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Kamplan 1995 backgrounder
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KAMLOOPS

Planning for the 21st Century

TOMORROW

BACKGROUND NEWSLETTER #4:

SERVICING

Information on the Backgrounder Series

The City has produced a series of background newsletters to provide some basic information and to help address some important questions now facing our community. For instance:

- *How do we retain or improve Kamloops' small city quality of life?*
- *How do we continue to provide services efficiently and economically?*
- *How do we respond to the emerging traffic problems?*
- *How do we address environmental impacts and ensure sustainability?*
- *How do we address regional growth and cost sharing issues?*
- *How do we resolve social concerns like public safety and affordable housing?*

Each Backgrounder is designed to focus on these major challenges, and to stimulate discussion on other related issues.



KAMPLAN 1995

Background: SERVICING

Kamloops Development Services

*This is one of five backgrounder reports intended to introduce and to provide information on the **1995 KAMPLAN** review.*

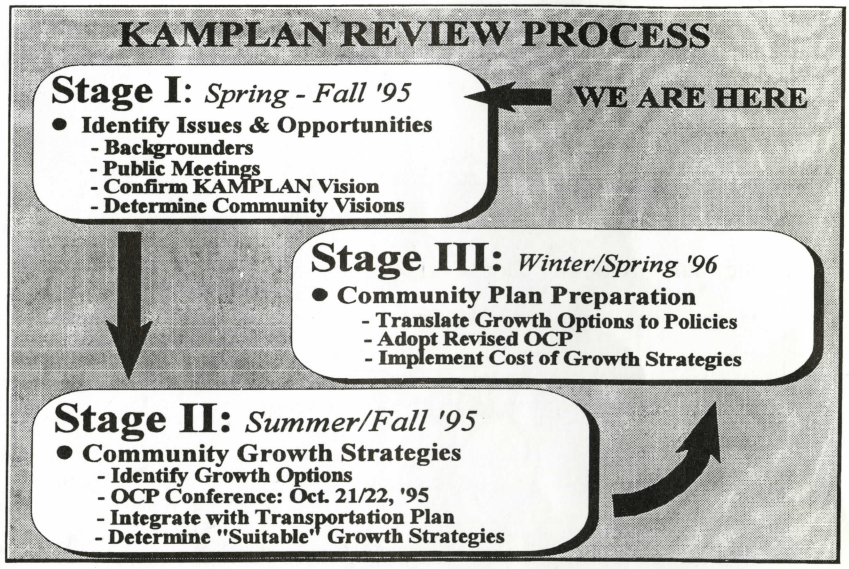
What is KAMPLAN?

KAMPLAN is the City's Official Community Plan. An Official Community Plan (OCP) is a community's ***"formal statement of the broad objectives of the local government respecting the form and character of existing and proposed land use and servicing requirements"*** (Municipal Act). **KAMPLAN** applies to all lands within the City of Kamloops and currently addresses several topics including:

- setting out in broad terms the location, type and density of future land use.
- providing guidance on municipal servicing needs.
- providing direction on preserving and protecting hazard lands and environmentally sensitive areas.
- promoting the conservation of important heritage features.
- providing guidance on the supply of parkland and open space.

Why is KAMPLAN being changed?

The City is reviewing and considering changing **KAMPLAN** for several reasons:



- the current version of **KAMPLAN** is five years old, typically the lifespan of a comprehensive plan of this nature.

- the significant growth and change that have occurred in the city since 1990 has had an impact on our community. Some existing **KAMPLAN** policies may require alteration.

- as a result of a number of amendments to the *Municipal Act* an OCP can or must address several issues, including: setting goals for affordable housing, rental housing and special needs housing; establishing social needs, social well-being and social development policies as they relate to the community; and, working towards a regional growth strategy.

KAMLOOPS TOMORROW: BE INVOLVED. PROVIDE INPUT!

URBAN GROWTH....AND INFRASTRUCTURE

There are 5,500 hectares of "urban space" that constitute the built up area of the City of Kamloops. That entire area needs to be supplied with services such as roads, water, sewer, storm drainage, schools, and fire and police protection. These are all components of what we refer to as "infrastructure". As population grows it is important to ensure that the highest affordable standard of services continues to be available to the residents of Kamloops.

TRANSPORTATION

What Do We Have? The transportation structure in Kamloops is centred on the automobile. Travel between places of work, shopping, home and recreation is most convenient by car. The topography of Kamloops reinforces automobile use as development reaches across and along the rivers and up the relatively steep hillsides.

The Kamloops road network is hierarchical. Arterial roads, such as Columbia Street and Fortune Drive, carry through traffic. Collector roads, such as Gleneagles Drive and 12th Street carry traffic between local and arterial roads. Local roads serve individual neighbourhoods, and provide direct access to properties. This hierarchical system promotes efficient traffic movement.

The City currently has the following inventory:

- Urban and rural arterial roads - 125 km
- Urban and rural collector/local roads - 336 km
- Improved lanes and alleyways - 45 km

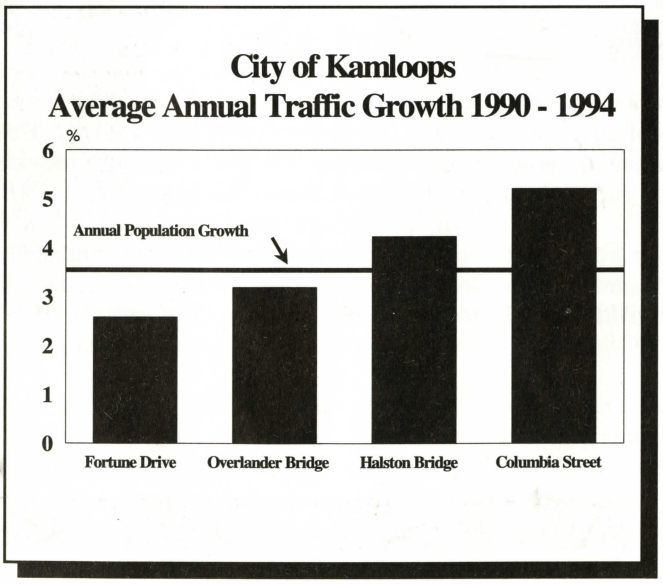
Public transportation is another important part of the Kamloops network. Public transit is managed by B.C. Transit and operated by Far West Coach Inc. under contract to the City. Twenty-one buses travel 11 city wide routes. The cost of a one way ride is $1.25. Ten Handy Dart buses provide door-to-door service for the physically challenged and this service is being considered for expansion.

What Do We Need? Kamloops is fortunate to have a road system that has remained relatively uncongested. Congestion costs time and money and results in frustrated travellers. In order to maintain this level of mobility as Kamloops continues to grow, transportation improvements are necessary. However, transportation infrastructure is expensive and costs must be weighed carefully against traveller mobility.

BACKGROUNDER BULLETIN:

Kamloops Cycles

With Kamloops' dry climate and flat valleys, bicycling is becoming an increasingly popular activity. Increased bicycle use reduces carbon dioxide emissions, reduces traffic and parking congestion and promotes health. Most roads, however, were built without considering bicycle usage. This is no longer true, and the City of Kamloops now has made a commitment to bicycle use with revised arterial design standards which have greater widths in the curb lane, designated bicycle routes, pathways in new subdivisions, and most recently, a multipurpose crossing of the Thompson River. The challenge remains to build upon these achievements and continue to improve bicycling access and safety. The City is also seeking to formalize the Jack Gregson Trail as a designated route and is exploring with B.C. Transit the addition of bicycle racks on B.C. Transit buses to help overcome Kamloops' hilly topography.



The City's current Five Year Capital Plan (1995-1999) contains $32 million worth of road improvements. Major projects include:

- Columbia Street widening - First to Sixth — $3.3 million
- Tranquille Road widening - Southill to Windbreak — $2.6 million
- Hillside Drive extension - Notre Dame to McGill — $2.3 million
- Westsyde Road - Ida Lane to City limits — $1.3 million
- Arterial/collector/ local roads upgrading — $8.0 million

BACKGROUNDER BULLETIN

TravelSmart

The City of Kamloops is updating its transportation plan, known as "TravelSmart". The goal is to develop an integrated land use and transportation strategy which balances the community's desire for livability with its need for mobility. How and where the City chooses to develop, coupled with individual choices for moving around, has significant financial, environmental, and social costs. TravelSmart will identify the choices and associated costs - the community will need to decide which options are appropriate for Kamloops.

Where the City grows also has major implications for transportation costs. In addition to those noted above, a number of long term projects may be necessary as the City's population increases, including:

- Southwest Improvements
  - Sixth Avenue Extension — $18 million
  - Hillside/Battle Street Connector — ?
  - Victoria Street West Widening to Summit — ?
  - West Trans Canada Highway Commuter Lane — ?
- Southeast Improvements
  - East Trans Canada Highway Widening/Alternate Routing (MOTH) — $30 million
  - Juniper/Rose Hill/Barnhartvale Arterial — ?
  - Highland Drive Four Laning — ?
- Northwest Improvements
  - Singh Street Bridge — $40 million
  - Singh Street Connector to Batchelor Heights — ?

One way to delay transportation improvements is to reduce the growth of automobile usage. Those who commute alone in vehicles can be encouraged to consider other modes of travel such as transit, car pools, cycling and walking. This requires a change in attitude - a change which is beginning to occur in Kamloops. The challenge is to provide alternatives to potential users by offering benefits which outweigh the convenience of automobile travel.

Reliance on the automobile has other costs as well. Aside from the obvious environmental implications of continually increasing energy consumption, the major source of air pollution in Kamloops is automobile emissions. Any reduction in automobile usage will result in improvements in air quality.

WATER

The City of Kamloops supplies 90% of the residences and businesses in Kamloops with chlorine and fluoride treated water from a single intake in the South Thompson River through a series of pumps and reservoirs. Dallas and Barnhartvale have a separate South Thompson River intake, which the City also manages, while Rayleigh, Heffley Creek, and Rose Hill are supplied by private water systems. The provision and delivery of water is a critical component of infrastructure and can also be one of the most costly, considering Kamloops' topography.

The system provides water to consumers at elevations ranging from 350 m (1,150 ft.) on the valley bottom to 900 m (3,000 ft.) in Aberdeen. The main distribution system comprises over 450 km (280 miles) of pipe, 33 booster (pumping) stations and 37 storage reservoirs. The annual B.C. Hydro electric bill is $850,000 for pumping costs alone.

Kamloops residents each use 860 litres (190 gallons) on an average day. Peak demand in the summer increases to 2,600 litres (570 gallons) per person per day, over three times the average daily use. Highest daily consumption on record (June 30, 1987) was 170 million litres (38 million gallons), which is the current system capacity.

Engineering studies have identified a number of projects needed to improve service to existing areas. Some of these already have been undertaken, such as the development of additional reservoir storage capacity and pump station improvements in various sectors of the City.

The City's current Five Year Capital Plan (1995-1999) identifies $50 million worth of improvements to the water supply system. Current planned priorities include:

BACKGROUNDER BULLETIN

Kamloops is WaterSmart!

In the spring of 1992 the City embarked on a water conservation program aimed at reducing consumption levels. Data shows that summer water use can be five or six times that of winter consumption and that continued growth will necessitate costly expansion and upgrading of the water supply system. The goal of the WaterSmart program is to reduce water use and defer the need for major new waterworks. Some specific components of the program include:

- a public awareness and education campaign;
- the installation of low use water fixtures throughout City offices, facilities and arenas;
- education, including the development of a demonstration garden, on low water use gardening (xeriscaping);
- door to door monitoring of water use and personal education; and
- development of educational units for grades 6 and 7.

To date, the WaterSmart Program has resulted in a 12% decrease in peak water demands since 1992. These are particularly encouraging results since there has been significant residential and commercial growth during that same period.

• Schubert Drive Trunk Main	$4.0 million
• Westsyde Road and Valleyview Trunk Mains	$1.0 million
• Valleyview/Westsyde Reservoir Improvements	$1.6 million
• River Street Pumping Station Upgrade	$2.5 million

Projects are determined based on meeting consumption demands within the service population, rectifying deficiencies in the system, and accommodating new growth. In addition to those specific items noted above, regular system maintenance and annual upgrading will cost about $40 million over the next five years.

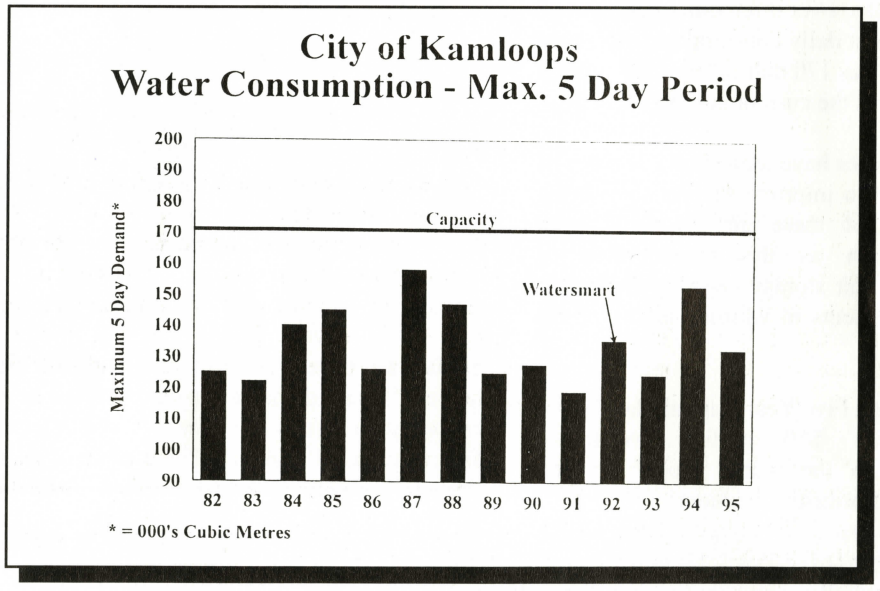
An alternative to costly upgrading and expansion is water conservation. The City of Kamloops has implemented an innovative program - WaterSmart - to reduce water consumption and delay further additions to the existing system. The program has been extremely successful. An additional option that warrants consideration is universal water metering. Currently, study of the benefits/costs of water metering is underway. Water metering would ensure that users pay directly for water consumption, and, depending on pricing, could lead to a reduction in water use.

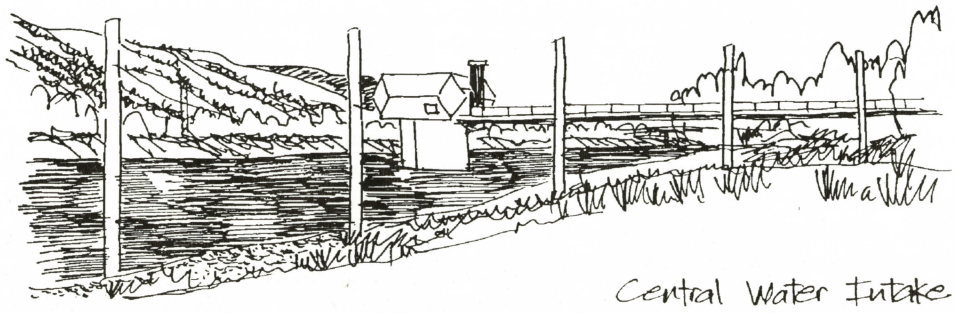
One of the more significant issues is water quality. The South Thompson River provides an abundant supply and the watershed is relatively free of industry. However, there are two areas of concern:

- ***High Turbidity*** — *High turbidity is the result of soil particles in water giving it a cloudy look. Turbidity is highest during periods of snow melt in areas contributing to the river.*
- ***Giardia*** — *Giardia is a water-borne disease-causing organism brought about by animal activity. No cases of giardia caused by Kamloops water has been documented but the possibility exists.*

Improvements in water supply required to reduce turbidity and protect against giardia consists of a new water treatment facility in the area of the municipal water intake/pump facility on River Street. Costs to provide water quality improvements are in the range of $30 - $35 million and may be precipitated by public initiative and/or government regulation. The City currently is conducting a small-scale pilot study to determine which treatment option is most effective and economical.

On another front, the City, in conjunction with the KIB, is developing an emergency supply intake on the North Thompson River. This will alleviate concerns relating to possible contamination of the South Thompson River in case of accidental spillage of toxic materials.





SANITARY SEWAGE

When a toilet is flushed or dishwater empties from a sink, sanitary sewage is created. In Kamloops most of this sewage flows into a series of underground gravity flow pipes and force mains to a sewage treatment plant in Mission Flats. This sewage then undergoes a complex (tertiary) treatment process and is discharged partially into the Thompson River. About 25% of the treated effluent is used for spray irrigation of hay fields at Cinnamon Ridge (west of the Kamloops Airport), and an additional 20% is discharged via rapid infiltration.

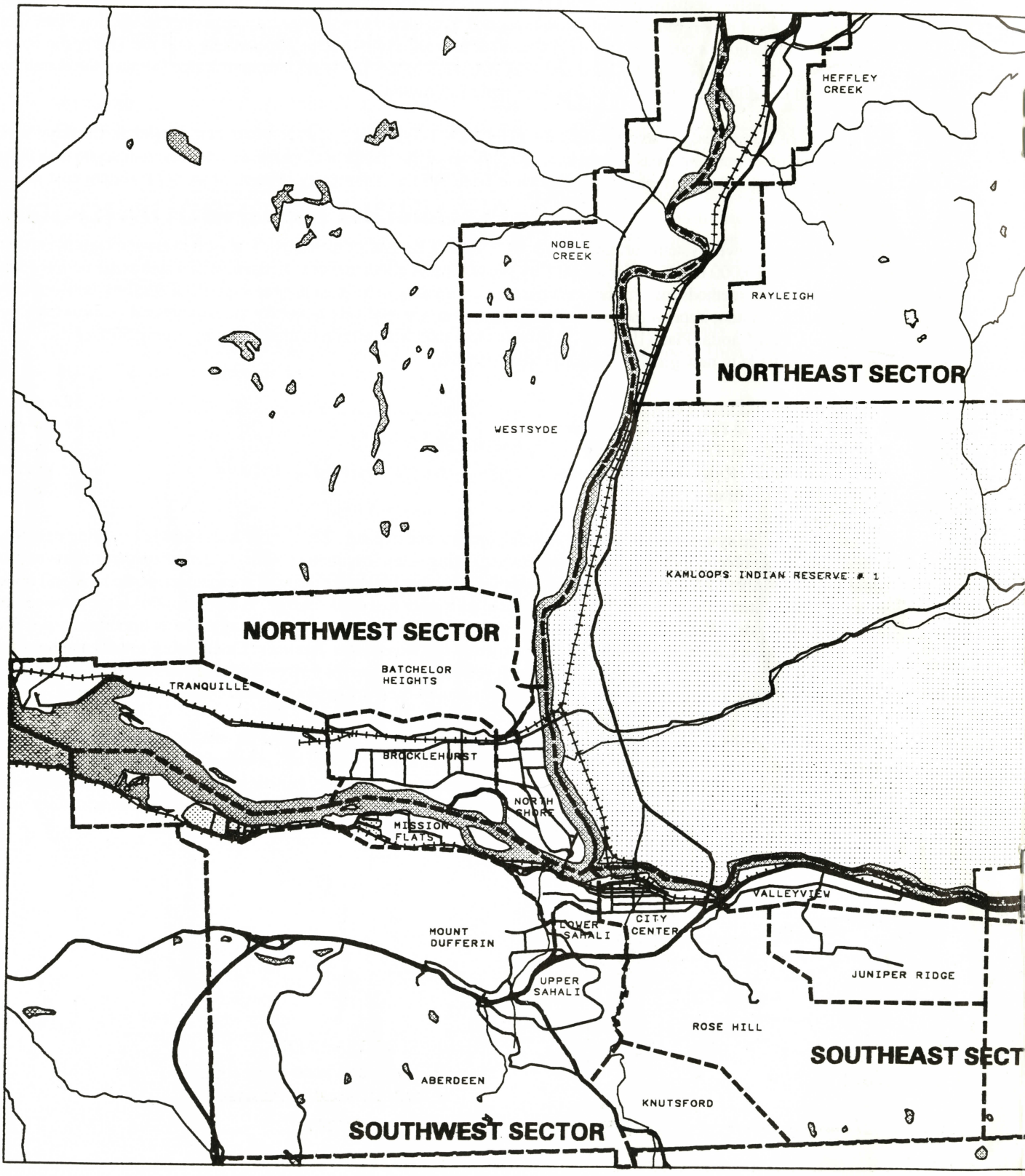
Not all parts of Kamloops, however, benefit from centralized community sewage treatment. Rayleigh, Heffley Creek, Rose Hill and other outlying areas are not connected to the sewer system and operate on an individual septic tank basis. Recently Westsyde, Barnhartvale and Dallas were added to the community system, at an approximate cost of $32 million.

The City's central sewer system currently serves over 90% of Kamloops residents. The system has the current capacity to serve another 16,000 residents for a total City population of about 90,000. Reduction in water usage coupled with alternative disposal methods may further increase the City's ability to treat sanitary sewage effluent safely, economically, and efficiently. System improvements, including expansion, are relatively minor for the next several years as the City's current Five Year Capital Plan (1995-1999) contains less than $10 million in expenditures. About 50% of this cost is directly attributable to new growth. Major projects include:

• Pulp Mill Force Main	$2.6 million
• Airport and Pulp Mill Lift Stations	$1.0 million
• River Street Trunk/Force Main	$0.8 million
• Cinnamon Ridge Spray Irrigation	$0.6 million
• Rapid Infiltration	$0.5 million

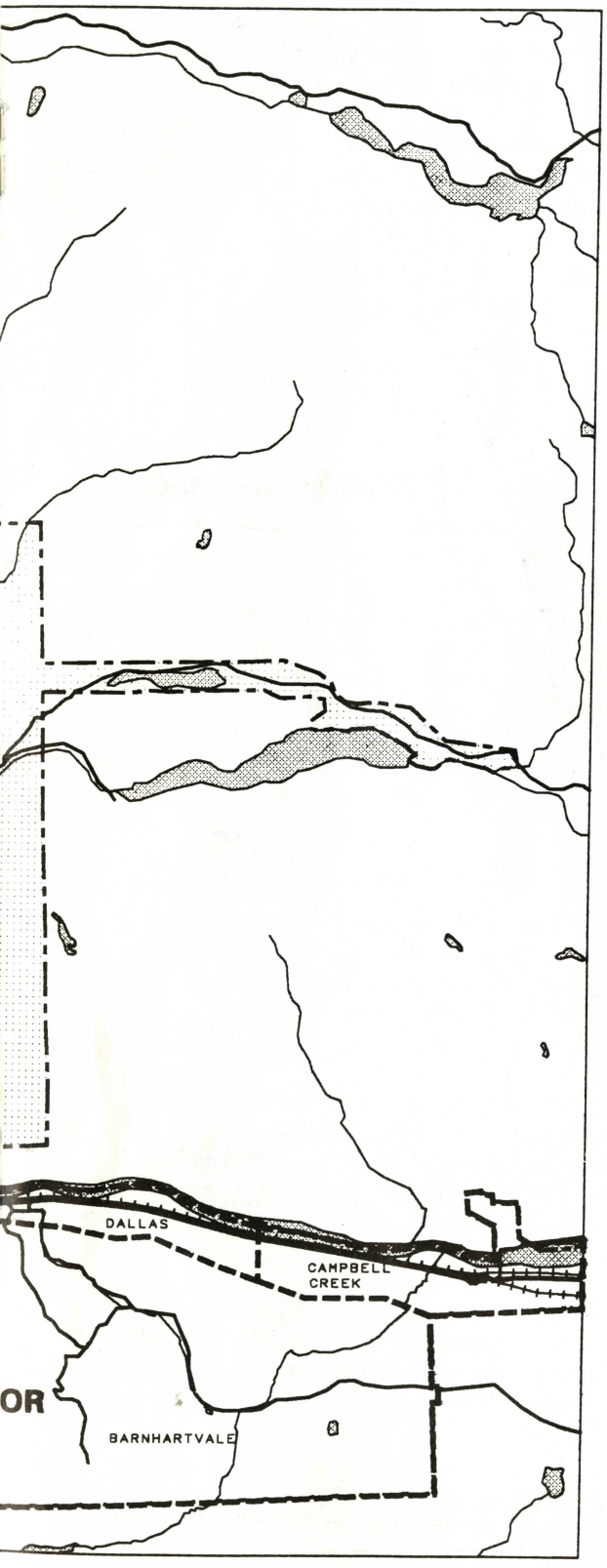
Community sewage systems are expensive to build, operate and expand. The City of Kamloops is exploring new ways to deal with this problem, including expansion of the existing spray irrigation system. A second smaller treatment plant could be built in Aberdeen for spray irrigation purposes. Another option for disposal is expansion of the rapid infiltration system where treated effluent passes through sand and soils prior to river discharge. A further option is the development and use of wetlands. Wetlands provide a natural cleaning process for sewage and may serve as important water fowl habitat. In 1994 the City began a Wetlands pilot project at the Wastewater Treatment Centre using cattails and bulrushes to treat effluent naturally. In the longer term, as development progresses further up the hillside south of Aberdeen or into Batchelor Hills, for example, new satellite treatment and spray irrigation systems need to be considered.

The City of Kamloops and Kamloops Indian Band (KIB) are presently exploring the potential of sharing sewer and water systems. The advantages of such an agreement are economic, environmental and practical. Both the City and the Band avoid duplicating treatment facilities, and by pooling resources a community benefit is achieved. Some have suggested that the City of Kamloops and the KIB may have different community development objectives, however, a joint servicing agreement would result in benefits to both governments.


HEFFLEY CREEK
NOBLE CREEK
RAYLEIGH
NORTHEAST SECTOR
WESTSYDE
KAMLOOPS INDIAN RESERVE # 1
NORTHWEST SECTOR
BATCHELOR HEIGHTS
TRANQUILLE
BROCKLEHURST
NORTH SHORE
MISSION FLATS
VALLEYVIEW
MOUNT DUFFERIN
LOWER SAHALI
CITY CENTER
JUNIPER RIDGE
UPPER SAHALI
ROSE HILL
SOUTHEAST SECT
ABERDEEN
KNUTSFORD
SOUTHWEST SECTOR

KAMPLAN 1995

MAP 2
PLANNING NEIGHBOURHOODS



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METERS

STORM DRAINAGE

The management of storm water in Kamloops is critical in providing an acceptable level of protection in developed and undeveloped areas from the natural consequences of heavy rainfall events. The effect of short duration, high intensity rainfalls can be significant on all components of a storm drainage system which in turn can create flooding in neighbourhoods and can impact the stability of lands within and adjacent to natural water courses.

Currently the municipality has master drainage plans prepared for all developed areas of the City which identify the restrictions in storm drainage infrastructure and outline recommendations for the provision of improvement on a prioritized basis. Included in these studies is the establishment of appropriate locations for the placement of storm water detention/retention facilities.

Storm water detention/retention is a drainage concept which allows control in the amount of storm water flow discharged from drainage catchment areas. Detaining storm water flows means that flows are permitted to be stored and discharged from a detention facility during a heavy storm at a rate which is compatible with the downstream capacity of the trunk system. Retaining storm water flows refers to the wholesale storage of storm water flow throughout the duration of the storm. The current objective of the City is to maintain post-development storm water flows at a rate equal to pre-development flows.

In addition to the control of storm water volumes, the municipality in conjunction with federal and provincial government initiatives has become increasingly aware of the need to manage the quality of storm water discharge. The Federal Department of Fisheries and Oceans and the Provincial Ministry of Environment have jointly emphasized the benefits to managing natural watercourses in development areas to preserve fish and wildlife habitat. It is clear that runoff water contaminated by any number of human activities including agriculture, industrial, and even residential development may affect the quality of receiving waters to which it flows. The City currently is working with the Ministry to find workable solutions to the issues associated with runoff water quality, which may include the dedication/preservation of watercourse areas as natural unimproved "leave strips" to preserve wildlife habitat and to prevent erosion. This may have an effect on subdivision planning.

BACKGROUNDER BULLETIN:

Storm Water Detention/Retention

Increased development leads to interruption of natural drainage patterns and an increase in storm runoff volumes. Storm water, that passes through and around urban areas can be contained from agriculture, industry, residential development, mining and forestry. Detaining the water, prior to its introduction into the municipal system can help preserve downstream capacity. Retaining water can also assist in the improvement of overall river water quality. The City of Kamloops has identified 15 potential storage basins. Of those, a number of detention sites currently are in operation, including Aberdeen and Dufferin as well as new development areas in Juniper and Pineview Valley.

Municipal response to local flooding problems in areas where older existing neighbourhoods do not have the same degree of flood protection as some of the new development areas are dealt with in an expedient manner. However, the amount of funding required to provide improvements in these areas is significant and sources of revenue are limited. One alternative available to general capital funding is to consider the storm drainage utility in a manner similar to the water and sewer utilities and create a separate rate structure for drainage. This rate structure could include user fees to fund both the maintenance and system improvements on a "user" basis.

The City's current Five Year Capital Plan (1995-1999) calls for improvements to the storm drainage system of just under $7 million. These are spread throughout the city, with the largest individual component comprising detention ponds and trunks along Ord Road ($2.2 million). This project is considered long-term in nature and will be funded in large part through Development Cost Charges applied to the Batchelor Hills/Ord Road area, as it develops.

DEVELOPMENT COST CHARGES

BACKGROUNDER BULLETIN:

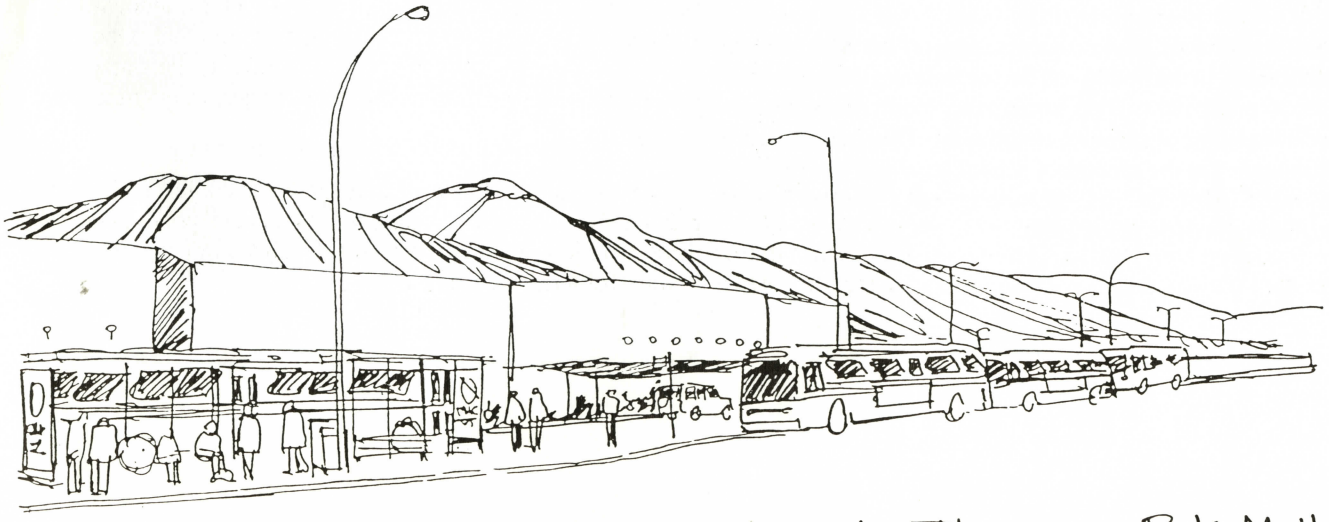
Development Cost Charges

Development Cost Charges (DCCs) are fees collected by a municipality to help pay for the cost of providing off-site services to new development. In Kamloops these services include water, road, sanitary sewer and storm drainage. Kamloops currently has City-wide DCC rates although there are additional specified area charges for particular projects in Westsyde, Dallas, Barnhartvale and Batchelor Hills. The table shows the overall DCC charge for a typical single family dwelling lot at the subdivision stage.

DCC fees are derived from the City's Five Year Capital Plan. The current Five Year Capital Plan (1995-1999) totals $148 million, of which $98 million is for water, sewer, roads and drainage infrastructure. DCCs are expected to contribute $16 million over the five year period.

1995 DCC FEES AT SUBDIVISION FOR SINGLE DWELLING UNIT (City-Wide)	
Sanitary Sewer	**$918**
Storm Drainage	**276**
Roads	**1,497**
Water	**1,818**
TOTAL	**$4,509**

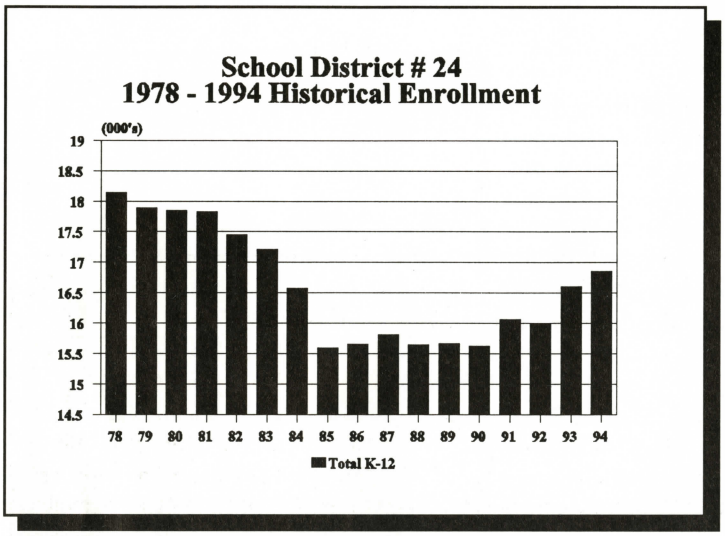
SERVICE CATEGORY	TOTAL 5 YEAR CAPITAL COSTS	COST OF PROJECTS MADE NECESSARY BY NEW DEVELOPMENT	COSTS ALLOCATED TO NEW DEVELOPMENT
Water	$49,661,000	$8,525,000	$6,968,000
Sewer	9,779,000	4,555,000	2,722,000
Roads	32,150,000	11,574,000	5,740,000
Drainage	6,738,000	1,145,000	823,000
TOTAL	$98,328,000	$25,799,000	$16,253,000



Kamloops Transit · Thompson Park Mall

SCHOOLS

School District No. 24 is responsible for providing K-12 education in Kamloops including construction, operation, maintenance and staffing of all facilities. New provincial legislation now requires the City and the School District to plan jointly for the development of new facilities. In Kamloops, the City and the School District have always maintained a co-operative working relationship and continue to provide a number of joint use facilities under a variety of agreements.



All newly developing areas have school sites planned for (and obtained) well in advance. In Pineview Valley, for example, a neighbourhood park/elementary school site was acquired through a joint arrangement among the City, the developer (Fraserview), the Province (BC Lands) and the School District. The principal difficulty in servicing rapidly growing areas is that actual school construction is dependent on provincial priorities and funding and usually lags well behind demand.

The Province now allows School Districts in conjunction with municipalities, to require new subdivisions to provide five percent of the land base (or cash in lieu) for the purpose of obtaining new school sites. This is the same as the long established park dedication requirement municipalities have used to obtain parkland from developers.

The recent surge in growth in Kamloops has led to an increase in enrollment in Kamloops schools. From 1990 to 1994, over 1,000 additional students were enrolled in School District No. 24. Within Kamloops 29 elementary schools, enrollment increased 1.3% last year to 8,342 students; enrollment in Kamloops seven secondary schools increased 3.4% last year to 5,780 students. There are also three private schools in the City with a combined enrollment of 1,044.

Most enrollment growth is occurring on the South Shore particularly in the Southwest Sector, echoing the residential growth in that area. By contrast many North Shore schools are stabilizing or showing no growth. This trend is more pronounced at the secondary school level and has resulted in the School District embarking on a reorganization beginning in September 1996.

BACKGROUNDER BULLETIN:

Community Schools

Community education is a concept whereby the entire community is served rather than only those students enrolled in the K-12 system. The local "community school" is where this happens. School District No. 24 is working with community groups, provincial agencies and the City of Kamloops to expand the community school concept.

The goals of community education are twofold:

(1) Expanded education for all community members:
- examples may include parenting courses, after school teen programs and senior citizen support programs

(2) Development of a sense of community:
- the community education program is based on the needs identified by the school community; the values and needs of the community are reflected in school operations and programs.

From a community planning perspective the relevant issues include:

- Ensuring that school sites are planned for, designated and acquired as part of any new developments.
- Ensuring that schools no longer needed for that purpose are "recycled" for continued community use.
- Promoting the joint use concept of neighbourhood parks/elementary school facilities.
- Encouraging expansion of the "community school" context.

FIRE PROTECTION

Two valleys divided by two rivers, a 600+ metre elevation change and sprawling peripheral development make the provision of fire protection services a major challenge in Kamloops. In September of 1884, $165 was spent on the purchase of 48 buckets and a few ladders. The modern fire fighting force consists of six fire stations equipped with the most modern equipment possible, staffed by 93 career members, 63 auxiliary firefighters and a Volunteer Search and Rescue Group with 30 members.

The Fire Department is headquartered at 1205 Summit Drive. The Department has a commitment to respond to: fires, injury accidents, rescues, First Responder medical assists, dangerous goods and hazardous material incidents. In addition, the Fire Department is committed to fire prevention through public education. The Fire Department, in conjunction with the Ministry of Forests, has been working actively with residents in outlying and forested areas to reduce the risk to human life and property from wild fires. This is a significant component of the City's Urban/Wildland Interface Policy. The City is in the final stages of completing a new Strategic Plan for the Fire Department which will help ensure that Kamloops continues to enjoy excellent service.

BACKGROUNDER BULLETIN:

Kamloops Fire Department's New Strategic Plan

Residents of Kamloops have enjoyed excellent fire protection. Population growth combined with new development in outlying areas presents a challenge to the community if existing service levels are to be maintained. As the number of people living outside the six minute travel time criterion grows, and the number of incidents continue to increase, the level of protection offered by the Fire Department will erode, unless additional resources are made available.

The new Strategic Plan responds to these challenges by balancing traditional and non-traditional approaches to fire protection and emergency service. In the short term, the plan focuses on the closure of some existing gaps in current service delivery, and recommends a new fire hall on the North Shore at a more centralized location, as well as some additional firefighters to strengthen the ability to respond to multiple incidents. In the longer term, the plan calls for additional resources to be used to meet future growth, including a new fire hall in the Southwest Sector and appropriate staffing.

POLICE

Police services are supplied to the City by the Royal Canadian Mounted Police under a joint Federal/Provincial agreement. The services of the 97 member City Detachment are provided at 90% of cost by the Federal Government, and subsidized a further $470,000 (6%) annually by the Province. Headquarters is maintained at the new Public Safety Building at the corner of Sixth Avenue and Battle Street in downtown Kamloops.

In response to growing concerns about crime prevention, the RCMP have established two community policing offices, one on Tranquille Road and one of Victoria Street. These are staffed primarily by volunteers, with support from regular officers. In addition, the use of regular foot patrols and officers on bicycles have led to an enhanced neighbourhood police presence. The use of innovative programs such as Crime Stoppers and Neighbourhood Watch also help establish links between the police and the community and help deter crime. It is anticipated that these trends will continue for the foreseeable future.

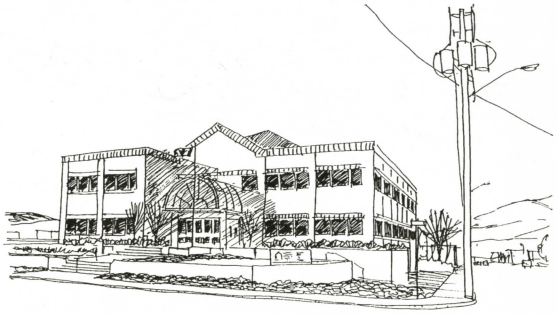
Trends

In 1990, KAMPLAN recognized and planned for a number of servicing trends, still in evidence today, including:

- **the cost of infrastructure (capital and operating) is increasing;**
- **senior governments are reducing or eliminating cost sharing programs and grants;**
- **the demand for improvements and high levels of service are increasing;**
- **social and environmental impacts need to be addressed.**

Since 1990, some additional trends include:

- **population growth requires facility expansion;**
- **senior governments have imposed new regulations;**
- **environmental concerns have increased significantly;**
- **alternative approaches (demand management, new technologies, public/private partnerships, privatization) are being explored.**



Public Safety Building (R.C.M.P. Headquarters)

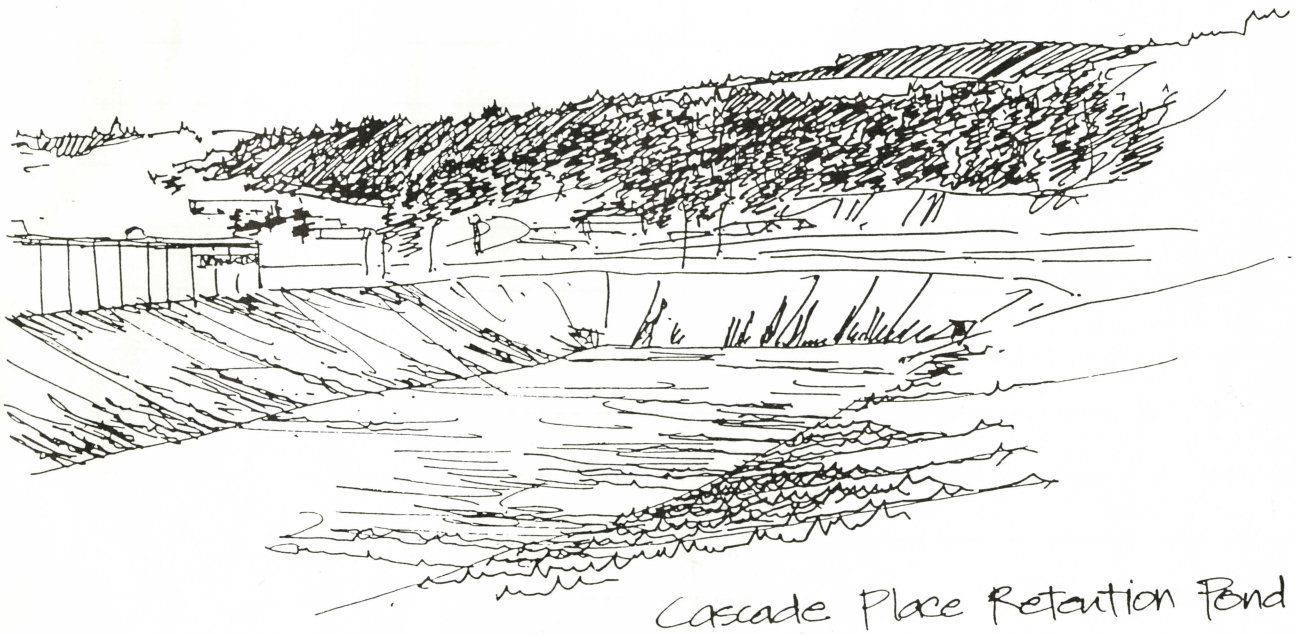
Date Due

KAMPLAN 1995 BACKGROUNDER: SERVICING

Major Issues

KAMPLAN 1995 will address the following issues:

- **the overall need to balance the high cost of new infrastructure and infrastructure improvements against demand for service, environmental concerns and consumer convenience;**
- **the need to develop demand management strategies to try and defer or eliminate the costs of infrastructure growth;**
- **the need to develop alternative methods of providing services and facilities, including the use of new technology;**
- **the need to utilize existing infrastructure capacity in an efficient manner;**
- **the need to service new growth and to ensure that Kamloops residents continue to enjoy a high level of affordable/quality services.**



Cascade Place Retention Pond

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The City of Kamloops would like your input into the KAMPLAN process. If you have any comments or concerns on this or any other backgrounder, or if you wish to make a general statement, please provide your comments below and submit them to:

Development Services Department - City of Kamloops
Attention: Greg Toma, Community Planning Manager
7 Victoria Street West
Kamloops BC V2C 1A2 Phone 828-3572 Fax 828-7848

Thank you.