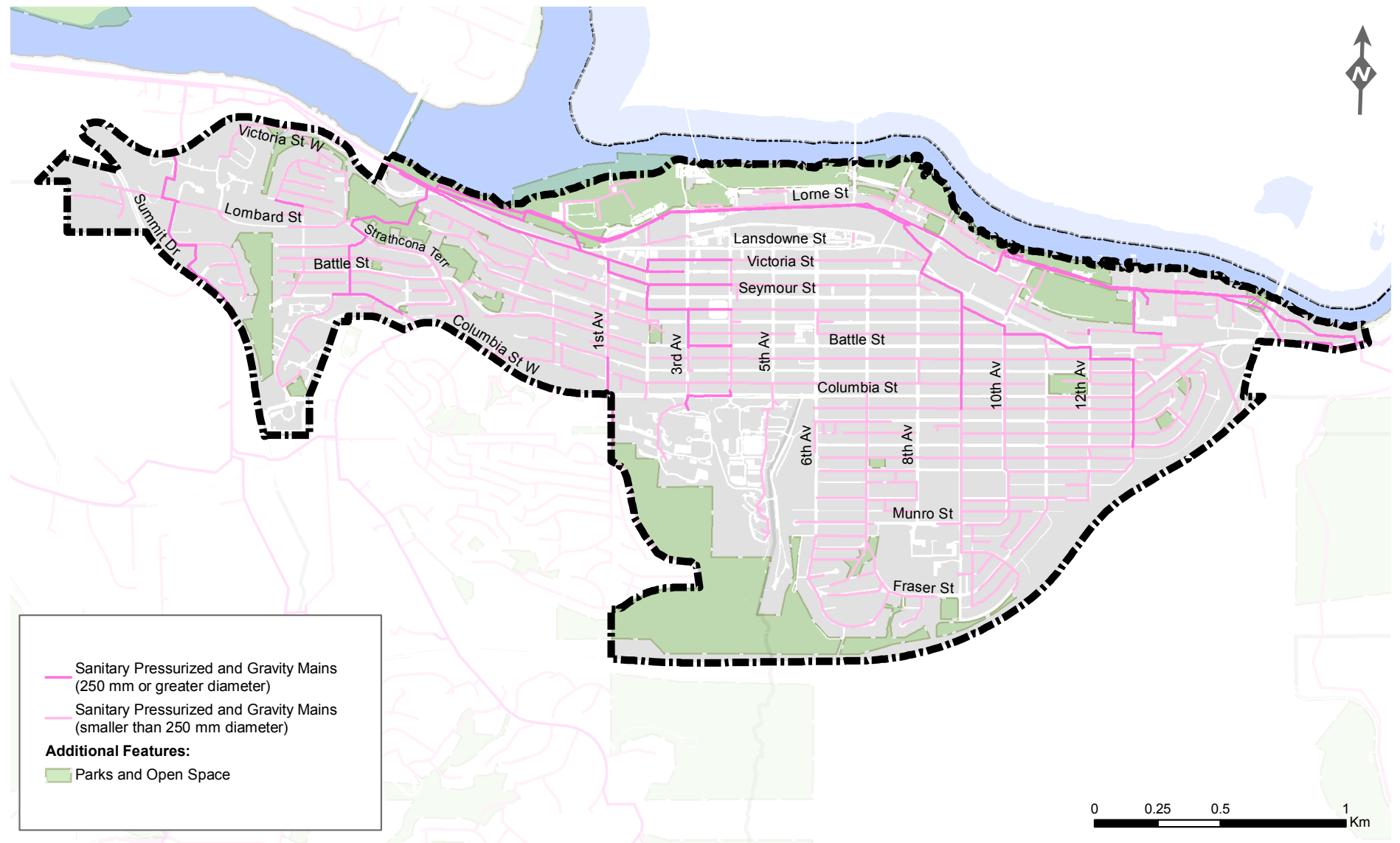


Figure 40 » Sanitary Sewer Network



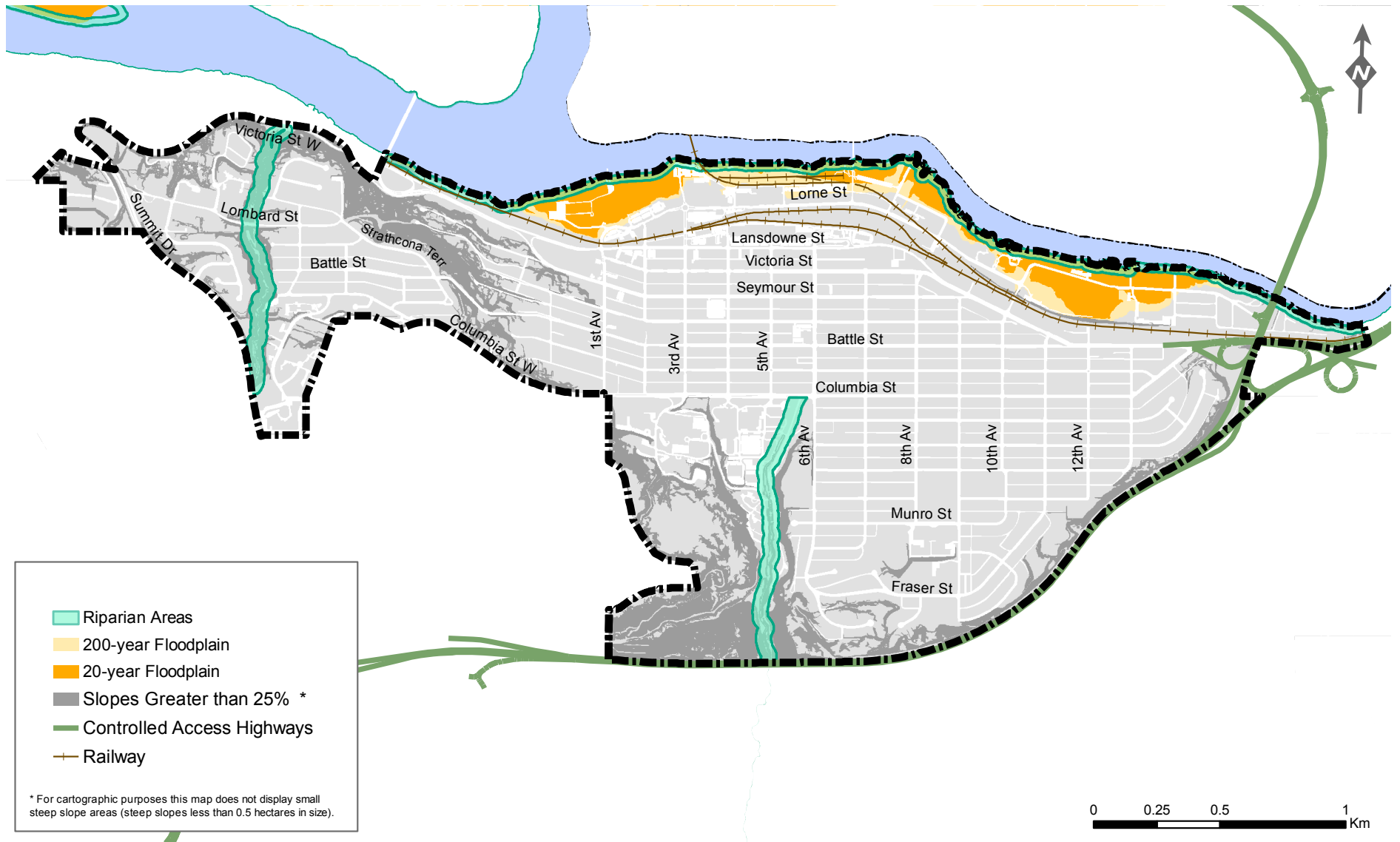
CONSTRAINTS

A number of natural and built features act as potential barriers to connectivity and development within the plan area, as well as between the plan area and surrounding neighbourhoods. Such constraints include river shoreline, steep slopes, creeks, major roads, rail lines, and rail yards. Figure 41 provides an overview of these features.

Conversely, these constraints also present potential opportunities. Creatively integrating these features with the existing built form can enhance their more desirable aspects and add to a neighbourhood's sense of place, while overcoming their less favourable characteristics. One creative solution within the City Centre Plan (2005), Trails Master Plan (2013), and Pedestrian Master Plan (2013) identifies portions of Peterson Creek currently underground in the Downtown neighbourhood as an underused natural resource that could be restored through daylighting the creek to create a greenway and active transportation corridor. This would turn it from a constraint to an amenity feature for the area and provide a key network connection between the Peterson Creek multi-use pathway and the Rivers Trail.



Figure 41 » Potential Constraints



9.0 APPENDICES »

APPENDIX A: CITY CENTRE PLAN (2005) SUMMARY

City Centre Plan (2005)

The Downtown Plan is an update to the City Centre Plan (CCP) (2005). The CCP has a smaller plan area than the Downtown Plan, as it does not include the Sagebrush neighbourhood, areas of the West End neighbourhood above and west of the older heritage part of the neighbourhood, and Peterson Creek Park. The CCP features guiding principles, implementation strategies, and a priority list of capital projects. It also includes maps outlining “preferred future component” areas, distinct character areas, and a general land use plan.

The preferred future statement for the CCP envisions “a Downtown of distinction” that builds on existing character and vitality while being a livable, sustainable, and progressive small city Downtown; a first choice for investment; and the community focal point for civic and public activities.

For the Downtown Centre (an area that includes the Central Business District excluding properties south of St. Paul Street and including some additional areas between 6th and 9th Avenues), the plan focuses on strengthening existing businesses, encouraging commercial investment and high-density residential development,

and improving the image and attractiveness of the area. For existing residential areas, the plan aims to retain and enhance desirable qualities and character of neighbourhoods and existing residential development through retrofitting and upgrading existing stock where possible and sensitively integrating new development.

Transportation strategies within the plan focus on developing an integrated transportation system that links transportation demands and road improvement projects with land use and site development planning through urban design to maximize character and livability; provides good access between the Downtown and other areas of the community; addresses the needs of pedestrians, cyclists, and transit users; recognizes streets as public open space for people; and ensures an appropriate supply of parking. A separate section emphasizes the importance of a comprehensive public open space network in the Downtown, including parks, designated roads, greenways, plazas, views, and natural features that contribute to ambience and character, making the Downtown a more attractive place to do business, invest, develop, visit, and live.

A section on heritage encourages recognition of heritage preservation as a community investment requiring assessment and prioritization and considers Heritage Conservation Areas (HCAs) and other municipal tools to preserve heritage resources.

Regarding public safety and security, the plan focuses on policing, social services, and community safety through urban design by implementing Crime Prevention Through Environmental Design (CPTED) principles in public and private developments.

For the railway corridor, the plan focuses on mitigating its impact on the Downtown through better connectivity for pedestrians between the waterfront and the Downtown, and by replacing railway views with attractive public and private development adjacent to the railway lands. For the areas north of the CP Rail line between the Overlanders and Yellowhead Bridge, implementation strategies encourage urban redevelopment with commercial, residential, and public facilities focused around Riverside Park, and a high-quality waterfront neighbourhood with residential, commercial, and public uses east of the Red Bridge.

APPENDIX B: LIST OF CITY CENTRE PLAN (2005) PROJECTS

The following list of projects were identified in City Centre Plan (2005). Projects are grouped according to whether they have been completed, are in progress, have not yet been initiated, or are no longer being considered.

Also listed are City capital projects within the plan area that have been identified through other municipal plans, major public and private development that has occurred since 2005, and upcoming major private development that has been approved and/or is already being constructed.

Completed

PROJECT	ITEMS COMPLETED
Lansdowne Transit Exchange	<ul style="list-style-type: none"> • Entire project
Lorne Street – Sandman Centre west to 1st Avenue	<ul style="list-style-type: none"> • Upgrades at 1st Avenue intersection • Roundabout at 3rd Avenue • 3rd Avenue to 1st Avenue streetscape improvements and road works • Public art features at rail underpass and at 3rd Avenue roundabout
Columbia Street – 2nd to 6th Avenue	<ul style="list-style-type: none"> • Road widening, traffic signals, medians, left-turn lanes • Restoration/improvements at Peterson Creek

In Progress

PROJECT	ITEMS COMPLETED TO-DATE
Peterson Creek Multi-Use Path and Greenway, from Summit Drive/Notre Dame Drive intersection to Pioneer Park, along Springhill Creek to Peterson Creek, daylighting of Peterson Creek to create greenway, active transportation and wildlife corridor along greenway, and rail overpass between 7th and 8th Avenue to connect to Lorne Street and Rivers Trail	<ul style="list-style-type: none"> • Multi-Use Pathway segment from Summit Drive to Government Precinct identified as high priority in Bicycle Master Plan (2010), Pedestrian Master Plan (2013), and Trails Master Plan (2013), short-term priority in Transportation Master Plan (2018) • Pedestrian rail overpass between 7th and 8th Avenues identified as high priority in Pedestrian Master Plan (2013) • Springhill Creek rehab, bridge construction, channel improvements • Peterson Creek at Columbia Street, restoration and improvements • Multi-Use Pathway segment from Summit Drive/Notre Dame Drive intersection to Government Precinct, connecting Sahali to Downtown (to be completed 2018) • Funding source identified for preliminary engineering analysis for Peterson Creek daylighting project

In Progress (continued)

PROJECT	ITEMS COMPLETED TO-DATE
Riverside Park Master Plan, and West Waterfront Area Plan	<ul style="list-style-type: none"> • Parks Master Plan (2013) • Riverside to Pioneer Parks Management Plan (2015) • Riverside West community garden • Installation of 4 pickleball courts • Installation of gender-neutral washroom at Heritage House • Year-round concession at Heritage House and outdoor skating track around grass area in front of Riverside Park Bandshell identified in Riverside to Pioneer Parks Management Plan • Feasibility study for outdoor skating rink (2018)
Downtown cultural venues – Performing Arts Centre, Museum, etc.	<ul style="list-style-type: none"> • Purchase of former Kamloops Daily News site • Performing Arts Centre – business case, feasibility study, economic impact analysis, referendum (2015) • Potential future use of former Stuart Wood School site as museum and cultural centre in partnership with TteS
3rd Avenue enhancement – major streetscape works, important north-south connection	<ul style="list-style-type: none"> • Upgrades at Nicola Street and St. Paul Street intersections • Roundabout with public art feature at Lorne Street • Preliminary design work, Columbia Street to Lansdowne Street (2017)
Lansdowne Street curb extensions and streetscape improvements – 1st to 6th Avenue	<ul style="list-style-type: none"> • Upgrades at 1st Avenue intersection • 2nd to 3rd Avenue arterial rehab • 2nd to 6th design work • 3rd to 4th Avenue streetscape improvements and public art project on Lansdowne Parkade (2018)
Victoria Street West streetscape improvements – 1st Avenue to Overlanders Bridge	<ul style="list-style-type: none"> • Upgrades at 1st Avenue intersection • Complete streets project, preliminary design work, media release
Seymour Street curb extensions, landscaping, sidewalk widening with streetscape improvements – 1st to 6th Avenue	<ul style="list-style-type: none"> • 1st to 6th Avenue complete streets project, design work
St. Paul Street intersection crossing facilities for bike path – 1st to 10th Avenue	<ul style="list-style-type: none"> • East-west bike connector identified as high priority project, Bicycle Master Plan (2010) • 3rd and St. Paul intersection, crosswalk improvements
Rivers Trail – Lorne Street to Yellowhead	<ul style="list-style-type: none"> • Valleyview Pedestrian Bridge • 1286 River Street land acquisition
Victoria Street revitalization – 5th to 8th Avenue	<ul style="list-style-type: none"> • Memorial Arena parking lot rehab
Victoria Street East/Battle Street streetscape improvements – 8th Avenue to Columbia Street	<ul style="list-style-type: none"> • 13th Avenue to Columbia Street, upgrades • Sidewalk from 13th Avenue to Lansdowne Street identified as short-term priority in Transportation Master Plan (2018)

Not Yet Initiated

PROJECT	RELATED ITEMS COMPLETED TO-DATE
Lansdowne Street – sidewalk, streetscape improvements and decorative wall – 7th to 8th Avenue	
8th Avenue and Victoria Street intersection to Lansdowne Street – road works and streetscape improvements	
4th Avenue – streetscape improvements, north-south connection to Lansdowne Village - St. Paul Street to Lansdowne Street	<ul style="list-style-type: none"> • Bike lane identified as high priority in Bicycle Master Plan (2010)
2nd Avenue – streetscape improvements, important north-south connection – Lansdowne Street to St. Paul Street	<ul style="list-style-type: none"> • Identified as key north-south connector in Bicycle Master Plan (2010) • Preliminary design work, St. Paul Street to Lansdowne Street (2017)
Rivers Trail path widening and signage – 14th Avenue to Jack Gregson Trail	
City Hall plaza – special paving, planting, and features	
Victoria Street plaza – property and development, e.g. at 4th Avenue	
Lorne Street and River Street, “grand riverfront” – Red Bridge to Yellowhead Bridge	<ul style="list-style-type: none"> • 1286 River Street land acquisition • Sidewalk identified as medium-term priority in Transportation Master Plan – 7th to 8th Avenue
6th Avenue – streetscape improvements, north-south connection – Columbia Street to Lansdowne Street	

No Longer Being Considered

PROJECT	RATIONALE
6th Avenue extension – Columbia Street to Summit Drive at Springhill Drive	<p>This project is no longer being considered due to the findings identified in the Transportation Master Plan (TMP) traffic analysis, and the concerns raised by stakeholders and the public who provided feedback during the development of the TMP, which found the 6th Avenue extension would:</p> <ul style="list-style-type: none"> • provide no significant benefit in reducing traffic congestion on Columbia Street that would justify the cost of construction • support more traffic capacity that would encourage driving rather than addressing existing traffic congestion concerns with more sustainable alternatives (i.e. transit, cycling, transportation demand management strategies, etc.) • reduce highly valued outdoor recreational space in Peterson Creek Park and impact its trail system

Other City of Kamloops Capital Projects Identified in Plan Area

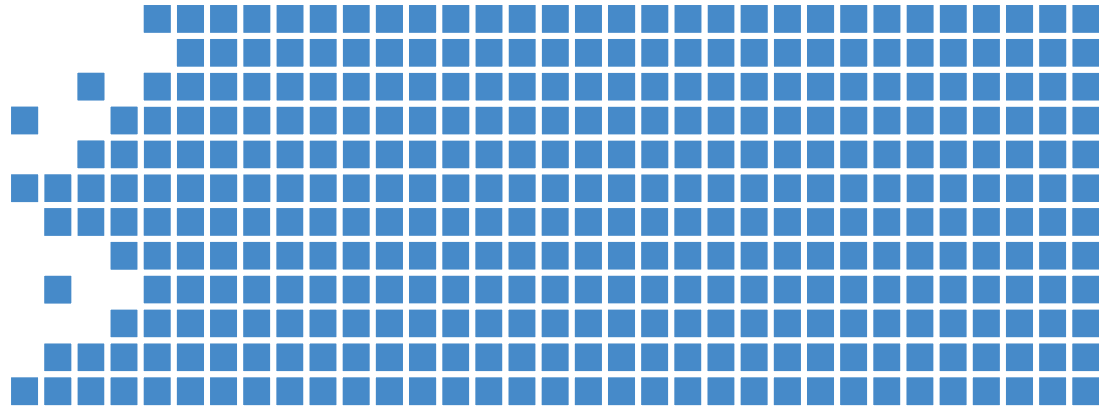
PROJECT	CITY PLAN IDENTIFIED IN
Government Precinct site road network redevelopment and integration with City road network	• Transportation Master Plan (2018)
Downtown transit circulation upgrade at Lansdowne Exchange	• long-term priority in Transit Future Plan (2012) and Transportation Master Plan (2018)
Lower Sahali to Downtown pedestrian and trail connection between Greenstone Drive/Bestwick Drive and Columbia Street via Peterson Creek and 3rd Avenue adjacent to Royal Inland Hospital	• Pedestrian Master Plan (2013) and Trails Master Plan (2013)
Overlanders Bridge to West End (Powers Road/Strathcona Terrace) active transportation connection via Strathcona Park	• Bicycle Master Plan (2010), Pedestrian Master Plan (2013), Trails Master Plan (2013), and Transportation Master Plan (2018)
West End shared bicycle route from Strathcona Terrace to Summit Drive active transportation overpass between West End and TRU	• Bicycle Master Plan (2010) and Transportation Master Plan (2018)
Major skateboard park south of the river	• Parks Master Plan (2013)
Nicola Street – signed bicycle route	• high priority in Bicycle Master Plan (2010)
7th Avenue – signed bicycle route from Nicola Street to Munro Street	• Bicycle Master Plan (2010)
5th Avenue - bike lane from Columbia Street to Lansdowne Street	• Bicycle Master Plan (2010) and Transportation Master Plan (2018)

Public and Private Development in Plan Area since 2005

MULTI-FAMILY RESIDENTIAL	COMMERCIAL	INSTITUTIONAL	OTHER CITY PROJECTS
<ul style="list-style-type: none"> • Guerin Creek Estates subdivision • Hudson's Ridge subdivision • 975 Victoria Street West – Mission Hill – 54 multi-family units • 429 St. Paul Street – United Church property – 53 multi-family units • 777 Battle Street – The Vistas – 34 multi-family units • 460 5th Avenue – The Mosaic – 30 multi-family units • 15 Hudson's Bay Trail – 20 multi-family units • 555 8th Avenue – Chanel Place – 18 multi-family units • 370 Battle Street – The Dorchester – 15 multi-family units • 552 Nicola Street – The Gables – 15 multi-family units • 60 Hudson's Bay Trail – 12 multi-family units • 135 St. Paul Street – 6 multi-family units • 271 Victoria Street West – 42-bed emergency shelter • 506 Columbia Street – conversion of commercial (hotel) to 24 affordable housing units 	<ul style="list-style-type: none"> • Lansdowne Village • 225 Lorne Street – Sandman Hotel – commercial (hotel, restaurants) development • 540 Victoria Street – Hotel 540 – commercial (hotel, restaurant) redevelopment • 474 Columbia Street – commercial (medical) office development • 520 St. Paul Street – commercial (medical) office development • 955 Lorne Street – commercial office and retail development 	<ul style="list-style-type: none"> • Royal Inland Hospital Clinical Services Building and parkade • 441 Columbia Street –government office development 	<ul style="list-style-type: none"> • Old Courthouse restoration and adaptive re-use • Prince Charles Park redevelopment • Demolition, land clearing, and parking lot construction at former Kamloops Daily News site • Nicola Street roundabouts at 5th and 12th Avenues

Upcoming Private Development in Plan Area

PROJECT
444 St. Paul Street – 136 multi-family units with ground-floor commercial
604 Lorne Street – 70 multi-family units with ground-floor commercial
315 St. Paul Street – 45 multi-family units with ground-floor commercial
945 Victoria Street West – 40 multi-family units
1393 9th Avenue – The Walk - 20 multi-family units
227 Battle Street – 20 multi-family units
1428 Lorne Street East – commercial development



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