

NORTH SHORE

NEIGHBOURHOOD PLAN BACKGROUND REPORT

**JULY
2020**

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1.0 INTRODUCTION »

The City's latest North Shore planning process will produce an update to the 2008 North Shore Neighbourhood Plan. The updated plan will provide neighbourhood-level direction to guide planning and land use management within Brocklehurst and North Kamloops, as well as the lands encompassing and immediately adjacent to the Kamloops Airport.

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

Sections 1 through 5 of this report provide background on the North Shore planning process and initial context on the plan area, including the purpose and objectives of the North Shore Neighbourhood Plan. Section 6 provides a detailed overview of the major geographic areas covered by the plan and addresses topics such as land use, demographics, housing, transportation, employment, parks, the arts, the environment, and heritage.

Appendix A includes a summary of policy directions for the plan area provided by the 2008 North Shore Neighbourhood Plan, the Official Community Plan (OCP), and other municipal plans. Appendix B describes major public and private development that has occurred in the plan area since the 2008 plan was adopted, as well as projects that are actively underway or have been identified for future implementation in the area.

2.0 PLAN AREA CONTEXT »

The plan area includes the Brocklehurst and North Kamloops neighbourhoods, as defined in the City's OCP, as well as the lands encompassing and immediately adjacent to the Kamloops Airport.

In addition to Brocklehurst, North Kamloops, and the Airport Lands, the plan area contains a number of smaller character areas, as shown in Figure 2.1. These are the North Shore Town Centre, Tranquille Market Corridor, Tranquille South, Schubert Drive, John Tod, McDonald Park, North Kamloops West, North Kamloops East, Brocklehurst Centre, Ord Road, 8th Street Corridor, North Shore Entry Corridor, Halston Entry Corridor, and Airport Entry Corridor.

With a topographically flat and relatively central location on the northwest shore of the Thompson Rivers, the plan area covers about 20% of Kamloops' developed land. Well served by major roads, public transit, and active transportation networks, the plan area is one of the best connected and most diverse parts of the city.

As of the 2016 Census, the population of the plan area was approximately 25,715 people, or 28.5% of Kamloops' total population of 90,280. With a land area of 14.9 km², it had an average population density of 1,730 people per km².

The area is bound by the hills of the Lac du Bois Grasslands and a CN Rail line (east of 8th Street) to the north; by the North Thompson River to the east; by the Thompson River to the south; and by the property lines of the Kamloops Airport and Kamloops Golf and Country Club to the west.

The plan area is one of the most densely populated areas of the city, with a variety of commercial, institutional, and residential land uses that range from single-family homes to six-storey, mixed-use developments. Economic activity in the plan area is equally diverse, with restaurants, retail, office, entertainment venues, light- to heavy-industry, and a major regional airport. The plan area also features a number of major parks, recreational facilities, cultural assets, and heritage resources.

North Kamloops

North Kamloops is one of Kamloops' four Core Sector neighbourhoods defined in the City's OCP and is connected to the City's South Shore via the Overlanders Bridge. The neighbourhood has over 7 km of shoreline along the North Thompson and Thompson Rivers, a land area of 4 km², and a population of 10,995 residents as of the 2016 Census.

Containing the North Shore Town Centre and Tranquille Market Corridor, North Kamloops serves as the major commercial hub for the North Shore and for neighbourhoods outside of the plan area, such as Batchelor Heights. It is home to most of the North Shore's commercial, entertainment, and cultural amenities.

North Kamloops also features a diverse mix of residential building stock, including single-family homes, duplexes, row housing, small walk-up apartments, and mixed-use apartment buildings up to six storeys. The McDonald Park area, in the southwest of North Kamloops, contains some of the oldest single-family homes on the North Shore, with many constructed in the early 1900s. A majority of the single-family homes in other parts of North Kamloops were constructed in the 1960s and 1970s. Older multi-family buildings, including duplexes and walk-up apartments, can be found throughout North Kamloops, while newer apartment developments have generally been occurring within the North Shore Town Centre and Tranquille Market Corridor areas. North Kamloops



North Shore Town Centre



Singh Street in Brocklehurst

also has the largest share of rental housing in the city, which includes rental apartment buildings and secondary suites in single-family homes.

McArthur Island, the largest park in the plan area, contains sports fields and major athletic facilities as well as passive recreational space and over 4 km of the Rivers Trail multi-use path network. Other notable parks in North Kamloops include McDonald Park, which features a community garden, playground, pickleball courts, and spray park; and Overlander Park, which offers tennis courts, beach volleyball courts, and access to Overlander Beach.

Brocklehurst

The Brocklehurst neighbourhood, with a land area of 6 km² and a 2016 population of 14,720, is largely residential in character. Brocklehurst was generally developed later than North Kamloops, with fewer homes constructed prior to the 1960s and a larger share of housing constructed in the 1980s and 1990s.

Single-family housing makes up the greatest share of the neighbourhood's land use; however,

it contains more multi-family units than the city average. Compared to North Kamloops, Brocklehurst has a higher share of low-density multi-family housing, such as duplexes and row houses, and a smaller share of apartment buildings. Low-density multi-family housing can be found throughout the neighbourhood while high-density multi-family housing is generally concentrated along Tranquille Road.

Brocklehurst Centre, also located along Tranquille Road, is the neighbourhood's primary commercial retail area. In addition to several small shops and restaurants, it includes a major grocery store and pharmacy. 12th Street and sections of Ord Road contain additional commercial areas—these are generally comprised of light industrial and service commercial uses.

Notable parks include Brocklehurst Park, which contains the Brocklehurst Recreation Centre arena and pool; Singh Street Soccer Bowl; Crestline Park; Parkcrest Park; and Ord Road Dog Park.

Kamloops Airport and Adjacent Lands

The Kamloops Airport and adjacent lands, referred to herein as the "Airport Lands," include the Kamloops Golf and Country Club and the Suncor fuel terminal. Located to the west of the Brocklehurst neighbourhood, the Airport Lands form part of the Tranquille neighbourhood, as defined in the OCP. As the remainder of the Tranquille neighbourhood is agricultural and addressed by the City's Agricultural Area Plan, those portions are not included within the North Shore plan area.

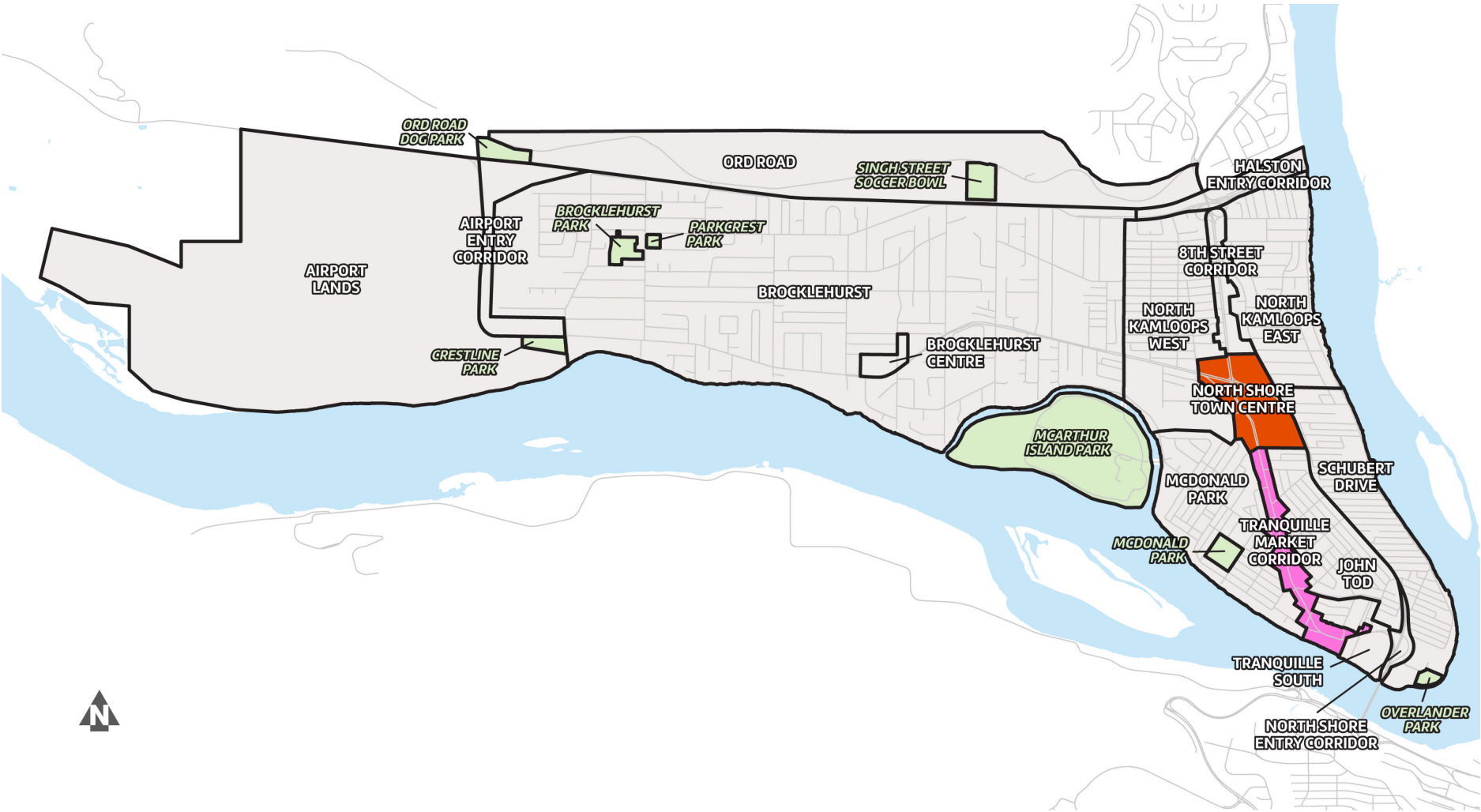
The Airport Lands contain no residential uses, but the shoreline to the south of the Airport has over 5 km of gravel trails that are well-used by local residents and form an extension of the City's Rivers Trail multi-use path network.

Aside from the potential for ongoing expansion of the Airport and its related commercial operations, which are also addressed by the Kamloops Airport Land Use and Development Plan, the land uses for the Airport Lands are not anticipated to change significantly over the life of the North Shore Neighbourhood Plan. However, the Brocklehurst West Future Development Area (FDA)—a large undeveloped parcel of land across Tranquille Road from the Airport Lands (see Figure 6.1)—may be redeveloped within this plan's time frame. The North Shore Neighbourhood Plan will inform future development of the Brocklehurst West FDA, address considerations for the airport entry corridor along Tranquille Road, and provide guidance on how the Airport Lands can be better integrated with the adjacent Brocklehurst neighbourhood.



The main terminal building at Kamloops Airport

Figure 2.1 » Plan Area Boundaries and Character Areas



KEY LOCATIONS AND POINTS OF INTEREST

The North Shore contains a large service area and over a quarter of the city's residents. As such, it is home to a significant number of major amenities and destinations for locals and visitors alike. Figure 2.2 highlights some key locations and points of interest within the plan area.

Figure 2.2 » Key Locations and Points of Interest



3.0 PURPOSE OF THE PLAN »

The purpose of the North Shore Neighbourhood Plan is to provide a framework to guide decisions related to planning and land use management for the North Shore 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 North Shore Neighbourhood Plan will 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 play on the North Shore.

The plan will include short- 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.

The North Shore Neighbourhood Plan will be regularly reviewed and updated to address changes in the community.

Where a neighbourhood plan fits into the planning process



4.0 PLAN BACKGROUND AND OBJECTIVES »

The North Shore Neighbourhood Plan was last updated in 2008. Since then, the North Shore has experienced population growth, demand for new development, and pressure for expanded community and social services.

In 2018, Council adopted a revised OCP, which provides direction for growth and development for the city, including the North Shore. The North Shore Neighbourhood Plan's review and update will include policies to help address population growth and support revitalization efforts while exploring changes to land use to meet the needs of current and future residents.

According to the growth strategy outlined in the OCP, over 2,300 housing units are projected to be built in the plan area over the next 20 years. In order to appropriately manage this growth and development, a comprehensive and up-to-date strategy will be needed for the area.

The North Shore Neighborhood Plan will address the following factors:

- how the plan contributes to the achievement of the goals and policies of the OCP
- how the plan intends to achieve the City's growth strategy, housing objectives, and density targets
- how the 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

In addition to these factors, the North Shore planning process will achieve the following objectives:

- engage residents, businesses, developers, other stakeholders, and Tk'emlúps te Secwépemc (TteS) to identify key issues, opportunities, and establish a common vision, values, and goals for the North Shore
- identify key sites with development potential to support urban revitalization and encourage investment on the North Shore
- review and establish land uses that support community economic development initiatives
- identify areas for future infrastructure investment, which may not already be identified on the City's capital project list
- develop policies and guidelines that will guide the physical development of public and private spaces
- develop policies that support initiatives to improve the overall health and well-being of North Shore residents
- enhance neighbourhood walkability and access to work, school, and recreational opportunities
- increase residential density (as appropriate) through sensitive infill development



5.0 ABOUT THIS REPORT »

The purpose of this report is to provide background information about the North Shore plan area.

Report Objectives

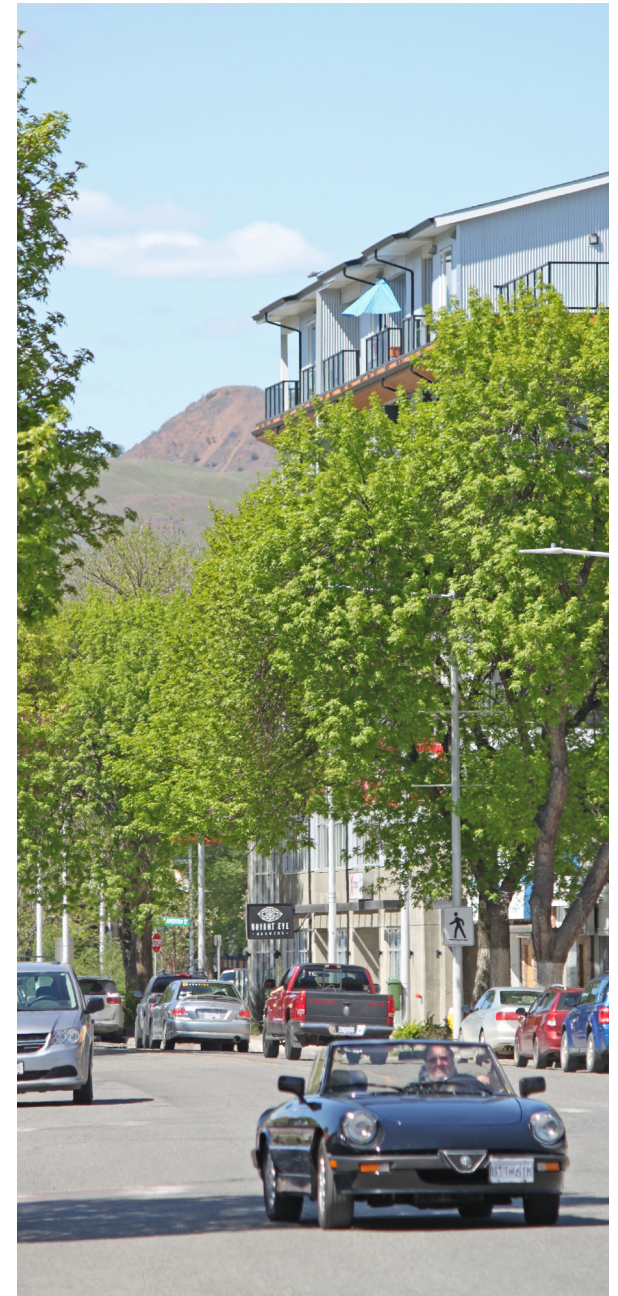
To develop a land use plan it is necessary to establish a thorough understanding of existing conditions, challenges, opportunities, key assets, and constraints found within the plan area.

The objectives of this report are to:

- review the current policy context for the North Shore
- 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 North Shore Neighbourhood Plan

Data Sources

Data and contextual information provided in this report comes from a variety of sources, including the 2016 Census; BC Assessment; the RCMP; the Kamloops and District Real Estate Association; and various City plans and policy documents, bylaws, technical reports, field observations, and databases.





6.0 PLAN AREA OVERVIEW »

This section provides an overview of key geographic, demographic, and land use characteristics of Brocklehurst, North Kamloops, and—where data is available—the Airport Lands. This includes details on population, income, housing composition, transportation, and economic trends.

EXISTING LAND USE

The plan area has a diverse mix of land uses, including a range of residential housing types, retail, small-scale commercial offices, social services, parks, public utilities, rail corridors, industrial, and agricultural. Table 6.1 provides a breakdown of land use by area and Figure 6.1 shows the designated land uses within the plan boundary, as defined by the OCP.

Urban residential land use makes up nearly half (47.1%) of the plan area and accounts for 21.2% of the city's total Urban land use. The Urban designation makes up a particularly prominent share of Brocklehurst neighbourhood at 68.9%.

Commercial uses account for 5.8% of the plan area's land use and make up 21.2% of the city's total designated commercial areas. North Kamloops has a greater share of commercial uses—about three times that of Brocklehurst. This includes the North Shore Town Centre and Tranquille Market Corridor, which are mixed-use areas containing a concentration of multi-family residential, retail, restaurants, and other commercial services. The Brock Shopping Centre, defined as a Major Neighbourhood Centre in the OCP, anchors Brocklehurst's primary commercial

area. Other notable commercial areas include the 8th Street corridor and service commercial clusters along 12th Street, Halston Avenue, and the Tranquille South character area.

The plan area also includes Light Industrial uses, predominantly along Ord Road and Halston Avenue, and Medium and Heavy Industrial uses along Tranquille Road to the north of Kamloops Airport. Combined, industrial uses account for 3.9% of the plan area. A land use unique to the North Shore, the Kamloops Airport is the principal airport for the city and region and covers a large area to the west of Brocklehurst, accounting for 18.4% of the plan area's total designated land.

Parks and Open Space accounts for the third-largest land use in the plan area at 8.3%.

The largest park space is McArthur Island Park, which comprises over half (56.2%) of all Parks and Open Space on the North Shore. Another sizeable green space is the Kamloops Golf and Country Club, which is located to the north of the airport, accounts for 4.2% of the plan area's designated land, and is the only instance of Golf Course land use in the plan area. Educational/Institutional land use, which includes facilities such as schools, Fire Station No. 2, and the John Tod Centre, covers 3.2% of the North Shore.

While not a prominent feature of the plan area, there are sizeable parcels of Agricultural designated land to the north of Ord Road and on the western portions of the Kamloops Airport Authority Society's property. In total, these account for 6.9% of the plan area.



Single-family homes in North Kamloops



Brocklehurst Centre



Halston Avenue Light Industrial

The North Shore is also home to two Future Development Areas (FDAs)—the Brocklehurst West FDA and the Henry Grube Education Centre FDA. As defined by the OCP, FDAs are lands designated to accommodate future population growth that require specialized design and sensitive integration considerations prior to development. These FDAs cover 1.9% of the plan area and account for a 14.7% share of the city's total FDA lands. Following further planning and review, these areas may eventually accommodate a mix of commercial, residential, recreational, and/or other land uses.

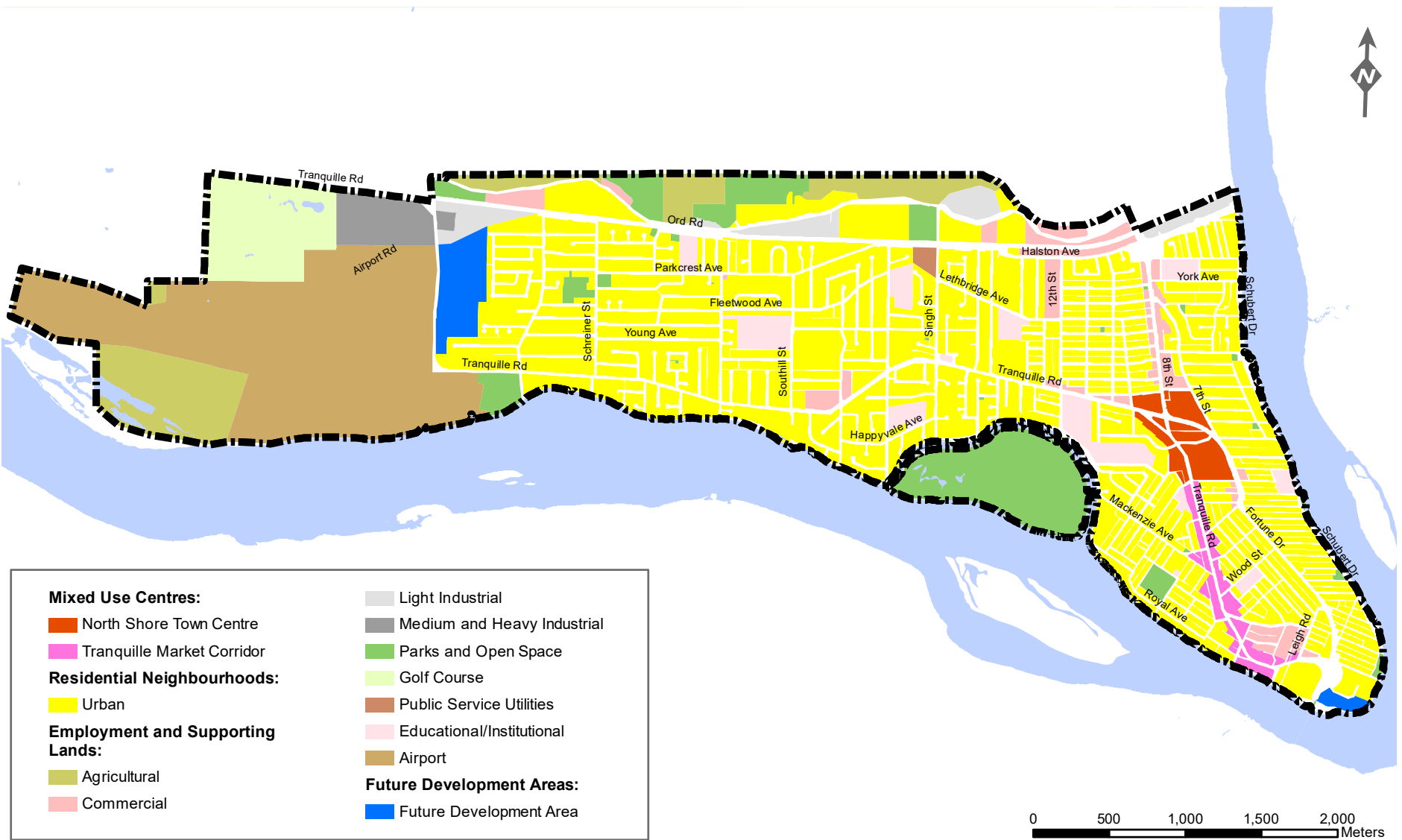


Kamloops Golf and Country Club

Table 6.1 » Land Use Breakdown by Area (City of Kamloops, 2020)

LAND USE CLASS	KAMLOOPS	PLAN AREA	NORTH KAMLOOPS	BROCKLEHURST	AIRPORT LANDS
Agricultural	49.2%	6.9%	-	6.4%	14.8%
Airport	0.8%	18.4%	-	2.0%	63.7%
City Centre	0.2%	-	-	-	-
Commercial	0.8%	3.2%	5.7%	3.1%	-
Educational/Institutional	1.1%	3.2%	5.4%	4.0%	-
Future Development Area	0.6%	1.9%	0.8%	3.8%	-
Future Industrial Development Area	1.7%	-	-	-	-
Golf Course	0.7%	4.2%	-	-	15.4%
Light Industrial	0.9%	2.1%	-	3.9%	-
McGill Corridor	0.03%	-	-	-	-
Medium and Heavy Industrial	1.8%	1.8%	-	0.3%	6.0%
North Shore Town Centre	0.1%	1.5%	5.4%	-	-
Parks and Open Space	27.1%	8.3%	18.4%	7.2%	-
Public Service/Utilities	0.8%	0.2%	-	0.4%	-
Rural	2.5%	-	-	-	-
Sahali Town Centre	0.1%	-	-	-	-
Sand/Gravel Extraction	0.3%	-	-	-	-
Suburban	1.7%	-	-	-	-
Tranquille Market Corridor	0.1%	1.2%	4.3%	-	-
Urban	9.7%	47.1%	59.9%	68.9%	-

Figure 6.1 » Land Use



POPULATION

The plan area's population was 25,715 as of the 2016 Census and is estimated to be 26,308 as of 2020, which represents a 27.5% share of the city total. As of 2020, Brocklehurst and North Kamloops populations are estimated to be 14,993 and 11,315, respectively.

Between 2006 and 2016, the plan area grew in population by 7.4%, or 1,780 residents, with the majority (86.0%) of that growth occurring in Brocklehurst. Over the same 10-year period, Kamloops' population grew by 12.3%, or 9,904 residents. Between 2016 and 2020, the plan area has grown by an estimated 2.3%, or 593 residents, with slightly over half (54.0%) of that growth occurring in North Kamloops. The City of Kamloops is estimated to have grown by 6.0%, or 5,403 residents, over the same period.

Figure 6.2 » Plan Area Population, 2020 (StatsCan; City of Kamloops)

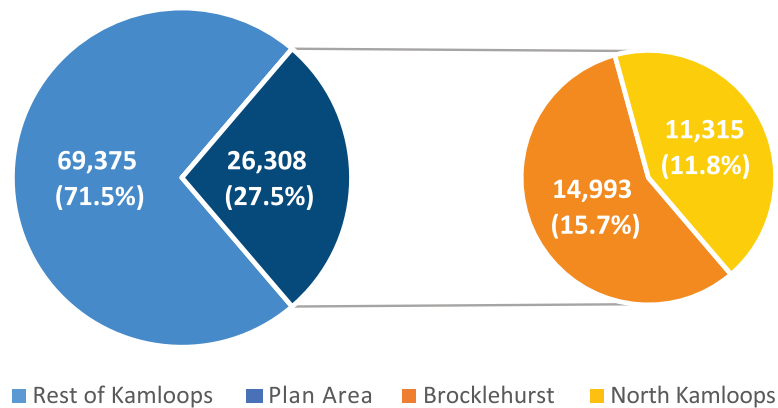


Figure 6.3 » Population Growth, 2006–2020 (StatsCan; City of Kamloops)

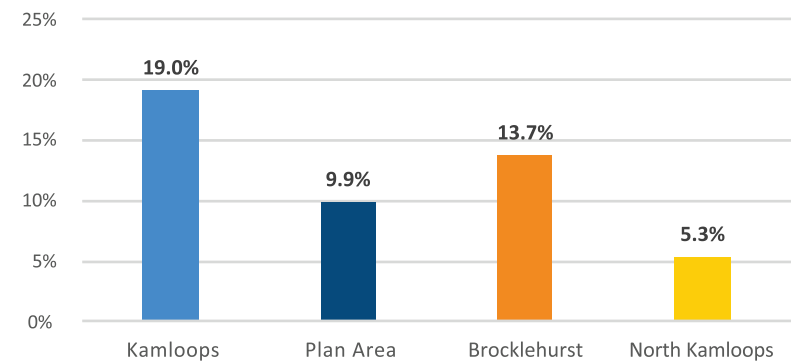


Figure 6.4 » Projected Growth, 2020–2039 (StatsCan; City of Kamloops)

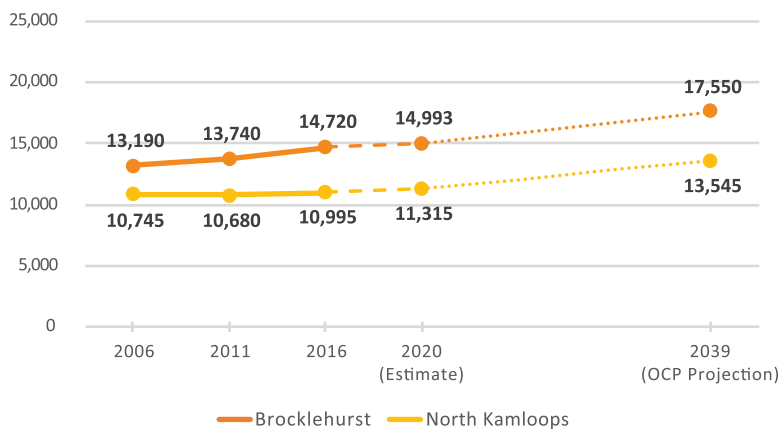
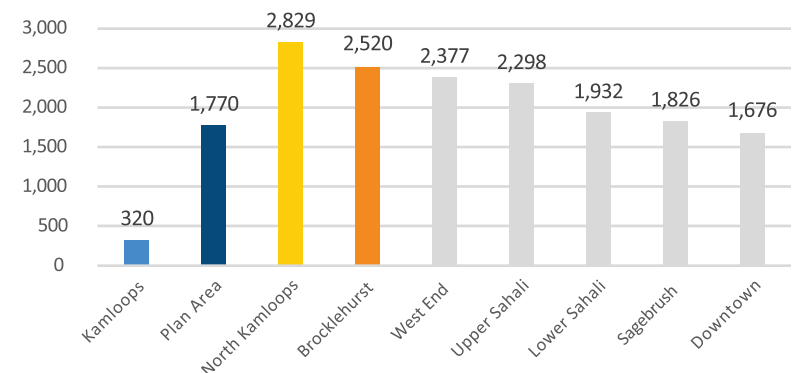


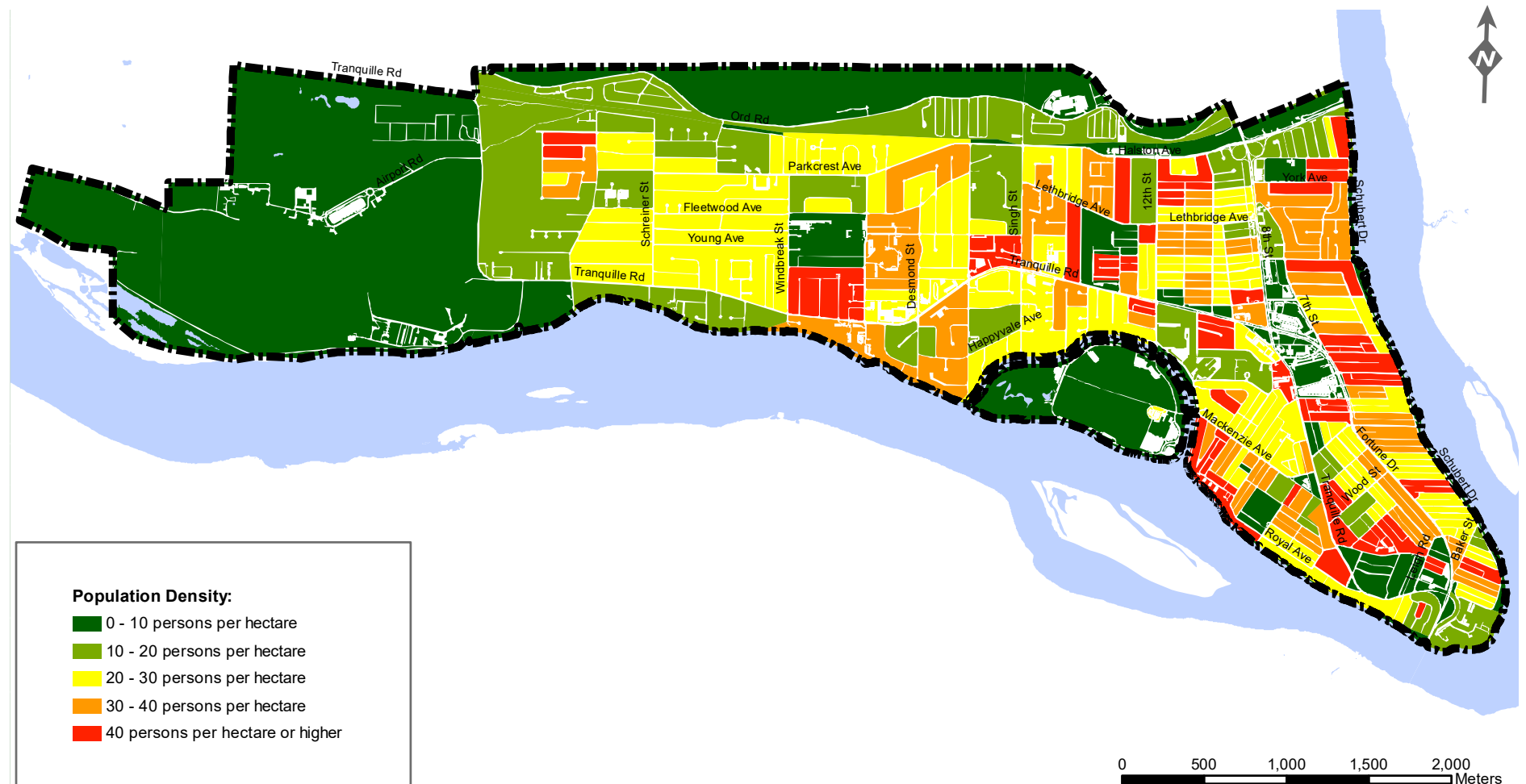
Figure 6.5 » Population Density, 2020 | people/km² (StatsCan; City of Kamloops)



Population Density

At 299.25 km², Kamloops is one of British Columbia's largest municipalities by land area. With an estimated 2020 population of 95,684 and large tracts of undeveloped parkland, agricultural fields, rangeland, and steep slopes, the city has a relatively low average population density of 319.7 people per km² (or about 3 people per hectare). By comparison, the plan area's average population density as of 2020 is approximately 1,770 people per km² (or 17.7 people per hectare). Excluding the airport, golf course, and industrial lands in the west of the plan area, North Kamloops and Brocklehurst have population densities of 2,829 and 2,520 people per km², respectively, making them the most densely populated neighbourhoods in the city.

Figure 6.6 » Population Density



DEMOGRAPHICS

Age Characteristics

As of the 2016 Census, the median age of the plan area was 44.2 years old—two years older than the city-wide median of 42.2 years. As shown in Figures 7.11 to 7.13, the largest age cohorts in the city are from 50 to 64 years (21.7% of the total population) and 20 to 34 years (20.4%). These are the two largest age cohorts in the plan area as well; however, they comprise a slightly smaller share of the total population (21.2% and 19.8% respectively). Compared to the city average, the plan area also has a slightly smaller share of youth and young adults aged 10 to 24 (16.0% vs. 17.6%) as well as a smaller share of residents aged 35 to 49 (17.4% vs. 18.6%). The plan area also has a notably higher share of seniors, with 21.5% of the population aged 65 years or over compared to 18.2% for the city as a whole.

At the neighbourhood level, Brocklehurst has a slightly older population than North Kamloops, with median ages of 44.3 and 44.0 years, respectively. Compared to city averages, Brocklehurst has a notably lower share of residents aged 20 to 34, slightly fewer residents aged 35 to 49, and a slightly higher share of children aged 0 to 9. North Kamloops has notably fewer youth aged 10 to 19, slightly fewer residents aged 35 to 54, and a higher share of residents aged 20 to 34. The latter trend may be due to North Kamloops' larger rental stock, more affordable housing, central location, and solid public transit access attracting more TRU students and young working adults. Both neighbourhoods also have a larger share of seniors, particularly those aged 70 and

over, which may, in part, be due to the large number of seniors' retirement and care homes in the plan area.

Household Composition

The household composition of the plan area differs considerably between Brocklehurst and North Kamloops, with Brocklehurst more closely following city averages.

North Kamloops' unique composition is likely due in part to having a higher concentration of multi-family housing and an older stock of single-family homes, which generally have smaller square footage than more recently constructed homes. In combination with the relative affordability of the area, these factors tend to attract a greater share of young adults living without children and retain 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 North Kamloops, which is 2.1 residents compared to 2.4 residents for both Brocklehurst and Kamloops as a whole. It is also reflected in the percentage of one-person households, which compose 39.5% of North Kamloops households compared to 27.4% for Brocklehurst and 27.1% city wide. Of all households in North Kamloops, 29.0% have children living at home compared to 36.9% for Brocklehurst and 35.4% city wide.

Figure 6.7 » Median Age (StatsCan, 2016)

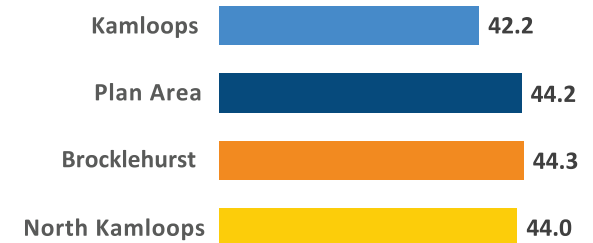


Figure 6.8 » Average Household Size (StatsCan, 2016)

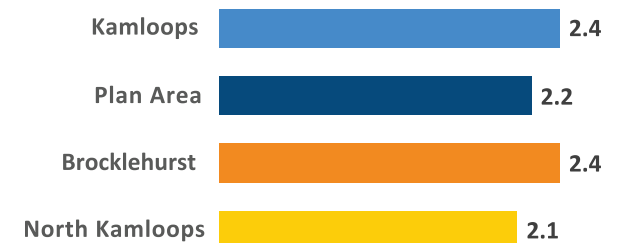


Figure 6.9 » One-Person Households (StatsCan, 2016)

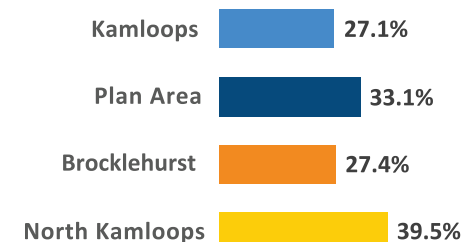


Figure 6.10 » Households with Children (StatsCan, 2016)

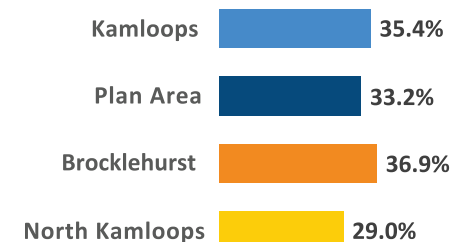


Figure 6.11 » Age Distribution | Plan Area (StatsCan, 2016)

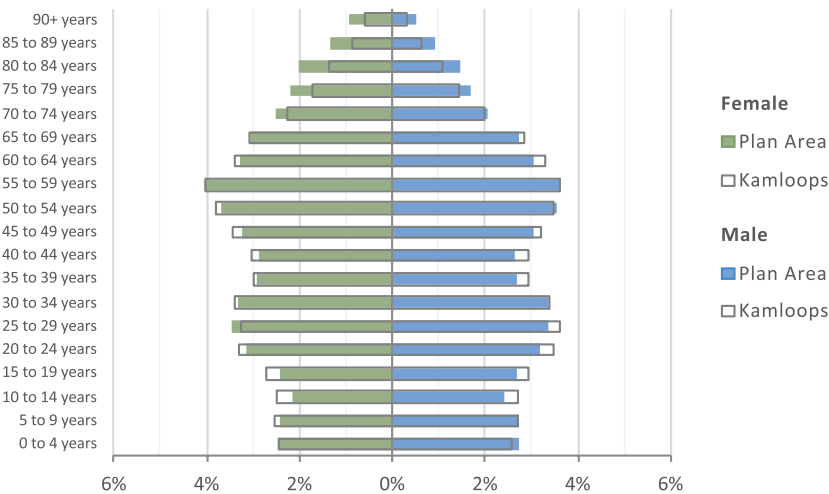


Figure 6.12 » Age Distribution | Brocklehurst (StatsCan, 2016)

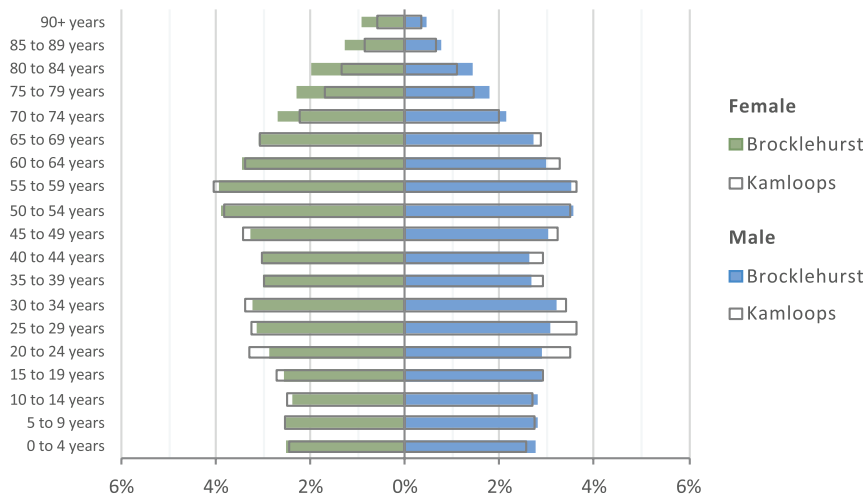
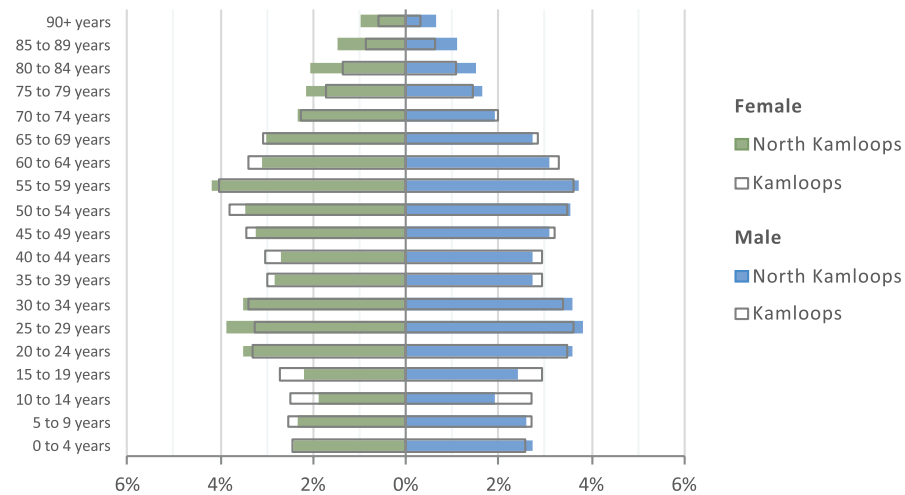


Figure 6.13 » Age Distribution | North Kamloops (StatsCan, 2016)



Income

The median household income in the plan area is \$55,565, with Brocklehurst at \$63,658 and North Kamloops at \$46,478. Respectively, these are 13.8% and 37.0% lower than the city-wide median household income of \$73,822. While significant, these discrepancies can partly be attributed to the plan area's higher share of seniors, whose regular incomes (e.g. pensions) are lower than would be for those with full-time employment.

For North Kamloops, the lower median income can also be attributed to its higher share of young adults who typically make lower incomes than those at a later stage in their careers. Young adults, such as university students, are also more likely to be employed on a part-time basis. A significant factor behind North Kamloops' low median household income is its smaller average household size, which results in fewer income earners living under one roof. This is evidenced by North Kamloops' median individual income of \$26,287, which is only 26.6% lower than the city-wide figure of \$35,830. Further contributing to North Kamloops' lower income figures may be differences in its labour force composition, which includes a higher share of people working in lower income industries, such as retail trade, compared to the city average (see Figure 6.14).

Regardless of these factors, 19.9% of individuals in the plan area are considered to be low income, including 15.7% in Brocklehurst and 25.3% in North Kamloops, compared with 12.6% for all of Kamloops.

Immigration

As of the 2016 Census, 8.4% of the plan area's population is made up of international immigrants—slightly less than the city-wide figure of 9.5%. At the neighbourhood level, Brocklehurst and North Kamloops have very similar shares of immigrants at 8.5% and 8.3%, respectively.

About half (50.2%) of Kamloops' immigrant population arrived in Canada before 1981, with approximately 10–16% of the city's immigrant population arriving during each subsequent decade. The plan area has seen a similar trend, with 54.5% of immigrants arriving prior to 1981 and approximately 9–14% arriving during each decade since. There has been a gradual upward trend in immigration since 1981 for both Kamloops and the plan area. North Kamloops has had a particularly noticeable increase in recent decades, from a low of 7.4% of its immigrant population arriving in the 1980s to a high of 17.0% arriving during the last five-year census period (2011–2016) alone.

This trend suggests that North Kamloops is becoming an increasingly more attractive neighbourhood for immigrants to settle in compared with past decades. However, as the 2016 Census only surveyed immigrants living in North Kamloops as of 2016, this trend could also suggest that North Kamloops is a popular landing point for new immigrants, but that in the long term, they tend to move to other neighbourhoods in Kamloops or elsewhere in Canada once they are more established.

Figure 6.14 » Median Household Income (StatsCan, 2016)



Figure 6.15 » Median Individual Income (StatsCan, 2016)

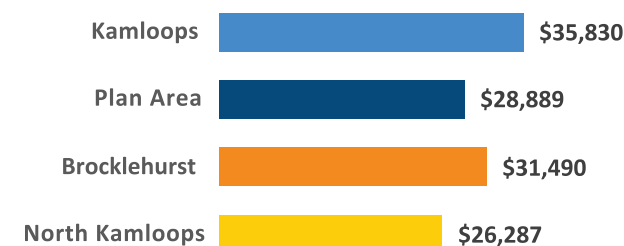
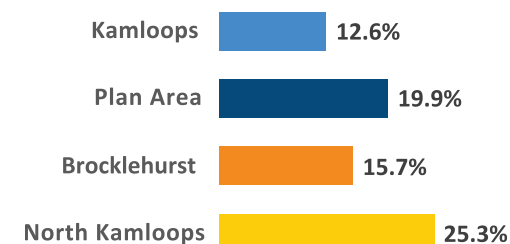


Figure 6.16 » Low-Income Individuals (StatsCan, 2016)



During the last census period, from 2011 to 2016, Kamloops welcomed 1,040 new immigrants, 290 (or 27.9%) of which lived in the plan area. The top source countries for Kamloops over this period were the Philippines (18.8% of new immigrants), India (15.4%), China (9.6%), the United Kingdom (5.8%), and Mexico (5.8%). Over the same period, the top source countries for new immigrants to the plan area were the Philippines (36.2%), India (24.1%), South Korea (6.9%), the United Kingdom (5.2%), and Mexico (5.2%).

Ethnic Origin

Despite having much more diverse ethnic representation in recent immigrant populations, a majority of residents of both Kamloops and the plan area identify as being of European ethnic origin, at 79.0% and 74.7%, respectively. As per Statistics Canada's ethnic categorizations shown in Table 6.2, for the city and the plan area this includes a notable share of residents identifying as having English, Scottish, Irish, German, French, Ukrainian, Italian, Dutch, Norwegian, and Polish ethnic origins. These figures also represent the share of the population that identify with an ethnic origin in full or in part, as residents can select multiple ethnicities on the census survey.

Another widely identified ethnic origin, as reported by the 2016 Census, is "Canadian," which accounted for 27.7% and 30.4% of city and plan area residents, respectively. This identity is most commonly attributed to residents of British and French ancestry whose families have been living in Canada for many generations, but is not specifically defined as such by Statistics Canada.

Residents identifying as having Aboriginal ethnic origin make up another large share of Kamloops' (10.8%) and the plan area's (14.4%) population. For the plan area, this includes residents that identify as having First Nations (10.3%) and Métis (4.9%) ethnic origins, a larger share of which make up North Kamloops' population (16.8%) than Brocklehurst's (12.6%).

Other notable ethnicities reflected in Kamloops include residents that identify as having East Indian (2.5%), Chinese (1.6%), Japanese (1.1%), and Filipino (0.9%) ethnic origin. At the neighbourhood level, Brocklehurst is home to a quarter (24.8%) of the city's East Indian community, which

accounts for 4.0% of the neighbourhood's total population, and North Kamloops is home to just under a quarter (22.1%) of the city's Filipino community. About a third (32.3%) of the city's Japanese residents also live in the plan area, settled evenly between Brocklehurst and North Kamloops.

Figure 6.17 » Period of Immigration (StatsCan, 2016)

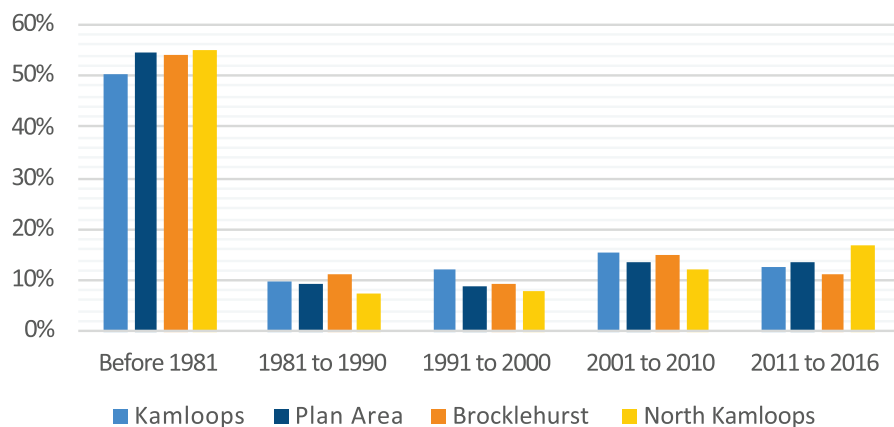


Figure 6.18 » Recent Immigrants (StatsCan, 2016)

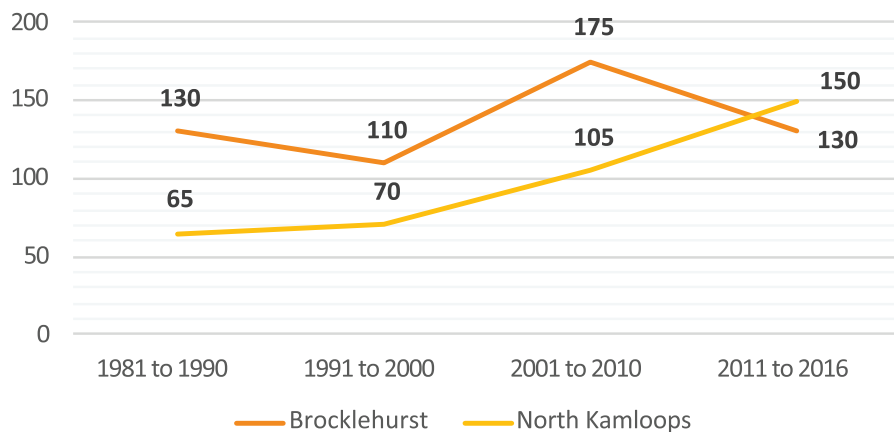


Table 6.2 » Top 25 Ethnic Origins by Area (StatsCan, 2016)

KAMLOOPS	%	PLAN AREA	%	BROCKLEHURST	%	NORTH KAMLOOPS	%
English	34.2%	Canadian	30.4%	Canadian	32.2%	Canadian	28.0%
Canadian	27.7%	English	29.6%	English	31.2%	English	27.5%
Scottish	25.2%	Scottish	23.1%	Scottish	24.0%	Scottish	22.0%
Irish	20.1%	Irish	19.1%	Irish	19.5%	Irish	18.7%
German	18.8%	German	18.0%	German	17.8%	German	18.3%
French	12.4%	French	13.6%	French	13.7%	French	13.5%
Ukrainian	7.8%	First Nations	10.3%	First Nations	8.9%	First Nations	12.0%
First Nations	7.2%	Ukrainian	7.2%	Ukrainian	7.6%	Ukrainian	6.7%
Italian	6.3%	Italian	6.0%	Italian	6.0%	Italian	5.9%
Dutch	5.4%	Métis	4.9%	Polish	4.6%	Métis	5.6%
Norwegian	4.6%	Dutch	4.7%	Dutch	4.6%	Dutch	4.8%
Polish	4.1%	Polish	3.8%	Norwegian	4.4%	Welsh	3.8%
Métis	4.0%	Norwegian	3.8%	Métis	4.2%	Swedish	3.7%
Swedish	3.7%	Swedish	3.3%	East Indian	4.0%	Russian	3.1%
Welsh	3.4%	Russian	3.3%	Russian	3.4%	Norwegian	3.0%
Russian	3.2%	Welsh	2.8%	Swedish	3.1%	Polish	2.7%
East Indian	2.5%	East Indian	2.7%	American	2.1%	Filipino	1.7%
American	2.1%	Hungarian	1.9%	Welsh	2.1%	Hungarian	1.6%
Chinese	1.6%	American	1.8%	Hungarian	2.1%	American	1.4%
Danish	1.5%	Danish	1.3%	Danish	1.7%	Chinese	1.4%
Austrian	1.5%	Finnish	1.2%	Austrian	1.3%	Japanese	1.4%
Hungarian	1.5%	Japanese	1.2%	Finnish	1.2%	Finnish	1.2%
Japanese	1.1%	Filipino	1.2%	Japanese	1.1%	Austrian	1.0%
Finnish	1.0%	Austrian	1.2%	Filipino	0.8%	East Indian	0.9%
Filipino	0.9%	Chinese	0.9%	Romanian	0.7%	Danish	0.8%

HOUSING

Housing Types

According to the 2016 Census, the housing stock of the plan area is composed of 23.7% medium- to high-density multi-family (e.g. apartments), 36.5% low-density multi-family (e.g. townhouses, duplexes), and 39.8% single-family homes. By comparison, the city as a whole is composed of 18.0% medium- to high-density multi-family, 30.1% low-density multi-family, and 51.9% single-family homes. Brocklehurst has the largest share of single-family homes (42.5%) and low-density multi-family housing (43.2%) in the plan area, while North Kamloops has the largest share of medium- to high-density multi-family housing (34.2%).

In the ten-year period from 2007 to 2016, building permits were issued for 1,087 units in the plan area, with a majority (63.4%) occurring in Brocklehurst. From 2017 to 2019, building permits have been issued for 329 units in the plan area, which indicates that the average annual pace of development following the 2016 Census has largely remained the same for the plan area—approximately 110 new units per year. However, since 2016, the



Low-density multi-family housing (duplex)

share of new unit construction in the plan area has increased in North Kamloops relative to Brocklehurst from about one-third to two-thirds (63.8%) of all new units. Similarly, the form of development has also shifted towards a greater share of medium- to high-density multi-family, which has accounted for two-thirds (68.4%) of all new units in the plan area over the last three years.

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, 23.0% of Kamloops households spend more than 30% of their income on housing. At the neighbourhood level, Brocklehurst has slightly fewer unaffordable households (22.3%) than the city-wide average, while North Kamloops has significantly more (36.2%).

In Brocklehurst, 14.5% of homeowners live in unaffordable housing compared to the city average (13.7%), but renters (42.1%) have fewer affordability challenges than the city average (46.8%). In North Kamloops, 17.5% of homeowners and 52.6% of renters live in unaffordable housing, which is higher than city averages. North Kamloops' affordability challenges are further magnified by the much larger share of rental households in the neighbourhood (53.3%) compared to homeowner households (46.7%), whereas in Brocklehurst the share of owners (71.5%) to renters (28.6%) is more comparable to city averages (72.0% vs. 28.0%).

The overall trends suggest unaffordable rental housing is a significant city-wide challenge, but

is a particularly acute issue in North Kamloops. By contrast, a much smaller share of homeowners face affordability challenges regardless of their neighbourhood.

Age of Housing Stock

The North Shore's housing stock is older than the Kamloops average, with 16.2% of its housing constructed before 1961, including just under a quarter (23.2%) of North Kamloops' housing stock. By comparison, 12.1% of Kamloops total housing stock was constructed in this period. A majority (53.9%) of housing in the plan area was constructed from 1961 to 1980, which was also the most significant period of residential construction for Kamloops as a whole when 41.7% of its current housing stock was completed.

Located further from the city's core, Brocklehurst was generally developed later than North Kamloops and has a greater share (24.6% vs. 15.7%) of housing constructed from 1981 to 2000. Just over a quarter (28.1%) of the city's current housing stock was built in this period. Housing constructed since 2001 accounts for 9.5% of housing in the plan area, or about half the city-wide average of 17.9%.



High-density multi-family housing (apartment)

Figure 6.19 » Housing Composition (StatsCan, 2016)

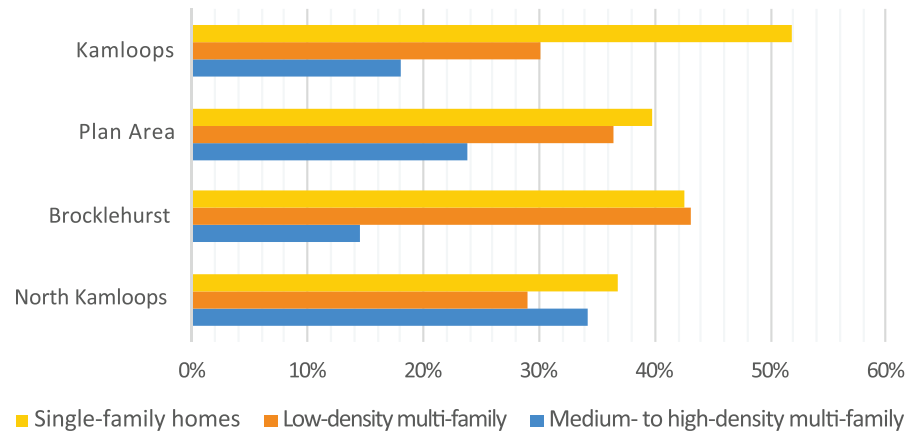


Figure 6.20 » Residents in Unaffordable Housing (StatsCan, 2016)

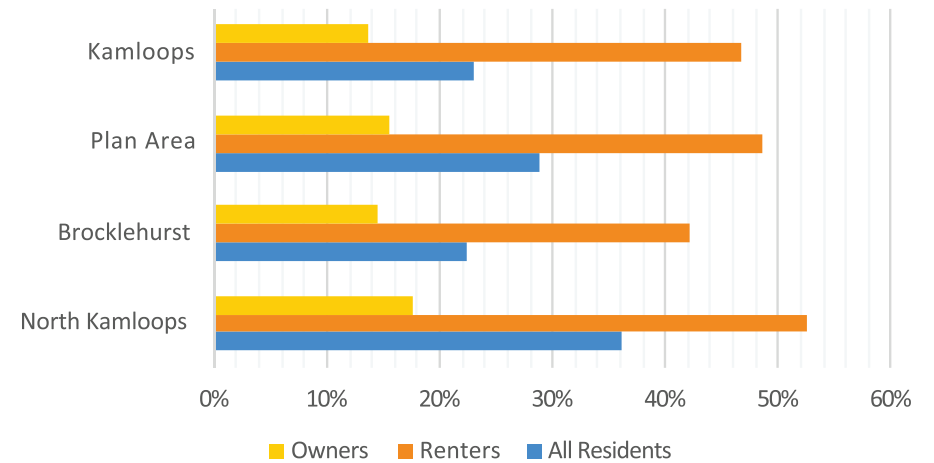


Figure 6.21 » Tenure (StatsCan, 2016)

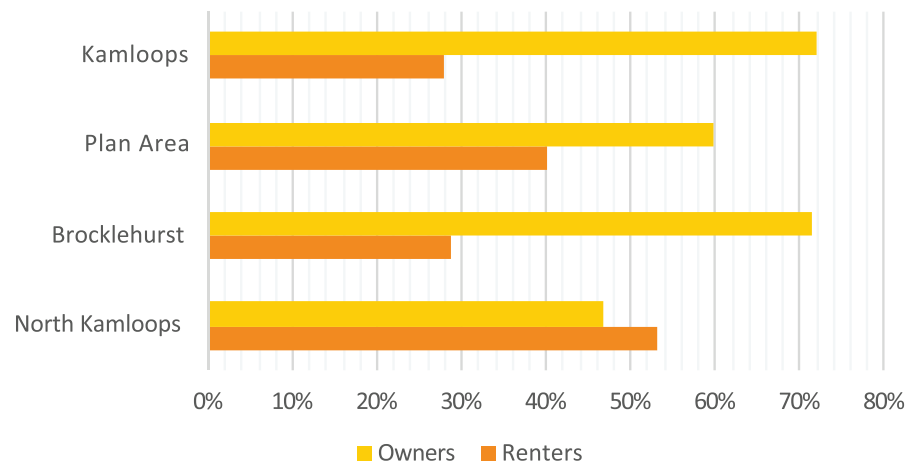
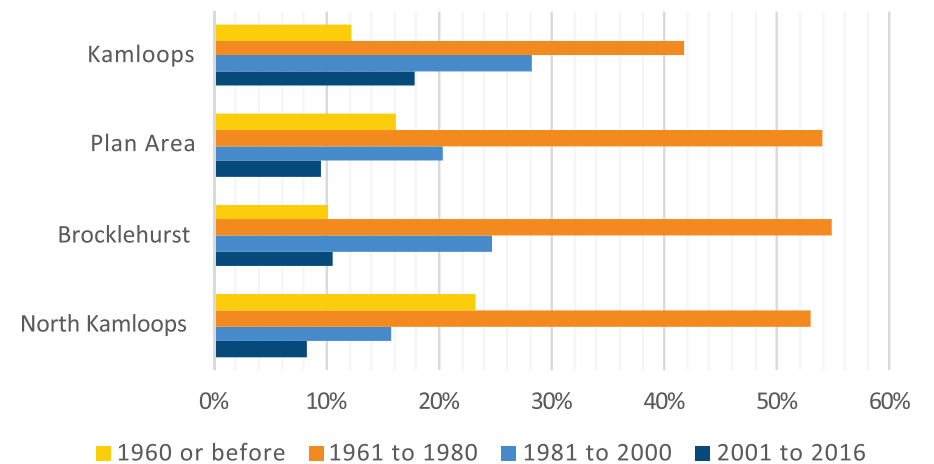


Figure 6.22 » Period of Construction (StatsCan, 2016)



TRANSPORTATION AND MOBILITY

Mode Share

As of the 2016 Census, most residents in the plan area commute to work as either a driver or passenger of a private vehicle. At 84.2%, this is only slightly lower than the Kamloops average of 88.7%. However, at the neighbourhood level, the share of residents commuting by private vehicle is notably lower in North Kamloops (80.3%) than in Brocklehurst (86.9%).

Similarly, North Kamloops has a higher share of residents commuting by sustainable transportation modes than the city average, including for walking (7.6% vs. 5.5%), biking (2.4% vs. 1.2%), and public transit (7.0% vs. 4.5%). In Brocklehurst, a larger share of residents commute by public transit (6.4%) than the city average, a comparable share by biking (1.4%), and a smaller share by walking (2.7%). Compared to Brocklehurst, North Kamloops' greater concentration of employment lands and closer proximity to Downtown likely improves the viability of walking and biking for its commuters.



North Shore Transit Exchange

Figure 6.23 » Transportation Modes Used by Commuters (StatsCan, 2016)

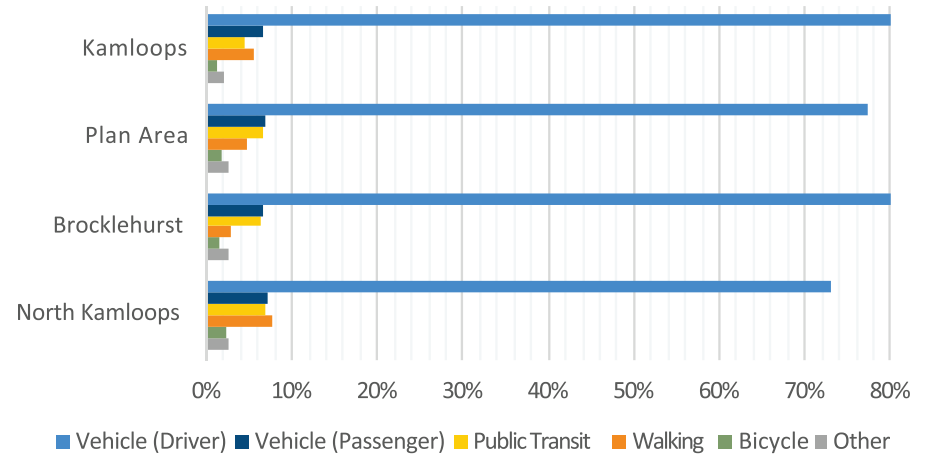
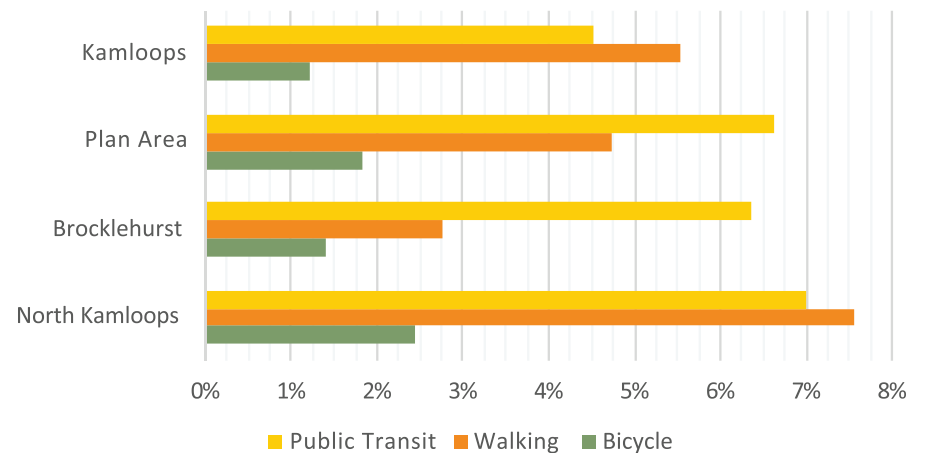


Figure 6.24 » Sustainable Transportation Modes Used by Commuters (StatsCan, 2016)



Pedestrian Network

The plan area has a number of beneficial attributes that support walkability, including a flat topography, a relatively high population density, and a compact mix of uses. This is especially the case in North Kamloops, where 63.7% of residents live within a 5- to 10-minute (400 m) walk of key amenities in commercial centres. This compares with 7.8% of Brocklehurst residents and 22.0% of residents city wide. Despite these advantages, safety for pedestrians may be impacted by gaps in the area's sidewalk network.

Areas with a higher degree of walkability include major arterials, such as Fortune Drive, 8th Street, and Tranquille Road east of Desmond Street, and the Tranquille Market Corridor, which have sidewalks on both sides of the street and anchor the North Shore's commercial centres. The Rivers Trail multi-use pathway also provides Schubert Drive and McArthur Island with a high degree of walkability.

The areas of the North Shore particularly lacking in pedestrian infrastructure include most of North Kamloops's local roads—many of which only have gravel shoulders—and much of Brocklehurst's overall road network.

To help address some of these gaps in the North Shore's pedestrian network, a number of future improvements are proposed in the City's Transportation Master Plan. This includes adding sidewalks to improve pedestrian connections between the McDonald Park, John Tod, and Schubert Drive residential areas in North Kamloops and improving pedestrian facilities that connect to schools in Brocklehurst.



Pedestrian shoulder along York Avenue



Where the sidewalk ends on Clapperton Road



Rivers Trail along Schubert Drive

Figure 6.25 » Pedestrian Network

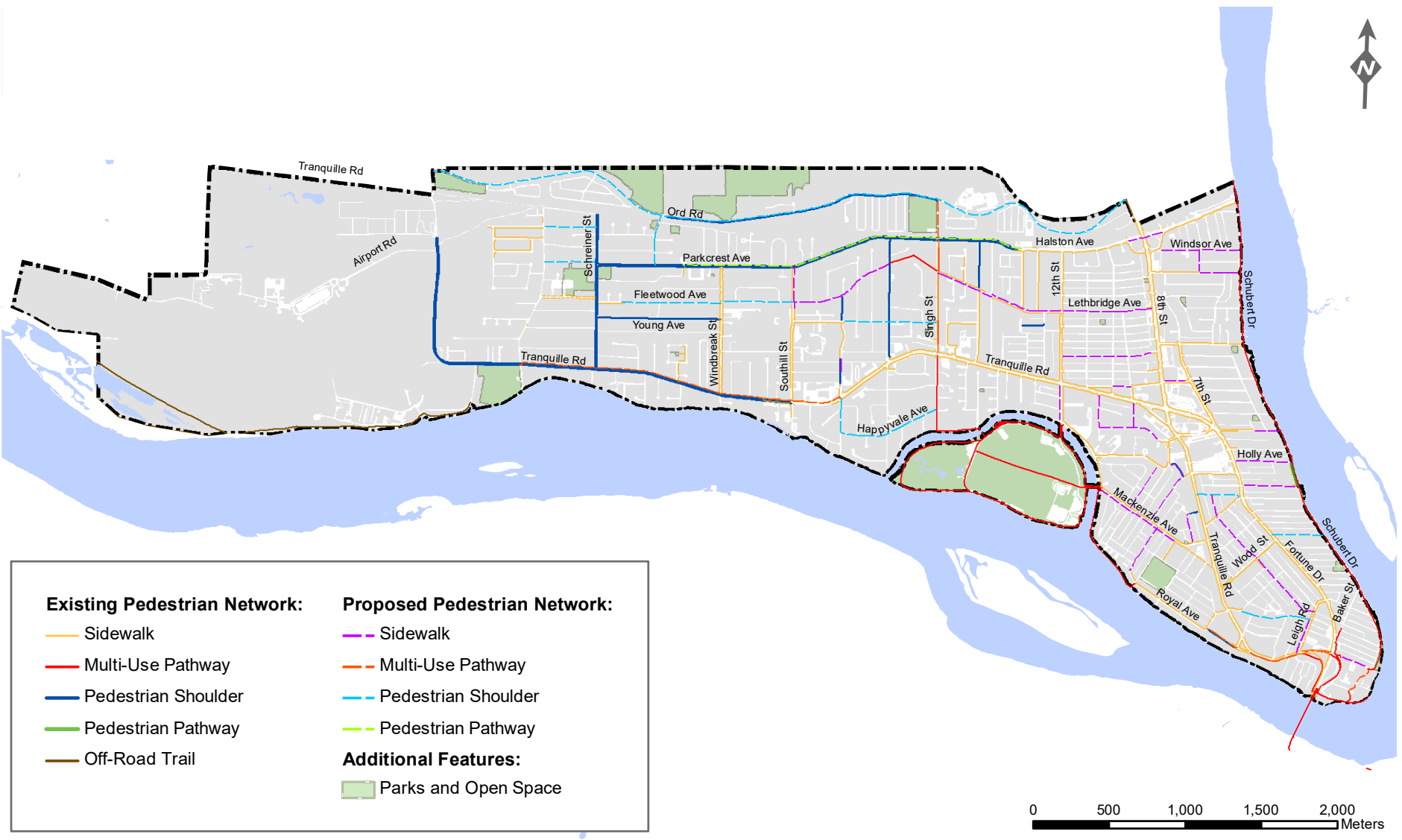
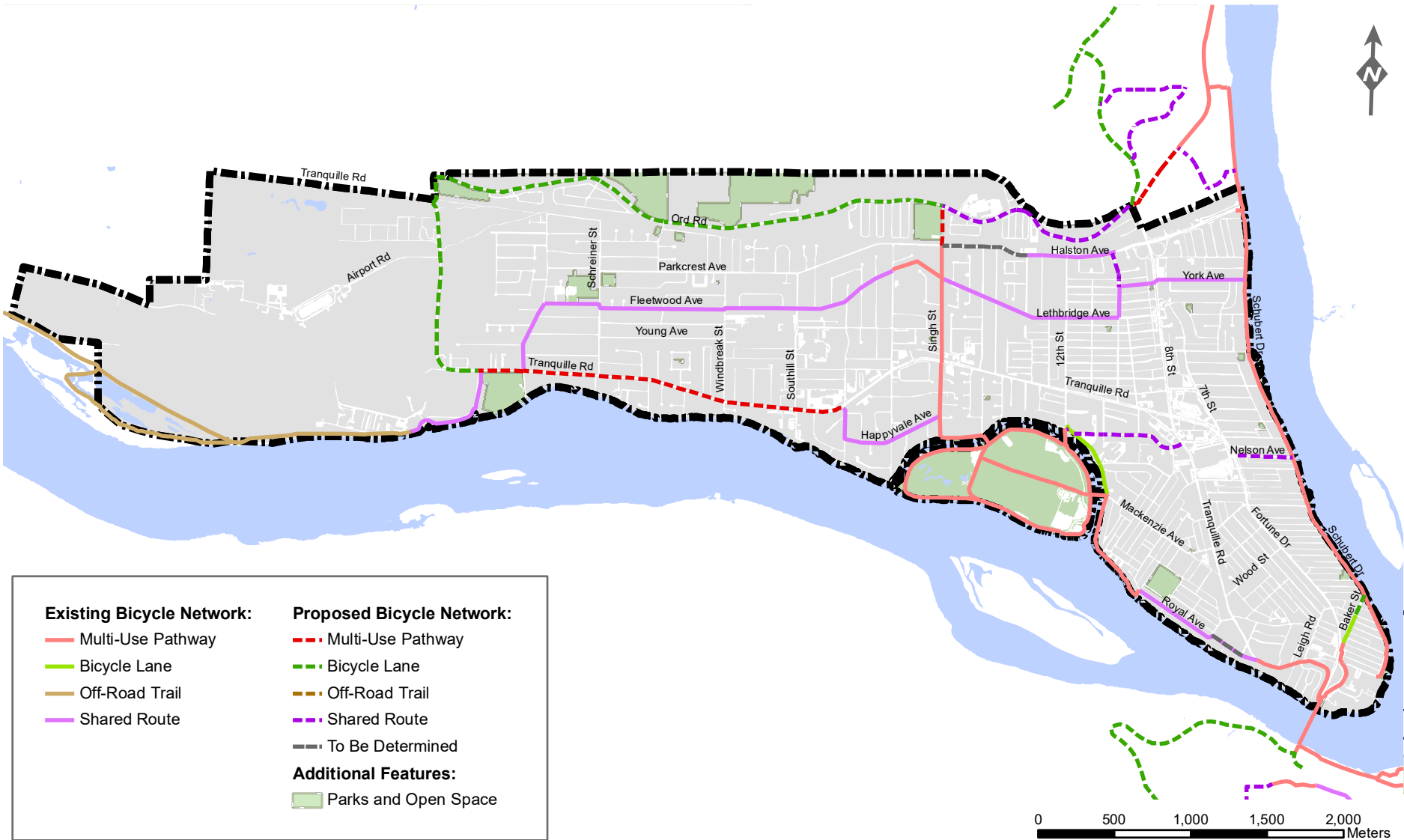


Figure 6.26 » Bicycle Network



Bicycle Network

The plan area has over 20 km of bicycle paths, including multi-use pathways, off-road trails, shared routes, and bicycle lanes. Brocklehurst presently has just under 10 km of paths, while North Kamloops contains over 13 km. The Rivers Trail multi-use pathway along Schubert Drive and the multi-use pathway along Singh Street serve as major north–south routes, while shared routes along Royal Avenue and along Fleetwood/Lethbridge Avenues serve as east–west corridors. The Rivers Trail multi-use pathway around McArthur Island provides another major component of the network.

Several new routes that will improve the connectivity of the bicycle network are proposed in the City’s Transportation Master Plan. These include a multi-use pathway along Tranquille Road from Desmond Street to Aviation Way and shared routes connecting the North Shore Town Centre to the existing network via Renfrew and Nelson Streets.



Bus stop at 8th Street and York Avenue

Transit Network

The plan area is well-served by public transit, with 6 of Kamloops’ 14 bus routes having stops in the area. As a major commercial area with a central location and relatively high population density, North Kamloops is particularly well connected to the rest of Kamloops and is home to one of the city’s three transit exchanges. With 129 transit stops within the plan area, 93.4% of residents live within a 5- to 10-minute (400 m) walk of a transit stop. This includes 92.8% of residents in North Kamloops and 93.9% in Brocklehurst. Notable areas with transit access challenges include McArthur Island, which has no dedicated transit stops, and Ord Road, which has limited physical connections to nearby transit routes due to the rail corridor to the south.

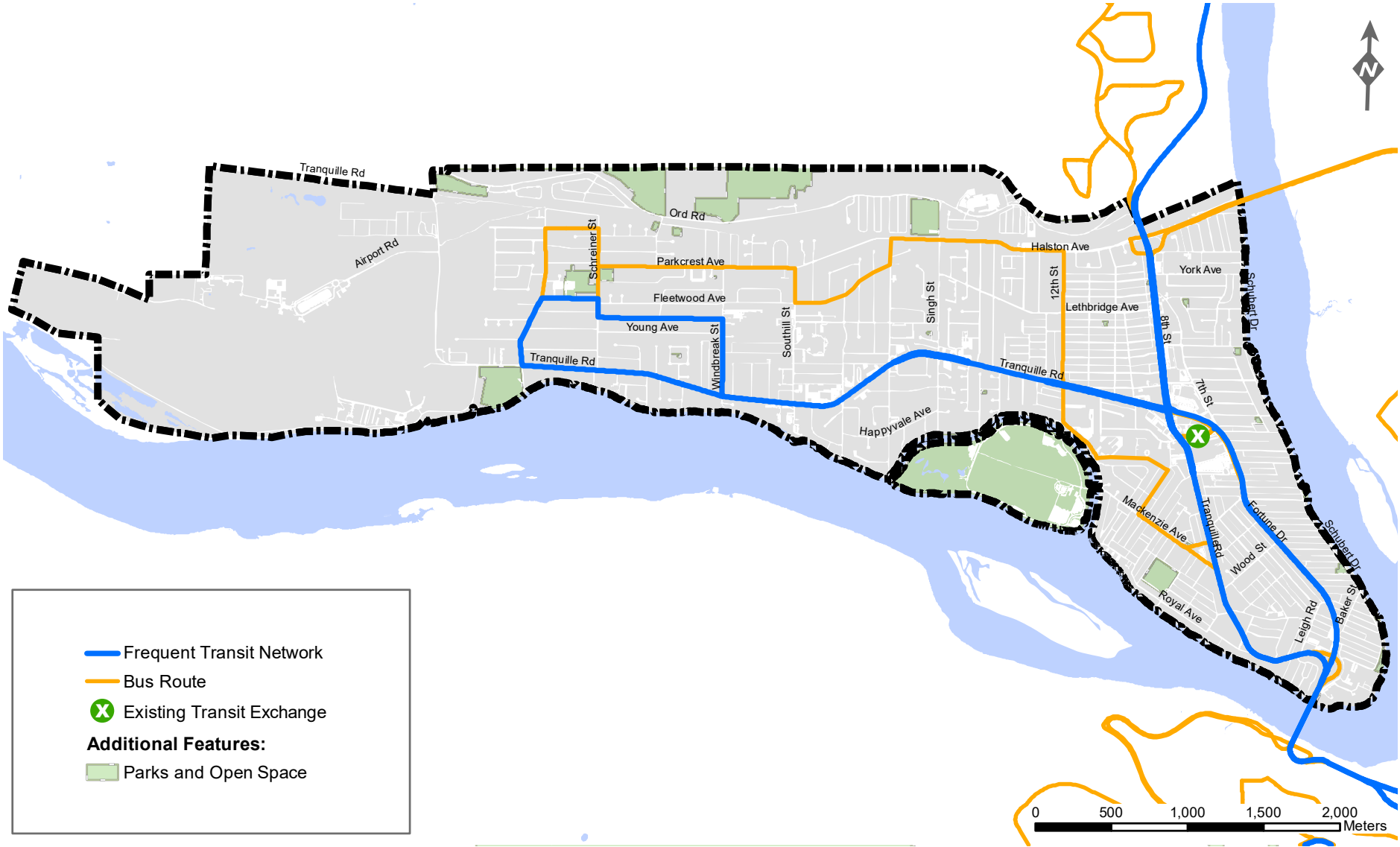


Shared route along Royal Avenue



Rivers Trail near McDonald Park

Figure 6.27 » Transit Network



Road Network

As shown in Figure 6.28, the plan area includes a variety of road classifications, including major arterials, minor arterials, a Downtown arterial (on Tranquille Road within the Tranquille Market Corridor), collectors, and local roads. The plan area is well connected with adjacent neighbourhoods and points beyond. The Overlanders Bridge connects the plan area with the city's South Shore; the Halston Bridge connects the North Shore with Tk'emlúps te Secwépemc lands and Highway 5 to the east; and the Halston Interchange provides connections to Batchelor Heights and Westsyde to the north.

The plan area's road network is composed of two different grid systems—the more traditional rectilinear grid of North Kamloops, with major routes running north–south, and the more curvilinear grid of Brocklehurst, with major routes running east–west. The neighbourhoods' distinct development periods, differing orientations to the shoreline, and shared agricultural history have all shaped their respective road networks.



8th Street looking south towards Fortune Drive

Brocklehurst's major east–west routes include Tranquille Road, Parkcrest Avenue/Halston Avenue, and Ord Road, with Schreiner, Windbreak, Southill, Singh, and 12th Streets serving as key north–south connections. In North Kamloops, the main north–south corridors are Tranquille Road/8th Street, Fortune Drive, and Schubert Drive. Halston Avenue and Tranquille Road west of Fortune Drive serve as the principal east–west connections. The plan area's major intersections are at 8th Street and Tranquille Street/Fortune Avenue and the Halston Interchange.

A number of roads in the plan area are occasionally closed for events. This most notably occurs during the annual Boogie the Bridge event, which can close lanes or sections of the Overlanders Bridge, Tranquille Road, Fortune Drive, Schubert Drive, and various local roads in North Kamloops.

Parking

As shown in Figure 6.29, the plan area contains a number of large private and City-owned parking lots in major commercial areas and at other key community destinations, including McArthur Island, North Shore Town Centre, Brocklehurst Centre, and the Kamloops Airport.

There are no paid on-street parking zones on the North Shore, but on-street parking within the Tranquille Market Corridor is limited to two hours. On-street parking is permitted along most non-arterial roads within the plan area.



Parking lot at Northhills Shopping Centre

Figure 6.28 » Road Network

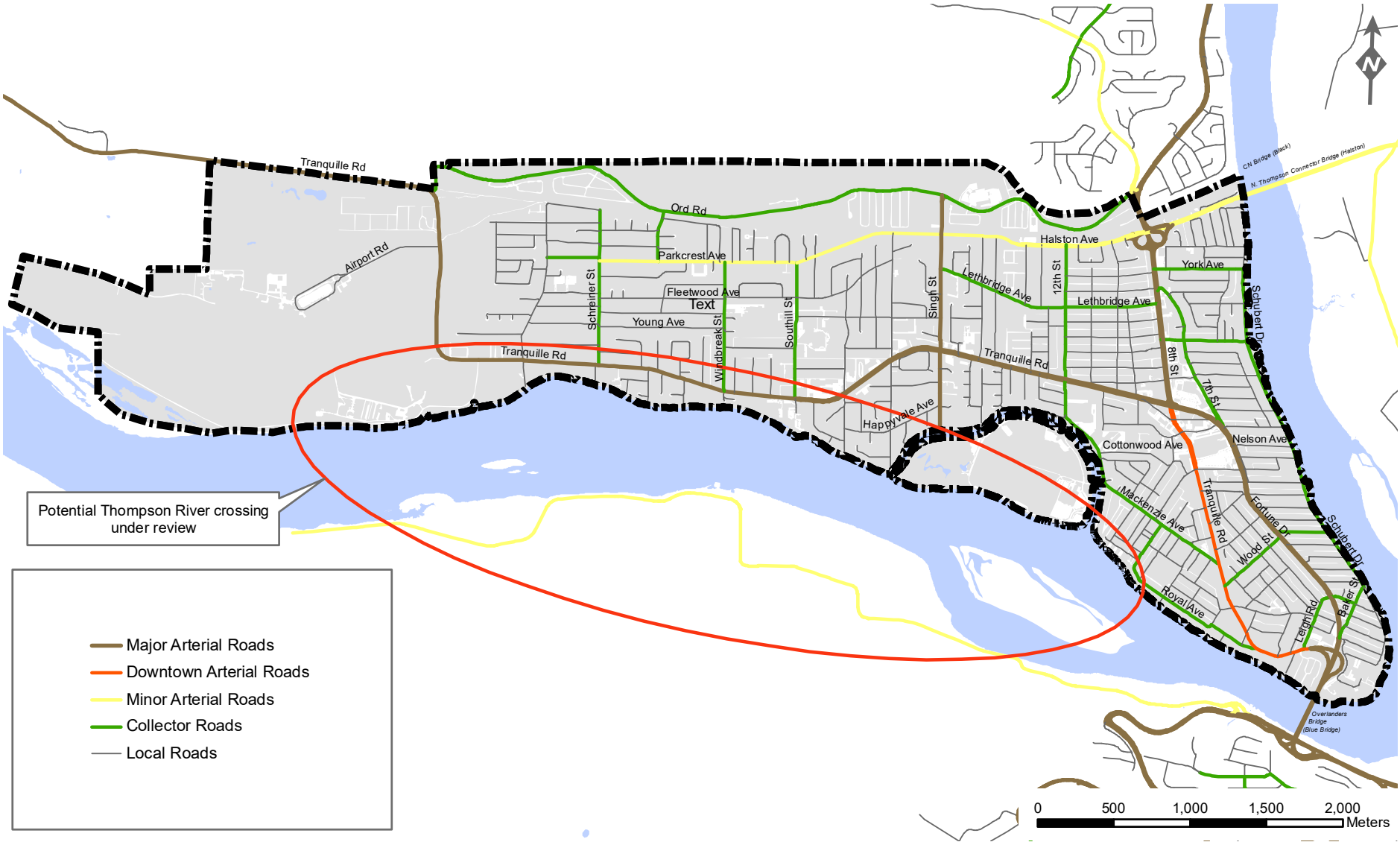


Figure 6.29 » Parking Areas



Gateways

Four major entry corridors serve as key gateways for residents and visitors to the North Shore, including three vehicle-oriented corridors—the North Shore Entry Corridor, the Halston Entry Corridor, and the Airport Entry Corridor—and a major entry corridor for pedestrians and cyclists via the Rivers Trail. The first three corridors have road-oriented signage that welcome people to the area, including on Tranquille Road north of the Overlanders Bridge, on Airport Road west of Tranquille Road, and on Halston Avenue west of Kingston Avenue. City of Kamloops signage is present at all three road corridors, North Shore Business Improvement Association (NSBIA) signage is present at the North Shore and Halston Entry Corridors, and provincial government signage is present at the Airport Entry Corridor. Where the Rivers Trail meets the multi-use path on-ramp to the Overlanders Bridge, there is also pedestrian/cyclist-oriented City signage.

Additional gateway features in the form of prominent signage, public art, or archways can also be found at entry points to landmark destinations within the plan area. These include features at Kamloops Airport, Spirit Square, McDonald Park, McArthur Island Park, the Overlanders Bridge, and the north and south ends of the Tranquille Market Corridor. In addition to serving as symbolic gateways, such features contribute to beautification, placemaking, and wayfinding efforts.



CF-5 fighter jet installed at entrance of Kamloops Airport



Archway at the southern end of Tranquille Market Corridor



NSBIA signage along Halston Avenue



Rivers Trail wayfinding signage at Overlanders Bridge



Tournament Capital signage north of Overlanders Bridge

Figure 6.30 » Entry Corridors and Gateways



EMPLOYMENT AND LOCAL ECONOMY

Employment Areas

Over 40% of the plan area's land is dedicated to employment- or economic development-related uses. With a diversity of commercial, institutional, and industrial lands, these uses include retail, restaurants, private and government offices, warehousing, schools, and cultural and entertainment facilities.

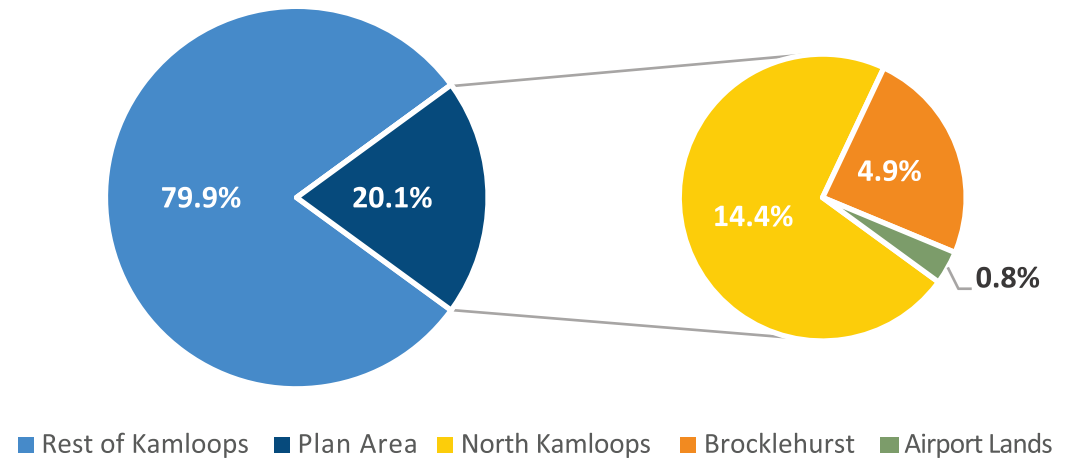
As shown in Figure 6.31, the business licences in the plan area account for 20.1% of all active business licences in Kamloops as of the end of 2019. Over two-thirds of business licences within the plan area are located in North Kamloops.

Major employment areas include the North Shore Town Centre, Tranquille Market Corridor, Brocklehurst Centre, Halston Avenue, 8th Street, 12th Street, and the Kamloops Airport and adjacent industrial areas.

Kamloops Airport

The Kamloops Airport is an important contributor to the city and regional economy. Linking Kamloops with several regular and seasonal destinations, including Vancouver, Calgary, and Toronto, the Kamloops Airport supports 860 jobs and generates approximately \$75 million in direct and indirect economic activity annually. In 2019, the Kamloops Airport recorded its busiest year to date, with passenger volumes reaching 361,586, up 2.75% from the previous year. This ranks it as the eighth busiest airport in British Columbia by passenger traffic.

Figure 6.31 » Share of Active Business Licences (City of Kamloops, 2019)



The Kamloops Airport

Building Inventory

According to 2018 BC Assessment data, the plan area contains just under 2 million sq. ft. of commercial building square footage, or 15% of the city's total inventory. This includes private office, retail, and light industrial (e.g. warehousing), but does not include accommodations (e.g. hotels), institutional facilities (e.g. schools, government offices), or heavy industrial.

Total building inventory by classification includes about 127,000 sq. ft. of office space (7.1% of city total), 1.1 million sq. ft. of retail space (21.5% of city total), and 643,000 sq. ft. of light industrial space (11.1% of city total). North Kamloops contains about 70% of the plan area's office and light industrial inventory and 85% of its retail inventory.

Major institutional uses, including the Kamloops Airport, Thompson Rivers University, Royal Inland Hospital, and other government facilities (e.g. offices, provincial courthouse) account for an additional 2.3 million sq. ft. or 15% of the city's total building inventory. The Kamloops Airport accounts for 280,000 sq. ft. of inventory, with 21.2% classified by BC Assessment as office, 0.9% as retail, 41.0% as industrial, and 36.9% as other. Out of the 550,000 sq. ft. of other government facilities city wide, the plan area contains 7,400 sq. ft. of office space in North Kamloops.



12th Street commercial area

Figure 6.32 » Total Building Inventory by Area | sq. ft. (BC Assessment, 2018)

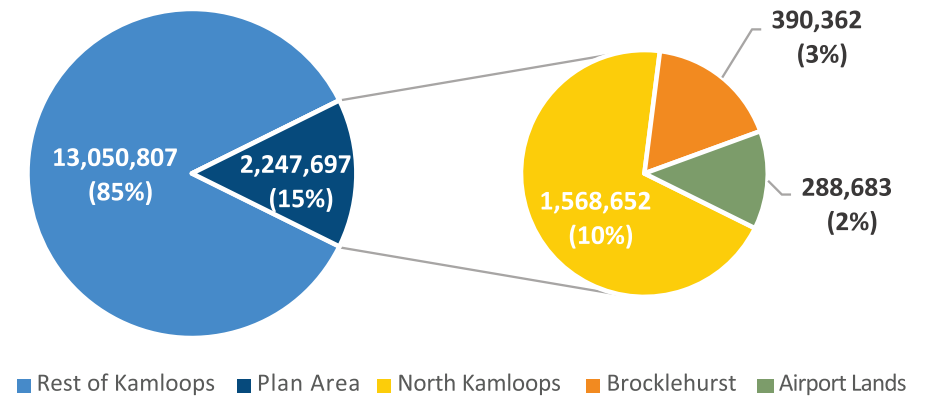


Figure 6.33 » Total Building Inventory by Classification | sq. ft. (BC Assessment, 2018)

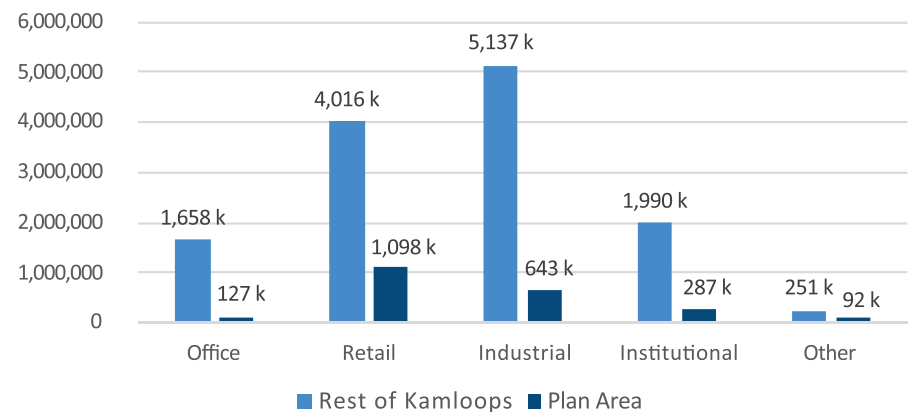
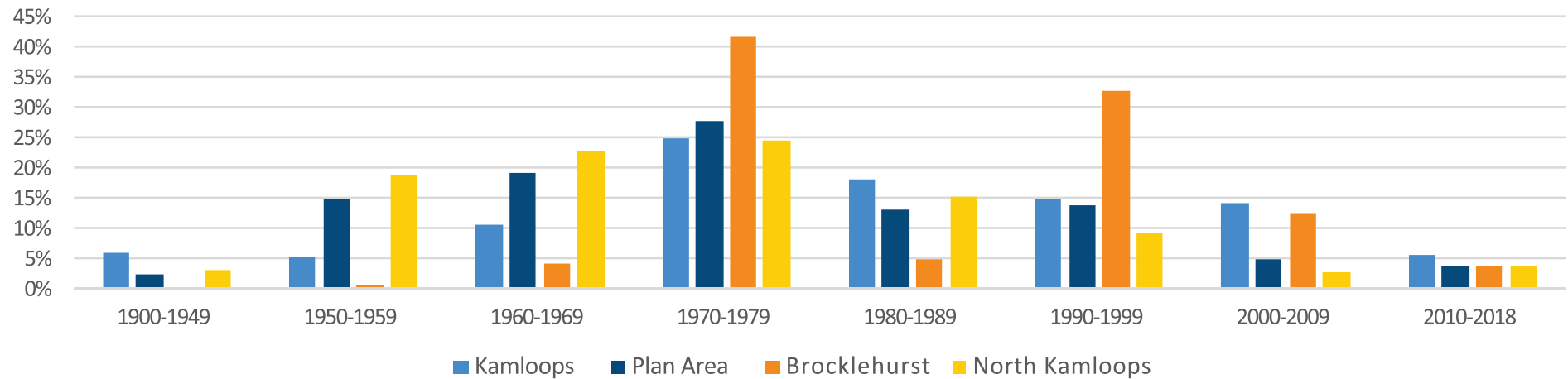


Figure 6.34 » Share of Commercial Inventory by Age (BC Assessment, 2018)



Age of Commercial Inventory

The age of the commercial building inventory on the North Shore is generally older than the city average, with 18% having been built prior to 1960 (vs. 12% city wide), 47% built from 1960 to 1979 (vs. 36% city wide), 27% built from 1980 to 1999 (vs. 33% city wide), and just 9% built from 2000 to 2018 (vs. 20% city wide). The busiest decades for commercial construction in North Kamloops were the 1960s and 1970s, while for Brocklehurst it was the 1970s and 1990s. By comparison, the largest share of city-wide commercial inventory was constructed in the 1970s and 1980s.



Example of older building inventory along Tranquille Market Corridor

Commercial Real Estate

The North Shore's commercial real estate market has seen steady activity in recent years. From 2010 to 2019, there were 71 commercial property sales in the plan area with a total value of \$67,555,943. This includes 67 sales in North Kamloops with a total value of \$65,808,943 and 4 sales in Brocklehurst with a total value of \$1,747,000. Both the total number of annual sales (Figure 6.35) and total annual sales values (Figure 6.36) have been trending upward for the plan area over the last decade. This mirrors a similar trend observed across the entire city over the same period.

Additionally, the North Shore's share of city-wide commercial property sales (Figure 6.37) has also been trending upward, from 13.6% in 2010 to 24.4% in 2019. The North Shore's share of city-wide commercial sales value (Figure 7.38) has not seen a similar upward trend; however, these figures can vary significantly from one year to the next by one large commercial property transaction.

Recently advertised market rents in the plan area have been around \$7–\$14 per sq. ft., with local brokers suggesting prices are typically negotiated down by about \$1–\$2 per sq. ft. The age of the building stock is generally the largest determinant of commercial lease rates, with newer buildings securing a higher price. Recent asking rates in Downtown Kamloops, which has the highest rents in the city for commercial space, typically range from \$10 to \$16 per sq. ft., with one new office development advertising as much as \$30 per sq. ft.

Figure 6.35 » Annual Commercial Sales Transactions (BC Assessment, 2019)

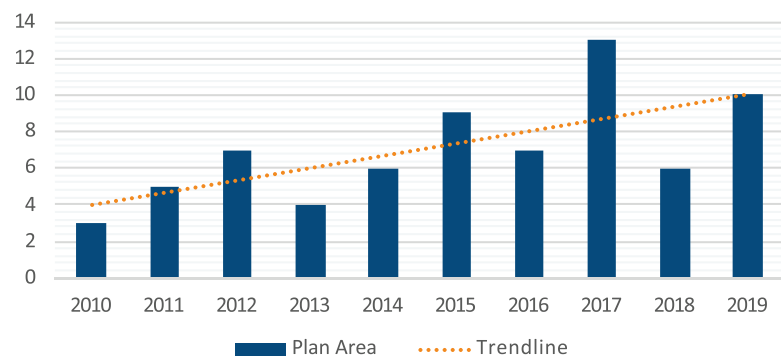


Figure 6.36 » Annual Commercial Sales Value (BC Assessment, 2019)

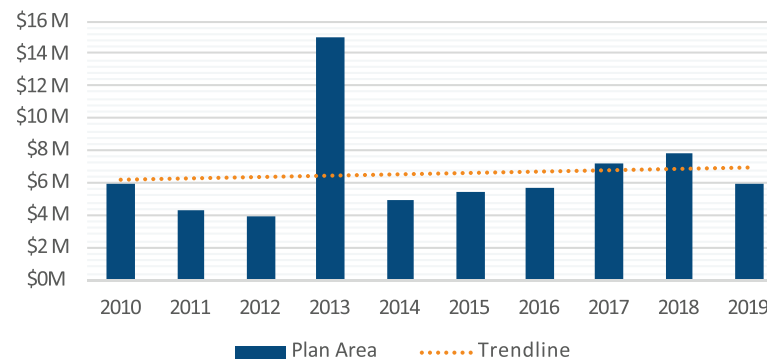


Figure 6.37 » Share of City-wide Commercial Sales Transactions (BC Assessment, 2019)

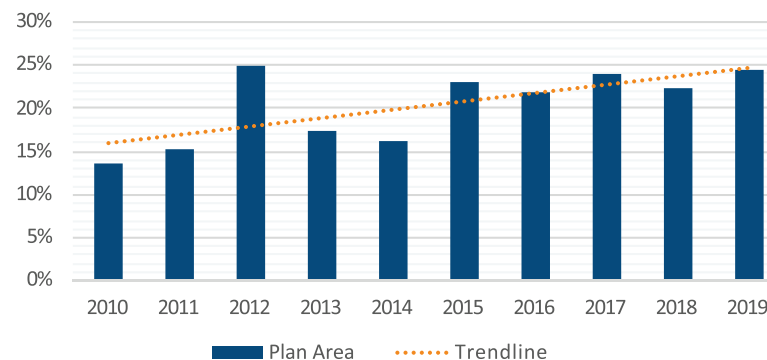
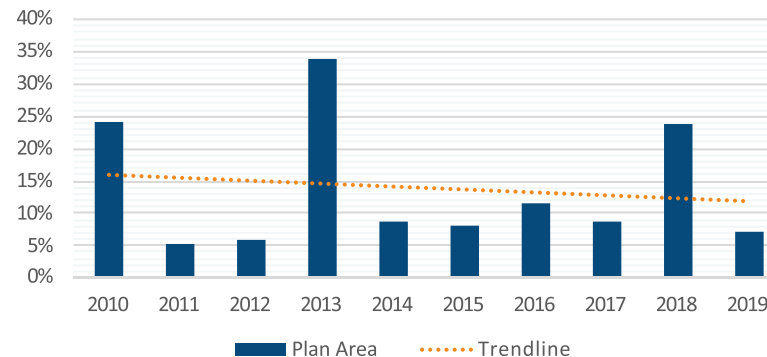


Figure 6.38 » Share of City-wide Commercial Sales Value (BC Assessment, 2019)



Residential Real Estate

Residential property sales have been trending upwards in the plan area in recent years. From 2015 to 2019, a total of 2,130 residential units were sold in the plan area, accounting for 18.1% of the 11,771 units sold in Kamloops. About two-thirds of plan area units were sold in Brocklehurst and one-third in North Kamloops. Over the last five years, residential sales in the plan area have increased from a low of 374 units in 2015 to 465 units in 2019—a 24.3% increase—following a peak of 486 units in 2017. Over the same period, city-wide sales increased 9.8%, from 2,041 in 2015 to 2,240 in 2019, following a peak of 2,721 in 2017. Since 2015, residential sales in the plan area have increased at a faster rate than the city as a whole, increasing its share of city-wide sales from a low of 16.4% in 2016 to 20.8% in 2019.



House for sale on York Avenue, 2020

Figure 6.39 » Residential Units Sold (KADREA, 2019)

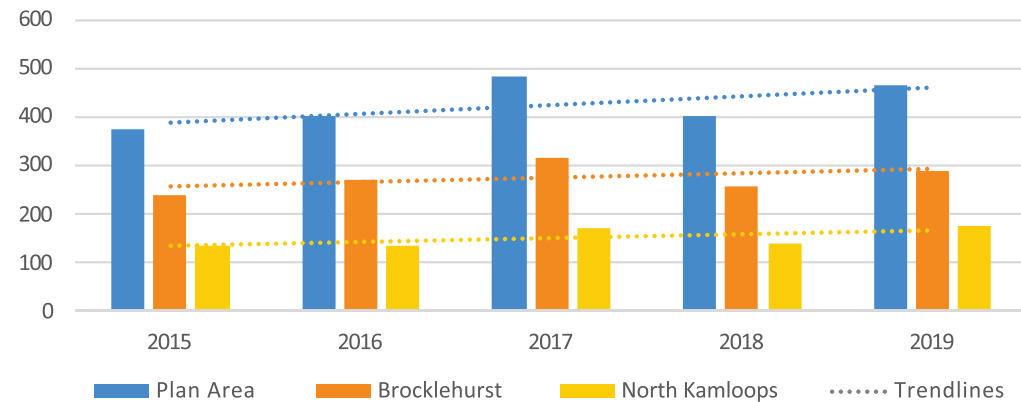


Figure 6.40 » Share of City-wide Residential Units Sold (KADREA, 2019)

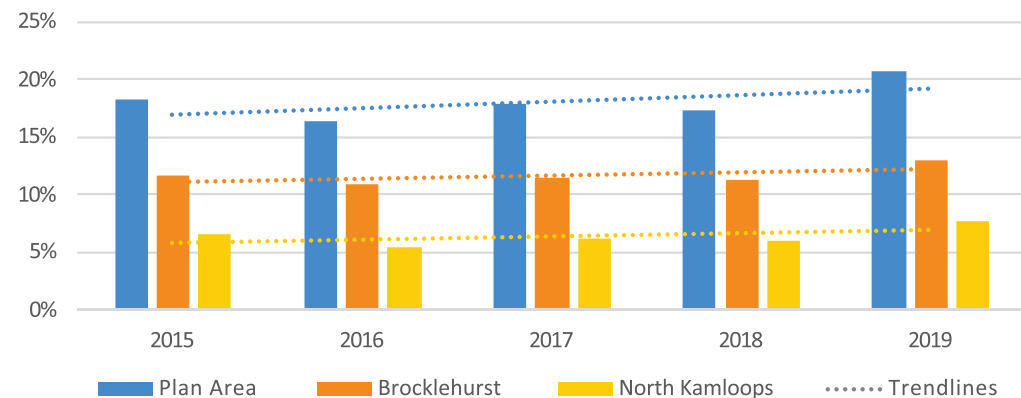
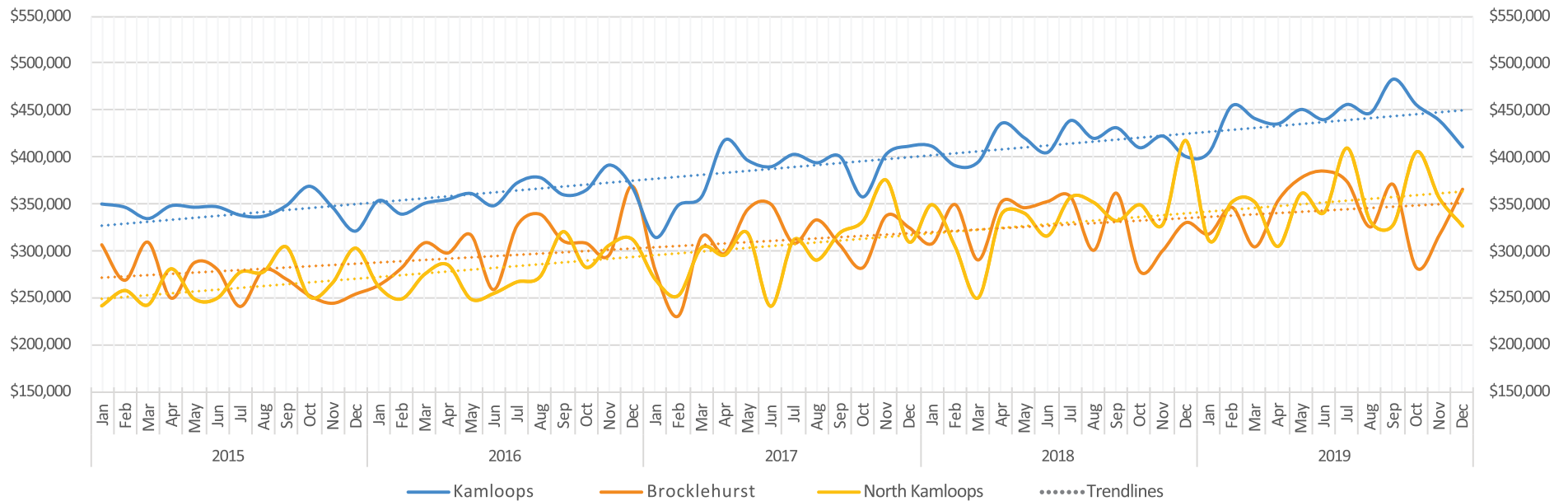


Figure 6.41 » Average Residential Sales Value (KADREA, 2019)



Average residential unit prices have also been steadily increasing for the plan area and the city as a whole. From 2015 to 2019, average city-wide prices increased from about \$344,000 to \$442,000. Over the same period, prices increased from \$271,000 to \$343,000 in Brocklehurst and from \$268,000 to \$348,000 in North Kamloops. Average residential prices in North Kamloops have generally increased at a slightly faster rate than the city-wide average, growing by 30% from 2015 to 2019 vs. the city-wide average of 29%. Prices in Brocklehurst have increased at a slightly slower rate of 27% over the same period.



Recently completed apartments on Tranquille Road

Labour Force

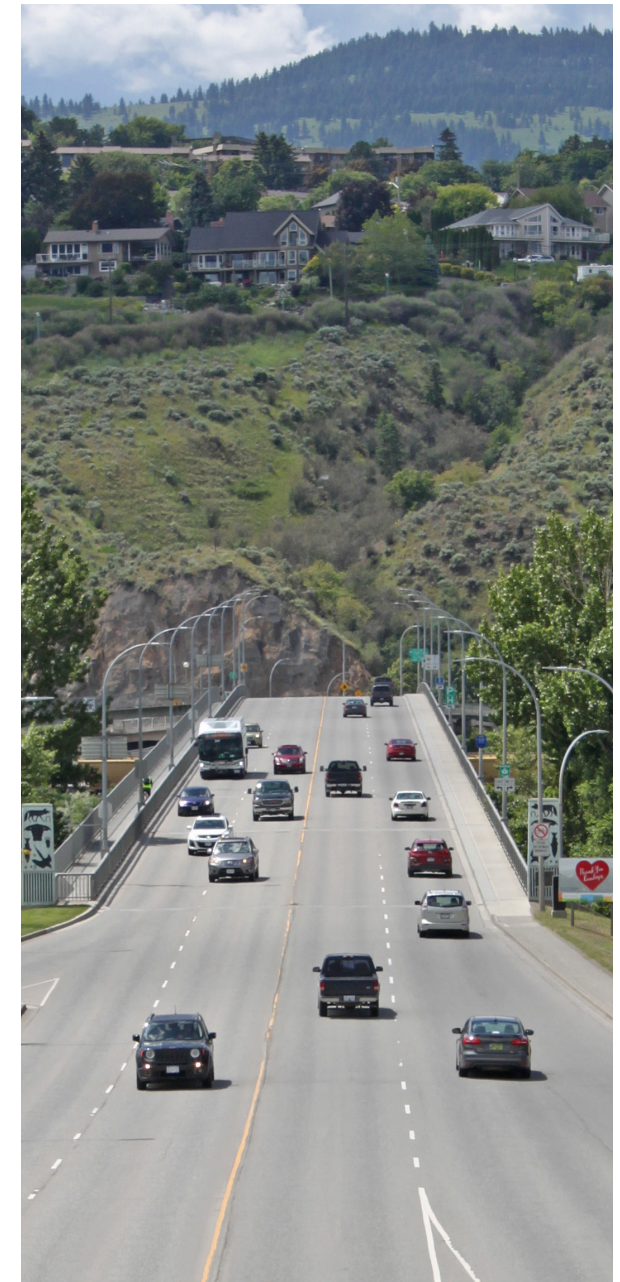
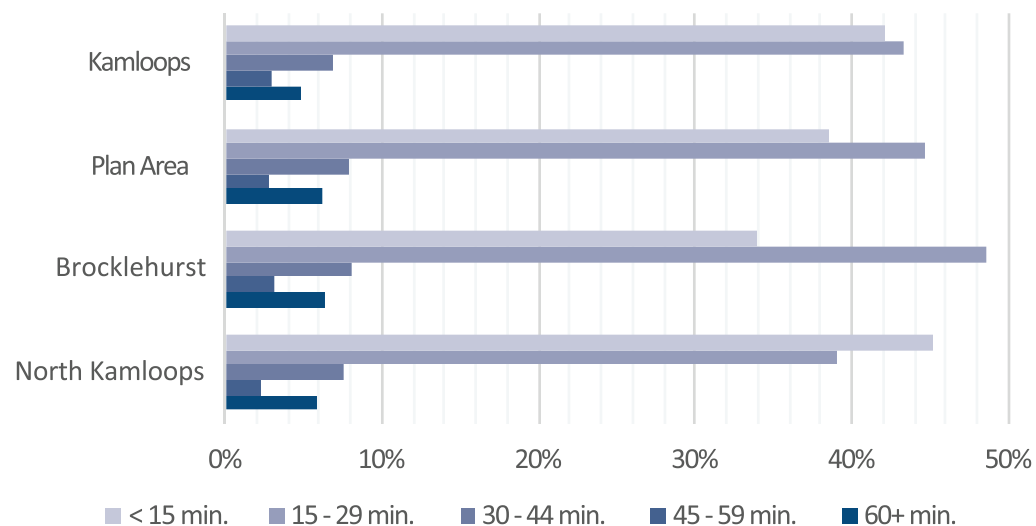
The largest employment industries in the plan area are retail trade (14.0%), health care and social assistance (13.4%), and accommodation and food services (10.4%). Similarly, the largest industries by labour force for all of Kamloops are health care and social assistance (14.0%), retail trade (12.8%), and accommodation and food services (9.6%).

In comparison to the city average, the plan area has a greater share of residents employed in administrative and support, waste management and remediation services (5.8% vs. 3.8%); construction (9.8% vs. 8.1%); transportation and warehousing (6.3% vs. 5.4%); manufacturing (5.8% vs. 5.3%); and other services (5.7% vs. 4.9%). Figure 6.43 provides a detailed breakdown of the labour force by neighbourhood.

Commute

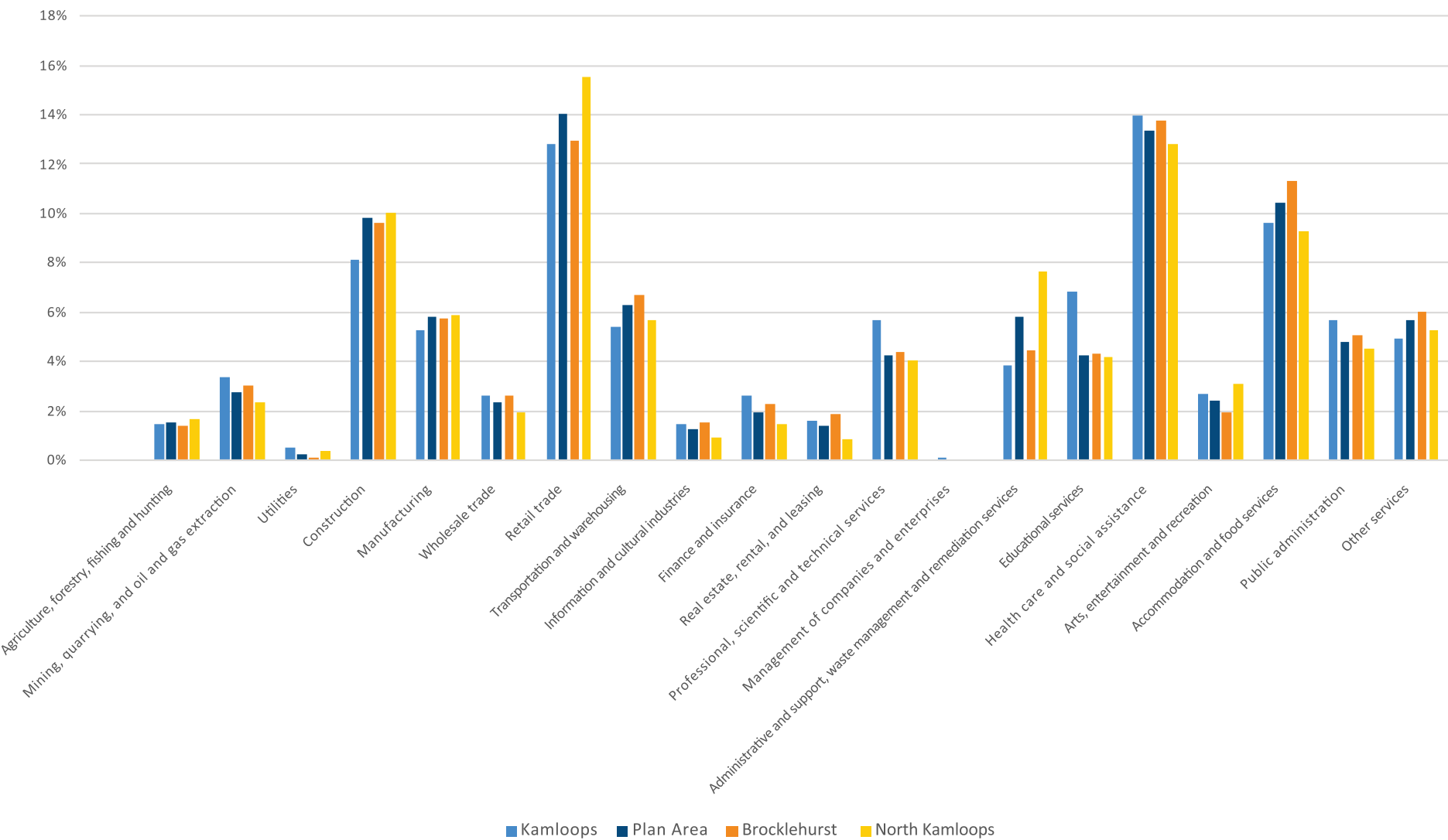
With a concentration of both employment and residential land uses and a relatively central location, 45.2% of North Kamloops residents' commute time is less than 15 minutes to work and 39.0% is approximately 15–29 minutes. This compares with 38.6% and 44.6%, respectively, for the city as a whole. Located further from the core of the city and containing fewer employment lands, 33.9% of Brocklehurst's residents commute less than 15 minutes to work and 48.5% commute between 15–29 minutes. Overall, 16.8% of plan area residents commute 30 minutes or more to work, compared with 14.6% city wide.

Figure 6.42 » Commute Duration (StatsCan, 2016)



The Overlanders Bridge is a major commuter thoroughfare

Figure 6.43 » Labour Force by Industry (StatsCan, 2016)



PARKS AND PUBLIC SPACE

The plan area contains about 83 ha of parks and public space, including 74 ha of City parkland and 9 ha of provincial parkland. At the neighbourhood level, Brocklehurst contains 20 ha of parkland and North Kamloops, which includes McArthur Island, contains 63 ha. These range from large nature parks to small neighbourhood tot lots.

Major parks include the Lac du Bois Grasslands Protected Area, McArthur Island Park, Brocklehurst Park, McDonald Park, and Overlander Park. The Lac du Bois Grasslands Protected Area encompasses a large expanse of rare grassland and forest ecosystems that are regulated and managed by the Province. Most of the protected area falls outside of the plan area boundaries to the north, but remains a well-used passive recreational asset and a defining landscape feature of the North Shore.

McArthur Island Park is the city's premiere athletic park, with more than two-dozen manicured sports fields, over 4 km of multi-use paths, a recently naturalized area, mini-golf, and an indoor arena and events centre. It is a key facility for the City's Tournament Capital Program and regularly hosts community events and sports tournaments. It is also home to a number of additional recreational facilities, such as a skate park, a disc golf course, and a lawn bowling green.

McDonald Park is a key community gathering place in North Kamloops containing a number of recreational facilities, including a playground, pickleball courts, basketball/multi-use courts, a spray park, and a community garden.



McDonald Park



Hills of the Lac du Bois Grasslands



Spirit Square



McArthur Island Sport and Event Centre



Overlander Beach

McDonald Park is adjacent to the Parkview Activity Centre and regularly hosts community events, such as Overlander's Day and the North Shore's Music in the Park.

Other notable community recreation spaces and facilities include Brocklehurst Park and Recreation Centre (including the arena and pool facilities), Overlander Park Beach and beach volleyball courts, the John Tod Centre, Kamloops BMX Track, Kamloops Golf and Country Club, Ord Road Dog Park, and Aviation Way Dog Park.

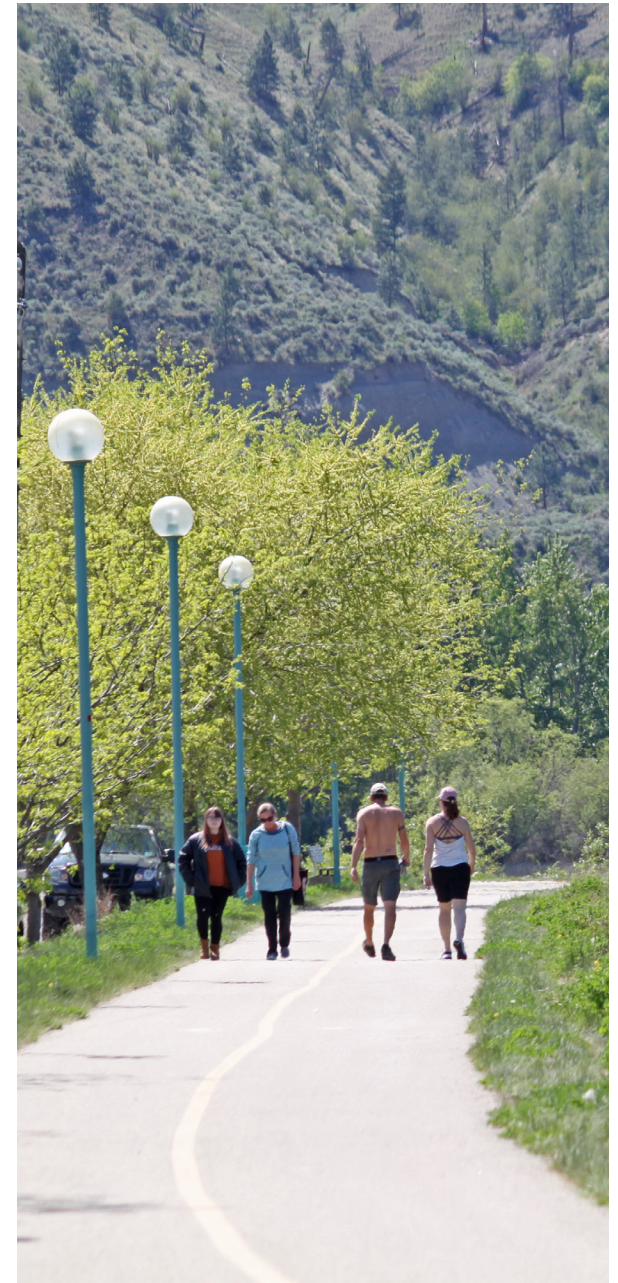
There are also a number of small squares and plazas located through the plan area, including Spirit Square, the sundial plaza at the McArthur Island Xeriscape Garden, and the McDonald Park entry plaza at the foot of Holway Street. Roads are also occasionally closed to vehicle traffic for special events, such as Boogie the Bridge and the BrewLoops Festival.

The North Shore has relatively good parks and recreation coverage, with 79.5% of the plan area's population living within a 5- to 10-minute (400 m) walk of a park or civic recreational facility—higher than the city-wide average of 74.9%. At the neighbourhood level, this includes 72.6% of Brocklehurst residents and 88.5% of North Kamloops residents. Two new neighbourhood parks are proposed for the North Shore—one to be located in the Brocklehurst West Future Development Area on the east side of Tranquille Road and the other in the vicinity of Schubert Drive and Brentwood Avenue. Once completed, these additions will help to increase the share of residents living within 400 m of parks and recreational spaces.

Despite the good access to parks and public spaces, connectivity can be hindered by barriers, including rail lines, high traffic corridors, and gaps in the pedestrian and cycling networks. As identified in the Transportation Master Plan, future extensions of the multi-use path network, as well as new sidewalks and bike routes, will improve and enhance these connections. The plan area also has wayfinding signage, which helps guide residents and visitors to key destinations on the North Shore, including its parks. Other features, such as public art and landmarks, further help with navigation while making public spaces more interesting and attractive for people.

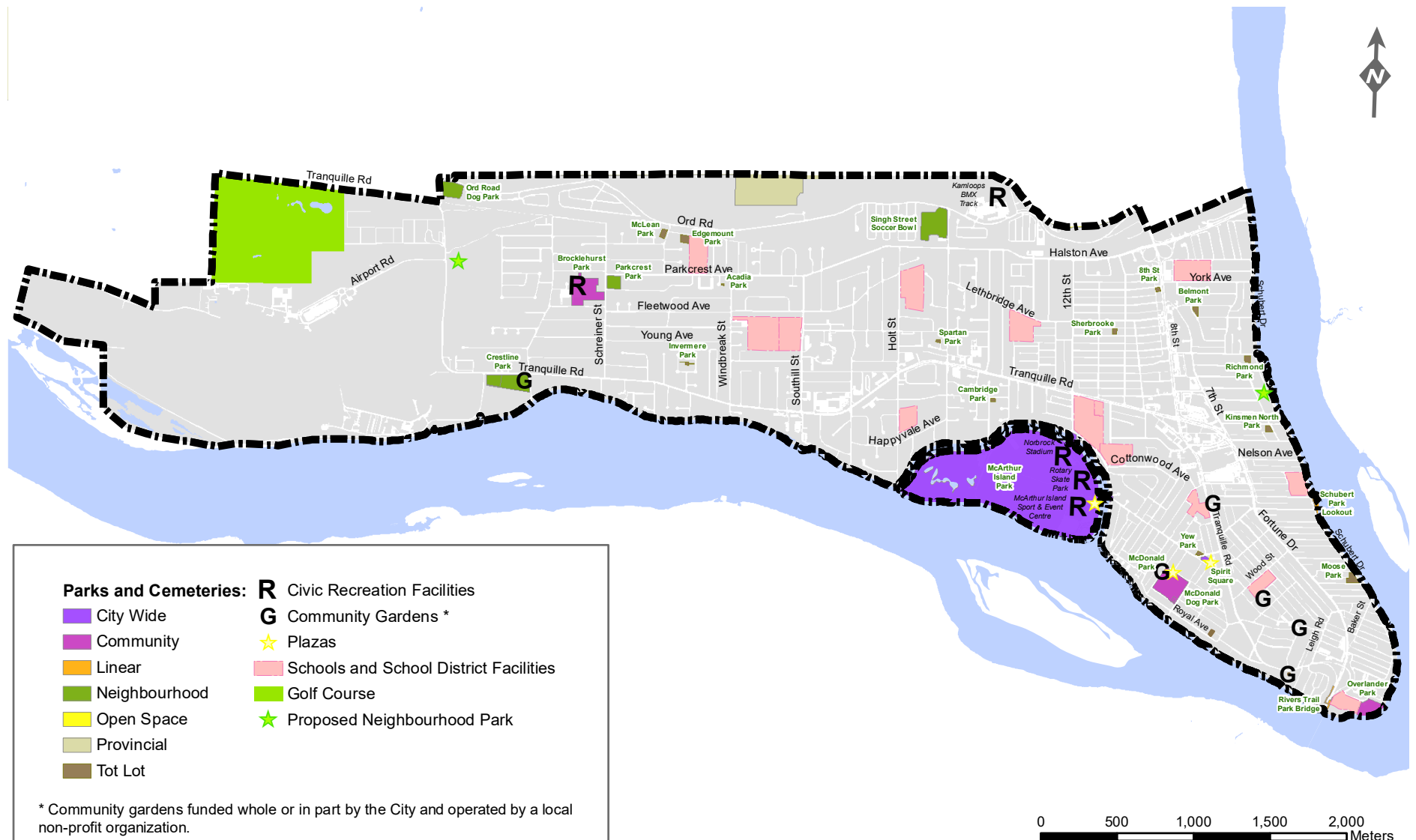


Community garden behind Wilson Street House



Rivers Trail near MacKenzie Avenue

Figure 6.44 » Parks and Recreation



HERITAGE

Kamloops has 20 heritage sites that are officially designated in the City's Heritage Register, most of which are located Downtown. These are sites with legally protected heritage value. The North Shore is home to two of these sites, both of which are located in North Kamloops. The first is Wilson Street House, a Gothic Revival-influenced farmhouse constructed in 1909 and relocated to its current site at 115 Tranquille Road from nearby Wilson Street. The house is currently occupied by the offices of the NSBIA. The second is Tom Bones House, an Arts and Crafts cottage built in 1930 and located at 328 Royal Avenue.

Additional heritage assets have been identified by the City's Heritage Engagement Group through such initiatives as Centenary Heritage Plaques and cultural heritage walking tour interpretive plaques. The two Centennial Heritage Plaque sites in the plan area are Samuel Sidney Scott House at 189 Royal Avenue and Fort House at 300 Fortune Drive. Three buildings have been identified with interpretive plaques: St. George's Anglican Church at 308 Royal Avenue, Holy Trinity Ukrainian Catholic Church at 109 Tranquille Road, and Brocklehurst Community Hall at 1805 Tranquille Road.

Given the large share of homes built in the plan area prior to the 1960s, particularly in North Kamloops, there may be a number of additional sites with heritage value worthy of recognition and/or conservation. Such sites may be identified over the course of the North Shore Neighbourhood Plan planning process and be considered along with other city-wide candidates for eventual inclusion in the City's Heritage Recognition Plaque program or Heritage Register.



Wilson Street House



Tom Bones House



Samuel Sidney Scott House



Fort House



St. George's Anglican Church



Holy Trinity Ukrainian Catholic Church

Figure 6.45 » Heritage Assets



ARTS AND CULTURE

The plan area hosts a number of cultural assets, including cultural facilities, annual events, and public art. Most of these assets are located in North Kamloops, as shown in Figure 6.46. Notable cultural facilities include the North Kamloops Library, the Kamloops Japanese Canadian Cultural Centre, the Sikh Cultural Society, the Stage House Theatre, and McDonald Park Gazebo.

Also located on the North Shore are a number of recreational facilities, such as the McArthur Island Sport and Event Centre, which, in addition to providing a facility for sports like hockey and curling, also hosts trade shows, workshops, and other community events. A number of small commercial venues, such as bars and eateries, further add to the number of cultural and entertainment amenities in the area and regularly host events, from live music to art nights. Regular annual events held within the plan area include Music in the Park, Overlander's Day, the BrewLoops Festival, and Boogie the Bridge.

Public art is another cultural feature of the plan area, which is home to over a dozen permanent art installations. Prominent examples include the carved yellow cedar poles at the Schubert Park Lookout, the CF-5 fighter jet monument at the Kamloops Airport entry roundabout, and the many murals found on the exterior of businesses along the Tranquille Market Corridor.

In 2019, the City of Kamloops worked with the NSBIA, street artists, and local youth to launch an initiative to cover garbage bins with murals. Over a dozen of these bins can now be found throughout North Kamloops.



The Stage House Theatre



Sikh Cultural Society



Carved yellow cedar poles at the Schubert Drive Lookout



Mural in the Tranquille Market Corridor



Kamloops Japanese Canadian Cultural Centre



Garbage bins outside Henry Grube Education Centre

Figure 6.46 » Cultural Assets



COMMUNITY WELL-BEING

Social Spaces

The North Shore is home to a wide variety of social spaces, which serve as focal points for social interaction, community gatherings and events, and recreational activities. These include community facilities, such as schools and community centres; private facilities, such as coffee shops and pubs; places of worship or cultural gathering, including churches, temples, and gurdwaras; and club halls, or regular meeting places, for such organizations as the McArthur Island Lawn Bowling Club and the Army, Navy & Air Force Veterans Unit 290.

As shown in Figure 6.47, most of the plan area's social facilities are concentrated in North Kamloops. Due to its more residential character, Brocklehurst has fewer social facilities than North Kamloops.



Parkview Activity Centre



John Tod Centre



Army, Navy & Air Force Veterans Unit 290



Mount Paul Community Food Centre



North Shore Community Centre



All Saints Ukrainian Orthodox Church

Figure 6.47 » Social Spaces



Crime and Safety

The North Shore is generally perceived by residents to have more challenges with crime and safety than the rest of the city. However, data collected by the RCMP from 2017 to 2019 suggests crime rates on the North Shore vary greatly by area and that certain types of crime have been trending downward in recent years.

The total number of founded criminal offenses across the city were 10,614 in 2017, 10,181 in 2018, and 12,612 in 2019. The plan area accounted for about one-third (34%) of all recorded city-wide offenses over the three-year period.

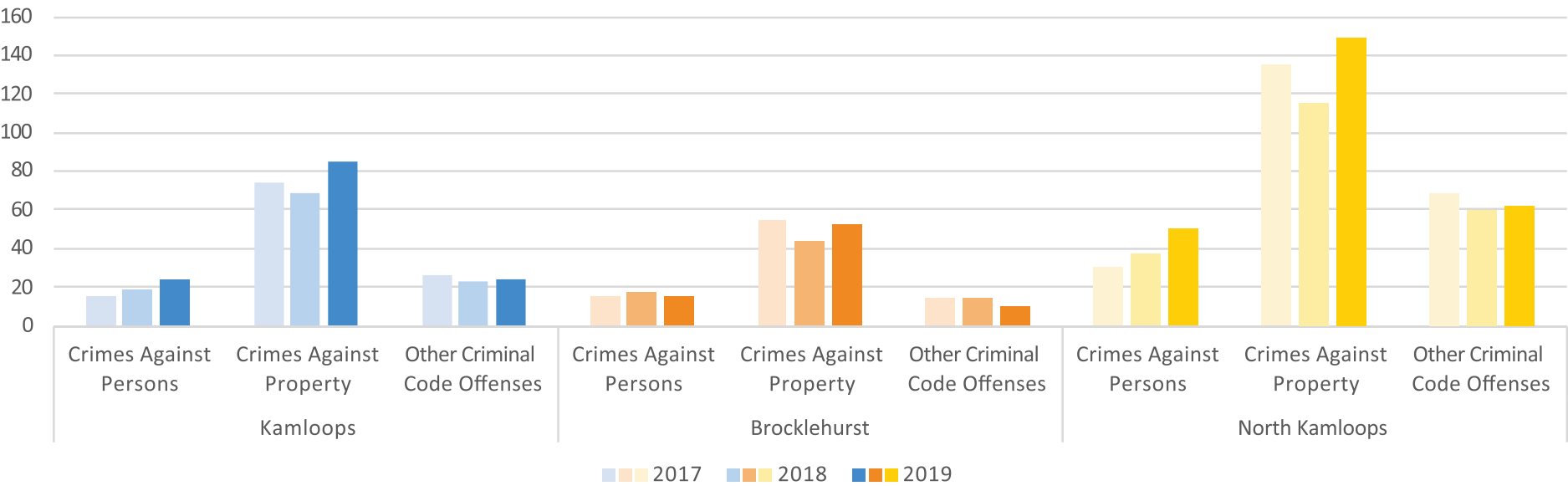
The RCMP organize criminal offenses into three broad categories: crimes against persons, crimes against property, and other criminal code offenses. From 2017 to 2019, about 16% of city-wide offenses were crimes against persons, 64% were crimes against property, and 20% were other criminal code offenses. The plan area generally sees a smaller share of crimes against property and a higher share of other criminal code offenses when compared to city averages.

Figure 6.48 shows the number of offenses per 1,000 residents for Kamloops and the two plan area neighbourhoods. From 2017 to 2019, Brocklehurst typically saw about one-third fewer

offenses per 1,000 residents than the city average, while North Kamloops experienced about twice as many as the city average. In Brocklehurst, all three categories of offenses have generally been trending downward in recent years. In North Kamloops, other criminal code offenses have been trending downward while crimes against persons and property have been trending upward—consistent with the city-wide trends.

Looking at more specific categories of offenses, the most common calls for service on the North Shore from 2017 to 2019 related to mischief of \$5,000 or under, causing a disturbance, and theft from motor vehicles of \$5,000 or under.

Figure 6.48 » Offenses per 1,000 Residents (Kamloops RCMP)



ENVIRONMENT

The North Shore contains a number of valuable natural features, including the Thompson Rivers shoreline, McArthur Island slough, and the southern slopes of the Lac Du Bois Grasslands. These slopes include portions that have undergone ecological assessment to identify known environmentally sensitive areas (ESAs), as well as portions characterized as grassland priority areas, which require further study to assess their potential as an ESA.

Areas formally protected from development under the Province's Riparian Areas Protection 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 buildup 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 6.50 highlights the location of key natural assets, grassland priority areas, areas protected by the Province's Riparian Areas Protection Regulation, and trees identified by the City tree inventory.



Trail worn through Thompson River riparian area

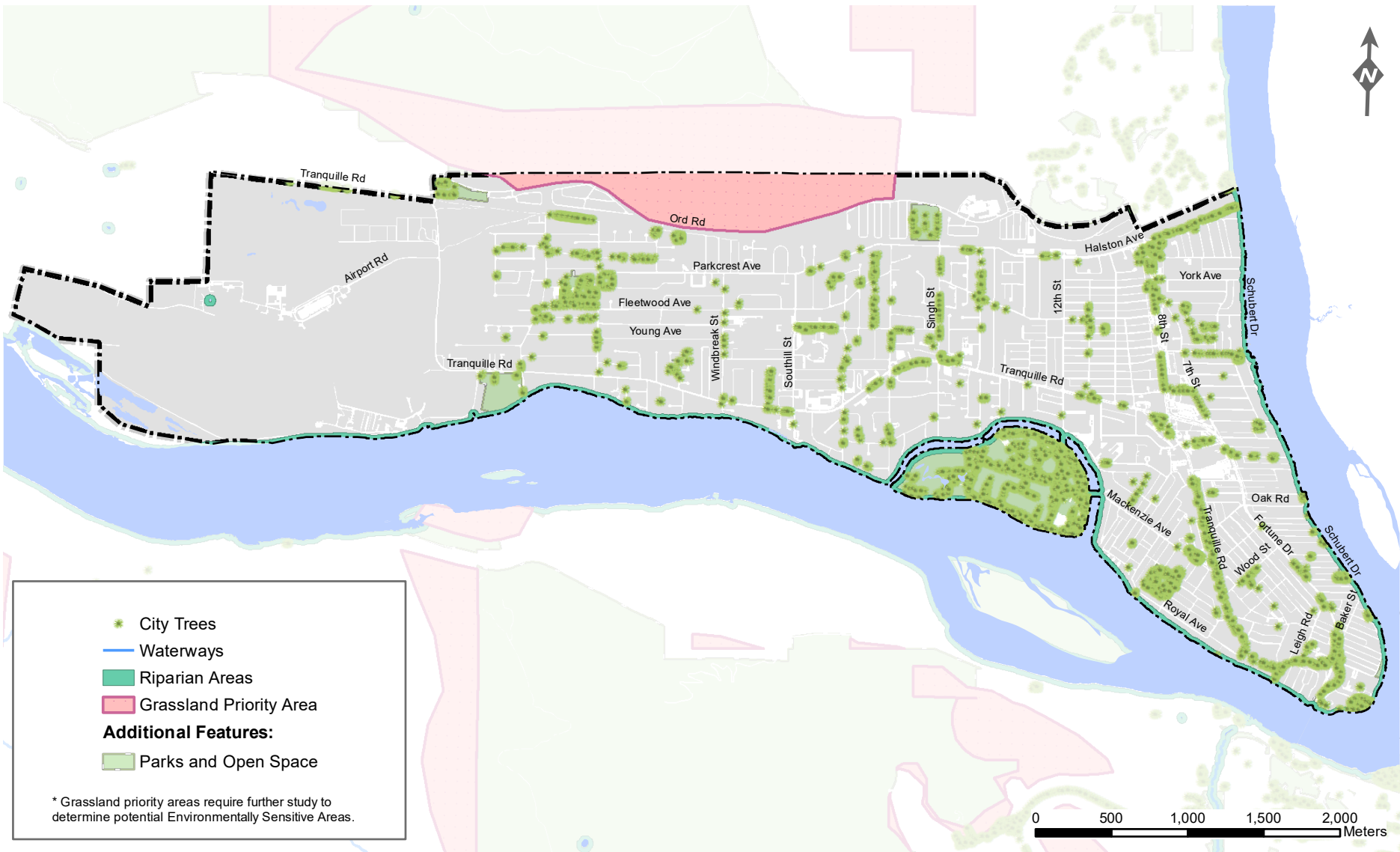


Yellow-bellied marmot on McArthur Island



Shoreline of the Thompson River with the hills of the Lac du Bois Grasslands in the distance

Figure 6.49 » Environmental Considerations



INFRASTRUCTURE

The plan area contains some of the city's oldest underground infrastructure, much of which pre-dates amalgamation in the late 1960s and early 1970s. This infrastructure includes water, storm drainage, and sanitary sewer networks. Upgrading aging infrastructure and increasing capacity to accommodate future growth will be ongoing needs. However, the current system is well-positioned to accommodate the majority of the growth forecast for the plan area to 2039, with identified upgrades required in some areas. The density and geography of the plan area allows for relatively efficient and cost effective infrastructure to help offset the cost of replacing and/or upgrading aging infrastructure.

Water Network

Most of Kamloops, including the plan area, obtains its water from the South Thompson River via a pump station located near the Kamloops Centre for Water Quality on River Street. In 2018, the North Thompson Emergency Water Intake was completed to the north of the plan area at the east end of Yates Road in Westsyde. This intake provides a non-potable backup water source in the event an emergency situation requires the primary South Thompson intake to be shut down.

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 some costly intake, treatment, and capacity upgrades by up to two decades. Serviced via one pressure zone and two reservoirs, the plan area generally has sufficient capacity for growth over the next 20 years.

Drainage Network

The natural soil composition of the North Shore—sand and silt floodplain deposits—is porous and easily infiltrated. This natural infiltration method is used throughout the plan area and is the primary form of drainage in Brocklehurst, which has less impermeable asphalt and concrete surface area than the more densely developed North Kamloops. While this soil type can permit rising water levels to seep up through the ground during flood events, the use of natural infiltration offers a cost-effective and environmentally-sustainable drainage control approach. Where this strategy is less practical, stormwater is collected and conveyed by the City's network of pressurized and gravity mains to several discharge points along the Thompson Rivers.

In addition to regularly upgrading aging infrastructure and gradually improving capacity as the North Shore densifies, impacts from climate change, such as the growing intensity of rainfall events, may pose an increasing challenge to the network in the future. Stormwater management strategies including the use of swales, soft landscaping, natural features, infiltration/rock pits, and permeable surfaces in new road improvement projects and private development, may improve the system's long-term resiliency.

Sanitary Sewer Network

The plan area is serviced by the City's network of sanitary gravity mains, which convey collected wastewater through local networks, lift stations, and forcemains to the primary trunk main under Tranquille Road towards the airport and across

the Thompson River to the Kamloops Sewage Treatment Centre on Mission Flats Road.

An assessment completed in 2014 identified the need to replace the Tranquille Road trunk main between the North Primary Lift Station and 12th Street in order to address aging infrastructure and increase capacity to accommodate growth. Phase 1 of this project, which ran from the North Primary Lift Station to Crestline Street, was completed in 2017. Phase 2, running from Southill Street to 12th Street, began in spring 2020. Phase 3, tentatively planned to begin as early as 2025, will complete the final section between Crestline and Southill Streets. Public realm upgrades to the Tranquille corridor, such as pedestrian, landscaping, intersection, and boulevard improvements, will be completed in tandem with the project.

Isolated upgrades to lift stations and minor network elements are anticipated within the next 10 to 20 years to accommodate growth in certain areas—particularly the Tranquille Market Corridor and along 8th Street.



Phase 2 of the Tranquille Road Sanitary Main Upgrade

Figure 6.50 » Water Network

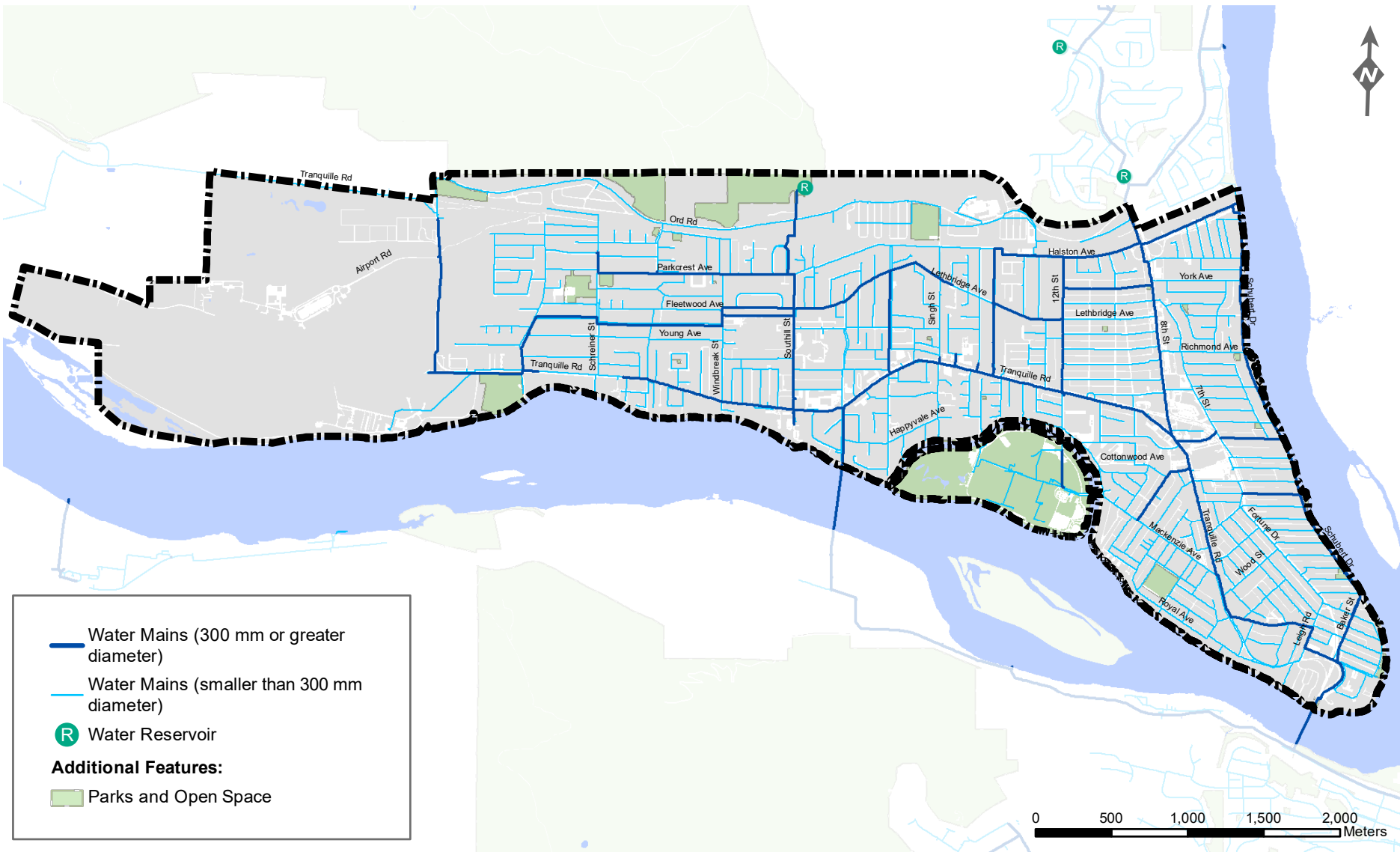
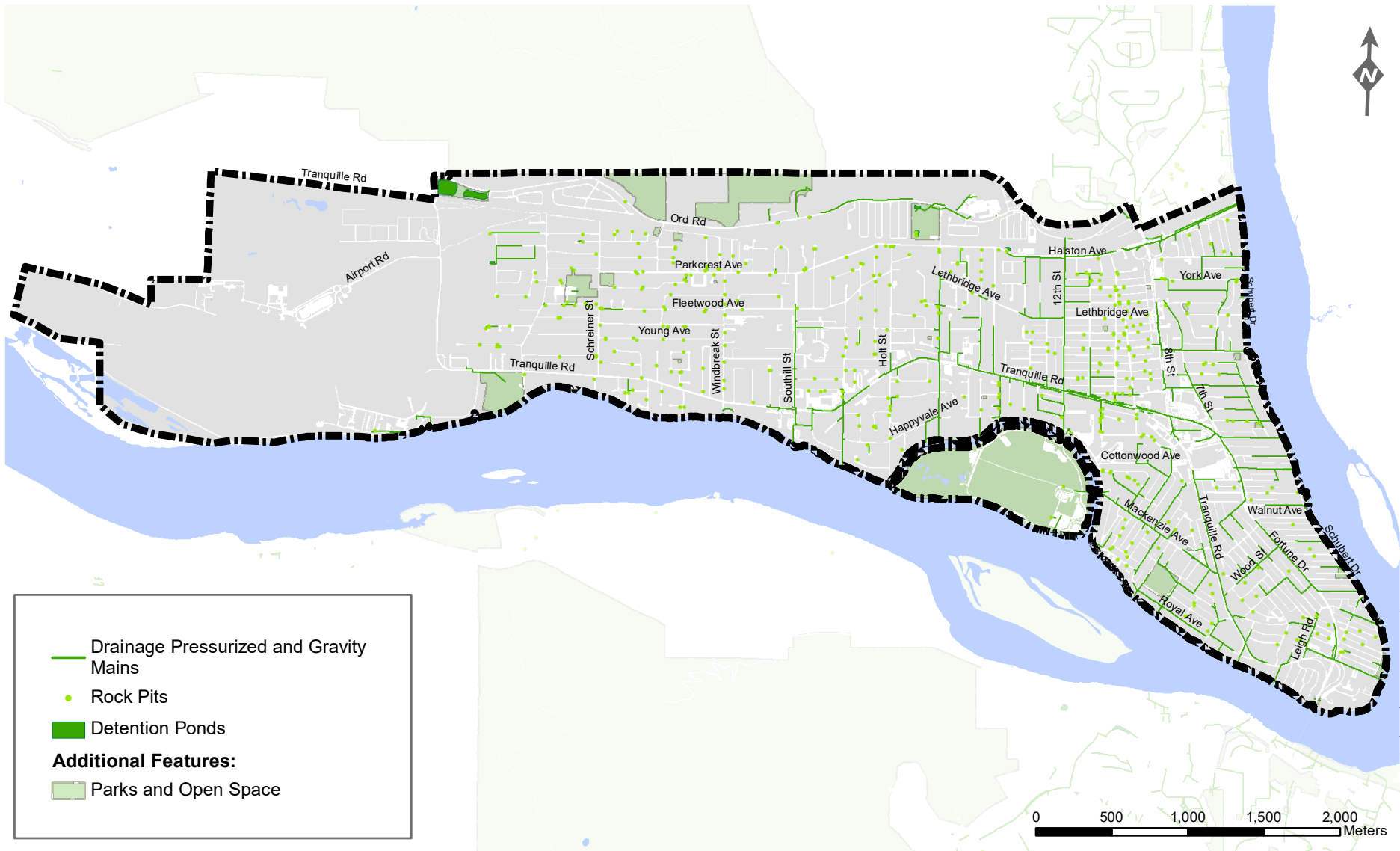


Figure 6.51 » Drainage Network



Sanitary Pressurized and Gravity Mains (250 mm or greater diameter)

Sanitary Pressurized and Gravity Mains (smaller than 250 mm diameter)

Sanitary Lift Station

Additional Features:

Parks and Open Space

0 500 1,000 1,500 2,000 Meters

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, major roads, rail lines, and floodplain.

The floodplain is a particularly challenging environmental hazard for the North Shore, as 41.4% of the plan area's land falls within the 20-year floodplain and 52.9% within the 200-year floodplain. Most of the land within the floodplain was developed decades ago, posing potential risk to residents and their properties during the annual freshet season. Due to ongoing climate change,

the area could see increasing frequency of high water events in the coming years.

Conversely, constraints can 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. For example, dikes constructed to mitigate flood risk can also be topped with trails that can be integrated into the multi-use path network, turning a piece of protective infrastructure into a recreational asset.



Flood mitigation includes covering drains in low-lying areas

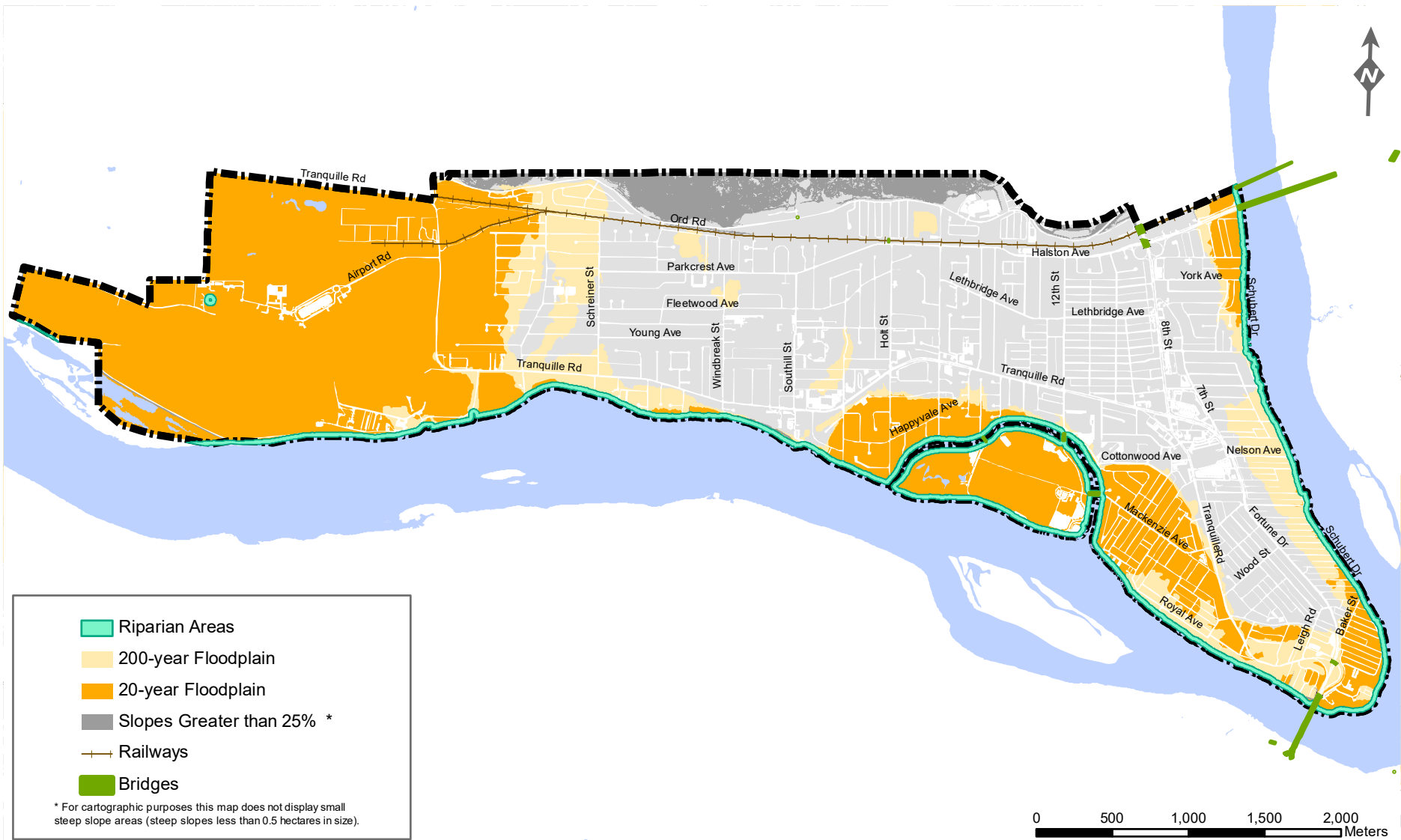


Spring river levels often reach the stairs to Overlander Beach



CN Rail corridor to the north of Halston Avenue

Figure 6.53 » Potential Constraints



7.0 APPENDICES »

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APPENDIX A: PLANNING AND POLICY CONTEXT »

Appendix A provides a summary of City plans and strategies that address land use and development considerations relevant to the plan area. This can help to provide initial high-level policy direction for the North Shore Neighbourhood Plan.

2008 NORTH SHORE NEIGHBOURHOOD PLAN SUMMARY

The 2008 North Shore Neighbourhood Plan was the first comprehensive land use plan for the North Shore. The plan includes:

- background information, including key characteristics, existing conditions, issues, and constraints
- a future vision, a set of goals, and corresponding planning principles
- general policies that apply to the broader plan area as well as land use policies for specific district areas
- commercial, industrial, institutional, and multi-family residential development guidelines, as well as guidelines for specific areas of the North Shore
- a development checklist with a corresponding matrix of development incentives based on how an application scores in terms of location, sustainability of design, inclusion of social housing, and other factors, and
- a list of capital projects and action items for implementation

Vision, Goals, and Principles

The 2008 plan has a vision of the North Shore as a unique and diverse community that contributes to the healthy growth of the city, embraces creative solutions to social issues, retains and enhances a strong and vital economy, and serves as a model of responsible development that respects the natural environment and retains its small-town character while accommodating growth.

To support the vision, the plan includes a set of six goals and nine planning principles. The planning principles correspond to the goals as follows:

Table A.1 » Goals and Planning Policies

GOALS	PRINCIPLES
Adaptive reuse – use natural, built, and existing resources in redevelopment to create an exceptional and unique community	<ul style="list-style-type: none"> • Reinforce the neighbourhood heart • Protect housing choice • Provide for adaptability
Environmentally sensitive – respect, conserve, and enhance natural assets of the community	<ul style="list-style-type: none"> • Encourage environmental stewardship • Utilize smarter and cheaper infrastructure and green buildings
Diversity – provide for a range of types and styles of homes, services, and amenities that include all age groups and cultures, and that compliment adjacent land uses	<ul style="list-style-type: none"> • Create a diverse and complete community • Protect distinctive character • Protect housing choice availability
Innovation – explore new and proven urban forms to create a more pedestrian-friendly, compact, and complete neighbourhood that is more efficient, healthy, safe, and livable	<ul style="list-style-type: none"> • Design for safety and security • Create value by design • Utilize smarter and cheaper infrastructure and green buildings
Value – foster the creation of an outstanding neighbourhood that adds value to the greater community	<ul style="list-style-type: none"> • Design for safety and security • Create value by design • Utilize smarter and cheaper infrastructure and green buildings
Legacy – re-create a complete community reflective of its past where residents and businesses can live, work, and interact within their neighbourhoods without relying on other areas of the city	<ul style="list-style-type: none"> • Reinforce the neighbourhood heart • Protect distinctive character • Create value by design

Land Use Policies

The 2008 plan includes 15 topic area policy sections that apply generally across the North Shore, and 17 policy sections for specific district areas that have their own unique land use characteristics. Each policy section includes policy statements and action items for implementation. Key policies from each policy section are summarized below.

General Policies

Growth Management

Policies support increased density in the Tranquille Commercial District, North Shore Town Centre, adjacent to other commercial centres, and along transit routes. Other policies encourage density transfers and support parking and setback reductions in these areas, where appropriate; discourage downzoning of existing multi-family properties; and support TravelSmart (previous master transportation plan) recommendations.

Economic Growth

Policies recommend focusing economic activity and major mixed-use, institutional, and entertainment-related development on the North Shore in the Tranquille Commercial District and North Shore Town Centre. Other policies encourage more attractions and events to help promote the North Shore as a tourist destination; support the airport as an economic driver for the area and city; and encourage private sector partnerships to market and develop commercial and industrial lands.

Community Improvements

Policies encourage landowners to rehabilitate or redevelop property, recommend using public realm improvements to stimulate private investment, and support the North Shore Business Improvement Association's efforts to beautify and increase the economic viability of the area. Policies also recommend improvements to existing and constructing new facilities as required to meet the needs of residents and using pilot projects to test and evaluate concepts for proposed improvements.

Community Form and Identity

Policies encourage new development that sensitively integrates with the form and character of existing neighbourhoods, and that allows for safe and convenient movement and access for pedestrians and cyclists. Other policies support increases in density particularly along arterial roads and transit corridors and encourage community gardens throughout all residential areas of the North Shore.

Public Safety

Policies support using CPTED (Crime Prevention Through Environmental Design) principles in designing public spaces and facilities and require the application of CPTED principles in the design of new private development.

Accessibility

Policies support accessible greenways and pathways with designated cycling commuter routes that connect neighbourhoods and places of employment. Policies also encourage accessible design in public facilities and new private development.





Heritage Conservation

Policies recommend that heritage resources are maintained and enhanced, that heritage conservation covenants are used to retain heritage features and structures, that an inventory of heritage resources is undertaken, and that the City explore the potential for heritage conservation areas on the North Shore. Policies also support integrating the North Shore's heritage and cultural diversity in the development of park sites and recreation facilities, as appropriate.

Alternative Development Standards

Policies support implementing green street standards that feature pedestrian-friendly design and sustainable stormwater systems on the North Shore. Policies also encourage sustainable infrastructure for residential and commercial development with on-site stormwater management, composting, and use of grey water systems; and support programs that encourage water conservation (e.g. rain barrels, xeriscaping) for residential property owners.

Environmentally Sensitive Areas

Policies support garden and carriage suites in floodplain areas, do not support secondary suites below the 200-year floodplain level, and encourage property owners to naturalize parts of their properties that abut environmentally sensitive areas like riverbanks and sloughs. Policies in this section also address grassland areas in Lac du Bois which are outside of the study area for the current planning process and will not be included in the updated plan.



Urban Design and Development

Policies support requiring applicants to complete a development checklist that addresses sustainable, livable, and high-quality urban design as part of the development application process. Policies encourage quality urban design in commercial and mixed-use areas that connects and improves access to the existing community while minimizing traffic and infrastructure impacts.

Non-Market Housing

Policies recommend waiving DCCs for non-market units, using housing agreements to guarantee affordable rental units in new market developments, making City land available for non-market housing projects, using the City's Housing Reserve Fund, and considering the loss of rental units when evaluating subdivision applications for strata conversions. Policies also support housing for a range of income levels and age groups; and encourage non-market housing along transit routes and in proximity to shops and services.



Sustainability

Policies support sustainable building design, adaptive reuse of existing building and site materials, water conservation techniques (e.g. rainwater harvesting, grey water recycling), sustainable drainage systems (e.g. porous pavement, eco-roofs, on-site stormwater management), on-site composting and recycling, and the retention of existing trees and other natural features in new development. Policies encourage development in areas that are accessible by transit and active transportation routes to minimize vehicle travel. Policies also support fish and waterfowl habitat enhancement in the McArthur Island slough.

Transportation and Mobility

Policies support streetscape improvements and beautification to enhance key pedestrian routes and arterial corridors; recommend creating a pathway system of designated cycle commuter routes; and encourage intensification and compact, mixed-use development to make walking and cycling more convenient. Policies recommend increasing safety by using traffic calming techniques in residential areas, and by eliminating at-grade conflict points between the railway and other transportation modes. Other policies support including major upgrades to Ord Road on the DCC project list and requiring noise abatement covenants for residential development within the Airplane Noise Exposure Contours area.

Recreation and Open Space

Policies recommend maintaining and enhancing scenic and natural features while planning for an integrated parkland system to meet future needs, with parks and recreational facilities connected via trails and urban pathways.

Servicing and Utilities

Policies encourage the use of sustainable and green infrastructure in residential and commercial development to conserve water and manage stormwater.





District Area Policies

North Shore Entry Corridor

Policies support sensitive infill development in residential areas, landscaping and signage to identify gateway areas, and upgrading the boulevards of key intersections to provide a positive entrance to the North Shore.

Tranquille South

Policies support pedestrian-oriented uses such as office, retail, mixed-use, multi-family, cultural and institutional development; landscaping and signage to identify the gateway; restricting drive-thrus where the property abuts Tranquille Road; and mixed-use redevelopment of the mobile home park in the area.

Tranquille Commercial District

Policies recognize the area as a focal point for commercial, cultural, and civic facilities on the North Shore, and encourage new medium- to high-density residential, office, mixed-use, and transit-oriented development that incorporates green design and infrastructure, non-market housing, and quality urban design through increased permitted densities and building heights, setback and DCC reductions, tax exemptions, and other incentive programs. Policies encourage a pedestrian-friendly environment by discouraging auto-oriented commercial uses, restricting drive-thrus, and supporting improvements that create safe and efficient active transportation connections between adjacent neighbourhoods. Policies also support a vibrant, mixed-use environment

by recommending a long-term program of community and streetscape improvement projects for the corridor.

North Shore Town Centre

Policies encourage new development to incorporate CPTED principles to improve accessibility and safety for pedestrians, recommend development incentives for mixed-use and sustainable design, and encourage commercial development including small businesses and tourist accommodations while restricting drive-thrus. Policies support public art and public gathering places to enhance community identity, with the Simcoe Avenue area to be considered for a public amenity space. Policies also support development of the North Shore transit exchange and a farmers' market.





McDonald Park Neighbourhood

Policies support garden and carriage suites in floodplain areas; multi-family redevelopment of the area's mobile home park; enhanced, safe, and effective pedestrian and cycling routes; and riverfront acquisition, where possible, to improve public access to the Thompson River. Policies also encourage Music in the Park and other local events at McDonald Park and support examining the potential to create a Heritage Conservation Area for the neighbourhood.

McArthur Island Park Centre

Policies support considering other uses for the golf course site when it ceases operation, enhancing fish and waterfowl habitat in the slough during infrastructure upgrades, continuing

to implement the Tournament Capital program's direction for the island, and extending transit to the island at peak use times, on weekends, and for special events.

John Tod Neighbourhood

Policies support garden and carriage suites, encourage multi-family development from Elm Street north to Vernon Avenue, and discourage commercial development on Fortune Drive between Oak Avenue and Leigh Road. Policies also support active transportation connections to adjacent neighbourhoods (Schubert Drive and McDonald Park), and recommend examining the potential to create a Heritage Conservation Area for the neighbourhood.

Schubert Drive Neighbourhood

Policies support garden and carriage suites in floodplain areas, encourage multi-family development on (but prohibit vehicle access from) Fortune Drive, and discourage commercial development on Fortune Drive between Vernon Avenue and the Overlanders Bridge. Policies also support active transportation connections to the John Tod neighbourhood, and recommend examining the potential to create a Heritage Conservation Area for the southern portion of the neighbourhood.

North Kamloops East

Policies support garden and carriage suites in floodplain areas, recommend existing greenspace be retained, and support active transportation connections between residential neighbourhoods.

North Kamloops West

Policies support garden and carriage suites, encourage multi-family development on 12th Street and some adjacent streets, support active transportation connections between residential neighbourhoods, and recommend examining the potential to create a Heritage Conservation Area for the neighbourhood.

8th Street Corridor

Policies support the corridor as a commercial area and encourage auto-oriented commercial uses while maintaining pedestrian and cycling access and east-west connections between neighbourhoods.

Halston Entry Corridor

Policies support incorporating landscaping and signage to identify gateway areas and encourage retail and higher-end commercial uses west of the 8th Street interchange.





Ord Road District

Policies support the use of DCC funds to upgrade Ord Road for commercial and industrial uses, encourage green street designs for stormwater management, and recommend working with the Province to extend the Lac du Bois Grasslands Park boundary.

Brocklehurst

Policies support multi-family development within walking distance of arterial roads, transit stops, and commercial uses; mixed-use development of Brocklehurst Centre and adjacent commercial lands on Desmond Street; secondary and garden suites on large lots; the preservation of existing non-market housing; and a range of housing types and forms for owners, renters, various household sizes, and all income levels. Policies also support locating public spaces, commercial amenities, schools, places of worship, and transit stops within a convenient and accessible walking distance for neighbourhood residents; and recommend green street designs with pedestrian pathways, natural drainage systems, street trees, soft landscaping, and traffic calming measures. Policies recommend an east-west cycling route, active transportation connections across Tranquille Road, and the acquisition of riverfront lands, where possible, for public access.

Airport Entry Corridor

Policies support allowing multi-family development and incorporating landscaping and signage along the corridor, and recommend creating a Special Development Area on adjacent

lands to allow for a comprehensive development site with a mix of residential, commercial and light industrial uses.

Airport Lands

Policies support continued use of the Rivers Trail for passive recreation through the area, and support agricultural use of the area south of the runway for foraging purposes.

Agricultural Lands

Policies support continued agricultural uses, including agricultural research within Agricultural Land Reserve (ALR) lands; and recommend working with landowners and the Agricultural Land Commission (ALC) to provide access to natural recreation areas while mitigating impacts. Note: the agricultural lands west of Kamloops Airport are addressed from a planning and policy perspective within the Agriculture Area Plan (2013) and are not included in the study area for the North Shore Neighbourhood Plan review and update.



Implementation

The implementation section of the 2008 plan and corresponding appendices include development guidelines; a development checklist and corresponding matrix of incentives; policies for sign regulations, non-conforming uses, OCP amendments, and a proposed North Shore zoning code; CPTED principles; and a list of capital projects and action items for implementation.

Capital Projects

The list of capital projects within the 2008 plan are listed as high, medium, or low priority. The tables below note relevant work completed on these projects as well as future work identified in City plans and strategies.

Table A.2 » High-Priority Projects

PROJECT	DETAILS
Yew and Mackenzie Spirit Square	<ul style="list-style-type: none"> • Spirit Square completed in 2009 • 38-unit residential and commercial mixed-use building and 43-unit affordable seniors housing building recently constructed on site and adjacent area
Green Street Pilot Project	<ul style="list-style-type: none"> • Fleetwood Avenue pilot completed in 2009 with landscaping and porous pavement applied to pathways
Transit Exchange	<ul style="list-style-type: none"> • North Shore Transit Exchange on Sydney Avenue completed in 2010 with loading bays, bus shelters, curb extensions, enhanced sidewalks, crosswalks, landscaping, and streetscape improvements
Tranquille Commercial District Lighting Upgrades	<ul style="list-style-type: none"> • pedestrian and lighting upgrades completed in 2015
Traffic Calming – Mackenzie Avenue, McArthur Island, Kenora Road, 12th Street	<ul style="list-style-type: none"> • McArthur Island: road markings and crosswalks at intersections added, multi-use pathway and road separation enhanced • 12th Street: sidewalks, curb extensions, lighting, and streetscape improvements added during road reconstruction from Tranquille Road to Lethbridge Avenue; future road reconstruction and sidewalk from Kenora Road to Tranquille Road • Kenora Road: bike lanes added from Mackenzie Avenue to 12th Street • Mackenzie Avenue: future sidewalk from Holway Street to Kenora Road
McDonald Park Neighbourhood Garden Bulges – Thrupp Street, Royal Avenue, Park Street, Ross Street, Knox Street	<ul style="list-style-type: none"> • garden bulges not added • Knox Street: sidewalk added during road reconstruction from Tranquille Road to Royal Avenue • Royal Avenue: shared bike route added with pavement markings and wayfinding signage; future bike lane or multi-use pathway from Palm Street to Knox Street • Thrupp Street: future sidewalk from Royal Avenue to Mackenzie Avenue
Ord Road Upgrading	<ul style="list-style-type: none"> • future review of City truck route identified in Transportation Master Plan • study will determine feasibility of upgrading Ord Road to support the movement of dangerous goods

Table A.3 » Medium-Priority Projects

PROJECT	DETAILS
Singh Street Green Street Upgrades	<ul style="list-style-type: none"> • road reconstruction completed with bike lane from the south end of Singh Street to Tranquille Road and multi-use pathway from Tranquille Road to Parkcrest Avenue, lighting enhancements, curb letdowns, crosswalks, separation from vehicles for pedestrians and cyclists, street trees, wayfinding signage, and streetscape improvements • future multi-use pathway from Parkcrest Avenue to Ord Road
Simcoe Avenue Redevelopment	<ul style="list-style-type: none"> • 28-unit residential and commercial mixed-use development under construction at 766 Tranquille Road • further site redevelopment dependent on future private investment and redevelopment proposals
Airport Entry Corridor Beautification	<ul style="list-style-type: none"> • concept plan for beautification and road improvements from Airport Road to Evergreen Place approved by Council in 2015 • planned improvements included a roundabout and gateway feature at the entrance to Airport Road, road reconstruction, landscaping, boulevard trees, fencing, undergrounding of utilities in some sections, enhanced bus stops, separated sidewalks, and a multi-use pathway • project requires further review prior to implementation • future multi-use pathway from Desmond Street to Aviation Way identified in Transportation Master Plan
Tranquille Road and Yew Street Roundabout	<ul style="list-style-type: none"> • intersection improvements include enhanced crosswalks, curb extensions, street trees, lighting, and streetscape improvements • roundabout not initiated
Street Trees – Fortune Drive and Leigh Road, Fortune Drive Frontage Road, Tranquille Road/Airport	<ul style="list-style-type: none"> • improvements to be initiated as part of future road reconstruction projects

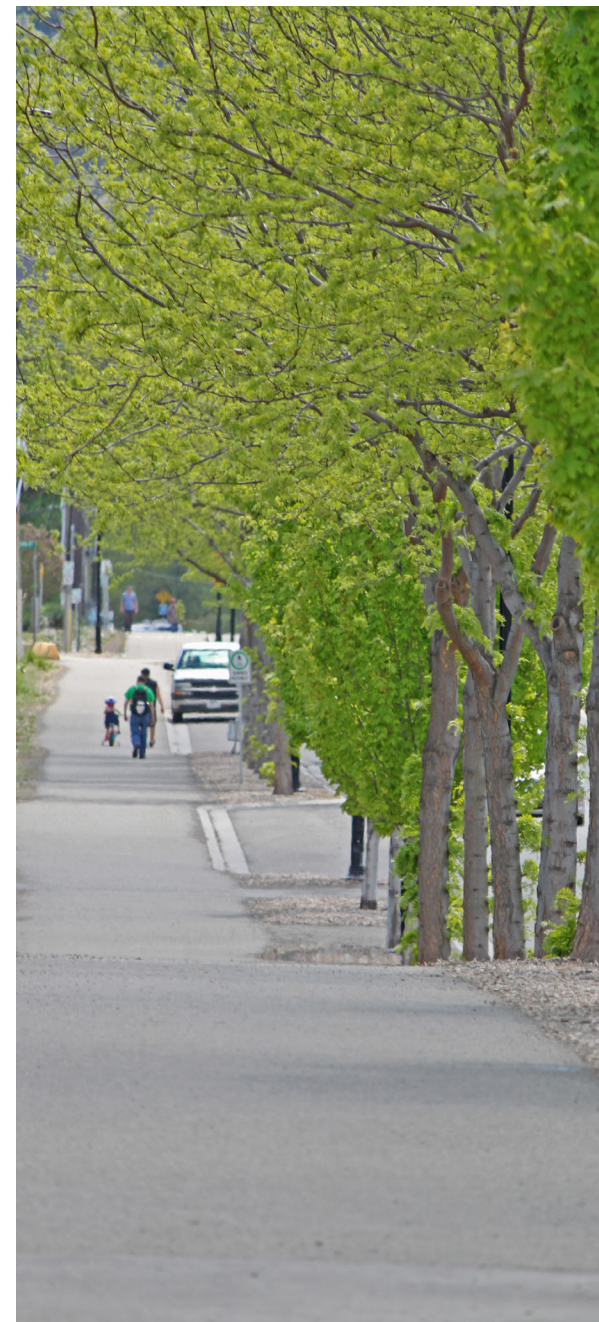
Table A.4 » Low-Priority Projects

PROJECT	DETAILS
McDonald Park Community Garden	<ul style="list-style-type: none"> • community garden completed • other improvements to the park have included pickleball courts, paved pedestrian pathways, lighting, a spray park, a dog park, washroom facilities, playground enhancements, and resurfaced basketball courts • potential future projects include a potential natural ice skating area (feasibility study and concept development required)

Action Items

The 2008 plan includes 53 action items (22 high priority, 22 medium priority, and 9 low priority). Some of the completed action items include the following:

- Incorporate the Development Checklist into the processing of development applications
- Examine the use of the Housing Reserve Fund to directly support and encourage the construction of non-market housing units
- Evaluate the use of water conservation methods for residential and commercial development (e.g. water meters, rain barrel program)
- Dedicate an east-west cycling route from Brocklehurst to Schubert Drive and/or to McArthur Island to create a formalized cycle route to the Overlanders Bridge
- Partner with the Kamloops Food Policy Council to explore developing community gardens on the North Shore
- Create a Sustainability Officer, to act as a coordinator between City departments, to ensure sustainable development principles and concepts are instituted into the City's best management practices (Sustainability Supervisor and staff positions created; Development and Sustainability Council Committee created)
- Coordinate preparation of the proposed Greenways Plan, Sustainability Plan and the revision of the Parks Master Plan with the policies of the North Shore Neighbourhood Plan (Sustainable Kamloops Plan adopted in 2010, Parks Master Plan update adopted in 2013, Greenways Plan not yet initiated)
- Prepare a Pedestrian Management Plan to identify areas for improvement to increase safety, visibility and accessibility for pedestrians within the North Shore Town Centre, Tranquille Commercial District and Tranquille South area (Pedestrian Master Plan update adopted in 2013, list of pedestrian improvements incorporated within Transportation Master Plan adopted in 2018)
- Investigate establishing an Adopt-a-Trail program to engage community involvement in the development and maintenance of current and future trails (program initiated in 2018)
- Pursue the completion of an 'On the Ground' marking system for the Rivers Trail, to clearly identify pedestrian and cycle routes in the McDonald Park neighbourhood (shared cycling route with pavement markings and wayfinding signage established on Royal Ave)





RELEVANT PLANS AND POLICIES

This section of the report summarizes relevant policies to the plan area found within municipal plans that have been authorized by Council since the adoption of the North Shore Neighbourhood Plan in 2008. These plans can help to provide a policy context that will inform the North Shore planning process. Though each of these plans may include general policies that apply to the whole city, the summaries below focus on policies that are of specific relevance to the plan area.

Sustainable Kamloops Plan (2010)

The Sustainable Kamloops Plan (SKP) includes policies, actions, indicators, and targets related to economic, environmental, and social sustainability. The SKP recommends a re-evaluation of major proposed road corridors, including the Singh Street Bridge, with a focus on increasing use of sustainable transportation modes like walking, cycling, and transit. The SKP also provides direction to improve accessibility and mobility for all travel modes during winter conditions. To be better prepared for the impacts of climate change, the plan recommends a review of floodplain areas (many of which are located on the North Shore) to identify how protection from future flood events will occur.

Transit Future Plan (2012)

The Transit Future Plan (TFP) focuses on providing an efficient, safe, and accessible transit system that integrates with other transportation modes, contributes to a more environmentally sustainable city, and is an attractive alternative to the private vehicle. Policies of relevance to

the plan area include creating a frequent transit network (FTN) that connects and supports key growth areas (including major neighbourhood centres like Brocklehurst Centre and mixed-use centres like the North Shore Town Centre and Tranquille Market Corridor), and that allows the City to focus medium- and high-density mixed-use development adjacent to transit. The plan recommends focusing transit investment on corridors with transit-supportive land use and increasing frequency of service on FTN corridors so that passengers can use transit without consulting a timetable. The TFP seeks to integrate transit with active transportation modes by providing bike lockers or storage facilities at transit exchanges like the North Shore Transit Exchange. The plan also focuses on making transit more accessible and notes specifically that Route 1 – Tranquille has demand for accessible spaces that exceed available supply.

The plan includes short-, medium-, and long-term priorities for the transit network. Short-term network priorities within the plan area include service level improvements to existing North Shore transit routes, while in the medium-term the plan proposes establishing a local transit route from the airport to the North Shore Transit Exchange via Ord Road. A long-term network priority is to increase service levels on the FTN, which is proposed to route through the plan area along Fortune Drive, Tranquille Road, 8th Street, Windbreak St, and a few local roads in Brocklehurst.

An update to the 2012 Transit Future Plan is nearing completion and is scheduled to be presented to Council for adoption this year.

Trails Master Plan (2013)

The Trails Master Plan aims to develop an extensive trail network throughout the city with recreation opportunities for all user types. The plan recommends improving the Rivers Trail connection through the plan area via a multi-use pathway on Tranquille Road between Leigh Road and Royal Ave, upgraded on-street facilities on Royal Ave, a paved shoulder on Happyvale Ave and Desmond Street, and a multi-use pathway on Tranquille Road between Desmond Street and Crestline Street. The plan also recommends identifying a connection between Overlander Park and the Rivers Trail on Schubert Drive, creating a trail connection from Brocklehurst at Ord Road and Singh Street to Batchelor Heights, and improving various meeting areas for trail users.

Parks Master Plan (2013)

The Parks Master Plan includes goals, objectives and strategic directions to guide parks planning, operations, management, and development. The plan proposes two future neighbourhood parks in the plan area, with one at the western end of Brocklehurst across from the airport lands, and the other in North Kamloops in the vicinity of Schubert Drive and Brentwood Avenue. The plan recommends adding trails and improving public gathering spaces in Brocklehurst Park, upgrading the water park and strengthening connections with the Thompson River in McDonald Park, and adding washrooms at Overlander Park. On the Rivers Trail at McArthur Island Park, the plan recommends providing bike racks and allowing dogs on leash from Mackenzie Ave to the pedestrian bridge connection to Cambridge

Crescent. The plan also recommends exploring new boat launch options including opportunities for non-motorized boats; planting more trees to provide shaded picnic areas in city-wide parks (e.g. McArthur Island) and community parks (e.g. Brocklehurst Park, McDonald Park, and Overlander Park); and developing a park in the plan area with infrastructure to support winter activities like sledding.

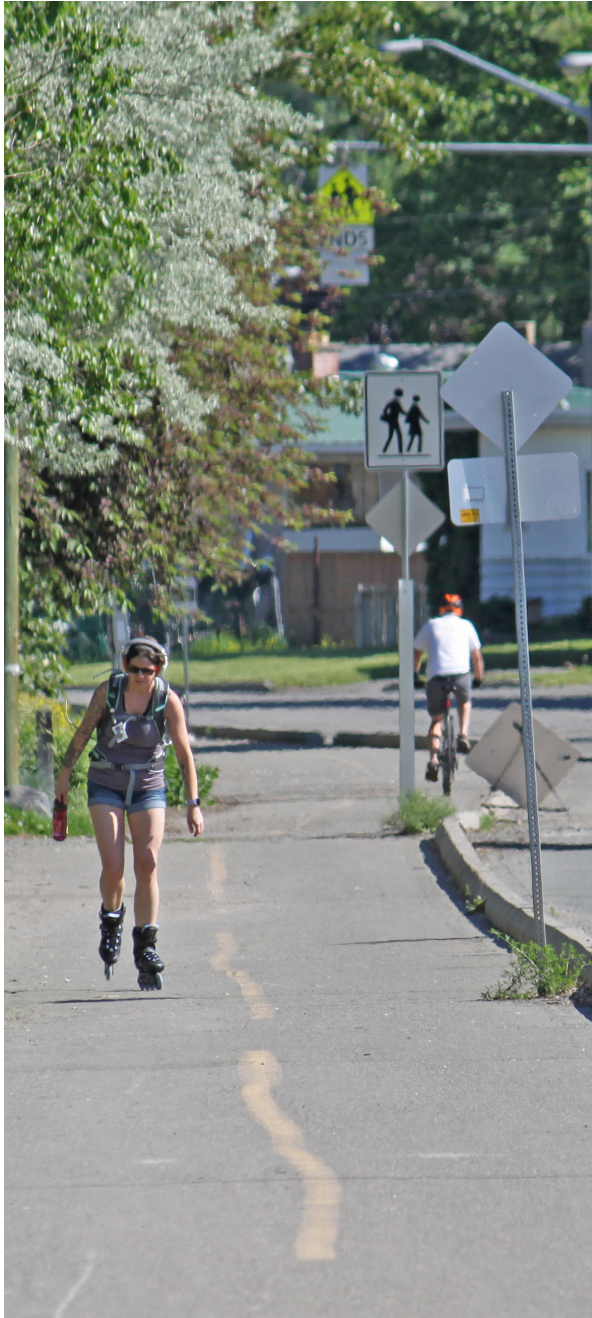
Airshed Management Plan (2013)

The Airshed Management Plan includes strategies and actions to help protect and improve air quality, and to educate and inform residents on local air quality issues. The plan recommends installing bike racks and lockers as well as electric vehicle parking stalls and charging infrastructure at City buildings and facilities (e.g. McArthur Island Sport and Event Centre, Brocklehurst Recreation Centre). The plan also includes a policy to site or buffer new residential development away from industrial areas, which is relevant to the Brocklehurst West Future Development Area, a future growth area in proximity to lands zoned for heavy industrial use.

Food and Urban Agriculture Plan (2015)

The Food and Urban Agriculture Plan is focused on creating a sustainable local food system. In parks and civic facilities, the plan recommends expanding the use of edible landscaping and exploring opportunities to allow the purchase and sale of local food via concession stands and food trucks. The plan recommends increasing retail food access in proximity to neighbourhood centres (e.g Brocklehurst Centre), animating





underutilized urban spaces including vacant lots and brownfield sites with urban agriculture projects, and utilizing community garden sites for workshops and education. Other relevant actions to the plan area focus on partnering with community groups to develop local food events and festivals (e.g. Brewloops) and to celebrate local agricultural heritage, which is a key component of the history of the North Shore. The plan also recommends working with business associations like the North Shore Business Improvement Association to explore opportunities for commercial composting in business districts (e.g. Tranquille Market Corridor).

Urban Forest Management Strategy (2016)

The Urban Forest Management Strategy focuses on protecting, enhancing, expanding, and building awareness of the urban forest while maximizing sustainability benefits. The plan recommends a review of the existing tree canopy and the adoption of tree canopy targets as part of the neighbourhood planning process. To achieve these targets, the plan recommends various strategies, including planting more trees in City parks, encouraging more trees in development projects, and promoting trees for their ability to retain customers in commercial districts (e.g. Tranquille Market Corridor, 8th Street Corridor).

Transportation Master Plan (2018)

The Transportation Master Plan (TMP) is guided by a vision of a safe, accessible, affordable, and sustainable transportation system that integrates all travel modes with priority given to walking, cycling, and transit over private vehicle use, while

maintaining efficiency for the movement of goods and emergency services. Future transportation improvement projects identified in the TMP for the North Shore are listed in a separate section of this report.

Pedestrian policies of specific relevance to the plan area include focusing pedestrian facilities around high need areas like schools, parks with major civic facilities (e.g. McArthur Island Park, Brocklehurst Park), community care facilities, major employment areas, mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor), and neighbourhood centres (e.g. Brocklehurst Centre). In these high need areas, the plan recommends extensive accessibility treatments on all new pedestrian facilities and crossings. The plan requires commercial centres (e.g. North Shore Town Centre, Brocklehurst Centre) to design parking areas with internal walkways that connect to entrance points as well as City sidewalks and transit stops.

In terms of cycling, the plan includes direction to provide a network of safe and direct routes that connect mixed-use (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre), major employment areas, schools, and amenities. The plan recommends investigating gaps and needs around these areas to determine priority improvements, using wayfinding materials to help cyclists navigate the network, and incorporating end-of-trip amenities like showers and change rooms into municipal facilities (e.g. McArthur Island Park, Brocklehurst Park).

Relevant transit policies to the plan area include supporting higher frequency transit service in areas targeted for higher density (e.g. North Shore Town Centre, Tranquille Market Corridor), and working with BC Transit to implement the FTN on medium-to high-density mixed-use corridors (e.g. Tranquille Market Corridor). The plan also recommends increasing the accessibility and safety of bus stops for riders of all ages and abilities.

For the movement of goods and emergency services, the TMP has an objective that truck traffic avoid areas designated for high-density residential, mixed-use, and transit-oriented development. The current dangerous goods route that runs past Brocklehurst Centre and through the North Shore Town Centre conflicts with this objective. The plan includes a corresponding strategic direction to evaluate the feasibility of upgrading the Ord Road truck route to replace the current truck and dangerous goods route along Tranquille Road, 8th Street, and Fortune Drive. The plan recommends a future study to review and evaluate the truck route network to improve the movement of goods and emergency services while minimizing impacts to mixed-use (e.g. North Shore Town Centre, Tranquille Market Corridor), and neighbourhood centres (e.g. Brocklehurst Centre).

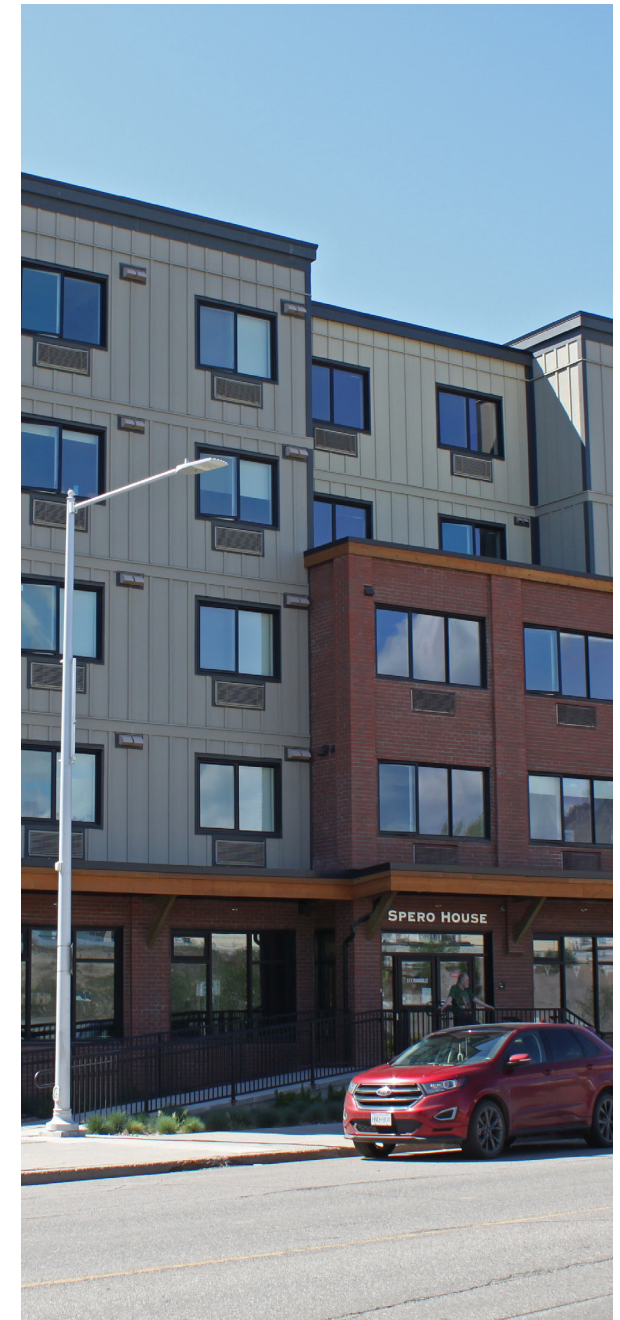
The TMP also notes that the Singh Street Bridge does not align with the plan's vision and goals, and is not required prior to a city-wide population of 120,000 residents, which the Official Community Plan (OCP) projects will occur by 2039. The TMP recommends a future study that will identify the location of a preferred Thompson River bridge crossing and allow the City to begin securing this future corridor.

Affordable Housing Strategy (2018)

The Affordable Housing Strategy (AHS) includes objectives and actions to support the City's role in helping to facilitate affordable housing across the affordable housing continuum. The AHS recommends that the City develop and pilot incentive programs (potentially using density bonusing, Development Cost Charge (DCC) waivers, property tax exemptions, and other mechanisms) around high-density growth nodes (e.g. North Shore Town Centre, Tranquille Market Corridor) to create affordable housing and low end of market units in new development. The AHS also recommends allowing increased density in areas that have appropriate civic infrastructure, are in proximity to key amenities, and meet other criteria, and notes that frequent transit corridors (e.g. Tranquille Road, Fortune Drive, 8th Street) could potentially be targeted for higher densities.

Accessibility and Inclusion Plan (2018)

The Accessibility and Inclusion Plan focuses on increasing the accessibility of City services and programs, buildings and places, the transportation system, and employment opportunities. The plan includes a policy for all City-owned and leased buildings that are open to the public (e.g. McArthur Island Sport and Event Centre, Brocklehurst Recreation Centre, John Tod Centre) to be accessible, and to implement universal design elements when capital improvements occur. To improve safety and accessibility for pedestrians, the plan recommends implementing wheelchair letdowns from sidewalks and audible traffic signals at controlled intersections. The plan includes policies to implement accessible and





safe bus stops, and to provide fully accessible bus fleets, which is relevant to the plan area as the Transit Future Plan had previously identified demand for accessible spaces exceeding availability on a key North Shore route. The plan also recommends that the City continue to apply an accessibility lens in future planning work (e.g. the North Shore Neighbourhood Plan update), and that City staff engage people with disabilities at the design stage for City capital projects.

Recreation Master Plan (2019)

The Recreation Master Plan includes principles and strategies to guide the provision of recreation services and to inform planning for future infrastructure. The plan recommends targeting new programs in neighbourhoods with higher levels of financial barriers to participation, in collaboration with groups and organizations that operate in those neighbourhoods. The plan includes a principle that consideration is given to inclusivity and access in proposed future recreation facilities and infrastructure, including factors such as proximity to transit, ability to serve diverse populations, geographic distribution across the city, and costs for users. Proposed future recreation capital projects include a new aquatics facility and additional ice sheets.



OCP STRATEGIC DIRECTIONS

The OCP provides strategic direction for planning and land use management within the municipal boundaries of the City of Kamloops. The OCP includes a growth plan to a population of 120,000 residents, land use policies to guide planning and development decisions, and development guidelines.

Community Vision and Values

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 North Shore plan area, including those providing direction to:

- Develop complete neighbourhoods that are safe, accessible, and inclusive, and that offer housing, amenities, and services within walking distance of residents
- Focus densification in mixed-use centres (e.g. North Shore Town Centre, Tranquille

Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre) to create vibrant, mixed-use neighbourhoods

- Support the availability of diverse, safe, affordable, and appropriate housing for people from all walks and stages of life
- Improve transportation and connectivity by investing in the walking, cycling, transit and road networks and by providing safe and convenient access to neighbourhoods, parks, trails, open spaces, and amenities
- Invest in arts, culture, sports, and recreation to enhance quality of life, community identity, pride, and social networks while fostering healthy and active living
- Support local and regional food systems, enhance community food security, and ensure equitable access to healthy food for all residents
- Promote environmental stewardship by prioritizing restoration of the riverfront and riparian areas, and through best practices in stormwater, waste, and airshed management
- Promote economic resiliency and support a vibrant, thriving economy that attracts new

businesses and provides opportunities for residents to prosper and Kamloops to flourish

Land Use Plan

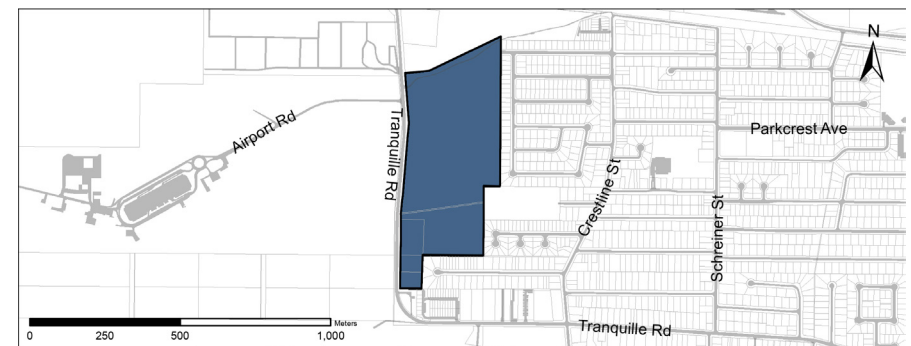
Several types of land uses are found on the North Shore, including Urban residential, Commercial, Parks and Open Space, Educational/Institutional, Light Industrial, and Medium and Heavy Industrial. Three land uses are exclusive to the plan area—two mixed-use centres (North Shore Town Centre and Tranquille Market Corridor), and the Airport designation.

The OCP also identifies two Future Development Areas (FDAs) on the North Shore: the Henry Grube Education Centre site (including Overlander Park) and Brocklehurst West. FDAs are lands proposed for future development to accommodate population growth that will involve specialized design and sensitive integration considerations, and may require land use servicing, traffic, and environmental studies to be completed as part of the development application and review process. Both the Henry Grube and Brocklehurst West FDAs will require a comprehensive development review prior to development approval.

Figure A.1 » Henry Grube Education Centre FDA



Figure A.2 » Brocklehurst West FDA





Land Use Policies

The OCP includes land use policies under ten topic areas, with specific policy directions for the two mixed-use centres located on the North Shore, and for lands under the Airport designation.

North Shore Town Centre

For the North Shore Town Centre, the OCP has a goal to support its development as a pedestrian- and transit-oriented mixed-use centre. Land use policies focus on:

- supporting commercial uses for residents and tourists
- encouraging mixed-use, transit-oriented development, public gathering spaces, and public art that enhance the identity of the North Shore, and

- encouraging land use that supports walkability, transit use, and enhanced pedestrian connectivity through the area and to the Tranquille Market Corridor

Tranquille Market Corridor

For the Tranquille Market Corridor, the OCP has a goal to maintain and enhance the corridor as the North Shore's primary commercial, cultural, and economic hub. Land use policies focus on:

- encouraging new North Shore office development to locate on the corridor
- stimulating new private investment through tax exemptions and other incentives
- encouraging mixed-use, transit-oriented development to provide a pedestrian-focused environment and to support the corridor as a destination and link between the North Shore and the Downtown, and
- supporting a revitalization strategy focused on streetscape improvements, beautification, and increased pedestrian and cycling access

Airport

For lands under the Airport designation, the OCP has a goal to promote the importance of the airport for the future economic development of Kamloops and the region. Land use policies focus on:

- Supporting development of Airport-zoned lands to provide additional employment generating activities for the North Shore
- Provide commercial and community amenities by the airport to meet the needs of existing businesses and residents

The OCP also includes many policies that apply more broadly to land uses found across the city, including on the North Shore. For brevity, policies under each topic area that particularly relevant to specific areas of the North Shore are summarized below.

Land Management and Development

- Consider reduced parking requirements for multi-family development in mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) to encourage infill and reduce reliance on private vehicles
- Explore opportunities for increased public ownership and access along the waterfront (e.g. Rivers Trail, Overlander Park, McArthur Island Park)



- Support the role and function of mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) as the primary mixed-use areas of the city
- Continue to provide lower transportation DCCs for multi-family development in key growth areas (e.g. North Kamloops, Brocklehurst from 12th Street to Singh Street)
- Support urban revitalization through tax exemptions, as per the North Shore Revitalization Tax Exemption Bylaw (e.g. North Shore Town Centre, Tranquille Market Corridor, or entire North Shore if certain conditions are met)
- Encourage mixed-use and multi-family development within, adjacent to, or along arterial and collector roads within a 400 m radius of neighbourhood centres (e.g. Brocklehurst Centre, Tranquille Road from Caroline Street to Holt Street, and Southill Street from Tranquille Road to Greenfield Avenue)
- Concentrate commercial retail and personal services near the intersection of major arterial and collector roads (e.g. Tranquille Road and Schreiner Street, Tranquille Road and Singh Street, Tranquille Road and 12th Street, Tranquille Road/Fortune Drive and 8th Street, and Fortune Drive and 7th Street) to prevent strip development
- Encourage mixed-use and multi-family development within a neighbourhood centre (e.g. Brocklehurst Centre) where there is a strong commercial component
- Discourage drive-thrus from locating in the City Centre, North Shore Town Centre, and Tranquille Market Corridor

- Limit office development to the mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and major neighbourhood centres (e.g. Brocklehurst Centre)
- Encourage joint use of school and community facilities (e.g. John Tod Centre)

Environment

- Protect riverfront lands (e.g. North Shore residential areas, parks, and Airport lands that are adjacent to the waterfront) from further riverbank erosion by maintaining natural vegetation, enforcing riparian area development guidelines, and working with senior levels of government
- Connect neighbourhoods with multi-use pathways and trails that link mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor), neighbourhood centres (Brocklehurst Centre), and parks and recreation areas (e.g. Overlander Park, McDonald Park, McArthur Island Park, Brocklehurst Park) via a greenways network, which can help preserve biodiversity and facilitate the safe movement of wildlife
- Continue to require restrictive covenants prohibiting habitable space below the 200-year floodplain elevation (e.g. several areas of the North Shore) as a condition of subdivision or rezoning approval
- Improve efficiency and reduce GHGs in the heating of civic buildings and facilities (e.g. McArthur Island Sport and Event Centre, Brocklehurst Recreation Centre)



Transportation and Mobility

- Encourage walking by planning complementary land uses closer together and creating direct pedestrian connections to key destinations, especially in mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre)
- Create a continuous network of safe and direct cycling routes with bike lanes, shared routes, or multi-use pathways to encourage commuting and other trips that connect residents to mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre)



- Explore options to create grade-separated bike lanes for routes that are adjacent to high-volume corridors, including truck routes (e.g. future multi-use pathway on Tranquille Road from Desmond Street to Aviation Way, future bike lane from Aviation Way to Ord Road at Singh Street, and future shared route from Singh Street to Batchelor Drive)
- Encourage end-of-trip amenities in new private development and at major employment (e.g. North Shore Town Centre, Brocklehurst Centre) and transit locations (e.g. North Shore Transit Exchange)
- Support more direct and frequent transit service in areas targeted for higher density like mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre)
- Provide a truck route network that avoids high-density residential areas designated for mixed-use, pedestrian- and transit-oriented development like mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre)
- Protect an additional corridor for a secondary bridge crossing of the Thompson River for growth beyond the 120,000 population to support local and regional mobility

Infrastructure

- Show leadership in recycling, composting, diversion, and waste management by implementing the City's Zero Waste program in civic facilities (e.g. McArthur Island Sport and Event Centre, Brocklehurst Recreation Centre)



Housing

- Encourage multi-family and mixed-use development on vacant and underutilized lots in mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (e.g. Brocklehurst Centre) to create walkable, vibrant neighbourhoods
- Ensure that supportive and subsidized housing as well as community care facilities are located within the Core Sector (e.g. North Kamloops), and within or adjacent to major neighbourhood centres (e.g. Brocklehurst Centre), to enable access to services and facilities and to allow residents to socially integrate into the community



Parks and Recreation

- Engage neighbourhood residents and user groups in the planning and design of major park improvements (e.g. future improvements planned for McArthur Island Park, McDonald Park, Brocklehurst Park, and Overlander Park) and new park development (e.g. proposed neighbourhood parks in Brocklehurst and North Kamloops, proposed park for winter activities) to address community needs

Arts, Culture, and Heritage

- Use public art as a wayfinding function to guide pedestrians to key community gathering places (e.g. McArthur Island Park, McDonald Park, Brocklehurst Park, Spirit Square), heritage monuments (e.g. Wilson House, St. George's Anglican Church), natural features (e.g. Overlander Park

beach, naturalized areas at McArthur Island, Thompson River access), and nodes

Health and Safety

- Apply Healthy Built Environment principles and other best practices when reviewing development applications that may affect community health, and when preparing long-range plans (e.g. North Shore Neighbourhood Plan update)

Economic Development

- Continue to implement the North Shore and City Centre revitalization tax exemption programs and explore opportunities to use other mechanisms to support growth and development within the Core Sector (e.g. North Kamloops)
- Continue to support the business improvement associations (e.g. North Shore BIA) and the Chamber of Commerce to revitalize commercial areas (e.g. Tranquille Market Corridor, North Shore Town Centre, 8th Street Corridor, Brocklehurst Centre, Halston Entry Corridor), retain and enhance existing businesses, and attract new businesses

Community Well-being

- Partner with the local school district to ensure closed school sites remain available to support community needs (e.g. former John Tod Elementary, currently John Tod Centre with tenants including local branches of the YMCA/YWCA and Boys and Girls Club)
- Ensure that key community amenities and services continue to be located within the mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor)

and are accessible via transit and active transportation routes

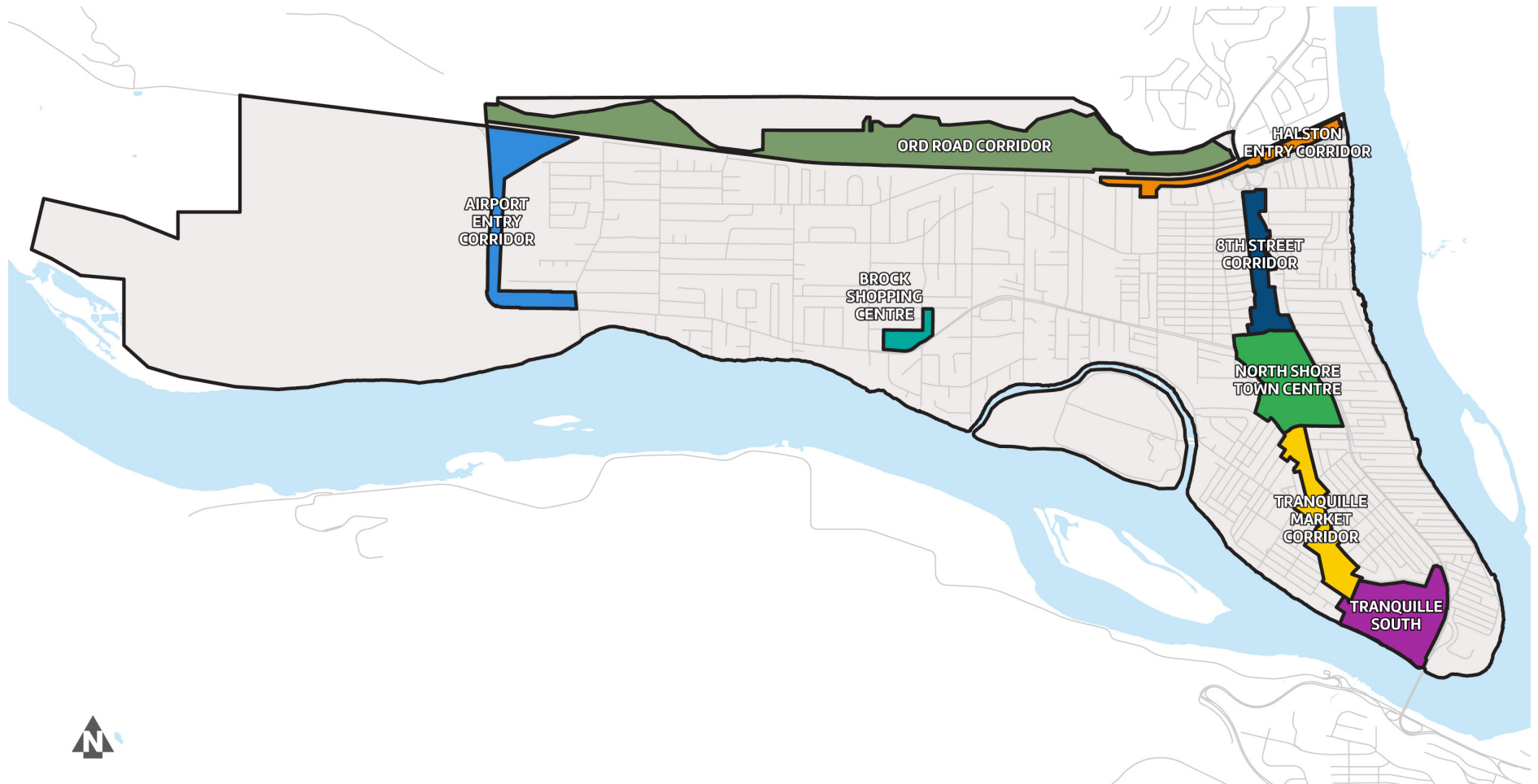
- Continue to work with neighbourhood associations (e.g. McDonald Park, Brocklehurst, and North Shore Central) and residents to enhance sense of place through the neighbourhood planning process (e.g. North Shore Neighbourhood Plan update)
- Encourage the use of urban agriculture for placemaking and to revitalize vacant and underutilized lots, remediated brownfield sites, and key public spaces within or adjacent to mixed-use centres (e.g. North Shore Town Centre, Tranquille Market Corridor) and neighbourhood centres (Brocklehurst Centre)
- Foster community participation by providing public engagement opportunities during the planning process for municipal plans (e.g. North Shore Neighbourhood Plan update) and major capital projects



North Shore Development Permit Area

The OCP includes Development Permit Area (DPA) guidelines to regulate the form and character of commercial, industrial, institutional, and multi-family residential development within the North Shore plan area. These guidelines supplement city-wide DPA guidelines for multi-family, commercial, and industrial development. The Development Permit Area (DPA) also includes area-specific guidelines for key development areas of the North Shore, including the North Shore Town Centre, Tranquille Market Corridor, Tranquille South, Brock Shopping Centre, Airport Entry Corridor, 8th Street Corridor, Halston Entry Corridor, and Ord Road Corridor. The North Shore DPA guidelines will be updated during the review and update process for the North Shore Neighbourhood Plan.

Figure A.3 » Areas with Area-Specific Guidelines





APPENDIX B: DEVELOPMENT ON THE NORTH SHORE »

Appendix B highlights major public and private development on the North Shore that:

- has occurred since adoption of the last North Shore Neighbourhood Plan in 2008;
- is actively underway at present or may proceed in 2020; or
- is an identified future project.



McDonald Park community garden

NORTH SHORE DEVELOPMENT – 2008 TO PRESENT

This section includes City capital projects and major private development completed on the North Shore since 2008.

City Capital Projects

Parks and Civic Facilities

City capital projects that feature improvements to parks, greenspaces, and civic facilities are listed below.

- McDonald Park – improvements have included a community garden, pickleball courts, paved paths, lighting, a spray park, a dog park, washroom facilities, playground enhancements, and resurfaced basketball courts
- McArthur Island Park – improvements have included new soccer fields, a soccer clubhouse with office space, enhanced baseball fields with new score clocks, an

- indoor baseball facility, a refurbished mini golf course, outdoor fitness equipment, restored natural areas with pedestrian paths, a disc golf course, and parking in key areas
- Ord Rd Dog Park – new dog park added on site of former retention pond
- Overlander Park – four new beach volleyball courts added
- Ord Rd BMX Park – new BMX track, clubhouse, lighting, landscaping, and parking
- North Shore Public Works Yard – site acquisition and improvements
- Washroom facilities added at Richmond Park and at Rivers Trail staging area at Aviation Way
- John Tod Centre – major renovations to transition closed elementary school building into a community centre with two non-profit tenants; site improvements included new playground equipment, lighting, landscaping, parking areas, internal walkways, and a new ball field
- Arenas – McArthur Island Sport and Event Centre and Brocklehurst Arena – safety (ammonia detection systems, AED units), accessibility (wheelchair ramps and accessible pathways), and energy-efficiency (lighting, icemaking equipment) upgrades, as well as a new commercial kitchen at McArthur Island to serve the Curling Lounge
- Brocklehurst Pool – energy-efficiency (pool heater, boiler and electrical) upgrades
- North Shore Community Policing Office – site acquisition and improvements, new office building, enhanced services
- Rivers Trail – landscaping improvements and gateway beautification in greenspace north of Overlanders Bridge

- Aviation Way Dog Park – new dog park added
- Singh Soccer Bowl – new parking lot added

Transportation

Transportation projects within the plan area that have helped to connect the walking and cycling network and/or improve safety and accessibility for pedestrians and cyclists are listed below. Utilities and servicing infrastructure work and/or road projects that do not include active transportation or accessibility improvements may not be listed.

Pedestrian Improvements

- Schubert Dr – Holly Ave to Chestnut Ave – separated pedestrian pathways and angled parking adjacent to Arthur Hatton Elementary School
- Knox St – Tranquille Rd to Royal Ave – sidewalk added during road reconstruction
- Greenfield Ave and Desmond St intersection – curb extensions and crosswalk added



North Shore Community Policing Office

- York Ave – Windsor Ave to Sitka St – sidewalk and bulb-outs added adjacent to Bert Edwards Science and Technology School
- Halston Ave – 10th St to 8th St – sidewalk and crosswalk added
- Leigh Rd – Fortune Dr to Tranquille Rd – sidewalks added during road reconstruction
- Renfrew Ave – Tranquille Rd to 10th St – sidewalk improvements added adjacent to church property during road reconstruction
- Arlington Cres – Arlington Crt to Tranquille Rd – sidewalk added
- Vernon Ave – Tranquille Rd to Fortune Dr – sections of sidewalk added
- Tranquille Market Corridor – lighting, curb extensions (at southern Yew St intersection), and streetscape improvements



New sidewalk along Wood Street

- Nicolani Dr – Lethbridge Ave to Parkcrest Ave – pedestrian shoulder added during road reconstruction
- Lethbridge Ave – 13th St to Ollek St – traffic and pedestrian safety improvements including bulb-outs at crosswalks and median islands
- Windbreak St – Tranquille Rd to Parkcrest Ave – sidewalks, curb extensions, lighting, drainage, and streetscape improvements added during road reconstruction
- 12th St – Tranquille Rd to Lethbridge Ave – sidewalks, curb extensions, lighting, and streetscape improvements added during road reconstruction
- Richmond Ave – 7th St to Schubert Dr – sidewalks, curb extensions, lighting, drainage, and streetscape improvements added during road reconstruction
- Oak Rd – Tranquille Rd to Fortune Dr – sidewalk added during road reconstruction
- Wood St – Tranquille Rd to Fortune Dr – sections of sidewalk added
- Sherbrook Ave – 13th Street to A.E. Perry Elementary School – pedestrian shoulder added during road reconstruction

Cycling Improvements

- Halston Ave – 14th St to 10th St – shared/signed bike route with pavement markings (bike symbols) and wayfinding signage
- Singh St – McArthur Island to Parkcrest Ave (multiple phases) – multi-use pathway (Tranquille Rd to Parkcrest Ave), bike lane (south end of Singh St to Tranquille Rd), lighting, curb letdowns, and streetscape improvements added during road reconstruction



Kenora Road bike lanes

- Rivers Trail connection – Cambridge Cres @ McArthur Island to Singh St – multi-use pathway with lighting
- Lethbridge Ave/Fleetwood Ave connection – Holt St to Singh St – multi-use pathway with lighting through utility and school properties
- North Shore west-east cycling connection – Tranquille Rd @ Crestline St to Rivers Trail on Schubert Dr @ York Ave (via Crestline St, Fleetwood Ave, Lethbridge Ave, 10th St, Sudbury Ave, and York Ave) – shared/signed bike route with pavement markings (bike symbols) and wayfinding signage
- Kenora Rd – Mackenzie Ave to 12th St – bike lanes added
- Kenora Rd/10th St connection – multi-use pathway added through school properties



North Shore Transit Exchange

- Happyvale Ave and Desmond St – Singh St to Tranquille Rd – shared/signed bike route with pavement markings (bike symbols) and wayfinding signage
- Rivers Trail – Leigh Rd to Royal Ave – multi-use pathway, lighting, curb letdowns, and streetscape improvements
- Royal Ave – Tranquille Rd to Rivers Trail @ Park St – shared/signed bike route with pavement markings (bike symbols) and wayfinding signage

Other Major Transportation Projects

- North Shore Transit Exchange – Sydney Ave, Fortune Dr to Tranquille Rd – new transit exchange with loading bays, bus shelters, curb extensions, enhanced sidewalks, crosswalks, landscaping, and streetscape improvements
- Overlanders Bridge – bridge repair and resurfacing, lighting, and pedestrian improvements
- Kamloops Airport – improvements since 2008 have included a runway extension, terminal expansion, a float plane facility, internal roads, new buildings, lighting, and infrastructure work

Accessibility Statistics

- 64 audible pedestrian signal push buttons have been added to 14 signalized intersections in the plan area (this project is now completed)
- 17 bus stops have been enhanced with accessibility treatments (i.e. installing a concrete pad with room for a wheelchair ramp and unloading area) in the plan area since 2017

Major Private Development

This section lists major multi-family residential, mixed-use, commercial, industrial, educational, and other institutional development that has been completed in the plan area since 2008.

Residential or Mixed-Use

- Stanko Way, Rosewood Ave and Briarwood Ave west of Crestline St, and Moray St from Stanko Way to Briarwood Ave – 100+ single-family homes
- 628 Tranquille Rd – Chartwell Retirement Residence – 97-unit multi-family building for seniors
- 1607 Greenfield Ave – Active Care Senior Services – 21-unit residential care facility building for seniors
- 260 Leigh Rd – Cuzzetto Apartments – 6-unit multi-family building
- 689 Tranquille Rd – Library Square – 151-unit residential and commercial mixed-use building, includes TNRD North Kamloops Library
- 1741 Tranquille Rd – Sandstone Court – 19-unit multi-family (row housing)
- 375 Cherry Ave – Golden Vista – 46-unit multi-family building for seniors
- 760 Mayfair St – Riverbend Manor – 165-unit (99 market, 66 affordable) seniors housing with ground-floor commercial amenities
- 755 Mayfair St – Mayfair Manor – 121-unit (101 market, 20 affordable) multi-family building for seniors
- 1923 Parkcrest Ave – Suncrest Place – 10-unit duplex subdivision

- 2592 Crestline St – Crestline Place – 22-unit duplex subdivision
- 1781 Ord Rd – Silvertip Estates – 38-unit mobile home park
- 154 Vernon Ave – Silvercrest – 53-unit multi-family building for seniors
- 376 Tranquille Rd – Carmel Place – 38-unit residential and commercial mixed-use building
- 1955 Tranquille Rd – Gemstone Complex Care – 130-bed community care facility building
- 288 Larch Ave – net-zero fourplex – 4-unit building
- 317 Tranquille Rd – Spero House – 58-unit affordable housing building with 4 transitional suites
- 280 Tranquille Rd – The Station – 47-unit residential and commercial mixed-use building
- 440 Mackenzie Ave – Stollery Suites on Spirit Square – 43-unit affordable seniors housing building with ground-floor commercial
- 1800 Tranquille Rd – Tim Horton's – new commercial building
- 940 Halston Ave – Kamloops Ford Lincoln dealership – commercial development
- 944 8th St – Canadian Tire – addition to existing commercial building
- 1843 Ord Rd – Deverell Contracting Ltd – new industrial building
- 160 Leigh Rd – addition to existing commercial building
- 171 Wilson St – Kamloops Food Bank – addition to existing building
- 730 12th St – NorKam Secondary School – addition to existing school building
- 200 Leigh Rd – Kamloops Alliance Church – addition to existing church building, site improvements including new parking areas and landscaping
- 880 8th St – Kia dealership – addition to existing commercial building, landscaping improvements
- 1869 Ord Rd – new commercial storage building
- 1250 Halston Ave – Chances Casino – addition to existing commercial building, improvements to internal walkways
- 2400 Ord Rd – new commercial storage building
- 2816 Tranquille Rd – SPCA – new commercial building

Commercial, Industrial, Educational, or Institutional

- 675 Tranquille Rd – Holiday Inn Hotel and Suites – tourist accommodation
- 3080 Airport Road – Provincial Airtanker Centre, BC Wildfire Service – Provincial government building
- 270 Leigh Rd – Kingdom Hall of Jehovah's Witnesses – new church building
- 1460 Ord Rd – BC Transit – new buildings (fueling facility and maintenance garage) and site improvements



The Station on Tranquille Road



Kikékyelc on Singh Street

CURRENT/UPCOMING NORTH SHORE DEVELOPMENT

This section includes City capital projects that are underway or that will be proceeding in 2020, and major private development sites that are under construction or that have applied for development or building permits and may begin construction in 2020.

City Capital Projects

- Tranquille Rd – Southill St to 12th St – sanitary sewer main upgrade, enhanced sidewalks, landscaping, intersection, boulevard, and streetscape improvements
- Brentwood Ave – 7th St to 8th St – sidewalk and curb extensions added

- Chestnut Ave – Fortune Dr to Schubert Dr – sidewalk, crosswalk and bulb-out added
- McArthur Island Park – pollinator garden, landscaping improvements, widening of multi-use pathway and road repaving (south section of ring road)

Major Private Development

Residential or Mixed-Use

- 1900 Ord Rd – Sunset Ridge – 92-unit multi-phase bare land strata subdivision
- 2355 Parkcrest Ave – 10-lot subdivision – eight duplexes and two single-family homes with suites
- 941 7th St – 54-unit multi-family building for seniors
- 2135 Tranquille Rd – 4-lot subdivision – four single-family homes (one existing)
- 2238 Tranquille Rd – 6-lot subdivision – three single-family homes with suites (one existing), one duplex with suites, and two duplexes
- 975 Singh St – Kikékyelc: A Place of Belonging – 31-unit affordable housing building
- 725 York Ave – 20-unit multi-family building
- 2683 Ord Rd – Catalpa Community – 73-lot bare land strata subdivision
- 107 Yew Street – The Colours on Spirit Square – 38-unit residential and commercial mixed-use building
- 766 Tranquille Rd – Huston Place – 28-unit residential and commercial mixed-use building
- 2648 Tranquille Rd – Skyway Estates – 20-unit townhouse development
- 1439/1471 Ord Rd – 21-lot mobile home park

- 219 Holly Ave – 4-unit multi-family (fourplex) building
- 2686 Tranquille Rd – 20-unit townhouse development

Commercial, Industrial, Educational, or Institutional

- 720 Halston Ave – U-Haul – new commercial building
- 215 Clapperton Ave – new commercial building
- 780 Windsor Rd – new commercial building and addition to existing commercial building
- 1208 Tranquille Rd – new commercial building
- 3073 Airport Rd – aircraft hangar and flight school building



Huston Place on Tranquille Road

FUTURE CITY CAPITAL PROJECTS ON THE NORTH SHORE

This section includes future capital projects in the plan area that have been identified in Council-authorized plans and strategies.

Parks and Civic Facilities

These projects have been identified in the Trails Master Plan, Parks Master Plan, or through other initiatives and strategies. Some of these projects require further analysis prior to implementation and may not be feasible.

- McArthur Island Park – improvements to the boat launch, ring road, lighting, pedestrian paths, riparian and naturalized areas (including a playground, signage, seating, and picnic areas)
- Overlander Park – washroom facilities and a trail connection to Rivers Trail on Schubert Dr
- Rivers Trail – meeting areas for trail users near Cambridge Cres, McArthur Island boat launch, Beach Ave, and at Kingston Ave



McArthur Island pedestrian paths

- Brocklehurst Park – improvements to pedestrian paths and public gathering spaces
- Park for winter activities – location to be determined – to potentially include areas for sledding, heated washrooms, warm-up huts, and provisions for a mobile concession or food truck
- McDonald Park – area for ice skating
- Brocklehurst to Batchelor Heights trail – trail connection from Ord Road in Brocklehurst to Grasslands Boulevard or Hook Drive in Batchelor Heights
- Parks for neighbourhood residents – proposed neighbourhood parks in the vicinity of Schubert Drive and Brentwood Avenue and in the Brocklehurst West Future Development Area

Transportation

Road reconstruction projects will continue to occur in the plan area in the coming years as roadways age and require rehabilitation, as safety and accessibility improvements are identified, and as utilities require replacement or upsizing. As in the above sections, this section focuses more specifically on improvements that will help increase safety and accessibility for pedestrians and cyclists while expanding the active transportation network. Some of the active transportation projects noted below will occur during road and utilities work to help minimize disruption to residents, while others will be triggered by new development or be implemented as standalone projects.



Rivers Trail at the end of Beach Avenue

Pedestrian and Cycling Improvements – 2020 to 2035

In 2019, Council authorized a budget increase to complete all short- and medium-term active transportation projects listed in the Transportation Master Plan (TMP) within 15 years. The following list includes active transportation projects within the plan area that are scheduled to be completed within the next 15 years.

- Leigh Rd – Clapperton Rd to Tranquille Rd – sidewalk
- 9th St – Renfrew Ave to Tranquille Rd – sidewalk
- 10th St – Renfrew Ave to Tranquille Rd – sidewalk
- Renfrew Ave – 10th St to Tranquille Rd – sidewalk
- Fleetwood Ave – Holt St to Southill St – sidewalk
- Lethbridge Ave – 8th St to 12th St – sidewalk
- Beach Ave – Kitchener Cres to Schubert Dr – sidewalk



Baker Street between Fort Avenue and Schubert Drive

- Willow St – Poplar St to Mackenzie Ave – sidewalk
- Poplar St – Mackenzie Ave to Tranquille Rd – sidewalk
- Yew St – north/south segment – sidewalk
- York Ave – Schubert Dr to Sitka St – sidewalk
- Sydney Ave – Schubert Dr to Sarnia Pl – sidewalk
- McGowan Ave – Elm Ave to Leigh Rd – sidewalk
- Westminster Ave – 9th St to 10th St – sidewalk
- Desmond St – Happyvale Ave to Tranquille Rd – pedestrian shoulder
- Baker St – Fort St to Schubert Dr – bike lane
- Singh St – Parkcrest Dr to Ord Rd – multi-use pathway
- Tranquille Connector (Tranquille Rd) – Desmond St to Aviation Way – multi-use pathway

Pedestrian and Cycling Improvements – Long-term and Secondary Priority

The TMP also lists longer-term active transportation projects that will be implemented beyond the 15-year horizon, as well as secondary priority projects for future implementation. Future active transportation projects within the plan area that are within these categories are listed below.

Long-term

- Windsor Ave – east/west segment – sidewalk
- Sitka Ave – Windsor Ave to York Ave – sidewalk
- Moncton Ave – 8th St to 12th St – sidewalk

- Greenfield Ave – Singh St to Desmond St – pedestrian shoulder
- Elm Ave – Tranquille Rd to Oak Rd – pedestrian shoulder
- Desmond St – Sunnycrest Ave to Brocklehurst Centre – sidewalk
- Holly Ave – Schubert Dr to Fortune Dr – sidewalk
- Happyvale Ave – Singh St to Desmond St – pedestrian shoulder
- Renfrew Ave (McArthur Island to Tranquille Rd connection) – Kenora Rd to Tranquille Rd – shared/signed bike route
- Nelson Ave – Fortune Dr to Schubert Dr – shared/signed bike route
- 10th St – Halston Ave to Sudbury Ave – shared/signed bike route



Pedestrians walking along Windsor Avenue

Secondary Priority

- Birch Ave – Fortune Dr to Schubert Dr – pedestrian shoulder
- Clapperton Rd – Leigh Rd to Cedar St – pedestrian shoulder
- Briarwood Ave – Crestline St to Schreiner St – pedestrian shoulder
- Parkcrest Ave – Crestline St to Schreiner St – pedestrian shoulder
- Fleetwood Ave – Southill St to Fleetwood Crt – pedestrian shoulder
- Mackenzie Ave – Holway St to Kenora Rd – sidewalk
- McLean St – Parkcrest Ave to Ord Rd – pedestrian shoulder
- Halston Ave/Parkcrest Ave – 14th St to Bossert Ave – separated pedestrian shoulder
- Schreiner St – Tranquille Rd to Briarwood Ave/Paulsen Pl – pedestrian shoulder
- Thrupp St – Royal Ave to Mackenzie Ave – sidewalk
- Ord Rd – Ord Rd corner at Ord Rd Dog Park to 8th St – pedestrian shoulder
- 12th St – Kenora Rd to Tranquille Rd – sidewalk

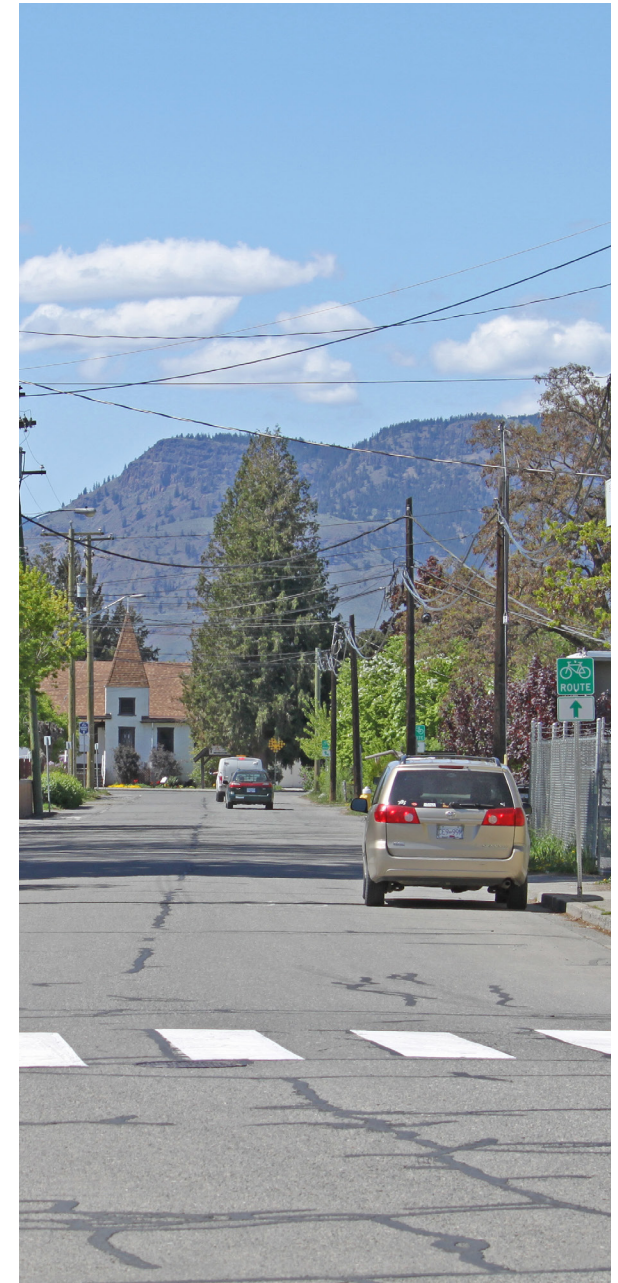
*Cottonwood Avenue*

- Cottonwood Ave – Willow St to Kenora Rd – sidewalk
- Lethbridge Ave – 12th St to Singh St – sidewalk
- Southill St – Greenfield Ave to Parkcrest Ave – sidewalk
- Halston Ave – under 8th St Bridge between ramp terminal intersections – sidewalk
- Parkcrest Ave – 14th St to Singh St – cycling facility type TBD
- Royal Ave – Palm St to Knox St – bike lane or multi-use pathway (cycling facility type TBD)
- Tranquille Rd (Airport area) – Aviation Way to Ord Rd – bike lane
- Ord Rd – Tranquille Rd to Singh St – bike lane
- Ord Rd – Singh St to Batchelor Dr – shared/signed bike route

Major Transportation Projects

As noted above, road reconstruction projects will continue to occur throughout the plan area in the coming years. Future roadway and utilities work in the plan area is identified for Schreiner St, Fortune Dr, Lethbridge Ave, Fleetwood Ave, and 12th St. Active transportation improvements that may occur within these projects are listed above.

This section describes three future major transportation projects within the plan area that will have a significant impact on the city's transportation network. These future projects require further studies and evaluation.

*Royal Avenue between Palm and Knox Streets*

*Halston Bridge**Tranquille Road Airport Entry Corridor*

A concept plan to beautify and enhance the airport entry corridor on Tranquille Road from Airport Road to Evergreen Place was approved by Council in 2015. Planned improvements included a roundabout and gateway feature at the entrance to Airport Road, road reconstruction, landscaping, boulevard trees, fencing, undergrounding of utilities in some sections, enhanced bus stops, separated sidewalks, and the Tranquille Connector multi-use pathway (from Desmond Street to Aviation Way). This project requires further review and may be modified significantly from the original concept plan prior to implementation. Improvements to the airport entry corridor may coincide with an upgrade of the sanitary sewer main on Tranquille Road from Crestline Street to Southill Street, which is tentatively planned for 2025 or beyond.

Thompson River Bridge

During the process to develop the TMP, the future Singh Street Bridge connection was identified to not be in alignment with the TMP's vision and goals. The bridge connection was also assessed to not be required to meet anticipated road capacity needs prior to the city reaching a municipal population of 120,000 residents, which the OCP's growth plan projects will occur by 2039. The City is scheduled to initiate a study in 2021 to identify a preferred crossing location and to begin planning work to secure this future corridor.

Truck Route Network

The current dangerous goods route runs past a major neighbourhood centre (Brocklehurst Centre) along one of the city's highest-density corridors (Tranquille Road) to the North Shore Town Centre, before running north along 8th Street to the Halston Bridge and southeast along Fortune Drive to the Overlanders Bridge. This route conflicts with the TMP objective and OCP policy of having truck traffic avoid high-density residential areas and areas designated for mixed-use, pedestrian- and transit-oriented development. The TMP also notes that the City often hears concerns from residents about the amount of truck traffic and dangerous goods that travel along the Tranquille Road and Fortune Drive corridor.

The TMP has a strategic direction to evaluate the existing Ord Road truck route to determine the feasibility of upgrading this route to support the movement of dangerous goods from the airport to Highway 5 via the Halston Bridge. The strategic direction notes that if feasible, the Ord Road route could replace the existing Fortune Drive and Tranquille Road truck and dangerous goods route. The TMP implementation section recommends a future study to review and evaluate the City's truck route network to improve movement of goods and emergency services while minimizing impacts to mixed-use and neighbourhood centres. This review is scheduled to begin in 2023.



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