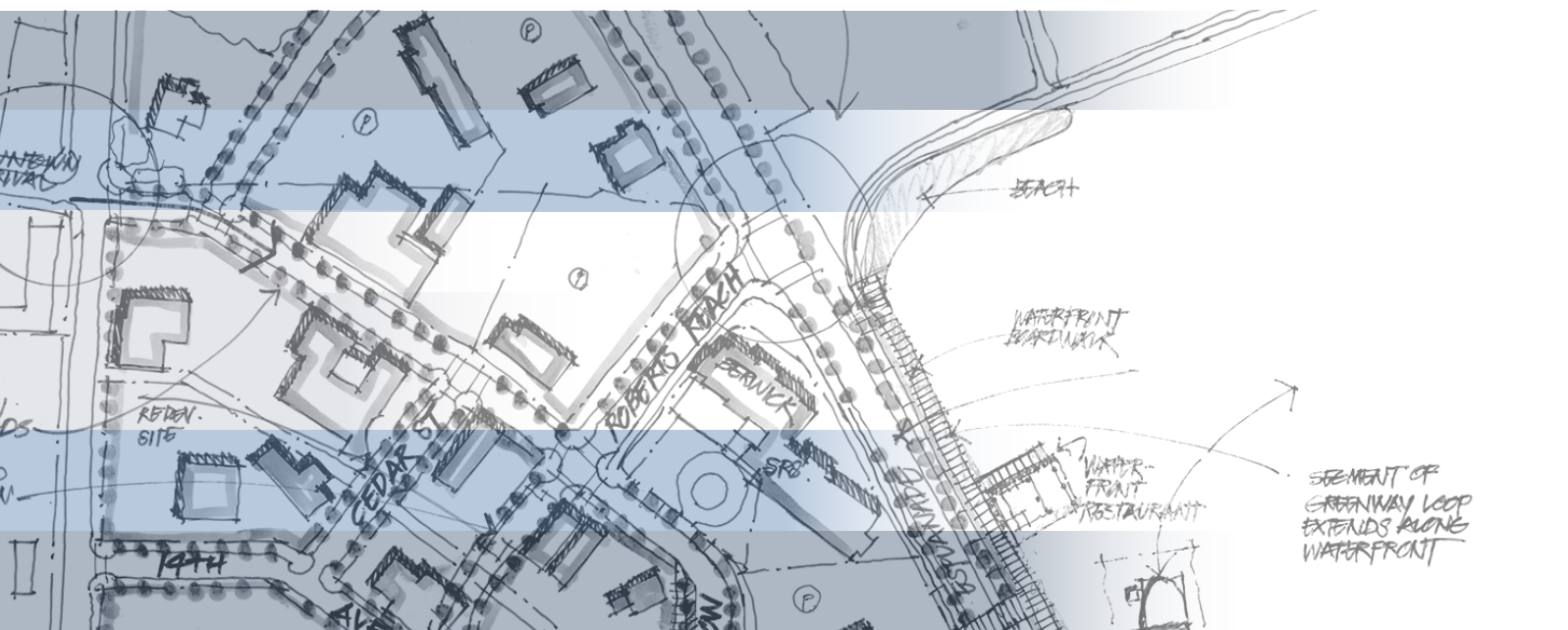


REFRESH

DOWNTOWN CAMPBELL RIVER



BUSINESSES ARTS & CULTURE WATERFRONT ACCESS COMMUNITY VISION ACTIVE STREETS GREEN SPACES

June 2017

Acknowledgements

The City of Campbell River would like to thank all citizens and groups who participated in the Refresh Downtown process. Your input and contributions form the basis of this document.

Over the course of 2016 an estimated 1,000 people gave input into Refresh Downtown through participation in online surveys and public consultation events. This included numerous downtown stakeholder groups, including the Heart of the City BIA, Pier Street Association, Tidemark Theatre, Library, Young Professionals of CR & CR Art Gallery, among others.

Valuable technical input was received from City staff from all City departments. Contributors provided information and support, and helped ensure that street designs were practical, implementable, and consistent with other operational plans and policies.

Acknowledgements go to the City's two commissions: the Advisory Planning & Environment Commission and the Community Services Recreation & Culture Commission (including the Public Art Sub-Committee), and to the Youth Action Committee, for reviewing progress and offering input and insights at a number of stages during the document's development.

City staff also wish to acknowledge the contribution by the consulting team of Tom Barratt Ltd. Landscape Architects and Laurelin Svisdahl, Landscape Architect for technical expertise, producing detailed street designs, and assisting with document formatting. Thanks are also due to those who contributed photographic imagery and who are credited accordingly.

Finally, Mayor and Council are thanked for commissioning this work and committing to ongoing investment in Downtown Campbell River.



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1 VISION

Informing Refresh Downtown

“The goal is to make downtown a destination - a vibrant center of our community”

“Refresh Downtown” is an exciting concept that is both visionary and practical. It represents the culmination of a variety of plans and studies into a coherent strategy to bring about real change in the downtown, moving Campbell River to the next level of development and growth.

This document is a synthesis of the goals and visions contained within three major plans along with a variety of other smaller-scale studies and concepts:

- Downtown Charrette
- Rollo Economic Study
- Parking Study

Taking the high level concepts and goals in these plans, “Refresh Downtown” goes into the conceptual design level that will inform detailed design required for construction. Engaging the users of downtown informed the concept plans and the future vision of downtown Campbell River essential to make the City “Development-Ready”. The businesses, property owners, residents, shoppers, community organizations and service providers that breathe life into downtown are the most familiar with daily life concerns and opportunities that inform improvements to revitalize the downtown.

An ongoing public consultation process has sought to confirm the high-level directions for refreshing downtown development, and to gain an insight into how the community wants to see the streets, buildings and public spaces designed.

Those with an interest in downtown have had opportunities to voice their opinions and shape the designs presented in this document. Through working group sessions, website surveys and polls, direct engagement with key stakeholders and the centrepiece Downtown Design Workshop (June 6th – 8th, 2016), streetscape elements and design guidelines have been selected. Street elements and design guidelines reflect the public feedback received during these processes and bring out the unique character of Campbell River that was so well expressed by those who live and work here, and love doing so!



Opportunity

Vision and Purpose

Downtown is the heart of Campbell River. Occupying one of the most beautiful natural settings BC has to offer, downtown is where people gravitate to for events, celebration, food & drink, work, government services, recreation and shopping.

Since the Official Community Plan was adopted in 2012 we've seen some significant transformation within downtown. But we believe this is only the start! There is huge potential for new businesses and growth to come to downtown, which in turn will enable a greater variety of restaurants, shops, bars and arts/entertainment facilities to flourish. We are focused on economic development, but are also mindful of the significant challenges we face from climate change and sea level rise.



Vancouver, BC.

Photo Credit Urban Design Associates

“Refresh Downtown” gets us to a position of “development readiness”. It means we know where we’re going and how to develop our city without compromising any of the things that make it special. It also means we can use taxpayers’ money efficiently and effectively – if roads are being dug up because of development, we are able to take that opportunity to replace or upsize infrastructure for the long-term. This also minimizes disruption to the businesses that power the downtown economic engine, as roads should only be dug up once in a generation.

Council is in the enviable position of being able to choose from a menu of improvement projects that stimulate new investment and growth, or to be able to respond in kind when development comes calling. Wherever development happens in downtown, we are ready... ready to identify opportunities to use economies of scale or timing windows for construction to make long term improvements. This will create a “snowball effect” where downtown Campbell River will be seen Province-wide and beyond, as the up-and-coming place to locate business, and the ideal community in which to bring up a family or to retire.

If you are reading this from outside Campbell River, come on in! If you’re already here, you’ll know you don’t want to leave. Anyone with an idea for business growth or development should read on. This document will help you understand what locating in downtown Campbell River can do for you, and what will be expected in terms of design. You’ll see how your business can become part of the big ideas that are making Campbell River one of the most dynamic and desirable places in BC.



Vancouver, BC.

Welcome to the downtown;
we’ve been expecting you!

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2 DESIGN PRINCIPLES

What We Heard

“Valuing and addressing what’s important to our community.”

The principles on which streetscape designs and architectural guidelines are based were developed through a series of public workshops, questionnaires and other engagement events (see technical appendix for further details). While designs are created using good urban design practice and full consideration of infrastructure systems, the purpose was to draw out what is important to Campbell Riverites - what matters most to those who live, work and visit downtown. Through various community events and conversations, a list of general principles was evolved. These principles align well with Council’s Strategic Plan, which seeks to foster good relationships, promote economic growth and to promote an open and accessible waterfront.

List of Design Principles

• Pedestrian Priority

Develop a pedestrian-oriented and multi-modal core area through traffic calming, paving, programming, and special design features.

• Strong Connections

Create strong visual and physical links to the waterfront and the escarpment as well as to transit routes and multi-modal pathways to support connections to the other village centres such as Merecroft and Campbellton.

• Sense of Community and Identity

Through appropriate design references, art, and street programming foster a sense of community, and celebrate Campbell River's unique history. Development design should strive to reflect the rich history and future of Campbell River.

• Downtown Character

Define the different character areas of Downtown and evolve the distinct features and histories of each district, which will create the pattern of Downtown as a whole.

• Business Frontage and Presentation

Improve the facades, signage, awnings and canopies of businesses and add outdoor seating, displays, and parklet areas where possible along the street. Provide areas for food trucks and develop wayfinding.

• Building Form and Massing

Building height should generally step down from the ridge in a way that retains view corridors and respects the current low scale close to the waterfront. Buildings should normally be lower scale at street edges and step back in height.

• Green Downtown

Design to bring more nature into the downtown by retaining trees, introducing more local park and open spaces with residential development, and planting indigenous species to improve the public realm. Street and building design to incorporate low-impact and energy efficient features and techniques. Utilize grey water, rain gardens and other storm water management plans to achieve integration.

• Weather and Climate Protection

Improve weather protection through continuous street-length awning coverage, sheltered walkways. Focus on climate change issues such as sea level rise, storm water management and improved tree planting. Consider sun and wind exposure.

• Lighting and Wayfinding

Provide lighting and wayfinding for the pedestrian, cyclist and motorist. Take opportunities for attractive and innovative lighting options for streets and open space, signage, and for architectural illumination of buildings. Consider safety and security.

• Distinctive West Coast Design

Elements for buildings are taken from the natural and working materials familiar to Campbell River such as wood and metals that reflect its resource town nature. Colour palettes for the downtown districts should be drawn from Sybil Andrews' paintings reflecting the history and economy of Campbell River. Each district will have a specific vision to evolve the design colours and materials from to reflect its historical and future story.

Definition

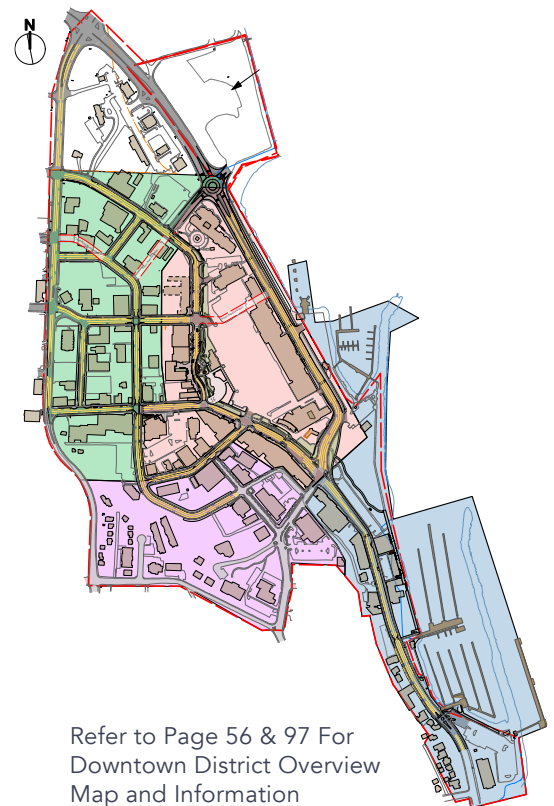
The design principles set the foundation for the more detailed design work that follows. The rich tapestry of history, art and culture in downtown Campbell River provides opportunities to refresh and position the downtown for the next generation of development. Discovery of these opportunities comes from community discussions and input, and various site analyses. A number of themes emerged that created structure for the design approach. There are distinct character areas and functions in the downtown that need specific direction in terms of land use, pedestrian movement, transportation, streetscape, and architectural form and character.

Districts

The downtown has distinct character areas that evolved into four districts based on location, prevailing land uses, and character. Public feedback indicates that the four proposed districts identify and articulate the individual characteristics of each area found in downtown:

- Waterfront District
- Cedar District
- Civic District
- Cultural District

Districts are described in more detail in section four. In addition to the four districts, a continuous Waterfront Walkway has been identified as a feature that transcends individual districts. The walkway will connect the waterfront to the different districts of downtown and to the escarpment via a green loop as identified in the Master Transportation Plan.



Refer to Page 56 & 97 For
Downtown District Overview
Map and Information

Some districts have more development potential than others for residential, mixed-use, civic, cultural, commercial and institutional land uses. Identification of future land uses and development potential is important to direct development to sites that create the right land use mix, building massing, economic potential, and public amenity improvements.

Street Typology

A street typology plan for the downtown has been developed to advance the idea of a pedestrian priority downtown as recommended previously by the City's 2012 Master Transportation Plan. This concept was reinforced and supported by the public during community engagement events.

The street typology builds on the structure of the Master Transportation Plan, further developing the idea of Dogwood Street as a vehicle-dominated street that funnels through-traffic around downtown. There is increased emphasis on the pedestrian towards Shoppers Row and 11th Avenue, and within the surrounding local streets. Parking and access continue to be identified by the public as challenges in the downtown with a "no net loss of parking" approach recommended in this plan. Clear wayfinding and identification is an important further initiative based on public feedback. This will promote walkability, which is also a goal of the City's Community Energy & Emissions Plan and Master Transportation Plan.

Defining the street typology will inform amendments to the City's Subdivision and Development Servicing Bylaw, which will dictate differing design standards for frontage improvements, based on the location of development and the classification of surrounding streets. Street typology may also inform amendments to the Zoning Bylaw, Subdivision & Development Servicing Bylaw, and Official Community Plan, including the Downtown Development Permit Guidelines.

The street typology plan also identifies three potential locations for the installation of roundabouts in the future. Road realignments are also considered as part of the proposed street typology (i.e. the proposed realignment of 14th Avenue, the proposed extension of 13th Avenue through Tyee Plaza, and the proposed extension of Robert's Reach).

Reduced Speed Limits

With the exceptions of Dogwood and Highway 19A, there is broad public support for reducing speed limits within downtown from 50 km/h to 30 km/h; particularly on Shoppers Row. Individual street designs throughout the downtown will therefore consider incorporating methods to reduce vehicle speed and promote pedestrian activity.

Road Connections

Arising from an analysis of the different street typologies is an opportunity to consider structural changes to the street network. Campbell River is lucky to have a relatively well-functioning downtown road network from a traffic perspective; however traffic flows and streetscape character might be improved with the addition of new connections and roundabouts.

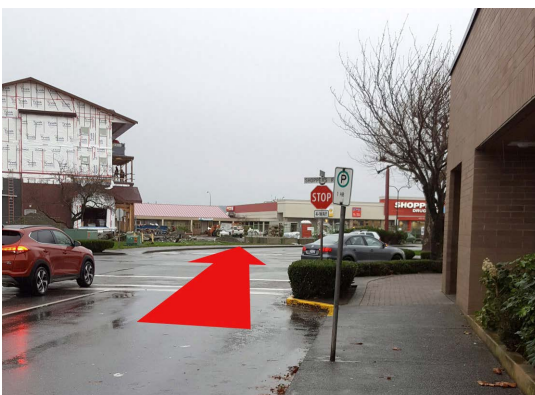
The Street Typology Plan shows the following potential road connections. Each connection would be considered along with future land redevelopment and while taking into account the location of existing utilities.



- Proposed extension of Robert's Reach southwest of 16th to connect to Cedar Street. To be considered with development proposals. Requires the closure of Cedar Street to 16th Avenue.



- Proposed alignment of 14th Avenue east of Dogwood with Mariner Square entrance to be considered with development proposals. The affected portion of the existing 14th Avenue would be closed.



- Proposed continuation of 13th Avenue through Tyee Plaza to the waterfront to be considered with development proposals.

The extension of both 13th Avenue and Robert's Reach would improve pedestrian connectivity to the waterfront from within downtown, and open up additional view corridors. There would also be opportunities for interesting new commercial and residential development adjacent to these new connections. This design principle would be considered during redevelopment of these properties.

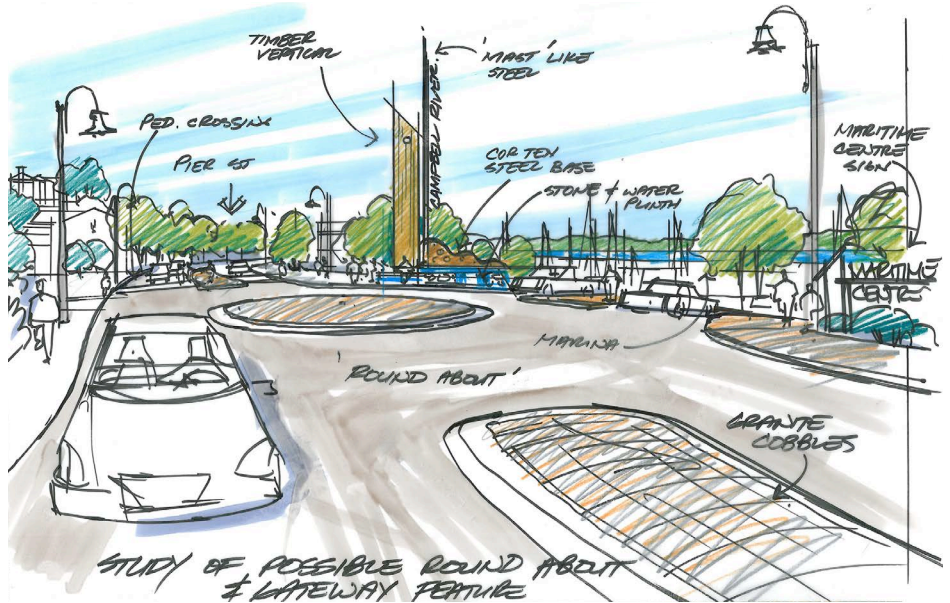
Roundabouts

The roundabout has become a common method of controlling traffic at busy intersections. Improved traffic flow, increased safety, and reduced traffic speeds are some of the factors contributing to the popularity of the roundabout.

Roundabouts have been shown to reduce collisions compared to traditional traffic signals or all way stops. Roundabouts cause drivers to slow down which reduces the risks to both pedestrians and drivers.

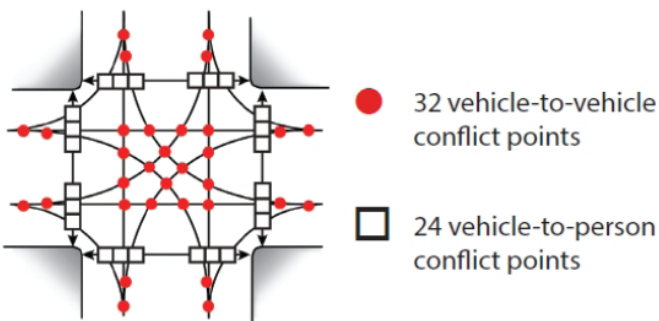
Collision rates have been shown to drop 40 percent, while personal injuries and fatalities plummet as much as 90 percent when compared to conventional intersections. Roundabouts simplify driving by reducing the amount and type of conflict points - from 32 down to 8 (see diagrams below). Drivers are no longer required to judge sometimes difficult left-hand turns, and the risk of head on and right angle crashes is eliminated. When collisions do occur, they are generally at lower speeds and less harmful.

Pedestrian safety is improved through the creation of "splitter islands" that allow pedestrians to pause in a refuge while crossing the intersection. The crossing is further simplified because pedestrians are only required to watch one direction of traffic at a time. The low vehicle speeds through a roundabout (which can be as low as 24 km/hr) also allow more time for drivers and pedestrians to react to one another, which reduces the chance and consequences of error. Cyclists have the option of passing through the roundabout in a lane of slow-moving cars or crossing as a pedestrian.



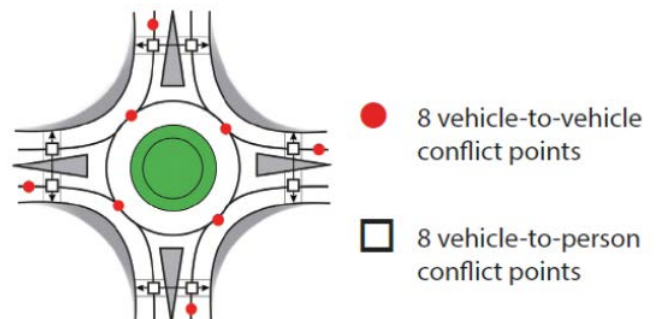
Illustrations By Cal Srigley

Standard Intersection Conflict Points



VS

Roundabout Conflict Points



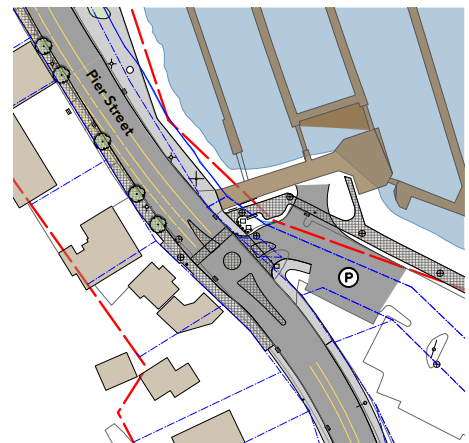
SOURCE - Diagrams and statistics from Modern Roundabouts: A Livability Fact Sheet, AARP Livable Communities

Roundabouts have also been shown to have a positive effect on business activity by slowing through-traffic. The lower the speed of traffic through an area, the easier it is to park a car, walk, bicycle, locate, and approach a business. Since roundabouts are also quieter than conventional intersections, nearby outdoor seating and public spaces are more enjoyable. They can help attract people to non-viable spaces to increase retail sales.

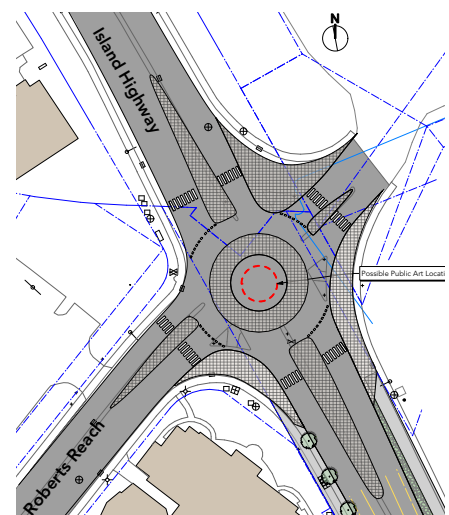
From an implementation perspective, roundabouts generally cost less to construct than light-controlled intersections. Operation and maintenance costs are also reduced as there is no need to upgrade or modify signal hardware and underground wiring.

Three key locations are identified that could be suitable for roundabouts as a form of traffic management, and as an alternative to the traditional light-controlled intersections. Roundabouts maintain a constant traffic flow and also present an opportunity to create a gateway feature.

The proposed locations are:



1. Potential Roundabout - Highway 19A & Maritime Heritage Centre Entrance



2. Potential Roundabout - Highway 19A & Robers Reach

Possible St. Ann's and Shoppers Row Intersection Designs

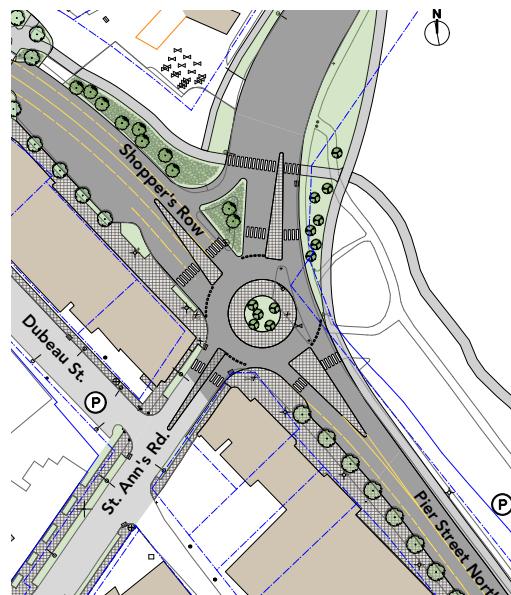
While community engagement indicated that generally the concept of roundabouts is popular, the intersection of St. Ann's / Shoppers Row / Highway 19A, was the least favourable location. The best alternative to a roundabout at this intersection is to modify the existing traffic signal controls to be more pedestrian friendly. These variations are listed below in order of preference:

1. Scramble phase: This would include a pedestrian-only phase in the traffic signal timing. Pedestrians would be able to cross the intersection in all directions – including diagonally. The scramble would be active only during the day (9 a.m. to approximately 5 p.m.) to avoid the ferry vehicle rush (10 minutes out of every hour). The downside to this is that it will increase vehicle delay. This intersection is already nearing capacity. There is an opportunity for decorative and artistic pavement markings along the diagonal crossing. This has been done in City of Richmond, No. 1 Road / Moncton Street (Steveston).

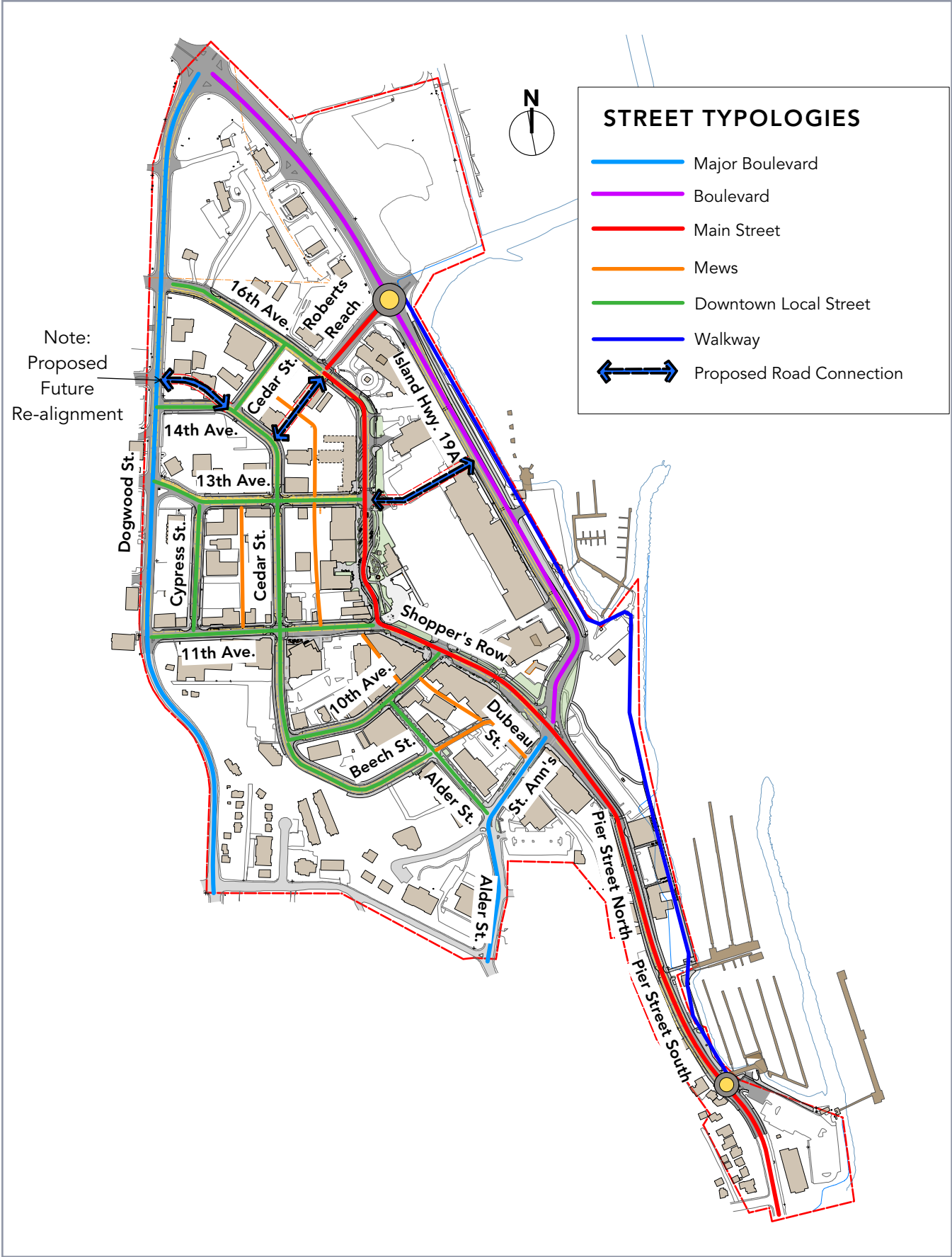
2. Leading pedestrian interval: This gives pedestrians a short head start (3-5 seconds), prior to a vehicle green light. This makes it much safer for pedestrians, as they end up in the driver's line of sight for those who are turning the corner. The downside is that drivers may mistake the light to be broken. This will also increase vehicle delay.

3. Automatic pedestrian detection: Currently, vehicles are automatically detected and pedestrians are required to push a button to activate the walk signal. This dichotomy favours vehicles over pedestrians. The solution is to have the pedestrian walk sign always come on as part of the regular traffic light cycle. This cycle would be active during the day only. This would not have a huge impact on vehicles as the traffic signals are calling all movements.

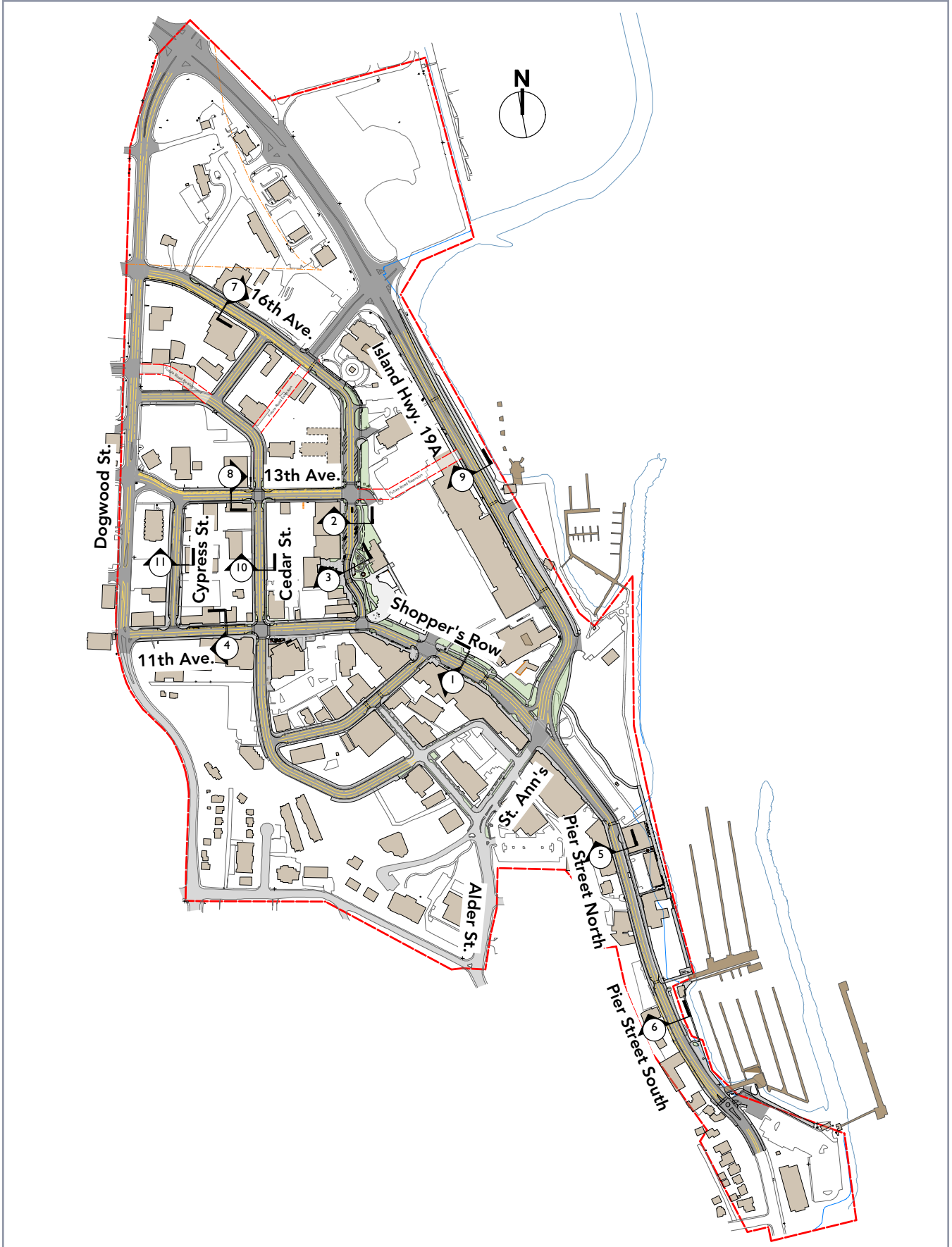
4. Roundabout: If a roundabout at the St. Ann's intersection is to be considered in the future the proposed design will require community consultation and input.



Street Typology Map



Street Cross Sections Reference Map





Dogwood Street Looking North

Major Boulevard Dogwood Street

Vehicle-priority;
move through-traffic
around downtown

The Major Boulevard typology designates roads where vehicles rather than pedestrians generally have priority. The aim is to provide good traffic circulation and an efficient route for drivers who don't plan to stop in downtown. However, these streets are still used by pedestrians and bikes, so making these streets more pleasant and safe for those users is still an important part of design.

	EXISTING	PROPOSED
Right of Way Width	20m	Land acquisition would be required to widen side-walks based upon current configuration and provide additional landscaping.
# Drive Lanes & Width	4 x 3.5m	
# Parking Lanes	NONE	
Bike Lanes	NONE	
Sidewalks	2: 2.7m & 2.34m	
Medians	NONE	
Other Features	Frequent Transit Lane	



Highway 19A Looking North

Boulevard Highway 19A

Bike lane,
Boardwalk on water side

The Boulevard design for Highway 19A is intended to provide guiding principles on the future design of this very important street in downtown. During community engagement, the Community supported a more multimodal and pedestrian design. This would incorporate extending the existing Waterfront Walkway, creating a continuous walkway along the whole waterfront, welcoming connections from Highway 19A to Shoppers Row, and opening the buildings along Highway 19A to interact with the street and waterfront. A raised berm on the seaward side of the proposed design incorporates a protective design approach that incorporates the impact of sea level rise to protect this important transportation and infrastructure corridor. Further design details will be developed as part of the City’s sea level rise study.

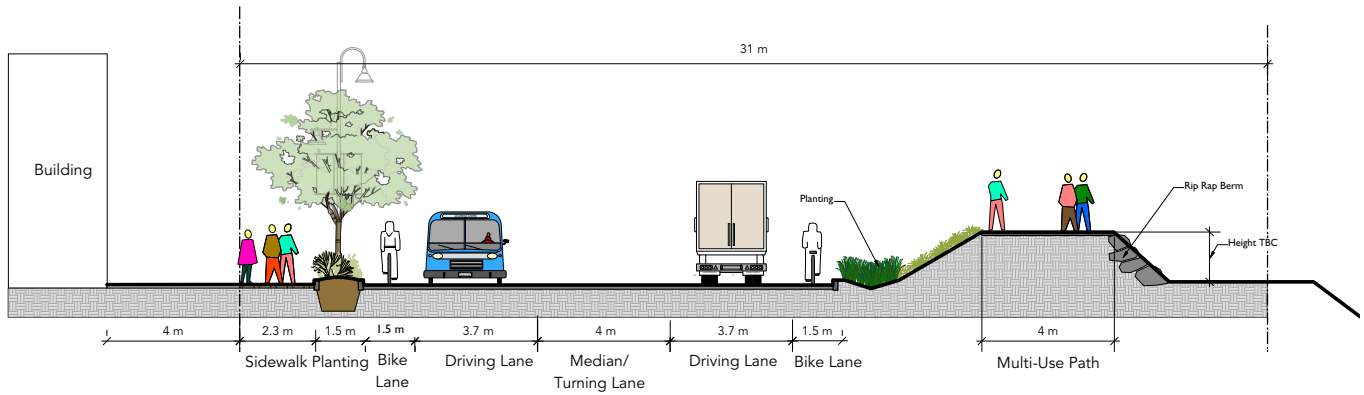
It is acknowledged that both the Ministry of Transportation and Infrastructure and BC Ferries have a role in the redesign of this street. The City will work with these two approving agencies in the future detailed design of this street. Discussions on whether medians are added or not will continue with these agencies.

St. Ann’s Road has been redeveloped from Alder to Shoppers Row to a Boulevard standard and Refresh Downtown proposes to build on this for the remainder of St. Ann’s to Highway 19A.

These streets today have been constructed based upon the Subdivision Bylaw Urban Collector Major standards with modifications that are allowed in the Downtown. The proposed Boulevard design may be incorporated into the Subdivision Bylaw amendment.

	EXISTING	PROPOSED
Right of Way Width	35m	35m
# Drive Lanes & Width	4 x 3.5m	2 x 3.7m
# Parking Lanes	NONE	NONE
Bike Lanes	NONE	2 - 1 on either side of road
Sidewalks	2: 3m & 1.5m	2.3m & 4m
Medians	NONE	NONE - 3 lane modified road central turning lane
Other Features	NONE	3m side boulevards with continuous walkway, trees, turning lanes for Ferry

Boulevard Cross Sections



SECTION - Discovery Boulevard
Refer to Plan - Section 9 - Page 115

* Berm dimensions may change during detailed design



Shoppers Row Looking South

Main Street Shoppers Row / Pier Street

Pedestrian focused,
patio & store displays on the
street, accommodate multimodal
transport, buskers and seating

Main Street: pretty much every town has one! In Campbell River, Shoppers Row is our Main Street. Main Street should be immediately recognizable and represent the beating heart of the community. Retail, food and drink uses should be predominant and the environment must be attractive and pleasant for pedestrians to encourage browsing, window shopping, and enjoying food, drink, and outdoor seating. Main Street is often closed to vehicles for special events and animated for festivals, parades and celebrations with space for food trucks, tents and market stalls.

As a unique street in any community, Main Street is likely to have different requirements in terms of design, paving, parking arrangements and street furniture. The typical standards for streets within the Subdivision Bylaw are unlikely to apply here, where unique features and the highest standards of design are expected.

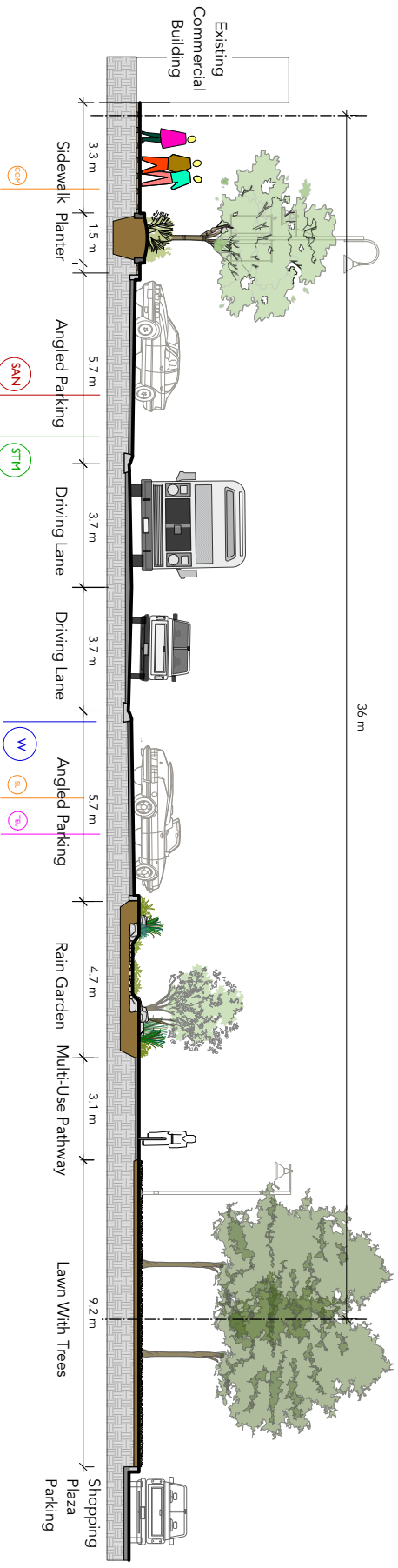
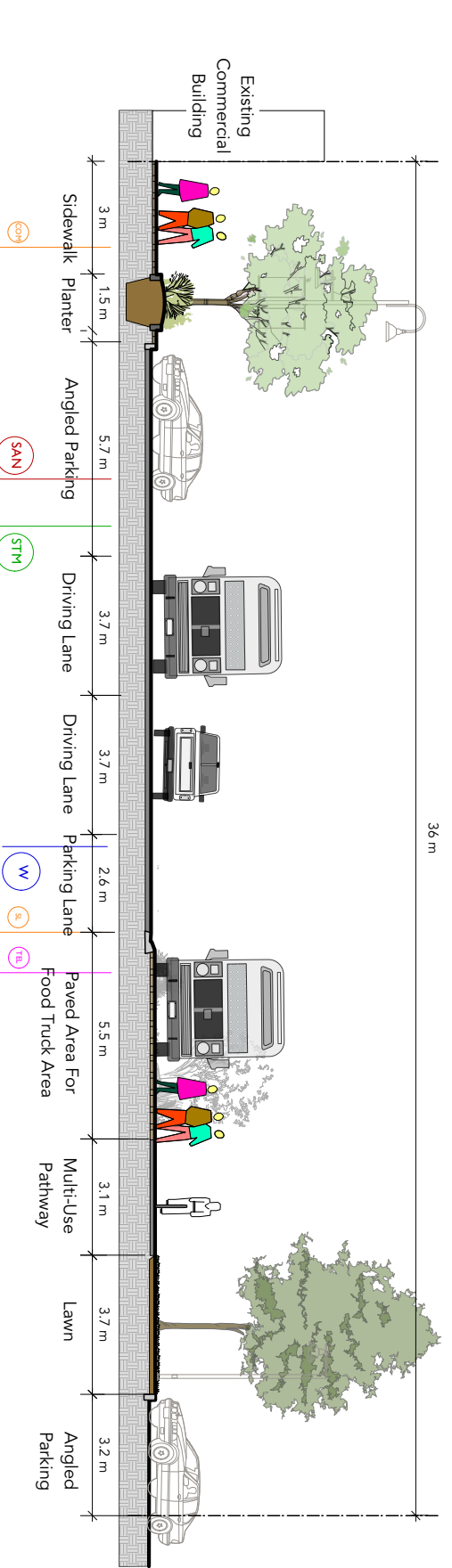
	EXISTING	PROPOSED
Right of Way Width	35m	35m
# Drive Lanes & Width	2: 5m x5m	2: 3.7m x 3.7m
# Parking Lanes	2: Angled parking 5.7m	2: Angled parking 5.7m
Bike Lanes	NONE	multiuse pathway on east side of Shoppers
Sidewalks	2: 2.8m & 2.5m	2: Width varies - 2m minimum
Medians	NONE	NONE
Other Features	NONE	Special Decorative Paving



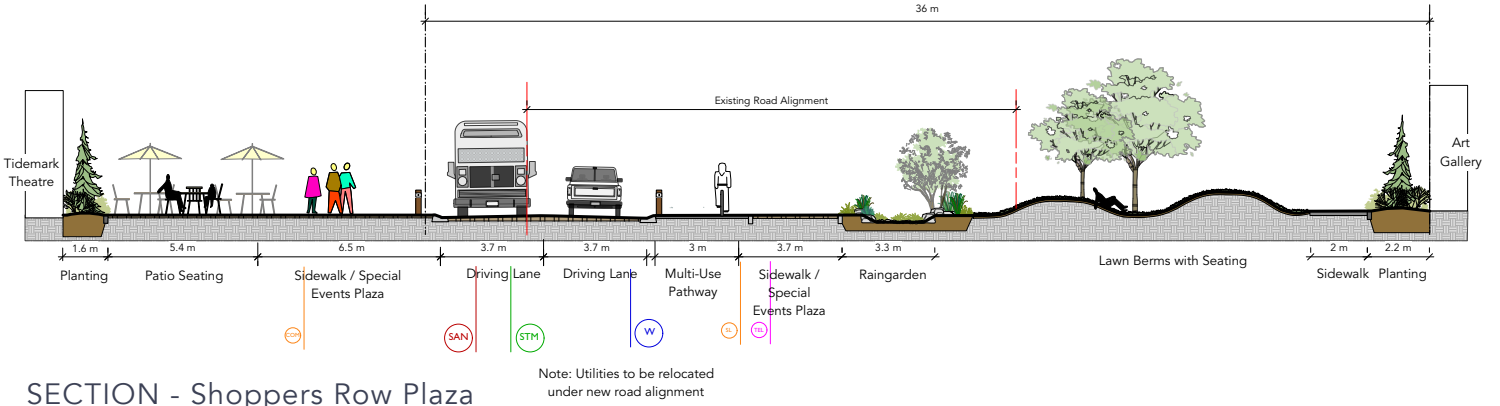
Precedent



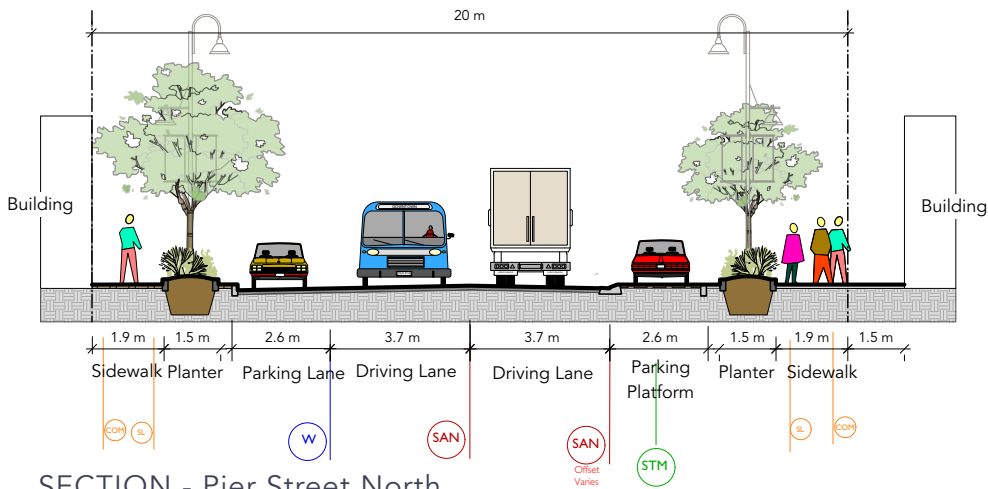
Main Street Cross Sections



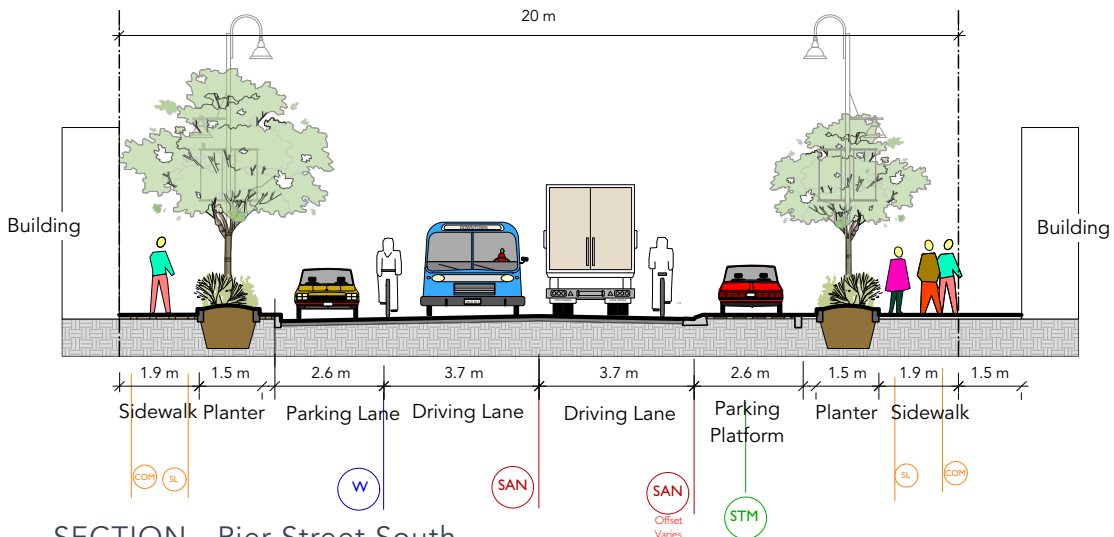
Main Street Cross Sections



SECTION - Shoppers Row Plaza
Refer to Plan - Section 3 - Page 106



SECTION - Pier Street North
Refer to Plan - Section 5 - Page 108



SECTION - Pier Street South
Refer to Plan - Section 6 - Page 109



Tidemark Laneway

Mews

See Typology Map for Various Locations (Page 17)

Close relationships between buildings and roadway, pedestrian-focused with opportunities for festive markets and patio seating.

The mews concept is based upon the redevelopment of Dubeau Street where an existing lane has been redesigned to create pedestrian movement and support festivities like markets. Using this design as a guiding principle, other laneways in the downtown have been identified by the community as possible opportunities to create a Mews concept on existing laneways or minor streets. Improvements to Beech St/Dubeau Street provide an opportunity for the rear of Shoppers Row buildings to create a Mews-style environment.

A Mews is defined as “a small street or area where commercial uses are at street level and living dwellings above, built around a paved yard or court, with larger houses behind them.” These were stables in the 17th and 18th century Britain and have been remodelled for residential and commercial uses like Cabbage Town in Toronto.

There is no standard in the existing Subdivision Bylaw for a Mews and this street type will be considered in the amendment of the Subdivision Bylaw and designed for its specific situation.

	EXISTING	PROPOSED
Right of Way Width	20m	
# Drive Lanes & Width	2: 7.5m & 7.5m	
# Parking Lanes	NONE	Designs may depend on site-specific opportunities and constraints.
NONE		
Sidewalks	2: 1.5m & 1.5m	
Medians	NONE	
Other Features	NONE	



Fort Langley Precedent



St Ann and Dubeau Precedent



Walkway

Seagull Walkway through to Discovery Harbour Shopping Centre

Pedestrian friendly, multimodal route with resting / seating areas, art and storytelling.

The “Walkway” typology reflects a pedestrian-oriented route that may transcend more than one District. In Campbell River, the Waterfront Walkway runs from South Pier Street along Discovery Passage to Tye Spit. It meanders along the waterfront south of Ostler Park and then follows Highway 19A before returning to the waterfront, but does also have a section continuous with Discovery Boulevard (Hwy 19A). Standard street designs may therefore need to be adjusted to accommodate this special feature.



Waterfront walkway – Boardwalk in Alert Bay, BC.



Vancouver, BC



Cypress Street Looking North

Downtown Local Street

See Typology Maps for Various Locations (Page 17)

Standard sidewalks,
single row trees, curbside parking

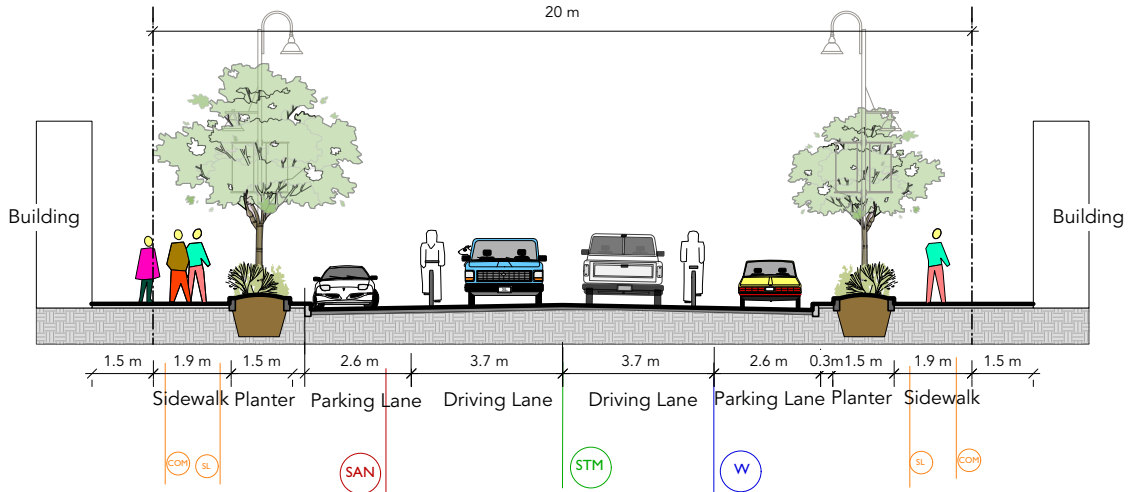
Local streets are the most numerous typology identified within Downtown, accommodating both pedestrians and vehicles. These streets may also provide opportunity for separated bike lanes. Renewal of these streets will involve multimodal design, planting, and street activation through promoting a variety of uses and building design that addresses street frontage. Construction of these streets is currently based on the Subdivision Bylaw’s Urban Local Low Density standards, with modifications that are allowed within Downtown. It is important to continue to maintain an element of flexibility in the design standards of this typology, to capitalize on site-specific opportunities and allow for creative and innovative design solutions. Particular consideration may be given to proposals that integrate site design and architecture with adjacent street design.



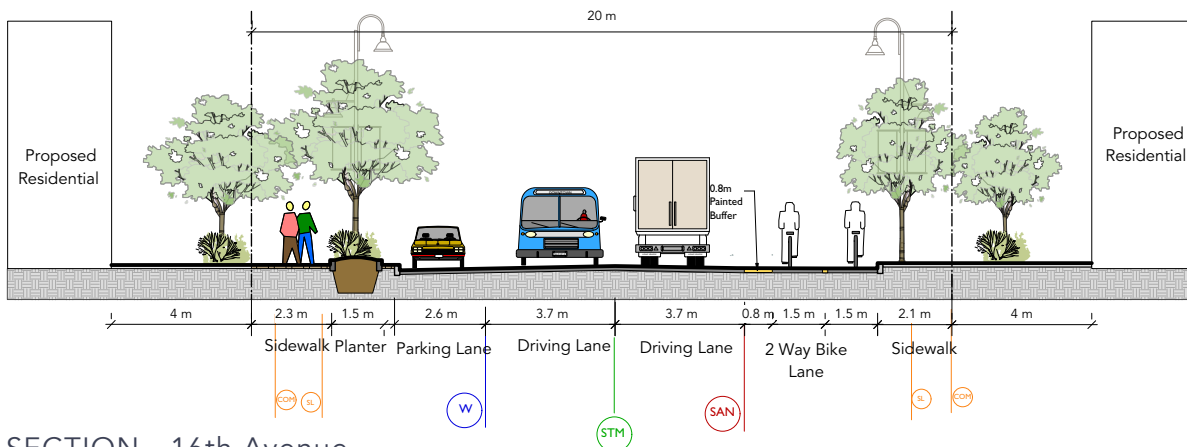
Alder Street Looking South - Precedent

	EXISTING	PROPOSED
Right of Way Width	20m	20m
# Drive Lanes & Width	2: 3.5m & 3.5m	2 X 3.7m
# Parking Lanes	2: 3.5m & 3.5m	2 X 2.6m
Bike Lanes	NONE	NONE
Sidewalks	1: 2m	1.9m : 1.9m
Medians	NONE	NONE
Other Features	NONE	Planters on both sides

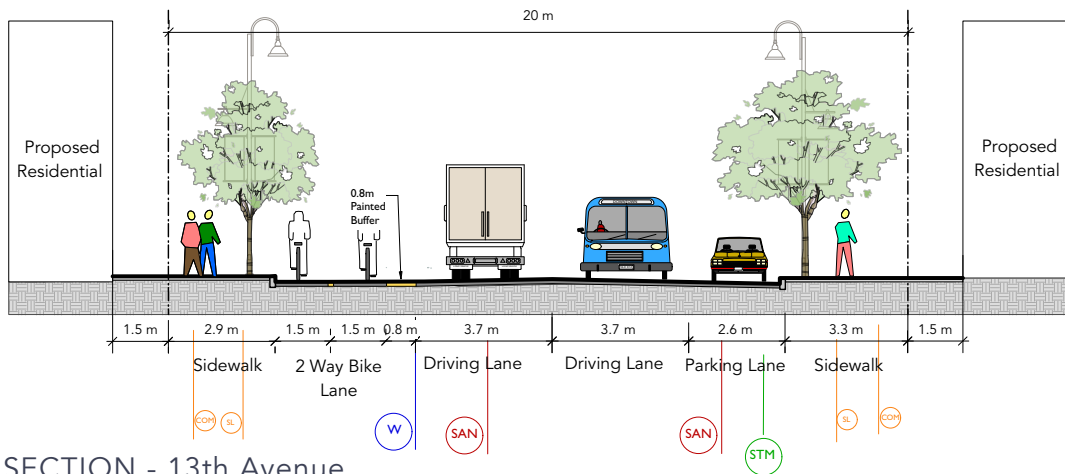
Downtown Local Street Cross Sections



SECTION - 11th Avenue
Refer to Plan - Section 4 - Page 107, 113

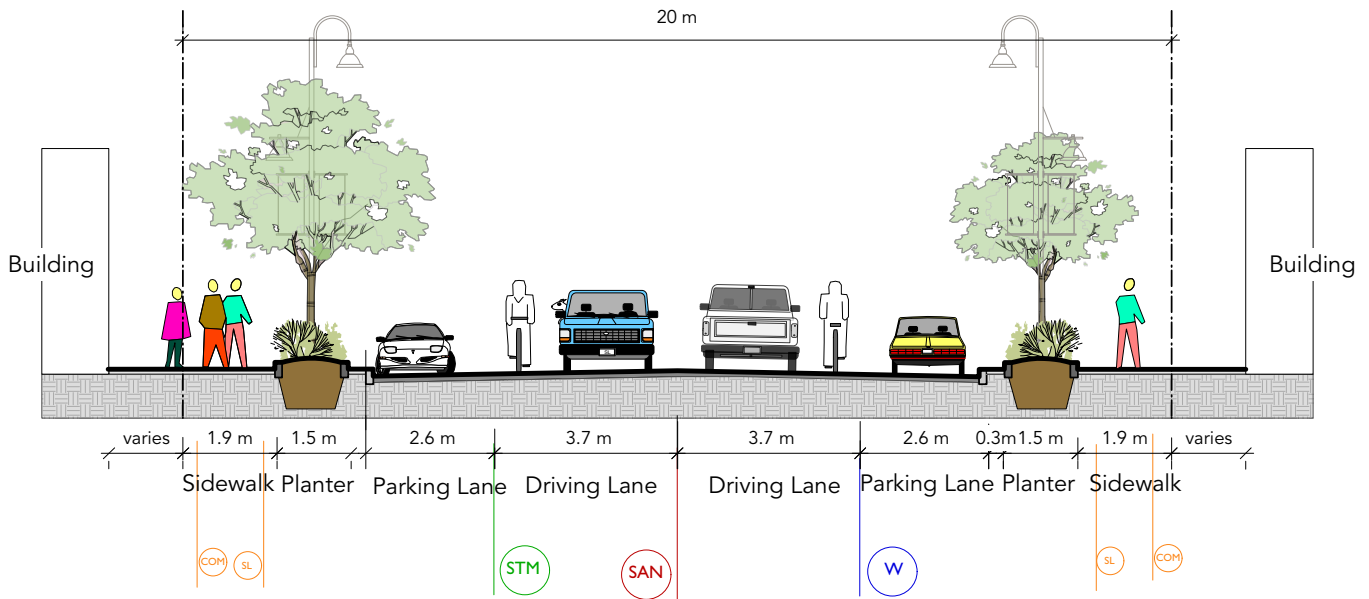


SECTION - 16th Avenue
Refer to Plan - Section 7 - Page 111

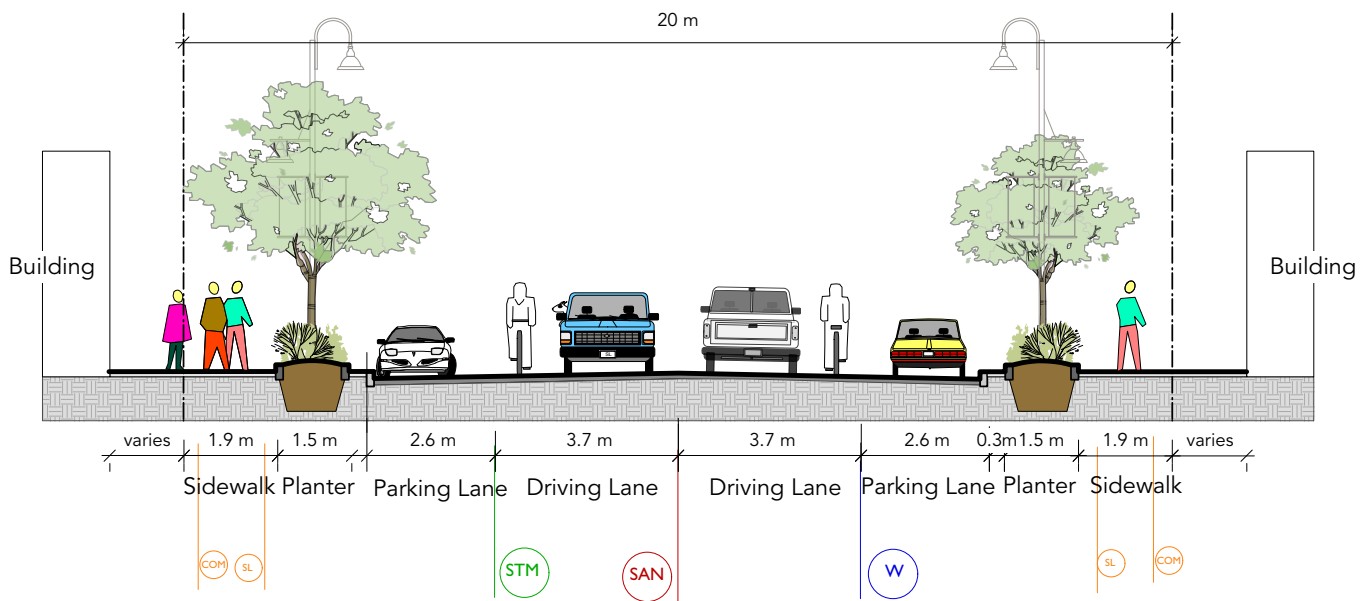


SECTION - 13th Avenue
Refer to Plan - Section 8 - Page 110, 112, 113

Downtown Local Street Cross Sections







SECTION - Cedar Street
Refer to Plan - Section 10 - Page 112






SECTION - Cypress Street
Refer to Plan - Section 11 - Page 113

Recommended Street Trees by Street Typology

Tree Type	Height /Width at Maturity	Characteristics	Picture	Street Typology
Red Maple 'Autumn Flame' 'October Glory'	40 / 30 ft.	Excellent tree to plant in depressed rain garden space on roadside or center median. A low maintenance shade tree with pollution tolerance, does well in full sun to part shade. Best planted in planting bed or lawns.		Major Boulevard Main Street
Sweet gum	60 / 40 ft.	Excellent large shade tree / street tree with showy seasonal interest in full sun. Low maintenance.		Major Boulevard
Red Oak	60 / 60 ft.	Drought tolerant shade tree with good fall colour. Needs plenty of room for the mature canopy.		Major Boulevard
Hornbeam 'Fastigiata'	30 / 20 ft.	Low maintenance, densely-leaved upright tree. Good tree for screening and limited vertical space.		Major Boulevard Main Street Downtown Local Street

Recommended Street Trees by Street Typology

Tree Type	Height /Width at Maturity	Characteristics	Picture	Street Typology
Akebono Yoshino Cherry 'Akebono'	25 / 25 ft.	Fragrant spring flowers and dark green leaves. Grows rapidly with an arching crown, Good fall colour.		Boulevard
Bowhall Maple	40 / 15 ft.	Good tree to include in a double row. Grows tall and narrow. Tolerant fo flooding, drought, excellent as a street tree or in parking lots due to narrow habit.		Boulevard Downtown Local Street
Dogwood 'Eddie's Wonder'	25 / 20 ft.	Upright and pyramidal with slighting pendulous branching. Dark green summer foliage in summer and rich red in fall.		Major Boulevard
Katsura	40 / 20 ft.	Elegant deciduous tree with spring and fall colour. A low maintenance architectural tree tree with heart-shaped leaves.		Main Street

Identity

Each of the four Districts requires further design elements to define the District's function and character within the downtown. Land uses (zoning) and design guidelines for architecture and landscaping will differ between the Districts, as well as the public street treatment and furniture.

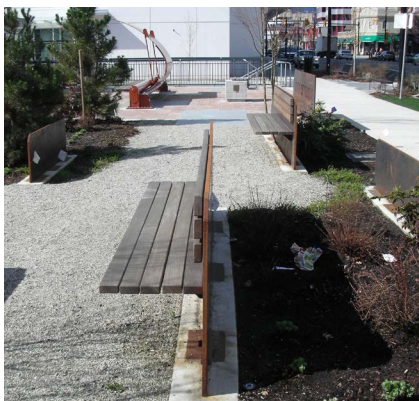
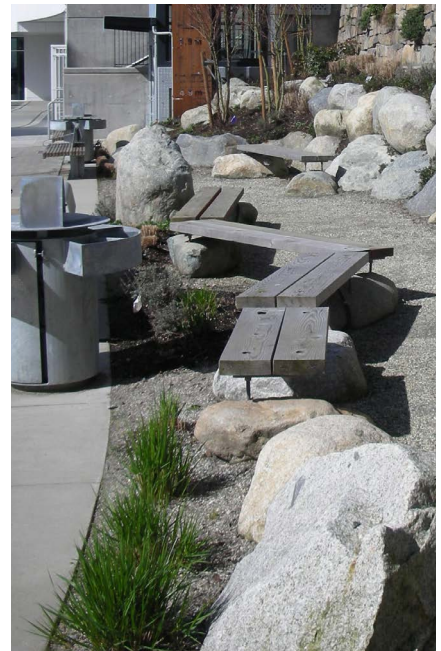


West Coast Theme

One of the common elements from the public discussion was the strong support for a west coast theme throughout the downtown that reflects Campbell River's past and future. This approach will emphasize warm colours in the streetscape and buildings as well as canopies and awnings. This theme also encourages wood, stone and metal as primary materials. Application to new and renovated buildings will emphasize exposed wood beams, foundation stone work and robust detailing that exhibit natural materials and warm colours. These warm colours draw from artist Sybil Andrews prints, reflecting the character and history of Campbell River.

Streetscape Elements

The general pedestrian orientation in downtown requires upgrading and the downtown core area in Shoppers Row has little identification. From public feedback and discussions, the cultural core around the Tidemark Theatre and the Library needs more priority for pedestrians and lacks evening activity, lighting, and vibrancy to attract visitors. Wayfinding to public parking and features in the downtown need to be improved. The streetscape will contain elements that are continuous throughout downtown (e.g. west coast theme, drinking water stations) and other elements that are unique to each District (e.g. paving treatment, specialty lighting). The key is to achieve a balance between unique identifiers and cohesive and legible downtown. The goal is to create a clear order without clutter, but also leaving space and freedom for creativity and unique developments.



Precedents

Building Form, Character and Massing

Building form is important to frame the public realm, including the streetscape and open spaces within the downtown. The form should interact with the street and provide both interest and opportunity. The architectural and landscaping design of buildings should recognize the context and should seek to reflect the character of the District. This will include details such as signage and lighting, which can make a big contribution to creating District character.

Downtown Maximum Build-Out Map



In terms of massing, public sentiment directed the higher buildings toward the escarpment and west area of the downtown with building form stepping down to the Shopping, Cultural and Finance District, and the Waterfront. Views were emphasized to the waterfront, including street end views like St. Ann’s Road, through Tye Plaza and over views from the residences above. The range of heights will vary from 1 - 2 storeys along the waterfront edge through to 4 - 6 storeys in the intermediate area, and finally the potential for 8 - 12 storey buildings at the western edge of the downtown.

This massing plan is reflective of a “maximum build-out” scenario within the downtown over a long time period; it does not necessarily mean this amount of development is expected or likely.

Connections

Improving pedestrian and bicycle connections in the downtown and to the waterfront is important to realize the full spectacular nature of Campbell River on foot and by bike. This builds upon connections identified within the City’s Master Transportation Plan.

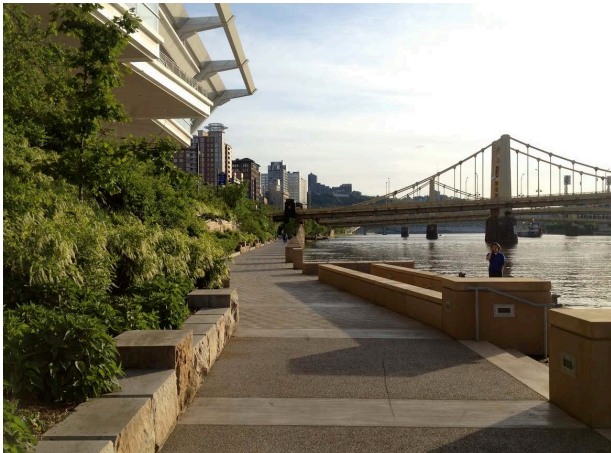


Photo Credit Joe Nickol

Continuous Waterfront Walkway

The public strongly supported the need for a continuous Waterfront Walkway that connects from the South Pier Street Marina through to the Discover Harbour Marina in the north, and which has offshoots to other connections and destinations. The public also identified the under utilized beach area by the Maritime Heritage Centre and the potential for further use of the waterfront.

Parks & Open Space Network

Analysis and public feedback also pointed to the lack of open space and parks in the downtown area. Design should consider the inclusion of, and opportunities for expansion of public park space as part of redevelopment, the expansion of public amenity space along the sidewalks = “parklets” (sidewalk decks for seating) and small pocket parks along the walkways, streets and intersections. A connected waterfront walkway system will expand and provide easy access to a number of park and open space opportunities, while linking to the waterfront & escarpment.



Corner seating area. Fort Langley, BC.

Bike Routes

While the aim is to make all of downtown accessible and friendly to cyclists, designated cycle routes are proposed for those wishing to travel through downtown. “Commuter cyclists” are generally looking for the most efficient route, whereas recreational cyclists will want to take the most interesting route. These routes are shown on Map 7 (pg. 101), and wherever possible, street designs will seek to incorporate separated designated cycle lanes in these locations. Unless the destination is either within downtown or the Discovery Harbour Shopping Centre, cyclists will have to cross Dogwood street. 16th venue west of Dogwood Street is a truck route; therefore cyclists are encouraged to use 13th or 15th Avenues to continue their journey westward.

Local Connections

Connection through Tye Plaza to the waterfront, through Robert Ostler Park to the waterfront, through the downtown, lanes and connections to the surrounding neighbourhoods by footpaths and bike lanes was emphasized by the public and is reflected in the new pedestrian and bikeway connections in the plan.



Pathway connections. Chilliwack, BC.



Existing Condition - Missed Opportunity



Identify opportunities to improve visitor experiences and create new destinations and gathering spaces along key public routes.



Precedent

Photo Credit Joe Nickol

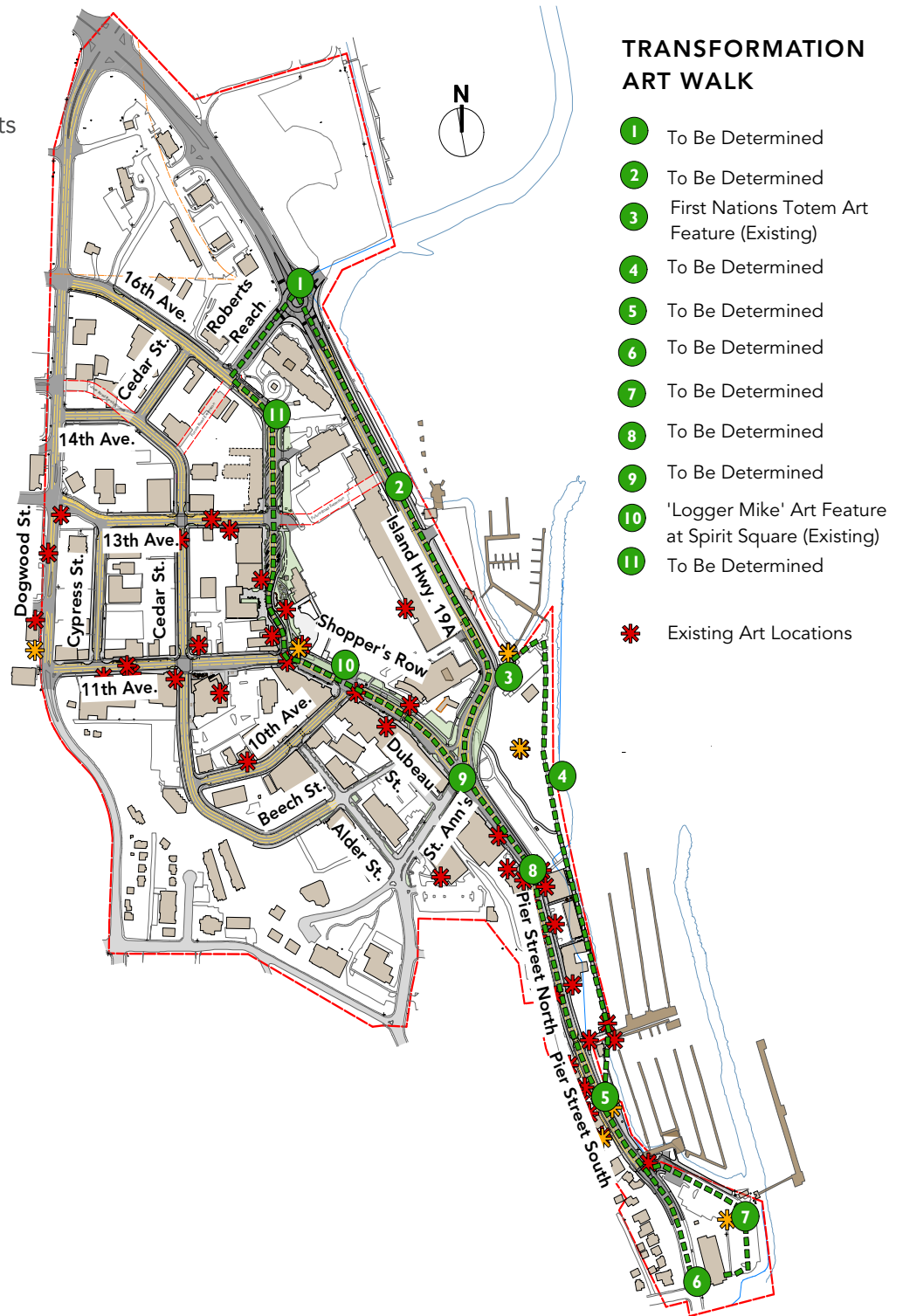
Transformation Art Walk

A continuous local walking loop through the downtown along Shoppers Row (north side) can link the waterfront with the downtown core area that would include bikes and pedestrians. This loop would feature pieces of artwork and sculpture that reflect the growth and history of Campbell River, with 5 minute walking intervals between each stop of interest.

This concept was developed from the Creative Industry proposal "Campbell River Transformation" and represents an opportunity to inform a Public Art Plan that identifies new and existing art and storytelling installations.

During public consultation, the community indicated a firm preference for expanding this art walk to other areas of downtown. This will coordinate with a future public art plan and inventory.

The Refresh Downtown basemap has been overlaid with the Public Art Inventory and proposed Transformation Art Walk. This will be coordinated with the development of a Public Art Management Plan.



Infrastructure

Aesthetic streetscape designs must be practical and achievable. It is important to consider the often unseen function of streets as infrastructure corridors. If a street is being dug up for new sidewalks, etc. it makes sense to take the opportunity to replace older infrastructure underneath at the same time.

Subsurface Connections

In addition to those systems owned and operated by third-party utilities such as BC Hydro, Fortis, Telus and Shaw, the City maintains the following underground infrastructure systems:

- Water
- Sewer
- Storm Drain
- Municipal Electric *(for street lights and power outlets)*
- Fibre Optic Network

Subsurface Infrastructure

The City has modelled three hypothetical “build-out” scenarios for downtown over a 50+ period to determine how development density may impact our infrastructure systems. Long-term economic forecasts for different types of new floorspace demand were used to develop two scenarios. These scenarios test the capacity of water, storm and sanitary systems and identify trigger points and locations for system upgrades. A third and final scenario was then developed that added even more development to the forecasts to reflect the most optimistic scenario in terms of marketing and promoting Campbell River for development and as a place to live and do business. This ensures that whatever levels of development are seen in the future, our infrastructure systems will be appropriately sized to handle it.

Some infrastructure systems involve a combination of above-ground and below ground features. For example, while there is a below-ground storm drain network, it is best to manage storm water before it gets into the drains. Surface features and landscaping can be designed to slow the rate of discharge into the storm water drains, which helps prevent those drains becoming overwhelmed during heavy rain events.

Electrical power supply can be provided either above ground or below, although traditionally it was provided above ground and overhead wires are a common feature in most of our streets. BC Hydro power poles are placed throughout downtown. In some locations these are an expected urban feature and can even add to the character, particularly in the grittier Cedar District area. However, in other locations these should be located underground to reduce visual clutter and improve views of Discovery Passage (see Map 4 in Section 5).

Principles For Infrastructure Design

The following design principles are therefore identified with respect to infrastructure:

- 1) All streetscape treatments and designs will consider the location of underground utilities and identify opportunities to upgrade infrastructure.
- 2) Infrastructure will be designed and sized to accommodate comfortably the maximum amount of long term development that could be expected to occur in downtown as per design scenarios.
- 3) Where infrastructure lines can and should be moved, these will be relocated away from likely tree planting locations wherever possible.
- 4) Where tree planting would unavoidably conflict with underground infrastructure, use of planter beds and boxes will be considered.
- 5) Conflicts between vehicle parking areas and assessable infrastructure features (manholes, shutoff valves, etc.) will be avoided.
- 6) Green roofs, rain gardens and landscaped areas should all be considered quantitatively from a stormwater perspective.
- 7) Streetscapes may be designed to accommodate overland stormwater flows.
- 8) Parking lots should consider retention of storm water and reuse.
- 9) Materials for parking lots should consider permeable materials.
- 10) Pathway systems and roads to accommodate accessibility.
- 11) Lighting to be incorporated.
- 12) Planting materials to reduce environmental impact.
- 13) Encourage pervious surface and materials for rainwater infiltration.



3 STREET ELEMENTS

What makes a street?

“Streets are the center of pedestrian activity in the downtown.”

A street is much more than a way to get from A to B. Traditionally, before the car, streets were places of trade, gathering, entertainment and celebration. During the last century streets were increasingly designed or modified to be optimized for vehicles rather than people, which led to uninteresting and hostile pedestrian environments in many places. Now, recognizing the many benefits of seeing streets again as living places and theaters for the activity of daily life, we try to plan attractive people-centred streets.

Good street design goes way beyond providing a movement and infrastructure corridor. Aside from technical/traffic circulation matters, other considerations are:

- social principles;
- comfort and safety;
- aesthetic appeal;
- managing stormwater runoff;
- environment and wildlife corridors;
- liveliness;
- promoting commerce and trade;

Review of Streetscape Elements

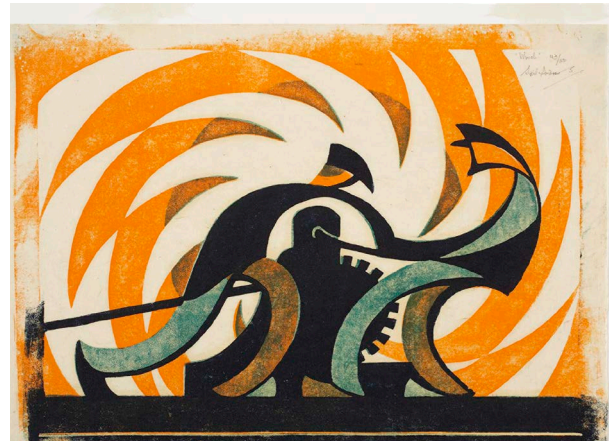
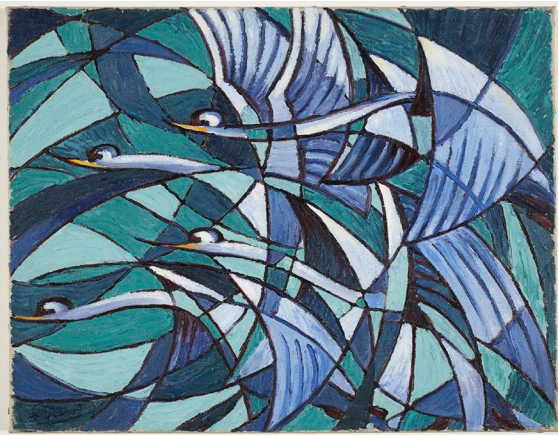
Below is a description of the elements that go into making a street, and why they're important. These general principles underpin the streetscape designs for Campbell River, while more specific considerations ensure that those designs also reflect our community and are uniquely Campbell River. Design solutions are founded on good practice, but informed and shaped by the public input and preferences expressed throughout the "Refresh Downtown" process.

- West Coast Colour
- Street Layout and Design
- Weather Protection & Solar Exposure
- Building Massing & Interface
- Sidewalks
- Intersections
- Crosswalks
- Medians & Curbs
- Trees & Planters
- Public Art
- Benches
- Waste & Recycling Receptacles
- Bicycle Facilities
- Water & Washrooms
- Lighting
- Signage
- Public Art
- Shelter
- Events & Festival Spaces
- Landscaping
- Trees & Planters

West Coast Colour

Inspired by nationally recognized local Artist Sybil Andrews, her pictures of the working waterfront and resource based economy depicts the natural elements of Campbell River and provides a baseline for colours to inform Refresh Downtown. Colour palette schemes derived from these works of art and shown beneath each print provide accent and trim colour palettes for consideration. The building and site design process should identify opportunities for use of these specific colour palettes. Subtle references to the work of Sybil Andrews through appropriate choice of colour help to reinforce the importance of locally-distinct design.

Waterfront District



Cedar District

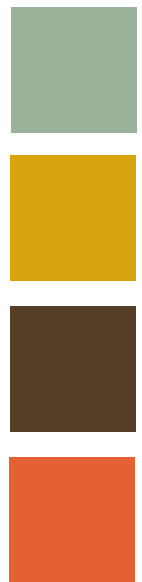
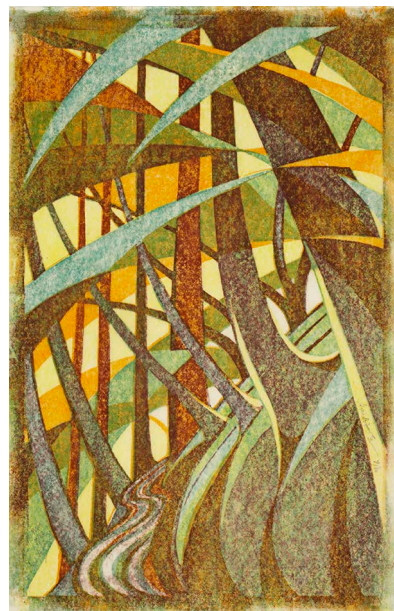


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Civic District



Cultural District



Images reproduced with Permission

Application of West Coast Colours



Examples of a colour applique to contemporary buildings.

Street Layout and Design

The tried-and-tested design is for double-fronted streets with active uses such as stores and cafes fronting directly onto the sidewalk. Such streets are legible (easy to understand), provide a sense of enclosure (cozy) and can accommodate plenty of variety and interest. Designing streets with the appropriate elements in relation to each other avoid creating “dead” office frontages at ground floor level, which create cold, uninteresting spaces and do not enliven streets.



Lack of colour, architectural detail and obscure glazing present a unwelcoming and cold frontage to pedestrians. Private offices at ground floor level are not a good use for a building in a principal shopping street.



Wide sidewalks allow for features such as parklets to complement store fronts.



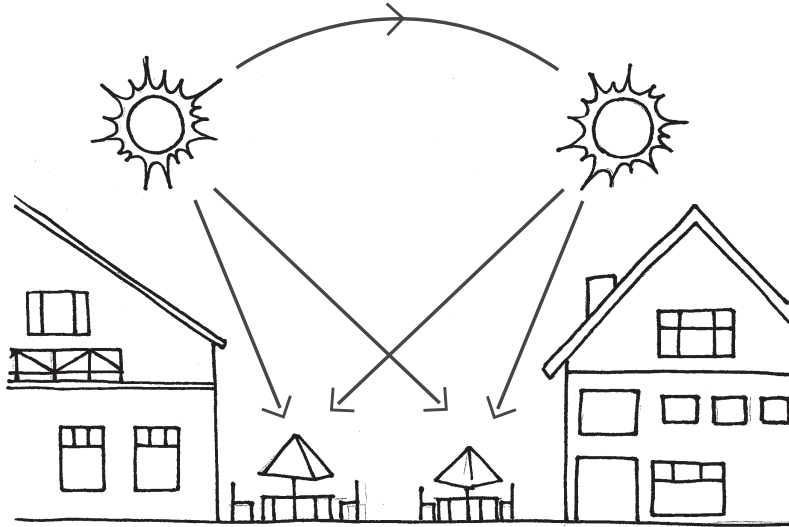
Lack of tree or planting and long narrow sidewalks sandwiched by parking create hostile walking environments.



Active and varied frontages create interest as one moves along the street, with constant opportunities for browsing, window-shopping, or stopping for a coffee.

Weather Protection & Solar Exposure

Provide weather protection from south easterly winds and rain. Place seating and gathering places with access to solar exposure and also provide opportunities for shade. Development of solar shading diagrams for each development will help inform planning and design.



Example of a solar exposure analysis diagram for residential backyards

Photo Credit
MODUS Planning, Design & Engagement



Inadequate weather protection leaves this exposed façade looking unsightly with moss and algae. The canopy is weather-worn and ineffective.



Relatively closely-spaced deciduous trees and a trellis canopy in this small urban park create delightful dappled shade providing respite from the heat of the city.

Building Massing & Interface

Building design and massing should consider the interface with the street and seek to integrate with street elements wherever possible. The scale of buildings has a significant impact on street character and in many places it is appropriate to step back in height to maintain a smaller scale adjacent to the sidewalk, with taller parts of a building set back into the site. Entrance railings, steps, planter boxes, signage, doorways and display windows are architectural elements that specifically interact with the public street.

Sidewalks

Sidewalks are the pedestrian-only area of the street and should be safe, attractive and comfortable. Occasionally they will be narrow, but generally, sidewalk width should be maximized, not just for comfort and safety, but need to delineate vehicles and pedestrians and also to provide opportunities for buskers, seating, entertainment and the display of shop wares. The surfacing is important - pavers, concrete, brick or asphalt - all give a different character and present varying opportunities for decoration as well as different maintenance challenges.



Wide sidewalks allow for stopping and chatting, busking, and other activities while still maintaining space for pedestrian flow with a line of bollards to delineate vehicles and people.



Spacious and attractive sidewalks provide areas for spontaneity, colour and activity.



Lack of definition, special features or well-defined curbs make these sidewalk areas difficult to walk on, uninviting and hostile.

Intersections

Intersections provide openings in the sense of enclosure and increased pedestrian space. Buildings that “turn the corner” can provide further active frontages and opportunities for interesting architecture. Intersections should have sufficient space to provide a safe refuge for pedestrians waiting to cross the street.

Crosswalks

Making it easy and safe for people to get across traffic lanes is vital for creating safe, walkable and pleasant streets. Careful technical design is important in terms of optimum placement and minimizing vehicular traffic disruption. Generally, crossings should follow pedestrian “desire lines” and be custom designed for each intersection to maximize effectiveness. Crosswalks also provide opportunities for public art and decoration.

Medians & Curbs

Medians separate opposing traffic, including separating pedestrians and cyclists from vehicles, and provide opportunities for landscaping. They are particularly useful on the busier boulevards, although care must be taken that they don’t impede emergency vehicle access.

Curbs similarly provide a barrier to stop vehicles from mounting sidewalks and help clearly define the pedestrian realm from the vehicle realm. Curb lines should have frequent let-downs, including at every intersection, to provide connections for kids’ bikes, strollers, wheelchairs and carts.



Decorative paving helps define pedestrian crossings making intersections both safer and more interesting.



This transition between two elevations was poorly implemented and is now both unsafe and unsightly for pedestrians.

Public Art

Good lively streets present a variety of opportunities for public art, of varying degrees of formality. Art can contribute significantly towards expressing local identity or values and become a local landmark or provide great richness to architecture and landscape. In addition to traditional set-piece art installations at focal points, functional items such as utility boxes, crosswalks, light poles and manhole covers are increasingly becoming canvasses for visual/decorative art.

Art can also be transient, spontaneous, and includes music, theatre, dance, sounds, lights and public participation/interaction. Street design can provide miniature venues for these sorts of activity – small spaces adjacent to the pedestrian flows for buskers, entertainers or popular street pianos. These can be official and actively part of a municipality’s “programming” of spaces, or can be unofficial and simply through spacious sidewalk design, provide ad-hoc opportunities for spontaneous creativity. A public art plan is encouraged for the downtown.



A historic photo makes a plain concrete box an attractive and interesting feature (Shoppers Row).



Provocative public art - the spider installation generated much discussion in the local newspapers!



Street Art. Fort Langely, BC.



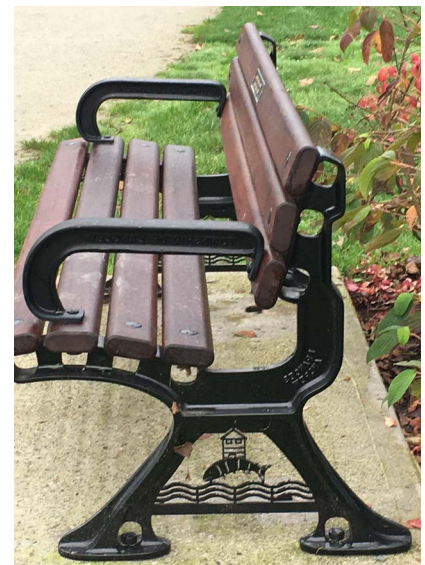
First Nations Culture, Gateways and Welcome Features. North Vancouver, BC. Photo Credit Tom Barratt.

Benches

Benches provide welcome relief to pedestrians and a place for people to sit, observe and interact. They are an important public resource and in addition to their social function, make the streets more convenient for the elderly, or the mobility-impaired, providing stopping places to rest. Benches should be clean, attractively designed and in good repair. Sometimes it is necessary to consider armrests placed on benches to prevent rough sleeping or skateboard tricks.



Outdated and unsightly, some existing benches do little to bring out character. Using these as commercial advertising space is discouraged.



Seating areas/benches can appear with unlimited variety. Care must however be taken to avoid inadvertently creating skateboard/bmx features or rough sleeping opportunities.

Waste & Recycling Receptacles

Having plenty of garbage and recycling cans regularly spaced throughout the street network is important to keep streets both clean and convenient. There is an increasing expectation among the public that street garbage should be recycled where possible and therefore segregated into different bins. Design should be elegant, vandal-proof, and garbage/recycling cans should be located close to seating areas and bus stops wherever possible. Providing these facilities is particularly important in parks, along with dog waste disposal bins and bag dispensers to encourage pick-up.



Elegant and practical – this City-branded garbage can is also rainproof; an important requirement in our climate.



Austere pebbledash finish and cheap plastic caps – these garbage cans are outdated and do very little to contribute to a pleasant street character.



Clean and elegant, this garbage can is unobtrusive and fits with the character of the Civic District. (Beech St. and Dubeau).



Even a recycling bin can become a locally-distinct art canvas in this example from Comox, BC.

Bicycle Facilities

Encouraging bike use is a vital component of reducing vehicle traffic and has a great many health benefits. Bringing your bike into downtown should therefore be as easy as possible, with clear and safe bike routes and plenty of secure and attractive places to leave your bike. Designated cycle paths into downtown and segregated bike lanes contribute towards making people feel safer and more confident to cycle into downtown rather than drive, and have been considered in the proposed bike route plan. (See Map 7, page 101)

Particular consideration should be given to locating bike racks close to building entrances. In addition to public bike parking, workplaces should always try to provide bike parking for employees.



Artistic bike parking outside of a martial arts studio. The design reflects the use of the host building (Pier St.)



Photo Credit Urban Design Associates



This bike parking block is an unattractive monolith and a possible trip hazard.



Separated bike lane with parking bay. Calgary, AB).



Campbell River's unique drinking fountains are very popular in hot weather.

Water & Washrooms

Availability of clean and safe public washrooms is key to providing a welcoming street environment. Washrooms are useful to everyone, but are of particular importance to the elderly, to people with medical issues and to those with young children. Washrooms need to be carefully designed and located however to minimize issues of maintenance, vandalism or antisocial behaviour.

In addition to providing washrooms, installation of public drinking water stations along with facilities for showering and changing also adds a significant element of comfort to visitors to downtown, including ground-level water troughs for four-legged friends.

Lighting

The importance of lighting should not be underestimated in terms of creating fun and interesting places. In recent years, lighting technology has advanced considerably and street lighting no longer needs to suggest the unappealing yellow glow of sodium from industrial-scale fixtures. Different lighting solutions between locations can help define and bring out the character of individual places as well as reducing glare and respecting "dark skies" aspirations.

While lighting performs a vital safety role, its aesthetic function must always be considered. Building and landscaping lighting is a fundamental part of architectural design and should be used to highlight important building, elements of decoration, public art, signage, and create a sense of place.



The industrial scale and appearance of these light fixtures is inappropriate for a pedestrian environment.



Chilliwack, BC.



Decorative light canopy installed over the Tidemark square in 2016

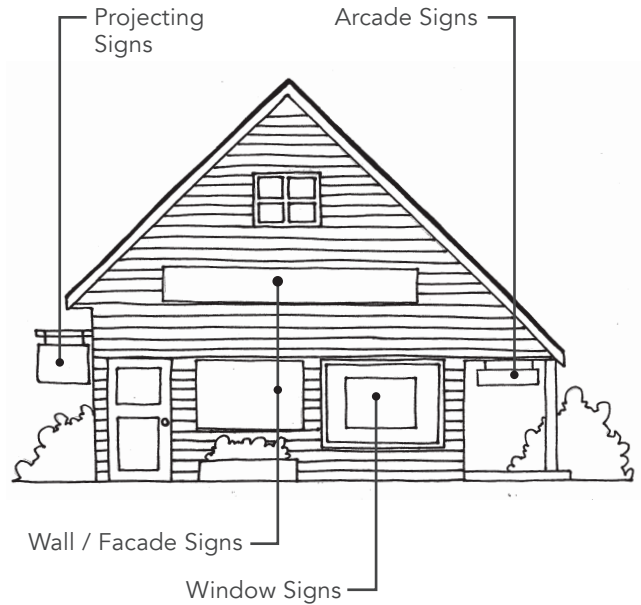


Gooseneck fittings above and soft-fit-mounted downlighting below at this storefront create an appealing feature after dark (Pier St)..

Signage

Signage can make or break a place. By its nature it is designed to be seen and attract attention and so will always be prominent in a streetscape. Having great quality place-specific commercial signage that is appropriately lit can bring a street to life, create character, and attract shoppers. Unsympathetic signage that is too large, garishly-lit, outdated, or in a poor state of repair can drag a street down, making it feel seedy and unwelcoming.

In addition to its visual characteristics, signage is also important for making a city legible to visitors, directing people to places of interest and helping people navigate streets. Wayfinding signage design and content should be timeless, flexible and clear, and can present great opportunities for “branding” a place.



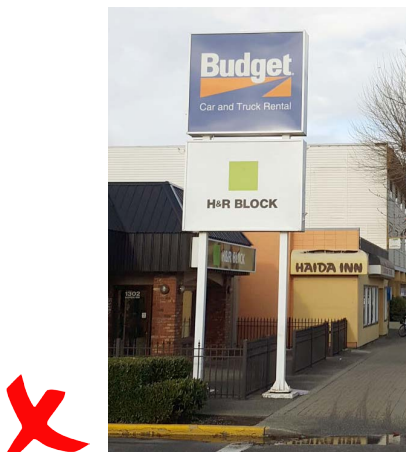
This fascia sign on the front of an awning is large and obtrusive, compounded by the inappropriate banner hanging beneath.



Timeless and classy – a hanging sign adds charm to Pier Street.



Fort Langley, BC.



Large internally-illuminated pylon signs such as this should not be used in a pedestrian oriented location.



Directional Signage
Uncluttered & Easy to Read

Photo Credit Joe Nickol

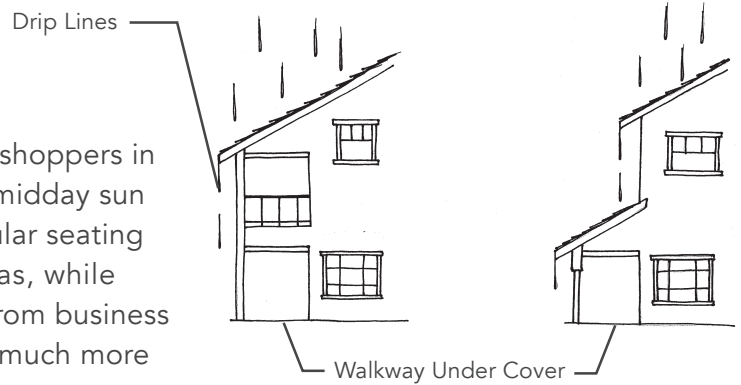


Trail & Wayfinding Signage.
Calgary, AB.

Photo Credit Wedny Koo

Shelter

Weather protection makes a big difference to shoppers in downtown, whether escaping the heat of the midday sun or the driving winter rain. Bus stops and popular seating locations should have weather-protected areas, while continuous sidewalk canopies extending out from business premises can make moving along the street a much more comfortable experience.



Continuous sidewalk weather protection in Vancouver.



Photo Credit
MODUS Planning, Design & Engagement

Events & Festivals

Streets are often the venues for large scale events. Certain streets can be designed for occasional closures to all traffic in order to host parades, parties, concerts and other community festivals. Often these are the streets adjacent to a park or public square. Design considerations include robust and safe street furniture, availability of power outlets, crowd control and management, availability of washrooms, and lighting opportunities.



The CR Live Streets events in 2016 drew hundreds of people downtown in the evenings.

Landscaping General Guidelines

The importance of planting appropriate tree species for Campbell River’s downtown cannot be understated. Proper selection and installation can help reduce costly tree maintenance and damage to underground infrastructure.

Planting selections should consider how the trees and shrubs will grow and evolve, and whether any future conflicts with building windows or overhangs can be avoided. When considering palettes of plants, species that are likely to dominate and overtake other planting should be avoided.

Planting should be balanced and proportionate and consider all seasons and weather conditions. Variety in species selection provides greater resilience to diseases and planting failures as well as providing habitat for insects and birds.

Significant existing trees should be retained unless it can be shown that they are chronically unhealthy, in dangerous condition, or causing unavoidable conflicts with buildings and infrastructure.



Photo Credit Jo Nickol



Photo Credit Jo Nickol



Calgary, AB.

Photo Credit Wendy Koo



Vancouver, BC

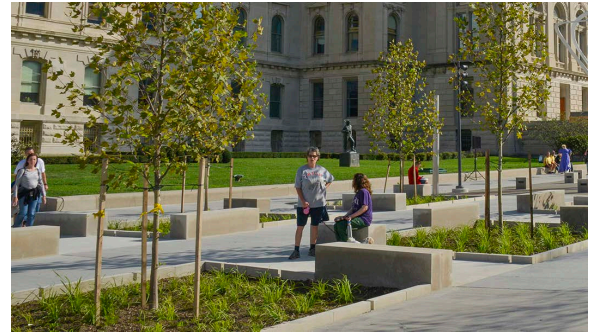
Photo Credit Urban Design Associates



Boulder, CO.

Trees & Planters

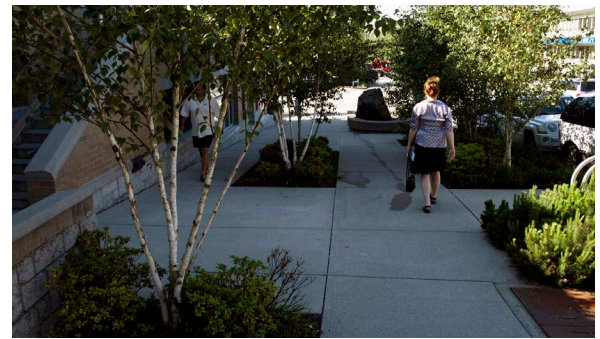
Very few streets are not improved by trees and greenery, although there are exceptions, such as narrow winding laneways or gritty back-alleys. Certainly for the more busy streets, trees can form an important barrier between vehicles and pedestrians and help absorb traffic noise. Trees also provide shade and cooling in the summer, and an opportunity for interesting lighting in the winter. Street trees also provide wildlife habitat and help slow down stormwater runoff.



Landscaping gestures can greatly enhance building architecture and the urban environment.



A "dead frontage", gravel, and lack of street trees/ planters combine to create an unappealing sidewalk.



West Vancouver, BC.



Absence of street trees or planters on this street results a harsh environment with no shade.



Photo Credit Joe Nickol

Planters add colour and beauty at pedestrian level and can help define and separate different spaces. Planters are especially valuable in enclosing seating areas and buffering parking lots. Planting beds at ground level can break up expanses of hard surfaces and also form an important component of stormwater infrastructure. Designing these "raingardens" also reduces the reliance on irrigation or manual watering during the summer months.

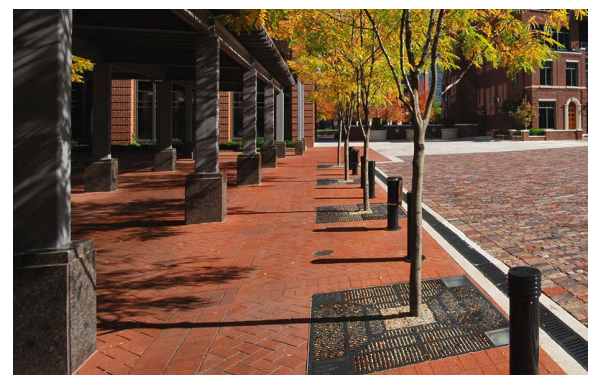


Photo Credit Joe Nickol



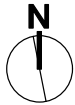
4

DISTRICTS

“Districts are unique, identifiable, and contribute to a sense of place.”

The Districts are building blocks that when unified create a cohesive, lively, functioning and vibrant downtown. While Districts have been loosely defined previously, “Refresh Downtown” has sought to define clearly where the different character Districts are and articulate in detail their special character. Through the public consultation process, four distinct character areas emerged, each with its own history, story, challenges and opportunities. Within the overarching design principles that apply to the whole of the downtown area, understanding the individual nature of the four Districts leads to subtly different design requirements for streetscapes, and development permit design guidelines for buildings. These are described below.

Downtown District Overview



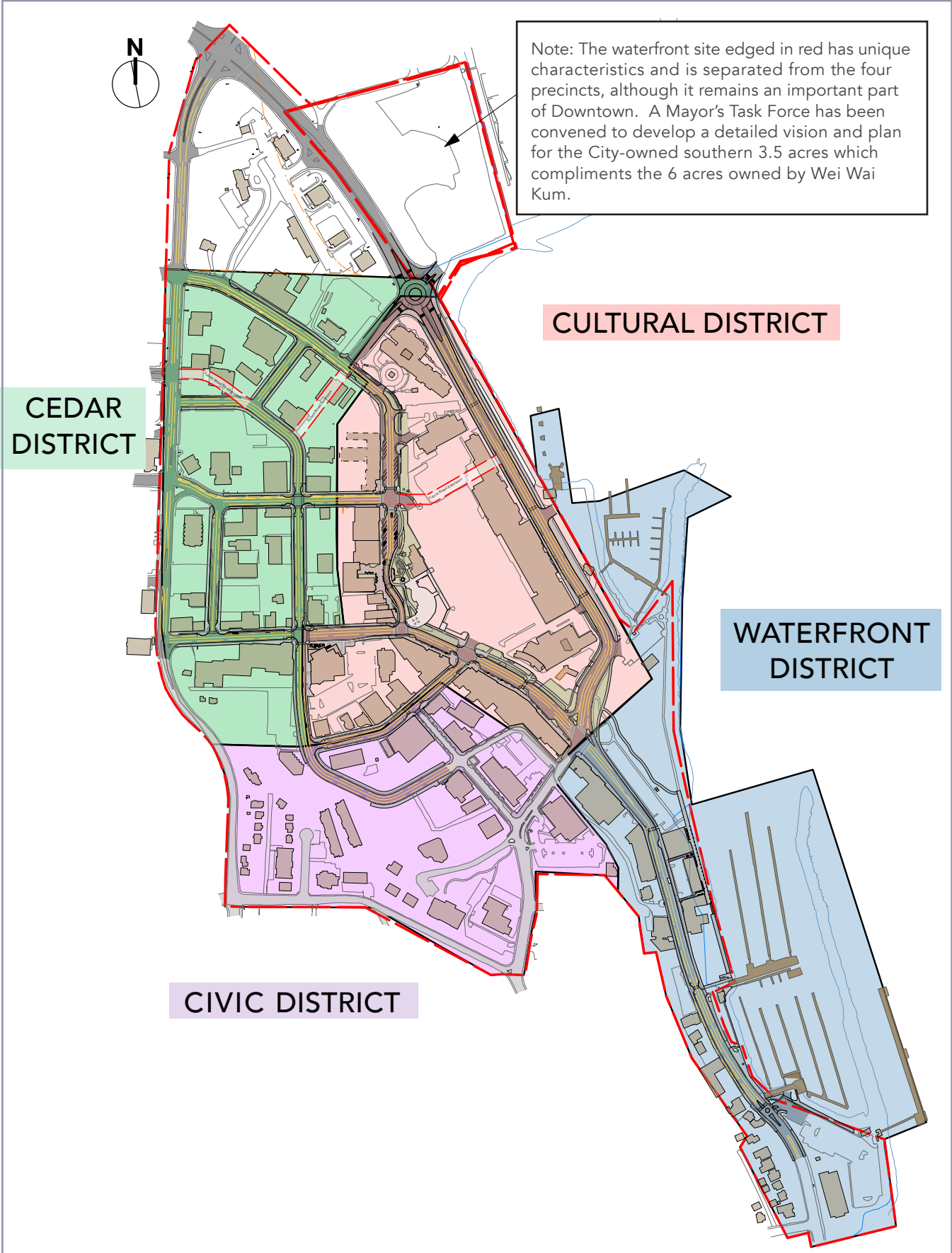
Note: The waterfront site edged in red has unique characteristics and is separated from the four precincts, although it remains an important part of Downtown. A Mayor's Task Force has been convened to develop a detailed vision and plan for the City-owned southern 3.5 acres which compliments the 6 acres owned by Wei Wai Kum.

CEDAR DISTRICT

CULTURAL DISTRICT

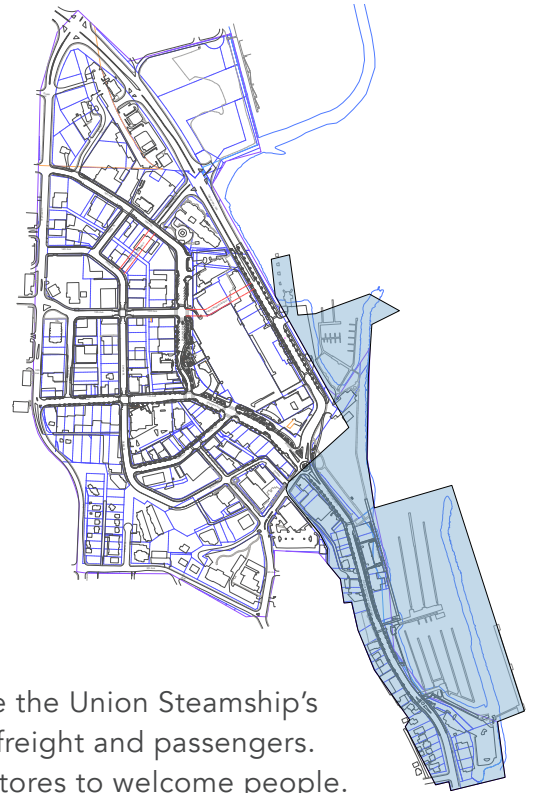
WATERFRONT DISTRICT

CIVIC DISTRICT



Waterfront District

The Waterfront District is primarily characterized by the “working waterfront” that reflects Campbell River’s status as a coastal town tied to marine industries. This link is both historic and contemporary, linking the water gateway to the land. A winding coastal waterfront walkway allows visitors to experience the diversity of Campbell River’s coastal charms while Pier Street parallels it, sided with storefront and marine activities



History and Where We’re Going

Campbell River’s early days began here on Pier Street where the Union Steamship’s first stop was Campbell River’s commercial wharf to unload freight and passengers. These activities supported the location of early hotels and stores to welcome people. The Waterfront District has always been the hustling, bustling waterfront, and this character endures today.



Historic image showing Pier Street. The boat slipway over which the waterfront walkway passes (“Shipyard Bridge”) is visible lower right in its operational condition.

The future vision of the Waterfront District is to remain true to its roots in the lively past with a blend of historic and modern features. Many of the heavy marine industries have moved further north out of town and are no longer suited to a downtown location.

However, the industrial flavour and commercial activities such as selling fresh fish and seafood still thrive. New development should celebrate the working waterfront history as illustrated by Sybil Andrews through colourful character and robust materials and which continue to reflect the historical bustling commercial activities that create a lively environment.



Illustrations By Cal Srigley

Street Character

Bustling, colourful, eclectic and lively, Pier Street - the thoroughfare of the Waterfront District - is full of wares on display, small open storefronts, and plenty of pedestrian and vehicle traffic. The street is tight and windy, creating a tension of pedestrian activity supported by vehicles. There is parking along the streets but people are encouraged to walk and shop here as there is a connection to larger parking areas. The Waterfront Walkway is an alternative route through the area, and an opportunity for people to explore the waterfront and discover a delightful variety of views, experiences and small boutique shopping/entertainment options. The walkway merges history and contemporary with harboured boats, the Federal Sea Masters House, restaurants, art galleries, and a focus on the pedestrian and the cyclist.

The pier and wharves - including floating buildings - allow people to get up close among boats and marine operations as well as enjoy fabulous views across the water to Quadra Island, and up and down Discovery Passage to watch cruise ships and whales go by. The BC Ferries terminal provides constant activity accompanied by floating buildings down in the marinas that offer tourism activities along with restaurants that create an interesting alternative to Highway 19A.



Photo Credit Urban Design Associates

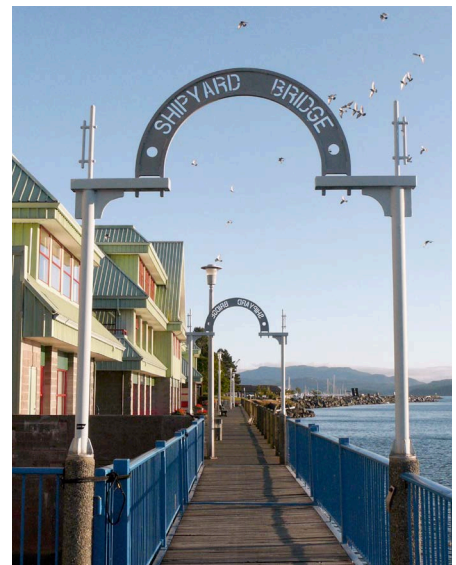


Photo Credit Urban Design Associates

Architectural Style

In recognition of Campbell River's historic past, and bright future, the Waterfront District contains a wide variety of architectural styles, building designs and west coast colours, peaked and flat roofs. Contrasts are striking and many building walls feature murals that reflect the coastal lifestyle, buildings are modest in scale – one to four storeys high. Architectural features are reflective of historic gestures with recurring marine-oriented themes such as jetties, overhangs and metal cladding.

Seagull Walkway is the hidden gem of the Waterfront District, where architecture is strongly reflective of the “working waterfront”.



Public Space & Art

Winding down Pier Street, one is immediately struck by the number of murals to be seen. Colourful murals on commercial buildings are the predominant form of art in this area and celebrate the unique history and character.

In the heart of the Waterfront District people gather in Ostler Park: where they can sit and marvel at the wide open views to Discovery Passage and Quadra Island watching both nature and human activities. This is an important multipurpose public space that hosts festivals and events. Seagull Walkway meanders through Ostler Park and splits off to the north while a western pathway takes people to the shopping and cultural District, this charming public walkway has great potential to become a signature route to connect people to the water and other Districts expanding activity, businesses and art features.



One of a number of colourful murals that adorn buildings on Pier Street.



Photo Credit Urban Design Associates



Uses

Retail is the dominant use, with a variety of boutique local stores occupying the storefronts of Pier Street. However, food and drink and office uses are also dotted throughout. Uses are generally small scale and there is no single dominant business, with the one exception of the BC Ferries terminal on Highway 19A. Opportunity for expansion exists creating an intensification of eclectic shops and hidden cuisine finds.

Street Furniture & Lighting

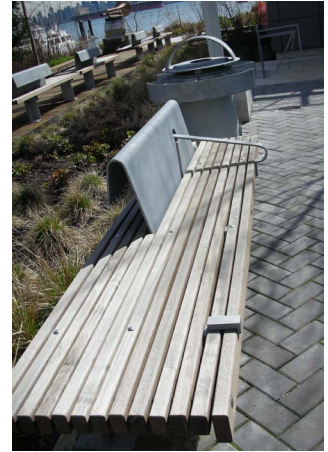
Variety is the spice of life here. Signage is bespoke and funky, and west coast colour abounds. There is a lack of formalism in the benches, planters and garbage cans. Uplights or soffit-mounted downlights showcase individual businesses after dark.



North Vancouver, BC. Photo Credit Tom Barratt



Discovery Pier, Campbell River.



North Vancouver, BC. Photo Credit Tom Barratt

Examples of individual custom made benches and street elements.



Vancouver, BC. Photo Credit Tom Barratt



Fort Langley, BC.



Shopwares spilling onto the sidewalk adds interest and vibrancy to the street.

Street Trees & Landscaping

Much of the shoreline in this district is characterized by rip-rap, which is a hard and ecologically poor feature. Landscaping can help soften features such as this and provide additional wildlife habitat. Elsewhere, planters provide opportunities for low-level landscaping, such as along the Waterfront Walkway. There are relatively few street trees in this District, but designs for Pier Street may provide opportunities for new street trees.

Waterfront District Planting Examples:



Deschampsia caespitosa
Tufted Hair Grass



Calamagrostis x acutiflora 'Karl Foerster'
Feather Reed Grass



Rosa woodsii
Wood's Rose



Festuca glauca 'Elijah Blue'
Elijah Blue Fescue



Elymus cinera
Wildrye



Nepeta x
Dropmore Blue
Catmint



Helictotrichon sempervirens
Blue Oat Grass



Kinnickinnick & Wild Rose



Charles Albanel Rose



Arctostaphylos uva-ursi
Kinnickinnick
or Bearberry



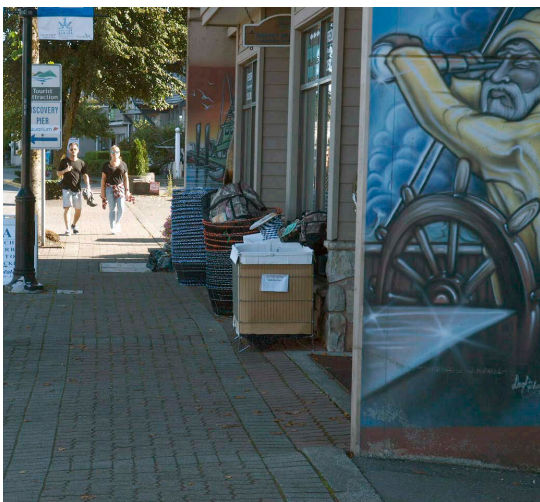
Camassia quamash
Camassia

Suggested Additional Form & Character Guidelines

- Building design should seek to incorporate marine features reflective of the “working waterfront”. This may include features such as asymmetric form and design, upper storey overhangs, external stairs, contrasting colours, and use of metal and wood finishes.
- Incorporation of murals that reflect the character and history of the area into building frontages is encouraged.
- Weather protection awnings and canopies should be incorporated into overhang designs to cover the sidewalk where practical, and should form part of the architectural programming of the frontage. Internally-illuminated awnings are not acceptable.
- Landscaping schemes should seek to reflect the marine character, through significant use of plants typically found near the shore, such as beach grasses, low pines and salal. Driftwood and pebble features, along with chain, rope and other nautical decorative elements may be incorporated.



This building in Comox tastefully incorporates marine elements in both its decorative features and its fundamental architecture of complex massing, multi-levels and asymmetry.



A typical view down Pier Street - painted mural and shop wares on display on the sidewalk.



Vancouver, BC. Photo Credit Tom Barratt.

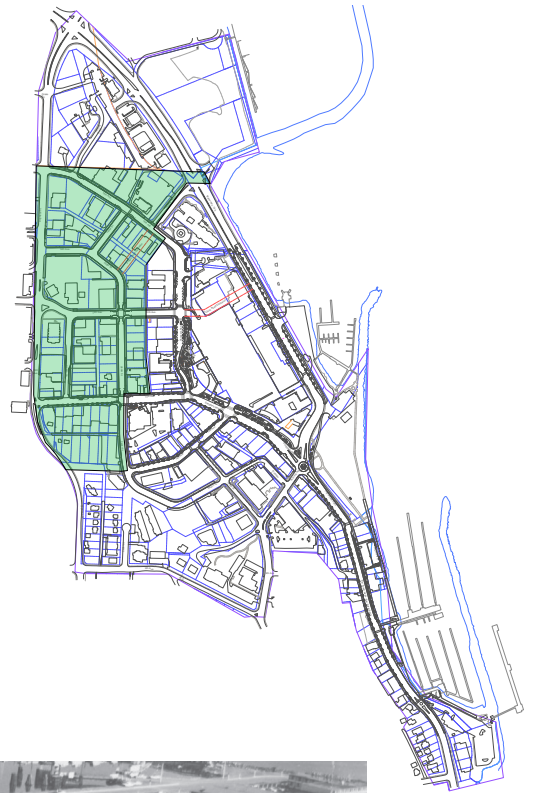
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Cedar District

Cedar District is a resilient, gritty area of downtown that contains a number of interesting back-alleys and a wide variety of diverse land uses. These features provide an edginess to the environment where occasional conflict can occur, but there is also a real sense of opportunity.

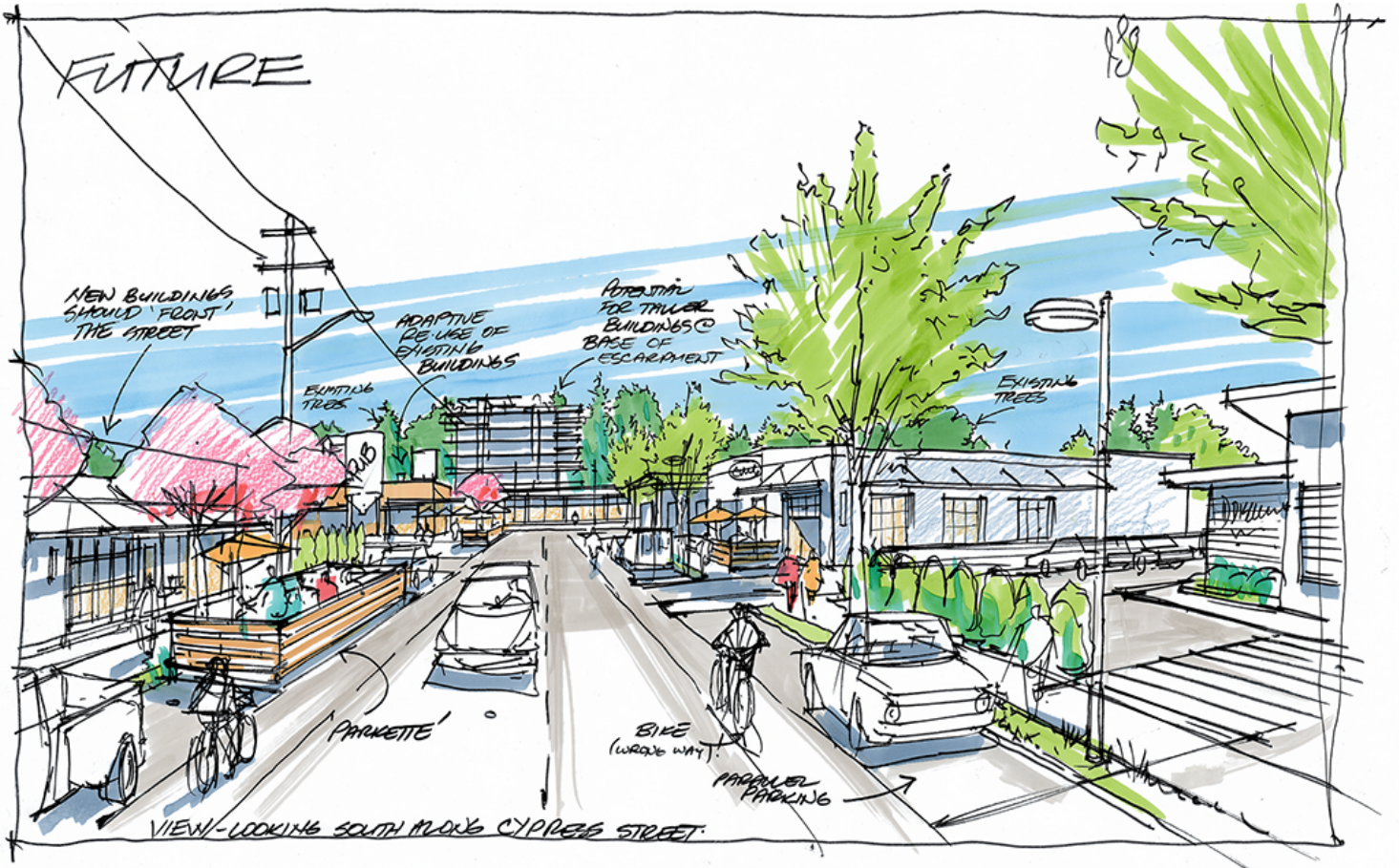
History and Where We're Going

Known historically and colloquially as "Codfish Flats" the northern part of this area used to be adjacent to the sea before the infilling in the early 1960's. The area has a less distinctive historical role than the other parts of downtown and is searching to define itself.



This historic image shows the Cedar Street area between 13th and 16th. Much has changed since this time!

Relatively unconstrained by a particular design vernacular or sensitive historical reference points, this is the area of downtown in which to Think Big. Vacant land and buildings are scattered throughout the District providing the largest opportunity for intensification in the downtown and a great opportunity for mixed use buildings encouraging people to spill onto the streets, woven in with "softer" retail and commercial uses. When economic viability occurs in this District as a result of real estate pressure in the downtown, this is the place to focus taller buildings: 8-12 storeys without harming residential views.



Illustrations By Cal Srigley

Street Character

11th Avenue serves as a busy thoroughfare connector road from Shoppers Row to Dogwood Street, it is a local collector road that is focused on vehicles and is not pedestrian friendly or particularly aesthetically pleasing to people. Dogwood street forms the western edge of downtown. Elsewhere within the District streets are quieter with small pockets of activity centred around particular buildings or uses such as the soup kitchen, Greyhound station or careers college. The street network is a grid pattern, where streets tend to be open and wide with a relative absence of greenery and only the occasional curve in the road on Cypress Street and 16th Avenue. Overhead wires and utilities are evident throughout and the character is a very urban one. Back alleys and laneways provide interesting glimpses into the “inner workings” of downtown Campbell River



Opportunity: Undeveloped space, unremarkable architecture, yet there is still life and activity here in the Cedar District.



Photo Credit Joe Nickol

The overhead wires and quasi-industrial design features of this craft brewery building are strongly reflective of the gritty character of the Cedar District. Use of galvanized pipe fittings to create hand-railings is an excellent character feature.



Calgary, AB

Photo Credit Wendy Koo



Fort Langley, BC



11th Avenue - Campbell River



Food and drink uses spill out onto streets, adding vibrancy and character.

Photo Credit Joe Nickol

Architectural Style

Buildings tend to be older mid-twentieth century buildings with no unified architectural style. Plenty of potential for both new development and redevelopment exists along with a great opportunity to utilize creative architecture. Modernism with timber frame elements, robust materials and decorative features can create a youthful, funky, gritty Campbell River style that embraces the bright future that exists in this District. The District is situated in a prime area for intensification while being sensitive to viewscales to the water and sun. Design may consider both stepping back from the road and pulling the building front towards the road, allowing variation in massing and helping to create “eyes on the street”.

Image by Katherine Bickford with permission.



Heavy timber and corrugated metal combine to create an attractive modern building with a stylish industrial reference. Fort Langley, BC.



Tin Town, Courtenay: the consistent metal-clad design theme of this complex of live/work units creates a memorable industrially-themed architecture.



While clean and functionally modern, this historic building's appearance has been well preserved. Fort Langley, BC.



The roofline of this row housing is designed to resemble old Victorian factory roofs – and can capture sunlight in the same way. Fort Langley, BC.

Public Space & Art

Currently, there are no parks in this area and virtually no public spaces. Instead, the streets and laneways form more transient and informal gathering spaces. Significant redevelopment in this area will provide an opportunity to incorporate additional semi-public and public spaces to support features such as courtyards, parklets, seating and small urban parks. The creation of these spaces provides an opportunity for a variety of artforms in around this area to add animation to the streets which is currently lacking in decorative or whimsical elements.



Parklets

Photo Credit MODUS Planning, Design & Engagement



Restaurant in Laneway. Calgary, AB

Uses

While retail and food/drink form the dominant uses on 11th Avenue, the remainder of the District contains a wide variety of other uses, including proportionally, a high number of social uses. The District is an ideal location for mixed uses and live-work units, similar to those found in Courtenay's "Tin Town" or North Vancouver's waterfront redevelopment. Given the large areas of underdeveloped space, this District can accommodate larger more space-intensive uses that could not fit within the generally small commercial units available in Pier Street or Shoppers Row such as technology and film. Further hotel and conference demand in Campbell River could be achieved here with a natural link to the Nunn's Creek Park masterplan supporting events like ball tournaments or logger sports.



Fort Langley, BC

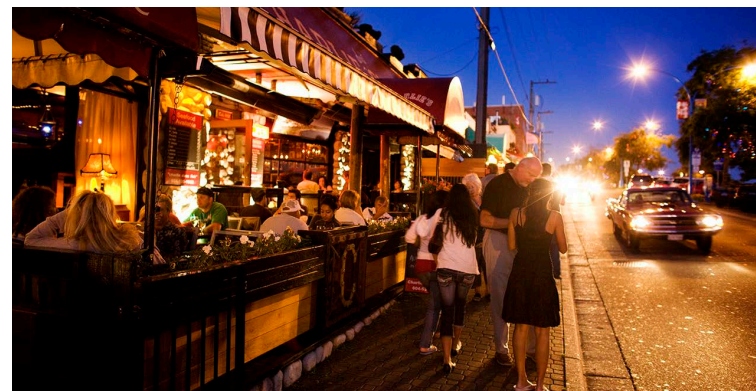


Photo Credit MODUS Planning, Design & Engagement

Street Furniture & Lighting

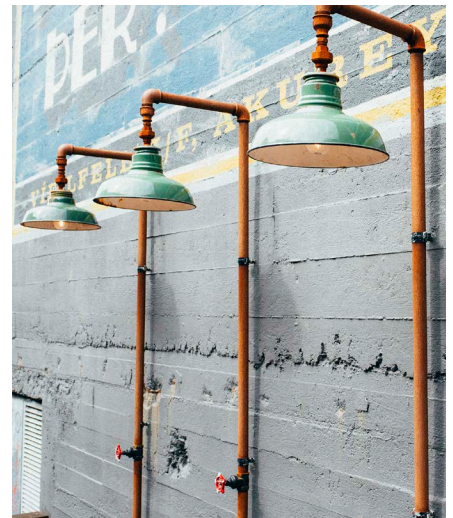
Large and heavy style street furniture complements the open spaces and gritty quasi-industrial nature of the District. Materials reflect the new creative design reflecting Campbell River's youth and bright future. There is an opportunity to incorporate street art into the elements to create special areas of interest animating this District. Lighting is provided from a variety of sources and building facades are occasionally floodlit.



Photo Credit Urban Design Associates



Photo Credit Tom Barratt



Street Trees & Landscaping

This most “urban” of the downtown districts can accommodate variety and flexibility in landscaping schemes designed to complement innovative architecture. Although this district is named for its central Cedar Street, there is an opportunity to play to the name through greater use of evergreen species than in the other districts. Use of fruit trees and “edible landscaping” is also an approach taken at a recent development on 11th Avenue, and can be encouraged elsewhere within the district.



Evergreen Rhodys & Pieris



Rubus parviflorus
Thimbleberry



Kinnikinnick



Rhododendron Varieties



Vaccinium parviflorum
Red Huckleberry



Tsuga mertensiana
Mountain Hemlock



Azalea Varieties



Fern Example



Fern Example



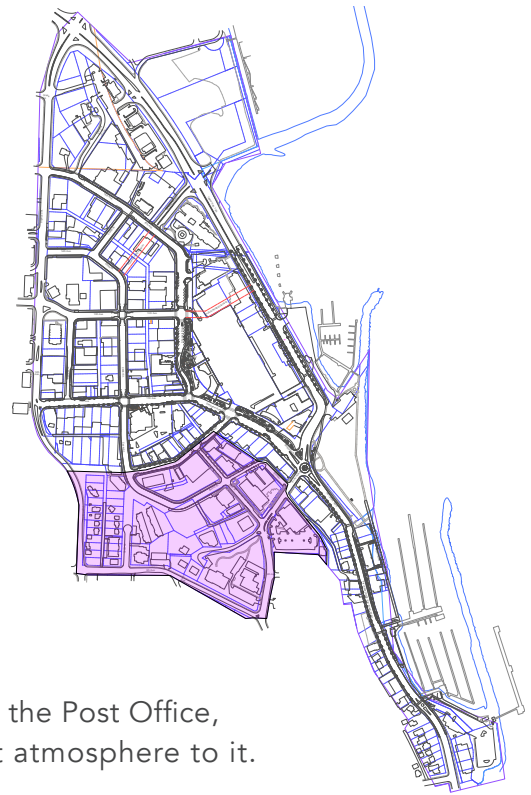
Evergreen Showy Flowers

Suggested Additional Form & Character Guidelines

- Architectural programming should consider opportunities for an industrially-flavoured design with a modern flavour utilizing robust materials that may blend with timber frame.
- Taller building forms above six storeys may be appropriate but proposals must be accompanied by viewscape and solar impact analysis, including consideration of views from the water and shadows from the building massing.
- Greater use of evergreen trees and shrubs is encouraged. Design should also consider opportunities to use fruit trees and other edible landscaping.

Civic District

Set back from the waterfront, this area is a cool and collected district characterized by office uses, water features, natural building materials, and plenty of native landscaping. This district hosts a redevelopment of streets along with a significant new building that has set the tone in both architecture and streetscape for the civic District. Sloping up towards the escarpment, away from the Cultural District, there is opportunity to intensify with respect to the water view corridors.



History And Where We're Going

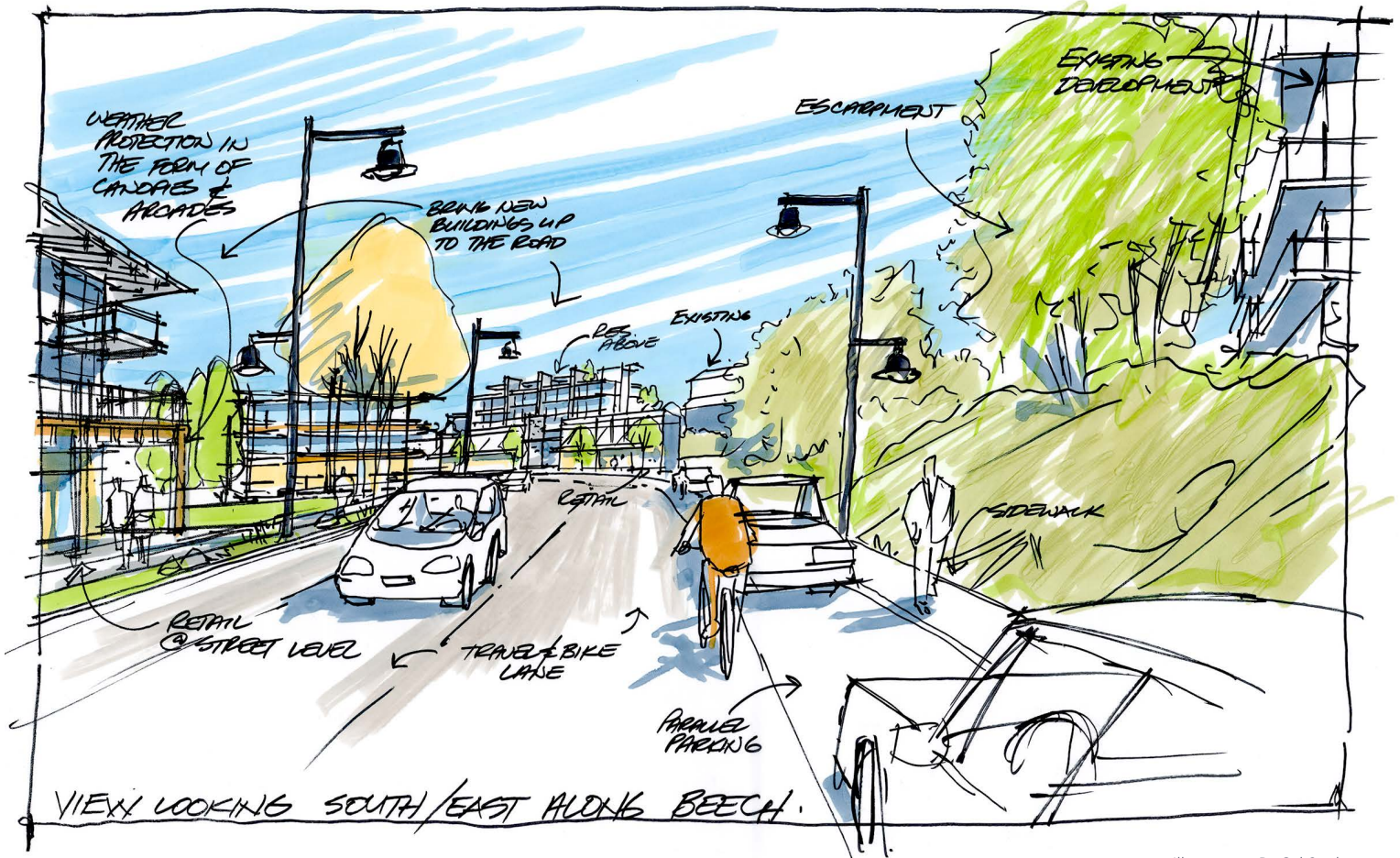
Historically this area has hosted government services such as the Post Office, Regional District Offices, and had a somewhat nondescript atmosphere to it.

The demolition of the unsightly mall building in St. Ann's Block and the redevelopment of new corporate headquarters for Seymour Pacific, has attained a contemporary, optimistic character. In parallel to the significant new development, the City carried out surrounding street improvements, and the clean-cut, businesslike Civic District was born.

The Civic District will continue to be the office hub, able to attract increasingly hi-tech interest as the municipal broadband network is expanded. This area is able to absorb relatively high densities of new development, although maintaining view corridors to Discovery Passage is important.



Barely recognizable today, this photo shows the view up St Ann's street to the former hospital that stood on the site of what is now City Hall.

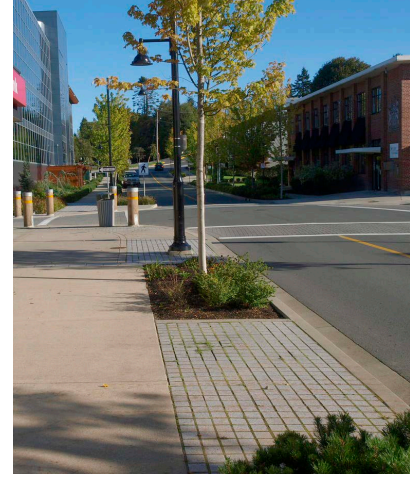


VIEW LOOKING SOUTH/EAST ALONG BEECH.

Illustrations By Cal Srigley

Street Character

Streets are relatively quiet and clean. Rich landscaping with lots of street trees provides shade and softens the edges. The atmosphere is calm, friendly and business-like. Occasional service and food/drink businesses within the District cater largely for the lunchtime crowd but there is potential for growth and activity to extend into the evening and opportunities to incorporate decks and patios into the street to introduce more activity to the street.



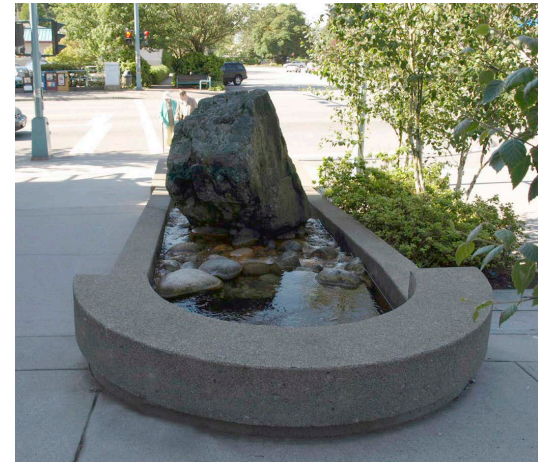
Clean lines and a contemporary west coast feel characterize the Civic District.



Corner of St. Ann's and Alder Street. Campbell River, BC.



Photo Credit
MODUS Planning, Design & Engagement



Water has been identified as an integral part of "west coast design". The Civic District is a perfect location to incorporate water features into building and landscape design.

Architectural Style

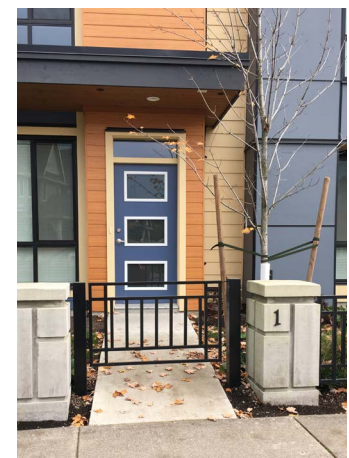
Contemporary buildings exist in this area with the new Seymour Pacific building forming a powerful "anchor" at the eastern end. Architecture is generally of an uncluttered nature with straight lines. Examples include Seymour Pacific, City Hall, 950 Alder (the former post office) set a tone of straight simple clean lines to buildings. Development within this District should reflect a "west coast contemporary" design theme, continuing with use of glass, cedar and native landscaping.



Alder Street, Campbell River, BC.



Fort Langley, BC.



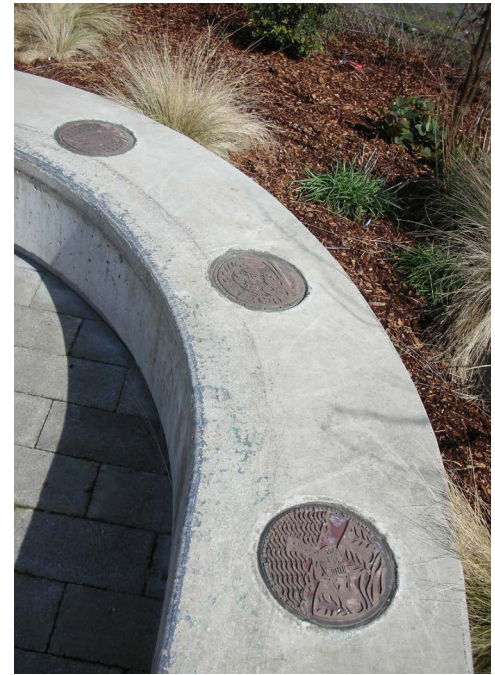
Chilliwack, BC.

Public Space & Art

Art in this area is mostly likely to take abstract forms and include sculpture and water features. There are no significant gathering spaces or public parks, although open forecourt design within new development could provide for quasi-public space.

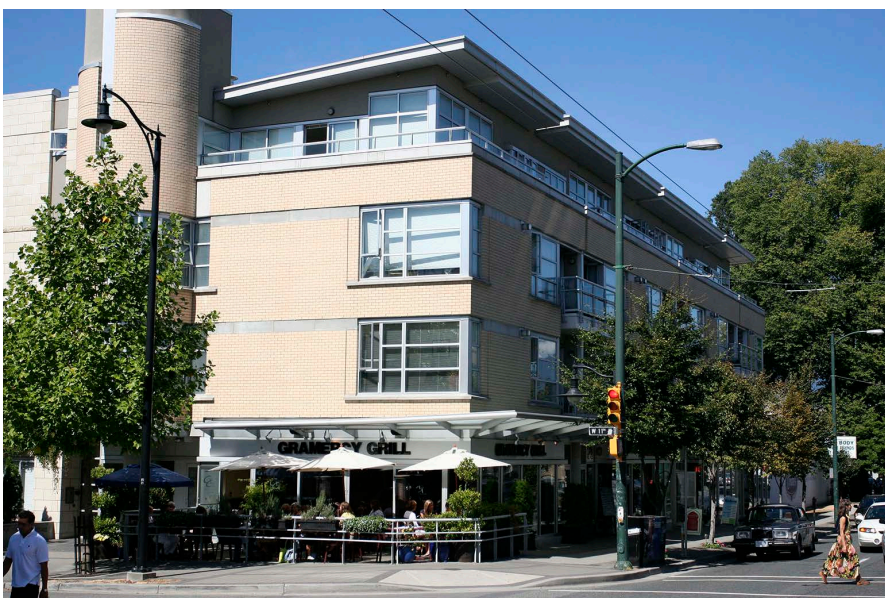


Photo Credit Joe Nickol



Precedents

Photo Credit Tom Barratt



Precedents. Vancouver, BC

Photo Credit
MODUS Planning, Design & Engagement

Uses

As its name would suggest, this District is home to the municipal government, the federal Service Canada building, the Community Centre and the Fisheries and Oceans offices. It has a number of professional offices for engineering, administration and legal/financial services. These civic functions are interwoven with food and drink uses as well as some discreet social uses.

Street Furniture & Lighting

Street furniture is complementary to the architecture and street design – clean, modern, and elegant utilizing natural elements like wood and metal. Lighting is well-contained with little overspill, and often embedded within landscaped areas.



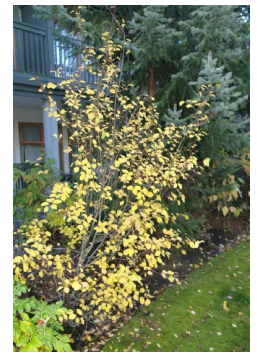
Precedents

Street Trees & Landscaping

The landscaping tone in this District was established by the recent St. Ann’s block revitalization work, which included species of maple and oak street trees. Use of natural building materials is complemented by “forest floor” style landscaping. Water features may combine with complex multistorey landscaping to recreate a refreshing west coast forest feel.



Cornus stolonifera
Redtwig Dogwood



Amelanchier alnifolia
Serviceberry



Lilium columbianum
Tiger Lily



Symphoricarpos albus
Common Snowberry or Waxberry



Pachistima myrsinites
False Box



Rosa woodsii
Wood’s Rose



Camassia quamash
Camassia



Smilacena
Varieties



Aquilegia formosa
Red columbine

Suggested Additional Form & Character Guidelines

- Building design should be uncluttered and feature extensive glazing in conjunction with use of
- Signage should be small scale and subtle, or incorporated into the building architecture. Brightly-coloured signage should be avoided.
- Spotlighting of buildings is preferred and may be incorporated within landscaped areas. Illumination of landscaping is also encouraged.
- Landscaping must primarily use native species in a natural and informal configuration. Water and rock features are encouraged.
- Use of forest floor species should complement the modern architecture to create a West Coast feel. Plants such as sword ferns, huckleberry and red osier dogwood should be featured.



This beautiful raingarden uses native west coast plants, but also serves a valuable infrastructure purpose, slowing the discharge of rainwater into the storm drains.



Photo Credit MODUS Planning, Design & Engagement



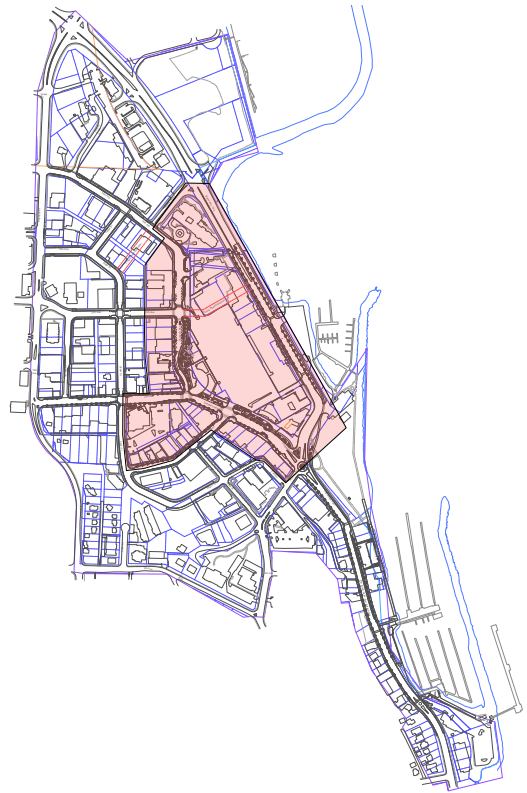
Seymour Pacific building, Campbell River.

Precedents

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Cultural District

The heart and soul of the City, this District is the main venue for festivals and events. Buildings exhibit a diverse range of styles and ages and are mostly low in profile. Shoppers Row is an arc shaped street that wraps along Tye Plaza, spirit square, art gallery and tidemark theatre linking various cultural activities. Parking is provided in Tye Plaza and scattered City-owned public parking lots within a 2 - 5 minute walk creating easy access for people to gather in this area. Tye Plaza is separated from the Shoppers Row arc yet also turns its back on the waterfront. There is a disconnect that currently exists which creates barriers for pedestrian flow to the cultural activities along Shoppers Row. These barriers need to be removed and new connections created to support pedestrian movement and place vehicles in a manner that does not impede the desire for pedestrians to dominate this area and support businesses.



History And Where We're Going

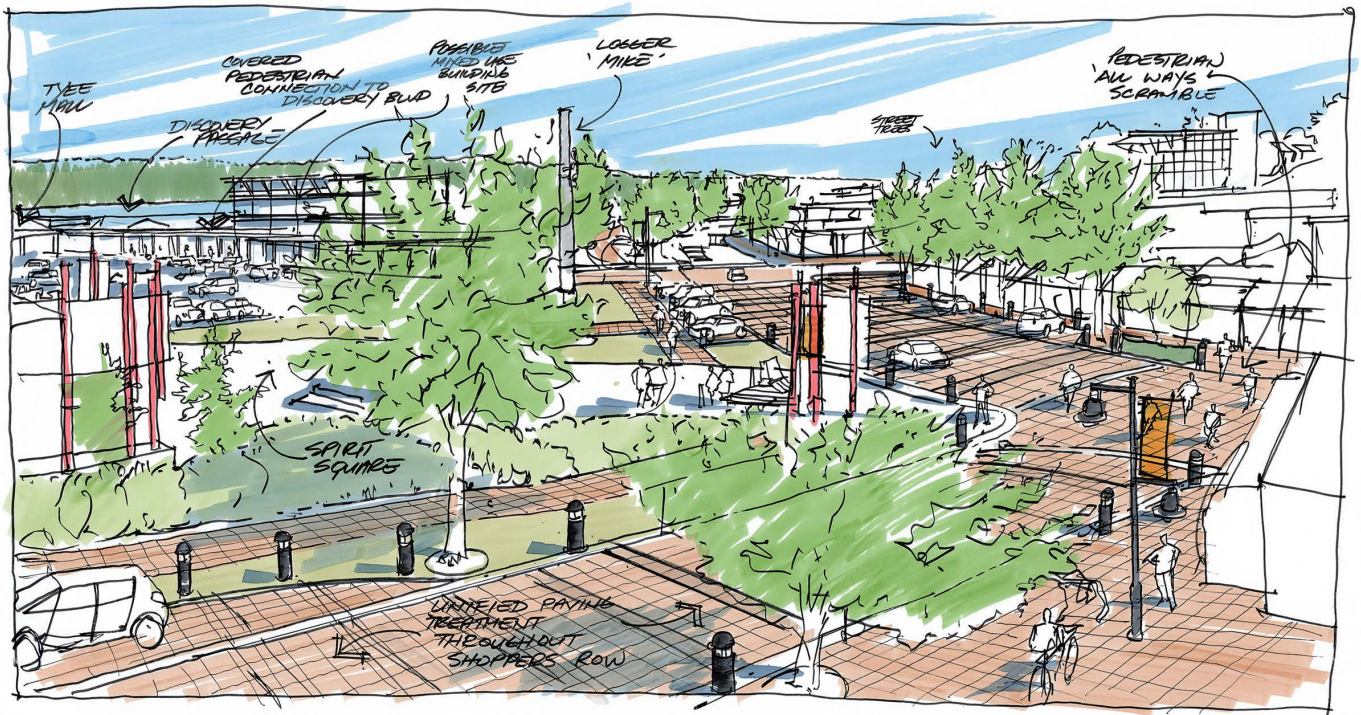
Shoppers Row used to follow the shoreline: hence why the Tidemark Theatre is named thus! In the early 1960s a large area of foreshore was claimed from the sea and filled in to create Tye Plaza, Ostler Park, the Discovery Harbour Mall and the 9.5 acre waterfront site.

The Tye Plaza mall was constructed shortly thereafter and reflects a highly vehicle-centric mid twentieth century way of planning which resulted in the buildings and plaza turning its back on a beautiful shoreline with miles of waking and marine activities to which tourists now flock. The Tye parking lot forms a large asphalt barrier to the businesses and cultural activities of Shoppers Row which is not landscaped and lacks pedestrian connections to and from the water to Shoppers Row.



Lower Shoppers Row in yesteryear. The wide expanse of highway is stark when compared to today's street with wide sidewalks, curb bulge-outs, street trees and pedestrian crossings.

To change this harsh environment into a softer one with more connectivity, Tye Plaza will in the future open up connections to the waterfront like spokes in a wheel, and develop an east-facing component along with street improvements. Shoppers Row will continue to be Campbell River's "Main Street", constantly animated with colour, activity and great quality shopping and dining offering activities late into the evening with extended business hours to capture tourism and after work crowds.



Illustrations By Cal Srigley

Street Character

This District is defined primarily by Shoppers Row, Campbell River's wide, tree-lined main street. Tourists, locals and workers mingle here and there is always something going on. Spirit Square provides a focus for activity and events, but there are buskers, art installations and outdoor seating opportunities throughout. The Tidemark Theatre, Art Gallery, Library, Spirit Square form the cultural heart of the district. In winter, creative lighting create a positive atmosphere and sidewalks covered by large commercial awnings protect shoppers from the rain.



Photo Credit Urban Design Associates



Boulder, CO.

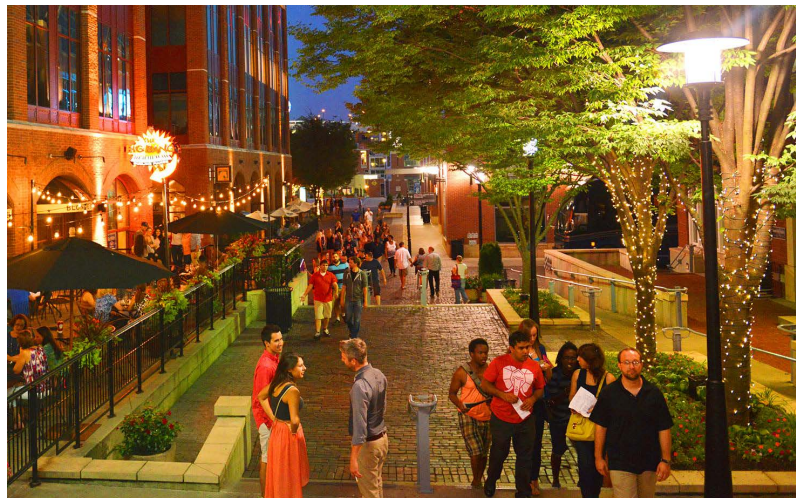


Photo Credit Joe Nickol

Architectural Style

Building architecture is about defining people-centred places rather than articulating a coherent style. Pedestrian scale Shopper's Row, the art-deco Tidemark/Library complex and the striking west coast hotel and retirement home all in different ways create places to encourage people to gather. Frontages are designed to maximise interaction with people and provide interest to the street. Opportunities for public art are numerous. With a couple of exceptions of landmark buildings such as Berwick and the Discovery Inn, buildings are relatively modest in scale.



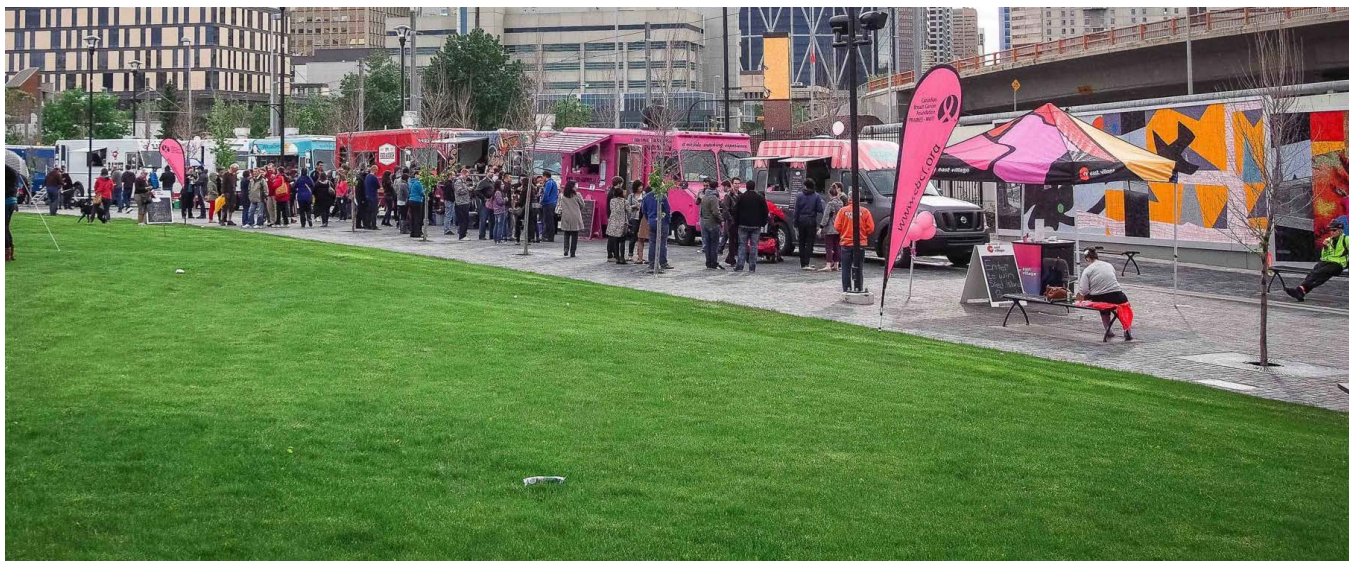
Ground floor commercial uses with residential or office uses above. Chilliwack, BC.

Uses

Retail and food/drink uses are mixed with the financial and commercial uses that keep a workforce of people in downtown throughout the day. The cultural and artistic talents of the community also find their home here, along with hotels that can host conferences.



Shoppers Row at night.



Food Trucks, Calgary, AB.

Photo Credit Wendy Koo



Hotels such as this recently-constructed one using high quality West Coast design are a desirable use in the Cultural District.



Photo Credit Tom Barratt

Public Space & Art

Spirit Square is the epicentre of downtown and the focal point for community events and celebrations. The courtyard between the Tidemark Theatre and the library complements Spirit Square, and upper Shoppers Row can be closed for special events such as the 2016 Campbell River Live Streets events. Together these spaces can combine to create a very large public pedestrian-only area of downtown for celebrations and festivals.

As the arts and culture District, art installations in this District can be many and varied, and typically include music, dance, theatre and image projection, as well as more traditional static art. In the summer there are street pianos and buskers.



"Show on the Row": Shoppers Row closed to vehicles and full of people watching an outdoor screening of The Jungle Book in August 2016.



Photo Credit Urban Design Associates

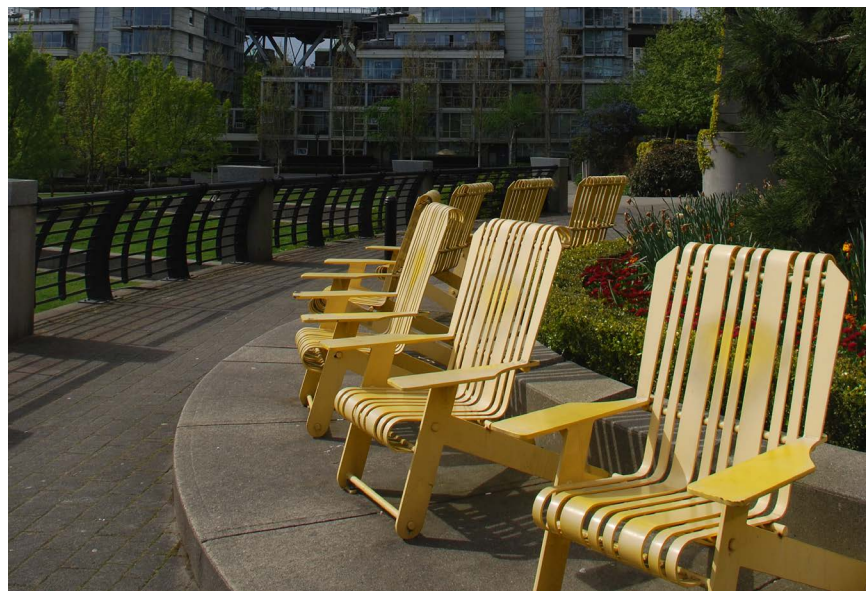


Photo Credit Urban Design Associates



Two-level street lighting.



Bollard lighting.



Upward lighting.

Street Furniture & Lighting

There is a fun and artsy program of coordinated decorative street furniture, and seating opportunities are plentiful. In addition to interesting and varied storefront lighting, there are light strings around and within street trees, as well as overhead light canopies in the Tidemark/Library plaza.

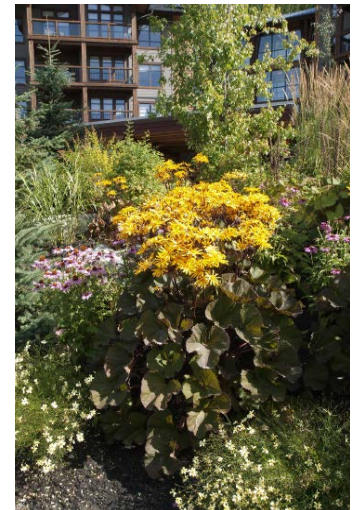


Calgary, AB.

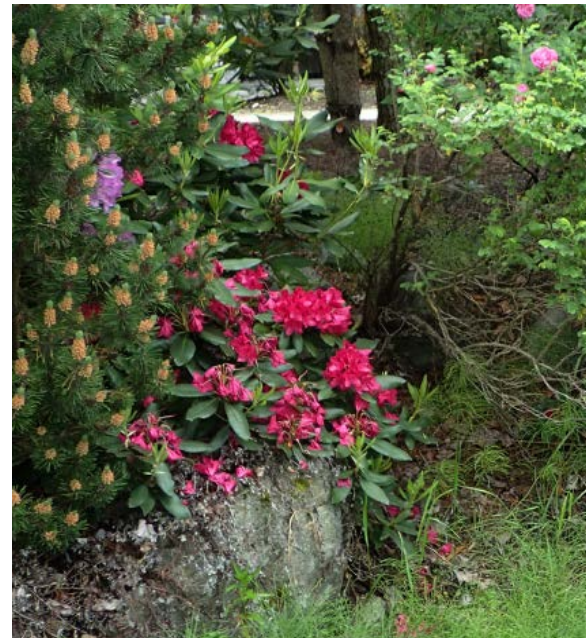
Street Trees & Landscaping

This district contains some significant mature trees, particularly within Ostler Park. There are plenty of street trees, including London Planes. Some of the London Planes cause problems with roots interfering with drainage lines. In locations close to buildings, some Plane trees may need replacing with a more suitable species. As the main shopping area

of the City, trees within landscaping should provide shade and cooling. At lower levels, bright colours and more ornamental species than might be found in the other districts are not necessarily inappropriate.



Astilbe Varieties



Mountain Pine Conifer, Rhododendron, Explorer Rose, Lower Perennials



Hydrangea arborescens
'Annabelle' Hydrangea



Rose Varieties

Suggested Additional Form & Character Guidelines

- Weather protection awnings and canopies should be incorporated to overhang the sidewalk where practical, and should form part of the architectural programming of the frontage. Internally-illuminated awnings are not acceptable.

- Signage and lighting should be designed in conjunction with each other to add interest and attractiveness to the street. Creative signage and lighting solutions are encouraged.
- Building and site design should remain pedestrian-focused, particularly at the street interface. Signage should be proportioned accordingly.
- Landscaping should place an emphasis on shade and color. Large feature trees such as oaks, maples or London Planes should be retained or planted in spaces where they would not interfere with buildings.



5 IMPLEMENTATION

“Infrastructure is the hidden life-support system beneath our streets”

This section identifies a series of projects that combine surface and subsurface works that have been raised through community engagement along with discussions with Council. A project list has been compiled to inform the City’s financial planning.

Infrastructure studies identify potential “pinch points” within infrastructure systems, which must be considered in future development and redevelopment proposals. These studies provide background information on our infrastructure systems and direct which infrastructure elements will need to be replaced or upgraded to support future development. In many cases these sections of infrastructure will be development-driven, but others may need to be addressed by the City as a priority issue.

The condition of our infrastructure systems was also captured in these studies, and capital works projects were identified that will revive our downtown streets, and help attract investment by addressing flooding, root-heave and general maintenance issues. Understanding the condition and capacity of infrastructure also provides opportunities to coordinate Capital Works projects with significant private sector development, reducing both costs and disruption. Most recently, this occurred at St Ann’s Road and Alder Street, with the development of the new Seymour Pacific building.

This section contains maps of water, sewer and storm infrastructure - identifying upgrades that are likely to be development driven (i.e. they can wait until nearby development justifies upgrading) and upgrades that are condition-driven (i.e. due to deteriorating condition/inadequate capacity, the City may have to carry out works regardless of whether development is occurring nearby).

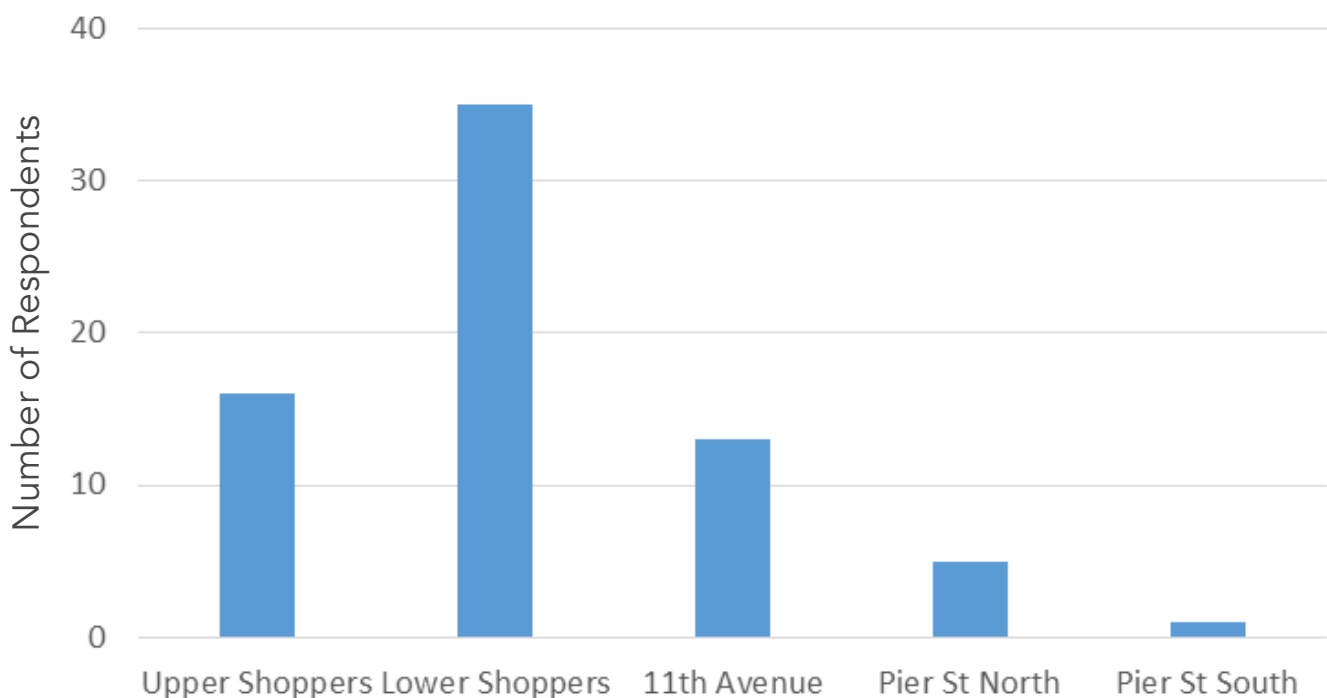
Also included within this section is a walkability assessment (Map 6) showing 2 and 5 minute walking radii from the centre of Shoppers Row, and the locations of off-street parking locations. Refresh Downtown takes a “no net loss” approach to parking. Detailed designs for Shoppers Row result in the loss of some on-street parking stalls to accommodate landscaped areas specifically to slow and store stormwater. These spaces will however be fully compensated for by additional stalls being created at the Cedar Street parking lot, which lies approximately three minutes’ walk from Shoppers Row. It is important also to use wayfinding signage to direct drivers towards parking lots, and within parking lots to orient pedestrians towards stores and amenities.

Possible Refresh projects have been identified in Table A (page 104) along with proposed timelines for Council’s consideration in financial planning. Priority projects identified by the community require a design and construction time period in the City’s ten year financial plan. These proposed priority projects are open to Council’s consideration. The priority of these projects has been based upon community engagement (as shown in the graph below), infrastructure requirements, and Council’s strategic plan. Council has identified Lower and Upper Shoppers Row for design and construction in the 10 Year Financial Plan.

Condition of infrastructure has been an important consideration in this priority list. Anticipated future developments and coordination with potential re-development in the Downtown has also been taken into account.

As capital projects and renewal funds are in the control of the City, priority projects have taken this into account while trying to identify possible opportunities to coordinate developer applications and street upgrades. The list of projects and their priority can be revisited during the annual financial planning process

Preferred Priority Project



Municipal Utilities

The water, sewer and storm drainage plans (Maps #1, 2, & 3 in this section) are based upon infrastructure studies commissioned in 2016. The condition and capacity of existing infrastructure was reviewed in order to determine how it would be impacted by future development in the downtown.

Solid lines on the maps indicate that the condition of infrastructure is poor and in need of replacement. These identified locations will help to inform the prioritization of projects in the City's Financial Plan. Dashed lines on the maps indicate that while the condition of infrastructure is not in any urgent need of replacement, the pipes will need to be upgraded to accommodate further development. The opportunity should be taken to replace or upgrade when the road is rebuilt or when a significant development takes place nearby. Underground pipes not highlighted on the map will be assessed for replacement as needed.

Street cross sections associated with the priority projects identified in this document show the proposed alignment of subsurface infrastructure, which in some cases may differ from the current location. The proposed cross sections will guide future design and are available in GIS for use by developers and City staff.

Third Party Utilities

Coordination with BC Hydro, Fortis, Telus and Shaw is required when preparing detailed designs. Allowance for these services has been considered in the design of street cross sections.

In some areas streetlights are leased from BC Hydro; in other areas the City owns the streetlight infrastructure outright. These differing situations have unique implications in terms of cost, maintenance and implementation.



Unightly kiosks should be screened



Simms Creek Pump Station



Screen larger pump stations

Considerations in Infrastructure Designs

Street typologies in this document consider the upgrade or replacement of street lights, which in many areas of the downtown have are leased from BC Hydro. This will affect the cost of replacement and upgrades in ways which require further investigation during detailed design. Full replacement of leased lights will also have an impact on operation and maintenance costs.

Fiber Optic infrastructure initiated by the City is indicated on Map 5 and should be coordinated with Refresh Downtown projects. Street Typologies consider this utility in the street cross-sections.

Undergrounding Overhead Electricity

The City's subdivision bylaw identifies where in the downtown the current overhead utilities should be undergrounded. Refresh Downtown identifies areas where not undergrounding would add character and reduce costs to redevelopment. In particular, the Cedar District character would support overhead utilities to create the "gritty" feel of this District. On Map 5, optional areas have been identified which would require an amendment to the City's Subdivision Bylaw to accommodate options for where undergrounding overhead wires is NOT required (see Map 4).

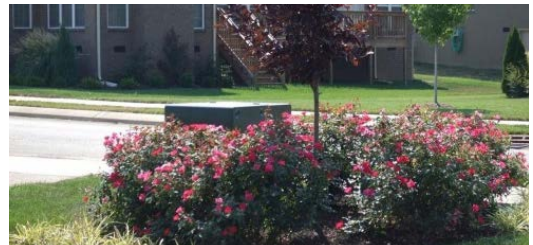
Utility Planting Screens



Wood & Metal Screens



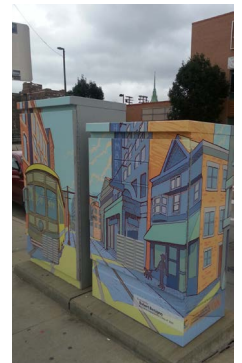
Photo Credit Tom Barratt



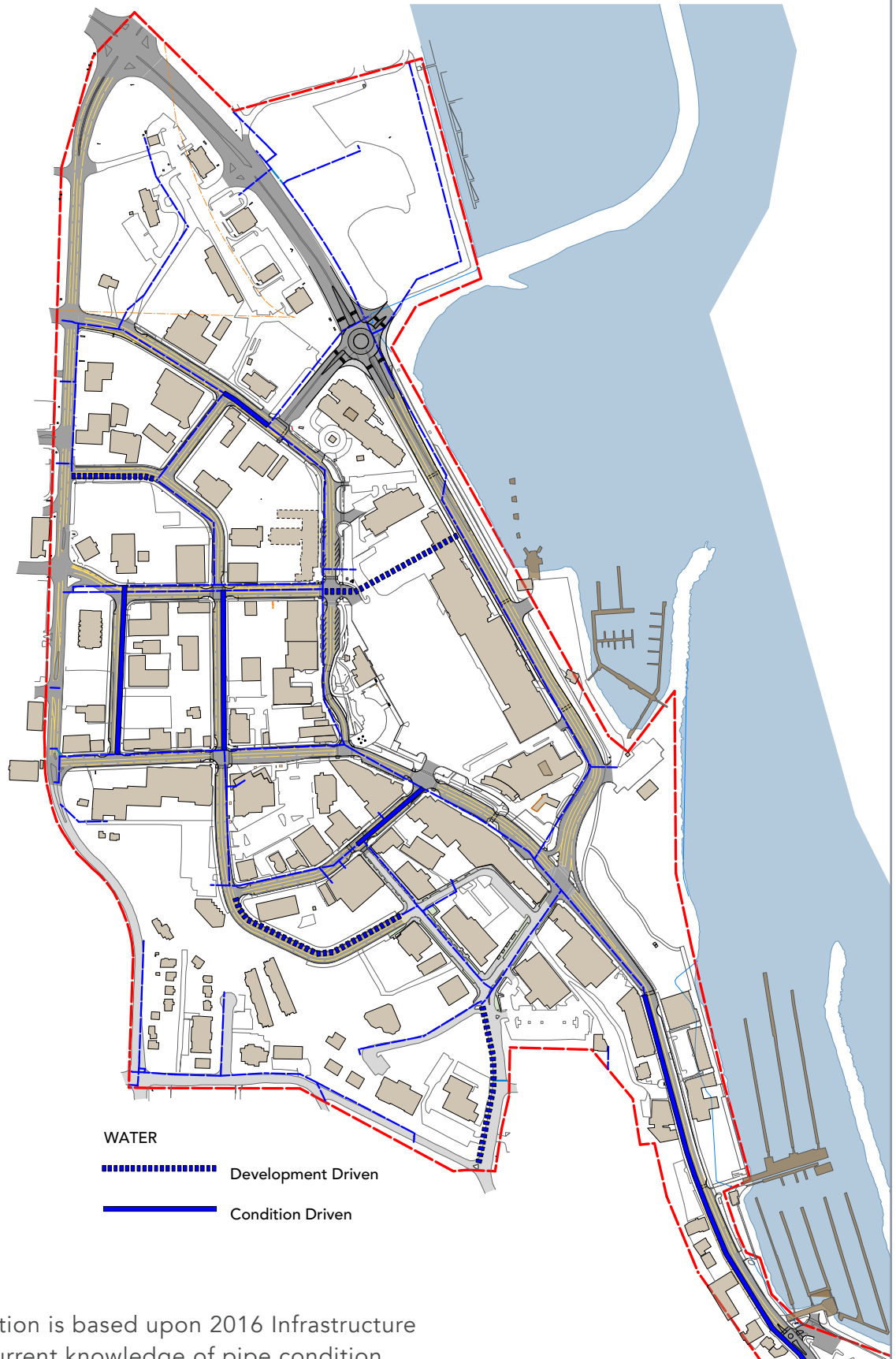
Fish Manhole Cover



Vinyl art decals can turn kiosks into works of art. Also been found to help with unwanted graffiti, encourage local Artist's work.

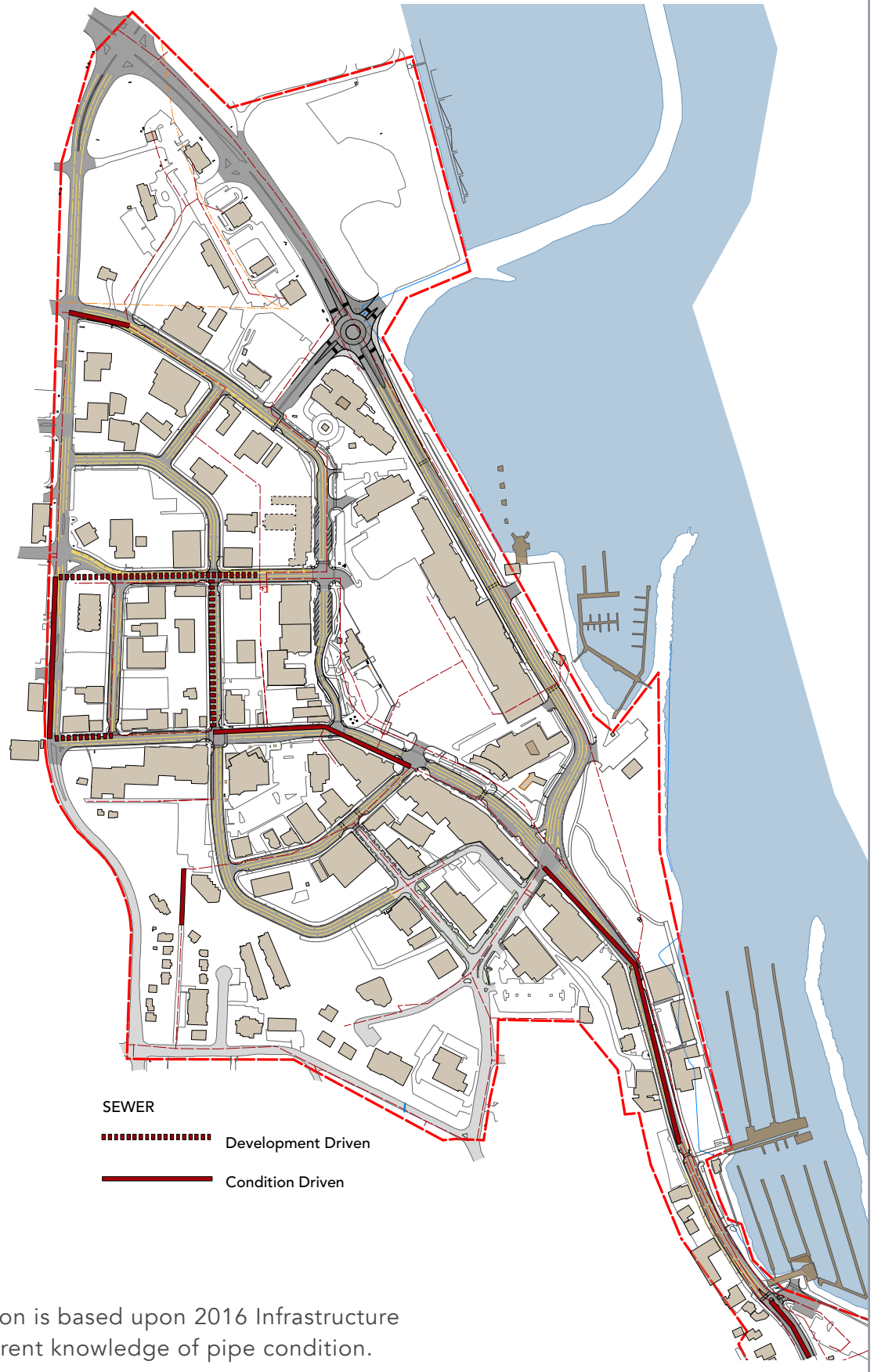


MAP 1. Water Plans



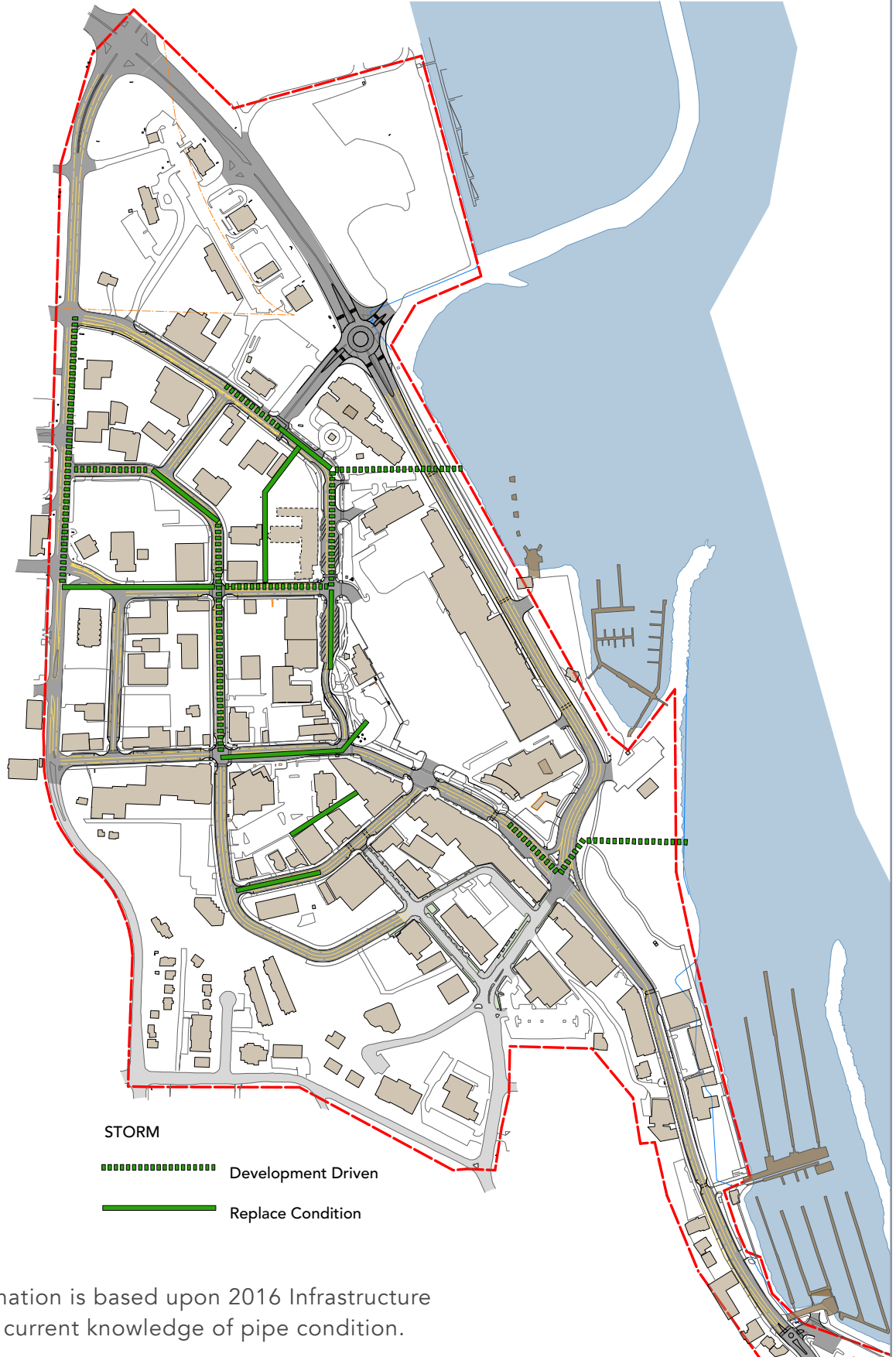
Note: Information is based upon 2016 Infrastructure Studies and current knowledge of pipe condition.

MAP 2. Sewer Plans



Note: Information is based upon 2016 Infrastructure Studies and current knowledge of pipe condition.

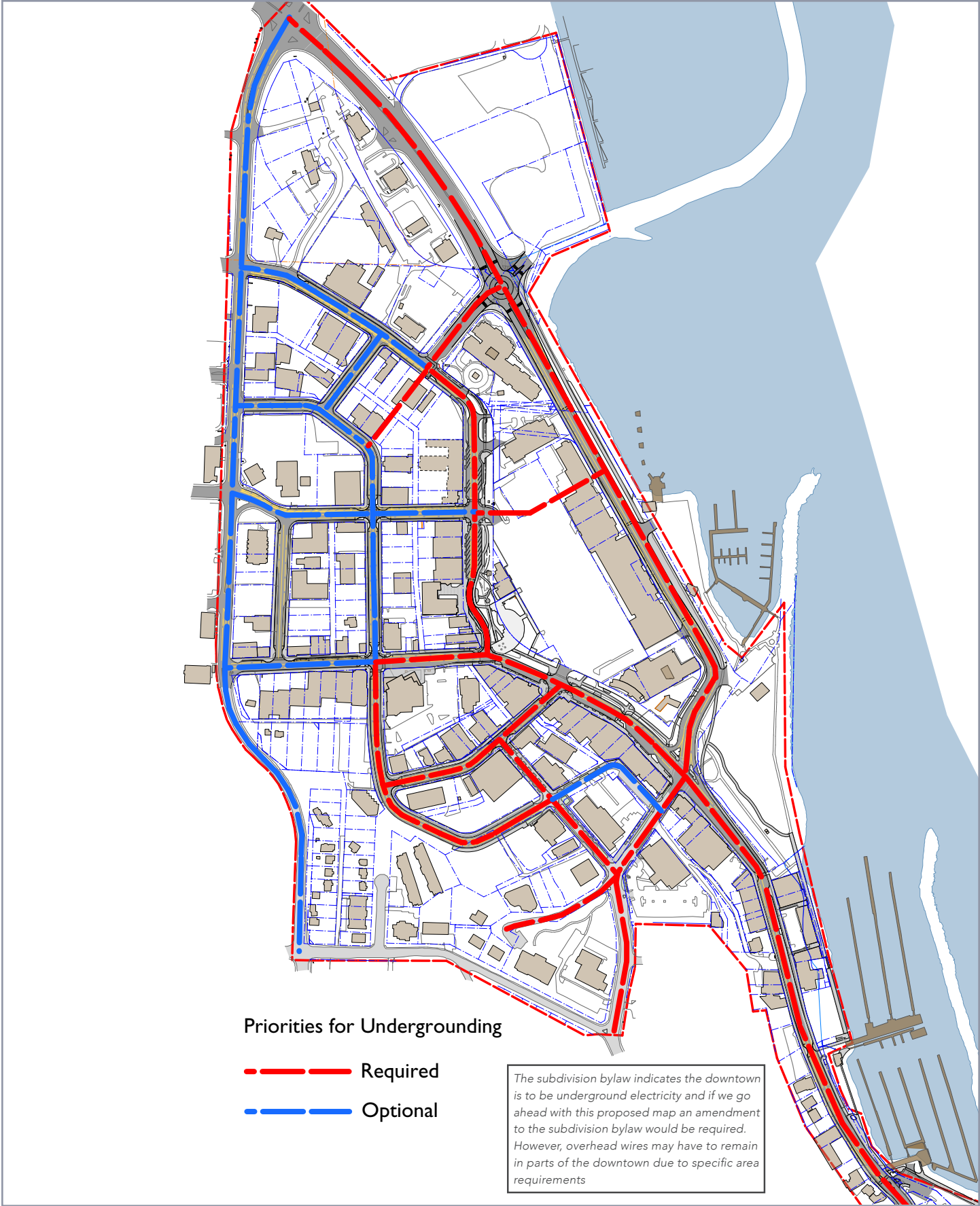
MAP 3. Stormwater Plans



Note: Information is based upon 2016 Infrastructure Studies and current knowledge of pipe condition.

MAP 4. Undergrounding Overhead Power

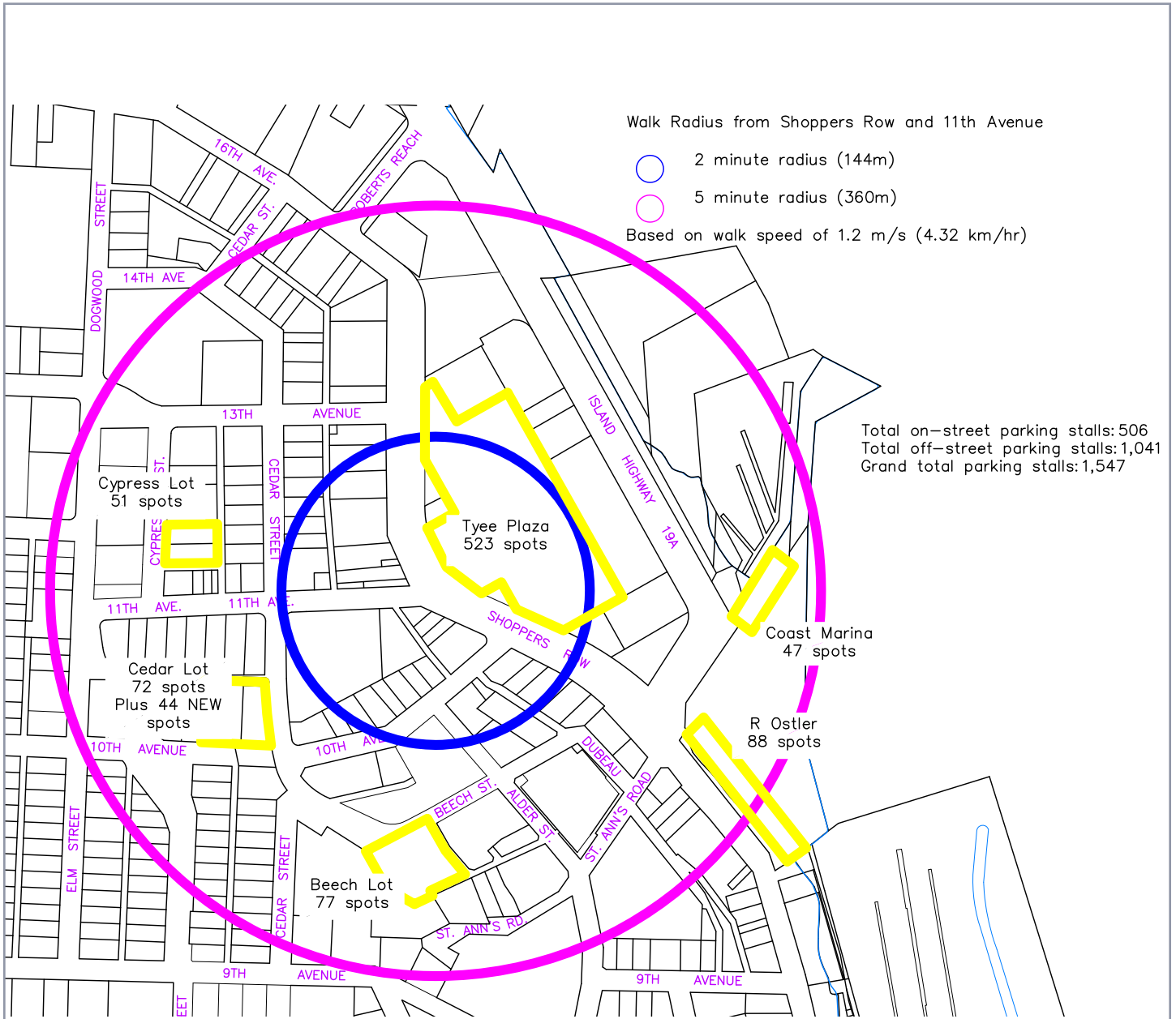
Proposed areas for overhead wires



MAP 5. City Broadband



MAP 6. Walkability



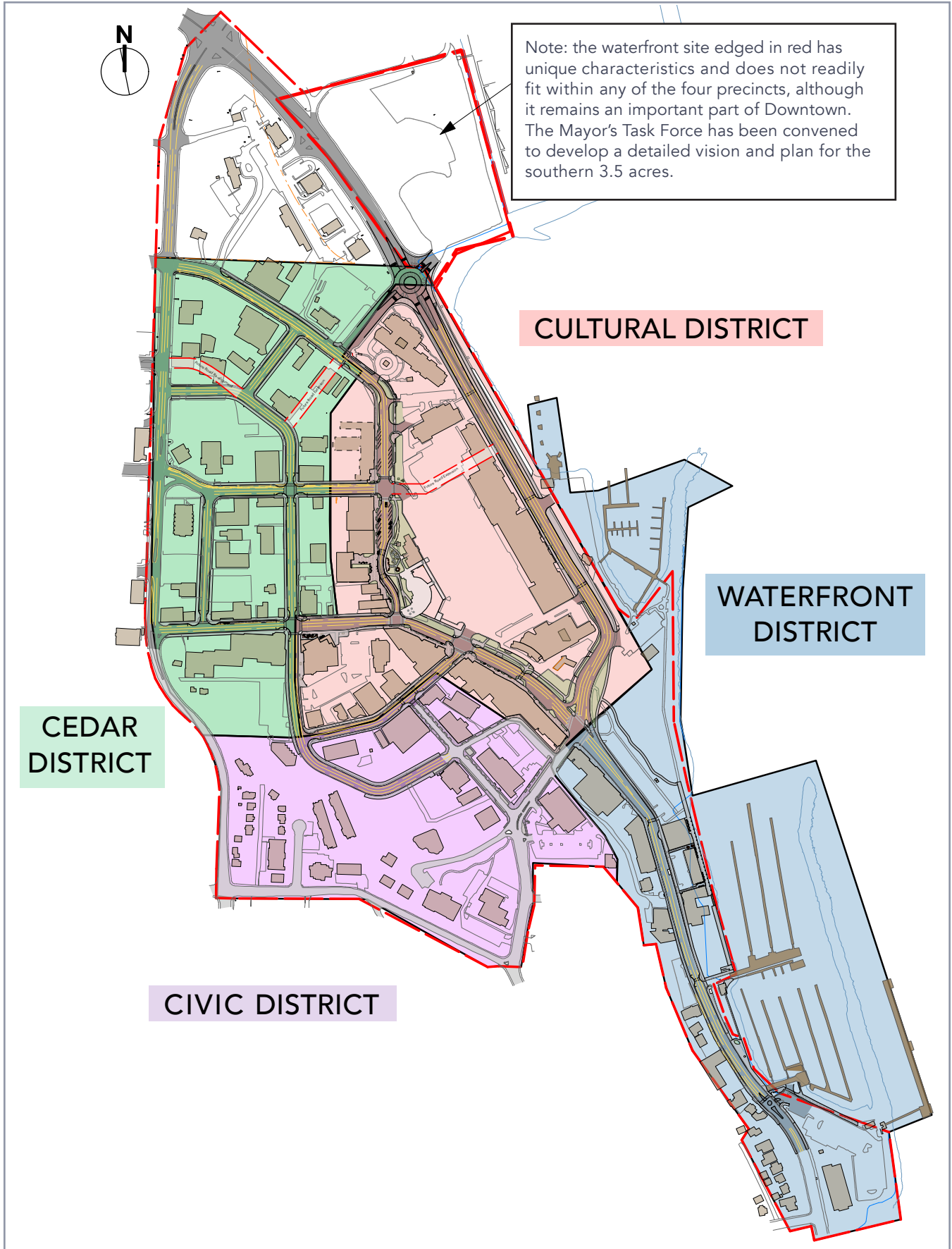
Total On-Street Parking Stalls: 506
 Total Off-Street Parking Stalls: 1,041
 Grand Total Parking Stalls: 1,547

Note: Yellow boxes indicate off-street parking lots.

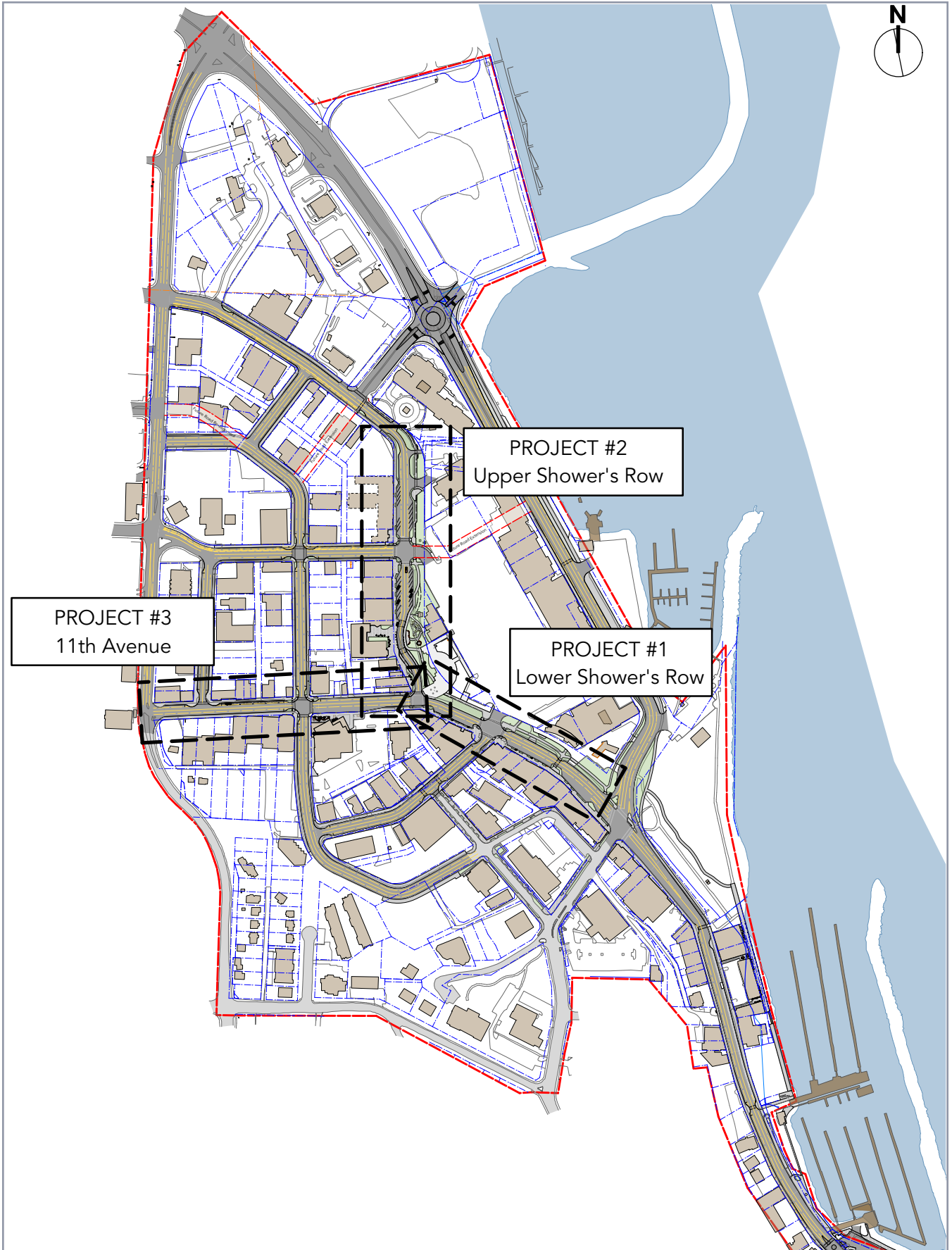
Map 7. Proposed Bike Route



MAP 8. Downtown District Project Areas



MAP 9. Proposed Projects



Refresh Projects List

TABLE A

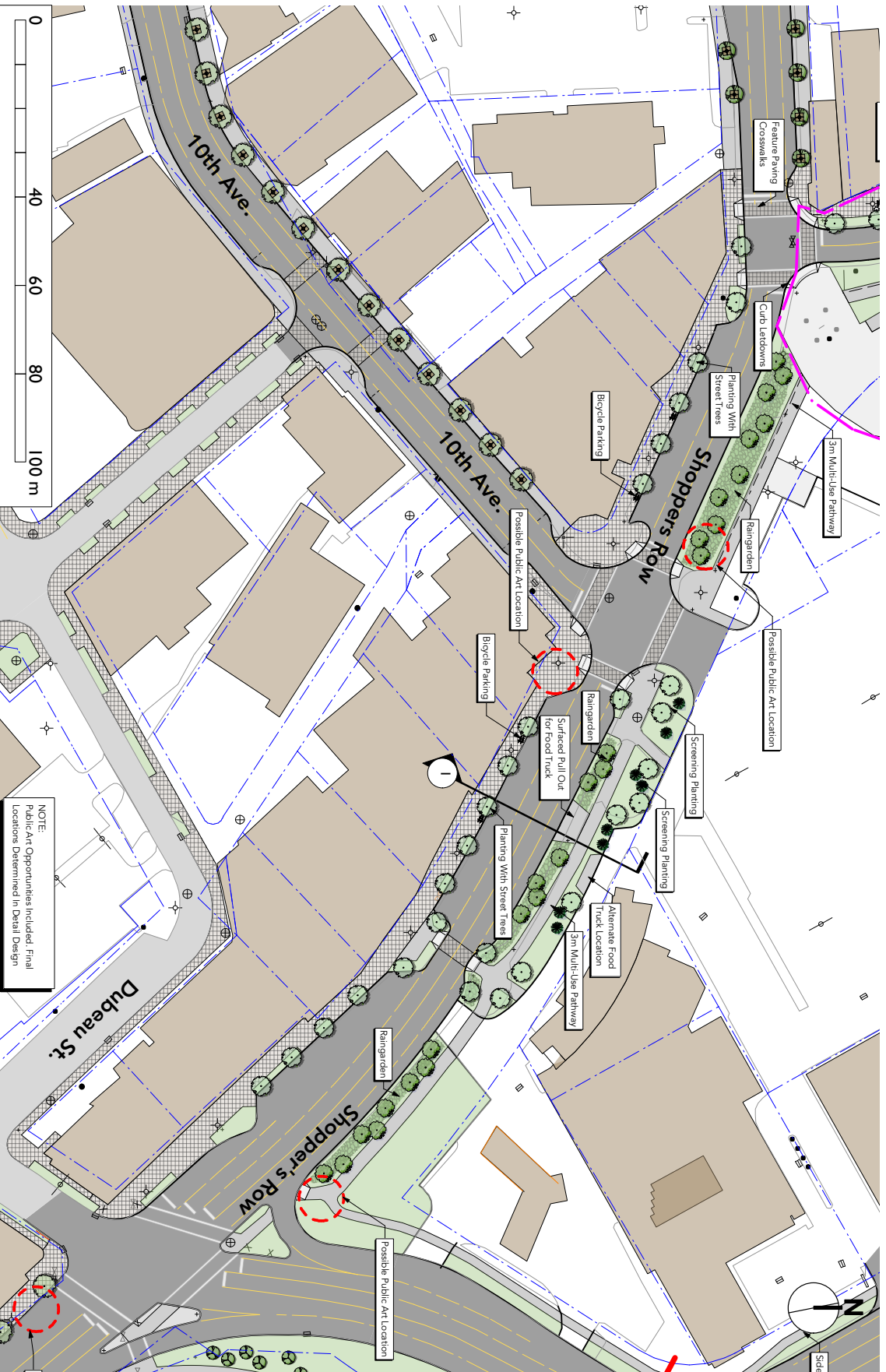
Community Priority Projects Identified in the 10-Year Financial Plan:

PRIORITY	PROJECTS	TYPE	DISTRICT	DESIGN	BUILD
1	Lower shoppers Row - St. Ann's to 11th Avenue	City Capital Project	Cultural	2017	2019
2	Upper Shopper's Row - 11th to 13th Avenue	City Capital Project	Cultural	2020	2021
3	11th Avenue - Shopper's Row to Cypress Street	City Capital Project	Cultural/Cedar	-	-

Other available projects (listed order does not indicate priority):

PROJECTS	TYPE	DISTRICT
Cedar Street - 11th Avenue to 12th Avenue	City Capital Project	Cedar
Roberts Reach - 16th Avenue to Highway 19A	City Capital Project	Cultural
Seagull Walkway (Waterfront Walkway)	City Capital Project	Waterfront
Maritime Hertiage Centre Entrance	City Capital Project	Waterfront
Pier Street North	City Capital Project	Waterfront
Pier Street South	City Capital Project	Waterfront
Discovery Crescent (Highway 19A)	City Capital Project	Waterfront
13th Avenue extension to Highway 19A	Development Ready	Cultural
Beech Street - Alder Street to Cedar Street	Development Ready	Civic
10th Avenue - Cedar STreet to Shoppers Row	Development Ready	Civic
Cedar Street - 10th Avenue to Shoppers Row	Development Ready	Civic
Cypress Street - 11th Avenue to 12th Avenue	Development Ready	Cedar
16th Avenue - Roberts Reach to Dogwood	Development Ready	Cedar
Cedar Street - 12th Avenue to 14th Avenue	Development Ready	Cedar
12th Avenue - Cedar Street to Dogwood Street	Development Ready	Cedar
Roberts Reach extension to 14th Avenue	Development Ready	Cedar

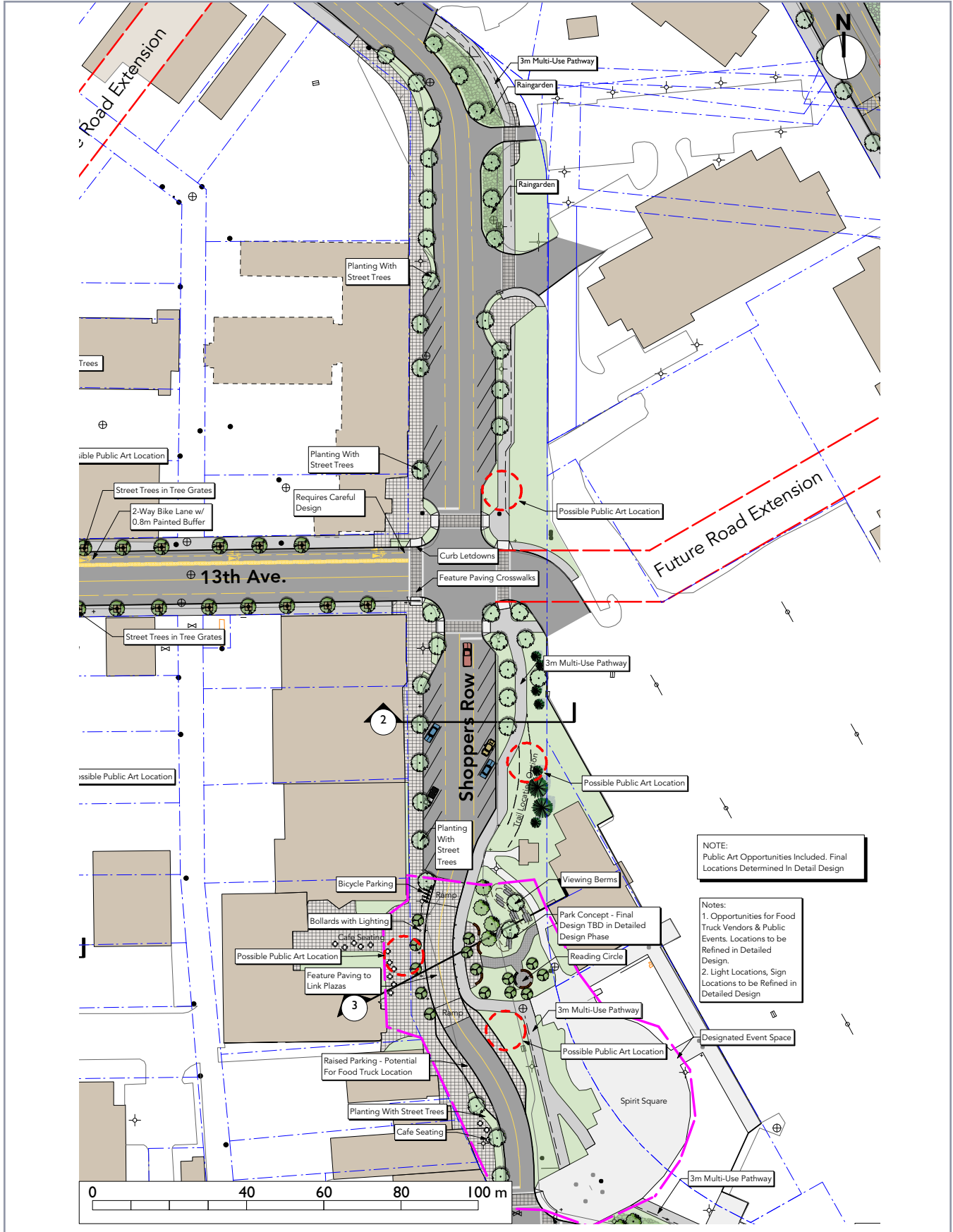
PROJECT 1 - Proposed Lower Shoppers Row (South)



Design available in GIS from City

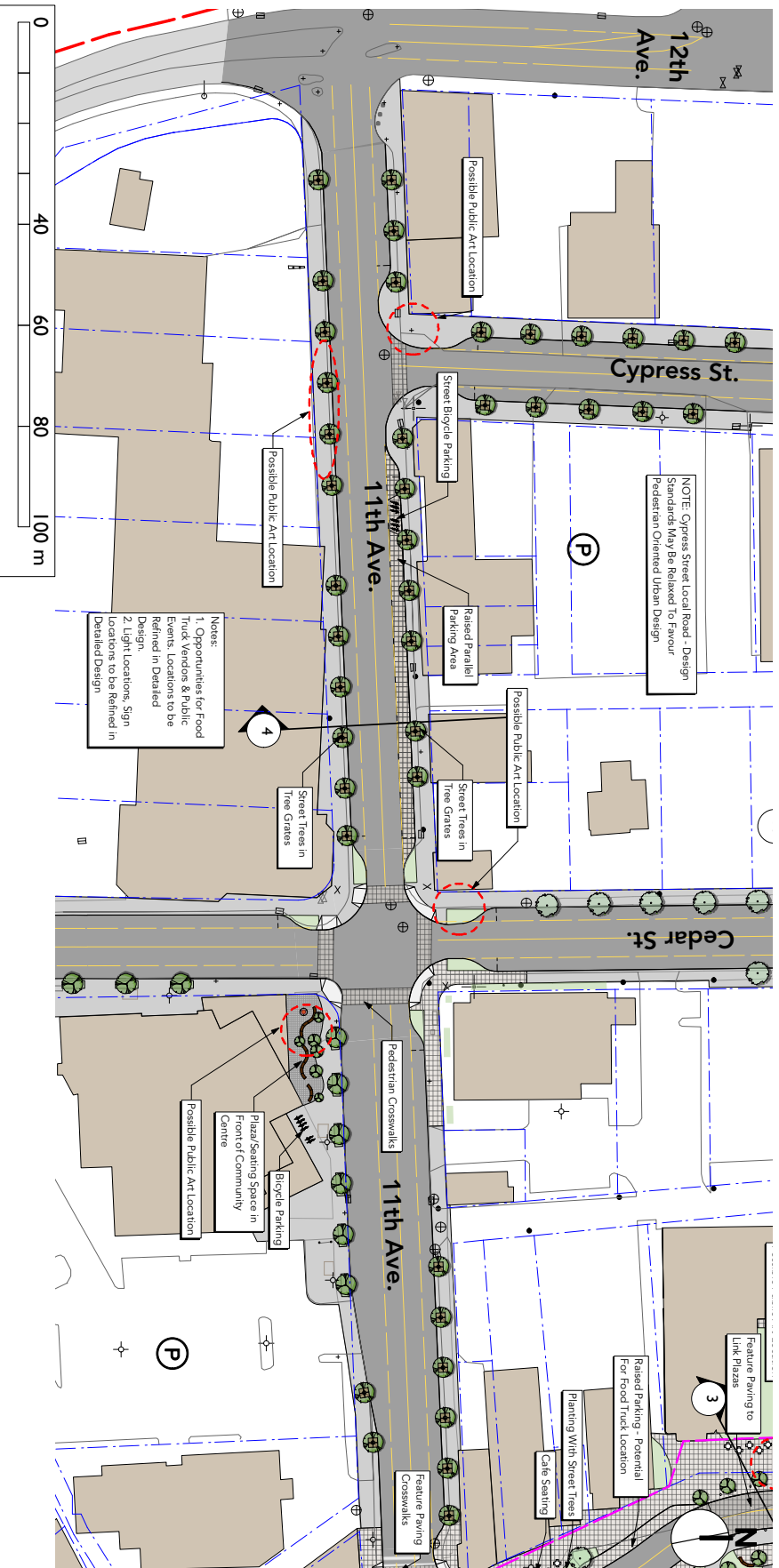
PROJECT 2

Proposed Upper Shoppers Road (North)



Design available in GIS from City

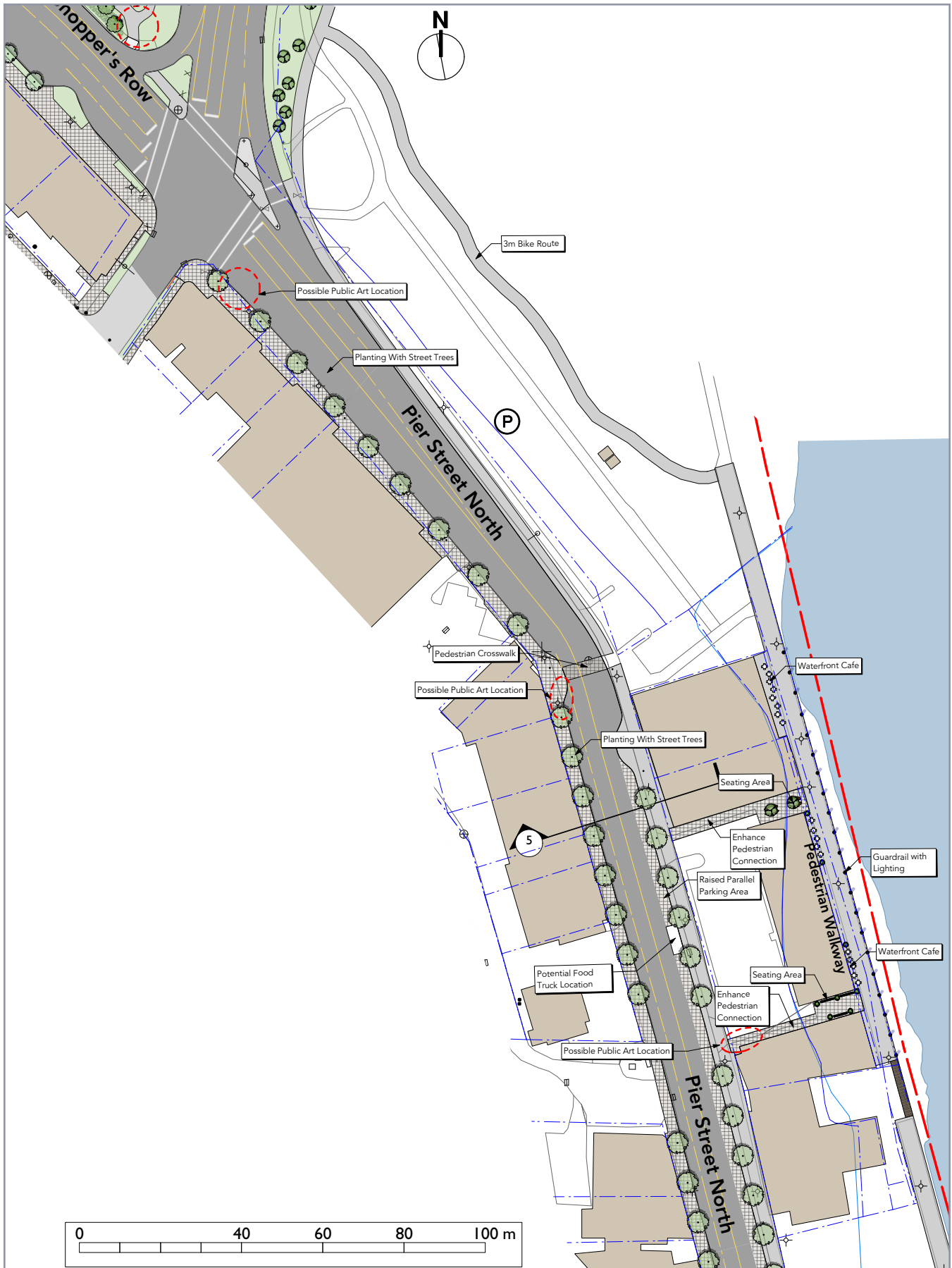
PROJECT 3 - Proposed 11th Avenue



Design available in GIS from City

Note: Exact dimensions of sidewalk bulges will be determined during final design as per engineering standards.

Pier Street (North)



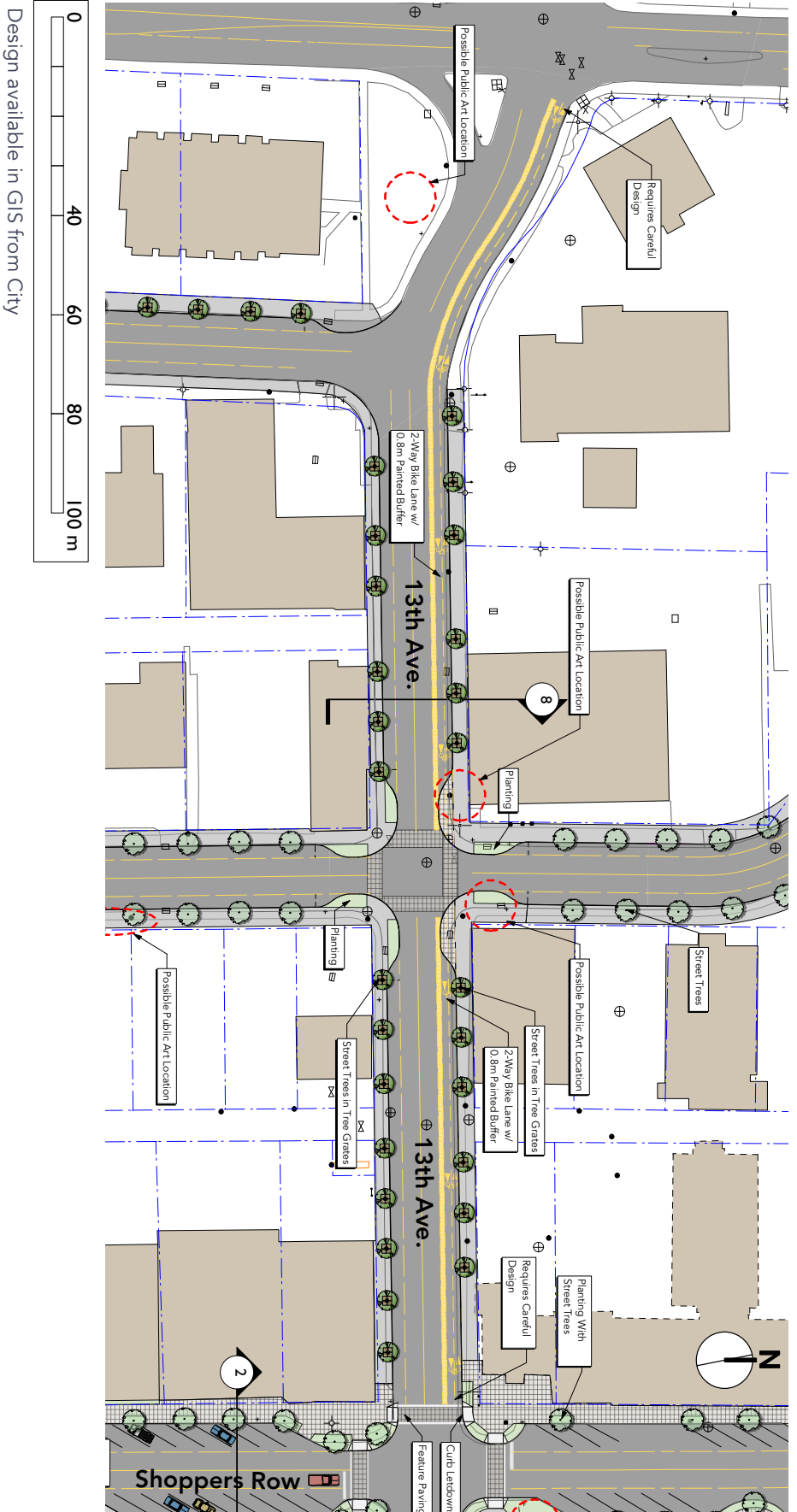
Design available in GIS from City

Pier Street (South)



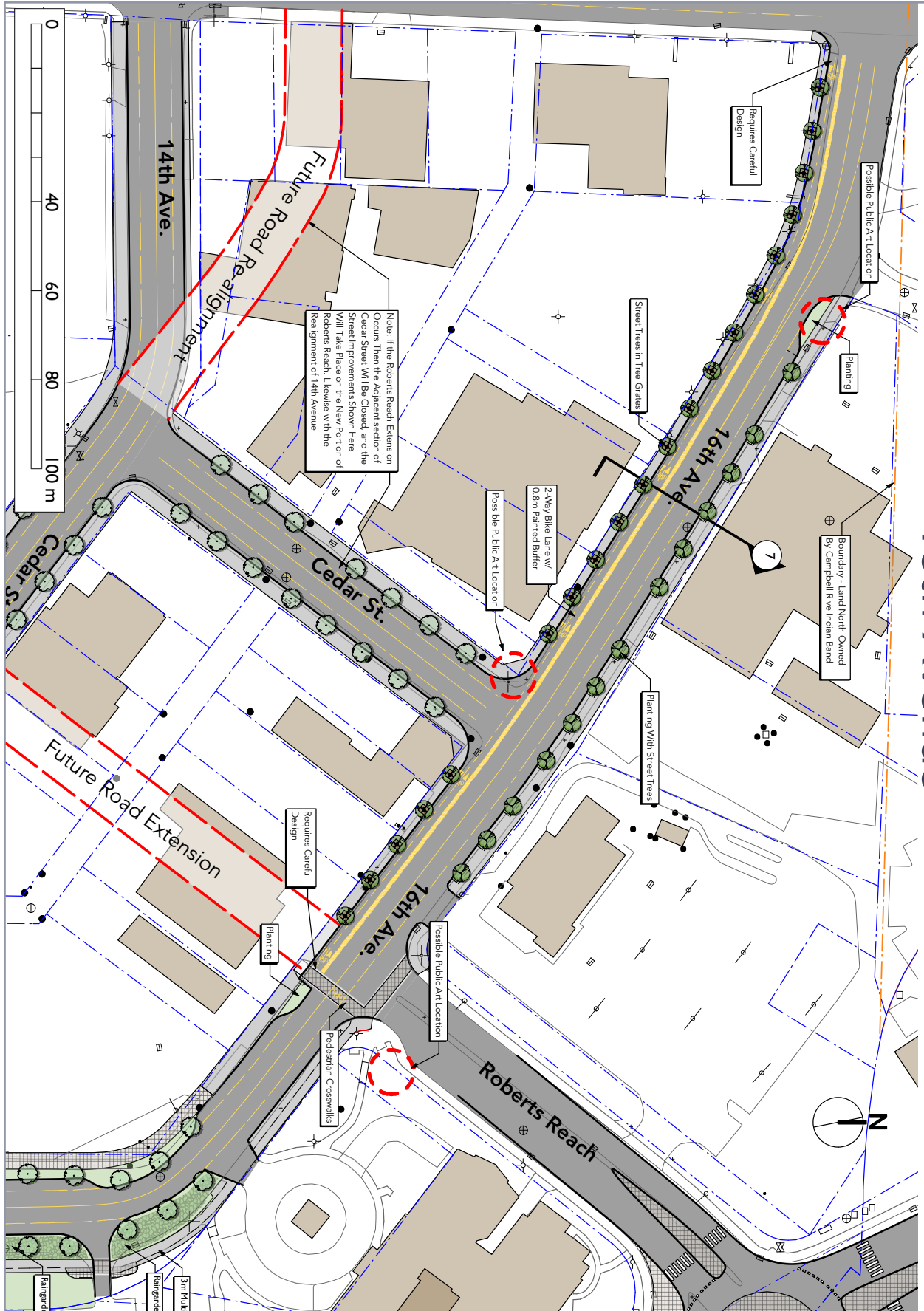
Design available in GIS from City

13th Avenue



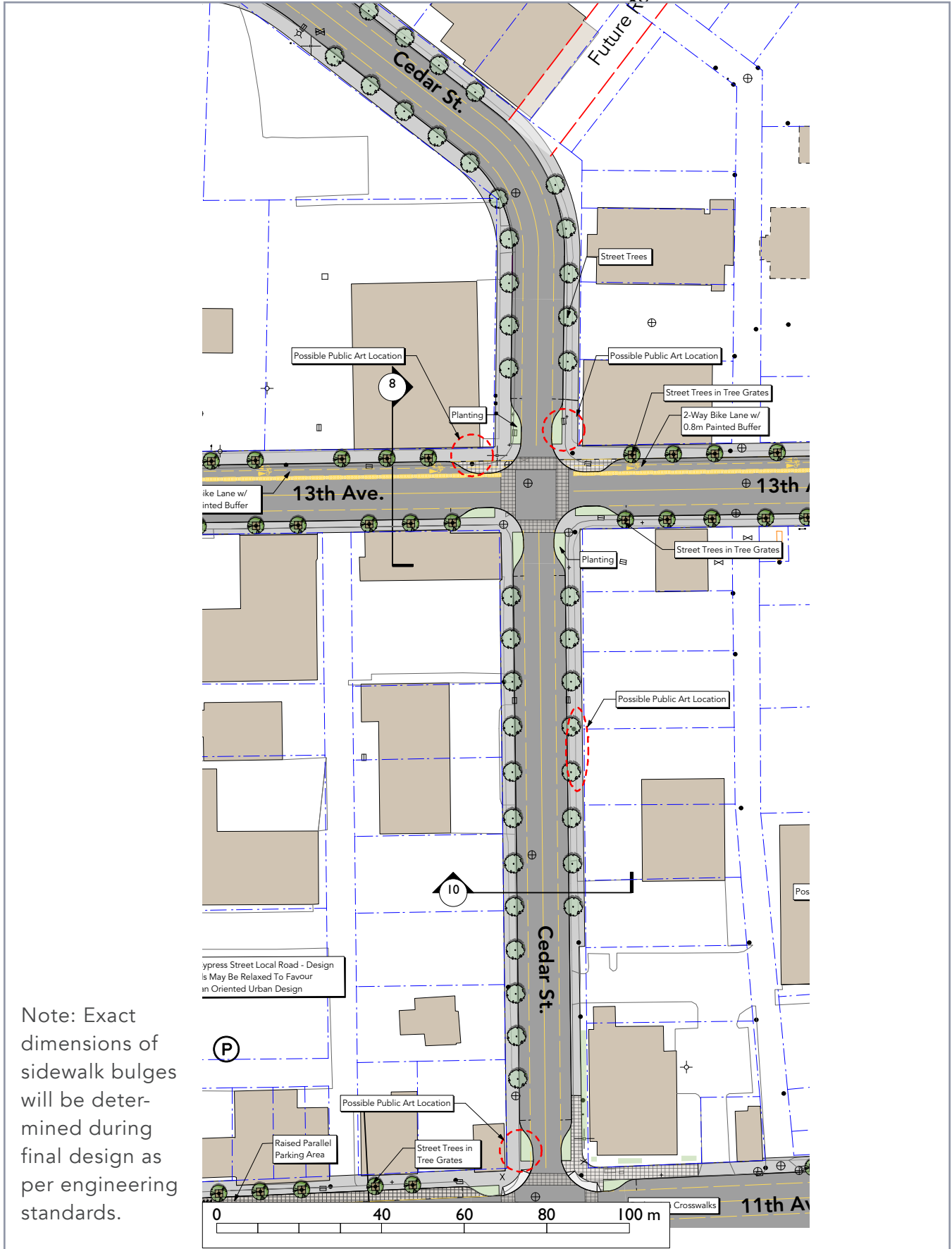
Note: Exact dimensions of sidewalk bulges will be determined during final design as per engineering standards.

16th Avenue



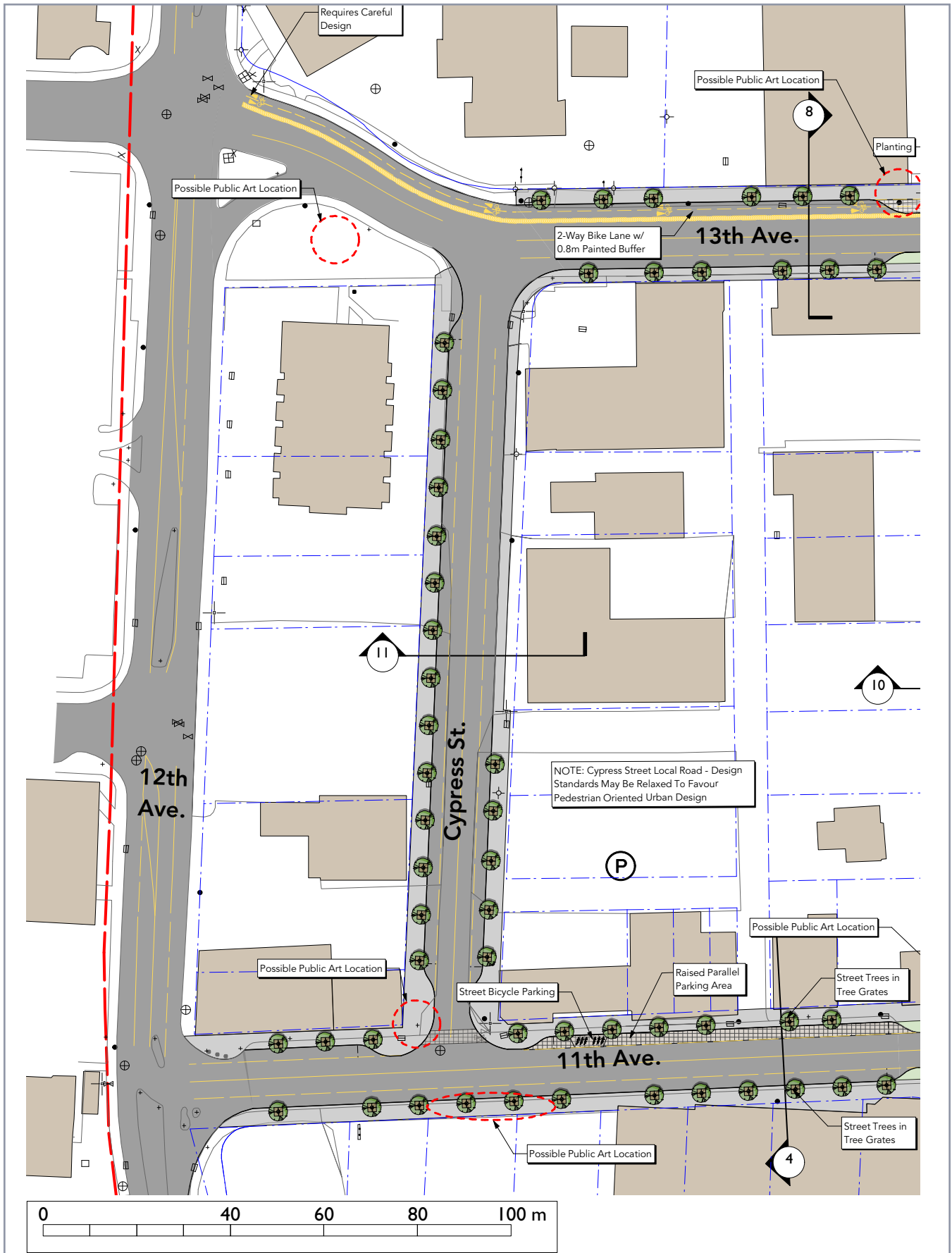
Design available in GIS from City

Cedar Street



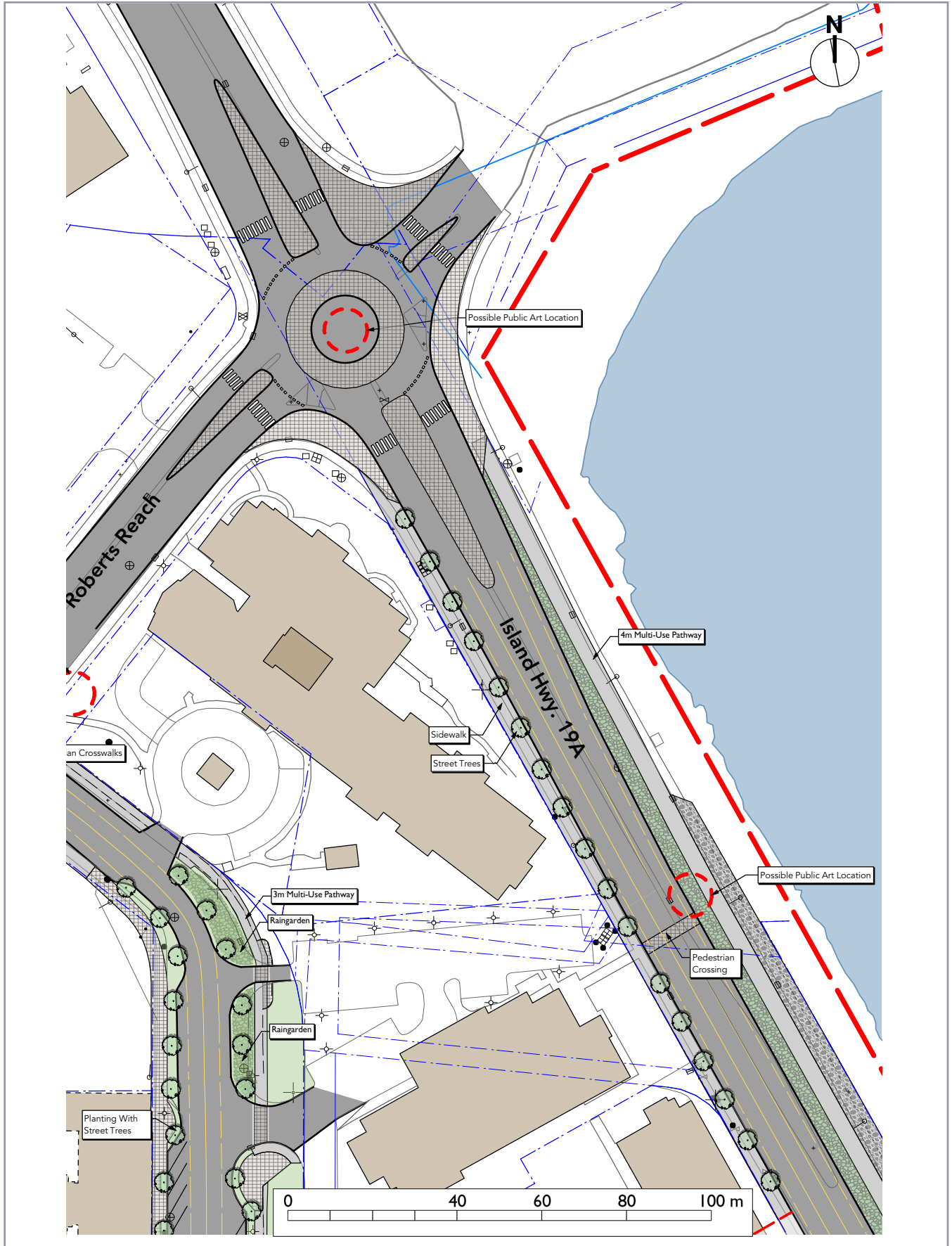
Design available in GIS from City

Cypress Street



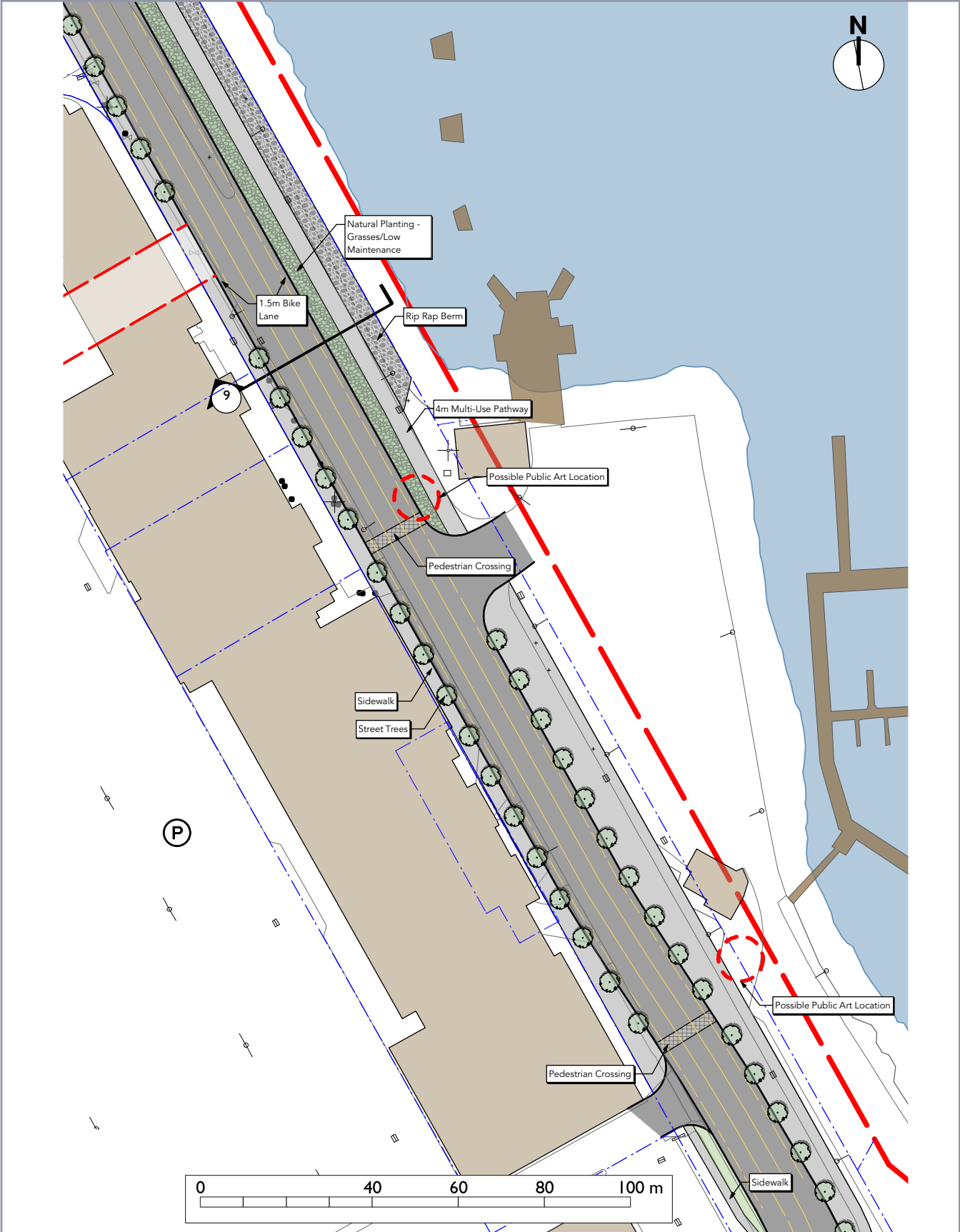
Design available in GIS from City

Highway 19 A - Roberts Reach



Design available in GIS from City

Island Highway 19A (Discovery Boulevard)



Design available in GIS from City