



Livability Assessment Summary Report



Researched and written by: Inwon Nteogwuija, Co-op Student - Health and Community Design
Co-written by: Lyndsay Mackenzie: Planner II – Long Range Planning and Sustainability

Reviewed in consultation with: Jade Yehia, Healthy Built Environment Consultant
Supervised and reviewed by: Chris Osborne, Senior Planner – Long Range Planning and Sustainability

December, 2020

Acknowledgements

This assessment benefited greatly from the input of my supervisor, staff from the City of Campbell River, Island Health, and other community stakeholders that were consulted privately for their input and data. Also, the following individuals provided input, feedback and support for the report and assessment process:

City of Campbell River Long Range Planning and Sustainability Staff

Chris Osborne (Supervisor)	Laura Walker
Lyndsay MacKenzie	Chloe Swabey
Nina Baksh (GIS)	Cleo Corbett
Terri Martin	Chelsey Andrews

This report also includes some research and ideas of Heather Kauer former Senior Planner with the City of Campbell River. I would like to express my gratitude to her for passing on great knowledge during our short period together.

Other City of Campbell River Staff and Departments:

Linda Nagle (Recreation and Culture – Sportsplex)
Michele Sirett (Community Centre)
Rose Klukas (Economic Development)
Melissa Heidema (Assets and Operations/Road and Drainage)
Chris O'Brien and Vicci Collins (RMCP)
Thomas Doherty, Stephanie Bremer, and Toni Falk (Fire Department)

Vancouver Island Health Authority (VIHA)

Jade Yehia, Regional Built Environment Consultant
Nancy Clements, Healthy Built Environment and Drinking Water Consultant (North Island)
Dr. Charmaine Enns, Medical Health Officer (North Island)
Maritia Gully, Manager, Population Health Assessment and Epidemiology

Campbell River School District 72

Kevin Patrick, Secretary-Treasurer

Strathcona Regional District

Ryan Christison, Assistant Manager, Aquatics and Fitness, Strathcona Gardens

Executive Summary

Campbell River is located on the east shore of Vancouver Island, approximately half-way between Victoria and the north point of the Island. The city is long and narrow, taking advantage of the coastline, within the central business area located closer to the north end. The city is bounded to the west by the Inland Island highway, and to the south by Jubilee Parkway. The Wei Wai Kum, Wei Wai Kai and Homalco Nations are located within the city boundary.

A variety of industries and services support employment in Campbell River. These include major industries in the north end and to the east, as well as many professional offices, government and retail services located throughout the city. Many amenities, including social venues, parks and natural areas and other recreation and community services are located in various neighbourhoods.

In 2016, the population of Campbell River was approximately 37,860 (Statistics Canada, 2016). In recent years, the city has experienced steady population growth, predominantly due to immigration. Young families and those over the age of 55 comprise most of this increase. Pre-tax incomes (2016) showed most households falling within \$20,000-\$50,000 annually, while the median house price was approximately \$450,000. A clear gap exists between incomes and housing prices, currently contributing a housing affordability crisis. In addition, a lack of non-market housing and other forms of supportive housing are causing increased disparities.

The above demographic data and increasing social issues in the city demonstrate a need for increased availability of housing, both market and non-market. Increasing the supply of both types of housing will help ease demand for housing, ideally reducing housing costs in all markets and tenures. The Livability Assessment takes into consideration existing neighbourhoods as viable locations for additional housing. It also suggests locations within and outside the Urban Containment Boundary for logical, efficient, and sensitive future housing growth. The Assessment considers existing information, such as policies and goals of the Official Community Plan, the availability and suitability of land, current and planned developments. It also summarizes research and provides analysis on existing city and neighbourhood amenities, neighbourhood design, walkability, and opportunities for housing, amenity and employment growth.

Table of Contents

Executive Summary.....	3
Table of Contents.....	4
List of Figures	10
List of Tables	11
List of Neighbourhood Maps	12
1.0 INTRODUCTION.....	13
1.1 Purpose of Assessment.....	13
1.2 Scope of Assessment.....	13
1.3 Summary of Methodology	14
1.4 Review of the City’s Official Community Plan (OCP) and Strategic Plan.....	14
1.5 Livability Framework and Indicators.....	17
1.6 Health, Livability and Health Impact Assessments	19
2.0 ASSESSMENT OF THE CITY OF CAMPBELL RIVER	21
2.1 Overview of the City of Campbell River	21
2.1.1 The Livability of Campbell River Using Livability Framework Indicators	22
2.1.1.1 Sensitivity and Age Friendliness.....	22
2.1.1.1.0 Indicator: Demography and Age Group.....	22
2.1.1.1.1 Indicator: Respect and Inclusion.....	23
2.1.1.1.2 Indicator: Child Care and Adult Care Facilities.....	24
2.1.1.2 Public Safety.....	27
2.1.1.2.0 Indicator: Crime Rate	27
2.1.1.2.1 Indicator: Streetlights, Paths and Sidewalks, and Signs.....	28
2.1.1.2.2 Indicator: Emergency Response Aid	29
2.1.1.2.3 Indicator: Emergency Equipment	29
2.1.1.3 Culture and Sense of Place.....	30
2.1.1.3.0 Indicator: Festival, Fairs, and Public Art.....	30
2.1.1.3.1 Indicator: Open/ Green Space - Community Gardens	32
2.1.1.3.2 Indicator: Community Participation, Festival and Events.....	34
2.1.1.3.3 Indicator: Cultural Venues and Facilities	34
2.1.1.3.4 Indicator: Heritage Preservation/ Identity/ History.....	35
2.1.1.3.5 Indicator: Public Library	35

2.1.1.3.5	Indicator: Social Space	35
2.1.1.4	Recreation	35
2.1.1.4.0	Indicator: After-School Programs and Summer Programs	35
2.1.1.4.1	Indicator: Private Programs and Clubs.....	36
2.1.1.5	Education	36
2.1.1.5.0	Indicator: Elementary and High Schools	36
2.1.1.5.1	Indicator: Private/ Public Schools Attendees.....	37
2.1.1.5.2	Indicator: Higher Education and Vocational Learning – Skill Training, Adult Education 37	
2.1.1.6	Health Services.....	38
2.1.1.6.0	Indicator: Hospitals, Walk-in Clinics, Pharmacies	38
2.1.1.6.1	Indicator: Social Services.....	38
2.1.1.7	Food Systems/ Food Security.....	39
2.1.1.8	Housing	40
2.1.1.8.0	Indicator: Cost of Housing and Vacancy Rate - Rental and Ownership	40
2.1.1.8.1	Indicator: Age of Housing.....	41
2.1.1.8.2	Indicator: Brown Fields or Vacant Lots	41
2.1.1.8.3	Indicator: Housing Price and Affordability – Income Level.....	41
2.1.1.8.4	Indicator: Housing Conditions and Types	42
2.1.1.8.5	Indicator: Public Housing Provisions - Temporary/ Emergency Shelters.....	42
2.1.1.9	Climate Change	44
2.1.1.9.0	Indicator: Natural Hazard – Sea Level Rise	44
2.1.1.9.1	Indicator: Greenhouse Gas Emissions (GHGs)	45
2.1.1.10	Environmental Design	46
2.1.1.10.0	Indicator: Waste Management and Services	46
2.1.1.10.1	Indicator: Traffic Control.....	46
2.1.1.10.2	Indicator: Natural space and Habitat.....	46
2.1.1.10.3	Indicator: Air and Water Quality.....	47
2.1.1.11	Transportation	48
2.1.1.12	Economy.....	50
2.2	The Livability Framework – Neighbourhood Design and Walkability, Connectivity, and Accessibility of Campbell River Neighbourhoods	50
2.2.1	Neighbourhood Design and Amenities	51

2.2.1.1	North Campbell River Neighbourhood	51
	Housing Types/ Land Zoning	53
	Compact Housing - Density	53
	Amenities	53
	Sidewalks, Trails, and Bicycle Paths	53
	Bus Routes/ Shelters	53
	Parks, Playgrounds and Green Spaces	54
	Traffic Control- Lights.....	54
2.2.1.2	Campbellton Neighbourhood.....	54
	Housing Types/ Land Zoning	55
	Compact Housing - Density	56
	Amenities	56
	Sidewalks and Trails	56
	Bus Shelters/ Routes	56
	Parks, Playgrounds and Green Spaces	56
	Safety - Traffic Control and Streetlights.....	57
2.2.1.3	Downtown Neighbourhood	57
	Housing Types/ Land Zoning	58
	Compact Housing - Density	59
	Amenities	59
	Sidewalks and Trails	59
	Bus Shelters/ Routes	59
	Parks, Playgrounds and Green Spaces	60
	Safety - Traffic Control and Streetlights.....	60
2.2.1.4	Quinsam Heights Neighbourhood.....	60
	Housing Types/ Land Zoning	61
	Compact Housing - Density	62
	Amenities	62
	Sidewalks and Trails	62
	Bus Shelters/ Routes	62
	Parks, Playgrounds and Green Spaces	63
	Safety - Traffic Control and Streetlights.....	63

2.2.1.5	Central Campbell River Neighbourhood	63
	Housing Types/ Land Zoning	65
	Compact Housing - Density	65
	Amenities	65
	Sidewalks and Trails	65
	Bus Shelters/Routes	66
	Parks, Playgrounds and Green Spaces	66
	Safety - Traffic Control and Streetlights.....	66
2.2.1.6	Willow Point Neighbourhood.....	66
	Housing Types/Land Zoning	68
	Compact Housing - Density	68
	Amenities	68
	Sidewalks and Trails	68
	Bus Shelters/ Routes	68
	Parks, Playgrounds and Green Spaces	69
	Safety- Traffic Control and Streetlights.....	69
2.2.1.7	Kingfisher Neighbourhood	69
	Housing Types/ Land Zoning	70
	Compact Housing - Density	71
	Parks, Playgrounds and Green Spaces	71
2.2.2	Neighbourhood Livability Rankings.....	71
3.0	WALKABILITY, CONNECTIVITY AND ACCESSIBILITY	77
3.1	Review of Potential Infills and Urban Containment Boundary Expansion.....	77
3.2	Accessibility and Connectivity in Infill and Expansion Areas (within and outside the Urban Containment Boundary)	78
3.3	City-Wide Walkability Mapping	78
4.0	SUMMARY AND RECOMMENDATIONS.....	85
4.1	Assessment of Potential Infill, UCB Areas and Expansion Areas using Livability Indicators, Amenity Rankings, Connectivity/Accessibility Assessment and Comparable Design Scores	85
4.1.1	Infill Areas	85
4.1.1.1	Quinsam Heights	85
4.1.1.2	Central Campbell River.....	88
4.1.1.3	North Campbell River	90

4.1.1.4	Campbellton	92
4.1.1.5	Downtown	94
4.1.1.6	Willow Point	96
4.1.1.7	Kingfisher.....	98
4.1.2	Areas within the UCB	99
4.1.2.1	South Quinsam	99
4.1.2.2	South Kingfisher	101
4.1.3	Expansion Areas (Outside the UCB)	103
4.1.3.1	South of Jubilee Parkway	103
4.1.3.2	Farwell (South of Wei Wai Kai).....	105
4.1.3.3	Airport (Highway 19 West).....	106
4.1.3.4	North Campbell River UCB Area and Expansion Area	107
4.2	Infill and Expansion Areas Ranking	111
4.2.1.	Infill Areas Ranking:.....	111
1.	North Campbell River.....	111
2.	Quinsam Heights.....	111
3.	Campbellton.....	112
4.	Downtown.....	112
5.	Central Campbell River.....	112
6.	Willow Point.....	113
4.2.2.	Expansion Inside UCB Area Ranking:.....	113
1.	North Campbell River (“Southern Area” within UCB, extension of developed area).....	113
2.	South Quinsam Heights.....	113
4.2.3	Expansion Areas (outside UCB) Ranking:	113
1.	North Campbell River (outside UCB) – East Side	113
2.	North Campbell River (outside UCB) – West Side.....	114
4.3	Overall Ranking and Conclusions	114
1.	Infill areas.....	114
2.	North Campbell River – “Southern Area” (within UCB).....	115
3.	North Campbell River – East Side (outside UCB)	115
4.	South Quinsam Heights.....	115
5.	North Campbell River – West Side (outside UCB).....	116

DRAFT

List of Figures

- Figure 1: Healthy Built Environment Framework 18
- Figure 2: Social Determinant of Health in Neighbourhoods..... 20
- Figure 3: City of Campbell River Aerial Photograph 21
- Figure 4: Population Change 22
- Figure 5: Overall Crime Severity Vancouver Island Communities and Canada 28
- Figure 6: Spirit Square..... 31
- Figure 7: Wood Carving Festival, Shoreline Arts (Frank James Park) 32
- Figure 8: Downtown Public Patio “Parklet” (Shoppers Row) 33
- Figure 9: Campbell River Discovery Fishing Pier 34
- Figure 10: See the Tree (City Hall) 45
- Figure 11: Fine Particles- Air Quality (April- December 2018)..... 48

Walking Distance Maps

- Figure 12: Walking Distance from Child Care Facilities to Proposed Infill and Expansion Sites – Topographical Network Analysis Method..... 79
- Figure 13: Walking Distance from Transit Stops (Bus Stops) to Proposed Infill and Expansion Areas – Topographical Network Analysis Method 80
- Figure 14: Walking Distance from Cafés and Restaurants to Proposed Infill and Expansion Areas – Topographical Network Analysis Method 81
- Figure 15: Walking Distance from Grocery and Convenience Stores to Proposed Infills and Expansion Areas – Topographical Network Analysis Method 82
- Figure 16: Walking Distance from Schools and Colleges to Proposed Infill and Expansion Areas – Topographical Network Analysis Method..... 83
- Figure 17: Walking Distance from Parks and Playgrounds to Proposed Infill and Expansion Areas – Topographical Network Analysis Method 84

List of Tables

Table 1: Percentage of Population by Age Group.....	23
Table 2: Senior Care Facilities	26
Table 3: Comparable Municipalities Facilities- Child Care and Adult Care.....	26
Table 4: Housing- Year Built.....	41
Table 5: Non-Market and Supportive Housing	42
Table 6: Child Care Facilities Ranking.....	72
Table 7: Social Services Ranking	73
Table 8: Social Spaces and Employment Nodes Ranking.....	74
Table 9: Transportation/Connectivity Ranking.....	75
Table 10: Parks/Green Spaces and Public Spaces Ranking.....	76

DRAFT

List of Neighbourhood Maps

Map 1: North Campbell River Neighbourhood	52
Map 2: Campbellton Neighbourhood	55
Map 3: Downtown Neighbourhood	58
Map 4: Quinsam Heights.....	61
Map 5: Central Campbell River	64
Map 6: Willow Point Neighbourhood	67
Map 7: Kingfisher Neighbourhood.....	70

DRAFT

1.0 INTRODUCTION

1.1 Purpose of Assessment

The purpose of this assessment is to determine the livability¹ of the City of Campbell River (the City) as a whole and its defined neighbourhoods (North Campbell River, Campbellton, Downtown, Quinsam Heights, Central Campbell River, and Willow Point) and to inform the update of the Official Community Plan (OCP) Growth Policies with regard to expansion of the Urban Containment Boundary (UCB). The assessment will be used to inform a proposed bylaw amendment for future potential development, and to inform the continued creation of a livable city and neighbourhoods within the city.

1.2 Scope of Assessment

The assessment will review briefly the current Official Community Plan (OCP) for understanding the City's plan and vision for its community. The review will include a brief definition of each neighbourhood and the City's vision for it, as well as understanding the city.

The Livability Framework was created with guidelines from the City's OCP, UN Sustainable Development Goals, Healthy Built Environment Linkages Toolkit, and an international Place Standard Tool. This Framework will be used to assess the livability of the city and individual neighbourhoods. The indicators identified will evaluate current sectors (human, social, environment, and economic) to evaluate the city. It will also identify places and spaces in the city that could benefit from improvement in terms of livability and those that are subject to future development (including the sites/infill locations within and outside the Urban Containment Boundary). These indicators will be used to evaluate our current state against OCP goals and objectives to see if we have fulfilled the plans and vision stated, and to identify other plans and policies that will benefit the livability of the community.

The assessment will be done based on Neighbourhood areas as defined in the OCP, including identified Village Centres, the city, and potential infill locations or locations for the expansion of the UCB. It will assess current access to social and cultural amenities present in the city, the need to densify or develop compact neighbourhoods, the need for expansion of the city's UCB for future growth, and the type of land use suitable in an area for future development to meet the concept of livability in the community. The use of maps and graphs to represent the indicators and for analysis will be adopted for visual representation of the city in terms of

¹ Livability is defined as the qualities of a place (city and neighbourhood) that contribute to the quality of life experienced by residents and others. It combines factors that adds up to a community's quality of life such as: the built and natural environment, economic, education, social space, and cultural opportunities.

livability. Some indicators will not be represented graphically or mapped, and instead they will be based on other available data sources and qualitative descriptions.

1.3 Summary of Methodology

There are several components of the Livability Assessment for Campbell River, each of which required different means of gathering data and performing technical analyses. The review of strategic documents, research on livability factors and frameworks, and impact on livability of health was derived from available documents and research. The Vancouver Island Health Authority provided further valuable information on the health impacts of neighbourhood design and walkability.

Information and statistics for the Livability Framework Indicators section for the city as a whole were gathered from government websites and documents, by mapping properties, amenities and services using GIS and other mapping sites and tools, and from subject experts, including employees of the City and other agencies, via documents, data tables and interviews.

Technical information on each neighbourhood in the Neighbourhood Design section was derived from map statistics and analyses of the listed indicators.

Several assessments were performed to determine the livability of each neighbourhood based on the number and capacity of existing amenities, street design and density of each neighbourhood, and walkability and connectivity by measuring distances from residential to amenities using two methods in GIS. A detailed description of the methodology for these assessments can be found in the Technical Background report.

This document refers to information found in the accompanying Technical Background Report. All appendices referenced are found in the Technical Background Report. References within this report are denoted as the table or figure number only.

1.4 Review of the City's Official Community Plan (OCP) and Strategic Plan

The new City of Campbell River Strategic Plan (2020–2023) includes Livability as a specific strategic priority. Three goals under this priority are identified, two of which are: 1) Safety – addressing community safety issues for transportation and infrastructure; and 2) Recreation and Culture – recognizing access to recreation and cultural amenities as key to healthy, vibrant and livable communities. Both of these goals relate directly to the indicators being assessed in this document. The assessment takes into account transportation and infrastructure as it relates to pedestrian and vehicle safety, using quantitative data on street lighting, sidewalks, bicycle routes and traffic control. Leisure and cultural program offerings are compiled and

assessed for availability, accessibility and affordability. The Livability Assessment and its recommendations will assist in accomplishing the goals of the Strategic Plan.

The City of Campbell River is a community with an attractive geographical location and interesting history. It is a transitioning community with many opportunities to enhance growth. The city is experiencing growth in all areas and sectors (human, social, economic, and natural/built environment), leading to the current review of the OCP to accommodate potential growth. The historic population of Campbell River has been relatively stable with an estimated peak growth of 1.6% in 1996. From 2001-2006, Campbell River grew by 0.9% annually, and since then, the city has grown by 1.4% per year on average, with a projected growth rate of 1.1% per year. In 2006, the average age was 42 years with a high percentage of adults between 45-64 years of age. In 2016, the average age had risen to 44 years, with the highest percentage age group between 54-59 years. The city has more children and fewer seniors than the provincial average and the age composite will continue to change as the city grows as a result of employment and recreational opportunities.

The Official Community Plan (OCP) was adopted on February 21st, 2012, under Bylaw 3475, 2012. In 2017, the Official Community Plan was updated and split into four schedules (Schedules A-D). The Sustainable Official Community Plan Schedule A (Policies, Parts I-IV, consolidated 2017, updated January 2017) integrates the policies of the Official Community Plan while addressing the environment as the foundation on which economy, society and culture rest. It also includes topics such as preservation of the environment, economic development, land use planning, growth management, housing, infrastructure, transportation, energy and emissions management, open space planning, key social and cultural aspects of the community, community facilities and services, and food systems. It identifies objectives and policies to guide decisions on planning and land use management within the community with respect to each topic. Areas that influence OCP review and policy development include: Redefinition of the Resource Sector, Emerging Job Generators & Workforce Skill Development, Climate Action & Energy Planning, Sea Level Rise Adaptation, and Solid Waste Management.

The City's vision and plan towards a livable city involves stakeholders from different levels of government, local non-profit organizations, resident committees, local First Nations and the public. The vision for the city is divided into 2020, 2050, and 2060 timeframes. Some of the livability vision identified in the OCP for 2020 includes:

- 70% of residents will be located in or within a 20 minute walk from a mixed use, compact, well connected centre;
- Long term residential growth is planned as mixed use, infill or redevelopment sites within existing urban areas;

- The existing urban containment boundary is preserved and maintains its role of focusing urban development and minimizing the expansion of infrastructure;
- Growth management and new development is aligned with community energy and transportation targets;
- Environmentally sensitive areas such as streams, wetlands, estuaries and the foreshore and their supporting upland riparian habitats are preserved, protected, and restored where possible;
- The ecological function of terrestrial, fresh water and marine ecosystems is preserved and restored;
- Parks, open spaces and street environments are improved to include additional soil, tree and vegetation coverage;
- Citizens have awareness and understanding of ecological principles that govern the health and functioning of the bioregion;
- Climate change adaptation measures are incorporated into municipal planning;
- Current strength in local housing affordability will be retained with the average household not spending more than 30% of its income on housing;
- Housing options for the community's most vulnerable and low income residents will increase;
- A wide range of housing types will support the needs of a diverse, multi-generational community;
- At least 12% of all trips to work will be made by walking, cycling, or transit;
- Sidewalks, greenways, and other pedestrian amenities will be improved around key pedestrian generators;
- The City's road network will be enhanced to improve mobility and safety for all users;
- Short driving trips will be reduced, with residents meeting many of their daily needs by walking, cycling and transit;
- Sidewalk coverage will be strategically increased as financial resources permit and as guided by the Master Transportation Plan;
- Community-based businesses will grow in number and strength;
- Sufficient and relevant education and training opportunities will exist to close the gap between employee needs and employee skills;
- Arts, entertainment, culture, and heritage will be emphasized in the ongoing development of the City's urban image, quality of life, economic development, and marketing strategy;
- City partners like community groups and local First Nations will build on existing assets and launch new cultural events, facilities, and programs;
- Significant improvements will be made in all key social well-being indicators, including: increased public safety, reduced crime rate for theft and violence, increased accessibility of places and services, increased education levels, and increased number of community events including those that celebrate ethnic and cultural diversity, and more;

- A community and/or demonstration garden will exist in every neighbourhood;
- Food stores will be carrying more locally/ regionally grown food products;
- Incentives will be used for the development of green, energy efficient buildings and corresponding new jobs;
- Water and sewer infrastructure will be managed effectively;
- A healthy and safe drinking supply will be maintained;
- City infrastructure's energy consumption, associated greenhouse gas emissions, and energy costs for pumping and treatment (including wastewater treatment), will be reduced, supporting the BC Climate Action Charter;
- A food waste processing facility will be established and food waste will be collected from all residential buildings, grocery stores, and restaurants;
- Recyclable materials and food waste from single family dwellings will be collected more frequently than garbage;
- All multi-family dwellings will have access to recycling services.

These visions are further explained within objectives and policies in each category (transportation, economy, social, etc.). Further information on the OCP vision and plans can be found on the City's webpage.

1.5 Livability Framework and Indicators

The concept of livability is defined differently across the globe, but there are similarities found between each defined concept. Many definitions align livability with an overall concept of local community well-being. Livability is increasingly being described in relation to urban form impacts on health behaviours and outcomes, as well as impacts on the social fabric of communities.

Studies show that a livable city is one that is safe, attractive, accessible to all (age and gender), socially cohesive and inclusive, has affordable, diverse and accessible housing linked to employment and community services, has leisure and cultural opportunities, has accessible, convenient public transport and has opportunities for active transportation. Research performed by the University of Oregon lists some examples of livability factors. These include: a variety of transportation options, enhancing unique characteristics of all communities by investing in healthy, safe and walkable neighbourhoods, enhancing economic competitiveness through reliable and timely access to employment centres, educational opportunities, services and other basic needs, and supporting existing communities' strategies like mixed-use development and recycling (Herrman & Lewis, nd). The "Place Standard Tool" (NHS Health Scotland, 2017) assesses whether places or communities are well-established, undergoing change, or if planning is still being done. The toolkit is made up of indicators that provide room

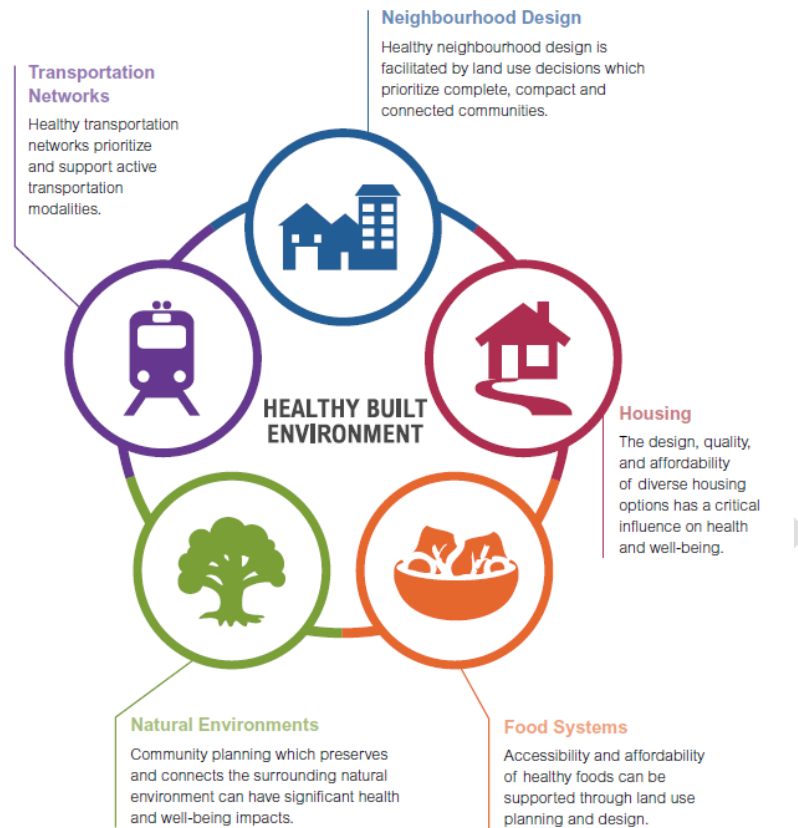
for discussion and a methodical way of considering the elements of a place during the course of an assessment.

Disparity within cities, for example, lack of affordable housing, marginalization of lower income populations, poor education, poor social and health infrastructure, and dependence on cars (low rates of active transportation), has heightened concerns over livability in recent years. Growing inequalities within cities have implications for health and well-being. In particular, urban form in new low-density suburban growth areas are of concern, resulting in limited opportunities for active transportation and a decrease in social interaction between residents. When assessing livability, indicators used to compare neighbourhoods within the city are most helpful, rather than those used to compare different cities. Indicators used in an initial livability assessment can then be monitored and compared in future studies on specific neighbourhoods or as the city as a whole.

Assessing how livable a community or place is requires an in-depth understanding of the community and its people to create a framework that best suits them in terms of values and needs. For the City of Campbell River, a livable city or community is reflected in its diversity where residents of all ages, genders, and cultural backgrounds can live, work, play, attend school, connect, and access all amenities including their natural environment (the ocean, mountains, and forest). The Healthy Built Environment Framework is a collection of indicators that assesses and measures the state of livability in Campbell River. It is divided into four sectors (Human, Social, Natural/Built Environment, and Economic) which are then subdivided into categories that show the City's values. Indicators used for this assessment are created based on community values and needs under each category. The identified indicators listed in Appendix 1 are used for the assessment of Campbell River and its neighbourhoods, to help facilitate proposed amendments to policies in the OCP, and to facilitate decision-making on the expansion of the UCB. The Livability Framework and the list of indicators in Appendix 1 include the metrics used in measurement of each indicator in the assessment, as well as a generalized method (as stated in the Methodology section of the Technical Background Report).

Figure 1: Healthy Built Environment Framework

A Framework for Healthy Built Environment



 HEALTHY BUILT ENVIRONMENT LINKAGES TOOLKIT: MAKING THE LINKS BETWEEN DESIGN, PLANNING & HEALTH

1.6 Health, Livability and Health Impact Assessments

There is a strong overlap between the concepts of livability and social determinants of health. Evidence shows that the built environment can positively contribute to health, independent of a person's socioeconomic position. Aspects of our built environment such as density and connectivity directly affect health, and increased land use mix and residential density have been shown to be increased active transportation. The physical design of places affects travel choices and how much people walk or bike for utilitarian travel. Studies based on perceptions of neighbourhood residents found significantly higher physical activity levels and lower obesity levels in a more walkable environment (Frank et al., 2004). Neighbourhoods with greater resources, informal social control and increased cohesion are significantly associated with less depression, anxiety, lower body mass index and better general health. Neighbourhood-scale

indicators can help to address and measure over time the known causal pathways between policy, built environment characteristics, individual behaviours, and health outcomes (Lowe et al., 2013).

Figure 2: Social Determinant of Health in Neighbourhoods



Figure 1: The social determinants of health in our neighbourhoods and beyond (Barton & Grant, 2010).

The Livability Assessment sets the groundwork for a future Health Impact Assessment to be done in Campbell River. Health Impact Assessments are a combination of procedures, methods and tools that allow for the strategic evaluation and assessment of the potential effects on health related to a policy, plan or projects (NCCEH, 2019). Assessments help to solidify the many connections health has with the built form informed by data, evidence and best practice, and can be a mechanism for community engagement. They may assist decision-makers by assessing the potential effects on the health of populations and on health equity (NCCEH, 2019). It is hoped that this report will inform the development of plans and policies which impact health, and aid in on-going evaluation and monitoring of the health, well-being and livability of Campbell River.

2.0 ASSESSMENT OF THE CITY OF CAMPBELL RIVER

2.1 Overview of the City of Campbell River

The City of Campbell River (the City) has a land mass area of approximately 157km². It is a transitioning community and is facing many opportunities to enhance growth in all areas and sectors (human, social, economic, and natural/built environment).

The City is home to three First Nations (Wei Wai Kum Nation, Wei Wai Kai Nation, and Homalco/ Xwemalhkwa Nation), and is composed of six neighbourhoods identified by the City's OCP and one residential area identified through the OCP Master Plan for a Conceptual Development Plan (Schedule C, Appendix B (this assessment identifies this area as a potential neighbourhood included in the growth analysis for the City of Campbell River). Each neighbourhood, including the First Nations Land, possesses its own characteristics that together provide an overall sense of "place" and "identity" to the community.

Figure 3: City of Campbell River Aerial Photograph



The potential Urban Containment Boundary expansion and infill sites provide options to assess land use for future development in the city. The livability assessment will evaluate options such as connectivity and accessibility to current neighbourhoods, amenities, transportation, and other services in the city. Decisions have not been made on whether the UCB will be expanded or where the expansion would occur, but some potential sites have been identified in this report for future study (Figure 78, Technical Background). The infill sites located within the UCB have also been identified to assess walkability, connectivity, and accessibility to current amenities and core centres.

2.1.1 The Livability of Campbell River Using Livability Framework Indicators

The Livability Framework is divided into four sectors (human, social, natural/built environment, and economic) and there are several categories and indicators within each sector (Technical Background, Appendix 1). The neighbourhood design and walkability categories and their indicators are used as part of each neighbourhood assessment. A priority rating was used to determine important categories for assessment in all sectors.

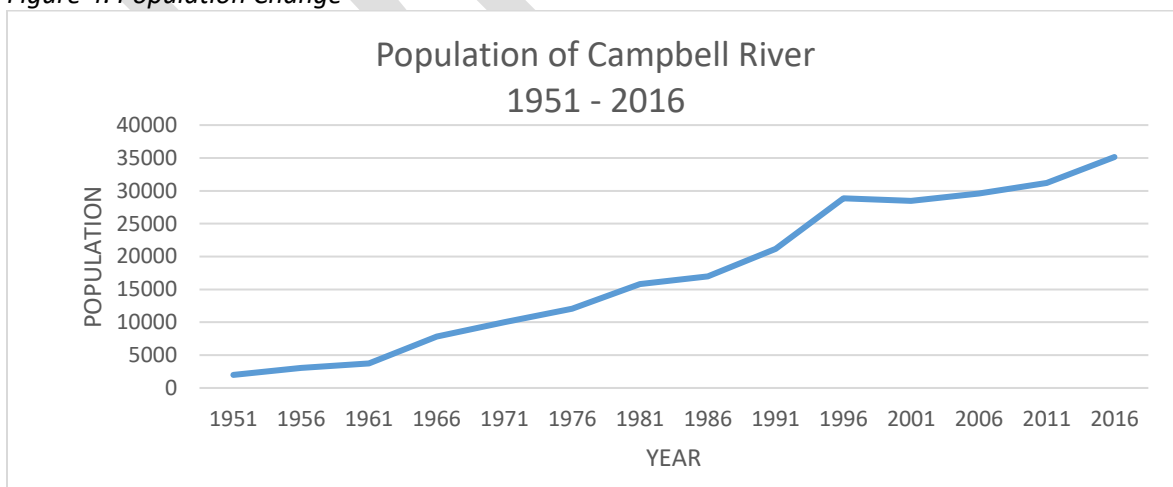
2.1.1.1 Sensitivity and Age Friendliness

Sensitivity and age friendliness are taken into consideration when assessing the cultural and demographic diversity of a place or community. Sensitivity is an approach used in the “Good City/ Good Neighbourhood Principle” to define a city with “better design for all.” The Principle can be described as sustainable, inclusive, equitable, eco-friendly, and livable for all genders and ages. Age friendliness is used as an assessment tool to evaluate community strengths in supporting its aging population by providing all amenities needed for living comfortably. For a city to be considered livable, it will meet most of the criteria of both sensitivity and age friendliness as stated above.

2.1.1.1.0 Indicator: Demography and Age Group

The 2016 population of the City of Campbell River was 34,036 and as of mid-2018 the population had increased to 35,141. The city experienced an average annual growth of 1.4% during the period of 2011-2016 and 1.6% in 2016-2018 (Adapted from BC Stats – more details in the Technical Background, Appendix 2).

Figure 4: Population Change



In 2016, the 55-64 age group increased by 18% with a 1% increase from the 2011 census, while the 20-24 age group remained stable at 5%. The population of the 0-14 age group remained stable over time at 15%, which did not meet the OCP projection for this age group. The city is becoming increasingly attractive to the 55-74 age group, and well as to young families.

The projected change in the city’s demography and population has differed dramatically from OCP projections, with slower growth in the percentage of children and an increase in the percentage of seniors (Table 1). It is possible that this change is due to the in-migration of retirees and subsequent amenities for this age group, and the out-migration of young adults in search of other opportunities. Further details on the city’s projected demographics can be found in the Technical Background, Appendix 2.

Table 1: Percentage of Population by Age Group

% of Population by age group	2001	2006	2011	2016
0 to 14	16%	14%	15%	15%
15 to 19	6%	6%	6%	5%
20 to 24	4%	4%	5%	5%
25 to 34	12%	11%	10%	12%
35 to 44	19%	15%	12%	12%
45 to 54	19%	20%	17%	14%
55 to 64	11%	16%	17%	18%
65 to 74	7%	8%	10%	13%
75+	5%	6%	7%	7%

2.1.1.1.1 Indicator: Respect and Inclusion

Campbell River is made up of diverse populations including our local First Nations Laichwiltach Peoples and indigenous people from surrounding areas including Kwakwaka’wakw, Nuu-chah-nulth and Coast Salish people. Three First Nations communities are located within the City, the Wei Wai Kai Nation, to the east, Wei Wai Kum Nation near the downtown area and Homalco Nation to the south of the city. Over 11 percent of the at-large population of Campbell River identifies as Aboriginal.

In recent years, the city has seen an increase in new immigrants. 435 people or 1.4% of the population immigrated to Campbell River between 2001 and 2010, with the majority between the ages of 25 and 44. The majority of immigrants in the most recent years have come from Asia and Europe, making up approximately 85% of the total number. The New Immigrant Welcome Centre is located in the Robron Centre, offering services such as legal documentation and tax help, events for newcomers, workshops, and English classes. Campbell River citizens and volunteers strive to provide a welcoming and inclusive environment for all residents.

The City has acknowledged and created opportunities to include the community in decision-making that will affect them and the city's future. The OCP has outlined procedures to be followed before a plan or decision will be made or implemented. The City endeavors to take into consideration the opinion of its residents before implementing or carrying out any development plan.

British Columbia was the first province to pass a law on the United Nation Declaration on the Rights of Indigenous Peoples. The Province, along with local governments, will be working with Indigenous communities to amend laws that affect Indigenous human rights. This new Act will help will provide an opportunity to create stronger and healthier communities.

Reconciliation is a long journey that will take considerable commitment, action and resources on part of governments, First Nations communities and citizens. The City has supported and participated in programs organized by its First Nations Communities. Programs like Orange Shirt Day² have created opportunities for both the local government and its First Nations Communities to come together and educate each other and the general public on their history, while discussing a way forward in the spirit of reconciliation. The School District has also provided indigenous resources to educate their students on the history of First Nations ([https://www.sd72.bc.ca/departments/librarylearningcommons_2/learningbysubject/Pages/Indigenous-Resources.aspx#/=](https://www.sd72.bc.ca/departments/librarylearningcommons_2/learningbysubject/Pages/Indigenous-Resources.aspx#/)). Numerous partnerships with the First Nations Communities have been made at the federal, provincial, and local government levels to meet the current and future needs of First Nations Communities through reconciliation.

Campbell River strives to meet to the needs of people with diverse abilities. The City of Campbell River and Strathcona Gardens provide specialized sports, arts and crafts and special interest programs and camps for these residents. Communitas Supportive Care Society provides residential options for all ages, and community inclusion programs. Campbell River and District Association for Community Living provides similar housing, employment, leisure and daily living activities for adults and early intervention and community access services for children and youth. Disability Employment Specialists are available at the North Island Employment Foundations Society to assist individuals in finding employment suited to their needs.

2.1.1.1.2 Indicator: Child Care and Adult Care Facilities

The number of child care and adult care facilities is becoming a growing concern in the city as the community continues to experience increased numbers of residents in these age groups due to economic growth and development in the city.

² Orange Shirt Day is an event that started in 2013. It was designed to educate people and promote awareness about residential schools and the impact this system has had on Indigenous communities. It occurs yearly on September 30th as an honour to all Indigenous children who were sent to residential schools in Canada. It is also about communities coming together in a spirit of reconciliation and hope.

There are about 52 child care facilities in the city (Figure 79, Neighbourhood Map Appendix) with limited capacity (VIHA, Technical Background, Appendix 3). The need to provide more space for this purpose has become increasingly apparent in the community. According to the Vancouver Island Health Authority, there are 14 child care facilities with a capacity of 20 or more. The City and the Campbell River Area Family Network recently released the report *Spaces for Children: Planning for Child Care Space Needs in Campbell River* (City of Campbell River, 2019). The report found that per capita, there are 0.42 child care spaces for 0 – 4 year olds, and 0.18 spaces per capita for 5- 9 year old. These statistics indicate a severe shortage in child care for all ages, with potential negative effects for the community. As shown on the map in Figure 79 (TB), Central Campbell River Neighbourhood and Willow Point Neighbourhood are well-served with most residents living within walking distance from a facility. However, this does not exclude the fact that capacity in those facilities within walking distance may be limited, leading to use of alternative facilities. Neighbourhood maps also show walking distances of 5-20 minutes from a child care facility.³

There are approximately 19 adult care facilities in Campbell River. Some are operated in partnership with VIHA and other local organizations, providing publicly-subsidized units to adults and seniors with limited incomes. Further housing assistance is provided to seniors living in poverty (12.5% of adults over the age of 65) via BC Housing's Shelter Aid for Elderly Residents (SAFER) program. Adult care facilities are classified under three categories (residential care, assisted living, and independent living), with each having their own function and service (see Table 2 for a list of senior care facilities with their classification and capacity). Definitions of these categories are as follows:

- Residential Care: housing with full care services including daily nursing and health care as well as other support services.
- Assisted Living: housing with partial services that generally include meals, laundry, housekeeping, social and recreational opportunities, and 24-hour emergency response.
- Independent Living: subsidized housing for seniors who are mostly independent (may or may not include one or more services).

The city has two assisted living facilities (shaded in orange, Table 2), 14 residential care facilities with only four as long-term care (shaded in green, Table 2), and three Independent living facilities.⁴ Some of these facilities are publicly subsidized by the government or by private organizations to assist low-income seniors and their families (see Technical Background, Appendix 13 for a list of VIHA subsidized or funded facilities). These facilities include: Ironwood Place, operated by VIHA with all 54 units publicly subsidized by the government; New Horizon,

³ Some child care centres shown on the map may not be listed in the VIHA data

⁴ Golden Grove Care Facility provides in-home care service. Other in-home care facilities not identified.

operated by Discovery Harbour with 126 beds publicly subsidized; and Willow Point Supportive Living Society, operated by a local charity organization. The City has put together a plan for an age-friendly community for its residents and it is currently working towards providing a platform where seniors and health providers can interact and perform assessments with ease (refer to Technical Background, Appendix 4 for the Age Friendly Report).

Comparable municipalities like Courtenay, Comox, and Port Alberni have less adult care facilities based on population size than Campbell River, while Duncan has more adult care facilities based on population. There are less child care facilities based on population size in Port Alberni than Campbell River, while Courtney, Comox, and Duncan have more child care facilities (Table 3). The City of Campbell River continues to strive to provide more facilities to accommodate its growing population and demography.

Table 2: Senior Care Facilities⁵

Name	Type/ Classification	Total Units/ Capacity
Berwick by the Sea	Assisted Living	30
1985 Treelane Road	Residential Care	4
1990 Treelane Road	Residential Care	4
Apple Gate Respite Home	Residential Care	5
Colwyn House	Residential Care	5
Discovery Harbour Care Centre- New Horizon	Residential Care	148
Evergreen Seniors Home	Residential Care	64
Golden Grove Care Facility	Residential Care	6
Hoover Rd. Home	Residential Care	4
Jesmar Place Group Home	Residential Care	4
Milford	Residential Care	3
Nikola Road Group Home	Residential Care	5
Simms Road Group Home	Residential Care	4
Timberline House	Residential Care	5
Yucalta Lodge	Residential Care	99
Ironwood Place	Assisted Living	54
Willow Point Supportive Living Society	Independent	40+
John Perkins and Seth Norton Apartments	Independent	62
Centennial Cottages and Lion's Den	Independent	31

Table 3: Comparable Municipalities Facilities- Child Care and Adult Care

⁵ Table created from Island health list provided by: Island Health Community Care & Facility Licensing Department
Printed for CR City Hall (once every three months – March / June / September / December)

Name	Population (approx.)	Total Number of Child Care Facility	Total Number of Adult Care Facility
Campbell River	35,000	63	19
Courtenay	25,000	52	9
Comox	14,830	18	1
Port Alberni	17,680	18	6
Duncan	4,944	40	5

Apart from seniors’ living facilities, Campbell River seniors are served by several non-profit organizations, for example, the Better at Home Program, the peer support program, the Campbell River Seniors Centre and City/SRD recreation groups for people over the age of 50. These programs assist with daily life, meals and provide social support for seniors, especially those living alone (26.3% of adults over the age of 65).

2.1.1.2 Public Safety

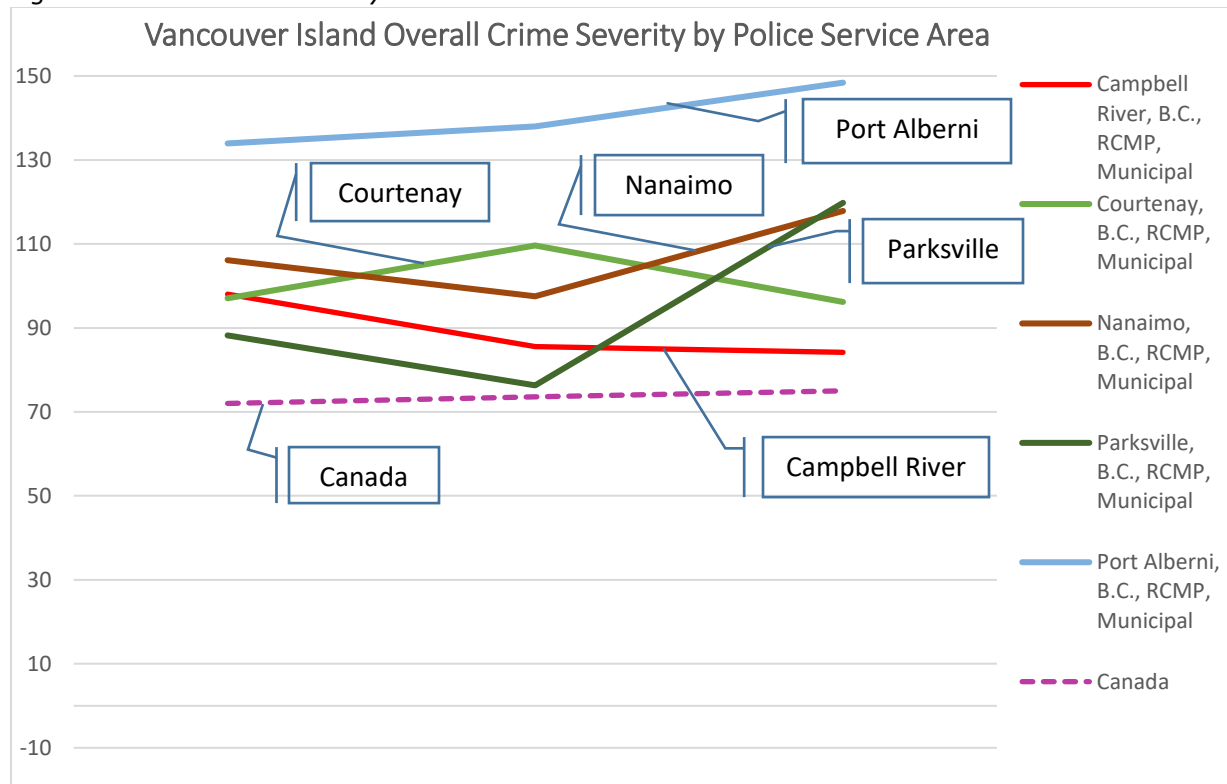
The safety of a community or place is essential, and this is a defining factor of a livable community. A sense of safety promotes growth in that community, contributing to a sense of place. The City of Campbell River has provided various services to increase public safety and emergency preparedness for its residents.

2.1.1.2.0 Indicator: Crime Rate⁶

The crime rate in Campbell River has increased over time, however with a reduction in overall crime severity from 2016 to 2018. The city experienced a decrease in violent crime compared to non-violent crime in 2018 (Figure 5). Between 2017 and 2018, there was a 0.2% decrease in non-violent crime, a 5.8% decrease in violent crime, and a decrease in overall crime severity of 1%. Comparing this with other Vancouver Island communities, the city has made progress in reducing crime (Technical Background, Appendix 5). In Canada, the overall crime rate severity increased by approximately 1% between 2017 and 2018 and in BC, by approximately 0.5% to 1% in the same years.

⁶ See Appendix 4 for changes in crime severity over time. Crime Severity data for Vancouver Island Communities police service areas was provided by the RMCP in October 2019.

Figure 5: Overall Crime Severity Vancouver Island Communities and Canada



The RCMP, City of Campbell River, First Nations Communities, and the Province of British Columbia provide public programs to improve resident safety. Programs include Citizens on Patrol, the D.A.R.E. Program, First Nation Policing, the Party Program, Restorative Justice, Victim Services, and the Wits Program. There are also other public safety agencies in the city that are dedicated to reducing crime rates in the community. These include: Crime Stoppers, the Campbell River Search & Rescue Society, and the Campbell River Emergency Support Services Team. These agencies are staffed by volunteers to assist local law enforcement agencies in providing safety in their community (see City webpage for more details on public safety).

2.1.1.2.1 Indicator: Streetlights, Paths and Sidewalks, and Signs

Infrastructure like streetlights, sidewalks, paths, and pedestrian signs are important to ensure safety in a community. The City has continued to improve on its infrastructure as it grows and develops. However, there are gaps that still need attention to ensure complete safety and to encourage alternate modes of transportation. There are approximately 264 km of complete trails and 152 km of complete sidewalks in the city. Most streets have limited or no streetlights and one-sided or no sidewalks, therefore decreasing pedestrian safety. Figure 80 (Technical Background) uses a “heat map” to show areas with low amounts or no streetlights (areas of

light orange have no streetlights compared to areas of blue with high concentrations of streetlights). Quinsam Heights and North Campbell River neighbourhoods have less concentrations of sidewalks. In terms of streetlights and sidewalks, Willow Point neighbourhood is well-served with higher concentrations of both sidewalks and streetlights. The Central Campbell River and Downtown neighbourhoods also have higher concentrations of both streetlights and sidewalks. Figure 81 (Technical Background) shows concentrations of sidewalks using a “heat map”.

Apart from sidewalks for pedestrians, trails and shared-bicycle lanes provide means of alternative, active transportation for residents (Figure 82, Technical Background). According to data from ICBC, there have been accidents involving both pedestrians and cyclists on major and local roads. The city strives to provide its residents with safe transportation options by providing traffic and pedestrian lights, in order to reduce the risk and occurrence of road fatalities.

2.1.1.2.2 Indicator: Emergency Response Aid

Campbell River has six emergency units including medical, police and fire services (two Fire Halls, a BC Ambulance station, an RMCP station, a Downtown Safety Office, and an Emergency Department located in the North Island Hospital - Campbell River and District). The City webpage provides information on emergency preparedness and services available in the city. The City’s fire department serves as a first responder to all emergencies and a fire-related service is dispatched through the North Island 911 command call centre located at Fire Hall #1. Services are then dispatched in the city from the two Fire Halls, with Robron Road as the boundary for north/south dispatches. Fire Hall #1, located in the downtown neighbourhood, is staffed with four firefighters, 24-hours a day during the week. Fire Hall #2, located in Willow Point, is staffed with two firefighters during the day on weekdays, with auxiliary staff covering evenings and weekends. Areas within the Urban Growth Boundary have less than a ten minute response time for fire or other services provided by the Fire Department (see Appendix 6 for average response times).

Medical emergency calls are answered by the BC ambulance service located in Victoria, and ambulances are dispatched as needed from units in Campbell River. The RCMP responds to emergencies as directed from either Fire Hall #1 or the BC ambulance service, through direct report to local enforcement agents, or through the provided community policing service programs overseen by the RMCP. The city has continued to grow and improve services to increase the safety of community members through volunteer programs and local law enforcement agents.

2.1.1.2.3 Indicator: Emergency Equipment

Emergency equipment such as fire hydrants are found on streets in the community. The city has a higher concentration of fire hydrants within its UCB compared to areas outside this boundary. Within the UCB, the concentration of fire hydrants is less in the central and north area of the city. According to the City's 2018 annual report (City's scorecard highlights 2018), approximately 1,100 fire hydrants were inspected in 2018.

2.1.1.3 Culture and Sense of Place

Culture and sense of place in a community are important as they give a unique description of the community and its people. The City of Campbell River is blessed with this uniqueness as it is home to three First Nation Communities and to other residents from many ethnic and cultural backgrounds.

2.1.1.3.0 Indicator: Festival, Fairs, and Public Art

The City has partnered with local organizations and communities to host festivals, fairs, and cultural events. Canada Day, BC Day, Orange Shirt Day⁷, Aboriginal Day, and other events are hosted in collaboration by the City and its local partners (see City's Recreation and Culture webpage for events and festivals). The City has also encouraged a public art exhibition including the use of First Nations art and artists by creating a project "Art in Public Spaces" (see City webpage for details). The public art is located at various areas around the City, with each piece of art telling the story of its origin and a brief history of the place where it is located. Local artists are encouraged to participate in art exhibitions, for example, Shoreline Arts Society's wood carvings (Figure 83, Technical Background), and groups are being formed to ensure that public art and other local art showcasing diverse cultural values is emphasized in the community. The City of Campbell River has various opportunities in the Arts which include:

- Campbell River Arts Council - membership and gallery
- River City Players - amateur productions
- Campbell River Band - amateur band
- Island Voices - choir
- Campbell River Choir- amateur choir
- Campbell River Shoreline Arts - arts society (wood carvings)
- Tidemark Theatre
- Shoreline Musical Theatre Society
- Campbell River Art Gallery – gallery and classes
- Campbell River Friends of Music Society - volunteering, festivals

⁷ Orange Shirt Day is an event that started in 2013. It was designed to educate people and promote awareness about residential schools and the impact this system had on Indigenous communities. It occurs yearly on September 30th as an honour to all Indigenous children who were sent away to residential schools in Canada. It is also about communities coming together in a spirit of reconciliation and hope.

- Raincoast Theatre
- Crowsnest Gallery – local art and classes

These opportunities are made accessible and affordable to all members of the public and encourage citizens to attend or participate in different local productions and events.

The Campbell River Arts Council and the City of Campbell River have developed a Public Art Policy to assist in guiding decisions based on the use of public space within the community. The aim is having the arts community visible as a valuable partner and as an essential contributor to positive place-making within the urban environment (Campbell River Arts Council, 2018).

Figure 6: Spirit Square



Figure 7: Wood Carving Festival, Shoreline Arts (Frank James Park)



2.1.1.3.1 Indicator: Open/ Green Space - Community Gardens

The City has created public patios (“parklets”) for public use, achieved by partnering with local business owners to make these places accessible to all (Figure 8). The parklet program involves the construction of patio seating in the sidewalk area adjacent to food-based businesses. The City constructs the parklet and in return the business owner is responsible for daily maintenance and supervision. While the parklet remains open to the public, the businesses can seat and serve customers here. Parklets are typically constructed in parking stalls and over sidewalks. This goal is to add vibrancy and activity to the streets, and ultimately attract more people to the downtown core.

The City of Campbell River has approximately 1760 hectares of green space and about 204 parks within the city boundary. The City provides green spaces that are open to the public

including municipal parks and protected natural lands. These spaces are maintained by the City, and lights, benches, bathrooms, garbage cans, paths, and other amenities are provided. These spaces are also open to the public for booking. In addition to municipal parks, each elementary and middle school (within the UCB) has one or more playgrounds, playing fields, basketball courts and/or running tracks. These amenities are accessible to the public for use at any time, thus increasing the amount of green and outdoor amenity space in neighbourhoods (Campbellton, Kingfisher and Downtown do not have these spaces).

The City’s green space is accessible with paths like trails, bicycle routes, and the greenways loop which runs through some parks, connecting them with neighbourhoods or streets (included in Figure 82). Other public spaces that are available for booking are Willow Point Hall, the Sportsplex, and Strathcona Gardens Recreation Complex. See the City’s Culture and Recreation webpage for bookable facilities.

Figure 8: Downtown Public Patio “Parklet” (Shoppers Row)



Figure 9: Campbell River Discovery Fishing Pier



2.1.1.3.2 Indicator: Community Participation, Festival and Events

Festivals and special events are also held by the City and other organizations or groups. The events are designed for a variety of age groups in the community. Examples of annual events or festivals include: Campbell River Salmon Festival/Canada Day, Highlands Games/Logger Sports, Shoreline Arts Festival, events hosted at the museum, and Friends of Music Society shows. Special and on-going events include concerts or shows at the Tidemark Theatre and other theatre venues, Art Gallery shows, Mount Washington events, and sports teams games (e.g. Campbell River Storm). Private businesses, pubs and restaurants, and service clubs also hold fundraisers and other events on an on-going basis.

2.1.1.3.3 Indicator: Cultural Venues and Facilities

Cultural venues and facilities in the city include Spirit Square, the Museum at Campbell River, Campbell River Art Gallery, the Maritime Heritage Centre, Tidemark Theatre, and River City Stage (see Figure 84 for public spaces, landmarks and cultural/recreational facilities). Some of these facilities can be booked at an affordable rate for public use, and the Community Centre and other City facilities provide free programs and events for public participation (see the City's Recreation Guide and webpage for details).

2.1.1.3.4 Indicator: Heritage Preservation/ Identity/ History

Campbell River takes pride in its diverse population and heritage. The City has created a policy to assist in guiding decisions based on the use of public space within the community and to achieve place-making in the community. At City Hall, the Community Centre, and along trails there are pictures, carvings, and drawings that tell a brief history of the community. The City will continue to encourage its residents to help preserve historical features and cultural values.

2.1.1.3.5 Indicator: Public Library

The public library (Vancouver Island Regional Library) provides a wide range of activities and programs for the community. It is equipped with 12 public computers, public Wi-Fi, two early literacy stations, a photocopier, reference services, study tables, and bookable rooms. The library collects and circulates over 50,000 items (Vancouver Island-wide) and provides programmed activities such as Lego days, family story time, baby time, play day, art shows, craft time, health programs and Pro-D Day programs.

2.1.1.3.5 Indicator: Social Space

There are many public and private spaces for social events and gatherings for residents (Figure 85). The community gardens and farmers' markets also promote interaction between residents and help build place identity.

2.1.1.4 Recreation

The City of Campbell River, through its Recreation and Culture Department, provides activities for all age groups. These activities are held or organized by either the Community Centre or the Sportsplex. Strathcona Gardens Recreation Complex, run by Strathcona Regional District, has scheduled lessons and drop-in activities organized for all age groups. Some activities or programs are organized by private clubs, which use the above recreation facilities. Activities and programs in the city can be found in the Recreational Guide (for both City and Regional District programs), updated several times a year (Appendices 7 and 8).

2.1.1.4.0 Indicator: After-School Programs and Summer Programs

The City, in partnership with its Recreation and Culture Department, School District 72, and Strathcona Regional District, provides after-school programs and care for school-age kids. These programs are designed to engage children in developing a variety of physical and social skills (Appendix 8). The City and its partners provide transportation options to assist in getting children from their schools to after-school locations. Options like School District 72 school bus service, skating school bus service to Strathcona Gardens, and other private child-care bus services provide transportation from schools to these programs and locations. Some of these services are provided for schools which are lengthy walking distances to after-school programs. This includes transportation to the Oyster River School building, currently used as an after-

school care program for students from Ocean Grove School. After-school care on existing school sites includes an after-school care program at Penfield School and Willow Point Children’s Centre. The City also provides a program to assist low-income families in joining out-of-school activities and programs organized by the City and Regional District.

The City runs Pro-D Day and summer camp programs provided for all age groups and it includes a wide range of outdoor and indoor activities. The Strathcona Regional District also provides several summer activities for children and teens. School District 72 offers free two-week summer camps for all School District students. North Island College, the Discovery Passage Aquarium, Museum at Campbell River, and other organizations also host summer camps and Pro-D Day programs.

2.1.1.4.1 Indicator: Private Programs and Clubs

There are several private clubs and programs in the City for adults and children, some which partner with the City to book facilities for training. These clubs cover a variety of indoor and outdoor age-grouped sports and interest activities (see Appendix 8 for private clubs).

2.1.1.5 Education⁸

Access to education is an essential factor in any community, increasing access to post-secondary opportunities and employment, thereby affecting incomes and life choices of residents in a community. There are various educational options in Campbell River including public schools (School District 72), private schools, and two colleges.

2.1.1.5.0 Indicator: Elementary and High Schools

School District 72 delivers public education from kindergarten to Grade 12, with both English and French Immersion options. The city has two public secondary schools, two public middle schools, seven public English elementary schools (with the eighth one located outside the UCB (Ocean Grove Elementary School)), two public French immersion elementary schools (Ecole Willow Point and Ecole Des Deux Mondes). Two other schools, Ecole Mer et Montagne is a full French school, run by Conseil Scolaire Franophone de la Colombie-Britannique, and Campbell River Christian School is a private school.

The City has four closed schools (Discovery Passage, Campbellton, Evergreen, and Oyster River (located outside the UCB)), two of these having been demolished (Campbellton and Evergreen). The closed schools are used by the School District for storage (Discovery Passage) and after-

⁸ Refer to Figure 86 for School District boundaries and school allocation by boundary. The white areas within the UCB in the School District map boundaries are all allocated to Ripple Rock School, while the light green line along Robron Road is the boundary for middle and secondary schools to the north and south (Phoenix Middle and Carihi Secondary to the north, Southgate Middle and Timberline Secondary to the south).

school care (Oyster River). The Evergreen School site will be retained for potential future school purposes. The School District has been approached by community partners to build on-site after-school care at a future school on this site using grants and land.

2.1.1.5.1 Indicator: Private/ Public Schools Attendees

Historically, School District 72 faced declining enrollment compared to projected enrollment, resulting in the closure of four schools (see Appendix 10 for School District enrollment by school). According to 2016 census data, the City of Campbell River is facing a decrease in the number of children compared to the overall projection in 2006 and 2011, however most schools continue to be at or near capacity.

The Ripple Rock School (opened in 2005), accommodates students from closed schools in other neighbourhoods. The school also serves students from the First Nations Communities of Wai Wei Kum and Wai Wei Kai. The School District plans on expanding Ocean Grove to accommodate growth to the south, especially from north of York Road. The closure of these schools has led both Ripple Rock and Ocean Grove schools to be at full or over-capacity, as they accommodate students from several areas of the City (within and outside the UCB) and from outside the City boundary.

The District considers the geographic locations of families with children when assigning schools, in order to reduce transportation time and to encourage alternative transportation options among students such as walking or biking (see Figure 86 for school locations and boundaries). Of the School District's 5400 students, about 700 of these students are bussed by the School District's yellow school bus, and other students either walk to school, use transit, or are driven by parents or caregivers. The School District has bussing boundaries that help with transportation arrangements for students that do not live within walking distance to school. The walk limit for elementary schools is 4 km, for middle schools is 4.8 km, and students outside the UCB are eligible for bussing to school.

2.1.1.5.2 Indicator: Higher Education and Vocational Learning – Skill Training, Adult Education

The city has three colleges with vocational skills and other continuous studies being offered (Figure 87, Technical Background). The School District provides high school education during the day at the Robron Centre (available up to age 19) through a variety of programs, including a focused Aboriginal education, on-line learning, continuing education, adult literacy, and the Community Access Program (CAP). North Island College (NIC) offers high school courses and continuing education (mostly evenings) in programs such as trades, health, and fine arts, with professional certificates issued at the end of each program (see their webpages for courses and programs offered). Discovery Community College provides vocational skill training courses and

other college courses similar to North Island College, with transfer programs specific to other colleges and universities.

2.1.1.6 Health Services

2.1.1.6.0 Indicator: Hospitals, Walk-in Clinics, Pharmacies

North Island Campbell River and District Hospital is located in Central Campbell River. The city also has various walk-in clinics (five), medical centres (nine), pharmacies, and specialist clinics (Figure 88, Technical Background). Campbell River a total of 120 doctors within the city (0.34 per capita), 44 of these being specialist doctors (0.13 per capita). In comparison, Courtenay has 135 doctors (0.53 per capita) with 43 specialists (0.17 per capita), and Comox has 84 doctors (0.57 per capita), with 34 specialists (0.23 per capita). Doctors are located in the hospital or at one of several clinic sites. Aboriginal Health Liaisons, two Kwakiutl District Council (KDC) Health Centres, Homalco Health Centre, and a VIHA Public Health Unit also serve Campbell River. All of these provide health care services to the city's residents and neighbouring communities.

2.1.1.6.1 Indicator: Social Services⁹

Social services available in the city are provided by Vancouver Island Health Authority, the Regional District, the City and local non-profit organizations. Services include mental health clinics, substance abuse clinics, shelters, family supports, employment and income assistance, and other similar services (Figure 89, Technical Background). The providers offer subsidies to some of these services for public accessibility and affordability. Some services and their features include:

- Ann Elmore Transition House has four housing units subsidized by Campbell River and North Island Transition Society (CRNITS) and provides shelter for women and children at risk of violence. Last year, 100 women and 36 children were housed for a total of 1,905 bed nights;
- Second Chance Recovery House is operated by the North Island Supportive Recovery Society and provides a safe place free of alcohol and illicit drugs for men ages 19 and over (all four units privately paid);
- Campbell River Sobering and Assessment Centre is overseen by the Vancouver Island Mental Health Society and provides services for substance-dependent individuals, or those with concurrent mental illness or medical issues. They also provide shelter and care to homeless substance-dependent persons. The Centre has twelve beds with four beds reserved for women, and is at capacity most nights, sometimes turning away three to six persons each night. Approximately 400 persons accessed the Centre in October of 2019.

⁹ See Appendix 12 for facilities and services funded by Vancouver Island Health Authority (VIHA)

- Evergreen Emergency Shelter is operated by the Salvation Army in partnership with BC Housing, and provides 22 co-ed beds, showers, laundry facilities, and clothing, as well as approximately 5,000 home cooked meals per year. The shelter also has six extreme weather beds from October to April each year, with a consistently high occupancy rate.
- Employment and family centres operate programs for the public and can be accessed for free. Program and class topics include family health education for new parents, resume writing and computer skills workshops.

2.1.1.7 Food Systems/ Food Security¹⁰

Food security is defined as having access to a sufficient amount of nutritious food that meets the food preferences and dietary needs for an active and healthy life. The city has various food providers from food banks to community gardens, grocery stores, local markets (fish and produce), and convenience stores. The city's food provider areas can be classified under three categories: food swamp¹¹, food desert¹², and food oasis¹³ (Figures 90 and 91). The food bank provides cooked meals from Monday to Friday (11:00am – 1:00pm), and food distribution on the first three Wednesdays of the month (12:00pm – 3:00pm). Participants are required to register with the food bank during regular hours before they can be served. The city also has three community gardens, maintained by the residents of neighbourhoods where they are located. The produce from these gardens is shared among members of the community (see <https://foodmap.campbellriver.ca/> for details).

The city has six nodes which meets the definition of food swamps. These areas include: the Downtown neighbourhood, Campbellton neighbourhood along Island Highway, Central Campbell River at 2nd and Dogwood Street, Mercroft Village, Willow Point neighbourhood at South Dogwood and Hilchey Road, and North Island Highway at Discovery Harbour Mall. These areas are populated by cafés, convenience stores, and restaurants. The Downtown neighbourhood has a greater concentration of food providers with five grocery stores, therefore classified better as a food oasis compared to other neighbourhoods.

In terms of food deserts, the city has a lot of areas with poor access to affordable and fresh produce. The North Campbell River, Kingfisher, Quinsam Heights, Campbellton, Central Campbell River, and Willow Point neighbourhoods have dwelling areas with more than a 20-

¹⁰ The food systems and food security category will be used as an indicator to measure food options available.

¹¹ Food swamps are areas where higher concentrations of fast food, junk food, and convenience stores outnumber healthy food options like fresh produce.

¹² Food deserts are areas with limited access to affordable or healthy food compared to areas with high concentrations of healthy food or access to grocery stores.

¹³ A food oasis is an area with higher concentrations or access to grocery stores and fresh produce.

minute walk to a grocery store. Other food providers in the city include local food and produce sold at the Pier Street farmers market, Willow Market, and other local health food stores.

2.1.1.8 Housing

As the City experiences growth in employment and recreational opportunities, the population continues to rise, therefore affecting the amount of housing available and housing cost. Between 2016 and 2018, the city grew by 1.6% annually (BC Stats: 2019 Sub-Provincial Population Estimates). The city, region and province are facing an increase in homelessness and demand for affordable, suitable and adequate housing. The Province of British Columbia and BC Housing, together with municipal governments and non-profit organizations are working towards providing more housing options in communities. The City of Campbell River partners with Habitat for Humanity, BC Housing, and other local non-profit organizations to provide affordable and supportive housing units for individuals and families.

2.1.1.8.0 Indicator: Cost of Housing and Vacancy Rate - Rental and Ownership¹⁴

According to Statistics Canada (2016), the City of Campbell River contained a total number of 14,810 private dwellings, with 10,035 households owning their homes, and 4,165 renting. The Regional Housing Needs Assessment report noted that the City of Campbell River is becoming increasingly expensive, with a 28% increase in the cost of single-family dwellings between 2015 and 2017. According to the Vancouver Island Real Estate Board, the average sale price of a single-family residential unit in 2017 was \$407,174, rising by 11% in 2018, to \$453,935. Comparatively, in the Comox Valley, the average house price in 2017 was \$491,416, rising to \$539,897 in 2018, significantly higher than in Campbell River. The average sale price in Nanaimo in 2018 was \$556,820, and in Port Alberni was \$355,816 in the same year.

Twenty-nine percent of Campbell River households rent, contributing to an overall rental vacancy rate decline from 7.0% in 2013 to 0.4% in 2018. This compares with 2018 rental vacancy rates of 0.6% in Courtenay, 2.4% in Nanaimo and 0.7% in Port Alberni (CMHC). According to the Canada Mortgage and Housing Corporation, private apartment average rents have steadily increased in Campbell River since 2015. Between October 2015 and October 2018, total rents for all types of apartments rose from an average of \$751 per month to \$886 per month. Rents for larger units of two and three bedrooms rose significantly from \$808 to \$951 per month and \$887 to \$1,120 per month respectively.

In 2017, 79 individuals were reported to be homeless as recorded by the Provincial Point in Time Count, although this is believed to be a significant undercount for a variety of reasons. The percentage of residents in core housing need (defined as a household whose dwelling is

¹⁴ Information from Statistics Canada 2019 - 2016 Census data and Urban Matters CCC, 2018.

considered unsuitable, inadequate or unaffordable and whose income levels are such that they could not afford alternative suitable and adequate housing in their community) has been high but fairly stable at approximately 10% in 2006, 12.4% in 2011, and 11.1% in 2016.

2.1.1.8.1 Indicator: Age of Housing

Most of the housing in Campbell River was built after 1950, with some housing stock from before this time remaining in older areas of the city (Campbellton, Central Campbell River and parts of Willow Point before incorporation). Housing statistics have fluctuated considerably since 1990, peaking in 1994, with a major downturn in economy affecting the building industry in the late 1990’s and early 2000’s. Since approximately 2005, housing starts have fluctuated at or just below the national average (1990 -2017) (CMHC Information Portal and Statistics Canada).

Table 4: Housing- Year Built

Years Developed	Percent of Current Housing Stock
1960 or before	9.3%
1961 – 1970	35%
1971 -1980	18%
1981 – 1990	18%
1991 – 2000	13.5%
2001 - 2010	8.8%
2011 - 2016	6.6%

Statistics Canada, 2017

2.1.1.8.2 Indicator: Brown Fields or Vacant Lots¹⁵

The 2019 BC Assessment data reported over 900 vacant lots available in the city with some lots currently under development or developed in 2019. There are approximately 38 vacant industrial sites and 146 preserved vacant sites in the city. Preserved sites are either managed forests or government reserves, which include ALR lands and other forested lands in the city boundary. The City of Campbell River has conducted recent studies (including a draft 2019 Housing Growth Review (Dillon Consulting) and 2015 Residential Market Update (Rollo and Associates) which include proposed land uses and focused growth areas. These studies will assist the City in finding areas suitable for new development and identify possible areas for increased density within the city boundary.

2.1.1.8.3 Indicator: Housing Price and Affordability – Income Level

With an increase in homelessness and more residents looking for affordable housing options in the city, increasingly more income is being spent on housing costs. 42.8% of renters in the city spend more than 30% of their income on rent (Statistics Canada, 2017). The percent of

¹⁵ Data used in the vacant lots map was provided by BC assessment data, and it includes updated vacant lot information up to December 2018 and excluding all approved and ongoing developments in 2019.

inadequate housing (housing needing major repairs) in the city was 6.9% in 2016, with rates of unaffordable housing at 21.7% and unsuitable housing at 2.2%. The rate of inadequate housing dropped by 2% in 2016, possibly linked to development of non-market housing and other social service options (see Table 5 p. 38). There are an estimated 222 units of non-profit (subsidized) housing units operated by various local non-profit providers in the city. 14.3% of renter households live in subsidized housing. Table 5 lists other non-profit housing providers with temporary placements.

2.1.1.8.4 Indicator: Housing Conditions and Types

Approximately 7% of occupied dwellings in the city needed major repairs in 2016, and two percent of housing was unsuitable for its occupiers. The City of Campbell River has many single-detached housing units, with a limited diversity of other forms of housing. Single-detached dwellings made up 61.9% of dwellings types in 2016, with attached dwellings (semi-detached, duplex and row housing) making up 17.2%, and apartment units making up 16.5%.¹⁶ (Statistics Canada, 2017). The City continues to strive to diversify housing types through policy and zoning amendments, in order to increase affordable and suitable housing options for residents. These include providing opportunities for the development of semi-detached and duplex dwellings, townhouses, apartments and secondary suites. Communities like Parksville and Port Alberni are facing similar housing diversity issues with the rates of single-detached houses at 61.2% and 69.3 % respectively, while attached dwellings and apartment units making up 35% and 28.7% respectively (Statistics Canada, 2017).

2.1.1.8.5 Indicator: Public Housing Provisions - Temporary/ Emergency Shelters

Several non-market housing developments as well as temporary and emergency shelters, along with social services agencies to support residents are located in Campbell River. The city has ten subsidized housing developments for low-income earners either directly provided or funded by BC housing, and others funded and provided by the city's local non-profit organizations and partners (Table 5).

Table 5: Non-Market and Supportive Housing

Property Name	Housing Provider	Client Group	Number of Units	Type of Subsidy
Cedar Grove	BC Housing/M'akola	Families	45	Rent geared to income
Centennial Cottages and Lion's Den	BC Housing/CRADACL	Seniors	31	Below market rent

¹⁶ Other attached dwellings are a subtotal of the following categories: semi-detached housing, row housing, apartments or flat in duplexes, apartments in a building that have fewer than five stories and other types of single-attached housing.

John Perkins Wing	BC Housing/John Perkins Memorial Housing Society	Seniors, disabilities	20	Rent geared to income
Robron Village	BC Housing/M'akola	Families	48	Rent geared to income
Palmer Place	BC Housing/CRADACL/North Island Transition Society	Seniors, disabilities, singles, families, couples	24	Rent geared to income/3 rd stage housing
Rose Harbour	BC Housing/Campbell River and North Island Transition Society	Singles, families, disabilities	27	Rent geared to income
Seth Norton Wing	BC Housing/John Perkins Memorial Housing Society	Seniors, disabilities	40	Below market rent
Simms Creek Gardens	BC Housing/M'akola	Families	31	Rent geared to income
Willow Place	BC Housing/M'akola	Families	28	Rent geared to income
Ironwood Place	BC Housing	Seniors	54	Rent is 70% of after-tax income
Ken and Murray Forde House	Willow Point Supportive Living Society	Seniors	40+	Rent geared to income, private donors
Barnett House	John Howard Society	Youth	5	Full - Ministry of Child and Family Development
Linda's Place, Tye Apartments, Dogwood Apts	Campbell River Head Injury Support Society	Individuals	33+	Full
5 sites (by end of 2020)	Habitat for Humanity	Families	12 homes, 12 more by late 2020	Private donors, volunteers
Former Travelodge	M'akola Housing Society	Individuals	39	\$500 flat rate
Second Chance Recovery House	North Island Supportive Recovery Society	Individuals - men	10	Full
Campbell River Sobering and Assessment Centre	Vancouver Island Mental Health Society	Individuals – women	12 (4 for women only)	Full
Ann Elmore Transition House	Campbell River and North Island Transition Society	Women and children at	14	Full

		risk of violence		
Evergreen Emergency Shelter	The Salvation Army	Individuals	22 + 6 extreme weather beds 6 transitional housing units (recovery)	Shelter – full Transitional - \$375/month

In addition to the above, two new non-market housing projects have committed funding and are anticipated to begin construction in 2020. A total of fifty units of both supportive housing and long-term rent-g geared-to-income for families (25 units of each type of unit), will be funded by BC Housing and operated by North Island Transition Society. An additional fifty units of supportive housing geared to those experiencing homelessness will be funded by BC Housing with an operator to be determined. Other agencies in Campbell River provide residential care options for those with diverse abilities, as mentioned previously. Communitas operates the Home Share program and provides residential care for all ages, and Campbell River and District Association for Community Living operates group homes for adults.

2.1.1.9 Climate Change

Climate change can be defined as a long-term change in the expected patterns of average weather conditions of a region over a significant period. Climate change, as well as loss of biodiversity, has been recognized as the most urgent problem facing humanity today (Climate Action Network, 2018), and the effect of climate change is felt differently across countries, regions, and communities. Over the years, knowledge, technologies, and resources have been developed to identify ways to mitigate the effect of climate change in our communities. The City of Campbell River has identified areas of climate action and energy planning in its OCP as areas that need review and policy development. The City’s OCP includes a vision and plan regarding the reduction of greenhouse gas emissions and energy consumption by 2020, and it is one of 179 local governments in British Columbia that is committed to the BC Climate Action Chapter. The City is also currently participating in the British Columbia Clean Energy Vehicle Program (CEV) to reduce its carbon emissions.

2.1.1.9.0 Indicator: Natural Hazard – Sea Level Rise

Sea level rise is a result of climate change and can be defined as warming temperatures that cause the ocean to increase in temperature and expand, resulting in the melting of glaciers and ice sheets on land and thus increasing sea level. The City has identified areas of the city that will be affected by sea level rise and has created educational and consultative opportunities on issues of climate change and the subsequent effects on the community. It has also created best adaption practices and options for sea level rise, and has evaluated processes involved in these

options (see City webpage <http://www.campbellriver.ca/planning-building-development/sea-level-rise/background> for details). The City of Campbell River is currently preparing a Climate Adaptation Plan to address other natural hazards caused by climate change in the city (extreme heat, wildfire, storms, etc.). The Plan is being prepared in partnership with city stakeholders (residents and businesses), with each stakeholder having a vital role to play in the mitigation of climate change in the city.

Sea level rise will affect all Campbell River shorelines and waterfront properties. These areas have been identified along with the estimated degree of effect in the City's sea level rise research. Consultation opportunities for the public were provided on mitigation practices that could be adopted in these areas (see City webpage for details).

2.1.1.9.1 Indicator: Greenhouse Gas Emissions (GHGs)

The City has adopted ways to reduce its greenhouse gas emissions, through the development of policies such as the Community Energy & Emissions Plan, and through participation in climate action programs. The City has built a green roof on City Hall, created a "See the Tree" pilot project, adopted an Urban Forest Management Plan which recommends protection for trees, and created a "Power Down Campbell River" program in partnership with the Province of BC, BC Hydro, and Fortis BC (see City webpage for details <http://www.campbellriver.ca/planning-building-development/green-city/climate-action>).

The "See the Tree" pilot project educates the public on the benefits of large trees in the community by showcasing them with descriptive plaques and describing their benefits with respect to shade, enhancement of outdoor space and carbon capture. The first "See the Tree" plaque was installed in the fall of 2019, describing a native Bigleaf Maple located outside City Hall. This tree stores about 6,000 kg of carbon (equivalent to 4.8 cars' annual emissions). The tree also provides bird nesting, perches, and feeding opportunities (Figure 9).

Figure 10: See the Tree (City Hall)



2.1.1.10 Environmental Design

Environmental design is the process of addressing surrounding environmental parameters when devising plans, programs, policies, buildings, or products. It seeks to create spaces that will enhance the natural, social, cultural and physical environment of a place. The City of Campbell River endeavours to meet the needs of its population in all sectors (social, economic, and the environment) through practical and achievable environmental design practices.

2.1.1.10.0 Indicator: Waste Management and Services

The City of Campbell River has provided services and infrastructure like water, sewage stations, and local energy opportunities for its communities. These services are maintained and upgraded to meet the city's growing population. Local energy opportunities are provided to local businesses and residents, and programs are created to provide the city with affordable energy sources (e.g. Campbell River Advantage Program). City services and infrastructure are well maintained to avoid contamination to the environment and surrounding natural habitats.

Garbage, recycling and yard waste are collected weekly from all residential areas within the city boundary. City sewage is treated before disposal and the city is equipped with infrastructure for this purpose. In both 2017 and 2018, the city's disposal rate for solid waste to landfill was 0.59 tonnes per capita per day (Comox Strathcona Waste Management, 2017 and 2018). This compares to 1.56 average tonnes per capita per day in Comox and Strathcona Regional Districts combined, 1.05 average tonnes in the Regional District of Nanaimo and 2.3 average tonnes in Port-Alberni-Clayquot Regional District (<https://catalogue.data.gov.bc.ca/dataset/d21ed158-0ac7-4afd-a03b-ce22df0096bc>). A new regional organics composting facility will open in 2021 on the site of the Campbell River Waste Management Centre. The project will play an important role in managing and reducing solid waste and extending the life of landfills.

2.1.1.10.1 Indicator: Traffic Control

According to Statistics Canada, there are approximately 11,415 people leaving home for work between the period of 5am to 8:59am in the morning with 79% estimated to be vehicle drivers (Statistics Canada, 2017), resulting in slower traffic flow during this time. To increase safety for pedestrians and reduce the risk of injury or fatality among users, the City has installed traffic signal lights in some intersections across the city. The City's traffic controls have helped in reducing the occurrence of pedestrian and vehicle conflicts.

2.1.1.10.2 Indicator: Natural space and Habitat

Campbell River is home to many different habitats, with regulations in place to reduce harm to these areas (Figure 92, Technical Background). Habitats include streamside corridors, the

estuary, the foreshore and local species locations (heron and eagle nest sites). The city's has a variety of green spaces, used for municipal parks and playgrounds, recreational centres, and protected natural lands (e.g. Elk Falls Provincial Park and Beaver Lodge Forest Lands (Provincial)).

According to the Urban Forest Management Plan, the City has an approximate tree canopy cover of 32.1% in the Urban Containment Boundary (2018) (Appendix 16), slightly lower than that of the City of Courtenay. These trees are especially beneficial during the summer season as they serve as coverage from the heat. The Urban Forest Management Plan recommends programs and policies to guide tree retention and to encourage residents to plant more trees.

2.1.1.10.3 Indicator: Air and Water Quality

The City of Campbell River's woodstove exchange program operated from 2010 to 2017. The program exchanged a total of 211 old woodstoves, and open fireplaces were refitted with certified woodstoves, inserts or gas replacements to help reduce the amount of fine particulate air pollution in the atmosphere during cold weather (Figure 93, Technical Background). The City of Campbell River currently operates other programs to reduce its emissions, as a committed member of the BC Climate Action Chapter. Programs like Burn it Smart helps educate residents and reduce fine particulate matter in the air. Residential wood heating, including toxic smelling smoke that may indicate burning garbage, recreational fires, land clearing fires in rural areas, and vehicle exhaust has been a growing concern to residents. The City has created means of limiting this through the Clean Air Bylaw. Other sources of growing air quality issues include summer wildfire smoke, which was particularly heavy in 2018. Although the City has little ability to prevent the smoke, the Province informs residents on air quality during these times.

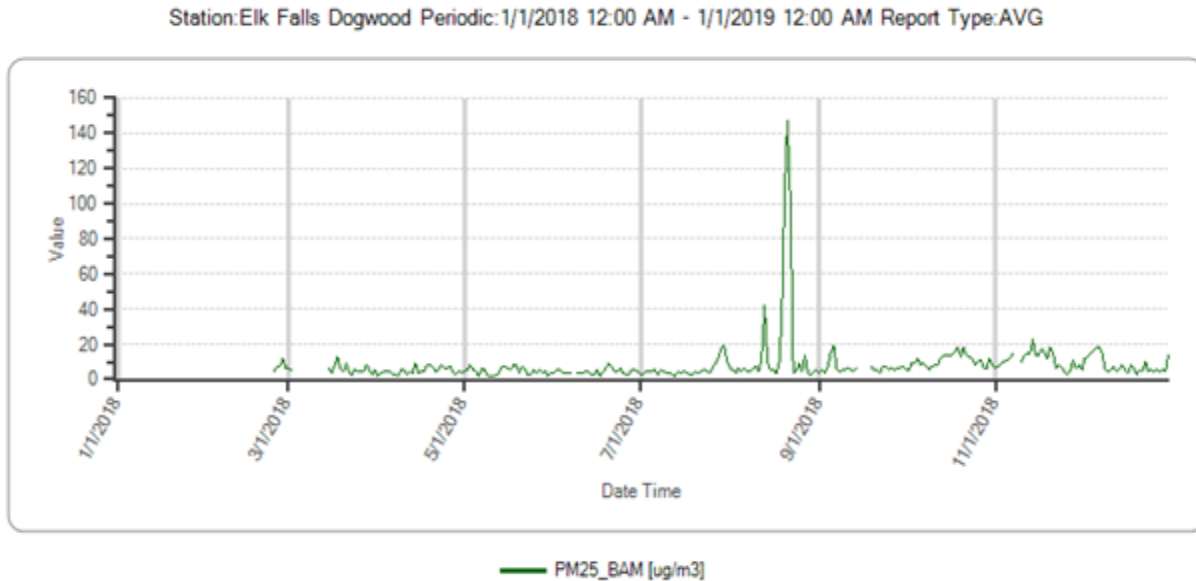
Fine particulate levels are measured by the provincial Ministry of Environment and Climate Change Strategy at the ambient air quality monitoring station on Dogwood Street. This measurement likely under-represents poor air quality in certain smoky hot spots in Campbell River. In the summer 2018, wildfire smoke resulted in five exceedances of the PM_{2.5} 24-hour average of 25 micrograms/m³:

- 12 Aug – 42.4
- 19 Aug – 35.9
- 20 Aug – 108.9
- 21 Aug – 146.9
- 22 Aug – 101.3

In the same time period (April to December 2018), the ambient air quality measured at the Courtenay monitoring station at Courtenay Elementary School resulted in twelve exceedances of the PM_{2.5} 24-hour average of 25 micrograms/m³. At the Nanaimo Labieux Road monitoring

station, six exceedances of 25 micrograms/m³ were measured in the same time period. Real-time measurements at locations across British Columbia are available at www.bcairquality.ca.

Figure 11: Fine Particles- Air Quality (April- December 2018)



The drinking water quality in Campbell River has historically been and continues to be high. The City has water treatment plants to ensure good water quality. Water quality in Campbell River compares equally to that of the Comox Valley and Nanaimo, with source and treated water significantly under the maximum allowable concentrations of disinfection by-products needing to be used, in accordance with the Canadian Drinking Water Quality Guidelines.

2.1.1.11 Transportation¹⁷

The City of Campbell River geographic features and design have made it highly dependent on private transportation. There are approximately 31,000 insurance policies on vehicles with Campbell River addresses (equalling roughly the same number of drivers in the city (ICBC 2018)). There are different modes of transportation within the city such as public transit, bike, private cars, ferry, and taxi. There are also long-distance transportation options (Tofino Bus All Island Express, Island Link Bus) and airlines (Pacific Coastal at Campbell River Airport (YBL), Corilair, Harbour Air, and Vancouver Island Air from the Campbell River Aerodrome (YHH)) that connect the city with other places on Vancouver Island and the mainland.

According to Statistics Canada, in 2016:

¹⁷ The transportation category will be used as an indicator to measure the indicators listed in Appendix 1.

- 69.3% of people commuted for work within the census subdivision¹⁸
- 19% commuted to a different census subdivision within the census division, and
- 9% commuted to a different census division within the Province

Commuting modes included:

- Car and truck (79% drivers, 7.3% passengers)
- Public transit (2.5%)
- Walking (5%)
- Bicycle (1.4%)
- Other modes (4.9%)

Commuters spent:

- Less than 15 minutes getting to work (51%)
- Between 15 and 29 minutes getting to work (30%)
- Between 30 and 44 minutes getting to work (7.7%)
- Between 45 and 49 minutes getting to work (3%)
- Over 60 minutes getting to work (8.2%) (Statistics Canada, 2017).

Commuting locations, modes and time spent were comparable to that of Courtenay (city) in 2016. Commuters in Nanaimo (city) spent more time getting to work, however less commuted from outside the census subdivision area. In Port Alberni, over 80 percent of workers commuted within the city, as well as spent less time getting to work. In both places, drivers made up a comparable percentage to Campbell River and Courtenay with respect to commute mode.

Campbell River's road network is divided into several classifications: arterial roads, multi-modal streets, local streets and pedestrian-oriented streets, to connect residents efficiently and safety with the rest of the community and neighbouring communities. The roads are designed to accommodate different types of vehicles and community services like garbage collection. Public transportation options include taxi, water taxi, and BC transit bus service. BC transit has six bus routes within the city and an inter-city bus to Oyster River. Fare options are affordable, at \$2 per ride, with reduced fare options for students and seniors. Handy Dart services are provided for seniors and those with disabilities (see BC transit rider's guide for details). BC transit has provided bus shelters and benches at bus stops. Bus service routes are limited during non-peak hours and vary between weekdays and weekends. Route numbers one and two provide an extended service time (early morning and late evening).

¹⁸ Census Subdivision (CSD) is a general term for municipalities or areas treated as municipal equivalents for statistical purposes. In Campbell River, census subdivision covers the area of the City's jurisdiction, aligning with city boundaries. This does not include the three First Nations Communities, each of which is subject to a separate census count.

Other modes of transportation in the city include cycling and walking, for recreation and commuting (Figure 94, Technical Background). The city has infrastructure like trails, bicycle routes and racks, the Greenways Loop, and sidewalks for pedestrians. Bicycle routes within the City include shared roads with cars (highways and local roads), multi-use paths (pedestrians and bicycles). Bicycle routes, sidewalks, trails and the Greenways Loop are not well connected within the city, creating gaps in places and neighbourhoods, resulting in conflicts between pedestrians and cyclists. These gaps are being addressed through the Transportation Master Plan to improve the city's walkability, connectivity, and other transportation infrastructure like bus shelters and benches at bus stops.

The City is currently participating in the British Columbia Clean Energy Vehicle Program (CEV) in order to reduce overall carbon emissions from transportation. The CEV program is designed to provide British Columbians with a variety of clean and green choices for their transportation needs. The City currently has five public electric vehicle charging stations and four private charging stations, with a fast charging station being located at the Community Centre. In comparison, the Comox Valley currently has eight electric vehicle charging stations, while Port Alberni has two. The City currently owns seven hybrid electric vehicles. Electric vehicles are available for purchase locally with number of options offered by car dealerships. According to ICBC, there were about 200 hybrid vehicle and 8 electric vehicles insured in the city in 2018.

2.1.1.12 Economy

Campbell River has a resource (forestry and aquaculture) and technology-based economy. The city continues to develop its economy through tourism, natural resources, technology, and local entrepreneurship programs, among others. Programs like "Campbell River Advantage" provide local businesses and the public accessibility to inexpensive, high speed, broadband fibre optic networking (<https://cradvantage.com/> for more details). Campbell River's economy has experienced growth in tourism over recent years and the number of entrepreneurs has increased as small business owners continue to move to the city. Job centres such as North Island Employment Foundations Society and WorkBC assist those seeking employment.

Commercial, industrial and agricultural zones, with clustered industrial zones or "parks", make it easier to develop these resource and technology-based industries. There are many social spaces in the city that encourage networking and events like concerts, sports, and festivals. These spaces contribute to the development of tourism in the city. Natural environments and experiences also attract tourists to the city and help in the development of the economy.

2.2 The Livability Framework – Neighbourhood Design and Walkability, Connectivity, and Accessibility of Campbell River Neighbourhoods

2.2.1 *Neighbourhood Design and Amenities*

Quality neighbourhood design consists of a mix of housing, good transportation networks, quality park space, and easy access to stores and services to meet daily needs. Healthy neighbourhoods have a node or centre for shared cultural and social activities. In Campbell River, each neighbourhood has evolved differently with respect to land area, number of residents, and housing density.

The design of streets and public areas, building forms, parks and the resulting “character” of a neighbourhood contributes to livability, attracting residents and tourists, as well as defines place and sociability. Other components of a neighbourhood such as child care facilities, schools, places of employment, numbers and types of social spaces, street lighting, sidewalks and trails, and bus stops contribute to making a neighbourhood livable. Campbell River neighbourhoods are distinct in size, geography (e.g. steep slopes), and components like amenities, population size, land use, zoning, and density.

2.2.1.1 North Campbell River Neighbourhood

- Location: Bounded by the Campbell River to the south, the estuary and Discovery Passage to the north and east, and the City boundary to the west.

Land area: approximately 4 km² (339 hectares) (Map 39, Neighbourhood Map Appendix).

- Total estimated population of 1,909.
- Land uses: lumber mills, log sort areas, commercial uses, Agricultural Land Reserve (ALR), automobile dealerships, brownfields, residential areas, industrial parks, and agricultural farms.

Housing Types/ Land Zoning

- 883 properties (residential, rural, public areas, commercial, industrial, and manufactured home parks).
- Land use: 82% residential, 13% commercial, 1.8% industrial, 3.6% public space (parks and protected lands), and 0.6% rural (including ALR.)
- Approximately 69 vacant lots totalling 67 hectares of land.
- Vacant lots are zoned as residential, commercial, rural, manufactured home parks, and public areas (Map 41, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 3.68 total dwellings per hectare, and includes single-detached, multi-family, apartments, mobile homes, offices, and other types of dwellings (Map 40, Neighbourhood Map Appendix).
- Dwellings are located in the north, central, and southwest areas of the neighbourhood.
- Future neighbourhood growth is planned in the southeast part of the neighbourhood. (Map 43, Neighbourhood Map Appendix).

Amenities

- Few amenities compared to other neighbourhoods in the city.
- Amenities and employment include: parks and playgrounds, one child care facility, one convenience store, three restaurants and café, and industrial sites (Maps 47 and 47a, Neighbourhood Map Appendix).

Sidewalks, Trails, and Bicycle Paths

- Approximately 2.5 km of trails, 2.4 km of sidewalks, and 6 km of bicycle routes (highway shoulder paths and local paths) (Maps 44a and 45, Neighbourhood Map Appendix).
- Sidewalks and trails in the neighbourhood are not located near residential areas.
- 15 sidewalks in the neighbourhood, many on just one side of the street (Map 44b, Neighbourhood Map Appendix)
- Well-connected trails to parks located to the south, however connections via sidewalks are poor (Map 44b, Neighbourhood Map Appendix).

Bus Routes/ Shelters

- Bus route number 4 serves the neighbourhood, starting and terminating in Campbellton (Map 46, Neighbourhood Map Appendix). Runs through the southern residential area and northern residential areas via the central employment/industrial area.
- Bus stops have only poles (no shelters), and five out of 20 bus stops have benches.

Parks, Playgrounds and Green Spaces

- 24.5 hectares of land dedicated to parks and protected areas.
- Campbell River Cemetery is located in the northern portion and could be used as a park (Maps 47a, Neighbourhood Map Appendix).
- Baikie Island and Raven Park are part of the Campbell River estuary area, and include extensive paved and unpaved walking trails along the shoreline.
- Other small municipally-dedicated parks exist throughout, without accessible space or amenities.
- A playground, playing field and basketball court still exist at the closed Discovery Passage School for public use.

Traffic Control- Lights

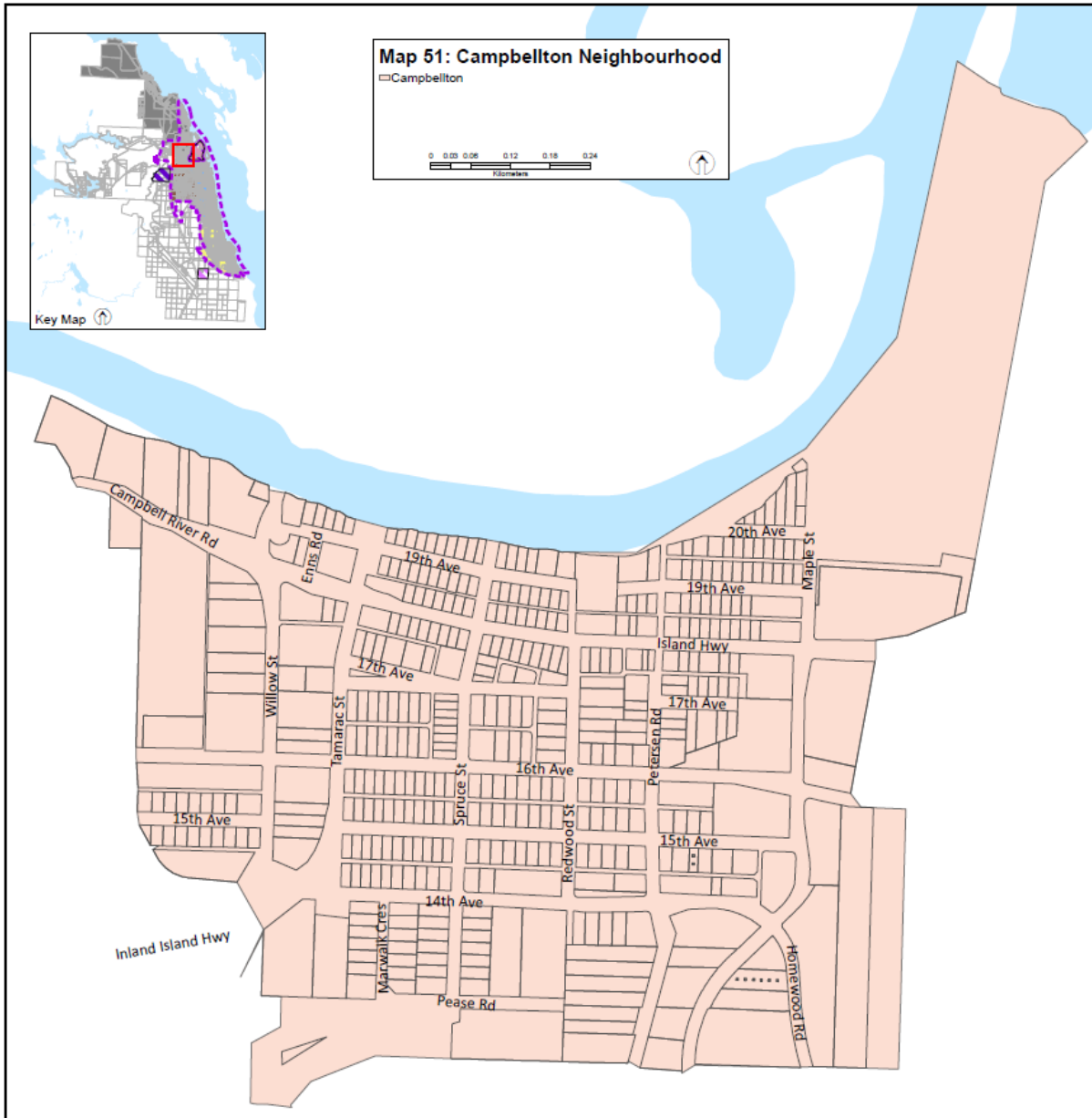
- Approximately 56 stop signs, 14 pedestrian yield signs¹⁹, and 12 traffic signal lights exist, mainly located in central and south areas.
- Some intersections are uncontrolled (no signals or stop signs) (Map 48, Neighbourhood Map Appendix).
- Street lighting throughout the neighbourhood is poor (Map 48a, Neighbourhood Map Appendix).

2.2.1.2 Campbellton Neighbourhood

- Location: Bounded by Campbell River to the north, the Wei Wai Kum Nation (I.R. 11) to the east, Willow Street to the west and the ridge running parallel with Pease Road to the south.
- Land uses: Tight grid pattern of streets and a commercial core which includes residential properties (older single-detached housing and apartments), commercial/retail businesses and light industrial uses. Also includes retail businesses on the Wei Wai Kum Nation lands.
- Land area: approximately 1.07 km² (61 hectares) (Map 51, Neighbourhood Map Appendix).
- Total estimated population of 887.
- One of the oldest areas of Campbell River, incorporated as a village in 1947, with important historical significance.
- The Campbellton Neighbourhood Association was incorporated in 2014, with community members and volunteers leading revitalization projects for the neighbourhood.

¹⁹ Pedestrian yield signs consist of crosswalk signs, maximum speed limits, and playground signs.

Map 2: Campbellton Neighbourhood



Housing Types/ Land Zoning

- Approximately 463 properties (residential, commercial, industrial and public areas).
- Land use: 41.5% residential, 41.9% commercial, 15.6% industrial, and 1.3% public space (parks and protected lands).
- Approximately 40 vacant lots in the neighbourhood totalling 5.2 hectares of land.

- Vacant lots are zoned as residential, industrial, and commercial (Maps 53 and 53a, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 9.32 total dwellings per hectare, and includes single-detached housing, multi-family (low-rise apartment), and secondary suites (Map 52, Neighbourhood Map Appendix).
- Dwellings are located along the shore and in the central area.
- Future neighbourhood growth is planned for the northeast part of the neighbourhood (Map 55, Neighbourhood Map Appendix).

Amenities

- Amenities and employment include: two child care facilities, 19 restaurants and cafés, one specialist clinic, one walk-in clinic, industrial sites (forestry, aquaculture, and other large retail and service industries (Maps 56, 57 and 61a, Neighbourhood Map Appendix) and a recycling centre.

Sidewalks and Trails

- Approximately 2.3 km of trails, 10 km of sidewalks, and 6.5 km of bicycle routes, including highway shoulders and local paths (Map 58, Neighbourhood Map Appendix).
- 70 blocks with sidewalks, three are completed across the neighborhood (Willow and Tamarac Streets, 15th and 16th Avenues). 16th Avenue and Island Highway have a higher concentration of sidewalks on both sides of the street.
- Fewer sidewalks compared to Downtown, and concentrated in the central area.
- Trails provide links to neighbouring parks and green spaces.

Bus Shelters/ Routes

- Bus route numbers 1, 2, 4, 7, and 8 serve the neighbourhood (Map 60, Neighbourhood Map Appendix).
- Total of 16 bus stops with 11 bus stops having neither a bench nor a shelter, two bus stops with only a shelter, and three bus stops with just a bench and a pole to identify the stop area.
- Bus routes connect to Central Campbell River, Downtown, and North Campbell River neighbourhoods. Poor bus service to residential areas within the neighbourhood.

Parks, Playgrounds and Green Spaces

- 0.71 hectares of land dedicated to parks and green space.

- Two municipal parks (Campbellton Park with a community garden and amenities), one green space, and Nunn's Creek Park (with baseball diamonds, a skate park, playground and special event space (Map 61a, Neighbourhood Map Appendix).

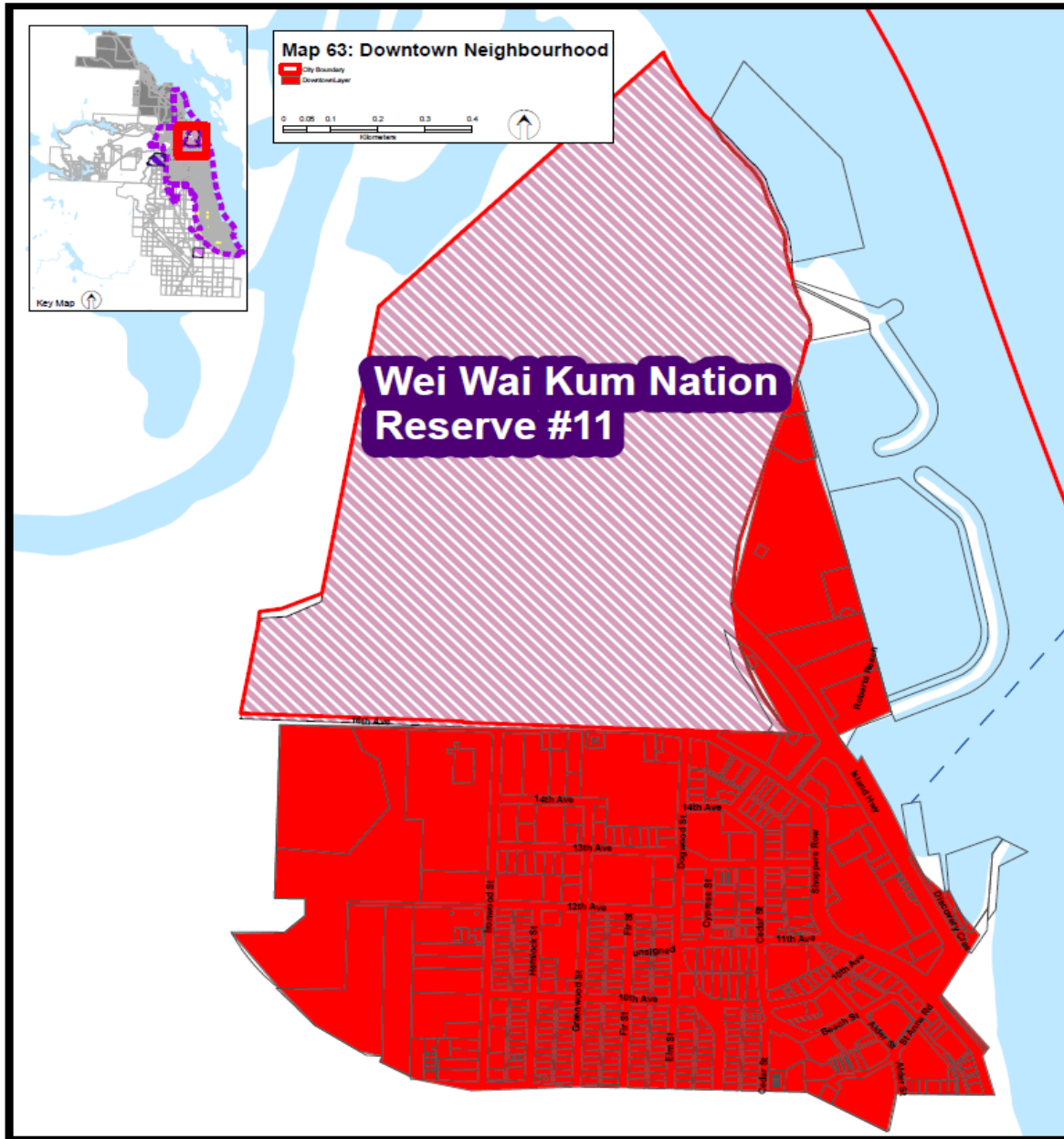
Safety - Traffic Control and Streetlights

- Approximately 44 stop signs, 31 pedestrian yield signs, and 9 traffic signal lights.
- Most intersections are controlled by stop signs, however some have no controls (Map 62, Neighbourhood Map Appendix).
- Street lighting throughout the neighbourhood is poor and concentrated in the central and southwest areas (Map 62a, Neighbourhood Map Appendix).

2.2.1.3 Downtown Neighbourhood

- Location: bounded by the Discovery Passage to the east, the Wei Wai Kum Nation (I.R. 11) to the north, 9th Avenue to the south and Dogwood Street to the west.
- Land area: approximately 1.3 km² (127 hectares) (Map 63, Neighbourhood Map Appendix).
- Total estimated population of 1230.
- Land uses: Residential, retail, commercial, light industrial, some parks and social amenities. Residential development is limited due to the presence of older commercial buildings.
- Incorporated as a village in 1947 and is the commercial, civic and cultural core of the city.

Map 3: Downtown Neighbourhood



- Approximately 544 properties (residential, public areas, and commercial).
- Land use: 30.5% residential, 67.8% commercial, and 1.7% public space (parks and protected lands).
- Approximately 54 vacant lots totalling 23.7 hectares of land.
- Vacant lots are zoned residential, public area, and commercial (Map 65a, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 5.26 total dwellings per hectare, including mostly single-detached housing, as well as apartments, and other types of dwelling units (secondary suites, social care or community care (Map 64, Neighbourhood Map Appendix)).
- Single-detached housing is mainly located in the southern part of the neighbourhood.

Amenities

- Amenities and employment include: seven child care facilities, seven adult care facilities, 28 social services (shelters, social housing, fire station, etc. (Map 68, Neighbourhood Map Appendix), 50 specialist clinics and physicians, two walk-in clinics, 45 restaurants, four grocery stores, eight social spaces (excluding community, parks, and other defined social spaces, and industrial sites (forestry and aquaculture).
- Downtown is the commercial, civil and cultural core, with offices, businesses, and retail serving the city and region.

Sidewalks and Trails

- Approximately 4.4 km of trails, 16 km of sidewalks, and 5.7 km of bicycle routes, including highway shoulder paths and local paths (Maps 69, 69a and 70, Neighbourhood Map Appendix).
- 119 sidewalks, seven are fully completed (along 13th Avenue, 10th Avenue, and Shoppers Row).
- Higher concentration of sidewalks compared to neighbourhoods with similar land areas, however concentrated in the centre of the neighbourhood
- More infrastructure (e.g. bike racks) than in other neighbourhoods (Map 70, Neighbourhood Map Appendix).
- Walkable amenities such as grocery stores, restaurants, parks, and cultural centres.

Bus Shelters/ Routes²⁰

²⁰ The number 7 bus routes changes frequently according to time of day and day of the week - bus routes may differ from Map 71. Areas with bus stops and no assigned bus number or route may be discontinued, limited in service, or used as an exchange for buses.

- Bus route numbers 1, 2, 3, 7, and 8 serve Downtown (Map 71, Neighbourhood Map Appendix).
- Total of 32 bus stops with 13 bus stops having neither a bench nor a shelter (a pole for bus stop identification), two bus stops with only a shelter, ten bus stops with just a bench and a pole, and seven bus stops with both a bench and a shelter.
- Bus routes connect to Central Campbell River, Campbellton, and Quinsam Heights.
- Many bus stops located away from residential areas, therefore less useful for residents.

Parks, Playgrounds and Green Spaces

- 8.9 hectares of land dedicated to parks, green space, and cultural venues (e.g. Spirit Square).
- Four municipal parks (three include playgrounds), and four green spaces or public spaces used for special purposes such as heritage and cultural venues.
- Nunn's Creek Park, Dick Murphy Park, Spirit Square, and Robert Ostler Park include amenities such as playground equipment, picnic tables, toilets, heritage and cultural events, waterfront views, and other infrastructure and amenities (Map 72a, Neighbourhood Map Appendix).
- Dick Murphy Park is located at the extreme north end, making it less accessible to residents. Nunn's Creek Park is located closer to commercial and industrial uses, and less walkable for residents.

Safety - Traffic Control and Streetlights

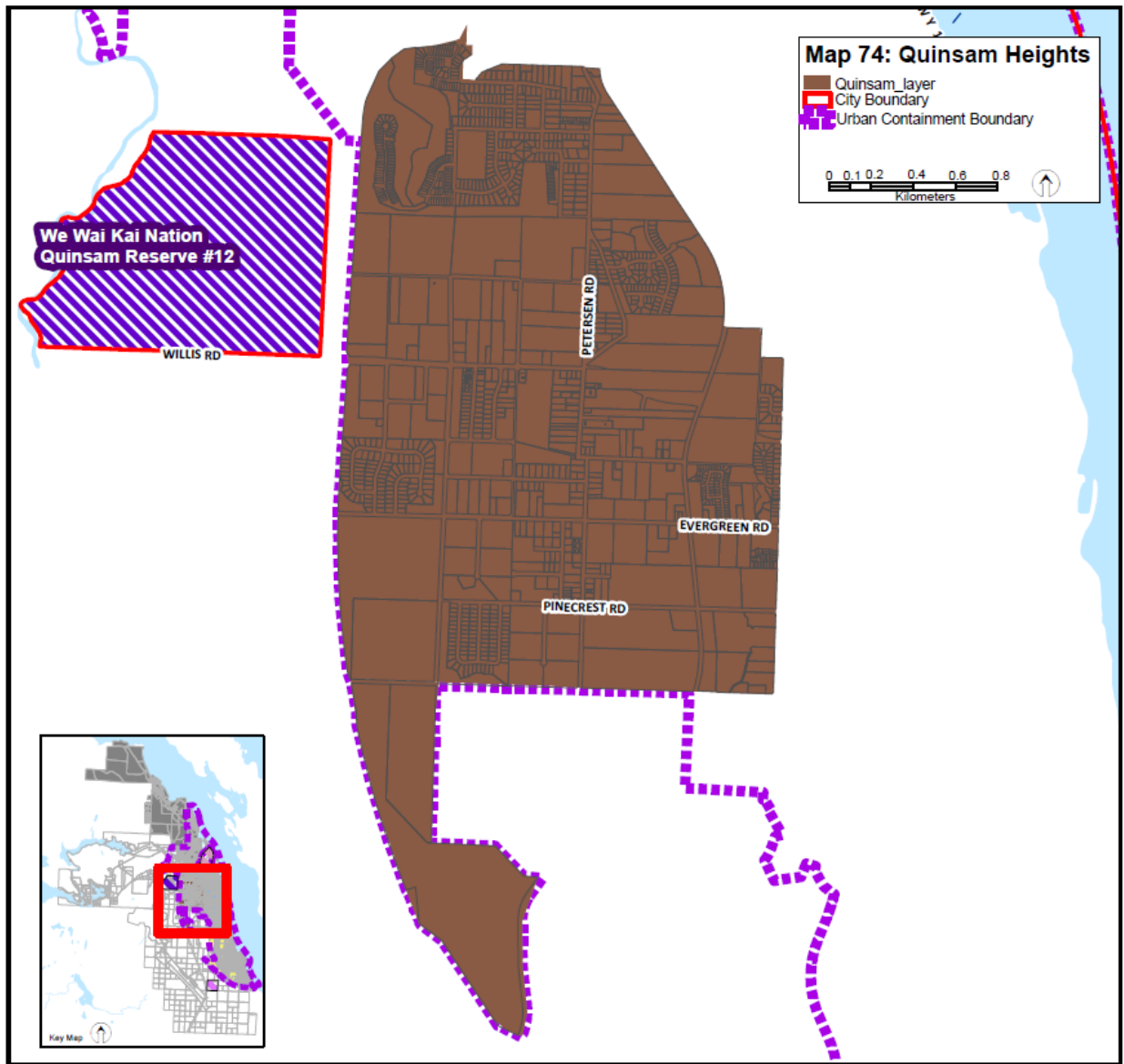
- Approximately 69 stop signs, 86 pedestrian yield signs, and 36 pedestrian lights (Map 73, Neighbourhood Map Appendix).
- Traffic signal lights are limited to seven intersections, others having stop signs (Map 73, Neighbourhood Map Appendix).
- Large concentration of traffic signal lights and signs in the east central area.
- Street lighting is poor within residential areas, and concentrated in the southeast area, near the tourist and shopping areas (Map 73a, Neighbourhood Map Appendix).

2.2.1.4 Quinsam Heights Neighbourhood

- Location: bounded by Campbellton to the north, the ERT Road and McPhedran Road to the east, Beaver Lodge Forest Lands to the south and the Inland Island Highway to the west.
- Land area: 6 km² (744 hectares) (see Map 74).
- Total estimated population of 2,891.
- Incorporated into the City of Campbell River in June 1991 and sanitary sewer service was implemented in 1997.

- Mix of larger semi-rural lots with hobby farms and smaller-scale urban agriculture, single-detached housing and town housing.
- OCP vision: to retain the semi-rural character by preserving areas with larger rural lots and green spaces; to integrate new residential development in order to provide more housing options.

Map 4: Quinsam Heights



Housing Types/ Land Zoning

- Approximately 1274 properties (residential, public areas, rural areas, industrial, and commercial).
- Land use: 98.4% residential (of which 0.08% is manufactured homes), 0.31% commercial, 0.08% industrial, 0.47% rural, and 0.79% public areas (parks and protected lands).
- Approximately 81 vacant lots totalling 268.1 hectares of land.
- Vacant lots are zoned as residential, commercial and public areas (Maps 76 and 76a, Neighbourhood Map Appendix).
- Parts of the neighbourhood have been identified for potential infill (“Neighbourhood Controlled Development Areas”) (Map 1a, Neighbourhood Map Appendix). Other areas have been retained as “Estate Controlled Development Areas” (Map 2, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 1.91 total dwellings per hectare.
- Includes single-detached, semi-detached, and duplex housing, apartments, secondary suites and mobile homes (Map 75, Neighbourhood Map Appendix).
- Single-detached dwellings are the most prevalent dwelling type.
- Opportunities for future growth given the number and size of vacant lots, generally in the southern part of the neighbourhood (Map 76b, Neighbourhood Map Appendix).

Amenities

- Few amenities compared to other neighbourhoods in the city.
- Amenities include two child care facilities, one convenience store, one café, one restaurant, one specialist clinic, and two social spaces, excluding parks and playgrounds (Maps 78 and 79, Neighbourhood Map Appendix).

Sidewalks and Trails

- Approximately 11 km of trails, 6 km of sidewalks, 3 km of the Greenways Loop, and 10 km of bicycle routes, including highway shoulder paths and local paths (Maps 80b and 81, Neighbourhood Map Appendix).
- 57 sidewalks, none completed. Most found on streets with higher dwelling densities or in private condominium developments (Maps 80a, Neighbourhood Map Appendix).
- Trails such as the ERT (Greenways Loop) provide a link to adjacent neighbourhoods.

Bus Shelters/ Routes

- Bus routes #7 and 8 serve the neighbourhood (Map 82, Neighbourhood Map Appendix).
- Total of 18 bus stops with 16 having neither a bench nor a shelter, and two bus stops with only a shelter.

- Bus routes connect the neighbourhood to Central Campbell, Campbellton, and Wei Wai Kai Nation.
- Size and structure of the neighbourhood makes transit use inconvenient and inaccessible.

Parks, Playgrounds and Green Spaces

- 1.85 hectares of land dedicated to parks.
- Two municipal parks located in the southern portion (Map 83, Neighbourhood Map Appendix), and two other municipally- dedicated park spaces (without amenities) located within estate subdivisions.
- Green spaces are located a distance from most dwellings, and less accessible to residents.
- Beaver Lodge Forest Lands located directly south of the neighbourhood, with significant walking or biking distance for some residents.
- One elementary school, with two playgrounds, a playing field, and a basketball court, is available for public use.

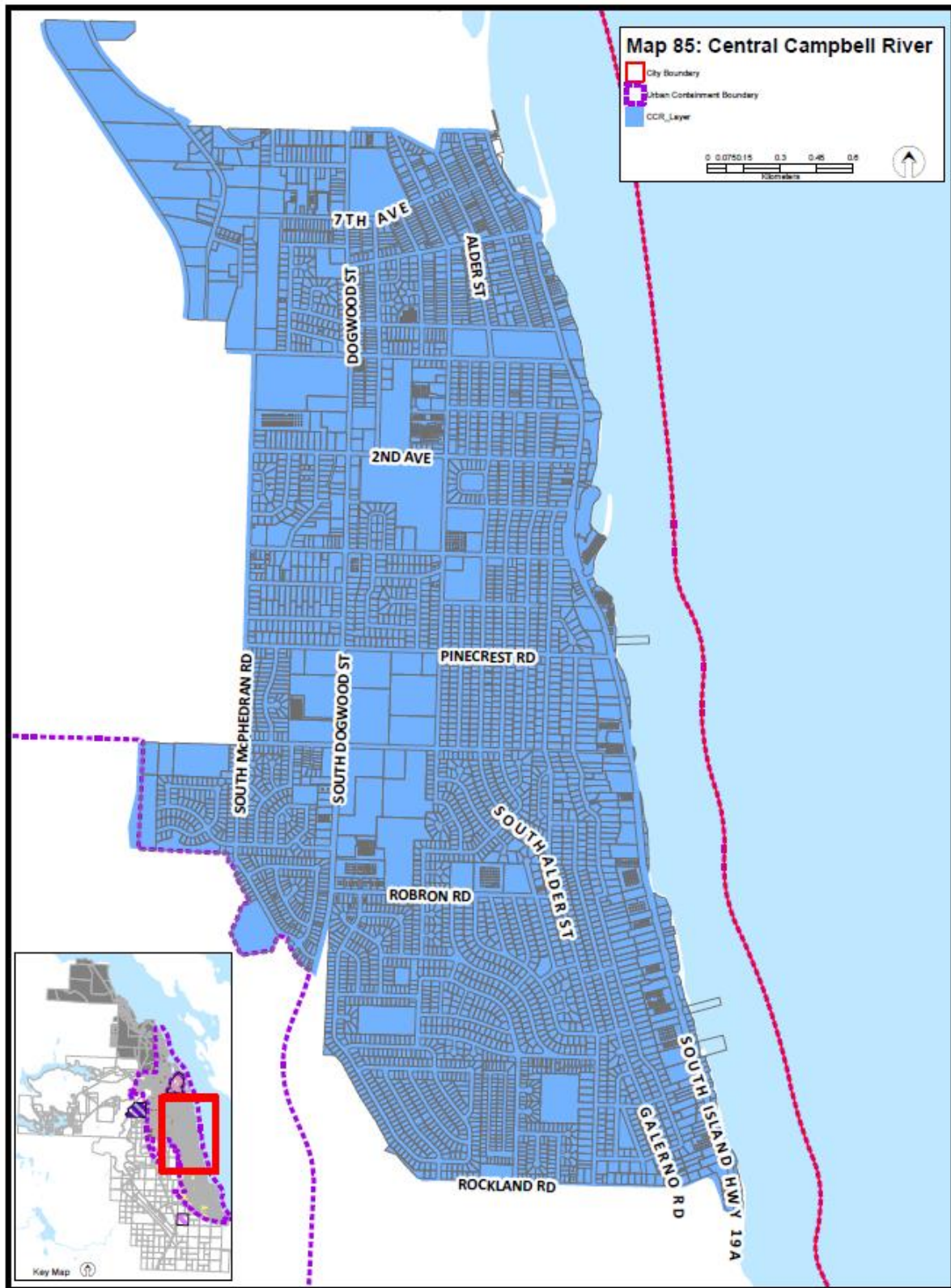
Safety - Traffic Control and Streetlights

- Approximately 70 stop signs, and 15 pedestrian signs.
- No traffic signal lights, four intersections have pedestrian signs for crossing, others have stop signs (Map 84, Neighbourhood Map Appendix).
- Street lighting in residential areas is divided into four clusters, leaving many areas with poor lighting (Map 84a, Neighbourhood Map Appendix).

2.2.1.5 Central Campbell River Neighbourhood

- Bounded by Downtown to the north, Discovery Passage to the east, Rockland Road to the south and McPhedran Road to the west.
- Land area: approximately 7 km² (554 hectares) (Map 85, Neighbourhood Map Appendix).
- Total estimated population of 12270.
- Mixed land uses: two commercial centres, single-detached and multi-family residential.
- Potential for new multi-family residences on infill sites (Map 1a, Neighbourhood Map Appendix).

Map 5: Central Campbell River



Housing Types/ Land Zoning

- Approximately 5438 properties (residential, public areas, manufactured homes, mixed-use development, and commercial).
- Land use: 95.9% residential (1.69% is manufactured homes), 2.2% commercial, 0.02% mixed-use development, and 1.88% public areas (parks and protected lands).
- Approximately 126 vacant lots totalling 35.8 hectares of land.
- Vacant lots zoned as residential, public areas, commercial, and mixed-use development (Maps 87 and 87a, Neighbourhood Map Appendix). Some areas have potential infill sites (Map 1a, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 11.63 dwellings per hectare, includes single- and semi-detached housing, duplex, apartments, secondary suites and mobile homes (Map 86, Neighbourhood Map Appendix).
- Dwelling types are spread throughout with single-detached housing being most common.
- Most infill growth areas are in the western area, partly because of larger lot sizes (Map 87b, Neighbourhood Map Appendix).

Amenities

- Amenities include 24 child care facilities, three adult care facilities, two social services (Maps 89 and 90, Neighbourhood Map Appendix), one hospital, one police station, 27 specialist clinics and physicians, one walk-in clinic, 20 restaurants, seven cafés, three grocery stores, three convenience stores, and 12 social spaces (excluding community, parks, and other social spaces).

Sidewalks and Trails

- Approximately 14 km of trails, 55 km of sidewalks, and 34 km of bicycle routes, including highway shoulder paths and local paths (Maps 91 and 92, Neighbourhood Map Appendix).
- 269 sidewalks, four streets with sidewalks on both sides (Map 91a, Neighbourhood Map Appendix).
- Sidewalks and trails provide a connection for residents along the shore and in other parts of the neighbourhood (Map 91b, Neighbourhood Map Appendix).
- Increased walkability on main roads and near commercial nodes, parks, and recreational or cultural centres.
- Walking and active transportation connections are lacking along the eastern perimeter, due to the escarpment and private land ownership.

Bus Shelters/Routes

- Bus routes #1, 2, 3, 7, and 8 serve Central Campbell River (Map 93, Neighbourhood Map Appendix).
- Total of 103 bus stops with 58 bus stops having neither a bench nor a shelter, eight bus stops with only a shelter, 24 bus stops with just a bench and a pole, and 13 bus stops with both a bench and a shelter.
- Bus routes connect to Downtown, Willow Point, and Quinsam Heights.
- Many bus routes, but most stops are on main streets, creating walking distances of more than 20 minutes for some residents.
- Dwellings located close to commercial and activity nodes have bus stops within walking distance.

Parks, Playgrounds and Green Spaces

- 21.7 hectares of land dedicated to parks, playgrounds, and green spaces (Map 94, Neighbourhood Map Appendix).
- 15 municipal parks with playgrounds or other amenities, 19 other green spaces or public spaces for special purposes (waterfront, heritage and cultural venues), distributed relatively evenly throughout the area.
- Seven public and private schools, each with a playground, playing fields, basketball courts and/or a track, for public use.
- The Beaver Lodge Forest Lands to the south are walkable from the neighbourhood for many residents.

Safety - Traffic Control and Streetlights

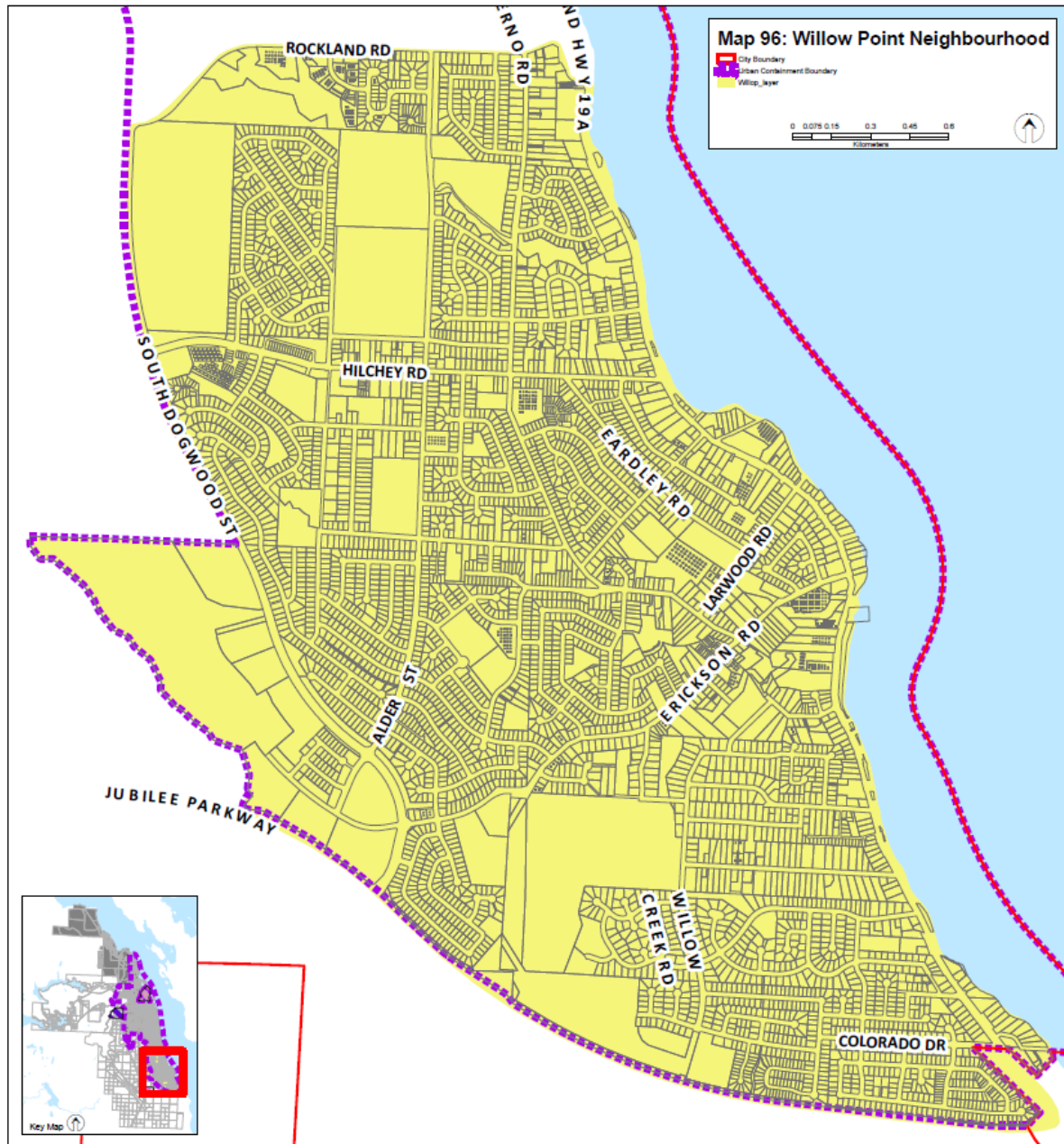
- Approximately 351 pedestrian yield signs and 36 pedestrian lights (Map 95, Neighbourhood Map Appendix).
- Traffic signal lights are located at nine intersections, others have stop signs, more than neighbourhoods of similar size.
- Street lighting in residential areas is clustered in north, central, and south areas, south having the highest concentration (Map 95a, Neighbourhood Map Appendix).

2.2.1.6 Willow Point Neighbourhood

- Location: bounded by Rockland Road to the north, Discovery Passage to the east, Jubilee Parkway to the south and the urban containment boundary and the Beaver Lodge Forest Lands to the west.
- Land area: approximately 8.8 km² (1439 hectares) (Map 96, Neighbourhood Map Appendix).
- Total estimated population of 12,068.

- Joined the City through various annexations dating back to the mid 1960's.
- Defined by a commercial node or Village Centre on Island Highway and south of Hilchey Road. Second commercial node located on western edge at the corner of Dogwood Street and Hilchey Road.
- Consists of both older residential areas and new mainly single-detached housing developments.

Map 6: Willow Point Neighbourhood



Housing Types/Land Zoning

- Approximately 5416 properties (residential, public areas, mixed-use development, and commercial).
- Land use: 96% residential, 0.9% commercial, 0.8% mixed-use development, and 2.2% public areas.
- Approximately 214 vacant lots totalling about 303 hectares of land.
- Vacant lots are zoned as residential (multi-family), commercial, and public areas (Maps 98 and 98a, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 4.83 total dwellings per hectare, includes single-detached housing, apartments, secondary suites and mobile homes (Map 97, Neighbourhood Map Appendix).
- Housing types are evenly spread in the neighbourhood, most are single-detached.
- Significant infill and redevelopment opportunities exist in the neighbourhood (Map 98b, Neighbourhood Map Appendix).

Amenities

- 16 child care facilities, one social service (Map 100b, Neighbourhood Map Appendix), one fire station (Fire Hall #2), 19 specialist clinics, one walk-in clinic, 14 restaurants and cafes, one grocery store (and a large drug store with some food), three convenience stores, and three social spaces (excluding community centres, parks, and other identified social spaces).

Sidewalks and Trails

- Approximately 27 km of trails, 60 km of sidewalks, 12 km of the Greenways Loop, and 28 km of bicycle routes, including highway shoulder paths and local paths (Maps 102 and 103, Neighbourhood Map Appendix).
- 334 sidewalks, four with sidewalks on both sides, higher concentration than in similar neighbourhoods.
- Sidewalks, trails and the Greenways Loop provide links along the shore and in other parts of the neighbourhood to park spaces (Map 102a, Neighbourhood Map Appendix).
- Walkability to commercial nodes is limited to residential areas located in close proximity to these nodes, due to street design.

Bus Shelters/ Routes

- Bus routes #1, 2, 3, 6, 7, 8, and 15 serve Willow Point (Map 104, Neighbourhood Map Appendix).

- Total of 72 bus stops with 40 bus stops having neither a bench nor a shelter, four bus stops with only a shelter, 15 bus stops with just a bench and a pole, and 13 bus stops with both a bench and a shelter.
- Bus routes connect the neighbourhood to Downtown, Central Campbell River, Homalco Reserve, and Oyster River.
- Many bus stops are on main streets, creating walking distances of more than 20 minutes for some residents.

Parks, Playgrounds and Green Spaces

- Approximately 57 hectares of land dedicated to parks, playgrounds, green spaces, and recreational activities (Maps 105 and 105a, Neighbourhood Map Appendix).
- Total of 15 municipal parks (six with playgrounds), 35 green spaces or public spaces for special purposes (conservation and waterfront areas, the Sportsplex, and heritage or cultural centres).
- Green spaces are evenly distributed within the neighbourhood, and include convenient access to the Beaver Lodge Forest Lands.
- Four schools are located in the neighbourhood (within the UCB), each with a playground, playing fields, basketball courts, and/or a track, available for public use.

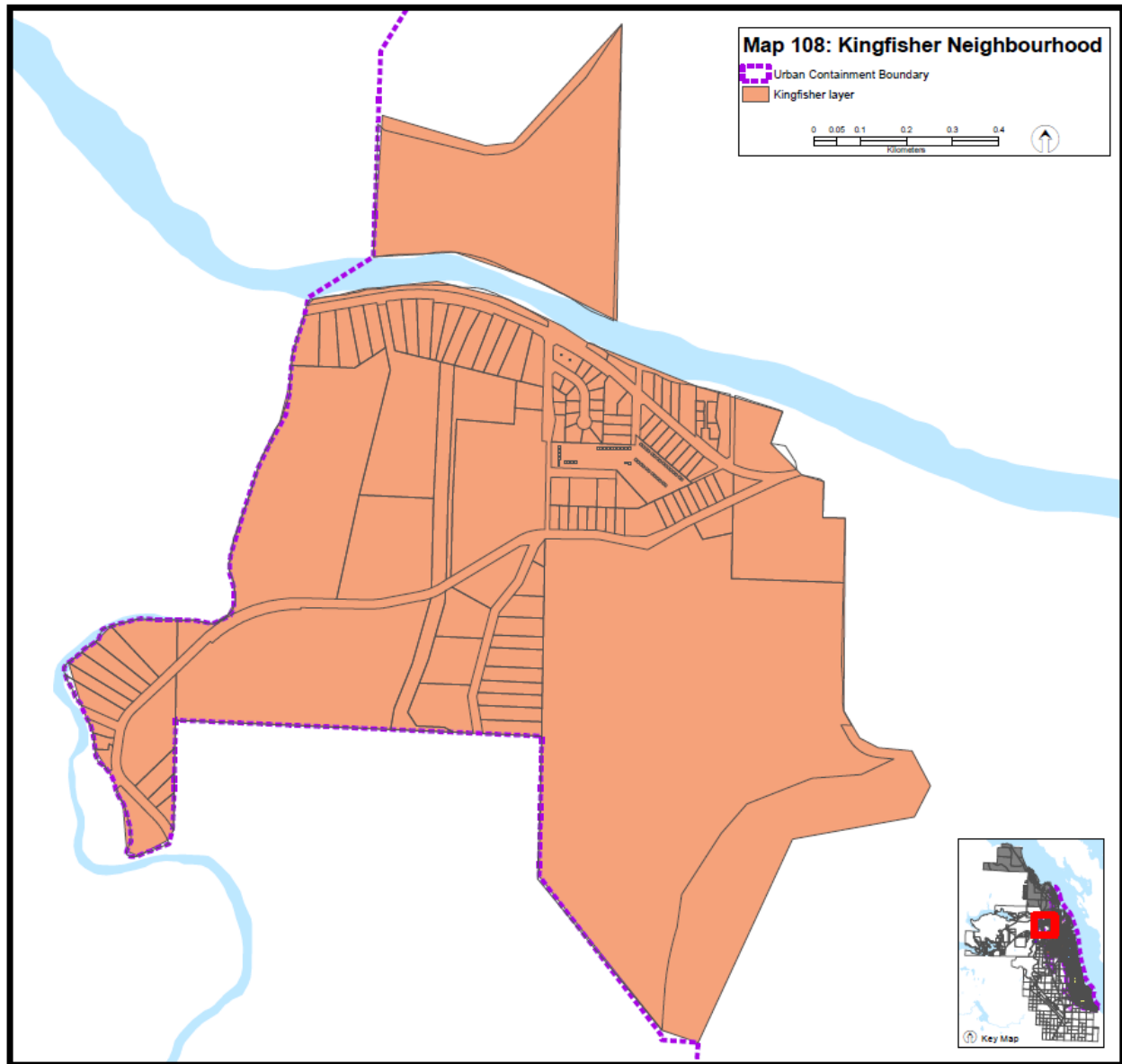
Safety- Traffic Control and Streetlights

- Approximately 752 pedestrian yield signs, 240 stop signs, and 106 pedestrian lights (Map 106, Neighbourhood Map Appendix).
- Seven intersections with traffic signal lights (Map 106, Neighbourhood Map Appendix).
- Willow Point has a higher concentration of traffic signal lights and signs than similar neighbourhoods.
- Street lighting is distributed relatively evenly, except on some streets in the north and central areas (Map 106a, Neighbourhood Map Appendix).

2.2.1.7 Kingfisher Neighbourhood

- Location: the Sequoia Springs golf course lies adjacent to the south boundary, with Elk Falls to the west, the Haig-Brown property to the east, and river to the north.
- Land area: approximately 1.7 km² (145 hectares) (Map 107, Neighbourhood Map Appendix).
- Total estimated population of 356.

Map 7: Kingfisher Neighbourhood



Housing Types/ Land Zoning

- Approximately 180 properties (residential, manufactured homes, commercial, public areas and rural areas).
- Land use: 81.6% residential (0.6% manufactured homes), 2.8% public areas (parks and protected lands), 4.5% commercial, 0.6% industrial, and 10.6% rural.

- Approximately 15 vacant lots in the neighbourhood totalling 82.5 hectares of land.
- Vacant lots zoned as residential, commercial, and rural areas (Maps 109 and 109a, Neighbourhood Map Appendix).

Compact Housing - Density

- Approximately 4.77 total dwellings per hectare, predominantly single-detached housing, as well as apartments and manufactured housing (Map 108, Neighbourhood Map Appendix).
- Northern area lies in the flood plain, thereby limiting development to the east, west and south areas.

Parks, Playgrounds and Green Spaces

- 81.6 hectares of land dedicated to green spaces and recreational activities (Map 111, Neighbourhood Map Appendix), in the form of provincial and municipal natural areas (Elk Falls Provincial Park, Canyon View trails, and the Haig-Brown property). Residential areas are in close proximity to these natural areas (Map 111a, Neighbourhood Map Appendix).
- Amenities include: the Haig-Brown historic property and natural areas.
- Trails and limited sidewalks provide connections to other neighbourhoods.

2.2.2 Neighbourhood Livability Rankings

Below are tables ranking neighbourhoods based on child care facilities, social services, social and employment nodes, transportation and connectivity, parks/green spaces and public spaces amenities. Social services include adult care facilities, hospitals, clinics, fire halls, and other services. Social spaces include restaurants, cafes, convenience stores, grocery stores, churches, and other spaces, excluding parks and green spaces. Employment nodes include restaurants, cafes, convenience stores, grocery stores and major industries.

A description of the methodology used to assign rankings can be found in the Neighbourhood Map Appendix.

Table 6: Child Care Facilities Ranking

Neighbourhood	Area (ha) of dwellings	Area (km2)	Number of dwellings	Neighbourhood density dwellings/ha	Number of childcare facilities	Childcare facilities /km2	Number of childcare spaces (capacity)	Dwellings per childcare facility	Number of spaces per 1,000 dwellings	Neighbourhood rank (dwellings per facility)	Neighbourhood rank (child care spaces per 1,000 dwellings)
North Campbell River	225.64	4.01	830	3.68	1	0.25	7	830	8.43	6	6
Campbellton	41.41	1.07	386	9.32	2	1.88	14	193	36.27	2	3
Downtown	101.77	1.27	535	5.26	7	5.51	161	76.43	300.93	1	1
Quinsam Heights	657.77	6.06	1257	1.91	2	0.33	15	628.5	11.93	5	5
Central Campbell River	458.86	7.02	5335	11.63	24	3.42	691	222.29	129.52	3	2
Willow Point	1086.61	8.8	5247	4.83	16	1.82	126	327.93	24.01	4	4
Kingfisher	32.51	1.69	155	4.77	0	0	0	0	0	7	7
Total	2604.57	29.92	13745	41.40	52	13.21	1014	2278.15	511.09		

Table 7: Social Services Ranking

Neighbourhood	Area (ha) of dwellings	Area (km2)	Number of dwellings	Neighbourhood density dwellings/ha	Number of social services	Social services per km2	Dwellings per services	Neighbourhood rank (dwellings per services)
North Campbell River	225.64	4.01	830	3.68	0	0	0	6
Campbellton	41.41	1.07	386	9.32	2	1.88	193	4
Downtown	101.77	1.27	535	5.26	87	68.50	6.15	1
Quinsam Heights	657.77	6.06	1257	1.91	1	0.17	1257	5
Central Campbell River	458.86	7.02	5335	11.63	35	4.99	152.43	2
Willow Point	1086.61	8.8	5247	4.83	22	2.5	174.9	3
Kingfisher	32.51	1.69	155	4.77	0	0	0	6
Total	2604.57	29.92	13745	41.40	147	78.04	1783.48	

Table 8: Social Spaces and Employment Nodes Ranking

Neighbourhood	Area (ha) of dwellings	Area (km2)	Number of dwellings	Neighbourhood density dwellings/ha	Number of employment nodes	Number of social spaces	Social spaces per km2	Dwellings per social spaces	Dwellings per employment nodes	Neighbourhood rank (dwellings per social space)	Neighbourhood rank (dwellings per nodes)
North Campbell River	225.64	4.01	830	3.68	4	5	1.25	166	166	4	4
Campbellton	41.41	1.07	386	9.32	23	19	17.84	20.32	16.78	2	2
Downtown	101.77	1.27	535	5.26	60	57	44.88	9.39	8.92	1	1
Quinsam Heights	657.77	6.06	1257	1.91	4	5	0.83	251.4	314.25	6	6
Central Campbell River	458.86	7.02	5335	11.63	35	45	6.41	118.56	152.43	3	3
Willow Point	1086.61	8.8	5247	4.83	20	23	2.61	228.13	262.35	5	5
Kingfisher	32.51	1.69	155	4.77	0	0	0	0	0	7	7
Total	2604.57	29.92	13745	41.40	146	154	73.82	793.8	920.73		

Table 9: Transportation/Connectivity Ranking

Neighbourhood	Area (ha) of dwellings	Area (km2)	Number of dwellings	Neighbourhood density dwellings/ha	Number of sidewalks and trails	Number of bus routes	Number of bus stops	Sidewalks and trails per km2	Dwellings per bus stops	Neighbourhood rank (dwellings per bus stops)	Neighbourhood rank (paths per km2)
North Campbell River	225.64	4.01	830	3.68	24	1	20	5.98	41.50	3	7
Campbellton	41.41	1.07	386	9.32	75	5	16	70.40	24.13	2	2
Downtown	101.77	1.27	535	5.26	139	5	32	109.45	16.72	1	1
Quinsam Heights	657.77	6.06	1257	1.91	81	2	18	13.37	69.83	4	5
Central Campbell River	458.86	7.02	5335	11.63	307	5	103	43.73	1067	7	4
Willow Point	1086.61	8.8	5247	4.83	411	7	72	46.70	72.87	5	3
Kingfisher	32.51	1.69	155	4.77	20	1	2	11.98	77.50	6	6
Total	2604.57	29.92	13745	41.40	1057	26	263	301.61	1369.55		

Table 10: Parks/Green Spaces and Public Spaces Ranking

Neighbourhood	Area (ha) of dwellings	Area (km2)	Number of dwellings	Neighbourhood density dwellings/ha	Number of green/ public	Number of parks and playgrounds	Parks and playgrounds per km2	Dwellings per green/ public space	Dwellings per parks and playgrounds	Neighbourhood rank (dwellings per green/ public space)	Neighbourhood rank (dwellings per parks and playgrounds)
North Campbell River	225.64	4.01	830	3.68	3	4	1	277	208	5	4
Campbellton	41.41	1.07	386	9.32	3	2	1.9	129	193	3	3
Downtown	101.77	1.27	535	5.26	8	4	3.2	67	134	2	2
Quinsam Heights	657.77	6.06	1257	1.91	2	3	0.5	629	419	7	7
Central Campbell River	458.86	7.02	5335	11.63	19	15	2.1	281	356	6	6
Willow Point	1086.61	8.8	5247	4.83	35	15	1.7	150	350	4	5
Kingfisher	32.51	1.69	155	4.77	5	4	2.4	31	39	1	1
Total	2604.57	29.92	13745	41.40	75	47	12.8	1564	1699		

3.0 WALKABILITY, CONNECTIVITY AND ACCESSIBILITY

3.1 Review of Potential Infills and Urban Containment Boundary Expansion

The walkability, connectivity, and accessibility of a place is defined by its amenities and built environment. The availability of amenities like sidewalks, trails, bicycle routes, bus stops, grocery and convenience stores, schools, parks and playgrounds, recreational centres, and medical facilities encourages walkability and connectivity. The built environment considers the degree or level of walkability, connectivity, and accessibility based on geographic features, for example steep or gentle slopes, compact housing, and neighbourhood road design (for example, grid pattern vs. curvilinear). Walkability is defined as the extent to which the built environment provides better pedestrian access and connection to residents in a neighbourhood or city. A walkable neighbourhood generally has mixed-use land and amenities, active public transportation, and mixed residential densities. According to Arjun Rattan et al (2012), walkability is a measure of the effectiveness of community design in promoting walking and bicycling as alternatives to driving cars to reach shopping, schools, and other common destinations. The Centers for Disease Control and Prevention (CDC), the World Health Organization (WHO), and other health organizations advocate increasing the walkability of communities to promote fitness, combat obesity, and enhance sustainability.

Neighbourhoods in Campbell River are designed differently in composition and size, differentiating them from each other. Each neighbourhood's geographical features contribute to walkability in the neighbourhood. Pedestrian-oriented features like sidewalks and trails, as well as available and accessible public transit contribute to the degree of walkability in each neighbourhood and throughout the city. The City of Campbell River's Official Community Plan includes goals towards making neighbourhoods walkable. The OCP defines a maximum ideal walking distance of 20 minutes between dwellings and amenities. Distances to amenities should be considered when increasing density or expanding boundaries for effective community design and a livable city.

Five minutes' walk, also known as the "pedestrian shed" is considered to be the distance people are willing to walk before opting to use private transportation. The walkability and connectivity analysis will identify areas that are within the pedestrian shed of 5 minutes and therefore considered walkable, as well as areas beyond this radius.

3.2 Accessibility and Connectivity in Infill and Expansion Areas (within and outside the Urban Containment Boundary)

There are six infill areas within the Urban Containment Boundary (UCB), two expansion/infill areas adjacent to infill areas, and four expansion areas outside the UCB. These infill and expansion areas are under consideration for future development. In order to make informed decisions with regard to future development in these areas, assessing accessibility and connectivity to current amenities is essential. Amenities include education, public transit, parks and playgrounds, grocery stores, convenience stores, cafes, restaurants, schools and colleges, and child care facilities.

3.3 City-Wide Walkability Mapping

Below are maps showing walking distance to each amenity category for the city as whole, including infill and expansion areas inside and outside the Urban Containment Boundary. Different coloured areas show infill and expansion areas, while points show amenity locations. Walking distances take into account pedestrian routes and roads.

DRAFT

Figure 12: Walking Distance from **Child Care Facilities** to Proposed Infill and Expansion Sites – Topographical Network Analysis Method

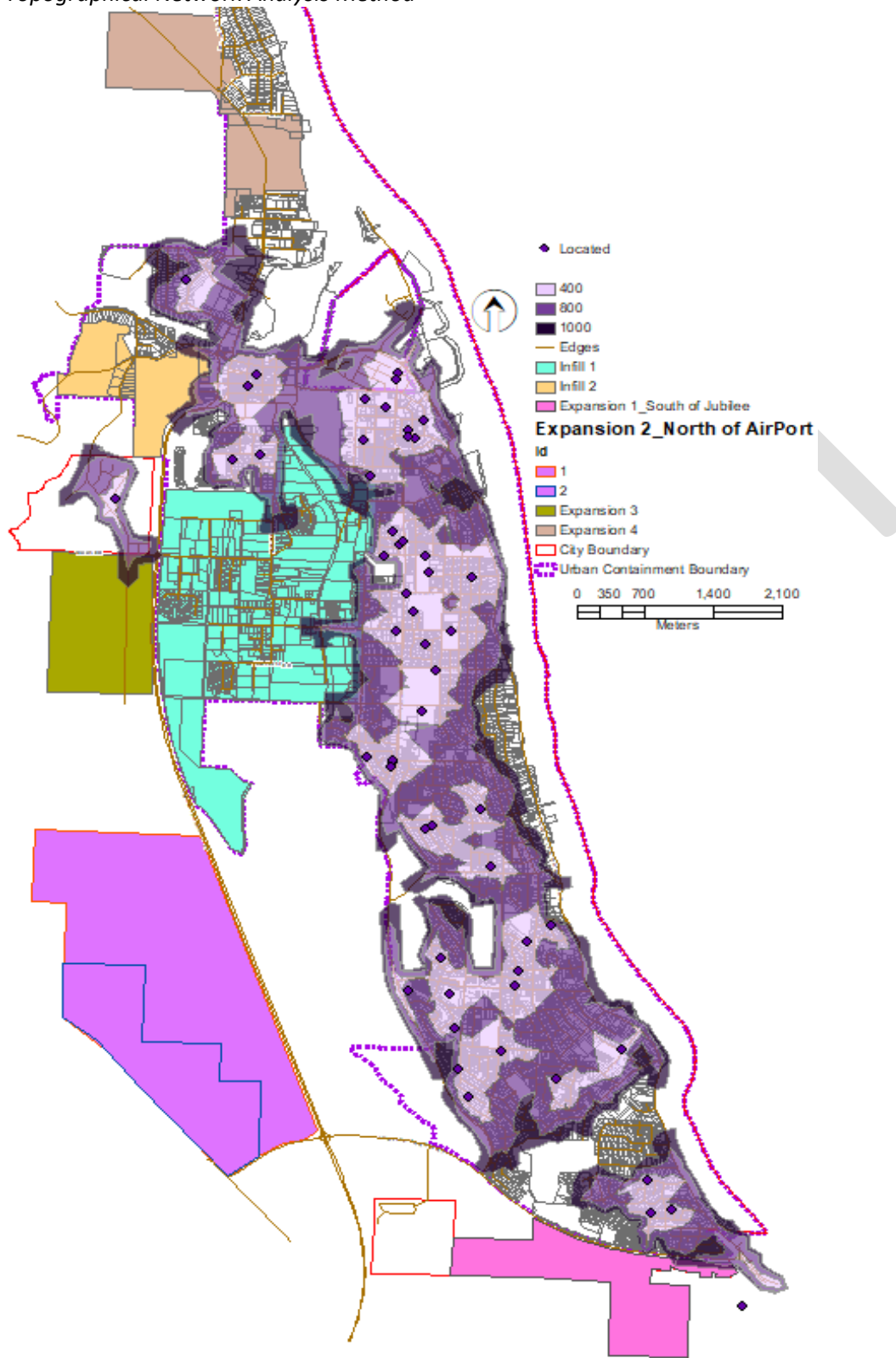


Figure 13: Walking Distance from **Transit Stops (Bus Stops)** to Proposed Infill and Expansion Areas – Topographical Network Analysis Method

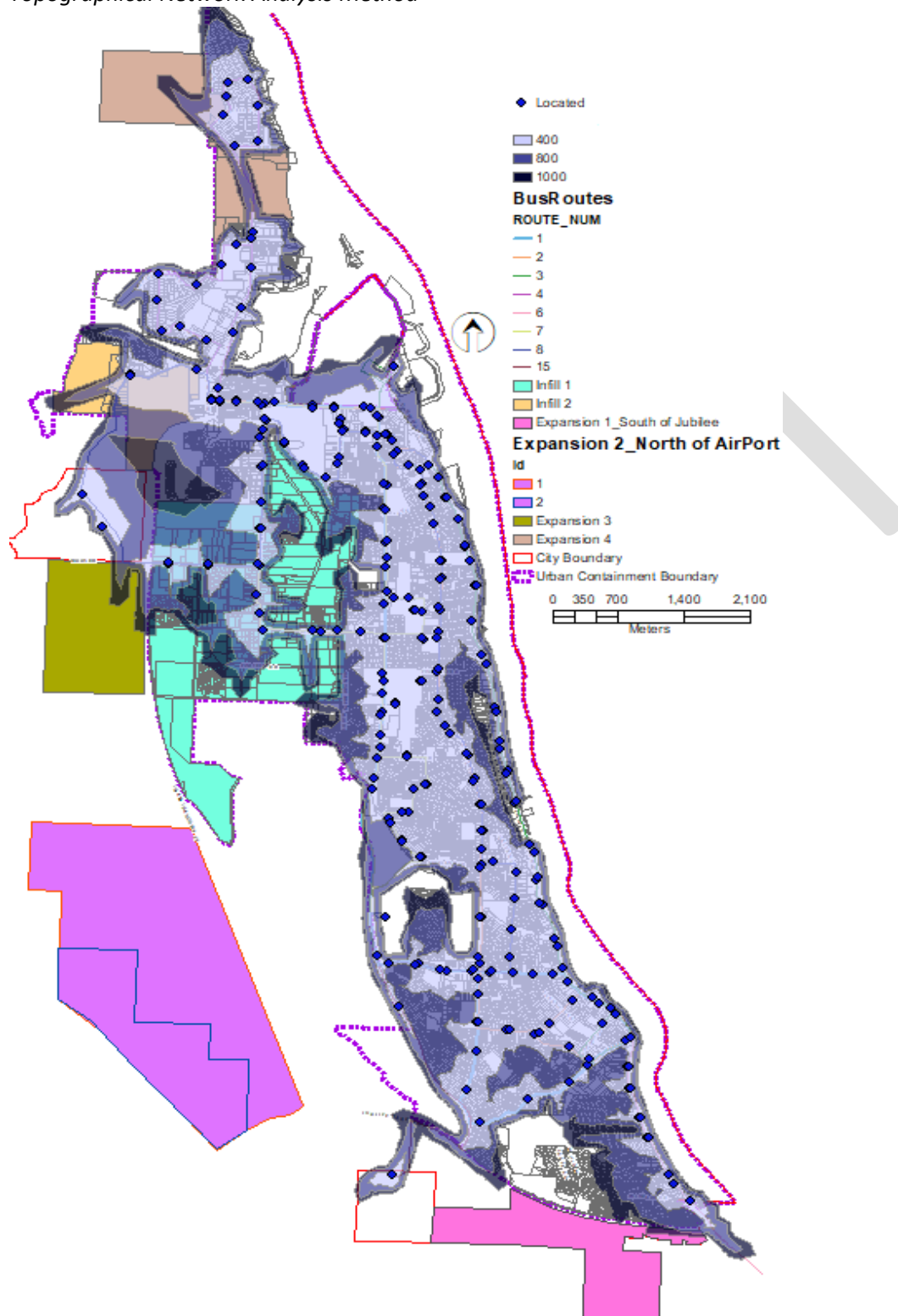


Figure 14: Walking Distance from **Cafés and Restaurants** to Proposed Infill and Expansion Areas – Topographical Network Analysis Method

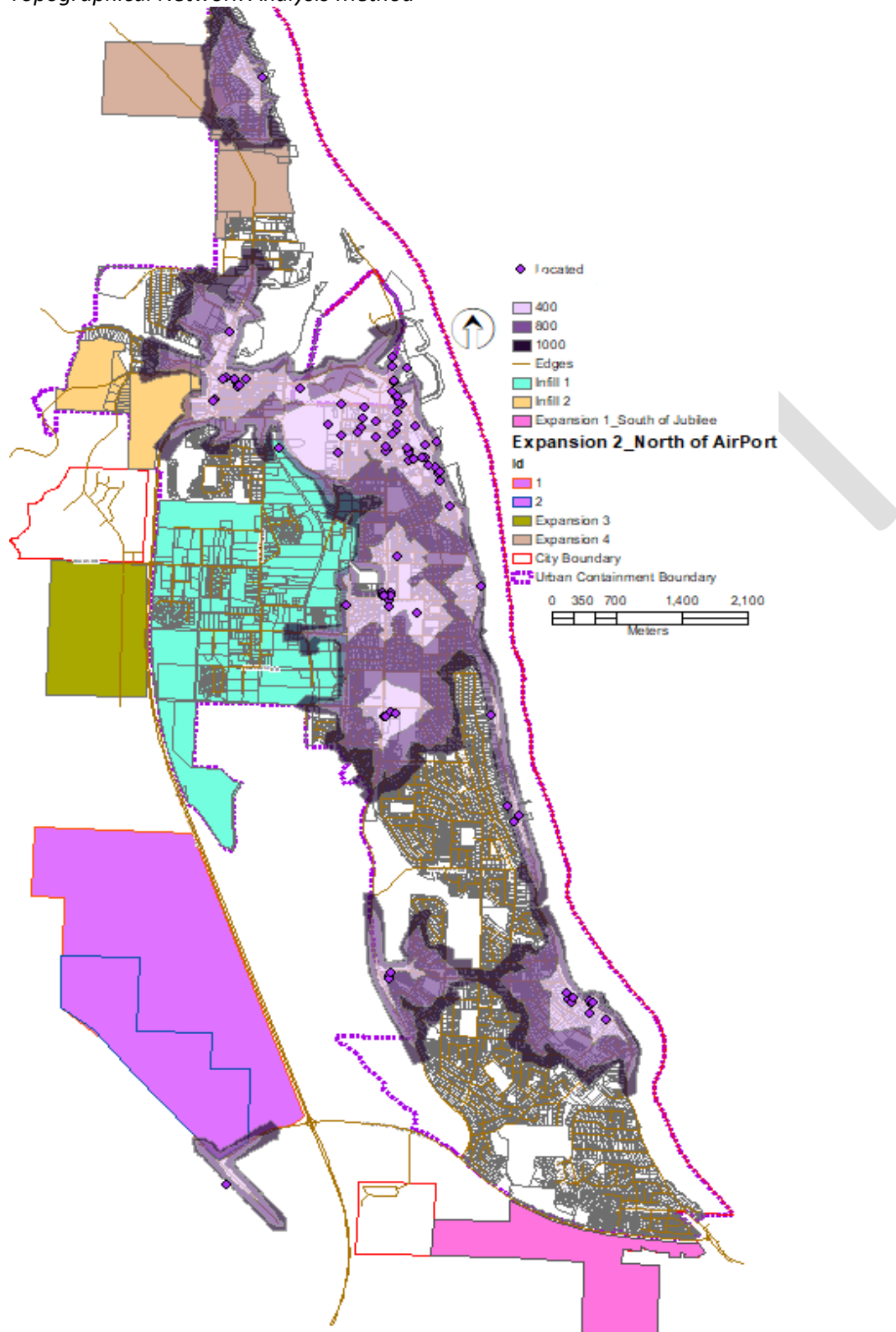


Figure 15: Walking Distance from **Grocery and Convenience Stores** to Proposed **Infills and Expansion Areas** – Topographical Network Analysis Method

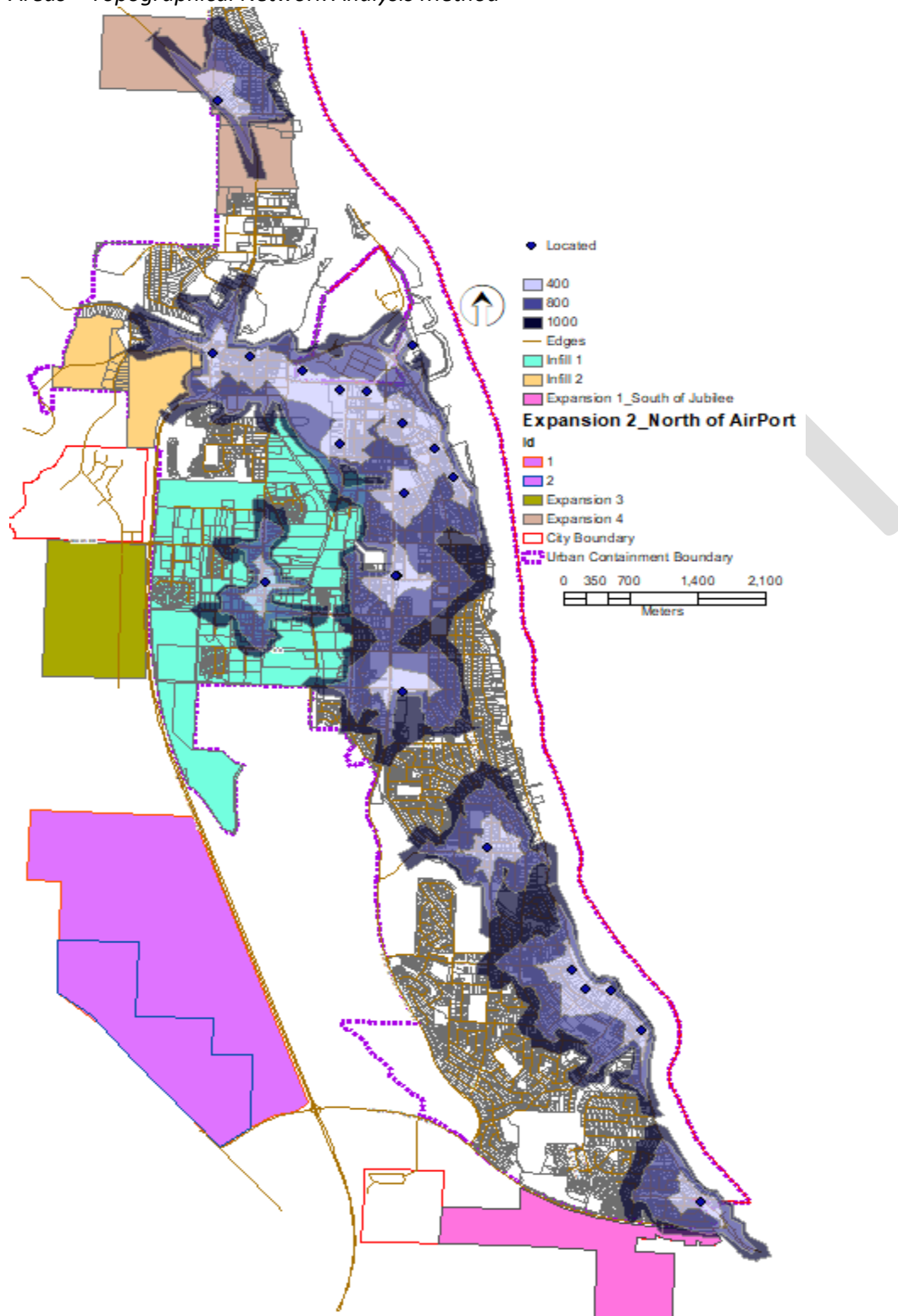


Figure 16: Walking Distance from **Schools and Colleges** to Proposed Infill and Expansion Areas – Topographical Network Analysis Method

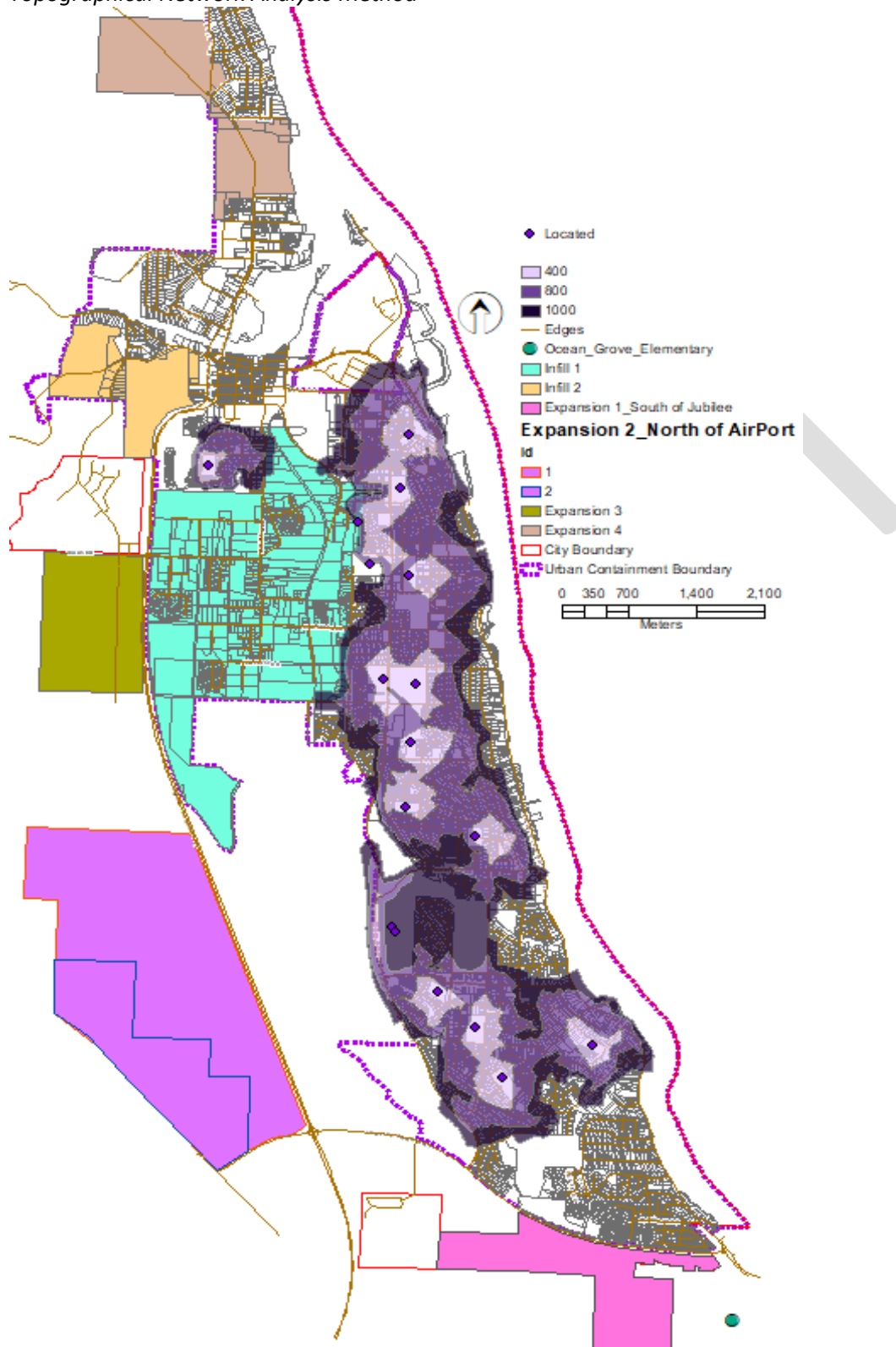
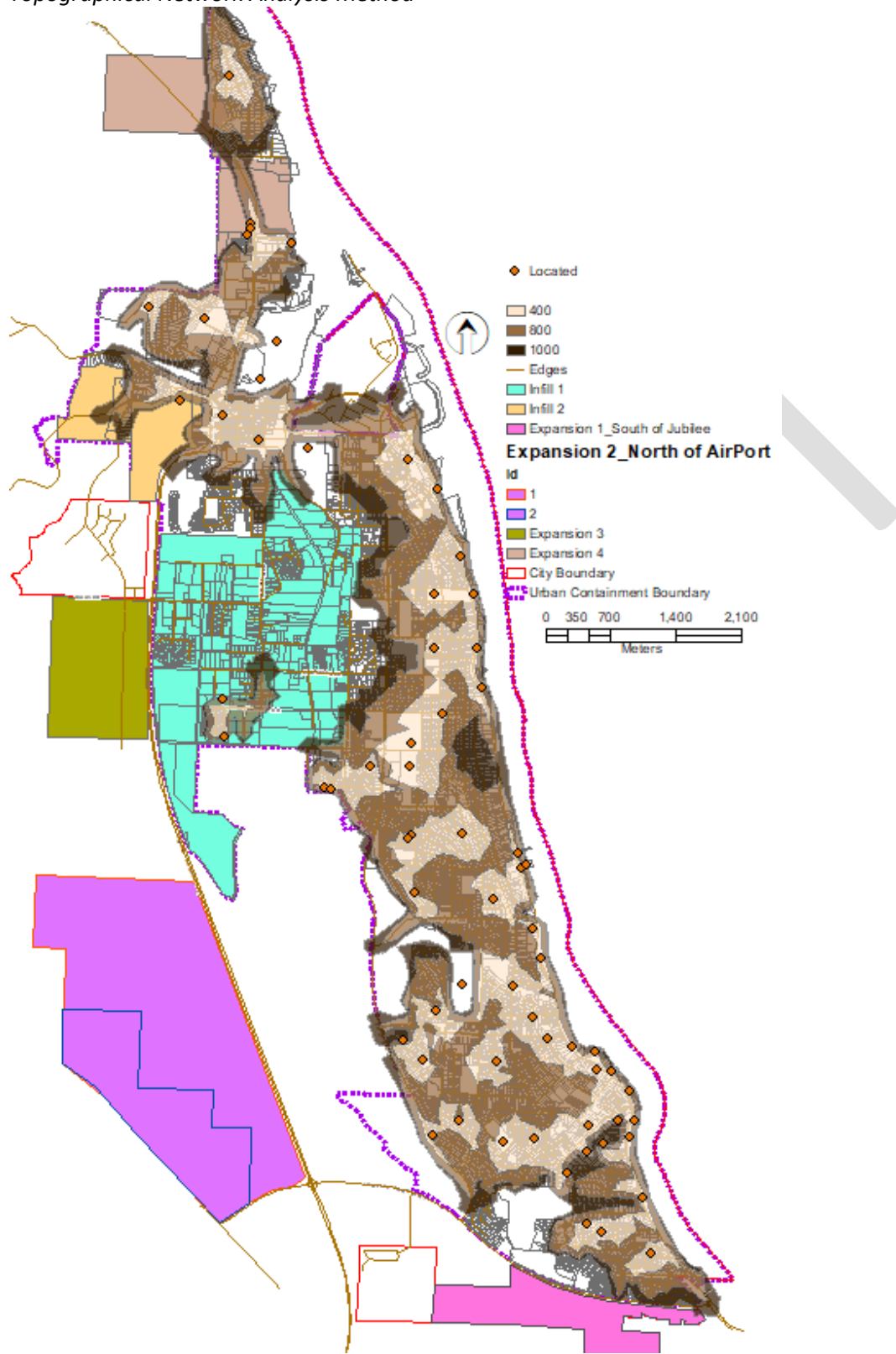


Figure 17: Walking Distance from **Parks and Playgrounds** to Proposed Infill and Expansion Areas – Topographical Network Analysis Method



4.0 SUMMARY AND RECOMMENDATIONS

4.1 Assessment of Potential Infill, UCB Areas and Expansion Areas using Livability Indicators, Amenity Rankings, Connectivity/Accessibility Assessment and Comparable Design Scores

The potential and desirability for further development in infill areas, areas within the Urban Containment Boundary (“UCB Areas”) and areas outside the Urban Containment Boundary (“Expansion Areas”) is discussed below. Areas are evaluated using a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats), and include a brief introduction.

4.1.1 Infill Areas

4.1.1.1 Quinsam Heights

Quinsam Heights is unique in its location, form and natural features. It is located in a lower area of land than the majority of Campbell River, with many topographical features including wetlands, slopes, and streams, as well as environmentally sensitive areas and treed areas. The majority of the neighbourhood is designated as rural, estate or low- to- medium density residential. Most residential is low-density in the form of estate lots, with some single-family subdivisions, and medium density is in the form of townhouse condominium developments. Development currently occurs either with large spaces between single-family homes, or in clusters/cul-de-sacs of townhomes. The northern portion of the neighbourhood, around the area of Ripple Rock School, is surrounding by residential subdivision with average size lots, as is the eastern strip of neighbourhood closer to Central Campbell River.

Strengths

- Current road connections exist to the Mercroft Village/Strathcona Gardens area, as these amenities are in close proximity to the eastern edge of the neighbourhood.
- Directly connected to Highway 19 on the western boundary.
- Upgrades are planned for Willis Road leading to Highway 19, including safer pedestrian/cycle routes in this area.
- Ranks as average in terms of trail connectivity for pedestrians and bicycles, with existing links to other neighbourhoods and natural areas (though the ERT) such as Beaverlodge and Kingfisher.
- Fifty-three percent of dwelling units are within 400 metres of a park space, due to the amount of residential surrounding Ripple Rock School playground and playing fields.
- Land values are presently lower than other areas of Campbell River, both on properties with development and on vacant properties. Therefore, the area may be increasingly

attractive for both new residents and developers, with more potential for denser, infill development.

- Bus stops serve 66% of dwelling units within 1000 metres, with a transit route on Pedersen/Evergreen Road, despite the “clustering” of residential areas and many semi-rural properties.

Weaknesses

- Existing amenities are lacking, due in part to a lower population and the rural character of the neighbourhood.
- Residents must travel to most amenities – grocery stores, indoor recreation, health services, childcare, employment and municipal parks.
- Lack of a “Village Centre”, or employment/commercial node anywhere in the area. One convenience store exists in approximately the centre, but few employment opportunities exist anywhere.
- The neighbourhood does not rank in the top three for any grouped amenity indicator in the primary or re-grouped rankings.
- As few as 28% of dwelling units are located within 1000 metres of the two existing child care facilities.
- Apart from Ripple Rock School park, “usable” municipal parks (those with amenities) are only located in the far southern portion of the neighbourhood (near Central Campbell River).
- Ripple Rock School is nearing capacity, as students come from Campbellton, North Campbell River and the Wai Wei Kai nation.
- Relatively few residential properties are within a three-kilometre walking distance to the school, therefore many students must find alternative ways to get to school.
- Walking distances are lengthy for residents to access other areas of the city, because of the neighbourhood’s absolute location as well as inconvenient or inaccessible walking routes within.
- The area has some sidewalks, but these are generally limited to enclosed subdivisions, thus pedestrian connectivity and walkability throughout the neighbourhood is lacking.
- Very few intersections have pedestrian crossing lights, and sidewalk connections within the wider neighbourhood are poor (as mentioned above).
- Some areas have clustered street lighting, however many areas are without any street lighting.

Opportunities

- The neighbourhood includes large areas of undeveloped or under-developed land, close to the centre of Campbell River.

- Opportunities exist for sensitive, dense, integrated housing development that could contribute to a more livable, walkable and connected neighbourhood.
- Approximately half of the land area is “Estate Controlled Development Area” as designated in the OCP. Any re-designation/re-zoning of these areas would require changes to the OCP (and subsequent zoning) to increase density.
- Council is supportive of removing the designation on the “Estate Controlled Development Area” properties, to be replaced with a more progressive designation (Neighbourhood Controlled Development Area, Village Centre Intended Growth Area on some limited parcels, or potentially a new OCP designation).
- Currently the neighbourhood has very little variety in housing forms. Lower land values on large lots could make the area attractive for redevelopment and a variety of housing forms.
- Many parcels and clusters of parcels are already zoned RM-1 or RM-2, ready for townhouse or low-rise apartment development. An increased density of housing would require more amenities to be located in the neighbourhood.
- A designated Village Centre area (see Figures 45 and 46 in the Neighbourhood Map Appendix Report for walkability from potential “Village Centres”) in the central part of the neighbourhood (with potential rezoning of some parcels) could enhance amenity choices and the “character” of the neighbourhood.
- Walkable and integrated amenities, including essential retail or health services, could serve existing residents as well as attract new businesses.
- The Evergreen School site, despite being located south of the “central” area of the neighbourhood, has potential for a future school, community centre or other community shared use.
- Options for the Evergreen School site should be considered as to optimal uses that serve all residents. Options for connections to the site via transit and active transportation should also be considered.
- Other transportation routes for all modes of transportation accessing and circulating within the area could be considered for convenience and accessibility.
- Options for future road connections include Petersen Road to Central Campbell River via 2nd Avenue, and to Highway 19 via several possible existing east-west routes.

Threats

- Lack of community support for changes to policy documents and to zoning could be a challenge. Consultation will need to be well-planned and collaborative.
- The lack of contiguous ownership on large parcels could make it difficult to consolidate land for development.
- Many areas of the neighbourhood are environmentally sensitive, therefore any development would have to adhere to policies and procedures in order to protect

environmental features and biodiversity. Slope stability is also an issue on the eastern boundary of the neighbourhood.

- In order to increase transportation links to and from the area, infrastructure costs and viability of routes (environmental and slope assessments) would have to be considered.
- Infrastructure costs for increased water, sewer and other services must also be considered if increased density of development occurs. Developer cost charges may be an option in decreasing costs for the City, however this may also deter developers from choosing the neighbourhood for future development.
- Transit routes would need to be revised to allow accessibility and availability for residents.

4.1.1.2 Central Campbell River

Central Campbell River is located immediately south of Downtown and east of Quinsam Heights. A majority of the residential area is located on top of the escarpment, resulting in steep slopes and reduced waterfront access for the majority of residents. The neighbourhood has a mix of housing types, commercial and social amenities, schools, and employment opportunities, making it an accessible, attractive choice for many people.

Strengths

- Located in close proximity to Downtown, the waterfront and other neighbourhoods in the city.
- The neighbourhood has a large number and variety of amenities, with two designated “Village Centres” providing daily needs (grocery store and other retail and services), social amenities such as a movie theatre and curling club, a recreation centre (Strathcona Gardens) with a pool, arenas and fitness, and parks and playing fields nearby.
- Near both “Village Centres” are higher-density residential uses, including an approved residential tower development adjacent to Merecroft Village.
- Contains all levels of schools, both private and public, as well as the hospital.
- Ranks in the top three primary grouped indicators for three out of four amenity groupings. It ranks in the top three for social care in both re-groupings.
- Municipal parks are located evenly throughout the neighbourhood and are generally “usable” spaces.
- Eighty-eight percent of dwelling units are located within 800 metres of a parks space, and 94% are located within 1000 metres. Access to school playgrounds and playing fields contribute to these high percentages.
- There are many sidewalks, however most only on one side of the road.

- Traffic control is more frequent and appropriate than other neighbourhoods, and street lighting is well-distributed.
- Major transit routes run through the neighbourhood (north/south), and the Quinsam Heights route also accesses Central Campbell River, connecting major points, local amenities and Downtown. Sixty-six percent of dwelling units are located within 400 metres of a transit stop, and 86% are located within 800 metres.
- Using comparable street design scores, Central Campbell River ranks as average, taking into account the topography of the escarpment.
- Many different housing forms exist, including single-family, semi-detached, duplex and apartment, with a variety of tenures.
- Property values are high in some areas of the neighbourhood, for example, closer to the escarpment and along the waterfront, while older, more central areas are more affordable.

Weaknesses

- Designated “Village Centres” are both located on the western boundary of the neighbourhood (and extending slightly to the east). Taking into account topography and reduced walking connections, only 48% of dwelling units are within 1000m of a “Village Centre”.
- No formal trails exist over the escarpment, because of steep slopes and private land ownership. There are less direct connections to natural areas such as Beaverlodge (i.e. walking distances are longer to trail accesses) than from other neighbourhoods.
- Long walking distances of at least 1000 metres exist to some transit stops, regardless of nearby commercial nodes and larger arterial streets with increased numbers of bus stops.
- Only 56% of dwellings are located within 1000 metres of a facility, despite the high number of child care facilities.

Opportunities

- Several vacant or under-used sites exist along Dogwood Street, the waterfront, and internally throughout the neighbourhood. Some waterfront sites are zoned RM-3, and others along Dogwood Street are zoned as commercial.
- Higher-density residential is currently being developed directly to the south of Mercroft Village.
- Mercroft Village has potential for redevelopment, re-design or intensification, as it becomes an increasingly important commercial and retail core.
- The 2nd Avenue/Dogwood Street “Village Centre” has potential for an increased variety of uses and commercial densities. Higher-density residential may also be appropriate on under-used lots near this location.

Threats

- Property prices are generally increasing as the housing market becomes tighter. Adding available housing stock to the area could help to balance prices and interest in the area.
- There are areas of the neighbourhood that may not attract developer interest at the current time, because of their location or the general perception of the area.
- There are less vacant or under-used properties in the neighbourhood, as well as rapidly increasing land values in some locations, compared to other neighbourhoods.
- Community support for redevelopment in the area may be lacking. Many individual property owners may be opposed to increasing densities, due to issues such as parking, traffic, or change in neighbourhood character.

4.1.1.3 North Campbell River

North Campbell River is unique in its form and uses, as it has evolved over many years from a major industrial area (the former Elk Fall Mills and Baikie Island logging operations, and current large industrial uses including the barge terminal and co-generation plant). Smaller industrial areas contain a variety of light to medium industrial uses. Commercial areas on large lots exist along Highway 19 in the southern portion of the neighbourhood, and the residential “sub-neighbourhoods” of Painter Barclay and “the fish streets” are located in the northern and southwestern areas respectively.

Strengths

- The area provides easy access to Highway 19 north and south, as well as to the Gold River Highway.
- There is convenient access from the southern portion of the neighbourhood to the natural areas of Baikie Island/Raven Park, Snowdon and Canyon View trails, and across the river to Elk Falls Provincial Park and the Haig-Brown property.
- The closed Discovery Passage School and playing fields provide an additional “usable” park for the Painter Barclay area. Seventy-eight percent of dwelling units are located within 1000 metres of a “usable” park space, partially as a result of this still existing school site.
- Residential areas are in close proximity to employment, including commercial and retail businesses in the southern portion, and many industrial businesses to the north.
- Residential areas themselves are relatively compact, with grid or modified-grid street patterns. The neighbourhood ranks high in design scores (however it must be noted this is not neighbourhood-wide, and is skewed by clustered residential density).
- A high number of dwellings are within 800 metres of a bus stop (95%), as bus routes circle through the limited residential portions of the neighbourhood.

Weaknesses

- Does not rank high in the primary group of indicators for any amenity grouping. When re-grouped, ranks third in the “employment and amenities” group and in the “employment and transportation” group.
- Only one childcare facility exists, with a total capacity of seven, and only 30% of the neighbourhood’s dwelling units are within 1000 metres of this facility.
- Identified “Village Centres” in the OCP are located at two locations: 1) Highway 19 adjacent to the Painter Barclay residential area; 2) As a large area in the southern portion of the neighbourhood (adjacent to the Highway 19 commercial area and near the Baikie Island natural area).
- “Village Centres” currently have incompatible, large scale uses or smaller, unlike businesses without pedestrian connections. Twenty-five percent of dwelling units are located within 1000 metres of a “Village Centre”.
- Existing business areas are built around roads with high-traffic volumes or on less-developed industrial roads, with few sidewalks or informal paths for connections.
- Fifteen sidewalks exist, with many of these on just one side of the street.
- Street lighting is poor, and some intersections lack any traffic control signs.
- Transit routes terminate in Campbellton, at which point users must transfer buses, therefore making ridership to Downtown or other parts of the city inconvenient.
- There are no operational schools in the neighbourhood, and students are bussed to schools in Quinsam and Central Campbell River.
- Sixty-eight percent of dwelling units are within 1000m metres of smaller park spaces, however these parks are currently undeveloped dedicated park spaces, without pathways or amenities.
- Residential areas in the neighbourhood are either clustered and segregated, embedded within industrial and commercial areas, or developed along the waterfront in short strips.
- Property values are relatively high compared to the rest of the city. Waterfront properties may contribute to this increased value, however in general, single-family housing (except manufactured homes) is priced higher than the average.

Opportunities

- In close proximity to natural areas, which could be an attraction for future residents if the area is designed, developed or re-developed in an appealing and comprehensive manner.
- Existing commercial amenities could be intensified, and social amenities like the closed Discovery Passage School could be used for community purposes.
- Should the area experience infill and larger-scale residential development, and an increased population, the closed school building or site would potentially be needed.

- More detailed plans for the identified “Village Centre” areas could be useful, with possible pre-zoned land, infrastructure, green space, and pedestrian and vehicle circulation plans.
- Large parcels of vacant land, particularly along Highway 19, are currently zoned C-4 and C-5. These could be ideal sites for mixed-use development or more intense, well-designed employment nodes.
- Vacant sites adjacent to Baikie Island natural area and near the river may potentially be ideal for multi-family housing.

Threats

- Currently less desirable for residents and developers than other neighbourhoods, due to its physical disconnection from other areas of the city. Less visual appeal as a result of many vacant lots, “big-box” commercial development, and many industrial land uses.
- Continued lack of investment interest in the area, resulting in still-vacant land and low-value businesses.
- Less investment in the area could result in a subsequent lack of current or future community amenities such as schools, transit and parks.

4.1.1.4 Campbellton

Campbellton neighbourhood is unique, with historical significance and distinct character. It is centrally located beside the Campbell River and downtown, and is the only neighbourhood with a true grid street pattern.

Strengths

- The area ranks high in design scores compared to other neighbourhoods. It is compact, with relatively dense development on smaller lots, and many slower, safer local roads throughout.
- Almost 100% of dwellings in the neighbourhood are within 800 metres of amenities, including childcare, park spaces, and cafes or restaurants, due to a small land area, shorter street lengths and walkable street patterns.
- Ranks second and third in all amenity groupings. When re-grouped, it ranks second or third in all amenity groups.
- Municipal parks are located on grid pattern parcels and have amenities for residents. Ninety-eight percent of dwellings are located within 800 metres of a municipal park.
- Trails provide links to neighbouring parks and local natural areas.
- The area is well-serviced by transit – 89% of dwellings are located within 400 metres of a bus stop, and 99% of dwellings are located within 800 metres.

- Residents have convenient vehicle routes out of the city via both Highway 19 and the Gold River Highway.
- There are a variety of housing forms, including single-family, duplex, and some low-rise apartments.
- Property prices are lower than in other neighbourhoods, with many existing smaller, older homes. Vacant residential or commercial parcels are also relatively lower-priced.

Weaknesses

- Does not necessarily provide a mix of practical amenities for residents. There are very few “basic needs” amenities (for example, corner stores or grocery stores).
- Ninety-seven percent of dwelling units are within 800 metres of a childcare facility, however only fourteen childcare spots currently exist.
- There are no schools in the area, and students are bussed elsewhere.
- Highway 19 and 19A dissect the neighbourhood, segregating the west portion, and thus detracting from its overall design.
- High volume of traffic on Highway routes, reducing walkability and making them less desirable places to locate businesses and housing.
- Most streets have sidewalks, many on both sides, however comparably less than other similar neighbourhoods.
- Street lighting is poor and concentrated in only some portions of the neighbourhood.
- Some intersections are uncontrolled, decreasing safety for pedestrians.

Opportunities

- Infill developments that promote the neighbourhood’s unique character, provide affordable places to live, and that continue to enhance its accessible, walkable and connected amenities and features are desirable.
- Potential to work with and support the Campbellton Neighbourhood Association in planning and social objectives.
- Opportunities exist to re-define the “Village Centre” with a comprehensive, land-use specific “village plan”, including a vision, principles, and objectives.
- “Pre-zoning” multiple adjacent properties in some locations may be feasible to achieve contiguous, compatible development.
- Many large and small properties are currently zoned for commercial or industrial uses, however could be suitable for mixed-use developments or higher density residential by merging land parcels.
- Incentives (e.g. density bonusing) could help achieve developer interest in this neighbourhood.

Threats

- Housing forms are mostly single detached on smaller parcel sizes, therefore potentially requiring consolidations and rezoning to allow for more dense, multi-family developments.
- The northern portion of the neighbourhood is located in the flood plain, which could deter redevelopment due to design changes or required mitigation on riverfront properties.
- The area may be less desirable for development because of a lack of schools, large bisecting roads, limited waterfront property and many older or unattractive industrial and commercial uses.
- Existing businesses, owners or residents may not endorse an overall plan for the area, with respect to rezoning and infrastructure improvements.

4.1.1.5 Downtown

Downtown, by virtue of it being the main business district, is located relatively centrally, with waterfront access, public spaces, parks and trails. It is the employment hub for the city, comprising retail and service businesses, health and social services, childcare, government offices, and community and arts amenities.

Strengths

- Amenities serving the whole city are located Downtown, many within walking distance of the surrounding neighbourhoods of Campbellton and Central Campbell River.
- 65% of dwelling units are located within 1000 metres of a childcare centre, and 62% are within 1000 metres of a park space.
- Spirit Square and Ostler Park, while serving downtown residents, are used by the wider community and for special events.
- Ranks first in three out of four primary grouped indicators (social care, social/employment nodes and transportation), and ranks first for every indicator when re-grouped.
- Transit connections are good – almost 50% of dwellings are within 400m of a transit stop, and over 50% are within 800m. Most routes serving other parts of the city converge Downtown.
- Trails and sidewalks provide relatively good connections to parks and playgrounds.
- Higher concentration of completed sidewalks than in other neighbourhoods of similar size and form, and a higher number of bike racks.
- Better traffic control and signage, with a higher concentration of controls than other areas (all intersections are controlled).

Weaknesses

- Distances to green spaces from residential areas is generally longer than in other neighbourhoods (e.g. Nunn's Creek Park and Dick Murphy Park). These parks are not centrally located within the neighbourhood.
- Does not have a school, therefore students are bussed to other schools.
- Transit to other parts of the city is frequent and reliable, however there are limited connecting points within the neighbourhood.
- Street lighting is generally poor within the residential areas and is mainly concentrated in the central business area.
- Little variety in housing forms, with most residential being multi-family development.
- There are a comparatively low number of residential units (not counting the units in the Wai Wei Kum Nation area), but a high number of residential-related amenities.
- Some larger retail and service amenities are disconnected from the core area for both pedestrians and traffic (e.g. Homewood Mall and Discovery Passage Mall).
- Ranks low in comparable design scores, as a result of the majority of residential being located on the fringes of the neighbourhood, and the low absolute number of residential units.
- Perceived and potentially tangible "divide" between the east and west sides of Dogwood Street, making the neighbourhood less walkable and accessible.
- The types of businesses between the east and west sides are distinct, with lower-value office space and light industrial uses on the west side. The east side generally has higher quality, more integrated development.

Opportunities

- Many civic and cultural events are held in the neighbourhood, bringing residents and tourists to the area.
- Opportunities to improve infrastructure, with respect to providing better connections to retail and services.
- Opportunity to "link" the east and west sides of the neighbourhood with improved designs for pedestrians and more intense, integrated development.
- Tyee Plaza is a good example of a space with redevelopment potential. The development currently segregates downtown from the waterfront, however design changes could improve this central retail area for pedestrians and businesses.
- Tyee Plaza could potentially become a community-focused space, with mixed-use development and increased public event space.
- Large development or redevelopment opportunities exist on the waterfront to the south of Discovery Mall (ideal for mixed-use development).

- Unused or under-used larger properties throughout downtown may have redevelopment potential, many of these located on the west side of Dogwood Street.

Threats

- Limited development or redevelopment potential exists on the east side of Dogwood Street (nearer the central “core”), and near/on the waterfront.
- The area on the west side of Dogwood Street contains many more service commercial and light industrial uses, and therefore may be less desirable for residential development.
- Large existing C-1 lots may hinder the ability to plan contiguous, quality residential or commercial developments.

4.1.1.6 Willow Point

Willow Point and Central Campbell River neighbourhoods have very similar characteristics with respect to urban form, locational proximity to natural areas and the waterfront, number of commercial and employment amenities, recreational opportunities and housing types. Willow Point differs in topography, the area being flatter than Central Campbell River, resulting in a more accessible waterfront. The neighbourhood has a historical character around its original village site on the waterfront, and is an amenity centre as well as an attraction for tourists, with annual events, arts opportunities, and accessible beaches.

Strengths

- Many commercial, service and recreational amenities, spaced relatively evenly throughout the neighbourhood.
- Two “Village Centres” are identified in the OCP: 1) The historical village of Willow Point on the waterfront – includes a grocery store, restaurants, retail, arts, and a waterfront park; 2) Timberline Village Shopping Centre - includes a drug store, coffee shop and other retail and services.
- Ranks in the top three in three out of four categories in the primary grouped indicators (social care, transportation and green amenities). When re-grouped, ranks in the top three in some instances (however not employment and amenities or employment and transportation groups).
- There are a high percentage of dwellings within 1000m walking distance to childcare centres and bus stops (86% and 89% respectively).
- Ninety-nine percent of dwelling units are within 800 metres of a “usable” park space or natural area and 100% of dwelling units are within 1000 metres.

- Five school playgrounds and playing fields within the neighbourhood, contributing to the high number of park spaces.
- A large recreation centre (the “Sportsplex”) is located in the northern portion of the neighbourhood, and includes indoor and outdoor sports amenities, a playground and park.
- Trails into Simms Creek can be accessed from the Sportsplex area. Other trails and natural areas include the Willow Creek Conservation Area and Beaverlodge Forest Lands across Dogwood Street.
- Located on Island Highway and provides convenient access south; Jubilee Parkway provides access directly to Highway 19.
- Higher concentrations of traffic signals in the neighbourhood compared to others of similar size and form.
- Street lighting is distributed relatively evenly.

Weaknesses

- Ranks as average in neighbourhood design scores - only 21% of dwelling units are located within 1000 metres of a “Village Centre”.
- Some barriers to design, such as natural areas, streams and slopes.
- Newer neighbourhoods have been designed with curvilinear street patterns, including cul-de-sacs, crescents and other non-grid road patterns.
- Curvilinear patterns result in lengthier driving and walking routes, and thus increased time for residents to access daily amenities, schools and bus stops.
- More sidewalks than others, however few are entirely completed, thus also increasing walking time to destinations.
- Distance to the central area of Campbell River is farthest of any neighbourhood, and driving times are increased at peak times of day on roads accessing Downtown.
- Active transportation to Downtown is more time consuming than from other neighbourhoods, potentially causing residents to choose private vehicles as a main means of transportation.
- Many elementary students in this neighbourhood attend Ocean Grove School as their catchment school. Ocean Grove School is outside the UCB, and is accessed from Willow Point by the Island Highway.
- Bussing is not offered for students of Ocean Grove School within four kilometres of the School, therefore most students must be driven. This does not contribute to healthy, active lifestyles for students or parents.
- The School is nearing capacity, without additional students in currently developing areas in this neighbourhood having yet being accommodated.
- Variety of housing types is lower than other neighbourhoods. Most housing is single-family, decreasing density and walkability, especially to commercial nodes.

Opportunities

- Attractive for residents and developers due to its waterfront location, proximity to the Beaver Lodge Lands and well-developed Village Centres.
- Potential for business infill development within the waterfront Village Centre, creating more employment opportunities for the neighbourhood. This may decrease the number of commuters to the central core and promote walkability.
- A few intensely zoned large parcels of vacant land exist along the waterfront, including RM zones.
- Under-used or large “estate” type lots exist in the Hilchey Road and Erickson Road areas. These very low-density properties may see redevelopment and increased density as the area redevelops.

Threats

- The majority of land parcels are relatively small, thus larger infill opportunities are less.
- Distances from the central core may decrease desirability for infill development, as competing properties may exist closer to downtown.
- Property prices are high in new suburban areas and along the waterfront.
- Obesity rates are directly linked to community design and time spent in cars. A curvilinear road pattern and longer walking times, coupled with the neighbourhood being a distance from downtown, contributes to decreased active transportation methods and potential health impacts.

4.1.1.7 Kingfisher

Kingfisher is not considered a neighbourhood in the OCP, however as it is an area left undesignated, it is included in the Livability Assessment as a potential area for growth. The area is unique in that it is mostly low-density residential and natural areas.

Strengths

- The natural areas of Elk Falls, Canyon View, Snowdon and the Haig-Brown lands are very accessible from this area via trails.
- Highway 19 is immediately to the east, providing vehicular access north and south out of the city.
- Much of the area is zoned for parks and protected areas, and the southern portion is in the ALR.
- Another portion of the area is zoned R-1, developed mainly as very low-density residential.

Weaknesses

- No amenities (other than natural areas and one church) in the neighbourhood.
- Not walkable for daily usable amenities in Campbellton or North Campbell River (no sidewalks and street lighting, not connected by transit).
- No school in the neighbourhood, therefore students are bussed out of the area.
- Limited “usable” park space with amenities.
- Ranks first for green amenities in the primary group of indicators, and second in the “active amenities” group when re-grouped. Does not rank in any other amenity grouping.

Opportunities and Threats

- Potential for existing large residential properties to be intensified with new residential development, or with other small-scale amenities. However, given the current low population in this area, new amenities are likely not economically feasible.
- Very little developable land. One large piece of land currently for sale, however with major development constraints (steep slopes) and potential environmental impacts.
- Northern portion is in the floodplain, and therefore a potential threat to existing riverfront properties.

4.1.2 Areas within the UCB

4.1.2.1 South Quinsam

The South Quinsam area is bordered by Highway 19 to the west, Merecroft Road to the north, the Beaver Lodge Lands and E.R.T. to the east, and Simms Creek and the E.R.T. to the south. The parcels for potential development are long and relatively narrow, with proposed access from a portion of Merecroft Road. Merecroft Road at this location does not extend directly to the east to connect to the remaining part of the road which connects to McPhedran Road. The parcels are currently undeveloped however some logging has taken place. The area is currently designated as Estate Controlled Development Area in the Official Community Plan, and is zoned as Residential Estate One (RE-1).

Strengths

- Immediately adjacent to the Beaverlodge Forest Lands, allowing for convenient access for recreational purposes.
- Lower-density residential development in this area could be considered a logical extension of land currently being developed as residential directly to the north.

Weaknesses

- An application has been submitted to develop 400-500 units of primarily single-detached housing on these parcels. Staff has reviewed the initial proposal, however further review of the application has been postponed until the Housing Growth Strategy is complete. Initial comments from staff included:
- 1) Inconsistency with general growth management objectives outlined in the OCP.
 - Did not present an orderly pattern of development or include sufficient park or green space within the neighbourhood.
 - The OCP supports new residential that is accessible to community services and facilities, including walkways, schools, transit and recreational areas.
 - 2) Only a single point of access and egress would exist, inconsistent with National Fire Association Guidelines.
 - Did not provide adequate access or egress for the number of residential units. The National Fire Protection Association requires two accesses for 101- 600 households, and a second emergency access was not supported by the Ministry of Transportation.
 - 3) Infrastructure upgrades to service this property are expected to be costly and difficult to construct.
 - According to a Traffic Impact Study, road upgrades would be needed on Petersen Road, Pinecrest Road and at the intersection of these roads.
 - 4) Necessary upgrades to roads, sewer and water infrastructure would have adverse effects on the natural areas, wildlife corridors and watercourses.
 - Not well-connected via roadways to the rest of the neighbourhood or city, as Merecroft Road does not connect directly. No direct connections to Highway 19.
 - Not currently walkable via pathways or sidewalks to the rest of the neighbourhood or city. Active transportation from the area could be time-consuming and hazardous, causing residents to choose other modes of transportation and unhealthy commuting habits.
 - A ten-minute walking time (800 metres) from two different points on the site (north and south), would extend to Evergreen Road to the north, or into the Beaver Lodge Lands to

the south (Multiple Buffer Method, Appendix 11). There are no walking or vehicular connections directly east or west of the site.

- If a “Village Centre” was to be developed in the wider Quinsam Heights area (i.e. Petersen Road/Willis Road/Croatian Road), the node would not be walkable within 20 minutes of this development site.
- One transit route currently serves the Quinsam Heights neighbourhood, a distance from this development area.
- There is no longer a school at the Evergreen School site. The nearest school would be Ripple Rock School, already close to capacity and a distance from the site.

Opportunities

- City Council has indicated initial support for the removal of the “Estate” neighbourhood designation from the OCP. These areas could be rezoned as residential more appropriate to the density needs of the neighbourhood and city.
- Opportunities exist to create a mixed-use, mixed-density, well-designed community, with various forms of housing, green spaces and amenities.
- Solutions could be proposed to provide a second emergency access/egress in and out of the area.
- The area abuts a considerable amount of forest land, and design mitigation measures could be taken to ensure safety from wildfires.

Threats

- Transit routes would require revisions or additions to accommodate residents in this development area.
- The area is relatively isolated and disconnected from the rest of the city, therefore marketability of residential properties could be difficult for developers.
- Increased investment in infrastructure and mitigation measures may incur increased development costs for the City or for the developers. If costs are borne by the developers, this could increase housing prices.
- Depending on the density of development and the potential cost to the city in infrastructure upgrades, the tax return on infrastructure investments could be relatively low.
- Noise from traffic may have a negative impact on potential residential development.

4.1.2.2 South Kingfisher

South Kingfisher is located south of the existing or “infill” area of Kingfisher. The area extends to the south following Highway 19 to Wai Wei Kai Nation, then north again and west to Quinsam Road, and finally north bordering the existing residential properties along Gold River

Highway (Appendix 12). The majority of the area on the west side of Highway 19 is currently zoned Rural One (RU-1), with some Residential Estate (RE-1) properties along Nursery Road. On the east side of the highway, the area is zoned Public Areas Two (PA-2) (environmentally sensitive lands) and Rural Recreation One (RR-1) (golf course).

Strengths

- In close proximity to surrounding natural areas, including Elk Falls Provincial Park and the Haig-Brown Lands.
- Trails connect natural and green spaces, and residential properties to the north.
- Convenient vehicular access to Highway 19 and Gold River Highway.
- Relatively close to amenities in Campbellton and Downtown.
- The area is fully serviced along Nursery Road and Quinsam Road, with a water transmission line through the RU-1 land from Campbellton to the west.

Weaknesses.

- Includes wetlands, ALR, steep slopes, eagle nests and a variety of other environmentally sensitive features, thus limiting future development potential in many locations.
- The Kingfisher infill area has no amenities, and is not walkable to amenities in Campbellton. This development area is therefore even less walkable, being located further from sidewalks and nearby amenities.
- No current transit connections into the existing Kingfisher infill area.

Opportunities

- The area encompasses a large area of singularly owned land. Without topographical constraints or environmental concerns, this area of land could result in well-designed, contiguous development.
- Existing large residential parcels along Quinsam Road and Nursery Road could be rezoned to permit more intense development.

Threats

- The marketability of the area for residential development could be challenging. The area is isolated from the rest of the city in absolute location, and disconnected via vehicular and active transportation.
- Upgrades would be needed to roadways if more development was to occur with access from Quinsam Road or Nursery Road.
- Access to Highway 19 would likely not be supported by the Ministry of Transportation.

- Other infrastructure upgrades could be expensive, as a result of little existing servicing in the area and varying topography. Costs would either be at the expense of the City, or passed on to developers, potentially affecting housing prices.
- Transit routes would need to be established in both the infill and extension areas.
- Topography (steep slopes and watercourses) and environmental protection measures could constrain development to isolated parcels of low to medium density development, or to larger-lot, low density residential.
- The area does not lend itself to contiguous, connected development at appropriate future housing densities.

4.1.3 Expansion Areas (Outside the UCB)

4.1.3.1 South of Jubilee Parkway

This area is outside the Urban Containment Boundary, located immediately adjacent to Jubilee Parkway to the south, approximately between Dogwood Street to the west and Island Highway, with a section further south along the City boundary with Strathcona Regional District (however excluding a half section of land adjacent to Jubilee Parkway, and abutting the Homalco Nation). The land is currently undeveloped and includes a significant portion of wetland. There are informal accesses from Jubilee Parkway as the area is used for recreation. The entire area is zoned Rural One (RU-1).

Strengths

- In relatively close proximity to the waterfront and natural areas. Few topographically-constraining features that would limit development.
- Several options for access and egress points from Jubilee Parkway, as well as possibility through Strathcona Regional District east to Island Highway.
- Convenient access to Highway 19 and Island Highway, going north and south.
- Amenities and some employment located in the Village Centre in Willow Point. A further Village Centre is planned for the nearby developing area to the west of Dogwood Street and south of Beaverlodge Lands.
- Existing active transportation routes along the north side of Jubilee Parkway.
- Traffic signal lights currently exist at the intersections of Willow Creek Road, Island Highway, and Dogwood Street (and Jubilee Parkway).
- Nearby transit routes exist from Timberline School to Homalco Nation and along Island Highway to Oyster River.
- A water transmission main currently runs through part of the area.

Weaknesses

- The area contains environmentally sensitive wetlands, ALR areas, eagle nest sites and forest growth. Some of the area has been damaged environmentally, and is currently being remediated.
- Further development is not supported by current OCP policies outside the UCB.
- Development would not constitute contiguous urban form from existing residential areas, as it crosses Jubilee Parkway. This decreases accessibility to the site, both by vehicle and through active transportation.
- The area is the farthest distance from Downtown than any other infill or expansion area, resulting in increased driving by residents and increased vehicular traffic on existing roadways.
- Future development in this may result in a need for roadway and other infrastructure upgrades.
- Decreased walking or other forms of active transportation to the area may lead to poorer health outcomes, and loss of social connectivity within the community and city.
- The active transportation route along Jubilee Parkway requires crossing this large roadway for access.
- Transit routes would need to be added or modified to serve this area.
- The nearest elementary school is Ocean Grove School, located outside the UCB to the south. The School is near capacity, with enrollment mainly from the school's catchment areas in south Willow Point. Development in this area would increase student demand on this School.
- No existing walking routes to the Ocean Grove School area from the potential development area. Walking distances from most of the area would be beyond a 1000 metre radius or 20-minute walk.
- New walking routes to the School from the development area would need to consider existing wetlands and other environmental features.

Opportunities

- A well-designed, complete community with a diversity of housing forms could be developed at this location if environmental features were considered and protected.
- There is opportunity for a mix of uses, along with a variety of housing densities and local-serving amenities.
- Dependent on funding and land availability, a school site could be part of a new development area.
- Located close to the airport and Willow Point neighbourhood, with potentially more employment functions in the future.

Threats

- The area does not currently have full-service infrastructure (water and sewer). Servicing would need to be expanded across Jubilee Parkway, adding development costs for either or both the City and developer (potentially increasing housing prices).
- Development may be limited in this area given environmentally-sensitive features.

4.1.3.2 Farwell (South of Wei Wai Kai)

This potential development area is located directly west and adjacent to Highway 19, south and adjacent to the Wei Wai Kai Nation, and north of the resource extraction use at the end of Farwell Road.

Strengths

- Well-connected to Highway 19 via the intersection at Willis Road.
- Highway 19 provides convenient access to employment nodes in Campbellton or North Campbell River.
- An access point to the development area exists from the end of Willis Road along Farwell Road.
- Existing amenities at the intersection of Highway 19 and Willis Road (gas station and convenience store, restaurant, retail), and within the Wei Wai Kai Nation.
- Relatively flat area, with few constraining features for development.
- Adjacent to fully serviced water and sewer infrastructure on the Wei Wai Kai Nation.

Weaknesses

- The area is isolated from the rest of Campbell River in terms of absolute location on the edge of the city, as well as because of Highway 19.
- There is no existing transit connection to the area.
- The nearest school is Ripple Rock, located in Quinsam Heights, where students from the Wei Wai Kai Nation are bussed.

Opportunities

- Generally flat with few development constraints, and could present an opportunity for the development of a complete community, with various housing types and amenities.
- Housing may be more affordable at this location than in other development areas, given existing servicing on the Wei Wai Kai Nation.
- The existing service node on the Wei Wai Kai Nation could become a larger centre for employment, further commercial or light industrial uses.

Threats

- There is a First Nations claim on the subject land, which could lead to it being converted to reserve land before the development of any housing. The City would lose control of the land and the future of its development.
- Isolation and lack of connections to the city may result in less development interest than other locations.
- Vehicular modes of transportation would be necessary into most of the rest of the city, and walkability is limited by Highway 19.
- Additional development in this area would put further enrollment pressures on Ripple Rock School.
- Noise, fumes and other hazards could affect housing at this location, a result of Highway 19 and the nearby resource extraction use.

4.1.3.3 Airport (Highway 19 West)

This area is located on the northwest corner of Highway 19 and Airport Drive. It is the largest potential expansion area, extending past the end of the airport runway to the north, and encompassing the entire area between Airport Drive and Highway 19.

Strengths

- Located at the interchange of Highway 19 and Airport Drive, making access north and south to other parts of the city or nearby communities convenient.
- Well-situated in terms of access and egress, with options from Airport Drive. Convenient and immediate access to employment at the airport, zoned A-2 for business commercial and light industrial uses.

Weaknesses

- Environmentally sensitive area, with significant portions of wetlands and marsh.
- Considerable distance from Downtown and other areas of the city.
- Isolated from the city by Highway 19, the Beaver Lodge Lands and the forested area east of Highway 19. Disconnected with respect to vehicle traffic, walking and other forms of active transportation.
- Currently no amenities or transit service in the area.
- The land is currently zoned Airport Two (A-2), which allows for airport, light industrial and minor commercial uses, however not residential.

Opportunities

- Adjacent to future employment lands at the Airport, with convenient commuting access for residents.

- A complete community with local amenities and a variety of housing types may be possible at this location, taking into consideration environmentally sensitive features.
- With system upgrades, development at this location could connect into existing infrastructure on airport land.

Threats

- Marketing the area for residential development could be a challenge, given its isolated location and lack of surrounding amenities.
- Noise from the Airport or A-2 uses nearby could negatively affect residential development at this location.
- Lack of Council or community support for rezoning of A-2 lands to support residential development.
- The amount of development potential may be limited in order to preserve sensitive environmental features.
- Potential negative health impacts due to solely vehicular transportation to other parts of the city.

4.1.3.4 North Campbell River UCB Area and Expansion Area

The areas identified for expansion in North Campbell River span Highway 19 on the west and east sides, and a smaller area within the UCB, however outside the established developed area, is located in a panhandle shape north of Perkins Road and behind Campbell River Cemetery. The east side is directly adjacent to existing residential in the Painter Barclay neighbourhood. The west side is currently ALR, however would be a logical expansion of residential growth should the east side be developed and housing demand in the area continued. Both sides of the highway are currently zoned as Rural Two (RU-2). Other undeveloped areas on the west side of Highway 19 are designated as ALR. Developed areas to the south of the smaller panhandle expansion area are residential (in the form of manufactured homes and single-detached housing), and light-industrial (across Perkins Road).

Strengths

East Side Strengths:

- The northern portion of this expansion area immediately east of Highway 19 presents an opportunity for contiguous development directly adjacent to the existing Painter Barclay neighbourhood.
- Waterfront access and a school playground and playing fields exist in Painter Barclay.
- Servicing infrastructure is existing, as well as transit to Campbellton neighbourhood.

- Convenient access from the area to nearby employment and amenity areas to the north and south.

West Side Strengths:

- Currently designated as ALR, however some logging has occurred (managed forest).
- Would be a logical area for future housing growth, should the east side fully be developed.
- Servicing exists directly south of the east side of this site.
- Convenient access to Highway 19, either directly or via upgraded existing logging roads.

Southern Area Strengths:

- Located directly north of an existing residential area on Highway 19 (3260 and 3270) with one property accessing Perkins Road (2100 Perkins Road).
- The area is closer to existing residential, business and employment areas than other expansion areas, and is served by transit along Highway 19.
- There is existing servicing to properties on Perkins Road and to the cemetery.

East Side Weaknesses:

- Land directly north of this area is zoned for industrial uses (barge terminal and co-generation power plant). There could be land use incompatibilities between these and future residential uses.
- The area includes environmentally sensitive areas - wetlands, creeks, and streams.
- Few existing amenities in the Painter Barclay neighbourhood.
- Transit is limited in the area and terminates in the Campbellton neighbourhood.
- Considerable distance from Downtown and other nodes throughout the city, however not as far as other proposed expansion areas.

West Side Weaknesses:

- Currently designated as ALR, therefore a process would need to be undertaken with the Province to remove this designation.
- There are similar environmental concerns to development in this area as on the east side of the highway.
- Lack of amenities in the area and located a considerable distance from the rest of the city.
- Transit service would need to be extended from Painter Barclay into this area.

Southern Area Weaknesses:

- Environmentally sensitive areas are present within this area, particularly on the property of 2100 Perkins Road.
- 2100 Perkins Road is currently zoned as manufactured home park (MHP), and require rezoning for other dwelling types.
- The parcels around the cemetery are zoned C-4 and RU-2, and would require rezoning for residential uses.
- Eagle nests are located in close proximity to the area.

Opportunities

East Side Opportunities:

- Opportunity for contiguous residential development adjacent to Painter Barclay neighbourhood.
- Opportunity for the creation of a small amenity node along the east side of Highway 19, serving both the neighbourhood and Highway 19 traffic.
- Commercial or other amenities at this location would increase walkability significantly in Painter Barclay neighbourhood.
- Opportunity for mixed-density residential development, to ensure an adequate number of residents to support amenities in the area.
- Possibly reduced development costs and housing prices as adjacent to existing serviced area.

West Side Opportunities:

- Development in this area would be contingent upon the east side being fully developed, with sustained demand for more housing in North Campbell River.
- Two intersecting logging roads exist and could be upgraded or re-routed for better community design. The roads connect south into Snowdon recreational area with right-of-way access into the “fish streets” subdivision.
- An extension of a commercial node and amenities from the east side of Highway 19 could be similarly developed on the west side, serving residents of the area and providing a walkable destination without crossing the highway.
- Opportunities for mixed-density housing and mixed-use development.

Southern Area Opportunities:

- Rezoning of all areas (MHP, RU-2 and C-4) to accommodate other housing forms or densities.
- Housing in the area may be more affordable than other areas due to adjacent existing infrastructure and servicing, reducing development costs.
- Logical location with respect to surrounding uses and maintenance of contiguous development, while retaining the east-west “green belt” directly to the north

East Side Threats:

- Relative distance from Downtown and the rest of the city, therefore the location may not be as comparatively attractive for new residents.
- Existing heavy industrial directly to the north could decrease marketability. Community design would be important in mitigating any effects from these industrial uses.
- Developing in an environmentally sensitive manner could limit the amount of development.
- Transit routes would need to be extended into this area.

West Side Threats:

- Located a relative distance from Downtown, and on the opposite side of Highway 19 from existing residential uses and the waterfront.
- Could be difficulty in marketing the area for housing, given nearby industrial uses and disconnection from rest of the neighbourhood.
- Wetland areas and streams may make sensitive development a challenge, increasing development costs, limiting the amount of development and increasing housing prices.
- Directly north of the sewage treatment plant, therefore odour or noise may be disruptive to future residents.

Southern Area Threats:

- Development of 2100 Perkins Road may be a challenge, because of environmental considerations.
- Immediately across Perkins Road are light industrial uses, which could affect the desirability of the area for housing.
- Access from Perkins Road through a semi-light-industrial area may not be desirable.
- The sewage treatment plant is located to the north of the area, with potential odour and noise affecting future residents.

4.2 Infill and Expansion Areas Ranking

Infill areas, areas inside the UCB and areas outside of the UCB are ranked with respect to factors discussed in the above sections of this report. Only areas that would be considered for any infill or expansion are identified and ranked. The North Campbell River “Southern Area” is considered an extension area inside the UCB, as it is not located within the established developed area. Similar is the “South Quinsam” area, also within the UCB, however an extension of the Quinsam Heights neighbourhood outside the established developed area.

4.2.1. Infill Areas Ranking:

1. North Campbell River

- Direct vehicular access to Highway 19 and in close proximity to Highway 28.
- Natural areas exist within the neighbourhood and trails provide access to nearby recreation areas.
- Current commercial and industrial employment areas are located in the neighbourhood
- Infill opportunities exist including large C-4/C-5 zoned sites on Highway 19, and other underdeveloped sites throughout the neighbourhood
- Opportunities exist to enhance designated “Village Centre” nodes and re-evaluate the use of the Discovery Passage School site.

2. Quinsam Heights

Quinsam Heights, although partially developed with various forms and densities of housing, offers great potential for contiguous, connected and sensitive development at a location in relative proximity to Downtown and the rest of Campbell River.

- Direct vehicular transportation connections exist to Highway 19, Campbellton and Central Campbell River. Transit routes are currently limited but existing, and road connections could be expanded to better link the neighbourhood to the rest of the city.
- Of the infill areas, the neighbourhood offers the most land availability to accommodate future housing growth. Council is supportive of removing the OCP “Estate” designation from this neighbourhood, leaving opportunity for increased housing density. Some larger properties are currently zoned as RM1 or RM2, allowing for up to medium density residential development.

- Property prices are lower than properties of a similar size and zoning in other neighbourhoods, making the area attractive for redevelopment, allowing for a variety of housing forms, and ultimately reducing housing prices for end buyers.
- A well-designed “Village Centre” node could be created for the neighbourhood at a central location, taking into consideration amenity types and walkability. The Evergreen School site also offers this opportunity.
- Green spaces are existing throughout the neighbourhood, and if sensitively planned, the area could become a walkable, complete and desirable community. Trails and links to natural areas provide residents with recreational and active transportation options.

3. Campbellton

- Convenient vehicular access to Highway 19 and Highway 28
- Compact, grid street pattern, walkable to amenities and parks
- Established transit connections to other neighbourhoods
- Lower property prices than other neighbourhoods, with some availability of land for development or re-development (particularly mixed-use development on smaller parcels)
- Opportunities for enhancement of neighbourhood attractiveness and unique “character”, and re-define the “Village Centre” concept

4. Downtown

- Many amenities, especially community, employment and social service
- Walkable and generally compact, with connections to adjacent neighbourhoods
- Established transit connections to other parts of the city
- Under-used land availability and potential on both east and west sides of Dogwood, including major sites like Tyee Plaza, Homewood Mall and waterfront sites

5. Central Campbell River

- Proximity and connections to other neighbourhoods including Downtown
- Large number and variety of amenities (retail, employment, recreation, social spaces, schools and parks)
- Many established transit routes to other neighbourhoods
- Variety of housing types, tenancies and affordability
- Vacant or under-used sites in locations suitable for development or redevelopment, including areas near identified “Village Centres” (Merecroft Village and 2nd Avenue/Dogwood Street).

6. Willow Point

- Convenient vehicular access to Highway 19 and Highway 19A
- Many amenities including retail (majority located in “Village Centres”), recreation, parks, schools and social care.
- Walkable to green spaces and trails to natural areas, some walkability to other amenities
- Attractive waterfront location, some redevelopment potential large lots, as well as employment/retail infill potential at waterfront “Village Centre”

4.2.2. Expansion Inside UCB Area Ranking:

1. North Campbell River (“Southern Area” within UCB, extension of developed area)

- Directly north and west of existing residential area, thus constitutes contiguous growth, while retaining “green belt” directly to the north
- Close to existing transit, employment and retail areas
- Opportunities for affordable housing growth given location and existing servicing on adjacent properties

2. South Quinsam Heights

- Recreational opportunities in the adjacent Beaver Lodge natural area
- Extension of housing being developed across Merecroft Road to the north, therefore constituting contiguous development
- Opportunity for “complete community” development including mixed housing densities and some neighbourhood-serving amenities

4.2.3 Expansion Areas (outside UCB) Ranking:

1. North Campbell River (outside UCB) – East Side

- Development at this location would be contiguous with existing residential area
- Convenient vehicular access to Highway 19
- Established transit connection to adjacent Painter Barclay neighbourhood
- Some amenities exist nearby, including the school site, parks and waterfront, and limited commercial on the Highway

- Convenient to retail, commercial and employment opportunities in North Campbell River
- Existing servicing in Painter Barclay could be extended into this development area
- Opportunity for mixed-density housing and amenity node on Highway 19, increasing walkability to retail and services
- Existing nearby servicing may reduce development costs and housing prices

2. North Campbell River (outside UCB) – West Side

- Logical location for further development if “east side” becomes fully developed and demand for housing in this location continues
- Direct vehicular access to Highway 19
- Servicing existing in area directly to the south
- Existing logging roads in the area, option for access and egress
- Mixed-density and mixed-use development opportunities
- Opportunities for extension of commercial node along this side of Highway 19, increasing walkability

4.3 Overall Ranking and Conclusions

The overall ranking is based on the following factors: 1) Whether the development area is infill in an existing neighbourhood or constitutes redevelopment of a site or sites; 2) Whether the development area is inside the UCB and thus focuses urban development (contiguous growth); 3) Whether the development area minimizes the expansion of infrastructure; 4) Whether the development area has existing amenities, transportation, and employment opportunities; 5) Whether the development area has opportunities for future housing growth with a variety of housing densities and forms; and 6) Whether the development area has opportunities for amenities, transportation options and employment opportunities.

The first three factors are desired outcomes of the Official Community Plan with respect to land use and development (by the year 2020). The last three factors relate to these desired outcomes and specifically address the content of the Livability Assessment, in terms of neighbourhood design, walkability, and availability of amenities. The six factors combined as one assessment result the clear ranking of neighbourhoods as logical, efficient, and sensitive areas to focus future housing growth.

1. *Infill areas*

The Official Community Plan states that by 2020, Campbell River should be planning long-term residential growth within urban areas, as infill or redevelopment, and as part of mixed-use development. The Plan also states that the Urban Containment Boundary should be preserved, maintaining its role of focusing urban development within the boundary, and minimizing infrastructure expansion. A hierarchy of neighbourhoods with “mixed-use, compact, well-connected nodes” is a longer-term goal of the OCP. These nodes should include community services and amenities, diverse housing options and transit access.

In keeping with the goals of the OCP, infill areas are ranked as primary areas for continued housing growth in Campbell River. All infill areas have capacity for additional development, from housing on smaller, individual sites to larger, comprehensive developments. All infill neighbourhoods have existing amenities, employment, transit, and parks. The amount, type and locations of amenities vary widely between neighbourhoods, some with an abundance of a single type of amenity, and others lacking a certain type. Nonetheless, each neighbourhood has unique existing attributes and the potential to enhance or expand on those that are lacking.

Supporting housing growth as infill development or as redevelopment in infill areas within the UCB, before supporting growth outside established neighbourhoods or outside the UCB, aligns directly with the goals of the OCP. As discussed in the preceding sections, there are clear opportunities to enable this type of growth in the short and longer term in all existing neighbourhoods in Campbell River.

2. North Campbell River – “Southern Area” (within UCB)

Development in the area directly adjacent to existing residential and the cemetery constitutes contiguous growth inside the UCB, supported by the OCP, however housing growth at this location would not be considered infill development or redevelopment. As a result, the area has been ranked second for potential future housing development. Growth in this area would preserve a “green belt” area in the neighbourhood, while connecting to and making use of existing servicing infrastructure and transit.

3. North Campbell River – East Side (outside UCB)

The “East Side” of the North Campbell River extension area is immediately adjacent to existing residential development, albeit outside the UCB. The OCP does not support further development outside the UCB. However, if demand for housing continues to increase beyond land available within the UCB, this area is adjacent to existing servicing and infrastructure, and would constitute contiguous growth. This area has been ranked third as a location for potential housing growth.

4. South Quinsam Heights

South Quinsam Heights is located directly south of current housing development in the existing Quinsam Heights neighbourhood, within the UCB. Development in this location would qualify as contiguous, however is a significant extension outside the existing developed neighbourhood. The area would need to be serviced from the north, with infrastructure improvements as detailed in the above discussion. Although the development area is within the UCB, the area is not supported with respect to “minimizing the expansion of infrastructure” as stated in the OCP.

5. North Campbell River – West Side (outside UCB)

The “West Side” of the North Campbell River extension area is across Highway 19 from the “East Side” and is thus separated entirely from other existing development areas. The OCP does not support growth outside the UCB or that which is not infill or redevelopment, however, if the “East Side” of this neighbourhood becomes built-out and demand for housing continues, this area may be a logical place for growth. Residential growth in this location may support needed amenities in the neighbourhood.

Conclusion

The City of Campbell River Official Community Plan has identified clear policies and goals with respect to future urban growth. The research and analysis completed as part of the Livability Assessment supports the OCP vision for our community in recommending areas for development that will result in compact, contiguous, well-connected urban areas, thus increasing quality of life for all residents.