

# Reimagine Downtown! Turning Ideas Into Reality

## PROJECT INTRODUCTION

BOARD 1



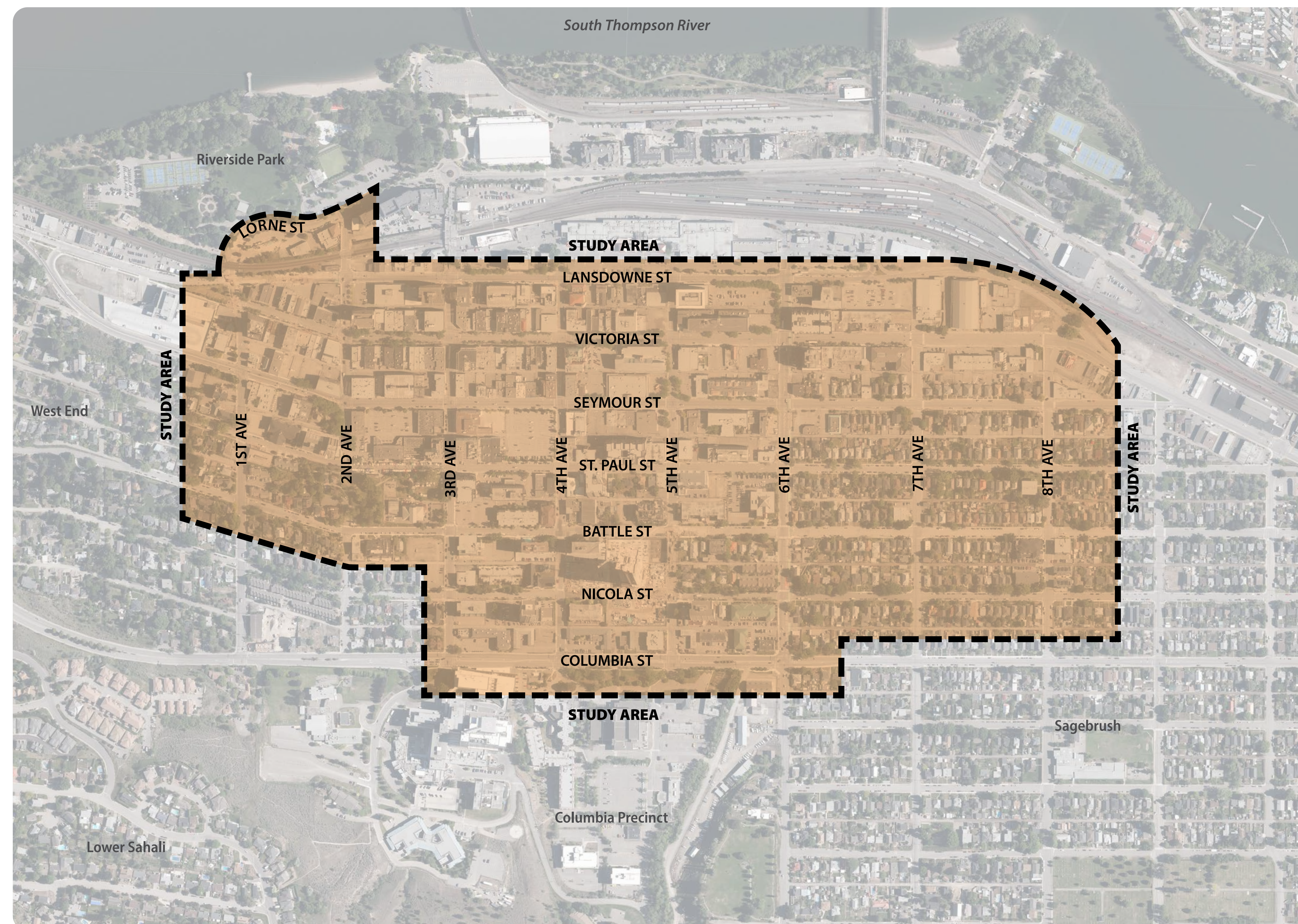
## Welcome and Thanks for Coming!

### We are planning next steps for downtown!

**Reimagine Downtown!** builds on past planning efforts to review progress, identify priorities, and develop a coordinated set of next steps for the downtown area.

Your feedback, along with technical analysis and design planning, will help the City prioritize next steps in developing a vibrant, connected, and welcoming downtown Kamloops.

## Study Focus Area



## Context

### Knitting Together Past Planning

Guided by earlier plans, **Reimagine Downtown!** connects past work with current priorities to shape future, on-the-ground downtown design projects.



### Reimagine Downtown!



## Share Your Ideas!

[LetsTalk.Kamloops.ca/ReimagineDowntown](https://LetsTalk.Kamloops.ca/ReimagineDowntown)



**Post Your Comments**  
View the displays and add your comments.



**Talk With Us**  
Start a discussion with the project team.



**Participate Online**  
Complete a survey before **May 24, 2026**.



# Reimagine Downtown! Turning Ideas Into Reality

## AN UPDATE ON PAST IDEAS AND PROJECTS

BOARD 2



Plans and initiatives—such as the **2019 Downtown Plan**, **Build Kamloops**, and the **2025 Active Transportation Plan Update**—have identified an initial set of priority projects for the downtown.

Some of these projects are underway, while others need some reimagining. These summaries highlight six key past initiatives. Take a look to see where they're at and what is coming next!

### Kamloops Centre for the Arts



Design Concept for Future Kamloops Centre for the Arts

#### Foundations:

- **2019 Downtown Plan:** Catalyst project to reinforce the role of downtown as a destination for arts, culture, entertainment, and tourism
- **2019 Recreation Master Plan and Build Kamloops:** First priority for the Build Kamloops Program

#### Status:

- Construction underway (2029 targeted completion)
- For details, visit: [Letstalk.Kamloops.ca/KCA](https://Letstalk.kamloops.ca/KCA)

### Curling and Racquet Sports Complex



Site for future Curling and Racquet Sports Complex

#### Foundations:

- **2019 Recreation Master Plan and Build Kamloops:** Third priority for the Build Kamloops Program

#### Status:

- Project initiated: Design and Planning (2028–2030), Construction to be confirmed
- For details, visit: [Letstalk.Kamloops.ca/CurlingComplex](https://Letstalk.kamloops.ca/CurlingComplex)

### Redevelopment Projects

#### Foundations:

- **2019 Downtown Plan:** Set policy for downtown development, identified lands with high redevelopment potential, and outlined desirable public realm elements for future redevelopment (e.g. civic plaza, public market, mid-block active transportation connections)

#### Status:

- Several new projects are under construction or planned for the downtown, including City Gardens, Canary Lofts, a new cancer centre, and the BC Builds developments in the Columbia Precinct.
- Ongoing potential for redevelopment that enhances public realm.



Design Rendering for Kelson City Gardens Development

### Downtown Active Transportation Network

#### Foundations:

- **2018 Transportation Master Plan:** Vision for a transportation system that provides safe, accessible, affordable, and sustainable travel choices for all
- **2025 Active Transportation Master Plan:** Priority routes for active transportation improvements including:
  - Victoria Street
  - Seymour Street
  - St. Paul Street
  - 1st Avenue
  - 2nd Avenue
  - 4th Avenue
  - 8th Avenue

#### Status:

- Protected bicycle facility added to 6th Avenue in 2023, improving north-south connections into downtown.
- Existing minor street bikeway east-west along St. Paul Street.
- **Reimagine Downtown!** is exploring how the active transportation network should continue to be developed (see Boards 6–8.)



6th Avenue All Ages and Abilities Bicycle Facility

### 4th Avenue Pedestrian Plaza

#### Foundations:

- **2019 Downtown Plan:** Created a concept to convert 4th Avenue between Seymour St and Lansdowne St into an activated and lively pedestrian plaza

#### Status:

- Subsequent to that plan, 4th Avenue has been confirmed as an essential transportation corridor for transit and access, including to the planned Kamloops Centre for the Arts.
- This means we must reimagine how to achieve the goal of increasing downtown public space in different ways.
- **Reimagine Downtown!** is reviewing parks and plaza ideas for downtown (see Board 5).



4th Avenue Pedestrian Plaza Concept Sketch From the 2019 Downtown Plan

### Taming Seymour

#### Foundations:

- **2019 Downtown Plan:** Slow traffic and improve pedestrian experience
- **2025 Active Transportation Plan Update:** Priority east-west active transportation route

#### Status:

- Seymour Street today is a one-way eastbound street accommodating pedestrians, transit, trucks, and vehicles.
- Studies are considering if traffic will remain one-way or shift to two-way, but it is anticipated truck and transit traffic will continue to be accommodated.
- **Reimagine Downtown!** is exploring how Seymour Street can better accommodate multi-modal traffic, continuing to move trucks, vehicles, and transit while improving cycling and walking experiences (see Boards 6–8).



Seymour Street Concept Sketch From the 2019 Downtown Plan

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## PROJECT AREA

BOARD 3



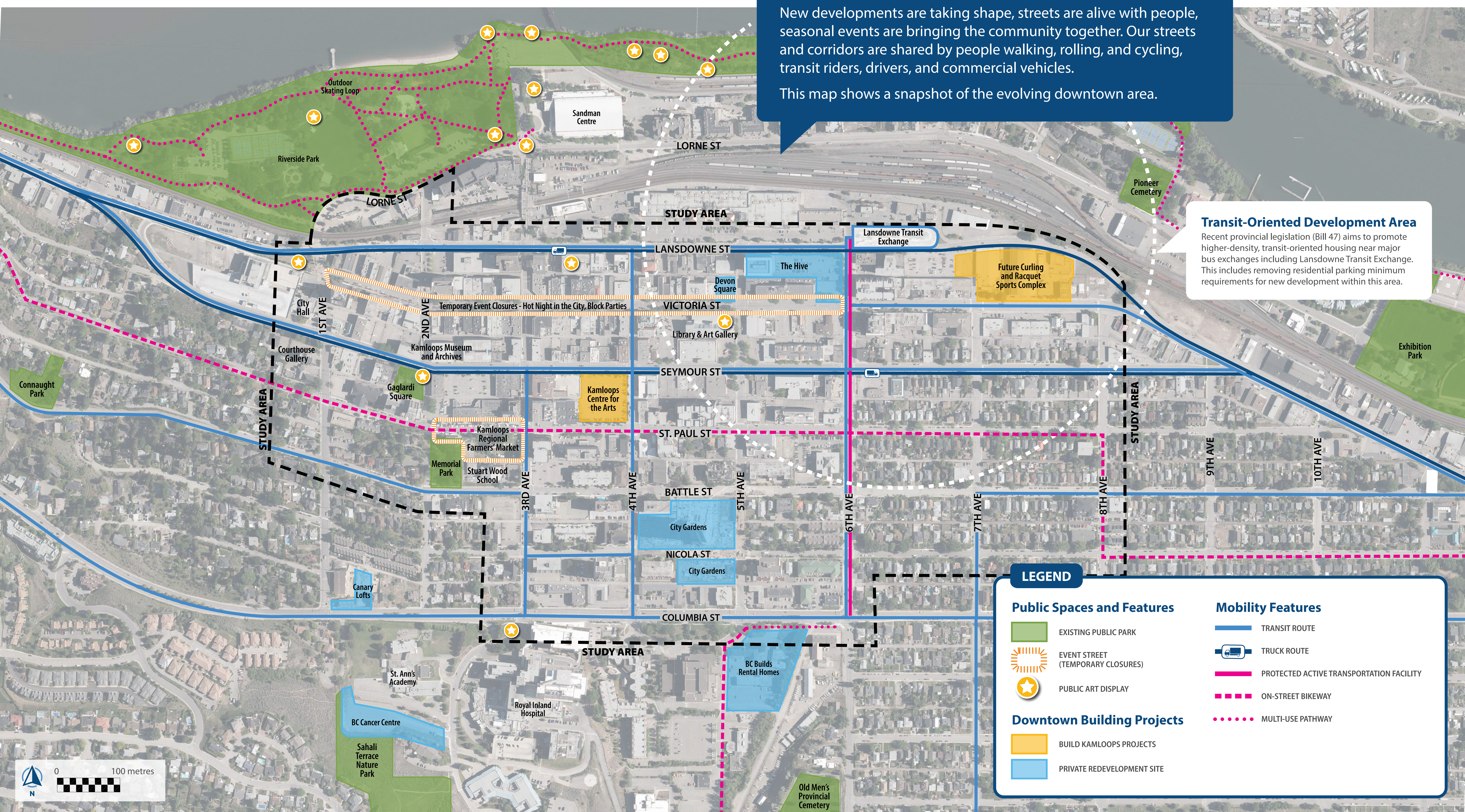
### Downtown Kamloops is buzzing with activity!

New developments are taking shape, streets are alive with people, seasonal events are bringing the community together. Our streets and corridors are shared by people walking, rolling, and cycling, transit riders, drivers, and commercial vehicles.

This map shows a snapshot of the evolving downtown area.

### Transit-Oriented Development Area

Recent provincial legislation (Bill 47) aims to promote higher-density, transit-oriented housing near major bus exchanges including Lansdowne Transit Exchange. This includes removing residential parking minimum requirements for new development within this area.



# Reimagine Downtown! Turning Ideas Into Reality

## VISION AND PRINCIPLES

BOARD 4



## What Makes a Great Downtown?

Below are the vision and principles from the **Downtown Plan**.

### Vision

**Downtown Kamloops is a vibrant, well-connected, and welcoming place to live, work, and play.**

#### Vibrant

Downtown is lively and eclectic with a thriving arts and entertainment district that celebrates and supports local businesses, restaurants, and cultural events and attracts residents and visitors of all lifestyles, ages, and abilities.

#### Connected

With its network of green streets, public gathering places, and active transportation corridors, downtown offers a walkable, bikeable, and accessible public realm that promotes sustainable and healthy living and conveniently links residents with surrounding neighbourhoods.

#### Welcoming

Accessible, safe, attractive, and affordable, downtown provides a diversity of housing types and public amenities that foster social interaction, inclusivity, and an enduring sense of community.



**Do you feel the 2019 vision and principles still reflect an ideal future for downtown Kamloops?**

► **Add a dot** to the area below that **best aligns** with your response.

### Principles



#### COMPACT MIX OF LAND USES

A place where people can live, work, and play



#### PEDESTRIAN FIRST

A walkable community heart that is accessible, safe, convenient, and active



#### NEIGHBOURHOOD CONNECTIVITY

Key amenities and experiences are connected



#### MAKE DOWNTOWN MEMORABLE

Unique character, culture, arts, food, and events highlighted as key attractions for residents and tourists



#### HOUSING DIVERSITY

Homes for people of all walks and stages of life



#### FOCUSED COMMERCIAL ACTIVITY

A destination for shopping, dining, and employment



#### PUBLIC GATHERING SPACES

Places for markets, festivals, sitting, and socializing



#### ATTRACTIVE SURROUNDINGS

Full of greenery, public art, heritage, and character

**Yes!** These are still looking good.

**Pretty Close.** They're good, but perhaps some refinements.

**Not Really.** Let's make changes to better reflect today's downtown.

## Growing our Downtown Public Space

4th Avenue was envisioned for conversion to a pedestrian plaza in the Downtown Plan, but has since been confirmed as an essential transportation corridor for transit and vehicle access, including to the future Kamloops Centre for the Arts.

**Let's explore alternate opportunities to improve public space downtown!**

### TODAY

- **Major parks** near downtown Kamloops line the riverfront and provide year-round activity.
- **Small plazas** like Gaglardi Square and Memorial Park provide gathering spaces downtown.
- **Select streets** are used for gathering with periodic closures for events like *Hot Nite in the City* and the Kamloops Regional Farmers' Market.

### TOMORROW

- A strategic direction from the **Downtown Plan** is to identify specific locations for NEW parks, plazas, and public gathering places.
- These new spaces will increase opportunities for events and social connection, and support surrounding adjacent commercial uses.



**What types of NEW parks and plaza spaces should be priorities for downtown?**

► Add a dot to the ideas you like MOST.

## Park and Plaza Spaces

### Parklets



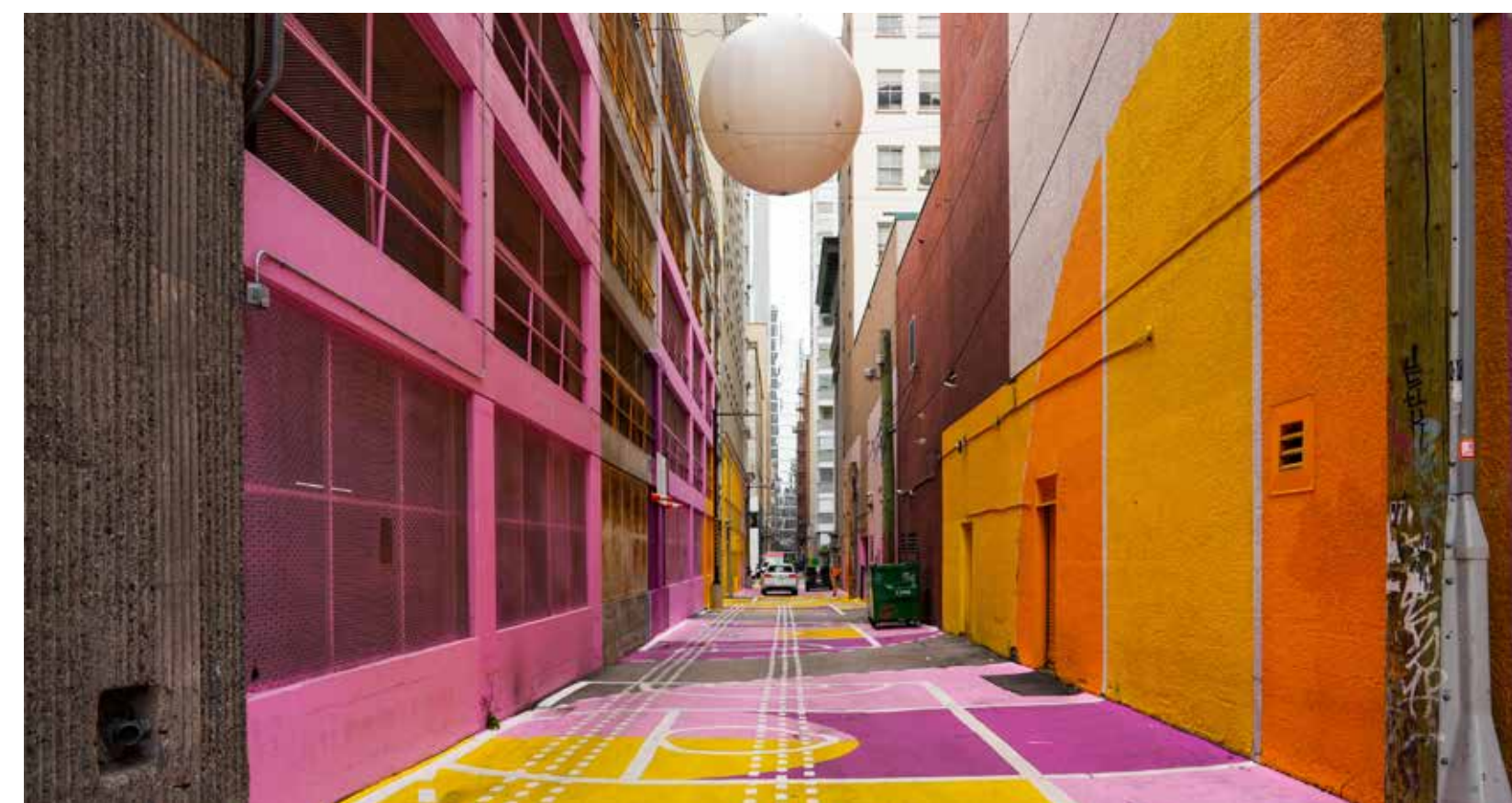
CAMPBELL STREET, TOFINO

Parklets are **small public spaces** that offer places to pause, relax, and enjoy greenery—often created by repurposing areas like sections of on-street parking

- New public buildings, such as the Kamloops Centre for the Arts, create opportunities for parklets along edges and adjacent streets.
- Parklets are small scale, designed for informal use and greenery rather than large gatherings.

Like this idea? Add a dot...

### Alley Activations



PINK ALLEY/ALLEY-OOP, VANCOUVER

Alley activations **transform existing alleys** from purely service or mobility functions into shared public spaces, often in partnership with nearby businesses.

- Art, lighting, and playful elements create a welcoming character.
- Collaboration with adjacent businesses is essential.
- Crime Prevention Through Environmental Design (CPTED) principles must guide design and operations.

Like this idea? Add a dot...

### Street Closures



BELL STREET PARK SHARED STREET, SEATTLE

Street conversions **repurpose existing street corridors** to support community life, either through temporary closures or more permanent redesigns.

- Can be a cost-effective way to expand public space.
- Temporary closures can be seasonal or event-based.
- Permanent changes must align with long-term transportation planning.
- Pop-ups help test ideas before committing.

Like this idea? Add a dot...

### Neighbourhood Parks



DEHART PARK, KELOWNA

**New public parks** add greenery and open space for people to enjoy, and can be integrated with initiatives like creek daylighting.

- Offer environmental and social benefits.
- Acquiring land for parks can be costly.
- Relationship to existing waterfront parks should be carefully considered.
- Locations should be focused in areas underserved by outdoor public greenspace.

Like this idea? Add a dot...

### Civic Plazas



sθaqəlxenam ts'exwts'áxwi7 (RAINBOW PARK), VANCOUVER

Civic plazas are **public gathering spaces** that often anchor a downtown. They offer room for people to meet, relax, and enjoy community events.

- Creating a new plaza may require costly land acquisition.
- Plazas work best in busy areas supported by cafés, shops, and daily activity.
- Can host music, markets, art, and other programming.

Like this idea? Add a dot...

# Reimagine Downtown! Turning Ideas Into Reality

## MOBILITY FOR PEOPLE - ACCESS TRANSPORTATION

BOARD 6



### How We're Moving Today

Every street in a mobility network plays a role in helping people reach their destinations or move through downtown. While some streets are designated for trucks and buses, all downtown streets should support people walking and accessing businesses, and some must provide protected space for cycling.

Seven streets have been identified as priorities for improving access into and around downtown (through the **Downtown Plan** and **Active Transportation Plan Update**). The map reviews how these streets function today, and the descriptions include improvements identified for each in the **Active Transportation Plan Update**.

#### North-South Corridors

##### 1st Avenue Uji Way to St. Paul St



- **Current Form:** Two-way vehicle traffic to Seymour St, changing to one-way south of Seymour St, sidewalks, uphill climb from Lansdowne St to St. Paul St
- **Key Destinations:** City Hall, Courthouse Gallery, Riverside Park, downtown businesses
- **Active Transportation Plan:** New multi-use pathway

##### 2nd Avenue/Lorne Street Uji Way to St. Paul St



- **Current Form:** Two-way vehicle traffic with on-street parking, sidewalks, uphill climb from Lansdowne St to St. Paul St
- **Key Destinations:** Waterfront parks, downtown businesses, Kamloops Museum and Archives, Memorial Park
- **Active Transportation Plan:** New multi-use pathway

##### 4th Avenue Victoria St to Columbia St

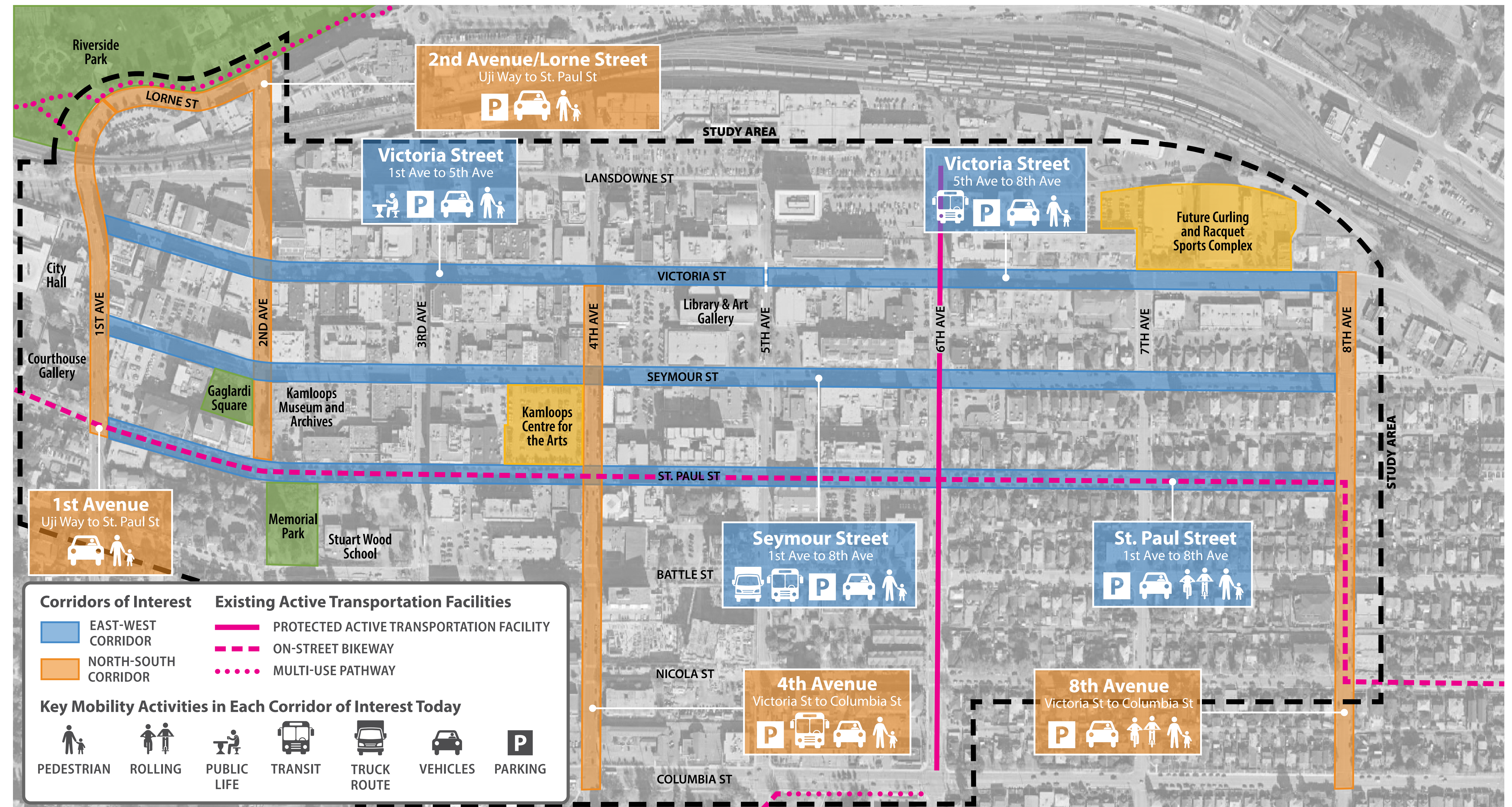


- **Current Form:** Transit route, two-way vehicle traffic, sidewalks
- **Key Destinations:** Downtown businesses, future Kamloops Center for the Arts, Columbia Precinct
- **Active Transportation Plan:** New sidewalk level protected bicycle lanes

##### 8th Avenue Victoria St to Columbia St



- **Current Form:** Two-way vehicle traffic with areas of on-street parking, partial sidewalks, connection for the St. Paul St bikeway
- **Key Destinations:** Downtown businesses, future Curling and Racquet Sports Complex
- **Active Transportation Plan:** New multi-use pathway



#### East-West Corridors

##### Victoria Street 1st Ave to 5th Ave



- **Current Form:** Two-way vehicle traffic with on-street parking, wide sidewalks, mid-block crossings, patios, mature street trees
- **Key Destinations:** Hub of commercial and retail activity, temporary closures for community events
- **Active Transportation Plan:** New neighbourhood bikeway

##### Victoria Street 5th Ave to 8th Ave



- **Current Form:** Four lanes of two-way vehicle traffic with on-street parking, sidewalks, transit
- **Key Destinations:** Area of ongoing renewal with more offices, residences, and businesses, future Curling and Racquet Sports Complex
- **Active Transportation Plan:** New neighbourhood bikeway

##### Seymour Street 1st Ave to 8th Ave



- **Current Form:** Two lanes of one-way eastbound vehicle traffic with on-street parking, sidewalks, transit, truck route (routing studies ongoing)
- **Key Destinations:** Downtown businesses, key route through downtown
- **Active Transportation Plan:** Bidirectional protected bicycle facilities

##### St. Paul Street 1st Ave to 8th Ave



- **Current Form:** Two-way vehicle traffic with neighbourhood bikeway, some on-street parking, sidewalks
- **Key Destinations:** Institutional, commercial, residential uses
- **Active Transportation Plan:** Existing neighbourhood bikeway upgrade

## Reimagining Downtown Mobility

- The **Transportation Master Plan** and **Downtown Plan** set clear direction: create a downtown mobility network that prioritizes safety and comfort for pedestrians, cyclists, and transit users while maintaining efficient use of the road network.
- Below are 10 tools that can advance this vision.



**Green, Yellow, Red!**  
Which tools do you think have potential for downtown?



- Place your **RED dot** under a tool you are **less sure about**.
- Place your **YELLOW dot** under one you're **curious about**.
- Place your **GREEN dot** under a tool you think is **a must**.

### Mobility Toolkit

#### Speed Tables and Raised Intersections

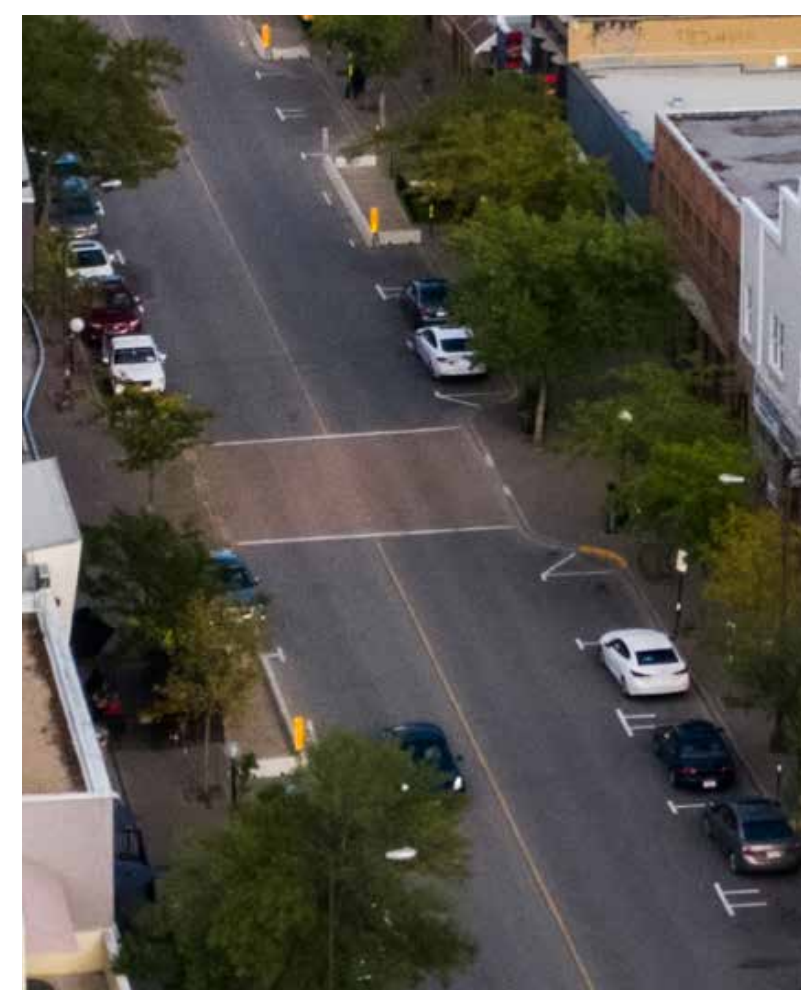


**Elevated roadway sections** that slow vehicles and highlight pedestrian priority

- Highly effective at intersections with heavy pedestrian activity
- Contrasting textures or colors reinforces the sense of entering a pedestrian-focused zone

Green, yellow, or red?

#### Mid-Block Pedestrian Crossings



**Designated crossings between intersections** to support natural desire lines

- Can be combined with raised crossings to slow vehicles
- Requires clear sightlines so drivers can see pedestrians
- Lighting and signage improve visibility

Green, yellow, or red?

#### Narrow Travel Lanes



**Reduced lane widths** to naturally discourage speeding and reclaim space for other uses

- Creates room for wider sidewalks, cycling lanes, or trees
- Can be achieved through curb realignment or low-cost treatments like paint, bollards, or textured surfaces

Green, yellow, or red?

#### Curb Extensions/Bus Bulbs



**Curb areas extending into the roadway** to shorten crossing distances, slow turning vehicles, and/or support transit stops

- Must be coordinated with cycling facilities
- Can incorporate stormwater features, transit facilities, etc

Green, yellow, or red?

#### Lower Speed Limits



**Reducing posted speeds** to align with pedestrian-oriented downtown environments

- Most effective when paired with physical design changes that reinforce slower speeds
- Limits determined on a street-by-street basis

Green, yellow, or red?

#### Road Surface and Texture Changes



Using **patterned, coloured, or textured pavement** to signal areas of pedestrian priority or transitions in street function

- Often paired with crossings, plazas, or shared-space zones
- Can incorporate public art or branding

Green, yellow, or red?

#### Vertical Elements and Street Edge Definition



Features, such as trees, lighting poles, and building edges create a **sense of enclosure**, encouraging slower driving

- Street trees enhance comfort, shade, and street character
- Planting strategies must account for long-term climate resilience

Green, yellow, or red?

#### Transit Stop Enhancements



Upgrades that improve **comfort and accessibility** for transit riders

- Shelters, lighting, seating, and real-time information increase safety and usability
- Art and signage enhance identity and wayfinding
- Better transit experiences can reduce car dependency

Green, yellow, or red?

#### Rolling Network Facilities



Improvements that make it **easy and convenient to cycle and roll** downtown

- Facilities can include bike and micromobility parking, repair stations, signals, and wayfinding
- Integrated with pedestrian and vehicle activity to reduce potential for conflicts

Green, yellow, or red?

#### Wayfinding and Information Systems



**Clear, consistent signage** helps people navigate safely and confidently

- Reduces conflicts by guiding pedestrians, cyclists, and drivers along appropriate routes
- Can be integrated with public art, lighting, and transit information

Green, yellow, or red?

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MOBILITY FOR PEOPLE - ACCESS AND TRANSPORTATION



A Future Network

A healthy, vibrant downtown depends on a transportation network that supports movement, safety, and street life. **Over time, every downtown street will be improved based on its unique function within the broader network.**

The **Transportation Master Plan** and the **Active Transportation Plan Update** identify the seven streets on this board as priority candidates for upgrades. Let's explore!

North-South Corridors - access and connection

- ▶ The north-south streets provide essential links into and through downtown.
- ▶ Today, **6th Avenue** provides one north-south active transportation connection.
- ▶ The **FOUR avenues below** are the **Active Transportation Plan Update** recommendations for walking and cycling improvements.



Which of the projects below would you like to see completed first?

▶ Please mark your **ONE top priority** with a dot.

IDENTIFIED PRIORITIES

**1st Avenue** Uji Way to St. Paul St  
Multi-use pathway connecting Riverside Park, City Hall, and the western edge of downtown

**2nd Avenue** Uji Way to St. Paul St  
Multi-use pathway connecting Riverside Park and downtown

**4th Avenue** Victoria St. to Columbia St  
Sidewalk-level protected bicycle lanes connecting the Columbia Precinct and downtown

**8th Avenue**  
Victoria St to Columbia St (and beyond)  
Multi-use pathway connecting downtown to Columbia St and addressing sidewalk gaps

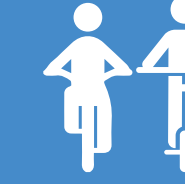
East-West Corridors - multi-modal priorities

- ▶ The **THREE east-west Corridors** of **Victoria Street, Seymour Street, and St. Paul Street** work together as the downtown mobility core (see Board 6).
- ▶ All of these streets will continue to support multiple of the “seven street functions” (see below). However, all functions cannot fit on every street. To provide a complete, multi-modal network, certain functions will be emphasized on some streets, and not on others.
- ▶ For example, one street may prioritize wider sidewalks and pedestrian space, another a separated cycling facility, while another more on-street parking or loading.



What functions do you think are priorities for each east-west street?

- ▶ Take **SEVEN dots**.
- ▶ Place **ONE dot** in each street function column.
- ▶ Every street function must have **at least ONE dot**. No single street can support all functions, so the key is to prioritize choices carefully.

|        |                 | SEVEN STREET FUNCTIONS                                                                                                                                                      |                                                                                                                                                                         |                                                                                                                                                                            |                                                                                                                                                                |                                                                                                                                                                |                                                                                                                                                                       |                                                                                                                                                                     |
|--------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| STREET |                 |  <b>Pedestrian Priority</b><br>Wide sidewalks, commercial activity, mid-block crossings |  <b>Rolling Priority</b><br>Protected rolling facilities for all ages and abilities |  <b>Transit Priority</b><br>Transit route with accessible and attractive transit stops |  <b>Truck Priority</b><br>Clear movement for trucks and emergency vehicles |  <b>Vehicle Priority</b><br>Easy movement and access to convenient parking |  <b>Street Life Priority</b><br>Expanded public realm to support retail and cafes |  <b>Event Priority</b><br>More regular closures for public events and gathering |
|        | SEYMOUR STREET  |                                                                                                                                                                             |                                                                                                                                                                         |                                                                                                                                                                            |                                                                                                                                                                |                                                                                                                                                                |                                                                                                                                                                       |                                                                                                                                                                     |
|        | VICTORIA STREET |                                                                                                                                                                             |                                                                                                                                                                         | Transit will be prioritized on Seymour St as per the Transit Future Action Plan                                                                                            | Trucks will be prioritized on Seymour St as per the Transportation Master Plan                                                                                 |                                                                                                                                                                |                                                                                                                                                                       |                                                                                                                                                                     |
|        | ST. PAUL STREET |                                                                                                                                                                             |                                                                                                                                                                         | Transit will be prioritized on Seymour St as per the Transit Future Action Plan                                                                                            | Trucks will be prioritized on Seymour St as per the Transportation Master Plan                                                                                 |                                                                                                                                                                |                                                                                                                                                                       |                                                                                                                                                                     |

## Beautiful Spaces are Intentional

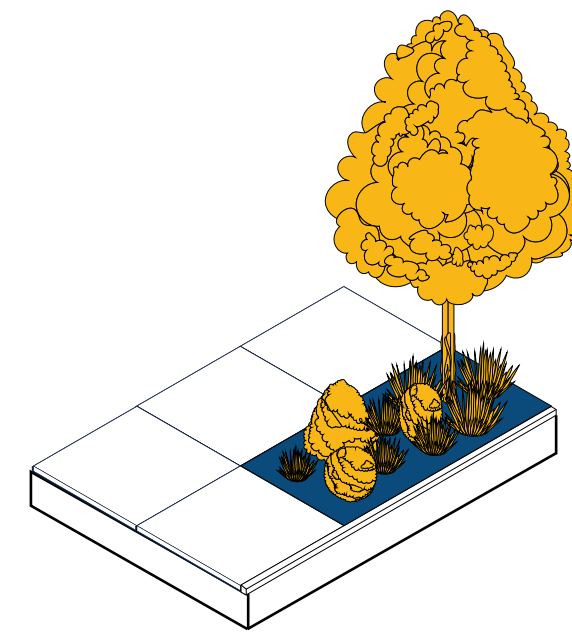
The design elements we choose shape streets and public spaces that are functional, sustainable, and true to the community's identity.



### What are your placemaking priorities?

► Add a dot on up to **THREE** placemaking elements that you feel are **most important** for the future downtown.

### Placemaking Elements



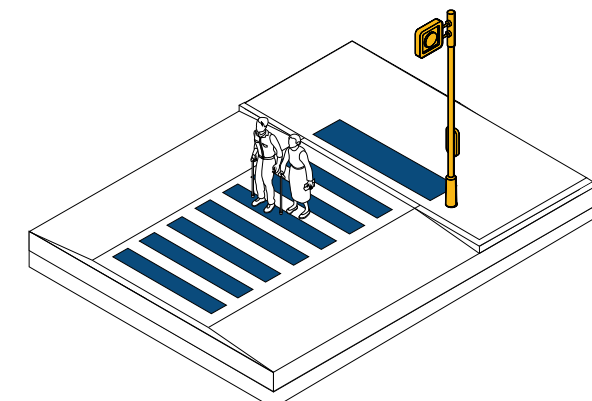
#### Trees and Vegetation



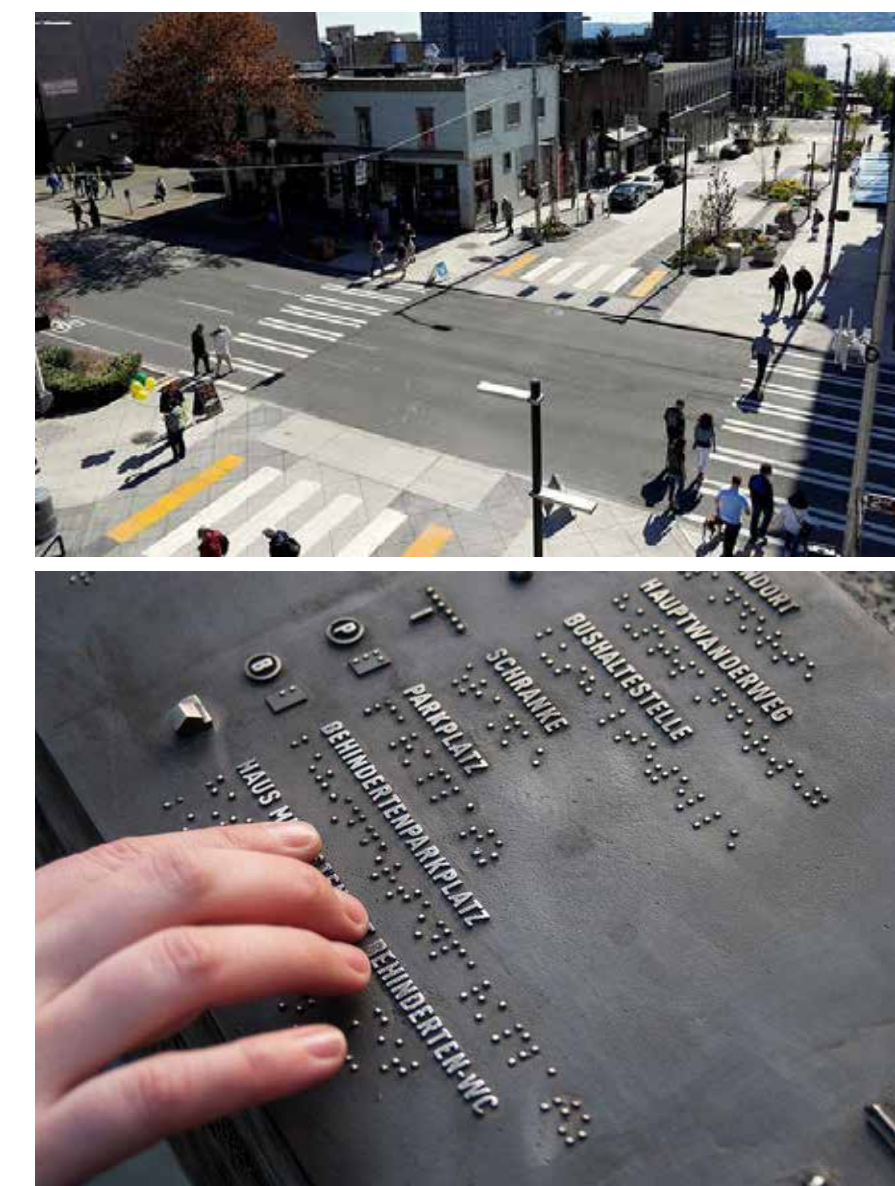
A lush tree canopy and ground-level planting can turn a hard streetscape into an inviting urban oasis

- Provide shade, environmental benefits, and human-scaled comfort
- Require climate resilient design and ongoing maintenance

Is this a priority? Add a dot...



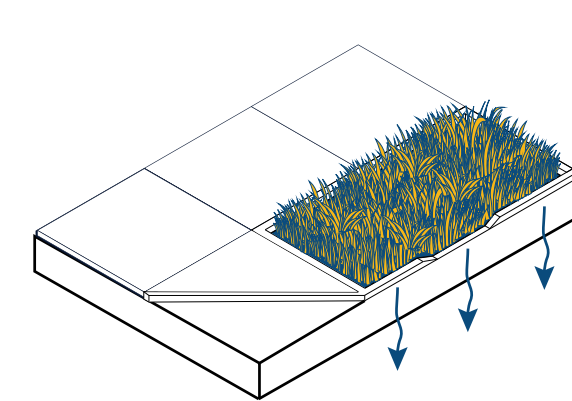
#### Universal Accessibility



Public spaces for all support safe, comfortable enjoyment by everyone

- Serves people of all ages and abilities
- Includes those with visual, cognitive, or physical limitations
- Also considers people with pets, strollers, and other mobility needs

Is this a priority? Add a dot...



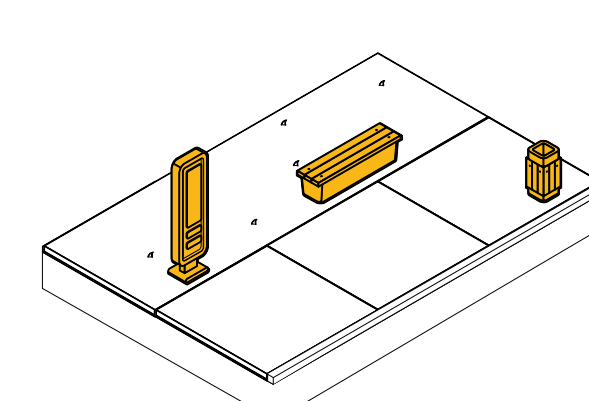
#### Stormwater Features



Features that capture and treat runoff support a regenerative urban environment

- Boulevards, planting areas, and trees with soil cells can provide space to detain and filter runoff
- These spaces need maintenance but can also reduce demand for costly hard infrastructure

Is this a priority? Add a dot...



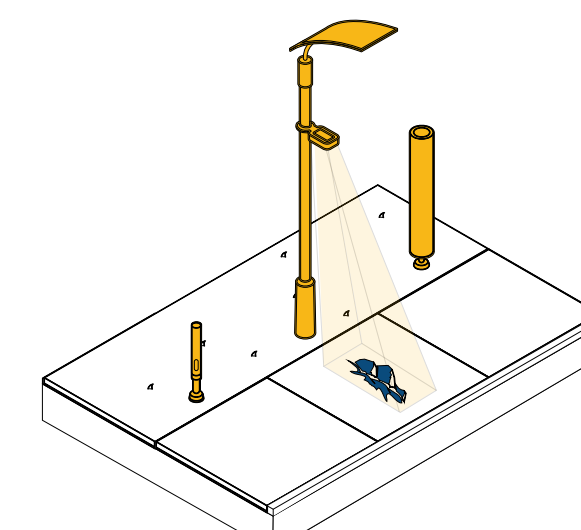
#### Street Furnishings



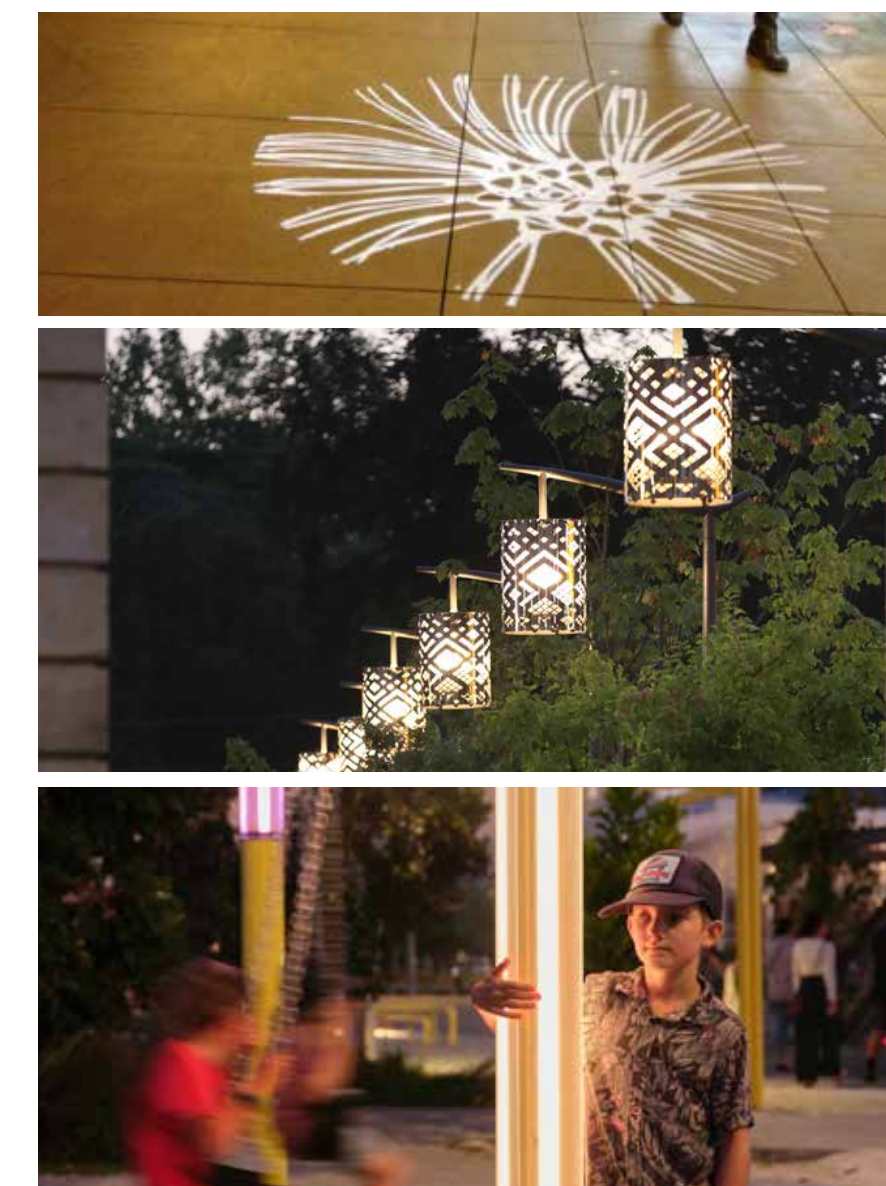
The look and placement of furnishings shape the character of a space

- Benches, recycling bins, and wayfinding signs shape everyday downtown experiences
- Durable materials, consistent styles, and comfortable pieces are essential

Is this a priority? Add a dot...



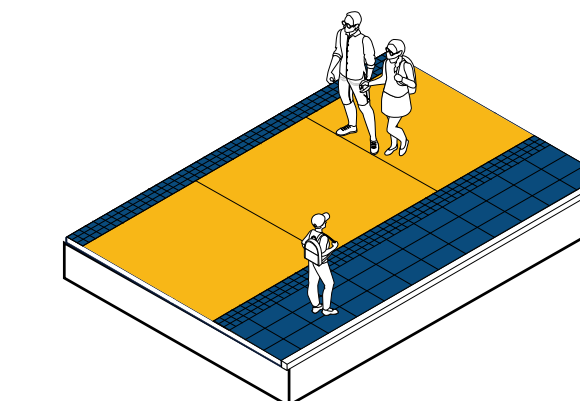
#### Lighting



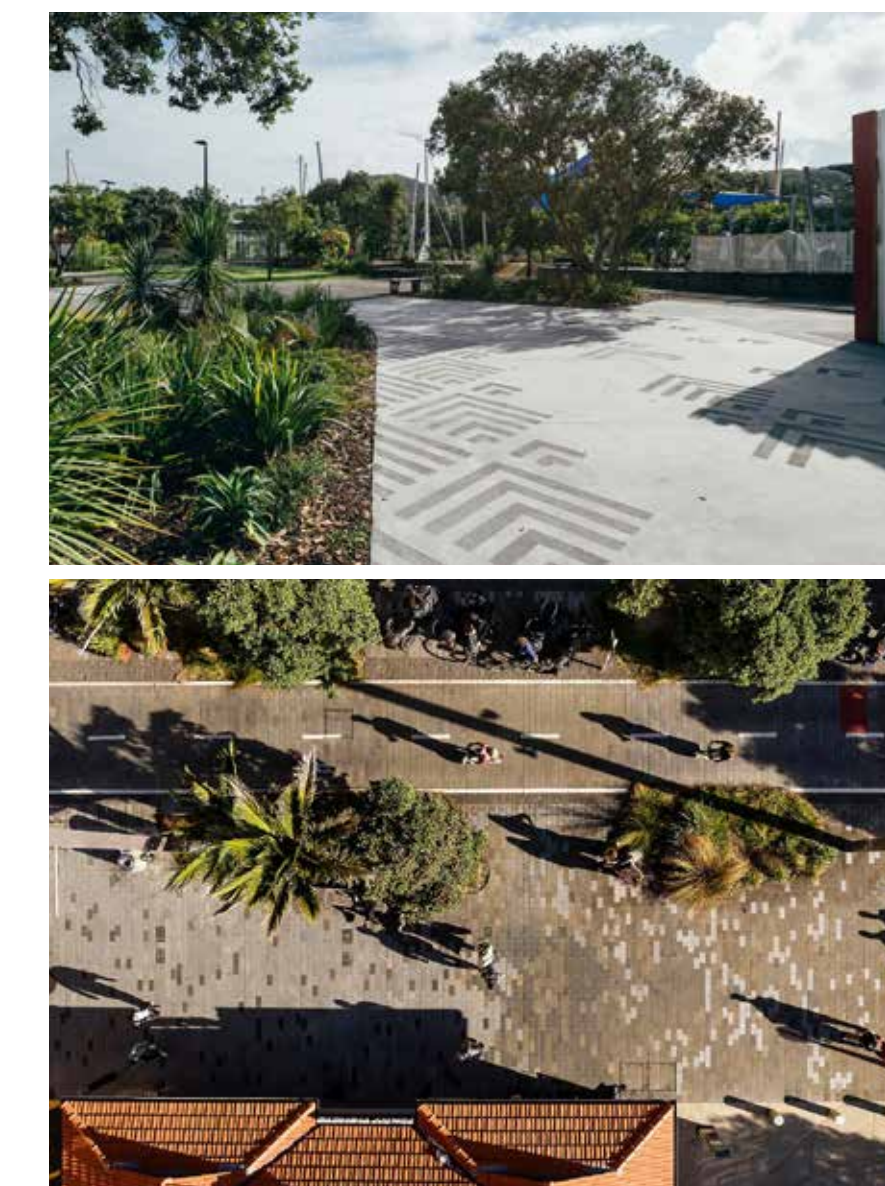
High-quality lighting creates atmosphere, safety, and welcoming nighttime experience

- Warm, inviting lighting is essential during long Canadian winters
- Modern lighting comes in many forms, limited only by our imaginations

Is this a priority? Add a dot...



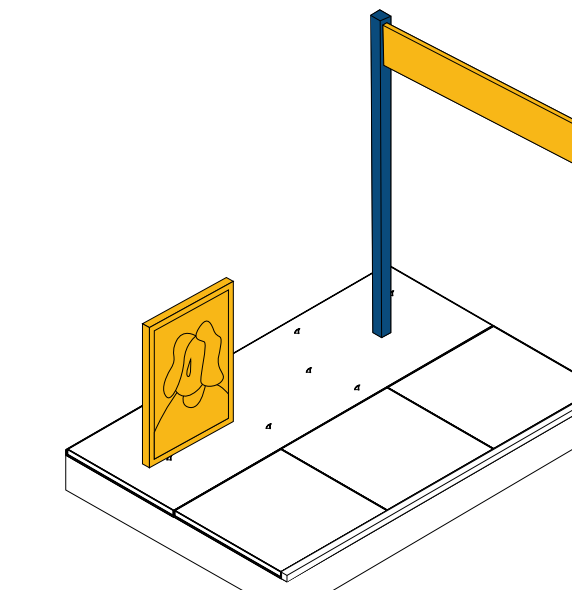
#### Surfaces



Ground surfaces shape how we interact, signaling priority, guiding movement, and defining different uses

- Colour and texture express local character and identity
- Choices influence comfort, accessibility, and feel of a place

Is this a priority? Add a dot...



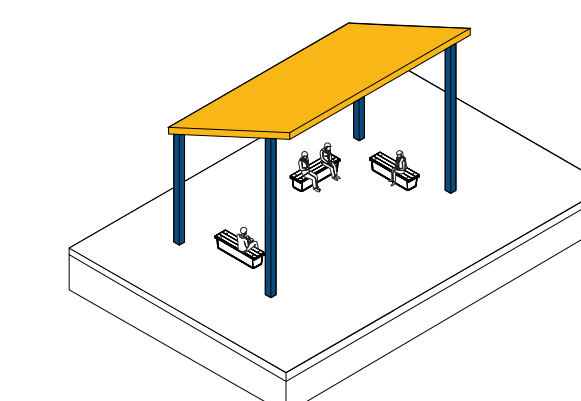
#### Art and Gateways



Art brings visual storytelling into public space, sharing local narratives, sparking curiosity, and shifting perspectives

- Art can range from iconic gateways to subtle paving details
- May be temporary or permanent

Is this a priority? Add a dot...



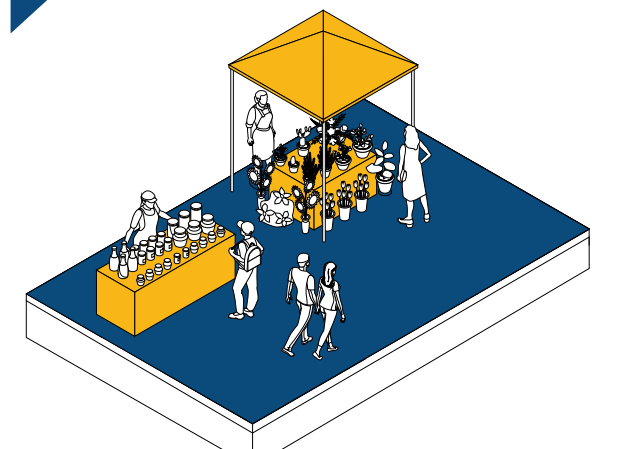
#### Canopy and Cover



Strategic overhead canopies make spaces more usable through the varied seasons

- Canopies can provide both rain and sun protection
- Can accommodate formal programming or day-to-day uses, like seating

Is this a priority? Add a dot...



#### Programming



Downtown public spaces are where city life unfolds, and events and activities help build social connection

- Physical spaces and amenities support successful programming
- Events draw people downtown and support businesses

Is this a priority? Add a dot...

Reimagine Downtown! Turning Ideas Into Reality

EXPERIENCES FOR PEOPLE - AMENITIES



Reimagining Downtown Amenities

Over the years, people have identified ideas for amenities in downtown parks, plazas, and gathering spaces.



Which ones do you think would be a great fit for a future downtown public space?

► Take **THREE** dots to identify elements that you feel are **most important** for the future downtown.

Amenities

Additional Art and Sculptural Elements



Like this idea? Add a dot...

Child-Friendly Areas/ Areas For Play



Like this idea? Add a dot...

Covered Areas for Seasonal Use and Enjoyment



Like this idea? Add a dot...

Dog-Friendly Amenities/ Dog Parks



Like this idea? Add a dot...

Environmental Features Like Creek Daylighting or Naturalized Areas



Like this idea? Add a dot...

Food Truck/ Kiosk Spaces



Like this idea? Add a dot...

Informal Game Areas (e.g. Ping Pong, Bean Bag Toss, Etc.)



Like this idea? Add a dot...

Open Lawn Spaces for Seating/Leisure



Like this idea? Add a dot...

Permanent Market Space



Like this idea? Add a dot...

Outdoor Fitness Stations



Like this idea? Add a dot...

Public Washroom Facilities



Like this idea? Add a dot...

Water Features



Like this idea? Add a dot...

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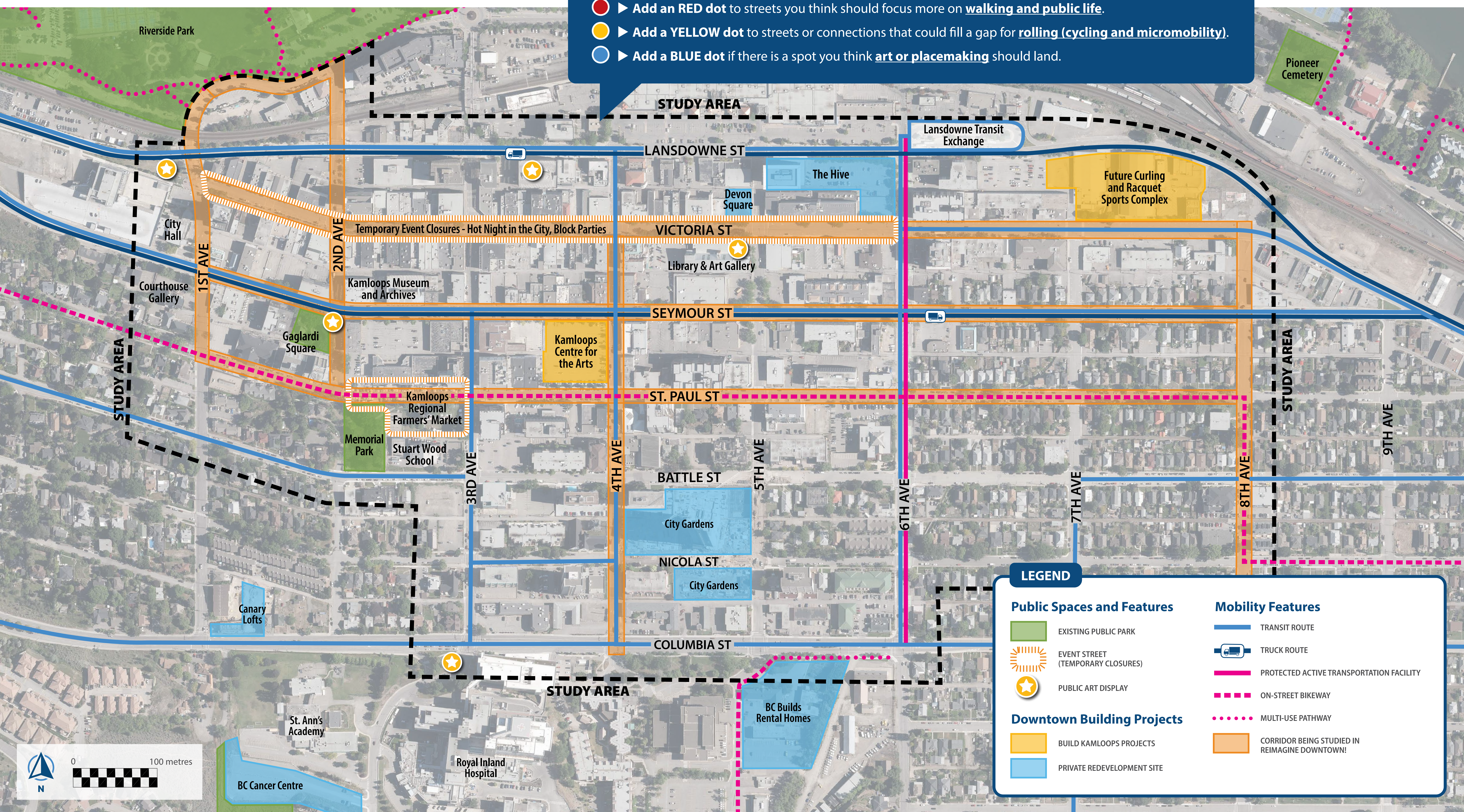
## YOUR IDEAS!

BOARD 11



### Let's Talk Locations

- ▶ Add a **GREEN** dot to locations you think might be great for a **park, plaza, or public space**.
- ▶ Add an **RED** dot to streets you think should focus more on **walking and public life**.
- ▶ Add a **YELLOW** dot to streets or connections that could fill a gap for **rolling (cycling and micromobility)**.
- ▶ Add a **BLUE** dot if there is a spot you think **art or placemaking** should land.



### LEGEND

#### Public Spaces and Features

- EXISTING PUBLIC PARK
- EVENT STREET (TEMPORARY CLOSURES)
- PUBLIC ART DISPLAY

#### Downtown Building Projects

- BUILD KAMLOOPS PROJECTS
- PRIVATE REDEVELOPMENT SITE

#### Mobility Features

- TRANSIT ROUTE
- TRUCK ROUTE
- PROTECTED ACTIVE TRANSPORTATION FACILITY
- ON-STREET BIKEWAY
- MULTI-USE PATHWAY
- CORRIDOR BEING STUDIED IN REIMAGINE DOWNTOWN!

