

# City of Kelowna

## Regular Council Meeting

### AGENDA



Monday, April 18, 2016  
1:30 pm  
Council Chamber  
City Hall, 1435 Water Street

Pages

#### 1. Call to Order

This meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

#### 2. Confirmation of Minutes

4 - 10

PM Meeting - April 11, 2016

#### 3. Bylaws for Adoption (Development Related)

##### 3.1 BL11192 (TA15-0015) - Amendment to Section 13 - Urban Residential Zones, 13.6 RU6 - Two Dwelling Housing Zone

11 - 15

To adopt Bylaw No. 11192 in order to amend the City of Kelowna's Zoning Bylaw to allow duplex units with party wall agreements, develop provisions for small lot duplex housing on a pilot project basis and remove mention of the unused RU6h zone.

#### 4. Non-Development Reports & Related Bylaws

##### 4.1 Development Application Fee Bylaw No.10560 Amendment

16 - 41

To amend Development Application Fees Bylaw No.10560.

##### 4.2 BL11233 - Amendment No. 5 to Development Application Fee Bylaw No. 10560

42 - 46

To give Bylaw No. 11233 first, second and third readings in order to amend the City's Development Application Fee Bylaw.

##### 4.3 2016 Cultural Report Card

47 - 74

To provide Council with information regarding the 2016 Cultural Report Card.

##### 4.4 Water Regulation Bylaw Updates

75 - 99

To inform Council about proposed changes to the Water Regulation Bylaw.

**4.5 BL11212 - Amendment No. 7 to Water Regulation Bylaw No. 10480 100 - 120**

To give Bylaw No. 11212 first, second and third readings in order to amend the City's Water Regulation Bylaw.

**4.6 BL11216 - Amendment No. 16 to Bylaw Notice Enforcement Bylaw No. 10475 121 - 122**

To give Bylaw No. 11216 first, second and third readings in order to amend the City's Bylaw Notice Enforcement Bylaw.

**4.7 Okanagan Rail Trail - Trail Development Plan (Progress Update) 123 - 201**

To seek support of Council for the Trail Development Plan for the Okanagan Rail Trail corridor, as described in the attached report prepared by Urban Systems et al for the Inter-jurisdictional Development Team. (Due to file side limitation, the supporting technical report does not include the maps and graphics provided in the report's appendices.)

**4.8 Okanagan Rail Trail - Fundraising Plan 202 - 218**

To seek support of Council for the Fundraising Plan for the Okanagan Rail Trail corridor, as described in the attached report prepared by the Okanagan Rail Trail Initiative.

**4.9 315 Lawrence Avenue, Assignment of Lease - Wine & Art Kelowna Inc. 219 - 235**

That Council approve the Assignment of Lease from Wine & Art Kelowna Inc. to Wine & Art Kelowna (2016) Inc. for City-owned commercial premises located in the Chapman Parkade at 315 Lawrence Avenue.

**4.10 2016 Tax Distribution Policy 236 - 256**

To establish tax class ratios that will be used in the preparation of the 2016 tax rates.

**4.11 2030 Infrastructure Plan 257 - 418**

To provide Council with the 2030 Infrastructure Plan for their review and adoption and to detail the impacts to the 2030 Infrastructure Plan of advancing the construction timing of the Glenmore Fire Hall (Station 5) by 5 years from 2022-24 to 2017-19.

**5. Bylaws for Adoption (Non-Development Related)**

**5.1 BL11209 - Amendment No. 5 to Utility Billing Customer Care Bylaw No. 8754 419 - 422**

To adopt Bylaw No. 11209 in order to amend the City's Utility Billing Customer Care Bylaw.

- 5.2 BL11213 - Amendment No. 1 to Five Year Financial Plan 2015-2019 Bylaw No. 11088 423 - 424**

To adopt Bylaw No. 11213 in order to amend the City's Five Year Finance Plan 2015-2019 Bylaw.

- 5.3 1525 Dickson Road (Portion of), BL11224 - Road Closure Bylaw 425 - 426**

**Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.**

To adopt Bylaw No. 11224 in order to authorize the City to permanently close and remove the highway dedication of a portion of highway on Dickson Avenue.

- 5.4 BL11226 - Amendment No. 1 to Sale of City Owned Land Reserve Fund Expenditure Bylaw, 2015, No. 11086 427 - 427**

To adopt Bylaw No. 11226 in order to amend the City's Sale of City Owned Land Reserve Fund Expenditure Bylaw, 2015.

**6. Mayor and Councillor Items**

**7. Termination**



## City of Kelowna Regular Council Meeting Minutes

Date: Monday, April 11, 2016  
Location: Council Chamber  
City Hall, 1435 Water Street

Council Members Present: Deputy Mayor Luke Stack and Councillors Maxine DeHart, Ryan Donn, Gail Given, Tracy Gray, Charlie Hodge, Brad Sieben and Mohini Singh

Council Members Absent: Mayor Colin Basran

Staff Present: City Manager, Ron Mattiussi; Deputy City Clerk, Karen Needham; Divisional Director, Community Planning & Real Estate, Doug Gilchrist\*; Community Planning Department Manager, Ryan Smith\*; Urban Planning Manager, Terry Barton\*; Cultural Services Manager, Sandra Kochan\*; Planner Specialist, Melanie Stepphun\*; Suburban & Rural Planning Manager, Todd Cashin\*; Financial Planning Manager, George King\*; Financial Services Director, Genelle Davidson\*; Accountant, Matt Friesen\*; Planner Specialist, Pat McCormick\*; Property Management Manager, Mike Olson\*; and Legislative Systems Coordinator, Sandi Horning

(\* denotes partial attendance)

### 1. Call to Order

Deputy Mayor Stack called the meeting to order at 1:31 p.m.

Deputy Mayor Stack advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

## 2. Confirmation of Minutes

Moved By Councillor Hodge/Seconded By Councillor Singh

R264/16/04/11 THAT the Minutes of the PM Meeting of April 4, 2016 be confirmed as circulated.

Carried

## 3. Public in Attendance

### 3.1 Festivals Kelowna

Staff:

- Introduced the presentation and the representatives from Festivals Kelowna.

Renata Mills, Executive Director, and Ed Laverock, President, Festivals Kelowna:

- Displayed a PowerPoint presentation summarizing Festivals Kelowna's 2015 activities and responded to questions from Council.

The City Manager joined the meeting at 1:36 p.m.

Moved By Councillor Sieben/Seconded By Councillor Donn

R265/16/04/11 THAT Council receives, for information, the annual presentation by Festivals Kelowna dated April 11, 2016.

Carried

## 4. Development Application Reports & Related Bylaws

### 4.1 200 Clarissa Road, Z16-0002 - Margaret & David Ward

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Donn

R266/16/04/11 THAT Rezoning Application No. Z16-0002 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 12, Section 23, Township 26, ODYD, Plan 15416, 200 Clarissa Rd, Kelowna, BC from the RU1 - Large Lot Housing zone to the RU1c - Large Lot Housing with Carriage House zone be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated July 10, 2015;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and Development Variance Permit for the subject property.

Carried

#### 4.2 200 Clarissa Road, BL11225 (Z16-0002) - David & Margaret Ward

Moved By Councillor Singh/Seconded By Councillor DeHart

R267/16/04/11 THAT Bylaw No. 11125 be read a first time.

Carried

Deputy City Clerk:

- Advised this application will be forwarded to the May 3, 2016 Public Hearing.

#### 4.3 3110 Mathews Road, A15-0008 - V.E. Turton

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.
- Noted an error in the staff report in that the Ministry of Energy & Mines' public consultation process has not yet been completed as per the Ministry's regulations.
- Displayed a workflow graphic from the Ministry outlining the application process for the Ministry of Energy & Mines including the local government referral and public consultation phase.
- Confirmed that it is not the City's role to require public consultation for this application.
- Clarified the amount of gravel to be extracted from the site and the process to do so.
- As far as staff know, the application does not involve the crushing of gravel on site.
- Bylaw Services has the ability to monitor noise and dust complaints, should complaints be made.
- Clarified the terminology regarding gravel pits.
- Advised that the Ministry of Energy & Mines will have the most control over what happens on the site.
- Any concerns regarding ground water can be directed to the Ministry of Energy & Mines in Kamloops, BC.
- Advised that the City has a Terms of Reference to be followed for Agrologist reports.
- Confirmed that this application is for land reclamation and is not for a new gravel pit.

Council:

- Expressed concerns with respect to the process.
- Expressed concerns with respect public safety.
- Expressed concerns with respect to dust control.
- Expressed concerns with respect to the hours of operation and suggested that it be limited to 7am-5pm.
- Expressed concerns with the proximity of the subject property to a school.
- Expressed concerns with respect to environmental impacts to the surrounding area.
- Expressed concerns with the proposed truck route.

Moved By Councillor Given/Seconded By Councillor Donn

R268/16/04/11 THAT Agricultural Land Reserve Appeal No. A15-0008 for Lot 111 Section 3 TWP 26 ODYD Plan 1247, located at 3110 Mathews Road, Kelowna, for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act, be supported by Council.

DEFEATED

Councillors DeHart, Hodge, Sieben and Singh - Opposed.

**Moved By Councillor Sieben/Seconded By Councillor Hodge**

**R269/16/04/11** THAT Council directs staff to forward the following comments and concerns to the Agricultural Land Commission with respect to Agricultural Reserve Appeal No. A15-0008:

- Public safety;
- Dust control;
- Noise concerns;
- Hours of Operation, preferably 7am-5pm;
- Proximity of the subject property to a school;
- Environmental impacts to the surrounding area; and
- Truck routes.

**Carried**

**Moved By Councillor Sieben/Seconded By Councillor Singh**

**R270/16/04/11** THAT Council authorizes the Mayor, on behalf of Council, to send a letter to the Ministry of Energy and Mines encouraging the Chief Inspector to require public involvement as a requirement of a Notice of Work.

**Carried**

The meeting recessed at 3:49 p.m. The meeting reconvened at 3:56 p.m.

**5. Bylaws for Adoption (Development Related)**

**5.1 980 Mayfair Road, BL11152 (Z15-0038) - Justin & Rebecca Bullock**

**Moved By Councillor DeHart/Seconded By Councillor Singh**

**R271/16/04/11** THAT Bylaw No. 11152 be adopted.

**Carried**

**6. Non-Development Reports & Related Bylaws**

**6.1 Amending the Five Year Financial Plan, 2015-2019**

**Moved By Councillor Donn/Seconded By Councillor Gray**

**R272/16/04/11** THAT Council receives, for information, the Report from the Manager, Financial Planning dated April 11, 2016 with respect to amending the Five Year Financial Plan 2015-2019 to reflect changes in the Operating Budget and Capital Expenditure Program for 2015;

AND THAT Bylaw No. 11213 being Amendment No. 1 to the Five Year Financial Plan 2015-2019 Bylaw No. 11088 be advanced for reading consideration;

AND FURTHER THAT Bylaw No. 11226 being Amendment No. 1 to the Sale of City Owned Land Reserve Fund Expenditure Bylaw, 2015 No. 11086 be advance for reading consideration.

**Carried**

**6.2 BL11213 - Amendment No. 1 to Five Year Financial Plan 2015-2019 Bylaw No. 11088**

Moved By Councillor Gray/Seconded By Councillor Donn

R273/16/04/22 THAT Bylaw No. 11213 be read a first, second and third time.

Carried

**6.3 BL11226 - Amendment No. 1 to Sale of City Owned Land Reserve Fund Expenditure Bylaw, 2015, No.11086**

Moved By Councillor Gray/Seconded By Councillor Hodge

R274/16/04/22 THAT Bylaw No. 11226 be read a first, second and third time.

Carried

**6.4 Amendment No. 5 to Utility Billing Customer Care Bylaw No. 8754**

Staff:

- Provided the rationale for the amendments to the Bylaw.

Moved By Councillor Hodge/Seconded By Councillor Gray

R275/16/04/11 THAT Bylaw No. 11209, being amendment No. 5 to Utility Billing Customer Care Bylaw No. 8754 be forwarded to Council for reading consideration;

Carried

**6.5 BL11209 - Amendment No. 5 to Utility Billing Customer Care Bylaw No. 8754**

Moved By Councillor Hodge/Seconded By Councillor Gray

R276/16/04/11 THAT Bylaw No. 11209 be read a first, second and third time.

Carried

**6.6 License of Occupation and Memorandum of Understanding for a Portion of Brent's Grist Mill Heritage Park**

Staff:

- Displayed a PowerPoint Presentation summarizing the License of Occupation and Memorandum of Understanding and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Hodge

R277/16/04/11 THAT Council invites Professor Holmes from UBC-Okanagan to address Council.

Carried

Professor Holmes, UBC-Okanagan:

- Responded to questions from Council.
- Provided additional information regarding the role wild bees plays in the environment.

**Moved By Councillor Donn/Seconded By Councillor Given**

**R278/16/04/11** THAT Council approves the City entering into a License of Occupation and a Memorandum of Understanding, with the University of British Columbia Okanagan (UBCO), for use of a portion of the Brent's Mill Heritage Park located at 1435 Dilworth Drive, in the form attached to the Report of the Manager, Property Management, dated April 11, 2016;

AND THAT the Mayor and City Clerk be authorized to execute all documents necessary to complete the transaction.

**Carried**

**6.7 2016 Creative Spaces Consultations**

Staff:

- Displayed a PowerPoint Presentation summarizing the 2016 Creative Spaces consultations and responded to questions from Council.

**Moved By Councillor Singh/Seconded By Councillor Sieben**

**R279/16/04/11** THAT Council receives for information the report dated April 11, 2016 from the Cultural Services Manager regarding the 2016 Creative Spaces consultations.

**Carried**

**6.8 KLO Sports Fields Lease Renewal**

Staff:

- Displayed a PowerPoint Presentation outlining the KLO Sports Fields Lease renewal.

**Moved By Councillor Hodge/Seconded By Councillor Sieben**

**R280/16/04/11** THAT City Council approves the City entering into a three (3) year Lease Renewal Agreement, with the Central Okanagan Regional District, for lease of the sports fields at 1456 KLO Road, in the form attached to the Report of the Manager, Property Management, dated April 11, 2016;

AND THAT the Mayor and City Clerk be authorized to execute all documents necessary to complete the transaction.

**Carried**

**7. Mayor and Councillor Items**

Councillor Given:

- Made comment on her attendance at the recent Forestry Convention held in Kelowna.

Councillor Donn:

- Made comment on his attendance at a UBC-O Soccer Scholarship breakfast.
- Made comment on the UBER open house happening this week.
- Made comment on the Jaycees attendance at the Kelowna-Kasugai Sister City Association meeting.

Councillor Gray:

- Made comment on her attendance at recent John Howard Society banquet.

Councillor Sieben:

- Made comment on his attendance at the UBC-O Soccer Scholarship breakfast.
- Made comment the UBER open house happening this week.

Councillor DeHart:

- Made comment on her attendance at the 32nd Anniversary of Royal Canadian Airforce Association.
- Commented on meeting the Minister of National Defense.


Deputy Mayor Stack:

- Made comment on his attendance at the Kelowna Chamber of Commerce luncheon last Friday.
- Commented on meeting the Minister of National Defense.
- Made comment on his attendance at the Dolicious Donuts Grand Opening in the Towne Centre Mall.
- Made comment on his attendance at the new Steve Nash UFC Outlet in Orchard Plaza.

## 8. Termination

This meeting was declared terminated at 4:49 p.m.

\_\_\_\_\_  
Deputy Mayor Stack

  
\_\_\_\_\_  
Deputy City Clerk

/slh

**CITY OF KELOWNA**  
**BYLAW NO. 11192**  
**Amendment to Section 13 - Urban Residential Zones -**  
**13.6 RU6 - Two Dwelling Housing**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000, **Section 13 - Urban Residential Zones be amended by deleting Section 13.6 RU6 - Two Dwelling Housing/RU6b - Two Dwelling Housing with Boarding or Lodging House/RU6h - Two Dwelling Housing (Hillside Area)** and replacing it with a new **Section 13.6 RU6 - Two Dwelling Housing/RU6b - Two Dwelling Housing with Boarding or Lodging House Zone** as attached to and forming part of this bylaw;
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 25<sup>th</sup> day of January, 2016.

Considered at a Public Hearing on the 16<sup>th</sup> day of February, 2016.

Read a second and third time by the Municipal Council this 16<sup>th</sup> day of February, 2016.

Approved under the Transportation Act this 11<sup>th</sup> day of April, 2016.

Audrie Henry  
(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk

## **13.6 RU6 – Two Dwelling Housing**

### **RU6b – Two Dwelling Housing with Boarding or Lodging House**

#### **13.6.1 Purpose**

The purpose is to provide a **zone** for development of a maximum of two **dwelling** units per lot.

#### **13.6.2 Permitted Uses**

The permitted **principal uses** in this **zone** are:

- (a) **agriculture, urban**
- (b) **community garden**
- (c) **single dwelling housing**
- (d) **two dwelling housing**

#### **13.6.3 Secondary Uses**

The permitted **secondary uses** in this **zone** are:

- (a) **bed and breakfast homes**
- (b) **boarding or lodging houses (RU6b only)**
- (c) **child care centre, minor**
- (d) **carriage house**
- (e) **group homes, minor**
- (f) **home based businesses, major**
- (g) **home based businesses, minor**
- (h) **secondary suite**

#### **13.6.4 Buildings and Structures Permitted**

- (a) **one single detached house** which may contain a **secondary suite**
- (b) **duplex housing\***
- (c) **semi-detached housing\***
- (d) **two single detached houses** which may not contain **secondary suites\***
- (e) permitted **accessory buildings or structures**
- (f) **carriage house**
- (g) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)

NOTE: **Buildings** or **structures** indicated by an (\*) are only permitted on **lots** that meet the subdivision regulations for **two dwelling housing**.

#### **13.6.5 Subdivision Regulations**

- (a) The minimum **lot width** is 13.0 m for single detached housing, except it is 15.0 m for a corner lot.
- (b) The minimum lot width for two dwelling housing is 18.0 m, except it is 20.0 m for a corner lot.
  - i. Where a lot with a developed **semi-detached housing** development is being subdivided along a party wall the minimum **lot width** is 9.0 m, except it is 11.0 m for a **corner lot**, and a **party wall** agreement is registered on the titles of both **lots**.
- (c) The minimum lot depth is 30.0 m.
- (d) The minimum lot area is 400 m<sup>2</sup> for single detached housing, but 440 m<sup>2</sup> for a corner lot. It is 700 m<sup>2</sup> for a site, but 800 m<sup>2</sup> for a corner site, with semi-detached or duplex housing.
  - i. Where a lot with a developed semi-detached housing development is being subdivided along a party wall, the minimum lot areas is 400 m<sup>2</sup>, but 440 m<sup>2</sup> for a corner lot.

#### 13.6.6 Development Regulations

- (a) The maximum site coverage is 40% and together with driveways and parking areas, shall not exceed 50%.
- (b) For all accessory buildings or structures and carriage houses:
  - The maximum combined lot coverage of all accessory **buildings** or **structures** and **carriage houses** shall not exceed 14%.
  - The maximum combined area of all accessory **buildings** / **structures** and **carriage houses** (e.g. footprint size) shall not exceed 90 m<sup>2</sup>.
  - The maximum net floor area of a carriage house shall not exceed 90 m<sup>2</sup>.
  - The maximum net floor area of all carriage houses (including 1 storey carriage houses) shall not exceed 75% of the total net floor area of the principal building.
  - If a development contains a carriage house and if the height of all the accessory buildings / structures, and carriage house are limited to one (1) storey then the following bonus applies:
    - The maximum combined lot coverage of all accessory **buildings** / **structures** and **carriage houses** may be increased to a maximum of 20%
    - The maximum combined area of all accessory **buildings** / **structures** and **carriage houses** (e.g. footprint size) may be increased to a maximum of 130 m<sup>2</sup> subject to:
      - The maximum area (e.g. footprint size) of a carriage house shall not exceed 100 m<sup>2</sup>.
      - The maximum area (e.g. footprint size) of all accessory buildings / structures (including garages) shall not exceed 50m<sup>2</sup>.

- (c) The maximum height for principal buildings is the lesser of 9.5m or 2 ½ storeys.
- (d) The maximum height for accessory buildings / structures is 4.5m.
- (e) The maximum height for carriage houses is 4.8m.
- (f) The minimum site front yard is 4.5 m, except it is 6.0 from a garage or carport.
- (g) The minimum site side yard is 2.0 m for a 1 or 1½ storey portion of a building and 2.3 m for a 2 storey portion of a building, except it is 4.5 m from a flanking street.
  - i. Where there is a garage accessed from the flanking street, it is 6.0m.
  - ii. Where there is no lane abutting the site, one side yard must be a least 3.0m for vehicular access, unless there is an attached garage or carport which is an integral part of the dwelling.
  - iii. **Side yards** are not required for **semi-detached housing** on a **lot line** that has a **party wall**.
- (h) The minimum site rear yard is 7.5 m, except it is 1.5 m for accessory buildings. Where the lot width exceeds the lot depth, the minimum rear yard is 4.5 m provided that one side yard shall have a minimum width of 4.5 m.
- (i) Semi-detached and duplex housing shall provide a minimum area of 30 m<sup>2</sup> of private open space per dwelling and group homes, minor and boarding or lodging houses shall provide a minimum area of 7.5 m<sup>2</sup> of private open space per bedroom in addition to the principal dwelling. This may be in required side or rear yards provided the minimum dimension of the space is 4.5 m.
- (j) A site may be developed with a maximum of two single detached housing units where all the requirements for duplex housing have been met. The two single detached housing units must be separated by a minimum distance of 4.5 metres.

#### 13.6.7 Small Lot Semi-Detached Housing Development Regulations

On Lot 16, District Lot 138, ODYD Plan 3707, the Small Lot Semi-Detached Housing Development Regulations apply.

- (a) The maximum site coverage is 50% and together with driveways and parking areas, shall not exceed 60%.
- (b) The maximum **height** is the lesser of 8.3 m or 2 storeys.
- (c) The minimum **front yard** setback is 3.0 m.
- (d) The minimum **side yard** setback is 1.5 m.
- (e) The minimum **rear yard** setback is 7.5 m.

#### 13.6.8 Other Regulations

- (a) A "b" notation shown on Schedule "A" as part of the identified zone classification indicates that a secondary use in the form of a Boarding or Lodging House is permitted on the properties so designated, subject to meeting the conditions of use of the zone.
- (b) A carriage house must not be closer than 3.0m to an existing principal building.
- (c) All semi-detached and duplex housing shall be designed so there is driveway access for each dwelling.
- (d) Bed and breakfast homes and minor group homes are only permitted in single detached housing.
- (e) Where the site has access to a lane, vehicular access to the site is only permitted from the lane.
- (f) Boarding or lodging houses are only permitted in single detached housing and are limited to a maximum of 10 residents.
- (g) In addition to the regulations listed above, other regulations may apply. These include the general development regulations of Section 6 (accessory development, yards, projections into yards, lighting, stream protection, etc.), the landscaping and fencing provisions of Section 7, the parking and loading regulations of Section 8, and the specific use regulations of Section 9.

# Report to Council



**Date:** April 18, 2016

**File:** 0245-01

**To:** City Manager

**From:** Ryan Smith, Community Planning Manager

**Subject:** Development Application Fee Bylaw No.10560 Amendment

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## **Recommendation:**

THAT Council receives, for information, the Report from the Community Planning Department Manager dated April 18, 2016 with respect to amendments to the Development Application Fees Bylaw;

AND THAT Bylaw No. 11233, being Amendment No. 5 to Development Application Fees Bylaw No. 10560 be advanced for reading considerations.

## **Purpose:**

To amend Development Application Fees Bylaw No.10560.

## **Background:**

In the fall of 2015, staff selected Deloitte LLP to conduct a review of the City's Development Application Fees Bylaw No.10560. The last review occurred 5 years ago (in 2011) and staff felt it was time to review the costs of processing each type of development application versus the fees collected for doing so.

Staff/Deloitte approached this project with a few key principles in mind:

- There is a public benefit to the City's review of development applications and therefore 100% cost recovery would not be targeted. Instead targets were set for 85% cost recovery on developer oriented applications and 55% on applications of a more minor scale. The overall recovery rate was target between 70-75%.
- Cost recovery varies for different types of applications to ensure that a disincentive for compliance permitting isn't created.
- Fee should not substantially more or less than other comparable municipalities.

- Fees should be based on staff time processing applications and not merely benchmarked to other municipalities.
- Not all staff time is spent on files generating revenue and as such, complete cost recovery would not be a goal.
- An annual increase should be built into the bylaw so that fees keep pace with costs.

With these principles in mind, staff began working with Deloitte LLP on the comprehensive review. Planning staff tracked their time on various types of applications while the Deloitte team researched other municipal fees and completed a fee modelling tool.

Staff also worked with Deloitte to update fees that were confusing or in some cases, split fees into minor/major categories in order to allow more fairness in their application.

In order to ensure that Development Application Fees keep up with costs, staff worked with Deloitte to identify and automatic annual increase that will be linked to the Consumer Price Index.

Generally, fees will increase roughly 8% which will increase cost recovery in the development application review process from 64% to 72%. Some fee categories are subject to minor reductions (based on measures of staff time to process the application while others have slightly larger increases. As mentioned above, staff have attempted to keep some minor application types affordable to ensure that application fee is not a barrier to bylaw compliance.

Staff have also made sure that the fees are consistent with those of other British Columbia municipalities of comparable size including: Abbotsford, Chilliwack, Nanaimo and Richmond. All of those municipalities also reportedly target fee recovery of between 70-80%.

This proposed fee strategy is generally consistent with Council's Priority of Providing Strong Financial Management by updating financial strategies and policies. Deloitte has also created a dynamic model that will allow future development application fee analysis based on staff time and targeted cost recovery without the need for additional consulting services. Staff plan on regular reviews (5 year intervals to ensure that fees remain current).

#### **Internal Circulation:**

Policy and Planning (JM)

#### **Legal/Statutory Authority:**

Local Government Act, Section 462

#### **Existing Policy/Bylaw:**

Development Application Fees Bylaw No.10560.

#### **Financial/Budgetary Considerations:**

Current budgeted revenue for the Community Planning and Real Estate Department is \$389,000. This budgeted revenue is based on a 10-year revenue average.

**External Agency/Public Comments:**

The proposed Development Application Fee Bylaw amendments were circulated to the local Urban Development Institute Chapter (UDI) and a letter of support has been provided (Attached as Schedule 'B').

**Communications Comments:**

Staff plan to notify the development community of the fee increase by email to both local UDI and CHBA chapters. Further, notices will be posted in the City Hall Permit Centre reception area.

**Considerations not applicable to this report:**

**Personnel Implications:**

**Alternate Recommendation:**

**Legal/Statutory Procedural Requirements:**

Submitted by:

R.Smith, Community Planning Manager

Approved for inclusion:



D.Gilchrist, Divisional Director of Community Planning and Real Estate

cc: Policy and Planning (JM)  
Finance (GK)



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April 11, 2016

**Private and confidential**

Mr. Ryan Smith  
Department Manager, Community Planning  
City of Kelowna  
1435 Water Street  
Kelowna, BC V1Y 1J4

**Subject: Findings from Development Application Fees Bylaw review**

Dear Mr. Smith:

Please find attached our completed fee review of your Development Application Fees Bylaw.

We have now completed the full scope of our work which included:

- **Phase 1 - Project initiation** – develop project plan, collect and document required information and identify comparable municipalities.
- **Phase 2 - Municipal case study analysis** – complete review of fees charged by other relevant municipalities to allow for a comparison to Kelowna's current fee bylaw.
- **Phase 3 - Cost analysis** – collect all information related to the cost to provide these services including staff time, hourly compensation and associated overhead.
- **Phase 4 - Develop fee pricing model** – work in tandem with the City to develop a fee pricing model that incorporates findings from cost analysis and municipal case study analysis and is guided by City's targeted recovery rates.
- **Phase 5 - Recommendation and report** – after the new fee pricing model has been validated by the City and stakeholders, provide final recommendations along with fee pricing model.

**Key findings from our review included:**

- Surveyed municipalities did not take an active approach to managing their fee bylaws and in most cases there is uncertainty as to the actual level of cost recovery being achieved.
- Application fees in Kelowna are not consistently high or low in comparison to other relevant municipalities. This is due to the fact that the fees at other municipalities vary widely and may not accurately reflect the cost to provide these services.
- The costing analysis indicated that the estimated recover rate for City of Kelowna fees varied greatly by type but that the overall recovery rate averaged 76% (or 64% when weighted by frequency and cost) after considering staffing and overhead costs.

**In developing the new fee strategy we worked with City staff and considered the following criteria:**

- **Current fees** – while the current fee structure is outdated and some fees no longer reflect the recovery rate that should be targeted, it is still important to consider the existing fee structure

when making adjustments. Ideally, any change to fees should be minimized unless there is significant rationale for a larger change.

- **Cost to provide services and targeted recovery rate** – the cost that the city incurs to deliver the services is a key input into determining the new fees. The targeted average weighted recovery for all fees should be in the range of 70-75%. Achieving a standard recovery rate on all fees was determined not to be a reasonable objective and instead this overall average weighted recovery metric was used.
- **Applicant profile** – a distinction should be made between the application types commonly submitted by homeowners/citizens as compared to the types commonly submitted by developers. The strategy should be to minimize the costs to the homeowners/citizens while ensuring as close to a full cost recovery from the developers who are engaging in for profit development. This is considered reasonable given that the fees levied to developers are typically related to applications that if approved result in increased value/profits for the developer.
- **Potential benefits to City** – certain applications are for things such as heritage conservation, which is considered a net benefit to the City and should have lower recovery rates as the applicant in some cases may be negatively impacting the value of their property.
- **Whether fee is meant to act as penalty** – certain fees related to fines where the appropriate approvals were not previously obtained are meant to penalize groups that have not followed the correct procedures.

#### **Additional recommendations for the City**

- The City should consider updating their fee structure on an annual basis to ensure the targeted recovery rate is still being achieved when costs to provide the services go up. An annual increase equal to inflation would generally support this objective and could be supported by a more detailed review every five years.

We understand that City staff have already met with the Okanagan chapter of the Urban Development Institute (UDI) to go over the proposed new fee structure and that the UDI had no material concerns with the new fee structure.

If there are any questions with respect to this proposal, please contact Andrew Evans at 604 640 3048 or email [andrew.evans@deloitte.ca](mailto:andrew.evans@deloitte.ca).

Yours truly,



Liam Brunner.  
Partner, Western Canadian Real Estate & Valuations Leader  
Deloitte LLP

Encls

1. Development Application Fees Bylaw No. 10560 Review
2. Development Application Fee Model

Application fees	Current fee	Current additions	Proposed fee	Proposed additions
Area Structure Plans & Area Redevelopment Plans	\$5,500	Plus \$75 per ha	\$8,375	Plus \$75 per ha
OCP Amendment - Major	\$3,262		\$3,250	
OCP Amendment - Minor	\$0		\$1,750	
Phase Development Agreement	\$3,262	Plus City's Legal Review Fees	\$2,800	Plus City's Legal Review Fees
Zoning Amendments				
"C" for Carriage House	\$694		\$875	
Bylaw Enforcement - Add 'C' for Carriage House	\$964		\$1,750	
Add "t" Designation for Agri-Tourist Accommodation	\$636		\$1,300	
RU6, RR, & A1	\$1,386		\$1,375	
Text Amendment	\$1,386		\$1,400	
Rezoning Renewal/Extension	\$150		\$450	
Comprehensive Development Zone	\$3,262		\$3,250	
All Other Zones	\$1,779		\$1,775	
Urban Design Permits				
Major (Council Reviewed) Development Permit	\$1,386		\$1,625	
Minor Direct Development Permit	\$694		\$900	
Natural Environment Development Permits				
Single Lot Development Permit - Council Consideration	\$1,386		\$1,625	
Single Lot Development Permit	\$694		\$900	
Multi Lot Development permit	\$0		\$1,375	Plus \$15 per lot
Minor Direct Natural Environment Development Permit	\$150		\$225	
Seasonal Farm Worker Housing Permit				
Council Review - Seasonal Farm Worker Housing Permit	\$694		\$700	
Direct Temporary Farm Worker Housing Permit	\$150		\$350	
Farm Protection Development Permit - council	\$150		\$650	
Farm Protection Development Permit - direct	\$150		\$425	
Development Variance Permit	\$694	Plus \$100 per variance	\$1,425	Plus \$100 per variance
Pre-Application Meeting (2 Free Meetings)	\$150		\$200	
Non-Standardized Legal Document Review	\$500	Plus \$300 per hour after the first 3 hours	\$650	Plus \$300 per hour after the first 3 hours
Development Application Amendments (Applicant Initiated)				
Major Amendments Requiring Recirculation	\$636		\$700	
Minor Amendments to Approved Development Permits	\$100		\$550	
Public Hearing Advertising / Public Hearing Re-Advertising (hearing cancelled by applicant)	\$500	If maps are required for advertising, additional costs will be incurred prior to Public Hearing	\$500	If maps are required for advertising, additional costs will be incurred prior to Public Hearing
Land Use Contracts				
Discharge	\$0		\$0	
Amendments	\$3,262		\$0	
Temporary Use Permit	\$1,779		\$1,700	
Temporary Use Permit extension	\$1,779		\$1,700	
Heritage				
Heritage Revitalization Agreement	\$1,779		\$1,675	
Heritage Alteration Permit (Variances associated with project)	\$1,388	Plus \$100 per variance	\$2,125	Plus \$100 per variance
Heritage Alteration Permit - Director & Council Approval Major	\$1,300		\$1,300	
Heritage Alteration Permit - Director & Council Approval Minor	\$694		\$700	
Heritage Conservation Covenant	\$150		\$0	
Heritage Designation	\$150		\$0	
ALR Applications (City retains \$300.00 of permit fees)				
Subdivision/Non-Farming	\$600		\$600	
Application of Exclusion	\$600		\$600	
Board of Variance Application	\$578		\$1,050	
Document Administration Fee	\$150		\$150	

Application fees	Current fee	Current additions	Proposed fee	Proposed additions
Land Title Office Registration	\$50		\$0	
Site Profile Fees	\$50		\$50	
Liquor License Applications Requiring Public Meeting				
New Liquor Primary License (100 persons or greater)	\$2,200		\$2,200	
New Liquor Primary License (less than 100 persons)	\$1,950		\$1,950	
Change to Existing License	\$1,950		\$1,950	
Liquor License Applications (No Council Resolution)	\$50		\$50	
Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review)	\$3,000	A staggered fee ranging from \$1,500 to \$3,000 plus \$100 per lot	\$2,000	Plus \$100 per lot
Technical Subdivision Approval	\$350		\$350	
Phased Strata Development	\$150		\$150	
Form "P" Approval	\$300		\$300	
Form "P" Re-approval	\$300		\$300	
Preliminary Layout Review Renewal	\$250		\$250	
Subdivision, Bare Land Strata, Phased Strata & Form "E" Final Re-Approval Fee	\$150		\$150	
Building Strata Conversion	\$1,000	Plus \$100 per unit over 5 units	\$1,000	Plus \$100 per unit over 5 units
Soil Removal/Deposit Permit for applications made after work in progress (fines may also be applicable)	\$250		\$250	
Road Renaming Application	\$500		\$500	
Restrictive Covenant - Review, Change or removal	\$500		\$500	
Document Execution Fee - Including but not limited to:				
No Build / No Disturb Covenant	\$150		\$150	
Wildfire Covenant	\$150		\$150	
ALC Conservation Covenant	\$150		\$150	
Revitalization Tax Exemption	\$0		\$0	
Tree Cutting Permit	\$0		\$0	
Airspace Parcel Subdivision (inclusive of legal fees coverage)	\$15,000		\$15,000	



# Development Application Fees Bylaw No. 10560 Review

City of Kelowna

April 8, 2016

**STRICTLY PRIVATE AND CONFIDENTIAL**

This report is intended solely for the information and internal use of the City of Winnipeg and is not intended to be and should not be used by any other person or entity. No other person or entity is entitled to rely, in any manner, or for any purpose, on this report.

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# Background and mandate

## Background

The City of Kelowna (the City) has not updated their Development Application Fees Bylaw in a number of years. Given the time that has passed since it has been updated, the City believes that they are currently recovering a low percentage of their costs to provide these services.

## Mandate

Deloitte LLP (Deloitte) was engaged by the City to complete a review of the City's Development Application Fees Bylaw to determine the current level of cost recovery and to propose a new fee structure that better meets the City's targeted cost recovery objective. Deloitte has entered into an agreement with Tradecraft Consulting to complete the municipal case study portion of the scope.

Our work plan was as follows:

- **Phase 1 - Project Initiation** – develop project plan, collect and document required information and identify comparable municipalities.
- **Phase 2 - Municipal case study analysis** – complete review of fees charged by other relevant municipalities to allow for a comparison to Kelowna's current fee bylaw.
- **Phase 3 - Cost analysis** – collect all information related to the cost to provide these services including staff time, hourly compensation and associated overhead
- **Phase 4 - Develop fee pricing model** – work in tandem with the City to develop a fee pricing model that incorporates findings from cost analysis and municipal case study analysis and is guided by City's targeted recovery rates.
- **Phase 5 - Recommendation and report** – after the new fee pricing model has been validated by the City and stakeholders, provide final recommendations along with fee pricing model.

# Municipal case study analysis

# Findings from municipal fee bylaw study

*Surveyed municipalities did not take an active approach to managing their fee bylaws and in most cases there is uncertainty as to actual level of cost recovery*

## Background

A survey of development application fee bylaws at 8 other municipalities within BC was completed to compare the fees charged to Kelowna's current fee bylaw. These municipalities were selected due to having similarities to Kelowna in terms of geography or size. The survey included a review of the fee bylaw and other materials online as well as an interview with relevant city staff. The detailed findings from the survey are included in the fee pricing model.

## Municipalities surveyed

Abbotsford, Chilliwack, Kamloops, Nanaimo, Penticton, Richmond, Vernon and Victoria.

## General findings

- There is no standardized development application fee structure amongst B.C. cities and municipalities.
- Fees for similar services can vary widely amongst B.C. cities and municipalities.
- While most cities/municipalities interviewed indicated a target recovery rate of between 60% to 80%, most do not have a firm understanding of what their actual recovery rate is and most agree that, in actuality, they are probably below target.
- Many B.C. cities and municipalities are missing potential fee recovery opportunities by not charging for services/reports/meetings that other B.C. cities and municipalities are charging for.
- Most of the Development Fee Bylaws are amended piecemeal and few have automatic annual inflation increases.
- Some cities/municipalities do not outline fees for larger applications (i.e. Area Structure Plans) as these rarely occur or the fees are specific to the file.

## Findings specific to City of Kelowna

- Application fees in Kelowna are not consistently high or low in comparison to the other municipalities. This is due to the fact that the fees at other municipalities vary widely and may not accurately reflect the cost to provide these services.

# Kelowna fees in comparison to Vernon and Penticton

*Fees in Kelowna are typically higher than those in Vernon and Penticton for a number of common applications*

As part of the overall survey of comparable municipalities, a more detailed analysis of four different common application types was completed to provide an “apples to apples” comparison.

## Findings include:

- Overall, Kelowna’s fees are typically higher than in Vernon and Penticton.
- Kelowna’s fee for an average Two Lot Subdivision is approximately \$1,200 higher than those in Vernon and Penticton but Kelowna’s fee for an average Twenty Five Lot Subdivision is approximately \$4,400 lower than those in Vernon and Penticton.
- Kelowna’s fee for an average commercial rezoning is approximately \$350 higher than in Vernon and Penticton.
- Kelowna’s fee for a Stand Alone OCP Amendment is approximately \$1,600 - \$1,800 higher than in Vernon and Penticton.

Fee comparison	Kelowna	Vernon	Penticton
<b>Two Lot Subdivision</b> – Preliminary layout review fee <ul style="list-style-type: none"> <li>• Two 550 m2 lots proposed</li> <li>• Road frontage of 15m each</li> <li>• On City sewer and water</li> </ul>	<b>\$1,500</b>	\$330	\$330
<b>Twenty Five Lot Subdivision</b> – Preliminary layout review fee <ul style="list-style-type: none"> <li>• Twenty five 500 m2 lots proposed</li> <li>• Road frontage of 15m each</li> <li>• On City sewer and water</li> </ul>	<b>\$5,500</b>	\$9,835	\$9,835
<b>Rezoning Fee from C2 to C4</b> – No OCP Amendment <ul style="list-style-type: none"> <li>• Proposed rezoning of a 43,000 sf site outside tax incentive revitalization areas</li> <li>• On City sewer and water</li> </ul>	<b>\$1,779</b>	\$1,400	\$1,480
<b>Stand Alone OCP Amendment</b> - Proposed OCP Amendment to allow for multi-family residential in a commercial designated area <ul style="list-style-type: none"> <li>• No rezoning</li> <li>• On City sewer and water</li> </ul>	<b>\$3,262</b>	\$1,400	\$1,680

# Cost analysis

# Inputs and assumptions used in cost analysis

*The cost analysis relied on a combination of inputs provided by the City and assumptions validated by the City*

## Background

In developing the costing model, Deloitte was provided with information from the City regarding the estimated number of hours required to complete each application along with associated staffing costs and overhead that could be attributed to these activities. It was necessary to make a number of assumptions in addition to this provided information to build out the costing model. These inputs and assumptions later validated by the City during a workshop to review our drafted model.

The assumptions are detailed below:

## Overall assumptions

- Each Application within an Application Grouping requires the same amount of Planner and Ancillary staff hours to complete and occurs an equal number of times each year. This data can be adjusted using the input cells in the File Recovery\_A tab.
- Each Application within an Application Grouping uses the same amount of overhead. Overhead has been applied as a function of time to complete and frequency of each application.
- An average hourly rate for planner time has been used based on the rates for Planners 1 through 8.
- A weighted average hourly rate for ancillary staff time has been used based on the breakdown of time across a 20 hour time period as provided by the City.

## Application specific assumptions

- The fee for Area Structure Plans & Area Redevelopment Plans used for calculating the revenue of these applications assumes that the average hectares per Area Structure plan is 139ha as per the information provided by the City. This average is calculated in the File Recovery\_A tab and contains spare input cells should more information become available.
- The fee for a Development Variance Permit assumes that there are on average, 2 variances per permit as advised by the City.
- The fee for Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review) assumes that there are on average 18 units per application as advised by the City.
- The fee for Building Strata Conversion assumes that there are on average 10 units per application as advised by the City.

## Application grouping specific assumptions

- Road renaming application files require 12.5 hours of planner time and 16 hours of ancillary staff time as advised by the City.
- Tree Cutting Permit files require 0 hours of Planner time and 0 hours of Ancillary staff time as advised by the City.
- An average of the frequency of application groups over the past 5 years has been used to calculate the expected frequency of application groups in a given year for the purpose of this model.

# Cost analysis findings

*The costing analysis indicated that the estimated recovery rate for fees varied greatly by type but that the overall unweighted recovery rate averaged 76% and the weighted recovery rate averaged 64%*

## Overall findings

- When reviewing the average cost recovery for the fee groups, Developer, Citizen and Other, we have analyzed the recovery on both a weighted and unweighted basis. For the weighted analysis, we multiplied the fee cost and fee revenue by the average annual frequency of the application. We then divided this amount by the total costs and revenue to determine the impact the particular fee or fee group has on the total recovery.
- Fees that can be considered “Developer Fees” had an average recovery rate of 91%, or 77% when weighted by frequency and cost.
- Fees that can be considered “Citizen Fees” had an average recovery rate of 49%, or 35% when weighted by frequency and cost
- Overall average recovery rate was 76% or 64% when weighted by frequency and cost

Fee comparison	Fees Included	Current Unweighted Average Cost Recovery	Current Weighted Average Cost Recovery
Developer Fees	Fees related to larger commercial enterprises such as OCP amendments, rezoning, subdivision, development permits, ALR applications, liquor licenses etc.	91%	77%
Citizen Fees	Fees related to more one-off fees by residents and smaller commercial enterprises such as rezoning for carriage homes or agri-tourism accommodation, minor development permits, soil removal permits, farm worker housing etc.	49%	35%
Other Fees	Text Amendment	79%	79%
<b>Total</b>		<b>76%</b>	<b>64%</b>

# Updated fee bylaw recommendations

# Updated development application fee strategy

*Target an overall average weighted recovery of 70-75% but be strategic in setting individual fees so as to consider cost to provide the service and also the purpose of the application and fee.*

## Fee strategy

- In developing a new fee bylaw, Deloitte worked with the City to review each application type and consider each of the following criteria.
  - **Current fees** – while the current fee structure is outdated and some fees no longer reflect the recovery rate that should be targeted, it is still important to consider the existing fee structure when making adjustments. Ideally, any change to fees should be minimized unless there is significant rationale for a larger change.
  - **Cost to provide services and targeted recovery rate** – the cost that the city incurs to deliver the services is a key input into determining the new fees. The targeted average weighted recovery for all fees should be in the range of 70-75%. Achieving a standard recovery rate on all fees was determined not to be a reasonable objective and instead this overall average weighted recovery metric was used.
  - **Applicant profile** – a distinction should be made between the application types commonly submitted by homeowners / citizens as compared to the types commonly submitted by developers. The strategy should be to minimize the costs to the homeowners / citizens while ensuring as close to a full cost recovery from the developers who are engaging in for profit development. This is considered reasonable given that the fees levied to developers are typically related to applications that if approved result in increased value / profits for the developer.
  - **Potential benefits to City** – certain applications are for things such as heritage conservation which is considered a net benefit to the City should have lower recovery rates as the applicant in some cases may be negatively impacting the value of their property.
  - **Whether fee is meant to act as penalty** – certain fees related to fines where the appropriate approvals were not previously obtained are meant to penalize groups that do not follow the required process.

## New fees

- The recovery rates associated with the recommended fees for the updated bylaw are included below and the full list of new fees is included in the table on the following two pages

Fee comparison	Current Unweighted Average Cost Recovery	Proposed Unweighted Average Cost Recover	Current Weighted Average Cost Recovery	Proposed Weighted Average Cost Recovery
Developer Fees	91%	97%	77%	84%
Citizen Fees	49%	60%	35%	53%
Other Fees	79%	80%	79%	80%
<b>Total</b>	<b>76%</b>	<b>89%</b>	<b>64%</b>	<b>72%</b>

## Additional recommendations

- The City should consider updating their fee structure on an annual basis so as to ensure that as costs to provide the services go up, the targeted recovery rate is still being achieved. An annual increase equal to inflation would generally support this objective and could be supported by a more detailed review every five years.

# Updated development application fee bylaw

Application fees	Current fee	Current additions	Proposed fee	Proposed additions
Area Structure Plans & Area Redevelopment Plans	5,500.00	Plus \$75 per hectare	8,375.00	Plus \$75 per hectare
OCP Amendment - Major	3,262.00		3,250.00	
OCP Amendment - Minor	-		1,750.00	
Phase Development Agreement	3,262.00	Plus City's Legal Review Fees	2,800.00	Plus City's Legal Review Fees
<b>Zoning Amendments</b>				
"C" for Carriage House	694.00		875.00	
Bylaw Enforcement - Add 'C' for Carriage House	964.00		1,750.00	
Add "t" Designation for Agri-Tourist Accommodation	636.00		1,300.00	
RU6, RR, & A1	1,386.00		1,375.00	
Text Amendment	1,386.00		1,400.00	
Rezoning Renewal/Extension	150.00		450.00	
<b>Comprehensive Development Zone</b>	3,262.00		3,250.00	
All Other Zones	1,779.00		1,775.00	
<b>Urban Design Permits</b>				
Major (Council Reviewed) Development Permit	1,386.00		1,625.00	
Minor Direct Development Permit	694.00		900.00	
<b>Natural Environment Development Permits</b>				
Single Lot Development Permit - Council Consideration	1,386.00		1,625.00	
Single Lot Development Permit	694.00		900.00	
Multi Lot Development permit	-		1,375.00	Plus \$15 per lot
Minor Direct Natural Environment Development Permit	150.00		225.00	
<b>Seasonal Farm Worker Housing Permit</b>				
Council Review - Seasonal Farm Worker Housing Permit	694.00		700.00	
Direct Temporary Farm Worker Housing Permit	150.00		350.00	
Farm Protection Development Permit - council	150.00		650.00	
Farm Protection Development Permit - direct	150.00		425.00	
Development Variance Permit	694.00	Plus \$100 per variance	1,425.00	Plus \$100 per variance
Pre-Application Meeting (2 Free Meetings)	150.00		200.00	
Non-Standardized Legal Document Review	500.00	Plus \$300 per hour after the first 3 hours	650.00	Plus \$300 per hour after the first 3 hours
<b>Development Application Amendments (Applicant Initiated)</b>				
Major Amendments Requiring Recirculation	636.00		700.00	
Minor Amendments to Approved Development Permits	100.00		550.00	
Public Hearing Advertising / Public Hearing Re-Advertising (hearing cancelled by applicant)	500.00	If maps are required for advertising, additional costs will be incurred prior to Public Hearing	500.00	If maps are required for advertising, additional costs will be incurred prior to Public Hearing
<b>Land Use Contracts</b>				
Discharge	-		-	
Amendments	3,262.00		-	
Temporary Use Permit	1,779.00		1,700.00	
Temporary Use Permit extension	1,779.00		1,700.00	

# Updated development application fee bylaw

Application fees	Current fee	Current additions	Proposed fee	Proposed additions
<b>Heritage</b>				
Heritage Revitalization Agreement	1,779.00		1,675.00	
Heritage Alteration Permit (Variances associated with project)	1,388.00	Plus \$100 per variance	2,125.00	Plus \$100 per variance
Heritage Alteration Permit - Director & Council Approval Major	1,300.00		1,300.00	
Heritage Alteration Permit - Director & Council Approval Minor	694.00		700.00	
Heritage Conservation Covenant	150.00		-	
Heritage Designation	150.00		-	
<b>ALR Applications (City retains \$300.00 of permit fees)</b>				
Subdivision/Non-Farming	600.00		600.00	
Application of Exclusion	600.00		600.00	
Board of Variance Application	578.00		1,050.00	
Document Administration Fee	150.00		150.00	
Land Title Office Registration	50.00		-	
Site Profile Fees	50.00		50.00	
<b>Liquor License Applications Requiring Public Meeting</b>				
New Liquor Primary License (100 persons or greater)	2,200.00		2,200.00	
New Liquor Primary License (less than 100 persons)	1,950.00		1,950.00	
Change to Existing License	1,950.00		1,950.00	
Liquor License Applications (No Council Resolution)	50.00		50.00	
Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review)	3,000.00	A staggered fee ranging from \$1,500 to \$3,000 plus \$100 per lot	2,000.00	Plus \$100 per lot
Technical Subdivision Approval	350.00		350.00	
Phased Strata Development	150.00		150.00	
Form "P" Approval	300.00		300.00	
Form "P" Re-approval	300.00		300.00	
Preliminary Layout Review Renewal	250.00		250.00	
Subdivision, Bare Land Strata, Phased Strata & Form "E" Final Re-Approval Fee	150.00		150.00	
Building Strata Conversion	1,000.00	Plus \$100 per unit over 5 units	1,000.00	Plus \$100 per unit over 5 units
Soil Removal/Deposit Permit for applications made after work in progress (fines may also be applicable)	250.00		250.00	
Road Renaming Application	500.00		500.00	
Restrictive Covenant - Review, Change or removal	500.00		500.00	
<b>Document Execution Fee - Including but not limited to:</b>				
No Build / No Disturb Covenant	150.00		150.00	
Wildfire Covenant	150.00		150.00	
ALC Conservation Covenant	150.00		150.00	
Revitalization Tax Exemption	-		-	
Tree Cutting Permit	-		-	
Airspace Parcel Subdivision (inclusive of legal fees coverage)	15,000.00		15,000.00	



Deloitte, one of Canada's leading professional services firms, provides audit, tax, consulting, and financial advisory services. Deloitte LLP, an Ontario limited liability partnership, is the Canadian member firm of Deloitte Touche Tohmatsu Limited.

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The information contained herein is not intended to substitute for competent professional advice.

**DEVELOPMENT APPLICATION FEES - TABLE 1**

Development Category	Current Application Fee <sup>1</sup>	Proposed Application Fee
Area Structure Plans & Area Redevelopment Plans	\$5,500.00 base fee + \$75.00/ha	\$8,375.00 base fee + \$75.00/ha
OCP Amendments	\$3,262.00 (all)	-
Major (NEW)	-	\$3,250.00
Minor (NEW)	-	\$1,750.00
Phased Development Agreement	\$3,262.00 + City's legal review fees	\$2,800.00 + City's legal review fees
Zoning Amendments		
"C" for Carriage House	\$694.00	\$875.00
Bylaw Enforcement - Add 'C' for Carriage House	\$964.00	\$1,750.00
Add "t" Designation for Agri-Tourist Accommodation	\$636.00	\$1,300.00
RU6, RR & A1	\$1,386.00	\$1,375.00
Comprehensive Development Zone	\$3,262.00	\$3,250.00
All Other Zones	\$1,779.00	\$1,775.00
Text Amendments	\$1,386.00	\$1,400.00
Temporary Use Permit	\$1,779.00	\$1,700.00
Extension (NEW)	-	\$1,700.00
Land Use Contracts		
Discharge	Free	Free
Amendment	\$3,262.00	Free
Urban Design Development Permits		
Major	\$1,386.00	\$1,625.00
Minor Direct	\$694.00	\$900.00
Natural Environment Development Permits		
Multiple Lot (NEW)	-	\$1,375.00 base + \$15.00/lot
Single Lot (Council Review)	\$1,386.00	\$1,625.00
Single Lot	\$694.00	\$900.00
Minor Direct	\$150.00	\$225.00
Temporary Farm Worker Housing Development Permit		
Major	\$694.00	\$700.00
Minor Direct	\$150.00	\$350.00
Farm Protection Development Permit	\$150.00 (all)	-
Major (NEW)	-	\$650.00
Minor Direct (NEW)	-	\$425.00
Heritage		
Heritage Alteration Permit	\$694.00 (all)	-
Major Heritage Alteration Permit (NEW)	-	\$1,300.00
Minor Heritage Alteration Permit (NEW)	-	\$700.00
Heritage Revitalization Agreement	\$1,779.00	\$1,675.00
Heritage Conservation Covenant	\$150.00	Free
Heritage Designation	\$150.00	Free
ALR Applications (City retains \$300.00 of permit fees)		
Subdivision/Non-Farming	\$600.00	\$600.00
Application for Exclusion	\$600.00	\$600.00
Development Variance Permit	\$694.00 + \$100.00/ additional variance	\$1,425.00 + \$100.00/additional variance

Pre-Application Meeting	Two free meetings + \$150.00/additional meeting	One free meeting + \$200.00/additional meeting
<b>Amended Development Permit</b>		
Major (requires re-circulation)	\$636.00	\$700.00
Minor	\$100.00	\$550.00
Development Application Renewal Fee	\$150.00	\$425.00

<sup>1</sup> Refundable Amounts:

- (a) Development fees which are refunded prior to Council consideration are eligible for the cost of the development fee less 50% administrative costs.
- (b) No development fees will be refunded if the application has been submitted to Council.
- (c) Subdivision fees are non-refundable.
- (d) Board of Variance application withdrawn prior to preparing the appeal for advertising, and prior to circulation to City staff and Board of Variance members are eligible for a \$200.00 refund.

Liquor License Category <sup>2</sup>	Current Application Fee	Proposed Application Fee
<b>Liquor License Application (Council resolution)</b>		
New Liquor Primary License (100 persons or more)	\$700.00 + \$1,500.00 for notification	\$700.00 + \$1,500.00 for notification
New Liquor Primary License (less than 100 persons)	\$450.00 + \$1,500.00 for notification	\$450.00 + \$1,500.00 for notification
Change to Existing License	\$450.00 + \$1,500.00 for notification	\$450.00 + \$1,500.00 for notification
Liquor License Application (No Council resolution)	\$50.00	\$50.00

<sup>2</sup> These application fees do not include rezoning and/or development permit application fees where required.

Administration Category	Current Application Fee	Proposed Application Fee
Public Hearing Advertising / Re-Advertising (when hearing cancelled by applicant)	\$500.00 minimum - If maps are required, additional costs will be incurred prior to Public Hearing.	\$500.00 minimum - If maps are required, additional costs will be incurred prior to Public Hearing.
Document Administration Fee <sup>3</sup> (restrictive covenants, utility right-of-ways, road reservation agreements, road exchanges, road closures, servicing agreements, developer initiated road name changes, quit claim documents excluding land use contracts, written response to inquiry etc.)	\$150.00	\$150.00
*Does not apply to documents forming part of a subdivision application.		
Non-Standardized Legal Document Review	\$500.00 base + \$300.00 per hour (after 3 hours)	\$650.00 base + \$300.00 per hour (after 3 hours)
Land Title Office Registration	\$50.00	Free
Site Profile Fees	\$50.00	\$50.00
Board of Variance Application	\$578.00	\$1,050.00

<sup>3</sup> Requests for information not available in published form that require research will be charged a fee of \$30.00 per hour.

## DEVELOPMENT FEES - TABLE 2

### FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT

Subdivision Category	Current Application Fee	Proposed Application Fee
Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review)	(1 - 5 Lots) - \$1,500.00 (6 - 10 Lots) - \$2,000.00 (Over 10 Lots) - \$3,000.00 base + \$100.00/lot	\$2,000.00 base fee + \$100.00/lot
Technical Subdivision Approval	\$350.00	\$350.00
Phased Strata Development	\$150.00	\$150.00
Form "P" Approval	\$300.00	\$300.00
Form "P" Re-approval (NEW)	-	\$300.00
Preliminary Layout Review (PLR) Renewal	\$250.00 Per Year	\$250.00 Per Year
Subdivision, Bare Land Strata, Phased Strata & Form "E" Final Re-Approval Fee	\$150.00	\$150.00
Building Strata Conversions	\$1,000.00 + \$100.00/unit over 5 units	\$1,000.00 + \$100.00/unit over 5 units
Soil Removal/Deposit Permit (fines may apply to applications made after work has commenced)	\$250.00	\$250.00
Road Renaming Applications	\$500.00	\$500.00
Restrictive Covenant - review, change or removal	\$500.00	\$500.00
Airspace Parcel Subdivision	\$15,000.00	\$15,000.00
Document Administration Fee (including, but not limited to, No Build / No Disturb Covenant, Wildfire Covenant, and ALC Conservation Covenant)	\$150.00	\$150.00

### Notes:

Fee Increase

Fee Decrease

Fee Increases or Decreases depending on lots

Fee Remains Same

New Fee



**URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER**

210 – 1460 Pandosy Street  
Kelowna, BC V1Y 1P3 Canada  
T. 778.478.9649 F. 778.478.0393  
[udiokanagan@udi.org](mailto:udiokanagan@udi.org)  
[www.udiokanagan.ca](http://www.udiokanagan.ca)

March 24, 2016

City of Kelowna  
1435 Water Street  
Kelowna, BC V1Y 1J4

**Attention: Ryan Smith**

**Subject: Development Application Fee Update**

The Urban Development Institute (UDI) is a national association (with international affiliations) of the development industry and its related professions. The corporate members of the UDI - Okanagan Chapter represent hundreds of individuals involved in all facets of land development and planning, including: developers, property managers, financial lenders, lawyers, engineers, planners, architects, appraisers, real estate professionals, local governments and government agencies.

As a Partner in Community Building, the UDI Okanagan Chapter is committed to working with communities and governments to create and achieve the vision of balanced, well-planned, sustainable and affordable communities.

Thank you for recently meeting with UDI Okanagan representatives to go over the proposed Development Application Fees. As noted at the meeting, we are generally supportive of the direction that the City is going with these fees and do not have any material concerns at this time.

We have no further feedback beyond member comments discussed at the meeting and are pleased that the City will consider the 'bundling' of fees on a case by case basis as frequently as can be accommodated. We would also like to reiterate our suggestion of allowing an applicant to pay for a contract planner when an applicant requests to do so and where the size and complexity of the development would warrant this. Finally, we hope that these adjustments, increases and new fees will be satisfactory for the coming years and this avoids recurrent fee reviews.

Thank you again for including us in this review process. It is greatly appreciated.

Sincerely,

**URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER**

A handwritten signature in black ink, appearing to read 'Andrew Gaucher', with a long horizontal flourish extending to the right.

Per: Andrew Gaucher, Chair of UDI Okanagan

# CITY OF KELOWNA

## BYLAW NO. 11233

### Amendment No. 5 to Development Applications Fees Bylaw No. 10560

---

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Development Applications Fees Bylaw No. 10560 be amended as follows:

1. THAT **Schedule "A" - DEVELOPMENT APPLICATION FEES - TABLE 1** be deleted in its entirety and replaced with a new **Schedule "A" - DEVELOPMENT APPLICATION FEES - TABLE 1** as attached to and forming part of this bylaw;
2. AND THAT **Schedule "A" - DEVELOPMENT APPLICATION FEES - TABLE 2 FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT** be deleted in its entirety and replaced with a new **Schedule "A" - DEVELOPMENT APPLICATION FEES - TABLE 2 FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT** as attached to and forming part of this bylaw;
3. This bylaw may be cited for all purposes as "Bylaw No. 11233, being Amendment No. 5 to Development Applications Fees Bylaw No.10560."
4. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

---

City Clerk

- All fees and charges include relevant provincial and federal taxes unless otherwise stated.
- All fees and charges will increase annually by an amount no greater than the annual percentage increase of the Statistics Canada Consumer Price Index for British Columbia, with the first increase being on January 1, 2017. Annual fee increases are permitted until this bylaw is further amended or replaced.
- All fees and charges shall be calculated to the nearest dollar.

### DEVELOPMENT APPLICATION FEES - TABLE 1

Development Category	Application Fee
Area Structure Plans & Area Redevelopment Plans	\$8,375.00 base fee + \$75.00/ha
OCP Amendments	-
Major	\$3,250.00
Minor	\$1,750.00
Phased Development Agreement	\$2,800.00 + City's legal review fees
Zoning Amendments	
"C" for Carriage House	\$875.00
Bylaw Enforcement - Add 'C' for Carriage House	\$1,750.00
Add "t" Designation for Agri-Tourist Accommodation	\$1,300.00
RU6, RR & A1	\$1,375.00
Comprehensive Development Zone	\$3,250.00
Rezoning Extension Fee	\$450.00
All Other Zones	\$1,775.00
Text Amendments	\$1,400.00
Temporary Use Permit	\$1,700.00
Extension	\$1,700.00
Land Use Contracts	
Discharge	Free
Amendment	Free
Urban Design Development Permits	
Major	\$1,625.00
Minor Direct	\$900.00
Natural Environment Development Permits	
Multiple Lot	\$1,375.00 base + \$15.00/lot
Single Lot (Council Review)	\$1,625.00
Single Lot	\$900.00
Minor Direct	\$225.00
Temporary Farm Worker Housing Development Permit	
Major	\$700.00
Minor Direct	\$350.00
Farm Protection Development Permit	
Major	\$650.00
Minor Direct	\$425.00
Heritage	
Major Heritage Alteration Permit	\$1,300.00
Minor Heritage Alteration Permit	\$700.00

Heritage Revitalization Agreement	\$1,675.00
Heritage Conservation Covenant	Free
Heritage Designation	Free
ALR Applications (City retains \$300.00 of permit fees)	
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Application for Exclusion	\$1,500.00
Development Variance Permit	\$1,425.00 + \$100.00/additional variance
Pre-Application Meeting	One free meeting + \$200.00/additional meeting
Amended Development Permit	
Major (requires re-circulation)	\$700.00
Minor	\$550.00

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Liquor License Category <sup>2</sup>	Application Fee
Liquor License Application (Council resolution)	
New Liquor Primary License (100 persons or more)	\$700.00 + \$1,500.00 for notification
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Administration Category	Proposed Application Fee
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Document Administration Fee <sup>3</sup> (restrictive covenants, utility right-of-ways, road reservation agreements, road exchanges, road closures, servicing agreements, developer initiated road name changes, quit claim documents excluding land use contracts, written response to inquiry etc.)  *Does not apply to documents forming part of a subdivision application.	\$150.00
Non-Standardized Legal Document Review	\$650.00 base + \$300.00 per hour (after 3 hours)
Land Title Office Registration	Free
Site Profile Fees	\$50.00
Board of Variance Application	\$1,050.00

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## DEVELOPMENT FEES - TABLE 2

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Subdivision Category	Proposed Application Fee
Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review)	\$2,000.00 base fee + \$100.00/lot
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Soil Removal/Deposit Permit (fines may apply to applications made after work has commenced)	\$250.00
Road Renaming Applications	\$500.00
Restrictive Covenant - review, change or removal	\$500.00
Airspace Parcel Subdivision	\$15,000.00
Document Administration Fee (including, but not limited to, No Build / No Disturb Covenant, Wildfire Covenant, and ALC Conservation Covenant)	\$150.00

# Report to Council



**Date:** April 18, 2016  
**File:** 1200-15  
**To:** City Manager  
**From:** Sandra Kochan, Cultural Services Manager  
**Subject:** 2016 Cultural Report Card

---

## **Recommendation:**

THAT Council receives for information the report dated April 18, 2016 from the Cultural Services Manager regarding the 2016 Cultural Report Card.

## **Purpose:**

To provide Council with information regarding the 2016 Cultural Report Card.

## **Background:**

The City's first Cultural Plan was presented to Council in fall, 2011. The five-year plan, extending from 2012 to 2017, was developed through extensive community and stakeholder consultation and sets out 10 goal areas grouped into three broad categories:

- Cultural vitality - stimulating and supporting cultural and creative activity
- Cultural benefits and impact - measuring cultural vitality and understanding the outcomes
- Cultural ecosystem - connecting, communicating and integrating culture into other plans and processes.

As part of the benefits and impact goal area, a commitment was made to report out to Council and the community every three to five years through a 'Cultural Report Card.' The Report Card tracks progress toward implementation of the Cultural Plan and provides a snapshot of cultural vitality in the community.

The first Report Card has now been prepared for the period 2012 to 2015. Sources include the 2015 City of Kelowna Citizen Survey, reports and data from cultural organizations, various staff and consultant reports, Environics Analytics - Cultural Facilities Analysis Personification

Overview (November, 2015) and a collection of reports created by [Hill Strategies](#)<sup>1</sup> based on Statistics Canada data.

The report is presented in a colourful multi-panel infographic format. Each panel is dedicated to one of four focus areas:

- Investment - data regarding financial support and economic leverage;
- Conversations - engagement, convenings and consultations;
- Activity - a snapshot of cultural attendance and participation; and
- Visibility - physical features and initiatives which reveal Kelowna's cultural identity.

The infographic format presents information in a graphic rather than text form. The infographic format was selected because data about our creative community calls for a creative design approach.

The easiest way to digest the dense visual information is in small increments, rather than attempting to read all four pages in succession. For this reason, people are encouraged to treat the report card as a poster which can be put up on a wall, for repeated viewing. In this way, readers will discover new and interesting pieces of information that they may have missed on a first glance.

Noteworthy highlights include:

- 1) The Cultural Plan inspired a number of new initiatives which have been successfully established in Kelowna. These include:
  - the national Cultural Access Pass - 278 new Canadian citizens have picked up their passes from the Kelowna Art Gallery. The passes provide complimentary admission for new citizens and their families to more than 1,000 of Canada's cultural treasures for a period of one year after their citizenship ceremony.
  - In fall 2015, the Okanagan Regional Library launched its Inspiration Pass which provides a three-week window of discounts and special offers from 10 local arts, culture and heritage organizations. The pass has been so popular that within days of its launch there was a reserve list of over 130 people awaiting access to the 10 passes available.
  - Culture Days - the Plan recommended Culture Days as a way to showcase local culture and build participation by residents. For the years 2013, 2014 and 2015, Kelowna ranked nationally within the Top 10 mid-sized communities (population 50,000 to 499,999) for the number of registered activities, with over 40 events and 3,000 people participating in 2015. Cultural Services staff continue to promote and encourage Culture Days activities.
  - The Cultural Plan recommended consideration of the artsVest program, a national initiative of Business for the Arts, designed to stimulate private sector partnerships with cultural organizations. Between 2013 and 2015, artsVest delivered training to over 80 individuals representing dozens of cultural organizations. Their new skills helped to generate 115 business sponsorships valued at \$533,718. The program has been renewed for another two years with record enrolment in the 2016/2017 round.

---

<sup>1</sup> Hill Strategies is a Canadian research company which specializes in applying social sciences research methods to the arts sector.

- 2) The Cultural Plan suggested enhancement of the City's support for arts, culture and heritage. Since the publication of the Plan:
  - Project grants have assisted in the creation of 32 new events, programs and original works;
  - Operating support available for the city's professional arts organizations has increased by 47 per cent;
  - A comprehensive review of grant programs in 2015 led to various changes in 2016 which improved access to operating and organization development funding. More program changes will follow in 2017;
  - Significant investment in audio and lighting systems at the Kelowna Community Theatre with support from the Department of Canadian Heritage's Cultural Spaces program has increased the theatre's technical capabilities and enabled a wider range of entertainment offerings;
  - Annual workshops, biennial summits and other meetings and conferences coordinated by Cultural Services have attracted hundreds of participants and provided valuable skill development and connectivity. The community reaps the benefits from a highly collaborative environment among leading organizations;
  - Cultural Services staff attend over 50 organization Board and Annual General Meetings each year in a liaison and resource capacity.
- 3) Integration of culture into other planning processes and the urban environment was another major objective set out in the Cultural Plan. Some recent examples of culture's enhanced visibility are:
  - Over 360 artistic and cultural elements in the Bernard Avenue revitalization;
  - The Civic Precinct planning process and Concept Plan which identifies key sites for future cultural infrastructure development;
  - Five street pianos and 15 busk stops managed by Festivals Kelowna;
  - Over 250 utility box wraps throughout the City featuring historic/archival imagery;
  - 40 Cultural District banners; and
  - 9 'Future Fossils,' the City's first temporary public art installation curated by the Kelowna Art Gallery.
- 4) The concepts of cultural citizenship and creative fitness were introduced in the Cultural Plan as ways to highlight the importance of building more active connections between culture and the community. Survey data continues to reflect the community's belief that arts and culture are important and there is a high level of satisfaction with current offerings. The Report Card indicates robust levels of attendance and visitation for various events and venues but also points out that only about 20 percent of Kelowna residents over the age of 12 have attended live theatre or visited a museum in the past year. Artist earnings are far below those of other workers. More work is needed to build active participation, increase attendance on a more consistent basis and create an environment in which individual artists can succeed.

The Report Card is a vehicle for starting conversations about the road ahead for culture in Kelowna. For a community our size, the level and quality of activity is considerable, much of it made possible through the City's support. The Civic Precinct Land Use Plan also provides a starting point for considering the future role of infrastructure in cultural development and vibrancy. Much work remains to be done, however; trends and shifts in cultural consumption, changing demographics, affordability, low artists' earnings, and the resiliency and capacity of

not-for-profit organizations are factors which continue to influence and challenge the cultural sector.

The Cultural Report Card will be promoted and circulated through:

- Media releases
- kelowna.ca/culture
- e-bulletins
- Targeted distribution (digital and print)

**Internal Circulation:**

Director, Active Living & Culture Division  
Communications Advisor

**Existing Policy:**

This report is submitted pursuant to Council Cultural Policy 274.

**Considerations not applicable to this report:**

Legal/Statutory Authority  
Legal/Statutory Procedural Requirements  
Financial/Budgetary Considerations  
Personnel Implications  
External Agency/Public Comments  
Communications Comments  
Alternate Recommendation

Submitted by:

S. Kochan, Cultural Services Manager

**Approved for inclusion:** J. Gabriel, Director, Active Living & Culture Division

Attachment: Cultural Report Card

cc: Director, Active Living & Culture  
Communications Advisor

# CULTURAL REPORT CARD

This report card provides an update on the progress made in the implementation of the City of Kelowna Cultural Plan 2012-2017, and an overview of culture in the City of Kelowna. Unless otherwise noted, information reflects the years 2012 to 2015.

## INVESTMENT

### HOW NOT TO READ THIS REPORT:

All in one sitting. Our advice: put it up on the wall. Try a few bites of info, then take a break and come back for more. You'll discover new tidbits each time!

**\$570,000**



has been spent on

**TECHNICAL UPGRADES** AT

*Kelowna Community Theatre*

• **SINCE 2012** •



Valued at:  
**\$432,835**

OPERATING GRANTS



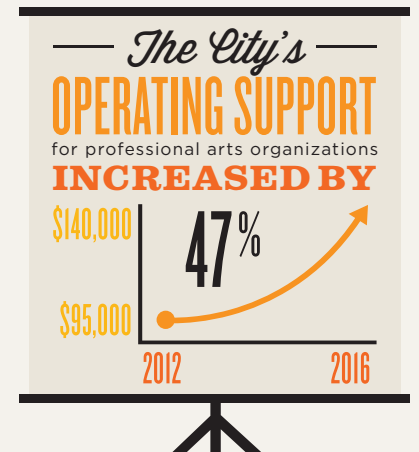
Valued at:  
**\$256,550**

PROJECT GRANTS



THE CITY SINCE 2012

✓=10    ✓=10



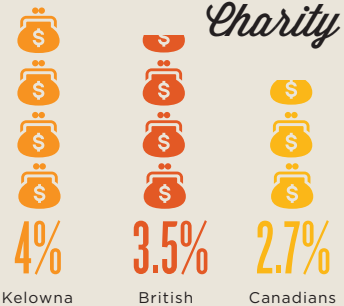
provided by the City, cultural organizations

**BRING IN** \$ \$ \$ \$ \$  
**\$7.16** **\$13.62** **IN SUPPORT FROM OTHER sources**  
of earnings, and

*Since 2012* **\$65,000** of additional annual operating support for the  
→ KELOWNA ART GALLERY  
→ KELOWNA MUSEUMS  
→ ROTARY CENTRE FOR THE ARTS

Total annual operating support for these facilities is now **\$1,420,193**

**DONATIONS**  
to a **CULTURAL**  
*Charity*



From 2013 to 2015

THE BUSINESS FOR THE ARTS ARTSVEST PROGRAM

generated a total of

**\$699,370**

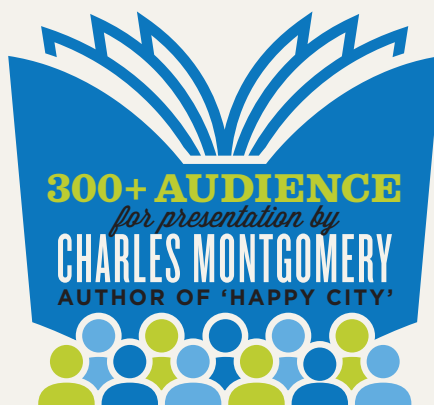
in new public & private sector support for the local cultural sector.

**\$1 INVESTED BY THE CITY = \$14 RETURNED TO THE CULTURAL SECTOR**  
**115** new business sponsorships  
VALUED AT \$533,718

# CULTURAL REPORT CARD

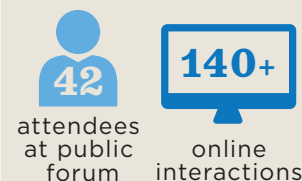
This report card provides an update on the progress made in the implementation of the City of Kelowna Cultural Plan 2012-2017, and an overview of culture in the City of Kelowna. Unless otherwise noted, information reflects the years 2012 to 2015.

## CONVERSATIONS



### PUBLIC ART PROGRAM CONSULTATIONS

**2015:**



**ARTSVEST 2013 & 2014 GAVE 89 organization representatives SPONSORSHIP TRAINING**

### Heritage Review Advisory Committee



**87% OF KELOWNA RESIDENTS**  
are satisfied or very satisfied  
WITH THE CITY'S  
*Cultural Facilities & PROGRAMS*

**2013 Arts & Culture Summit**

**110**

**PARTICIPANTS**

**6**

**SESSIONS**

An **AVERAGE** OF **50** cultural staff attend **CULTURAL ORGANIZATION** BOARD MEETINGS & AGMs EACH YEAR



**2012 ARTS**

*Marketing Workshop*

**11**

**LOCAL MEDIA DECISION MAKERS**

**62 ATTENDEES REPRESENTING 30+ ORGANIZATIONS**

**PRESENTATIONS**  
BY CULTURAL ORGANIZATIONS  
*to council in 2015*

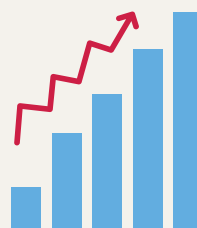
# CULTURAL REPORT CARD

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## ACTIVITY

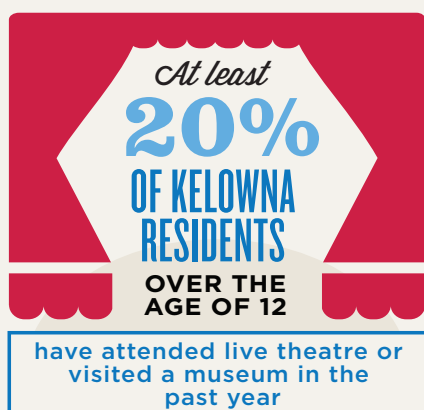


**KELOWNA  
COMMUNITY THEATRE  
MAIN STAGE IN 2015**



**AVERAGE 92,000**  
*annual attendance*

at Festivals Kelowna  
Canada Day, Parks Alive!  
& New Years Eve events

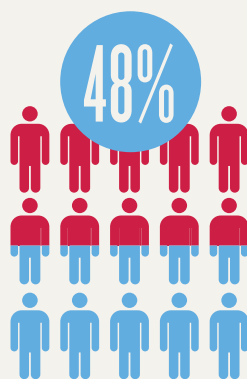


AVERAGE ANNUAL ARTIST  
EARNINGS IN KELOWNA ARE

**\$17,500**

**46% LOWER** ↓

than other local workers



of the visitors to the  
*Alternator Centre*

**ARE AGED  
19 - 34**



**OKANAGAN REGIONAL  
LIBRARY INSPIRATION  
PASSES**



**135 PEOPLE**  
on the waiting list

**CIVIC CULTURAL  
FACILITIES DELIVER  
1,700+**  
PROGRAMS & ACTIVITIES  
→ *each year*

**10 VENUES**  
IN THE CULTURAL DISTRICT  
ATTRACT **1 MILLION VISITS**  
*per year*



HAVE PICKED UP A NATIONAL  
CULTURAL ACCESS PASS FROM THE

*Kelowna Art Gallery*

AVERAGE OF  
**75**  
**BUSKER  
PERMITS**  
issued by  
**FESTIVALS  
KELOWNA**  
*each year*

KELOWNA HAS MADE THE  
**CULTURE DAYS  
TOP TEN LIST**  
*3 years in a row*



**PROJECT GRANTS**  
have assisted in the creation of  
**32 NEW Events,**  
PROGRAMS &  
ORIGINAL WORKS

**7 LARGE CULTURAL  
ORGANIZATIONS EMPLOY  
100+ CULTURAL  
WORKERS**



# CULTURAL REPORT CARD

This report card provides an update on the progress made in the implementation of the City of Kelowna Cultural Plan 2012-2017, and an overview of culture in the City of Kelowna. Unless otherwise noted, information reflects the years 2012 to 2015.

## VISIBILITY

★ 2015 ★  
*Creative City*  
**SUMMIT**



**STUDY TOURS**



**21 SITES**



**30 LOCAL**  
*Experts*



**170 DELEGATES**  
FROM ACROSS CANADA



**WAYFINDING APPS**

for the Cultural District, Public Art Collection and Bernard Avenue

**63 WORKS**  
IN THE  
**PUBLIC ART**  
*Collection*



**40**

**CULTURAL DISTRICT**  
*banners along*  
**WATER STREET**  
**CAWSTON AVENUE**  
**ELLIS STREET**

**30,000**

**COPIES OF THE**  
2014 Cultural District  
Self Guided Walking  
tour brochure and  
Public Art brochure



**5**

**STREET**  
**PIANOS**



INTRODUCED IN 2015

**250**

**UTILITY BOX**  
**WRAPS**

featuring  
local/historic  
images

**360**

ARTISTIC & CULTURAL  
ELEMENTS ADDED IN

**BERNARD AVENUE**

**REVITALIZATION**

**LIGHTING**

graphic wraps

**BOLLARDS**

**BANNERS**

**SIGNAGE**

ENGRAVED PAVERS

*Sandblasted concrete*

**15**  
*Busk*  
**STOPS**  
**IN 3 AREAS**



OF THE CITY

**9 FUTURE FOSSILS**  
through the Temporary  
**PUBLIC ART PROGRAM**  
**(2015/16)**

**210**

**PROPERTIES**  
— on the —

*Heritage*  
**REGISTER**

### SOURCES:

- 2015 City of Kelowna Citizen Survey
- Facility and organization reports
- Staff and consultant reports
- EnviroNics Analytics – Cultural Facilities Analysis
- Personification Overview November 2015
- Hill Strategies: various reports based on StatsCan data

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# 2016 CULTURAL REPORT CARD

April 18, 2016



# THRIVING ENGAGING INSPIRING

**2012-2017 CULTURAL PLAN**



**Goals 1-6 (green) - Cultural Vitality**

**Goal 7 (blue) - Cultural Impact**

**Goals 8-10 (violet) - Cultural Ecosystem**

# NEW INITIATIVES



# OKANAGAN REGIONAL LIBRARY INSPIRATION PASSES



**135 PEOPLE**  
on the waiting list

KELOWNA HAS MADE THE



**CULTURE DAYS**

**TOP TEN LIST**

*3 years in a row*

..... *From* .....

↳ 2013 ————— 2015 ↳

THE BUSINESS FOR THE ARTS ARTSVEST PROGRAM

generated a total of

**\$699,370**

in new public & private sector support  
for the local cultural sector.

**\$1** INVESTED BY THE CITY **=** **\$14** RETURNED TO THE CULTURAL SECTOR

**115** new business sponsorships  
VALUED AT **\$533,718**

# ENHANCED SUPPORT

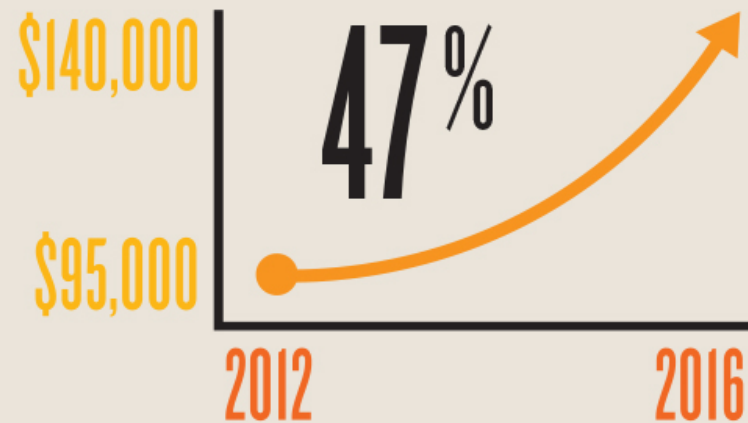
# PROJECT GRANTS

have assisted in the creation of

 **32 NEW** *Events,*

**PROGRAMS &  
ORIGINAL WORKS**

— *The City's* —  
**OPERATING SUPPORT**  
for professional arts organizations  
**INCREASED BY**



**\$570,000**

has been  
spent on



**TECHNICAL UPGRADES** AT

*Kelowna Community Theatre*

• **SINCE 2012** •

# CULTURAL ACTIVITY



of Kelowna  
**RESIDENTS**

**SAY THAT ...** ✓  
cultural

**FACILITIES & PROGRAMS**

Are important to them ←



**87%** **OF KELOWNA  
RESIDENTS**

are satisfied or very satisfied

WITH THE CITY'S

*Cultural Facilities*  
**& PROGRAMS**



**AVERAGE 92,000**

*annual attendance*

at Festivals Kelowna  
Canada Day, Parks Alive!  
& New Years Eve events

2015

99,130+

people attended rehearsals  
and shows at the

KELOWNA COMMUNITY THEATRE  
MAIN AUDITORIUM & BLACK BOX



# 10 VENUES

IN THE CULTURAL DISTRICT

ATTRACT **1** MILLION VISITS

*per year*







**THANK YOU!**

# Report to Council



**Date:** April 13, 2016  
**File:** 1890-01  
**To:** City Manager  
**From:** Kevin Van Vliet, Utility Services Manager  
**Subject:** Water Regulation Bylaw Updates

---

## **Recommendation:**

THAT Council receives for information, the report from the Utility Services Manager dated April 13, 2016, pertaining to Water Regulation Bylaw updates;

AND THAT Bylaw No. 11212 being amendment No. 7 to Water Regulation Bylaw 10480 be forwarded to Council for reading consideration;

AND FURTHER THAT Bylaw No. 11216 being Amendment No. 16 to Bylaw Enforcement Bylaw No. 10475 be forwarded to Council for reading consideration.

## **Purpose:**

To inform Council about proposed changes to the Water Regulation Bylaw.

## **Background:**

The Water Regulation Bylaw sets out the rates charged for use of the City's water system as well as the terms and conditions of use. Proposed updates to the bylaw are necessary to:

- Implement water use restrictions on a permanent basis;
- Reduce the administrative burden of complying with the landscape irrigation provisions to improve compliance;
- Address identified issues with temporary water use;
- Update minor administrative items.

An extensive clause by clause reference of the rationale to the amending bylaw is provided as Appendix 1.

On October 5, 2015 Council passed the following related resolutions:

*“AND THAT Council directs staff to bring forward amendments to the Water Regulation Bylaw to provide authority to implement a watering restriction program for the management of the water utility as described in the report from the Utility Services Manager dated October 5, 2015 with respect to Kelowna Water Utility - Consumption update,*

*.... AND THAT Council directs staff to bring forward amendments to the Water Regulation Bylaw and Bylaw Notice Enforcement Bylaw to provide for enforcement options for when voluntary compliance efforts have been unsuccessful.”*

#### Implementation of Permanent Water Use Restrictions

In response to a Provincial drought declaration in July of 2015, the City Water Utility implemented Stage 1 of our Drought Response Plan which was established in 2010. Stage 1 includes water restrictions based on property address. Properties with an odd numbered address could irrigate on odd calendar days and even numbered addresses could irrigate on even calendar days. The City drought response plan was developed in conjunction with the Improvement Districts in Kelowna, allowing for similar water restriction definitions across the City. The 2010 Drought Response Plan is provided in Appendix 2.

Since the 2015 drought there have been several meetings and discussions around the Okanagan Valley, hosted by the Okanagan Basin Water Board or a Provincial Ministry, to identify lessons learned from the response. One of the underlying themes in the feedback relating to urban and domestic water users is the need for consistent rules and messaging across the Okanagan Valley. With this in mind staff have reviewed regulations in other jurisdictions and discussed the 2015 drought response in depth with the other water providers in the City of Kelowna. Based on consultations with the four Improvement Districts as part of the Kelowna Joint Water Committee it is also anticipated that the Improvement Districts will implement the same Water Use restrictions being proposed in Bylaw 11212.

Staff feel providing a coordinated set of restrictions for all Kelowna water providers is particularly important with the current system of five water districts serving Kelowna residents. Advertising and water conservation messages in local media outlets reaches all residents, not just those in the City water utility. Consistent restrictions will help to reduce confusion about water regulations across the City at least in the “Normal” stage. It is worth noting that the City and the Improvement Districts may still be required to move into different Stages at different as they have different sources. While creating consistent stages will generally help citizens know, understand and comply with regulations, there is still a potential for confusion.

Bylaw 11212 proposes a modified domestic irrigation restriction regime than the odd/even schedule (for Stage 1) currently in the City’s Drought Response Plan and implemented last year. The proposed regime is consistent with that in use by the City of Vernon and Greater Vernon water utility as well as the schedule used in Metro Vancouver. In summary it works as follows:

Water Use Restriction Stage:	Summary of Water Use Restrictions
Normal	Residential and commercial properties can irrigate three days per week. Properties with odd numbered addresses on Tuesday, Thursday and Saturday.

	Even addresses on Wednesday, Friday and Sunday. These rules do not apply to institutional (parks) or agricultural properties, which have their own specific rules.
Stage 1	Very minor adjustments to residential and commercial uses. The Primary objective is increased education and awareness, including a 10 per cent reduction goal in overall water use for all customers.
Stage 2	Residential and commercial irrigation reduced to two days per week. Tuesday and Saturday for odd numbered addresses, Wednesday and Sunday for even numbered addresses. Other uses see further restrictions. Overall goal is a 20% reduction in water use.
Stage 3	Irrigation reduced to 1 day per week. Saturday for odd addresses, Sunday for even addresses. Complete ban on some uses which will affect some commercial businesses. Overall goal is a 35 per cent reduction
Stage 4	Water use to maintain personal health and hygiene only. No watering of lawns and gardens for residential and commercial uses. Used to respond to water supply crisis or extensive ongoing drought.

A system of fixed watering days for residential and commercial properties has the following advantages over the existing odd address / odd calendar days system (for Normal and Stage 1):

1. Day of week scheduling is easier to remember and track for users than knowing whether or not the current calendar day is odd or even.
2. No need to reprogram controllers and less user confusion around the months with 31 days (they have two odd calendar days in a row).
3. Day of week scheduling has no watering on Mondays which allows easier tracking of compliance as well as allowing for better understanding of water use during the irrigation season for the utility.
4. Moving to Stage 2 or Stage 3 is easier as these stages already rely on day of week scheduling. The change to Stage 2 is simply a removal of Thursday / Friday as irrigation days (as an example).
5. The system is more consistent across the Province and is consistent with the Vernon Water District at this time.

Newer controllers that comply with the Water Regulation Bylaw allow programming for either day of week irrigation, or odd/even irrigation paradigms. The main disadvantage perceived by some customers to the day of week system is that on average odd/even allows for three and a half watering days per week wherein the day of week watering day schedule has 3 days of watering per week.

Staff are aware that there are some large properties in the City that are not able to irrigate all of their landscaped lands within the time limit allowed under the proposed bylaw. Many of these properties contacted us in 2015. Our proposed response is to meet with these individual properties and issue a bylaw exemption permit once we can verify that the intent of the bylaw is being met (ie. landscaped areas are only being watered three days per week). This was successfully managed in 2015. New developments will need to be designed to comply with the bylaw.

Staff are also recommending modifications to the Bylaw Enforcement Bylaw that will allow for bylaw fines to be issued when there are violations to the Water Use Restrictions Bylaw. The

fine amounts being proposed are in line with those in other cities in B.C. Some example fines from around the Province are shown in the table below:

City	Infraction	Ticket \$
Kelowna (proposed)	Normal and Stage 1	\$50
	Stage 2	\$200
	Stage 3 & 4	\$400
Vernon	Wasting water	\$25
	Repeat offence or unauthorized use	\$100
Kamloops	First offence / Repeat	\$100/\$200
Penticton	Stage 1, first offence / Repeat / Ongoing	\$25/\$50/\$500
	Stage 2, first offence / Repeat / Ongoing	\$50/\$100/\$500
	Stage 3, first offence / Repeat / Ongoing	\$100/\$200/\$500
	Stage 4, first offence / Repeat / Ongoing	\$200/\$400/\$500
Surrey	Stage 1	\$200
	Stage 2, & 3	\$250
	Stage 4	\$300
Vancouver (City)	All Stages	\$250

### Landscape Irrigation Requirements

The Water Regulation Bylaw includes extensive landscape irrigation requirements for new developments, which are also applicable when existing property owners make significant changes to their landscape irrigation systems. Compliance with this section of the bylaw is low, although it improves every year. Lack of compliance can be attributed to a low level of general awareness of the bylaw requirements and to the cost of bylaw compliance.

Staff have worked with WaterKind, the consultant hired to administer this section of the bylaw on behalf of the City Water Utility, to find ways of reducing the complexity and cost of the bylaw while achieving the desired gains of more efficient overall irrigation systems. The proposed bylaw amendments will achieve these goals as follows:

1. Allowing for a simpler irrigation controller that is practical, meets the City's operational expectations, but is much less costly. The current bylaw requires a "Smart" controller system which can communicate in real time with either sensors or environmental information on the internet. Programming and commissioning efforts for each installation are high. The new irrigation controller requirements are more basic, yet fully functional and more practical. More basic controllers can be acquired at half the cost, and the implementation effort is a fraction of the current requirements.
2. Reducing the enforcement provisions of irrigation controller management in the bylaw. It is proposed that sections be removed requiring access to read people's irrigation controllers, enforcing that they operate a certain way, and the City's ability to shut off irrigation water for failing to comply with the specified landscape irrigation

requirements in the bylaw. The City already encourages efficient water use for single family residential properties through an increasing block pricing structure. The bylaw also has provisions to manage users that are deemed to be wasting water, or excessively and unnecessarily using water. Eliminating some of the irrigation enforcement measures is being proposed to facilitate better compliance with the bylaw and its intention instead of discouraging people from even applying for a permit.

3. Replacing the report requirements, as outlined in Schedule C of the bylaw, with simpler reporting requirements and a more performance based outcome.

### Temporary Water Use

The city water utility currently has the following challenges / concerns with temporary water use for construction.

1. Less than half of single family construction sites are obtaining temporary water use permits. All will use water on a temporary basis during construction, even if for final plumbing testing, etc. Larger residential and commercial projects have a high level of compliance in obtaining permission for Temporary Water.
2. A small number of properties become occupied that do not have water meters. This causes challenges and some conflicts between the City and the property occupant reflecting poorly on the City and the Builder,
3. Unknown Temporary Use is not allowing the City to confirm safe water use practices during construction and ensure payment for City water infrastructure (e.g. water infrastructure available for firefighting).

The proposed changes include:

1. Assigning a water account upon building permit application for new buildings (not renovations). This will reduce red tape by eliminating the time required for builders to go to the Works yard and fill out the paperwork for a permit (one window approach).
2. Beginning to charge a Temporary Use fee for the water service two months after approval of the Building Permit. This fee will be similar to the fixed fee component of residential water services for single family homes, or for two-inch water services for other, larger properties. The fee assumes that very little water will actually be consumed and ensures some financial contribution to the Utility for access to the water system, including water for firefighting. The two month grace period assumes that it could take up to two months before combustibles are stored on site and the site benefits from our water system (whether water is used or not).
3. The Temporary Use will transfer to the appropriate metered water account upon installation of the water meter.
4. If a water meter is not installed the Temporary Use Fee will increase by 20 times upon substantial completion of the building as defined by the Builders Lien Act. This increase will bring the Temporary Use fee to similar rates as those charged for unmetered properties. The fee assumes a significant amount of water will be consumed and encourages water meter installation.

Staff met with representatives of UDI and the Canadian Home Builders Association on February 17 to review the proposed changes to temporary water use and discuss any concerns that they might have. The City has received a letter in response to the proposed changes from UDI which is found in Appendix 3.

#### Administrative Items

There are a number of changes within the bylaw to address more minor administrative items including (but not limited to):

1. Grammar changes to ensure compliance with proposed changes to the Utility Billing Customer Care Bylaw;
2. Using a map to define the Beaver Lake Industrial area (for water rates) instead of defining by legal property description. This allows continuity after properties are subdivided or amalgamated;
3. Removal of references to Bare Land Strata Plan as we treat that property type the same as Multi-family properties
4. Clarification around definitions relating to water meter locations, and the ownership of those locations;
5. Broadening the potential uses of hydrants (by permit) as well as the ability to better define or restrict hydrant use if necessary;
6. Removing the option of having water services dedicated to Fire Protection. Operationally the City has not been allowing dedicated fire services for some years. This will bring consistency between the bylaw and Utility operations.

An extensive clause by clause list of proposed changes along with an explanation is provided in Appendix 1.

#### **Internal Circulation:**

Stephen Fleming - City Clerk  
Jodie Foster - Communications Supervisor  
Greg Wise - Bylaw Services Manager  
Andrew Reeder - Utility Planning Manager  
Lynn Walter - Revenue Manager  
Doug Patan - Building and Permitting Manager

#### **Legal/Statutory Authority:**

City of Kelowna Water Regulation Bylaw 10480

#### **External Agency/Public Comments:**

A letter from the Urban Development Institute is included as Appendix 2.

#### **Communications Comments:**

Communications staff will develop a communications plan to notify City of Kelowna Water Utility customers of new water restrictions and provide communications tools to support them through the change.

In addition, the consultant hired to deliver the Water Smart program in 2016 will continue to work with residents, as well as landscape and irrigation specialists to develop awareness of the bylaw and its regulations and to work toward compliance.

City staff will also work with the Building Department to provide support communication information to help builders understand and comply with the new requirements for temporary water use.

**Considerations not applicable to this report:**

**Legal/Statutory Procedural Requirements:**

**Existing Policy:**

**Financial/Budgetary Considerations:**

**Personnel Implications:**

**Alternate Recommendation:**

Submitted by:

K. Van Vliet, Utility Services Manager

Approved for inclusion:

A small square box containing a handwritten signature in blue ink, which appears to be "JC".

Joe Creron, Divisional Director, Civic Operations

cc:

Jodie Foster - Communications Supervisor

Greg Wise - Bylaw Services Manager

Andrew Reeder - Utility Planning Manager

Lynn Walter - Revenue Manager

Doug Patan - Building and Permitting Manager

## Appendix 1

### Detailed description of Proposed Water Regulation Bylaw amendments

The following provides detailed rationale for each of the changes proposed in the amendment bylaw.

- 1) Definitions
  - a) Replace reference to “City Engineer” with “Manager” to be consistent with the rest of the Bylaw
  - b) Define the Beaver Lake Industrial Area with a map to eliminate the need to change the bylaw with future subdivisions
  - c) Defining Bylaw Enforcement Officer as now referenced in the bylaw.
  - d) Update term to be consistent with proposed updates to the Utility Billing Customer Care Bylaw No. 8754
  - e) Update term to be consistent with proposed updates to the Utility Billing Customer Care Bylaw No. 8754
  - f) Add definition of “Engineered Drip Irrigation” for Watering restrictions.
  - g) Clarification as the Manager is not a Council appointed position.
  - h) Add definition of “Permit” for Watering restrictions.
  - i) Add definition of “Person” for Watering restrictions.
  - j) Add definition of “Public Announcement” for Watering restrictions
  - k) Add definition of “Restrictions Stage” for Watering restrictions
  - l) Define Irrigation Controller which is a lower standard of device than Smart Controller.
  - m) Change is to provide a clear definition of when Temporary Use of water for construction ends
  - n) Add definition of “Water” for Watering restrictions
  - o) Add definition of “Watering” for Watering restrictions
  - p) More clearly define Water Meter Pit, which is not intended to be a large underground chamber.
- 2) Clarify that there may be rare occasions where 2 water services to a large property may make the most sense for both the Utility and the property owner(s)
- 3) Grammar correction
- 4) Changes to 2.9.1. and 2.9.2. clarify that the City can implement water use restrictions at any time as part of a policy decision. The current bylaw only allows water use restrictions when either the Manager or City Council decide that water is in short supply. The proposed new language will allow the Manager to implement Stage 1 Restrictions due to the limited scope of restrictions available to that position. Council can implement Stage 1 through Stage 4 Water Restrictions.
- 5) Water Meters
  - a) Removal of reference to Bare Land Strata Plan is consistent with how the City has been operating water servicing. Bare Land Strata’s are serviced in the same way as other multi-family properties.
  - b) Same as 5a)
  - c) Water meters are installed in buildings, accessory buildings and far more locations than Water Meter Pits. This change is intended to clearly identify that all locations housing the water meter are the responsibility of the property owner.
- 6) Water meter pits are generally located on private property near the property line. The proposed wording is consistent with City operations and all locations housing the water meter. This change also makes the language consistent with the rest of the Bylaw.
- 7) Water Quality

- a) This change clarifies that a tanker truck must be one intended for domestic water and allows the option of using a hydrant for special events.
  - b) The City currently does not have the option of controlling the amount of water used in a hydrant use permit, which may be necessary during times of water restrictions, or could be necessary depending on the hydrants location in the water distribution grid.
  - c) Reducing the requirement of Irrigation Controllers to one that meets operational needs (only) significantly reduces the cost of compliance with the bylaw. Defined Irrigation Controllers are readily available locally.
  - d) This section removes the requirement for irrigation controllers to connect to water sensors or real time weather data. This requirement is impractical for small irrigation systems. The new language requires rain sensor input availability, but not that their use is required.
  - e) Deletion of 4.4.11 is intended to remove a redundant, and possibly conflicting, requirement to not using more water than the water budget calls for in Appendix C of the bylaw. Deletion of 4.4.12 is intended to allow more flexibility of controller operation and to be more realistically practical as this requirement is not something that the City would expect to enforce. Deletion of 4.4.13 is recommended as it is not practical, or necessary, for Utility staff to access and enforce Irrigation controller programming.
  - f) Grammatical consistency
  - g) These three deletions remove the expectation that the City will actively enforce Irrigation Controller operation and programming, possibly to the point of shutting off water used for irrigation. This is impractical to apply. Excessive water use is already addressed in the Bylaw, and our water use pricing actively discourages excess water use. Staff do not feel that this level of enforcement is necessary and do not envision using it.
- 8) Conditions – Part 6
- a) The City currently allows requests for water on and off by telephone or through forms other than a submission in writing.
  - b) This clause eliminates a redundant process which is already defined in the Utility Billing and Customer Care bylaw.
- 9) The City has not permitted new water services dedicated for Fire Protection Use for a number of years. Dedicated Fire Use services is inconsistent with the requirement for one service per property, which is current practice. Additional services increase cost and liability to the Utility.
- 10) Part 8 – Declaration and Announcement of Restriction Stages and Part 9 - Permits. These new Parts defines the water use restrictions and refer to a detailed summary of restrictions as presented in Schedule E. The section on Permits outlines the process for obtaining a temporary exemption from a Water Use Restrictions Stage (not necessary during “Normal” stage).
- 11) Updates and clarifies the general section on Offence and Penalties to make it consistent with other City bylaws.
- 12) Changes to Schedule A, Water Rates and Charges
- a) This section provides a significant change to Temporary Use of water during construction. While temporary use of water for construction happens on almost all new construction sites at some point before completion not all sites receive permission or pay for water use which is contrary to the existing bylaw. The changes are intended to address the following inadequacies and problems:

- i) Assurance that each use of temporary water has the appropriate water safety (backflow prevention) system in place to protect water users
- ii) Assurance that new occupants receive a water Utility Billing Account and pay for their water and sewer use
- iii) Fair and equitable contribution to the water Utility for water accessed by the builder, including the availability of the water system for fire protection.

The changes to this section create a Utility Billing Account for all new home construction at the time of Building Permit approval. Billing will begin 2 months after approval of the building permit which is intended to, on average, correspond to the approximate time that there will combustibles on site and the property will benefit from fire protection infrastructure.

The fees charged are based on the current fixed fees for either single family homes, or for a 50 mm water service. The fee does not account for actual water consumption, which is expected to be low. The primary benefits of this program are in the creation of the water accounts and awareness of water use to assure water safety.

At project completion, or to ensure that a water meter is installed, the Utility will increase by 20 times the Temporary Use rate. This rate is consistent with other fixed rates in our bylaw assuming that a significant amount of water will begin to be used. The rate is not considered punitive.

- b) Removal of reference to Bare Land Strata Plan consistent with other grammatical changes
- 13) Replacement of the Landscape Water Conservation Report Requirements. These changes are intended to simplify the process for water conservation reporting as well as simplify and reduce the overall burden of complying with the landscape irrigation components of the bylaw. Compliance with this section of the bylaw is, while growing, low. These changes are expected to increase compliance by reducing the cost and effort to comply without significantly affecting the performance outcome (efficient water use) desired by the City.
  - 14) This change is to replace the listed description of properties in the Beaver Lake Industrial Area referenced in the Bylaw with a map that will endure subdivision and other legal property changes.
  - 15) Adds Schedule E, the detailed summary of Water Use Restrictions by class of customer.

PROVINCE	NORMAL		STAGE 1 - DRY	STAGE 2 - VERY DRY	STAGE 3 - EXTREMELY DRY	LOSS OF COMMUNITY SUPPLY
LOCAL	NORMAL STAGE		MILD DROUGHT	MODERATE DROUGHT	SEVERE DROUGHT	EMERGENCY
<b>RMD</b>						
Domestic	Odd-Even sprinkling with all properties on 31 day		Same	Reduced to 2 x per week, none on 31st day	All outdoor water prohibited	Only lifeline service provided (if possible)
U/G Sprinklers	U/G sprinklers dusk to dawn		Same, but reduced times	No non-essential watering	None, all outdoor water prohibited, except food gardens	None
Parks, Boulev.	Parks etc, up to 4 times/wk		Reduced to 3 times / wk	Watering only once weekly	None	None
Golf Courses	Golf courses-volumetric no restrictions		Reduced to 3 times / wk	Reduced to tees and greens with fairways only	Only watering of greens and tee boxes permitted 2 x per week	None permitted
Agriculture	5.0 Usgpm/acre unless soils stipulate otherwise		No change, increased surveillance	Consider reducing total annual volume allotted per parcel	Reduced total annual volume	All outdoor use cut off except water for livestock
<b>City</b>	metre lake level / stream inflow		metre lake level / stream inflow	metre lake level / stream inflow		
residential (SFD, Multi Fam, Strata)	Metered connections with pricing		Odd-Even sprinkling with all properties on 31 day	2 days week 10-6 a.m.		
commercial (All commercial Activity)	10 - 6 am		3 days week 10-6 a.m.	2 days week 10-6 a.m.		
Parks, Non ALR Irrigation	Any time		3 days week 10-6 a.m.	2 days week 10-6 a.m.		
Agriculture	Anytime		3 days week	2 days week		
	Monthly contact with customers who exceed a certain threshold of water use; free landscape and irrigation system audits; on-going leak detection and repair program for distribution system; full-time water conservation coordinator		Same, but lower water consumption threshold for customer contact; free timer adjustment service to help ensure customers are able to program to watering restrictions	Same, but with increased media frequency communication on drought awareness, and communication and light enforcement of restrictions	<b>NOTE...days of week and demand zones to be determined (Adrian/Neil) for all stages and categories</b>	
<b>All Utility Customers</b>						
<b>SFD</b>						
Domestic	Odd-Even sprinkling with all properties on 31 day		Same	Reduced to 2 x per week, none on 31st day	All outdoor water prohibited	Only lifeline service provided (if possible)
U/G Sprinklers	U/G Sprinklers 12:00am-6:00am		Same, but reduced times	No non-essential watering	None, all outdoor water prohibited, except food gardens	None
Parks, Boulev.	Parks etc, up to 4 times/wk		Reduced to 3 times / wk	Watering only once weekly	None	None
Golf Courses	Golf courses-volumetric no restrictions		Reduced to 3 times / wk	Reduced to tees and greens with fairways only	Only watering of greens and tee boxes permitted 2 x per week	None permitted
Agriculture	5.0 Usgpm/acre unless soils stipulate otherwise		No change, increased surveillance	Consider reducing total annual volume allotted per parcel	Reduced total annual volume	All outdoor use cut off except water for livestock
<b>RMD</b>						
Domestic	Odd-Even sprinkling with all properties on 31 day		Same	Reduced to 2 x per week, none on 31st day	All outdoor water prohibited	Only lifeline service provided (if possible)
U/G Sprinklers	U/G sprinklers dusk to dawn		Same, but reduced times	No non-essential watering	None, all outdoor water prohibited, except food gardens	None
Parks, Boulev.	Parks etc, up to 4 times/wk		Reduced to 3 times / wk	Watering only once weekly	None	None
Golf Courses	Golf courses-volumetric no restrictions		Reduced to 3 times / wk	Reduced to tees and greens with fairways only	Only watering of greens and tee boxes permitted 2 x per week	None permitted
Agriculture	n / a		n / a	2 x per week	n / a	n / a
<b>SEKD</b>						
Domestic	3 days per week		3 days per week	2 days per week	All outdoor water prohibited	Only lifeline service provided (if possible)
U/G Sprinklers	U/G Sprinklers 12:00am-6:00am		Same, but reduced times	same by reduced times	None	None
Parks, Boulev.	Parks etc, up to 4 times/wk		Reduced to 3 times / wk	Reduced to 2 x per week	None	None
Golf Courses	Golf courses-volumetric no restrictions		Reduced to 3 times / wk	Reduced to 2 x per week	n / a	n / a
Agriculture	n / a		n / a	n / a	n / a	n / a
<b>RECOMMENDED</b>						
Domestic	Odd-Even sprinkling with all properties on 31 day		Odd-Even sprinkling with all properties on 31 day	Reduced to 2 x per week, none on 31st day	All outdoor water prohibited	Only lifeline service provided (if possible)
U/G Sprinklers	U/G sprinklers 10:00pm-8:00am		Same, but reduced times	No non-essential watering	None, all outdoor water prohibited, except food gardens	None
Parks, Boulev.	Parks etc, up to 4 times/wk		Reduced to 3 times / wk	Watering only once weekly	None	None
Golf Courses	Golf courses-volumetric no restrictions		Volumetric but reduced to 3 times/wk	Reduced to tees and greens with fairways only	Only watering of greens and tee boxes permitted 2 x per week	None permitted
Agriculture	5.0 Usgpm/acre unless soils stipulate otherwise		No change, increased surveillance	Consider reducing total annual volume allotted per parcel	Significantly reduced total annual volume, only to save crop investment	All outdoor use prohibited except water for livestock



**URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER**

210 – 1460 Pandosy Street  
Kelowna, BC V1Y 1P3 Canada  
T. 778.478.9649 F. 778.478.0393  
[udiokanagan@udi.org](mailto:udiokanagan@udi.org)  
[www.udiokanagan.ca](http://www.udiokanagan.ca)

March 16, 2016

City of Kelowna  
1435 Water Street  
Kelowna, BC V1Y 1J4

**Attention: Kevin Van Vliet**

**Subject: Water Regulation Bylaw Changes – Temporary Water Use for Construction**

The Urban Development Institute (UDI) is a national association (with international affiliations) of the development industry and its related professions. The corporate members of the UDI - Okanagan Chapter represent hundreds of individuals involved in all facets of land development and planning, including: developers, property managers, financial lenders, lawyers, engineers, planners, architects, appraisers, real estate professionals, local governments and government agencies.

As a Partner in Community Building, the UDI Okanagan Chapter is committed to working with communities and governments to create and achieve the vision of balanced, well-planned, sustainable and affordable communities.

Thank you for consulting with UDI Okanagan on the City of Kelowna's draft Water Regulation Bylaw changes related to temporary water use for construction. After careful review and discussion of the proposed changes and rationale, we have concerns that the proposed approach may cause an additional layer of red-tape between builders, developers and home owners, making it more onerous for the building community. Additionally, we do not believe it resolves the underlying issue of water quality concerns that the City would like to have eliminated.

A preferred approach would be for the City to hold the Occupancy Permit until a water meter is installed, which would place the onus on the Building Inspector to enforce this.

Thank you in advance for considering our feedback on this matter.

Sincerely,

**URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER**

A handwritten signature in black ink, appearing to read 'Andrew Gaucher', with a long horizontal flourish extending to the right.

Per: Andrew Gaucher, Chair of UDI Okanagan

# WATER REGULATION BYLAW

Amendments April 18, 2016



## PROPOSED AMENDMENTS TO WATER REGULATION BYLAW:

1. Implement Water Use Restrictions
2. Simplify Landscape Irrigation requirements
3. Improve temporary water use process
4. Other “housekeeping” items

*Detailed summary of changes in Appendix 1*

## 1. WATER USE RESTRICTIONS

- ▶ October 5, 2015 Council directed staff to:
  - ▶ bring forward bylaw amendments to implement ongoing water use restriction program
  - ▶ Bring forward amendments to provide for enforcement options when voluntary compliance efforts have been unsuccessful

## WATER USE RESTRICTIONS

- ▶ Effective program:
  - ▶ Is consistent with other programs across the Okanagan and within BC
  - ▶ Is consistent across the City of Kelowna (among 5 water purveyors)
  - ▶ Is simple and easy to understand
  - ▶ Does not require ongoing maintenance from users

## PROPOSED PROGRAM SUMMARY

- ▶ For Residential & Commercial Properties
  - ▶ Odd numbered addresses water Tuesday / Thursday / Saturday
  - ▶ Even numbered addresses water Wednesday / Friday / Sunday
- ▶ Drought Response
  - ▶ No significant change for Stage 1
  - ▶ Eliminate Thur/Fri for Stage 2
  - ▶ Eliminate Tue / Wed for Stage 3
  - ▶ Eliminate ALL for Stage 4

## PROPOSED PROGRAM - ENFORCEMENT

- ▶ Primary goal is compliance through education
- ▶ Proposed enforcement tool if required include issuance of “tickets”
  - ▶ During “Normal” and Stage 1 times: \$50
  - ▶ During Stage 2: \$200
  - ▶ During Stages 3 or 4: \$400

## 2. LANDSCAPE IRRIGATION REQUIREMENTS

- ▶ Water regulation bylaw specifies irrigation system requirements
- ▶ Goal is to improve compliance
  - ▶ Simplify the requirements and application process
  - ▶ Reduce cost of compliance
  - ▶ Reduce enforcement provisions

### 3. TEMPORARY WATER USE FOR CONSTRUCTION

- ▶ Use of city water for construction, in particular single family, without permit is commonplace
  - ▶ Water quality risk
  - ▶ Cost of water
  - ▶ Cost of infrastructure
- ▶ Goal is user equity. Users contribute to the system

## TEMPORARY WATER USE FOR CONSTRUCTION

- ▶ Proposed changes are consistent with existing bylaw intent
  - ▶ Assign water account with approved BP
  - ▶ Charge Temp Use fee after 2 months
    - ▶ Fixed fee. No consumption component
  - ▶ Temp Use ends when meter installed
  - ▶ No meter after completion increases fee 20x

## TEMPORARY WATER USE FOR CONSTRUCTION

- ▶ Consultation with UDI / CHBA
  - ▶ Email Correspondence
  - ▶ Meeting on February 17, 2016
  - ▶ Meeting notes distributed February 29, 2016
  - ▶ UDI Letter received March 16, 2016

## ADMINISTRATIVE HIGHLIGHTS

- ▶ Removing language that is not consistent with practice
  - ▶ Remove dedicated fire service lines
  - ▶ Remove reference to Bare Land Stratas
- ▶ Using a map to define the “Beaver Lake Industrial Area” – unique water rates
- ▶ Clarify ownership of space housing water meters

## PROPOSED PROGRAM

- ▶ With approval Water Utility will work with Communications to inform our clients:
  - ▶ Blanket information
  - ▶ Information with utility bills
  - ▶ Information on website, including resources to help manage change
  - ▶ Access to Waterkind for technical / landscaping issues.

# CITY OF KELOWNA

## BYLAW NO. 11212

### Amendment No. 7 to Water Regulation Bylaw No. 10480

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The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Water Regulation Bylaw No. 10480 be amended as follows:

1. THAT PART 1 - INTRODUCTION, 1.2 Interpretation be amended by:
  - a) Deleting the definition for “**Blackflow Prevention Assembly Tester**” that reads:

“**Backflow Prevention Assembly Tester**” means a person who is approved by the City Engineer and holds a current certification from the British Columbia Water and Wastewater Association to test Approved Backflow Preventers.

And replace it with:

“**Backflow Prevention Assembly Tester**” means a person who is approved by the Manager and holds a current certification from the British Columbia Water and Wastewater Association to test Approved Backflow Preventers.
  - b) Deleting the definition for “**Beaver Lake Industrial Area**” that reads:

“**Beaver Lake Industrial Area** means that area of lands legally described as Lots 1 to 28 inclusive, Section 2, Township 20, O.D.Y.D., Plan KAP57943 in the City.”

And replace it with:

“**Beaver Lake Industrial Area**” means that area of lands in the City as shown in Schedule D.
  - c) Adding a new definition in its appropriate location for “**Bylaw Enforcement Officer**” that reads:

“**Bylaw Enforcement Officer**” means the person or persons appointed from time to time by the Council to enforce and administer this bylaw and shall include any Peace Officer.
  - d) Deleting the definition for “**Customer Service Account**” that reads:

“**Customer Service Account**” means an account for invoice or billing purposes under the City’s Utility Billing Customer Care Bylaw No. 8754 as amended or replaced from time to time.

And replace in its appropriate location with:

“**Utility Billing Account**” means an account for invoice or billing purposes under the City’s Utility Billing Customer Care Bylaw No. 8754 as amended or replaced from time to time.”
  - e) Replacing all references throughout the bylaw that read “**Customer Service Account**” and replacing it with “**Utility Billing Account**”;
  - f) Adding a new definition in its appropriate location for “**Engineered Drip Irrigation**” that reads:

“**Engineered Drip Irrigation**” means a system using irrigation components which consume less than 20 gallons (91 litres) per hour and operate at less than 25 PSI (172 kPa) to deliver water to the root zone of the plant material being irrigated.
  - g) Deleting the words “appointed by Council” in the definition of **Manager**;
  - h) Adding a new definition in its appropriate location for “**Permit**” that reads:

“**Permit**” means a permit issued under Part 9 of this bylaw.

- i) Adding a new definition in its appropriate location for **"Person"** that reads:  
**"Person"** shall mean and include any individual, corporation, partnership or party and heirs, executors, administrators or other legal representatives of the same, to whom the context can apply according to law. The singular shall also include the plural and the masculine shall also include the feminine.
  - j) Adding a new definition in its appropriate location for **"Public Announcement"** that reads:  
**"Public Announcement"** means one or more advertisements or public service announcements in any one of:
    - (i) a television or radio broadcast from a station that broadcasts to the City.
    - (ii) a newspaper or other publication intended for general circulation, including one that is distributed without charge to the reader, that contains news and advertising, and is distributed with the City at least once per week.
  - k) Adding a new definition in its appropriate location for **"Restrictions Stage"** that reads:  
**"Restrictions Stage"** means restrictions on water use as specified in Schedule E of this bylaw.
  - l) Deleting the definition for **"Smart Controller"** that reads:  
**"Smart Controller"** means an electric timing device that sends an electric signal for automatic valves to open or close based on estimates or measures of depletion of available plant soil moisture in order to operate an automatic landscape irrigation system, that replenishes water as needed while minimizing excess water use that meets the requirements of this bylaw.  
 And replace with:  
**"Irrigation Controller"** means an electric timing device that sends an electric signal for automatic valves to open or close in order to operate an automatic landscape irrigation system, that replenishes water as needed while minimizing excess water use that meets the requirements of this bylaw.
  - m) Adding the following to the end of the definition of Temporary Use the following:  
**"from the point of Building Permit approval until the first of Water Meter installation or the project is complete as defined by the British Columbia Builder's Lien Act as amended."**
  - n) Adding a new definition in its appropriate location for **"Water"** that reads:  
**"Water"** used as a noun, means water supplied directly or indirectly by the City of Kelowna Water Utility, whether or not mixed with rain water, gray water or recycled water.
  - o) Adding a new definition in its appropriate location for **"Watering"** that reads:  
**"Watering"** used as a verb, mean the application or distribution of water (used as a noun) to lands or plants.
  - p) Deleting the definition for **"Water Meter Pit"** that reads:  
**"Water Meter Pit"** means a chamber constructed underground, which is used to install a Water Meter or Approved Backflow Preventer.  
 And replacing it with:  
**"Water Meter Pit"** means an enclosure constructed underground, which is used to install a Water Meter or Approved Backflow Preventer and would not be defined as a confined space under the Occupational Health and Safety (OHS) Regulations.
2. AND THAT PART 2 - WATER SERVICE, 2.4 Construction of Service Connection, 2.4.3 be amended by adding to the end of the sentence "unless reviewed and approved by the Manager."

3. AND THAT PART 2 - WATER SERVICE, 2.7 Turn On Of Water Supply, 2.7.1 be deleted that reads:

"Applications for turning the supply of water from the **City Water Utility** shall be made in writing to the **Manager** and shall be accompanied by the fee set out in Schedule "B" of this bylaw."

And replaced with:

"Applications for turning on the supply of water from the **City Water Utility** shall be made in the form prescribed for that purpose to the **Manager** and shall be accompanied by the fee set out in Schedule "B" of this bylaw."

4. AND THAT PART 2 - WATER SERVICE, 2.9 Short Supply of City Water Utility, 2.9.1 and 2.9.2 be deleted that reads:

**"2.9 Short Supply of City Water Utility**

2.9.1 The **Manager** may at such times and for such length of time as is considered necessary or advisable by him or her, restrict or prohibit irrigation, yard and garden sprinklering, car washing and private pool filling to reduce water usage when the **Manager** considers water to be in short supply and every person shall abide by such restriction or prohibition.

2.9.2 The **City** may at such times and for such length of time as is considered necessary or advisable by **Council**, restrict or prohibit water uses when it considers water to be in short supply and every person shall abide by such restriction or prohibition."

And replaced with the following:

**"2.9 General Authority on Water Use for City Water Utility**

2.9.1 The **Manager** may at such times and for such length of time as is considered necessary or advisable by him or her, restrict or prohibit irrigation, yard and garden sprinklering, car washing and private pool filling to reduce water usage when the **Manager** considers water to be in short supply and every person shall abide by such restriction or prohibition.

2.9.2 The **City** may from time to time impose restrictions on water use, or change or revoke such restrictions, and in doing so may make the restrictions applicable at specified times or on specified days and may differentiate between classes of customers or areas of the **City**.

5. AND THAT PART 3 - WATER METERS, 3.1 Installation of Water Meters be amended as follows:

a) Deleting from 3.1.2 " , except land shown on a Bare Land Strata Plan.";

b) Deleting 3.1.3 in its entirety that reads:

"3.1.3 Despite section 3.1.1 and section 3.1.2, land shown on a strata plan that receives the supply of water from the **City Water Utility** from the same Service Connection, except land shown on a Bare Land Strata Plan, that is used for mixed residential and non-residential purposes shall have one Water Meter installed for the residential use and one Water Meter installed for the non-residential use."

c) Deleting 3.1.5 in its entirety that reads:

"3.1.5 A **Property** owner is responsible for the installation of a **Water Meter Setting** and **Water Meter Pit**."

And replacing it with:

"3.1.5 A **Property** owner is responsible for the installation of a **Water Meter Setting** and the location in which the **Water Meter Setting** is housed."

6. AND THAT PART 3 - WATER METERS, 3.2 Ownership of Water Meter, 3.2.1 be amended by deleting the words "and Water Meter Pits";
7. AND THAT PART 4 - WATER QUALITY PROTECTION AND WATER CONSERVATION be amended as follows:
  - a) by deleting from 4.3 Hydrant Use, 4.3.2, the word "or" after "road sweeping" and deleting "g) tanker truck filling" and replacing it with a new subparagraph g and h as follows:
    - "g) water tanker truck filling; or
    - h) special events"
  - b) that sub-section 4.3.4 be amended by:
    - i) deleting the word "and" after the word "required" in sub-paragraph d;
    - ii) adding the word "and" after "hydrant" in sub-paragraph e; and
    - iii) adding a new sub-paragraph f that reads "the volume and or flow rate of water that may be used."
  - c) Deleting the word "Smart" in sub-section 4.4 Landscape Water Conservation Report and Smart Controller Requirements and replacing it with the word "Irrigation"
  - d) Deleting sub-section 4.4.10 that reads:
 

"4.4.10 No Property owner required to submit a Landscape Water Conservation Report under section 4.4 of this bylaw shall cause or permit an automatic outdoor landscape irrigation system to operate without a Smart Controller installed and operated that meets the following minimum performance requirements:

    - a) Tested by the Irrigation Association Smart Water Application Technologies as a Climate-based **Smart Controller** or Sensor-based **Smart Controller** and results have been released by the manufacturer;
    - b) Multiple start times per program/ day;
    - c) 365-day calendar;
    - d) Odd/ even or watering day scheduling option;
    - e) Independent day scheduling options;
    - f) Water budgeting/ seasonal adjustment by percentage;
    - g) Rain delay;
    - h) Rain sensor/ Moisture sensor compatible;
    - i) Weather or evapotranspiration based - either using historical weather data, or real time weather data;
    - j) Installed and programmed according to the manufacturers specifications."

And replace it with:

- "4.4.10 No Property owner required to submit a Landscape Water Conservation Report under section 4.4 of this bylaw shall cause or permit an automatic outdoor landscape irrigation system to operate without an Irrigation Controller installed and operated that meets the following minimum performance requirements:
- a) Multiple start times per program/ day;

- b) 365-day calendar;
  - c) Odd/ even or watering day scheduling option;
  - d) Independent day scheduling options;
  - e) Water budgeting/ seasonal adjustment by percentage;
  - f) Rain delay;
  - g) Capable of receiving sensor inputs including rain sensor, moisture sensor and/or weather station data; and
  - h) Installed and programmed according to the manufacturers specifications.
- e) Delete sub-sections 4.4.11, 4.4.12 and 4.4.13 in their entirety that read:
- “4.4.11 No Property owner shall cause or permit a Smart Controller to operate such that more water is used for outdoor landscape areas than the amount that would be indicated by the Irrigation Industry Association of British Columbia (IIABC) Irrigation Scheduling Calculator.
- 4.4.12 Every Property owner shall program and maintain Smart Controllers to adjust watering schedules automatically based on real or historic weather data. In cases where manual irrigation program adjustment is temporarily required, adjust water programming at least once per month between May and October, to follow the reference evapotranspiration measurements set out in Schedule “C” of this bylaw.
- 4.4.13 A Property owner must, at all reasonable times, provide adequate, convenient, and unobstructed access to the City for the purpose of inspecting and reading the Smart Controller.”
- f) Delete the words “a Smart” and replace it with “an Irrigation” before the word “Controller” in sub-section 4.4.14;
- g) Delete sub-sections 4.4.15, 4.4.16 and 4.4.17 in their entirety that read:
- “4.4.15 If any irregularity or malfunction in a Smart Controller is observed by a Property owner, the Property owner shall repair or replace the Smart Controller within a 30-day period.
- 4.4.16 The Manager may shut off the supply of water to an outdoor landscape irrigation system, but not to the supply of water for domestic purposes, on any Property for any or all of the following reasons:
- a) failing to provide and obtain approval of a Landscape Water Conservation Report as required under section 4.4.3 of this bylaw;
  - b) exceeding the Landscape Water Budget under section 4.4.1 of this bylaw;
  - c) failing to install and operate a Smart Controller as required under section 4.4.9 of this bylaw; and
  - d) failing to repair or replace any irregularity or malfunction in a Smart Controller within the time specified in the Manager’s order under section 4.4.14.
- 4.4.17 The Manager must, prior to shutting off the supply of water to an outdoor landscape irrigation system, notify the persons affected of their right to make representations to Council, and

may not shut off the supply of water unless Council has considered such representations and confirmed that the supply of water is to be shut off."

8. AND THAT **PART 6 - CONDITIONS**, be amended as follows:

- a) by deleting in Section **6.4 Shut off of Water Supply**, the word "writing" and adding the words "the form prescribed for that purpose" before the words "to the Manager and shall";
- b) Deleting section 6.5.1 that reads:

"Where water supply is to be shut off for reason of non-payment of water **Rates** and charges or other non-compliance with any provision of this Bylaw, the **Manager** will give 30 days' notice to the **Property owner**."

And replace it with:

"Where water supply is to be shut off for reason of non-payment of water **Rates** and charges or other non-compliance with any provision of this Bylaw the **Manager** will follow the process outlined in the Utility Billing Customer Care Bylaw No. 8754 as amended."

9. AND THAT **PART 7 - RATES AND CHARGES**, be deleted in its entirety that reads:

**"7.3 Fire Protection Use**

- 7.3.1 Upon application to the City, a connection to the City Water Utility may be permitted solely for Fire Protection Use. The Property owner will pay to the City the Rates and charges for such use as set out in Schedule "A" to this bylaw."

10. AND THAT a new **PART 8 - DECLARATION AND ANNOUNCEMENT OF RESTRICTION STAGES** and **PART 9 - PERMITS** , be added in its appropriate location as follows and that all subsequent PARTS be re-numbered:

**"PART 8 - WATER USE RESTRICTION STAGES**

**8.1 Declaration of Restriction Stages**

- 8.1.1 All persons must comply with the water use restrictions contained in **Schedule E - City of Kelowna Water Use Restrictions Stages**.
- 8.1.2 The water use restriction "Normal," as described in **Schedule E - City of Kelowna Water Use Restrictions Stages** is the default water restriction in place at all times, unless a water use **Restrictions Stage** is declared activated in accordance with this bylaw.
- 8.1.3 The **Manager** or **City Council** may declare that the **City** has activated a **Restrictions Stage 1 through 4** as contained in **Schedule E - City of Kelowna Water Use Restriction Stages**.
- 8.1.4 If the **Manager** or **City Council** makes a declaration under subsection 8.1.3, the **Restrictions Stage** described in the declaration comes into force in the **City** thirty-six (36) hours after the **Manager** or **City Council** makes a **Public Announcement** of the declaration.
- 8.1.5 When a **Restriction Stage** comes into force under this section, any **Restriction Stage** that had been in force, if any, ceases to be in force.

## 8.2 Time Limit for Water Use Restrictions

- 8.2.1 No **Restriction Stage** remains in force after October 31st of any year, unless the **Manager** makes a declaration under this section.
- 8.2.2 At any time before or after October 31st of any year, the **Manager** may, declare that notwithstanding subsection 8.2.1, a **Restriction Stage** will remain in force or come into force after October 31st.

## PART 9 - PERMITS

### 9.1 Permits

- 9.1.1 A person may apply to the **Manager** for a **permit** authorizing the person to water when Stage 1 Restrictions or Stage 2 Restrictions are in force if the person has installed a new lawn, either by placing sod or turf or by seeding.
- 9.1.2 An application for a **permit** must be accompanied by supporting documents, as required by the **Manager**.
- 9.1.3 The **Manager**, upon being satisfied that an applicant qualifies under subsection 9.1.1 and has complied with subsection 9.1.2, may issue a **permit** to the applicant and include terms and conditions in respect to the **permit**.
- 9.1.4 Notwithstanding Stage 1 Restrictions or Stage 2 Restrictions, the holder of a valid **permit** is authorized to water in accordance with the terms and conditions of the **permit**.
- 9.1.5 A **permit** does not exempt the **permit** holder from Stage 3 Restrictions or Stage 4 Restrictions.
- 9.1.6 A **permit** must be affixed to a post facing the street servicing the property, beside the principal driveway or if there is no driveway, in a visible location in the front yard of the property."

11. AND THAT the new **PART 10 - GENERAL, 10.2 Offence and Penalties**, 10.2.1 be deleted in its entirety that reads:

"10.2.1 Any person who contravenes this bylaw is liable upon summary conviction to a minimum fine of \$1000 and a maximum fine of \$10,000 and the cost of prosecution. Every day during which there is an infraction of this bylaw shall constitute a separate offence."

And replaced with the following:

"10.2.1 Every Person who violates any provisions of this bylaw or who suffers or permits any act or thing to be done in contravention or in violation of any of the provisions of this bylaw or who neglects to do or refrains from doing anything required to be done by any of the provisions of this bylaw, or who does any act which constitutes an offence against the bylaw is guilty of an offence against this bylaw and liable to the penalties hereby imposed. Each day that the violation continues to exist, shall constitute a separate offence.

10.2.2 Every Person who commits an offence against this bylaw is liable on conviction, to a fine of up to \$10,000.00, or liable to a term of incarceration for a period of not more than 90 days, or both. Any penalty imposed pursuant to this bylaw shall be in addition to, and not in substitution for, any other penalty or remedy imposed pursuant to any other applicable statute, law or legislation."

12. AND THAT **SCHEDULE "A", Water Rates and Charges**, be amended by:

c) Deleting section 5. Temporary Use in its entirety that reads:

**"5. Temporary Use**

For Temporary Use of water during construction on:

Single Family residential properties a flat charge of \$19.50 bi-monthly for the year 2015 and a flat charge of \$19.89 bi-monthly for the year 2016.

For non-residential properties and **Multi-Family Residential** properties a bi-monthly flat charge of \$128.40 for 2015 and a bi-monthly flat charge of \$130.97 for 2016."

And replace it with:

**"5. Temporary Use**

For Temporary Use of water during construction. The following rates and charges will apply beginning two months after approval of each New Construction Building Permit and end upon the first of either the installation of the Water Meter or the project is deemed complete as defined by the British Columbia Builder's Lien Act on:

Single Family residential properties a flat charge of \$40.04 bi-monthly for the year 2016.

For non-residential properties and Multi-Family Residential properties a bi-monthly flat charge of \$108.62 for 2016.

For Projects deemed to be complete as defined above and that do not have a Water Meter then rates will be twenty (20) times the applicable Temporary Use rate."

- d) Deleting from section 11 **Single Family Strata - single family housing on a strata property** the words "except land shown on a Bare Land Strata Plan," after the words "from the same Service Connection,"

13. AND THAT SCHEDULE "C" **Landscape Water Conservation Report Requirements** be deleted in its entirety and replaced with a new SCHEDULE "C" **Landscape Water Conservation Report Requirements** as attached to and forming part of this bylaw;
14. AND THAT a new SCHEDULE "D" **Beaver Lake Industrial Area** be added in its appropriate location as attached to and forming part of this bylaw;
15. ANDE THAT a new SCHEDULE "E" - **City of Kelowna Water Use Restrictions Stages** be added in its appropriate location as attached to and forming part of this bylaw;
16. This bylaw may be cited for all purposes as "Bylaw No. 11212, being Amendment No. 7 to Water Regulation Bylaw No. 10480."
17. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk

# SCHEDULE "C"

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## Landscape Water Conservation Report Requirements

Schedule C provides the scope of information that is required in applications for new or renovated irrigation systems in the City of Kelowna Water Utility area. Applicants are required to submit three components for review and approval by the City:

1. Project and Applicant Identification
2. Landscape Water Conservation Checklist
3. Landscape Water Conservation Calculation Table

### Project and Applicant Identification

Applicants shall provide a project name that clearly distinguishes the project from others in the City. City staff may assign an application number in addition to this project name.

Applicants may be the **Property** owner or an agent appointed by the **Property** owner with authority to commit the Owner to meet the requirements of the bylaw. Applicants shall provide their contact information and be available to liaise with the City throughout the design and landscape construction period.

### Landscape Water Conservation Checklist

Applicants shall complete the attached Landscape Water Conservation Checklist to identify and confirm that the project will conform to City Standards and Bylaws. Applicants should use the Notes section to explain unchecked clauses. The City may require additional information or refuse permit approval based on its review of the application checklist completion and comments.

### Landscape Water Conservation Calculation Table

Applicants shall complete a Landscape Water Conservation Calculation Table. Applicants may choose from one of two methods: the Spreadsheet Method or the Manual Method.

**Spreadsheet Method:** A Landscape Water Conservation Calculation Spreadsheet can be found on the City of Kelowna website within the Water Smart section or will be made available from City staff to allow the applicant to enter project information which will enable the spreadsheet to calculate the **Landscape Water Budget (WB)**, the **Estimated Landscape Water Use (WU)**, and the difference between them.

The Landscape Water Conservation Calculation Spreadsheet embeds the formulas shown in this Schedule C, and is available in MS Excel format, separately.

**Manual Method:** Using the attached Landscape Water Conservation Calculation Table as a model, applicants may manually fill in and calculate the **Landscape Water Budget (WB)**, the **Estimated Landscape Water Use (WU)**, and the difference between them.

In both cases the applicant needs to design and supply the areas of various landscape treatments and the cumulative total landscape area of the project. Projects below the minimum area stipulated in the Water Regulation Bylaw do not require an application or permit.

It is the responsibility of the Applicant to create a calculation and installed system that meets the requirements of the Water Regulation Bylaw, including that the **Landscape Water Budget (WB)** must exceed the **Estimated Landscape Water Use (WU)** for the system design, installation and operation.

### Project and Applicant Identification

Owner		Contractor co. name	
Project address		Contractor contact name	
City	Kelowna	Contractor phone #	
Owner phone #		Contractor email	
Owner email			
Province		Preferred contact	Owner <input type="checkbox"/> Contractor <input type="checkbox"/>
Postal Code:			


### Landscape Water Conservation Checklist

The Applicant in submitting this application, has adhered to:

- ☐ Applicable electrical standards, plumbing standards, and backflow prevention standards.
- ☐ Bylaw 7900 Schedule 4 and 5
- ☐ Requirements of Water Regulation Bylaw

Where an exemption is required (e.g. golf course or large playing field) contact the City's Water Smart program directly.

Note that checklists for selecting an irrigation contractor are available through IIABC or via the web link below:  
<https://www.irrigationbc.com/page/selecting-a-contractor>

Applicant Notes on the Landscape Water Conservation Checklist

Signature:

Date:

## Landscape Water Conservation Calculation Table

Project Name/Address:

Applicant Name:

### Step 1: Measure Total Landscape Area (LA)

Insert area of site that will absorb water:  sq.m.

Note: INCLUDE BOULEVARD, and proposed lawn, plants, mulch, PERVIOUS decks. Do not include building areas, driveways, patios, decks or walks unless pervious.

Calculate Estimated Water Use (WU) for each Landscape Treatment  $WU = (ETo \text{ of } 1000)((PF \times HA/IE))/1000$  see Page 4

Step 2: Divide Into Landscape Treatments	Plant Factor (PF)	Irr Efficiency (IE)	Hydrozone Area (sq.m.) (HA)	% of Total LA	Estimated Water Use (cu.m.) (WU)
<b>Unwatered Pervious Areas (not impervious paving)</b>					
Unwatered pervious mulch (e.g. stone, bark or sand)	N/A	N/A			N/A
Unwatered pervious deck (e.g. spaced wood deck)	N/A	N/A			N/A
Unwatered pervious paving (e.g. AquaPave, Rima Pave)	N/A	N/A			N/A
Unwatered naturalized meadow (e.g. wildflowers)	N/A	N/A			N/A
Unwatered naturalized area (e.g. existing natural area)	N/A	N/A			N/A
Other unwatered pervious area Specify:	N/A	N/A			N/A
Water Feature (use recirculating water)	1	1			
<b>Watered Planting Beds (shrubs or groundcover)</b>					
Low water use plants, high efficiency irrigation	0.3	0.9			
Low water use plants, moderate efficiency irrigation	0.3	0.7			
Moderate water use plants, high efficiency irrigation	0.5	0.9			
Moderate water use plants, moderate efficiency irrigation	0.5	0.7			
High water use plants, high efficiency irrigation	0.7	0.9			
High water use plants, moderate efficiency irrigation	0.7	0.7			
<b>Watered Mown Lawn Areas</b>					
Mown lawn, moderate efficiency irrigation	1	0.7			
<b>Special Landscape Areas (SLA)</b>					
Vegetable garden, high efficiency irrigation	1	0.9			
Vegetable garden, moderate efficiency irrigation	1	0.7			
Sports or playground Lawn, Commercial application, moderate efficiency irrigation	1	0.7			
Areas where non-potable water supplements irrigation	0.3	1			
<b>Totals</b>			= Total LA	=100%	=Total WU
Special Landscape Area (SLA) Subtotal					

### Landscape Water Conservation Calculation Table (cont'd)

Project Name:

Applicant Name:

<b>Step 3: Calculate &amp; Compare Water Budget to Estimated Water Use</b> Note: For Evapotranspiration (ETo) in Kelowna allow 800 mm/yr		
Calculate <b>Landscape Water Budget (WB)</b> $WB = ETo[(1.0 \times \text{Total LA}) + (0.3 \times \text{Subtotal SLA})]/1000$	Show Calculations	Total WB (cu.m./yr)
Calculate <b>Estimated Landscape Water Use (WU)</b> $WU = ETo(PF \times HA/IE)/1000$	Calculate for each Landscape Type on Page 3, then sum into Total WU	Total WU (cu.m./yr)
Subtract <b>Estimated Landscape Water Use from Landscape Water Budget (WB - WU)</b> Result Must be greater than 0 Adjust landscape areas or planting/irrigation type to suit.	Notes	Difference (cu.m./yr)

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Landscape Water Budget (WB)

The project's Landscape Water Budget shall be calculated using this equation:

$$WB = ETo[(1.0 \times LA) + (0.3 \times SLA)] / 1000$$

where:

WB = Maximum Landscape Water Budget (cubic metres per year)

\*ETo = Reference Evapotranspiration (use 8000 millimetres per year)

1.0 = ET Adjustment Factor (ETAF)

LA = Landscaped Area includes Special Landscape Area (square metres)

SLA = Portion of the landscape area identified as Special Landscape Area (square metres)

0.3 = the additional ET Adjustment Factor for Special Landscape Area (1.3 - 1.0 = 0.3)

/1000 = divide total calculation by 1000 to convert to cubic metres/year

#### Estimated Landscape Water Use (WU)

The project's Estimated Water Use in the landscape is calculated using the following formula:

$$WU = ETo(PF \times HA/IE)/1000$$

where:

WU = Estimated Landscape Water Use per year (cubic metres per year)

ETo = Reference Evapotranspiration (use 8000 millimetres per year) PF = Plant Factor

HA = Hydrozone area [high, medium, low and no water use areas] (square metres)

IE = Irrigation efficiency (minimum 0.7)

/1000 = divide total calculation by 1000 to convert to cubic metres/year

#### Interpretation

**Landscape area:** means all of the planting areas, turf areas, pervious paving, water features and unirrigated pervious surfaces - such as existing or planted native vegetation, spaced wood deck, stone or organic mulch - in a landscape design plan subject to the **Landscape Water Budget** calculation. The landscape area does not include footprints of buildings or structures, impervious sidewalks, impervious driveways or parking lots, impervious decks or patios, other impervious hardscapes.

**Pervious:** means surfaces that allow water to soak into the underlying ground and do not create runoff when exposed to up to the mean annual rainfall.

**Impervious:** means surfaces that shed water and create runoff when exposed to rainfall events of 1 mm or greater.

**Special Landscape Area (SLA):** for all calculations, means an area of the landscape dedicated solely to edible plants, areas irrigated with recycled water, and water features using recycled water, captured rainwater, or other non potable water source. For calculations in multiple family, park and playground areas, but not for single family lots, Special Landscape Area may also include areas dedicated to active play such as park lawns, sports fields, golf courses and where turf provides an intensively used playing surface.

**Water Feature:** means a designed element where open water performs an aesthetic or recreational function. Water features include ponds, lakes, waterfalls, fountains, artificial streams, spas and swimming pools (where make-up water is supplied from the municipal potable system).

**Hydrozone:** means a portion of the landscaped area having plants with similar water needs. A hydrozone may be irrigated or non-irrigated.

- Unirrigated pervious paving, spaced wood deck or other pedestrian, decorative or driveway surfacing that allows rainwater to soak into underlying ground without puddling shall be included in total landscaped area calculations and shall be in a no water use hydrozone.
- All water feature surface areas shall be included in the high water use hydrozone.
- Individual hydrozones that mix high and low water use plants shall not be permitted.
- Individual hydrozones that mix plants of moderate and low water use or moderate and high water use may be allowed if:
  - Plant factor calculation is based on the proportions of the respective plant water uses and their plant factor, or
  - If the plant factor of the higher water using plant is used for calculations.
  -

**Plant factor or plant water use factor (PF):** means a factor, when multiplied by the Reference Evapotranspiration (ET<sub>o</sub>) that estimates the amount of water needed by plants.

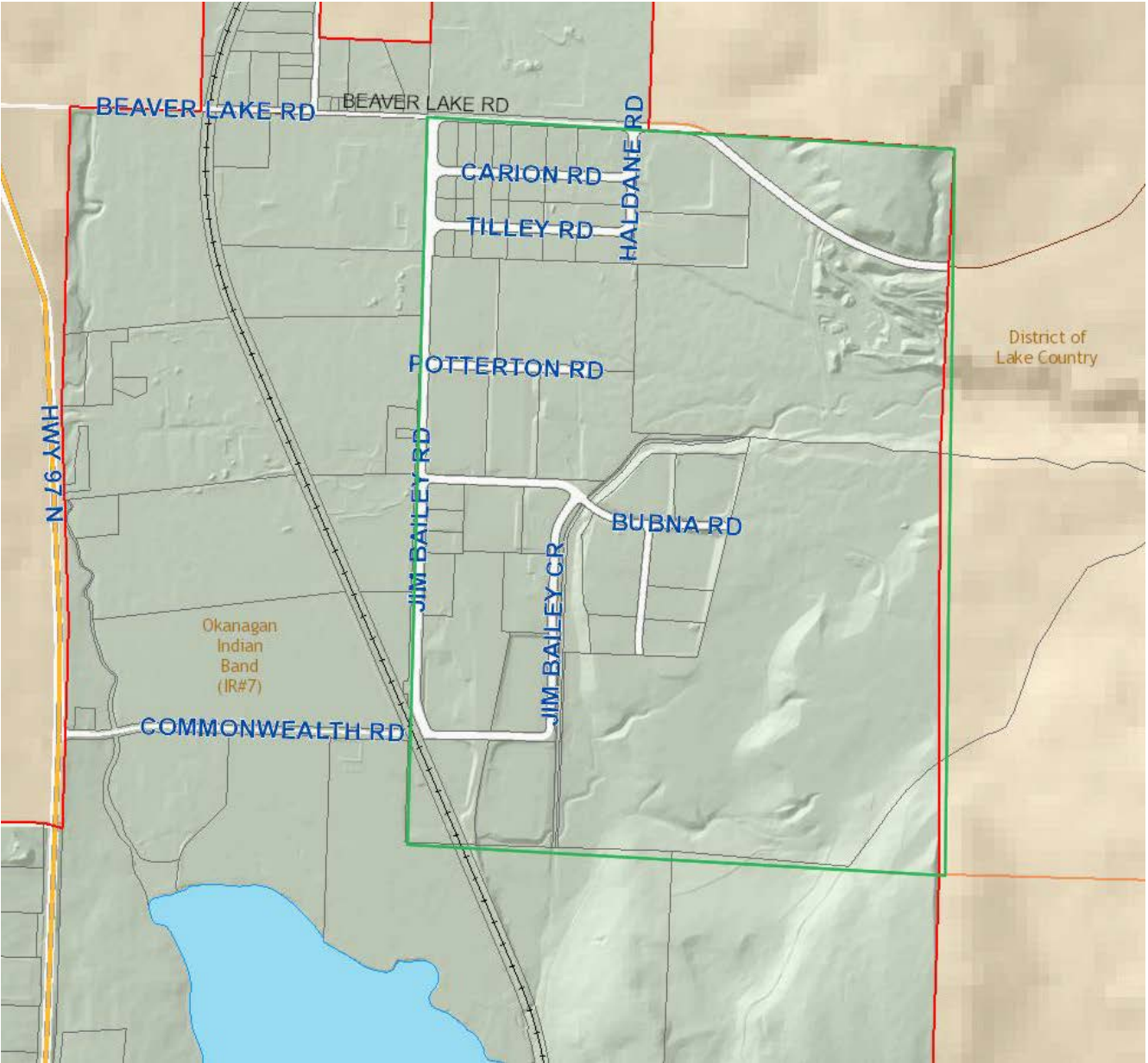
**Irrigation efficiency (IE):** means the measurement of the amount of water beneficially used divided by the amount of water applied. **Evapotranspiration Rate:** means the quantity of water evaporated from adjacent soil plus the quantity of water transpired by plants during a specified time.

**Reference evapotranspiration (ET<sub>o</sub>):** means a standard measurement of environmental parameters which affect the water use of plants. ET<sub>o</sub> is given in millimeters per day, month or year and is an estimate of the evapotranspiration of a grass reference crop using a modified Penman Monteith equation.

# SCHEDULE "D"

## Beaver Lake Industrial Area

The Beaver Lake Industrial Area lands are those lands highlighted below:



Schedule E - City of Kelowna Water Use Restrictions Stages

NORMAL		STAGE 1	STAGE 2	STAGE 3	STAGE 4
Residential Water Use Restrictions*	DESCRIPTION: Represents normal (i.e., average) conditions for local area. Water use restrictions focus on water use efficiencies and drought awareness.	DESCRIPTION: Primary objective of this stage is to inform the public of the potential for more severe drought to occur. If triggered by drought, represents early drought (drier than average) conditions for local area. Intent is to call this stage earlier in a cycle so that the potential to move to more severe stages is reduced.	DESCRIPTION: Represents low water supply conditions for local area or prolonged, moderate, drought conditions are established. Water use restrictions are necessary to sufficiently reduce water demand to allow for sustainable supply and to meet environmental requirements.	DESCRIPTION: Represents very low water supply conditions or severe drought conditions for local area. Water use restrictions are necessary to maintain supplies during a period of critical water shortage.	DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only. Fire protection may be compromised.
	Goal: Efficient on-going Water Use practices	10% Reduction in Total and Peak Use	20% Reduction in Total and Peak Use	35% Reduction in Total and Peak Use	Maintain Health of Community
ACTIVITY*	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS
A Lawn and Aesthetic Garden Watering - Manual Sprinklers Odd Address Schedule Even Address Schedule	Watering allowed between 6am - 10am and 7pm - 12am up to 3 days per week.  Tuesday, Thursday, Saturday Wednesday, Friday, Sunday	Watering allowed between 6am - 10am and 7pm - 12am up to 3 days per week.  Tuesday, Thursday, Saturday Wednesday, Friday, Sunday	Watering allowed between 6am - 10am and 7pm - 12am up to 2 days per week.  Tuesday & Saturday Wednesday & Sunday	Watering allowed between 6am - 10am and 7pm - 12am one (1) per week.  Saturday Sunday	Use of supplied water for all forms of aesthetic lawn and garden watering is prohibited.
B Lawn and Aesthetic Garden Watering - Automatic Timer Sprinkler Systems Odd Address Schedule Even Address Schedule	Watering allowed between 12am - 6am up to 3 days per week.	Watering allowed between 12am - 6am up to 3 days per week.	Watering allowed between 12am - 6am up to 2 days per week.	Watering allowed between 12am - 6am one (1) day per week.  Saturday Sunday	
C Lawn and Aesthetic Garden Watering - Handheld Sprinkling (spring-loaded nozzle on hose or watering can); Engineered Drip Irrigation	Anytime.	Follow Stage 1 Lawn and Aesthetic Garden Watering - Manual Sprinklers (Line A)	Follow Stage 1 Lawn and Aesthetic Garden Watering - Manual Sprinklers (Line A)	Follow Stage 2 Lawn and Aesthetic Garden Watering - Manual Sprinklers (Line A)	
D New (non-established) Lawns and Landscaping Sprinkling	Follow supplier recommended watering schedule. After installation (2 weeks for Sod or 6 weeks for Seeded Lawns) resume watering as per Lawn & Aesthetic Garden Watering restrictions for your irrigation system (Lines A-C).	City of Kelowna sprinkling permit required. Follow supplier recommended watering schedule. Recommended that seeding start no later than May 31 or after Sept. 1. After installation (2 weeks for Sod or 6 weeks for Seeded Lawns) resume watering as per Stage 1 Lawn & Aesthetic Garden Watering restrictions for your irrigation system (Lines A-C).	City of Kelowna sprinkling permit required. Sod requires 2 week permit to be displayed on lawn. Seeding must start before April 30 or after Sept. 1 and requires a 6 week permit to be displayed on lawn. After permit period, resume watering as per Stage 2 Lawn & Aesthetic Garden Sprinkling restrictions for your irrigation system (Lines A-C).	No new permits issued for seeded lawns. Placement of sod may take place with sprinkling permit not to exceed 2 week period. After permit period, resume watering as per Stage 3 Lawn & Aesthetic Garden Sprinkling restrictions for your irrigation system (Lines A-C).	No new permits issued or renewed. Use of water for this purpose prohibited.
E Food Gardens and Fruit Trees/Shrubs	Follow Lawn and Aesthetic Garden Watering restrictions, as noted above (Lines A-C), for the irrigation system in use.	Follow Stage 1Lawn and Aesthetic Garden Watering restrictions (Lines A-C above) for the irrigation system in use.	Follow Stage 1Lawn and Aesthetic Garden Watering restrictions (Lines A-C above) for the irrigation system in use.	Watering allowed Tuesdays & Fridays between 6am - 10am and 7pm to 12am, as required to maintain plant health.	Use of water for this purpose prohibited.
F Garden Ponds, Aesthetic Fountains, and Water Features	Filling and refilling is permitted on days and times specified for Lawn & Aesthetic Garden Watering- Manual Sprinkling (Line A).	Filling and refilling is permitted on days and times specified for Stage 1 Lawn & Aesthetic Garden Watering-Manual Sprinkling (Line A).	Filling and refilling is permitted on days and times specified for Stage 2 Lawn & Aesthetic Garden Watering-Manual Sprinkling (Line A).	Filling and refilling with water supplied by City of Kelowna is prohibited.	Use of water for this purpose prohibited.

	NORMAL		STAGE 1	STAGE 2	STAGE 3	STAGE 4
	DESCRIPTION: Represents normal (i.e., average) conditions for local area. Water use restrictions focus on water use efficiencies and drought awareness.	DESCRIPTION: Primary objective of this stages is to inform the public of the potential for more severe drought to occur. If triggered by drought, represents early drought (drier than average) conditions for local area. Intent is to call this stage earlier in a cycle so that the potential to move to more severe stages is reduced.	DESCRIPTION: Represents low water supply conditions for local area or prolonged, moderate, drought conditions are established. Water use restrictions are necessary to sufficiently reduce water demand to allow for sustainable supply and to meet environmental requirements.	DESCRIPTION: Represents very low water supply conditions or severe drought conditions for local area. Water use restrictions are necessary to maintain water supply during a period of critical water shortage.	DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only. Fire protection may be compromised.	
	Goal:	Efficient on-going Water Use practices	10% Reduction in Total and Peak Use	20% Reduction in Total and Peak Use	35% Reduction in Total and Peak Use	Maintain Health of Community
	ACTIVITY*	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS
G	Pools	Filling and refilling is permitted anytime.	Filling and refilling is permitted anytime.	Filling and refilling is permitted prior to June 15. Topping up only between June 15 and August 31.	Topping up allowed once per week on Wednesday. Filling and refilling are prohibited.	Use of water for this purpose prohibited.
H	Cleaning Outdoor Surfaces (driveways, sidewalks, decks, artificial turf, patios)	Use a broom, device or hose with a spring-loaded nozzle, or mop and bucket.	Use a broom, device or hose with a spring-loaded nozzle, or mop and bucket.	Washing with spring-loaded nozzle for health and safety purposes or to prepare a surface for painting or similar treatment. Washing for aesthetic purposes is prohibited.	Washing with spring-loaded nozzle for health and safety reasons only. Washing for aesthetic purposes is prohibited.	All forms of cleaning of outdoor surfaces with water are prohibited unless ordered by a regulatory authority (i.e., WCB, public health inspector, etc.).
I	Vehicle (boat/ automobile/ATV/ etc.) Washing	Use a bucket with cloth or sponge with a spring-loaded nozzle, or visit a water wise commercial car wash.	Use a bucket with cloth or sponge with a spring-loaded nozzle, or visit a water wise commercial car wash.	Use a bucket with cloth or sponge with a spring loaded nozzle, or visit a water wise commercial car wash.	No washing or rinsing except for safety purposes (windows, lights, licenses).	No washing or rinsing with water except for safety purposes (windows, lights, licenses).

\* These restrictions are for water supplied by City of Kelowna only. They do not apply to the use of reclaimed or recycled water, grey water, rainwater harvested by the customer, or any other sources of water not supplied by City of Kelowna. Customers are encouraged to utilize rainwater for appropriate uses such as garden irrigation.

**Schedule E - City of Kelowna Water Use Restriction Stage**

	NORMAL		STAGE 1	STAGE 2	STAGE 3	STAGE 4
	DESCRIPTION: Represents normal (i.e., average) conditions for local area. Water use restrictions focus on water use efficiencies and drought awareness.		DESCRIPTION: Primary objective of this stage is to inform the public of the potential for more severe drought to occur. If triggered by drought, represents early drought (drier than average) conditions for local area. Intent is to call this stage earlier in a cycle so that the potential to move to more severe stages is reduced.	DESCRIPTION: Represents low water supply conditions for local area or prolonged, moderate, drought conditions are established. Water use restrictions are necessary to sufficiently reduce water demand to allow for sustainable supply and to meet environmental requirements.	DESCRIPTION: Represents very low water supply conditions or severe drought conditions for local area. Water use restrictions are necessary to maintain water supplies during a period of critical water shortage.	DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only. Fire protection may be compromised.
			10% Reduction in Total and Peak Use	20% Reduction in Total and Peak Use	35% Reduction in Total and Peak Use	Maintain Health of Community
ACTIVITY*	RESTRICTION DETAILS		RESTRICTION DETAILS		RESTRICTION DETAILS	
<b>Commercial Water Use Restrictions**</b>	Efficient on-going Water Use practices					
<b>A</b>	Lawn, Aesthetic Garden, and Plants for sale - Manual Sprinkling Odd Address Schedule Even Address Schedule	Watering allowed between 6am - 10am and 7pm - 12am up to 3 days per week.  Tuesday, Thursday, Saturday Wednesday, Friday, Sunday	Watering allowed between 6am - 10am and 7pm - 12am up to 3 days per week.  Tuesday, Thursday, Saturday Wednesday, Friday, Sunday	Watering allowed between 6am - 10am and 7pm - 12am up to 2 days per week.  Tuesday & Saturday Wednesday & Sunday	Watering allowed between 6am - 10am and 7pm - 12am one (1) per week.  Saturday Sunday	Use of supplied water for all forms of aesthetic lawn and garden watering is prohibited.
<b>B</b>	Lawn, Aesthetic Garden, and Plants for sale - Automatic Timer Sprinkler Systems	Watering allowed between 12am - 6am up to 3 days per week.	Watering allowed between 12am - 6am up to 3 days per week.	Watering allowed between 12am - 6am up to 2 days per week.	Watering allowed between 12am - 6am one (1) day per week.	
<b>C</b>	Lawn, Aesthetic Garden, and Plants for sale - Handheld Sprinkling (spring-loaded nozzle on hose or watering can); Engineering Drip Irrigation Systems	Anytime	Anytime	Tuesday & Saturday Wednesday & Sunday	Saturday Sunday	
<b>D</b>	New (non-established) Lawns and Landscaping Sprinkling	Follow supplier recommended watering schedule. After installation (2 weeks for Sod or 6 weeks for Seeded Lawns) resume watering as per Lawn & Aesthetic Garden Watering restrictions for your irrigation system (Lines A-C).	City of Kelowna sprinkling permit required. Follow supplier recommended watering schedule. Recommended that seeding start no later than May 31 or after Sept. 1. After installation (2 weeks for Sod or 6 weeks for Seeded Lawns) resume watering as per Stage 1 Lawn & Aesthetic Garden Watering restrictions for your irrigation system (Lines A-C).	City of Kelowna sprinkling permit required. Sod requires 2 week permit to be displayed on lawn. Seeding must start before April 30 or after Sept. 1 and requires a 6 week permit to be displayed on lawn. After permit period, resume watering as per Stage 2 Lawn & Aesthetic Garden Sprinkling restrictions (Line A-D).	No new permits issued for seeded lawns. Placement of sod may take place with sprinkling permit not to exceed 2 week period. After permit period, resume watering as per Stage 3 Lawn & Aesthetic Garden Sprinkling restrictions for your irrigation system (Lines A-D).	No new permits issued or renewed. Use of water for this purpose prohibited.
<b>E</b>	Garden Ponds, Aesthetic Fountains, and Water Features	Filling and refilling is permitted on days and times specified for Lawn & Aesthetic Garden Watering-Manual Sprinkling (Line A).	Filling and refilling is permitted on days and times specified for Stage 1 Lawn & Aesthetic Garden Watering-Manual Sprinkling (Line A).	Filling and refilling is permitted on days and times specified for Stage 2 Lawn & Aesthetic Garden Watering-Manual Sprinkling (Line A).	Filling and refilling with water is prohibited.	Use of water for this purpose prohibited.
<b>F</b>	Pools	Filling and refilling is permitted anytime.	Filling and refilling is permitted anytime.	Filling and refilling is permitted prior to June 15. Topping up only between June 15 and August 31.	Topping up allowed once per week on Wednesday. Filling and refilling are prohibited.	Use of water for this purpose prohibited
<b>G</b>	Cleaning Outdoor Surfaces (driveways, sidewalks, decks, artificial	Use a broom, device or hose with a spring-loaded nozzle, or mop and bucket.	Use a broom, device or hose with a spring-loaded nozzle, or mop and bucket.	Washing with spring-loaded nozzle for health and safety purposes or to prepare a surface for painting or similar treatment. Washing for aesthetic purposes is prohibited.	Washing with spring-loaded nozzle for health and safety reasons only. Washing for aesthetic purposes is prohibited.	All forms of cleaning of outdoor surfaces water are prohibited unless ordered by a regulatory authority (i.e., WCB, public health inspector, etc.).

	NORMAL	STAGE 1	STAGE 2	STAGE 3	STAGE 4
		DESCRIPTION: Primary objective of this stages is to inform the public of the potential for more severe drought to occur. If triggered by drought, represents early drought (drier than average) conditions for local area. Intent is to call this stage earlier in a cycle so that the potential to move to more severe stages is reduced.	DESCRIPTION: Represents low water supply conditions for local area or prolonged, moderate, drought conditions are established. Water use restrictions are necessary to sufficiently reduce water demand to allow for sustainable supply and to meet environmental requirements.	DESCRIPTION: Represents very low water supply conditions or severe drought conditions for local area. Water use restrictions are necessary to maintain water supply during a period of critical water shortage.	DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only. Fire protection may be compromised.
		10% Reduction in Total and Peak Use	20% Reduction in Total and Peak Use	35% Reduction in Total and Peak Use	Maintain Health of Community
ACTIVITY*	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS
turf, patios)					
H	Vehicle (boat/ automobile/ATV/ etc.) Washing	Use a commercial car wash or hose equipped with spring-loaded nozzle. Conveyorized/automatic car wash facilities should strive to be water wise as per industry standards.	Car washes using recycled water systems may continue to operate with no restrictions. Conveyorized/automatic car wash facilities should strive to be water wise as per industry standards- shorten wash times. Wand wash or washing with spring-loaded nozzle is permitted.	Spring-loaded nozzle or wand wash permitted for health and safety purposes only. Car washes using recycled water systems may continue to operate if wash times are shortened.	No washing or rinsing of vehicles and pleasure crafts, except spot cleaning with sponge and bucket for health and safety reasons (windows, lights, license plates).
I	Golf Courses	Limit irrigation of Fairways to 5 times per week and avoid irrigation between 10am-7pm.	Reduce watering of greens and tees. Fairway watering limited to three days per week between 7 pm and 10 am.	No watering permitted for fairways. Minimal watering only for tees and greens.	All forms of watering are prohibited.
J	Artificial turf and outdoor tracks (i.e. Bicycle, motorcycle, and running tracks)	Cleaning, with a hose or sprinkler, permitted for health and safety only. Use spring-loaded nozzle.	Cleaning, with a hose or sprinkler, permitted for health and safety only. Use spring-loaded nozzle.	Cleaning, with a hose or sprinkler, permitted for health and safety only. Use spring-loaded nozzle.	All forms of cleaning of outdoor surfaces with are prohibited unless ordered by a regulatory authority (i.e. WCB, public health inspector, etc.).

\* These restrictions are for water supplied by City of Kelowna Water only. They do not apply to the use of reclaimed or recycled water, grey water, rainwater harvested by the customer, or any other sources of water not supplied by the City of Kelowna. Customers are encouraged to utilize rainwater for appropriate uses such as garden irrigation.

\*\* These restrictions apply to all businesses supplied by the City of Kelowna. Any activity relating to irrigation, including the watering of plants for sale (nursery stock) or cemeteries, is required to adhere to the restrictions as they apply to the type of irrigation used by the business.

Schedule E - City of Kelowna Water Use Restriction Stage

	NORMAL	STAGE 1		STAGE 2		STAGE 3		STAGE 4	
		DESCRIPTION: Primary objective of this stage is to inform the public of the potential for more severe drought to occur. If triggered by drought, represents early drought (drier than average) conditions for local area. Intent is to call this stage earlier in a cycle so that the potential to move to more severe stages is reduced.	10% Reduction in Total and Peak Use	20% Reduction in Total and Peak Use	35% Reduction in Total and Peak Use	DESCRIPTION: Represents low water supply conditions for local area or prolonged, moderate, drought conditions are established. Water use restrictions are necessary to sufficiently reduce water demand to allow for sustainable supply and to meet environmental requirements.	DESCRIPTION: Represents very low water supply conditions or severe drought conditions for local area. Water use restrictions are necessary to maintain supplies during a period of critical water shortage.	DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only. Fire protection may be compromised.	DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only. Fire protection may be compromised.
Goal:	Efficient on-going Water Use practices								
ACTIVITY*	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS	RESTRICTION DETAILS
A Municipal parks, sport fields, grassed boulevards, Cemeteries, school yards.	Sufficient and efficient water use to maintain healthy public space appropriate to its use in consultation with the water provider. Where practical irrigation should only occur between 7pm-10am	10% overall volume reduction consistent with an approved drought response plan.	20% overall volume reduction consistent with an approved drought response plan.	30% overall volume reduction consistent with an approved drought response plan.					
B Maintenance, ground under repair and testing	Anytime	Anytime	Avoid irrigation between 10 am - 7 pm. Reduce maintenance to priority space	Avoid irrigation between 10 am - 7 pm. Reduce maintenance to priority space					
C Municipal Water Main Flushing and Hydrant Maintenance	No restrictions.	No restrictions.	Only for unscheduled safety or public health reasons. No routine flushing.	Only for unscheduled safety or public health reasons. No routine flushing.					
D Artificial Turf	Use spring loaded nozzle. No restrictions on fields with user activated switches.	Cleaning, with a hose or sprinkler, permitted for health and safety only. Use spring-loaded nozzle. No restrictions on fields with user activated switches.	Cleaning, with a hose or sprinkler, permitted for health and safety only. Use spring-loaded nozzle.	Cleaning, with a hose or sprinkler, permitted for health and safety only. Use spring-loaded nozzle.					

\* These restrictions are for water supplied by City of Kelowna only. They do not apply to the use of reclaimed or recycled water, grey water, rainwater harvested by the customer, or any other sources of water not supplied by City of Kelowna. Customers are encouraged to utilize rainwater for appropriate uses such as garden irrigation.

**Schedule E - City of Kelowna Water Use Restriction Stage**

	STAGE 1				STAGE 2				STAGE 3				STAGE 4			
	NORMAL				DESCRIPTION: Primary objective of this stage is to inform the public of the potential for more severe drought to occur. If triggered by drought, represents early drought (drier than average) conditions for local area. Intent is to call this stage earlier in a cycle so that the potential to move to more severe stages is reduced.				DESCRIPTION: Represents low water supply conditions for local area or prolonged, moderate, drought conditions are established. Water use restrictions are necessary to sufficiently reduce water demand to allow for sustainable supply and to meet environmental requirements.				DESCRIPTION: Represents very low water supply conditions or severe drought conditions for local area. Water use restrictions are necessary to maintain supplies during a period of critical water shortage.			
<i>Agricultural Water Use Restrictions</i>	DESCRIPTION: Represents normal (i.e., average) conditions for local area. Water use restrictions focus on water use efficiencies and drought awareness.				10% Reduction in Total and Peak Use				20% Reduction in Total and Peak Use				35% Reduction in Total and Peak Use			
Goal:	Efficient on-going Water Use practices				RESTRICTION DETAILS				RESTRICTION DETAILS				RESTRICTION DETAILS			
ACTIVITY*	Maximum water use permitted per water allotment for season.				A 10% reduction of normal annual allotment. Increased monitoring of allocation compliance and communication to encourage users to take voluntary conservation measures.				A 20% reduction in total annual water allotment.				A 35% reduction in total annual water allotment.			
Crop Irrigation**																
					Mandatory water restrictions. Outdoor water use prohibited except water for livestock and minimal maintenance of perennial fruit trees.				Maintain Health of Community				DESCRIPTION: Strict water use restrictions are necessary to maintain critical supply. No spare water is available. Represents an emergency loss of supply during which water is spared for consumptive and sanitary purposes only			

\* These restrictions are for water supplied by the City of Kelowna only. They do not apply to the use of reclaimed or recycled water, grey water, rainwater harvested by the customer, or any other sources of water not supplied by the City of Kelowna.

\*\* Typical irrigation season is April 15 - September 15. The City of Kelowna reserves the right to change turn on and turn off dates, thereby affecting irrigation season duration, based on current water supply availability and drought forecasts. If the restriction stage is reduced during the growing season, customer allocation would be prorated based on the number of days the higher restriction level was instituted.

# CITY OF KELOWNA

## BYLAW NO. 11216

### Amendment No. 16 to Bylaw Notice Enforcement Bylaw No. 10475

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Bylaw Notice Enforcement Bylaw No. 10475 be amended as follows:

1. THAT Schedule "A" be amended by adding the following in its appropriate location as follows:

Bylaw No.	Section	Description	A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4 Compliance Agreement Available (*Maximum 50% Reduction in Penalty Amount Where Compliance Agreement is Shown as "Yes")
<b>Water Use Restrictions Bylaw No. 11215</b>						
11215	Schedule A	Declared Restriction Station "Normal"	\$50.00	\$35.00	\$60.00	No
11215	Schedule A	Declared Restriction Station "Stage 1"	\$50.00	\$35.00	\$60.00	No
11215	Schedule A	Declared Restriction Station "Stage 2"	\$200.00	\$175.00	\$225.00	No
11215	Schedule A	Declared Restriction Station "Stage 3 or Stage 4"	\$400.00	\$450.00	\$500.00	No

2. This bylaw may be cited for all purposes as "Bylaw No. 11216 being Amendment No. 16 to Bylaw No. Bylaw Notice Enforcement Bylaw No. 10475."
3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

# Report to Council



**Date:** April 18, 2016  
**File:** 1850-01  
**To:** City Manager  
**From:** Andrew Gibbs, Senior Project Manager  
**Subject:** Okanagan Rail Trail - Trail Development Plan (Progress Update)

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## **Recommendation:**

THAT Council receive, for information, the report from the Senior Project Manager, dated April 11, 2016, with respect to the Trail Development Plan prepared for development of the initial phase of the Okanagan Rail Trail;

AND THAT Council endorses the vision, concept plan, development approach and budget proposed in the Trail Development Plan;

AND FURTHER THAT Council directs staff to work with the Interjurisdictional Development Team on the development of detailed plans for construction of the initial phase of trail along the discontinued railway corridor.

## **Purpose:**

To seek support of Council for the Trail Development Plan for the Okanagan Rail Trail corridor, as described in the attached report prepared by Urban Systems et al for the Inter-jurisdictional Development Team.

## **Background:**

### **Interjurisdictional Development Team**

In October 2015 the local governments of Kelowna, Lake Country and the Regional District of North Okanagan jointly established the Interjurisdictional Development Team (IDT). The Okanagan Indian Band joined the IDT in February 2016. The IDT, comprised of a staff representative from each jurisdiction, was established to undertake initial planning and consultation for the development of a public recreational trail along the discontinued railway corridor.

## Trail Development Plan

Since its establishment the IDT has retained the expertise and services of various local consulting firms to assist with the preparation of a development plan and cost estimate for the trail. A copy of this plan is attached to this report. The Trail Development Plan identifies the vision, issues, assumptions, concept, development approach and estimated cost to develop a basic recreational trail along the route of the old railway, from Kelowna to Coldstream.

## Community Engagement

In preparation of the Trail Development Plan, between March 14 and March 27, with the support of the consultants and staff from each partner, the IDT conducted a series of public open houses in each of the communities along the corridor. 940 people attended the open houses and the project website had over 10,000 views; 687 on-line surveys were completed. As part of these open houses public feedback was collected through an on-line survey and using hand written survey submissions for those attendees who indicated a preference for that form of input. A summary of the results of the public information meetings are included in the attached Trail Development Plan. Highlights of public input and feedback include:

- 96% of respondents support development of a trail in the Okanagan Rail Corridor.
- The majority of respondents indicated that they expected their main use of the trail to be in the form of walking, cycling or running. The next categories of expected use were horseback riding and dog walking (on leash).
- Collectively respondents ranked community benefits in the following order: recreation/fitness (28%), enjoyment of nature (25%), tourism (18%), commuting (17%) and small business opportunities (12%).
- Common themes that emerged from open-ended participant feedback included:
  - Importance of connectivity to existing trails, expanding routes or major destinations (particularly UBC Okanagan).
  - Private property concerns about trespassing, security, aesthetics.
  - Requests and suggestions about users (for and against dogs, for and against horses, electric assist bikes, power wheelchairs etc.).
  - Considerations for parking, maintenance and access to the trail.
  - Comments about preserving the natural aspects and wildlife.
  - Regional opportunities for tourism, business and commuting.

## Environment

A high level environmental assessment of the corridor was conducted to identify environmentally sensitive sections and prioritize sections for action in the future. Specifically, sensitivities along the corridor were identified based on proximity to sensitive aquatic and terrestrial habitats, the need for regulatory permitting, and proximity to the Agricultural Land Reserve. The purpose of this assessment was to identify sites that will require more detailed study or the preparation of environmental management plans, as well as the regulatory and permitting requirements that will be required, in the future. This work will be undertaken prior to construction, as part of the next stages of trail planning and design.

## Archaeology

The Okanagan Valley is the traditional territory of the Sqilxw people. The route of the corridor traverses land that has been used for the settlement, hunting, fishing, travel and culture of the Inkumupulux (i.e. the Okanagan Indian Band and their ancestors) for centuries. As part of the next stages of trail planning and design prior to construction of the trail, the IDT will be engaging an archaeologist to work with OKIB staff to identify suspected sites in order to avoid impacting them. It is noted that, as the planning and design of the corridor progresses, there will be opportunity to employ Inkumupulux language and culture (e.g. place names, signs, educational/interpretive sites) as part of the development of the rail corridor.

## Trail Development

A basic standard of trail is being proposed for development at this time because:

- It enables early and safe public use of the trail corridor.
- The cost of trail development is significant and the timing and rate of fundraising to pay for the trail cannot yet be determined.
- It prioritizes expenditures on basic trail functionality items firstly (e.g. safety, access) and defers lower priority items, and the planning and funding thereof, to a future time (e.g. public washrooms, interpretive facilities).

Key features of the trail in the initial phase of development include:

- A continuous route of public access, from Coldstream to Kelowna.
- A 4.6m width (narrower in some areas where space is limited).
- A finished surface of compacted crushed aggregate, suitable for pedestrians and off-road bicycles.
- Safe pedestrian and bicycle crossings where the trail intersects a public road.
- Barriers and gates at road crossings and access points to limit access by unauthorized motorized vehicles.
- Conversion of existing railway bridges for safe public use.
- Directional and regulatory signage.

This basic level of trail will be designed and constructed such that additions or enhancements to it (e.g. asphaltting sections of trail) can be readily and economically made in future phases of work.

## Estimated Cost

The estimated cost of developing the trail described in the Trail Development Plan is \$7.7 million. This is a preliminary estimate of costs (Class C).

## Project Funding

In recognition that the local governments have already spent a significant amount of money to purchase the corridor and have many other high priority projects in their capital development plans, this initial phase of development of the rail trail corridor will be funded by donations. A fundraising campaign, led by the Okanagan Rail Trail Initiative (ORTI), in partnership with the Central Okanagan Foundation and the Community Foundation of the North Okanagan, will be run in order to raise the necessary funds. A report regarding the

Fundraising Plan for this initiative is provided to Council/Board as a separate item on their agenda.

#### Schedule

The phasing and timing of construction remains to be worked out. The most significant influence on the construction schedule is the raising of sufficient funds to undertake the work. Other factors include permit windows (e.g. environment) and construction logistics. Once CN Rail has completed removal of their railway infrastructure, and subject to the availability of donated funds, the first item of work to be undertaken will be the installation of barriers and access controls. This work is expected to take place in 2016. Other works will follow as funding allows.

#### Financial/Budgetary Considerations:

The costs of staff time and consultants to date has been jointly funded this fiscal year by the local government partners of the Interjurisdictional Development Team in the amount of \$136,250; \$85,000 by the City of Kelowna. As a cost of trail development, the consultant portion of these costs will be reimbursed by revenues from the public fundraising campaign. As this money is reimbursed it will be used in order to retain the additional consultant services necessary to undertake the design work required get the project ready for construction. The staff time portion of these costs is not recoverable from donated funds. A new capital request, to cover staff time and the further consultant services that will be required to develop the trail, is being considered by IDT representatives as a budget submission for the 2017 fiscal year. Like the 2016 submission, consultant costs related to development of the trail can be recoverable from the donated funds.

#### Considerations not applicable to this report:

Internal Circulation:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

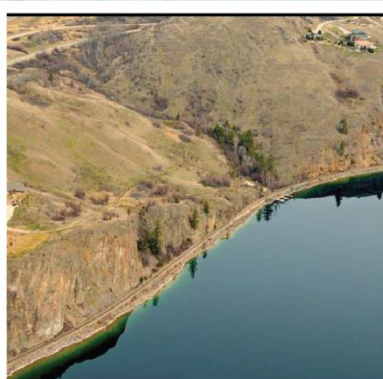
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# OKANAGAN RAIL TRAIL

April 2016 | 0467.0447.01

## Trail Development Plan Progress Report

304 - 1353 Ellis Street  
Kelowna, BC, V1Y 1Z9

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# OKANAGAN RAIL TRAIL - Trail Development Plan

## Progress Report

**Client:** Inter-jurisdictional Team (IDT)  
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Attention: Andrew Gibbs, Project Manager

**Prepared by:** Urban Systems Ltd.  
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**Date issued:** April 2015

**Project No.:** 0467.0447.01

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# Executive Summary

## Project Scope

In early 2016 regional partners within the Okanagan Valley embarked on the process to develop the initial phase of the Okanagan Rail Trail. The discontinuance of the CN Rail provided a regional opportunity to acquire approximately 50km of rail corridor for multi-modal transportation purposes. Now that the acquisition is complete, the first objective of the owner jurisdictions is to undertake the work necessary to convert the rail bed into a safe and functional basic trail, principally for recreational use by pedestrians and cyclists. Since the beginning of February, 2016, while CN rail completes their obligations on the rail line, a team of consulting engineers, planners, and environmental scientists have reviewed all aspects of the conversion of the rail bed into a functioning trail.

The preparation of this Trail Development Plan has outlined the process from acquisition to concept conclusion and construction, including the development of a trail concept, hosting community meetings for gathering input, preparation of conceptual budgetary cost estimates with associated qualifications/risks, and providing regular reports to the Inter-jurisdictional Team (IDT) at appropriate times during the process.

## Trail Development

The long term vision of the corridor is a multi-modal transportation corridor, however, the initial use of the corridor is intended to be a regional trail approximately 50km in length. The multi-use trail will be developed to a basic standard, as a continuous route between Coldstream and Kelowna. The finished surface will consist of crushed and compacted aggregate, suitable for pedestrian and off-road cyclist use. For the majority of its length the trail will be approximately 4.6m wide; and narrower in areas of topographic constraint. Included in the development of this basic standard of trail will be road crossings, signage, access barriers, safety barriers, and support infrastructure to provide a basic level of safe and accessible use by pedestrians and cyclists. Fences, except to control access at road crossings, will not be provided. This IDT project does not include plans to surface the trail with asphalt.

The primary users of the trail will be pedestrians and recreational cyclists. Other potential uses (e.g. horse, dog) were identified during the public consultation sessions undertaken during the planning process; however, owing to unresolved issues between these uses and the primary users, wildlife, local trail access, and bylaw considerations, the inclusion of these uses has yet to have been determined. As a condition of the joint purchase of the corridor motorized vehicles, except for maintenance/emergency vehicles and legitimate accessibility aides, are not permitted on the corridor.

Ongoing monitoring and maintenance of the trail condition is important to ensure safety, quality of user experience, and protection of the corridor. The IDT will work with each owner jurisdiction to develop a basic maintenance plan for the corridor. Issues to be considered and addressed include such things as who is responsible for maintenance of the trail, types and frequency of maintenance activities, condition assessments of structures, drainage, and signage. The frequency of the maintenance activities are based on volume and type of users, management objectives, environmental impact, and availability of funds.



There are approximately 50 road and driveway crossings along the trail corridor. As part of the development plan all crossing locations have been identified and the required upgrades have been suggested. The crossings have been grouped into five categories: Class A through Class D, as well as a Class E which are site specific crossings. The upgrades range from 'do nothing' to pedestrian flashers and overhead pedestrian controlled signals.

An Environmental Assessment was completed in parallel with the trail development plan. The assessment considered regulatory requirements, identified aquatic permitting and suitable work windows for any upgrades that may be necessary, and provided recommendations for future assessment, permitting, and environmental management plans prior to upgrades. The purpose of this assessment was to support future environmental planning and identify mitigation necessary prior to construction to prevent impacts.

### Consultation Summary

The public input opportunities occurred as a series of open houses, online idea generation and an online survey between March 14 to March 27. Open houses were held in each owner jurisdiction (District of Lake Country, City of Kelowna, Okanagan Indian Band, and Regional District of North Okanagan) receiving more than 940 attendees. The engagement was designed to gather input for the initial phase of trail development. All additional feedback collected will be retained for future reference, for use in any future planning and development of the trial corridor.

Attendees were encouraged to review display boards, speak to staff and visit online to complete the survey which offered an interactive map feature. Respondents were asked if they supported development of a trail and given the opportunity to provide comments about why or why not. 96% of respondents support development of a trail in the Okanagan Rail Corridor. The home page received more than 10,000 views and 160 ideas were submitted. Respondents interacted with one another by commenting, liking and scoring submitted ideas, more than 2,300 of these interactions were recorded

### Cost Estimate

Of high importance during this phase was to complete a reasonable amount of investigation to develop a conceptual plan and budgetary capital cost estimate for public input, to provide the Councils and Board with adequate information to approve the concept, and for fundraising to commence. A Class 'C' cost estimate was chosen as the appropriate level to use at this stage for budgeting purposes and setting fundraising targets. The estimate is prepared with limited site information, is based on probable conditions affecting the project, and represents the summation of all identifiable project component costs. The estimated capital cost to complete the concept development and to create contract documents, procure, and construct the trail is \$7,690,000. A contingency allowance of 40% including engineering and other contingencies during construction was included in the estimate.

Upon receiving support from each Council and Board on the trail concept, the IDT can move forward with certainty with the concept finalization and preparation of the required construction contract(s). In parallel, the Okanagan Rail Trail Initiative (ORTI) can commence the community fund raising campaign.



## Schedule

The timing for construction and opening of the initial phase of the trail is contingent on funding availability. Moving forward with any design and construction work is dependent on a successful community fundraising campaign and will ultimately be at the discretion of the Councils and Board of the partnering jurisdictions.

With the community fund raising commencing in the spring of 2016, it is possible that construction could start in 2016. Early construction would include barrier, gates, and signage to deter unauthorized access until trail is completed and open for use.

The IDT will work closely with ORTI during the fundraising campaign to explore opportunities to potentially advance certain components of the project.

## Next Steps

The preparation of this Trail Development Plan is the first step in the process to convert the existing rail bed into a functioning regional trail. Following the completion of this plan, several additional steps have been identified to progress the project towards design and construction.

1. Review input from Councils/Board and Public Open Houses
2. IDT to work with ORTI to commence the community fundraising campaign
3. Further Land Review (Issues and Opportunities)
  - a. Parking
  - b. Transportation and Connectivity – Connection to existing or future trails
  - c. Land acquisitions or disposal
4. Complete the conceptual design – including Survey, Traffic, Drainage, Geotechnical (crush tests and rock scaling analysis), Environmental, Structural and Archeology overview and protocol development
5. Develop phased construction options (e.g. test sections)
6. Preliminary design and permitting
7. Contract documents
8. Barricade/access control installation
9. Contract procurement method – evaluation

## 1.0 Introduction

In early 2016 regional partners within the Okanagan Valley embarked on the process to develop the initial phase of the Okanagan Rail Trail. The discontinuance of the CN Rail provided a regional opportunity to acquire approximately 50km of rail corridor for multi-modal transportation purposes. Now that the acquisition is complete, the first objective of the owner jurisdictions is to undertake the work necessary to convert the rail bed into a safe and functional basic trail, principally for recreational use by pedestrians and cyclists.

Since the beginning of February, 2016, while CN rail completes their obligations on the rail line, a team of consulting engineers, planners and environmental scientists have reviewed all aspects of the conversion of the rail bed into a functioning trail. The project team has studied the corridor's physical characteristics to determine a basic trail concept, identify construction risks and develop a planning level cost estimate.

This Trail Development Plan report provides a summary of work done to date, and the key assumptions that have been made for the conceptual design of the trail.



## 2.0 Project Background

### 2.1 Project Background

The CN Rail line, which was used to bring Okanagan Valley produce and lumber to markets across Canada, was discontinued in June 2013. The local governments saw the need to protect the corridor as a public asset and preserve its integrity and connectivity for multi-modal transportation purposes. In June 2015 the corridor was purchased by the City of Kelowna, the District of Lake Country, and the Regional District of the North Okanagan. At the time of writing, that portion of the corridor running through the Duck Lake (IR7) Reserve is in the federal process of being transferred to the Okanagan Indian Band (OKIB). By acquiring the corridor the communities have made a long-term commitment for ultimate development of the rail corridor as a public multi-modal regional transportation corridor, including the initial use of the corridor as a public trail.

The local governments and First Nation involved in corridor acquisition have created an Inter-jurisdictional Development Team (IDT). The IDT is a joint committee that acts as a common voice for them to work collaboratively to achieve their short and long term goals of for the corridor.

The corridor is approximately 50 km from Gordon Drive to Coldstream:

- ▶ 18 km in Kelowna;
- ▶ 2.5 km in Okanagan Indian Band IR#7 Duck Lake;
- ▶ 16 km in District of Lake Country; and
- ▶ 13 km in the Regional District of North Okanagan.

### 2.2 Scope of Trail Development Plan

The process from acquisition to concept conclusion and construction involves several important steps, including the development of a trail concept, holding community meetings for gathering input, preparation of conceptual budgetary cost estimates with associated qualifications/risks, and providing reports to the IDT at appropriate times during the process. Upon receiving support from each Council and Board on the trail concept, the IDT can move forward with certainty with the concept finalization and preparation of the required construction contract(s). In parallel, the Okanagan Rail Trail Initiative (ORTI) can commence the community fundraising campaign.

Some aspects of the trail development are straightforward, while others pose significant uncertainties and potential risks. This Trail Development Plan has highlighted and identified aspects that require further consideration to manage those risks as the concept advances. All known project uncertainties, assumptions, and risks are identified in this report.



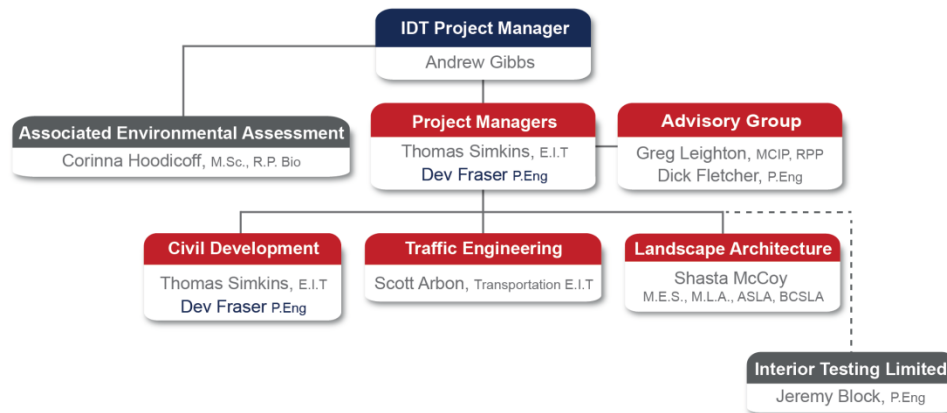
## 2.3 Project Team

In response to the request of the IDT, a team of consultants were engaged to assist with the development of the Trail Development Plan. The core consulting team providing services for the concept development consists of:

- ▶ Civil Engineering, Planning, Landscape Architecture and Traffic Engineering – Urban Systems and Dev Fraser, ORTI;
- ▶ Environmental – Associated Environmental; and
- ▶ Geotechnical – Interior Testing Services Limited.

To supplement the core project staff, contractors, and other professionals were engaged to provide input during preparation of the Trail Development Plan. Local government staff provided communications support for the community meetings. See **Figure 1** below for a detailed graphic of the project team.

*Figure 1: Project Team*



## 3.0 Trail Concept

### 3.1 Vision

Although the long term vision of the corridor is a multi-modal transportation corridor, the initial use of the corridor is intended to be a regional trail approximately 50km in length. The multi-use trail will be developed to a basic standard, as a continuous route between Coldstream and Kelowna (approximately CN markers 88.0 to 118.0). The finished surface will consist of crushed and compacted aggregate, suitable for pedestrian and off-road cyclist use. For the majority of its length, the trail will be approximately 4.6m wide; and narrower in areas of topographic constraint. This IDT project does not include plans to surface the trail with asphalt. It is noted that, outside of this trail development project, a local jurisdiction may choose to asphalt portions of the trail within its ownership to meet specific local needs (e.g. the City of Kelowna is considering asphaltting the route between downtown and the University of British Columbia Okanagan (UBCO) in order to serve cycle commuters to and from the school).

Included in the development of this basic standard of trail will be road crossings, signage, access barriers, safety barriers, and support infrastructure to provide a basic level of safe and accessible use by pedestrians and cyclists. Fences, except to control access at road crossings, will not be provided.

Development of the trail beyond the basic amenities and gravel trail may be considered as a subsequent phase after the basic standard of development is fully funded.



## 3.2 Assumptions

During the scoping of this trail development project, a number of assumptions had to be made. It is expected that as the project moves forward towards final concept development and construction that these assumptions will be confirmed.

The following key assumptions were made for the purpose of preparing this report:

- ▶ The corridor will be publically accessible and continuous;
- ▶ In order to limit potential impacts to the environment, archaeological sites, and adjacent land owners, the trail will follow the route of the discontinued rail line where practical;
- ▶ The existing rail alignment was constructed within the legal property lines of the purchased corridor;
- ▶ The trail will be developed to a basic standard;
- ▶ The trail will not be paved as part of this initial phase of development;
- ▶ Removal of railway infrastructure and environmental remediation of contaminated sites is the responsibility of CN Rail as a condition of its sale of the corridor;
- ▶ Given the preliminary nature of the planning and design process to date, the plans and sections used to communicate the scope and intent of trail development are conceptual in nature. More detailed surveys, plans and sections will need to be undertaken prior to construction of the trail;
- ▶ Existing materials will be utilized where possible and practical;
- ▶ Road crossings will be developed based on existing information from IDT local governments;
- ▶ It is the responsibility of the IDT to liaise with adjacent landowners;
- ▶ It is the responsibility of the IDT to address archaeological matters; and
- ▶ Significant drainage improvements were not assumed in the concept design given the existing grades. On site re-grading will occur during construction to ensure effective drainage.

## 3.3 Overall Map

The regional trail is planned to start at Mile 88 in the District of Coldstream and continue to approximately Cerise Drive (Mile 118) in the City of Kelowna. The gravel trail is to be continuous; from Dilworth Drive to Spall the existing asphalt Rails-with-Trails pathway will be relied upon. An overall map showing the extents of the regional trail can be seen in **Appendix A**.



### 3.4 Trail Use

The flat grade, limited road crossings, and connections to major destinations throughout the valley provide opportunities for many different types of use. The primary users of the trail will be pedestrians and recreational cyclists. Other potential uses (e.g. horse, dog) were identified during the public consultation sessions undertaken during the planning process; however, owing to unresolved issues between these uses and the primary users, wildlife, local trail access, and bylaw considerations, the inclusion of these uses has yet to have been determined. As a condition of the joint purchase of the corridor, motorized vehicles, except for maintenance/emergency vehicles and legitimate accessibility aides, are not permitted on the corridor.

### 3.5 Maintenance

Determining who will undertake the maintenance is a matter for consideration by each local government and OKIB. There are numerous possibilities including each local government and OKIB being responsible for its own section or a single jurisdiction maintaining the entire corridor. The possibility of contracting out the maintenance also merits consideration. The IDT will work with each owner jurisdiction to develop an operating model for the corridor.

Ongoing monitoring and maintenance of the trail condition is important to ensure safety, quality of user experience, and protection of the corridor. The IDT will work with each owner jurisdiction to develop a basic maintenance plan for the corridor. Issues to be considered and addressed for such things as who is responsible for maintenance of the trail, types and frequency of maintenance activities, and condition assessments of structures, drainage and signage. The frequency of the maintenance activities are based volume and type of users, management objectives, environmental impact, and availability of funds.

The following types of maintenance should be considered:

- ▶ **Gravel surface** – restoration of the trail surface by grading. Imported or local materials may be required to fill ruts, low spots, or to address drainage problems;
- ▶ **Ditching and drainage** – inspection and maintenance of drainage includes the repair of erosion damage, the cleaning of ditches and culverts, and assessment for potential for drainage problems;
- ▶ **Weed control/deadfall** – maintenance of trail side vegetation, brush clearing, and removal of wind/deadfall;
- ▶ **Trash/waste collection** – regular removal of litter and garbage from trailhead and along the trail;
- ▶ **Structure** – regular inventory and inspection of structures such as bridges, trestles, and erosions control by a professional in the field related to the structure;
- ▶ **Signs** – inspection of signs to ensure placement, visibility, and currency;
- ▶ **Facility maintenance** – inspection of initial and future trail facilities (e.g. kiosk, washrooms, bench, tables) to ensure they are in good condition; and
- ▶ **Rock fall and scaling** – inspection of the rock cuts and adjacent areas for rock fall which may affect the travel surface. A professional geotechnical engineer should be engaged to inspect all rock faces adjacent to the trail determine whether scaling is required and the scope.

## 4.0 Trail Development

### 4.1 Trail Development Maps

A series of trail development maps have been created with input from the IDT and senior staff at each of the owner jurisdictions. The maps illustrate the trail extents, identified road crossings, administrative and legal boundaries, and initial access control barricades. The trail development maps are included in **Appendix A**.

### 4.2 Typical Sections

The ideal trail design width depends on a range of criteria, including the type and volume of users. For the safety and enjoyment of all users, a wider trail is desirable. The typical section chosen for the initial phase of the trail is a 4.6 metre width of compacted gravel surface as shown in **Figure 2**.

The 4.6 metre width meets the recommended Transportation Association of Canada (TAC) Geometric Design Guidelines for a multi-use recreational trail, which states lane width for two-way bike path, shared with pedestrians should be 3.0 - 4.0 metres. The additional 0.6 metres allows for a 4.0 metre paved top with 0.3 metre shoulders in the future if desired. The travel portions of the trail should be kept clear of any lateral obstruction such as sign, benches, or garbage receptacles.

There are however, locations where a 4.6 metre surface is unachievable where the corridor narrows through 'cut' sections between the lakefront and steep rock cliffs. Widening these sections to achieve a consistent 4.6 metre is not economically feasible. In these locations the trail width may be reduced to a minimum of 3.0 metres with signage notifying users of the narrowed path in advance.

**Appendix B** illustrates the typical section described above.

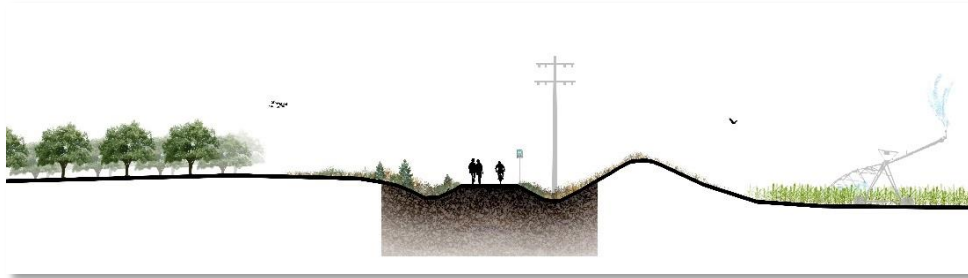
*Figure 2: Typical Section*



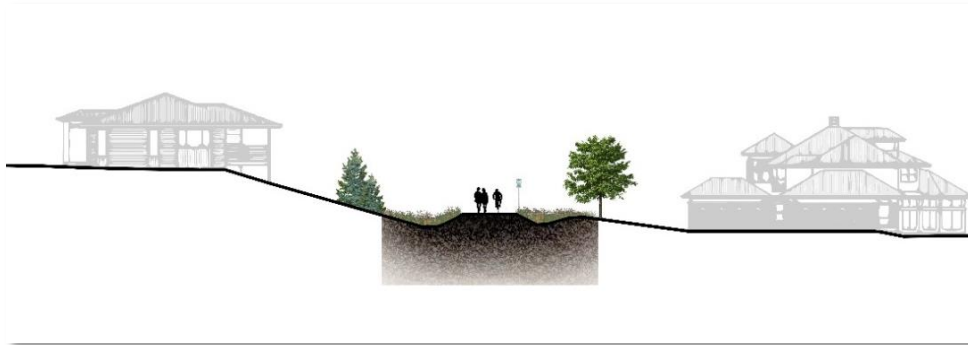
### 4.3 Land Use Sections

Given the length of the proposed trail, a variety of different land use sections will interface with the adjacent trail corridor. From urbanized sections in the City of Kelowna to natural lakefront in the northern sections, trail users will experience a variety of environments. The most common land use sections along the trail include the land use sections show in **Figures 3** through **Figure 7**.

*Figure 3: Agricultural Land Uses*



*Figure 4: Residential Land Uses*



*Figure 5: Road and Residential Land Uses*



Figure 6: Industrial Land Uses

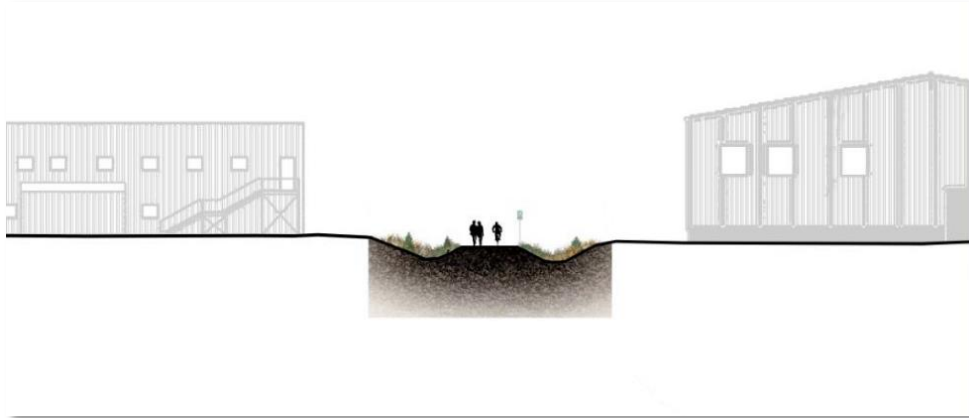
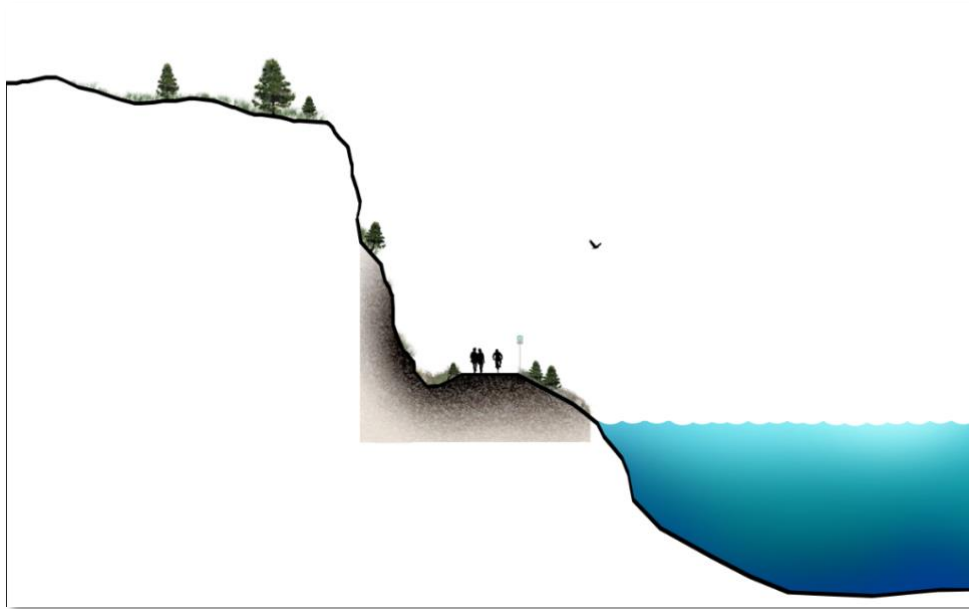


Figure 7: Lakefront



#### 4.4 Access Control and Safety

Access control of the corridor and the safety of the public are both important short and long term considerations. Access control will be implemented at key access points and road crossings through the use of barricades (e.g. gates, fencing, and bollards). The objective of the access control is to prevent unintended use of the trail such as unauthorized motorized vehicles. Considerations for access by maintenance and emergency vehicles at all times will be made.

For the most part there is existing fencing along the corridor that delineates the old rail property from adjacent private property. The provision of new or replacement fencing along property lines, to delineate private property, deter trespass or enhance fencing that already exists, is not included in the scope of work or budget for the project. As with fencing in other applications in the community, the provision of fencing for these purposes is at the initiative of the party wanting the fence.

Safety fencing along some areas with potential risks to public safety has been considered (e.g. at the top of steep cut slopes along Kalamalka Lake) and an allowance has been provide in the budget for such fencing subject to future review and determination.

#### 4.4.1 BARRICADE PLAN

There is an immediate need to implement a barricade plan. A barricade plan created by Katim (**Appendix F**) on behalf of ORTI has been reviewed and incorporated into the development plan with input from the IDT. The plan investigates and identifies the risk of uncontrolled access to the trail, current practices, suggested locations and type of barricades.

It is recommended that gates and fencing be installed as soon as feasible at the identified access points on the Trail Development Maps (**Appendix A**) to reduce risk and liability due to improper use of the trail. The approximate budgetary cost to provide the initial access control is \$200,000. The majority of the gates installed will be permanent, however, there may be instances where a gate may be relocated to accommodate future amenities or trail heads.

#### 4.4.2 ROAD CROSSINGS

There are approximately 50 road and driveway crossings along the trail corridor. As part of the development plan all crossing locations have been identified and required upgrades have been suggested. The crossings have been grouped into five categories: Class A through Class D, as well as a Class E which are site specific crossings. The upgrades range from 'do nothing' to pedestrian flashers and overhead pedestrian controlled signals. These typical crossings are illustrated in **Appendix C** and the assigned classifications for each crossing is identified, with the exception of Class D which is illustrated on the Development Maps in **Appendix A**.

The Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide and Bikeway Traffic Control Guidelines were referenced to determine the treatment for each crossing. However, it should be noted that no traffic data such as Annual Average Daily Traffic (AADT) has been reviewed at this stage of conceptual development. It is recommended that these crossings be technically reviewed and updated using field survey, available traffic data, and comply with the jurisdiction standards during future trail concept development, finalization, and construction.

There are four site specific crossings which do not match the typical TAC road crossings:



- ▶ **McCurdy Road** – the trail crossing is in close proximity (30m) to the signalized intersection with Highway 97. A crossing this close to a major intersection is undesirable as it may cause traffic to back up into the intersection or be dangerous to pedestrians. It is recommended that trail users be directed towards the intersection crossing which is already established with crosswalks, islands, and signals. It should be noted that Highway 97 is in the process of being widened from four to six lanes which will reduce the separation distance between the trail and the McCurdy/Hwy 97 intersection;
- ▶ **Sexsmith Road** – high traffic volumes and industrial uses along Sexsmith Road may warrant a higher level of crossing treatment. At this stage it has been assumed that overhead pedestrian controlled signals similar to the ones on Glenmore Road south of Cross Road or at the intersections of Cawston Ave and Ellis Street will be installed; and
- ▶ **Airport Tugway** – KF Aerospace will periodically require the trail to be closed for a five-minute process for aircrafts to access the maintenance hangers. This crossing will require two gates which can be closed, locked, and restrict access during the aircraft crossing. Further development of this crossing needs to be reviewed with KF Aerospace and an appropriate protocol developed.
- ▶ **UBCO Connection** – The City of Kelowna is currently in the process of connecting a pathway from Bulman Road to the University. The design of the Bulman Road pathway connection has been reviewed and a future connection with UBCO, Bulman Road, and the Okanagan Rail Trail are able to be coordinated as an integrated trail network.

## 4.5 Environmental Considerations

Associated Environmental was engaged by the IDT team to complete the Environmental Assessment for the concept development plan. This work considered regulatory requirements, identified aquatic permitting and suitable work windows for any upgrades that may be necessary, and provided recommendations for future assessment, permitting and environmental management plans prior to upgrades.

### 4.5.1 SENSITIVITY ASSESSMENT MAPPING

A desktop assessment of the corridor was conducted to identify environmentally sensitive sections along the alignment, and to prioritize sections for action into the future. Environmental sensitivities along the corridor, within 50 m of the centreline, were classified based on need for regulatory permitting, alignments close to sensitive aquatic and terrestrial habitats, and proximity to Agricultural Land Reserve. The purpose of this assessment was to support future environmental planning and identify mitigation necessary prior to construction to prevent impacts. The maps attached (**Figures 1 to 11, Appendix D**) have been prepared with the following environmental considerations:



- ▶ **Red** – Red areas depicted on the attached figures indicate the **most sensitive** sections where environmental assessment and management plans are recommended during planning and construction of any upgrades to the corridor. Specifically, high sensitive areas are considered:
  - Within 30 m of a mapped watercourse, including stream, creek, wetland, river and lakeshore;
  - Where masked\* occurrences of a species at risk have been reported by the BC Conservation Data Centre (\* n.b. this sensitive data is provided by the BC Conservation Data Centre in confidence, and the location and details of these occurrences is not publicly shared so is not labelled on the maps).
- ▶ **Yellow** – Yellow areas depicted on the attached figures indicate sections considered **moderately sensitive**, where environmental considerations may be necessary during planning and construction of upgrades to the corridor to avoid environmental effects. Specifically, yellow sensitive areas are considered:
  - Where occurrences of a species at risk have been reported by the BC Conservation Data Centre that is not masked from the public (species labelled where appropriate);
  - Agricultural Land Reserve (ALR) adjacent to the corridor.
- ▶ **Green** – Green areas depicted on the attached figures indicate sections considered **least sensitive**; however, since many habitats in the Okanagan support rare or endangered species and ecosystems, general environmental sensitivities may be considered during planning and prior to construction in these sections, although no permits or approvals are likely required. For example, the rail corridor traverses areas with steep slopes that may be a hazard, and areas that provide sensitive habitat to species at risk, including wildlife (e.g. badgers), plants (e.g. peach-leaved willow) and ecological communities (e.g. cattail wetlands). Mitigation planning prior to construction will help to identify sensitive features and make site-specific recommendations to prevent impacts.

## Regulatory Considerations

The following regulatory framework applies for development of the corridor.

### ▶ Development Permits

In each of the municipal jurisdictions, the Official Community Plans include conditions and requirements for **Development Permits** (DPs) to protect the natural environment (both aquatic and terrestrial ecosystems) and farming. Within the District of Lake Country, a DP is not required for the construction, repair or maintenance of municipal works by the District or its authorized agents or contractors. Otherwise, DP requirements in each jurisdiction should be evaluated prior to proceeding with construction planning.

For example, DP requirements and guidelines for the **City of Kelowna** apply in the following conditions:



- Farm Protection DP application and approval is required before subdivision of ALR land; also when a Building Permit, Soil Permit, or alteration of ALR land associated with specific uses is proposed, including agri-tourism and utility services.
- Natural Environment DP application and approval is required before subdivision of land, and before alteration of land, including but not limited to clearing, grading, blasting, preparation for or construction of services, roads and trails.

Hazardous conditions are also considered DP areas in each jurisdiction. Hazards can include areas susceptible to flooding, mud flows, debris torrents, bank instability, erosion, groundwater seepage, land slip, rock falls, subsidence, avalanche or wildfire. Identification of hazards in these areas is *outside the scope of this report*; however, where construction adjacent to steep slopes may be necessary, we recommend discussing this activity with the appropriate jurisdiction, and if necessary, have it assessed by a qualified professional (e.g., geotechnical engineer).

### ► Provincial Legislation

**Riparian Areas Regulation** process under Section 12 of the *Fish Protection Act* is triggered when development requiring a DP, building permit, or rezoning, is proposed within 30 m of the high water mark of a waterbody that supports fish or is connected to fish-bearing habitat. RAR defines riparian setbacks for development based on channel width, channel orientation, and potential riparian vegetation height. Development under RAR is broadly defined; for example, “development” includes any disturbance of vegetation or soil, and construction of trails or structures. In some municipal jurisdictions, a RAR assessment is required for any development within 30 m of a stream or lake to determine the Streamside Protection and Enhancement Area (SPEA) setback. If SPEA setbacks cannot be met with proposed designs, then Fisheries and Oceans Canada (DFO) must be consulted and authorization under the *Fisheries Act* may be required.

Government bodies are exempt from RAR; however, not all local governments observe this in the same way. In the City of Kelowna, RAR is replaced by the Natural Environment DP process. In the District of Lake Country, municipal works are exempt from DPs so RAR is not triggered. North Okanagan Regional District and District of Coldstream may require DPs for municipal works such as upgrades to the trail, and would therefore trigger the need for RAR assessment. RAR is not required on lands under federal jurisdiction, including the Okanagan Indian Band reserve.

The **Water Sustainability Act** is provincial legislation that protects and manages the use and diversion of both surface and ground water resources. Under Section 11 of the Act, any activities that result in changes in or about a stream require notification or approval, which is usually accompanied by an environmental assessment detailing expected impacts to the aquatic and riparian habitat, mitigation strategies and environmental monitoring during construction.

The **Okanagan Large Lakes Foreshore Protocol** provides guidelines to ensure that works within large lakes do not impose direct or long term cumulative impacts of kokanee shore-spawning habitat. Under this protocol, the foreshore of Okanagan lakes is classified into four zones:



- Black is critical habitat;
- Red is high to very high value habitat;
- Yellow is generally moderate, with some high value habitat; and
- No Colour is unclassified or low value habitat.

Along the corridor are sections of black, red and yellow classified habitat for shore spawning kokanee (see attached maps) identified by the Okanagan large Lakes Foreshore Protocol. There is no specific permitting required by the protocol, but upgrades to the corridor in these sections will need to incorporate these zones and appropriate mitigation as part of **Water Sustainability Act** Section 11 applications, and authorization under *Section 35(2)* of the **Fisheries Act** may also be required if works are expected below the high water mark.

Applications to the Agricultural Land Commission under *Section 34 (6)* of the **Agricultural Land Act** are required when there is dedication of a right of way, construction, or new use of an existing right of way for a recreational trail through Agricultural Land Reserve (ALR). Guidelines provided by the Commission and local government bylaws work to minimize the potential for conflict between farm and non-farm uses (including recreation) adjacent to ALR. Best practices include maintaining a minimum separation distance between non-farm uses and ALR (e.g. 15 m), and incorporating trespass-inhibiting vegetation, earth berms, and fencing. Also no-build/no-disturb covenants are occasionally requested to maintain this buffer. Approximately 19.4 km (about 40 %) of the corridor traverses through designated ALR, and requires liaison with the Commission.

A portion of the corridor traverses Kekuli Bay Park on the west side of Kalamalka Lake (at 7 km, Figure 2 map), and will be subject to the **Protected Areas of British Columbia Act**, and the Park, Conservancy and Recreation Area Regulation under the **Park Act**. Direct liaison with B.C. Parks is recommended to determine the status of land and requirements moving forward.

#### ► Federal Legislation

The **Fisheries Act** is the federal legislation affecting all fish, fish habitat and water quality. The Act prevents anyone from causing serious harm to fish. The **Fisheries Act** requires a request for review to Department of Fisheries and Oceans Canada (DFO) prior to work. If the project is deemed to have the potential to have serious harm to fish, DFO will request an application for project authorization, at which time measures to avoid or mitigate serious harm will be required. Please note that authorizations may take over 120 days for processing.

The portion of the corridor traversing the Okanagan Indian Band Reserve will be subject to federal legislation, including the **Species at Risk Act** for any species or their habitats that occur on Schedule 1 of the Act. Liaison with Indigenous and Northern Affairs Canada (INAC) may also be necessary.



#### 4.5.2 CONSIDERATIONS IN AQUATIC HABITAT

The following considerations have been made for aquatic habitats at bridge crossings and shoreline interfaces.

##### ► Bridge Crossings

Up to seven bridge crossings are being considered for upgrade prior to opening the Okanagan Rail Trail, including resurfacing and installation of railings. The location of these crossing locations on the attached maps for reference, and the area within 30 m of a crossing is considered most sensitive (red zones). Short environmental assessments, including a site visit, will be necessary to prepare environmental management plans and permit applications (Section 11 *Water Sustainability Act*) for upgrades to these crossings. Upgrades of these crossings will be exempt from DPs and RAR, but this is ultimately at the discretion of local governments.

##### ► Lakeshore Upgrades

Based on the mapping of the corridor, approximately 22 km of the corridor occurs along the shores of Kalamalka, Wood and Ellison (Wood) lakes. Sections of the corridor that are within 30m of a lake are considered most sensitive (red) for the purposes of this assessment; however, further consideration of shore-spawning habitat sensitivity are necessary for sections where foreshore protocol habitat ratings apply (i.e. black, red and yellow zones on the attached maps). Repairs to subgrade and erosion protection at or below the high water mark in lakeshore areas will require applications (for notification or approval) under Section 11 of the *Water Sustainability Act*, depending on the extent of construction. Applications will require environmental assessment and environmental management plans for construction. We also assume that upgrades at lakeshore will be exempt from DPs and RAR, but this is ultimately at the discretion of local governments.

Least-risk work windows apply for all construction below the high water mark of lakes and tributaries, especially in areas where foreshore protocols indicate shore-spawning habitat. In some cases, work outside of the least-risk window can be completed if construction is isolated.

### 4.6 Archaeology Considerations

The Okanagan Valley is the traditional territory of First Nations people, and the rail line route is through an area of significant importance. The land and lakes between Kelowna and Coldstream provided aboriginal people opportunities for settlement, hunting, fishing and travel. The IDT recognizes the importance of preserving archeological sites within the study area and will be engaging an archaeologist to work with Okanagan Indian Band's Territorial Stewardship Team to identify known or suspected sites to avoid impacting them during construction.

During the next phase of the Trail Development Planning, the IDT will work directly with OKIB to firstly undertake a preliminary review of the route to identify areas of significance and then to develop an appropriate protocol for possible findings during construction.



## 4.7 Construction Methods and Considerations

We are advised that by the end of 2016 CN Rail will have removed the entire rail, ties, and completed its environmental remediation. The corridor will be left in its current state minus the railway rails, ties, spikes, crossings, and railway equipment. The existing rail bed, while it varies throughout, is approximately 3.0 metres wide at the top shoulder of the track, with 2:1 side slopes.

A construction project with this length and scope requires many considerations and assumptions as the corridor varies significantly over its length. Below is a summary of construction considerations made for the initial budgeting of the trail:

### 4.7.1 ALIGNMENT

It has been assumed the current alignment is within the corridor's property lines and that the trail will be built following the same horizontal alignment. There may be a few areas where the alignment should be moved or built to one side, especially along Kalamalka Lake and adjacent to properties that are in close proximity. These will be regular cut and fill operations where excess cut materials will be placed.

### 4.7.2 TRAIL SECTIONS

To achieve the desired 4.6 metre width, the existing 3.0 metre wide sections will need to be widened. This process is best described with the typical construction sections in **Appendix E**. The railway was generally built with fill material which provides the opportunity to cut approximately 500mm to achieve the desired width. However, sections where cutting would create a negative effect on ditching and drainage, the width could be achieved by building an extended shoulder using material from the local cut sections. Once the width of the subbase is adequate, it will need to be regraded and compacted to ensure the structure is adequate and sufficient drainage is achieved. Finally, 100mm thickness of high fines 19mm crush aggregate can be placed, prepared, and compacted.

A topographic survey has not been completed at this stage of development but field investigations suggest that a balance of cut and fill sections should be achievable. It is important to note that importing and disposing of cut material offsite is limited as hauling material is not economical due to limited access and distances.

### 4.7.3 GEOTECHNICAL CONSIDERATIONS

On March 21<sup>st</sup>, 2016, Interior Testing Services Ltd. (ITSL) observed a total of eight (8) test pits to a depth of approximately 800mm below the existing grade. The test pits were located at McCurdy Road, Old Vernon Road, the north east corner of Wood Lake, and Kekuli Bay; two test pits were completed at each location.

75mm of ballast was encountered near McCurdy Road and at the north east corner of Wood Lake. Minimal to no ballast was observed near the Old Vernon Road and Kekuli Bay test pit areas. In general, the soils beneath the underside of the rail ties or beneath the ballast consisted of clean, coarse to gravelly sands, which appear to be suitable for re-use for trail development. Several samples of both the granular soils and the ballast were recovered and gradation analyses will be completed.



The finished trail surface is important to the user experience and longevity of the trail. While the existing subgrade material is suitable as a subbase, an additional 100mm thick surface of high fines 19mm crushed aggregate is recommended. 19mm crushed aggregate with high fines was selected as the finished surface because it is compatible with the natural environment, available in adequate quantities, economical, durable, and, if compacted properly, is acceptable to a large number of user groups such as walkers, joggers, bicyclists, strollers, and wheel chair/electric personal assistive mobility devices. The high fines added to the 19mm aggregate allow for a more compact and firm surface. This is important for heavily used trail as it reduces the amount of rutting and maintenance required.

This recommended structure is also adequate for future paving. Should paving be considered it is recommended that the surface be regraded and that 50mm of additional clean 19mm crushed aggregate be added to ensure effective drainage.

#### 4.7.4 BALLAST



The original rail base was surfaced with approximately 200mm of ballast, and currently, only some portions of the rail ballast have been maintained. Ballast is a uniform large rock material approximately 50-75mm and is difficult to reuse as is. Associated Environmental completed test analyses on the ballast using a modified EPA, ABA classification scheme (EPA 1994, Price 2009). The results from the analysis of five samples along the corridor indicate that the ballast material had no acid generating potential and very low sulphide mineral content. Further sampling and analysis may be warranted in

the future in response to site specific observations that may suggest a potential for acid generating potential.

Several options have been considered for the ballast:

- ▶ **Remove and Dispose** – this method is expensive and disposal locations are not readily available.
- ▶ **Crush and Reuse** – it may be viable to crush and reuse the ballast as an acceptable surface material if it is blended with the subbase. The viability of crushing the ballast needs to be explored further but discussions with several local aggregate firms have been positive and it appears it is economically viable. Further testing to determine the quality of material (e.g. hardness, gradation) produced by crushing has already been scheduled and should be completed by the end of April, 2016.
- ▶ **Blending with Subgrade** – the ballast can be blended with the subgrade to a depth of 500mm using a machine referred to as a road reclaimer. The viability of blending the ballast with the subgrade has been discussed with a contractor who has experience with the same application in the past and process appears to be economical.



In preparation of this report construction, pricing has been discussed with experienced contractors for the above three methods. The crushing/reuse option and the blending with subgrade option have similar costs and benefits, and both options appear constructible and feasible. Removing and disposing of the ballast would be very costly and is not being considered further.

## 4.8 Amenities

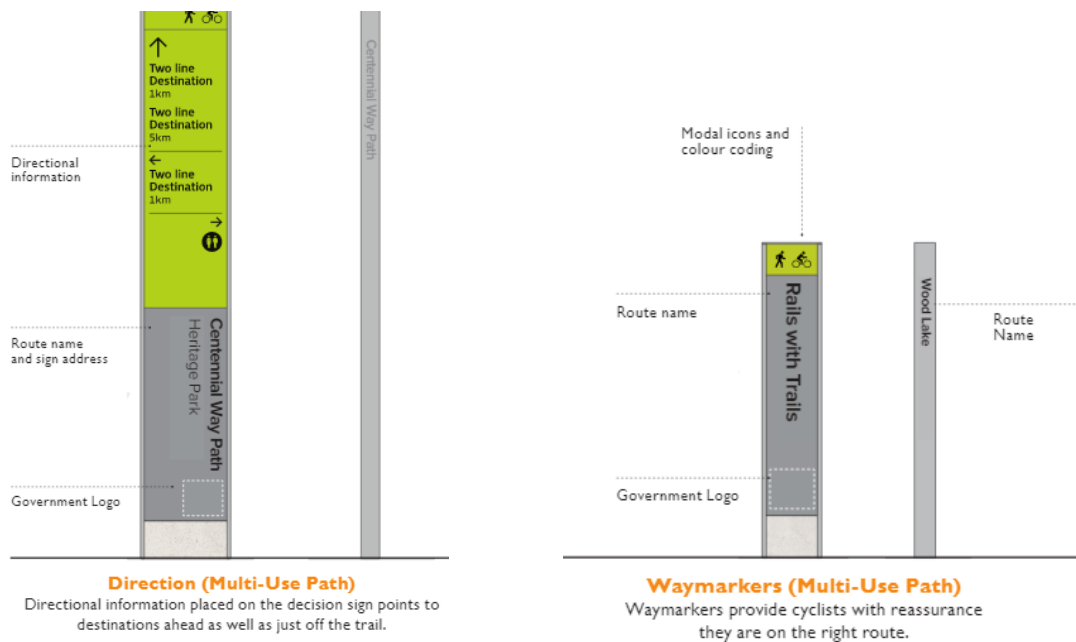
For this initial phase of trail development a basic provision of amenities will be provided, including garbage receptacles and where appropriate, dog bag dispensers in high traffic areas. Although not originally within the scope of this project, the IDT understands that as the trail is developed, amenities such as parking and washrooms at established trail heads will be high priority. It is anticipated that over time and as budgets allow, additional amenities will be built to meet the needs of users.

### 4.8.1 SIGNAGE

Initial signage for the trail will be limited to regulatory, advisory, and information purposes and should follow the Manual on Uniform Traffic Control Devices (MUTCD) standards. The Central Okanagan regional wayfinding strategy will likely be used to provide a basic level of consistent signage for directional and destination information. The IDT team will confirm the signage requirements for the North Okanagan region communities.

It is expected that over time Okanagan Sylix language and history will be incorporated into the design of interpretive and points of interest signage.

Figure 8: Indicative Regional Signage (Source: Regional Wayfinding Strategy)



## 5.0 Consultation and Community Engagement

### 5.1 Community Engagement

The public input opportunities occurred as a series of open houses, online idea generation and an online survey between March 14 to March 27. Open houses were held in each owner jurisdiction (District of Lake Country, City of Kelowna, Okanagan Indian Band, and Regional District of North Okanagan). The engagement was designed to gather input for the initial phase of trail development and additional feedback collected from the engagement process will be retained for future reference, for use in any future planning and development of the trail corridor.

Attendees were encouraged to review display boards, speak to staff and visit online to complete the survey which offered an interactive map feature.

This report provides a summary of input received through the survey and map.

#### 5.1.1 PROCESS

Figure 9: Consultation Process



#### 5.1.2 NOTIFICATION

Communications for the Okanagan Rail Trail input started on March 3 with a media release, placing a highlight on the City of Kelowna's homepage, and a concentrated push through social media, particularly on Facebook, Twitter and Instagram on both the City of Kelowna and the District of Lake Country pages.

The material emphasized three points:

1. The opportunity to give feedback at four open houses, one in each owner jurisdiction, and online with an interactive map feature at [getinvolved.kelowna.ca](http://getinvolved.kelowna.ca).
2. Input will inform the initial phase of trail development and additional feedback collected from the engagement process will be retained for future reference.
3. The initial phase of trail development would be limited to construction of a basic gravel trail with road crossings, signage, and barriers for safe and accessible use by pedestrians and cyclists.



Partners also utilized other channels, including: direct mail invitations to all adjacent property owners along the 50 km rail corridor, an email invitation to MLA's and MP's, print ads in the Kelowna Capital news, Lake Country Calendar and Vernon Morning Star newspaper.

The New View newsletter in Lake Country printed the complete media release about the survey and open houses and was distributed to every mail box in the District of Lake Country.

A Public Service Announcement on March 11 reminded residents in all communities of the open house and survey dates.

### 5.1.3 OPEN HOUSES

Figure 10: Community Consultation Summary



Four open houses were held, one in each owner jurisdiction (District of Lake Country, City of Kelowna, Okanagan Indian Band, Regional District of North Okanagan), receiving more than 940 attendees.

Display boards giving background information, the trail development vision and benefits, cross-section concepts, aerial map images of the trail route and next steps offered attendees the chance to review information and ask questions of the consultants and Inter-jurisdictional Development Team staff who were present.

Two sets of the aerial maps were made available to allow greater interaction for attendees and staff to answer specific questions.

The Okanagan Indian Band Open House was paired with an existing community planning exercise so the display was pared back for this session due to space. Attendees had the opportunity to view the trail development as part of other initiatives planned for their community.

#### 5.1.4 INTERACTIVE ONLINE MAP

For broader outreach to neighbouring communities, efficiencies and cost-savings, the “Have your Say – Okanagan Rail Trail” Inter-jurisdictional community survey was administered through the City of Kelowna’s Get Involved website, as the only jurisdiction with a community engagement platform already in place.

The platform allowed respondents to identify a specific location-based opportunity for the trail and make a comment or submit an idea with the geographic location marked. Respondents were required to sign-up with a valid email address to use the platform and map feature.

The home page received more than 10,000 views and 160 ideas were submitted. Respondents interacted with one another by commenting, liking and scoring submitted ideas, more than 2,300 of these interactions were recorded.

#### 5.1.5 SURVEY

An online survey was available on the home page at the City of Kelowna’s Get Involved website driving visitors to one website, but the survey was developed and administered through Fluid Surveys, which did not require the user to create an account. Question types ranged from open-ended responses to rank ordering to simple yes/no answers.

The online survey was available from March 14 to March 27. There were 687 responses with 613 completed responses. While not a statistically valid survey, the primary objectives of the engagement were to:

- ▶ Obtain input from residents and stakeholders in all jurisdictions
- ▶ Identify and record current and future issues identified
- ▶ Incorporate public input into the trail development plan as much as possible
- ▶ Obtain comment on the trail concepts

More than 550 fact sheets promoting the website address were distributed and attendees were encouraged to fill out the online survey. Hard copies of the surveys were available upon request at the open houses.

The feedback form had several limitations:

- ▶ Individuals could fill out the online feedback form multiple times provided they used a different computer or mobile device
- ▶ Individuals who do not reside in the study area could fill out the form
- ▶ The map feature was only available online and the platform required respondents to create a user profile which may have limited the number of responses
- ▶ The survey was primarily available online which may have limited responses

### 5.1.6 WHAT WE HEARD

The premise of a trail development plan is that residents and visitors will utilize such a facility. Respondents were asked if they supported development of a trail in the recently acquired Okanagan Rail Corridor and given the opportunity to provide comments about why or why not.

96% of respondents support development of a trail in the Okanagan Rail Corridor. Of those that did not support development of a trail, the reasons given related most frequently to wanting to see the rail service as it had existed continue, preferring to see a passenger rail service or trolley service operate on the tracks and opposition to the cost for acquisition, development and maintenance.

We want to use it as soon as possible, so developing it initially for use and adding services as we go would be great!

- Online feedback comment

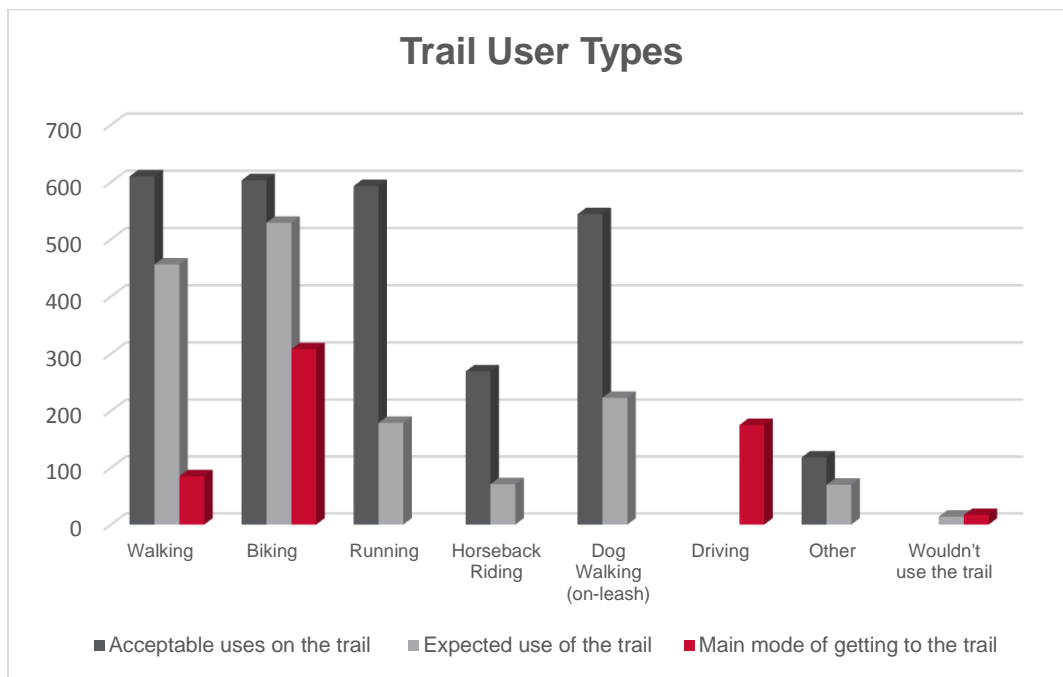
### Trail Users and Behavior

Respondents were asked to identify their main mode of getting to the trail, how they expected they would use the trail themselves and what they would consider acceptable uses on the trail, keeping in mind that Inter-jurisdictional partners had agreed during the corridor acquisition that trail use would be non-motorized.

As the chart below shows, the main mode of getting to the trail as well as the main use expected on the trail was identified as biking.



Figure 11: Trail User Types



Understanding how residents will use the trail will also help in determining design requirements and future amenity needs. While a number of comments from the open-ended feedback focused on suggestions or complaints about the merits of dogs and/or horses sharing the trail, less than half of the respondents expected to use the trail for those purposes.

Most respondents said they would use the trail once or twice a month (37%) and sixty-four per cent of respondents expected to spend between 1 and 3 hours on the trail per single use.

The majority of respondents said they would expect to travel between 6km to 10 km (30%) and between 11km to 20 km (23%) per single use, together those distances represent more than half the respondents.

### Trail Amenities

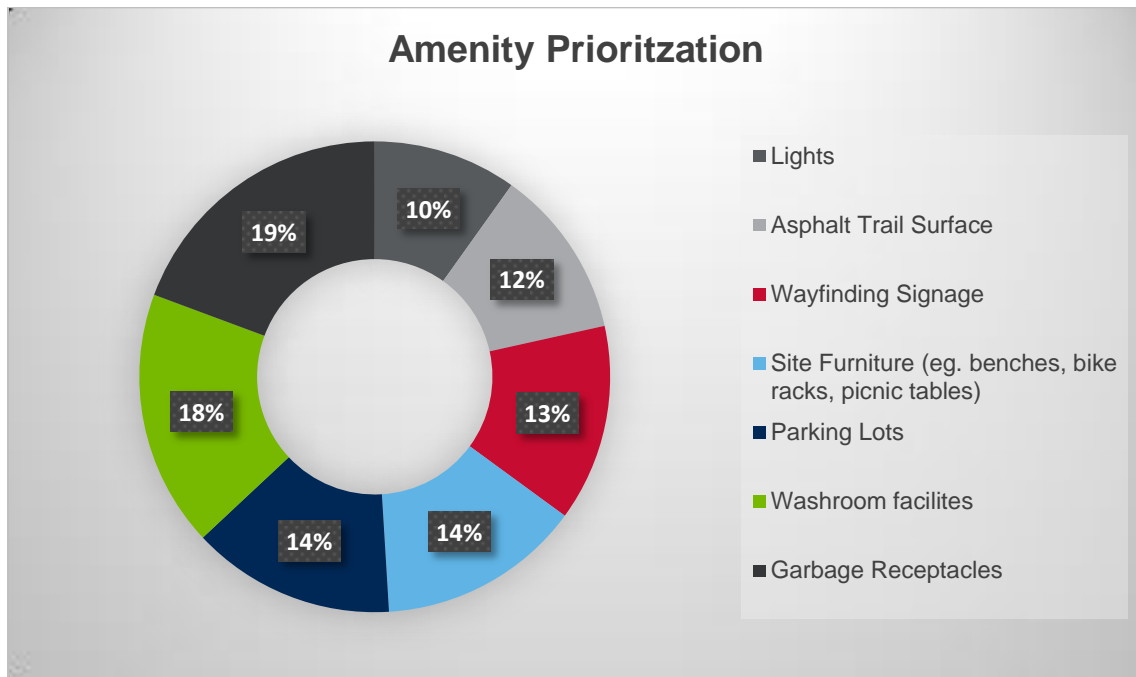
Potential improvements to the trail corridor are being deferred until a basic trail can be delivered. Amenities will be reviewed for future, long-term consideration.

My hope is that most people would walk or bike to the trail, so that parking lots could be minimized. For running, an asphalt surface is actually not the best - I would prefer the trail to remain a crush trail. It would be nice if the trail could include playgrounds, interpretive signage, and spur trails to other existing facilities.

- Online feedback comment

Survey respondents prioritized future amenities in order of importance. By attaching a score to each rank (1 being the most and 7 being the least important), amenities were prioritized as follows:

Figure 12: Amenity Prioritization



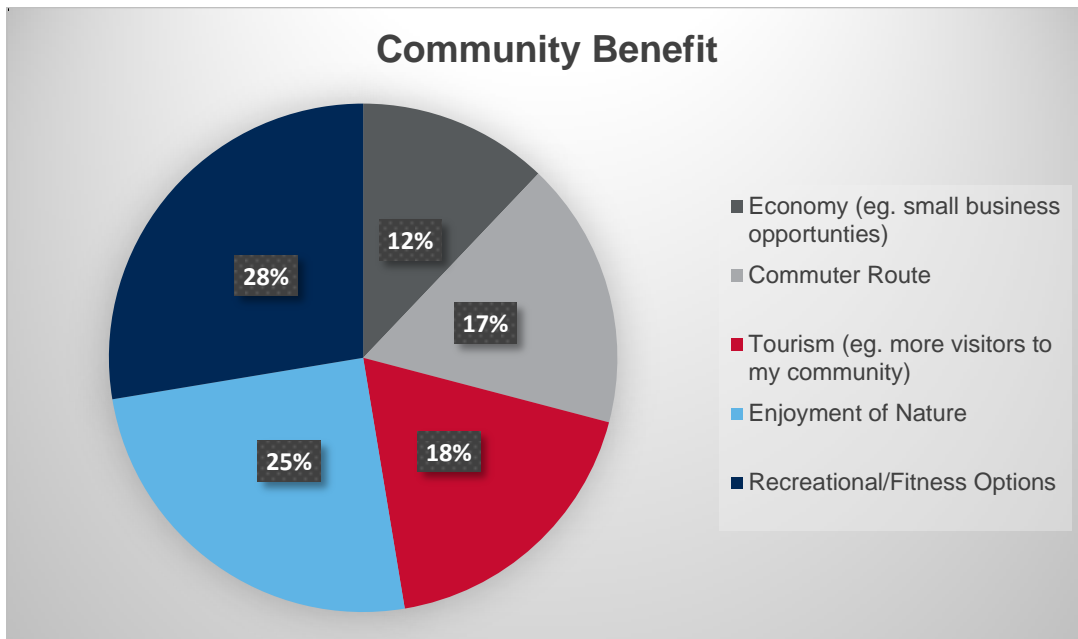
It is interesting to note that while asphalt surfacing had the most first place rankings (24%), it also had the most (and a greater number) of last place rankings (37%). Therefore, the other amenities that were also ranked first and more frequently second and third, had overall higher scores and ultimately an asphalt trail surface falls with lights as the last priorities for respondents.

In considering protection and development of the Okanagan Rail Corridor for use as a public right of way to benefit residents and provide opportunities to meet the transportation and economic needs of the region in the future, survey respondents ranked the primary opportunity for the trail as recreational/fitness opportunities, followed by enjoyment of nature.

I think the trail will be best if kept simple and natural. There is of course a need for safe street crossing, garbage cans and a few benches, but not interpretive signs, art work, even paving. People love to walk along the tracks as it is, its natural beauty is the appeal.

- Online feedback comment

Figure 13: Community Benefit



### Common Themes

Common themes that emerged from the open-ended feedback included:

- ▶ Importance of connectivity to existing trails, expanding routes or major destinations (particularly UBC Okanagan)
- ▶ Private property concerns about trespassing, security, aesthetics
- ▶ Requests and suggestions about users (for and against dogs, for and against horses, electric assist bikes, power wheelchairs etc.)
- ▶ Considerations for parking, maintenance and access to the trail
- ▶ Comments about preserving the natural aspects and wildlife
- ▶ Regional opportunities for tourism, business and commuting

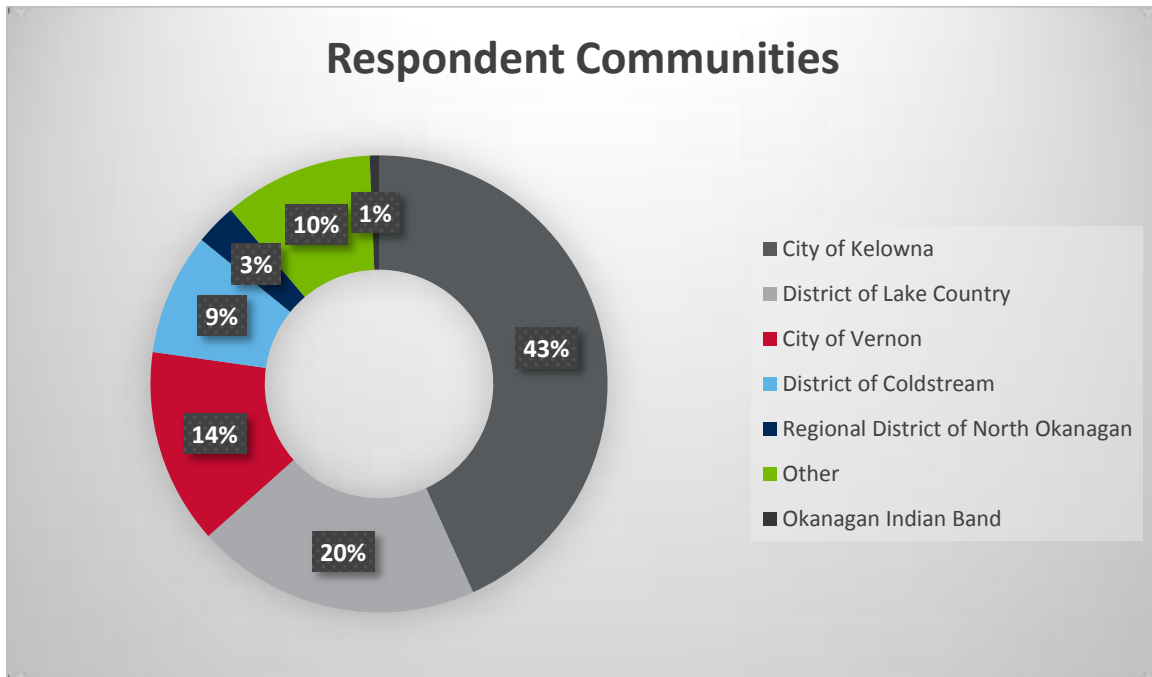
The interactive map allowed users to submit ideas and then to rate other ideas on a scale of 1 to 3, with 1 being 'neutral' and 3 being 'I love it'. The most supported ideas from the map ideas submitted and supported by other users include:

- ▶ Priority link to UBC Okanagan (179 votes)
- ▶ Beach access points along the trail (79 votes)
- ▶ Circle route around Wood Lake (76 votes)
- ▶ Bird sanctuary and viewpoints (69 votes)

## Respondent Demographics

While not statistically valid respondents ranged in age from 51-60 years (28%) and more than 61 years old (26%) to 31 – 40 years old (17%) and 41 – 50 years old (17%) with 12 per cent of respondents less than 30 years old. Respondents represented populations from across the North Okanagan, with 10 per cent identifying from other communities, mainly West Kelowna and the lower mainland.

Figure 14: Respondent Communities



## 6.0 Budgetary Capital Cost

The key objectives of the Phase 1 Trail Development plan was to complete a reasonable amount of investigation to develop a conceptual plan and budgetary capital cost estimate for public input and to provide the Councils and Board, with adequate information to approve the concept and for fundraising to commence.

A Class 'C' cost estimate, as defined by the Associations of Professional Engineers and Geoscientists of British Columbia (APEGBC) Budget Guidelines, has been completed and reflects the anticipated costs to design, procure, and construct the initial phase of the Okanagan Rail Trail as outlined above. A Class 'C' cost estimate is the appropriate level to use at this stage for budgeting purposes and setting fundraising targets. The estimate is prepared with limited site information, is based on probable conditions affecting the project, and represents the summation of all identifiable project component costs. Class 'C' cost estimates are used for program planning, to establish a more specific definition of client needs and to obtain approval in principle. A contingency allowance of 40% including engineering and other contingencies during construction is appropriate for this class of estimate.

The estimated capital cost to complete the concept development and to create contract documents, procure, and construct the trail is \$7,690,000. This estimate does not include an allowance for GST. See **Table 1** below for a breakdown of the estimated cost.

*Figure 15: Estimated Cost Breakdown*

ITEM	TOTAL AMOUNT
Trail Construction	\$2,950,000
Access Control and Road Crossings Upgrades	\$1,129,000
Drainage Upgrades	\$350,000
Environmental/Bridges/Rock Scaling	\$1,063,000
<b>Sub-total</b>	<b>\$5,492,000</b>
<b>40% Contingency and Engineering Allowance</b>	<b>\$2,196,800</b>
<b>Total</b>	<b>\$7,688,800</b>

There are opportunities to stage the construction into more manageable phases of work to provide interim fundraising goals. Interim fundraising goals may build momentum and allow some preconstruction and site preparation to occur. The preconstruction and site preparation work would not be phased based on jurisdictions but rather by type of work. For example, detailed design, contract preparation, rock scaling, cleaning culverts, and ditching could be completed prior to the main construction of the trail.

Below is a list of key construction costs considered and assumptions included in the budget:



- ▶ Archaeological – an overview will be completed and a project protocol will be developed for implementation during construction to best manage risk and costs.
- ▶ Mobilization – an allowance has been included for approximately four laydown sites. These sites have not been identified at this time.
- ▶ Layout Survey – it is assumed at this time that the current rail alignment is within the legal right of way and there is sufficient legal and field evidence for the contractor to complete regular checks to ensure work is maintained within the right of way.
- ▶ Ballast – based on the testing to date it is assumed there are no environmental concerns regarding the ballast.
- ▶ Clear and grub – limited to locations where additional width is created with fill beyond the current rail section envelope.
- ▶ Hydroseeding – areas to be seeded with a drought tolerant mix will be limited to locations where additional width is created with fill material beyond the current rail section envelope.
- ▶ Access control and road crossings – based on the classifications shown in **Appendix C** and assumed traffic volumes. Actual volumes to be confirmed during further concept development.
- ▶ Fencing – included at road crossings, however, no fencing for security of private property or safety fencing for steep slopes has been included.
- ▶ Signage and wayfinding – minimum signage for safety and road crossings and ‘you are here’ signage has been included. Interpretive and point of interest signage is not included in this initial phase.
- ▶ Ditching and Drainage – in general the existing drainage is good. The construction methods proposed have minor impact on the existing drainage. It has been assumed that 20 existing culverts need to be extended and approximately 300-400m of culverts need to be installed.
- ▶ Bridge decking and rails – it has been assumed the structures are in good condition and that it will be required to provide decking of some structures and safety rails on both sides of all structures. Therefore it has been assumed that minimal environmental permitting is required due to the nature of the work.
- ▶ Rock scaling – based on current site investigation, further investigation and a rock scaling program needs to be discussed with geotechnical and professionals in the field of rock scaling to develop the appropriate approach. The cost estimate includes an allowance for this investigation and for some scaling.
- ▶ Erosion control – limited to repair of existing gabion walls along Kalamalka Lake.
- ▶ Environmental permits and protection – assumes that a blanket environmental permit per jurisdiction is adequate and silt fence and an Environmental Management Plan during construction is adequate.

## 7.0 Schedule

The timing for construction and opening of the initial phase of the trail is contingent on funding availability. Moving forward with any design and construction work is dependent on a successful community fundraising campaign and will ultimately be at the discretion of the Councils and Board of the partnering jurisdictions.

With the community fund raising commencing in the spring of 2016, it is possible that construction could start in 2016. Early construction would include barrier, gates, and signage to deter unauthorized access until trail is completed and open for use.

Next, subject to funding availability, safety and environmental protection works (e.g. rock scaling, drainage) would likely be undertaken.

Actual construction of the trail would be reserved until the last phase of construction. This will ensure a continuous, fully functional trail can be opened at one time without concerns for interruption by construction traffic.



## 8.0 Long Term Corridor Development

By acquiring the corridor the communities have made a long-term commitment for ultimate development of the rail corridor as a public multi-modal regional transportation corridor. Part of that long term commitment is ensuring potential future uses of the corridor are accommodated during any proposed surplus land disposal and other short term planning.

Light Rail Transit (LRT) has been considered as a possible long term regional mode of transportation along the corridor. To ensure future use as a LTR corridor it is important that the communities consider encumbrances are limited and right of way requirements are maintained.

As part of the concept development the required right of width to allow an LRT service and an adjacent trail were considered. A minimum 20 metre corridor of flat land is recommended for a regional LRT corridor.

**Appendix G** illustrates the typical sections investigated for future LRT. Neither a field nor desktop investigation of the constructability or design criteria of an LRT system along the corridor has been completed.



## 9.0 Next Steps

The preparation of this Trail Development Plan is the first step in the process to convert the existing rail bed into a functioning regional trail. Following the finalization of this plan, several additional steps are required to progress the project towards design and construction. A broad outline of those steps are described below:

1. Review input from Councils/Board and Public Open Houses
2. IDT to work with ORTI to commence the community fundraising campaign
3. Further Land Review (Issues and Opportunities)
  - a. Parking
  - b. Transportation and Connectivity – Connection to existing or future trails
  - c. Land acquisitions or disposal
4. Complete the conceptual design – including Survey, Traffic, Drainage, Geotechnical (crush tests and rock scaling analysis), Environmental, Structural and Archeology overview and protocol development
5. Develop phased construction options (e.g. test sections)
6. Preliminary design and permitting
7. Contract documents
8. Barricade/access control installation
9. Contract procurement method – evaluation

As more site investigation and analysis is completed, additional steps maybe required to support the design and construction.

# TRAIL DEVELOPMENT PLAN

Okanagan Rail Trail Corridor



# CONTENT

- ▶ Vision
- ▶ Approach
- ▶ The Trail
- ▶ Environment
- ▶ Archaeology
- ▶ Consultation
- ▶ Design
- ▶ Construction
- ▶ Cost Estimate
- ▶ Next Steps
- ▶ Recommendations
- ▶ Q&A

## VISION

- ▶ A continuous public trail  
from Coldstream to Kelowna

## VISION

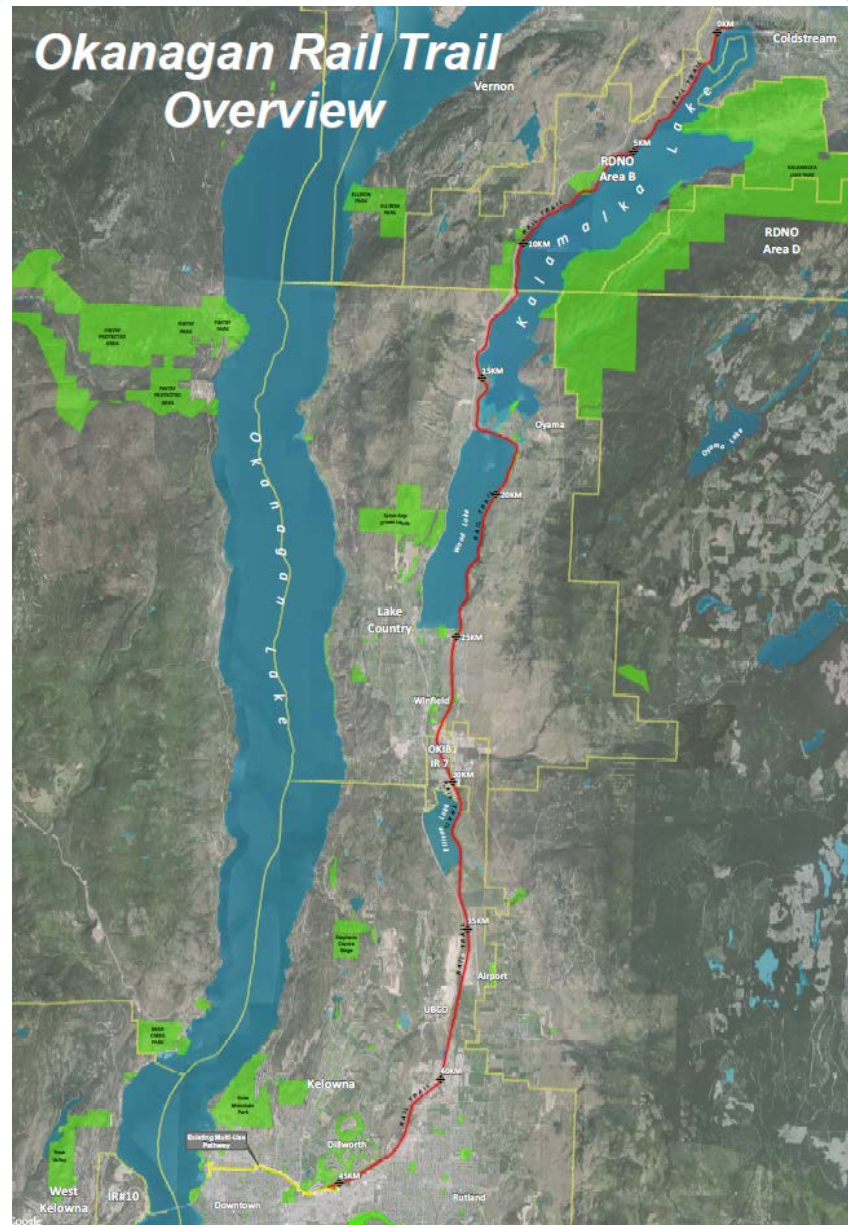
- ▶ A continuous public trail from Coldstream to Kelowna
- ▶ In the future ... multi-modal transportation

## APPROACH

- ▶ Objective: a basic trail
- ▶ Understand the site and issues
- ▶ Partnership model
- ▶ Community consultation
- ▶ Integration with fundraising

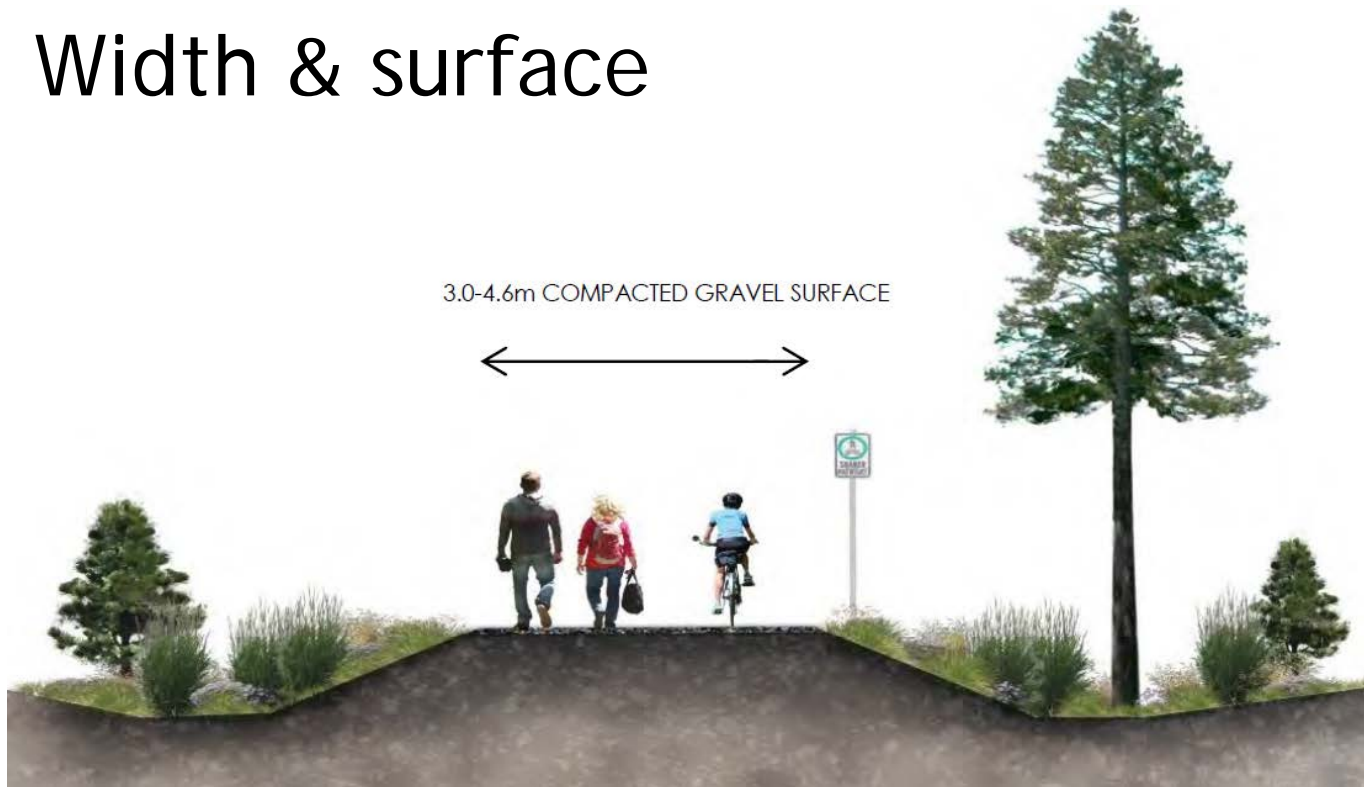
# TRAIL

- ▶ Extent
  - ▶ 48km



# TRAIL

- ▶ Extent
- ▶ Width & surface



# TRAIL

- ▶ Extent
- ▶ Width & surface
- ▶ Site sections
  - ▶ Agricultural



# TRAIL

- ▶ Extent
- ▶ Width & surface
- ▶ Site sections
  - ▶ Residential – both sides



# TRAIL

- ▶ Extent
- ▶ Width & surface
- ▶ Site sections
  - ▶ Residential – one side



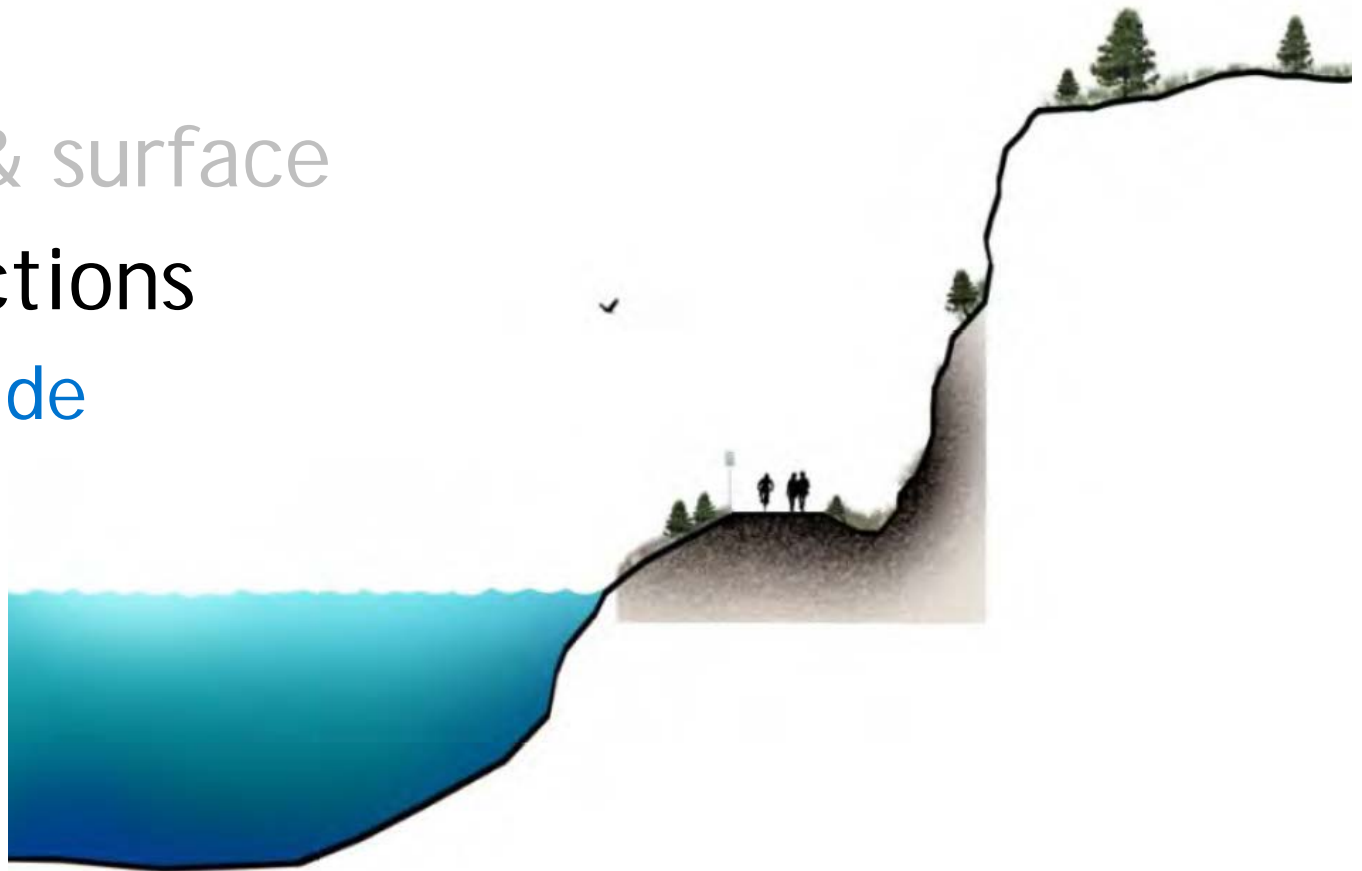
# TRAIL

- ▶ Extent
- ▶ Width & surface
- ▶ Site sections
  - ▶ Industrial



# TRAIL

- ▶ Extent
- ▶ Width & surface
- ▶ Site sections
  - ▶ Lakeside



## TRAIL

- ▶ Extent
- ▶ Width & surface
- ▶ Site sections
- ▶ Access control & safety
  - ▶ Barricades/gates for access control
  - ▶ Site safety
  - ▶ Road crossings

## ENVIRONMENT

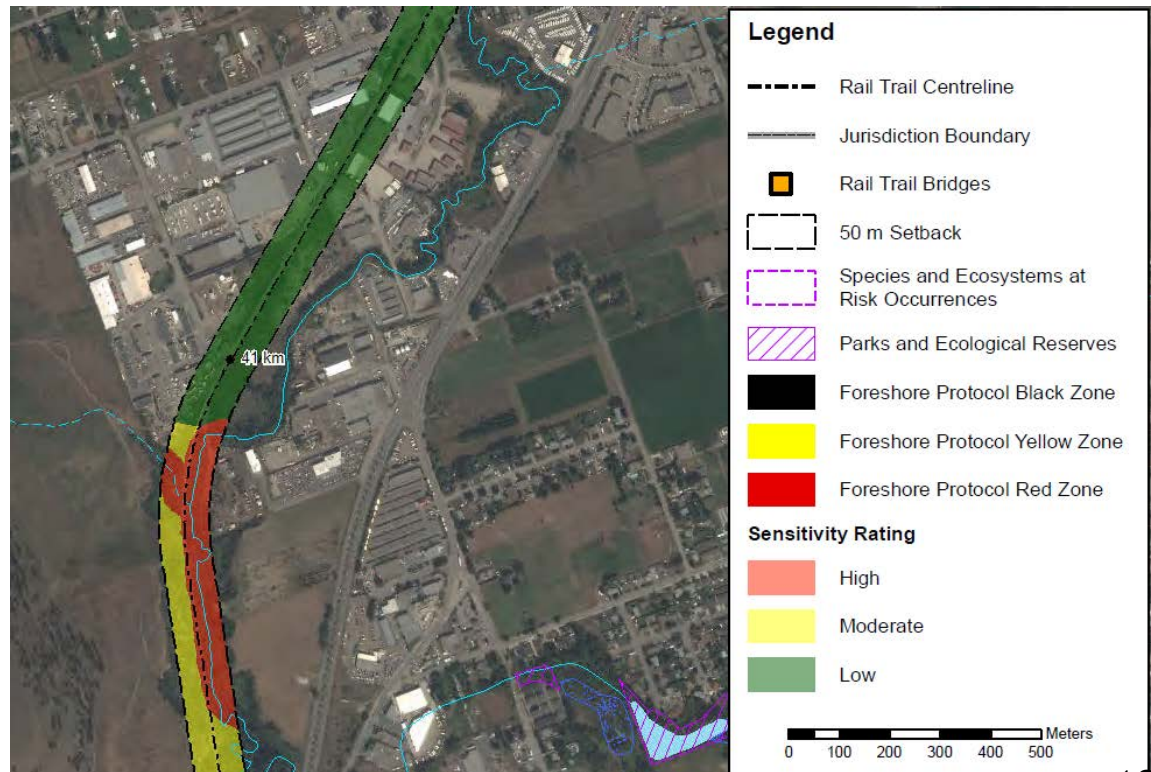
- ▶ Site remediation
  - ▶ CN responsible for remediation of contaminated sites
  - ▶ CN currently working on remediation plan and schedule

# ENVIRONMENT

- ▶ Site remediation
- ▶ Assessment
  - ▶ Overview assessment completed
  - ▶ Terrestrial and aquatic red-blue-yellow zones identified
  - ▶ Regulatory requirements identified

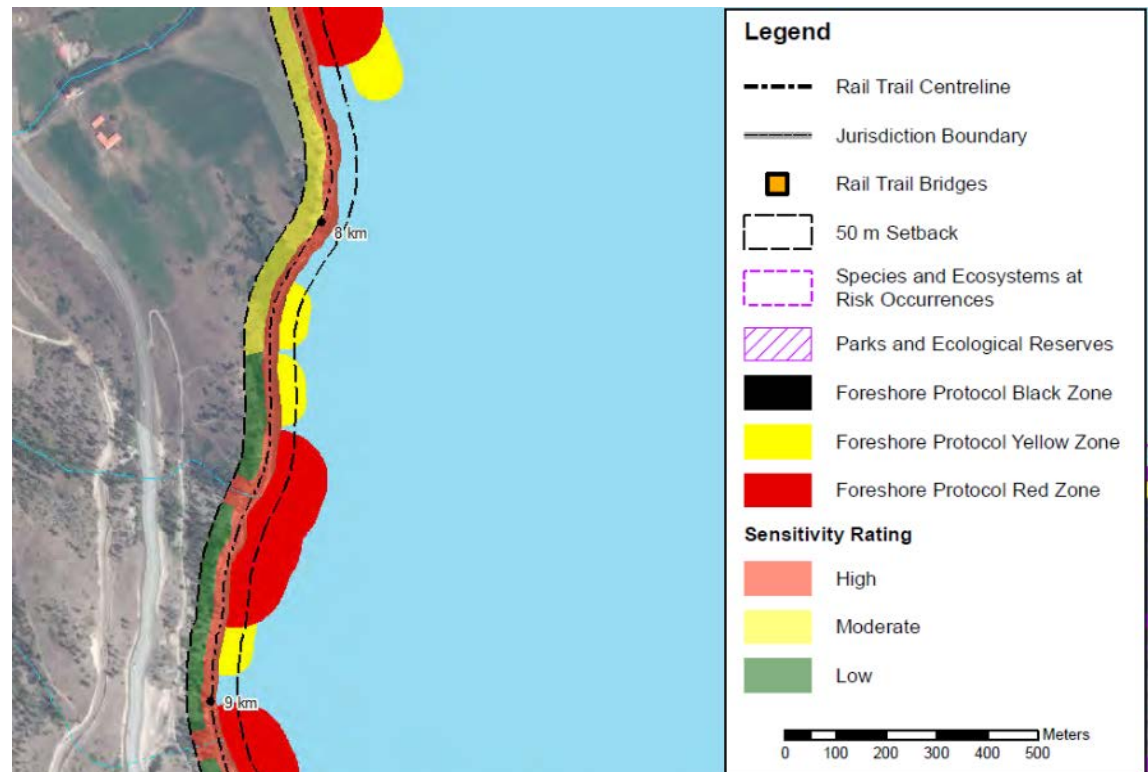
# ENVIRONMENT

- ▶ Site remediation
- ▶ Assessment



# ENVIRONMENT

- ▶ Site remediation
- ▶ Assessment



## ARCHAEOLOGY

- ▶ Traditional territory of Sqilxw
- ▶ Known sites, & potential for other sites
- ▶ Archaeological overview to be undertaken
- ▶ Protocol to be set up for construction

## CONSULTATION - METHODS

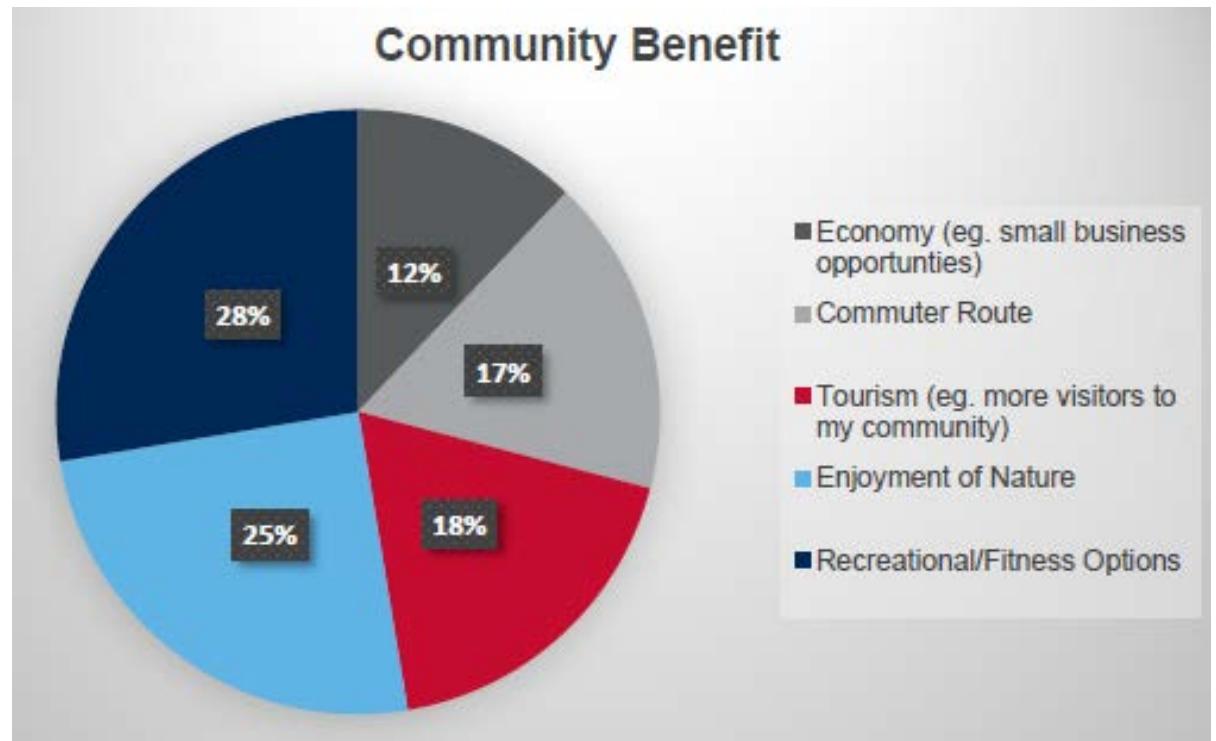
- ▶ Open Houses
- ▶ On-line survey & interactive map
- ▶ 940 attendees
- ▶ 10,000 views
- ▶ 687 completed surveys
- ▶ 160 opportunities
- ▶ 2,300 interactions

## CONSULTATION - RESULTS

- ▶ 96% support for development of trail

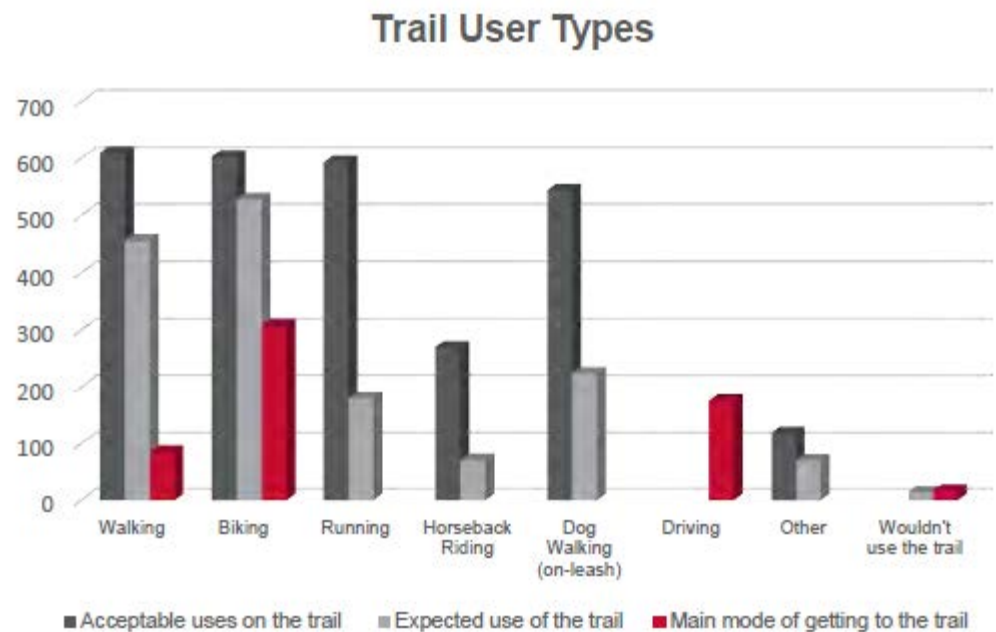
# CONSULTATION - RESULTS

- ▶ 96% support
- ▶ Benefits



# CONSULTATION - RESULTS

- ▶ 96% support
- ▶ Benefits
- ▶ Expected use
  - ▶ ~600 walking/running
  - ▶ ~500 cycling
  - ▶ ~200 dog walking
  - ▶ ~50 equestrian



## CONSULTATION - RESULTS

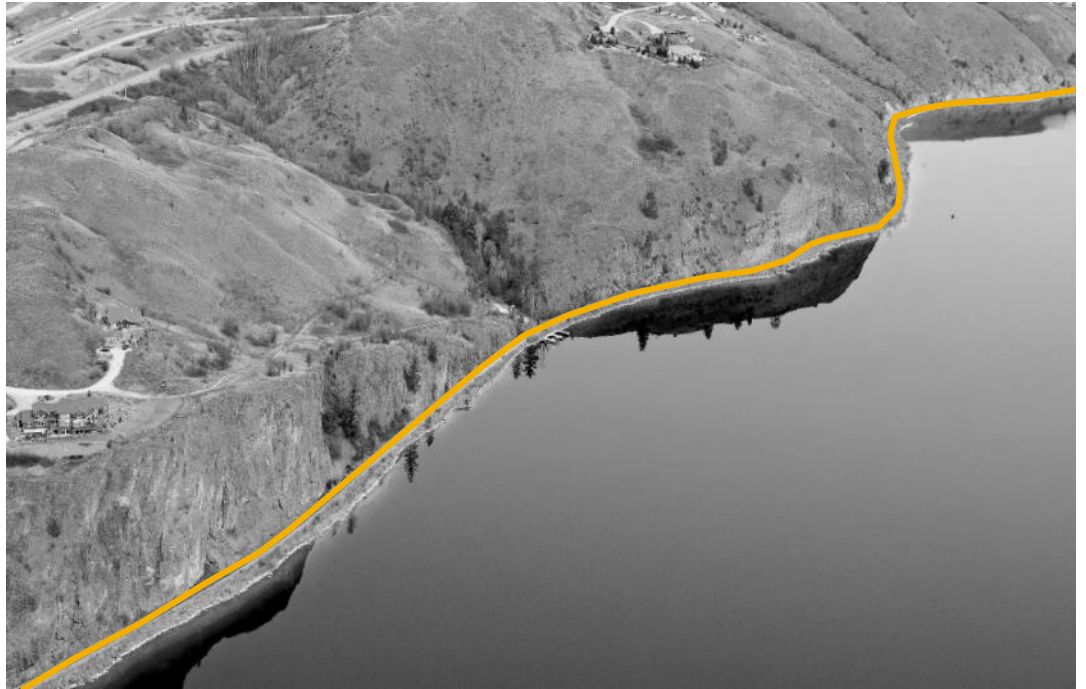
- ▶ 96% support
- ▶ Benefits
- ▶ Expected use
- ▶ Common themes
  - ▶ Connectivity to existing trails
  - ▶ Adjacent property concerns
  - ▶ Issues re specific uses
  - ▶ Parking, access, maintenance
  - ▶ Natural areas & wildlife
  - ▶ Tourism, economic development & commuting

## DESIGN

- ▶ Alignment
  - ▶ Follow existing rail bed
  - ▶ Adjust for:
    - ▶ Archaeology
    - ▶ Environment
    - ▶ Site conditions

# DESIGN

- ▶ Alignment
- ▶ Coldstream / RDNO



*image compliments of Okanagan Rail Trail Initiative*

# DESIGN

## ► Alignment

## ► Lake Country



*image compliments of Okanagan Rail Trail Initiative*

# DESIGN

## ► Alignment

## ► Duck Lake Reserve

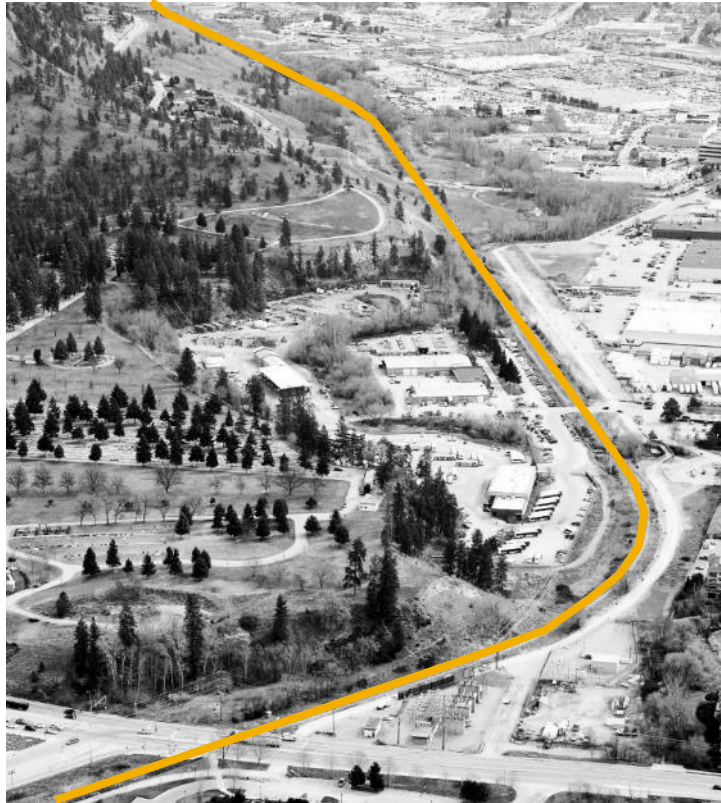


*image compliments of Okanagan Rail Trail Initiative*

# DESIGN

## ► Alignment

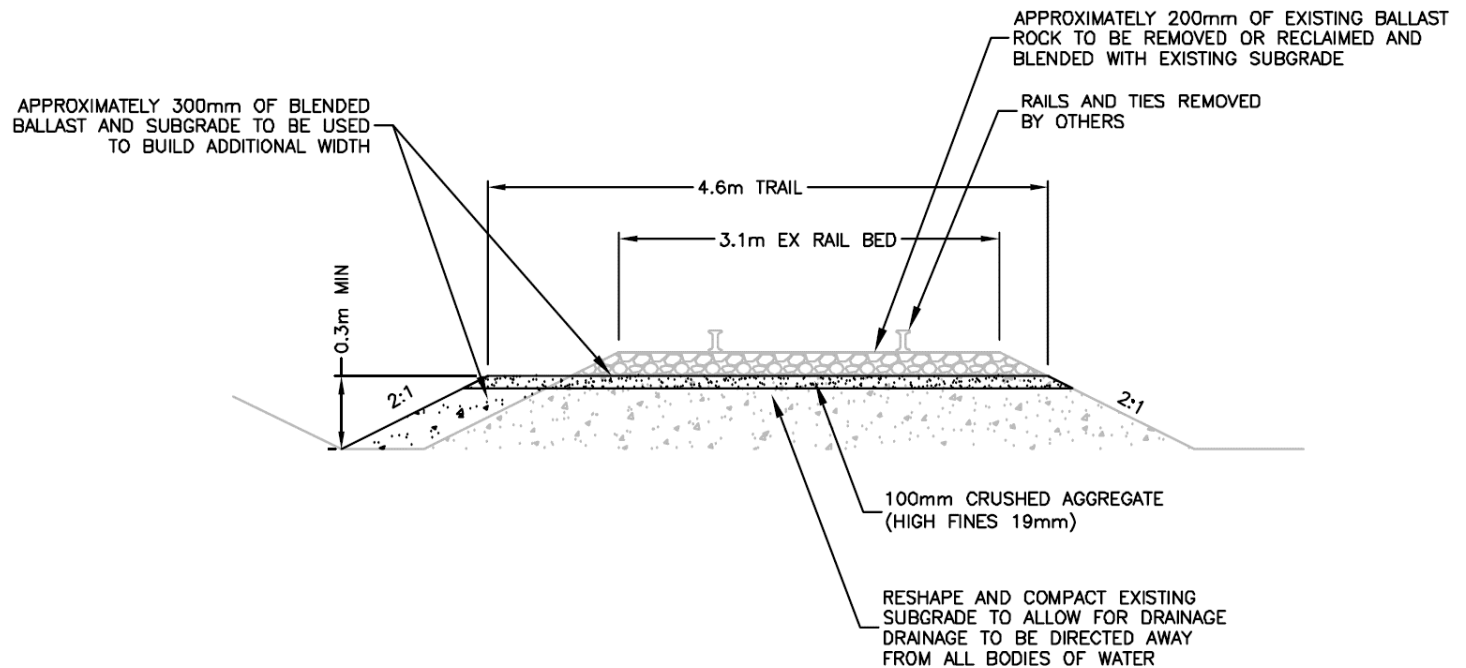
## ► Kelowna



*image compliments of Okanagan Rail Trail Initiative*

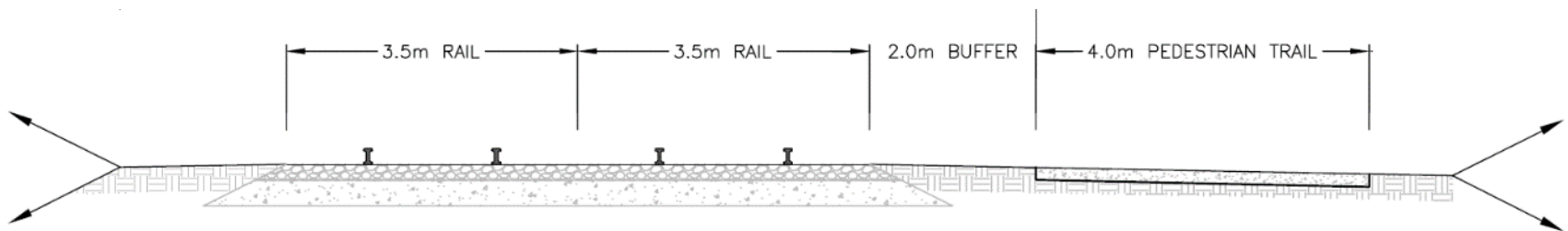
# DESIGN

- ▶ Alignment
- ▶ Trail section



# DESIGN

- ▶ Alignment
- ▶ Trail section
- ▶ Future multi-modal



## DESIGN

- ▶ Alignment
- ▶ Trail section
- ▶ Future multi-modal
- ▶ Base
  - ▶ Crushed & compacted aggregate
  - ▶ Accessible surface
  - ▶ Sturdy, engineered base
  - ▶ Long lasting
  - ▶ Capability for asphalt topping

# CONSTRUCTION

- ▶ Alignment
- ▶ Trail section
- ▶ Future multi-modal
- ▶ Base
- ▶ Construction
  - ▶ Use existing materials
  - ▶ Minimize hauling
  - ▶ Scheduling windows
  - ▶ Prioritized phasing (multi-year)
    - ▶ Access controls
    - ▶ Rock scaling
    - ▶ Environment, drainage
    - ▶ Road crossings
    - ▶ Trail, bridges & signage

## COST ESTIMATE

▶ Environment, bridges, rock scaling	\$ 1,063,000
▶ Drainage	350,000
▶ Access controls and road crossings	1,129,000
▶ Trail construction	2,950,000
▶ Contingency & engineering allowance	2,196,800

---

**TOTAL\*    \$ 7,688,800**

\*plus fundraising fees

# NEXT STEPS

## TRACK 1

### Development

- ▶ Fundraising \*
- ▶ Env'l/arch'y/geotech'l
- ▶ Design
- ▶ Permits
- ▶ Consultation
- ▶ Construction
- ▶ Operation & maintenance

## NEXT STEPS

### TRACK 1

#### Development

- ▶ Fundraising \*
- ▶ Env'l/arch'y/geotech'l
- ▶ Design
- ▶ Permits
- ▶ Consultation
- ▶ Construction
- ▶ Operation & maintenance

### TRACK 2

#### Planning

- ▶ Corridor protection
- ▶ Network integration
- ▶ Infrastructure
  - ▶ parking, washrooms, lights
- ▶ Amenities
  - ▶ furniture, signage, heritage

## RECOMMENDATIONS

- ▶ Receive this report for information
- ▶ Endorse the *Trail Development Plan*
- ▶ Staff to work with IDT to develop detailed plans for construction

# Q & A



*image compliments of Okanagan Rail Trail Initiative*

# Report to Council



**Date:** April 18, 2016  
**File:** 1850-01  
**To:** City Manager  
**From:** Andrew Gibbs, Senior Project Manager  
**Subject:** Okanagan Rail Trail - Fundraising Plan

---

## **Recommendation:**

THAT Council receive, for information, the report from the Senior Project Manager, dated April 11, 2016, with respect to the Fundraising Plan prepared for the initial phase of the Okanagan Rail Trail;

AND THAT Council endorse the Okanagan Rail Trail Initiative (ORTI) society as the fundraising leaders for the project;

AND THAT Council generally support the Fundraising Plan, dated April 11, 2016, prepared by the Okanagan Rail Trail Initiative.

AND FURTHER THAT Council directs staff to work with the Okanagan Rail Trail Initiative on the fundraising for development of the initial phase of trail along the discontinued railway corridor.

## **Purpose:**

To seek support of Council for the Fundraising Plan for the Okanagan Rail Trail corridor, as described in the attached report prepared by the Okanagan Rail Trail Initiative.

## **Background:**

The Okanagan Rail Trail Initiative (ORTI) society is a group of valley residents, formed to promote the development of the Okanagan Rail Trail along the old CN rail line. The group was formed after CN Rail announced that the rail line between Coldstream and Kelowna was going to be discontinued. During the discontinuance phase ORTI actively promoted the conversion of the rail corridor to a trail and prepared an economic assessment on the impacts of doing so. As a result of this and interest shown at the recent public open houses, the group has the names and contact information of approximately 10,000 people who wish to be kept informed of ORTI's role and progress. Additionally, ORTI played a key role supporting the 'Yes' campaign in Lake Country's referendum to fund purchase of the corridor.

Since the corridor purchase was finalized ORTI has been preparing a strategy and building a network of early donors as part of a donor-funded campaign to raise the funds necessary to

develop the initial phase of the rail trail corridor. Further to this ORTI has entered in to a memorandum of understanding with the Interjurisdictional Development Team (IDT) to be the leaders of the fundraising campaign for construction of the rail trail project.

As a key step in this leadership role ORTI has prepared a Fundraising Plan and is ready to officially launch the public fundraising campaign. In order to capitalize on public interest and the typical giving cycles, ORTI and IDT are hoping to have the official launch in April. ORTI and the IDT are seeking endorsement of the Fundraising Plan by the Councils and Board of the corridor's owner jurisdictions before the official launch of the campaign. ORTI's research, combined with feedback from the March open houses, has determined that individuals and organizations in the valley are eagerly awaiting the launch of the fundraising campaign.

The purpose of the fundraising campaign is to raise the \$7.86 million estimated to be necessary for development of the trail, including consulting services, construction costs and a project contingency. The Trail Development Plan, which describes the scope and estimated costs of the development project, is provided to Council as a separate item on their agenda.

The goals of the fundraising campaign are to:

- Raise the money necessary to build the trail, relying primarily on donations. The fundraising target is \$7.86 million.
- Employ a grass roots approach to fundraising, using a citizen-driven model.
- Work with the IDT on other funding opportunities (e.g. grants, sponsorships).

The ORTI fundraising approach has been developed based on research on similar projects. Using this approach ORTI will be the fundraising lead. Using this approach ORTI's activities will focus on informing, motivating and training people to engaging in the project, financially and otherwise:

- Use traditional and social media to promote the project to the community at large.
- Issue newsletters to the project's followers and supporters, starting with the 10,000 who have already expressed an interest in the project.
- Use fundraising strategies that target the different types of potential donors identified for this campaign (e.g. individuals and families who will be the primary users of the trail; higher net worth individuals and families, clubs and service organizations, the business community).
- Train and equip volunteer fundraising leaders (trail ambassadors), who will be the 'boots on the ground' informing interested individuals and ad hoc groups about the scope and status of the project and how they can contribute funds and leverage their networks to promote funding for the project.

Critical to the Fundraising Plan is the ability to issue receipts to donors that they are able to claim as deductions for their annual income tax statements. In order to this ORTI and IDT are partnering with two established respected charitable organizations in the valley: the Central Okanagan Foundation (COF) and the Community Foundation of the North Okanagan (CFNO). Donors to the project will be directed by the ORTI team and trail ambassadors to make their contributions to COF or CFNO, who will issue a charitable tax receipt to the donors.

The community foundations will hold and manage the monies raised until needed to pay for development of the trail. As development costs for the trail are incurred the IDT will make

claims to the foundations in order to pay for the work. The foundations and IDT local governments will manage and account for the donation and expenses in compliance with good business practice and Canada Revenue Agency requirements.

Key to the fundraising campaign and development project is that, though the corridor transects several communities, financially it will be managed as one project. This means that donations received from the fundraising campaign, from whatever source, will be dealt with as if going in to a single project 'financial pot', to be expended across the entire length of the corridor until construction of the corridor is completed to the objectives outline in the Trail Development Plan along its entire length. This approach is intended to ensure that a continuous trail is developed in a timely manner and that, when it comes to achieving a basic level of continuous trail, that there are no 'have' or 'have not' communities.

At this time, it is not possible to project how long it will take to reach the fundraising target of \$7.86 million. As fundraising progresses ORTI should be able to

To maintain public interest in the fundraising campaign and to expedite completion of the initial phase of trail development the IDT is considering phasing the project such that logical items of work are done in stages over the course of the fundraising campaign. The final phase would be surfacing the entire length of the trail so that it could be opened to the public.

The IDT supports ORTI's role as the fundraising lead for the project and recommends that the Council endorse the Fundraising Plan.

#### **Financial/Budgetary Considerations:**

As this is a joint project of three local governments and a first nation, involving two charitable foundations, it will be necessary for the parties to set up accounting systems to manage the receipt, payment, transfer and accounting of the money for this project (n.b. by the 3<sup>rd</sup> quarter of 2016).

#### **Considerations not applicable to this report:**

**Internal Circulation:**

**Legal/Statutory Authority:**

**Legal/Statutory Procedural Requirements:**

**Existing Policy:**

**Personnel Implications:**

**External Agency/Public Comments:**

**Communications Comments:**

**Alternate Recommendation:**

Submitted by:

A. Gibbs, Senior Project Manager

Approved for inclusion:

☐

cc: A. Newcombe, Divisional Director, Infrastructure  
J. Creron, Divisional Director, Civic Operations  
D. Gilchrist, Divisional Director, Community Planning & Real Estate  
C. Weaden, Divisional Director, Communications and Information Services  
G. Davidson, Director, Financial Services



## It takes a community to build a legacy

The magnificent discontinued rail corridor between Coldstream and Kelowna has been secured by local government for public use.

Now it is our turn to make this trail happen.

### **The Rail Trail Fund Development Plan**

#### **Okanagan Rail Trail Initiative**

**April 12, 2016**



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# It takes a community to create a legacy

## Introduction

This fund development plan is a community effort. The strategies in it are the result of collaboration with the Community Foundations, Trans Canada Trail, The Shuswap Trail Alliance, The Columbia Valley Greenways Trail Alliance, the Association of Professional Fundraisers, community groups and experienced fundraisers. The strongest part of this community driven development plan is the people currently involved, and more importantly, the people and organizations that will become involved once the official campaign begins.

This plan is developed from experience and knowledge. A report at the end of the campaign summarizing how the money was raised to build this magnificent trail will contain many items not included in this document. This plan will guide the initial implementation of the fundraising campaign and will evolve and adapt to meet the needs of the community. This campaign will achieve its target and the trail will be build. The people involved will ensure that goal is met.

## Goals of the Campaign

- 1. To use a grass roots approach to motivate communities to come together and embrace this project as their own.**
- 2. Develop ownership in each community to provide a base for trail stewardship once the trail is constructed.**
- 3. To raise \$7.6 million to allow the IDT to build a hard-packed gravel trail from Coldstream to Kelowna.**

## The Fundraising Approach

Raising money for this project is a unique opportunity. The opportunity is to engage the community not only to make a donation, but to take ownership of the campaign and take pride in making this trial happen. Support for this trail is unprecedented. Over 10,000 people emailed the Okanagan Rail Trail Initiative indicating that they support the trail. A referendum on borrowing money to purchase the property brought out more voters than any other election in the District of Lake Country. Rail trail input sessions in March were extremely well attended with people excited to learn more. Community groups and service clubs are ready to help raise money. The community wants this trail. We have an unprecedented opportunity to engage the community and build this legacy together.

To facilitate this approach, The Okanagan Rail Trail Initiative (ORTI) will provide the organizational support to facilitate the engagement of individuals and organizations in the community to get involved. Our initial research, combined with feedback at the March open houses, has confirmed that individuals and organizations are eagerly awaiting the launch of the fundraising campaign. Overall, residents believe the trail will provide huge benefits to our communities and they want to make the trail happen as soon as possible. Thousands of individuals and many groups and organizations that want to see this trail constructed are willing to step up to donate and to encourage others to donate. This is what the community in the Columbia Valley experienced when they developed their fund development plan to raise \$5 million to build the Westside Legacy Trail connecting Invermere and Fairmont Hot Springs ([www.ourtrail.org](http://www.ourtrail.org)). They have met their initial one year goal and are now awaiting on matching funds to build the first section of their 25km trail.

## A Network of Ambassadors and Campaign Partners

ORTI will engage the community by developing a network of Trail Ambassadors to reach out to friends, family, community leaders, clubs, service groups, businesses and other organizations. Trail Ambassadors will be supported by a website, traditional media, social media, and other communication materials. Trail Ambassadors will communicate the need for fundraising and encourage others to get involved in raising awareness of the project. The theme of the campaign will be 'Let's Make It Happen' (to be finalized by creative agency providing marketing services).

ORTI and Trail Ambassadors will also engage businesses, non-profits, service groups and clubs to support and expand the campaign. The Central Okanagan Foundation and the Community Foundation of North Okanagan have partnered to accept all donations and provide tax receipts. Sproing Creative, a website and marketing company, have partnered to design all communication materials and host the website. Discussions are also underway with other businesses and organizations to support and expand the reach of the campaign and several other organizations have been identified. ORTI, Campaign Partners, and Trail Ambassadors will all work to spread the excitement and inspire individuals and organizations to donate and/or raise.



By building a network of campaign partners, the campaign can reach a much larger community, reach funding targets faster, and building the trail sooner. It takes a community to build a legacy.

## Types of Supporters

Similar to other fundraising campaigns, this fund development plan uses targeted strategies to engage different types of supporters. These include Trail Leaders, Trail Supporters, Trail Ambassadors, Campaign Partners, and the Business Community.

### *Trail Leaders (TL)*

This group of supporters includes individuals and families that are known to support community efforts and are inclined to either have slightly active lifestyles or have family members who do. These supporters are part of a smaller group that will make a gift contribution of \$10,000 to \$250,000.

These supporters are often inspired to give by their peer's act of giving, therefore this group will be developed through personal networks. Trail Ambassadors will work with Trail Leaders to host 'kitchen table' discussion where friends and family are invited to discuss the development of the trail and the benefits it will provide to the community. Donation packages developed to support this group will be provided and follow-up will be completed by both the host and a Trail Ambassador. Initial testing of 'kitchen table' discussions was very successful resulting in several commitments to donate once the campaign begins.

### *Trail Supporters (TS)*

This group includes individuals and families who will most likely be active users of the trail and is the largest group of supporters. These supporters will make a gift contribution of \$25 to \$5000. Some of these individuals and families have identified themselves through the [okanaganrailtrail.ca](http://okanaganrailtrail.ca) website, social media or signed up at the recent community open houses. This group will also be reach through personal networks and supported through an email newsletter (mailed directly or forwarded from others), social media, news media, and communication materials. Supporters will be directed to the website for online donations or to the foundations for donations greater than \$1,000. Regular media updates with this group will keep them informed of any fundraising events, total funds raised to date, and progress with trail planning and development. This group will be an important source of donations as they will encourage friends and family to contribute to the development of the trail as well. (Note: this approach worked very well in gaining emails of support in the pre-purchase phase of this project).

This group will also be the primary source of *Trail Ambassadors (TA)*. Trail Ambassadors are volunteers that wish to officially encourage others to support the campaign. Trail Ambassadors will be given formal training in how to present the trail development project and will be supported by ORTI.

### *Campaign Partners (CP)*

This group consists of community service clubs and organizations that promote and support tourism, outdoor activities and fitness. The goal with this group is to inspire them to host events and other activities to raise

awareness of the campaign, raise funds for the development of the trail and encourage their members to get involved. Presentations outlining the benefits to the community will be made to these groups and support will be provided by Trail Ambassadors.

### *Business Community (BC) – Donors and Campaign Partners*

This group consists of businesses and business support organizations (e.g. Chamber of Commerce) that wish to support the community campaign through donations, encouraging their employees, customers and members to donate or get involved, or provide in-kind services or products to support the campaign.

## **Raising the Money - Campaign Targets**

A focus of the campaign will be helping people to

1. realize that the trail will not be built until we, the community, raise the money to build the trail,
2. understand the costs associated with developing the trail,
3. imagine the benefits this legacy will provide, and
4. make a donation

To assist with understanding the cost to build the trail supporting communication material will outline the process and a breakdown of costs associated with the development of the trail. This will be reinforced by determining a cost per meter of construction and encouraging supporters to fund a meter. Donors will also be recognized by kilometers, meters, or portion of meters, funded. Total funding progress will also be expressed in meters to date.

The table to right provides a breakdown of donations by gift size.

Reaching potential supporters will be imperative to the campaign. Thirty thousand supporters providing an average gift of \$222 are required to raise the \$7.6 million to build the trail. We will get there by having friends, family, community leaders, clubs, service groups, businesses and other organizations reaching out to others to engage them in this campaign.

It takes a community to build this legacy.

The assumptions and targets developed to achieve the gifts outlined in the table are provided below.

- Trail Leaders - 35 kitchen table discussions will be held resulting in 3 gifts per meeting
- Trail Supporters - 118,000 supporters reached 4 times (on average) resulting with 1 in 4 providing a gift
- Campaign Partners - 40 organizations reached resulting with 1 in 2 raising funds
- Business Community - 120 organizations reached resulting with 1 in 3 making a donation

<i>Gift (\$)</i>	<i># of</i>	<i>Total (\$)</i>
250,000	0	-
200,000	1	200,000
150,000	2	300,000
100,000	3	300,000
75,000	4	300,000
50,000	8	400,000
25,000	10	250,000
20,000	12	240,000
15,000	15	225,000
10,000	45	450,000
4,500	50	225,000
3,000	90	270,000
1,500	150	225,000
750	200	150,000
450	250	112,500
300	1,100	330,000
150	16,000	2,400,000
50	6,000	300,000
25	6,000	150,000
<b>Total</b>	<b>29,920</b>	<b>6,627,500</b>
<b>Grants</b>		<b>1,000,000</b>

Reaching supporters will be the task of Trail Ambassadors and Campaign Partners with support from ORTI.

To gain and keep momentum during the campaign, interim targets corresponding to the trail development process will be identified in partnership with the IDT. Experience from the Trans Canada Trail (<http://tctrail.ca/>) and Westside Legacy Trail ([www.ourtrail.org](http://www.ourtrail.org)) campaigns indicates that this strategy for large scale projects does build momentum, allows for matching grant opportunities and makes the campaign much more manageable.

The remaining source of funding for the project will come from grants. There are however limited grants (number and dollar amounts) for building trails that are available for non-profits to apply for. ORTI will continue to build a list of available grants, make applications and work with IDT on any municipal granting opportunities.

## Sponsorship

Sponsorship requires more discussion. IDT and the municipalities will need to decide if they want sponsorship along this trail. If the IDT partners decide to endorse sponsorship, it would be best to prepare a strategy when trail amenities are better known. This would allow time for a better understanding of each municipality's bylaws, identification of physical opportunities for sponsorship and the ability to provide potential sponsors with traffic counts and projections to increase the value of sponsorship. Also, in the next year we will have a much better feel for how the balance of the fundraising is going.

ORTI is prepared to work with the IDT on sponsorship opportunities when opportunities arise.

## Supporter Recognition

All supporters will be recognized on the campaign website on a 'digital wall of recognition' by the # of kilometer, meters, or partial meters of construction funded. There will be a digit wall for families and individuals and a second for organizations and businesses. There will also be a digital wall of recognition for campaign partners; businesses and organizations who are providing in-kind services and products to the campaign. Larger donations may also be recognized in partnership with the Foundations and other campaign partners through media events and releases.

## Campaign Support Materials

All fundraising communications products are being developed with Sproing Creative. All materials will be coordinated and deliver key messages targeted to desired audience (see Appendix 3 for key messages by supporter type). Below is a table of many of the campaign support materials

<i>Item</i>	<i>Purpose</i>	<i>Details/Call to action</i>
Letter	Inspire Trail Leaders to donate and encourage others to donate to the foundations	This letter will detail the specific benefits that their donation will provide to the community and an overview of the costs of the trail. Instructions on how to provide gift to foundations. <b>Call to action:</b> 1) donate, 2) encourage network to donate

<i>Item</i>	<i>Purpose</i>	<i>Details/Call to action</i>
Social media	To enable and inspire others to expand the reach of the campaign	Regular posts on fundraising progress, stories from the campaign trail (stories of donors and supporters, events, etc.), and \$ needed for next phase of construction. <b>Call to action:</b> 1) donate, 2) get involved, 3) encourage their network to donate
Videos	To inspire donations and get involved	This will include professional video along with contributions from trail supporters. <b>Call to action:</b> 1) donate, 2) get involved, 3) visit the website
Posters	To inspire donations and get involved	Visual with inspiring words directing people to the website. <b>Call to action:</b> 1) donate, 2) get involved, 3) visit the website
Trailhead Signs	To inspire current trail users to donate and encourage others to donate	Signs on property indicating future location, the benefits of developing the trail, and outlining the need to donate. <b>Call to action:</b> 1) donate, 2) get involved, 3) visit the website
Presentations	To inspire other groups to raise money and/or to inspire individual donations	Presentations specific to each group highlighting the benefits of the trail and overview of costs to inspire them to raise money within their group or host events to raise money. <b>Call to action:</b> 1) donate, 2) hosts events to raise awareness and money
Website	To inspire community fundraising and keep people informed of progress	Details provide in appendix

Other communications tools will be developed as determined by Trail Ambassadors and Campaign Partners.

## Development Plan Management

Dedicated experienced volunteers will manage the implementation of the development plan. Regular results/planning meetings reviewing website, social media, event and donation metrics will be conducted with the implementation team. Strategies will be adjusted base on results with input from Trail Ambassadors and Campaign Partners. Key areas of the implementation plan have been assigned to leaders and/or coordinators. Updates will be provided to IDT bi-weekly.



## Summary

Raising \$7.5 million will be challenge. It is a challenge however that this community is willing to take on. Discussion with Trail Leaders, Trail Supporters, Business and Campaign Partners indicate the community is excited and ready to make this trail happen. Partnering with the North Okanagan Community Foundation and the Central Okanagan Foundation and creating a network of Trail Ambassadors and Campaign Partners the campaign will reach and inspire trail supporters from Edmonton to Victoria to get involved and help make this trail happen.

## Appendix 1 – Website Site Map

Top Level/Sub Page	Purpose	Content Required	Call to Action
<b>Homepage</b>	To get people engaged in the project to build the trail	<ol style="list-style-type: none"> <li>1. Inspiring introduction paragraph</li> <li>2. Inspiring images</li> <li>3. Donate Now Button</li> <li>4. Get Involved Button</li> <li>5. Progress to target fund raising (% to current target, total meters funded, # of donors). Note, we will need a message below indicating the current \$ amount target and why it is important.</li> <li>6. E-letter signup and social media</li> <li>7. Message at bottom – It will take a community to build a legacy</li> </ol>	<ol style="list-style-type: none"> <li>1. donate button</li> <li>2. get involved button</li> <li>3. sign up for updates (social media and e-news letter)</li> </ol>
<b>Our Trail</b>	To motivate people to give a donation and get involved.	<ol style="list-style-type: none"> <li>1. Introduction recognizing work to date by government</li> <li>2. Benefits of the trail</li> <li>3. Inspiring images</li> <li>4. Donate Now Button</li> <li>5. Get Involved Button</li> <li>6. Link to subpage of constructing the trail</li> <li>7. Link to subpage of overview of project</li> <li>8. Link to Impact Assessment Report (or summary)</li> <li>9. Link to Map</li> </ol>	<ol style="list-style-type: none"> <li>1. donate button</li> <li>2. get involved button</li> <li>3. sign up for updates</li> </ol>
<b>Constructing a trail</b>	Provide potential donors an understanding of costs and how their money will be used.	<ol style="list-style-type: none"> <li>1. Overview of how the trail will be constructed and associated costs. Will include phases of construction that will include targets and timeframe for funding.</li> <li>2. Images showing construction engineering and drawings</li> <li>3. Updates on trail development to date</li> </ol>	<ol style="list-style-type: none"> <li>1. donate button</li> <li>2. get involved button</li> <li>3. sign up for updates</li> </ol>
<b>Project Organizational Structure</b>	Provide people clarification on who is doing what.	<ol style="list-style-type: none"> <li>1. Short description of each organization (IDT, each Foundation, ORTI, A map showing ownership of trail by municipality).</li> <li>2. Logos and links to each organization</li> <li>3. Donate Now Button</li> <li>4. Get Involved Button</li> </ol>	<ol style="list-style-type: none"> <li>1. Direct people to area to answer questions they many have</li> <li>2. Hit the get involved button</li> <li>3. Sign up for updates</li> </ol>
<b>Donate Now</b>	Receive and/or direct donations	<ol style="list-style-type: none"> <li>1. Inspiring introduction paragraph</li> <li>2. Explanation of where donations are going and all donations will be used for trail development costs (notice: cannot direct your donation to a specific cost or section of trail)</li> <li>3. Explanation of Donating online vs writing a cheque to Foundations</li> <li>4. Explanation of how to donate directly to each Foundation</li> <li>5. Inspiring images</li> <li>6. Donate Now Button (online – Canada Helps)</li> <li>7. Get Involved Button</li> <li>8. Progress to target fund raising (% to current target, total meters funded, # of donors)</li> <li>9. E-letter signup and social media</li> </ol>	<ol style="list-style-type: none"> <li>1. Donate</li> <li>2. Get involved button</li> <li>3. Sign up for updates</li> </ol>

Top Level/Sub Page	Purpose	Content Required	Call to Action
<b>Get Involved</b>	Inspire individuals and organizations to get involved in the campaign.	<ol style="list-style-type: none"> <li>1. Inspiring introduction paragraph</li> <li>2. Explanation how you can get involved – individuals as Trail Ambassadors, Clubs and Service Groups as fundraisers, Businesses and Organizations as fundraisers, Business and Organizations as campaign partners</li> <li>3. Inspiring images</li> <li>4. Donate Now Button</li> <li>5. Progress to target fund raising (% to current target, total meters funded, # of donors)</li> <li>6. E-letter signup and social media</li> </ol>	<ol style="list-style-type: none"> <li>1. Have individuals, clubs and service groups and Businesses/organizations submit information to get involved</li> <li>2. Spread the word of the campaign</li> <li>3. Help raise money</li> <li>4. Sign up for updates</li> </ol>
<b>Trail Supporters</b>	To recognize trail supporters and to get individuals and organizations involved in supporting the campaign	<ol style="list-style-type: none"> <li>1. A short statement thanking all donors</li> <li>2. Inspiring images</li> <li>3. Link to Individual and Family Supporters</li> <li>4. Link to Organization/business Supporters</li> <li>5. Link to Campaign Partners</li> <li>6. Donate Now Button</li> <li>7. Get Involved Button</li> <li>8. Progress to target fund raising (% to current target, total meters funded, # of donors)</li> <li>9. E-letter signup and social media</li> </ol>	<ol style="list-style-type: none"> <li>1. donate button</li> <li>2. get involved button</li> <li>3. sign up for updates</li> </ol>
<b>Individual and Family donors</b>	Recognize individuals and families who have donated	<ol style="list-style-type: none"> <li>1. Table of individuals and families by name and meters funded (ability to have part meters as well, sort by name and meters funded)</li> <li>2. Donate Now Button</li> <li>3. Get Involved Button</li> <li>4. E-letter signup and social media</li> </ol>	<ol style="list-style-type: none"> <li>1. feel recognized</li> <li>2. donate button</li> <li>3. get involved button</li> <li>4. sign up for updates</li> </ol>
<b>Business / Organization donors</b>	Recognize businesses and organizations who have donated	<ol style="list-style-type: none"> <li>1. Table of businesses, organizations, clubs and service groups by name, logo and meters funded (ability to have part meters as well, sort by name and meters funded)</li> <li>2. Donate Now Button</li> <li>3. Get Involved Button</li> <li>4. E-letter signup and social media</li> </ol>	<ol style="list-style-type: none"> <li>1. feel recognized</li> <li>2. donate button</li> <li>3. get involved button</li> <li>4. sign up for updates</li> </ol>
<b>Campaign Partners</b>	Recognize businesses and organizations supporting the campaign	<ol style="list-style-type: none"> <li>1. Table of businesses and organizations by name, logo and what their role is.</li> <li>2. Donate Now Button</li> <li>3. Get Involved Button</li> <li>4. E-letter signup and social media</li> </ol>	<ol style="list-style-type: none"> <li>1. feel recognized</li> <li>2. donate button</li> <li>3. get involved button</li> <li>4. sign up for updates</li> </ol>
<b>Events</b>	Keep people informed of fundraising events	List of upcoming events in the community supporting the rail trail (open houses, milestone celebrations, fundraisers, etc.) Chronological List view. Could be calendar view if the events are too numerous.	<ol style="list-style-type: none"> <li>1. Have people attend events</li> <li>2. Event organizers upload event details for posting (FORM)</li> <li>3. Sign up for updates</li> </ol>
<b>Resources</b>	Enable others to raise money for the trail	Enable others to raise money for the trail	<ol style="list-style-type: none"> <li>1. Have supporters download information and help raise money</li> </ol>

## Appendix 2 – Overview of Communication Timing

TL – Trail Leaders, TS - Trail Supporters, TA – Trail Ambassadors, CP – Campaign Partners, BC – Business Community

<i>Month</i>	<i>Task/Supporter Group</i>	<i>Communication/actions</i>
April	Pre-launch build up	Use various tools (e.g. social media) to build excitement leading to day 1 of fundraising campaign.
	TL – Prepare for kitchen table discussions	Finalize materials and schedule kitchen table discussions
	TS – prepare for launch	Finalize website and all supporting material.
	TA – prepare for training	Development training process and material.
	CP - Meet with CS's in each community	Provide overview of campaign and discuss possible fund raising events and the supporting materials required.
	BC – prepare for Launch	Develop list of targeted organizations.
April 25	Launch Campaign	Website live with ability to accept donations Press release to media Email first newsletter to existing supporters Social Media update (Facebook, Twitter, YouTube, Instagram)
May	Install Trail Head Signs	Inform people about the fundraising campaign
	Launch of Rail Trail Ale	Notice in newsletter, website, media release and social media
	TL	Continue to schedule kitchen table discussions
	TS	Engage through social media updates
	TA	Enlist through website and social media and host 1 <sup>st</sup> training session
	CP	Request meeting/presentation to CS's not met with yet
	BC	Begin outreach
	Grants	Continue identifying and apply
June	Campaign rally in each Municipality	Campaign events celebrating the start of the Campaign and announce current funds raised to date
	Make videos of key supporters	Send videos of supporters through social media (this will continue throughout the campaign)
	Start Billboard Campaign	Billboards in North and Central Okanagan (if required)
	TL	Continue to schedule kitchen table discussions and keep current donors updated.
	TS	Social Media, e-newsletter and Website update -# of supporters and meters funded
	TA	TAs hosting information sessions (coffee/wine talks) and supporting local community fundraising.
	CP	Follow-up on letter continuing to schedule meetings/presentations
	BC	Continue outreach and keep current supporters updated.
	Grants	Identify and apply
July	Make promotional video	Distribute through social media
	TL, TS, TA, CP, BC and Grant strategies refined based on results to date	With input from campaign partners and trail ambassadors, refine strategies based on results to date and input from TAs and CPs
August	Plans will be developed based from results to date	

<i>Audience</i>	<i>Key Messages</i>	<i>Website</i>	<i>Social Media</i>	<i>Other communication Tools</i>
<b>Trail Leaders</b>	<ol style="list-style-type: none"> <li>1. Highlight the benefit of the trail and the legacy it will provide.</li> <li>2. Show bigger picture (map) of how it can lead to a much bigger opportunity (not on website - just in package)</li> <li>3. Show breakdown of how 7.5 million dollars will be raised</li> <li>4. Show breakdown of costs and phases of construction</li> <li>5. Use the meters funded from other donors as incentive</li> <li>6. Updates on funding progress</li> <li>7. Updates on project milestones</li> </ol>	<ol style="list-style-type: none"> <li>1. Website to express a level of professionalism and contain facts with reference material</li> <li>2. Clearly articulate benefits on website and make it easy to find</li> <li>3. Explain breakdown of costs and make it easy to find</li> </ol>	<ol style="list-style-type: none"> <li>1. Won't be targeted specifically by social media (however acknowledge that they may still subscribe)</li> </ol>	<b>Intro Letter:</b> <ol style="list-style-type: none"> <li>1. personalized</li> <li>2. Outline benefits</li> <li>3. Outline costs</li> <li>4. Stress legacy nature of project</li> </ol> <b>TL News Letter:</b> (updates emailed) <ol style="list-style-type: none"> <li>1. Updates on funds raised</li> </ol> Updates on project progression <b>Media Releases:</b> <ol style="list-style-type: none"> <li>1. Recognition</li> </ol>
<b>Trail Supporters: 3 types</b> <b>A) Excited and want to donate</b>  <b>B) Excited and want to get involved</b>	<ol style="list-style-type: none"> <li>1. The campaign has begun and it now time for you to contribute.</li> <li>2. Updates on funding progress</li> <li>3. Updates on project milestones</li> <li>4. Your full donation goes toward the develop costs of the trail (noting that donors cannot direct their gift to specific costs or sections of the trail)</li> </ol>	<ol style="list-style-type: none"> <li>1. Instructions on how to donate - make it obvious and crystal clear</li> <li>2. Instructions on how to get involved- make it obvious and crystal clear</li> <li>3. Funding progress</li> <li>4. Project Progress</li> </ol>	<ol style="list-style-type: none"> <li>1. updates on funding progress with reminders to go to the website to see the list of current supporters</li> <li>2. updates on events</li> <li>3. project progress update</li> <li>4. reminders to donate/get involved</li> </ol>	<b>e-news letter:</b> <ol style="list-style-type: none"> <li>1. reminders of need to donate and get involved</li> <li>2. funding and project updates</li> <li>3. reminders to go look at the trail supporters on the website</li> </ol>
<b>C) Know a bit about the trail</b> and are now interested in learning more about	<ol style="list-style-type: none"> <li>1. Get them excited to donate and get involved</li> <li>2. Need to know about how the trail will benefit the community and create a legacy</li> <li>3. Need to understand the cost of constructing the trail and understand where their money will go</li> <li>4. Need to get them excited about the trail</li> </ol>	<ol style="list-style-type: none"> <li>1. Clearly articulate benefits</li> <li>2. Explain breakdown of costs</li> <li>3. Instructions on how to donate</li> <li>4. Instructions on how to get involved</li> <li>5. Funding progress</li> <li>6. Project Progress</li> </ol>	<ol style="list-style-type: none"> <li>1. Some posts include benefits of trail</li> <li>2. Some posts to include high level update on costs</li> <li>3. Some posts to include legacy aspect of project</li> </ol>	<b>Brochure:</b> <ol style="list-style-type: none"> <li>1. move people to website</li> <li>2. benefits of trail</li> <li>3. costs to build the trail</li> </ol> <b>Posters:</b> <ol style="list-style-type: none"> <li>1. motivate to go to the website</li> </ol>
<b>Potential Trail Supporters</b>	<ol style="list-style-type: none"> <li>1. Understand the opportunity and how it came about (very brief).</li> <li>2. Need to know about how the trail will benefit the community and create a legacy.</li> <li>3. Need to understand why the trail cost so much, and understand where their money will go</li> <li>4. Need to get them excited about the trail</li> </ol>	<ol style="list-style-type: none"> <li>1. Same as group C along with</li> <li>2. A very brief overview of how this opportunity came about</li> </ol>	<ol style="list-style-type: none"> <li>3. Same as groups A-C (when they become supporters and sign up.</li> </ol>	<b>Brochure:</b> <ol style="list-style-type: none"> <li>1. move people to website</li> <li>2. benefits of trail</li> <li>3. costs to build the trail</li> </ol> <b>Posters:</b> motivate people to go to the website
<b>People who don't support the trail and/or have concerns</b>	<ol style="list-style-type: none"> <li>1. Acknowledge that some people may have concerns and address them if possible.</li> <li>2. Stress the value of the trail to the larger community and the legacy it will provide.</li> <li>3. Provide details of the breakdown of the costs and a brief explanation of why they won't increase</li> </ol>	<ol style="list-style-type: none"> <li>1. Acknowledge that there are concerns</li> <li>2. Clearly articulate benefits</li> <li>3. Explain breakdown of costs</li> <li>4. Make it clear who to contact with questions and concerns</li> </ol>		

<i>Audience</i>	<i>Key Messages</i>	<i>Website</i>	<i>Social Media</i>	<i>Other communication Tools</i>
<b>Trail Ambassadors</b>	<ol style="list-style-type: none"> <li>1. Need to get the word out that the campaign needs trail ambassadors and inspire them to join</li> <li>2. Clear message on what their role will be and how they become ambassadors.</li> <li>3. Provide recognition for Trail Ambassadors.</li> <li>4. Provide support for their work on the campaign</li> </ol>	<ol style="list-style-type: none"> <li>1. Motivate people to become TA</li> <li>2. Clear instructions on how to get involved</li> <li>3. Materials supporting TA easily available</li> </ol>	<ol style="list-style-type: none"> <li>1. Post motivating to become a TA</li> </ol>	<p><b>TA News Letter:</b> (updates emailed)</p> <ol style="list-style-type: none"> <li>1. Updates on funds raised</li> <li>2. Updates on project progression</li> <li>3. Information on any upcoming meetings</li> </ol> <p><b>Display Boards</b> (to be used by TA)</p> <ol style="list-style-type: none"> <li>1. Clearly articulate benefits</li> <li>2. Explain breakdown of costs</li> <li>3. Motivate people to get involved</li> <li>4. Motivate people to donate</li> </ol>
<b>Campaign Partners</b>	<ol style="list-style-type: none"> <li>1. Need to get the word out that the campaign needs partners and inspire them to join.</li> <li>2. Clear message on what their role will be and how they become campaign partners. <ol style="list-style-type: none"> <li>i. In kind donations - be clear on the need (e.g. printers, t-shirt makers, etc.)</li> <li>ii. Campaigners - raise awareness, host events, raise money, and inspire donations.</li> </ol> </li> <li>3. Provide recognition for campaign partners.</li> <li>4. Provide support for campaign partner's work/events.</li> </ol>	<ol style="list-style-type: none"> <li>1. Motivate organizations to become CP</li> <li>2. Clear instructions on how to get involved</li> <li>3. Materials supporting CP available</li> </ol>	<ol style="list-style-type: none"> <li>1. Posts motivating to become a CP</li> <li>2. Post supporting CP events</li> <li>3. Post recognizing CP for their support in the campaign</li> </ol>	<p><b>CP News Letter:</b> (updates emailed)</p> <ol style="list-style-type: none"> <li>1. Updates on funds raised</li> <li>2. Updates on project progression</li> <li>3. Information on any upcoming meetings</li> </ol> <p><b>Presentation:</b></p> <ol style="list-style-type: none"> <li>1. Clearly articulate benefits</li> <li>2. Explain breakdown of costs</li> <li>3. Motivate them to become CP</li> </ol> <p><b>Display Boards</b> (to be used by CP)</p> <ol style="list-style-type: none"> <li>1. Clearly articulate benefits</li> <li>2. Explain breakdown of costs</li> <li>3. Motivate people to get involved</li> <li>4. Motivate people to donate</li> </ol> <p><b>Media Releases:</b></p> <ol style="list-style-type: none"> <li>1. Recognition and events</li> </ol>
<b>Businesses</b>	<ol style="list-style-type: none"> <li>1. Highlight the benefit of the trail and the legacy aspect of it</li> <li>2. Show bigger picture (map) of how it can lead to a much bigger opportunity (not on website - just in package)</li> <li>3. Show breakdown of how 7.5 million dollars will be raised</li> <li>4. Show breakdown of costs and phases of construction</li> <li>5. Use the meters funded from other donors as incentive</li> <li>6. Updates on funding progress</li> <li>7. Updates on project milestones (estimated construction dates and current phase of construction)</li> </ol>	<ol style="list-style-type: none"> <li>1. Website to express a level of professionalism and contain facts with reference material</li> <li>2. Clearly articulate benefits on website</li> <li>3. Explain breakdown of costs</li> </ol>	<ol style="list-style-type: none"> <li>1. Some posts include benefits of the trail</li> <li>2. Some posts to include high level update on costs</li> <li>3. Some posts to include legacy aspect of project</li> </ol>	<p><b>Intro Letter:</b></p> <ol style="list-style-type: none"> <li>1. personalized</li> <li>2. Outline benefits</li> <li>3. Outline costs</li> <li>4. Stress legacy nature of project</li> </ol> <p><b>BC News Letter:</b> (updates emailed)</p> <ol style="list-style-type: none"> <li>1. Updates on funds raised</li> </ol> <p>Updates on project progression</p> <p><b>Media Releases:</b></p> <ol style="list-style-type: none"> <li>1. Recognition</li> </ol>

# Report to Council



**Date:** April 18, 2016  
**File:** 11140-50  
**To:** City Manager  
**From:** M. Olson, Manager, Property Management  
**Subject:** ASSIGNMENT OF LEASE - WINE & ART KELOWNA INC (315 LAWRENCE AVE.)  
Report Prepared by: T. Abrahamson, Property Officer

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## **Recommendation:**

THAT Council approves the Assignment of Lease from Wine & Art Kelowna Inc. to Wine & Art Kelowna (2016) Inc. for City-owned commercial premises located at 315 Lawrence Avenue for the balance of the initial term and the five (5) year renewal term, in the form attached to the report of the Property Manager, dated April 18, 2016;

AND THAT Mayor and City Clerk be authorized to execute all documents necessary to complete the transaction.

## **Purpose:**

That Council approve the Assignment of Lease from Wine & Art Kelowna Inc. to Wine & Art Kelowna (2016) Inc. for City-owned commercial premises located in the Chapman Parkade at 315 Lawrence Avenue.

## **Background:**

The Assignor, Wine & Art Kelowna Inc., entered into a five (5) year Lease with the City of Kelowna in November, 2014. A transfer of the business ownership is taking place and thus an assignment of the lease is required. The Lease allows an assignment of the lease during the initial term and any renewals provided the Assignee has met all the conditions of the assignment including the provision of a guarantee from the Assignor.

Wilbur Turner, the Assignee and owner of Wine & Art Kelowna (2016) Inc., has met all terms required under the Lease, including background credit and financial checks and has completed the incorporation of the new company. In addition, the Assignor has provided a personal guarantee for the first term of the lease which is due to expire November 30, 2019.

Wine & Art Kelowna (2016) Inc. is committed to building on the success of the original company by continuing to offer a venue to showcase local talent and wines in a creative atmosphere; therefore, Staff are supportive of the assignment.

**Considerations not applicable to this report:**

Internal Circulation:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

**Submitted by:** M. Olson, Manager, Property Management

**Approved for inclusion:** D. Edstrom, Director, Real Estate

**Attachments:** 1. Assignment of Lease  
2. Website Package  
3. PowerPoint Presentation

**cc:** L. Walter, Revenue Manager

## ASSIGNMENT OF LEASE

THIS AGREEMENT made the 4<sup>th</sup> day of April, 2016

BETWEEN:

Wine & Art Kelowna Inc.  
2328 Country Club Drive  
Kelowna, BC V1C 2A6

(the "Assignor")

AND

Wine & Art Kelowna (2016) Inc.  
#30 - 3626 Mission Springs Drive  
Kelowna, BC V1W 5L1

(the "Assignee")

AND

THE CITY OF KELOWNA, a municipal corporation with offices  
at 1435 Water Street, Kelowna, British Columbia, V1Y 1J4

(the "City")

PREMISES

315 Lawrence Avenue, Kelowna, BC

WHEREAS

- A. Pursuant to a Lease dated the 6<sup>th</sup> day of October, 2014, made between the City and the Assignor for a term of five (5) years to be ending the 30<sup>th</sup> day of November, 2019, subject to the terms and conditions contained in the Lease, a copy of which is attached as Schedule "A";
- B. The Assignor and the Assignee have entered into a contract of purchase and sale, attached as Schedule "B", of the assets of the Assignor's business ("Offer to Purchase") known as Wine & Art and located at 315 Lawrence Avenue, Kelowna, BC with a closing date of 14<sup>th</sup> day of April 2016 ("Closing Date") and as such the Assignee has requested the Assignor to transfer to the Assignee the residue of the term of the Lease; and
- C. The Assignor has requested the City's consent to the said assignment of the Lease.

NOW THEREFORE THIS AGREEMENT WITNESSES THAT in consideration of the mutual covenants and agreements herein contained, and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged), the parties covenant and agree as follows:

1. As and from the Closing Date, the Assignor grants, assigns, transfers and sets over absolutely and unconditionally unto the Assignee all of the Assignor's right, title and interest both at law and in equity in and to the Premises, the Lease, and the unexpired residue of the term thereof and any rights of renewal contained therein and all other benefits and advantages to be derived therefrom, to hold unto the Assignee subject to the payment of rent and the observance and performance by the Assignee of the Assignor's covenants, agreements and obligations contained in the Lease.
2. The Assignor represents and warrants to the Assignee that:
  - (a) subject to receipt of the City's consent, the Assignor has full right and authority to assign its interest in the Lease as contemplated hereby;
  - (b) the Assignor's interest in the Lease is free and clear of all liens, charges, encumbrances and judgments of any nature or kind whatsoever;
  - (c) the Lease is good, valid and subsisting and the Assignor has observed and performed each and every covenant, agreement and obligation of the Assignor therein required to be observed or performed by it to the Closing Date; and
  - (d) the Lease has not previously been terminated, amended or assigned, other than as set out herein.
3. As and from the Closing Date, the Assignee assumes and agrees to observe, perform, be bound by and be liable under, as an obligation of the Assignee, each and every covenant, agreement and obligation of the Assignor under the Lease required to be observed or performed on or after the Closing Date.
4. The Assignor will indemnify, defend and save harmless the Assignee from and against all actions, suits, losses, damages and expenses for or on account of the non-observance or non-performance of any of the covenants, agreements obligations contained in the Lease arising prior to the Closing Date, and the Assignee will indemnify, defend and save harmless the Assignor from and against all actions, suits, losses, damages and expenses for or on account of the non-observance or non-performance of any of the covenants, agreements or obligations contained in the Lease arising on or after the Closing Date.
5. The City consents to the assignment by the Assignor to the Assignee of all of the Assignor's right, title and interest in the Lease and the unexpired residue of the term thereof and any rights of renewal contained therein, and

- acknowledges that the Assignor is not now in default under the terms of the Lease.
6. The consent of the City shall not be deemed to authorize any further or other assignment or subletting or the granting of any right of Lease of possession or occupancy without permission of the Landlord subject to the terms and conditions set out in the Lease.
  7. The City does not release the Assignor from and against any and all liability, covenants, promises and conditions related to the Lease until the first term of five (5) years has expired. The City will release the Assignor from and against any and all liability, covenants, promises and conditions related to the Lease at the commencement of any renewal terms.
  8. Further to the terms of Part 10.6 of the Lease, the Assignor will remit an Assignment fee to the City in the amount of \$300.00.
  9. The Assignor agrees with the Assignee that it will from time to time and at all times hereafter at the request and the cost of the Assignee execute and deliver to the Assignee such further assurances in respect of this Agreement as the Assignee may reasonably require.
  10. This Agreement shall be binding upon and enure to the benefit of the parties and their respective successors and assigns.
  11. The invalidity or unenforceability of any provision of this Agreement or any part thereof shall not affect the validity or enforceability of the remainder of this Agreement or the remainder of such provision.
  12. This Agreement shall be governed by and construed in accordance with the laws of British Columbia.

IN WITNESS WHEREOF the parties hereto have hereunto affixed their signatures on the date first above written.

SIGNED, SEALED and DELIVERED  
by the City in the presence of:

\_\_\_\_\_  
Witness

) CITY OF KELOWNA by its  
) authorized signatories:  
)  
)  
)  
)  
)  
)

\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Authorized Signatory

SIGNED, SEALED and DELIVERED  
by the Assignor in the presence of:

\_\_\_\_\_  
Witness

*Tammy ABRAHAMSON*

) Wine & Art by its  
) authorized signatories:  
)  
)  
)  
)  
)  
)

*WILBUR TURNER*  
\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Authorized Signatory

SIGNED, SEALED and DELIVERED  
by the Assignee in the presence of:

\_\_\_\_\_  
Witness

*Tammy ABRAHAMSON*

) Wine & Art Kelowna (2016) Inc.  
) by its authorized signatories:  
)  
)  
)  
)  
)  
)

*MARCI MANEGRE*  
\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Authorized Signatory



Wine + Art Bistro and Wine Bar, Kelowna, BC  
315 Lawrence Ave, Kelowna BC, 778-484-2781

[Home](#) [Calendar of Events](#) [Wine + Paint](#) [Register for Classes](#) [Piano Bar](#) [Contact](#) [Menu](#) [More](#)



#### Wine Bar

Wine & Art Bistro and Wine Bar offers the finest selection of local wines in a creative and classy environment.

Located in the heart of downtown Kelowna, our restaurant is the perfect place to stop in for a break after work, or for an appetizer in the evening.

**Hours of Operation**  
Tuesday - Saturday  
4 pm - late

Closed Sundays and Mondays, but will accept event reservations. [Contact us](#) for details.

Lunch: By reservation only for parties of 6 or more. Please allow 24 hours notice.

#### Art Gallery + Art Classes

The walls of Wine & Art Bistro and Wine Bar are covered with a collection of art from local artists. Local fine art is displayed, not just to enhance our creative atmosphere. The art will be changed every 2 months, showcasing some of the best talent the Okanagan has to offer.

We love to pair our local wines with art instruction from some of the best local artists.

Every Thursday, we offer our Wine + Paint classes. Please see "[Register for Classes](#)" for details.

#### Piano Bar + Live Entertainment

Wine & Art Bistro and Wine Bar is now a Piano Bar featuring our New Baby Grand.

Come by Friday and Saturday nights for live entertainment starting at 8 pm. No cover charge.

Check our [Calendar of Events](#) for our entertainment schedule and upcoming public events.

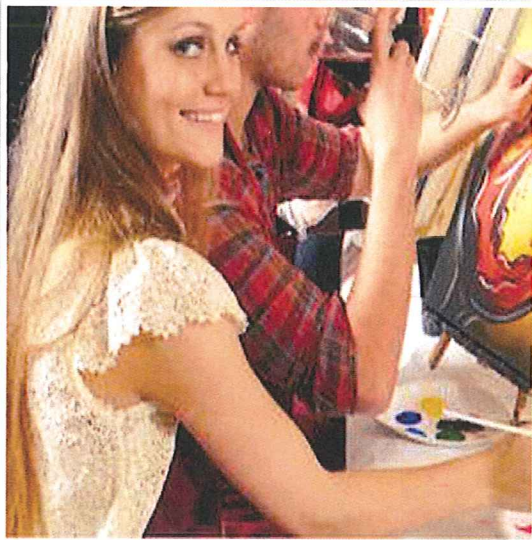
More information on the performers is available on our [Piano Bar](#) page.



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## Wine + Paint



### Wine + Paint Classes

**Thursdays**

**6 pm - 9 pm**

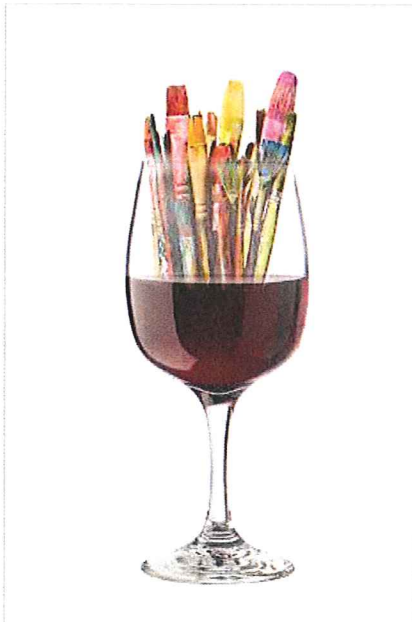
Are you interested in learning to paint from a local, professional artist while sipping on local Okanagan wine? Our Wine + Paint classes are perfect for you. No experience is required. These classes are actually designed for people with no experience. It's an opportunity to have fun, release stress, and unleash your creative side. Either choose the date that works best for you, or choose the artist you would like to work with.

**\$60/person**

**Includes:** Instruction from a professional artist, all art supplies, canvas, apron, two glasses of Gray Monk Latitude 50 wine, a buffet of appetizers and croissant sandwiches.

See [Register for Classes](#) to sign up. Goupons and Discounts are not applicable for the classes.

If you have a group and would like to schedule a class with an artist on a different day, or you would like to book a private party, please [contact us](#).



### Freestyle Painting

**Tuesdays + Wednesdays**

**4 pm - close**

**Fridays + Saturdays**

**4 pm - 8 pm**

Would you like to stop in, grab a canvas, and paint at your own leisure? Please join us for Freestyle Painting. We do the set up and clean up for you. Please [contact us](#) for a reservation.

**Small Canvas (12 x 16) = \$50**

**Includes:** Canvas, Paint, Brushes and Art Supplies, Apron, One Glass of Gray Monk Wine, Parmesan Pepper Popcorn, Initial Set Up with Instructions, & Clean Up

**Medium Canvas (16 x 24) = \$70**

**Includes:** Canvas, Paint, Brushes and Art Supplies, Apron, Two Glasses of Gray Monk Wine, Parmesan Pepper Popcorn, Homemade Salsa & Organic Tortilla, Initial Set Up with Instructions, & Clean Up

**Large Canvas (22 x 28) = \$80**

**Includes:** Canvas, Paint, Brushes and Art Supplies, Apron, Two Glasses of Gray Monk Wine, Parmesan Pepper Popcorn, Homemade Salsa & Organic Tortilla, Initial Set Up with Instruction, & Clean Up



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## Register for Classes

My Cart: 0 items

Registration for Classes at Wine & Art Bistro.

Search...

Sort:

### All [Wine + Paint Class Special Events](#)

[April 7 - Wine + Paint with Jolene Mackie](#)

\$60.00

[April 14 - Wine + Paint with Will Enns](#)

\$60.00

[April 21 - Wine + Paint with Fiona Neal](#)

\$60.00

[April 28 - Wine + Paint with Leanne Clark](#)

\$60.00

[May 5 - Wine + Paint with Jolene Mackie](#)

\$60.00

[May 12 - Wine + Paint with Jordan Tappin](#)

\$60.00

[May 19 - Wine + Paint with Will Enns](#)

\$60.00

[May 26 - Wine + Paint with Fiona Neal](#)

\$60.00

[June 2 - Wine + Paint with Leanne Clark](#)


\$60.00

[June 9 - Wine + Paint with Charla Maarschalk](#)

\$60.00

[Gift Certificate](#)

\$60.00

Website Builder provided by  vistaprint



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## Events at Wine & Art

Name \*

Email

Address \*

Message \*

To book your reservation, or business event at Wine & Art Bistro, please message us or call us at 778-484-2781.

We have a Special Event menu for Corporate Parties, Wedding Related Events, Birthday Parties, or Networking Events. Please ask us for details.

See below for upcoming public events.

[Send Message](#)

## April 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
April 2016					1- Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dagleish & Ibriam Stange 8 pm - 10 pm	2 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm  9 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm
3 - CLOSED	4 - CLOSED	5 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	6 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	7 - Happy Hour 4 pm - 6 pm Wine + Paint with Jolene Mackie 6 pm - 9 pm Register	8 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dagleish & Ibriam Stange 8 pm - 10 pm	
10 - CLOSED	11 - CLOSED	12 - Happy Hour 4 pm - 6 pm Freestyle Painting	13 - Happy Hour 4 pm - 6 pm Freestyle Painting	14 - Happy Hour 4 pm - 6 pm Wine + Paint with Will Enns	15 - Happy Hour 4 pm - 6 pm Private Painting Party 6 pm - 8 pm	16 - Happy Hour 4 pm - 6 pm

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
17 - CLOSED	18 - CLOSED	4 pm - Close	4 pm - Close	6 pm - 9 pm Register	Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm
		19 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	20 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	21 - Happy Hour 4 pm - 6 pm Wine + Paint with Fiona Neal 6 pm - 9 pm Register	22 - Happy Hour 4 pm - 6 pm Private Painting Party 6 pm - 8 pm Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	23 - Happy Hour 4 pm - 6 pm Private Painting Party 6 pm - 8 pm Live Entertainment with Monica Tracey 8 pm - 10 pm
24 - CLOSED	25 - Explore Costa Rica 6 pm - 7:30 pm See below for details.	26 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	27 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	28 - Happy Hour 4 pm - 6 pm Wine + Paint with Leanne Clark 6 pm - 9 pm Register	29 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	30 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm

## May, 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1- CLOSED	2- CLOSED	3 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	4 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	5 - Happy Hour 4 pm - 6 pm Wine + Paint with Jolene Mackie 6 pm - 9 pm Register	6 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	7 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm
		10 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	11 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	12 - Happy Hour 4 pm - 6 pm Wine + Paint with Jordan Tappin 6 pm - 9 pm Register	13 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	14 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
15 - CLOSED	16 - CLOSED	17 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	18 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	19 - Happy Hour 4 pm - 6 pm Wine + Paint with Will Enns 6 pm - 9 pm Register	20 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	Tracey 8 pm - 10 pm  21 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm
22 - CLOSED	23 - CLOSED	24 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close	25 - Studio 9 School of the Arts Art Auction	26 - Happy Hour 4 pm - 6 pm Wine + Paint with Fiona Neal 6 pm - 9 pm Register	27 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - 8 pm Live Entertainment with Patricia Dalglish & Ibriam Stange 8 pm - 10 pm	28 - Happy Hour 4 pm - 6 pm Happy Hour Painting with Bob Ross 5 pm - 7 pm Live Entertainment with Monica Tracey 8 pm - 10 pm
29 - CLOSED	30 - CLOSED	31 - Happy Hour 4 pm - 6 pm Freestyle Painting 4 pm - Close				

## Upcoming Event Details



### Around the Globe with National Geographic! Landing in COSTA RICA!

Monday, April 25, 2016

6 pm - 7:30 pm

Erin Butler of G. Adventures and Denise Cesselli invite you to join us for an informative evening on Monday, April 25.

This exciting presentation will focus on Denise's private NATGO Costa Rican adventure from Feb 19 to-March 4, 2017. Erin and Denise will touch on other upcoming trips and destinations.

Travel with Denise Cesselli and other like minded friends in 2017!

RSVP for this event April 21st - email [denise@tristartravelandcruise.com](mailto:denise@tristartravelandcruise.com).

Free parking downtown after 5 pm.

Complimentary appetizers will be provided.

### Happy Hour

4 pm - 6 pm

Tuesday - Saturday

\$5 Glasses of House Wine

\$5 Beer



\$1 Parmesan Pepper Popcorn

\$2 House Made Salsa and Organic Tortilla Chips



### Live Entertainment with Tricia Dagleish and Ibriam Stange

**Fridays**

**8:00 pm - 10:00 pm**

Tricia Dagleish was born and raised in the Okanagan and makes her home in Kelowna, BC. She began playing piano at the age of five, and has spent her life deeply involved in music. Tricia has been performing professionally on the piano and with various ensembles for over twenty years. She has also imparted her knowledge and passion for music as a piano teacher to many young budding pianists over the years.

Ibriam Stange is a singer and songwriter in Kelowna. In his words: I dedicate my life to writing, composing, and performing music. As a singer and songwriter, music brings me fulfillment.



### Live Entertainment with Monica Tracey

**Saturdays**

**8 pm - 10 pm**

Monica Tracey's exuberance for life comes through clearly in her music. With upbeat stylings and catchy vocals, her performance will keep you hoppin' and boppin' along. Not only is she a talented performer, but she is a friendly person who is always ready with a kind word no matter how busy her day is.



### Happy Hour Painting with Bob Ross

**Saturdays - Check Calendar for Dates**

**5 pm - 7 pm**

**Freestyle Painting is applicable during the Bob Ross Sessions**

Come in, grab a canvas and paint, and follow Bob Ross on the Big Screen during Happy Hour. No need to register online. First Come, First Serve Seating.

Canvas & Paint = \$15

Glass of House Wine = \$5

Beer = \$5

Parmesan Popcorn = \$1

Chips & Fresh Salsa = \$2

Our regular menu items may also be ordered.

## Past Events

### Guest Sommelier Series

**Friday, September 11, 2015**

**5 pm - 7 pm**

# LEASE ASSIGNMENT

Wine & Art - 315 Lawrence Avenue (Chapman Parkade)







## EXISTING LEASE BACKGROUND

- ▶ Area: +/- 1,165 square feet
- ▶ Commencement Date: Nov 15, 2014
- ▶ Term of Lease: 5 years
- ▶ Renewals: 1 x 5 years

# Report to Council



**Date:** April 18, 2016

**File:** 0280-40

**To:** City Manager

**From:** Lynn Walter, Revenue Manager

**Subject:** 2016 Tax Distribution Policy

Report Prepared by: Matt Friesen, Accountant

---

## **Recommendation:**

THAT Council approve a Municipal Tax Distribution Policy as outlined in the Report dated April 18, 2016, for the year 2016 that will result in a modification of the 2015 Tax Class Ratios to reflect the uneven market value changes which have been experienced between property classes, as follows:

Property Class	Description	2016 Tax Class Ratios	2015 Tax Class Ratios
01/08/03	Residential/Rec/NP/SH	1.0000:1	1.0000:1
02	Utilities	5.0458:1	5.1296:1
04	Major Industrial	3.7328:1	3.4822:1
05/06	Light Industrial/Business/Other	2.1934:1	2.1307:1
09	Farm Land	0.1275:1	0.1244:1
91	Farm Improvements	0.4801:1	0.4882:1

AND THAT Council approve development of 2016 tax rates to reflect the 2016 assessment changes in property market values.

## **Purpose:**

To establish tax class ratios that will be used in the preparation of the 2016 tax rates.

## **Background:**

The 2016 assessment roll is based on market values established on July 1, 2015. The market value change to assessments is outlined in the following table:

Property Class	Description	Market Increase (Decrease)
01/08/03	Residential/Rec/NP/SH	7.20%
02	Utilities	8.98%
04	Major Industrial	0.00%
05/06	Light Industrial/Business/Other	4.14%
09	Farm Land	1.32%
91	Farm Improvements	9.00%

Under Provincial legislation, Community Charter section 165(3.1), municipalities must set out objectives and policies in relation to the distribution of property value taxes among the property classes. The current Council policy is to modify tax class ratios to provide an effective tax increase that is the same for all classes. Market value changes that result in **uneven changes** between property classes **result in a tax burden shift** to the class experiencing greater market value increases unless tax class ratios are modified to mitigate this shift. Over time this can lead to changes in the tax ratios of one, or several, property classes if their market change is different than the residential class.

From 2015 information on municipalities over 75,000 populations, Kelowna has the third lowest Business Class ratio and was one of nine municipalities over 75,000 populations that had a Business class ratio under 3.00. As approved in prior years, in order to remain competitive, the City of Kelowna is ensuring that business and light industry property tax ratios remain below the average of BC municipalities with populations greater than 75,000. Generally, a maximum of 3.00 is considered for the Light Industrial/Business class ratio and the impacts on the other property classes from this cap (if required) will be reported to Council.

There is a Provincial regulation capping the Utility Class ratio at 2.5 times the Business property class ratio; this equates to a maximum of 5.4835 for the current year. The Utility Class ratio remains close to the maximum ratio that can be used and could impact the tax sharing in future years, however the impact would be minimal due to the smaller assessment in that property class.

#### Impact on Properties Within Each Property Class

It is important to be aware that the tax rates established as a result of new tax class ratios are designed to avoid shifts between property classes; however, the rates established are based on the average market value increase for the entire class or classes.

The establishment of tax class ratios that prevent shifts between classes does not eliminate potential shifts within a property class where a property has experienced a market value change that is greater than the average for that class.

The establishment of modified tax class ratios simply provides a basis for an equitable distribution of general municipal taxes between classes; however, the establishment of the **required tax rate** will be dependent on the final tax demand as determined by Council during Final Budget deliberations.

#### Background Information

Background information, attached to this report, provides additional related information on the following topics:

- The B.C. Assessment Authority and the Assessment System
- The Taxation System
- Historical Council Policy - Tax Class Ratios
- The 2016 Revised Assessment Roll

#### Conclusion

Major Industrial and Light Industrial/Business/Other, tax class ratios for 2016 have increased in relation to the residential class, while the Utilities and Farm Improvement classes decreased. This reflects the market value changes experienced in those classes in comparison to the residential class. The Farm Land tax rate will remain at fifty cents per thousand of assessed value, as set by statute.

#### **Existing Policy:**

As included in the Five Year Financial Plan Bylaw:

- Council will annually review and modify tax class ratios to provide an effective tax change that is the same for all classes.
- The impacts on other property classes from administering a ratio cap on the Light Industrial/Business classes will be reported to Council during the annual Tax Distribution Policy report.
- Regularly review and compare the City's relative position in terms of distribution of taxes to other similarly sized municipalities in British Columbia.

#### **Legal/Statutory Authority:**

Community Charter section 165(3.1).

#### **Financial/Budgetary Considerations:**

The approved tax class ratios will be used to establish the 2016 property tax rates.

Considerations not applicable to this report:

Internal Circulation:

Legal/Statutory Procedural Requirements:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

M. Friesen, Accountant

Approved for inclusion:



Genelle Davidson, CPA, CMA, Director, Financial Services

cc: Division Director, Corporate and Protective Services

## BACKGROUND INFORMATION

### ASSESSMENT SYSTEM/TAXATION SYSTEM

#### The B.C. Assessment Authority and the Assessment System

The B.C. Assessment Authority is an independent body created by the Provincial Legislature and is charged with the responsibility of preparing an Assessment Roll for all of the properties in British Columbia.

Taxing authorities, at various levels of government (e.g. Provincial, Municipalities, Regional Districts, Hospitals, School Districts) use the Assessment Roll to assist them with the distribution of the taxes required to operate their corporations.

July 1<sup>st</sup> is the assessment valuation date for properties listed in the assessment roll.

Although the Assessment Roll preparation is the responsibility of the Assessment Authority, for use by various taxing jurisdictions, B.C. Assessment has nothing to do with the actual levying of taxes, other than for its own operating levy.

#### The Taxation System

City Council is responsible only for the General Municipal portion of the property taxes appearing on the Kelowna tax bill that is sent to property owners in May of each year. The City of Kelowna is responsible for the billing and collection of taxes levied by other taxing jurisdictions such as the School District, however **City Council has no direct control over these levies.**

The General Municipal tax levy is the City's primary revenue source which is used to pay for the services that it delivers to its citizens such as fire and police protection, street and parks maintenance, library, new road construction, etc.

The provision of water, sewer and airport services is funded by way of user rates. These costs are not included in the general municipal tax levy.

The Assessment System managed by B.C. Assessment and the Taxation System managed by the City of Kelowna are two separate systems, subject to different Acts of Legislature and meant for two different purposes.

Over the years, the taxation system has changed substantially and has been constantly reviewed and amended by the Province in an attempt to provide a more equitable and understandable method of sharing the taxation requirements within each municipality.

Prior to the present system, which provides the authority for Municipalities to set the tax class ratios, uneven market fluctuations between classes resulted in shifts in the taxation burden from one property class to another.

Tax Class ratios represent the relative tax amounts that each class will pay as a ratio of the residential tax class. For example, if the tax class ratio of the Business to Residential class is 2.50:1 this means that for each dollar of market value the Business Class tax rate will be two and one half times that of the Residential Class.

The ability to establish different tax rates for each class of property means that municipalities can avoid shifts of taxation between classes of property, unless there is a deliberate political decision to do otherwise.

**The differential tax rate powers granted to municipalities are not, however, designed to prevent shifts of taxation between properties within a particular class.**

#### **Historical Council Policy - Tax Class Ratios**

From 1984, when City Council was granted the authority to establish tax class ratios, to 1988, **there was very little market value movement** in the City. As a result, there was no need to adjust the tax class ratios to prevent shifts in the tax burden from one property class to another.

This changed slightly in 1989 and the City chose to modify the tax class ratios at that time to reflect the difference in market movement between the residential class and the business class.

In 1991 there was a more dramatic change in the market values of residential property which necessitated a more significant change in the tax class ratios to ensure that the residential class did not experience a greater percentage tax increase, on average, than other property classes that year.

The following is a historical recap of the tax class ratios which were established from 1985 through to 2016 based on market value shifts that occurred during that period (some years are omitted to condense the information):

<b><u>Property Class</u></b>	<b><u>1985</u></b>	<b><u>1991</u></b>	<b><u>1997</u></b>	<b><u>2003</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>
Residential	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Utilities	2.21	3.00	3.03	3.76	6.15	5.21	5.67	5.38	5.05	5.03	5.13	5.05
Supportive Housing					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Major Industry	1.74	2.49	3.20	2.93	3.96	3.54	3.32	3.12	3.04	3.09	3.48	3.73
Light Industry	1.74	2.40	2.02	2.04	2.72	2.38	2.37	2.19	2.08	2.09	2.13	2.19

Business	1.74	2.06	2.02	2.04	2.72	2.38	2.37	2.19	2.08	2.09	2.13	2.19
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### The 2016 Assessment Roll

The following is the 2016 split between market and non-market changes as provided by B.C. Assessment:

	<u>2016</u>	<u>(000's)</u> <u>2015</u>	<u>Market</u>	<u>Non-Market</u>
Res/Rec/NP/SH	22,497,759.1	20,688,960.2	7.20%	1.54%
Utilities	27,301.8	27,051.4	8.98%	(8.05)%
Major Industrial	27,890.9	27,890.9	0.00%	0.00%
Light Ind/Bus/Other	4,296,023.5	4,065,563.5	4.14%	1.53%
Farm Land	21,373.8	21,114.1	1.32%	(0.09)%
Farm Improvements	<u>280,940.3</u>	<u>249,875.8</u>	<u>9.00%</u>	<u>3.43%</u>
Totals	27,151,289.4	25,080,455.9	6.71%	1.55%

The 2016 Assessment Roll includes a total of \$388.0 million in non-market change values added and summarized as follows:

	<u>(million's)</u>
01/08/03 Residential/Rec/NP/SH	\$319.3
02 Utilities	-2.2
04 Major Industrial	0.0
05/06 Light Industrial/Business & Other	62.3
09/91 Farm Land/Farm Improvements	<u>8.6</u>
Total	\$388.0

# 2016 TAX DISTRIBUTION POLICY



## 2016 TAX DISTRIBUTION POLICY

### PURPOSE

To establish the methodology for “Tax Class Ratios” or distribution of taxation demand among property classes resulting in the 2016 tax rate

## 2016 TAX DISTRIBUTION POLICY

### BACKGROUND

Provincial legislation empowers local governments to distribute property taxes among property classes

There are nine property classes within the City of Kelowna:

Residential  
Utilities  
Supportive Housing  
Major Industrial

Light Industrial  
Business/Other  
Rec/Non-Profit  
Farm Land  
Farm Improvements

## 2016 TAX DISTRIBUTION POLICY

### TAX CLASS RATIO

A multiple of the tax rate in comparison to the residential rate (base rate)

Used to calculate the Municipal Tax Rate for each Property Class

## 2016 TAX DISTRIBUTION POLICY

### FIXED SHARE TAX DISTRIBUTION

The “Fixed Share” method has been supported by Council since 1989

Compensates for market shifts between property classes

Provides an effective tax increase that is the same for all property classes

# City of Kelowna

## 2016 TAX DISTRIBUTION POLICY

### FIXED SHARE TAX DISTRIBUTION

STEP 1 - CALCULATE ASSESSMENT CHANGE			
Property Class	2015 Assessment Totals	2016 Assessment Totals	Assessment Percentage Change
Res/Rec/NP/SH	20,688.90	22,497.80	8.74%
Utilities	27.10	27.30	0.93%
Major Industrial	27.90	27.90	0.00%
Light Ind/Business/Other	4,065.60	4,296.00	5.67%
Farm Land	21.10	21.40	1.23%
Farm Improvements	249.90	280.90	12.43%
	25,080.50	27,151.30	8.26%
	(In millions)		

# City of Kelowna

## 2016 TAX DISTRIBUTION POLICY

### FIXED SHARE TAX DISTRIBUTION

STEP 2 - IDENTIFY REASONS FOR CHANGE			
Property Class	Percentage Change	Non -Market Change	Market Change
Res/Rec/NP/SH	8.74%	1.54%	7.20%
Utilities	0.93%	-8.05%	8.98%
Major Industrial	0.00%	0.00%	0.00%
Lgt Ind/Business/Other	5.67%	1.53%	4.14%
Farm Land	1.23%	-0.09%	1.32%
Farm Improvements	12.43%	3.43%	9.00%
	8.26%	1.55%	6.71%

# City of Kelowna

## 2016 TAX DISTRIBUTION POLICY

### FIXED SHARE TAX DISTRIBUTION

Fixed Share method modifies the Tax Class Ratios to account for market change

The effective tax increase is equal among all property classes

STEP 3 - MODIFY THE TAX CLASS RATIOS					
Property Class	Market Change		2015 Tax Class Ratios	2016 Tax Class Ratios (Modified)	Effective Tax Increase
Res/Rec/NP/SH	7.20%		1.0000	1.0000	4.12%
Utilities	8.98%		5.1296	5.0458	4.12%
Major Industrial	0.00%		3.4822	3.7328	4.12%
Lgt Ind/Business/Other	4.14%		2.1307	2.1934	4.12%
Farm Land	1.32%		0.1244	0.1275	1.56%
Farm Improvements	9.00%		0.4882	0.4801	4.12%

*Provisional Budget Tax Increase = 4.12%*

# City of Kelowna

## 2016 TAX DISTRIBUTION POLICY COMPARISON WITH 2015

Property Class	Market Change		2015 Tax Class Ratios	2016 Tax Class Ratios
Res/Rec/NP/SH	7.20%		1.0000	1.0000
Utilities	8.98%		5.1296	5.0458
Major Industrial	0.00%		3.4822	3.7328
Lgt Ind/Business/Other	4.14%		2.1307	2.1934
Farm Land	1.32%		0.1244	0.1275
Farm Improvements	9.00%		0.4882	0.4801

# City of Kelowna

## ALL TAXING AUTHORITIES

### 2016 TAX CLASS RATIOS

PROPERTY CLASS	MUNICIPAL	2015 SCHOOL	BC ASSESSMENT	RDCO & HOSPITAL
Res/Rec/NP/SH	1.00	1.00	1.00	1.00
Utilities	5.05	6.91	9.20	3.50
Supportive Housing	1.00	0.05	0.00	1.00
Major Industrial	3.73	2.95	9.20	3.40
Light Industrial	2.19	2.95	2.90	3.40
Business/Other	2.19	2.95	2.90	2.45
Recreation/Non-Profit	1.00	1.68	1.00	1.00
Farm Land	0.13	3.51	1.00	1.00

# City of Kelowna

## 2015 RATIOS >75,000

<u>Municipality</u>	<u>Business</u>	<u>Utilities</u>	<u>Major Ind.</u>	<u>Light Ind.</u>
Coquitlam	4.24	12.71	9.17	4.30
Vancouver	4.15	18.99	19.03	4.15
Burnaby	3.98	14.56	19.72	3.98
North Vancouver	3.49	16.85	13.05	5.01
Saanich	3.40	8.10	2.36	2.36
Richmond	3.17	18.25	5.89	3.17
Victoria	3.12	8.49	3.12	3.12
Delta	2.97	11.38	9.33	2.91
Langley	2.97	8.46	2.82	2.89
Surrey	2.82	13.57	4.50	2.45
Maple Ridge	2.75	8.95	7.44	2.75
Kamloops	2.61	7.42	14.60	3.90
Nanaimo	2.49	7.82	2.49	2.49
Abbotsford	2.38	7.84	-	2.07
<b>Kelowna</b>	<b>2.13</b>	5.13	3.48	2.13
Prince George	2.05	5.13	6.02	3.30
Chilliwack	1.98	8.00	-	1.84
<i>Average</i>	<i>2.98</i>			

## 2016 TAX DISTRIBUTION POLICY

### FIXED SHARE TAX DISTRIBUTION

Business Tax Class Ratio below cap of 3.00 :1

Business Tax Class Ratio remains below 2015  
Provincial Average

Utility Tax Class Ratio below Provincial Cap of  
2.5 times Business Tax Class Ratio

# City of Kelowna

## 2016 TAX DISTRIBUTION POLICY

### FIXED SHARE TAX DISTRIBUTION

Provides stability and predictability

Provides a basis for an equitable distribution of Municipal taxes between property classes

Property Class	Market Change	2016 Tax Class Ratios	Effective Tax Increase
Res/Rec/NP/SH	7.20%	1.0000	4.12%
Utilities	8.98%	5.0458	4.12%
Major Industrial	0.00%	3.7328	4.12%
Lgt Ind/Business/Other	4.14%	2.1934	4.12%
Farm Land	1.32%	0.1275	1.56%
Farm Improvements	9.00%	0.4801	4.12%

***Provisional Budget Tax Increase = 4.12%***

## 2016 TAX DISTRIBUTION POLICY

### QUESTIONS



# Report to Council



**Date:** April 18, 2016  
**File:** 1100-01  
**To:** City Manager  
**From:** Infrastructure Planning Department Manager  
**Subject:** *2030 Infrastructure Plan*

---

## **Recommendation:**

THAT Council endorses the *2030 Infrastructure Plan* as attached to the Report of the Infrastructure Planning Department Manager dated April 18, 2016;

AND THAT Council receives, for information, the impacts to the *2030 Infrastructure Plan* should construction of the Glenmore Fire Hall (Station 5) be advanced by 5 years from its proposed construction timing of 2022-24 to 2017-19 in the *2030 Infrastructure Plan*.

## **Purpose:**

To provide Council with the 2030 Infrastructure Plan for their review and adoption and to detail the impacts to the 2030 Infrastructure Plan of advancing the construction timing of the Glenmore Fire Hall (Station 5) by 5 years from 2022-24 to 2017-19.

## **Background:**

The *2030 Infrastructure Plan* planning horizon (2016-2030) was chosen to align with the City's 2030 OCP and 20-Year Servicing Plan and Financial Strategy. The plan was prepared by staff and reviewed internally to strike an affordable balance of infrastructure projects that maintain levels of service, preserve existing assets, and provide opportunity for growth and economic development.

The *2030 Infrastructure Plan* is the highest level capital plan. Figure 1 shows the infrastructure planning model and the hierarchy of the various planning documents. The *2030 Infrastructure Plan* is the link between the higher level planning documents (above) like the Official Community Plan, Council and Corporate Priorities and the infrastructure delivery plans (below) which include the 10 year capital plan and the annual capital plan. This infrastructure planning model starts with understanding community expectation and ends with providing infrastructure that delivers the expected services to the community.



this \$8 million project by 5 years in the *2030 Infrastructure Plan* and affects the timing of other projects and the financing strategy.

The impact of advancing Station 5 from its proposed timing in the *2030 Infrastructure Plan* are threefold as described below:

1. The City's debt service would increase in 2018 to borrow the funding needed for Station 5 construction. The increase in debt would require \$357,000 in operating funds for debt repayment starting in 2019 and continuing for the 20 year term. The figure below shows the City's projected increase in debt servicing with and without the proposed changes to the Station 5 construction timing.

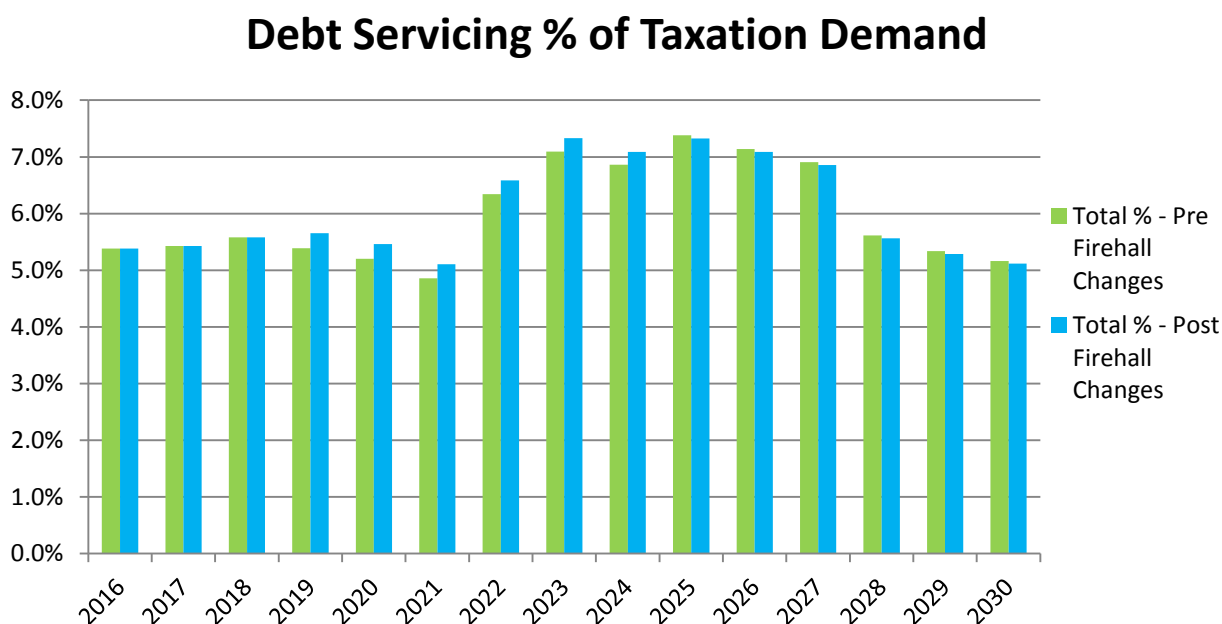


Figure 2. Debt servicing as a percentage of taxation demand with and without advancing Station 5 construction timing. Construction timing of Station 5 was changed from 2022-24 to 2017-19.

2. Operating and maintenance costs for the building will also be required 5 years earlier. The annual O&M costs for the new building are estimated to be \$50,000/yr. This does not include O&M funding for additional fire fighters or equipment, estimated to be \$3.1 million annually.
3. The construction of the proposed Mission Activity Centre will be delayed by 3 years from 2025 to 2028. The Mission Activity Centre is a new activity centre to be constructed at the Mission Recreation Park (MRP). The building would replace programming at Okanagan Mission Activity Centre and Cedar Creek Activity Centre and add additional programming space to accommodate the community's needs as outlined in the Major Sport & Recreation Infrastructure Needs Assessment (2013). Both buildings are nearing the end of their service lives and will be demolished once the Mission Activity Centre is open. This will benefit Sarson's Beach Park by providing an expanded green space area to a significant beach park and will provide the City with some development options regarding the land at the Cedar Creek Activity Centre. The consequence of delaying the Mission Activity Centre is that additional building

envelope and mechanical systems upgrades will be required to the Okanagan Mission and Cedar Creek Activity Centres to extend their service lives. These upgrades are not expected to be substantial but may include roof and siding replacement and minor mechanical upgrades. An Activity Centre at MRP would address the community needs for more flexible and open programming space to supplement the more specific sport and leisure facilities on-site including the H2O Centre, Capital News Centre and KU soccer facility.

### **Communication:**

City staff engaged citizens to help inform the long-term vision of City-led infrastructure investment.

The engagement process builds on the building blocks of the Official Community Plan, 2015 Citizen Survey and financial strategy. Engagement involved a city-wide approach primarily through an interactive budget allocation online tool. The online tool was available to the public from November 12<sup>th</sup> to January 3<sup>rd</sup>, 2016.

For the first time, staff asked citizens to use an online infrastructure budgeting tool developed by a Canadian company, Open North. This easily accessible platform is used by municipalities such as Regina, Guelph, Langley, Delta, Montreal, Grand Prairie and Edmonton.

The purpose of the online tool was to collect insight from participants and understand their preferences for various infrastructure areas, keeping in mind Council Priorities, regulatory requirements, master plans and current financial commitments.

In total 741 visited the website with 165 providing responses. Outcomes of the engagement can be found in the attached report.

### **Financial/Budgetary Considerations:**

The *2030 Infrastructure Plan* strives to balance affordability with infrastructure that delivers the expected services to the community. Adequate financing needs to be in place to schedule and undertake each infrastructure investment. The *2030 Infrastructure Plan* looks at revenue sources whether it be rates, taxes, fees, development cost charges, grants, reserves or borrowing. As there is never enough money to fund competing needs, tradeoffs and hard choices are required to establish an optimum and affordable list of priorities. The *2030 Infrastructure Plan* provides the framework for long term planning and fiscal management and allows the City to look ahead and answer three fundamental questions:

- "What do we need?"
- "Why do we need it?"
- "How are we going to pay for it?"

Answering these three questions allows the City to anticipate current and future cost pressures, stretch the limits of our revenues by source, and make the necessary decisions to put in place essential infrastructure to support a future Kelowna. By doing so, this plan will help maximize the investment in the community where and when it is most needed.

The *2030 Infrastructure Plan* will be used to develop the 10-year Capital Plan that will be updated annually to remain accurate and, reflect emerging issues and the community's changing priorities. The 10-Year Capital Plan will be used in-turn to support infrastructure investment decisions in the annual budget that is approved by Council.

**Internal Circulation:**

Divisional Director, Active Living and Culture  
Divisional Director, Civic Operations  
Divisional Director, Communications & Information Services  
Divisional Director, Community Planning & Real Estate  
Divisional Director, Corporate & Protective Services  
Divisional Director, Infrastructure  
Director, Financial Services  
Fire Chief

**Alternate Recommendation:**

THAT Council directs staff to amend the *2030 Infrastructure Plan* to advance the construction of the Glenmore Fire Hall (Station 5) by 5 years to 2017 - 2019, as identified in the Report from the Infrastructure Planning Department Manager dated April 18, 2016;

AND THAT the *2030 Infrastructure Plan* be endorsed, as amended.

**Considerations not applicable to this report:**

Legal/Statutory Authority:  
Legal/Statutory Procedural Requirements:  
Existing Policy:  
Personnel Implications:  
External Agency/Public Comments:  
Communications Comments:

Submitted by:

Joel Shaw, Infrastructure Planning Department Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachment 1: *2030 Infrastructure Plan* - April 8<sup>th</sup>, 2016.

Attachment 2: *2030 Infrastructure Plan* - RTC Apr 18 2016 (Presentation)

cc: Divisional Director, Active Living and Culture  
Divisional Director, Civic Operations  
Divisional Director, Communications & Information Services  
Divisional Director, Community Planning & Real Estate  
Divisional Director, Corporate & Protective Services  
Divisional Director, Infrastructure

Fire Chief

# 2030 Infrastructure Plan



April 8, 2016

### ***1.0 INTRODUCTION***

The *2030 Infrastructure Plan* covers the City's infrastructure investment needs for the next 15 years (2016-2030) and was developed to align with the objectives of the City's Official Community Plan and Council and Corporate priorities. The plan is focused on taking care of existing infrastructure, ensuring the community's health and safety while meeting legislative requirements and providing opportunity for growth and economic development. The *2030 Infrastructure Plan* strives to balance affordability with infrastructure that delivers the expected services to the community.

The *2030 Infrastructure Plan* has been prepared by staff and contains infrastructure projects for all City service areas except the Airport. Several documents have been used in this plan's preparation. These include:

- Open for Opportunity (Council Priorities 2014 – 2018),
- 2030 Official Community Plan,
- 20 – Year Servicing Plan and Financing Strategy,
- 2020 Capital Plan,
- Infrastructure Asset Management Plans,
- Transit Future Plan, and
- Transportation and Utility Models.

Since 1996 the population of Kelowna has grown by approximately 39% from 89,000 to approximately 123,500. The City's growth is forecast to continue to grow over the next fifteen years at an average rate of approximately 1.39%. With this growth and aging infrastructure, the City needs a strategic infrastructure plan to forecast investment in infrastructure renewal and infrastructure to accommodate growth, economic development, and modifications to meet regulatory changes (e.g. water treatment and transportation safety).

Adequate financing needs to be in place to schedule and undertake each capital investment. The *2030 Infrastructure Plan* looks at revenue sources whether it be rates, taxes, fees, development cost charges, grants, reserves or borrowing. As there is never enough money to fund competing needs, tradeoffs and hard choices are required to establish an optimum and affordable list of priorities. The *2030 Infrastructure Plan* provides the framework for long term planning and fiscal management and allows the City to look ahead and answer three fundamental questions:

- "What do we need?"
- "Why do we need it?"
- "How are we going to pay for it?"

Answering these three questions allows the City to anticipate current and future cost pressures, stretch the limits of our revenues by source, and make the necessary decisions to put in place essential infrastructure to support a future Kelowna. By doing so, this plan will help maximize the investment in the community where and when it is most needed.

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graph TD
    CE[COMMUNITY EXPECTATIONS] --> OCP[OCP]
    CE --> CV[CORPORATE VISION]
    CE --> CP[COUNCIL PRIORITIES]
    OCP --> I2030[2030 INFRASTRUCTURE PLAN]
    CV --> I2030
    CP --> I2030
    I2030 --> I10YR[10 YR CAPITAL PLAN]
    I10YR --> IAD[ANNUAL CAPITAL DELIVERY]
    IAD --> CSD[COMMUNITY SERVICE DELIVERY]
  
```

INFORMATION

DECISIONS

The *2030 Infrastructure Plan* will provide Council and Staff with the guidance and information required for current and future capital expenditure decisions and will be used to develop the 10 year capital plan and annual capital plan.

Page 2 of 3

plan. Compliance with the plan will also assure the community that growth is being managed in an orderly and affordable manner.

### ***1.2 OBJECTIVES OF THE PLAN***

There are a number of objectives to strive for in the development of *2030 Infrastructure Plan*, including:

- Develop a capital plan which supports the Official Community Plan, 20 Year Servicing Plan & Financing Strategy, Council and Corporate priorities and other interrelated plans.
- Provide Council with guidance and information upon which to base current and future capital expenditure decisions.
- Provide City departments with longer term direction and planning capabilities based on support provided from Council.
- Aid Council's understanding of the City's financial position, financing capabilities, potential future referenda identification/opportunities, etc.
- Provide the Financial Services department with improved information for their development of other long range financial planning strategies and policies.
- Improve capital planning process.

### ***1.3 RISK FACTORS***

As with any plan, the *2030 Infrastructure Plan* is based on conditions that exist at the time of preparation. Using current costs and service levels can provide a reasonable estimate of future requirements. There are still several risk factors associated with this plan, including:

- Service level changes,
- Unexpected increase in operating costs resulting from new infrastructure,
- Tax revenue reduction (e.g. economic slowdown),
- Provincial support and/or additional provincial downloading,
- Significant project cost increases,
- Projected growth rate changes,
- Emerging demands,
- National/Provincial Economy changes which impact municipalities,
- Unanticipated disasters.

Any of the above factors could cause a change in the size or direction of *the 2030 Infrastructure Plan*. To manage these factors a subset of the *2030 Infrastructure Plan*, 10 Year Capital Plan, will be reviewed and adjusted annually to coincide with prevailing demands and conditions.

### 2.0 SUMMARY

The *2030 Infrastructure Plan* is based on sound information and assumptions regarding the City's current and future infrastructure requirements and ability to fund those improvements. The following provides a summary of the *2030 Infrastructure Plan*. Project details, their timing and funding sources are provided by service area in the appendix.

### 2.1 COUNCIL PRIORITIES

Kelowna City Council is committed to building on the momentum of past Councils and being open for opportunity through community engagement and partnerships. Council has established priorities with their *Open for Opportunity (Council Priorities 2014 - 2018) report*. Council seeks to deliver on the City's corporate mission and vision to lead the development of a safe, vibrant and sustainable city and to be the best mid-sized City in North America. In its decision-making, policy development and its interactions with staff, the public, investors and other key stakeholders, Council will move opportunities forward. Council's priorities are reflected in the *2030 Infrastructure Plan* and are summarized for below.

- ▶ Clean Drinking Water
  - ▶ \$88 million in water projects both to support growth and renew existing assets
- ▶ Building Vibrant Urban Centers
  - ▶ Rutland Centennial Park Redevelopment (2016 - 2020)
  - ▶ Shephard road extension (2016)
  - ▶ New Memorial & expanded Library Parkades (2015 - 2016)
  - ▶ New Downtown Parkade (land) (2020)
- ▶ Ensuring a Healthy, Safe, Active & Inclusive Community
  - ▶ Police Service Building (2015 - 2017)
  - ▶ Mission Recreation Park - two new ice sheets and indoor soccer (2021 - 2022),
  - ▶ Parkinson Recreation Centre (2021 - 2023),
  - ▶ Mission - Activity Centre (2024 - 2025),
  - ▶ New North Glenmore Fire hall, Rutland & Water St Fire Hall Upgrades, Rutland CPO upgrades.
- ▶ Delivering a Balanced Transportation Network
  - ▶ \$102 million investment in pedestrian, cycling and transit
  - ▶ Queensway Transit Exchange (2015)
  - ▶ Okanagan Rail Trail planning (2016)
  - ▶ John Hindle Dr (2015 - 2017)
  - ▶ South Perimeter Rd (2016 - 2017),
- ▶ Catalyst for business
  - ▶ Tourism Centre/Kerry Park Ph.1 (2016 - 2017)
  - ▶ Implement Dark Fiber (2016 - 2019)

### 2.2 COMMUNITY VISION

Community input into the OCP indicates residents have a strong desire to make the city more sustainable by striking the best balance between environmental protection, economic growth, social development and cultural vibrancy. Specifically, residents want a City where:

- Urban communities are compact and walkable,
- Housing is available and affordable for all residents,
- People feel safe downtown and in their own neighbourhoods,
- The natural environment (land and water) is protected and preserved,
- Walking paths and bicycle routes connect to key destinations,
- The economy is growing, vibrant and bringing in new business,
- Buildings and public spaces are attractive places, and
- Recreation and cultural opportunities are plentiful.

The *2030 Infrastructure Plan* takes steps to achieve the community's vision. As many of the OCP objectives are complimentary to Council priorities only select OCP goals have been shown below to avoid repeating information.

- ▶ Provide spectacular parks
  - ▶ \$105 million in park land acquisition (2016 - 2030)
  - ▶ \$52 million in park development and renewal (2016-2030)
- ▶ Protect and enhance natural areas
  - ▶ \$6 million in Linear / Natural Area Park Development (2016 - 2030)
- ▶ Encourage cultural vibrancy
  - ▶ Art Walk - Extension (2017 - 2018)
  - ▶ \$5 million in heritage restoration (2017 - 2030)
- ▶ Improve efficiency and performance of buildings
  - ▶ All new buildings and facilities are designed to use less energy, reduce GHG emissions and to have lower life cycle cost.

In summary, the *2030 Infrastructure Plan* targets many of the goals, objectives and policies in the OCP and Council Priorities and aims to create a sustainable city where environmental concerns are addressed along with the goal of creating a place where people want to live, work and play.

### 2.3 INFRASTRUCTURE PROJECTS

Total investment for Priority 1 projects in the *2030 Infrastructure Plan* is \$1.06 billion. Projects have been divided into three capital category based on the project driver – New, Growth and Renewal as defined below.

- *New Capital* - infrastructure required to support enhanced service levels,
- *Growth Capital* - infrastructure required to accommodate growth,
- *Renewal Capital* - infrastructure that replaces or renews existing assets.

New Capital accounts for \$197 million (19%) of the plan (Figure 1). Growth Projects account for \$487 million or 46%. There is an emphasis on asset renewal with approximately \$374 million (35%) of the plan allocated to Renewal Capital which represents on average of \$25.0 million per year.

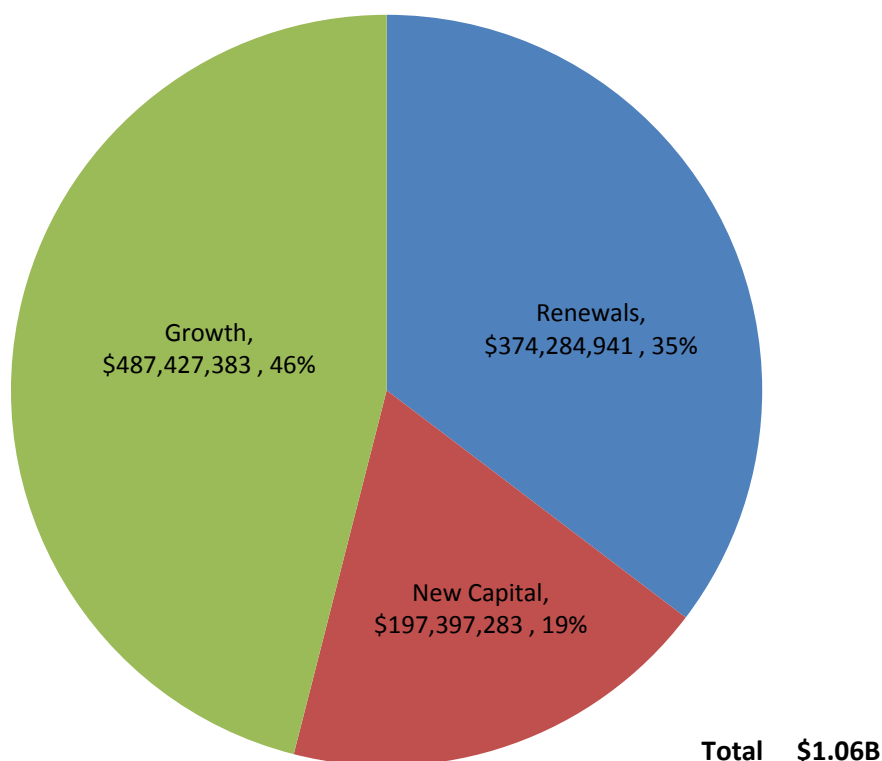
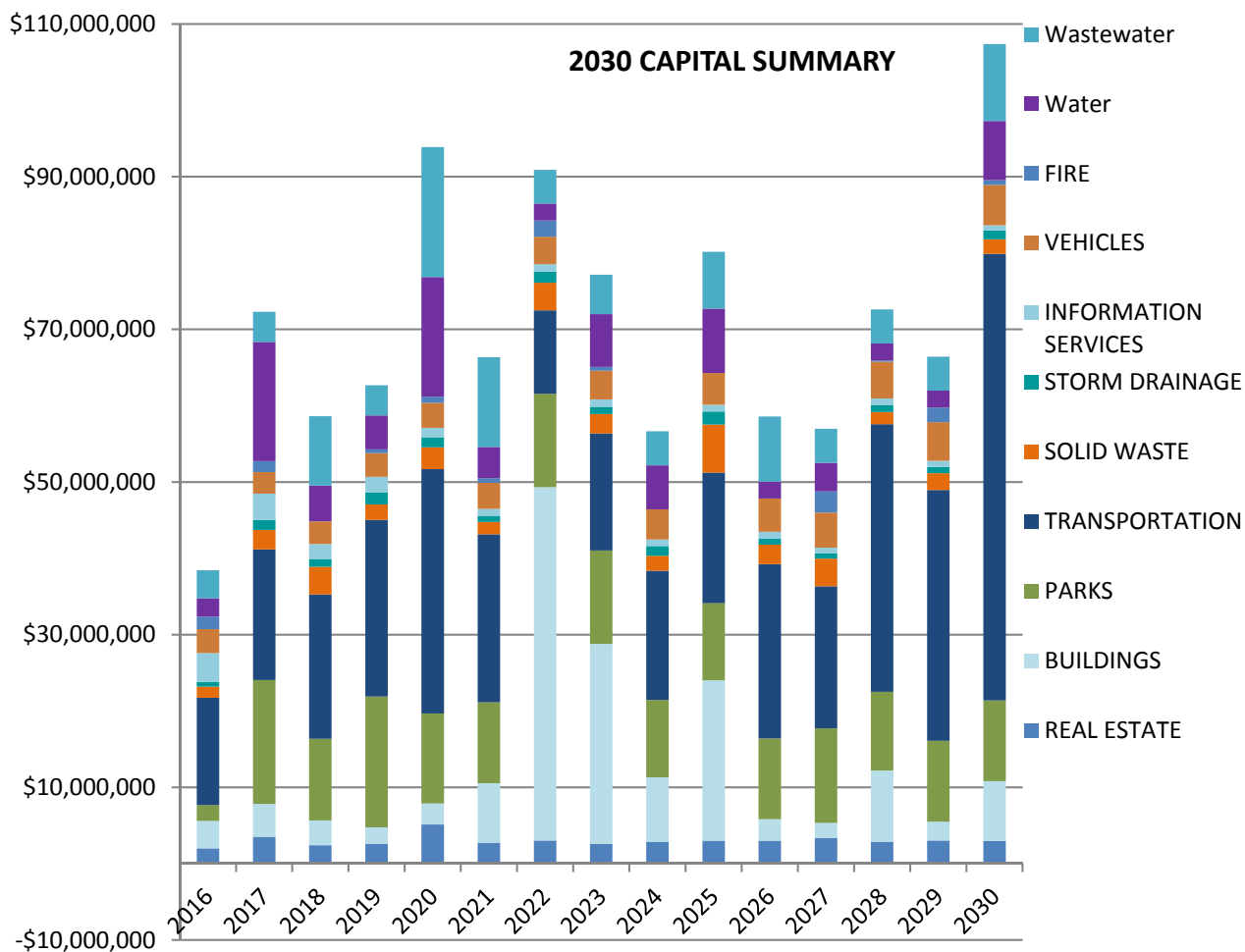


Figure 1 - 2030 Infrastructure Plan capital investment by category.

The figure below shows the capital investment summary by service area. The bars show the total capital cost by year and each bar is further subdivided by colour into the respective service area (i.e. Transportation, Buildings, Parks, Water, Wastewater, etc.).

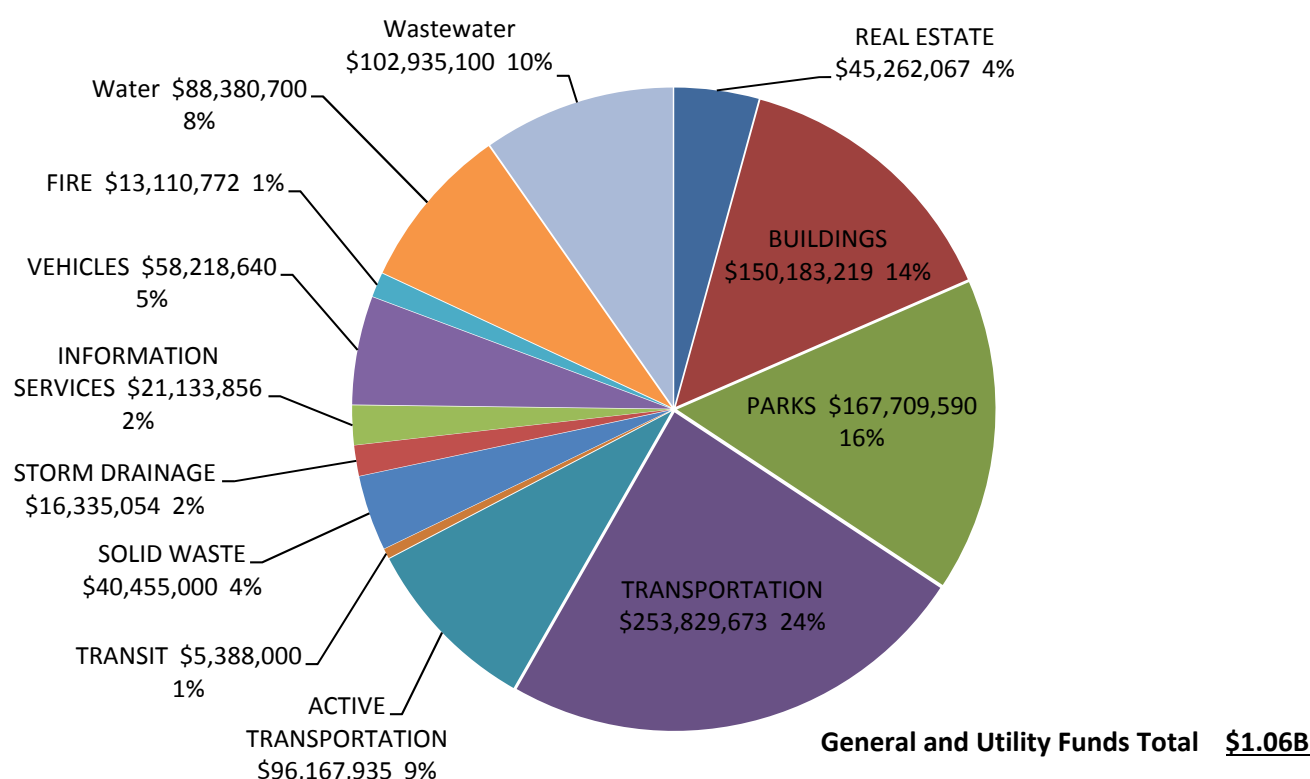


**Figure 2 – Infrastructure investment summary by service area.**

The capital program ranges in value from \$38.5 million (2016) to \$107.4 million (2030).

The following chart shows the infrastructure investment by service area. Transportation projects account for 34% with approximately 10% of this attributable to active transportation and transit projects. Park and Building projects account for 16% and 14%, respectively. Water and Wastewater are the next largest investment areas with 8% and 10%, respectively.

## 2030 Infrastructure Plan – Capital Summary



**Figure 3 – Infrastructure Investment by Service Area.**

Listed below are the Priority 1 projects that exceed \$4 million. Projects are group based on project driver - New, Growth or Renewal. Some of the projects involve more than one project driver so in those instances the project was categorized based on the largest driver. For example, the proposed Parkinson Recreation Centre is required for *Renewal* of the existing facility, to accommodate *Growth* and to provide *New* service enhancements. The primary driver for this project is *Renewal* so the project has been categorized as such despite having elements of all three project drivers.

**Table 1 - Priority 1 capital project.**

Cost Centre	Project Name	Cost	Construction Year(s)
<b>NEW CAPITAL</b>			
Real Estate	General Land, Acquisition	\$27,792,067	2016 - 2030
Buildings	Downtown/South Parkades - Design and Start Construction	\$5,300,000	2029 - 2030
Buildings	MRP - 2 Ice Sheets (includes indoor turf)	\$19,800,000	2021 - 2022
Parks	Natural/Linear Park Acquisition	\$6,369,558	2016 - 2030
Transportation	Bicycle Network Expansion	\$6,490,000	2016 - 2030
Transportation	Sidewalk Network Expansion	\$9,567,620	2016 - 2030
Transportation	Traffic Control Infrastructure	\$9,270,000	2016 - 2030
Solid Waste	Landfill Liner Construction	\$4,000,000	2025
Storm Drainage	Mill Creek Detention	\$6,230,000	2017 - 2030
Info. Serv.	Fibre Optic Network	\$4,500,000	2016 - 2019

## 2030 Infrastructure Plan – Capital Summary

**Table 2 - Priority 1 capital project (continued)**

GROWTH CAPITAL			
Buildings	City Hall Expansion	\$13,200,000	2024 - 2025
Buildings	City Yards - Land Only	\$5,600,000	2028
Buildings	Mission - Activity Centre	\$7,840,000	2024 - 2025
Buildings	North Glenmore Fire Hall (Stn #5)	\$6,400,000	2022 - 2024
Parks	DCC Parkland Acquisition	\$104,684,215	2017 - 2030
Parks	Dehart Park	\$4,700,000	2021 - 2024
Parks	Glenmore Recreation Park	\$4,887,875	2016 - 2018
Parks	Rowcliffe Park (Central Green)	\$4,400,000	2017 - 2019, 2021
Transportation	Central Green Pedestrian Overpass	\$4,000,000	2030
Transportation	Growth (DCC) Road Projects	\$161,143,833	2016 - 2030
Transportation	Growth (DCC) Active Transportation	\$71,670,315	2016 - 2030
Water	Growth (DCC) Water Projects	\$43,635,700	2016 - 2030
Wastewater	Growth (DCC) Wastewater Projects	\$41,237,300	2016 - 2030
RENEWAL CAPITAL			
Real Estate	Parking Equipment	\$6,047,000	2016 - 2030
Buildings	Infrastructure Renewal - Community and Cultural Buildings	\$6,107,259	2017 - 2030
Buildings	Infrastructure Renewal - Parks and Recreation Buildings	\$10,413,181	2017 - 2030
Buildings	Parkinson Recreation Centre	\$50,200,000	2016, 2021 - 2023
Parks	Land Improvements	\$4,225,000	2017 - 2030
Parks	Parking	\$7,245,000	2017 - 2030
Parks	Sport Courts Renovations & Replacements	\$4,573,000	2017 - 2030
Transportation	Bridge Renewal / Repairs	\$5,250,000	2016 - 2030
Transportation	KLO Rd Mission Creek Bridge Replacement	\$5,960,000	2018, 2020, 2029 - 2030
Transportation	Road Renewal	\$56,346,119	2016 - 2030
Transportation	Sidewalk & Bikeway Renewal	\$4,440,000	2016 - 2030
Solid Waste	Automated Collection Curbside Carts	\$4,500,000	2016 - 2030
Solid Waste	Renewal	\$6,440,000	2017 - 2030
Info. Serv.	Front Office Equipment	\$6,099,500	2016 - 2030
Info. Serv.	Major Systems Projects	\$5,429,355	2017 - 2030
Vehicles	Vehicle/Equipment Renewal	\$52,916,306	2017 - 2030
Water	Water Network and Facility Renewal	\$37,500,000	2017 - 2030
Waste Water	Renewal - Wastewater mains and facilities	\$56,700,000	2017 - 2030
<b>TOTAL</b>		<b>\$741,135,145</b>	

## **2030 Infrastructure Plan – Capital Summary**

Listed below are the priority 2 projects that exceed \$4 million. These projects do not have funding and are not scheduled to proceed within the 2030 planning horizon.

**Table 3 - Unfunded Priority 2 capital projects.**

Cost Centre	Project Name	Cost	Construction Year(s)
<b>TOTAL CAPITAL</b>			
Buildings	Apple Bowl Upgrades	\$5,000,000	2022 - 2023
Buildings	City Yards - Construction	\$46,400,000	2029 - 2030
Buildings	Downtown Activity Centre (replacement for Martin Centre)	\$5,600,000	2021 - 2022
Buildings	Downtown Parkade	\$32,700,000	2025, 2030
Buildings	Infrastructure Renewal - Parks and Recreation Buildings	\$5,159,613	2017 - 2029
Buildings	Kelowna Community Theatre	\$52,500,000	2025 - 2027
Buildings	Kelowna Museum - Replacement	\$38,500,000	2029 - 2030
Buildings	Memorial Arena - Adaptive Reuse	\$5,500,000	2022 - 2023
Buildings	New KLO Fire Hall (Stn #6)	\$4,400,000	2027 - 2028
Buildings	Prospera Place - Renovations	\$8,800,000	2025 - 2026
Parks	Boat Launch Land/Facilities	\$10,000,000	2019, 2024 - 2025
Parks	Cemetery Improvements	\$8,167,105	2018 - 2030
Parks	City Park - Spray Park, Skateboard Park and Playground, Picnic Area	\$6,400,000	2020 - 2022
Parks	City Wide Park Development	\$6,700,000	2017 - 2030
Parks	Glenmore Recreation Park - Future Phases	\$7,162,125	2017 - 2018, 2022 - 2023, 2025 - 2026, 2028 - 2029
Parks	MRP - Youth Park, Plaza & Trail System	\$4,400,000	2024 - 2025
Parks	Streetscapes & Town Centre Development	\$8,800,000	2020 - 2021, 2025 - 2026
Parks	Sutherland Bay Expansion (incl Poplar Point Dr Realignment)	\$4,400,000	2023 - 2024
Transportation	Abbott 1 AT	\$5,400,000	2029 - 2030
Transportation	Airport Way Interchange Proposed Partnership	\$35,000,000	2022
Transportation	Hollywood 8 & AT	\$4,770,000	2030
Transportation	Lakeshore 3 & AT	\$10,000,000	2029 - 2030
Transportation	Abbott St Pathway Crossing	\$4,000,000	2028
Transportation	Clement 2- Hwy 33 Ext. (Clem & Hwy 33-1): Spall-Enterp.	\$50,428,796	2021 - 2023, 2026 - 2028
Transportation	Clifton Road Upgrades	\$4,000,000	2028
Transportation	Gravel shoulder paving, streetscaping in urban centers	\$7,000,000	2017 - 2030
Transportation	Major Exchanges	\$5,000,000	2021
Transportation	Master Planned Primary AT Routes	\$18,000,000	2017 - 2030
Transportation	Rails with trails - Houghton to City Limit	\$4,500,000	2017, 2020, 2023
Transportation	Road safety & operations Partnership with ICBC	\$4,250,000	2017 - 2030
Transportation	Rutland centre road upgrades	\$4,400,000	2017 - 2018
Transportation	Transit Facility Garage	\$59,900,000	2017 - 2018, 2023
Transportation	Transit priority measures (Technology, signal, Queue Jumpers, etc.)	\$6,010,000	2017, 2019 - 2020, 2022, 2024, 2026, 2029
Info. Serv.	Major Systems Projects	\$5,947,426	2016 - 2030
<b>TOTAL</b>		<b>\$489,195,065</b>	

## 2.4 FUNDING SOURCES

### 2.4.1 General Fund

There are seven funding sources that support the General Fund projects within the *2030 Infrastructure Plan*. These include: Taxation, Surplus/Reserves, DCC Reserves, Debenture/Borrowing, Federal/Prov Grants, Developer/Community Contributions and Utility revenue. The commitment from each funding source is shown in the chart below.

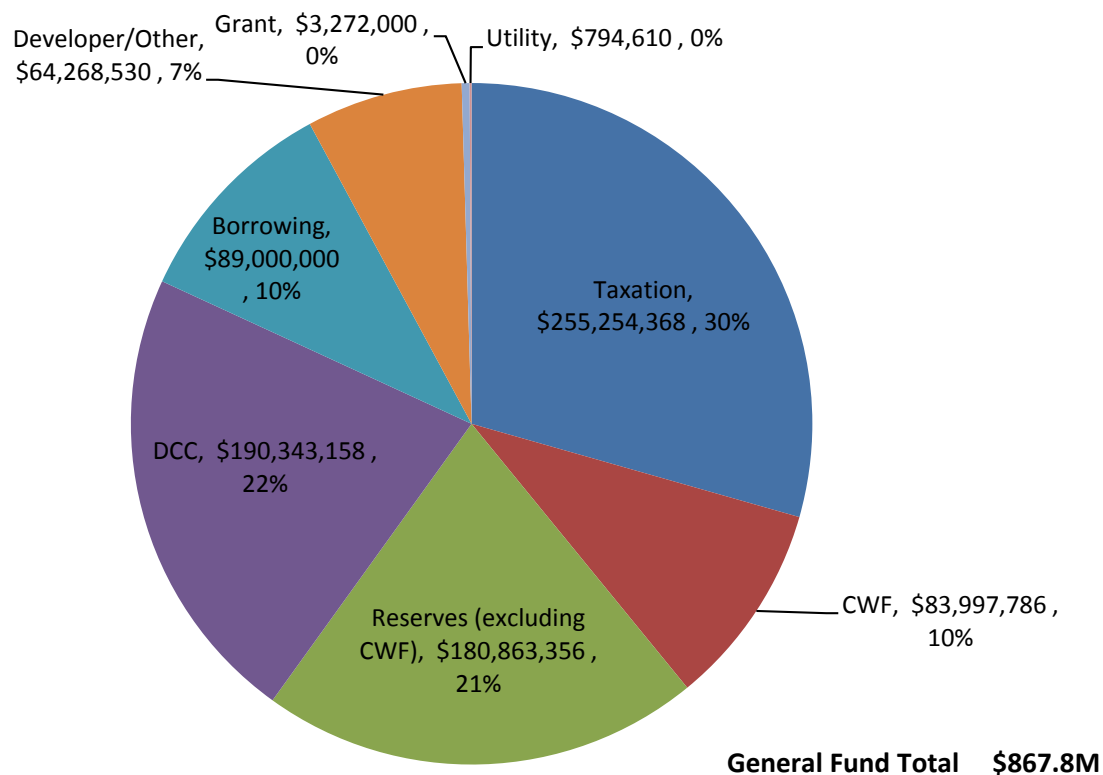


Figure 4 - Funding amounts by source for General Fund Projects.

### 2.4.2 Water and Wastewater Funding

Water and Wastewater projects are funded primarily from Utility, DCC reserves and other reserves, and Developer/Community/Other Contributions. The cost for the Water and Wastewater projects is \$191 million and is funded from the following sources.

Development Cost Charges	\$45,269,344
Other reserves	\$105,620
Dev/Community /Other Contributions	\$3,300,000
Utility Revenue	\$142,640,836

**General Taxation Funding**

In 2016, \$12.0 million was the base amount for general taxation funding for the provisional capital budget. This amount is assumed to increase each year based on 40% of the new construction taxation revenues of that year. By 2030 the annual general taxation contribution will be \$21.8 million. At \$255 million, general taxation is the largest funding source providing 30% of the General Fund capital investment over the next fifteen years.

**Reserve/Surplus Funding**

Reserve funds were used to fund the programs close to the time frames requested by City departments to prevent large fluctuations in annual general taxation requirements.

There is a total of \$265 million in reserve funding (\$84M in Community Works Fund reserve plus \$181M in all other reserves) used over the fifteen-year program.

The existing strategy of using annual surplus to replenish reserves is assumed to continue with approximately \$1 million being allocated annually to various reserves.

**Development Cost Charge Funding**

Development cost charge funding accounts for \$190 million or 22% of the General Fund capital investment. The timing of DCC projects must coincide with the availability of DCC revenues. Should revenue not be realized, as a result of slowed growth, the timing of DCC projects may need to be adjusted further.

**Debenture/Borrowing**

There is \$89 million of debenture borrowing required to fund significant Building projects (summarized below).

**Table 4 - Infrastructure projects that require borrowing.**

Cost Centre	Project	Borrowing Amount (\$ millions)	Year(s)
Buildings	Parkinson Recreation Centre	50.0	2021 - 2023
Buildings	Mission Recreation Park	15.0	2022
Buildings	Mission Activity Centre	7.0	2025
Buildings	City Works Yard (Land Only)	5.0	2028
Buildings	New Municipal Offices	12.0	2025
<b>TOTAL</b>		<b>89.0</b>	

The cost for debt servicing for the above projects is recoverable through taxation based on a twenty-year amortization period. The year-over-year tax impact resulting from current and future debt servicing is shown in Table 4. The projected tax changes result in impacts in 2016 to 2018 as well as 2022, 2023 and 2025 of the planning horizon. These estimates do not include any other impacts to the tax demand from changes to the operating budget which will be discussed later (section 2.6).

**Table 5 - Projected taxation impacts resulting from borrowing.**

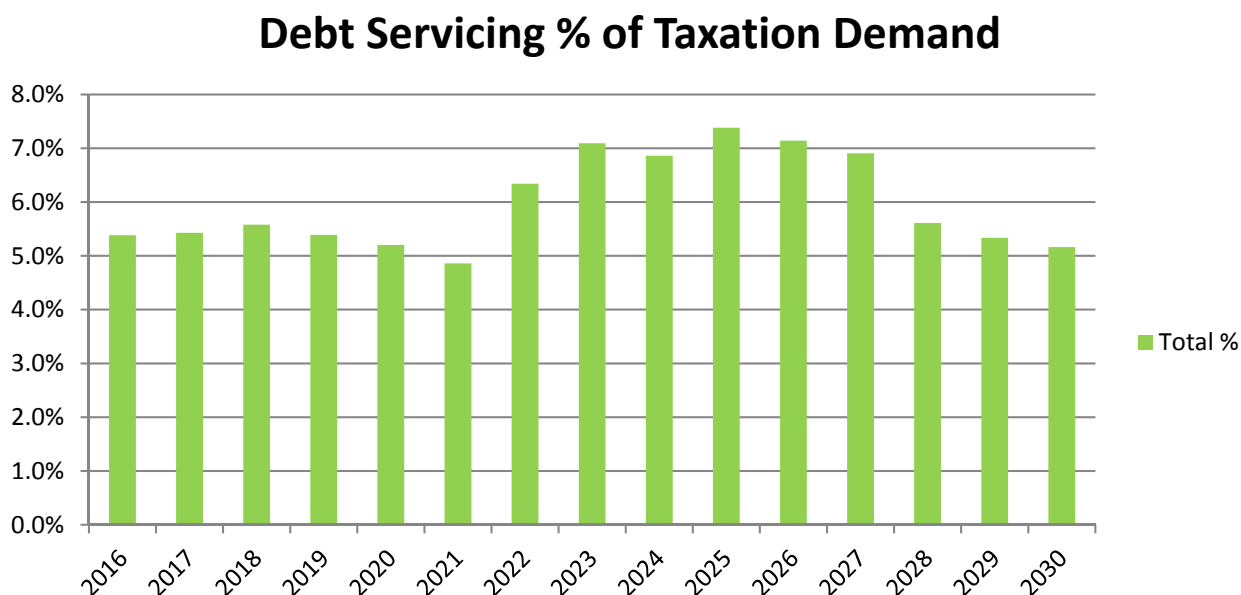
**Without Firehall Changes**

Debt Incurred (yr)	2016	2017	2018	2019	2020	2021	2022	2023
Debt Servicing (%)	0.94%	0.24%	0.35%	-	-	-	1.70%	0.99%

Debt Incurred (yr) (con't)	2024	2025	2026	2027	2028	2029	2030
Debt Servicing (%) (con't)	-	0.77%	-	-	-	-	-

Figure 5 shows projected debt servicing on the existing and projected expenditures as a percentage of the total taxation demand. The current informal policy of debt repayment is to not exceed 5% of the taxation demand. Given the recent borrowing for the Police Services Building as well as other capital projects requesting borrowing, the debt servicing as a percentage of taxation demand is expected to be above 5% for the majority of the duration of the plan.



**Figure 5 - Debt servicing as a percentage of taxation demand.**

***Federal/Provincial Funding***

A total of \$3.3 million is budgeted in the *2030 Infrastructure Plan* to be received from other levels of government in the form of confirmed provincial/federal grants (summarized below).

**Table 6 - Federal/Provincial Funding.**

Cost Centre	Project	Assumed Funding (\$ millions)
Buildings	Queensway Transit Pavilion	0.7
Transportation	Rutland Transit Ph 2, Shepherd Rd Extension	1.2
Transportation	Improvements to Transit Operations Centre	0.8
Transportation	Bus Monitoring System	0.6
<b>TOTAL</b>		<b>3.3</b>

Unconfirmed Federal and Provincial grants have not been assumed as part of the funding strategy. As grants become available this will assist in accelerating project delivery.

### ***Developer/Community/Other Contributions***

Developer/Community/Other Contributions provides \$64.3 million towards capital projects in this plan. The Transportation cost centre contains the largest portion of this funding source at \$50.5 million that will be used for road infrastructure construction. Developer/Community/Other Contributions are summarized in the table below.

**Table 6 – Developer/Community/Other Contributions Funding.**

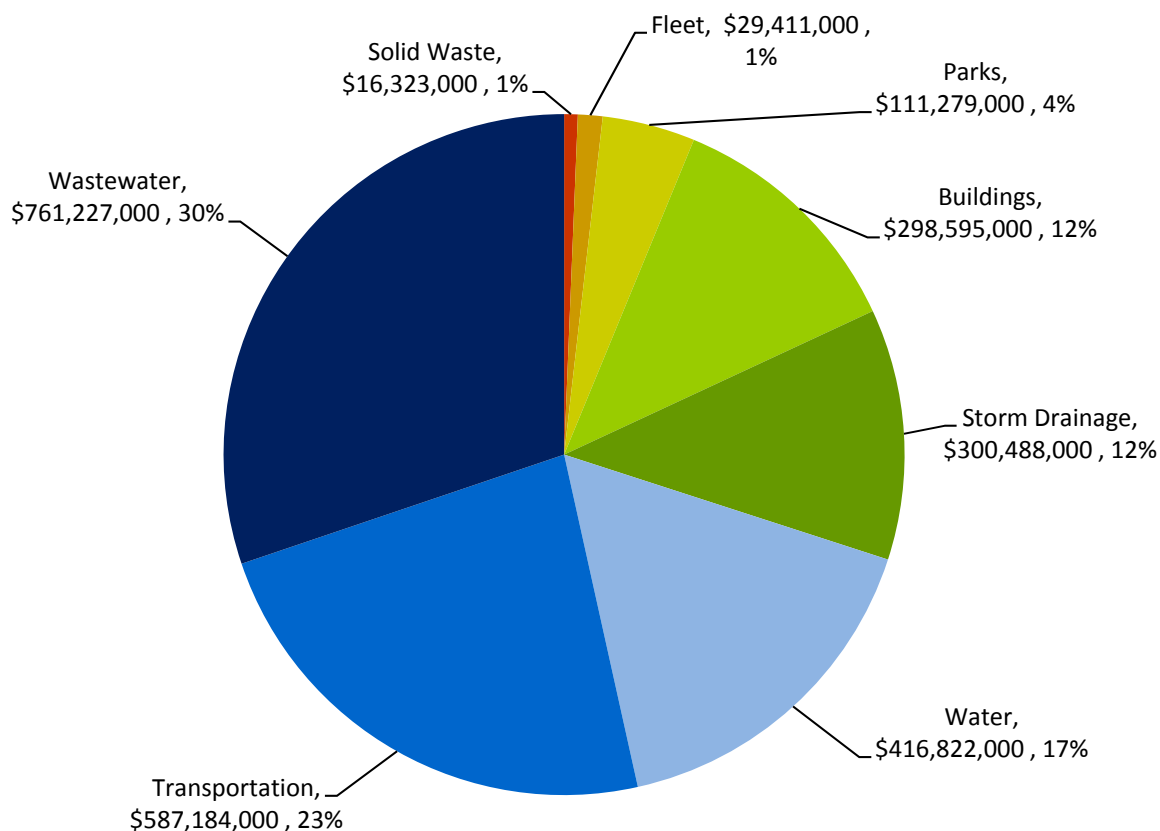
Cost Centre	Assumed Funding (\$ millions)
Park	\$5.4
Transportation	\$50.5
Information Services	\$4.5
Real Estate	\$3.6
Parks	\$0.2
Vehicles	\$0.1
<b>Total</b>	<b>\$64.3</b>

### ***Utility Revenue***

Utility revenue funding provides \$795 thousand towards capital vehicle acquisitions in this plan.

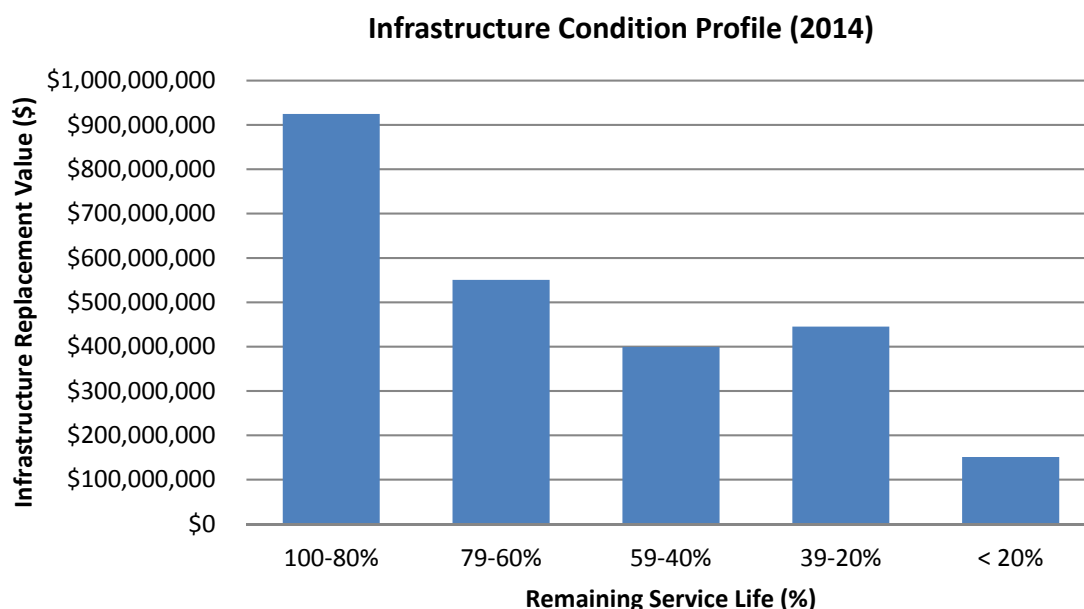
## **2.5 ASSET MANAGEMENT**

The City owns and operates approximately \$2.52 billion worth of infrastructure with an estimated annual depreciation rate of \$52 million.



**Figure 6 - Current replacement value of City infrastructure assets.**

The *2030 Infrastructure Plan* places an emphasis on asset renewal with \$374 million (35%) of the plan allocated for renewing existing infrastructure. This represents an average annual investment of \$25 million or 50% of the annual depreciation rate. This gap is tolerable in the next 15-years because 94% of the City's infrastructure has more than 20% of its remaining service life. At this Renewal rate, however, the City's infrastructure will age and by 2030 89% of the City's infrastructure will have more than 20% of its remaining service life.



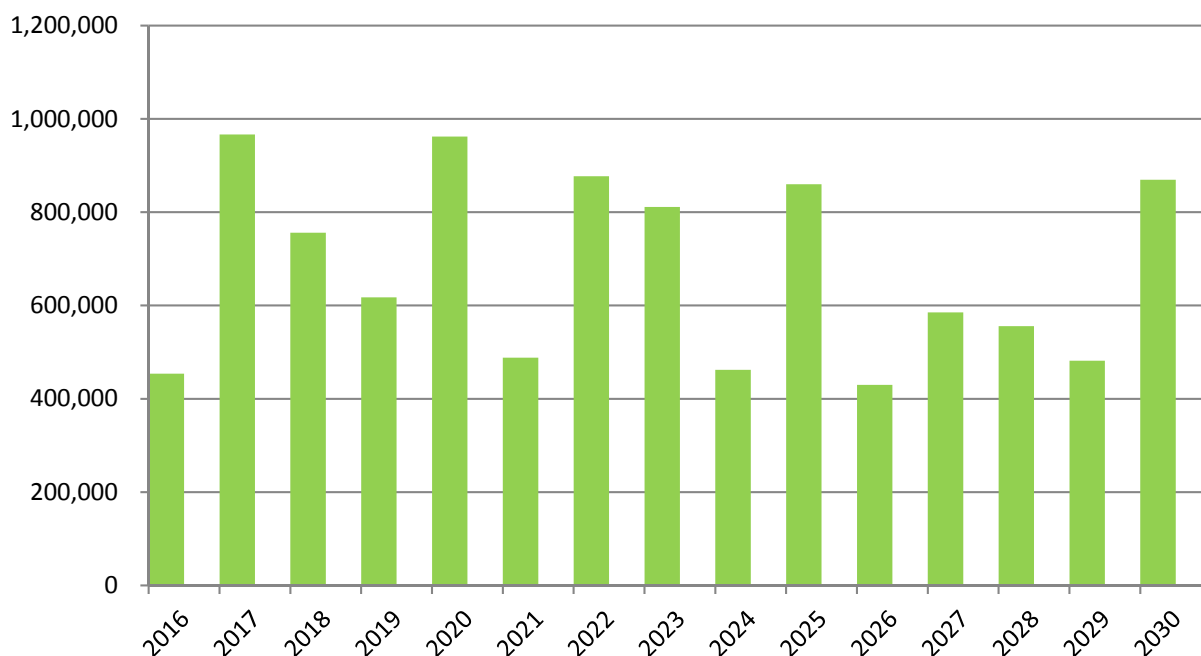
Asset management plans for all infrastructure areas will be completed in 2016 that will detail asset renewal timing, costs and the associated risks and service level consequences (if any) for the forecasted funding levels.

## **2.6 OPERATIONAL IMPACTS**

The proposed capital works in *2030 Infrastructure Plan* amounts to \$1.059 billion of which \$374 million would go towards renewal of existing infrastructure. The balance of the program (New + Growth) would be new infrastructure that requires additional money to operate and maintain. The *2030 Infrastructure Plan* forecasts \$475 million of new infrastructure to be added to accommodate growth or improve service levels (exclusive of land costs). At the same time the City will receive approximately \$120 million in contributed infrastructure from development.

Incremental O&M impacts for new infrastructure were calculated as a percentage of 2014 O&M budget and the infrastructure value for each service area. For example, Wastewater had an O&M budget of \$9.5 million and infrastructure asset value of \$716 million in 2014. The quotient of O&M divided by asset replacement value (i.e.  $9.5/716 = 1.25\%$ ) was applied to new infrastructure to forecast the O&M cost over the life cycle of the infrastructure. The graph and table below summarizes the forecasted O&M impacts for each service area.

## Projected Operations & Maintenance



**Table 7 - Forecasted operation and maintenance costs associated with New and Growth infrastructure (exclusive of land).**

Cost Centre	Service Area	Capital Investment (New + Growth)	%	O&M Forecast
301	BUILDINGS	83,150,000	1.50%	1,247,250
302	PARKS	33,317,817	10.00%	3,331,782
304	TRANSPORTATION	283,225,537	1.21%	3,427,029
305	SOLID WASTE	26,215,000	4.00%	1,048,600
306	STORM DRAINAGE	22,923,195	0.34%	77,939
310	VEHICLES	2,885,404	15.00%	432,811
313	WATER	77,150,700	1.66%	1,280,702
314	WASTEWATER	66,044,300	1.25%	825,554
<b>Total Capital Investment (New + Growth)</b>		<b>594,911,954</b>	<b>TOTAL O&amp;M</b>	<b>11,671,666</b>

The addition of \$595 million of new infrastructure will increase the value of the City's infrastructure to \$3.12 billion and will require an additional \$12 million to operate and maintain. The O&M impacts for Water, Wastewater and Solid Waste will be accounted for in their respective funding models. The remaining \$8.5 million would require addition taxation or operational efficiencies to accommodate.

### **2.7 SUMMARY**

The *2030 Infrastructure Plan* provides the framework for long-term capital planning and fiscal management and allows the City to look ahead and anticipate current and future cost pressures, stretch the limits of our revenues by source, and make the necessary decisions to put in place essential infrastructure to support a future Kelowna. By doing so, this plan will help maximize the investment in the community where and when it is most needed.

The *2030 Infrastructure Plan* aligns with community, council and corporate priorities and vision and sets the direction for infrastructure investment in an affordable and sustainable manner. The City's 10-year capital plan will be developed from the direction set out in the *2030 Infrastructure Plan* and will be updated annually to ensure investment is affordable in the long-term and aligns with strategic direction. This will ensure the community continues to receive the best value for their infrastructure dollars.

## **2.8 COST CENTRE OVERVIEW**

### ***Real Estate & Building Services Capital***

Program	2016-2030
General Land	\$ 31,362,067
Road and Sidewalk Land Acquisition	645,000
Parking Infrastructure	9,505,000
Strategic Land Redevelopment	3,750,000
	<b>\$ 45,262,067</b>

### ***Buildings***

Program	2016-2030
Parks and Recreation Buildings	\$ 83,285,372
Community and Cultural Buildings	16,062,259
Civic/Protective Service Buildings	28,246,673
Transportation and Public Works Buildings	14,498,916
Heritage Buildings	4,600,000
Capital Opportunities and Partnerships	3,490,000
	<b>\$ 150,183,219</b>

### ***Parks***

Program	2016-2030
DCC Parkland Acquisition	\$ 104,684,215
Linear/Natural Area Parkland	6,369,558
Neighbourhood Park Development	2,425,000
Community Park Development	14,075,000
Recreation Park Development	6,287,875
City-wide Park Development	3,990,000
Linear/Natural Area Park Development	3,725,000
Park Renewal, Rehabilitation & Infrastructure Upgrades	21,635,000
Capital Opportunities Partnership	4,517,942
	<b>\$ 167,709,590</b>

***Transportation***

Program	2016-2030
DCC Roads	\$ 161,143,833
DCC Roads - Active Transportation	71,670,315
Non-DCC Transportation	360,000
Transportation System Renewal	80,272,840
Bicycle Network	10,490,000
Sidewalk Network	9,567,620
Safety and Operational Improvements	8,105,000
Traffic Control Infrastructure	9,620,000
Transit Facilities	4,156,000
	<b>\$ 355,385,608</b>

***Solid Waste***

Program	2016-2030
Equipment	\$ 9,290,000
Site Improvement	10,525,000
Gas Management	3,850,000
Leachate Management	3,600,000
Drainage & Groundwater Management	1,000,000
Recycling & Waste Management	1,300,000
Landfill Area Development	1,750,000
Closure & Reclamation	2,700,000
Solid Waste Renewal	6,440,000
	<b>\$ 40,455,000</b>

***Storm Drainage***

Program	2016-2030
Hydraulic Upgrading Program	\$ 11,129,195
Storm Drainage Quality Program	1,660,000
Storm Drainage Renewal	3,545,859
	<b>\$ 16,335,054</b>

**Information Services**

Program	2016-2030
Front Office Equipment	\$ 6,099,500
Server & Data Storage	2,600,000
Major System Projects	6,099,356
Communications Systems	6,335,000
	<b>\$ 21,133,856</b>

**Vehicles & Mobile Equipment**

Program	2016-2030
Additional Vehicles / Equipment	\$ 2,885,404
Vehicle / Equipment Renewal	55,333,236
	<b>\$ 58,218,640</b>

**Fire**

Program	2016-2030
Vehicle / Equipment Renewal	\$ 11,462,307
Additional Vehicles / Equipment	40,376
Communications Systems	1,608,089
	<b>\$ 13,110,772</b>

**Water System**

Program	2016-2030
DCC Pipes (Mains)	\$ 32,971,000
DCC Booster Stations & PRVs	2,216,700
DCC Water Treatment	-
DCC Reservoirs & Filling Stations	7,548,000
DCC Offsite & Oversize	900,000
Network and Facility Renewal	38,980,000
Network and Facility Improvements	5,765,000
	<b>\$ 88,380,700</b>

***Wastewater System***

Program	2016-2030
DCC Pipes (Mains)	\$ 25,645,300
DCC Lift Stations	1,274,000
DCC Wastewater Treatment Facilities	13,418,000
DCC Oversize	900,000
Network and Facility Renewal	60,072,800
Network and Facility Improvements	1,625,000
	\$ 102,935,100

2.9 Capital Summary

CAPITAL FUNDING SUMMARY - GENERAL (by Service and Expenditure Type)																	
Cost Center	Service Area	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
300	REAL ESTATE	2,010,000	3,533,043	2,424,550	2,630,368	5,134,680	2,759,460	3,047,906	2,602,588	2,832,102	3,021,466	3,024,467	3,352,047	2,869,789	3,039,097	2,980,504	45,262,067
	New Capital	1,650,000	2,796,043	2,123,550	2,223,368	4,806,180	2,445,460	2,470,906	2,518,088	2,541,102	2,559,466	2,532,467	2,530,547	2,568,789	2,637,097	2,652,004	39,055,067
	Growth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Renewals	360,000	737,000	301,000	407,000	328,500	314,000	577,000	84,500	291,000	462,000	492,000	821,500	301,000	402,000	328,500	6,207,000
301	BUILDINGS	3,595,000	4,300,667	3,240,333	2,134,920	2,752,723	7,782,491	46,266,867	26,191,045	8,484,870	20,993,158	2,804,369	1,984,386	9,345,045	2,478,310	7,829,035	150,183,219
	New Capital	1,795,000	175,000	1,525,000	430,000	265,000	1,995,000	16,325,000	5,000,000	235,000	1,775,000	25,000	25,000	400,000	325,000	5,025,000	35,320,000
	Growth	310,000	425,000	400,000	400,000	25,000	1,325,000	9,975,000	7,700,000	5,645,000	15,525,000	25,000	25,000	6,000,000	25,000	25,000	47,830,000
	Renewals	1,490,000	3,700,667	1,315,333	1,304,920	2,462,723	4,462,491	19,966,867	13,491,045	2,604,870	3,693,158	2,754,369	1,934,386	2,945,045	2,128,310	2,779,035	67,033,219
302	PARKS	2,075,000	16,224,919	10,706,645	17,139,625	11,786,170	10,600,164	12,246,144	12,250,124	10,130,042	10,105,623	10,585,337	12,385,337	10,311,906	10,589,355	10,573,199	167,709,590
	New Capital	472,500	934,754	653,612	933,550	1,542,597	408,594	664,084	841,074	386,033	506,324	596,181	1,546,181	397,965	524,190	666,114	11,073,750
	Growth	974,500	13,319,166	9,146,033	15,231,076	8,710,573	8,076,570	10,132,060	9,909,050	8,354,009	7,974,300	8,064,157	8,914,157	8,165,941	8,292,166	8,034,085	133,297,840
	Renewals	628,000	1,971,000	907,000	975,000	1,533,000	2,115,000	1,450,000	1,500,000	1,390,000	1,625,000	1,925,000	1,925,000	1,748,000	1,773,000	1,873,000	23,338,000
304a	TRANSPORTATION	11,289,052	16,958,275	18,725,324	22,937,678	31,895,084	21,810,625	10,797,627	15,199,592	16,832,943	16,668,868	22,638,702	18,419,008	34,736,683	32,717,634	58,370,512	349,997,608
	New Capital	1,405,120	1,450,000	1,337,500	1,375,000	1,400,000	1,525,000	1,650,000	1,762,500	1,787,500	1,887,500	1,937,500	2,025,000	2,000,000	2,075,000	2,050,000	25,667,620
	Growth	5,283,932	11,597,400	12,945,299	17,044,265	23,925,778	15,945,419	4,631,515	8,700,068	10,232,500	9,597,500	15,306,402	10,828,270	27,050,000	24,710,000	50,170,800	247,969,148
	Renewals	4,600,000	3,910,875	4,442,525	4,518,413	6,569,306	4,340,206	4,516,112	4,737,024	4,812,943	5,183,868	5,394,800	5,565,738	5,686,683	5,932,634	6,149,712	76,360,840
304b	TRANSIT	2,772,000	160,000	178,000	200,000	120,000	200,000	128,000	120,000	100,000	450,000	200,000	200,000	300,000	120,000	140,000	5,388,000
	New Capital	2,056,000	30,000	39,000	50,000	10,000	50,000	64,000	10,000	50,000	50,000	50,000	50,000	100,000	10,000	20,000	2,639,000
	Growth	684,000	30,000	39,000	50,000	10,000	50,000	64,000	10,000	50,000	300,000	50,000	50,000	100,000	10,000	20,000	1,517,000
	Renewals	32,000	100,000	100,000	100,000	100,000	100,000	-	100,000	-	100,000	100,000	100,000	100,000	100,000	100,000	1,232,000
305	SOLID WASTE	1,450,000	2,545,000	3,620,000	2,020,000	2,870,000	1,620,000	3,620,000	2,545,000	1,945,000	6,295,000	2,545,000	3,620,000	1,620,000	2,220,000	1,920,000	40,455,000
	New Capital	1,210,000	1,545,000	2,620,000	1,020,000	1,870,000	770,000	1,270,000	1,695,000	1,095,000	5,445,000	1,695,000	2,770,000	770,000	1,370,000	1,070,000	26,215,000
	Growth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Renewals	240,000	1,000,000	1,000,000	1,000,000	1,000,000	850,000	2,350,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	14,240,000
306	STORM DRAINAGE	615,000	1,307,624	1,038,783	1,544,217	1,300,122	808,224	1,442,058	940,962	1,278,639	1,708,079	752,311	726,634	916,819	805,700	1,149,882	16,335,054
	New Capital	215,000	907,600	815,000	1,315,000	995,595	535,000	585,000	665,000	935,000	1,280,000	535,000	535,000	535,000	535,000	535,000	10,923,195
	Growth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Renewals	400,000	400,024	223,783	229,217	304,527	273,224	857,058	275,962	343,639	428,079	217,311	191,634	381,819	270,700	614,882	5,411,859
308	INFORMATION SERVICES	3,801,500	3,460,098	1,948,677	2,076,558	1,237,236	905,652	992,306	969,644	866,960	874,588	937,430	727,357	852,050	815,973	667,827	21,133,856
	New Capital	2,669,650	1,719,120	430,835	1,162,712	293,597	203,630	275,711	219,179	207,442	198,218	267,386	196,371	192,110	187,645	169,215	8,392,821
	Growth	132,650	364,120	305,835	157,712	163,597	98,630	100,711	114,179	102,442	93,218	87,386	71,371	87,110	82,645	64,215	2,025,821
	Renewals	999,200	1,376,859	1,212,006	756,135	780,042	603,391	615,884	636,286	557,076	583,153	582,658	459,614	572,830	545,684	434,396	10,715,214
310	VEHICLES	3,119,280	2,804,020	2,948,265	3,099,038	3,265,079	3,415,818	3,590,981	3,774,576	3,963,418	4,161,450	4,354,554	4,569,976	4,802,614	5,052,478	5,297,093	58,218,640
	New Capital	175,588	26,005	28,316	30,572	34,873	33,488	36,255	39,080	41,062	43,080	41,492	42,990	46,175	50,917	51,460	721,351
	Growth	526,763	78,015	84,949	91,716	104,618	100,463	108,766	117,239	123,185	129,240	124,476	128,971	138,524	152,750	154,380	2,164,053
	Renewals	2,416,930	2,700,000	2,835,000	2,976,750	3,125,588	3,281,867	3,445,960	3,618,258	3,799,171	3,989,130	4,188,586	4,398,015	4,617,916	4,848,812	5,091,253	55,333,236
311	FIRE	1,621,520	1,446,281	37,142	505,626	804,080	585,830	2,130,076	480,381	-	-	-	2,778,822	178,130	1,920,501	622,383	13,110,772
	New Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Growth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Renewals	1,621,520	1,446,281	37,142	505,626	804,080	585,830	2,130,076	480,381	-	-	-	2,778,822	178,130	1,920,501	622,383	13,110,772
TOTAL GENERAL CAPITAL COSTS		32,348,352	52,739,927	44,867,719	54,288,030	61,165,174	50,488,264	84,261,966	65,073,913	46,433,974	64,278,232	47,842,170	48,763,568	65,933,036	59,759,049	89,550,434	867,793,807
	New Capital	11,648,858	9,583,521	9,572,814	8,540,201	11,217,842	7,966,172	23,340,956	12,749,920	7,278,139	13,744,587	7,680,026	9,721,089	7,010,039	7,714,848	12,238,793	160,007,804
	Growth	7,911,845	25,813,700	22,921,116	32,974,768	32,939,566	25,596,083	25,012,052	26,550,535	24,507,136	33,619,257	23,657,421	20,017,769	41,541,575	33,272,560	58,468,480	434,803,862
	Renewals	12,787,650	17,342,706	12,373,789	12,773,061	17,007,765	16,926,009	35,908,957	25,773,457	14,648,699	16,914,388	16,504,724	19,024,710	17,381,423	18,771,642	18,843,161	272,982,141
TOTAL GENERAL FUNDING		32,348,352	52,739,927	44,867,719	54,288,030	61,165,174	50,488,264	84,261,966	65,073,913	46,433,974	64,278,232	47,842,170	48,763,568	65,933,036	59,759,049	89,550,434	867,793,807
	Taxation	12,028,841	12,757,756	13,498,188	14,250,319	15,014,333	15,692,180	16,379,382	17,076,067	17,782,366	18,498,412	19,140,183	19,789,765	20,447,281	21,112,819	21,786,477	255,254,368
	CWF	4,188,320	7,364,262	10,693,126	9,244,053	5,911,259	5,529,491	5,170,725	4,782,145	2,091,142	1,698,216	3,525,386	2,520,784	3,413,468	6,017,064	11,848,346	83,997,786
	Reserves	5,879,560	11,838,438	6,471,682	7,449,148	14,906,249	6,573,885	13,209,204	6,440,279	12,028,805	6,516,777	6,520,947	9,590,698	7,539,407	8,759,155	16,684,121	140,408,356
	DCC	1,960,891	9,641,072	10,160,724	14,608,510	18,652,333	15,057,708	7,577,655	10,328,422	11,522,662	11,727,327	15,575,243	12,297,320	17,525,590	20,004,011	13,703,690	190,343,158
	Borrowing	-	-	-	-	-	4,000,000	38,000,000	23,000,000	-	19,000,000	-	-	5,000,000	-	-	89,000,000
	Developer/Other	2,774,130	8,593,400	424,000	6,716,000	3,811,000	2,015,000	305,000	902,000	1,064,000	542,500	535,410	945,000	10,387,290	1,646,000	23,607,800	64,268,530
	Grant	3,272,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,272,000
	Solid Waste Reserve	1,450,000	2,545,000	3,620,000	2,020,000	2,870,000	1,620,000	3,620,000	2,545,000	1,945,000	6,295,000	2,545,000	3,620,000	1,620,000	2,220,000	1,920,000	40,455,000
	Utility	794,610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	794,610

CAPITAL FUNDING SUMMARY - UTILITY (by Service and ExpenditureType)																	
Cost Center	Service Area	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
313	Water	2,440,000	15,609,700	4,661,000	4,433,000	15,690,000	4,110,000	2,210,000	6,910,000	5,748,000	8,431,000	2,210,000	3,752,000	2,210,000	2,210,000	7,756,000	88,380,700
	New Capital	352,500	6,266,133	-	-	8,614,600	-	-	1,128,000	849,120	2,421,000	-	724,740	-	-	4,496,000	24,852,093
	Growth	457,500	5,293,567	611,000	383,000	3,025,400	60,000	60,000	3,632,000	2,748,880	3,860,000	60,000	877,260	60,000	60,000	1,110,000	22,298,607
	Renewals	1,630,000	4,050,000	4,050,000	4,050,000	4,050,000	4,050,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	41,230,000
314	Wastewater	3,657,800	3,960,000	9,100,000	3,960,000	17,022,000	11,749,300	4,425,000	5,171,000	4,460,000	7,460,000	8,530,000	4,460,000	4,460,000	4,460,000	10,060,000	102,935,100
	New Capital	225,000	100,000	1,462,800	100,000	6,349,480	255,786	109,300	124,220	100,000	1,420,000	1,890,800	100,000	100,000	100,000	100,000	12,537,386
	Growth	60,000	60,000	3,837,200	60,000	6,872,520	7,693,514	515,700	1,246,780	60,000	1,740,000	2,339,200	60,000	60,000	60,000	5,660,000	30,324,914
	Renewals	3,372,800	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	60,072,800
TOTAL UTILITY CAPITAL COSTS		6,097,800	19,569,700	13,761,000	8,393,000	32,712,000	15,859,300	6,635,000	12,081,000	10,208,000	15,891,000	10,740,000	8,212,000	6,670,000	6,670,000	17,816,000	191,315,800
New Capital		577,500	6,366,133	1,462,800	100,000	14,964,080	255,786	109,300	1,252,220	949,120	3,841,000	1,890,800	824,740	100,000	100,000	4,596,000	37,389,479
Growth		517,500	5,353,567	4,448,200	443,000	9,897,920	7,753,514	575,700	4,878,780	2,808,880	5,600,000	2,399,200	937,260	120,000	120,000	6,770,000	52,623,521
Renewals		5,002,800	7,850,000	7,850,000	7,850,000	7,850,000	7,850,000	5,950,000	5,950,000	6,450,000	6,450,000	6,450,000	6,450,000	6,450,000	6,450,000	6,450,000	101,302,800
TOTAL UTILITY FUNDING		6,097,800	19,569,700	13,761,000	8,393,000	32,712,000	15,859,300	6,635,000	12,081,000	10,208,000	15,891,000	10,740,000	8,212,000	6,670,000	6,670,000	17,816,000	191,315,800
Taxation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CWF		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves		105,620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105,620
DCC		448,500	2,642,058	4,368,850	432,639	10,331,793	7,783,936	570,071	5,934,979	3,610,703	5,519,873	2,359,498	915,660	116,928	116,928	116,928	45,269,344
Borrowing		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other		150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,200,000	3,300,000
Grant		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Reserve		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility		5,393,680	16,777,642	9,242,150	7,810,361	22,230,207	7,925,364	5,914,930	5,996,021	6,447,297	10,221,127	8,230,502	7,146,340	6,403,072	6,403,072	16,499,072	142,640,836

GRAND SUMMARY - GENERAL and UTILITY- by New, Growth and Renewal																	
Cost Center	Project Title	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
<b>NEW CAPITAL</b>																	
300	REAL ESTATE	1,650,000	2,796,043	2,123,550	2,223,368	4,806,180	2,445,460	2,470,906	2,518,088	2,541,102	2,559,466	2,532,467	2,530,547	2,568,789	2,637,097	2,652,004	
301	BUILDINGS	1,795,000	175,000	1,525,000	430,000	265,000	1,995,000	16,325,000	5,000,000	235,000	1,775,000	25,000	25,000	400,000	325,000	5,025,000	
302	PARKS	472,500	934,754	653,612	933,550	1,542,597	408,594	664,084	841,074	386,033	506,324	596,181	1,546,181	397,965	524,190	666,114	
304a	TRANSPORTATION	1,405,120	1,450,000	1,337,500	1,375,000	1,400,000	1,525,000	1,650,000	1,762,500	1,787,500	1,887,500	1,937,500	2,025,000	2,000,000	2,075,000	2,050,000	
304b	TRANSIT	2,056,000	30,000	39,000	50,000	10,000	50,000	64,000	10,000	50,000	50,000	50,000	50,000	100,000	10,000	20,000	
305	SOLID WASTE	1,210,000	1,545,000	2,620,000	1,020,000	1,870,000	770,000	1,270,000	1,695,000	1,095,000	5,445,000	1,695,000	2,770,000	770,000	1,370,000	1,070,000	
306	STORM DRAINAGE	215,000	907,600	815,000	1,315,000	995,595	535,000	585,000	665,000	935,000	1,280,000	535,000	535,000	535,000	535,000	535,000	
308	INFORMATION SERVICES	2,669,650	1,719,120	430,835	1,162,712	293,597	203,630	275,711	219,179	207,442	198,218	267,386	196,371	192,110	187,645	169,215	
310	VEHICLES	175,588	26,005	28,316	30,572	34,873	33,488	36,255	39,080	41,062	43,080	41,492	42,990	46,175	50,917	51,460	
311	FIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
313	Water	352,500	6,266,133	-	-	8,614,600	-	-	1,128,000	849,120	2,421,000	-	724,740	-	-	4,496,000	
314	Wastewater	225,000	100,000	1,462,800	100,000	6,349,480	255,786	109,300	124,220	100,000	1,420,000	1,890,800	100,000	100,000	100,000	100,000	
Grand Total NEW Capital		12,226,358	15,949,654	11,035,614	8,640,201	26,181,922	8,221,958	23,450,256	14,002,140	8,227,259	17,585,587	9,570,826	10,545,829	7,110,039	7,814,848	16,834,793	197,397,283
<b>GROWTH CAPITAL</b>																	
300	REAL ESTATE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
301	BUILDINGS	310,000	425,000	400,000	400,000	25,000	1,325,000	9,975,000	7,700,000	5,645,000	15,525,000	25,000	25,000	6,000,000	25,000	25,000	
302	PARKS	974,500	13,319,166	9,146,033	15,231,076	8,710,573	8,076,570	10,132,060	9,909,050	8,354,009	7,974,300	8,064,157	8,914,157	8,165,941	8,292,166	8,034,085	
304a	TRANSPORTATION	5,283,932	11,597,400	12,945,299	17,044,265	23,925,778	15,945,419	4,631,515	8,700,068	10,232,500	9,597,500	15,306,402	10,828,270	27,050,000	24,710,000	50,170,800	
304b	TRANSIT	684,000	30,000	39,000	50,000	10,000	50,000	64,000	10,000	50,000	300,000	50,000	50,000	100,000	10,000	20,000	
305	SOLID WASTE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
306	STORM DRAINAGE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
308	INFORMATION SERVICES	132,650	364,120	305,835	157,712	163,597	98,630	100,711	114,179	102,442	93,218	87,386	71,371	87,110	82,645	64,215	
310	VEHICLES	526,763	78,015	84,949	91,716	104,618	100,463	108,766	117,239	123,185	129,240	124,476	128,971	138,524	152,750	154,380	
311	FIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
313	Water	457,500	5,293,567	611,000	383,000	3,025,400	60,000	60,000	3,632,000	2,748,880	3,860,000	60,000	877,260	60,000	60,000	1,110,000	
314	Wastewater	60,000	60,000	3,837,200	60,000	6,872,520	7,693,514	515,700	1,246,780	60,000	1,740,000	2,339,200	60,000	60,000	60,000	5,660,000	
Grand Total GROWTH Capital		8,429,345	31,167,267	27,369,316	33,417,768	42,837,486	33,349,597	25,587,752	31,429,315	27,316,016	39,219,257	26,056,621	20,955,029	41,661,575	33,392,560	65,238,480	487,427,383
<b>RENEWAL CAPITAL</b>																	
300	REAL ESTATE	360,000	737,000	301,000	407,000	328,500	314,000	577,000	84,500	291,000	462,000	492,000	821,500	301,000	402,000	328,500	
301	BUILDINGS	1,490,000	3,700,667	1,315,333	1,304,920	2,462,723	4,462,491	19,966,867	13,491,045	2,604,870	3,693,158	2,754,369	1,934,386	2,945,045	2,128,310	2,779,035	
302	PARKS	628,000	1,971,000	907,000	975,000	1,533,000	2,115,000	1,450,000	1,500,000	1,390,000	1,625,000	1,925,000	1,925,000	1,748,000	1,773,000	1,873,000	
304a	TRANSPORTATION	4,600,000	3,910,875	4,442,525	4,518,413	6,569,306	4,340,206	4,516,112	4,737,024	4,812,943	5,183,868	5,394,800	5,565,738	5,686,683	5,932,634	6,149,712	
304b	TRANSIT	32,000	100,000	100,000	100,000	100,000	100,000	-	100,000	-	100,000	100,000	100,000	100,000	100,000	100,000	
305	SOLID WASTE	240,000	1,000,000	1,000,000	1,000,000	1,000,000	850,000	2,350,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	
306	STORM DRAINAGE	400,000	400,024	223,783	229,217	304,527	273,224	857,058	275,962	343,639	428,079	217,311	191,634	381,819	270,700	614,882	
308	INFORMATION SERVICES	999,200	1,376,859	1,212,006	756,135	780,042	603,391	615,884	636,286	557,076	583,153	582,658	459,614	572,830	545,684	434,396	
310	VEHICLES	2,416,930	2,700,000	2,835,000	2,976,750	3,125,588	3,281,867	3,445,960	3,618,258	3,799,171	3,989,130	4,188,586	4,398,015	4,617,916	4,848,812	5,091,253	
311	FIRE	1,621,520	1,446,281	37,142	505,626	804,080	585,830	2,130,076	480,381	-	-	-	2,778,822	178,130	1,920,501	622,383	
313	Water	1,630,000	4,050,000	4,050,000	4,050,000	4,050,000	4,050,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	2,150,000	
314	Wastewater	3,372,800	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	
Grand Total RENEWAL Capital		17,790,450	25,192,706	20,223,789	20,623,061	24,857,765	24,776,009	41,858,957	31,723,457	21,098,699	23,364,388	22,954,724	25,474,710	23,831,423	25,221,642	25,293,161	374,284,941
																	1,059,109,607
GRAND SUMMARY - GENERAL and UTILITY - Operations and Maintenance Costs																	
Cost Center	Project Title	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
300	REAL ESTATE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
301	BUILDINGS	31,575	9,000	28,875	12,450	4,350	49,800	394,500	190,500	88,200	259,500	750	750	96,000	5,250	75,750	1,247,250
302	PARKS	144,700	546,796	372,854	340,710	259,263	109,219	327,817	320,714	117,263	86,265	104,236	284,236	111,736	116,736	89,236	3,331,782
304a	TRANSPORTATION	73,092	135,744	152,302	191,064	255,809	174,786	69,946	110,262	122,197	118,215	175,412	132,005	282,272	269,341	533,495	2,795,941
304b	TRANSIT	33,154	726	944	1,210	242	1,210	1,549	242	1,210	4,235	1,210	1,210	2,420	242	484	50,288
305	SOLID WASTE	48,400	61,800	104,800	40,800	74,800	30,800	50,800	67,800	43,800	217,800	67,800	110,800	30,800	54,800	42,800	1,048,600
306	STORM DRAINAGE	731	3,086	2,771	4,471	3,385	1,819	1,989	2,261	3,179	4,352	1,819	1,819	1,819	1,819	1,819	37,139
308	INFORMATION SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
310	VEHICLES	105,353	15,603	16,990	18,343	20,924	20,093	21,753	23,448	24,637	25,848	24,895	25,794	27,705	30,550	30,876	432,811
311	FIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
313	Water	13,446	191,891	10,143	6,358	193,224	996	996	79,016	59,727	104,265	996	26,593	996	996	93,060	782,702
314	Wastewater	3,563	2,000	66,250	2,000	150,050	99,366	7,813	17,138	2,000	39,500	52,875	2,000	2,000	2,000	2,000	450,554
Grand Total Operations and Maintenance		454,013	966,646	755,928	617,406	962,047	488,088	877,162	811,380	462,214	859,979	429,993	585,207	555,748	481,734	869,520	10,177,066

CAPITAL FUNDING SUMMARY - GENERAL (by Service and Funding Source)																	
Cost Center	Service Area	Taxation	CWF	Reserve	DCC	Borrowing	Developer / Other	Grant	Solid Waste Reserve	Utility	Total	%					
300	REAL ESTATE	13,437,067	-	28,255,000	-	-	3,570,000	-	-	-	45,262,067	5%					
301	BUILDINGS	31,691,829	7,902,891	20,938,500	-	89,000,000	-	650,000	-	-	150,183,219	17%					
302	PARKS	57,023,845	7,877,802	9,754,842	87,428,101	-	5,575,000	50,000	-	-	167,709,590	19%					
304	TRANSPORTATION	123,597,059	61,712,093	14,105,000	102,915,057	-	50,484,400	2,572,000	-	-	355,385,608	41%					
305	SOLID WASTE	-	-	-	-	-	-	-	40,455,000	-	40,455,000	5%					
306	STORM DRAINAGE	9,830,054	6,505,000	-	-	-	-	-	-	-	16,335,054	2%					
308	INFORMATION SERVICES	15,900,560	-	733,296	-	-	4,500,000	-	-	-	21,133,856	2%					
310	VEHICLES	2,369,054	-	54,915,846	-	-	139,130	-	-	794,610	58,218,640	7%					
311	FIRE	1,404,901	-	11,705,871	-	-	-	-	-	-	13,110,772	2%					
		255,254,368	83,997,786	140,408,356	190,343,158	89,000,000	64,268,530	3,272,000	40,455,000	794,610	867,793,807						

CAPITAL FUNDING SUMMARY - UTILITY (by Service and Funding Source)																	
Cost Center	Service Area	Taxation	CWF	Reserve	DCC	Borrowing	Developer / Other	Grant	Solid Waste Reserve	Utility	Total						
313	Water	-	-	-	17,546,315	-	3,300,000	-	-	67,534,385	88,380,700						
314	Wastewater	-	-	105,620	27,723,029	-	-	-	-	75,106,451	102,935,100						
		-	-	105,620	45,269,344	-	3,300,000	-	-	142,640,836	191,315,800						
											1,059,109,607						

CAPITAL FUNDING SUMMARY - GENERAL (by Service and Taxation and CWF)																	
Cost Center	Service Area	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
300	REAL ESTATE	400,000	493,043	618,550	718,368	801,180	940,460	965,906	1,013,088	1,036,102	1,054,466	1,027,467	1,025,547	1,063,789	1,132,097	1,147,004	13,437,067
	Taxation	400,000	493,043	618,550	718,368	801,180	940,460	965,906	1,013,088	1,036,102	1,054,466	1,027,467	1,025,547	1,063,789	1,132,097	1,147,004	13,437,067
	Community Works Fund (CWF)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
301	BUILDINGS	2,806,500	2,800,667	2,490,333	1,384,920	2,552,723	3,182,491	3,266,867	2,441,045	3,284,870	1,993,158	2,804,369	1,984,386	3,595,045	2,178,310	2,829,035	39,594,719
	Taxation	2,806,500	1,525,889	1,428,655	748,485	2,052,723	2,682,491	2,536,867	1,841,045	2,784,870	1,893,158	2,204,369	1,884,386	2,995,045	2,078,310	2,229,035	31,691,829
	Community Works Fund (CWF)	-	1,274,778	1,061,678	636,435	500,000	500,000	730,000	600,000	500,000	100,000	600,000	100,000	600,000	100,000	600,000	7,902,891
302	PARKS	1,760,000	5,040,059	5,040,318	4,799,571	3,892,712	4,084,349	5,305,749	5,830,757	3,445,181	3,680,749	4,030,749	5,980,749	3,807,318	4,184,767	4,018,616	64,901,647
	Taxation	1,760,000	3,472,059	3,882,218	3,740,571	2,781,712	2,661,097	4,607,895	5,330,757	3,445,181	3,675,658	3,917,720	5,738,273	3,807,318	4,184,767	4,018,616	57,023,845
	Community Works Fund (CWF)	-	1,568,000	1,158,100	1,059,000	1,111,000	1,423,252	697,854	500,000	-	5,091	113,029	242,476	-	-	-	7,877,802
304a	TRANSPORTATION	9,268,161	7,674,715	12,904,245	13,580,673	10,982,128	11,166,543	9,432,199	10,486,397	9,797,508	10,713,268	12,947,275	11,693,915	13,341,029	17,584,850	23,576,244	185,149,152
	Taxation	5,079,841	3,598,231	4,875,898	6,502,055	7,151,869	8,005,304	6,159,328	7,274,252	8,676,366	9,590,143	10,604,918	9,985,607	10,997,561	12,137,786	12,797,898	123,437,059
	Community Works Fund (CWF)	4,188,320	4,076,484	8,028,348	7,078,618	3,830,259	3,161,239	3,272,871	3,212,145	1,121,142	1,123,125	2,342,357	1,708,308	2,343,468	5,447,064	10,778,346	61,712,093
304b	TRANSIT	-	-	-	-	20,000	-	-	20,000	-	-	-	-	100,000	20,000	-	160,000
	Taxation	-	-	-	-	20,000	-	-	20,000	-	-	-	-	100,000	20,000	-	160,000
	Community Works Fund (CWF)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
305	SOLID WASTE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Taxation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Community Works Fund (CWF)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
306	STORM DRAINAGE	615,000	1,307,624	1,038,783	1,544,217	1,300,122	808,224	1,442,058	940,962	1,278,639	1,708,079	752,311	726,634	916,819	805,700	1,149,882	16,335,054
	Taxation	615,000	862,624	593,783	1,074,217	830,122	363,224	972,058	470,962	808,639	1,238,079	282,311	256,634	446,819	335,700	679,882	9,830,054
	Community Works Fund (CWF)	-	445,000	445,000	470,000	470,000	445,000	470,000	470,000	470,000	470,000	470,000	470,000	470,000	470,000	470,000	6,505,000
308	INFORMATION SERVICES	1,181,500	1,746,802	1,948,677	1,176,558	1,237,236	905,652	992,306	969,644	866,960	874,588	937,430	727,357	852,050	815,973	667,827	15,900,560
	Taxation	1,181,500	1,746,802	1,948,677	1,176,558	1,237,236	905,652	992,306	969,644	866,960	874,588	937,430	727,357	852,050	815,973	667,827	15,900,560
	Community Works Fund (CWF)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
310	VEHICLES	186,000	104,020	113,265	122,288	139,491	133,951	145,021	156,318	164,247	172,320	165,968	171,961	184,698	203,666	205,840	2,369,054
	Taxation	186,000	104,020	113,265	122,288	139,491	133,951	145,021	156,318	164,247	172,320	165,968	171,961	184,698	203,666	205,840	2,369,054
	Community Works Fund (CWF)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
311	FIRE	-	955,087	37,142	167,777	-	-	-	-	-	-	-	-	-	204,519	40,376	1,404,901
	Taxation	-	955,087	37,142	167,777	-	-	-	-	-	-	-	-	-	204,519	40,376	1,404,901
	Community Works Fund (CWF)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TAXATION / CWF ALLOCATION		16,217,161	20,122,017	24,191,313	23,494,372	20,925,592	21,221,671	21,550,107	21,858,212	19,873,508	20,196,628	22,665,569	22,310,549	23,860,749	27,129,883	33,634,823	339,252,154
Taxation		12,028,841	12,757,756	13,498,188	14,250,319	15,014,333	15,692,180	16,379,382	17,076,067	17,782,366	18,498,412	19,140,183	19,789,765	20,447,281	21,112,819	21,786,477	255,254,368
Community Works Fund		4,188,320	7,364,262	10,693,126	9,244,053	5,911,259	5,529,491	5,170,725	4,782,145	2,091,142	1,698,216	3,525,386	2,520,784	3,413,468	6,017,064	11,848,346	83,997,786

TAXATION / CWF AVAILABLE		16,791,946	17,759,020	18,499,452	19,488,985	20,273,186	21,056,210	21,850,693	22,656,804	23,474,718	24,304,611	25,062,506	25,830,534	26,608,866	27,397,635	28,196,990	339,252,154
Taxation		12,028,841	12,757,756	13,498,188	14,250,319	15,014,333	15,692,180	16,379,382	17,076,067	17,782,366	18,498,412	19,140,183	19,789,765	20,447,281	21,112,819	21,786,477	255,254,369
Community Works Fund		4,763,105	5,001,264	5,001,264	5,238,666	5,258,853	5,364,030	5,471,311	5,580,737	5,692,352	5,806,199	5,922,323	6,040,769	6,161,585	6,284,816	6,410,513	83,997,785

Tax Variance		-	0	0	(0)	(0)	0	(0)	0	0	(0)	(0)	(0)	0	0	(0)	1
CWF Variance		574,785	(2,362,998)	(5,691,862)	(4,005,387)	(652,406)	(165,461)	300,586	798,592	3,601,210	4,107,983	2,396,937	3,519,985	2,748,117	267,752	(5,437,833)	(0)

# 2030 Infrastructure Plan

Community Engagement Final Report

February 25<sup>th</sup>, 2016



**#2030Kelowna**



**Have your say**



Try the  
Citizen Budget Tool

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*"I love Kelowna. I've been here 40 years and have enjoyed watching the City grow in an orderly way. Wish I could live another 40 years to see where we go."*  
*Kelowna resident and respondent*

### **3.0 INTRODUCTION**

Infrastructure is critical to the quality of life for citizens who live, work and play in our city. Over the next 15 years, the City plans to invest an average of \$70 million annually toward clean drinking water, transportation, parks, buildings, utilities and other capital like equipment, fire trucks, lift stations and wastewater treatment. Keeping citizens safe and healthy, and providing opportunities for economic development is necessary to the sustainability of the community.

The City of Kelowna is in the process of developing the 2030 Infrastructure Plan which outlines the City's infrastructure needs from now to 2030. The 2030 Infrastructure Plan brings together all infrastructure plans to ensure needs can be viewed holistically and investment can be prioritized so that it aligns with community priorities.

Understanding the community's priorities was gained from a number of sources including the 2030 OCP, the Community Trends Report, Citizen Survey and Service Request. With Council's support, Staff reached out to the community as part of development of the 2030 Infrastructure Plan to hear from the community about their infrastructure priorities. Community consultation was facilitated through a mix of face-to-face, email, print and video communications and through the use of an online budget allocation tool which allowed Citizens to experience firsthand balancing the desires of the community and availability of funding to support the long-term infrastructure plan. The following summarizes the results that consultation.

### **3.1 EXECUTIVE SUMMARY**

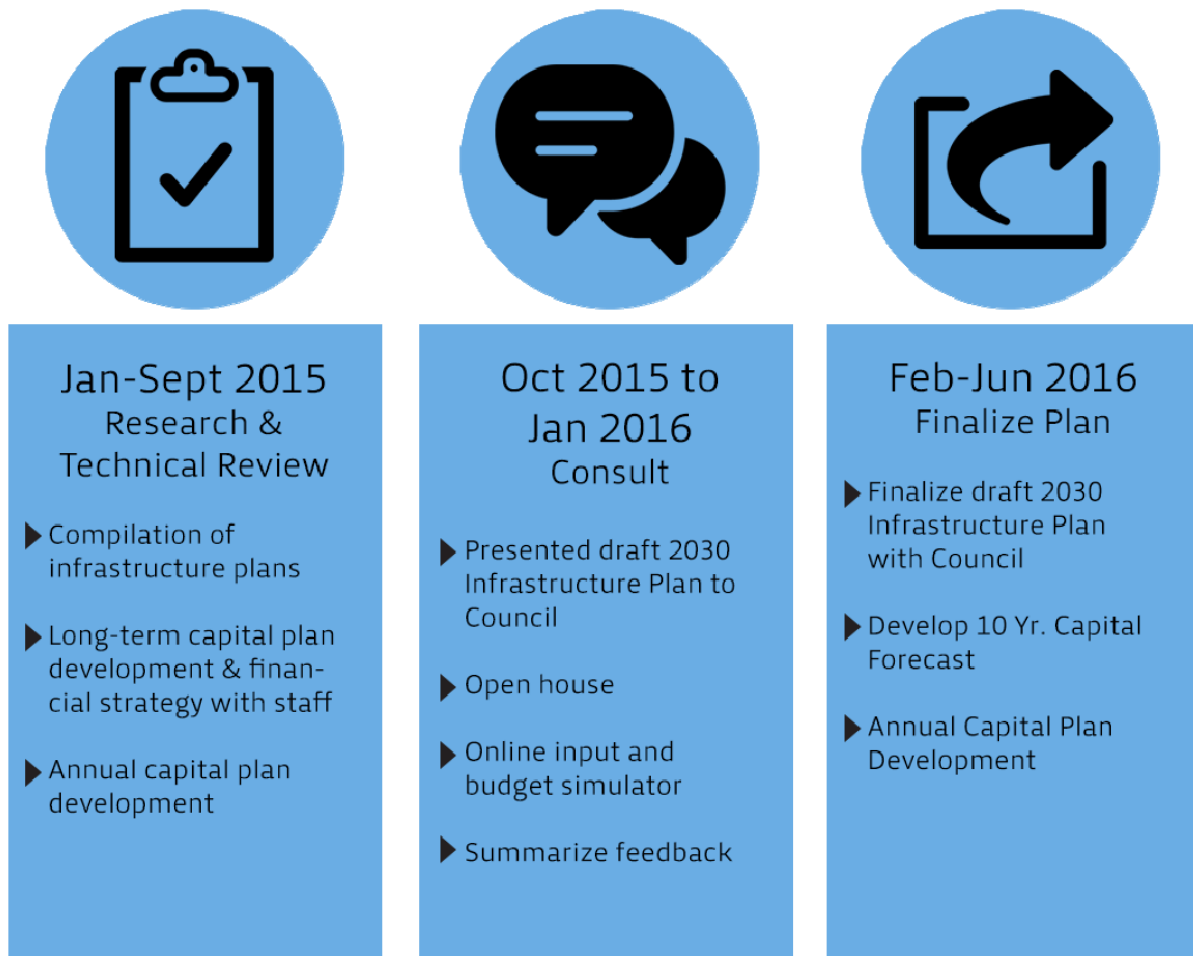
The outreach to Kelowna citizens for the 2030 Infrastructure Plan was the first time the City sought input into infrastructure areas using an online budget allocation platform. This is a relatively new technology that other major municipalities are piloting across the country.

Citizens had the opportunity to share their ideas and feedback with staff at two drop-in sessions as well as online through the City's Get Involved Kelowna engagement platform. Public notification took place throughout the process through advertising, the City's e-Subscribe service as well as ongoing updates on [kelowna.ca/2030Kelowna](http://kelowna.ca/2030Kelowna). Transparency of the 2030 Infrastructure Plan helped build awareness and begin the conversation with members of the community to guide the direction of the plan.

A mix of face-to-face, email, online, print and video communications were used to reach the broadest audience possible and a robust social media campaign to inform citizens about the variety of opportunities to stay informed and get involved throughout the project. Communications activities embraced the principle of plain language to help with understanding.

The City of Kelowna developed the approach for engagement in accordance with the terms and guiding principles defined in Council's Engage Policy.

### 3.2 TIMELINE & MILESTONES



### 3.3 RESULTS OF PUBLIC ENGAGEMENT

The goal of engagement was *Consult* with citizens to *listen and learn* to understand preferences and share results with Council. The objectives of the communications plan were to create awareness and understanding priorities from those who participated.

Internal stakeholder involvement was extensive. The project team held a series of face-to-face meetings with key departments as part of the review and compilation of infrastructure plans including renewal, growth and service level enhancements.

#### 3.3.1 Budget Allocation Results

The City of Kelowna launched [kelowna.ca/2030Kelowna](http://kelowna.ca/2030Kelowna) as a one-stop source for information about the purpose of the plan and the public process. The budget allocation platform identified the larger infrastructure areas where input could inform funding levels for transportation, parks,

civic and recreation buildings and utilities. Infrastructure areas that are regulated such as water and wastewater, or out of the ordinary unique funding models for capital areas like BC Transit, Kelowna International Airport and RCMP were not included in the interactive budgeting exercise but were presented as additional information to provide context for the City's entire capital program.

Online input was open from November 12 to January 3.

### How the online budget allocator works

Between November 12 to January 3, 2016, 741 people visited the [online budget allocation platform](#) for a total of 165 completed responses which represents 22.3 per cent participation rate from those that visited the site. It took respondents on average 8 minutes to complete their response.

Respondents were asked:

**"If you had \$70 million infrastructure dollars to spend, how would you allocate those funds between the following infrastructure service areas?"**

**Step 1.** Review details of the infrastructure areas' descriptions and move the slider to the left or right to indicate your investment in this specific infrastructure area. Watch for the impact statements below that will appear based on the level of investment you decide.

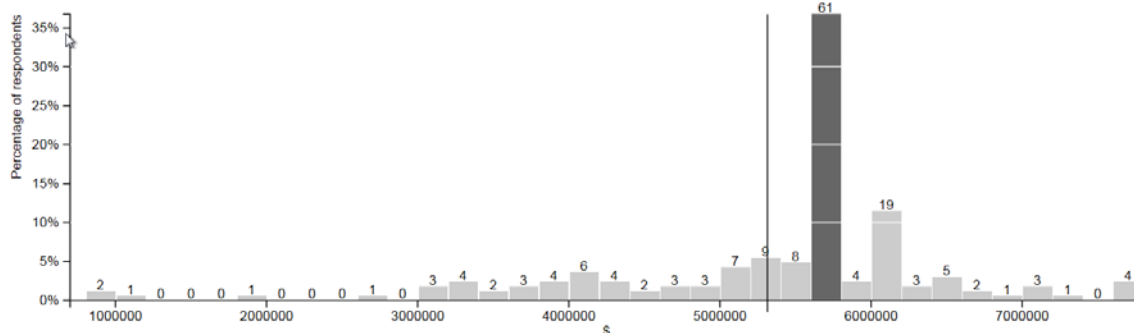
**Step 2.** Balance the budget before you submit.

**Step 3.** Enter your postal code to let us know what area of the city you live in and complete a short survey.

Although the results of the feedback are not considered statistically valid, it will help staff understand respondents' feedback around funding level preferences in most infrastructure areas of the City. The thin vertical line represents average investment determined from all respondents. The solid vertical bars represent individual respondent choices. The Dark vertical bar represents investment level in 2030 Infrastructure Plan.

#### Buildings

##### 1 Recreational Facilities



Percentage of respondents

\$

Salary Range (\$)	Percentage of Respondents
0 - 500,000	6%
500,000 - 1,000,000	1%
1,000,000 - 1,500,000	3%
1,500,000 - 2,000,000	20%
2,000,000 - 2,500,000	9%
2,500,000 - 3,000,000	15%
3,000,000 - 3,500,000	60%
3,500,000 - 4,000,000	9%
4,000,000 - 4,500,000	12%
4,500,000 - 5,000,000	5%
5,000,000 - 5,500,000	3%
5,500,000 - 6,000,000	3%
6,000,000 - 6,500,000	2%
6,500,000 - 7,000,000	4%
7,000,000 - 7,500,000	2%
7,500,000 - 8,000,000	2%
8,000,000 - 8,500,000	1%
8,500,000 - 9,000,000	0%
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50,500,000 - 51,000,000	0%
51,000,000 - 51,500,000	0%
51,500,000 - 52,000,000	0%
52,000,000 - 52,500,000	

A histogram showing the distribution of respondents by salary. The x-axis represents salary in dollars, ranging from 500,000 to 6,000,000. The y-axis represents the percentage of respondents, ranging from 0% to 35%. The distribution is unimodal and slightly right-skewed, with a peak at 2,500,000 dollars.

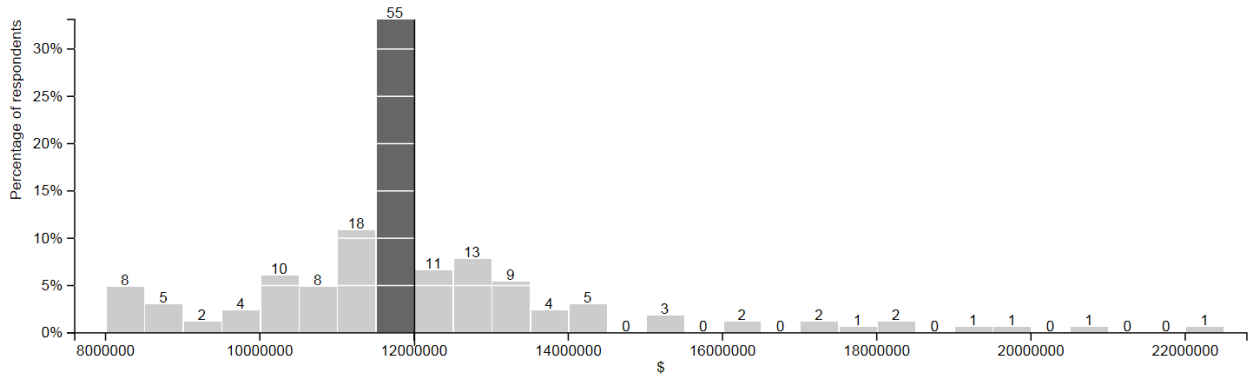
Salary Range (\$)	Percentage of Respondents
500,000 - 750,000	3%
750,000 - 1,000,000	0%
1,000,000 - 1,250,000	1%
1,250,000 - 1,500,000	2%
1,500,000 - 1,750,000	0%
1,750,000 - 2,000,000	8%
2,000,000 - 2,250,000	2%
2,250,000 - 2,500,000	5%
2,500,000 - 2,750,000	7%
2,750,000 - 3,000,000	9%
3,000,000 - 3,250,000	63%
3,250,000 - 3,500,000	6%
3,500,000 - 3,750,000	6%
3,750,000 - 4,000,000	8%
4,000,000 - 4,250,000	4%
4,250,000 - 4,500,000	4%
4,500,000 - 4,750,000	0%
4,750,000 - 5,000,000	1%
5,000,000 - 5,250,000	1%
5,250,000 - 5,500,000	0%
5,500,000 - 5,750,000	10%
5,750,000 - 6,000,000	9%
6,000,000 - 6,250,000	3%
6,250,000 - 6,500,000	8%
6,500,000 - 6,750,000	0%
6,750,000 - 7,000,000	1%
7,000,000 - 7,250,000	1%
7,250,000 - 7,500,000	0%
7,500,000 - 7,750,000	1%
7,750,000 - 8,000,000	0%
8,000,000 - 8,250,000	3%

Bar chart showing the percentage of respondents by salary range. The x-axis represents salary in dollars, and the y-axis represents the percentage of respondents. The highest percentage is in the 9,500,000 - 10,000,000 range at 55%.

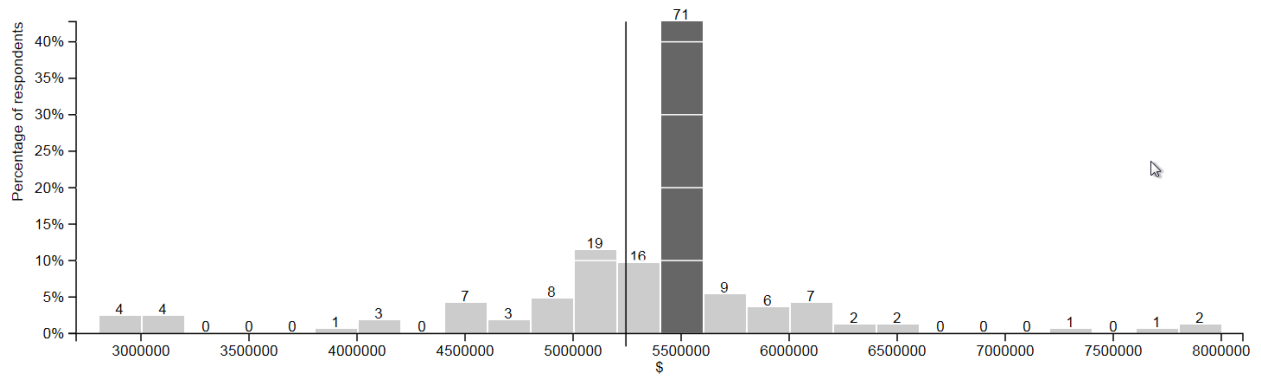
Salary Range (\$)	Percentage of Respondents
6,500,000 - 7,000,000	8
7,000,000 - 7,500,000	0
7,500,000 - 8,000,000	0
8,000,000 - 8,500,000	0
8,500,000 - 9,000,000	1
9,000,000 - 9,500,000	8
9,500,000 - 10,000,000	55
10,000,000 - 10,500,000	9
10,500,000 - 11,000,000	10
11,000,000 - 11,500,000	2
11,500,000 - 12,000,000	6
12,000,000 - 12,500,000	2
12,500,000 - 13,000,000	2
13,000,000 - 13,500,000	1
13,500,000 - 14,000,000	1
14,000,000 - 14,500,000	1
14,500,000 - 15,000,000	2
15,000,000 - 15,500,000	0
15,500,000 - 16,000,000	1
16,000,000 - 16,500,000	1
16,500,000 - 17,000,000	1
17,000,000 - 17,500,000	1
17,500,000 - 18,000,000	0
18,000,000 - 18,500,000	1
18,500,000 - 19,000,000	0
19,000,000 - 19,500,000	0
19,500,000 - 20,000,000	0
20,000,000 - 20,500,000	0
20,500,000 - 21,000,000	8

## Transportation

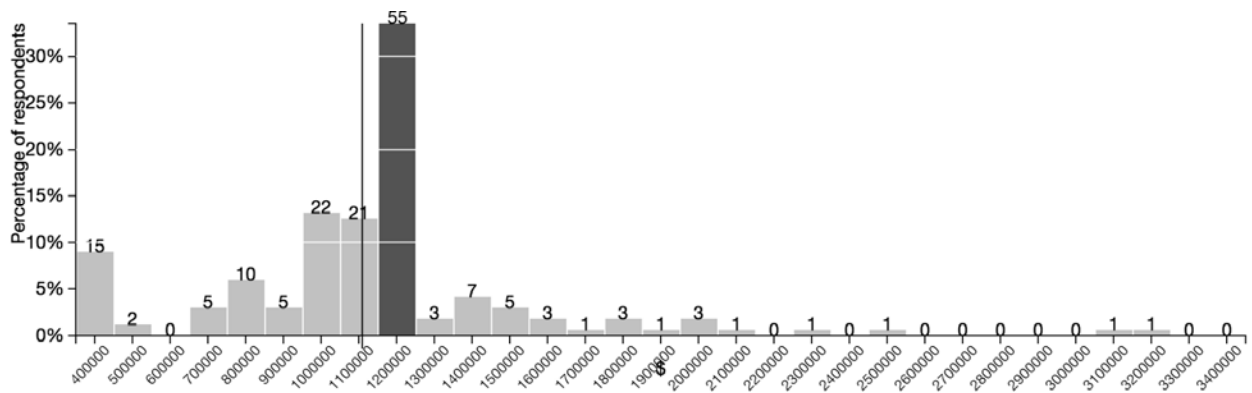
### 5 Expansion and Upgrade of Road Network and Traffic Control Infrastructure



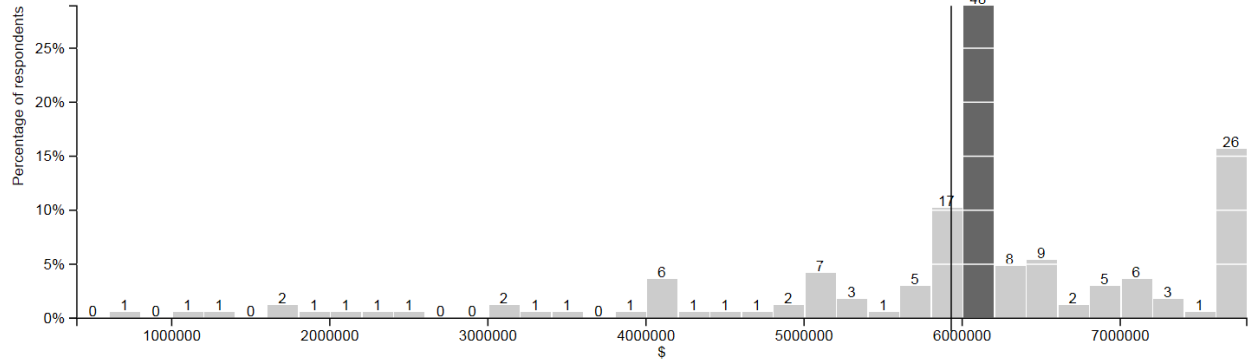
### 6 Road and Bridge Renewal



### 7 Parking Infrastructure

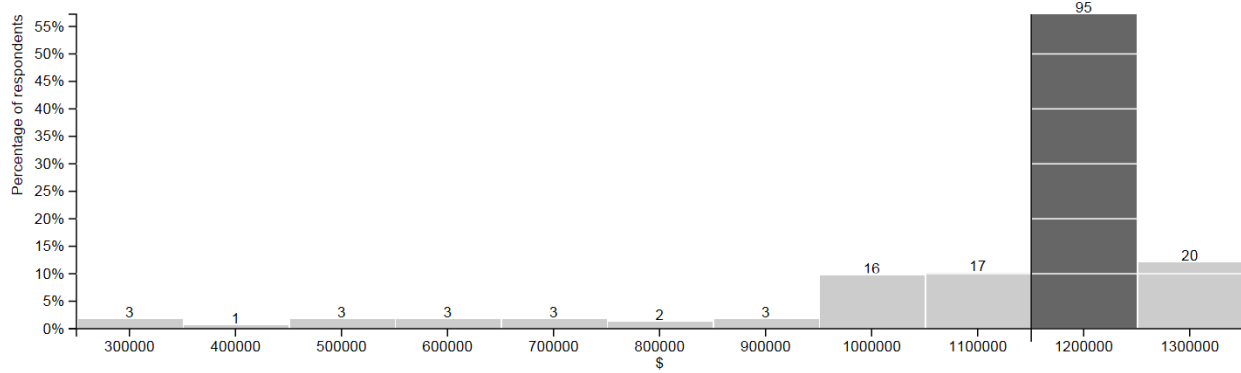


## 8 Sidewalks, Bike and Multi-Use Paths



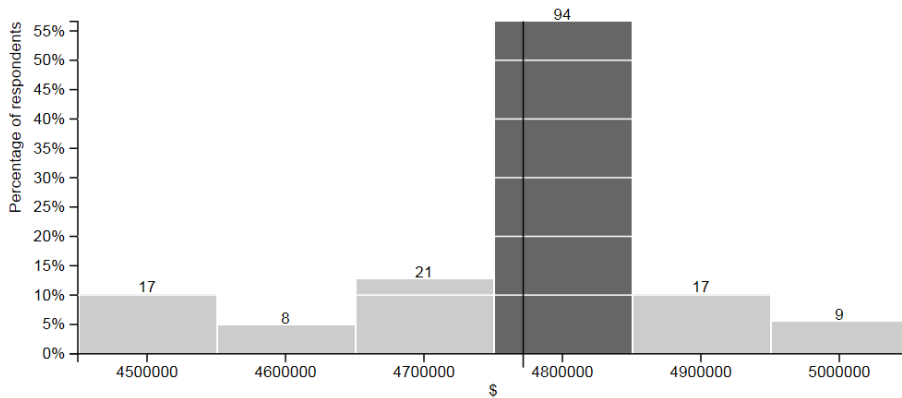
## Storm Drainage

### 9 Flood Protection and Drainage Infrastructure



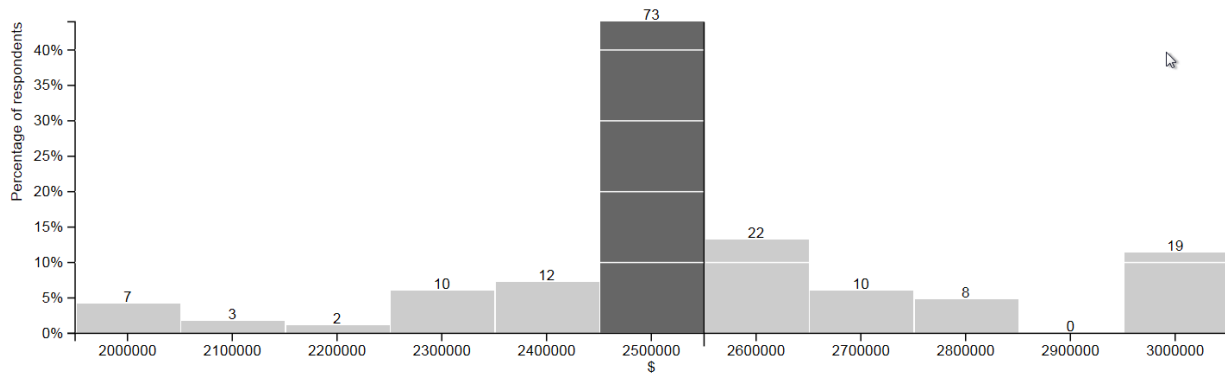
## Vehicle and Equipment

### 10 Vehicles and Equipment for Civic Operations and Fire Department



## Real Estate

### 11 Acquire Land for future roads, parks, linear corridors, public facilities



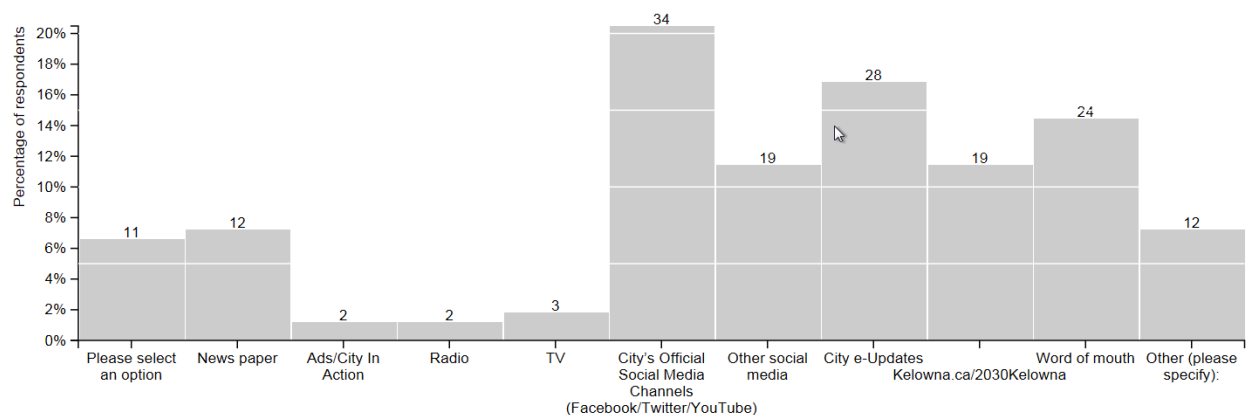
### 3.3.2 Evaluation

A series of questions were asked to gauge the success of the online budget allocation platform. The feedback received demonstrates:

- 94 per cent of respondents reported they were able to make an informed opinion
- 96 per cent of respondents somewhat agreed or agreed they had a better understanding of the overall current infrastructure investment levels
- 93 per cent respondents rated their experience in the range of average (21), good (85) or excellent (40)

The following graph demonstrates how respondents heard about the 2030 Infrastructure Plan.

### 15 How did you hear about the 2030 Infrastructure Plan?



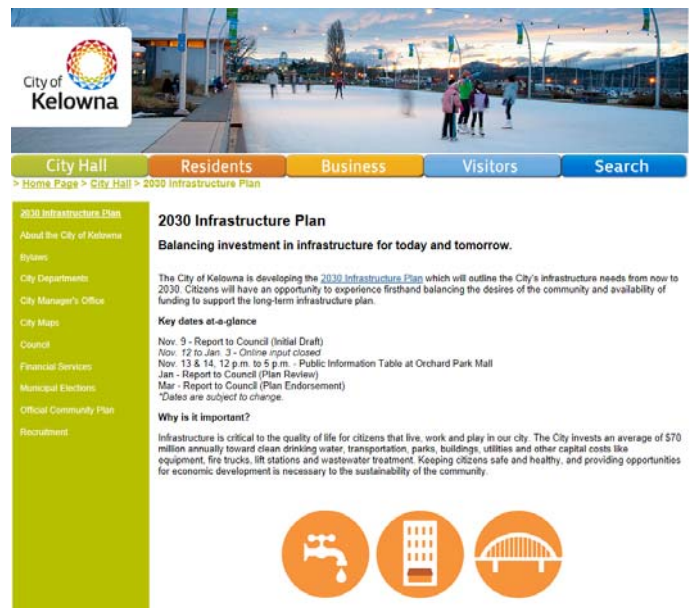
## 3.4 INFORMATION SHARING, COMMUNICATION & MEDIA ANALYSIS

### 3.4.1 Public Drop-In Session

Drop in sessions for the public were held on November 13 and 14 from noon to 5 p.m. at Orchard Park Mall. The sessions provided an opportunity for staff to promote the online budget allocator and learn firsthand from residents about their preferences on the City's infrastructure plan as it exists today and identify priorities for the future. The public information sessions were promoted through a *City In Action* ad, E-Subscribe, Public Service Announcement, on-site signage and City website.

#### What we heard

- 30 face-to-face interactions occurred with staff about the project
- Most interactions were positive and focused on creating awareness about purpose of the project and how they could provide feedback. Top themes brought to staff's attention:
  - Crawford sewer connection
  - General development related inquiries
  - Drinking water (Ellison & Reid's Corner)



### 3.4.2 Get Involved Online Engagement

The City's online engagement web platform was also used to generate awareness. More than 1,700 participants are registered with [getinvolved.kelowna.ca](http://getinvolved.kelowna.ca) and were invited to take part in the budget allocation exercise. Although Get Involved Kelowna was not identified as a primary channel to collect feedback, 17 participants provided open ended comments (summary attached).

Opportunities to be involved and learn more about the project was done through timely communications throughout the active engagement and tagging the process with the 2016 Financial Plan. Background on the project was made available through the City's web, email, print and face-to-face channels as well as through social and traditional media.

### **3.4.3 Website**

Communication activities started early in the project with the creation of the 2030 Infrastructure Plan web page. The page was designed in a user friendly, info graphic look and feel including all of the supporting collateral. The web page has had 2,677 unique views to date.

- [Kelowna.ca/2030Kelowna](http://Kelowna.ca/2030Kelowna)

### **3.4.4 2030 Infrastructure Project Video**

A promotional video was produced and published on the web page to invite citizens to take part in sharing their priorities for future investment while balancing the budget. The video was viewed 405 times.

- [2030 Infrastructure Plan "Have your Say"](#)

### **3.4.5 Social Media Campaign**

The City of Kelowna developed a social media campaign to build awareness and drive traffic to the interactive budget platform to enable community feedback through Facebook and Instagram. The three-week campaign (23 days) was active from Nov. 12 to Dec. 4. resulting in 1,561 clicks to the City's website. Based on similar campaigns, this was considered a success in the number of unique visitors to the website.

### **3.4.6 E-Subscribe**

E-Scribe is the electronic email service that invites members of the public to register to receive information directly about City initiatives. Three notifications were sent to 1,189 subscribers on November 12, November 26 and December 17. E-Scribe was the primary tool for sharing information with interested members of the community. Information was shared with Residents Associations directly and then shared more broadly with the community at large.

### **3.4.7 Media**

Traditional media is an important channel for sharing information with the public and a measure of how that information is being received. At key points in the project, news releases were issued to inform the public about the start of the project and how to be involved. Below is a summary and brief analysis of the message and tone of the coverage.

Date	Media	Headline	Tone
Nov 12, 2015	Capital News	<i>Have your say on future Kelowna municipal infrastructure spending</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>Information about the project and how to get involved</li> </ul>
Nov 16, 2015	Castanet	<i>City seeking your budget advice</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>Information about the process and how to get involved</li> </ul>
Nov 18, 2015	Daily Courier	<i>Kelowna to get new public beach</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>Secondary messaging around the 2030 Infrastructure Plan</li> </ul>
Nov 18, 2015	Kelowna Now	<i>New Beach Park will be a Lasting Legacy for Kelowna</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>City in possession of property will be considered in the 2030 planning process</li> </ul>
Nov 18, 2015	AM1150	<i>Kelowna to get new park and beach</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>New park will be included in the city's 2030 Infrastructure Plan</li> </ul>
Nov 18, 2015	Castanet	<i>City busy beach for \$12M</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>Include the park within the city's 2030 planning process which is currently going on</li> </ul>
Nov 19, 2015	Capital News	<i>\$12.1 million buys Kelowna a 'significant' piece of land for a new lakefront park</i>	<ul style="list-style-type: none"> <li>Neutral</li> <li>The city is currently seeking public input on its 2016-2030 infrastructure planning requirements</li> </ul>
Nov 26, 2015	Daily Courier Editorial (Byline: Robert Fine)	<i>City's ambitious plans driving local economy</i>	<ul style="list-style-type: none"> <li>Positive</li> <li>Infrastructure benefits to the economy and attracting talent, housing choice, aging populations and improving labour markets</li> </ul>
Dec 11, 2015	Daily Courier Editorial (Byline: Tom Wilson)	<i>Data, dialogue help direct city budget</i>	<ul style="list-style-type: none"> <li>Positive</li> <li>Further input on spending priorities was received during the 2030 capital plan public engagement process, including participation in online discussions and a web-based budget balancing tool.</li> </ul>
Dec 21	Capital News Editorial	<i>Letter: Back to tax drawing board for Kelowna council</i>	<ul style="list-style-type: none"> <li>Negative</li> <li>Tax increase of 4.12 per cent</li> <li>Eliminate or defer priority items in 2030 Infrastructure Plan</li> <li>Change 28 per cent public assist subsidy given to developers</li> <li>Eliminate public subsidies</li> </ul>

### ***3.4.8 Letters to the Editors***

Two letters prepared by staff for consideration in various online and print media were published November 26 and December 11 to generate awareness around the economic benefits of civic infrastructure and budget priorities.

**City of Kelowna**  
**Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b><i>Real Estate Capital</i></b>	
L1	<b>General Land</b>  Annual allocation for the purchase of land for general purposes. This may allow for acquiring properties at less than fair market value, creating land assembly opportunities, creating a revenue generating land bank and providing trade potential.	\$31,362,067
L2	<b>Road and Sidewalk Land Acquisition</b>  To fund the purchase of land required for the widening of roads to accommodate road improvements and/or sidewalks.	\$645,000
L3	<b>Parking Infrastructure</b>  Funding to renew parking infrastructure and to invest in efficient parking management technology.	\$9,505,000
L4	<b>Strategic Land Redevelopment</b>  Funding to redevelop City owned land to improve public benefit and encourage economic development.	\$3,750,000
	<b>Total</b>	\$45,262,067

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 1 - Real Estate Capital

L1	General Land	\$ 1,300,000	\$ 1,698,043	\$ 1,823,550	\$ 1,948,368	\$ 2,011,180	\$ 2,155,460	\$ 2,170,906	\$ 2,213,088	\$ 2,246,102	\$ 2,244,466	\$ 2,252,467	\$ 2,255,547	\$ 2,283,789	\$ 2,357,097	\$ 2,402,004	\$ 31,362,067
L2	Road and Sidewalk Land Acquisition	100,000	50,000	50,000	25,000	45,000	40,000	50,000	55,000	45,000	65,000	30,000	25,000	35,000	30,000	-	645,000
L3	Parking Infrastructure	360,000	1,535,000	301,000	407,000	2,828,500	314,000	577,000	84,500	291,000	462,000	492,000	821,500	301,000	402,000	328,500	9,505,000
L4	Strategic Land Redevelopment	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	3,750,000

Total		\$ 2,010,000	\$ 3,533,043	\$ 2,424,550	\$ 2,630,368	\$ 5,134,680	\$ 2,759,460	\$ 3,047,906	\$ 2,602,588	\$ 2,832,102	\$ 3,021,466	\$ 3,024,467	\$ 3,352,047	\$ 2,869,789	\$ 3,039,097	\$ 2,980,504	\$ 45,262,067
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Funding Sources

General Taxation	\$ 400,000	\$ 493,043	\$ 618,550	\$ 718,368	\$ 801,180	\$ 940,460	\$ 965,906	\$ 1,013,088	\$ 1,036,102	\$ 1,054,466	\$ 1,027,467	\$ 1,025,547	\$ 1,063,789	\$ 1,132,097	\$ 1,147,004	\$ 13,437,067
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,610,000	2,785,000	1,551,000	1,657,000	4,078,500	1,564,000	1,827,000	1,334,500	1,541,000	1,712,000	1,742,000	2,071,500	1,551,000	1,652,000	1,578,500	28,255,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	3,570,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Total		\$ 2,010,000	\$ 3,533,043	\$ 2,424,550	\$ 2,630,368	\$ 5,134,680	\$ 2,759,460	\$ 3,047,906	\$ 2,602,588	\$ 2,832,102	\$ 3,021,466	\$ 3,024,467	\$ 3,352,047	\$ 2,869,789	\$ 3,039,097	\$ 2,980,504	\$ 45,262,067
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City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 2 - Real Estate - These projects are unfunded and will not proceed based on the current funding strategy

L1	General Land	\$ -	\$ 5,078	\$ 5,157	\$ -	\$ 20,374	\$ 60,000	\$ 80,000	\$ 100,872	\$ 117,259	\$ 144,864	\$ 168,162	\$ 192,325	\$ 212,412	\$ 243,319	\$ 270,185	\$ 1,620,007
L2	Road and Sidewalk Land Acquisition	500,000	20,000	40,000	60,000	80,000	100,000	120,000	140,000	160,000	180,000	200,000	220,000	240,000	260,000	280,000	2,600,000
L3	Parking Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L4	Strategic Land Redevelopment	-	-	-	3,000,000	-	-	-	-	-	-	-	-	-	-	-	3,000,000

Total		\$ 500,000	\$ 25,078	\$ 45,157	\$ 3,060,000	\$ 100,374	\$ 160,000	\$ 200,000	\$ 240,872	\$ 277,259	\$ 324,864	\$ 368,162	\$ 412,325	\$ 452,412	\$ 503,319	\$ 550,185	\$ 7,220,007
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Funding Sources (Unfunded)

REAL ESTATE CAPITAL	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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L1

<b>General Land</b>																
<b>Priority 1</b>																
General Land	\$ 1,300,000	\$ 1,443,043	\$ 1,568,550	\$ 1,693,368	\$ 1,756,180	\$ 1,900,460	\$ 1,915,906	\$ 1,958,088	\$ 1,991,102	\$ 1,989,466	\$ 1,997,467	\$ 2,000,547	\$ 2,028,789	\$ 2,102,097	\$ 2,147,004	\$ 27,792,067
Mission Creek Restoration	-	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	3,570,000
<b>Total</b>	<b>\$ 1,300,000</b>	<b>\$ 1,698,043</b>	<b>\$ 1,823,550</b>	<b>\$ 1,948,368</b>	<b>\$ 2,011,180</b>	<b>\$ 2,155,460</b>	<b>\$ 2,170,906</b>	<b>\$ 2,213,088</b>	<b>\$ 2,246,102</b>	<b>\$ 2,244,466</b>	<b>\$ 2,252,467</b>	<b>\$ 2,255,547</b>	<b>\$ 2,283,789</b>	<b>\$ 2,357,097</b>	<b>\$ 2,402,004</b>	<b>\$ 31,362,067</b>

General Taxation	\$ 300,000	\$ 443,043	\$ 568,550	\$ 693,368	\$ 756,180	\$ 900,460	\$ 915,906	\$ 958,088	\$ 991,102	\$ 989,466	\$ 997,467	\$ 1,000,547	\$ 1,028,789	\$ 1,102,097	\$ 1,147,004	\$ 12,792,067
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	15,000,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	3,570,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 1,300,000</b>	<b>\$ 1,698,043</b>	<b>\$ 1,823,550</b>	<b>\$ 1,948,368</b>	<b>\$ 2,011,180</b>	<b>\$ 2,155,460</b>	<b>\$ 2,170,906</b>	<b>\$ 2,213,088</b>	<b>\$ 2,246,102</b>	<b>\$ 2,244,466</b>	<b>\$ 2,252,467</b>	<b>\$ 2,255,547</b>	<b>\$ 2,283,789</b>	<b>\$ 2,357,097</b>	<b>\$ 2,402,004</b>	<b>\$ 31,362,067</b>

<b>General Land</b>																
<b>Priority 2</b>																
General Land	\$ -	\$ 5,078	\$ 5,157	\$ -	\$ 20,374	\$ 60,000	\$ 80,000	\$ 100,872	\$ 117,259	\$ 144,864	\$ 168,162	\$ 192,325	\$ 212,412	\$ 243,319	\$ 270,185	\$ 1,620,007
<b>Total</b>	<b>\$ -</b>	<b>\$ 5,078</b>	<b>\$ 5,157</b>	<b>\$ -</b>	<b>\$ 20,374</b>	<b>\$ 60,000</b>	<b>\$ 80,000</b>	<b>\$ 100,872</b>	<b>\$ 117,259</b>	<b>\$ 144,864</b>	<b>\$ 168,162</b>	<b>\$ 192,325</b>	<b>\$ 212,412</b>	<b>\$ 243,319</b>	<b>\$ 270,185</b>	<b>\$ 1,620,007</b>

REAL ESTATE CAPITAL	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>Total 2016-2030</u>
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L2

Road and Sidewalk Land Acquisition

Priority 1																
Road Widenings & Sidewalks	\$ 100,000	\$ 50,000	\$ 50,000	\$ 25,000	\$ 45,000	\$ 40,000	\$ 50,000	\$ 55,000	\$ 45,000	\$ 65,000	\$ 30,000	\$ 25,000	\$ 35,000	\$ 30,000	\$ -	\$ 645,000

Total	\$ 100,000	\$ 50,000	\$ 50,000	\$ 25,000	\$ 45,000	\$ 40,000	\$ 50,000	\$ 55,000	\$ 45,000	\$ 65,000	\$ 30,000	\$ 25,000	\$ 35,000	\$ 30,000	\$ -	\$ 645,000
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General Taxation	\$ 100,000	\$ 50,000	\$ 50,000	\$ 25,000	\$ 45,000	\$ 40,000	\$ 50,000	\$ 55,000	\$ 45,000	\$ 65,000	\$ 30,000	\$ 25,000	\$ 35,000	\$ 30,000	\$ -	\$ 645,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Total	\$ 100,000	\$ 50,000	\$ 50,000	\$ 25,000	\$ 45,000	\$ 40,000	\$ 50,000	\$ 55,000	\$ 45,000	\$ 65,000	\$ 30,000	\$ 25,000	\$ 35,000	\$ 30,000	\$ -	\$ 645,000
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Road and Sidewalk Land Acquisition

Priority 2																
Road Widenings & Sidewalks	\$ 500,000	\$ 20,000	\$ 40,000	\$ 60,000	\$ 80,000	\$ 100,000	\$ 120,000	\$ 140,000	\$ 160,000	\$ 180,000	\$ 200,000	\$ 220,000	\$ 240,000	\$ 260,000	\$ 280,000	\$ 2,600,000

Total	\$ 500,000	\$ 20,000	\$ 40,000	\$ 60,000	\$ 80,000	\$ 100,000	\$ 120,000	\$ 140,000	\$ 160,000	\$ 180,000	\$ 200,000	\$ 220,000	\$ 240,000	\$ 260,000	\$ 280,000	\$ 2,600,000
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REAL ESTATE CAPITAL	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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L3

Parking Infrastructure

Priority 1																
Expansion of Parking Mgmt into New Areas	\$ -	\$ 798,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 798,000
Parkade Mtce/Meters/Equipment Renewal	360,000	737,000	301,000	407,000	328,500	314,000	577,000	84,500	291,000	462,000	492,000	821,500	301,000	402,000	328,500	6,207,000
Land Acquisition for new downtown parkade	-	-	-	-	2,500,000	-	-	-	-	-	-	-	-	-	-	2,500,000

Total	\$ 360,000	\$ 1,535,000	\$ 301,000	\$ 407,000	\$ 2,828,500	\$ 314,000	\$ 577,000	\$ 84,500	\$ 291,000	\$ 462,000	\$ 492,000	\$ 821,500	\$ 301,000	\$ 402,000	\$ 328,500	\$ 9,505,000
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	360,000	1,535,000	301,000	407,000	2,828,500	314,000	577,000	84,500	291,000	462,000	492,000	821,500	301,000	402,000	328,500	9,505,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Total	\$ 360,000	\$ 1,535,000	\$ 301,000	\$ 407,000	\$ 2,828,500	\$ 314,000	\$ 577,000	\$ 84,500	\$ 291,000	\$ 462,000	\$ 492,000	\$ 821,500	\$ 301,000	\$ 402,000	\$ 328,500	\$ 9,505,000
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Parking Infrastructure

Priority 2																
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

REAL ESTATE CAPITAL	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>Total 2016-2030</u>
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L4

Strategic Land Redevelopment

Strategic Land Redevelopment	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 3,750,000
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Total	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 3,750,000
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	3,750,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Total	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 3,750,000
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Strategic Land Redevelopment

Strategic Land Redevelopment	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
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Total	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
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**City of Kelowna**  
**Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b><i>Buildings</i></b>	
<b>B1</b>	<b>Parks and Recreation Buildings</b>  An allocation for the development of new Parks and Recreation buildings as well as the redevelopment, expansion and renewal of existing ones in various locations throughout the City to keep pace with the increasing demand due to population growth and emerging trends. This category includes Parks Administration, Parks washrooms, field houses, arenas and pools.	<b>\$83,285,372</b>
<b>B2</b>	<b>Community and Cultural Buildings</b>  An allocation for the development of new community and cultural buildings as well as the redevelopment, renewal and expansion of existing ones. This category includes the theaters, libraries, senior centres, community halls, art gallery, museums and the RCA.	<b>\$16,062,259</b>
<b>B3</b>	<b>Civic/Protective Service Buildings</b>  An allocation for the development of new civic and protective buildings as well as the redevelopment, renewal and expansion of existing ones. This category includes firehalls, police stations and City Hall.	<b>\$28,246,673</b>
<b>B4</b>	<b>Transportation and Public Works Buildings</b>  Funding to support renewal, replacement and new construction of Transportation and Public Works Buildings throughout the City to keep pace increasing demand due to population growth and emerging trends. This category includes Public Works Yard, parkades, cemetery and WWTF administration.	<b>\$14,498,916</b>
<b>B5</b>	<b>Heritage Buildings</b>  An allocation for the development of new City-owned Heritage buildings as well as the redevelopment, renewal and expansion of existing ones.	<b>\$4,600,000</b>
<b>B6</b>	<b>Capital Opportunities and Partnerships</b>  Funding for special projects including partnerships with the School District on community space as part of new school construction as well as funding to allow for capital projects that were not envisioned during the plan development, including partnerships.	<b>\$3,490,000</b>
	<b>Total</b>	<b>\$150,183,219</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
<b>Priority 1 - Buildings</b>																	
B1	Parks and Recreation Buildings	\$ 550,000	\$ 407,446	\$ 450,000	\$ 573,855	\$ 1,001,259	\$ 6,761,187	\$ 42,103,647	\$ 24,054,000	\$ 904,054	\$ 1,046,504	\$ 937,403	\$ 978,931	\$ 1,142,300	\$ 1,089,503	\$ 1,285,283	\$ 83,285,372
B2	Community and Cultural Buildings	465,000	350,000	1,725,000	323,622	265,577	371,412	298,283	496,261	1,401,810	7,474,870	644,508	506,011	636,977	550,155	552,773	16,062,259
B3	Civic/Protective Service Buildings	325,000	2,910,744	925,358	189,971	155,897	318,025	3,225,096	691,313	5,529,791	12,278,756	378,336	297,036	373,915	322,949	324,486	28,246,673
B4	Transportation and Public Works Buildings	1,715,000	82,477	89,975	97,473	79,990	111,867	89,841	149,471	169,214	143,028	194,122	152,408	5,791,854	465,704	5,166,492	14,498,916
B5	Heritage Buildings	-	500,000	-	150,000	1,200,000	170,000	500,000	-	430,000	-	600,000	-	600,000	-	450,000	4,600,000
B6	Capital Opportunities and Partnerships	540,000	50,000	50,000	800,000	50,000	50,000	50,000	800,000	50,000	50,000	50,000	50,000	800,000	50,000	50,000	3,490,000
		<b>\$ 3,595,000</b>	<b>\$ 4,300,667</b>	<b>\$ 3,240,333</b>	<b>\$ 2,134,920</b>	<b>\$ 2,752,723</b>	<b>\$ 7,782,491</b>	<b>\$ 46,266,867</b>	<b>\$ 26,191,045</b>	<b>\$ 8,484,870</b>	<b>\$ 20,993,158</b>	<b>\$ 2,804,369</b>	<b>\$ 1,984,386</b>	<b>\$ 9,345,045</b>	<b>\$ 2,478,310</b>	<b>\$ 7,829,035</b>	<b>\$ 150,183,219</b>

Funding Sources

General Taxation	\$ 2,806,500	\$ 1,525,889	\$ 1,428,655	\$ 748,485	\$ 2,052,723	\$ 2,682,491	\$ 2,536,867	\$ 1,841,045	\$ 2,784,870	\$ 1,893,158	\$ 2,204,369	\$ 1,884,386	\$ 2,995,045	\$ 2,078,310	\$ 2,229,035	\$ 31,691,829
CWF	-	1,274,778	1,061,678	636,435	500,000	500,000	730,000	600,000	500,000	100,000	600,000	100,000	600,000	100,000	600,000	7,902,891
Reserves	138,500	1,500,000	750,000	750,000	200,000	600,000	5,000,000	750,000	5,200,000	-	-	-	750,000	300,000	5,000,000	20,938,500
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	4,000,000	38,000,000	23,000,000	-	19,000,000	-	-	5,000,000	-	-	89,000,000
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	650,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	650,000
<b>Total</b>	<b>\$ 3,595,000</b>	<b>\$ 4,300,667</b>	<b>\$ 3,240,333</b>	<b>\$ 2,134,920</b>	<b>\$ 2,752,723</b>	<b>\$ 7,782,491</b>	<b>\$ 46,266,867</b>	<b>\$ 26,191,045</b>	<b>\$ 8,484,870</b>	<b>\$ 20,993,158</b>	<b>\$ 2,804,369</b>	<b>\$ 1,984,386</b>	<b>\$ 9,345,045</b>	<b>\$ 2,478,310</b>	<b>\$ 7,829,035</b>	<b>\$ 150,183,219</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030	
Priority 2 - Buildings - These projects are unfunded and will not proceed based on the current funding strategy																	
B1	Parks and Recreation Buildings	\$ 200,000	\$ 887,541	\$ 1,210,663	\$ 4,021,642	\$ 678,891	\$ 540,315	\$ 1,606,502	\$ 10,247,525	\$ 3,295,726	\$ 1,033,645	\$ 8,264,099	\$ 300,000	\$ -	\$ 211,064	\$ 150,065	\$ 32,647,679
B2	Community and Cultural Buildings	-	628,190	1,279,392	528,624	2,085,576	904,210	5,252,870	179,375	112,844	2,576,283	25,031,114	25,445,141	3,007,280	3,500,000	35,000,000	105,530,898
B3	Civic/Protective Service Buildings	-	266,714	238,131	204,647	167,637	178,576	148,438	335,296	2,366,241	44,779	318,265	2,926,499	4,004,274	-	-	11,199,496
B4	Transportation and Public Works Buildings	200,000	236,849	1,122,184	105,003	86,014	91,626	76,163	54,027	33,988	7,722,976	9,371	13,596	2,193	23,200,000	48,200,000	81,153,991
B5	Heritage Buildings	-	659,236	642,171	622,180	100,084	786,615	588,622	562,865	539,548	26,734	10,904	15,820	2,552	-	150,000	4,707,332
B6	Special Projects and Partnerships	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000
Total		\$ 475,000	\$ 2,678,530	\$ 4,492,540	\$ 5,482,097	\$ 3,118,202	\$ 2,501,342	\$ 7,672,595	\$ 11,379,087	\$ 6,348,347	\$ 11,404,417	\$ 33,633,754	\$ 28,701,056	\$ 7,016,299	\$ 26,911,064	\$ 83,500,065	\$ 235,314,395

Funding Sources (Unfunded)

Buildings	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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# **B1 Parks & Recreation Buildings**

## **Priority 1**

MRP - 2 Ice Sheets (includes indoor soccer)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 18,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,800,000
Parkinson Recreation Centre	200,000	-	-	-	-	4,000,000	23,000,000	23,000,000	-	-	-	-	-	-	-	50,200,000
Cook Road Boat Launch	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200,000
Rutland Arena East Flooring	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150,000
Parks Washrooms Upgrade and Replacement	-	-	-	-	530,000	300,000	570,000	300,000	-	200,000	-	-	-	322,191	300,000	2,522,191
Infrastructure Renewal	-	407,446	450,000	573,855	471,259	661,187	533,647	754,000	904,054	846,504	937,403	978,931	1,142,300	767,312	985,283	10,413,181

**Total**      **\$ 550,000**   **\$ 407,446**   **\$ 450,000**   **\$ 573,855**   **\$ 1,001,259**   **\$ 6,761,187**   **\$ 42,103,647**   **\$ 24,054,000**   **\$ 904,054**   **\$ 1,046,504**   **\$ 937,403**   **\$ 978,931**   **\$ 1,142,300**   **\$ 1,089,503**   **\$ 1,285,283**   **\$ 83,285,372**

General Taxation	\$ 550,000	\$ 56,502	\$ 50,000	\$ 330,638	\$ 801,259	\$ 1,911,187	\$ 873,647	\$ 704,000	\$ 904,054	\$ 946,504	\$ 937,403	\$ 878,931	\$ 1,142,300	\$ 989,503	\$ 1,285,283	\$ 12,361,211
CWF	-	350,944	400,000	243,217	-	250,000	230,000	350,000	-	100,000	-	100,000	-	100,000	-	2,124,161
Reserves	-	-	-	-	200,000	600,000	3,000,000	-	-	-	-	-	-	-	-	3,800,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	4,000,000	38,000,000	23,000,000	-	-	-	-	-	-	-	65,000,000
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal/Provincial (Grant)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Total**      **\$ 550,000**   **\$ 407,446**   **\$ 450,000**   **\$ 573,855**   **\$ 1,001,259**   **\$ 6,761,187**   **\$ 42,103,647**   **\$ 24,054,000**   **\$ 904,054**   **\$ 1,046,504**   **\$ 937,403**   **\$ 978,931**   **\$ 1,142,300**   **\$ 1,089,503**   **\$ 1,285,283**   **\$ 83,285,372**

## **Parks & Recreation Buildings**

## **Priority 2**

Prospera Place - Renovations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 8,000,000	\$ 8,800,000
Memorial Arena - Adaptive Reuse	-	-	-	-	-	-	500,000	5,000,000	-	-	-	-	-	-	-	5,500,000
Parks Washrooms Upgrade and Replacement	-	-	-	-	170,000	-	160,000	-	-	100,000	-	300,000	-	-	150,065	880,065
Parking Lot Asphalt Replacement	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200,000
MRP - Field House	-	-	408,000	3,400,000	-	-	-	-	-	-	-	-	-	-	-	3,808,000
Elks Stadium - Renovations	-	-	-	-	-	-	-	300,000	3,000,000	-	-	-	-	-	-	3,300,000
Infrastructure Renewal	-	887,541	802,663	621,642	508,891	540,315	446,502	447,525	295,726	133,645	264,099	-	-	211,064	-	5,159,614
Apple Bowl Upgrades	-	-	-	-	-	-	500,000	4,500,000	-	-	-	-	-	-	-	5,000,000

**Total**      **\$ 200,000**   **\$ 887,541**   **\$ 1,210,663**   **\$ 4,021,642**   **\$ 678,891**   **\$ 540,315**   **\$ 1,606,502**   **\$ 10,247,525**   **\$ 3,295,726**   **\$ 233,645**   **\$ 264,099**   **\$ 300,000**   **\$ -**   **\$ 1,011,064**   **\$ 8,150,065**   **\$ 32,647,679**

Buildings	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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## B2 Community and Cultural Buildings

### Priority 1

Mission - Activity Centre	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 840,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,840,000
Kelowna Library Building Repairs	465,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	465,000
Art Walk - Extension to Doyle	-	150,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-	1,650,000
Infrastructure Renewal	-	200,000	225,000	323,622	265,577	371,412	298,283	496,261	561,810	474,870	644,508	506,011	636,977	550,155	552,773	6,107,259

<b>Total</b>	<b>\$ 465,000</b>	<b>\$ 350,000</b>	<b>\$ 1,725,000</b>	<b>\$ 323,622</b>	<b>\$ 265,577</b>	<b>\$ 371,412</b>	<b>\$ 298,283</b>	<b>\$ 496,261</b>	<b>\$ 1,401,810</b>	<b>\$ 7,474,870</b>	<b>\$ 644,508</b>	<b>\$ 506,011</b>	<b>\$ 636,977</b>	<b>\$ 550,155</b>	<b>\$ 552,773</b>	<b>\$ 16,062,259</b>
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General Taxation	\$ 465,000	\$ -	\$ 1,063,322	\$ 80,404	\$ 265,577	\$ 121,412	\$ 298,283	\$ 246,261	\$ 1,401,810	\$ 474,870	\$ 644,508	\$ 506,011	\$ 636,977	\$ 550,155	\$ 552,773	\$ 7,307,363
CWF	-	350,000	661,678	243,218	-	250,000	-	250,000	-	-	-	-	-	-	-	1,754,896
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	7,000,000	-	-	-	-	-	7,000,000
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 465,000</b>	<b>\$ 350,000</b>	<b>\$ 1,725,000</b>	<b>\$ 323,622</b>	<b>\$ 265,577</b>	<b>\$ 371,412</b>	<b>\$ 298,283</b>	<b>\$ 496,261</b>	<b>\$ 1,401,810</b>	<b>\$ 7,474,870</b>	<b>\$ 644,508</b>	<b>\$ 506,011</b>	<b>\$ 636,977</b>	<b>\$ 550,155</b>	<b>\$ 552,773</b>	<b>\$ 16,062,259</b>
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### Community and Cultural Buildings

#### Priority 2

Kelowna Museum - Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 35,000,000	\$ 38,500,000
Rotary Art Centre - Expansion	-	-	-	-	-	-	-	-	-	-	-	400,000	3,000,000	-	-	3,400,000
Kelowna Community Theatre	-	-	-	-	-	-	-	-	-	2,500,000	25,000,000	25,000,000	-	-	-	52,500,000
Infrastructure Renewal	-	528,190	479,392	348,624	285,576	304,210	252,870	179,375	112,844	76,283	31,114	45,141	7,280	-	-	2,650,898
Downtown Activity Centre (replacement for Martin Centre)	-	-	-	-	-	600,000	5,000,000	-	-	-	-	-	-	-	-	5,600,000
Art Walk - Extension to Queensway	-	-	-	180,000	1,800,000	-	-	-	-	-	-	-	-	-	-	1,980,000
Island Stage - Improvements	-	100,000	800,000	-	-	-	-	-	-	-	-	-	-	-	-	900,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 628,190</b>	<b>\$ 1,279,392</b>	<b>\$ 528,624</b>	<b>\$ 2,085,576</b>	<b>\$ 904,210</b>	<b>\$ 5,252,870</b>	<b>\$ 179,375</b>	<b>\$ 112,844</b>	<b>\$ 2,576,283</b>	<b>\$ 25,031,114</b>	<b>\$ 25,445,141</b>	<b>\$ 3,007,280</b>	<b>\$ 3,500,000</b>	<b>\$ 35,000,000</b>	<b>\$ 105,530,898</b>
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Buildings	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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### B3 Civic/Protective Service Buildings

#### Priority 1

City Hall - Improvements	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
City Hall Expansion	-	-	-	-	-	-	-	-	1,200,000	12,000,000	-	-	-	-	-	13,200,000
Windsor Road - Reuse (Civic Ops)	-	-	750,000	-	-	-	-	-	-	-	-	-	-	-	-	750,000
Water St Fire Hall (Stn #2)	75,000	750,000	-	-	-	-	-	-	-	-	-	-	-	-	-	825,000
North Glenmore Fire Hall (Stn #5)	-	-	-	-	-	-	2,000,000	400,000	4,000,000	-	-	-	-	-	-	6,400,000
Rutland CPO - Expansion	-	-	-	-	-	50,000	550,000	-	-	-	-	-	-	-	-	600,000
Rutland Fire Hall - Improvements	-	-	-	-	-	50,000	500,000	-	-	-	-	-	-	-	-	550,000
Infrastructure Renewal	250,000	160,744	175,358	189,971	155,897	218,025	175,096	291,313	329,791	278,756	378,336	297,036	373,915	322,949	324,486	3,921,673

**Total** **\$ 325,000** **\$ 2,910,744** **\$ 925,358** **\$ 189,971** **\$ 155,897** **\$ 318,025** **\$ 3,225,096** **\$ 691,313** **\$ 5,529,791** **\$ 12,278,756** **\$ 378,336** **\$ 297,036** **\$ 373,915** **\$ 322,949** **\$ 324,486** **\$ 28,246,673**

General Taxation	\$ 325,000	\$ 1,410,744	\$ 175,358	\$ 189,971	\$ 155,897	\$ 318,025	\$ 1,225,096	\$ 691,313	\$ 329,791	\$ 278,756	\$ 378,336	\$ 297,036	\$ 373,915	\$ 322,949	\$ 324,486	\$ 6,796,673
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	1,500,000	750,000	-	-	-	2,000,000	-	5,200,000	-	-	-	-	-	-	9,450,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	12,000,000	-	-	-	-	-	12,000,000
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Total** **\$ 325,000** **\$ 2,910,744** **\$ 925,358** **\$ 189,971** **\$ 155,897** **\$ 318,025** **\$ 3,225,096** **\$ 691,313** **\$ 5,529,791** **\$ 12,278,756** **\$ 378,336** **\$ 297,036** **\$ 373,915** **\$ 322,949** **\$ 324,486** **\$ 28,246,673**

#### Civic/Protective Service Buildings

#### Priority 2

New KLO Fire Hall (Stn #6)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 4,000,000	\$ -	\$ -	\$ 4,400,000
North Glenmore - Fire Training Centre	-	-	-	-	-	-	-	100,000	1,000,000	-	-	-	-	-	-	1,100,000
Infrastructure Renewal	-	266,714	238,131	204,647	167,637	178,576	148,438	105,296	66,241	44,779	18,265	26,499	4,274	-	-	1,469,496
KPSP - Expansion	-	-	-	-	-	-	-	-	-	-	300,000	2,500,000	-	-	-	2,800,000
North Glenmore - CPO	-	-	-	-	-	-	-	130,000	1,300,000	-	-	-	-	-	-	1,430,000

**Total** **\$ -** **\$ 266,714** **\$ 238,131** **\$ 204,647** **\$ 167,637** **\$ 178,576** **\$ 148,438** **\$ 335,296** **\$ 2,366,241** **\$ 44,779** **\$ 318,265** **\$ 2,926,499** **\$ 4,004,274** **\$ -** **\$ -** **\$ 11,199,496**

Buildings	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**B4** Transportation and Public Works

Buildings

Priority 1

Queensway Transit Pavilion	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
Memorial Parkade Office Space Construction	565,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565,000
City Yards - Land Only	-	-	-	-	-	-	-	-	-	-	-	-	5,600,000	-	-	5,600,000
Downtown/South Parkades - Design and Start Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	5,000,000	5,300,000
Yards Boiler Replacement	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000
Infrastructure Renewal	-	82,477	89,975	97,473	79,990	111,867	89,841	149,471	169,214	143,028	194,122	152,408	191,854	165,704	166,492	1,883,916

<b>Total</b>	<b>\$ 1,715,000</b>	<b>\$ 82,477</b>	<b>\$ 89,975</b>	<b>\$ 97,473</b>	<b>\$ 79,990</b>	<b>\$ 111,867</b>	<b>\$ 89,841</b>	<b>\$ 149,471</b>	<b>\$ 169,214</b>	<b>\$ 143,028</b>	<b>\$ 194,122</b>	<b>\$ 152,408</b>	<b>\$ 5,791,854</b>	<b>\$ 465,704</b>	<b>\$ 5,166,492</b>	<b>\$ 14,498,916</b>
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General Taxation	\$ 926,500	\$ 8,643	\$ 89,975	\$ 97,473	\$ 79,990	\$ 111,867	\$ 89,841	\$ 149,471	\$ 99,214	\$ 143,028	\$ 194,122	\$ 152,408	\$ 791,854	\$ 165,704	\$ 16,492	\$ 3,116,582
CWF	-	73,834	-	-	-	-	-	-	70,000	-	-	-	-	-	150,000	293,834
Reserves	138,500	-	-	-	-	-	-	-	-	-	-	-	-	300,000	5,000,000	5,438,500
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	5,000,000
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	650,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	650,000

<b>Total</b>	<b>\$ 1,715,000</b>	<b>\$ 82,477</b>	<b>\$ 89,975</b>	<b>\$ 97,473</b>	<b>\$ 79,990</b>	<b>\$ 111,867</b>	<b>\$ 89,841</b>	<b>\$ 149,471</b>	<b>\$ 169,214</b>	<b>\$ 143,028</b>	<b>\$ 194,122</b>	<b>\$ 152,408</b>	<b>\$ 5,791,854</b>	<b>\$ 465,704</b>	<b>\$ 5,166,492</b>	<b>\$ 14,498,916</b>
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Transportation and Public Works

Buildings

Priority 2

Downtown/South Parkades	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,700,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ 32,700,000
Wastewater Admin Building - Renovations	-	100,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	1,100,000
Infrastructure Renewal	-	136,849	122,184	105,003	86,014	91,626	76,163	54,027	33,988	22,976	9,371	13,596	2,193	-	-	753,991
City Yards - Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	23,200,000	23,200,000	46,400,000
Traffic Operations Equipment & Material Storage Building	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200,000

<b>Total</b>	<b>\$ 200,000</b>	<b>\$ 236,849</b>	<b>\$ 1,122,184</b>	<b>\$ 105,003</b>	<b>\$ 86,014</b>	<b>\$ 91,626</b>	<b>\$ 76,163</b>	<b>\$ 54,027</b>	<b>\$ 33,988</b>	<b>\$ 7,722,976</b>	<b>\$ 9,371</b>	<b>\$ 13,596</b>	<b>\$ 2,193</b>	<b>\$ 23,200,000</b>	<b>\$ 48,200,000</b>	<b>\$ 81,153,991</b>
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Buildings	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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# B5 Heritage Buildings

## Priority 1

Brent's Grist Mill - Adaptive Reuse and Site Development	\$ -	\$ -	\$ -	\$ 150,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000
Heritage Asset Management Program	-	500,000	-	-	-	170,000	500,000	-	430,000	-	600,000	-	600,000	-	450,000	3,250,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ 1,200,000</b>	<b>\$ 170,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 430,000</b>	<b>\$ -</b>	<b>\$ 600,000</b>	<b>\$ -</b>	<b>\$ 600,000</b>	<b>\$ -</b>	<b>\$ 450,000</b>	<b>\$ 4,600,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 870,000
CWF	-	500,000	-	150,000	500,000	-	500,000	-	430,000	-	600,000	-	600,000	-	450,000	3,730,000
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ 1,200,000</b>	<b>\$ 170,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 430,000</b>	<b>\$ -</b>	<b>\$ 600,000</b>	<b>\$ -</b>	<b>\$ 600,000</b>	<b>\$ -</b>	<b>\$ 450,000</b>	<b>\$ 4,600,000</b>
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## Heritage Buildings

## Priority 2

Heritage Asset Management Program	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ 680,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 3,830,000
Infrastructure Renewal	-	159,236	142,171	122,180	100,084	106,615	88,622	62,865	39,548	26,734	10,904	15,820	2,552	-	-	877,332

<b>Total</b>	<b>\$ -</b>	<b>\$ 659,236</b>	<b>\$ 642,171</b>	<b>\$ 622,180</b>	<b>\$ 100,084</b>	<b>\$ 786,615</b>	<b>\$ 588,622</b>	<b>\$ 562,865</b>	<b>\$ 539,548</b>	<b>\$ 26,734</b>	<b>\$ 10,904</b>	<b>\$ 15,820</b>	<b>\$ 2,552</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ 4,707,332</b>
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Buildings	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**B6**

**Capital Opportunities and Partnerships**

**Priority 1**

SD23 - Partnerships Facilities	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ 2,250,000
Kerry Park, Utility Servicing	40,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40,000
Capital Opportunities & Partnership Fund	500,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	1,200,000

<b>Total</b>	<b>\$ 540,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 800,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 800,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 800,000</b>	<b>\$ 50,000</b>	<b>\$ 3,490,000</b>
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General Taxation	\$ 540,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 1,240,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	750,000	-	-	-	750,000	-	-	-	-	-	750,000	-	2,250,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 540,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 800,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 800,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$ 800,000</b>	<b>\$ 50,000</b>	<b>\$ 3,490,000</b>
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**Capital Opportunities and Partnerships**

**Priority 2**

McKinley Resort	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
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<b>Total</b>	<b>\$ 75,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 75,000</b>
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**City of Kelowna**  
**Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Parks</b>	
<b>P1</b>	<b>DCC Parkland Acquisition</b>  Park acquisition program based on the residential growth in the City for the purchase of parkland (Neighbourhood, Community, Recreation and City-wide level parks) under the Development Cost Charge program (DCC). Funding is primarily allocated from developer revenue with general taxation covering both the assist factor and secondary suites that are paying reduced DCC's.	<b>\$104,684,215</b>
<b>P2</b>	<b>Linear/Natural Area Parkland</b>  Park acquisition program for the purchase of Natural Areas and Linear Parks not attributed to the DCC program.	<b>\$6,369,558</b>
<b>P3</b>	<b>Neighbourhood Park Development</b>  An allocation to cover the development of neighbourhood level parks including off-site costs related to park development, but does not include buildings.	<b>\$2,425,000</b>
<b>P4</b>	<b>Community Park Development</b>  An allocation to cover the development of community level parks including off-site costs related to park development, but does not include buildings.	<b>\$14,075,000</b>
<b>P5</b>	<b>Recreation Park Development</b>  An allocation to cover the development of recreation level parks including off-site costs related to park development, but does not include buildings.	<b>\$6,287,875</b>
<b>P6</b>	<b>City-wide Park Development</b>  An allocation to cover the development of city-wide level parks including off-site costs related to park development, but does not include buildings.	<b>\$3,990,000</b>
<b>P7</b>	<b>Linear/Natural Area Park Development</b>  An allocation to cover the development of natural areas and linear parks/trails.	<b>\$3,725,000</b>
<b>P8</b>	<b>Park Renewal, Rehabilitation &amp; Infrastructure Upgrades</b>  An allocation for major repairs or replacement of existing park infrastructure such as sidewalks, hard-surfaced trails, parking lots, sport courts, lighting, electrical and water services, irrigation, fencing, bridges and other major structures.	<b>\$21,635,000</b>
<b>P9</b>	<b>Capital Opportunities Partnership</b>  An allocation for various strategic investments into the park and open space system as well as funding to allow for capital projects that were not envisioned during the plan development, including partnerships.	<b>\$4,517,942</b>
	<b>Total</b>	<b>\$167,709,590</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 1 - Parks																	
P1	DCC Parkland Acquisition	\$ -	\$ 8,460,397	\$ 5,718,561	\$ 12,757,526	\$ 7,167,976	\$ 6,967,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 104,684,215
P2	Linear/Natural Area Parkland	-	325,559	352,542	-	492,563	425,000	450,000	475,008	499,432	550,000	550,000	550,000	378,569	581,018	739,867	6,369,558
P3	Neighbourhood Park Development	25,000	-	-	-	-	-	400,000	-	400,000	400,000	400,000	-	400,000	400,000	-	2,425,000
P4	Community Park Development	275,000	1,700,000	1,300,000	2,800,000	1,600,000	700,000	2,000,000	2,000,000	500,000	-	-	300,000	300,000	300,000	300,000	14,075,000
P5	Recreation Park Development	450,000	2,664,015	1,773,860	-	-	-	500,000	900,000	-	-	-	-	-	-	-	6,287,875
P6	City-wide Park Development	350,000	1,100,000	-	340,000	-	-	-	-	-	-	200,000	2,000,000	-	-	-	3,990,000
P7	Linear/Natural Area Park Development	225,000	150,000	150,000	150,000	200,000	200,000	200,000	200,000	-	375,000	375,000	375,000	250,000	425,000	450,000	3,725,000
P8	Park Renewal, Rehabilitation & Infrastructure Upgrades	410,000	1,236,000	832,000	900,000	2,033,000	2,015,000	1,350,000	1,400,000	1,390,000	1,500,000	1,800,000	1,800,000	1,623,000	1,623,000	1,723,000	21,635,000
P9	Capital Opportunities Partnership	340,000	588,948	579,682	192,099	292,631	292,188	278,168	207,140	272,634	212,647	192,361	292,361	292,361	192,361	292,361	4,517,942
Total		\$ 2,075,000	\$ 16,224,919	\$ 10,706,645	\$ 17,139,625	\$ 11,786,170	\$ 10,600,164	\$ 12,246,144	\$ 12,250,124	\$ 10,130,042	\$ 10,105,623	\$ 10,585,337	\$ 12,385,337	\$ 10,311,906	\$ 10,589,355	\$ 10,573,199	\$ 167,709,590

Funding Sources

General Taxation	\$ 1,760,000	\$ 3,472,059	\$ 3,882,218	\$ 3,740,571	\$ 2,781,712	\$ 2,661,097	\$ 4,607,895	\$ 5,330,757	\$ 3,445,181	\$ 3,675,658	\$ 3,917,720	\$ 5,738,273	\$ 3,807,318	\$ 4,184,767	\$ 4,018,616	\$ 57,023,845
CWF	-	1,568,000	1,158,100	1,111,000	1,423,252	697,854	500,000	-	5,091	113,029	242,476	-	-	-	-	7,877,802
Reserves	90,000	3,688,948	599,682	958,999	1,542,631	342,188	678,168	157,140	422,634	162,647	292,361	142,361	242,361	142,361	292,361	9,754,842
Development Cost Charges	-	7,495,912	5,066,645	5,981,055	6,350,827	6,173,627	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,222	87,428,101
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	175,000	-	-	5,400,000	-	-	-	-	-	-	-	-	-	-	-	5,575,000
Grant	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000
Total	\$ 2,075,000	\$ 16,224,919	\$ 10,706,645	\$ 17,139,625	\$ 11,786,170	\$ 10,600,164	\$ 12,246,144	\$ 12,250,124	\$ 10,130,042	\$ 10,105,623	\$ 10,585,337	\$ 12,385,337	\$ 10,311,906	\$ 10,589,355	\$ 10,573,199	\$ 167,709,590

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 2 - Parks - These projects are unfunded and will not proceed based on the current funding strategy																
P1	DCC Parkland Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
P2	Linear/Natural Area Parkland	450,000	125,000	100,000	75,000	100,000	75,000	50,000	25,000	-	-	-	-	-	-	1,000,000
P3	Neighbourhood Park Development	500,000	400,000	400,000	400,000	400,000	400,000	-	400,000	-	-	-	400,000	-	400,000	3,700,000
P4	Community Park Development	-	-	-	-	-	-	-	100,000	950,000	1,800,000	-	-	-	-	2,850,000
P5	Recreation Park Development	-	335,985	226,140	2,350,000	3,200,000	200,000	400,000	2,000,000	5,650,000	7,200,000	2,000,000	250,000	450,000	2,000,000	26,562,125
P6	City-wide Park Development	-	500,000	3,200,000	200,000	1,300,000	8,500,000	2,500,000	900,000	4,550,000	1,250,000	4,500,000	500,000	500,000	500,000	29,400,000
P7	Linear/Natural Area Park Development	300,000	75,000	175,000	850,000	100,000	100,000	100,000	100,000	-	-	-	125,000	150,000	-	2,175,000
P8	Park Renewal, Rehabilitation & Infrastructure Upgrades	1,280,000	224,000	235,000	252,497	1,719,498	235,952	320,854	373,596	2,039,583	111,591	164,029	237,976	229,744	229,497	7,783,315
P9	Capital Opportunities Partnership	-	100,000	109,266	496,849	396,317	782,698	796,718	867,746	802,252	862,239	790,604	690,604	690,604	790,604	8,867,105
Total		\$ 2,530,000	\$ 1,759,985	\$ 4,445,406	\$ 4,624,346	\$ 7,215,815	\$ 10,293,650	\$ 4,167,572	\$ 4,666,342	\$ 13,241,835	\$ 10,373,830	\$ 9,254,633	\$ 2,078,580	\$ 1,995,348	\$ 3,670,101	\$ 82,337,545

Funding Sources (Unfunded)

Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P1** DCC Parkland Acquisition

Priority 1

DCC Parkland Acquisition	\$ -	\$ 8,460,397	\$ 5,718,561	\$ 12,757,526	\$ 7,167,976	\$ 6,967,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,976	\$ 7,067,971	\$ 104,684,215
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<b>Total</b>	<b>\$ -</b>	<b>\$ 8,460,397</b>	<b>\$ 5,718,561</b>	<b>\$ 12,757,526</b>	<b>\$ 7,167,976</b>	<b>\$ 6,967,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,971</b>	<b>\$ 104,684,215</b>
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General Taxation	\$ -	\$ 964,485	\$ 651,916	\$ 769,571	\$ 817,149	\$ 794,349	\$ 805,749	\$ 805,749	\$ 805,749	\$ 805,749	\$ 805,749	\$ 805,749	\$ 805,749	\$ 805,749	\$ 805,749	\$ 11,249,214
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	606,900	-	-	-	-	-	-	-	-	-	-	-	606,900
Development Cost Charges	-	7,495,912	5,066,645	5,981,055	6,350,827	6,173,627	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,227	6,262,222	87,428,101
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	5,400,000	-	-	-	-	-	-	-	-	-	-	-	5,400,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ 8,460,397</b>	<b>\$ 5,718,561</b>	<b>\$ 12,757,526</b>	<b>\$ 7,167,976</b>	<b>\$ 6,967,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,976</b>	<b>\$ 7,067,971</b>	<b>\$ 104,684,215</b>
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DCC Parkland Acquisition

Priority 2

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P2** Linear / Natural Area Parkland

Priority 1

Natural/Linear Park Acquisition	\$ -	\$ 325,559	\$ 352,542	\$ -	\$ 492,563	\$ 425,000	\$ 450,000	\$ 475,008	\$ 499,432	\$ 550,000	\$ 550,000	\$ 550,000	\$ 378,569	\$ 581,018	\$ 739,867	\$ 6,369,558
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Total	\$ -	\$ 325,559	\$ 352,542	\$ -	\$ 492,563	\$ 425,000	\$ 450,000	\$ 475,008	\$ 499,432	\$ 550,000	\$ 550,000	\$ 550,000	\$ 378,569	\$ 581,018	\$ 739,867	\$ 6,369,558
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General Taxation	\$ -	\$ 325,559	\$ 352,542	\$ -	\$ 492,563	\$ 425,000	\$ 450,000	\$ 475,008	\$ 499,432	\$ 550,000	\$ 550,000	\$ 550,000	\$ 378,569	\$ 581,018	\$ 739,867	\$ 6,369,558
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Total	\$ -	\$ 325,559	\$ 352,542	\$ -	\$ 492,563	\$ 425,000	\$ 450,000	\$ 475,008	\$ 499,432	\$ 550,000	\$ 550,000	\$ 550,000	\$ 378,569	\$ 581,018	\$ 739,867	\$ 6,369,558
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Linear / Natural Area Parkland

Priority 2

Natural/Linear Park Acquisition	\$ 450,000	\$ 125,000	\$ 100,000	\$ 75,000	\$ 100,000	\$ 75,000	\$ 50,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
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Total	\$ 450,000	\$ 125,000	\$ 100,000	\$ 75,000	\$ 100,000	\$ 75,000	\$ 50,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P3** Neighbourhood Park Development

Priority 1

Neighbourhood Park Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 2,400,000
Park Entrance Signage	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,000

<b>Total</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 2,425,000</b>
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General Taxation	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 2,125,000
CWV	-	-	-	-	-	-	300,000	-	-	-	-	-	-	-	-	300,000
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 2,425,000</b>
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Neighbourhood Park Development

Priority 2

Neighborhood Park Development	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ 400,000	\$ 3,200,000
Barlee Park Expansion	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150,000
Lost Creek Park	350,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	350,000

<b>Total</b>	<b>\$ 500,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 3,700,000</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P4** **Community Park Development**

<b>Priority 1</b>																
Rowcliffe Park (Central Green)	\$ -	\$ 1,700,000	\$ 1,000,000	\$ 1,200,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,400,000
Park Entrance Signage	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,000
Community Park Development (general)	-	-	-	-	-	-	-	-	-	-	-	300,000	300,000	300,000	300,000	1,200,000
Dehart Park	-	-	-	-	-	200,000	2,000,000	2,000,000	500,000	-	-	-	-	-	-	4,700,000
Rutland Centennial Park	250,000	-	300,000	1,600,000	1,600,000	-	-	-	-	-	-	-	-	-	-	3,750,000

<b>Total</b>	<b>\$ 275,000</b>	<b>\$ 1,700,000</b>	<b>\$ 1,300,000</b>	<b>\$ 2,800,000</b>	<b>\$ 1,600,000</b>	<b>\$ 700,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 14,075,000</b>
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General Taxation	\$ 225,000	\$ 550,000	\$ 903,900	\$ 2,431,000	\$ 1,100,000	\$ 99,200	\$ 1,600,000	\$ 2,000,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 10,409,100
CWF	-	400,000	396,100	369,000	500,000	400,800	-	-	-	-	-	-	-	-	-	2,065,900
Reserves	-	750,000	-	-	-	200,000	400,000	-	200,000	-	-	-	-	-	-	1,550,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000

<b>Total</b>	<b>\$ 275,000</b>	<b>\$ 1,700,000</b>	<b>\$ 1,300,000</b>	<b>\$ 2,800,000</b>	<b>\$ 1,600,000</b>	<b>\$ 700,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 14,075,000</b>
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**Community Park Development**

<b>Priority 2</b>																
University South Community Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000
Community Park Development (general)	-	-	-	-	-	-	-	-	-	-	300,000	-	-	-	-	300,000
Gallagher Road Park (Black Mountain)	-	-	-	-	-	-	-	-	100,000	800,000	-	-	-	-	-	900,000

<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 950,000</b>	<b>\$ 1,800,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,850,000</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P5** Recreation Park Development

Priority 1

Glenmore Recreation Park	\$ 450,000	\$ 2,664,015	\$ 1,773,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,887,875
MRP - Softball Diamonds x 2	-	-	-	-	-	-	500,000	900,000	-	-	-	-	-	-	-	1,400,000

<b>Total</b>	<b>\$ 450,000</b>	<b>\$ 2,664,015</b>	<b>\$ 1,773,860</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 900,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,287,875</b>
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General Taxation	\$ 450,000	\$ 164,015	\$ 1,773,860	\$ -	\$ -	\$ -	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087,875
CWVF	-	500,000	-	-	-	-	200,000	500,000	-	-	-	-	-	-	-	1,200,000
Reserves	-	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 450,000</b>	<b>\$ 2,664,015</b>	<b>\$ 1,773,860</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 900,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,287,875</b>
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Recreation Park Development

Priority 2

New Artificial Turf Field	\$ -	\$ -	\$ -	\$ 350,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000
Glenmore Recreation Park - Future Phases	-	335,985	226,140	-	-	-	200,000	2,000,000	-	200,000	2,000,000	-	200,000	2,000,000	-	7,162,125
MRP - Youth Park, Plaza & Trail System	-	-	-	-	-	-	-	-	400,000	4,000,000	-	-	-	-	-	4,400,000
Recreation Park Development	-	-	-	-	200,000	200,000	200,000	-	250,000	-	-	250,000	250,000	-	300,000	1,650,000
Boat Launch Land/Facilities	-	-	-	2,000,000	-	-	-	-	5,000,000	3,000,000	-	-	-	-	-	10,000,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 335,985</b>	<b>\$ 226,140</b>	<b>\$ 2,350,000</b>	<b>\$ 3,200,000</b>	<b>\$ 200,000</b>	<b>\$ 400,000</b>	<b>\$ 2,000,000</b>	<b>\$ 5,650,000</b>	<b>\$ 7,200,000</b>	<b>\$ 2,000,000</b>	<b>\$ 250,000</b>	<b>\$ 450,000</b>	<b>\$ 2,000,000</b>	<b>\$ 300,000</b>	<b>\$ 26,562,125</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P6** City-wide Park Development

Priority 1

Sarson's Beach Park - Expansion	\$ -	\$ -	\$ -	\$ 340,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 340,000
Kerry Park Improvements	350,000	1,100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,450,000
South Pandosy Waterfront Park	-	-	-	-	-	-	-	-	-	-	200,000	2,000,000	-	-	-	2,200,000

<b>Total</b>	<b>\$ 350,000</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 340,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,990,000</b>
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General Taxation	\$ 350,000	\$ 1,100,000	\$ -	\$ 340,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 3,990,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 350,000</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 340,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,990,000</b>
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City-wide Park Development

Priority 2

City Wide Park Development	\$ -	\$ 500,000	\$ 500,000	\$ 200,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 6,700,000
Kerry Park & the Sails Plaza	-	-	2,700,000	-	-	-	-	-	-	-	-	-	-	-	-	2,700,000
Sarson's Beach Park - Expansion	-	-	-	-	-	-	-	-	50,000	350,000	-	-	-	-	-	400,000
City Park - Spray Park, Skateboard Park and Playground, Picnic Area	-	-	-	-	400,000	4,000,000	2,000,000	-	-	-	-	-	-	-	-	6,400,000
Sutherland Bay Expansion (incl Poplar Point Dr Realignment)	-	-	-	-	-	-	-	400,000	4,000,000	-	-	-	-	-	-	4,400,000
Streetscapes & Town Centre Development	-	-	-	-	400,000	4,000,000	-	-	-	400,000	4,000,000	-	-	-	-	8,800,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 3,200,000</b>	<b>\$ 200,000</b>	<b>\$ 1,300,000</b>	<b>\$ 8,500,000</b>	<b>\$ 2,500,000</b>	<b>\$ 900,000</b>	<b>\$ 4,550,000</b>	<b>\$ 1,250,000</b>	<b>\$ 4,500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 29,400,000</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P7** Linear / Natural Area Park Development

<b>Priority 1</b>																
Canyon Falls Park, Upgrades	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
Knox Mountain Park	-	150,000	150,000	150,000	200,000	200,000	200,000	200,000	-	250,000	250,000	250,000	250,000	300,000	300,000	2,850,000
Natural Area Park/Trail Development	-	-	-	-	-	-	-	-	-	125,000	125,000	125,000	-	125,000	150,000	650,000
McKinley Mountain Park	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000

<b>Total</b>	<b>\$ 225,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 375,000</b>	<b>\$ 375,000</b>	<b>\$ 375,000</b>	<b>\$ 250,000</b>	<b>\$ 425,000</b>	<b>\$ 450,000</b>	<b>\$ 3,725,000</b>
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General Taxation	\$ 175,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ 375,000	\$ 375,000	\$ 375,000	\$ 250,000	\$ 425,000	\$ 450,000	\$ 3,675,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 225,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 375,000</b>	<b>\$ 375,000</b>	<b>\$ 375,000</b>	<b>\$ 250,000</b>	<b>\$ 425,000</b>	<b>\$ 450,000</b>	<b>\$ 3,725,000</b>
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Linear / Natural Area Park Development

<b>Priority 2</b>																
Bellevue Creek Phase 1	\$ -	\$ -	\$ 100,000	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 950,000
Natural Area Park/Trail Development	-	75,000	75,000	-	100,000	100,000	100,000	100,000	100,000	-	-	-	125,000	-	-	775,000
Knox Mountain Park	200,000	-	-	-	-	-	-	-	-	-	-	-	-	150,000	-	350,000
Parkland Access Control	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000

<b>Total</b>	<b>\$ 300,000</b>	<b>\$ 75,000</b>	<b>\$ 175,000</b>	<b>\$ 850,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125,000</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ 2,175,000</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P8** Park Renewal, Rehabilitation & Infrastructure Upgrades

<b>Priority 1</b>																
Sports Courts/Playgrounds	\$ -	\$ 200,000	\$ 264,000	\$ 264,000	\$ 215,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 396,000	\$ 396,000	\$ 396,000	\$ 396,000	\$ 396,000	\$ 4,573,000
Parking	-	468,000	400,000	468,000	350,000	500,000	435,000	485,000	475,000	585,000	702,000	702,000	525,000	525,000	625,000	7,245,000
Irrigation	325,000	168,000	168,000	168,000	168,000	210,000	210,000	210,000	210,000	210,000	252,000	252,000	252,000	252,000	252,000	3,307,000
Land Improvements	-	-	-	-	100,000	375,000	375,000	375,000	375,000	375,000	450,000	450,000	450,000	450,000	450,000	4,225,000
City Park, Foreshore Stabilization	-	400,000	-	-	-	-	-	-	-	-	-	-	-	-	-	400,000
Cedar Creek Park Stair Renewal	85,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85,000
MRP - Turf Replacement	-	-	-	-	-	600,000	-	-	-	-	-	-	-	-	-	600,000
City Park - Waterfront Promenade Phase 2 (25% renewal)	-	-	-	-	1,200,000	-	-	-	-	-	-	-	-	-	-	1,200,000

<b>Total</b>	<b>\$ 410,000</b>	<b>\$ 1,236,000</b>	<b>\$ 832,000</b>	<b>\$ 900,000</b>	<b>\$ 2,033,000</b>	<b>\$ 2,015,000</b>	<b>\$ 1,350,000</b>	<b>\$ 1,400,000</b>	<b>\$ 1,390,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,800,000</b>	<b>\$ 1,800,000</b>	<b>\$ 1,623,000</b>	<b>\$ 1,623,000</b>	<b>\$ 1,723,000</b>	<b>\$ 21,635,000</b>
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General Taxation	\$ 410,000	\$ 168,000	\$ -	\$ -	\$ 22,000	\$ 992,548	\$ 1,002,146	\$ 1,400,000	\$ 1,290,000	\$ 1,494,909	\$ 1,536,971	\$ 1,557,524	\$ 1,523,000	\$ 1,623,000	\$ 1,573,000	\$ 14,593,098
CWV	-	668,000	762,000	690,000	611,000	1,022,452	197,854	-	-	5,091	113,029	242,476	-	-	-	4,311,902
Reserves	-	400,000	70,000	210,000	1,400,000	-	150,000	-	100,000	-	150,000	-	100,000	-	150,000	2,730,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 410,000</b>	<b>\$ 1,236,000</b>	<b>\$ 832,000</b>	<b>\$ 900,000</b>	<b>\$ 2,033,000</b>	<b>\$ 2,015,000</b>	<b>\$ 1,350,000</b>	<b>\$ 1,400,000</b>	<b>\$ 1,390,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,800,000</b>	<b>\$ 1,800,000</b>	<b>\$ 1,623,000</b>	<b>\$ 1,623,000</b>	<b>\$ 1,723,000</b>	<b>\$ 21,635,000</b>
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Park Renewal, Rehabilitation & Infrastructure Upgrades

<b>Priority 2</b>																
Bennett Plaza - Improvements (50% renewal)	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000
Ellison Centennial Park Improvements	80,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80,000
Sports Courts/Playgrounds	-	64,000	-	-	49,000	-	-	-	-	-	-	-	-	-	-	113,000
Parking	-	-	68,000	-	118,000	85,000	150,000	100,000	110,000	-	-	-	177,000	177,000	77,000	1,062,000
Infrastructure Renewal	-	160,000	167,000	52,497	52,498	150,952	170,854	73,596	39,583	111,591	164,029	237,976	52,744	52,497	52,498	1,538,315
City Park - Waterfront Promenade Phase 2	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200,000
City Park - Waterfront Promenade Phase 3	-	-	-	-	-	-	-	200,000	1,890,000	-	-	-	-	-	-	2,090,000

<b>Total</b>	<b>\$ 1,280,000</b>	<b>\$ 224,000</b>	<b>\$ 235,000</b>	<b>\$ 252,497</b>	<b>\$ 1,719,498</b>	<b>\$ 235,952</b>	<b>\$ 320,854</b>	<b>\$ 373,596</b>	<b>\$ 2,039,583</b>	<b>\$ 111,591</b>	<b>\$ 164,029</b>	<b>\$ 237,976</b>	<b>\$ 229,744</b>	<b>\$ 229,497</b>	<b>\$ 129,498</b>	<b>\$ 7,783,315</b>
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Parks	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**P9 Capital Opportunities Partnership**

**Priority 1**

Capital Opportunities and Partnership Fund	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 50,000	\$ 150,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 150,000	\$ 50,000	\$ 150,000	\$ 1,400,000
Cemetery Improvements	90,000	538,948	529,682	142,099	142,631	142,188	128,168	157,140	122,634	162,647	142,361	142,361	142,361	142,361	142,361	2,867,942
Upper Mission Trail Building Partnership	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000

<b>Total</b>	<b>\$ 340,000</b>	<b>\$ 588,948</b>	<b>\$ 579,682</b>	<b>\$ 192,099</b>	<b>\$ 292,631</b>	<b>\$ 292,188</b>	<b>\$ 278,168</b>	<b>\$ 207,140</b>	<b>\$ 272,634</b>	<b>\$ 212,647</b>	<b>\$ 192,361</b>	<b>\$ 292,361</b>	<b>\$ 292,361</b>	<b>\$ 192,361</b>	<b>\$ 292,361</b>	<b>\$ 4,517,942</b>
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General Taxation	\$ 125,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 50,000	\$ 150,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 150,000	\$ 50,000	\$ 150,000	\$ 1,525,000
CWV	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	90,000	538,948	529,682	142,099	142,631	142,188	128,168	157,140	122,634	162,647	142,361	142,361	142,361	142,361	142,361	2,867,942
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	125,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 340,000</b>	<b>\$ 588,948</b>	<b>\$ 579,682</b>	<b>\$ 192,099</b>	<b>\$ 292,631</b>	<b>\$ 292,188</b>	<b>\$ 278,168</b>	<b>\$ 207,140</b>	<b>\$ 272,634</b>	<b>\$ 212,647</b>	<b>\$ 192,361</b>	<b>\$ 292,361</b>	<b>\$ 292,361</b>	<b>\$ 192,361</b>	<b>\$ 292,361</b>	<b>\$ 4,517,942</b>
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**Capital Opportunities Partnership**

**Priority 2**

Capital Opportunities and Partnership Fund	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 700,000
Cemetery Improvements	-	-	9,266	396,849	396,317	782,698	796,718	767,746	802,252	762,239	690,604	690,604	690,604	690,604	690,604	8,167,105

<b>Total</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 109,266</b>	<b>\$ 496,849</b>	<b>\$ 396,317</b>	<b>\$ 782,698</b>	<b>\$ 796,718</b>	<b>\$ 867,746</b>	<b>\$ 802,252</b>	<b>\$ 862,239</b>	<b>\$ 790,604</b>	<b>\$ 690,604</b>	<b>\$ 690,604</b>	<b>\$ 790,604</b>	<b>\$ 690,604</b>	<b>\$ 8,867,105</b>
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**City of Kelowna  
Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Transportation</b>	
<b>T1</b>	<b>DCC Roads</b>	<b>\$161,143,833</b>
	Allocation for design, land and construction costs associated with DCC Road projects.	
<b>T2</b>	<b>DCC Roads - Active Transportation</b>	<b>\$71,670,315</b>
	Allocation for design, land and construction costs associated with DCC Active Transportation projects. General taxation to cover 77.7% Assist.	
<b>T3</b>	<b>Non-DCC Transportation</b>	<b>\$360,000</b>
	Infrastructure upgrades which are not part of the 20 Year Servicing Plan and Financing Strategy (collectors and local roads) and City initiated projects to upgrade streets to full urban standards including drainage, fillet paving, sidewalks and landscaped boulevards.	
<b>T4</b>	<b>Transportation System Renewal</b>	<b>\$80,272,840</b>
	Allocation for overlay and other processes, including micro asphaltting, for rehabilitation of City roads. Also includes renewal of curb and gutter, bike paths, retaining walls, bridges, street lights, handrails and stairways.	
<b>T5</b>	<b>Bicycle Network</b>	<b>\$10,490,000</b>
	Allocation for bike network system additions.	
<b>T6</b>	<b>Sidewalk Network</b>	<b>\$9,567,620</b>
	Allocation required to complete the Non-DCC portion of the sidewalk network.	
<b>T7</b>	<b>Safety and Operational Improvements</b>	<b>\$8,105,000</b>
	Allocation to cover field reviews and capital improvements for safety improvements or to improve operational efficiency. This will include projects such as left turn bays, traffic control changes, safety barriers, signs, markings, handicap access improvements and retrofit medians.	
<b>T8</b>	<b>Traffic Control Infrastructure</b>	<b>\$9,620,000</b>
	This program is for construction of new traffic signal control infrastructure that is not part of the DCC program. This includes new traffic signals and pedestrian activated traffic signals, installation of new communication for the traffic signals system and where new development occurs install conduit for future traffic signals.	
<b>T9</b>	<b>Transit Facilities</b>	<b>\$4,156,000</b>
	Construction of new of existing transit facilities, bus pullouts and shelters.	
	<b>Total</b>	<b>\$355,385,608</b>

City of Kelowna  
15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 1 - Transportation

T1	DCC Roads	\$ 1,466,432	\$ 6,069,000	\$ 3,900,000	\$ 8,111,664	\$ 17,525,778	\$ 12,420,419	\$ 700,000	\$ 4,462,568	\$ 7,970,000	\$ 6,790,000	\$ 10,618,902	\$ 7,683,270	\$ 25,780,000	\$ 17,760,000	\$ 29,885,800	\$ 161,143,833
T2	DCC Roads - Active Transportation	3,230,000	4,928,400	8,307,799	8,407,601	3,400,000	3,000,000	3,431,515	3,675,000	1,725,000	2,245,000	4,150,000	2,570,000	720,000	6,260,000	15,620,000	71,670,315
T3	Non-DCC Transportation	60,000	-	-	300,000	-	-	-	-	-	-	-	-	-	-	-	360,000
T4	Transportation System Renewal	4,632,000	4,010,875	4,792,525	4,318,413	9,169,306	4,440,206	4,516,112	4,837,024	4,812,943	5,283,868	5,494,800	5,665,738	5,786,683	6,147,634	6,364,712	80,272,840
T5	Bicycle Network	340,000	300,000	300,000	300,000	300,000	300,000	450,000	450,000	450,000	500,000	500,000	550,000	550,000	600,000	4,600,000	10,490,000
T6	Sidewalk Network	417,620	500,000	500,000	500,000	500,000	600,000	600,000	700,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	9,567,620
T7	Safety and Operational Improvements	505,000	400,000	425,000	450,000	500,000	500,000	500,000	525,000	525,000	550,000	625,000	650,000	650,000	650,000	650,000	8,105,000
T8	Traffic Control Infrastructure	670,000	850,000	600,000	650,000	600,000	650,000	600,000	650,000	600,000	650,000	600,000	650,000	600,000	650,000	600,000	9,620,000
T9	Transit Facilities	2,740,000	60,000	78,000	100,000	20,000	100,000	128,000	20,000	100,000	350,000	100,000	100,000	200,000	20,000	40,000	4,156,000
Total		\$ 14,061,052	\$ 17,118,275	\$ 18,903,324	\$ 23,137,678	\$ 32,015,084	\$ 22,010,625	\$ 10,925,627	\$ 15,319,592	\$ 16,932,943	\$ 17,118,868	\$ 22,838,702	\$ 18,619,008	\$ 35,036,683	\$ 32,837,634	\$ 58,510,512	\$ 355,385,608

Funding Sources

General Taxation	\$ 5,079,841	\$ 3,598,231	\$ 4,875,898	\$ 6,502,055	\$ 7,171,869	\$ 8,005,304	\$ 6,159,328	\$ 7,294,252	\$ 8,676,366	\$ 9,590,143	\$ 10,604,918	\$ 9,985,607	\$ 11,097,561	\$ 12,157,786	\$ 12,797,898	\$ 123,597,059
CWF	4,188,320	4,076,484	8,028,348	7,078,618	3,830,259	3,161,239	3,272,871	3,212,145	1,121,142	1,123,125	2,342,357	1,708,308	2,343,468	5,447,064	10,778,346	61,712,093
Reserves	200,000	160,000	736,000	768,550	5,155,450	200,000	128,000	100,000	1,066,000	653,000	298,000	200,000	200,000	100,000	4,140,000	14,105,000
Development Cost Charges	1,960,891	2,145,160	5,094,079	8,627,455	12,301,506	8,884,082	1,315,428	4,066,195	5,260,435	5,465,100	9,313,017	6,035,093	11,263,364	13,741,784	7,441,468	102,915,057
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	60,000	7,138,400	169,000	161,000	3,556,000	1,760,000	50,000	647,000	809,000	287,500	280,410	690,000	10,132,290	1,391,000	23,352,800	50,484,400
Grant	2,572,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,572,000
Total	\$ 14,061,052	\$ 17,118,275	\$ 18,903,324	\$ 23,137,678	\$ 32,015,084	\$ 22,010,625	\$ 10,925,627	\$ 15,319,592	\$ 16,932,943	\$ 17,118,868	\$ 22,838,702	\$ 18,619,008	\$ 35,036,683	\$ 32,837,634	\$ 58,510,512	\$ 355,385,608

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 2 - Transportation - These projects are unfunded and will not proceed based on the current funding strategy																	
T1	DCC Roads	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,042,880	\$ 22,692,958	\$ 22,692,958	\$ 2,000,000	\$ 14,270,000	\$ 66,698,796
T2	DCC Roads - Active Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	3,400,000	5,600,000	9,000,000
T3	Non-DCC Roads	75,000	2,050,000	6,000,000	-	450,000	-	35,000,000	-	600,000	200,000	400,000	200,000	4,000,000	200,000	200,000	49,375,000
T4	Transportation System Renewal	-	700,000	700,000	700,000	800,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	8,900,000
T5	Bicycle Network	-	2,500,000	1,000,000	1,000,000	2,500,000	4,000,000	1,000,000	3,000,000	1,500,000	3,000,000	1,500,000	1,500,000	5,500,000	1,500,000	1,500,000	31,000,000
T6	Sidewalk Network	-	75,000	50,000	25,000	300,000	275,000	250,000	225,000	200,000	175,000	191,110	392,019	100,000	75,000	550,000	2,883,129
T7	Safety and Operational Improvements	250,000	450,000	425,000	400,000	400,000	450,000	450,000	525,000	525,000	525,000	575,000	550,000	550,000	550,000	550,000	7,175,000
T8	Traffic Control Infrastructure	-	310,000	-	1,000,000	1,000,000	506,367	1,097,951	154,494	1,000,000	-	1,200,000	-	-	1,000,000	-	7,268,812
T9	Transit Facilities	-	2,940,000	15,150,000	656,000	-	5,260,000	220,000	43,300,000	-	150,000	125,000	225,000	525,000	125,000	1,125,000	69,801,000
Total		\$ 325,000	\$ 9,025,000	\$ 23,325,000	\$ 3,781,000	\$ 5,450,000	\$ 11,091,367	\$ 38,617,951	\$ 47,804,494	\$ 4,425,000	\$ 4,650,000	\$ 9,633,990	\$ 26,159,977	\$ 33,967,958	\$ 9,450,000	\$ 24,395,000	\$ 252,101,737

Funding Sources (Unfunded)

Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T1 DCC Roads**

Sctr	Priority 1															
I	Begbie	All Developer Construct	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
I	Benvoulin 1		-	-	-	-	-	-	-	900,000	2,700,000	2,700,000	2,700,000	-	-	9,000,000
I	Burch 2		-	-	-	480,000	4,320,000	-	-	-	-	-	-	-	-	4,800,000
I	Burch 4		-	-	-	-	50,000	450,000	-	-	-	-	-	-	-	500,000
*B	Casorso 1 & Bridge		-	-	-	-	-	-	-	-	460,000	4,140,000	-	-	-	4,600,000
B	Clement 1		-	-	-	800,000	3,800,000	-	-	-	-	-	-	-	-	4,600,000
I	Clement 3 - COMC Land		-	-	-	-	100,000	1,900,000	-	-	-	-	-	-	-	2,000,000
*B	Dehart 2		-	-	-	-	-	-	-	-	-	170,000	1,530,000	-	-	1,700,000
B	Frost 1 (Killdeer - Chute Lake)		-	-	-	-	-	1,500,000	-	-	-	-	-	-	-	1,500,000
D	Gallagher 1		-	-	-	-	-	-	-	-	-	-	-	8,000,000	-	8,000,000
B	Gordon 1		-	-	250,000	2,250,000	-	-	-	-	-	-	-	-	-	2,500,000
*B	Gordon Bridge @ Bellevue Cr.		-	-	-	-	-	-	-	50,000	450,000	-	-	-	-	500,000
I	Guisachan 2 - Remaining		-	-	-	-	-	-	-	-	-	-	300,000	-	-	300,000
I	Guisachan 3		-	-	-	-	-	-	-	220,000	1,980,000	-	-	-	-	2,200,000
I	Hollywood 3		-	-	-	-	-	-	-	500,000	2,000,000	-	-	-	-	2,500,000
I	Hollywood 4		-	-	-	-	-	-	-	-	-	-	-	-	4,700,000	4,700,000
I	Hollywood 5		-	-	-	-	-	-	-	1,500,000	-	-	-	-	-	1,500,000
I	Hollywood 5 Bridge		-	-	-	-	-	-	-	-	-	-	2,000,000	-	-	2,000,000
I	Hollywood 6		-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	5,000,000
E	Hollywood 7		-	200,000	1,800,000	-	-	-	-	-	-	-	-	-	-	2,000,000
E	Hollywood 8		-	-	-	-	-	-	-	-	-	-	-	-	-	-
I	Hwy Link - Gordon		-	-	-	-	-	-	-	-	-	-	-	-	1,060,000	5,830,000
I	Hwy Link - Pandosy (Land)		-	-	-	-	-	-	-	-	-	-	-	3,500,000	-	3,500,000
B	Lakeshore 1A		-	-	-	-	-	-	-	-	-	-	-	3,000,000	-	3,000,000
*B	Lakeshore 1 Remaining		-	-	-	-	-	-	-	-	-	240,000	-	-	-	240,000
*B	Lakeshore Bellevue Bridge		-	-	-	-	-	-	-	900,000	1,170,000	-	-	-	-	2,070,000
*B	Lakeshore 2		-	-	-	-	-	-	-	-	-	-	1,428,270	-	-	1,428,270
I	Lakeshore 3		-	-	-	-	-	-	-	-	-	-	-	600,000	5,400,000	6,000,000
I	Lakeshore 3		-	-	-	-	-	-	-	-	-	-	-	-	2,000,000	2,000,000
I	Lakeshore 3 Wilson Bridge		-	-	-	-	-	-	-	-	-	-	-	100,000	900,000	1,000,000
I	Lakeshore 4		-	-	-	-	-	-	-	-	-	420,000	-	3,780,000	-	4,200,000
D	Lone Pine		-	-	-	-	-	-	-	-	-	-	-	-	2,900,000	2,900,000
A	McCulloch (KLO, Hall, Spiers)		1,466,432	-	200,000	-	2,000,000	-	-	-	-	-	-	-	-	3,666,432
I	McCurdy 1 Land Only (Dilworth - COMC)		-	-	-	-	-	1,264,641	-	-	-	-	-	-	-	1,264,641
I	Pandosy 1 Sidewalk		-	-	150,000	150,000	300,000	150,000	-	-	150,000	300,000	300,000	-	-	1,500,000
I	Richter 1		-	-	-	-	-	-	700,000	3,150,000	3,150,000	-	-	-	-	7,000,000
I	Rose 1 (Pandosy - Ethel)		-	-	-	-	-	-	-	-	-	-	-	300,000	3,000,000	5,300,000
I	Rutland 2		-	4,369,000	-	-	-	-	-	-	-	-	-	-	-	4,369,000
I	Sexsmith 3		-	-	-	-	-	-	-	-	-	-	-	-	-	-
I	Sexsmith 5		-	-	-	-	1,200,000	5,400,000	-	-	-	-	-	-	-	6,600,000
	South Perimeter 1-All Developer Construct for DCC credit		-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	Stewart 3		-	1,500,000	1,500,000	1,500,000	1,500,000	-	-	-	-	-	-	-	-	6,000,000
*B	Stewart 3		-	-	-	2,931,664	1,755,778	1,755,778	-	-	-	-	-	-	-	6,443,220
B	SWM - Deficiencies		-	-	-	-	-	-	-	812,568	-	-	-	-	-	2,366,470
I	Ridge	All Developer Construct	-	-	-	-	-	-	-	-	-	-	-	-	20,415,800	20,415,800

**Total**      **\$ 1,466,432**    **\$ 6,069,000**    **\$ 3,900,000**    **\$ 8,111,664**    **\$ 17,525,778**    **\$ 12,420,419**    **\$ 700,000**    **\$ 4,462,568**    **\$ 7,970,000**    **\$ 6,790,000**    **\$ 10,618,902**    **\$ 7,683,270**    **\$ 25,780,000**    **\$ 17,760,000**    **\$ 29,885,800**    **\$ 161,143,833**

General Taxation	\$ 225,831	\$ 29,440	\$ 345,060	\$ 1,043,054	\$ 2,421,022	\$ 2,565,267	\$ 149,800	\$ 990,168	\$ 2,310,240	\$ 1,825,535	\$ 2,025,925	\$ 1,606,287	\$ 4,619,906	\$ 4,098,196	\$ 2,649,792	\$ 26,905,523
CWV	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	58,000	68,550	55,450	-	-	-	-	-	-	-	-	-	-	182,000
Development Cost Charges	1,240,601	1,654,560	3,352,940	6,864,060	11,543,306	8,235,152	550,200	3,360,400	4,875,760	4,964,465	8,387,567	5,461,983	11,102,804	12,345,804	3,958,208	87,897,810
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	4,385,000	144,000	136,000	3,506,000	1,620,000	-	112,000	784,000	-	205,410	615,000	10,057,290	1,316,000	23,277,800	46,158,500
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Total**      **\$ 1,466,432**    **\$ 6,069,000**    **\$ 3,900,000**    **\$ 8,111,664**    **\$ 17,525,778**    **\$ 12,420,419**    **\$ 700,000**    **\$ 4,462,568**    **\$ 7,970,000**    **\$ 6,790,000**    **\$ 10,618,902**    **\$ 7,683,270**    **\$ 25,780,000**    **\$ 17,760,000**    **\$ 29,885,800**    **\$ 161,143,833**

DCC Roads

Sctr		Priority 2														
E	Airport Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
I	Clement 2 - Hwy 33 Ext. (Clem & Hwy 33-1): Spall-Enterp.	-	-	-	-	-	-	-	-	-	5,042,880	22,692,958	22,692,958	-	-	50,428,796
E	Hollywood 8	-	-	-	-	-	-	-	-	-	-	-	-	-	4,770,000	4,770,000
I	Lakeshore 3	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000	8,000,000	10,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,042,880	\$ 22,692,958	\$ 22,692,958	\$ 2,000,000	\$ 66,698,796

Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T2 DCC Roads - Active Transportation**

Sct	Priority 1																
I	Abbott 1 AT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 4,500,000	\$ 5,600,000
E	Airport Way AT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200,000	200,000
I	Casorso 3 AT	-	-	-	-	-	-	-	-	530,000	-	2,000,000	1,770,000	-	-	-	4,300,000
I	Casorso 4 AT	-	-	-	-	-	-	50,000	225,000	225,000	-	-	-	-	-	-	500,000
I	Dilworth (Leckie 1, 2, 3) AT	200,000	-	-	-	-	600,000	2,831,515	-	-	-	-	-	-	-	-	3,631,515
I	Ethel 2 AT	2,600,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,600,000
I	Ethel 3A AT	180,000	500,000	2,250,000	-	-	-	-	-	-	-	-	-	-	-	-	2,930,000
I	Ethel 3B AT	-	-	500,000	2,250,000	-	-	-	-	-	-	-	-	-	-	-	2,750,000
I	Ethel 3C AT	-	-	-	-	200,000	1,800,000	-	-	-	-	-	-	-	-	-	2,000,000
I	Ethel 4 AT	-	-	-	-	200,000	-	550,000	-	-	-	-	-	-	-	-	750,000
I	Glenmore 3 AT	-	-	-	-	-	-	-	-	-	-	-	-	-	580,000	3,220,000	3,800,000
I	Glenmore 4 AT	-	-	-	-	-	-	-	-	-	-	-	-	700,000	3,300,000	3,000,000	7,000,000
I	Glenmore 5 AT	-	-	-	-	-	-	-	-	-	-	-	-	-	400,000	2,000,000	2,400,000
I	Hollywood 3 AT	-	-	-	-	-	-	-	20,000	60,000	-	-	-	-	-	-	80,000
I	Hollywood 4 AT	-	-	-	-	-	-	-	30,000	240,000	-	-	-	-	-	-	270,000
I	Hollywood 5 AT	-	-	-	-	-	-	-	-	30,000	220,000	-	-	-	-	-	250,000
I	Hollywood 6 AT	-	-	-	-	-	-	-	-	20,000	180,000	-	-	-	-	-	200,000
E	Hollywood 7 AT	-	-	-	-	-	-	-	-	20,000	180,000	-	-	-	-	-	200,000
I	Hollywood 8 AT	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	1,500,000	2,000,000
I	Hollywood 9 AT	-	-	-	-	-	-	-	-	50,000	450,000	-	-	-	-	-	500,000
I	Hollywood 10 AT	-	-	-	-	-	-	-	-	500,000	850,000	-	-	-	-	-	1,350,000
I	Hollywood 11 AT	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000	800,000	900,000
I	Houghton 1 (Nickel - R w T) AT	-	1,000,000	1,902,429	-	3,000,000	-	-	-	-	-	-	-	-	-	-	5,902,429
I	Houghton 2 AT	-	-	-	-	-	600,000	-	3,400,000	-	-	-	-	-	-	-	4,000,000
I	KLO 1 AT	-	-	-	-	-	-	-	-	-	300,000	1,000,000	-	-	-	-	1,300,000
I	KLO 2 AT	-	-	-	-	-	-	-	-	-	-	200,000	800,000	-	-	-	1,000,000
I	Lake 1 AT	-	200,000	997,770	-	-	-	-	-	-	-	-	-	-	-	-	1,197,770
*B	Lakeshore 1 Remaining AT	-	-	-	-	-	-	-	-	-	-	500,000	-	-	-	-	500,000
*B	Lakeshore 2 AT	-	-	-	-	-	-	-	-	100,000	200,000	-	-	-	-	-	300,000
I	Lakeshore 3 Remaining AT	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000	400,000	500,000
I	Lakeshore 4 AT	-	-	-	-	-	-	-	-	-	-	-	-	20,000	180,000	-	200,000
I	Rose 1 AT	-	-	-	-	-	-	-	-	-	265,000	-	-	-	-	-	265,000
I	RWT (Dilworth to Houghton) AT	100,000	-	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-	1,100,000
I	Sutherland 1 AT All Developer Construct	-	2,728,400	-	-	-	-	-	-	-	-	-	-	-	-	-	2,728,400
I	Sutherland 2A AT	150,000	500,000	1,657,600	2,000,000	-	-	-	-	-	-	-	-	-	-	-	4,307,600
I	Sutherland 2B AT	-	-	500,000	3,657,601	-	-	-	-	-	-	-	-	-	-	-	4,157,601
Total		\$ 3,230,000	\$ 4,928,400	\$ 8,307,799	\$ 8,407,601	\$ 3,400,000	\$ 3,000,000	\$ 3,431,515	\$ 3,675,000	\$ 1,725,000	\$ 2,245,000	\$ 4,150,000	\$ 2,570,000	\$ 720,000	\$ 6,260,000	\$ 15,620,000	\$ 71,670,315
General Taxation		\$ 831,390	\$ -	\$ 494,800	\$ 300,000	\$ 42,000	\$ 77,700	\$ 507,554	\$ 174,825	\$ 669,183	\$ 1,691,240	\$ 2,062,193	\$ 1,638,582	\$ 314,028	\$ 1,066,956	\$ 3,651,900	\$ 13,522,352
CWF		1,678,320	1,709,400	5,571,860	6,144,206	2,599,800	2,183,370	2,158,733	2,284,380	671,142	53,125	1,162,357	358,308	245,412	3,797,064	8,484,840	39,102,316
Reserves		-	-	500,000	200,000	-	-	-	-	-	-	-	-	-	-	-	700,000
Development Cost Charges		720,290	490,600	1,741,139	1,763,395	758,200	648,930	765,228	705,795	384,675	500,635	925,450	573,110	160,560	1,395,980	3,483,260	15,017,247
Borrowing		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other		-	2,728,400	-	-	-	90,000	-	510,000	-	-	-	-	-	-	-	3,328,400
Grant		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ 3,230,000	\$ 4,928,400	\$ 8,307,799	\$ 8,407,601	\$ 3,400,000	\$ 3,000,000	\$ 3,431,515	\$ 3,675,000	\$ 1,725,000	\$ 2,245,000	\$ 4,150,000	\$ 2,570,000	\$ 720,000	\$ 6,260,000	\$ 15,620,000	\$ 71,670,315

DCC Roads - Active Transportation

Sctr	Priority 2																
I	Abbott 1 AT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,400,000	\$ 2,000,000	\$ 5,400,000
I	Glenmore 3 AT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000	2,000,000
I	Glenmore 5 AT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,600,000	1,600,000
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,400,000	\$ 5,600,000	\$ 9,000,000

Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T3 Non-DCC Transportation**

**Priority 1**

Snowsell Street Improvements	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
East Kelowna/Spiers Road erosion control and slope stability	-	-	-	300,000	-	-	-	-	-	-	-	-	-	-	-	300,000
<b>Total</b>	<b>\$ 60,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 360,000</b>

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	300,000	-	-	-	-	-	-	-	-	-	-	-	300,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	60,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 60,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 360,000</b>

**Non-DCC Transportation**

**Priority 2**

Rutland centre road upgrades	-	400,000	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-	4,400,000
Lawrence/Leon upgrade (Abbott-Richter)	-	1,500,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
Westside Gravel Pit Perimeter Landscaping	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000
Clifton Road Upgrades	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000	-	-	4,000,000
Airport Way Interchange Proposed Partnership	-	-	-	-	-	-	35,000,000	-	-	-	-	-	-	-	-	35,000,000
Snowsell Rd upgrades Proposed LAS	-	-	500,000	-	-	-	-	-	-	-	-	-	-	-	-	500,000
Ellis St streetscape Proposed LAS	-	150,000	-	-	450,000	-	-	600,000	200,000	400,000	200,000	-	200,000	200,000	-	2,400,000
<b>Total</b>	<b>\$ 75,000</b>	<b>\$ 2,050,000</b>	<b>\$ 6,000,000</b>	<b>\$ -</b>	<b>\$ 450,000</b>	<b>\$ -</b>	<b>\$ 35,000,000</b>	<b>\$ -</b>	<b>\$ 600,000</b>	<b>\$ 200,000</b>	<b>\$ 400,000</b>	<b>\$ 200,000</b>	<b>\$ 4,000,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 49,375,000</b>

Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T4 Transportation System Renewal**

<b>Priority 1</b>																
Roads Resurfacing	\$ 3,400,000	\$ 3,100,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,330,000	\$ 3,430,000	\$ 3,550,000	\$ 3,650,000	\$ 4,070,000	\$ 4,180,000	\$ 4,300,000	\$ 4,420,000	\$ 4,550,000	\$ 4,766,119	\$ 56,346,119
Bridges - General	300,000	275,000	275,000	300,000	300,000	325,000	400,000	400,000	400,000	325,000	350,000	400,000	400,000	400,000	400,000	5,250,000
Bridges - KLO	-	-	500,000	-	5,000,000	-	-	-	-	-	-	-	-	230,000	230,000	5,960,000
Traffic Signals	225,000	225,000	225,000	225,000	225,000	250,000	250,000	250,000	275,000	300,000	300,000	300,000	300,000	300,000	300,000	3,950,000
Street Lights	100,000	125,875	307,525	308,413	159,306	160,206	161,112	262,024	212,943	213,868	214,800	215,738	216,683	217,634	218,593	3,094,721
Sidewalks/Bike Paths	575,000	185,000	185,000	185,000	185,000	275,000	275,000	275,000	275,000	275,000	350,000	350,000	350,000	350,000	350,000	4,440,000
Transit - Bus Stops	32,000	100,000	100,000	100,000	100,000	100,000	-	100,000	-	100,000	100,000	100,000	100,000	100,000	100,000	1,232,000

<b>Total</b>	<b>\$ 4,632,000</b>	<b>\$ 4,010,875</b>	<b>\$ 4,792,525</b>	<b>\$ 4,318,413</b>	<b>\$ 9,169,306</b>	<b>\$ 4,440,206</b>	<b>\$ 4,516,112</b>	<b>\$ 4,837,024</b>	<b>\$ 4,812,943</b>	<b>\$ 5,283,868</b>	<b>\$ 5,494,800</b>	<b>\$ 5,665,738</b>	<b>\$ 5,786,683</b>	<b>\$ 6,147,634</b>	<b>\$ 6,364,712</b>	<b>\$ 80,272,840</b>
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General Taxation	\$ 2,090,000	\$ 2,343,791	\$ 3,036,037	\$ 3,479,001	\$ 3,138,847	\$ 3,547,337	\$ 3,851,974	\$ 4,259,259	\$ 3,462,943	\$ 4,213,868	\$ 4,714,800	\$ 4,765,738	\$ 4,138,627	\$ 4,997,634	\$ 4,571,206	\$ 56,611,063
CWV	2,510,000	1,567,084	1,656,488	739,412	930,459	792,869	664,138	477,765	450,000	570,000	680,000	800,000	1,548,056	1,050,000	1,693,506	16,129,777
Reserves	32,000	100,000	100,000	100,000	5,100,000	100,000	-	100,000	900,000	500,000	100,000	100,000	100,000	100,000	100,000	7,532,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 4,632,000</b>	<b>\$ 4,010,875</b>	<b>\$ 4,792,525</b>	<b>\$ 4,318,413</b>	<b>\$ 9,169,306</b>	<b>\$ 4,440,206</b>	<b>\$ 4,516,112</b>	<b>\$ 4,837,024</b>	<b>\$ 4,812,943</b>	<b>\$ 5,283,868</b>	<b>\$ 5,494,800</b>	<b>\$ 5,665,738</b>	<b>\$ 5,786,683</b>	<b>\$ 6,147,634</b>	<b>\$ 6,364,712</b>	<b>\$ 80,272,840</b>
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**Transportation System Renewal**

<b>Priority 2</b>																
Pavement renewal & geometric modification	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 300,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,900,000
Gravel shoulder paving, streetscaping in urban centers	-	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	7,000,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 700,000</b>	<b>\$ 700,000</b>	<b>\$ 700,000</b>	<b>\$ 800,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 8,900,000</b>
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Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T5 Bicycle Network**

**Priority 1**

Bicycle network expansion	\$ 340,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 500,000	\$ 500,000	\$ 550,000	\$ 550,000	\$ 600,000	\$ 600,000	\$ 6,490,000
Central Green Pedestrian Overpass	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000	4,000,000

<b>Total</b>	<b>\$ 340,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 450,000</b>	<b>\$ 450,000</b>	<b>\$ 450,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 550,000</b>	<b>\$ 550,000</b>	<b>\$ 600,000</b>	<b>\$ 4,600,000</b>	<b>\$ 10,490,000</b>
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General Taxation	\$ 340,000	\$ -	\$ -	\$ 190,000	\$ -	\$ 115,000	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,095,000
CWF	-	300,000	300,000	110,000	300,000	185,000	450,000	450,000	-	500,000	500,000	550,000	550,000	600,000	600,000	5,395,000
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000	4,000,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 340,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>	<b>\$ 450,000</b>	<b>\$ 450,000</b>	<b>\$ 450,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 550,000</b>	<b>\$ 550,000</b>	<b>\$ 600,000</b>	<b>\$ 4,600,000</b>	<b>\$ 10,490,000</b>
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**Bicycle Network**

**Priority 2**

Rails with trails - Houghton to City Limit	-	1,500,000	-	-	1,500,000	-	-	1,500,000	-	-	-	-	-	-	-	4,500,000
Abbott St Pathway Crossing	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000	-	-	4,000,000
Master Planned Primary AT Routes	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	18,000,000
Glenmore (McKinley to Lake Country) Shoulder Widening	-	-	-	-	-	-	-	-	-	1,500,000	-	-	-	-	-	1,500,000
RWT/Spall Pedestrian Overpass	-	-	-	-	-	3,000,000	-	-	-	-	-	-	-	-	-	3,000,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 2,500,000</b>	<b>\$ 4,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 3,000,000</b>	<b>\$ 1,500,000</b>	<b>\$ 3,000,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 5,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 31,000,000</b>
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Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T6 Sidewalk Network**

<b>Priority 1</b>																
Sidewalk network expansion	\$ 417,620	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 600,000	\$ 600,000	\$ 700,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 9,567,620
<b>Total</b>	<b>\$ 417,620</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 700,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 9,567,620</b>
General Taxation	\$ 417,620	\$ -	\$ -	\$ 415,000	\$ 500,000	\$ 600,000	\$ 600,000	\$ 700,000	\$ 684,000	\$ 697,000	\$ 652,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 8,265,620
CWV	-	500,000	500,000	85,000	-	-	-	-	-	-	-	-	-	-	-	1,085,000
Reserves	-	-	-	-	-	-	-	-	66,000	53,000	98,000	-	-	-	-	217,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 417,620</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 700,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 9,567,620</b>

**Sidewalk Network**

<b>Priority 2</b>																
Sidewalk network expansion	\$ -	\$ 75,000	\$ 50,000	\$ 25,000	\$ 300,000	\$ 275,000	\$ 250,000	\$ 225,000	\$ 200,000	\$ 175,000	\$ 191,110	\$ 392,019	\$ 100,000	\$ 75,000	\$ 550,000	\$ 2,883,129
<b>Total</b>	<b>\$ -</b>	<b>\$ 75,000</b>	<b>\$ 50,000</b>	<b>\$ 25,000</b>	<b>\$ 300,000</b>	<b>\$ 275,000</b>	<b>\$ 250,000</b>	<b>\$ 225,000</b>	<b>\$ 200,000</b>	<b>\$ 175,000</b>	<b>\$ 191,110</b>	<b>\$ 392,019</b>	<b>\$ 100,000</b>	<b>\$ 75,000</b>	<b>\$ 550,000</b>	<b>\$ 2,883,129</b>

Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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## T7 Safety and Operational Improvements

<b>Priority 1</b>																
Road safety & operations Partnership with ICBC	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 3,500,000
Crosswalk Safety signals and flashers	-	50,000	75,000	100,000	100,000	100,000	100,000	125,000	125,000	125,000	125,000	150,000	150,000	150,000	150,000	1,625,000
Major Traffic Safety Projects	505,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	505,000
Safe routes to school program	-	50,000	50,000	50,000	50,000	50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,100,000
Neighbourhood traffic calming Proposed LAS	-	50,000	50,000	50,000	100,000	100,000	100,000	50,000	50,000	75,000	150,000	150,000	150,000	150,000	150,000	1,375,000

<b>Total</b>	<b>\$ 505,000</b>	<b>\$ 400,000</b>	<b>\$ 425,000</b>	<b>\$ 450,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 525,000</b>	<b>\$ 525,000</b>	<b>\$ 550,000</b>	<b>\$ 625,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ 8,105,000</b>
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General Taxation	\$ 505,000	\$ 375,000	\$ 400,000	\$ 425,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 500,000	\$ 500,000	\$ 512,500	\$ 550,000	\$ 575,000	\$ 575,000	\$ 575,000	\$ 575,000	\$ 7,417,500
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	25,000	25,000	25,000	50,000	50,000	50,000	25,000	25,000	37,500	75,000	75,000	75,000	75,000	75,000	687,500
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 505,000</b>	<b>\$ 400,000</b>	<b>\$ 425,000</b>	<b>\$ 450,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 525,000</b>	<b>\$ 525,000</b>	<b>\$ 550,000</b>	<b>\$ 625,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ 650,000</b>	<b>\$ 8,105,000</b>
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## Safety and Operational Improvements

<b>Priority 2</b>																
Road safety & operations Partnership with ICBC	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 4,250,000
Safe routes to school program	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	2,100,000
Traffic Calming	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000
Crosswalk Safety signals and flashers	-	50,000	25,000	-	-	-	-	75,000	75,000	75,000	75,000	50,000	50,000	50,000	50,000	575,000

<b>Total</b>	<b>\$ 250,000</b>	<b>\$ 450,000</b>	<b>\$ 425,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ 450,000</b>	<b>\$ 450,000</b>	<b>\$ 525,000</b>	<b>\$ 525,000</b>	<b>\$ 525,000</b>	<b>\$ 575,000</b>	<b>\$ 550,000</b>	<b>\$ 550,000</b>	<b>\$ 550,000</b>	<b>\$ 550,000</b>	<b>\$ 7,175,000</b>
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Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T8** **Traffic Control Infrastructure**

**Priority 1**

Intelligent Transportation Systems	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 350,000
Traffic Signals and Roundabouts	670,000	800,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	9,270,000

<b>Total</b>	<b>\$ 670,000</b>	<b>\$ 850,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 9,620,000</b>
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General Taxation	\$ 670,000	\$ 850,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 9,620,000
CWV	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 670,000</b>	<b>\$ 850,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 650,000</b>	<b>\$ 600,000</b>	<b>\$ 9,620,000</b>
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**Traffic Control Infrastructure**

**Priority 2**

Traffic Signals and Roundabouts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,367	\$ 597,951	\$ 154,494	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,258,812
Transit priority measures (Technology, signal, Queue Jumpers, etc.)	-	310,000	-	1,000,000	1,000,000	-	500,000	-	1,000,000	-	1,200,000	-	-	1,000,000	-	6,010,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 310,000</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 506,367</b>	<b>\$ 1,097,951</b>	<b>\$ 154,494</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 7,268,812</b>
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Transportation	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**T9 Transit Facilities**

<b>Priority 1</b>																
Park and Rides	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Transit Equipment New (Bus Stops)	168,000	60,000	78,000	100,000	20,000	100,000	128,000	20,000	100,000	100,000	100,000	100,000	200,000	20,000	40,000	1,334,000
Improvements to Transit Operations Centre - Hardy St.	800,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	800,000
Rutland Transit Ph 2, Shepherd Rd Extension	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200,000
Bus Monitoring System	572,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	572,000

<b>Total</b>	<b>\$ 2,740,000</b>	<b>\$ 60,000</b>	<b>\$ 78,000</b>	<b>\$ 100,000</b>	<b>\$ 20,000</b>	<b>\$ 100,000</b>	<b>\$ 128,000</b>	<b>\$ 20,000</b>	<b>\$ 100,000</b>	<b>\$ 350,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 200,000</b>	<b>\$ 20,000</b>	<b>\$ 40,000</b>	<b>\$ 4,156,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 20,000	\$ -	\$ 160,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	168,000	60,000	78,000	100,000	-	100,000	128,000	-	100,000	100,000	100,000	100,000	100,000	-	40,000	1,174,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	250,000
Grant	2,572,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,572,000

<b>Total</b>	<b>\$ 2,740,000</b>	<b>\$ 60,000</b>	<b>\$ 78,000</b>	<b>\$ 100,000</b>	<b>\$ 20,000</b>	<b>\$ 100,000</b>	<b>\$ 128,000</b>	<b>\$ 20,000</b>	<b>\$ 100,000</b>	<b>\$ 350,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 200,000</b>	<b>\$ 20,000</b>	<b>\$ 40,000</b>	<b>\$ 4,156,000</b>
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**Transit Facilities**

<b>Priority 2</b>																
Transit Equipment New (Bus Stops)	\$ -	\$ -	\$ 150,000	\$ 228,000	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 400,000	\$ -	\$ 40,000	\$ 1,178,000
Major Exchanges	-	-	-	-	-	5,000,000	-	-	-	-	-	-	-	-	-	5,000,000
Minor Exchanges	-	1,240,000	-	-	-	-	220,000	-	-	-	-	-	-	-	960,000	2,420,000
Transit Facility Garage	-	1,700,000	15,000,000	-	-	-	-	43,200,000	-	-	-	-	-	-	-	59,900,000
Bus Stop Renewal and Upgrade	-	-	-	428,000	-	100,000	-	100,000	-	50,000	125,000	125,000	125,000	125,000	125,000	1,303,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 2,940,000</b>	<b>\$ 15,150,000</b>	<b>\$ 656,000</b>	<b>\$ -</b>	<b>\$ 5,260,000</b>	<b>\$ 220,000</b>	<b>\$ 43,300,000</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ 125,000</b>	<b>\$ 225,000</b>	<b>\$ 525,000</b>	<b>\$ 125,000</b>	<b>\$ 1,125,000</b>	<b>\$ 69,801,000</b>
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**City of Kelowna**  
**Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Solid Waste</b>	
<b>SW1</b>	<b>Equipment</b>  Funding for new equipment and replacement of existing equipment.	<b>\$9,290,000</b>
<b>SW2</b>	<b>Site Improvement</b>  Funding for site improvements like buildings, roads, landscaping and fencing.	<b>\$10,525,000</b>
<b>SW3</b>	<b>Gas Management</b>  Required for design, installation and extension of gas management system and utilization of gas to energy.	<b>\$3,850,000</b>
<b>SW4</b>	<b>Leachate Management</b>  Required for installation and extension of leachate collection, treatment, recirculation network and pump facilities.	<b>\$3,600,000</b>
<b>SW5</b>	<b>Drainage &amp; Groundwater Management</b>  Funding for design and installation of surface and groundwater systems, piping, storage and pump stations.	<b>\$1,000,000</b>
<b>SW6</b>	<b>Recycling &amp; Waste Management</b>  Facilities and infrastructure to support waste management and recycling including composting, waste separation and diversion, last chance mercantile, and curbside bins.	<b>\$1,300,000</b>
<b>SW7</b>	<b>Landfill Area Development</b>  Required for planning, design and development of areas for filling to maximize available space.	<b>\$1,750,000</b>
<b>SW8</b>	<b>Closure &amp; Reclamation</b>  Required for design and construction of final cover system and closure infrastructure and reclamation of disturbed areas to natural state.	<b>\$2,700,000</b>
<b>SW9</b>	<b>Solid Waste Renewal</b>  Renewal and replacement of site infrastructure and equipment.	<b>\$6,440,000</b>
	<b>Total</b>	<b>\$40,455,000</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
<b>Priority 1 - Solid Waste</b>																	
SW1	Equipment	\$ 450,000	\$ 910,000	\$ 610,000	\$ 610,000	\$ 610,000	\$ 460,000	\$ 1,960,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 9,290,000
SW2	Site Improvement	350,000	400,000	525,000	475,000	225,000	225,000	225,000	225,000	225,000	4,225,000	225,000	2,225,000	225,000	225,000	525,000	10,525,000
SW3	Gas Management	-	450,000	400,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	3,850,000
SW4	Leachate Management	300,000	150,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	3,600,000
SW5	Drainage & Groundwater Management	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
SW6	Recycling & Waste Management	-	-	300,000	-	500,000	-	500,000	-	-	-	-	-	-	-	-	1,300,000
SW7	Landfill Area Development	350,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	425,000	75,000	75,000	75,000	75,000	75,000	1,750,000
SW8	Closure & Reclamation	-	100,000	100,000	100,000	100,000	100,000	100,000	425,000	425,000	425,000	425,000	100,000	100,000	100,000	100,000	2,700,000
SW9	Solid Waste Renewal	-	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	6,440,000
<b>Total</b>		<b>\$ 1,450,000</b>	<b>\$ 2,545,000</b>	<b>\$ 3,620,000</b>	<b>\$ 2,020,000</b>	<b>\$ 2,870,000</b>	<b>\$ 1,620,000</b>	<b>\$ 3,620,000</b>	<b>\$ 2,545,000</b>	<b>\$ 1,945,000</b>	<b>\$ 6,295,000</b>	<b>\$ 2,545,000</b>	<b>\$ 3,620,000</b>	<b>\$ 1,620,000</b>	<b>\$ 2,220,000</b>	<b>\$ 1,920,000</b>	<b>\$ 40,455,000</b>

Funding Sources

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,450,000	2,545,000	3,620,000	2,020,000	2,870,000	1,620,000	3,620,000	2,545,000	1,945,000	6,295,000	2,545,000	3,620,000	1,620,000	2,220,000	1,920,000	40,455,000	
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 1,450,000</b>	<b>\$ 2,545,000</b>	<b>\$ 3,620,000</b>	<b>\$ 2,020,000</b>	<b>\$ 2,870,000</b>	<b>\$ 1,620,000</b>	<b>\$ 3,620,000</b>	<b>\$ 2,545,000</b>	<b>\$ 1,945,000</b>	<b>\$ 6,295,000</b>	<b>\$ 2,545,000</b>	<b>\$ 3,620,000</b>	<b>\$ 1,620,000</b>	<b>\$ 2,220,000</b>	<b>\$ 1,920,000</b>	<b>\$ 40,455,000</b>	

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 2 - Solid Waste - These projects are unfunded and will not proceed based on the current funding strategy																	
SW1	Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SW2	Site Improvement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW3	Gas Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW4	Leachate Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW5	Drainage & Groundwater Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW6	Recycling & Waste Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW7	Landfill Area Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW8	Closure & Reclamation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW9	Solid Waste Renewal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Sources (Unfunded)

Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW1**

**Equipment**

**Priority 1**

Automated Collection Curbside Carts	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	4,500,000
SCADA Design & Installation	-	300,000	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000
Refuse Compactor	-	150,000	150,000	150,000	150,000	-	1,500,000	-	-	-	-	-	-	-	-	2,100,000
Recycling Carts	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	2,100,000
Overhead Electronic Sign	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150,000
Bins for new entrance	-	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	140,000

<b>Total</b>	<b>\$ 450,000</b>	<b>\$ 910,000</b>	<b>\$ 610,000</b>	<b>\$ 610,000</b>	<b>\$ 610,000</b>	<b>\$ 460,000</b>	<b>\$ 1,960,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 9,290,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	450,000	910,000	610,000	610,000	610,000	460,000	1,960,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	9,290,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 450,000</b>	<b>\$ 910,000</b>	<b>\$ 610,000</b>	<b>\$ 610,000</b>	<b>\$ 610,000</b>	<b>\$ 460,000</b>	<b>\$ 1,960,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 460,000</b>	<b>\$ 9,290,000</b>
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**Equipment**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Solid Waste	2016	2017	2018	2019	2020	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW2**

**Site Improvement**

**Priority 1**

General Site Works and Investigations	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 2,800,000
Landscaping	-	200,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	525,000
Composting Site Paving	-	-	-	-	-	-	-	-	-	-	2,000,000	-	-	-	-	2,000,000
Landfill Liner Construction	-	-	-	-	-	-	-	-	4,000,000	-	-	-	-	-	-	4,000,000
Major Road and Storage/Processing Area Redevelopment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	300,000
Mechanic Shop	350,000	-	300,000	-	-	-	-	-	-	-	-	-	-	-	-	650,000
Reclamation of Old Entrance Area	-	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-	250,000

<b>Total</b>	<b>\$ 350,000</b>	<b>\$ 400,000</b>	<b>\$ 525,000</b>	<b>\$ 475,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 4,225,000</b>	<b>\$ 225,000</b>	<b>\$ 2,225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 525,000</b>	<b>\$ 10,525,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	350,000	400,000	525,000	475,000	225,000	225,000	225,000	225,000	225,000	4,225,000	225,000	2,225,000	225,000	225,000	525,000	10,525,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 350,000</b>	<b>\$ 400,000</b>	<b>\$ 525,000</b>	<b>\$ 475,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 4,225,000</b>	<b>\$ 225,000</b>	<b>\$ 2,225,000</b>	<b>\$ 225,000</b>	<b>\$ 225,000</b>	<b>\$ 525,000</b>	<b>\$ 10,525,000</b>
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**Site Improvement**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW3**

**Gas Management**

**Priority 1**

Phase 1, 2 Horizontal LFG Collectors	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 2,100,000
LFG Header pipe	-	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	1,500,000
Flare Upgrades	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-	-	250,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 450,000</b>	<b>\$ 400,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 3,850,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	450,000	400,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	3,850,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ 450,000</b>	<b>\$ 400,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 3,850,000</b>
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**Gas Management**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW4**

**Leachate Management**

**Priority 1**

Leachate and Landfill Gas Collector	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 1,500,000
Phase 1, 2 Horizontal Leachate Recirc Line	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	2,100,000
<b>Total</b>	<b>\$ 300,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 3,600,000</b>

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	300,000	150,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	150,000	450,000	150,000	3,600,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 300,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 450,000</b>	<b>\$ 150,000</b>	<b>\$ 3,600,000</b>
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**Leachate Management**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW5**

**Drainage & Groundwater Management**

**Priority 1**

Drainage & Groundwater Management	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>
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**Drainage & Groundwater Management**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW6**

**Recycling & Waste Management**

**Priority 1**

Hazardous Household Waste Facility	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Ewaste Facility	-	-	300,000	-	-	-	-	-	-	-	-	-	-	-	-	300,000
Reuse It Center	-	-	-	-	-	-	500,000	-	-	-	-	-	-	-	-	500,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,300,000</b>

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	300,000	-	500,000	-	500,000	-	-	-	-	-	-	-	-	1,300,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,300,000</b>

**Recycling & Waste Management**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW7**

**Landfill Area Development**

**Priority 1**

New Drop Off - Woodwaste & Metal	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000
CoK Project Support	-	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	350,000
Design and Tendering	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	700,000
<b>Total</b>	<b>\$ 350,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 425,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 1,750,000</b>

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	350,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	425,000	75,000	75,000	75,000	75,000	75,000	1,750,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 350,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 425,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 1,750,000</b>
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**Landfill Area Development**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**SW8**

**Closure & Reclamation**

**Priority 1**

Progressive Closure from closure reserve	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,400,000
Reclamation Costs	-	-	-	-	-	-	-	325,000	325,000	325,000	325,000	-	-	-	-	1,300,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 425,000</b>	<b>\$ 425,000</b>	<b>\$ 425,000</b>	<b>\$ 425,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 2,700,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	100,000	100,000	100,000	100,000	100,000	100,000	425,000	425,000	425,000	425,000	100,000	100,000	100,000	100,000	2,700,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 425,000</b>	<b>\$ 425,000</b>	<b>\$ 425,000</b>	<b>\$ 425,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 2,700,000</b>
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**Closure & Reclamation**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Solid Waste	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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SW9

**Solid Waste Renewal**

**Priority 1**

Infrastructure Renewal	\$ -	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 6,440,000
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**Total**

\$ -	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 6,440,000
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	6,440,000
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Total**

\$ -	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 6,440,000
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**Solid Waste Renewal**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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**Total**

\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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**City of Kelowna**  
**Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Storm Drainage</b>	
D1	<b>Hydraulic Upgrading Program</b>  Estimated expenditures to cover hydraulic improvements to the storm drainage system. These projects are taken directly from the area drainage plans (North, Rutland, Central, Downtown, South Mission and South East Kelowna). Projects are ranked according to priority.	\$11,129,195
D2	<b>Storm Drainage Quality Program</b>  This program includes storm drainage quality projects taken from the area drainage plans and forms the overall work program. The program includes a hydrocarbon and sediment reduction program along high traffic/accident routes. The program considers priority sanding routes, environmental risk, accident rate and coordinated opportunities as criteria for location selection.	\$1,660,000
D3	<b>Storm Drainage Renewal</b>  This program provides for the renewal and replacement of pipes, pump stations, and treatment facilities.	\$3,545,859
	<b>Total</b>	<b>\$16,335,054</b>

**City of Kelowna**

**15 Year Capital Plan 2016 - 2030**

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**Priority 1 - Storm Drainage**

D1	Hydraulic Upgrading Program	\$ 125,000	\$ 873,600	\$ 725,000	\$ 1,225,000	\$ 905,595	\$ 575,000	\$ 1,115,000	\$ 575,000	\$ 920,000	\$ 1,340,000	\$ 445,000	\$ 445,000	\$ 620,000	\$ 445,000	\$ 795,000	\$ 11,129,195
D2	Storm Drainage Quality Program	340,000	240,000	90,000	90,000	90,000	-	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	1,660,000
D3	Storm Drainage Renewal	150,000	194,024	223,783	229,217	304,527	233,224	237,058	275,962	268,639	278,079	217,311	191,634	206,819	270,700	264,882	3,545,859

<b>Total</b>		<b>\$ 615,000</b>	<b>\$ 1,307,624</b>	<b>\$ 1,038,783</b>	<b>\$ 1,544,217</b>	<b>\$ 1,300,122</b>	<b>\$ 808,224</b>	<b>\$ 1,442,058</b>	<b>\$ 940,962</b>	<b>\$ 1,278,639</b>	<b>\$ 1,708,079</b>	<b>\$ 752,311</b>	<b>\$ 726,634</b>	<b>\$ 916,819</b>	<b>\$ 805,700</b>	<b>\$ 1,149,882</b>	<b>\$ 16,335,054</b>
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**Funding Sources**

General Taxation	\$ 615,000	\$ 862,624	\$ 593,783	\$ 1,074,217	\$ 830,122	\$ 363,224	\$ 972,058	\$ 470,962	\$ 808,639	\$ 1,238,079	\$ 282,311	\$ 256,634	\$ 446,819	\$ 335,700	\$ 679,882	\$ 9,830,054
CWF	-	445,000	445,000	470,000	470,000	445,000	470,000	470,000	470,000	470,000	470,000	470,000	470,000	470,000	470,000	6,505,000
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>		<b>\$ 615,000</b>	<b>\$ 1,307,624</b>	<b>\$ 1,038,783</b>	<b>\$ 1,544,217</b>	<b>\$ 1,300,122</b>	<b>\$ 808,224</b>	<b>\$ 1,442,058</b>	<b>\$ 940,962</b>	<b>\$ 1,278,639</b>	<b>\$ 1,708,079</b>	<b>\$ 752,311</b>	<b>\$ 726,634</b>	<b>\$ 916,819</b>	<b>\$ 805,700</b>	<b>\$ 1,149,882</b>	<b>\$ 16,335,054</b>
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City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 2 - Storm Drainage - These projects are unfunded and will not proceed based on the current funding strategy																	
D1	Hydraulic Upgrading Program	\$ 350,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000
D2	Storm Drainage Quality Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D3	Storm Drainage Renewal	-	157,517	127,782	120,783	71,264	116,776	112,942	74,060	79,796	71,921	132,689	158,366	141,676	87,943	124,089	1,577,604
Total		\$ 350,000	\$ 157,517	\$ 127,782	\$ 120,783	\$ 271,264	\$ 316,776	\$ 312,942	\$ 274,060	\$ 279,796	\$ 71,921	\$ 132,689	\$ 158,366	\$ 141,676	\$ 87,943	\$ 124,089	\$ 2,927,604

Funding Sources (Unfunded)

Storm Drainage	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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# D1 Hydraulic Upgrading Program

<b>Priority 1</b>																
Hwy 33 @ Begley Road -	\$ -	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000
Ellis (Cawston - Clement)	-	206,000	-	-	-	-	-	-	-	-	-	-	-	-	-	206,000
Findlay Road @ Gopher Creek	-	-	-	-	75,000	-	-	-	-	-	-	-	-	-	-	75,000
Finns Road @ Gopher Creek	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	50,000
Gopher Creek (Lynrick - Gallagher)	-	-	-	730,000	-	-	-	-	-	-	-	-	-	-	-	730,000
Gopher Creek (Springfield - Old Joe Riche)	-	-	-	-	-	-	620,000	-	-	-	-	-	-	-	-	620,000
Springfield @ Gopher Creek / Belgo @ Clarissa	-	-	-	-	-	90,000	-	-	-	-	-	-	-	-	-	90,000
Bluebird Outfall - Servicing Area Report	-	-	20,000	-	-	-	-	-	-	-	-	-	-	-	-	20,000
Intersection of Hobson Rd & Sarsons	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	50,000
Install ditch inlet, storm drain and riprap apron	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	50,000
Install headwalls and clean ditch	-	-	-	-	-	40,000	-	-	-	-	-	-	-	-	-	40,000
Rembler Cr Channel (Chute Lake - Lakeshore)	-	-	-	-	15,000	-	-	-	-	-	-	-	-	-	-	15,000
West End of Pinegrove Road DW/CBs Installation	-	-	-	-	-	-	-	20,000	-	-	-	-	-	-	-	20,000
June Springs Road / Mathews Road	-	-	-	-	-	-	-	60,000	-	-	-	-	-	-	-	60,000
KLO Road (Mission Creek - Harvest Club)	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-	-	150,000
McCulloch Road (Harvest Club - Pooley)	-	-	-	-	-	-	-	-	325,000	-	-	-	-	-	-	325,000
Lemky Road @ Rumhor Creek	-	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	50,000
Maquinna Road	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	50,000
Lakeshore Road - Barnaby to Vintage Terrace	125,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125,000
Brand's Creek East (Bonn - Sexsmith)	-	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-	150,000
Dewdney Road	-	-	-	-	-	-	-	-	-	50,000	-	-	-	-	-	50,000
Rifle Road to Mill Creek	-	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-	150,000
Francis Brook @ McKenzie / Gibson	-	-	-	-	-	-	-	-	-	145,000	-	-	-	-	-	145,000
Swainson Road to McKenzie Rd.	-	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	250,000
Long Street (Royal - Glenwood)	-	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-	150,000
Ellis Street (Harvey - Leon)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125,000	125,000
Ellis Street (Lawrence - Bernard)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000	100,000
Ellis Street (Leon - Lawrence)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125,000	125,000
Gordon Dr. (Laurier - Sutherland)	-	-	-	-	-	-	-	-	-	-	-	-	175,000	-	-	175,000
Springfield Rd - West of Belgo (Detention Pond)	-	-	-	-	270,595	-	-	-	-	-	-	-	-	-	-	270,595
Walker Rd. S. & Cascia W.	-	222,600	-	-	-	-	-	-	-	-	-	-	-	-	-	222,600
Mill Creek Detention	-	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	6,230,000

<b>Total</b>	<b>\$ 125,000</b>	<b>\$ 873,600</b>	<b>\$ 725,000</b>	<b>\$ 1,225,000</b>	<b>\$ 905,595</b>	<b>\$ 575,000</b>	<b>\$ 1,115,000</b>	<b>\$ 575,000</b>	<b>\$ 920,000</b>	<b>\$ 1,340,000</b>	<b>\$ 445,000</b>	<b>\$ 445,000</b>	<b>\$ 620,000</b>	<b>\$ 445,000</b>	<b>\$ 795,000</b>	<b>\$ 11,129,195</b>
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General Taxation	\$ 125,000	\$ 428,600	\$ 280,000	\$ 780,000	\$ 460,595	\$ 130,000	\$ 670,000	\$ 130,000	\$ 475,000	\$ 895,000	\$ -	\$ -	\$ 175,000	\$ -	\$ 350,000	\$ 4,899,195
CWF	-	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	6,230,000
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 125,000</b>	<b>\$ 873,600</b>	<b>\$ 725,000</b>	<b>\$ 1,225,000</b>	<b>\$ 905,595</b>	<b>\$ 575,000</b>	<b>\$ 1,115,000</b>	<b>\$ 575,000</b>	<b>\$ 920,000</b>	<b>\$ 1,340,000</b>	<b>\$ 445,000</b>	<b>\$ 445,000</b>	<b>\$ 620,000</b>	<b>\$ 445,000</b>	<b>\$ 795,000</b>	<b>\$ 11,129,195</b>
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## Hydraulic Upgrading Program

<b>Priority 2</b>																
Bellevue Creek Diversion - North Arm / Walker Road	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000
Mill Creek Dredging	-	-	-	-	200,000	200,000	200,000	200,000	200,000	-	-	-	-	-	-	1,000,000
<b>Total</b>	<b>\$ 350,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,350,000</b>

Storm Drainage	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**D2**

**Storm Drainage Quality Program**

**Priority 1**

Hardy Street - Oil / Water Separator	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,000
Royal Out Fall - Oil/Grit Chamber	-	90,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90,000
Jack Smith Lake Water Supply Improvements	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000
Sutherland Ave Out Fall - Oil/Grit Chamber	-	-	90,000	-	-	-	-	-	-	-	-	-	-	-	-	-	90,000
Containment Devices	-	-	-	90,000	90,000	-	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	990,000
Chichester Pond - Sediment Forebay	-	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150,000

<b>Total</b>	<b>\$ 340,000</b>	<b>\$ 240,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ -</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 1,660,000</b>
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General Taxation	\$ 340,000	\$ 240,000	\$ 90,000	\$ 65,000	\$ 65,000	\$ -	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 1,385,000
CWF	-	-	-	25,000	25,000	-	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	275,000
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 340,000</b>	<b>\$ 240,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ -</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 90,000</b>	<b>\$ 1,660,000</b>
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**Storm Drainage Quality Program**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Storm Drainage	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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### D3 Storm Drainage Renewal

<b>Priority 1</b>																
Asset Renewal Projects	\$ -	\$ 194,024	\$ 223,783	\$ 229,217	\$ 304,527	\$ 233,224	\$ 237,058	\$ 275,962	\$ 268,639	\$ 278,079	\$ 217,311	\$ 191,634	\$ 206,819	\$ 270,700	\$ 264,882	\$ 3,395,859
Lane North of Lawrence - Abbott to Water	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150,000

<b>Total</b>	<b>\$ 150,000</b>	<b>\$ 194,024</b>	<b>\$ 223,783</b>	<b>\$ 229,217</b>	<b>\$ 304,527</b>	<b>\$ 233,224</b>	<b>\$ 237,058</b>	<b>\$ 275,962</b>	<b>\$ 268,639</b>	<b>\$ 278,079</b>	<b>\$ 217,311</b>	<b>\$ 191,634</b>	<b>\$ 206,819</b>	<b>\$ 270,700</b>	<b>\$ 264,882</b>	<b>\$ 3,545,859</b>
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General Taxation	\$ 150,000	\$ 194,024	\$ 223,783	\$ 229,217	\$ 304,527	\$ 233,224	\$ 237,058	\$ 275,962	\$ 268,639	\$ 278,079	\$ 217,311	\$ 191,634	\$ 206,819	\$ 270,700	\$ 264,882	\$ 3,545,859
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 150,000</b>	<b>\$ 194,024</b>	<b>\$ 223,783</b>	<b>\$ 229,217</b>	<b>\$ 304,527</b>	<b>\$ 233,224</b>	<b>\$ 237,058</b>	<b>\$ 275,962</b>	<b>\$ 268,639</b>	<b>\$ 278,079</b>	<b>\$ 217,311</b>	<b>\$ 191,634</b>	<b>\$ 206,819</b>	<b>\$ 270,700</b>	<b>\$ 264,882</b>	<b>\$ 3,545,859</b>
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### Storm Drainage Renewal

<b>Priority 2</b>																
Asset Renewal Projects	\$ -	\$ 157,517	\$ 127,782	\$ 120,783	\$ 71,264	\$ 116,776	\$ 112,942	\$ 74,060	\$ 79,796	\$ 71,921	\$ 132,689	\$ 158,366	\$ 141,676	\$ 87,943	\$ 124,089	\$ 1,577,604

<b>Total</b>	<b>\$ -</b>	<b>\$ 157,517</b>	<b>\$ 127,782</b>	<b>\$ 120,783</b>	<b>\$ 71,264</b>	<b>\$ 116,776</b>	<b>\$ 112,942</b>	<b>\$ 74,060</b>	<b>\$ 79,796</b>	<b>\$ 71,921</b>	<b>\$ 132,689</b>	<b>\$ 158,366</b>	<b>\$ 141,676</b>	<b>\$ 87,943</b>	<b>\$ 124,089</b>	<b>\$ 1,577,604</b>
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**City of Kelowna  
Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Information Services</b>	
I1	<b>Front Office Equipment</b>  Information Services have been utilizing a 5 year replacement cycle for desktop equipment which includes computers, printers, monitors, scanners and software. It also includes work group equipment such as large format plotters and copiers.	\$6,099,500
I2	<b>Server &amp; Data Storage</b>  To provide equipment and software in City Hall data centre to support the various systems in place for staff and includes equipment for the Fire Hall data centre. Included are servers, disk storage, tape backups and the related software.	\$2,600,000
I3	<b>Major System Projects</b>  Major systems projects include tax system, collection systems (cash and electronic funds), permit systems, property systems, Agresso ERP system, Asset Management system, customer relation systems (service requests), employee time entry systems and maintenance management systems.	\$6,099,356
I4	<b>Communications Systems</b>  To provide a networking environment that interconnects the various places and spaces used by City staff, this budget will support the expansion of the City's fibre optic ring which will reduce need for leased communication lines. Network components that have reached the end of their serviceable life will also be replaced.	\$6,335,000
	<b>Total</b>	<b>\$21,133,856</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 1 - Information Services

I1	Front Office Equipment	\$ 396,500	\$ 389,000	\$ 384,000	\$ 386,000	\$ 423,500	\$ 435,000	\$ 397,500	\$ 382,500	\$ 394,500	\$ 452,000	\$ 436,000	\$ 386,000	\$ 468,000	\$ 390,500	\$ 378,500	\$ 6,099,500
I2	Server & Data Storage	230,000	180,000	205,000	180,000	155,000	180,000	230,000	205,000	105,000	155,000	205,000	105,000	155,000	205,000	105,000	2,600,000
I3	Major System Projects	670,000	1,536,098	1,234,677	505,558	528,736	185,652	189,806	277,144	262,460	162,588	116,430	111,357	124,050	115,473	79,327	6,099,356
I4	Communications Systems	2,505,000	1,355,000	125,000	1,005,000	130,000	105,000	175,000	105,000	105,000	105,000	180,000	125,000	105,000	105,000	105,000	6,335,000
Total		\$ 3,801,500	\$ 3,460,098	\$ 1,948,677	\$ 2,076,558	\$ 1,237,236	\$ 905,652	\$ 992,306	\$ 969,644	\$ 866,960	\$ 874,588	\$ 937,430	\$ 727,357	\$ 852,050	\$ 815,973	\$ 667,827	\$21,133,856

Funding Sources

General Taxation	\$ 1,181,500	\$ 1,746,802	\$ 1,948,677	\$ 1,176,558	\$ 1,237,236	\$ 905,652	\$ 992,306	\$ 969,644	\$ 866,960	\$ 874,588	\$ 937,430	\$ 727,357	\$ 852,050	\$ 815,973	\$ 667,827	\$15,900,560
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	220,000	513,296	-	-	-	-	-	-	-	-	-	-	-	-	-	733,296
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	2,400,000	1,200,000	-	900,000	-	-	-	-	-	-	-	-	-	-	-	4,500,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 3,801,500	\$ 3,460,098	\$ 1,948,677	\$ 2,076,558	\$ 1,237,236	\$ 905,652	\$ 992,306	\$ 969,644	\$ 866,960	\$ 874,588	\$ 937,430	\$ 727,357	\$ 852,050	\$ 815,973	\$ 667,827	\$21,133,856

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 2 - Information Services - These projects are unfunded and will not proceed based on the current funding strategy																	
I1	Front Office Equipment	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I2	Server & Data Storage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I3	Major System Projects	250,000	315,410	91,855	244,442	71,264	339,348	260,194	272,877	242,238	290,828	536,986	767,059	527,893	737,943	999,089	5,947,426
I4	Communications Systems	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ 250,000	\$ 315,410	\$ 91,855	\$ 244,442	\$ 71,264	\$ 339,348	\$ 260,194	\$ 272,877	\$ 242,238	\$ 290,828	\$ 536,986	\$ 767,059	\$ 527,893	\$ 737,943	\$ 999,089	\$ 5,947,426

Funding Sources (Unfunded)

Information Services	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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I1

**Front Office Equipment**

**Priority 1**

Front Office Equipment	\$ 396,500	\$ 389,000	\$ 384,000	\$ 386,000	\$ 423,500	\$ 435,000	\$ 397,500	\$ 382,500	\$ 394,500	\$ 452,000	\$ 436,000	\$ 386,000	\$ 468,000	\$ 390,500	\$ 378,500	\$ 6,099,500
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<b>Total</b>	<b>\$ 396,500</b>	<b>\$ 389,000</b>	<b>\$ 384,000</b>	<b>\$ 386,000</b>	<b>\$ 423,500</b>	<b>\$ 435,000</b>	<b>\$ 397,500</b>	<b>\$ 382,500</b>	<b>\$ 394,500</b>	<b>\$ 452,000</b>	<b>\$ 436,000</b>	<b>\$ 386,000</b>	<b>\$ 468,000</b>	<b>\$ 390,500</b>	<b>\$ 378,500</b>	<b>\$ 6,099,500</b>
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General Taxation	\$ 396,500	\$ 389,000	\$ 384,000	\$ 386,000	\$ 423,500	\$ 435,000	\$ 397,500	\$ 382,500	\$ 394,500	\$ 452,000	\$ 436,000	\$ 386,000	\$ 468,000	\$ 390,500	\$ 378,500	\$ 6,099,500
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 396,500</b>	<b>\$ 389,000</b>	<b>\$ 384,000</b>	<b>\$ 386,000</b>	<b>\$ 423,500</b>	<b>\$ 435,000</b>	<b>\$ 397,500</b>	<b>\$ 382,500</b>	<b>\$ 394,500</b>	<b>\$ 452,000</b>	<b>\$ 436,000</b>	<b>\$ 386,000</b>	<b>\$ 468,000</b>	<b>\$ 390,500</b>	<b>\$ 378,500</b>	<b>\$ 6,099,500</b>
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**Front Office Equipment**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Information Services	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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I2

**Server & Data Storage**

**Priority 1**

Server and Data Storage Equipment	\$ 230,000	\$ 180,000	\$ 205,000	\$ 180,000	\$ 155,000	\$ 180,000	\$ 230,000	\$ 205,000	\$ 105,000	\$ 155,000	\$ 205,000	\$ 105,000	\$ 155,000	\$ 205,000	\$ 105,000	\$ 2,600,000
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<b>Total</b>	<b>\$ 230,000</b>	<b>\$ 180,000</b>	<b>\$ 205,000</b>	<b>\$ 180,000</b>	<b>\$ 155,000</b>	<b>\$ 180,000</b>	<b>\$ 230,000</b>	<b>\$ 205,000</b>	<b>\$ 105,000</b>	<b>\$ 155,000</b>	<b>\$ 205,000</b>	<b>\$ 105,000</b>	<b>\$ 155,000</b>	<b>\$ 205,000</b>	<b>\$ 105,000</b>	<b>\$ 2,600,000</b>
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General Taxation	\$ 230,000	\$ 180,000	\$ 205,000	\$ 180,000	\$ 155,000	\$ 180,000	\$ 230,000	\$ 205,000	\$ 105,000	\$ 155,000	\$ 205,000	\$ 105,000	\$ 155,000	\$ 205,000	\$ 105,000	\$ 2,600,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 230,000</b>	<b>\$ 180,000</b>	<b>\$ 205,000</b>	<b>\$ 180,000</b>	<b>\$ 155,000</b>	<b>\$ 180,000</b>	<b>\$ 230,000</b>	<b>\$ 205,000</b>	<b>\$ 105,000</b>	<b>\$ 155,000</b>	<b>\$ 205,000</b>	<b>\$ 105,000</b>	<b>\$ 155,000</b>	<b>\$ 205,000</b>	<b>\$ 105,000</b>	<b>\$ 2,600,000</b>
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**Server & Data Storage**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Information Services	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**13** **Major System Projects**

<b>Priority 1</b>																
Major Systems Projects	\$ -	\$ 1,536,098	\$ 1,234,677	\$ 505,558	\$ 528,736	\$ 185,652	\$ 189,806	\$ 277,144	\$ 262,460	\$ 162,588	\$ 116,430	\$ 111,357	\$ 124,050	\$ 115,473	\$ 79,327	\$ 5,429,356
Upgrade Unit 4 Business World System	70,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70,000
Class Registration Software Replacement	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000
City's Website - Online Platform Development	350,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	350,000

<b>Total</b>	<b>\$ 670,000</b>	<b>\$ 1,536,098</b>	<b>\$ 1,234,677</b>	<b>\$ 505,558</b>	<b>\$ 528,736</b>	<b>\$ 185,652</b>	<b>\$ 189,806</b>	<b>\$ 277,144</b>	<b>\$ 262,460</b>	<b>\$ 162,588</b>	<b>\$ 116,430</b>	<b>\$ 111,357</b>	<b>\$ 124,050</b>	<b>\$ 115,473</b>	<b>\$ 79,327</b>	<b>\$ 6,099,356</b>
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General Taxation	\$ 450,000	\$ 1,022,802	\$ 1,234,677	\$ 505,558	\$ 528,736	\$ 185,652	\$ 189,806	\$ 277,144	\$ 262,460	\$ 162,588	\$ 116,430	\$ 111,357	\$ 124,050	\$ 115,473	\$ 79,327	\$ 5,366,060
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	220,000	513,296	-	-	-	-	-	-	-	-	-	-	-	-	-	733,296
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 670,000</b>	<b>\$ 1,536,098</b>	<b>\$ 1,234,677</b>	<b>\$ 505,558</b>	<b>\$ 528,736</b>	<b>\$ 185,652</b>	<b>\$ 189,806</b>	<b>\$ 277,144</b>	<b>\$ 262,460</b>	<b>\$ 162,588</b>	<b>\$ 116,430</b>	<b>\$ 111,357</b>	<b>\$ 124,050</b>	<b>\$ 115,473</b>	<b>\$ 79,327</b>	<b>\$ 6,099,356</b>
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**Major System Projects**

<b>Priority 2</b>																
Major Systems Projects	\$ 250,000	\$ 315,410	\$ 91,855	\$ 244,442	\$ 71,264	\$ 339,348	\$ 260,194	\$ 272,877	\$ 242,238	\$ 290,828	\$ 536,986	\$ 767,059	\$ 527,893	\$ 737,943	\$ 999,089	\$ 5,947,426

<b>Total</b>	<b>\$ 250,000</b>	<b>\$ 315,410</b>	<b>\$ 91,855</b>	<b>\$ 244,442</b>	<b>\$ 71,264</b>	<b>\$ 339,348</b>	<b>\$ 260,194</b>	<b>\$ 272,877</b>	<b>\$ 242,238</b>	<b>\$ 290,828</b>	<b>\$ 536,986</b>	<b>\$ 767,059</b>	<b>\$ 527,893</b>	<b>\$ 737,943</b>	<b>\$ 999,089</b>	<b>\$ 5,947,426</b>
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Information Services	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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14

#### Communications Systems

##### Priority 1

Communication Systems	\$ 105,000	\$ 155,000	\$ 125,000	\$ 105,000	\$ 130,000	\$ 105,000	\$ 175,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 180,000	\$ 125,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 1,835,000
Fibre Optic Network	2,400,000	1,200,000	-	900,000	-	-	-	-	-	-	-	-	-	-	-	4,500,000

<b>Total</b>	<b>\$ 2,505,000</b>	<b>\$ 1,355,000</b>	<b>\$ 125,000</b>	<b>\$ 1,005,000</b>	<b>\$ 130,000</b>	<b>\$ 105,000</b>	<b>\$ 175,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 180,000</b>	<b>\$ 125,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 6,335,000</b>
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General Taxation	\$ 105,000	\$ 155,000	\$ 125,000	\$ 105,000	\$ 130,000	\$ 105,000	\$ 175,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 180,000	\$ 125,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 1,835,000
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	2,400,000	1,200,000	-	900,000	-	-	-	-	-	-	-	-	-	-	-	4,500,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 2,505,000</b>	<b>\$ 1,355,000</b>	<b>\$ 125,000</b>	<b>\$ 1,005,000</b>	<b>\$ 130,000</b>	<b>\$ 105,000</b>	<b>\$ 175,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 180,000</b>	<b>\$ 125,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 105,000</b>	<b>\$ 6,335,000</b>
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#### Communications Systems

##### Priority 2

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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**City of Kelowna**  
**Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Vehicle &amp; Mobile Equipment</b>	
V1	<b>Additional Vehicles / Equipment</b>	\$2,885,404
	This budget supports the addition of new vehicles and equipment to the corporate fleet in response to increased service demand from population growth or additional services.	
V2	<b>Vehicle / Equipment Renewal</b>	\$55,333,236
	As part of the City's vehicle replacement program, vehicles at the end of their service life cycles are replaced using funds from the equipment replacement reserve. Cars and light trucks have an average design life of 10 years. Most heavy duty equipment has a service life of 7-10 years or 10,000-12,000 hour run time.	
	<b>Total</b>	<b>\$58,218,640</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 1 - Vehicles

V1	Additional Vehicles / Equipment	\$ 702,350	\$ 104,020	\$ 113,265	\$ 122,288	\$ 139,491	\$ 133,951	\$ 145,021	\$ 156,318	\$ 164,247	\$ 172,320	\$ 165,968	\$ 171,961	\$ 184,698	\$ 203,666	\$ 205,840	\$ 2,885,404
V2	Vehicle / Equipment Renewal	2,416,930	2,700,000	2,835,000	2,976,750	3,125,588	3,281,867	3,445,960	3,618,258	3,799,171	3,989,130	4,188,586	4,398,015	4,617,916	4,848,812	5,091,253	55,333,236
Total		\$ 3,119,280	\$ 2,804,020	\$ 2,948,265	\$ 3,099,038	\$ 3,265,079	\$ 3,415,818	\$ 3,590,981	\$ 3,774,576	\$ 3,963,418	\$ 4,161,450	\$ 4,354,554	\$ 4,569,976	\$ 4,802,614	\$ 5,052,478	\$ 5,297,093	\$ 58,218,640

Funding Sources

General Taxation	\$ 186,000	\$ 104,020	\$ 113,265	\$ 122,288	\$ 139,491	\$ 133,951	\$ 145,021	\$ 156,318	\$ 164,247	\$ 172,320	\$ 165,968	\$ 171,961	\$ 184,698	\$ 203,666	\$ 205,840	\$ 2,369,054
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,999,540	2,700,000	2,835,000	2,976,750	3,125,588	3,281,867	3,445,960	3,618,258	3,799,171	3,989,130	4,188,586	4,398,015	4,617,916	4,848,812	5,091,253	54,915,846
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	139,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139,130
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	794,610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	794,610

Total	\$ 3,119,280	\$ 2,804,020	\$ 2,948,265	\$ 3,099,038	\$ 3,265,079	\$ 3,415,818	\$ 3,590,981	\$ 3,774,576	\$ 3,963,418	\$ 4,161,450	\$ 4,354,554	\$ 4,569,976	\$ 4,802,614	\$ 5,052,478	\$ 5,297,093	\$ 58,218,640
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City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 2 - Vehicles - These projects are unfunded and will not proceed based on the current funding strategy

V1	Additional Vehicles / Equipment	\$ 469,240	\$ 153,101	\$ 155,498	\$ 152,601	\$ 152,823	\$ 171,469	\$ 176,691	\$ 182,821	\$ 187,188	\$ 201,552	\$ 215,865	\$ 226,822	\$ 235,015	\$ 234,333	\$ 245,431	\$ 3,160,450
V2	Vehicle / Equipment Renewal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ 469,240	\$ 153,101	\$ 155,498	\$ 152,601	\$ 152,823	\$ 171,469	\$ 176,691	\$ 182,821	\$ 187,188	\$ 201,552	\$ 215,865	\$ 226,822	\$ 235,015	\$ 234,333	\$ 245,431	\$ 3,160,450

Funding Sources (Unfunded)

Vehicles and Mobile Equipment	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**V1** **Additional Vehicles / Equipment**

**Priority 1**

Additional Vehicles/Equipment	\$ 702,350	\$ 104,020	\$ 113,265	\$ 122,288	\$ 139,491	\$ 133,951	\$ 145,021	\$ 156,318	\$ 164,247	\$ 172,320	\$ 165,968	\$ 171,961	\$ 184,698	\$ 203,666	\$ 205,840	\$ 2,885,404
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<b>Total</b>	<b>\$ 702,350</b>	<b>\$ 104,020</b>	<b>\$ 113,265</b>	<b>\$ 122,288</b>	<b>\$ 139,491</b>	<b>\$ 133,951</b>	<b>\$ 145,021</b>	<b>\$ 156,318</b>	<b>\$ 164,247</b>	<b>\$ 172,320</b>	<b>\$ 165,968</b>	<b>\$ 171,961</b>	<b>\$ 184,698</b>	<b>\$ 203,666</b>	<b>\$ 205,840</b>	<b>\$ 2,885,404</b>
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General Taxation	\$ 186,000	\$ 104,020	\$ 113,265	\$ 122,288	\$ 139,491	\$ 133,951	\$ 145,021	\$ 156,318	\$ 164,247	\$ 172,320	\$ 165,968	\$ 171,961	\$ 184,698	\$ 203,666	\$ 205,840	\$ 2,369,054
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	516,350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	516,350

<b>Total</b>	<b>\$ 702,350</b>	<b>\$ 104,020</b>	<b>\$ 113,265</b>	<b>\$ 122,288</b>	<b>\$ 139,491</b>	<b>\$ 133,951</b>	<b>\$ 145,021</b>	<b>\$ 156,318</b>	<b>\$ 164,247</b>	<b>\$ 172,320</b>	<b>\$ 165,968</b>	<b>\$ 171,961</b>	<b>\$ 184,698</b>	<b>\$ 203,666</b>	<b>\$ 205,840</b>	<b>\$ 2,885,404</b>
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**Additional Vehicles / Equipment**

**Priority 2**

Additional Vehicles/Equipment	\$ 469,240	\$ 153,101	\$ 155,498	\$ 152,601	\$ 152,823	\$ 171,469	\$ 176,691	\$ 182,821	\$ 187,188	\$ 201,552	\$ 215,865	\$ 226,822	\$ 235,015	\$ 234,333	\$ 245,431	\$ 3,160,450
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<b>Total</b>	<b>\$ 469,240</b>	<b>\$ 153,101</b>	<b>\$ 155,498</b>	<b>\$ 152,601</b>	<b>\$ 152,823</b>	<b>\$ 171,469</b>	<b>\$ 176,691</b>	<b>\$ 182,821</b>	<b>\$ 187,188</b>	<b>\$ 201,552</b>	<b>\$ 215,865</b>	<b>\$ 226,822</b>	<b>\$ 235,015</b>	<b>\$ 234,333</b>	<b>\$ 245,431</b>	<b>\$ 3,160,450</b>
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Vehicles and Mobile Equipment	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**V2** Vehicle / Equipment Renewal

Priority 1

Vehicle/Equipment Renewal	\$ 2,416,930	\$ 2,700,000	\$ 2,835,000	\$ 2,976,750	\$ 3,125,588	\$ 3,281,867	\$ 3,445,960	\$ 3,618,258	\$ 3,799,171	\$ 3,989,130	\$ 4,188,586	\$ 4,398,015	\$ 4,617,916	\$ 4,848,812	\$ 5,091,253	\$55,333,236
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<b>Total</b>	<b>\$ 2,416,930</b>	<b>\$ 2,700,000</b>	<b>\$ 2,835,000</b>	<b>\$ 2,976,750</b>	<b>\$ 3,125,588</b>	<b>\$ 3,281,867</b>	<b>\$ 3,445,960</b>	<b>\$ 3,618,258</b>	<b>\$ 3,799,171</b>	<b>\$ 3,989,130</b>	<b>\$ 4,188,586</b>	<b>\$ 4,398,015</b>	<b>\$ 4,617,916</b>	<b>\$ 4,848,812</b>	<b>\$ 5,091,253</b>	<b>\$55,333,236</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,999,540	2,700,000	2,835,000	2,976,750	3,125,588	3,281,867	3,445,960	3,618,258	3,799,171	3,989,130	4,188,586	4,398,015	4,617,916	4,848,812	5,091,253	54,915,846
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	139,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139,130
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	278,260	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278,260

<b>Total</b>	<b>\$ 2,416,930</b>	<b>\$ 2,700,000</b>	<b>\$ 2,835,000</b>	<b>\$ 2,976,750</b>	<b>\$ 3,125,588</b>	<b>\$ 3,281,867</b>	<b>\$ 3,445,960</b>	<b>\$ 3,618,258</b>	<b>\$ 3,799,171</b>	<b>\$ 3,989,130</b>	<b>\$ 4,188,586</b>	<b>\$ 4,398,015</b>	<b>\$ 4,617,916</b>	<b>\$ 4,848,812</b>	<b>\$ 5,091,253</b>	<b>\$55,333,236</b>
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Vehicle / Equipment Renewal

Priority 2

Vehicle/Equipment Renewal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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**City of Kelowna  
Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Fire</b>	
F1	<b>Vehicle / Equipment Renewal</b>	\$9,477,631
	As part of the Fire Departments vehicle/equipment replacement program, vehicles and equipment at the end of their service life cycles are replaced using funds from the Fire Departments equipment replacement reserve.	
F2	<b>Additional Vehicles / Equipment</b>	\$2,025,052
	This budget supports the addition of new vehicles and equipment to the Fire Department in response to increased service demand from population growth.	
F3	<b>Communications Systems</b>	\$1,608,089
	To provide for radio system improvements or replacement, including dispatch requirements	
	<b>Total</b>	<b>\$13,110,772</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
<b>Priority 1 - Fire</b>																	
F1	Vehicle / Equipment Renewal	\$ 1,621,520	\$ 324,730	\$ -	\$ 337,849	\$ 804,080	\$ 585,830	\$ 2,130,076	\$ -	\$ -	\$ -	\$ -	\$ 2,778,822	\$ 178,130	\$ 686,393	\$ 30,201	\$ 9,477,631
F2	Additional Vehicles / Equipment	-	955,087	-	-	-	-	-	-	-	-	-	-	-	1,029,589	40,376	2,025,052
F3	Communications Systems	-	166,464	37,142	167,777	-	-	-	480,381	-	-	-	-	-	204,519	551,806	1,608,089
<b>Total</b>		<b>\$ 1,621,520</b>	<b>\$ 1,446,281</b>	<b>\$ 37,142</b>	<b>\$ 505,626</b>	<b>\$ 804,080</b>	<b>\$ 585,830</b>	<b>\$ 2,130,076</b>	<b>\$ 480,381</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,778,822</b>	<b>\$ 178,130</b>	<b>\$ 1,920,501</b>	<b>\$ 622,383</b>	<b>\$ 13,110,772</b>

Funding Sources

General Taxation	\$ -	\$ 955,087	\$ 37,142	\$ 167,777	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204,519	\$ 40,376	1,404,901
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,621,520	491,194	-	337,849	804,080	585,830	2,130,076	480,381	-	-	-	-	2,778,822	178,130	1,715,982	582,007	11,705,871
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 1,621,520</b>	<b>\$ 1,446,281</b>	<b>\$ 37,142</b>	<b>\$ 505,626</b>	<b>\$ 804,080</b>	<b>\$ 585,830</b>	<b>\$ 2,130,076</b>	<b>\$ 480,381</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,778,822</b>	<b>\$ 178,130</b>	<b>\$ 1,920,501</b>	<b>\$ 622,383</b>	<b>\$ 13,110,772</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>Total 2016-2030</u>
Priority 2 - Fire - These projects are unfunded and will not proceed based on the current funding strategy																	
F1	Vehicle / Equipment Renewal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
F2	Additional Vehicles / Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F3	Communications Systems	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Sources (Unfunded)

Fire	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**F1**

**Vehicle / Equipment Renewal**

<b>Priority 1</b>																
ATV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,201	\$ 30,201
Bush Truck 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178,130
Bush Truck 3	-	-	-	-	-	-	158,174	-	-	-	-	-	-	-	-	-
Bush Truck 4	140,460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bush Truck 7	140,460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Engine 1	-	-	-	-	-	-	896,319	-	-	-	-	-	-	-	-	-
Engine 2	-	-	-	-	-	-	-	-	-	-	-	923,635	-	-	-	-
Engine 3	-	-	-	-	804,080	-	-	-	-	-	-	-	-	-	-	-
Engine 4	810,000	-	-	-	-	-	-	-	-	-	-	923,635	-	-	-	-
Engine 7	530,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Engine 8	-	-	-	-	-	585,830	-	-	-	-	-	-	-	-	-	-
Engine 9	-	-	-	-	-	-	-	-	-	-	-	-	-	686,393	-	-
Ladder 2	-	-	-	-	-	-	1,075,583	-	-	-	-	-	-	-	-	-
Rescue 1	-	-	-	-	-	-	-	-	-	-	-	931,552	-	-	-	-
Tender 1	-	-	-	337,849	-	-	-	-	-	-	-	-	-	-	-	-
Tender 4	-	324,730	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 1,621,520</b>	<b>\$ 324,730</b>	<b>\$ -</b>	<b>\$ 337,849</b>	<b>\$ 804,080</b>	<b>\$ 585,830</b>	<b>\$ 2,130,076</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,778,822</b>	<b>\$ 178,130</b>	<b>\$ 686,393</b>	<b>\$ 30,201</b>	<b>\$ 9,477,631</b>

General Taxation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	1,621,520	324,730	-	337,849	804,080	585,830	2,130,076	-	-	-	-	2,778,822	178,130	686,393	30,201	9,477,631
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ 1,621,520</b>	<b>\$ 324,730</b>	<b>\$ -</b>	<b>\$ 337,849</b>	<b>\$ 804,080</b>	<b>\$ 585,830</b>	<b>\$ 2,130,076</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,778,822</b>	<b>\$ 178,130</b>	<b>\$ 686,393</b>	<b>\$ 30,201</b>	<b>\$ 9,477,631</b>
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**Vehicle / Equipment Renewal**

<b>Priority 2</b>																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Fire	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**F2**

**Additional Vehicles / Equipment**

**Priority 1**

Bush Truck 5 (Glenmore)	\$ -	\$ 143,263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,263
Engine 5 (Glenmore)	-	811,824	-	-	-	-	-	-	-	-	-	-	-	1,029,589	-	1,841,413
Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40,376	40,376

<b>Total</b>	<b>\$ -</b>	<b>\$ 955,087</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,029,589</b>	<b>\$ 40,376</b>	<b>\$ 2,025,052</b>
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General Taxation	\$ -	\$ 955,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,376	\$ 995,463
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	1,029,589	-	1,029,589
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ 955,087</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,029,589</b>	<b>\$ 40,376</b>	<b>\$ 2,025,052</b>
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**Additional Vehicles / Equipment**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Fire	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**F3**

**Communications Systems**

**Priority 1**

Radio Console System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 292,915	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 336,467	\$ 629,382
End User Radio's - Replacement	-	166,464	-	-	-	-	-	-	-	-	-	-	-	-	-	166,464
End User Radio's - Upgrade	-	-	-	-	-	-	-	187,466	-	-	-	-	-	-	215,339	402,805
Phone System	-	-	-	167,777	-	-	-	-	-	-	-	-	-	204,519	-	372,296
Paid on Call Firefighters Pagers	-	-	37,142	-	-	-	-	-	-	-	-	-	-	-	-	37,142

<b>Total</b>	<b>\$ -</b>	<b>\$ 166,464</b>	<b>\$ 37,142</b>	<b>\$ 167,777</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 480,381</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 204,519</b>	<b>\$ 551,806</b>	<b>\$ 1,608,089</b>
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General Taxation	\$ -	\$ -	\$ 37,142	\$ 167,777	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204,519	\$ -	\$ 409,438
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	166,464	-	-	-	-	-	480,381	-	-	-	-	-	-	-	551,806	1,198,651
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>Total</b>	<b>\$ -</b>	<b>\$ 166,464</b>	<b>\$ 37,142</b>	<b>\$ 167,777</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 480,381</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 204,519</b>	<b>\$ 551,806</b>	<b>\$ 1,608,089</b>
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**Communications Systems**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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**City of Kelowna  
Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Water System</b>	
<b>W1</b>	<b>DCC Pipes (Mains)</b>  New water mains to accommodate growth.	\$32,971,000
<b>W2</b>	<b>DCC Booster Stations &amp; PRVs</b>  New booster stations & PRV's to accommodate growth.	\$2,216,700
<b>W3</b>	<b>DCC Water Treatment</b>  New treatment capacity and facilities to accommodate growth.	\$0
<b>W4</b>	<b>DCC Reservoirs &amp; Filling Stations</b>  New reservoirs and filling stations to accommodate growth.	\$7,548,000
<b>W5</b>	<b>DCC Offsite &amp; Oversize</b>  The City's share of costs to oversize water infrastructure and to do work in excess of the developer's own needs.	\$900,000
<b>W6</b>	<b>Network and Facility Renewal</b>  Renewal of existing water mains, booster stations, PRVs, water treatment systems, reservoirs and filling stations that have reached the end of their service life.	\$38,980,000
<b>W7</b>	<b>Network and Facility Improvements</b>  Expansion or upgrade of Water network and facilities to accommodate growth, meet regulatory requirements and/or improve service.	\$5,765,000
	<b>Total</b>	<b>\$88,380,700</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 1 - Water																	
W1	DCC Pipes (Mains)	\$ 750,000	\$ 5,814,000	\$ 551,000	\$ -	\$ 11,580,000	\$ -	\$ -	\$ 4,700,000	\$ 3,538,000	\$ -	\$ -	\$ 1,542,000	\$ -	\$ -	\$ 4,496,000	\$ 32,971,000
W2	DCC Booster Stations & PRVs	-	1,893,700	-	323,000	-	-	-	-	-	-	-	-	-	-	-	2,216,700
W3	DCC Water Treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W4	DCC Reservoirs & Filling Stations	-	2,698,000	-	-	-	-	-	-	-	3,800,000	-	-	-	-	1,050,000	7,548,000
W5	DCC Offsite & Oversize	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	900,000
W6	Network and Facility Renewal	1,480,000	3,900,000	3,900,000	3,900,000	3,900,000	3,900,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	38,980,000
W7	Network and Facility Improvements	150,000	1,244,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	2,571,000	150,000	150,000	150,000	150,000	150,000	5,765,000
		\$ 2,440,000	\$ 15,609,700	\$ 4,661,000	\$ 4,433,000	\$ 15,690,000	\$ 4,110,000	\$ 2,210,000	\$ 6,910,000	\$ 5,748,000	\$ 8,431,000	\$ 2,210,000	\$ 3,752,000	\$ 2,210,000	\$ 2,210,000	\$ 7,756,000	\$ 88,380,700

Funding Sources

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	418,500	2,583,594	602,172	374,175	302,729	58,464	58,464	4,696,517	3,552,239	3,808,409	58,464	857,196	58,464	58,464	58,464	58,464	17,546,315
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,200,000	3,300,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	1,871,500	12,876,106	3,908,828	3,908,825	15,237,271	3,901,536	2,001,536	2,063,483	2,045,761	4,472,591	2,001,536	2,744,804	2,001,536	2,001,536	2,001,536	6,497,536	67,534,385
Total	\$ 2,440,000	\$ 15,609,700	\$ 4,661,000	\$ 4,433,000	\$ 15,690,000	\$ 4,110,000	\$ 2,210,000	\$ 6,910,000	\$ 5,748,000	\$ 8,431,000	\$ 2,210,000	\$ 3,752,000	\$ 2,210,000	\$ 2,210,000	\$ 2,210,000	\$ 7,756,000	\$ 88,380,700

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
Priority 2 - Water - These projects are unfunded and will not proceed based on the current funding strategy																
W1	DCC Pipes (Mains)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W2	DCC Booster Stations & PRVs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W3	DCC Water Treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W4	DCC Reservoirs & Filling Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W5	DCC Offsite & Oversize	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W6	Network and Facility Renewal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W7	Network and Facility Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Sources (Unfunded)

Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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W1

#### DCC Pipes (Mains)

##### Priority 1

Royal View and Mountain Main Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,700,000
Developer Credit	-	-	-	-	245,000	-	-	-	-	-	-	-	-	-	-	245,000
Ethel Main Installation (Weddell-Clement)	-	-	551,000	-	-	-	-	-	-	-	-	-	-	-	-	551,000
Skyline Supply Main - Clifton Main Upgrade (Grainger to Rio)	-	-	-	-	-	-	-	-	-	-	-	1,542,000	-	-	-	1,542,000
Clifton Main Upgrade (sections: Rio-Boppart-PRV)	750,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	750,000
Southcrest Transmission (Adams-Southcrest)	-	5,814,000	-	-	-	-	-	-	-	-	-	-	-	-	-	5,814,000
Southcrest Transmission (Southcrest-Westpoint)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,496,000	4,496,000
Knox Mountain Transmission System Upgrades	-	-	-	-	-	-	-	-	3,538,000	-	-	-	-	-	-	3,538,000
Cedar Creek Transmission System Stage 2	-	-	-	-	11,335,000	-	-	-	-	-	-	-	-	-	-	11,335,000

<b>Total</b>	<b>\$ 750,000</b>	<b>\$ 5,814,000</b>	<b>\$ 551,000</b>	<b>\$ -</b>	<b>\$ 11,580,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,700,000</b>	<b>\$ 3,538,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,542,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,496,000</b>	<b>\$ 32,971,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	388,500	1,569,780	543,708	-	244,265	-	-	4,638,053	3,493,775	-	-	798,732	-	-	-	11,676,813
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	361,500	4,244,220	7,292	-	11,335,735	-	-	61,947	44,225	-	-	743,268	-	-	4,496,000	21,294,187

<b>Total</b>	<b>\$ 750,000</b>	<b>\$ 5,814,000</b>	<b>\$ 551,000</b>	<b>\$ -</b>	<b>\$ 11,580,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,700,000</b>	<b>\$ 3,538,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,542,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,496,000</b>	<b>\$ 32,971,000</b>
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#### DCC Pipes (Mains)

##### Priority 2

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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W2

**DCC Booster Stations & PRVs**

**Priority 1**

SKYLINE PS - Skyline Booster Station	\$ -	\$ -	\$ -	\$ 323,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 323,000
CEDAR CRK TRANS - STAGE 1 Stellar																
Booster Station project 3(b)	-	1,893,700	-	-	-	-	-	-	-	-	-	-	-	-	-	1,893,700

<b>Total</b>	<b>\$ -</b>	<b>\$ 1,893,700</b>	<b>\$ -</b>	<b>\$ 323,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,216,700</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	955,350	-	315,711	-	-	-	-	-	-	-	-	-	-	-	1,271,061
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	938,350	-	7,289	-	-	-	-	-	-	-	-	-	-	-	945,639

<b>Total</b>	<b>\$ -</b>	<b>\$ 1,893,700</b>	<b>\$ -</b>	<b>\$ 323,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,216,700</b>
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**DCC Booster Stations & PRVs**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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W3

**DCC Water Treatment**

**Priority 1**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**DCC Water Treatment**

**Priority 2**

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**W4** DCC Reservoirs & Filling Stations

Priority 1

Frost Pump Station and Reservoir System Upgrade	\$ -	\$ 2,698,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,698,000
PZ STRG UPGRADE PZ 419 Storage upgrade	-	-	-	-	-	-	-	-	-	3,800,000	-	-	-	-	-	3,800,000
Upper Crawford Reservoir Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,050,000	1,050,000

<b>Total</b>	<b>\$ -</b>	<b>\$ 2,698,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,800,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,050,000</b>	<b>\$ 7,548,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	3,749,945	-	-	-	-	-	3,749,945
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,050,000	1,050,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	2,698,000	-	-	-	-	-	-	-	50,055	-	-	-	-	-	2,748,055

<b>Total</b>	<b>\$ -</b>	<b>\$ 2,698,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,800,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,050,000</b>	<b>\$ 7,548,000</b>
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DCC Reservoirs & Filling Stations

Priority 2

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**W5** DCC Offsite & Oversize

<b>Priority 1</b>																
Oversize	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 900,000

<b>Total</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 900,000</b>
General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	30,000	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	848,496
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	30,000	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	51,504
<b>Total</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 900,000</b>

<b>Offsite &amp; Oversize</b>																
<b>Priority 2</b>																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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# W6 Network and Facility Renewal

<b>Priority 1</b>																
Water Network and Facility Renewal	\$ -	\$ 3,900,000	\$ 3,900,000	\$ 3,900,000	\$ 3,900,000	\$ 3,900,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 37,500,000
Abbott Street - Leon to The Sails	225,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	225,000
Alta Vista Road - west section	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000
Designs - Water Replacement Projects	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000
Ethel Street - Bernard to Cawsto	350,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	350,000
Martin Avenue - Richter to Ethel	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000
Morrison Avenue - Richter to Eth	320,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	320,000
Okanagan Blvd - Kingsway to Richter	135,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	135,000
Saucier Avenue - Richter to Ethel	280,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	280,000

<b>Total</b>	<b>\$ 1,480,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 38,980,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	1,480,000	3,900,000	3,900,000	3,900,000	3,900,000	3,900,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	38,980,000

<b>Total</b>	<b>\$ 1,480,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 3,900,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ 38,980,000</b>
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## Network and Facility Renewal

<b>Priority 2</b>																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Water	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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**W7** Network and Facility Improvements

<b>Priority 1</b>																
Crawford Supply (Southcrest to Vector)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,421,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,421,000
Altura FF Upgrade	-	80,000	-	-	-	-	-	-	-	-	-	-	-	-	-	80,000
Fairway Cr & Eagle Dr FF	-	545,000	-	-	-	-	-	-	-	-	-	-	-	-	-	545,000
Young and Hazel Rd Existing FF	-	315,000	-	-	-	-	-	-	-	-	-	-	-	-	-	315,000
Vintage Terrace Existing FF	-	154,000	-	-	-	-	-	-	-	-	-	-	-	-	-	154,000
Water Meter - New Installations	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	2,250,000

<b>Total</b>	<b>\$ 150,000</b>	<b>\$ 1,244,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 2,571,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 5,765,000</b>
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	2,250,000
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	1,094,000	-	-	-	-	-	-	-	2,421,000	-	-	-	-	-	3,515,000

<b>Total</b>	<b>\$ 150,000</b>	<b>\$ 1,244,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 2,571,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 5,765,000</b>
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**Network and Facility Improvements**

<b>Priority 2</b>																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**City of Kelowna  
Capital Project Description**

Program	Program Description	Total P1 Program Costs (15 Yrs)
	<b>Wastewater System</b>	
<b>WW1</b>	<b>DCC Pipes (Mains)</b>  New wastewater mains to support growth.	<b>\$25,645,300</b>
<b>WW2</b>	<b>DCC Lift Stations</b>  New wastewater lift stations to support growth.	<b>\$1,274,000</b>
<b>WW3</b>	<b>DCC Wastewater Treatment Facilities</b>  New wastewater treatment facilities to support growth.	<b>\$13,418,000</b>
<b>WW4</b>	<b>DCC Oversize</b>  The City's share of costs to oversize wastewater infrastructure and to do work in excess of the developer's own needs.	<b>\$900,000</b>
<b>WW5</b>	<b>Network and Facility Renewal</b>  Renewal of existing wastewater mains, lift stations and treatment facilities that have reached the end of their service life.	<b>\$60,072,800</b>
<b>WW6</b>	<b>Network and Facility Improvements</b>  Expansion or upgrade of Wastewater network and facilities to accommodate growth, meet regulatory requirements and/or improve service.	<b>\$1,625,000</b>
	<b>Total</b>	<b>\$102,935,100</b>

City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 1 - Wastewater

WW1	DCC Pipes (Mains)	\$ -	\$ -	\$ 5,140,000	\$ -	\$ 3,970,000	\$ 7,789,300	\$ 465,000	\$ 1,211,000	\$ -	\$ 3,000,000	\$ 4,070,000	\$ -	\$ -	\$ -	\$ -	\$ 25,645,300
WW2	DCC Lift Stations	-	-	-	-	1,274,000	-	-	-	-	-	-	-	-	-	-	1,274,000
WW3	DCC Wastewater Treatment Facilities	-	-	-	-	7,818,000	-	-	-	-	-	-	-	-	-	5,600,000	13,418,000
WW4	DCC Oversize	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	900,000
WW5	Network and Facility Renewal	3,372,800	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	60,072,800
WW6	Network and Facility Improvements	225,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,625,000

Total		\$ 3,657,800	\$ 3,960,000	\$ 9,100,000	\$ 3,960,000	\$ 17,022,000	\$ 11,749,300	\$ 4,425,000	\$ 5,171,000	\$ 4,460,000	\$ 7,460,000	\$ 8,530,000	\$ 4,460,000	\$ 4,460,000	\$ 4,460,000	\$ 10,060,000	\$ 102,935,100
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Funding Sources

General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	105,620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105,620
Development Cost Charges	30,000	58,464	3,766,678	58,464	10,029,064	7,725,472	511,607	1,238,462	58,464	1,711,464	2,301,034	58,464	58,464	58,464	58,464	58,464	27,723,029
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	3,522,180	3,901,536	5,333,322	3,901,536	6,992,936	4,023,828	3,913,394	3,932,538	4,401,536	5,748,536	6,228,966	4,401,536	4,401,536	4,401,536	4,401,536	10,001,536	75,106,451

Total		\$ 3,657,800	\$ 3,960,000	\$ 9,100,000	\$ 3,960,000	\$ 17,022,000	\$ 11,749,300	\$ 4,425,000	\$ 5,171,000	\$ 4,460,000	\$ 7,460,000	\$ 8,530,000	\$ 4,460,000	\$ 4,460,000	\$ 4,460,000	\$ 10,060,000	\$ 102,935,100
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City of Kelowna

15 Year Capital Plan 2016 - 2030

Project No.	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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Priority 2 - Wastewater - These projects are unfunded and will not proceed based on the current funding strategy

WW1	DCC Pipes (Mains)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WW2	DCC Lift Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WW3	DCC Wastewater Treatment Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WW4	DCC Oversize	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WW5	Network and Facility Renewal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WW6	Network and Facility Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Sources (Unfunded)

Wastewater	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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WW-1

DCC Pipes (Mains)

Priority 1																
KLO - (KLO - Swordy)	\$ -	\$ -	\$ 588,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 588,000
Gyro Force Main	-	-	1,552,000	-	-	-	-	-	-	-	-	-	-	-	-	1,552,000
Lakeshore Trunk - (Gyro - KPCC (Swordy - Casorso))	-	-	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
Lakeshore Trunk - (Old Meadows - Lexington)	-	-	-	-	-	-	-	-	-	3,000,000	-	-	-	-	-	3,000,000
Lakeshore Trunk - (Cook - Gyro)	-	-	-	-	-	-	-	-	-	-	4,070,000	-	-	-	-	4,070,000
Airport Gravity - (Bulman - Airport)	-	-	-	-	3,970,000	-	-	-	-	-	-	-	-	-	-	3,970,000
Byrns Baron Trunk Phase 2	-	-	-	-	-	7,789,300	-	-	-	-	-	-	-	-	-	7,789,300
Water St FM	-	-	-	-	-	-	465,000	-	-	-	-	-	-	-	-	465,000
Rutland Trunk	-	-	-	-	-	-	-	1,211,000	-	-	-	-	-	-	-	1,211,000

Total	\$ -	\$ -	\$ 5,140,000	\$ -	\$ 3,970,000	\$ 7,789,300	\$ 465,000	\$ 1,211,000	\$ -	\$ 3,000,000	\$ 4,070,000	\$ -	\$ -	\$ -	\$ -	\$ 25,645,300
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	3,708,214	-	1,229,509	7,667,008	453,143	1,179,998	-	1,653,000	2,242,570	-	-	-	-	18,133,442
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	-	1,431,786	-	2,740,491	122,292	11,858	31,002	-	1,347,000	1,827,430	-	-	-	-	7,511,858

Total	\$ -	\$ -	\$ 5,140,000	\$ -	\$ 3,970,000	\$ 7,789,300	\$ 465,000	\$ 1,211,000	\$ -	\$ 3,000,000	\$ 4,070,000	\$ -	\$ -	\$ -	\$ -	\$ 25,645,300
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DCC Pipes (Mains)

Priority 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Wastewater	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----------------

WW2

<b>DCC Lift Stations</b>																
<b>Priority 1</b>																
Gyro Lift Station	\$ -	\$ -	\$ -	\$ -	\$ 1,274,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,274,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,274,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,274,000</b>
General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	1,016,907	-	-	-	-	-	-	-	-	-	-	1,016,907
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	-	-	-	257,093	-	-	-	-	-	-	-	-	-	-	257,093
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,274,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,274,000</b>

<b>DCC Lift Stations</b>																
<b>Priority 2</b>																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Wastewater	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----------------

WW3 DCC Wastewater Treatment Facilities

Priority 1																
Existing Compost Plant Expansion	\$ -	\$ -	\$ -	\$ -	\$ 6,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600,000
WWTF Land Acquisition	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,600,000	5,600,000
Land Acquisition - Compost Site	-	-	-	-	1,218,000	-	-	-	-	-	-	-	-	-	-	1,218,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 7,818,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,418,000
General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	7,724,184	-	-	-	-	-	-	-	-	-	-	7,724,184
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	-	-	-	-	93,816	-	-	-	-	-	-	-	-	-	5,600,000	5,693,816
Total	\$ -	\$ -	\$ -	\$ -	\$ 7,818,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,418,000

DCC Wastewater Treatment Facilities

Priority 2																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Wastewater	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----------------

WW4

DCC Oversize

Priority 1

Oversize	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 900,000
Total	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 900,000
General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	30,000	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	58,464	848,496
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	30,000	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	1,536	51,504
Total	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 900,000

DCC Oversize

Priority 2

	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Wastewater	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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WW5 Network and Facility Renewal

Priority 1																
Renewal - Wastewater mains and facilities	\$ 2,872,800	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 59,572,800
WWTP, Control Systems Replacement	400,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	400,000
Roof Replacement	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000

Total	\$ 3,372,800	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 60,072,800
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General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	3,372,800	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	60,072,800

Total	\$ 3,372,800	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 60,072,800
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Network and Facility Renewal

Priority 2																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Wastewater	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total 2016-2030
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WW6 Network and Facility Improvements

<b>Priority 1</b>																
Emerging Issues	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,400,000
Hollywood 7 / Sexsmith Sewer	225,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	225,000
<b>Total</b>	<b>\$ 225,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 1,625,000</b>
General Taxation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CWF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserves	105,620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105,620
Development Cost Charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Developer/Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utility	119,380	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,519,380
<b>Total</b>	<b>\$ 225,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 1,625,000</b>

Network and Facility Improvements

<b>Priority 2</b>																
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

# 2030 Infrastructure Plan

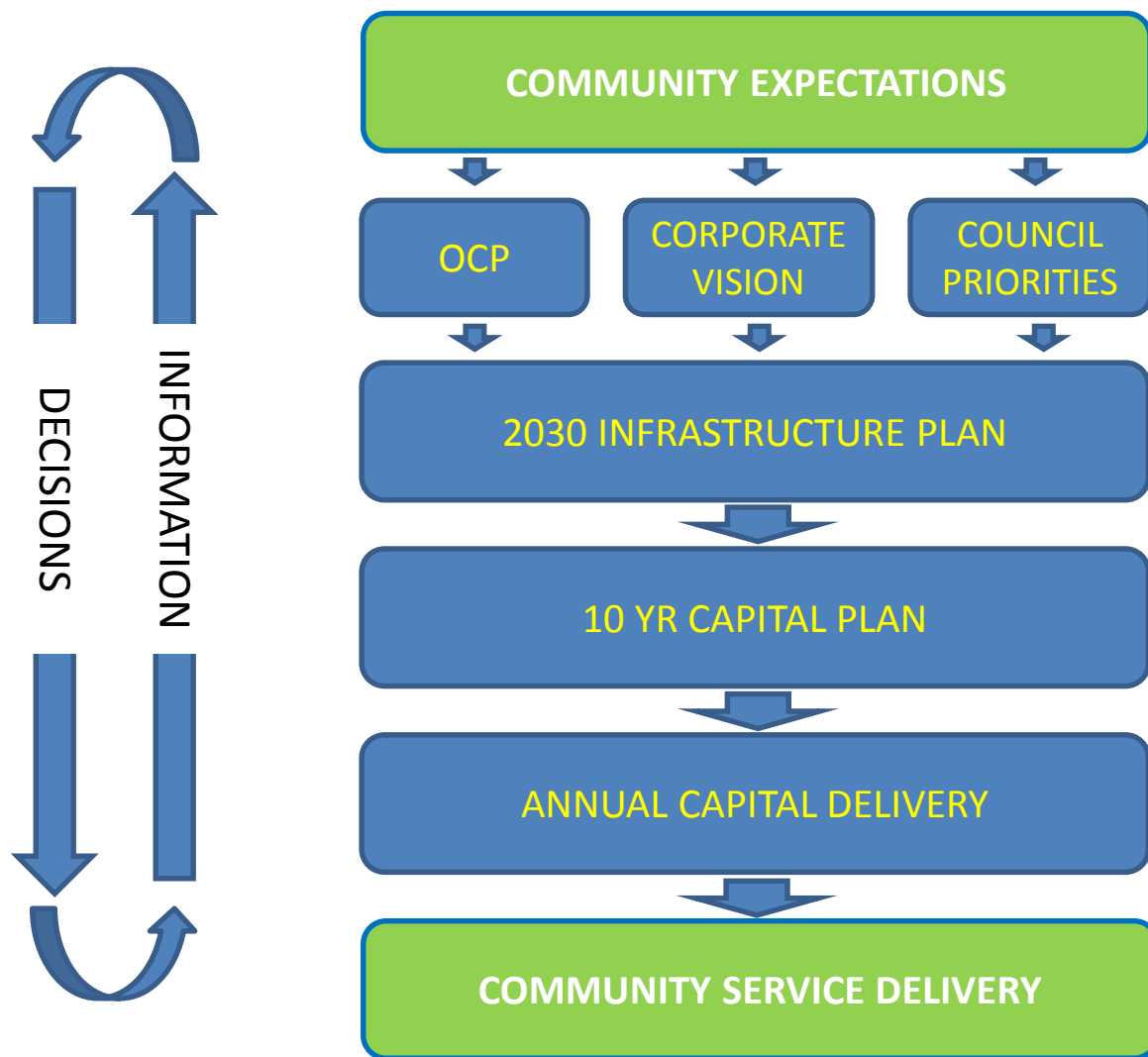


## PRESENTATION OUTLINE

- ▶ Strategic Alignment
- ▶ Infrastructure Projects & Financing
- ▶ Impacts of advancing Station 5 construction



# Strategic Alignment



# COUNCIL FOCUS & PRIORITY PROJECTS

## (OCP GOALS)

- ▶ Building Vibrant Urban Centres
  - ▶ Rutland Centennial Park Redevelopment (2016 - 2020)
  - ▶ Shephard road extension (2016)
  - ▶ New Memorial & expanded Library Parkades (2015 - 2016)
  - ▶ New Downtown Parkade (land) (2020)
  
- ▶ Ensuring a Healthy, Safe, Active & Inclusive Community ([Distinctive and attractive neighbourhoods](#))
  - ▶ Police Service Building (2015 - 2017)
  - ▶ Mission Recreation Park - two new ice sheets and indoor soccer (2021 - 2022),
  - ▶ Parkinson Recreation Centre (2021 - 2023),
  - ▶ Mission - Activity Centre (2024 - 2025)
  - ▶ New North Glenmore Fire hall, Rutland & Water St Fire hall Upgrades, Rutland CPO upgrades
  
- ▶ Delivering a Balanced Transportation Network ([OCP Goal](#))
  - ▶ \$102 million investment in pedestrian, cycling and transit
  - ▶ Queensway Transit Exchange (2015)
  - ▶ Okanagan Rail Trail planning (2016)
  - ▶ John Hindle Dr (2015 - 2017)
  - ▶ South Perimeter Rd (2016 - 2017)

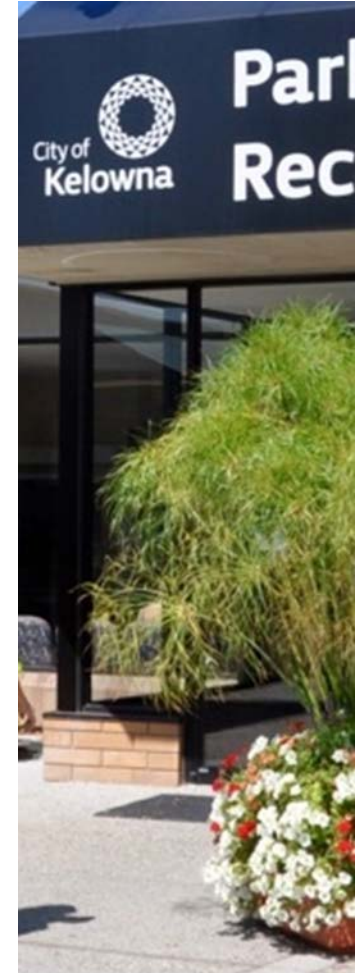
# COUNCIL FOCUS & PRIORITY PROJECTS

## (OCP GOALS)

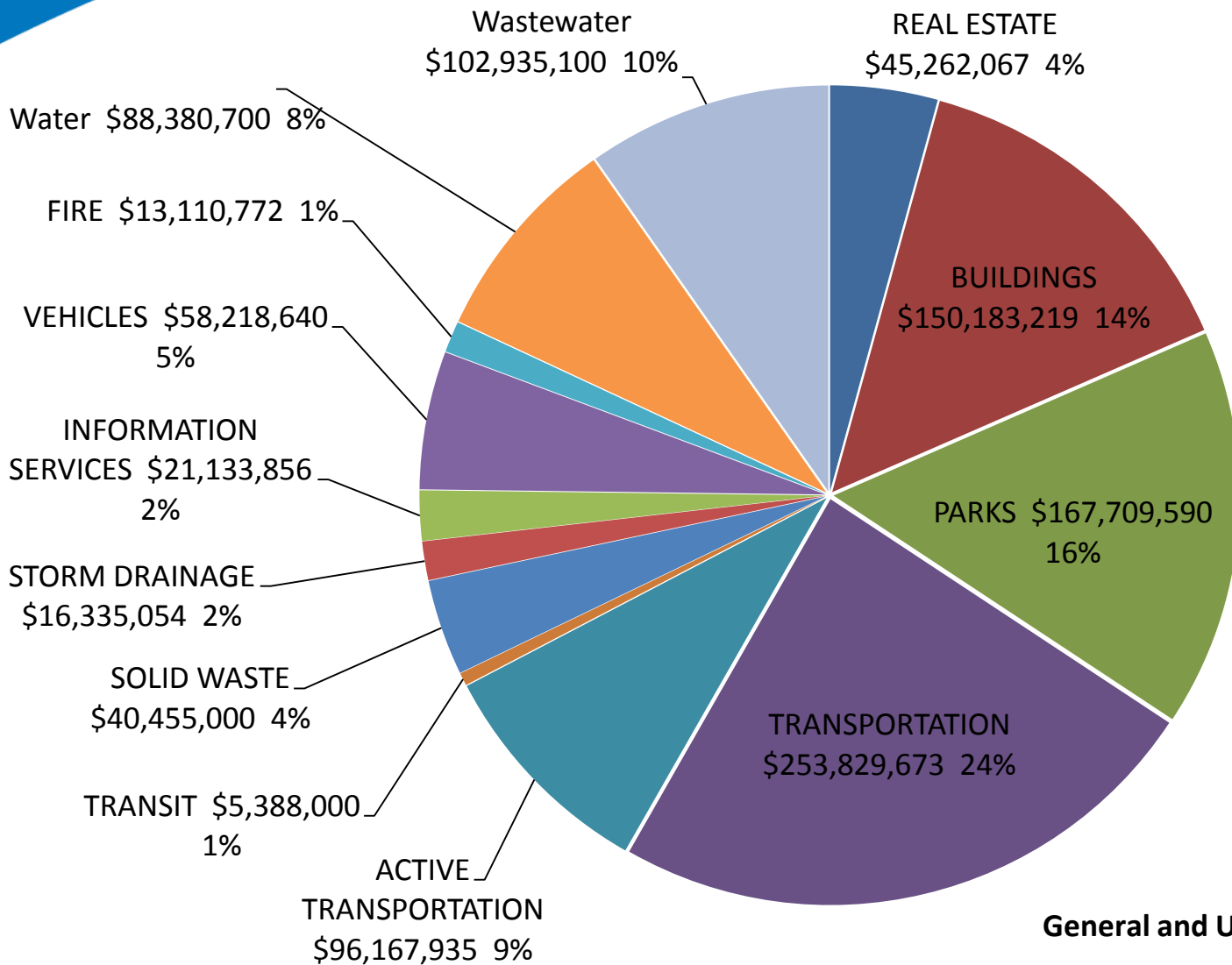
- ▶ Clean drinking water
  - ▶ \$88 million in water projects both to support growth and renew existing assets
- ▶ Catalyst for business
  - ▶ Tourism Centre/Kerry Park Ph.1 (2016 - 2017)
  - ▶ Implement Dark Fibre - (2016 - 2019)
- ▶ Provide spectacular parks
  - ▶ \$105 million in park land acquisition (2016 - 2030)
  - ▶ \$52 million in park development and renewal (2016 - 2030)
- ▶ Protect and enhance natural areas
  - ▶ \$ 6 million investment in Linear / Natural Area Park Development (2016- 2030)
- ▶ Encourage cultural vibrancy
  - ▶ Art Walk - Extension (2017 - 2018)
  - ▶ \$5 million in heritage restoration (2017 - 2030)
- ▶ Improve efficiency and performance of buildings
  - ▶ All new buildings and facilities are designed to use less energy, reduce GHG emissions and to have lower life cycle cost.
- ▶ Strong financial management
  - ▶ 2030 Infrastructure Plan
  - ▶ Rolling 10 Year Capital Forecast
  - ▶ Asset Management Plans for all infrastructure areas (2015 - 2016)

## INFRASTRUCTURE INVESTMENT & FINANCING

- ▶ Investment by Service Area
- ▶ Investment in New, Growth and Renewal
- ▶ Funding Sources
- ▶ Operational Impacts
- ▶ Asset Management

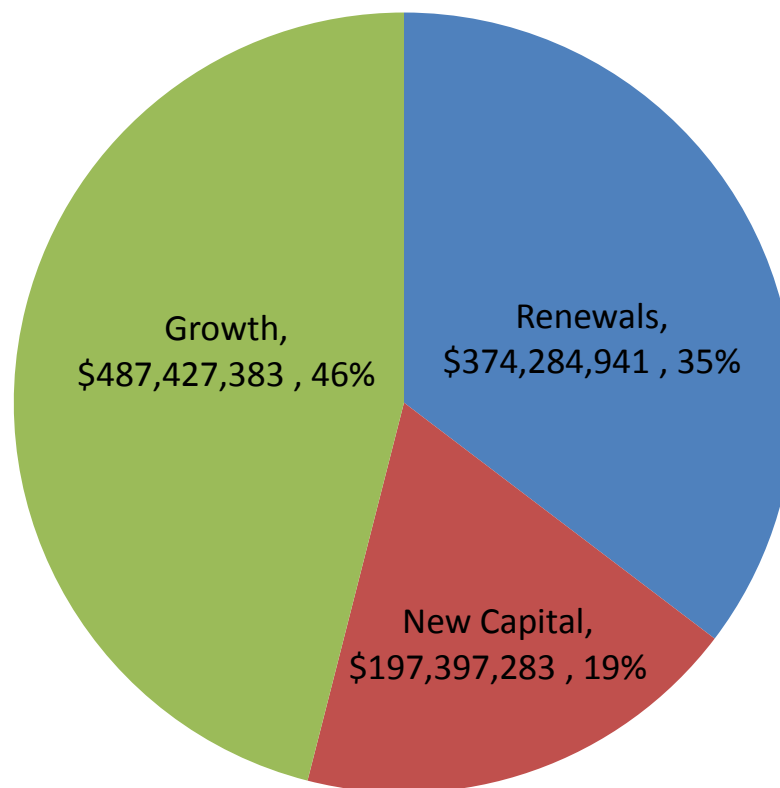


# INFRASTRUCTURE INVESTMENT



General and Utility Funds Total **\$1.06B**  
406

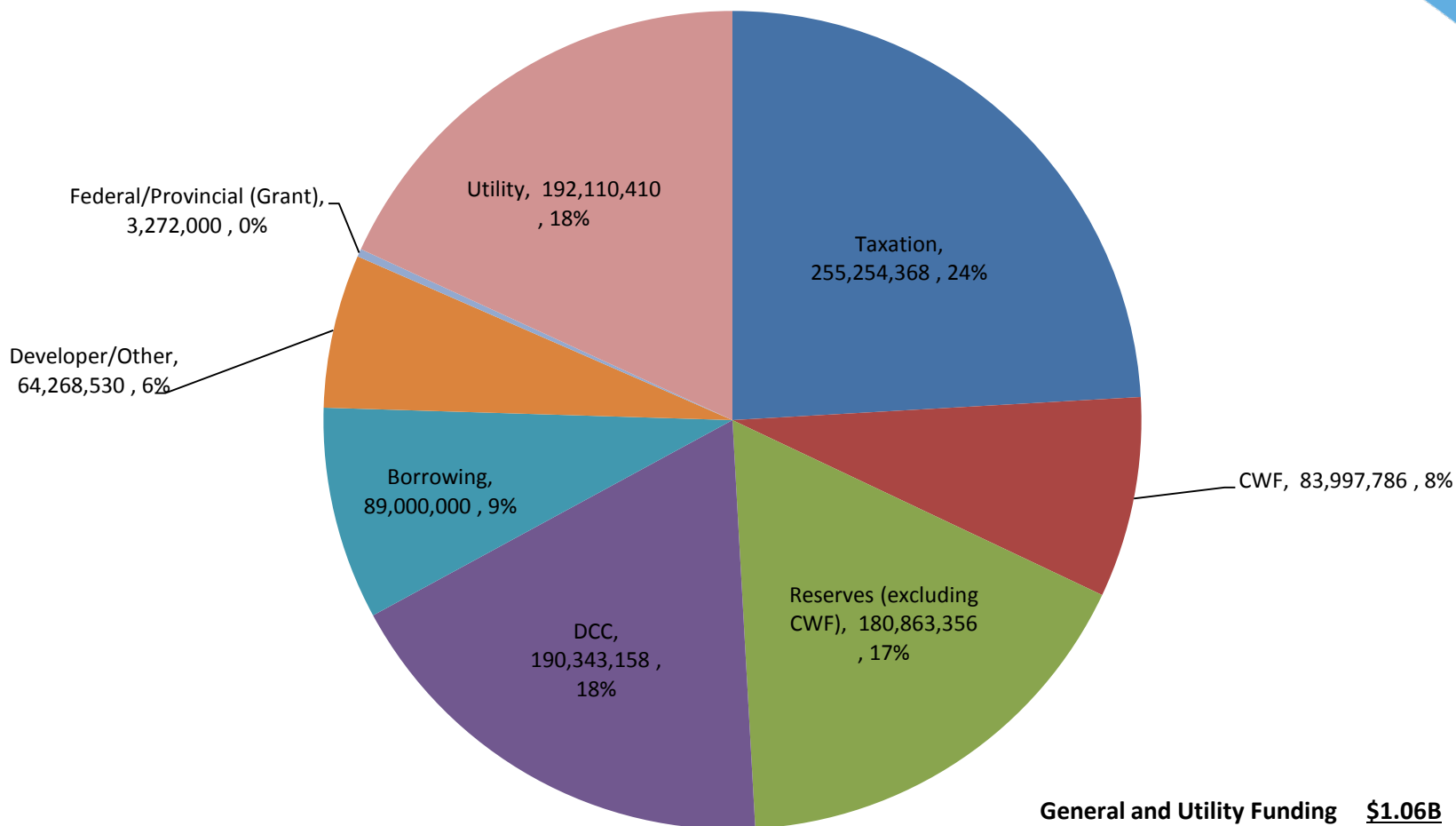
## INVESTMENT NEW, GROWTH & RENEWAL



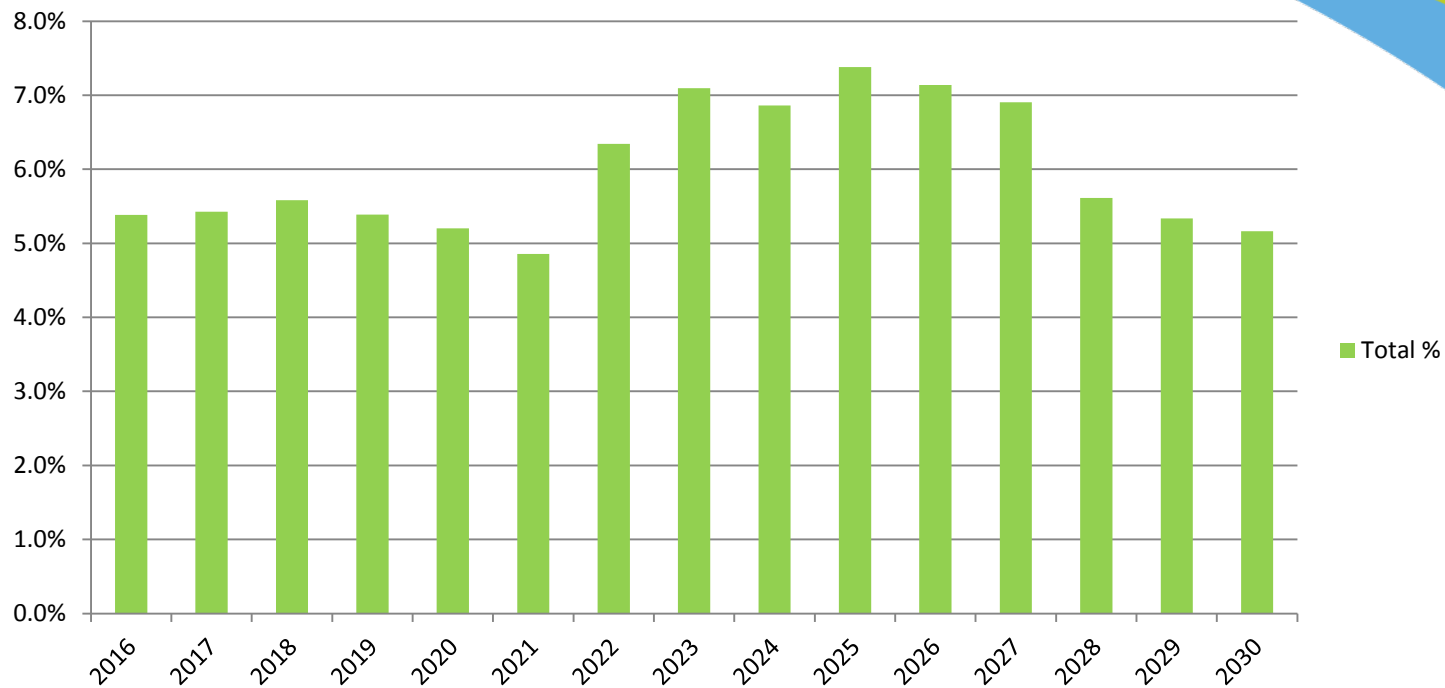
Total \$1.06B

- Growth Capital - infrastructure required to accommodate growth,
- *Renewal Capital* - infrastructure that replaces or renews existing assets,
- *New Capital* - infrastructure required to support enhanced service levels,

# FUNDING SOURCES

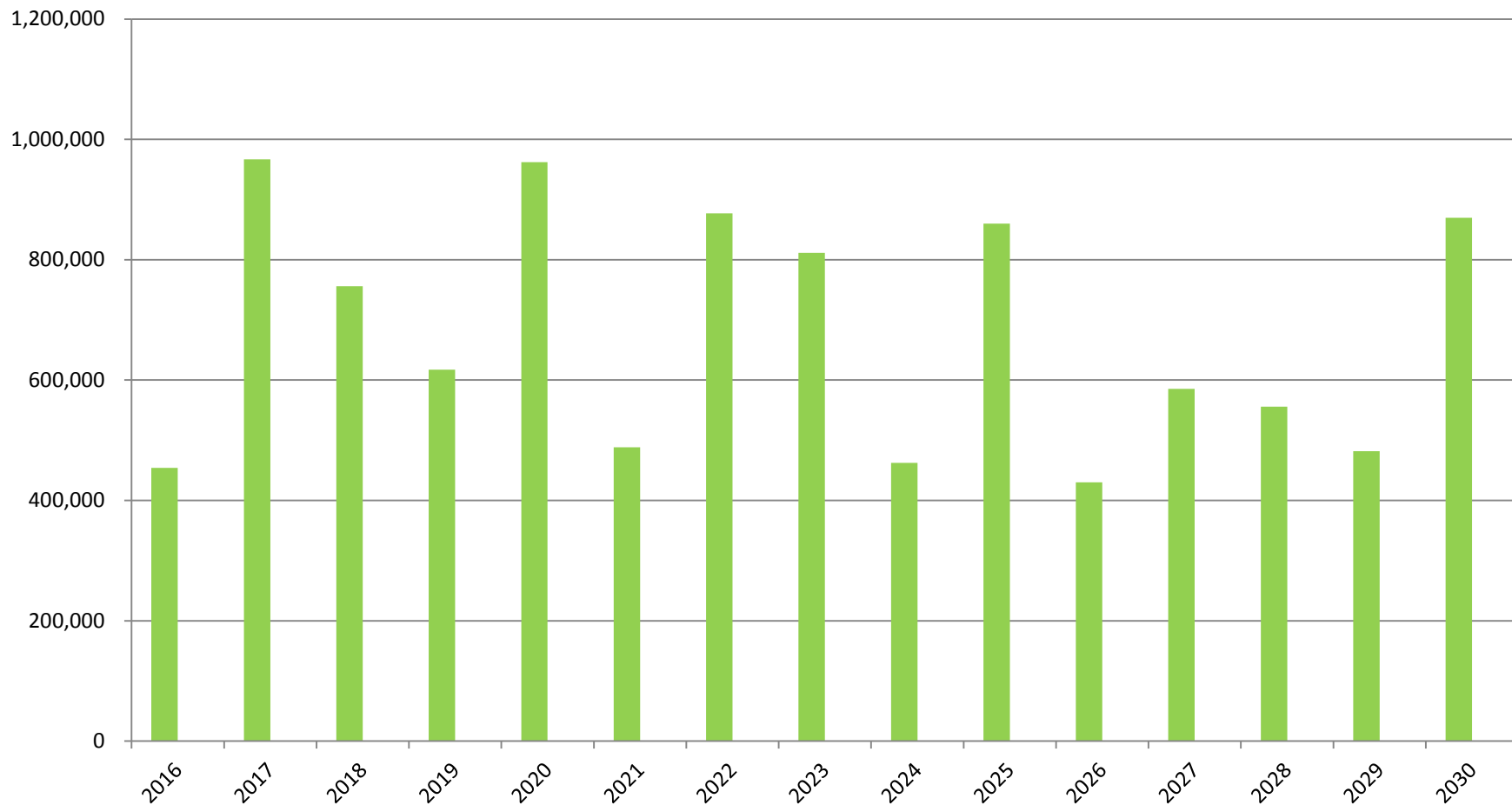


## Debt Servicing % of Taxation Demand

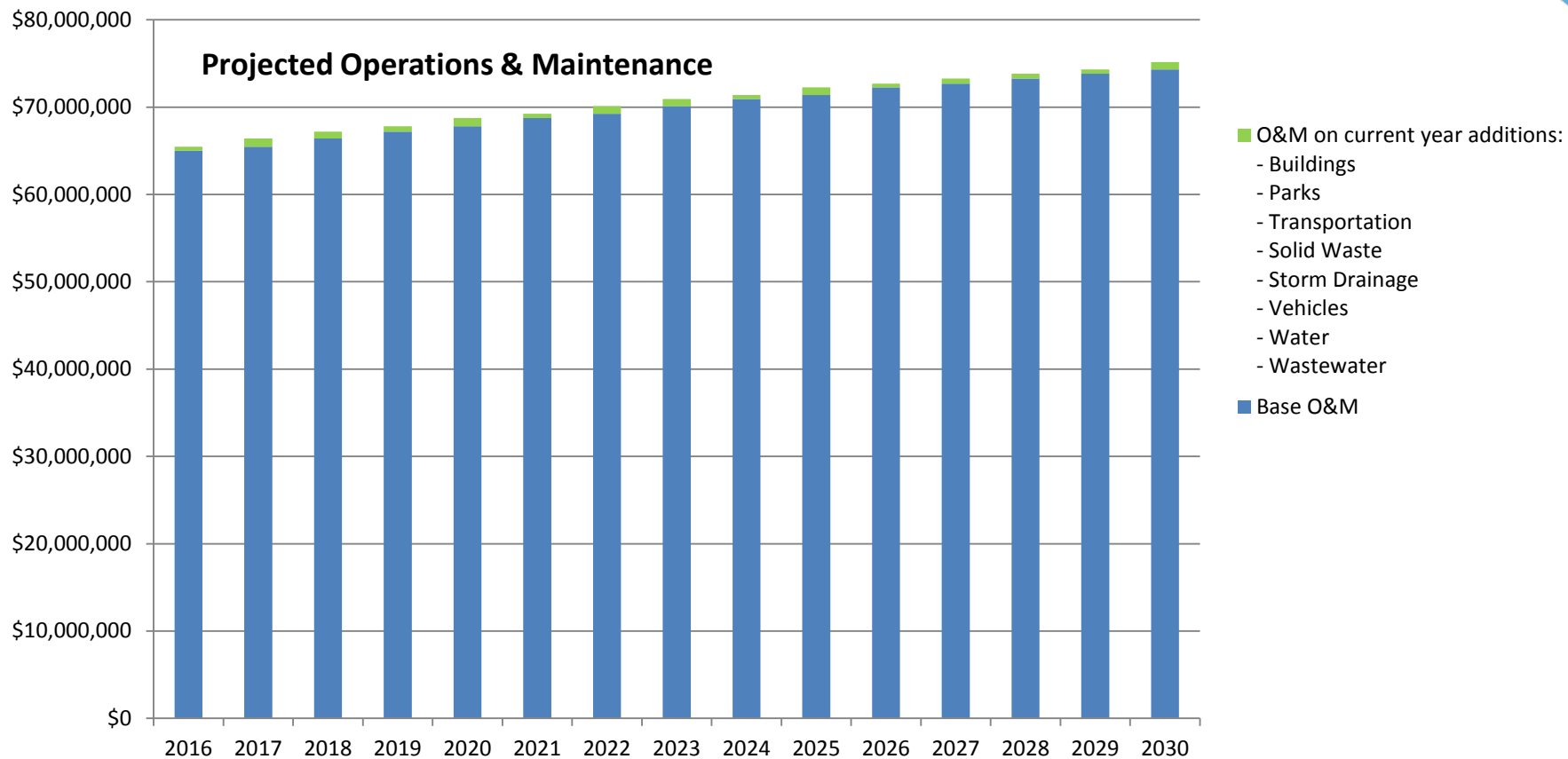


Cost Centre	Project	Borrowing Amount (\$ millions)	Year(s)
Buildings	Parkinson Recreation Centre	50.0	2021 - 2023
Buildings	MRP - 2 Ice Sheets (includes indoor soccer)	15.0	2022
Buildings	Mission Activity Centre	7.0	2025
Buildings	City Works Yard (Land Only)	5.0	2028
Buildings	New Municipal Offices	12.0	2025
<b>TOTAL</b>		<b>89.0</b>	

## Projected Operations & Maintenance



## CUMULATIVE O & M



O&M increases by \$10 million from 2016 - 2030

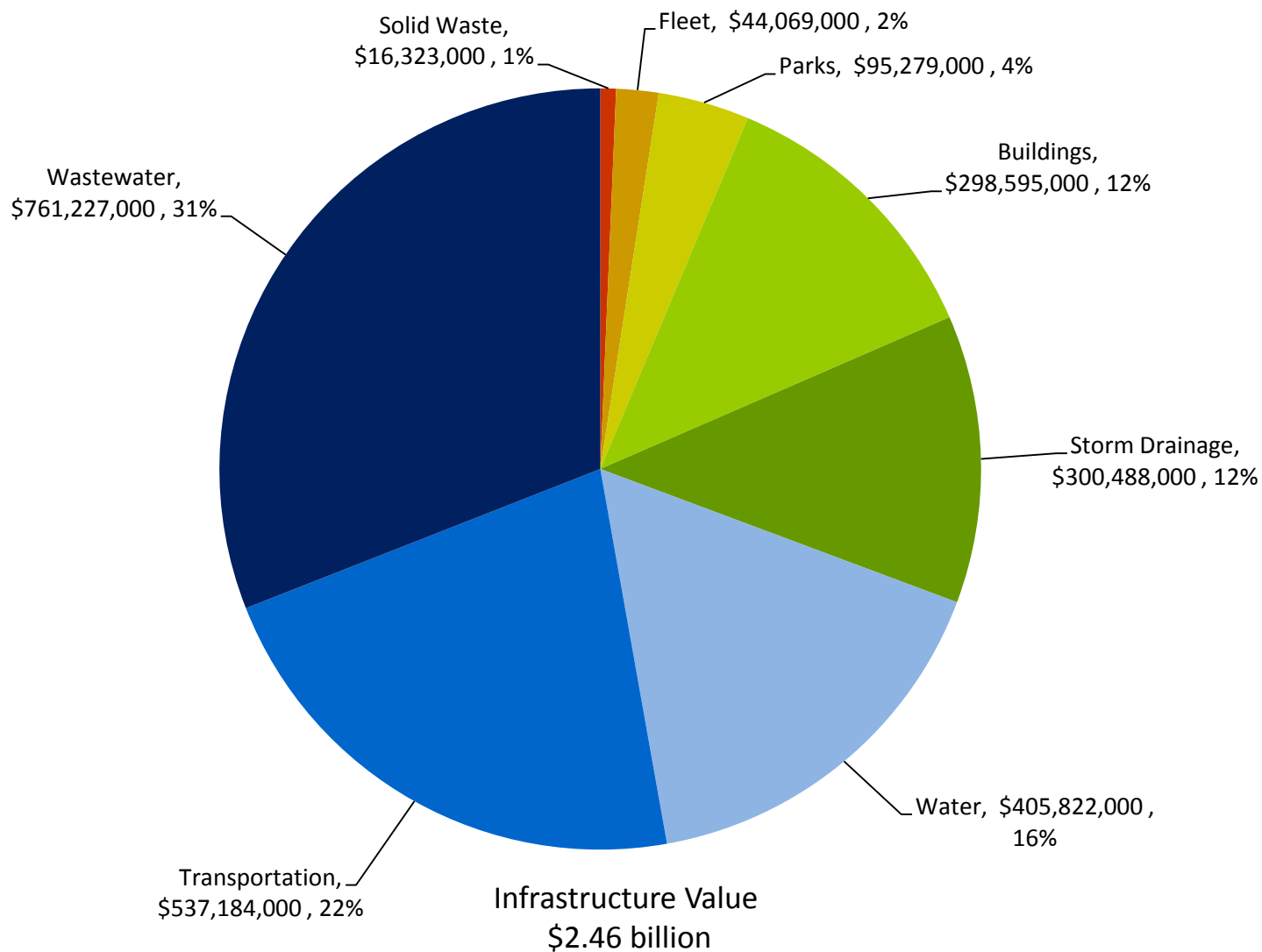
# FORECASTED IMPACT ON TAX RATES RELATED TO INFRASTRUCTURE INVESTMENT

	2017	2018	2019	2020	2021	2022	2023	2024
O&M %	0.77	0.68	0.61	0.62	0.39	0.87	0.72	0.40
Debt Servicing %	0.24	0.35	-	-	(0.18)	1.70	0.99	-
Total %	1.01	1.03	0.61	0.62	0.21	2.57	1.71	0.40

	2025	2026	2027	2028	2029	2030	Total 2016-2030
O&M % (continued)	0.72	0.38	0.56	0.55	0.48	0.77	8.51
Debt Servicing % (continued)	0.77	-	-	(1.11)	(0.09)	-	2.67
Total %	1.49	0.38	0.56	(0.56)	0.39	0.77	11.18

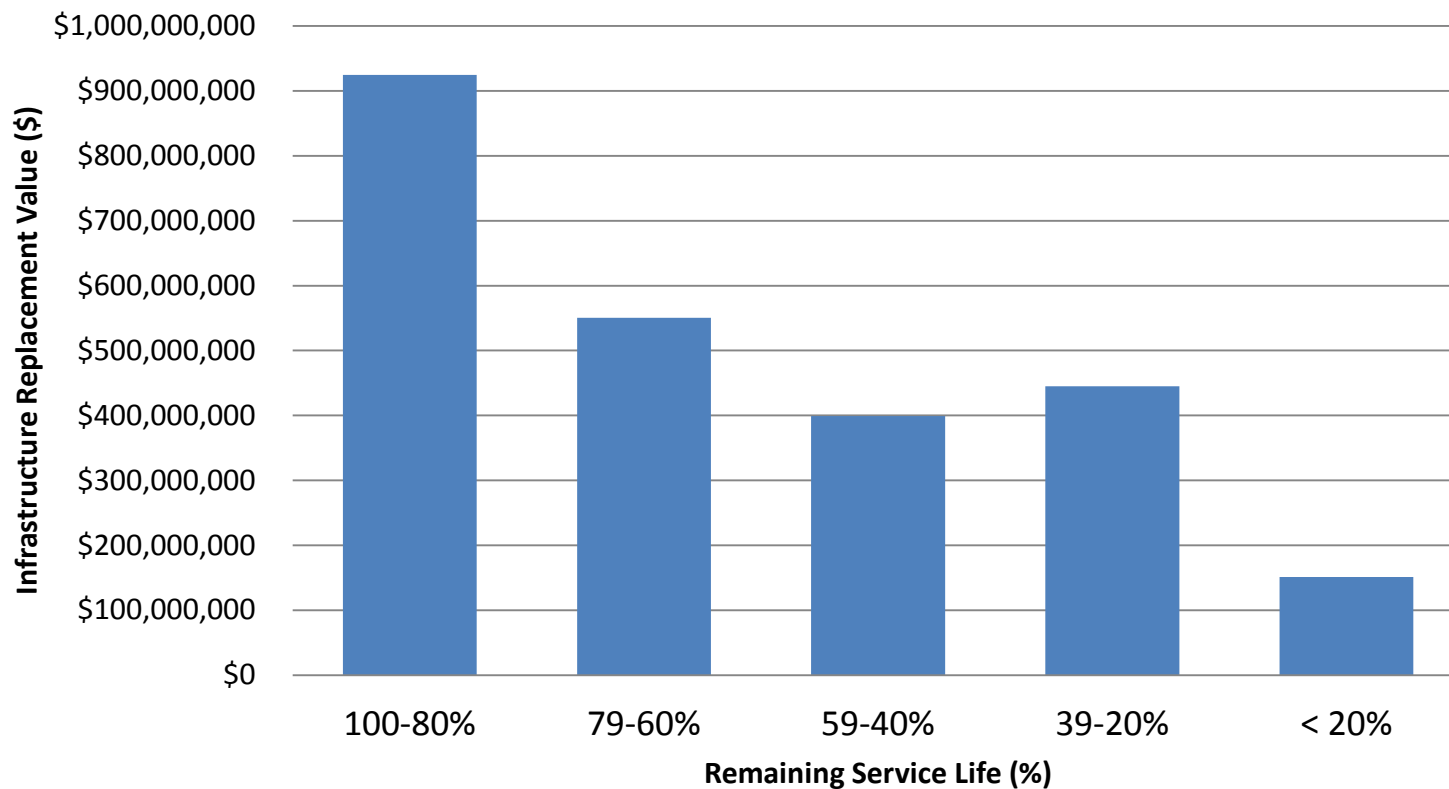
## REPLACEMENT VALUE OF INFRASTRUCTURE



## ASSET CONSUMPTION AND RENEWAL

Current Replacement Cost	\$2.46 billion
Annual Depreciation	\$ 52 million
Average Annual Asset Renewal (2016-2030)	\$ 25 million
Asset Renewal as percentage of Depreciation	48%

## Asset Condition Profile

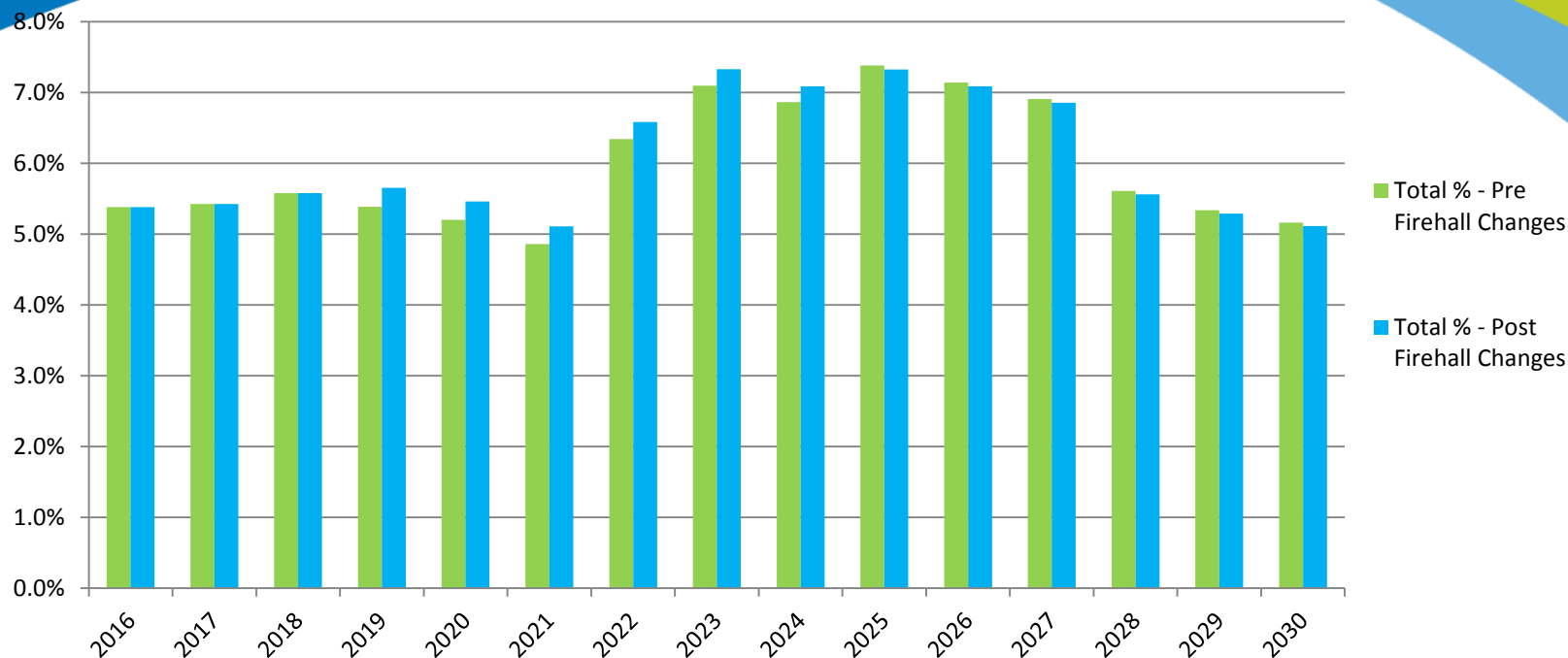


Transportation, Water, Wastewater, Drainage, Solid Waste, Parks, Building & Fleet

## IMPACTS TO PLAN OF ADVANCING GLENMORE FIRE HALL (STATION 5) CONSTRUCTION

- ▶ Advance construction by 5 years from 2022-24 to 2017-19.
- ▶ Advance building operating costs \$50,000 starting in 2020.
- ▶ Delay Mission Activity Centre by 3 year to 2028.
- ▶ Borrowing required to fund construction of Station 5 in 2019.
  - ▶ Increases debt,
  - ▶ Debt servicing increases by \$357,000 in 2019.

## Debt Servicing % of Taxation Demand



Cost Centre	Project	Borrowing Amount (\$ millions)	Year(s)
Buildings	Parkinson Recreation Centre	50.0	2021 - 2023
Buildings	MRP - 2 Ice Sheets (includes indoor soccer)	15.0	2022
Buildings	Glenmore Fire Hall (Station 5)	5.6	2019
Buildings	City Works Yard (Land Only)	5.0	2028
Buildings	New Municipal Offices	12.0	2025
<b>TOTAL</b>		<b>87.6</b>	

*QUESTIONS?*

# CITY OF KELOWNA

## BYLAW NO. 11209

### Amendment No. 5 to Utility Billing Customer Care Bylaw No. 8754

---

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Utility Billing Customer Care Bylaw No. 8754 be amended as follows

1. THAT the preamble be amended by deleting "an electrical service system," in the first paragraph;
2. AND THAT **Section 2 INTERPRETATION, 2.3 Definitions**, be amended by:
  - a) deleting the definition name "**Customer Service Account**" and replacing it with "**Utility Billing Account**" and moving to its appropriate location;
  - b) and that all references to "Customer Service Account" be deleted and replaced with "Utility Billing Account";
  - c) deleting the definition for **Meter** that reads:

"**Meter** means an apparatus or device installed by or on behalf of the **City** for the purpose of measuring the level or amount of use or consumption, or the amount of the measured commodity passing through it, or a **Utility Service** at a particular location or locations."

And replacing it with:

"**Meter** means an apparatus or device installed by or on behalf of the **City** for the purpose of measuring consumption.";
  - d) deleting the word "electricity," in the definition for **Utility Service**.
3. AND THAT **Section 5 SECURITY DEPOSITS, 5.4 Exceptions**, be amended by deleting subparagraph (2) in its entirety that reads:

"(2) The application for the **Customer Service Account** is accompanied by a "Security Deposit Waiver", as outlined in Schedule A which is attached to, and is part of, this bylaw, signed by the registered owner(s), or authorized signatory(s), of the property on which the premises to which the **Utility Service** relates is located, acknowledging the potential for unpaid amounts to be deemed to be taxes in arrears, under section 8.6 of this bylaw;"

And replacing it with:

"(2) The application for the **Utility Billing Account** is accompanied by a "Security Deposit Waiver", as outlined in Schedule A which is attached to, and is part of, this bylaw. The Security Deposit Waiver must be signed by the registered owner(s), or authorized signatory(s), of the property on which the premises to which the **Utility Service** relates is located, in acknowledging the potential for unpaid amounts to be deemed to be taxes in arrears, under section 8.6 of this bylaw;"

4. AND THAT **Section 5 SECURITY DEPOSITS**, 5.9, be deleted in its entirety that reads:
- “5.9 Despite section 5.1 of this bylaw, no security deposit shall be charged to a **Customer Service Account**, in relation to City of Kelowna Water Utility service, which is opened for a temporary residence of a **Customer** who has been displaced as a result of the destruction of his or her usual residence by the August 2003 Okanagan Mountain Park Forest Fire.”
5. AND THAT **Section 7 METER READING**, 7.3 Reading by Customer, be deleted in its entirety that reads:
- “7.3 Reading by **Customer**
- The **City** may require a **Customer**, where there may be temporary or long term difficulty in the **City** reading a **Meter(s)** whether due to physically restricted access or otherwise, to read the **Meter(s)** and supply the readings to the **City** in accordance with instructions, and on specific forms, provided for this purpose.”
6. AND THAT **Section 8 BILLING** be amended by:
- a) Deleting in sub-section 8.1 Frequency the word “monthly” and replacing it with “bi-monthly”;
- b) Deleting sub-section 8.6 Deemed Taxes in Arrears in its entirety that reads:
- “Any amounts due and payable in accordance with this bylaw, and which:
- (a) remain unpaid after December 31<sup>st</sup> of any year; and
- (b) are in relation to a **Customer Service Account** that is no longer receiving **Utility Service**;
- whether incurred by an owner or another **Customer** at the property address to which the **Utility Service** has been provided, shall be deemed to be taxes in arrears and added to the property taxes on that property, and shall be subject to the same interest and penalties, and be recoverable in the same manner, as property taxes as provided for in the *Community Charter*.”
- And replaced with:
- “Any amounts due and payable in accordance with this bylaw, and which remain unpaid after December 31<sup>st</sup> of any year whether incurred by an owner or another **Customer** at the property address to which the **Utility Service** has been provided, shall be deemed to be taxes in arrears and added to the property taxes on that property, and shall be subject to the same interest and penalties, and be recoverable in the same manner, as property taxes as provided for in the *Community Charter*.”;
- c) Deleting sub-section 8.7 in its entirety that reads:
- “8.7 Despite section 8.4 of this bylaw, no late-payment penalty shall be charged to a Customer Service Account in relation to City of Kelowna Water Utility service, where the location to which the service is provided was under Evacuation Order by order of the BC Fire Commissioner during to the August 2003 Okanagan Mountain Park Forest Fire, for the billing period that included service during the time that the Evacuation Order applied.”

7. AND THAT **Section 10 TERMINATION OF SERVICE/CLOSURE OF ACCOUNTS** be amended by:

a) Deleting sub-section 10.1 Termination by City in its entirety that reads:

"The **City** may terminate **Utility Service** where an amount has been invoiced and is due and payable, and remains unpaid as of the payment due date as set out in section 5.2 or section 8.3 of this bylaw. The **City** may also terminate **Utility Service** where safety of life or property is at risk or where any provision of this bylaw or the City's Electrical Regulation Bylaw, or the City's Sewer Connection Charge Bylaw or the City's Water Regulation Bylaw has been violated."

And replacing it with:

"The **City** may terminate **Utility Service** where,

- a) an amount has been invoiced and is due and payable, and remains unpaid as of the payment due date as set out in section 5.2 or section 8.3 of this bylaw; or
- b) safety of life or property is at risk; or
- c) where any provision of this bylaw, the City's Sewer Connection Charge Bylaw or the City's Water Regulation Bylaw has been violated; or
- d) an occupier has not applied for a **Utility Billing Account**."

b) Deleting sub-section 10.2 Notice of Termination subsection (3) in its entirety which reads:

"(3) In a case where the **City** plans to terminate a **Utility Service** because of a violation of any provision of this bylaw or the City's Electrical Regulation Bylaw, or the City's Sewer Connection Charge Bylaw or the City's Water Regulation Bylaw, other than for non-payment of a fee or charge, a notice of termination shall include at least one of the formats outlined in subsections 10.2(2)(a), (b), (c) or (d) and the affected **Customer** shall be given an opportunity to make a presentation to Council regarding the planned termination."

And replaced with:

"(3) In a case where the **City** plans to terminate a **Utility Service** because an occupier has not applied for a **Utility Billing Account**; a notice of termination of the **Utility Service** shall include:

- (a) a "Request for Application" tag left on the door at the service location allowing two business days to set up a **Utility Billing Account**; and
- (b) notice that, should the occupant of the service location not set up a **Utility Billing Account** after the expiration date indicated on the "Request for Application", the **Utility Service** may be terminated until a **Utility Billing Account** has been created at the service location; and
- (c) that, if the premise remains vacant for more than two months, standard base rates will continue to apply and the account will be activated under the owner's name."

c) adding in its appropriate location to 10.2 Notice of Termination a new subsection (4) that reads:

"(4) In a case where the **City** plans to terminate a **Utility Service** because of a violation of any provision of this bylaw, or the City's Sewer Connection Charge Bylaw or the City's Water Regulation Bylaw, other than for non-payment of a fee or charge, the affected **Customer** shall, through a written request to the City, be given an opportunity to make a presentation to Council regarding the planned termination."

d) Deleting sub-section 10.4 be in its entirety that reads:

"10.4 Despite section 8.4 of this bylaw, no late-payment penalty shall be charged to a **Customer Service Account** in relation to City of Kelowna Water Utility service, where the location to which the service is provided was under Evacuation Order by order of the BC Fire Commissioner during to the August 2003 Okanagan Mountain Park Forest Fire, for the billing period that included service during the time that the Evacuation Order applied."

8. AND THAT **SCHEDULE "A"**, Security Deposit Waiver, be amended by deleting in its entirety, the footnote that reads:

"NOTE: Personal information collected on this form is collected for the purpose of processing this application and for administration and enforcement of the Utility Billing Customer Care Bylaw No. 8754. The information collected under the authority of Freedom of Information Bylaw No. 7603 and the Local Government Act. If you have any questions about this collection, please contact the Revenue Supervisor, City of Kelowna, (250) 862-3339."

And replacing it with:

"NOTICE: Personal information collected on this form is collected for the purpose of processing this application and for administration and enforcement of the Utility Billing Customer Care Bylaw No. 8754. The information collected under the authority of Freedom of Information Bylaw No. 7603 and the Local Government Act. If you have any questions about this collection, please contact the Revenue Manager, City of Kelowna, (250) 469-8757."

9. This bylaw may be cited as "Amendment No. 5 to City of Kelowna Utility Billing Customer Care Bylaw No. 8754".
10. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this 11<sup>th</sup> day of April, 2016.

Adopted by the Municipal Council of the City of Kelowna this

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

# CITY OF KELOWNA

## BYLAW NO. 11213

### Amendment No. 1 to Five Year Financial Plan 2015-2019 Bylaw No. 11088

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The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna "Five Year Financial Plan Bylaw, 2015-2019, No. 11088 be amended as follows:

1. THAT Schedule "A" be deleted in its entirety and replaced with a new Schedule "A" as attached to and forming part of this bylaw;
2. This bylaw may be cited for all purposes as "Bylaw No. 11213, being Amendment No. 1 to Five Year Financial Plan 2015-2019 Bylaw No. 11088."
3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this 11<sup>th</sup> day of April, 2016.

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk

Schedule "A"  
Financial Plan 2015 - 2019

	2015 Amended Budget	2015	2016	2017	2018	2019	2020-2030
<b>REVENUE</b>							
PROPERTY VALUE TAX	113,540,720	113,540,720	120,089,698	125,476,202	130,855,810	136,273,213	1,839,199,613
LIBRARY REQUISITION	5,591,643	5,591,643	5,703,476	5,817,545	5,933,896	6,052,574	75,125,094
PARCEL TAXES	3,473,943	3,473,943	2,942,772	2,674,415	2,396,607	2,090,899	19,727,972
FEES AND CHARGES	106,817,783	102,907,923	106,013,278	108,283,875	110,039,824	111,864,587	1,391,133,827
BORROWING PROCEEDS	61,648,420	59,288,530	5,215,000	4,965,000	2,383,230	10,724,537	12,469,983
OTHER SOURCES	63,750,099	59,827,214	51,124,622	46,733,216	46,311,272	61,829,753	598,866,212
	354,822,608	344,629,973	291,088,846	293,950,253	297,920,639	328,835,563	3,936,522,701
<b>TRANSFERS BETWEEN FUNDS</b>							
RESERVE FUNDS	1,656,900	1,653,356	3,013,251	2,208,084	2,207,892	2,207,693	14,717,192
DCC FUNDS	27,042,411	17,142,625	15,013,214	17,321,869	11,885,318	15,713,703	181,903,245
SURPLUS/RESERVE ACCOUNTS	132,282,046	113,860,679	42,278,104	45,665,411	31,180,888	37,526,036	348,349,967
	160,981,357	132,656,660	60,304,569	65,195,364	45,274,098	55,447,432	544,970,404
<b>TOTAL REVENUE</b>	<b>515,803,965</b>	<b>477,286,633</b>	<b>351,393,415</b>	<b>359,145,617</b>	<b>343,194,737</b>	<b>384,282,995</b>	<b>4,481,493,105</b>
<b>EXPENDITURES</b>							
MUNICIPAL DEBT							
DEBT INTEREST	10,193,350	10,193,350	12,362,854	13,276,857	13,253,915	9,893,679	78,663,045
DEBT PRINCIPAL	11,544,185	11,544,185	13,512,272	13,552,650	14,860,122	11,726,984	68,360,132
CAPITAL EXPENDITURES	242,820,491	212,795,590	80,488,880	84,445,232	57,083,534	96,307,474	883,730,607
OTHER MUNICIPAL PURPOSES							
GENERAL GOVERNMENT	26,194,791	25,747,596	26,256,230	26,961,066	27,668,829	28,392,010	366,427,885
PLANNING, DEVELOPMENT &							
BUILDING SERVICES	23,503,465	22,737,066	21,149,333	21,763,831	22,548,852	23,270,002	302,653,793
COMMUNITY SERVICES	76,497,444	73,820,565	75,694,195	77,894,577	80,437,789	82,960,881	1,103,006,885
PROTECTIVE SERVICES	51,010,757	48,188,479	50,315,212	51,908,472	54,051,467	55,953,370	752,850,026
UTILITIES	18,260,658	17,916,525	17,270,315	17,664,484	18,110,871	18,593,294	237,673,304
AIRPORT	12,315,470	12,295,780	12,613,871	12,974,070	13,387,781	13,816,273	182,927,959
	472,340,611	435,239,136	309,663,162	320,441,239	301,403,160	340,913,967	3,976,293,636
<b>TRANSFERS BETWEEN FUNDS</b>							
RESERVE FUNDS	19,284,541	14,303,421	13,558,591	13,537,605	13,453,831	13,359,369	139,341,650
DCC FUNDS		-	-	-	-	-	-
SURPLUS/RESERVE ACCOUNTS	24,178,813	27,744,076	28,171,662	25,166,773	28,337,745	30,009,659	365,857,819
	43,463,354	42,047,497	41,730,253	38,704,378	41,791,576	43,369,028	505,199,469
<b>TOTAL EXPENDITURES</b>	<b>515,803,965</b>	<b>477,286,633</b>	<b>351,393,415</b>	<b>359,145,617</b>	<b>343,194,736</b>	<b>384,282,995</b>	<b>4,481,493,105</b>

# CITY OF KELOWNA

## BYLAW NO. 11224

### Road Closure and Removal of Highway Dedication Bylaw (Portion of Dickson Avenue)

**A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Dickson Avenue**

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NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, hereby enacts as follows:

1. That portion of highway attached as Schedule "A" comprising 22.9m<sup>2</sup> shown in bold black as Closed Road on the Reference Plan prepared by Colin M. Ferguson, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.
2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this 4<sup>th</sup> day of April, 2016.

Approved Pursuant to Section 41(3) of the Community Charter this 6<sup>th</sup> day of April, 2016.

Audrie Henry  
(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk



# CITY OF KELOWNA

## BYLAW NO. 11226

### Amendment No. 1 to Sale of City-Owned Land Reserve Fund Expenditure Bylaw, 2015, No. 11086

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The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Sale of City-Owned Land Reserve Fund Bylaw, No. 11086 be amended as follows:

1. THAT the following from Section 1 be deleted that reads:

"General Land Acquisition	\$ 11,691,751.00
Parks Land	\$ 2,206,766.00
Housing Opportunity	\$1,860,645.00
	<u>\$ 15,759,162.00"</u>

And be replaced with the following:

"General Land Acquisition	\$ 11,578,788.00
Parks Land	\$ 2,319,729.00
Housing Opportunity	\$1,860,645.00
	<u>\$ 15,759,162.00"</u>

2. This bylaw may be cited for all purposes as "Bylaw No. 11226, being Amendment No. 1 to Sale of City Owned Land Reserve Fund Expenditure Bylaw No. 11086."
3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of this adoption

Read a first, second and third time by the Municipal Council this 11<sup>th</sup> day of April, 2016.

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk