

DOWNTOWN PLAN CHARRETTE

DESIGN BRIEF

JUN
2018



A COMPANION DOCUMENT TO THE 2018 DOWNTOWN PLAN



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1.0 INTRODUCTION »

Kamloops is currently in the process of creating a new Downtown Plan that will guide future development and investment in the Downtown, Sagebrush, and West End neighbourhoods. As part of this process, the City has organized a three-day “design charrette” to explore various design concepts and opportunities for the Downtown that can be used to enrich and inform the planning process.

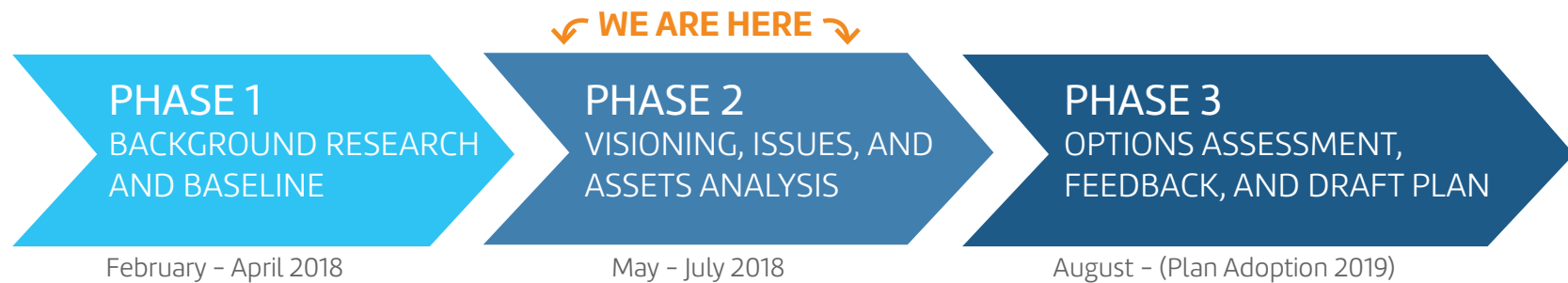
A design charrette is an intensive, multi-day design workshop that brings together City staff, a team of designers, stakeholders, and members of the public to discuss and rapidly develop a set of design ideas and concepts for a defined area. By working collaboratively and intensely, the design charrette process can help to generate creative, integrated ideas that address multiple perspectives and compress the time frame of a typical planning process.

This design brief is intended to provide the design team and participants in the charrette with a common starting framework. It includes an introduction to the Downtown planning process, a description of the plan area neighbourhoods, and a summary of issues and opportunities raised so far in the planning process. It also identifies the desired outcomes from the charrette process and provides a series of maps and images to help participants understand the current conditions, assets, and opportunities in the area.

2.0 DOWNTOWN PLANNING PROCESS »

The Downtown Plan planning process consists of three phases. We are currently in Phase 2.

Phase 1 consisted of gathering background information about the plan area, which is summarized in the *Downtown Core Area: Neighbourhood Profiles and Baseline Conditions Report* (available online at www.kamloops.ca/downtownplan). Phase 2 involves identifying issues and opportunities, “big ideas”, and a vision for the Downtown via public and stakeholder engagement. Phase 3 consists of developing draft land use options and policy directions, obtaining public and stakeholder input, developing a draft of the Downtown Plan, and seeking public and stakeholder input on the draft plan prior to presenting it to Council for adoption.



3.0 PLANNING OBJECTIVES »

The purpose of the Downtown Plan is to provide a framework to guide decisions related to planning and land use management for the Downtown, Sagebrush, and West End neighbourhoods over a 20-year time frame.

The objectives of the Downtown Plan are to:

- engage residents and stakeholders to identify key issues and big ideas, and to create a plan that embodies their vision for the area by addressing social, economic, and environmental issues
- prepare policies and guidelines that will guide the physical development of public and private spaces
- support a shift to walking, cycling, and transit by providing connections to sustainable modes of transportation within the plan area, as well as to surrounding areas
- support policies that improve the overall health and well-being of residents by enhancing neighbourhood walkability and access to work, school, and recreational opportunities, and by increasing residential density (where appropriate) through infill development to reduce sprawl
- support the Downtown as a destination for both residents and visitors, by planning for and directing growth and change in the plan area as envisioned in KAMPLAN, the City's Official Community Plan
- provide recommendations on infrastructure and servicing to support growth and attract investment into the Downtown
- explore the development of Heritage Conservation Areas, as regulated under the Local Government Act, for the preservation and protection of features or characteristics that contribute to the heritage value or heritage character of the Downtown

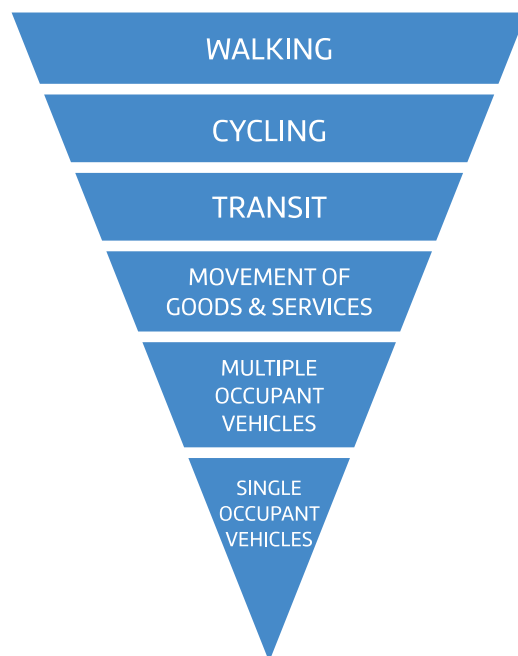


4.0 CHARRETTE PURPOSE »

As part of Phase 2 of the Downtown Plan planning process, the City of Kamloops is undertaking a collaborative stakeholder and community-based design charrette to develop a vision and conceptual plan for the Downtown Core Area.

The charrette process provides an opportunity for stakeholders and community members to share design opinions and ideas. Its purpose is to provide a forum for building community consensus on a vision for the Downtown through meaningful participation via dialogue and visualization in order to bring the vision to life.

City of Kamloops Hierarchy of Transportation and Mobility Priorities



The charrette process will explore:

- issues and ideas raised by stakeholders and the public about the Downtown during the early part of Phase 2
- proposed land uses and the location of residential, commercial, institutional, mixed-use, parks, and other uses
- different housing forms to address housing needs across the housing continuum, including opportunities to establish rental and affording housing in the Downtown
- pedestrian and streetscape improvements to enhance the walkability and vibrancy of the Downtown
- transportation and mobility regarding access and circulation for all modes (pedestrians, cyclists, transit, goods movement, emergency services, and private vehicles)
- environmentally sensitive areas and how they will be integrated and protected through low impact development measures
- infrastructure and servicing considerations to support the planned growth in the Downtown
- ideas for the preservation and protection of features or characteristics that contribute to the heritage value or heritage character of the Downtown
- policy and program ideas to achieve the objectives of the Downtown Plan

The charrette will extend over a three-day period (June 14 – 16), beginning with a public lecture on the evening before Day 1. The design team, City staff, the Downtown Plan Advisory Committee (DTAC), and stakeholders will work together through a series of mapping exercises and facilitated discussions on June 14 and 15 to produce rough draft design concepts with supporting materials in the form of hand drawn plans and illustrations, diagrams, and/or sections that describe the future vision of the Downtown. These will not be final plans or drawings, but instead form a framework for further refinement and development of the Downtown Plan, its land use options, and its policies. On June 16, the public will have the opportunity to review and provide feedback to City staff and the design team on the materials developed over the previous two days at a community open house.

CHARRETTE AGENDA

DAY 0: PUBLIC LECTURE WEDNESDAY, JUNE 13, 2018 PARAMOUNT THEATRE, 503 VICTORIA STREET		
TIME	PROGRAM	PARTICIPANTS
7:00 - 9:00 PM	Downtown Planning and Urban Design <ul style="list-style-type: none"> › Welcome › Presentation and movie screening › Panel discussion 	Everyone welcome
DAY 1: DESIGN PRINCIPLES AND DIRECTIONS THURSDAY, JUNE 14, 2018 MOUNTVIEW TERRACE, HOTEL 540, 540 VICTORIA STREET		
TIME	PROGRAM	PARTICIPANTS
8:00 - 11:00 AM	Workshop with Stakeholders <ul style="list-style-type: none"> › Welcome and introductions › Overview of design brief and questions › Objectives of the charrette (what does success look like?) › Community mapping exercise (the NOW and the WOW) 	Design Team, Community Planning Team, City Staff Technical Working Group (STWG), Downtown Plan Advisory Committee (DTAC), key stakeholders
11:00 - 1:30 PM	Site Tour and Working Lunch	Design Team, Community Planning Team
1:30 - 2:30 PM	Design Team Workshop <ul style="list-style-type: none"> › Review stakeholder workshop › Key directions and information required › Review deliverables 	Design Team, Community Planning Team
2:30 - 5:00 PM	Design Team Review <ul style="list-style-type: none"> › Review ideas and key directions › Prep for production process 	Design Team

DAY 2: CONCEPT DEVELOPMENT FRIDAY, JUNE 15, 2018 MOUNTVIEW TERRACE , HOTEL 540, 540 VICTORIA STREET		
TIME	PROGRAM	PARTICIPANTS
8:00 AM - 1:00 PM	Design Team Production – Concept Development › Design team generates drawings and ideas	Design Team
1:00 - 2:00 PM	Design Team and City Staff Check-in	Design Team, Community Planning Team, City Staff Technical Working Group (STWG)
2:00 - 4:00 PM	Mid-Course Correction › Review of Day 1 Outcomes › Discussion: Did we get it right? › Discussion: Changes, new ideas, additional work required	Design Team, Community Planning Team, City Staff Technical Working Group (STWG), Downtown Plan Advisory Committee (DTAC), key stakeholders
DAY 3: CONCEPT REFINEMENT & PUBLIC OPEN HOUSE SATURDAY, JUNE 16, 2018 RIVERS ROOM , HOTEL 540, 540 VICTORIA STREET		
TIME	PROGRAM	PARTICIPANTS
8:00 - 11:30 AM	Design Team Production – Concept Refinement	Design Team
11:30 AM - 1:30 PM	Open House Prep	Design Team, Community Planning Team
2:00 - 5:00 PM	Community Open House › Public gallery › Short presentation of charrette results	Everyone welcome

CHARRETTE INVITEES

The following list includes any individual who received an invitation to attend the charrette. Some invited individuals are or may be unable to attend.

NAME	ORGANIZATION	POSITION	PARTICIPATION GROUP
Rob Barrs	MODUS	Principal, Senior Planner (Lead Consultant)	Design Team
Edward Porter	MODUS	Senior Urban Designer	Design Team
Jessica Mann	MODUS	Junior Urban Designer	Design Team
Frank Ducote	Frank Ducote Urban Design	Principal	Design Team
Calum Srigley	Placemaker	Urban Designer	Design Team
Justin Barer	Urban Systems	Land Economist	Design Team
Jason Locke	City of Kamloops	Community Planning & Sustainability Manager	Community Planning Team
Carmin Mazzotta	City of Kamloops	Community Planner	Community Planning Team
Andrew Macaulay	City of Kamloops	Planning Assistant	Community Planning Team
Dave Freeman	City of Kamloops	Assistant Director/Real Estate Manager	City Staff Technical Working Group (STWG)
Tammy Robertson	City of Kamloops	External Relations Manager	City Staff Technical Working Group (STWG)
Barbara Berger	City of Kamloops	Recreation, Social Development & Culture Manager	City Staff Technical Working Group (STWG)
Lee Lundgren	City of Kamloops	Senior Building Official	City Staff Technical Working Group (STWG)
Deven Matkowski	City of Kamloops	Engineering Manager	City Staff Technical Working Group (STWG)
Glen Farrow	City of Kamloops	Streets & Environmental Services Manager	City Staff Technical Working Group (STWG)
Darren Crundwell	City of Kamloops	Capital Projects Manager	City Staff Technical Working Group (STWG)
John Ramsay	City of Kamloops	Bylaw Services Manager	City Staff Technical Working Group (STWG)
Steve Robinson	City of Kamloops	Assistant Fire Chief	City Staff Technical Working Group (STWG)
Elnaz Ansari	City of Kamloops	Traffic & Transportation Engineer	City Staff Technical Working Group (STWG)
Liam Baker	City of Kamloops	Utilities Engineer	City Staff Technical Working Group (STWG)
Ian Franks	City of Kamloops	Drainage Engineer	City Staff Technical Working Group (STWG)

NAME	ORGANIZATION	POSITION	PARTICIPATION GROUP
Eric Beach	City of Kamloops	Planning & Development Supervisor	City Staff Technical Working Group (STWG)
Natalie Serl	City of Kamloops	Social Development Specialist	City Staff Technical Working Group (STWG)
Mike Doll	City of Kamloops	Parks Planning Supervisor	City Staff Technical Working Group (STWG)
Derek de Candole	City of Kamloops	Community Energy Specialist	City Staff Technical Working Group (STWG)
Jay Wessel	RCMP	Ops Support NCO	City Staff Technical Working Group (STWG)
Darren Angman	RCMP	CPVS	City Staff Technical Working Group (STWG)
Jim Anderson	Venture Kamloops	Executive Director	City Staff Technical Working Group (STWG)
Danalee Baker	Thompson Nicola Cariboo United Way	Executive Director	Downtown Plan Advisory Committee (DTAC)
Tom Calne	Canadian Home Builders Association – Central Interior	Director, Board of Directors	Downtown Plan Advisory Committee (DTAC)
Carl DeSantis	Kamloops Central Business Improvement Association	Executive Director	Downtown Plan Advisory Committee (DTAC)
Jason Fawcett	Kelson Group	Vice President, Operations	Downtown Plan Advisory Committee (DTAC)
Brad Harrison	Sagebrush Neighbourhood Association	President	Downtown Plan Advisory Committee (DTAC)
Trevor Koot	Kamloops & District Real Estate Association	Executive Officer	Downtown Plan Advisory Committee (DTAC)
Leslie Lax	Downtown Neighbourhood Association	Board Member	Downtown Plan Advisory Committee (DTAC)
Carol Lindsay	Heritage Commission	Citizen at Large Member	Downtown Plan Advisory Committee (DTAC)
Michael O'Brien	Kamloops Arts Council	Board Member	Downtown Plan Advisory Committee (DTAC)
Paul Ross	Kamloops Chamber of Commerce	Past-President, Board of Directors	Downtown Plan Advisory Committee (DTAC)
John ter Borg	Tk'emlúps te Secwepemc	Manager, Planning/Engineering	Downtown Plan Advisory Committee (DTAC)
Denis Walsh	City of Kamloops	City Councillor	Downtown Plan Advisory Committee (DTAC)
Yvonne Deibert	Ministry of Citizens' Services – Real Property Division	Acting Director, Stakeholder & Community Engagement	key stakeholders
Graeme Sykes	Ministry of Citizens' Services – Real Property Division	Real Estate Manager	key stakeholders
Quinn Daly	Ministry of Citizens' Services – Real Property Division	Manager, Real Estate Partnerships	key stakeholders
Robin Levesque	Ministry of Citizens' Services – Real Property Division	Executive Director	key stakeholders

NAME	ORGANIZATION	POSITION	PARTICIPATION GROUP
Vanessa Lloyd	Ministry of Citizens' Services – Real Property Division	Workplace Planner	key stakeholders
Doug Levell	Interior Health Authority	Manager, Real Estate Services	key stakeholders
David Fowler	Interior Health Authority	Director, Major Capital Redevelopment	key stakeholders
Lila Mae White	Interior Health Authority	Capital Projects, Community-Based Services	key stakeholders
James Johnson	Ministry of Transportation and Infrastructure – Pacific Gateway Branch	Manager, Network Strategies and Infrastructure Development	key stakeholders
Mike LoVecchio	Canadian Pacific (CP)	Director, Government Affairs	key stakeholders
Ted Ockenden	BC Lottery Corporation	Director, Corporate Services & Facilities	key stakeholders
Casey VanDongen	Total Concept Developments	President and Development Manager	key stakeholders
Sheila Minten	Total Concept Developments	Manager and Customer Care	key stakeholders
Finlay Sinclair	The Reach at TRU	President and Chief Executive Officer	key stakeholders
Bev DeSantis	Tourism Kamloops	Chief Executive Officer	key stakeholders
Monica Dickinson	Tourism Kamloops	Director of Industry Relations and Communications	key stakeholders
Lisa Strachan	Tourism Kamloops	Director of Destination Development	key stakeholders
Regina Sadilkova	Thompson Nicola Regional District	Director, Development Services	key stakeholders
Dan Wallace	Thompson Nicola Regional District	Planner	key stakeholders
Anita Ely	Interior Health	Environmental Health Officer	key stakeholders
Jenny Green	Interior Health	Community Health Facilitator	key stakeholders
Alison Sidow	School District No. 73	Superintendent of Schools	key stakeholders
Robyn Reudink	Ministry of Forests, Lands, and Natural Resources Operations (MFLNRO)	Ecosystems Biologist	key stakeholders
Graeme Schimpf	Ministry of Transportation & Infrastructure (MOTI)	Operations Manager	key stakeholders
Brandon Gustafson	Ministry of Transportation & Infrastructure (MOTI)	Development Approvals Technician	key stakeholders
Clark Grieve	Venture Kamloops	Economic Development Specialist	key stakeholders

5.0 DOWNTOWN CHARRETTE PLANNING AREA »

The Downtown Plan planning area, as shown in the figure below, includes the Downtown, West End, and Sagebrush neighbourhoods.

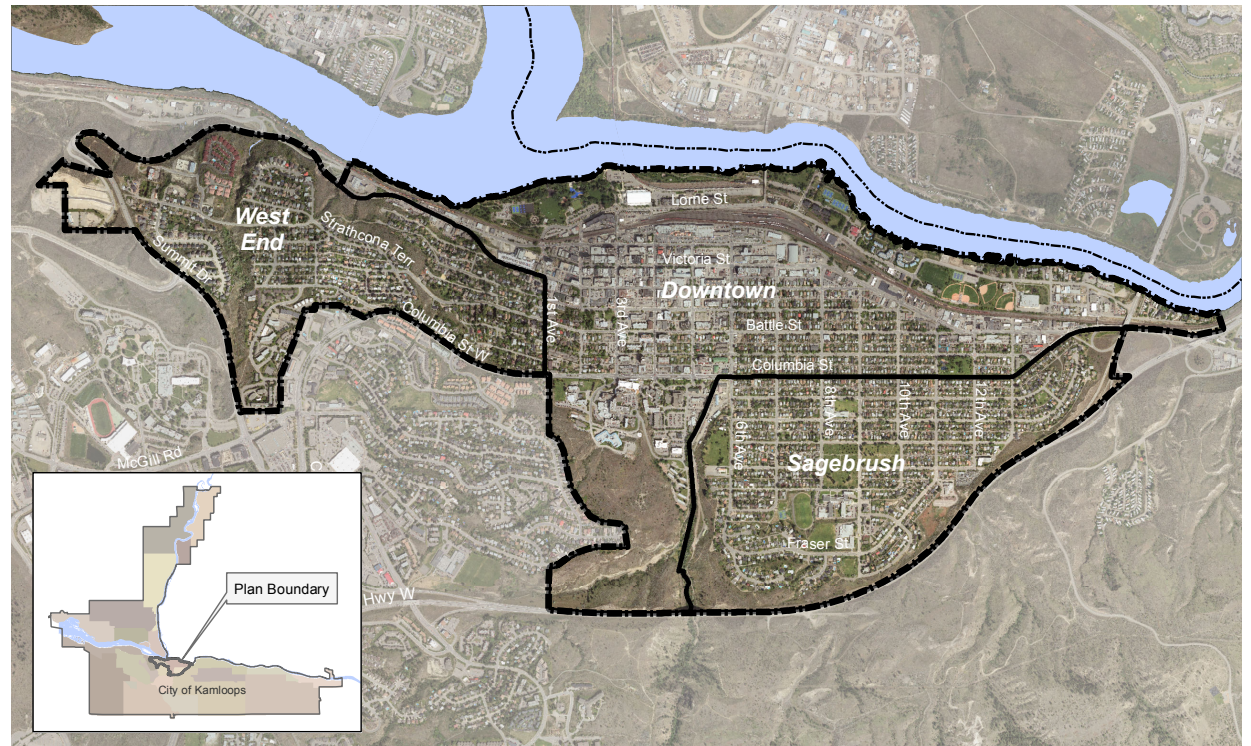
The Downtown, which includes the Central Business District (CBD), is the economic, social, and cultural heart of the city. It includes commercial, institutional, parks and open space, and residential (mostly medium- to high-density) land uses. The West End, which includes the city's oldest residential areas, features a mix of single-family character homes, newer townhouses, duplexes, and apartment buildings. Sagebrush is largely composed of single-family homes built between 1900 and 1960, with the exception of several apartment buildings constructed from the 1950s to 1970s.

The *Downtown Core Area: Neighbourhood Profiles and Baseline Conditions Report* (available online at www.kamloops.ca/downtownplan) provides detailed information on the plan area, including policy context, land use, demographics, housing, transportation, employment, parks, heritage, arts and culture, and the environment.

NEIGHBOURHOOD FORM AND CHARACTER

The set of maps and images on the following pages provide an overview of the diverse form and character of the three plan area neighbourhoods.

Plan Area and Neighbourhood Boundaries



The Downtown neighbourhood with numbered image locations



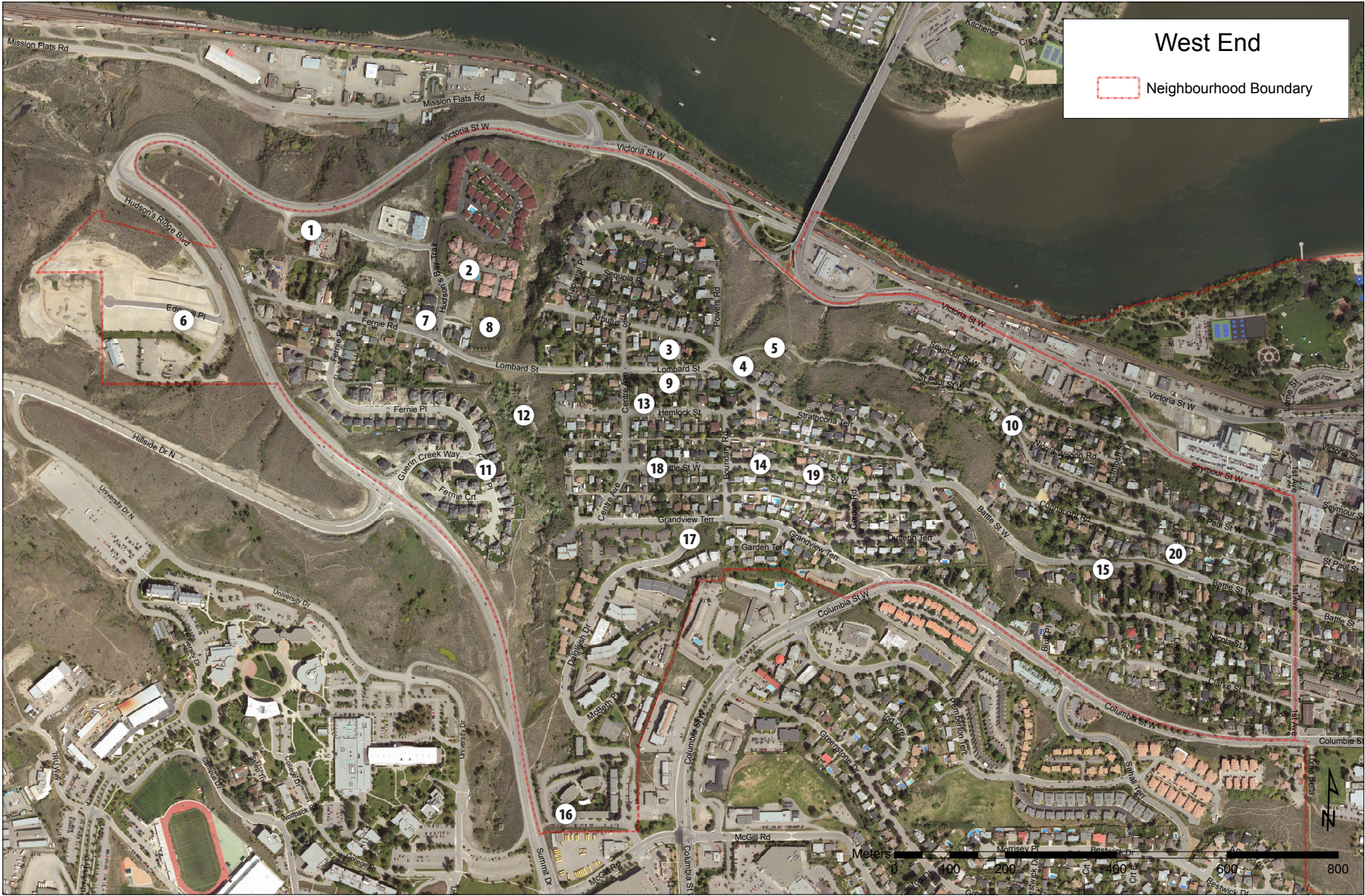


The Sagebrush neighbourhood with numbered image locations





The West End neighbourhood with numbered image locations





6.0 PHASE 2 ENGAGEMENT »

In the early part of Phase 2, we asked the community for input on the key issues and opportunities, “big ideas”, and vision for the Downtown area in the coming years.

ENGAGEMENT OVERVIEW

The City has hosted the following engagement activities in Phase 2. In total, City staff engaged with approximately 250 individuals during these events.

- Saturday, May 12, 2018 – Kamloops Farmers’ Market
- Wednesday, May 16, 2018 – Pop-up Booth, Kamloops Farmers’ Market
- Wednesday, May 16, 2018 – Local Business Open House
- Thursday, May 17, 2018 – Community Open House
- Wednesday, May 23, 2018 – Pop-up Booth, Kamloops Farmers’ Market
- Thursday, May 31, 2018 – Pop-up Booth, Victoria Street

Upcoming Public Events - Design Downtown Week

- Wednesday, June 13, 2018 – Public Lecture: Planning and Urban Design (Paramount Theatre)
- Saturday, June 16, 2018 – Community Open House: Design Downtown (Hotel 540)



WHAT WE HEARD

Feedback collected from the community was guided by four key questions:

- What are the key *issues* the Downtown Plan should address?
- What *opportunities* do you see for the Downtown?
- What is your “*big idea*” for the Downtown?
- Describe, using key words, your *vision* for the Downtown.

The resulting input has been organized into key themes that emerged in relation to a number of topic areas. Many of these themes may relate to more than one topic area, but are organized below by the most relevant.

Following completion of Phase 2, City staff will release a community engagement report that provides a more thorough summary of Phase 2 engagement activities and feedback provided by the community, including appendices with all the verbatim comments that were received.

Land Use and Urban Form

- encourage more mixed-use development Downtown (e.g. retail on first floor with residential above)
- promote residential infill development to increase density Downtown
- bring back an elementary school to Downtown

Environment

- create a commercial recycling program
- provide electric car charging stations Downtown

Transportation and Mobility

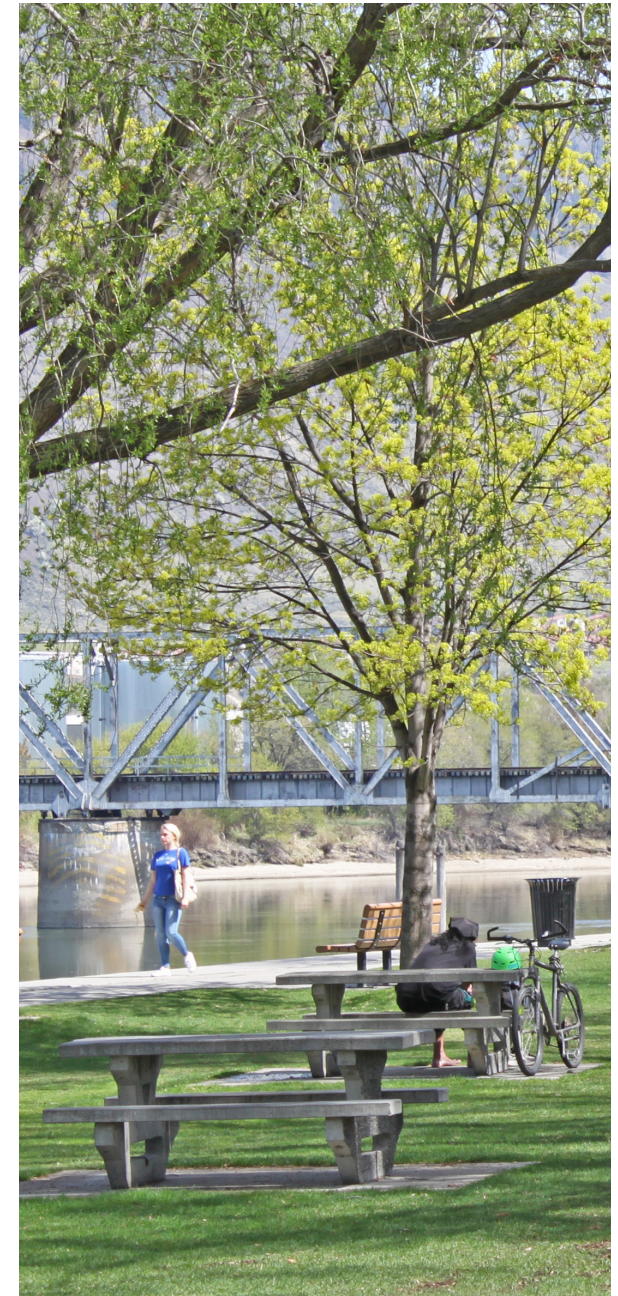
- make Downtown for pedestrians (first and foremost) and cyclists, not cars
- improve walkability of the plan area
- build more separated bike lanes and bike storage Downtown
- turn one-way streets into two-way streets, especially along Seymour and Lansdowne Streets
- do more to calm traffic Downtown (e.g. roundabouts, reduced speed limits)
- provide free or less expensive parking Downtown
- ensure there is enough parking Downtown for employees/owners and visitors
- reduce parking Downtown and promote development on surface lots
- attract a bike share program
- improve the frequency and coverage of Downtown transit service
- replace electronic parking kiosks – they’re too confusing to operate

Housing

- build more affordable housing
- require developers to have affordable housing units in their projects or provide a monetary contribution to help fund affordable housing
- encourage more seniors housing Downtown

Parks and Open Space

- create more public gathering spaces Downtown (e.g. plazas)
- provide more green space in the CBD
- build an outdoor skating rink Downtown



Arts, Culture, and Heritage

- build a Performing Arts Centre
- do more to highlight and emphasize arts and culture
- have more public art installations Downtown
- protect heritage assets

Health and Safety

- address perceived safety concerns Downtown
- increase police and CAP team foot patrols Downtown

Economic Development

- attract large businesses and more office workers Downtown
- build a convention centre Downtown
- have a year-round farmers' market – consider the former Value Village site
- start an outdoor Christmas market/festival
- encourage a more vibrant nightlife and longer operating hours Downtown



Community Well-being

- address prominence of homelessness and panhandling Downtown
- provide more funding and support for social services
- build a Downtown community centre
- improve the accessibility of Downtown

Public Realm and Urban Design

- create a pedestrian-only space Downtown (e.g. close part of Victoria Street to vehicles)
- extend Victoria Street beautification efforts and streetscape elements to other streets (e.g. further east on Victoria Street, along Seymour Street, along adjacent avenues)
- plant more trees Downtown
- widen sidewalks Downtown and ensure proper winter maintenance
- install more benches to provide seating for pedestrians
- improve connectivity across the railway to the waterfront
- provide public toilets Downtown
- make Downtown more inviting in winter



The collective vision that emerged for the Downtown is summarized in the following word cloud:



7.0 CHARRETTE OUTCOMES »

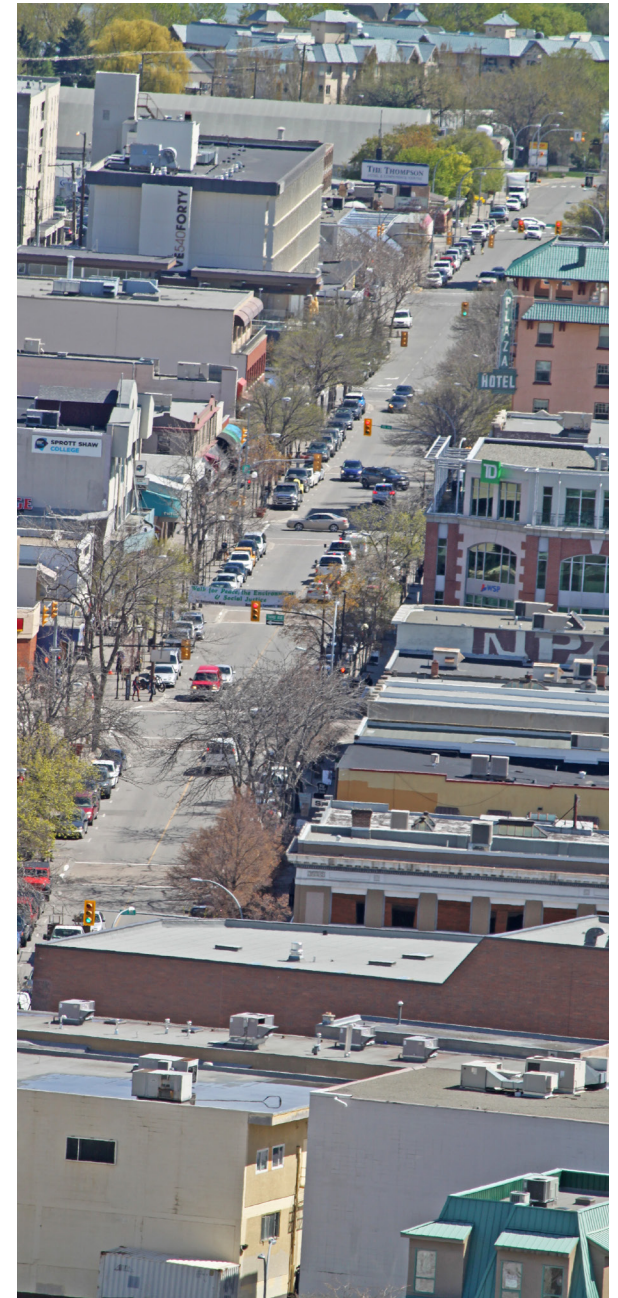
The intent of the charrette is to produce a rough draft concept for the Downtown with supporting materials in the form of hand drawn plans, illustrations, diagrams, and/or sections.

The intended outcome includes:

- **Land Use and Urban Form** – a concept plan identifying the location of retail, office, community amenities, and various forms of housing to facilitate economic investment and employment growth
- **Housing** – initial ideas for the type and location of a range of housing to accommodate a projected population growth of 3,510 over the next 20 years within the Downtown Core Area
- **Infill and Redevelopment** – potential uses and building forms for vacant and underutilized sites in the Downtown
- **Transportation and Mobility** – ideas to enhance street and trail networks to encourage multi-modal connectivity and manage parking
- **Parks and Open Space** – a concept plan for greenspace and environmental considerations (outlining parks, natural areas, sensitive environmental areas, watercourses, and other key features to be retained and/or enhanced)

- **Public Realm and Urban Design** – ideas to improve community amenities, streetscapes, public gathering sites (plazas, greenspaces, etc.), and to provide directions for urban design guidelines
- **Arts, Culture, and Heritage** – ideas to strengthen arts and culture in the Downtown
- **Economic Development** – ideas to attract, retain, and expand businesses in the Downtown

Design charrettes do not produce final plans or drawings. The outcome will form a framework for the further refinement and development of the Downtown Plan.



8.0 OPPORTUNITIES AND CHALLENGES »

In addition to the issues and opportunities identified via public and stakeholder outreach in the early part of Phase 2 (summarized in Section 5), this section highlights some of the challenges and opportunities that the charrette should address.

Walking and Cycling

Given the close proximity of housing to places of employment, there is a higher percentage of residents in the plan area that commute to work by walking or cycling when compared to the rest of Kamloops. Of all the neighbourhoods in the city, Downtown has the highest share of commuters walking to work, at 29%, and Sagebrush has the highest share of commuters cycling to work, at 5.7%.

The need for a walkable, pedestrian-friendly Downtown was the most common comment received during the Phase 2 launch events. The Downtown is already valued for being the most walkable area of the city, and this is a characteristic many residents would like to see enhanced and further expanded upon. For example, many residents would like to see more public gathering places, such as pedestrian malls or plazas, created Downtown. Victoria Street, in particular, is seen by a number of residents as an ideal location to close one or more blocks to vehicle traffic on either a temporary or permanent basis. Residents also expressed that they would like to see more space permanently dedicated to pedestrians on the 200 block of St. Paul Street, and 2nd Avenue between St. Paul and Seymour Street.

The plan area currently has a cycling network largely composed of shared routes on city streets and multi-use paths through parks, with no major north-south designated cycling routes and no designated bike routes in the Sagebrush neighbourhood despite its higher share of bike commuters. However, five new north-south routes have been proposed as part of the current Transportation Master Plan update, including along 2nd Avenue, 5th Avenue, and 8th Avenue.

Many residents have called for improved cycling infrastructure Downtown, including separated bike lanes and more places to lock up bicycles, in order to improve the safety, comfort, and convenience of cycling within the plan area. Kamloops' steep topography is another challenge that can discourage cycling. Some residents have suggested providing more space for bikes on transit buses to help overcome this issue.

Transit

As with the rest of Kamloops, a relatively small share of residents in the plan area use transit to commute; however, the West End has the highest public transit use of any neighbourhood in the city, at 7.2%.

The City is currently working with BC Transit on a new Transit Future Plan, which will aim to address current issues with Kamloops' public transit system and increase ridership. Potential opportunities suggested by the community include a circulator shuttle to improve mobility within Downtown and to reduce pressure on parking in the CBD.

Vehicle Traffic

Although Kamloops is a sizable urban centre, it covers a large area relative to its population with historic growth spreading out along the Thompson Rivers and up the surrounding hillsides. In addition to challenging the viability of public transit, this development pattern makes driving a car the most realistic option for many residents to get around. Generally, the traffic flow in the Downtown area moves well with some congestion occurring during peak hours (early morning and late afternoon). While the current level of congestion is manageable when compared to larger urban centres, community feedback has shown many residents have a strong desire to see the prevalence and impacts of vehicle traffic greatly reduced in the Downtown, with some calling for parts or all of Downtown to be closed to vehicles altogether.

Traffic calming measures, such as the use of roundabouts at intersections and reduced speed limits, have been common suggestions, with the conversion of some or all one-way streets to two-way streets being one of the most frequently suggested ideas throughout the engagement process to date. Seymour Street, in particular, was most often singled out for such a conversion.

Reducing the volume of heavy commercial truck traffic passing through the area was another challenge residents felt should be addressed to improve the Downtown user experience. However, it was acknowledged that commercial delivery trucks still need to be accommodated to service stores and restaurants in the area.

Parking

Parking is another challenge that is often raised by the community. Although a recent study found that the Downtown has a surplus of on-street and off-street parking, it did conclude that structured on-site parking should be explored to satisfy future demand. Additionally, the study recommended improving directional signage to direct drivers to parking lots that are just off the main roads.

Comments received from the community included a desire for more parking and cheaper or free parking. Others wanted to see less parking Downtown, especially surface parking lots, while some business owners noted they specifically want more employee/owner parking. On-street metered parking is \$1.25 per hour for the first two hours, and \$2.50 per hour for the third hour. Meters have a three-hour maximum. Metered

parking is free from 6:00 pm to 9:00 am Monday to Saturday and all day on Sunday and statutory holidays. The digital parking meters/kiosks currently installed Downtown to manage pay parking were also suggested to be a challenge to operate for some residents.

Community Well-being

Anecdotal evidence suggests the homeless population in Kamloops increased last summer as a result of wildfires that forced the evacuation of several BC interior communities. As Kamloops offers more social services, such as food banks, shelter accommodations, and medical services, some evacuees who already experienced homelessness in their home community stayed here. As a result, support services in Kamloops are near or at capacity and there has been a perceivable increase in the homeless population.

The City of Kamloops continues to address these issues by partnering with provincial social housing providers and local social service agencies to provide emergency shelters, low-income housing, and supportive services. With increased provincial funding, new opportunities have emerged to take a more proactive approach to house the homeless, and the City is currently working on a number of projects.

Some of the potential solutions that have been offered by stakeholders and the public include: increased RCMP foot and bike patrols and presence, continued support for the Customer Care and Patrol (CAP) Team (an initiative of the Kamloops Central Business Improvement Association), stricter City bylaws and enforcement,





more provincial government funding for social services and programs, and more affordable housing – especially temporary supported and supportive housing for homeless individuals and families, as well as those at risk of homelessness.

Public Realm and Urban Design

Victoria Street, with its wide tree-lined sidewalks, brick pavers, mid-block pedestrian crossings, restaurant patios, and eclectic mix of shops and eateries, is often cited by residents and visitors as being Downtown's most inviting, enjoyable, and attractive area. Many residents' comments included a desire to see similar elements extended to other Downtown streets, including east of 5th Avenue along Victoria Street, Seymour Street, Lansdowne Street, and connecting side streets. The elements most commonly asked for were more trees and landscaping, more seating, and wider sidewalks. Residents also expressed a desire for improved accessibility features and better winter sidewalk maintenance to make Downtown more age-friendly and safer for pedestrians.

Overall, residents suggested they would like a Downtown that is vibrant and pedestrian-friendly, with longer business hours to support more activity and a livelier nightlife.

Connectivity to Waterfront

A major barrier that separates the Downtown and the waterfront are the rail lines and rail yards to the north of the plan area. While the railway is an important transportation network to the region and a major economic driver, it does present challenges regarding connectivity to one of the city's greatest assets – its waterfront. Connections to the waterfront exist via an underpass at 1st Avenue and West Victoria Street, an at-grade crossing at 2nd Avenue and Lansdowne Street, an at-grade crossing and pedestrian overpass at 3rd Avenue and Lansdowne Street, an underpass at 10th Avenue and Victoria Street, and a pedestrian overpass at Battle Street west of Highway 5.

With three railway crossings connecting it to the CBD, Riverside Park remains a busy and well-used community amenity. By comparison, Waterfront, Pioneer, and Exhibition Parks; Lorne Street east of the Red Bridge; and River Street see notably lower pedestrian traffic and fewer recreational users, which could be due to their limited access to the rest of Downtown.



Community Amenities

There were several amenities regularly requested by the community during engagement. A performing arts centre (or “civic centre”) was the most frequently mentioned. A performing arts centre was previously proposed for the former Daily News site at Seymour Street and 4th Avenue, but was defeated through a referendum in November 2015. However, there is still a strong desire in the community to see a similar concept revived and located Downtown. Other amenities commonly requested include a Downtown community centre, a convention centre, a year-round farmers’ market, an outdoor skating rink, an elementary school, and public toilets.

There has been a recent private proposal for a year-round farmers’ market at the site of the Riverside Park parking lot at Lorne Street and 2nd Avenue. While some residents have expressed support of this concept, other community members are strongly opposed to any form of development occurring in the park. The former Value Village site at Seymour Street and 5th Avenue was the most frequently cited alternative location for such a market concept.

Development

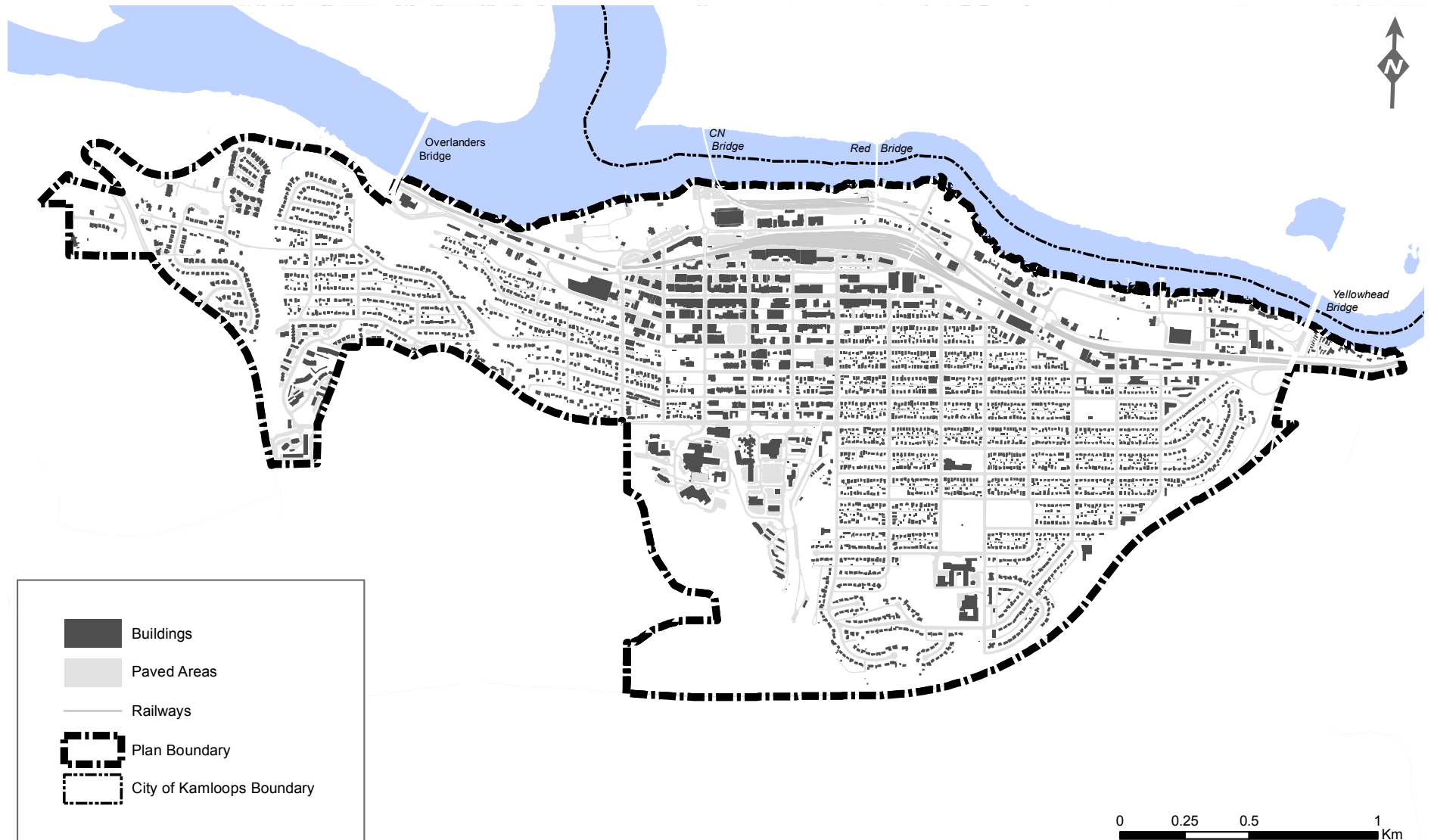
While community members have generally expressed greater preference for mid-rise development as opposed to tall towers Downtown, one of the most common comments received during engagement was support for increased density and residential infill Downtown. Many residents believe having more people living Downtown would help to stimulate businesses, support walkability, reduce the number of vacant and underutilized sites, and make for a more lively Downtown. Mixed-use development, containing a mix of residential, commercial, and/or other uses, was also supported by a number of community members. Encouraging residential infill and mixed-use development Downtown is a key part of the City’s growth plan, as outlined in the Official Community Plan.

Residents also suggested ways to leverage development to bring more benefit to the community, including requiring developers to either provide some affordable housing units in new developments or to provide a contribution to the City’s affordable housing reserve fund.

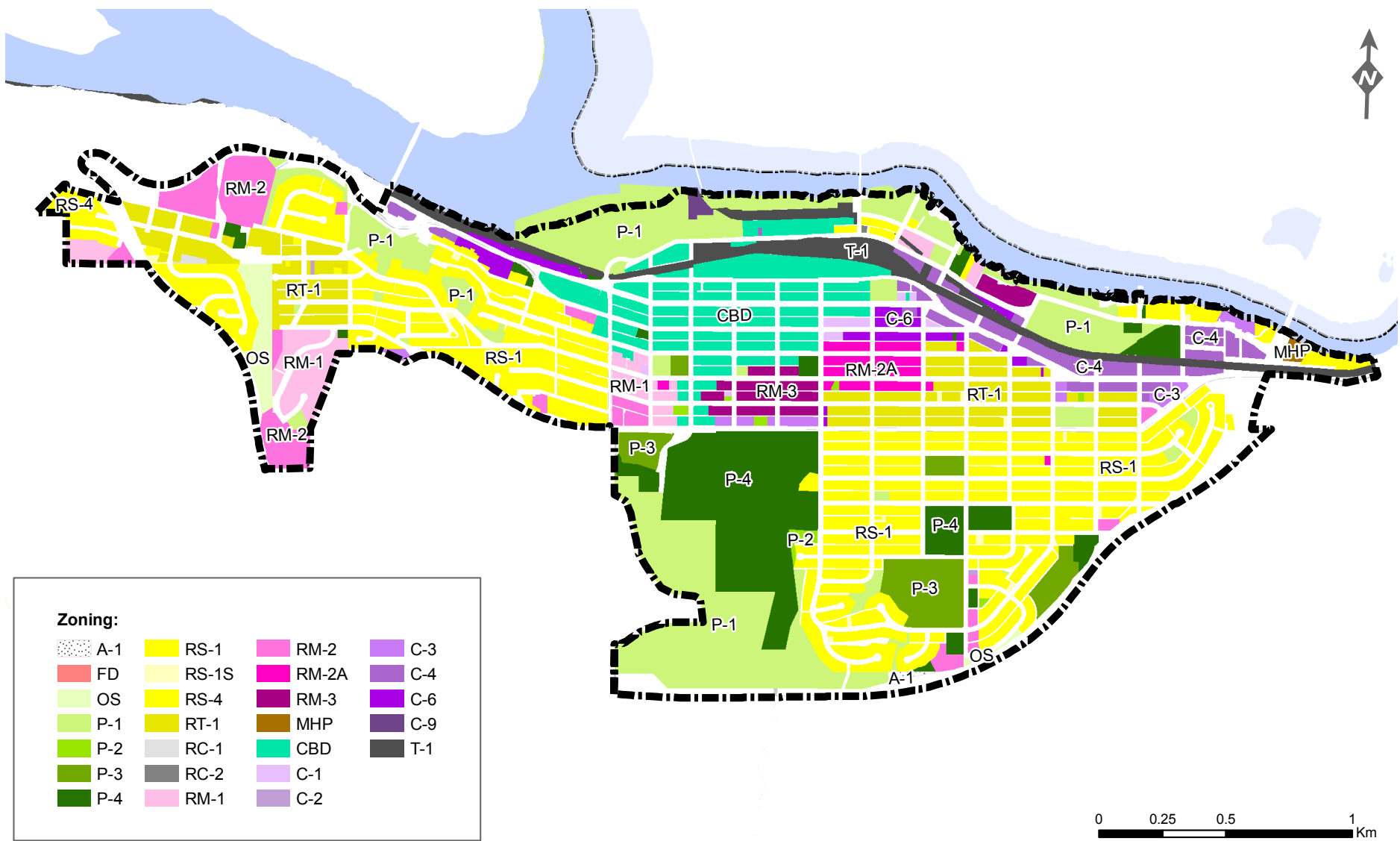


9.0 APPENDICES »

APPENDIX A: FIGURE GROUND MAP OF PLAN AREA



APPENDIX B: ZONING MAP AND PROVISIONS



Zoning Provisions

Zone	Purpose	Permitted Uses	Max Density	Max Height	Minimum Setbacks
RS-1 Single-Family Residential	Single-family residential and accessory uses on urban lots, designated Urban in the OCP	Single-family residential; daycare or residential care facility; home-based business; boarders/ lodgers (max 2)	1 dwelling unit (464m ² min lot area)	2 storeys (principal building), 15m (structure height)	6 m front yard (4.5 m corner lots); 1.5 m side yard (principal building); 4.5 m side street yard; 6 m rear yard (principal building)
RS-1S Single-Family Residential - Suite	Single-family residential and secondary suites on urban lots, designated Urban in the OCP	Single-family residential; single-family with secondary suite; daycare or residential care facility; home-based business; boarders/ lodgers (max 2)	1 dwelling unit; 2 dwelling units where secondary suites permitted (464m ² min lot area)	2 storeys (principal building), 15m (structure height)	6 m front yard (4.5 m corner lots); 1.5 m side yard (principal building); 4.5 m side street yard; 6 m rear yard (principal building)
RS-4 Single-Family Residential 4	Single-family residential on compact urban lots, designated Urban in the OCP	Single-family residential; daycare or residential care facility; home-based business; boarders/ lodgers (max 2)	1 dwelling unit (370m ² min lot area)	2 storeys (principal building), 15m (structure height)	6 m front yard (4.5 m corner lots); 1.5 m side yard (principal building); 4.5 m side street yard; 6 m rear yard (principal building)
RT-1 Two-Family Residential 1	Single- and two-family residential and accessory uses on urban lots, designated Urban in the OCP	Single-family or two-family residential; single-family with secondary suite; daycare or residential care facility; home-based business; boarders/ lodgers (max 2)	1 SFD + 1 secondary suite (464m ² min lot area); 2 dwelling units (557 m ² min lot area)	2 storeys (principal building), 15m (structure height)	6 m front yard (4.5 m corner lots); 1.5 m side yard (principal building); 4.5 m side street yard; 6 m rear yard (principal building)
RC-1 Comprehensive Residential	Single- and two-family residential in bare land strata subdivisions	Multi-family residential consisting of single- and two-family; daycare or residential care facility; home-based business; boarders/ lodgers (max 2)	25 units/ha (8,000m ² min lot area)	2 storeys (single- and two-family), 15 m (structure height)	4.5 m (min perimeter yard setback for all yards of parent parcel)

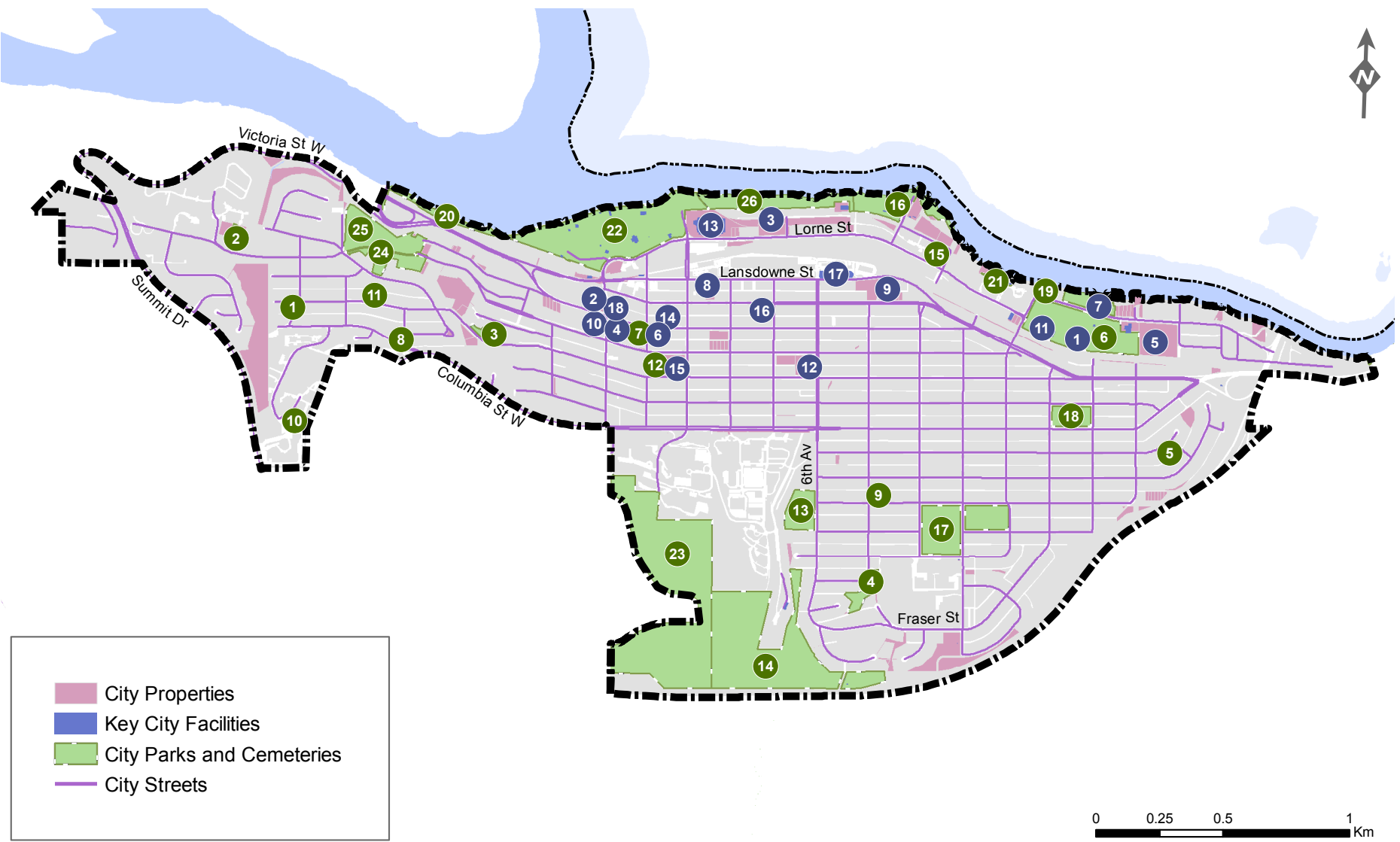
Zone	Purpose	Permitted Uses	Max Density	Max Height	Minimum Setbacks
RC-2 Comprehensive Residential 2	Fee-simple triplexes and split title side-by-side duplexes with 1 secondary suite per unit on large lots, corner lots or lots serviced by a lane	Two-family residential; multi-family consisting of three-family residential or two-family residential with max 1 secondary suite per unit; home-based business	n/a (various min lot areas)	2 storeys (principal building), 15m (structure height)	6 m front yard (4.5 m corner lots); 1.5 m side yard (principal building); 4.5 m side street yard; 6 m rear yard (principal building)
MHP Mobile Home Park	Rental and strata-titled mobile home parks	Premanufactured homes within a mobile home park; home-based business; 1 single-family for mobile home park operator	20 units/ha (1 ha min lot area)	n/a	n/a
RM-1 Multiple Family – Low Density	Low-density ground-oriented (townhouse) multi-family residential	Multi-family residential; daycare facility or residential care facility in existing SFD; home-based business	33 units/ha, 0.55 FAR (1,114m ² min lot area)	3 storeys (to max 10 m), 15 m structure height	6 m front yard, 3 m side yard, 4.5 m side street yard, 7.5 m rear yard
RM-2 Multiple Family – Medium Density	Medium-density multi-family residential (walk-up apartments)	Multi-family residential; daycare facility or residential care facility in existing SFD; home-based business; rooming house subject to conditions	75 units/ha, 0.90 FAR (1,114m ² min lot area)	4 storeys (to max 15 m), 15 m structure height	6 m front yard, 4.5 m side yard, 7.5 m rear yard
RM-2A Downtown Multiple Family – Medium Density	Medium- to high-density multi-family residential in City Centre, Tranquille Market Corridor, McGill Corridor, and Sahali Town Centre, as per OCP	Multi-family residential; commercial conversions limited to office and personal services; daycare facility or residential care facility in existing SFD; home-based business; rooming house subject to conditions; single-family with secondary suite and two-family residential, subject to RT-1 regs	125 units/ha, 1.5 FAR	4 storeys (to max 15 m), 18 m structure height	4.5 m front yard, side yard, and rear yard
RM-3 Downtown Multiple Family – High Density	High density multi-family residential in the City Centre only, as per the City Centre Plan	Multi-family residential; commercial conversions limited to office and personal services; daycare facility or residential care facility in existing SFD; home-based business; rooming house subject to conditions	5 FAR	3m above the height of the highest building on the site	6 m front yard; 4.5 m side yard; 6 m rear yard

Zone	Purpose	Permitted Uses	Max Density	Max Height	Minimum Setbacks
CBD Central Business District	Intensive retail, office, residential and cultural facilities, as per the City Centre Plan	Mixed-use (multi-family residential above ground-floor commercial); financial institutions; various commercial retail, office uses; various civic and cultural facility uses; other uses (see Zoning Bylaw)	4 FAR, up to 8 FAR if desired characteristic or amenities provided (see Zoning Bylaw)	4m max structure height above roof of principal building	0 m front yard (4.5 m corner lots, corner cut); 0 m side yard (certain exceptions); 0 m rear yard (certain exceptions)
C-1 General Commercial	Broad range of commercial uses in town and neighbourhood centres, as per the OCP	Various commercial uses (see Zoning Bylaw); mixed-use (multi-family residential above ground-floor commercial)	1.2 FAR	2 storeys (4 storeys if mixed-use or hotel), 4m max structure height above roof of principal building	With exceptions (see Zoning Bylaw): 2 m front yard, 0 m side yard, 2 m side street, 0 m rear yard
C-2 Local Commercial	Small neighbourhood convenience stores and relates uses serving immediate neighbourhood	Neighbourhood convenience store; accessory dwelling unit; daycare facility; medical office; mobile food concession; personal service; professional practice	n/a	1 storey (2 storeys if mixed-use)	With exceptions (see Zoning Bylaw): 6 m front yard, 3 m side yard, 6 m side street, 6 m rear yard
C-3 Highway Commercial	Limited range of commercial uses located adjacent to major highways	Various commercial uses (see Zoning Bylaw); recreation facility (indoor/outdoor)	0.66 FAR (1.0 FAR for hotels/motels)	2 storeys (4 storeys if hotel/motel), 9 m max structure height with building on lot, 6 m without	With exceptions (see Zoning Bylaw): 6 m front yard, 3 m side yard, 4.5 m side street, 3 m rear yard
C-4 Service Commercial	Commercial uses with repair, maintenance, service or distribution component; Small-scale manufacturing uses	Various commercial uses (see Zoning Bylaw); recreation facility (indoor/outdoor)	1.2 FAR	2 storeys, 9 m max structure height with building on lot, 6 m without	With exceptions (see Zoning Bylaw): 1.5 m front yard, 0 m side yard, 0 m rear yard

Zone	Purpose	Permitted Uses	Max Density	Max Height	Minimum Setbacks
C-6 Arterial Commercial	Commercial uses adjacent to major arterials	Various commercial uses (see Zoning Bylaw); mixed-use (multi-family residential above ground-floor commercial); recreation facility (indoor/ outdoor); community care facility; private club; off-street parking;	1.0 FAR	2 storeys (4 storeys if mixed-use), 7.5 m max structure height with building on lot, 6 m without	With exceptions (see Zoning Bylaw): 2 m front yard, 0 m side yard, 2 m side street, 0 m rear yard
C-9 Hotel/ Convention Centre	Hotel and convention centre adjacent to Sandman Centre	Convention centre; hotel; timeshare; accessory commercial	n/a	60 m	0 m front yard, side yard, and rear yard
T-1 Railway	Railway facilities	Railway lines, stations, and yards	n/a	n/a	n/a
A-1 Agricultural	Agriculture and related land uses, as per the OCP	Agriculture; boarders/lodgers (max 2); single-family residential; municipal facilities; recreation facility (outdoor); wildlife/ waterfowl reserves	1 residential unit (8 ha min lot area)	2 storeys for single-family dwelling	6 m front yard, side yard, and rear yard
FD Future Development	Lands for potential future development	Agricultural use subject to Animal Control Bylaw; single-family residential; public parks; recreation facility (outdoor)	1 residential unit (8 ha min lot area)	2 storeys for single-family dwelling	6 m front yard, 4.5 m side yard, 6 m rear yard
OS Open Space	Protection of steep slopes and natural drainage courses for passive recreational uses	Parks, passive recreation; municipal utility installations	n/a	n/a	n/a
P-1 Parks and Recreation	Active recreation in developed parks, play fields, similar recreational facilities including arenas; passive recreation including hiking and mountain bike trails	Parks; recreation/ community facilities; golf courses; mobile food concessions, food trucks, restaurants	n/a	n/a	6 m front yard, side yard, and rear yard

Zone	Purpose	Permitted Uses	Max Density	Max Height	Minimum Setbacks
P-2 Churches	Places of worship and accessory uses	Churches; community care facilities restricted to group daycare, child minding, out of school care and specialized daycare; public and private schools; accessory residential dwelling unit	n/a (max 1 residential unit)	12 m (churches); 2 storeys (accessory dwelling unit); 4m (other accessory buildings)	7.5 m (front yard); 3 m (side yard, principal building); 4.5 m (side street yard); 3 m (rear yard, principal building)
P-3 Schools	Schools, universities, and accessory uses	Public, private, vocational, and technical schools; colleges and universities; dormitory accessible to principal use; churches; community centres; community care facilities restricted to group daycare, child minding, out of school care and specialized daycare; recreation (indoor/outdoor)	n/a (8000m ² min lot area)	n/a	6 m front yard, side yard, and rear yard
P-4 Public and Quasi-Public Use	Government agencies, non-profit societies, public utility companies	Government buildings; hospitals; municipal facilities; seniors housing; community care facilities; utility installations, storage reservoirs, and compounds; cemeteries; other uses (see Zoning Bylaw)	n/a	13 m	6 m (front yard); 25 m (front yard, lots on south side Columbia St between 3rd and 6th Avenue); 3 m (side yard); 4.5 m (side street yard); 6 m (rear yard)

APPENDIX C: KEY CIVIC ASSETS MAP AND SITE STATISTICS



Key Civic Assets - Site Statistics

KEY CITY FACILITIES					
Civic Asset	Total Area (sq. m)	Land Use	Zoning	Facility Type	Address
1) Charles Anderson Stadium	702.08	Parks and Open Space	P-1	Stadium	1025 Lorne St
2) City Hall	1,087.58	City Centre	CBD	Administrative	7 Victoria St W
3) CN Station	450.53	Parks and Open Space; City Centre	T-1; CBD	Unoccupied	500 Lorne St
4) Development, Engineering, and Sustainability	1,284.36	City Centre	CBD	Administrative	105 Seymour St
5) Centre For Water Quality	4,695.72	Public Service/Utilities	P-4	Water Treatment	1315 River St
6) Kamloops Museum	702.22	City Centre	CBD	Museum	207 Seymour St
7) Kamloops Yacht Club	387.53	Parks and Open Space	P-1	Hall	1140 River St
8) Lansdowne Street Parkade	1,474.05	City Centre	CBD	Parkade	335 Lansdowne St
9) Memorial Arena	3,409.16	City Centre	P-1	Arena	740 Victoria St
10) Old Courthouse	323.55	City Centre	CBD	Leased Space	7 Seymour St W
11) Pavilion 1025 Theatre	767.93	Parks and Open Space	P-1	Theatre	1025 Lorne St
12) RCMP Detachment	1,220.20	Educational/Institutional	P-4	Administrative	560 Battle St
13) Sandman Centre	8,110.57	Parks and Open Space	P-1	Arena/Multi-use	300 Lorne St
14) Seymour Street Parkade	1,632.63	City Centre	CBD	Parkade	240 Seymour St
15) Stuart Wood Elementary	1,294.94	Educational/Institutional	P-1; P-3	Unoccupied	245 St Paul St
16) TNRD Building	2,432.51	City Centre	CBD	Administrative	465 Victoria St
17) Transit Exchange	3,996.00	City Centre	CBD	Transit Exchange	660 Lansdowne St
18) Venture Kamloops Offices	99.66	City Centre	CBD	Administrative	297 1st Ave

Key Civic Assets - Site Statistics (continued)

PARKS AND CEMETERIES					
Civic Asset	Total Area (sq. m)	Land Use	Zoning	Classification	Address
1) Allan Powers Park	635.84	Parks and Open Space	P-1	Tot Lot	330 Centre Ave
2) Chinese Cemetery	3,400.48	Educational/Institutional	P-4	Heritage Cemetery	850 Lombard St
3) Connaught Park	5,071.35	Parks and Open Space	P-1; RS-1	Tot Lot	225 Connaught Rd
4) Cowan Park	8,990.10	Parks and Open Space	P-1	Neighbourhood Park	697 Cowan St
5) Dominion Park	3,189.92	Parks and Open Space	P-1	Tot Lot	1351 Dominion Cres
6) Exhibition Park	69,315.69	Parks and Open Space	P-1; P-4	City Wide Park	1055 River St
7) Gagliardi Square	1,765.60	City Centre	P-4	City Wide Park	173 Seymour St
8) Grandview-Dufferin Park	657.72	Parks and Open Space	P-1	Tot Lot	461 Dufferin Terr
9) Kinsmen South Park	2,228.81	Parks and Open Space	P-1	Tot Lot	975 Pleasant St
10) Mcbeth Park	4,292.09	Parks and Open Space	P-1	Neighbourhood Park	675 Mcbeth Pl
11) McIntosh Park	1,429.97	Parks and Open Space	P-1	Tot Lot	502 Battle St W
12) Memorial Hill Park	3,638.97	Parks and Open Space	P-1	Neighbourhood Park	225 St Paul St
13) Old Mens Provincial Cemetery	16,548.80	Educational/Institutional	P-4	Dormant Cemetery	1000 6th Ave
14) Peterson Creek Nature Park	937,513.01	Parks and Open Space	P-1	Nature Park	1440 Glenfair Dr
15) Pioneer Cemetery	4,507.35	Parks and Open Space	P-1	Heritage Cemetery	780 Lorne St
16) Pioneer Park	26,833.39	Parks and Open Space	P-1	City Wide Park	40 7th Ave
17) Pleasant Street Cemetery	45,198.07	Educational/Institutional	P-4	Active Cemetery	955 Pleasant St
18) Prince Charles Park	11,903.87	Parks and Open Space	P-1	Community Park	1145 Nicola St

Key Civic Assets - Site Statistics (continued)

PARKS AND CEMETERIES					
Civic Asset	Total Area (sq. m)	Land Use	Zoning	Classification	Address
19) River Street Dog Park	2,469.29	Parks and Open Space	P-1	Neighbourhood Park	1110 River St
20) Rivers Trail Park Bridge	15,777.59	Parks and Open Space	T-1; C-4	Linear Park	350 Victoria St W
21) Rivers Trail Park Place	920.41	Parks and Open Space	None	Linear Park	894 Lorne St
22) Riverside Park	112,779.24	Parks and Open Space; City Centre	P-1; C-9;	City Wide Park	100 Lorne St
23) Sahali Terrace Nature Park	217,092.44	Parks and Open Space	P-1, P-3	Nature Park	980 3rd Ave
24) Strathcona Lookout	1,426.69	Parks and Open Space	P-1	Linear Park	550 Strathcona Terr
25) Strathcona Park	45,088.69	Parks and Open Space	P-1	Open Space	550 Strathcona Terr
26) Waterfront Park	30,901.66	Parks and Open Space	P-1; T-1	City Wide Park	20 Mt Paul Way

APPENDIX D: CHARRETTE KEY SITES AND CORRIDORS MAP AND SITE STATISTICS



Charrette Key Sites and Corridors Statistics

KEY CORRIDORS				
Key Sites and Corridors	Total Area (sq. m)	Land Use	Zoning	Total Assessed Value of Land & Improvements
1) 5th Avenue Corridor	11,194.4	› None (municipal road) › Surrounding land uses: • City Centre • Urban	› None (municipal road) › Surrounding zoning: • CBD • RM-3 • C-3	n/a
2) East Entry Corridor	24,230.1	› None (municipal road) › Surrounding land uses: • Commercial • Urban	› None (municipal road) › Surrounding zoning: • C-4 • C-3 • C-6 • RT-1	n/a
KEY SITES				
Key Sites and Corridors	Total Area (sq. m.)	Land Use	Zoning	Total Assessed Value of Land & Improvements
3) CN Station and Plaza	2,769.9	› City Centre	› CBD	*\$2,141,756
4) Former Kamloops Daily News	5,936.4	› City Centre	› CBD	\$3,616,500
5) Former Stuart Wood School	7,397.9	› Educational/Institutional	› P-1; P-3	*\$6,541,868
6) Former Value Village	4,455.1	› City Centre	› CBD	\$2,756,000
7) Government Precinct	107,923.8	› Educational/Institutional	› P-4	\$18,786,700
8) Kamloops Square	9,928.5	› City Centre	› CBD	\$8,732,400
9) Kelson Group Development	18,324.3	› Urban	› RM-3	\$18,342,000
10) Sandman Centre North Parking Lot	8,144.7	› City Centre	› C-9	*\$1,525,852

*assessed value adjusted to exclude portions of properties that fall outside of key site boundaries

APPENDIX E: AFFORDABLE HOUSING MAP AND SITE STATISTICS



Affordable Housing Site Statistics

Name	Address	Unit Count	Operator	Target Demographic	Housing Type
Existing Affordable Housing					
Bedford Manor	529 Seymour St	76	John Howard Society	Seniors	Subsidized
Crossroads Inn	569 Seymour St	50	ASK Wellness	Low Income Individuals	Subsidized
Elizabeth Court	130 St Paul St	46	Elizabeth Fry Society	Indigenous	Subsidized
Emerald Centre	271 Victoria St W	57	Canadian Mental Health Association	Homeless	Emergency Shelter
Emerald House	768 Battle St	8	Canadian Mental Health Association	Women	Supported
Glenfair	1100 Glenfair Dr	80	Provincial Rental Housing Corp/BC Housing	Seniors	Subsidized
Henry Leland House	506 St Paul St	28	ASK Wellness	Low Income Individuals	Subsidized
Linkage House - 100	529 Seymour St	7	John Howard Society	Men	Supported
Blue House Men's Recovery House	566 4th Ave	7	ASK Wellness	Men	Supported
New Life Community	181 Victoria St W	18	New Life Mission	Men	Supported
Seymour Apartments	253 4th Ave	24	Interior Community Services	Youth	Subsidized
Silverthreads	174 St Paul St	84	PS and JM Gaglardi	Seniors	Subsidized
Planned Affordable Housing Projects					
Victoria Street Supportive Housing	259 Victoria St	Up to 52	Canadian Mental Health Association	Men and Women	Supported
St. Paul Street Project	503 / 511 / 519 / 527 / 533 / 537 St. Paul St	52	John Howard Society	Low to Moderate Income Individuals and Families	Subsidized
Potential Future Affordable Housing Project					
9th Ave & McMurdo Dr	1430 9th Ave	Up to 30	n/a	Low Income Families and Seniors	Subsidized



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