

North End Plan Neighbourhood Concept Plans Summary of Features

1. Housing

Common Features			
<ul style="list-style-type: none"> Support for Mill Site to redevelop as a mixed-use area with a range of housing options and tenures, including the expectation of a component of below-market housing A commitment to search out opportunities to partner to develop affordable and supportive housing as well as purpose-built temporary shelter space with wrap-around supports in appropriate areas of the North End Support for houseplexes in all existing residential areas—at a minimum (already signaled in OCP) 			
Contrasting Features			
	Concept 1	Concept 2	Concept 3
Manhattan Pt	<ul style="list-style-type: none"> Support for townhousing flanking Mill Site 	<ul style="list-style-type: none"> Support for low-rise apt. housing throughout 	<ul style="list-style-type: none"> Support for low-rise apt. stepping up to mid-rise apt. flanking Mill Site on Jack Brow Park
NE Residential Area	<ul style="list-style-type: none"> Support for townhousing flanking Mill Site on Ellis St 	<ul style="list-style-type: none"> Support for townhousing surrounding the expanded and improved Walrod Park with school site Support for low-rise apt. flanking Okanagan Blvd Greenway 	<ul style="list-style-type: none"> Support for low-rise apt. at west and southwest periphery of area on Ellis St & Recreation Ave
Outside Existing Residential Areas	<ul style="list-style-type: none"> Support for mixed-use adjacent Mill Site at Bay Ave & Ellis St (incorporates housing) 	<ul style="list-style-type: none"> Support for light-industrial mixed-use on Crowley & Recreation (incorporates limited housing) 	<ul style="list-style-type: none"> Support for light-industrial mixed-use on Crowley (incorporates limited housing)

2. Parks & Public Space

Common Features			
<ul style="list-style-type: none"> Expectation of a substantial waterfront park with continuous waterfront pathway on Mill Site Additional neighbourhood and community park space on Mill Site that may include hardscaped plaza Community facility space on Mill Site for community gathering; performance and cultural space; and recreation space Introduction of more waterfront park and public beach access on Manhattan Point (to varying degrees) Improvements to Sutherland Bay Park (already signaled in previous plans) Expansion and improvement of Walrod Park (improvement to Walrod Park signaled in previous plans) Introduction of parks and green elements on certain street rights-of-way in the NE residential area 			
Contrasting Features			
	Concept 1	Concept 2	Concept 3
Manhattan Pt	<ul style="list-style-type: none"> Waterfront pocket parks on Manhattan Pt with public beach access at west Linear parks connection on interior of Manhattan Pt 	<ul style="list-style-type: none"> Extension of waterfront park and pathway from Mill Site west to tip of Manhattan Pt with public beach access at west 	<ul style="list-style-type: none"> Expanded waterfront parks on western and southern tips of Manhattan Pt with public beach access between Footbridge across Rotary Marsh Park to connect Manhattan Pt to Tugboat Beach (and on to downtown) Dispose of Jack Brow Park in favor of increased waterfront parks at west

NE Residential Area	<ul style="list-style-type: none"> • Parks-on-streets on Kingsway 	<ul style="list-style-type: none"> • Conversion of Okanagan Blvd to a greenway (linear park with pathway) connecting activity hub to Mill Site • Widening and improvement of Brandt's Creek on Recreation Ave (with light-industrial mixed-use redevelopment) 	<ul style="list-style-type: none"> • Cross-wise parks-on-streets on Kingsway & Okanagan Blvd • Widening and improvement of Brandt's Creek on Recreation Ave (with low-rise apt. redevelopment)
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3. Shops, Services & Employment

Common Features		
<ul style="list-style-type: none"> • New retail shops and services (and the jobs connected to them) focused mainly on the Mill Site—in proximity to the greatest housing density, and closest to transit as well as active transportation connections • Office employment is supported on Mill Site and in other areas adjacent Mill Site (to varying degrees) to ensure an increase in the amount of office employment opportunities (and availability of services connected to these) • Industrial services and jobs are preserved in the industrial area (to varying degrees) • Goods, services and jobs connected to craft industry are supported (to varying degrees) 		
Contrasting Features		
Concept 1	Concept 2	Concept 3
<ul style="list-style-type: none"> • Industrial services and jobs are prioritized by way of preserving the most amount of industrial land and intensifying jobs and services • Craft industry is supported only where these businesses are already well-established • Office employment is allowed to grow organically in urban mixed-use areas (the Mill Site and south from here) 	<ul style="list-style-type: none"> • A balance is sought between industrial services and jobs, craft industry, office employment and light-industrial mixed-use • Craft industrial is encouraged to migrate west in closer proximity to downtown and the Mill Site • An office-dedicated hub is introduced adjacent the Mill Site • A light-industrial mixed-use area is introduced along the northern border of the industrial area 	<ul style="list-style-type: none"> • Priority is shifted towards office employment and craft industry • Craft industrial is encouraged to expand east in and about the Rail Trail • Two office-dedicated hubs are introduced—one adjacent the Mill Site and another south of Recreation Ave Park closer to downtown • Light-industrial mixed use is supported along Crowley Ave

4. Transportation

Transportation Improvements Proposed
Active Transportation
<ul style="list-style-type: none"> • Extend the protected bike lane network north from Downtown into the North End, including: <ul style="list-style-type: none"> • Extending the Waterfront Walkway for cycling via Sunset Dr, Guy St and along the lakeshore to Sutherland Bay Park; • Link the Cawston Active Transportation Corridor (ATC) via Sunset Dr and Cannery Lane; • Extend the planned Bertram ATC from Downtown north to the Okanagan Rail Trail via St. Paul and Ellis streets; • Extend the Ethel ATC from Cawston to the Okanagan Rail Trail • Incorporate a mixed-use pathway on the Okanagan Blvd Greenway and connect from here to the Rail Trail with a separated bike lane (Concept 2 only) • Separate space for pedestrians and cyclists along the Waterfront Walkway and the Okanagan Rail Trail to comfortably support larger numbers of pedestrians and cyclists

- The expectation of a robust ATC network on the Mill Site and connecting the Mill Site to the broader ATC network in the surrounding area
- Review the Rail Trail crossing at Clement Ave and Gordon Dr for potential improvements

Transit

- More frequent transit service on Route 2, connecting to Downtown and other routes at the Queensway Exchange
- Shorten the loop on Route 2 to provide two-way service on Ellis St from the Mill Site south
- Extend Route 1 to a northern terminus within the Mill Site. This would provide a no-transfer ride to employment and services in Downtown, KGH, Pandosy, Okanagan College and further south along Lakeshore
- Redirect Route 6 and 18 north from Cawston Ave to Clement Ave. This will increase access to transit for the southern parts of the North End

Roads

- Create a continuous east-west major arterial corridor by linking together existing streets (Manhattan Dr, Recreation Ave, Weddell Pl, and Gordon Dr)
- Significant expansion and improvement of the Clement Ave and Gordon Dr intersection
- Reconfigure Sunset Dr as a minor arterial
- Widen and urbanize Ellis St and Richter St as major arterials—including providing left turn lanes
- Expand vehicle capacity at Clement Ave intersections (Ellis St, Richter St, and Ethel St) within property constraints
- Urbanize neighbourhood streets as redevelopment occurs and where pedestrian activity increases significantly
- Consider traffic calming measures in existing residential areas adjacent the Mill Site as needed