

KAMPLAN
City of Kamloops Official Community Plan
INDICATORS REPORT

For the year ending December 31, 2020

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An aerial photograph of a city, likely Kelowna, British Columbia, Canada. The city is built on a hillside overlooking a large body of water, Lake Okanagan. A long bridge spans the lake in the background. The foreground shows a dense residential area with many houses and trees. A large, multi-story building is visible on the left side of the image. The sky is clear and blue.

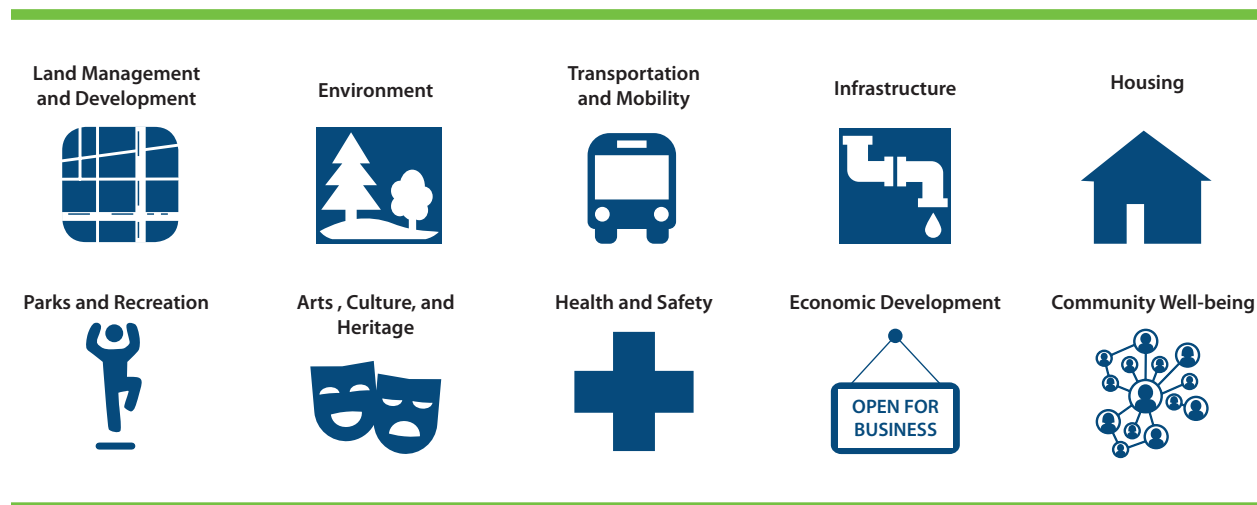
1.0 INTRODUCTION & OVERVIEW

Introduction

KAMPLAN, THE OFFICIAL COMMUNITY PLAN

KAMPLAN, the City's Official Community Plan (OCP), provides direction to guide decisions on planning and land use management within the jurisdiction of the City of Kamloops. An update to the OCP was adopted by Council in April 2018. As a long-term strategic planning document, the OCP establishes a growth plan to support a projected population of 120,000 residents by 2039. Land use policies under 10 topic areas (see Figure 1 below) within the OCP are guided by a vision of Kamloops as a sustainable, environmentally-friendly community that supports active and healthy living and is characterized as resilient, inclusive, and vibrant.

Figure 1: OCP Topic Areas



KAMPLAN IMPLEMENTATION STRATEGY

To implement the OCP's policies and realize the plan's vision, the [KAMPLAN Implementation Strategy](#) was developed and adopted by Council in September 2018. It includes a list of 23 indicators with baseline values and performance targets or desired trends that will help the City monitor and evaluate progress towards achieving the OCP's goals. Annual monitoring will show which areas of the OCP are being addressed and performing well and which areas require further attention.

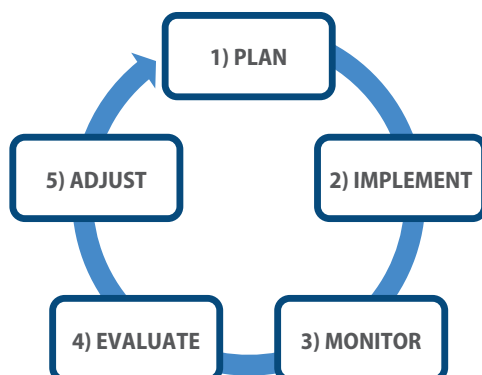
The implementation strategy also includes a list of short-, medium-, and long-term actions to help implement the OCP's land use policies and achieve the plan's goals. Timelines for each action may be affected by several factors, including Council priorities, budgets, funding, staffing levels, and emerging community issues. In many cases, successful implementation will require partnerships and collaboration between the City, other levels of government, Tk'emlúps te Secwépemc, and the private and public sectors.

KAMPLAN INDICATORS REPORT 2020

This report provides results for each of the implementation strategy's indicators with the most up-to-date data available. In some cases, a clear trend may take several years of data to identify. However, where possible, trend lines are included in the graphs and charts to show how the indicators are performing.

Progress updates on the action items within the implementation strategy are also included in this report. A table listing the actions includes status updates and target completion dates for each action item.

Figure 2: Adaptive Management Framework



EMERGING TRENDS

Although this is the second KAMPLAN Indicators Report released by the City of Kamloops, some data sources include several years' worth of information and allow for emerging trends to be highlighted. Drawing from the indicators, some of these trends include:

- Multi-family infill boom**
 Apartments and infill development continue to lead the growth in residential units (indicators 2 and 3), much of which is occurring in the centre of the city (indicator 1).
- A more sustainable transportation system**
 More sidewalks and cycling routes are being added than vehicle routes, and more residents are living within a convenient walk of transit (indicators 11 and 12).
- A greener city**
 More trees are being planted on public and private property, while solid waste disposal rates and household energy and water use continue to decrease (indicators 7, 9, 16, and 17). The City's corporate greenhouse gas (GHG) emissions have also been declining, though more effort will be required to improve performance (indicator 8).
- Growth in new businesses**
 Despite impacts to the economy as a result of the COVID-19 pandemic, approved business licences continued to increase (indicator 23).
- Housing affordability**
 Housing costs, whether homeownership or rental, continue to rise. Residents spending more than 30% of their gross monthly income on housing is considered unaffordable (CMHC, 2018). Based on this definition, in Kamloops, 47% of renters and 14% of homeowners live in an unaffordable housing situation (Statistics Canada, 2016). This is part of a larger, province-wide issue, with 28% of all BC households reporting living in unaffordable housing in 2016. All indications show that when the 2021 Census is complete, the percentage of those living in unaffordable housing may be significantly higher.

A NOTE ON COVID-19

The ongoing COVID-19 pandemic, which has resulted in more than 120 million confirmed cases and 2.6 million deaths as of March 18, 2021, has affected every aspect of our daily life.¹ As such, Kamloops experienced a number of unforeseen impacts starting in March 2020, some of which are clearly reflected in this year's KAMPLAN Indicators Report.

However, for some of this year's indicators, it can be more difficult to determine whether year-over-year changes observed in 2020 were a result of pre-existing community factors or an effect of the pandemic. Additionally, some indicators reflect pre-pandemic data and will therefore not account for potential COVID-19-related disruptions until new data is available.

The indicators presented in this year's report largely continued to perform positively, which is cause for optimism but does not acknowledge the struggles experienced by many residents and local businesses over the past year, many of which are still being felt.

Also important to acknowledge are the various actions that have helped mitigate some of the worst impacts of the pandemic, including federal and provincial benefit programs, an ongoing public health response, and, at the local level, initiatives like the Mayor's Task Force on Economic Recovery and Renewal.

Clarifications on Select Indicators

Within the context of COVID-19, some indicators in this year's report require additional clarification. These include metrics heavily impacted by the pandemic and, conversely, those whose performance defied expectations.

Transit Ridership

In 2020, transit ridership was down due to COVID-19. The most recent BC Transit data only covers the period from April 1, 2019, to March 31, 2020, and as such, the pandemic's full impact is not reflected in this year's indicators report. Initial observations reveal a gradual uptick in ridership in early 2021, as measures such as enhanced cleaning, physical distancing, and mandatory masks implemented by BC Transit have increased the comfort level of riders.

Crime Rate

While not evident in the figures presented within this report, the COVID-19 pandemic did have an impact on crime in Kamloops. As reported by the Kamloops RCMP,

these impacts included an increase in domestic disputes, mental health issues, and commercial property crime. However, RCMP noted a decrease in residential property crime, shoplifting, theft from vehicles, and vehicle thefts. A reduction in residential property crime may be attributed to a larger number of people working from home.

The final figures reported by the RCMP for 2020 indicated that per 1,000 residents, offenses were up only marginally over 2019. This included a small increase in the number of crimes against people, an overall decrease in crimes against property, and an increase in other criminal code offences, such as weapons possession, public disorder, and trespassing.

The Tournament Capital Program

Of all the indicators presented in this year's report, Tournament Capital Program metrics on out-of-town visitors and spending were the most negatively impacted by COVID-19. Public health restrictions on travel, social gatherings, and organized sports were amongst the factors that impacted the Tournament Capital Program in 2020. The result was a roughly 90% drop in out-of-town visitors and spending from the year prior.

Business Licences

On a more positive note, the number of new approved business licences continued to increase at the same rate in 2020 as the year prior. While defying expectations, this trend is consistent with labour data collected by Statistics Canada. The Statistics Canada monthly Labour Force Survey shows that despite a 5% decline between February and May 2020 in the number of people employed in the Thompson Okanagan, by December 2020, employment in the region had increased 3% over February's pre-pandemic levels.² By contrast, employment in other regions of the province, such as Metro Vancouver and the Capital Regional District, had yet to recover to pre-pandemic levels by the end of December 2020.

The pandemic has also affected industries differently. For instance, the accommodation, food and beverage industry was hit hardest as a result of health restrictions to limit the spread of the virus. This sector is slowly recovering and may take several months or years to fully recover as COVID-19 restrictions are still in effect.

¹ Source: World Health Organization, *WHO Coronavirus (COVID-19) Dashboard*, 2021: <https://covid19.who.int>

² Source: Statistics Canada, *Labour Force Survey* (January through December 2020), 2020-2021: <https://www.statcan.gc.ca/eng/survey/household/3701>

PERFORMANCE OVERVIEW

Table 1 provides an overview of how each indicator has been performing since baseline values were established in the KAMPLAN Implementation Strategy. The table includes an arrow for each indicator that shows whether it is performing in the right direction, has seen minimal change from the previous year, or is heading in the wrong direction. In some cases, the performance measurement is not available as the indicator is based on census data from Statistics Canada. The census occurs every five years and was last completed in 2016. The next census will be conducted in 2021, with results released starting in early 2022.

Table 1: List of Indicators

#	Indicator	Measurement Frequency	Performance
Land Management and Development			
1	Residential growth Share of new housing by geographic sector	Yearly	→
2	Urban footprint Share of infill vs. peripheral development	Yearly	→
3	Housing diversity Mix of new housing types constructed	Yearly	→
4	Revitalization Assessed value in Downtown & North Kamloops	Yearly	↔
5	Proximity to key amenities Residents within 400 m of shopping and employment	Yearly	↔
6	Industrial land supply Supply of industrial-zoned land	Yearly	↔
Environment			
7	Tree canopy Total number of trees planted	Yearly	→
8	Municipal greenhouse gas emissions Corporate emissions	Yearly	→
9	Household energy use Electricity and natural gas consumption	Yearly	→
Transportation and Mobility			
10	Sustainable transportation Mode of transportation used by commuters	Every 5 years	Not Available
11	Prioritizing active transportation (AT) Length of new AT routes	Yearly	→
12	Access to transit Non-rural residents within 400 m of a transit stop connected by active transportation infrastructure	Yearly	→
13	Transit ridership Annual transit trips taken	Yearly	→
14	Traffic safety Motor vehicle collisions	Yearly	→
Infrastructure			
15	Water and sewer infrastructure Length of mains (pipes) per resident	Yearly	→
16	Household water usage Annual water consumption	Yearly	→
17	Solid waste disposal rate Amount of solid waste per resident	Yearly	↔
Housing			
18	Housing affordability Households in unaffordable housing	Every 5 years	Not Available
19	Rental vacancy rate Townhouse and apartment rental vacancy	Yearly	↔
Parks and Recreation			
20	Access to parks and recreation Residents of Urban-designated areas within 400 m of a park or recreation facility	Yearly	↔
Health and Safety			
21	Crime rate Decrease in the number of criminal code offences per 1,000 residents*	Yearly	↔
Economic Development			
22	Tournament Capital Program Out-of-town visitors and spending	Yearly	←
23	Business licences Number of active business licences	Yearly	→

→ Performing in the right direction ↔ Yearly difference in performance is minimal ← Performing in the wrong direction

*Criminal code offences include crimes against people, crimes against property, and "other" criminal code violations



2.0 INDICATOR PERFORMANCE



Indicator Performance

OCP INDICATORS

The OCP monitoring program collects data for 23 indicators and several sub-indicators. The majority of these indicators are measured on an annual basis. Indicators were selected based on specific criteria, including the following:

- relevancy to OCP goals and policies
- availability of data
- accuracy and reliability for consistent measurement over time
- relatability or ability to resonate and be understood by staff, Council, stakeholders, and the general public

Where appropriate, the monitoring program adopts the same indicators being used by other City departments to ensure consistency. The list of indicators is reviewed annually and new ones may be added and others amended or removed based on changing conditions.

This section describes the OCP indicators, their data sources, rationale for their inclusion, desired targets, and current results and trends. The targets were prepared in consideration of historical trends, economic conditions, best practices, industry standards, and in consultation with staff from various departments. In some cases, establishing a specific target is not feasible, so a desired trend is identified instead.

Annual monitoring shows which areas of the OCP are being addressed and performing well and which areas require further attention.

LAND MANAGEMENT & DEVELOPMENT

1 RESIDENTIAL GROWTH

Indicator Description

Measures the percent share of new housing units approved in each sector of the city, as determined through analysis of Building Permit data.

Rationale

By encouraging growth within existing urban areas with access to amenities such as transit, shopping, work, schools, parks, and civic facilities, the City can reduce urban sprawl, GHG emissions, and infrastructure costs while creating vibrant, walkable neighbourhoods.

Target

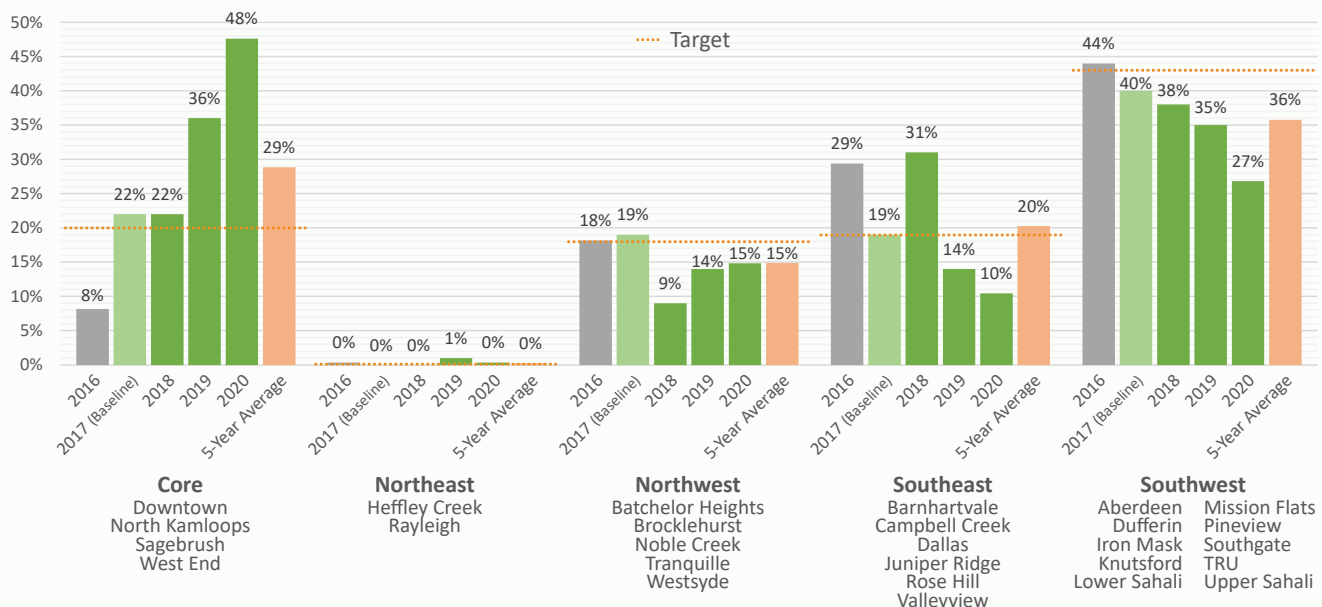
Achieve the following balance of new residential units in Kamloops' five geographic sectors between 2017 and 2039:

Core - 20% | Northeast - 0% | Northwest - 18% | Southeast - 19% | Southwest - 43%

Trend » *Performing in the right direction*

The OCP targets represent a shift toward more residential development in the Core sector, which accounted for only 14% of approved units in the decade prior to the 2017 baseline year. Development in the Core has since accelerated and is outperforming the 20% target, but this historically high pace is expected to moderate towards target levels in the years ahead. Residential growth in the Northeast, Northwest, and Southeast sectors is on or near target. The Southwest sector's share has been below target but is expected to increase as more residential development occurs in the Aberdeen, Dufferin, and TRU areas.

Location of New Residential Units



LAND MANAGEMENT & DEVELOPMENT

2 URBAN FOOTPRINT

Indicator Description

Compares the share of residential growth approved within already built-up areas of the city (i.e. infill) to residential growth approved in previously undeveloped areas (i.e. greenfield or peripheral areas) where extension of services and infrastructure would be required. This information is broken down by share of approved units and by share of annual residential construction value, based on Building Permit data.

Rationale

In order to reduce urban sprawl and make more efficient use of municipal infrastructure, the City will encourage infill and growth in the Core sector and in existing urban areas of the city. By growing sustainably, land can be conserved for future growth beyond the current OCP's population projection period to 2039.

Target

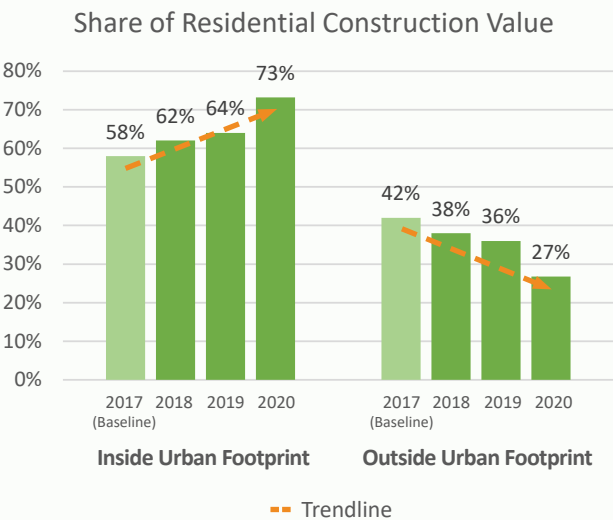
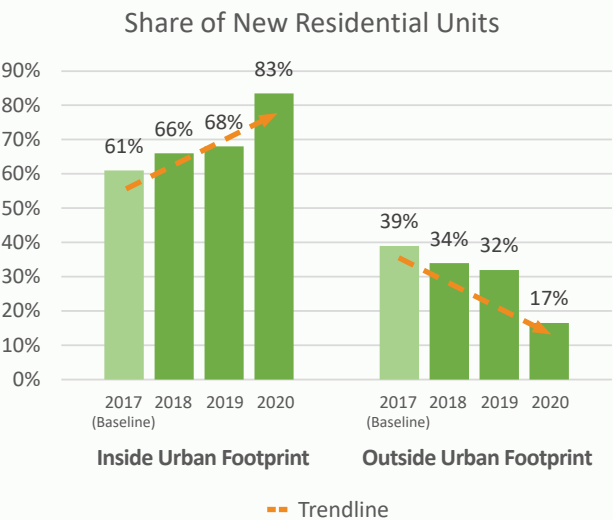
Increase the share of residential development towards infill.

Trend » Performing in the right direction

In 2020, a large share of newly approved residential growth was located in existing developed areas of the city rather than greenfield or peripheral areas, which continued a multi-year trend towards greater infill development. This was true in terms of new residential units as well as residential construction value.

Did you know?

2020 was the fourth consecutive year to set a record for total annual construction value of Building Permits issued by the City of Kamloops.



LAND MANAGEMENT & DEVELOPMENT

3 HOUSING DIVERSITY

Indicator Description

Calculates the mix of approved housing types under three categories: single-family, low-density multi-family (duplexes, townhouses, row houses, manufactured homes), and medium- to high-density multi-family (apartments, condos) using City Building Permit data.

Rationale

To create vibrant and inclusive neighbourhoods, the City encourages a diversity of housing types to meet the needs of residents of all ages, abilities, lifestyles, and incomes.

Target

Achieve the following mix of new residential unit types between 2017 and 2039:

Single-family (SF) - 30% | Low-density Multi-family (LD-MF) - 24% | Medium- to High-density Multi-family (MHD-MF) - 46%

Trend » *Performing in the right direction*

A sustained increase in the number of new apartment buildings and condos continues to push the MHD-MF share of new development well above the 20-year OCP target. Though the share of single-family homes is currently below target, this is primarily due to the record-breaking increase in new apartment and condo units, and the share is expected to increase with new development in Aberdeen. One concern is that the share of LD-MF continues to perform below target, suggesting more of this “missing middle” (i.e. townhouses, duplexes, and other forms of ground-oriented residential buildings) should be encouraged. These housing types are generally more affordable than single-family homes, which helps first-time home buyers and others looking for more affordable options.

Figure 3: Housing Types

Single-family homes



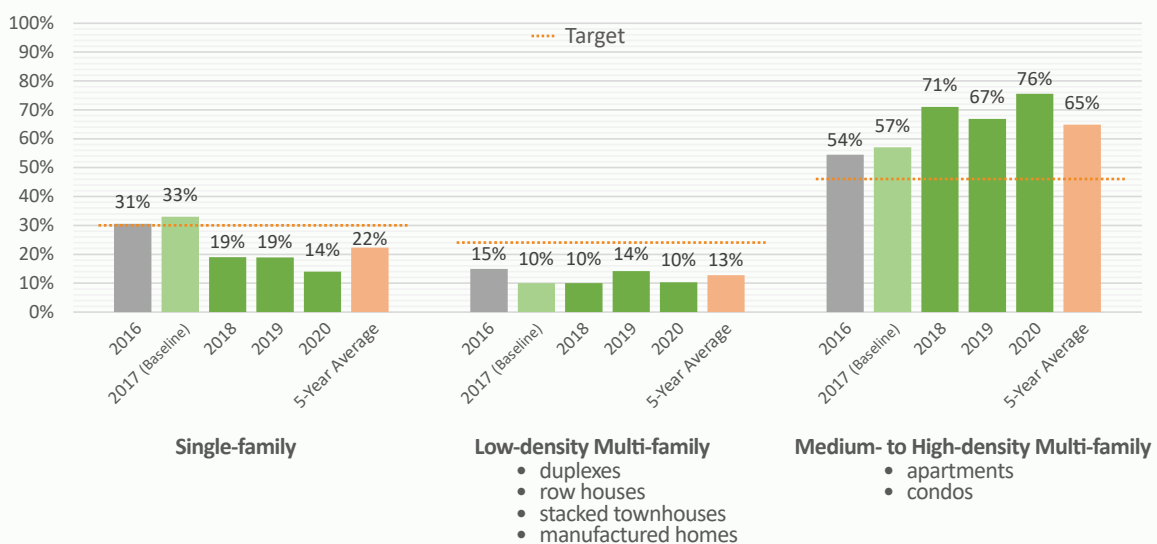
Low-density multi-family



Medium- to high-density multi-family



Mix of Housing Types by Year



LAND MANAGEMENT & DEVELOPMENT

4 REVITALIZATION

Indicator Description

Measures the percent share of total city-wide assessed value of residential, commercial, and recreational land and improvements within the Downtown and North Kamloops, as determined through analysis of property assessment and City GIS data.

Rationale

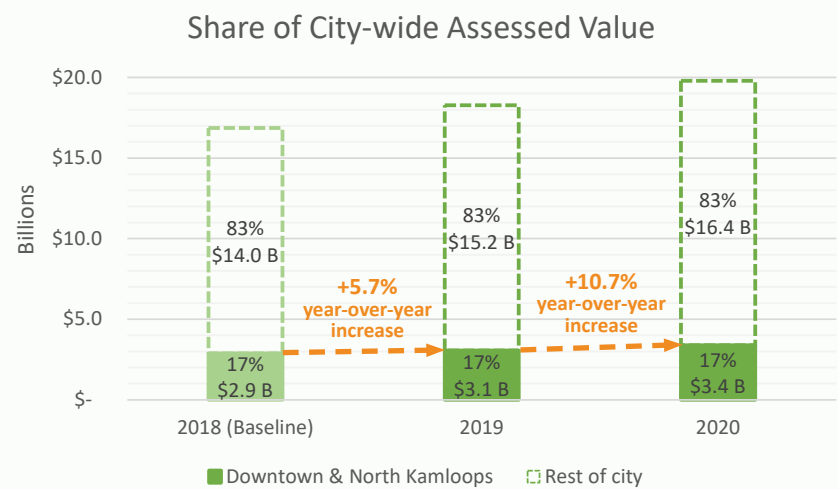
Increasing land and building values in the Downtown and North Kamloops neighbourhoods in comparison to city-wide growth and development will help inform the City on the success of revitalization efforts in the Core.

Target

Maintain or increase the percent share of assessed land and building value within the Downtown and North Kamloops neighbourhoods.

Trend » Yearly difference in performance is minimal

In 2020, the assessed value of land and buildings in Downtown and North Kamloops continued to increase at a comparable rate to the city-wide increase in assessed values. This suggests these areas continue to see steady investment and are keeping pace with growth and development across the city as a whole, which supports the City's revitalization goals for these neighbourhoods in the centre of the city.



Note: This indicator includes the following assessment classes: Class 1 Residential, Class 3 Supportive Housing, Class 6 Business Other (commercial office, retail, and tourism-related businesses), and Class 8 Recreational Property/Non-profit Organization

LAND MANAGEMENT & DEVELOPMENT

5 PROXIMITY TO KEY AMENITIES

Indicator Description

Monitors the percent share of residents living within a convenient walking distance (400 m or a 5- to 10-minute walk) of commercial centres, where amenities such as shopping, employment, and entertainment are typically found. Determined through an analysis of census data, as well as City Building Permit and GIS data.

Rationale

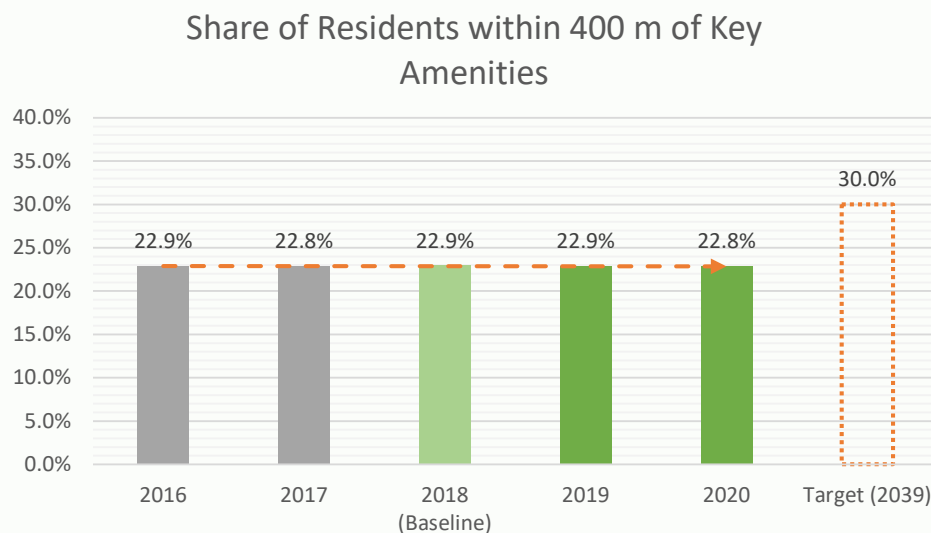
To improve walkability, the City encourages the development of compact and complete neighbourhoods that have opportunities to live, work, and play within walking distance.

Target

Increase the percent share of residents living within a convenient walking distance of commercial centres to 30% by 2039.

Trend » *Yearly difference in performance is minimal*

The results show that the population living within walking distance of the city's commercial centres—City Centre, North Shore Town Centre, Tranquille Market Corridor, McGill Corridor, and Sahali Town Centre—and smaller neighbourhood commercial centres in Westsyde, Brocklehurst, Dufferin, Valleyview, Juniper Ridge, and Dallas is growing at the same rate as the rest of the city. The share of residents living within walking distance of key amenities will increase with more residential development within the city's commercial centres.



Note: The figures for 2018 and 2019 differ slightly from those reported last year due to a change in population estimate methodology for non-census years.

LAND MANAGEMENT & DEVELOPMENT

6 INDUSTRIAL LAND SUPPLY

Indicator Description

Monitors the supply of industrial-zoned land in the city. Determined through analysis of City zoning data.

Rationale

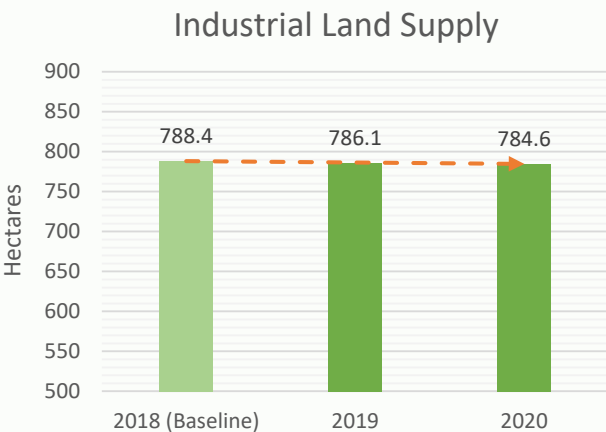
By maintaining a supply of industrial land to meet anticipated future needs, the City continues to support industrial economic development opportunities.

Target

Maintain the supply of industrial-zoned land.

Trend » *Yearly difference in performance is minimal*

There was a 1.48 ha decrease in I-1S (Industrial Park) zoned land in 2020 as a parcel east of the intersection of McMaster Way and McGill Road (1274 McGill Road) was purchased by Thompson Rivers University and rezoned to CD-11 (Thompson Rivers University Comprehensive Development Zone Eleven). There has been a minimal 0.48% decrease in industrial land supply since the 2018 baseline year. The OCP includes a policy to offset a loss of industrial lands by identifying future industrial land areas. A Southwest Sector Industrial Land Strategy that provided direction for infrastructure upgrades to facilitate future industrial development in the Iron Mask West and North Expansion Areas was authorized by Council in October 2018. Servicing improvements are proposed for these areas over the next several years and are included in the City's Development Cost Charges Bylaw and Five-Year Financial Plan.



Note: The 2019 figure has been corrected from the value reported last year. This is to reflect a rezoning approved in the latter half of 2019 that had not yet been updated in the City's datasets. A 0.65 ha parcel on the southeast corner of McGill Road and Hillside Drive (1021 McGill Road) was rezoned to C-1 (General Commercial).

ENVIRONMENT

7 TREE CANOPY

Indicator Description

Monitors the total number of trees planted by the City on public lands. Data provided via the City's tree inventory.

Rationale

Expanding the city's tree canopy will improve air quality, capture carbon dioxide, reduce heat island effects, provide shade, add wildlife habitat, and beautify the community.

Target

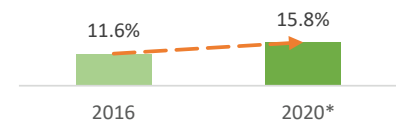
Plant 4,000 trees on public property from 2017 to 2037, or approximately 200 trees/year.

Trend » Performing in the right direction

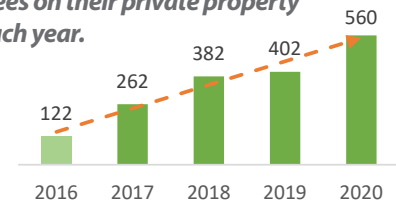
In 2020, the City planted fewer trees than originally planned due to pandemic-related disruptions. However, the multi-year trend continues to show a gradual increase in the number of trees being planted on public lands over time. The four-year average since adoption of the Urban Forest Management Strategy is just under the target of 200 trees planted per year.

Did you know?

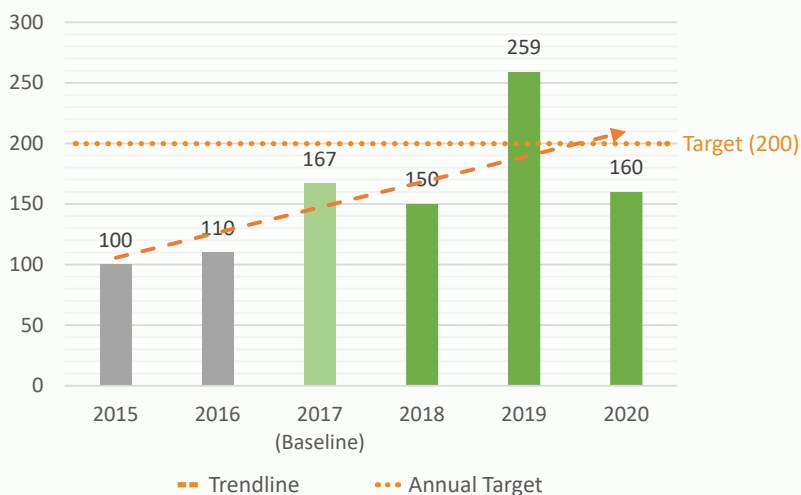
The Urban Forest Management Strategy has set a target to increase the tree cover in developed areas of the city from 11.6% coverage in 2016 to 20% by 2037. Coverage includes trees on public and private lands and is re-evaluated every four years.



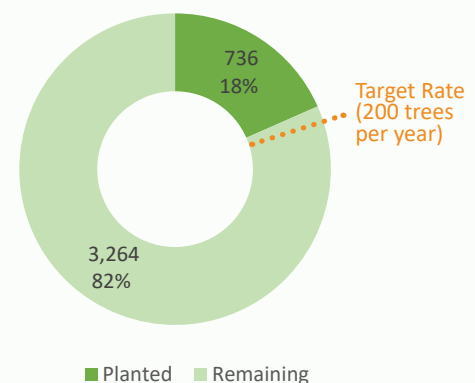
Residents redeemed 560 tree coupons in 2020, a 39% increase from 2019. Tree coupons are used by residents to plant trees on their private property each year.



Number of Trees Planted Each Year



Total Number of Trees Planted 2017-2037



**The 2020 tree coverage figure was evaluated using a revised and more accurate methodology than what was used in 2016, which limits the usefulness of a 2016 to 2020 comparison. Evaluation in subsequent years will continue to use the new methodology, allowing for more meaningful comparison between future evaluation periods.*

ENVIRONMENT

8 MUNICIPAL GREENHOUSE GAS EMISSIONS

Indicator Description

Measures annual municipal corporate GHG emissions in tonnes of carbon dioxide equivalent (tCO₂e), including contractor emissions. Data is provided by the City's corporate emissions inventory, which is submitted annually to the Province and is publicly available at kamloops.ca/climateaction.

Rationale

The City has committed to meeting the goals of the *BC Climate Action Charter* and will continue to develop mitigation strategies to reduce municipal GHG emissions, improve energy efficiency in civic buildings and facilities, and invest in local climate action projects.

Target

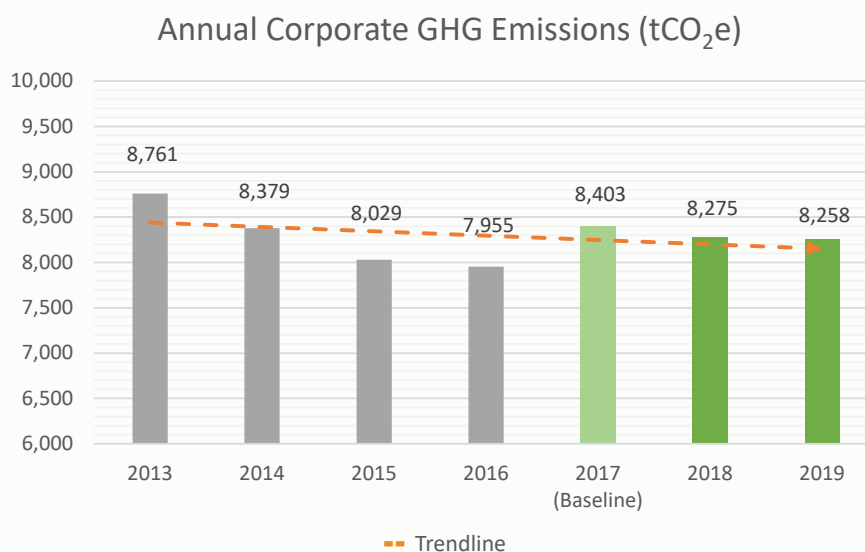
Reduce annual corporate GHG emissions. A new target value is under review and will be informed by the Community Climate Action Plan that will be adopted in 2021.

Trend » *Performing in the right direction*

Efficiency improvements to civic facilities and the municipal fleet have resulted in municipal GHG emissions progressively trending lower. The municipal GHG emissions target established in the 2010 Sustainable Kamloops Plan is under review and will be updated in 2021. This target will be informed by the City's forthcoming Community Climate Action Plan that will include strategies to meet Council's goal of reducing GHG emissions in Kamloops in line with international efforts to keep global temperature rise to 1.5°C.

Did you know?

2017 emissions were higher than previous years as a colder winter meant more natural gas was used to heat civic buildings.



ENVIRONMENT

9 HOUSEHOLD ENERGY USE

Indicator Description

Measures average household electricity (in kilowatt hours) and natural gas (in gigajoules) consumption. A sub-indicator monitors household natural gas consumption by heating degree days. These indicators use BC Hydro, Fortis BC, and federal weather data.

Rationale

By monitoring household energy use, we can track how we are progressing towards the goal of becoming a more energy-efficient community.

Target

Decrease average household electricity and natural gas consumption.

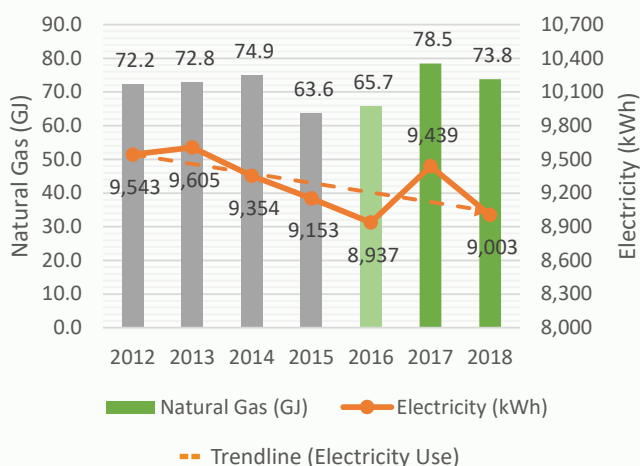
Trend » Performing in the right direction

The multi-year trend shows a decrease in average household electricity use and natural gas consumption when accounting for weather fluctuations. For example, a colder than average winter in 2017 resulted in a spike in household energy use; however, as shown in the below graph at the right, when accounting for heating degree days there was a minimal year-over-year difference in performance for household natural gas use, which is more weather sensitive than electricity use. Data for 2019/2020 was not yet available when this report was drafted.

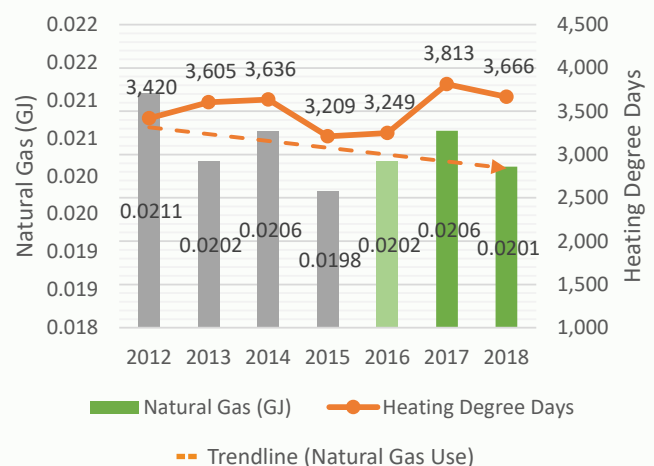
Did you know?

“Heating degree days” are days where the outside temperatures are low enough that buildings require heating. In Kamloops, this threshold is an outside temperature of 18 degrees Celsius. By monitoring heating degree days and accounting for variations in weather, we obtain a better understanding of household energy use.

Average Household Electricity & Natural Gas Use



Average Household Natural Gas Use per Heating Degree Day



Note: This year's report used more precise hourly weather data to calculate heating degree days, so the historic figures presented in the graph on the right differ slightly from last year's report.

TRANSPORTATION & MOBILITY

10 SUSTAINABLE TRANSPORTATION

Indicator Description

Highlights the percent share of the employed labour force whose main mode of commuting to work is by walking, cycling, public transit, carpooling, or other forms of sustainable transportation, as provided by census data.

Rationale

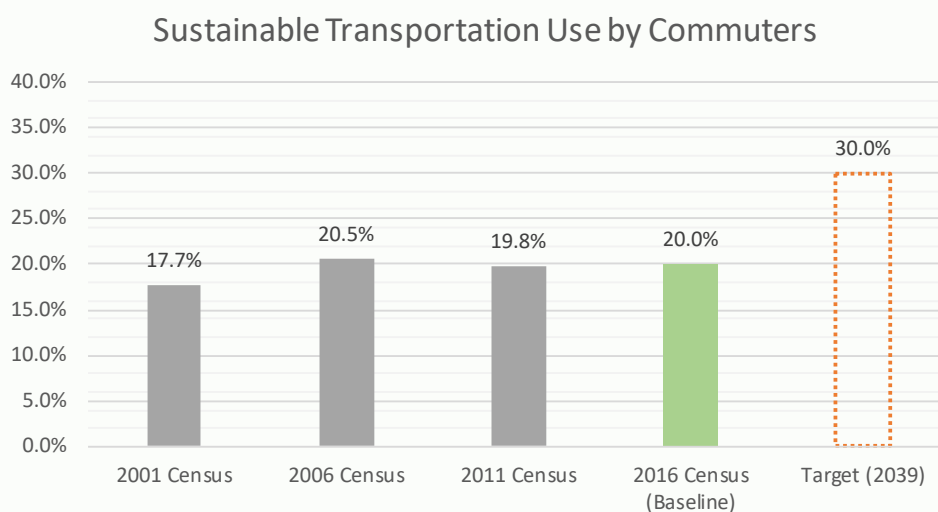
Our ability to move efficiently, safely, affordably, and comfortably affects every aspect of our lives. The City prioritizes sustainable modes of transportation including walking, cycling, and public transit in order to lower GHG emissions, improve air quality, promote healthy and active living, and reduce traffic congestion.

Target

Increase the percent share of the employed labour force who commute to work using sustainable transportation modes to 30% by 2039. A new target value may be informed by the Community Climate Action Plan that will be adopted in 2021.

Trend

This indicator draws from census data and will be updated after the next census is completed in 2021. The data points shown below illustrate there has been minimal shift toward more sustainable modes of commuting (i.e. walking, cycling, transit, carpooling, and other modes) between 2001 and 2016.



TRANSPORTATION & MOBILITY

11 PRIORITIZING ACTIVE TRANSPORTATION

Indicator Description

Compares new kilometres of routes added for pedestrians and cyclists to new kilometres added for vehicles on an annual basis. A sub-indicator provides the total length of active transportation infrastructure as a percent share of the City's overall transportation network. These indicators are determined through an analysis of City transportation assets and GIS data.

Rationale

Access to a well-planned walking and cycling network increases connectivity within neighbourhoods, expands transportation choices, and promotes healthy and active modes of transportation.

Target

Main indicator:

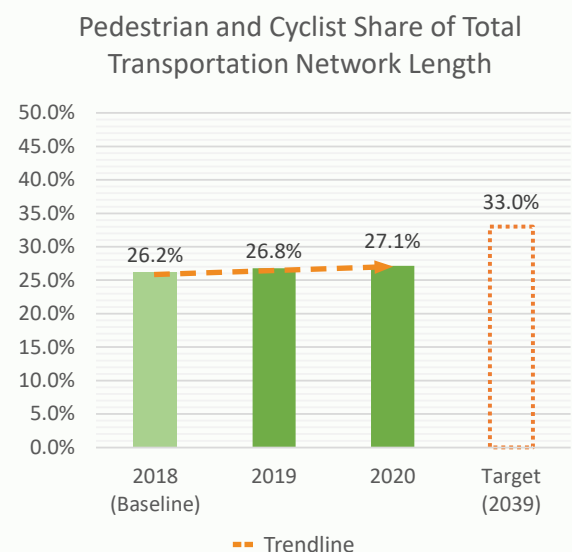
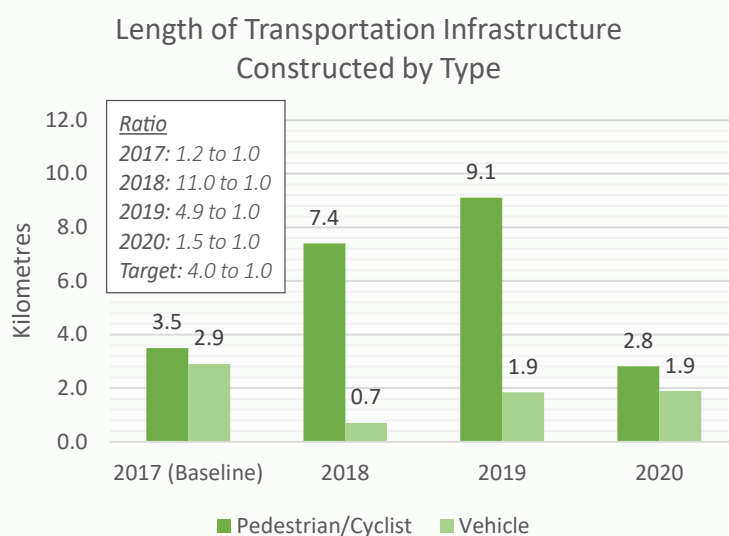
4 km of walking and/or cycling routes added for every 1 km of vehicle routes added (4:1 ratio) on an annual basis

Sub-indicator:

33% of total transportation network length is active transportation infrastructure by 2039

Trend » *Performing in the right direction*

In 2020, the City added nearly 3 km of walking and cycling routes and just under 2 km for vehicles, for a ratio of 1.5:1. The values can fluctuate widely on an annual basis, but the ratio is trending in the right direction. The ratio was 3.0:1 for total routes added over the two-year period from 2017 to 2018 and increased to a ratio of 3.2:1 for routes added over 2019 to 2020. Additionally, the overall pedestrian and cyclist share of the total transportation network continued to increase in 2020.



Note: The baseline year for the sub-indicator (graph at right) has shifted from 2017 in last year's report to 2018 in this year's report to better reflect the collection period represented by the baseline data.

TRANSPORTATION & MOBILITY

12 ACCESS TO TRANSIT

Indicator Description

Measures the percent share of non-rural residential properties that are connected by active transportation infrastructure (e.g. sidewalk and bike lane) to a public transit stop within a convenient walking distance (400 m or a 5- to 10-minute walk). These indicators are determined through an analysis of City transportation and GIS data.

Rationale

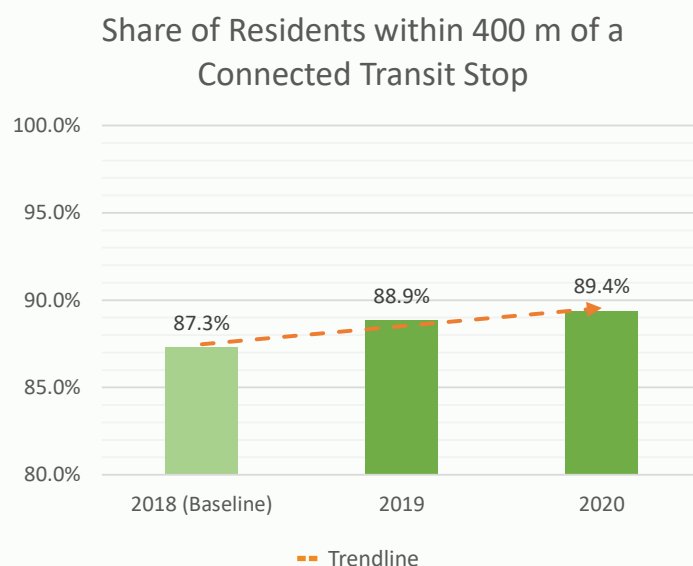
To help reduce reliance on private vehicles and the GHG emissions they may generate, transit stops should be accessible and within a convenient walking distance for a majority of residents.

Target

Increase to 100% by 2039.

Trend » *Performing in the right direction*

Access to transit continues to improve. Nearly 90% of the city's non-rural residents lived within a convenient and safe walking distance of a bus stop by the end of 2020. There are three factors that positively impact the trend for this indicator: increasing densification, which results in more people living in urban areas (see indicators 1 and 2) within a convenient walking distance of a transit stop; adding more walking and cycling routes (see indicator 11), which improves connections to transit for a greater number of residents; and expanding existing and adding new bus routes, which brings transit service within walking distance of more residents.



Note: The baseline year has shifted from 2017 in last year's report to 2018 in this year's report to better reflect the collection period represented by the baseline data.

TRANSPORTATION & MOBILITY

13 TRANSIT RIDERSHIP

Indicator Description

Monitors total annual transit trips taken in the city, using data from BC Transit.

Rationale

The City and BC Transit strive to increase transit ridership by offering an efficient, affordable, safe, and accessible transit system to residents that provides a viable alternative to the private vehicle.

Target

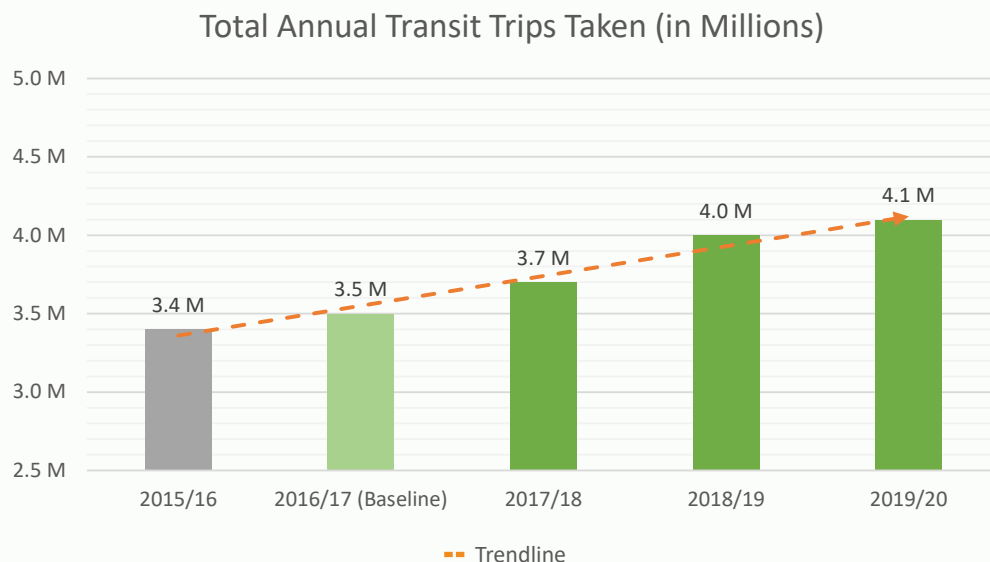
Increase to 8 million riders annually by 2039.

Trend » *Performing in the right direction*

Transit ridership continued to increase for the 2019/20 year—up 17% since the 2016/17 baseline year. However, the latest annual BC Transit data covers the period from April 1, 2019, to March 31, 2020, so much of the impact of the COVID-19 pandemic is not reflected here. Transit ridership was heavily impacted by the pandemic, with ridership levels fluctuating between 35% and 55% of normal. Ridership is anticipated to rebound as COVID-19 cases and restrictions decrease, but it is currently unclear how long it will take to return to pre-pandemic levels. Next year's BC Transit data release will more clearly reflect the impact of the pandemic on 2020 ridership.

Did you know?

Preliminary data for the 2020 calendar year suggests a roughly 45% drop in transit ridership over the year prior.



TRANSPORTATION & MOBILITY

14 TRAFFIC SAFETY

Indicator Description

Identifies the number of collisions resulting in fatalities, injuries, or property damage per 1,000 people within municipal boundaries on an annual basis. A sub-indicator identifies the number of traffic collisions causing fatalities on an annual basis. Determined through an analysis of ICBC motor vehicle crash data.

Rationale

To ensure the health and safety of residents, the City has a goal to reduce the number of collisions causing fatalities and serious injuries to zero through initiatives to increase road safety and improve driver awareness.

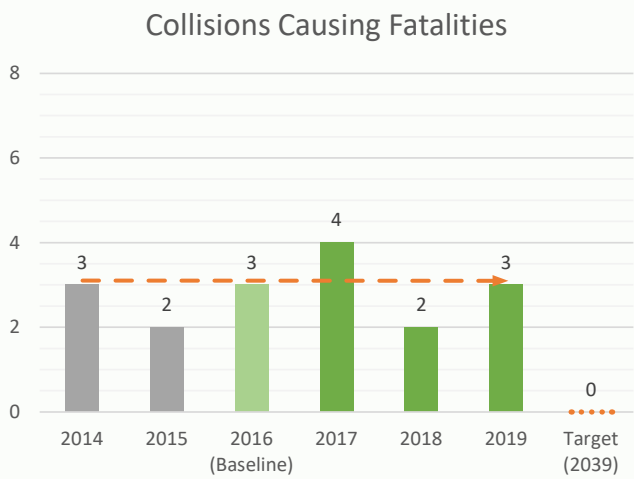
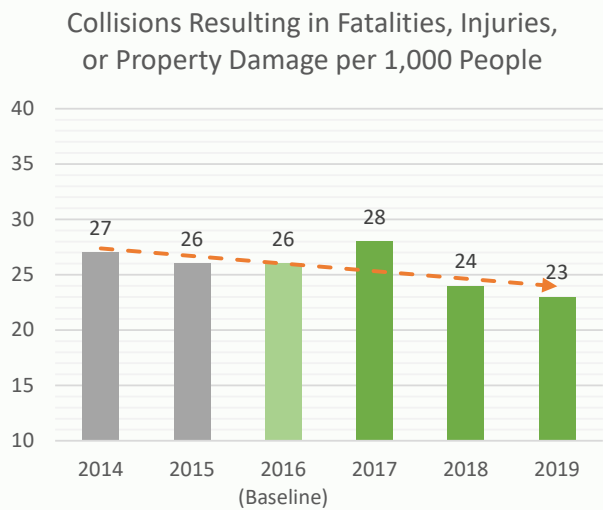
Target

Main indicator: reduce the number of collisions per 1,000 people

Sub-indicator: zero collisions causing fatalities by 2039

Trend » *Performing in the right direction*

Despite some year-over-year fluctuation, the latest available ICBC data shows that collisions resulting in fatalities, injuries, or property damage have trended towards the lowest observed number since 2014. The number of collisions causing fatalities have also fluctuated but have held a steady average of three collisions per year since the 2016 baseline. ICBC had not released data for 2020 when this report was drafted.



-- Trendline

INFRASTRUCTURE

15 WATER & SEWER INFRASTRUCTURE

Indicator Description

Identifies the total length (in metres) of water, sanitary sewer, and storm sewer/drainage mains per resident, using a combination of census data and City Building Permit and infrastructure asset data. These calculations use in-service mains of the following minimum diameter: 100 mm for water, 150 mm for sanitary gravity, 75 mm for sanitary pressurized, and 200 mm for storm/drainage. These totals are divided by the estimated population for the given year.

Rationale

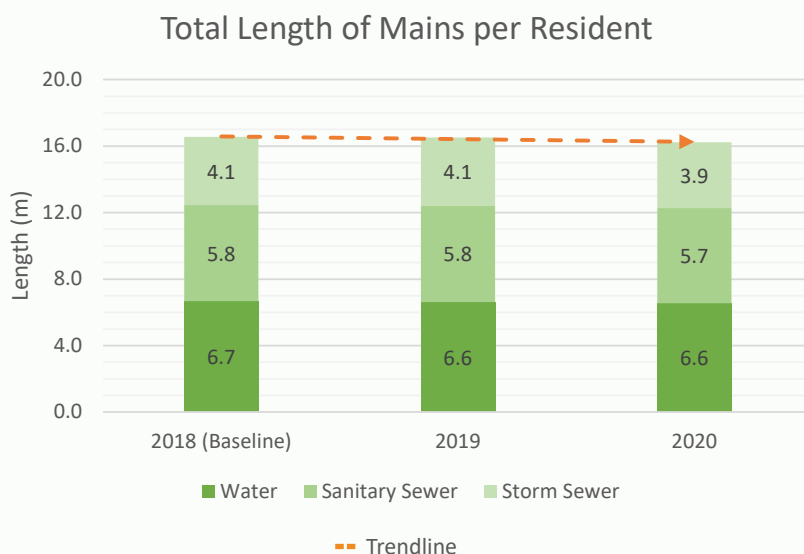
The City strives to ensure efficient and cost-effective use of services and infrastructure. This indicator will allow the City to monitor growth in terms of how civic infrastructure is expanding as the population is increasing.

Target

Reduce.

Trend » Performing in the right direction

The total length of mains has decreased by 0.3 m per resident from 2018 to 2020. This suggests that as population increases, the city is growing “up” more than it is growing “out.” This indicator may fluctuate on an annual basis as new subdivisions are added, but the goal is to see a general trend towards a lower value over several years.



Note: The figures for 2018 and 2019 differ slightly from those reported last year due to a change in population estimate methodology for non-census years.

INFRASTRUCTURE

16 HOUSEHOLD WATER USAGE

Indicator Description

Monitors city-wide average annual water consumption per single-family residential home (in cubic metres), using City water meter data. A sub-indicator monitors annual water production at the Kamloops Centre for Water Quality.

Rationale

Part of the OCP's goal for the City's water network is to encourage water conservation. This indicator will allow the City to monitor the effectiveness of policies and strategies to encourage lower water usage per capita.

Target

Decrease.

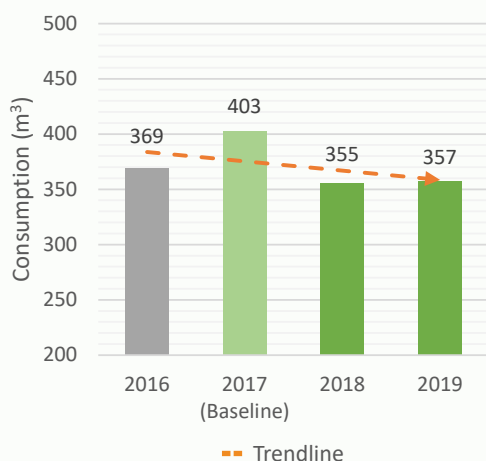
Trend » *Performing in the right direction*

Despite ongoing year-over-year fluctuation that resulted in a minimal increase in average consumption in 2019, the multi-year trend shows single-family homes continue to use less water. This trend is aligned with an overall reduction in city-wide water usage. This reduction in water use is allowing the city to grow without requiring capital upgrades to increase production capacity at the Kamloops Centre for Water Quality. Finalized data for 2020 was not yet available when this report was drafted.

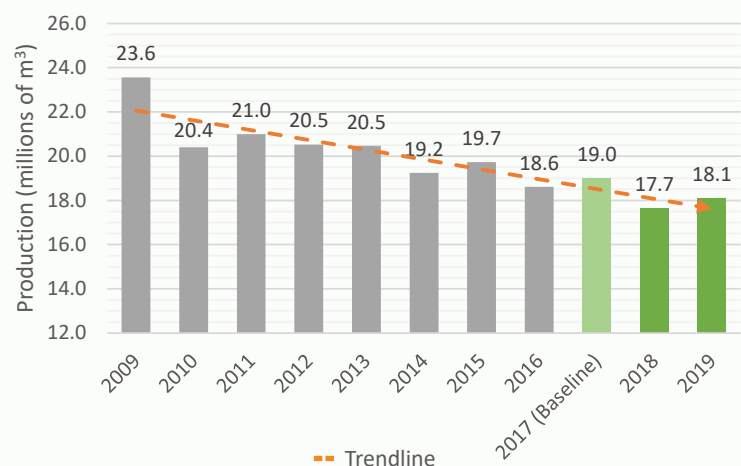
Did you know?

72% (258 m³) of annual household water use in 2019 occurred during the warmer months between April 1 and September 30.

Average Annual Water Consumption per Household



Kamloops Centre for Water Quality Annual Water Production



INFRASTRUCTURE

17 SOLID WASTE DISPOSAL RATE

Indicator Description

Measures the amount of solid waste per person that is buried in City landfills each year, using census, Building Permit, and landfill scale data.

Rationale

Reducing, reusing, recycling, recovering, and implementing diversion programs to manage solid waste will help minimize environmental impacts, reduce GHG emissions, and support sustainable land use.

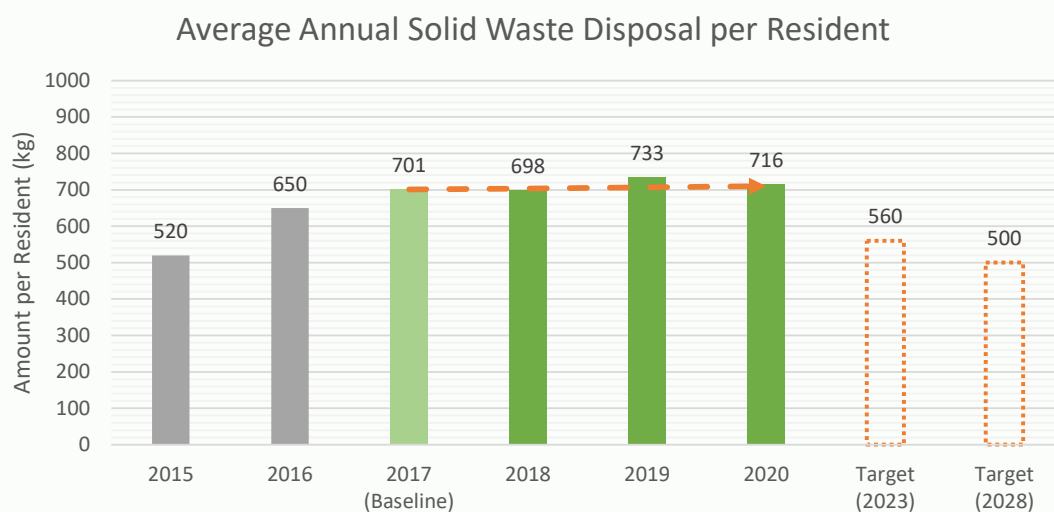
Target

Decrease to 560 kg/person by 2023 and 500 kg/person by 2028.

Note: These targets are aligned with the targets within the TNRD Regional Solid Waste Management Plan.

Trend » *Yearly difference in performance is minimal*

The amount of solid waste buried in City landfills per person began to level off in 2017, shifting a trend that had been performing in the wrong direction in prior years. Since 2017, annual performance has fluctuated, with 2020 seeing a slight decrease over 2019. A forthcoming strategy to divert organic material from landfills will help to further improve this trend in the coming years.



Note: The figures for 2017 and 2018 differ slightly from those reported last year due to a change in population estimate methodology for non-census years.

HOUSING

18 HOUSING AFFORDABILITY

Indicator Description

Measures the percent shares of owner and renter households spending 30% or more of pre-tax/gross monthly household income on housing costs and all associated housing expenses, drawing from census data.

Rationale

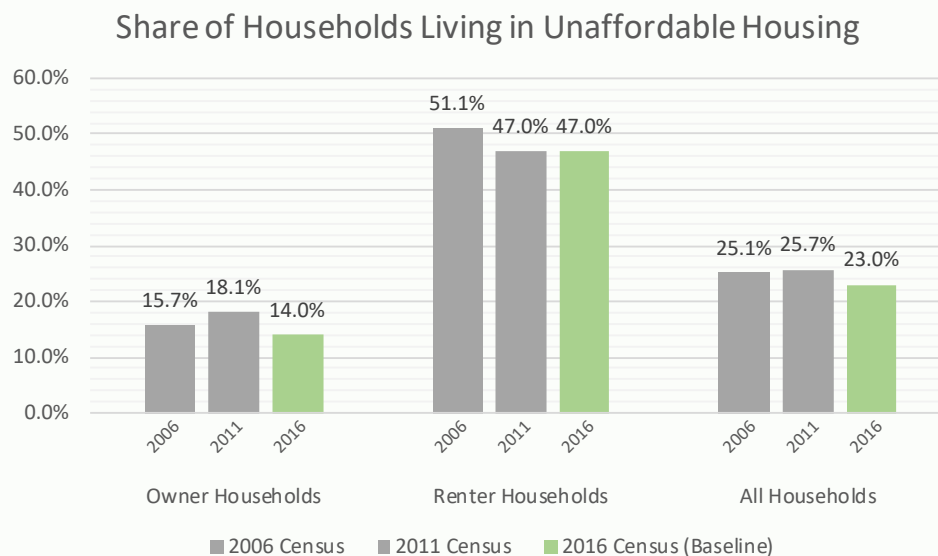
Residents living in households that spend 30% or more of their gross monthly income on housing costs are considered to be living in an unaffordable housing situation, as defined by the Canada Mortgage and Housing Corporation (CMHC). The City is actively involved in joint efforts with other levels of government, the non-profit sector, and the business community to improve housing affordability for Kamloops residents.

Target

Decrease the percent share of households spending 30% or more of gross monthly income on housing costs and associated housing expenses.

Trend

This indicator draws from census data and will be updated after the next census is completed in 2021. As of the 2016 Census, 47% of the city's renter households and 14% of owner households lived in an unaffordable housing situation. This is part of a larger, province-wide issue, with 28% of all BC households (43.3% of BC's renter households and 20.7% of owner households) reporting living in unaffordable housing in 2016.



HOUSING

19 RENTAL VACANCY RATE

Indicator Description

Monitors the combined townhouse and apartment rental vacancy rate for the Kamloops area, using data from the Canada Mortgage and Housing Corporation (CMHC).

Rationale

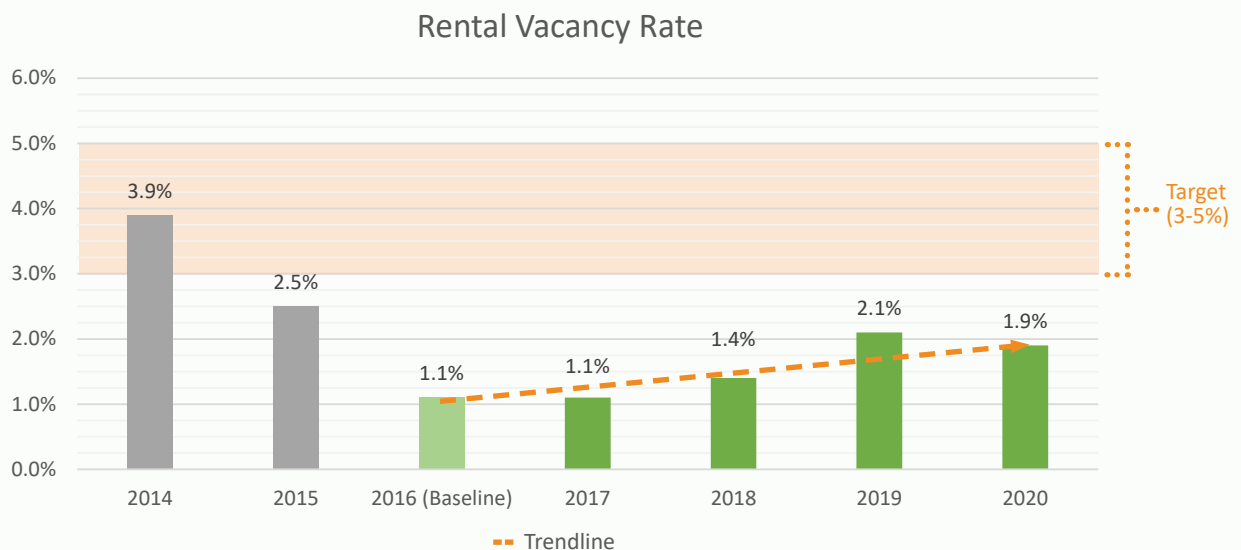
High demand for rental housing is reflected in low residential rental vacancy rates. By monitoring rental vacancy rates, the City can take targeted action where needed when the available stock of rental housing drops below a healthy threshold (i.e. 3%).

Target

A rental vacancy rate of 3% to 5%.

Trend » *Yearly difference in performance is minimal*

In 2020, the rental vacancy rate continued to be below a healthy threshold. The rate decreased slightly over the past year, but CMHC considered this to be a negligible year-over-year change. Despite some annual fluctuation, the multi-year trend shows vacancy rates remain better positioned than the 2016 baseline.



PARKS & RECREATION

20 ACCESS TO PARKS AND RECREATION

Indicator Description

Measures the percent share of residents in Urban-designated areas that live within a convenient walking distance (400 m or a 5- to 10-minute walk) of a park or civic recreational facility, not including cemeteries, trails, or schools. Determined through an analysis of census data as well as City Building Permit and GIS data.

Rationale

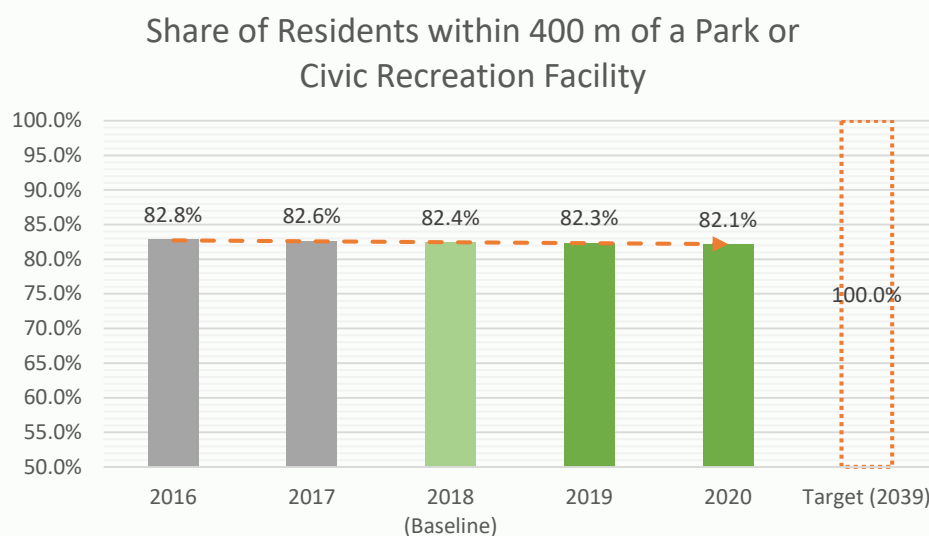
Providing residents with access to active and passive recreational opportunities within a convenient walking distance helps support thriving neighbourhoods and a healthy community.

Target

Increase the percent share of non-rural residents living within a convenient walking distance of a park or civic recreational facility to 100% by 2039.

Trend » *Yearly difference in performance is minimal*

The results show that the population living within walking distance of a park or civic recreational facility is growing at the same rate as areas outside that distance. Access is expected to increase as the City continues to improve recreational opportunities and more residential infill development occurs.



Note: The figures for 2018 and 2019 differ from those reported last year due to a change in methodology that excludes suburban and rural areas.

HEALTH & SAFETY

21 CRIME RATE

Indicator Description

Monitors the number of criminal code offences in the city per 1,000 people, using RCMP data. This indicator focuses on the number of “founded” or “actual” Criminal Code violations (including crimes against people, property, and other offences). Traffic violations and offences related to the *Controlled Drug and Substance Act* or other federal or provincial laws are not included.

Rationale

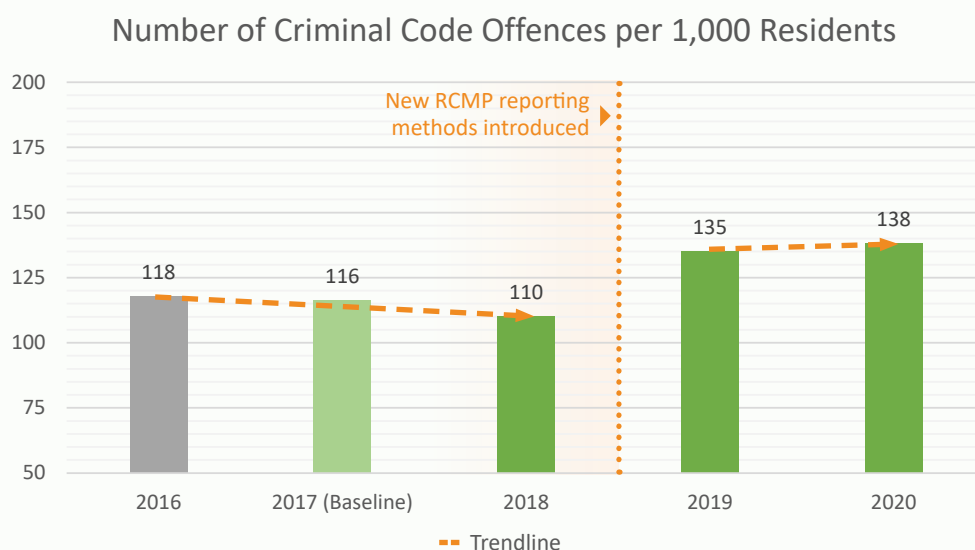
Residents want a city where they feel safe on city streets and in their own neighbourhoods. This indicator will provide a high-level metric regarding the level of criminal activity in the community.

Target

Decrease the annual crime rate in the city.

Trend » *Yearly difference in performance is minimal*

The number of criminal code offences per 1,000 residents saw a jump in 2019. However, this increase was largely due to a change in RCMP reporting methods that added previously “unsubstantiated” (reported but unproven) offenses to the annual totals and increased reported figures for municipalities across the province. As such, it is difficult to compare 2019 figures to prior years. The new reporting process was carried forward to 2020, which saw a minimal increase per 1,000 residents from the previous year. Prior to the change in reporting methods, the observed rate per 1,000 residents had been declining.



ECONOMIC DEVELOPMENT

22 TOURNAMENT CAPITAL PROGRAM

Indicator Description

Measures the number of out-of-town visitors that participate in sport and recreation events each year, and the annual direct spending by these visitors in the community, using Tournament Capital Program data.

Rationale

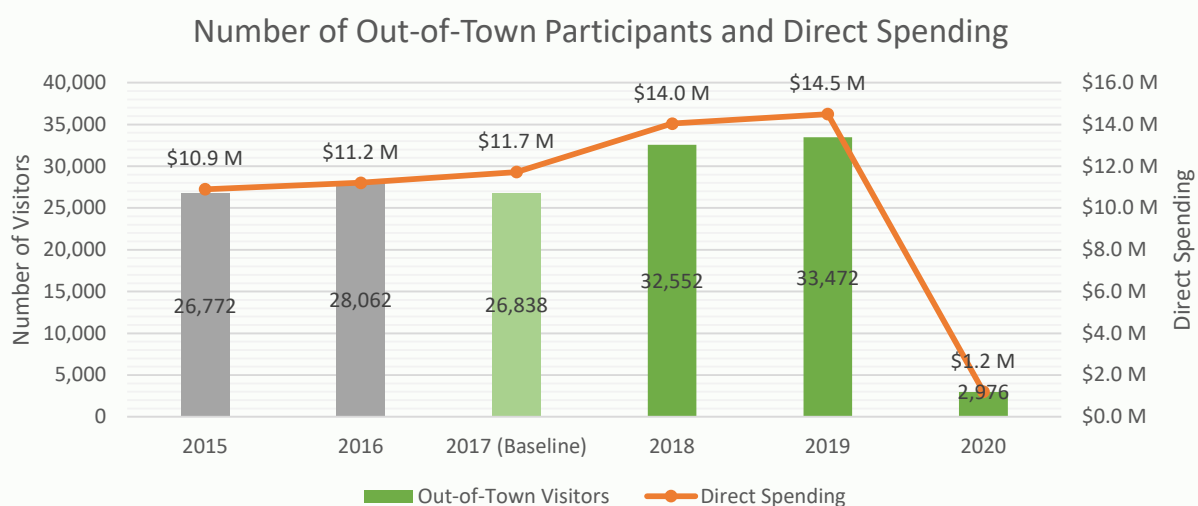
The Tournament Capital Program has been successful at promoting health and wellness while being a significant economic driver in the local economy.

Target

Increase the annual number of out-of-town participants and direct spending by these visitors.

Trend » *Performing in the wrong direction**

The onset of the COVID-19 pandemic required an abrupt stoppage to the City's Tournament Capital Program in mid-March of 2020, resulting in a steep decline in participants and direct spending over previous years. The program is anticipated to rebound as COVID-19 cases and restrictions decrease; however, it is currently unclear how long it will take for the program to return to its pre-pandemic state. For the first two months of 2020, visitors and direct spending were up more than 10% compared to the same period in 2019.



**This indicator was the most directly impacted by the COVID-19 pandemic of all the indicators presented in this year's report.*

ECONOMIC DEVELOPMENT

23 BUSINESS LICENCES

Indicator Description

Measures the number of active business licences operating in Kamloops annually, using City business licence data.

Rationale

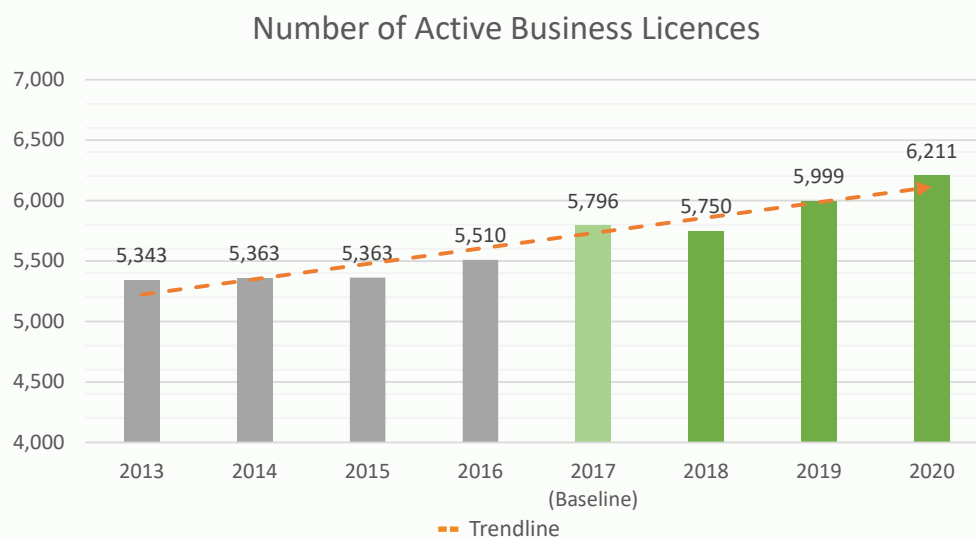
Facilitating the growth of a diverse and thriving economic climate in Kamloops helps ensure a range of job opportunities for residents and contributes to the health and economic resiliency of the community.

Target

Increase the number of active business licences.

Trend » *Performing in the right direction*

The total number of active business licences operating in the city has generally been trending upwards over the past several years. Despite the economic uncertainty caused by the COVID-19 pandemic in 2020, the past year saw a 3.5% increase in active business licences. This included 803 licences issued to new businesses in 2020—up 30% from the 619 licences issued in 2019. The total number of businesses that closed in 2020 (499) dropped 4% from the number that closed in 2019 (519). Licences issued in 2020 include new businesses operating in local office and retail spaces; online businesses; home-based businesses; independent contractors, consultants, and agents (e.g. real estate agents); and businesses based outside of Kamloops that obtained a licence to operate within municipal boundaries.



Note: Historic figures differ slightly from those presented last year due to a change in reporting methodology.



3.0 IMPLEMENTATION UPDATE



Implementation Update

STATUS OF ACTION ITEMS

Effective implementation is key to transforming the goals and policies of the OCP into reality and keeping the plan's vision alive and relevant. Achieving the OCP's goals requires a broad range of short-, medium-, and long-term actions over the next 20 years.

Table 2 provides status updates on action items identified within the KAMPLAN Implementation Strategy that are currently in-progress and includes the following information:

- action statement
- status update
- target completion date

Table 3 provides a summary of all action items within the KAMPLAN Implementation Strategy that have been completed.

Successful implementation will require a combined corporate, community, and private sector effort to achieve the OCP's goals.

Table 2: List of Action Items in Progress

#	Implementation Actions	Status Update	Target Completion
Land Management and Development			
1	Review and update the Zoning Bylaw	Zoning Bylaw update 95% complete	2021 Q3
2	Review and update the North Shore Neighbourhood Plan and associated Development Permit Area (DPA) Guidelines	North Shore Neighbourhood Plan update 60% complete	2021 Q4
3	Review and update the McGill Corridor/Southgate Project Concept Plan	Project to begin in 2021 Q4	2022
Environment			
4	Create DPA Guidelines for steep slopes between 25% and 35% in grade	DPA Guidelines 10% complete	2021 Q4
5	Create DPA Guidelines for Environmentally Sensitive Areas (ESAs)	DPA Guidelines 60% complete	2021 Q4
6	Develop a GHG community action strategy	Community Climate Action Plan 75% complete	2021 Q2
Transportation and Mobility			
7	Update road design standards within the City's Design Criteria Manual	Design Criteria Manual update 10% complete	2022
8	Review and update the City's truck route network	Project to begin in 2022	2025
9	Undertake studies to identify an alternative location for a future Thompson River bridge crossing	Project to begin in 2021 Q3	2022
10	Develop a Vision Zero road safety strategy	Project scope to be presented to Development and Sustainability Committee in 2021 Q3	2022
Infrastructure			
11	Review and update the Water System Master Plan	Water System Master Plan update 75% complete	2021 Q3
12	Review and update the Master Watershed Plan for Juniper Ridge, Rose Hill, and Valleyview	Project 95% complete	2021 Q2
	Review and update the Master Watershed Plan for Barnhartvale and Juniper Creek	Project to begin in 2021 Q4	2022
	Review and update the Master Watershed Plan for Westsyde	Project to begin in 2023	2024
	Review and update the Master Watershed Plan for Campbell Creek	Project to begin in 2025	2026
13	Design and implement organic waste collection service	Grant funding being pursued and pilot project being developed	2021 Q4
14	Implement the City's Zero Waste program in all major civic facilities	Recycling and waste diversion options implemented at 70% of major civic buildings	2022
15	Develop a long-term biosolids management strategy	Biosolids Management Plan complete (Jun 2020). Implementation strategy development underway with completion contingent on Provincial review of Organic Matter Recycling Regulation (OMRR).	Pending Ministry review of OMRR

Table 2: List of Action Items in Progress (Continued)

#	Implementation Actions	Status Update	Target Completion
Housing			
16	Develop a land acquisition strategy for affordable housing	Land acquisition strategy 30% complete	2021 Q4
	Review and update the Affordable Housing Reserve Fund Council policy	Review to begin in 2021 Q2	2021 Q3
Parks and Recreation			
17	Develop detailed designs for Jimeva Park and Skyline Park	Preliminary design work for Jimeva Park underway	Ongoing
Arts, Culture, and Heritage			
18	Review and update the Cultural Strategic Plan	Preliminary work for Cultural Strategic Plan underway	2022
Economic Development			
19	Review and update the City Centre and North Shore Revitalization Tax Exemption (RTE) Bylaws	Update to add commercial development as eligible for a tax exemption complete. Comprehensive review of RTE bylaws underway.	2021 Q3
Community Well-being			
20	Review and update the Social Plan	Preliminary work has begun on the Social Plan update	2022

Table 3: List of Completed Action Items

#	Implementation Actions	Status Update
Land Management and Development		
1	Review and update the Development Cost Charges (DCC) Bylaw	DCC Bylaw update complete (Dec 2020). The next DCC Bylaw will occur 2021-2022.
2	Review and update the City Centre Plan and associated Development Permit Area (DPA) Guidelines	Downtown Plan complete (Dec 2019)
		DPA Guidelines adopted in OCP via OCP amendment (Jun 2020)
3	Conduct a servicing and infrastructure analysis for the Southwest Sector and update the City's Industrial Land Review	Southwest Sector Industrial Land Strategy complete (Oct 2018)
4	Identify and apply Educational/Institutional land use designation to appropriate sites for future schools in Aberdeen	Site selection and OCP amendment complete (Jul 2020)
Transportation and Mobility		
5	Conduct a Transportation Demand Management study for the Downtown planning area	Downtown Transportation Choices Strategy complete (Feb 2020)
6	Develop a community EV and E-bike strategy	Community EV & E-Bike Strategy complete (Aug 2020)
7	Review and update the Transit Future Plan with BC Transit	Transit Future Action Plan complete (Jul 2020)
Infrastructure		
8	Support the update to the TNRD Regional Solid Waste Management Plan	TNRD Regional Solid Waste Management Plan update complete (Mar 2020)
Housing		
9	Review and update secondary, garden, and carriage suites policies	Residential suites bylaw amendments and Council policy update complete (Jul 2019)
10	Develop a community food asset map in collaboration with the Kamloops Food Policy Council	Food asset map complete (Mar 2021)



Canada's Tournament Capital