

City of Kelowna

Regular Council Meeting

AGENDA



Monday, March 18, 2019
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 - 12

Regular PM Meeting - March 11, 2019

3. Development Application Reports & Related Bylaws

3.1 Hall Rd, Fairhall Rd and Packers Rd, LUCT18-0011 - Various Owners

13 - 17

To consider an application for the early Land Use Contract termination of LUC76-1080 and revert the subject properties identified in 'Schedule A' to their underlying zones.

3.2 Hall Rd, Fairhall Rd and Packers Rd, LUCT18-0011 (BL11761) - Various Owners

18 - 20

To give Bylaw No. 11761 first reading in order to early terminate Land Use Contract LUC76-1080 and revert the properties identified in Schedule A back to their appropriate underlying zones.

3.3 McCarthy Rd 9670, Z18-0122 - The Flowr Group (Okanagan) Inc., Inc. No. BC0974062

21 - 30

To rezone the subject property from the I3 – Heavy Industrial zone to the I2 – General Industrial zone to facilitate the construction of a new industrial building.

3.4 McCarthy Rd 9670, BL11790 (Z18-0122) - The Flowr Group (Okanagan) Inc., Inc. No. BC0974062

31 - 31

To give Bylaw No. 11790 first reading in order to rezone the subject property from the I3 – Heavy Industrial zone to the I2 – General Industrial zone to facilitate the construction of a new industrial building.

- | | | |
|-------------|--|------------------|
| 3.5 | Kyndree Ct 1222 - Z19-0042 - Hans and Krystyna Schubel | 32 - 35 |
| | To consider a development application to rezone from the A1 – Agriculture 1 zone to the RR3 – Rural Residential 3 zone to facilitate a future 2 lot subdivision. | |
| 3.6 | Kyndree Ct 1222, BL11787 (Z19-0042) - Hans and Krystyna Schubel | 36 - 36 |
| | To give Bylaw No. 11787 first reading in order to rezone the subject property from the A1 – Agriculture 1 zone to the RR3 – Rural Residential 3 zone to facilitate a future 2 lot subdivision. | |
| 3.7 | Via Centrale 3200 - OCP18-0020 Z18-0113 - 0971205 B.C. Ltd. | 37 - 48 |
| | To amend the Official Community Plan designation from REC – Private Recreation to the MRL – Multiple Unit Residential (Low Density) and to rezone the subject property to facilitate the development of a townhouse. | |
| 3.8 | Via Centrale 3200 - OCP18-0020 (BL11789) - 0971205 B.C. Ltd. | 49 - 50 |
| | Requires a majority of all members of Council (5). | |
| | To give Bylaw No. 11789 first reading in order to change the future land use designation of the subject property. | |
| 3.9 | Via Centrale 3200, Z18-0113 (BL11791) - 0971205 B.C. Ltd. | 51 - 52 |
| | To give Bylaw No. 11791 first reading in order to rezone the subject property from the P3LP – Parks and Open Space (Liquor Primary) zone to the RM3 – Low Density Multiple Housing zone. | |
| 3.10 | Academy Way 610, DP18-0150 - Watermark Developments Ltd Inc No BCo642787 | 53 - 100 |
| | To consider the form and character of a multiple dwelling housing development. | |
| 3.11 | Stewart Rd W 4500, Crawford Rd 950, (off of) Saucier Rd A19-0001 - Stewart Brothers Winery Ltd | 101 - 109 |
| | To consider a Non-Farm Use application to remove aggregate soil and place suitable soil on the property for farm use purposes , under Section 20(3) of the Agricultural Land Commission Act. | |

4. Non-Development Reports & Related Bylaws

- | | | |
|------------|---|------------------|
| 4.1 | VOLUME 2 – CARRYOVERS, 2019 FINANCIAL PLAN | 110 - 249 |
| | To present the 2019 Financial Plan Volume 2 to Council for approval and inclusion in the 2019 Financial Plan. | |

4.2	Investment of Kelowna Funds for 2018	250 - 261
	To provide Council with information summarizing the City of Kelowna's 2018 investment portfolio and an overview of the performance of the portfolio as a whole.	
4.3	Transit 2018/2019 Amended Annual Operating Agreement	262 - 285
	To receive Council approval for Amendment #1 to the Transit 2018/2019 Annual Operating Agreement.	
4.4	Uptown Rutland Business Association 2019 Budget	286 - 300
	To authorize the 2019 levy on Class 5 light industry and Class 6 business/other properties located within Uptown Rutland Business Improvements Area.	
4.5	Downtown Kelowna Association 2019 Budget	301 - 321
	To authorize the 2019 levy on Class 5 light industry and Class 6 business/other properties located within the Downtown Business Improvement area.	
4.6	Downtown Area Parking Plan Development – Project Update	322 - 364
	To provide Council with an update on development of a parking plan for the downtown area.	
5.	Bylaws for Adoption (Non-Development Related)	
5.1	Groves Ave 424-460, BL11756 - Road Closure Bylaw	365 - 366
	Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.	
	To adopt Bylaw No. 11756 in order to authorize the City to permanently close and remove the highway dedication of a portion of Highway adjacent to Groves Avenue.	
5.2	A portion of Dall Rd, BL11773 - Road Closure Bylaw	367 - 368
	Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.	
	To adopt Bylaw No. 11773 in order to permanently close and remove the highway dedication of a portion of highway on Dall Road.	
6.	Mayor and Councillor Items	
7.	Termination	



City of Kelowna

Regular Council Meeting

Minutes

Date: Monday, March 11, 2019

Location: Council Chamber
City Hall, 1435 Water Street

Members Present: Mayor Colin Basran, Councillors Maxine Dehart, Ryan Donn, Gail Given, Charlie Hodge, Brad Sieben*, Luke Stack and Loyal Wooldridge

Members Absent: Councillor Mohini Singh

Staff Present: City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Acting Divisional Director, Community Planning & Strategic Investments, Derek Edstrom*; Community Planning Department Manager, Ryan Smith*; Urban Planning Manager, Terry Barton*; Community Planning Supervisor, Laura Bentley*; Utility Planning Manager, Rod MacLean*; Divisional Director, Infrastructure, Alan Newcombe*; Acting Community Safety Director, Lance Kayfish*; Legislative Coordinator (Confidential), Rebecca Van Huizen

(*denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:32 p.m.

Mayor Basran 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 Wooldridge

(R0232/19/03/11) THAT the Minutes of the Regular Meetings of March 4, 2019 be confirmed as circulated.

Carried

Councillor Sieben joined the meeting at 1:33 pm.

3. Development Application Reports & Related Bylaws

3.1 HWY 97 N 7770, 7782, 7800 and 7810, LUCT18-0006 - Multiple Owners

Staff displayed a PowerPoint presentation summarizing the applications for items 3.1, 3.3, 3.5, 3.7, 3.9, and 3.11 and responded to questions from Council regarding the priority in which existing land use contracts are being terminated and regarding the application for Slater Rd (item 3.5).

Moved By Councillor Stack/Seconded By Councillor Donn

(R0233/19/03/11) WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underlying A1 – Agriculture 1 and RR2 – Rural Residential 2 zones in the City of Kelowna Zoning Bylaw No. 8000 applies to the subject properties under Land Use Contract No. 76-1104;

THAT Application No. LUCT18-0006 to terminate LUC76-1104 from Lot 1,2,3 & 4, Section 34, Township 23, ODYD, Plan KAP28056, located at 7770,7782,7800, & 7810 Hwy 97 N, Kelowna, BC, be considered by Council.

AND THAT the Land Use Contract Termination be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Land Use Contract Termination Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

Carried

3.2 HWY 97 N 7770, 7782, 7800 and 7810, LUCT18-0006 (BL11762) - Multiple Owners

Moved By Councillor Given/Seconded By Councillor Woolridge

(R0234/19/03/11) THAT Bylaw No. 11762 be read a first time.

Carried

3.3 Pioneer Rd 1485 & 1535, LUCT18-0008 - Patricia Phelan and Michael & Cathy Kosick

Moved By Councillor Dehart/Seconded By Councillor Donn

(R0235/19/03/11) WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underlying A1 – Agriculture 1 zone in the City of Kelowna Zoning Bylaw No. 8000 applies to the subject property under Land Use Contract LUC77-1046;

THAT Application No. LUCT18-0008 to terminate LUC77-1046 from Lot A District Lot 132 ODYD Plan 28646, Plans 27094 and 28646 located on 1485 and 1535 Pioneer Road, Kelowna, BC, be considered by Council;

AND THAT the Land Use Contract Termination Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Land Use Contract Termination Bylaw be considered subsequent to the approval of Ministry of Transportation and Infrastructure.

Carried

- 3.4 Pioneer Rd 1485 & 1535, LUCT18-0008 (BL11764) - Patricia Phelan and Michael & Cathy Kosick

Moved By Councillor Wooldridge/Seconded By Councillor Given

(R0236/19/03/11) THAT Bylaw No. 11764 be read a first time.

Carried

- 3.5 Slater Rd 3308 & 3318, LUCT18-0004 - Steven & Adele Williams and Gerald Bugera and Sandra Cooney

Moved By Councillor Hodge/Seconded By Councillor Woolridge

(R0237/19/03/11) WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underlying A1 – Agriculture 1 zone in the City of Kelowna Zoning Bylaw No. 8000 applies to the subject property under Land Use Contract LUC76-1033;

THAT Application No. LUCT18-000 to terminate LUC76-1033 from Lot 1, Section 28, Township 23, ODYD, Plan 27206, located on 3308 Slater Road, Kelowna, BC, and Lot B Section 28 Township 28 ODYD Plan 25331 Except Plan 27206, located on 3318 Slater Road, Kelowna, BC, be considered by Council;

AND FURTHER THAT the Land Use Contract Termination Bylaw be forwarded to a Public Hearing for further consideration.

Carried

- 3.6 Slater Rd 3308 & 3318, LUCT18-0004 (BL11765) - Steven & Adele Williams and Gerald Bugera and Sandra Cooney

Moved By Councillor Given/Seconded By Councillor Woolridge

(R0238/19/03/11) THAT Bylaw No. 11765 be read a first time.

Carried

- 3.7 Snowsell St 155, LUCT18-0010 - Joanne & Kevin Tribiger

Moved By Councillor Donn/Seconded By Councillor Sieben

(R0239/19/03/11) WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underlying RR3 – Rural Residential 3 zone in the City of Kelowna Zoning Bylaw No. 8000 applies to the subject property under Land Use Contract No. LUC77-1072;

THAT Application No. LUCT18-0010 to terminate LUC77-1072 from Lot A, Section 4, Township 23, ODYD, Plan 29850, located on 155 Snowsell Street, Kelowna, BC, be considered by Council.

AND FURTHER THAT the Land Use Contract Termination and Zone Amending Bylaws be forwarded to a Public Hearing for further consideration;

Carried

3.8 Snowsell St 155, LUCT18-0010 (BL11767)- Joanne & Kevin Tribiger

Moved By Councillor Hodge/Seconded By Councillor Woolridge

(R0240/19/03/11) THAT Bylaw No. 11767 be read a first time.

Carried

3.9 Tronson Ct 841, LUCT18-0005 - Isaac Potash & Jennifer Large

Moved By Councillor Dehart/Seconded By Councillor Donn

(R0241/19/03/11) WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THAT Application No. LUCT18-0005 to terminate LUC76-1063 from Lot A Section 29 Township 26 ODYD Plan 27577, located on 841 Tronson Court, Kelowna, BC, be considered by Council.

AND FURTHER THAT the Land Use Contract Termination Bylaw be forwarded to a Public Hearing for further consideration;

Carried

3.10 Tronson Ct 841, LUCT18-0005 (BL11768) - Isaac Potash & Jennifer Large

Moved By Councillor Woolridge/Seconded By Councillor Hodge

(R0242/19/03/11) THAT Bylaw No. 11768 be read a first time.

Carried

3.11 Yates Rd 373 & 379, LUCT18-0009 - Kenneth & Holly Finney and Jordan Huculak & Kayla Madsen

Moved By Councillor Hodge/Seconded By Councillor Donn

(R0243/19/03/11) WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underlying RU1 – Large Lot Housing zone in the City of Kelowna Zoning Bylaw No. 8000 applies to both subject properties under Land Use Contract No. LUC77-1052;

THAT Application No. LUCT18-0009 to terminate LUC77-1052 from Lot A & B, Section 32, Township 26, ODYD, Plan 29878, located on 373 & 379 Yates Road, Kelowna, BC, be considered by Council.

AND FURTHER THAT the Land Use Contract Termination and Zone Amending Bylaws be forwarded to a Public Hearing for further consideration;

Carried

3.12 Yates Rd 373 & 379, LUCT18-0009 (BL11769) - Kenneth & Holly Finney and Jordan Huculak & Kayla Madsen

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

(R0244/19/03/11) THAT Bylaw No. 11769 be read a first time.

Carried

3.13 Union Rd (W of), Clifton Rd N 225, Begbie Rd 2025, OCP17-0023 Z17-0098 - Blenk Development Corp

Staff displayed a PowerPoint presentation summarizing the application and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Hodge

(R0245/19/03/11) THAT Official Community Plan Map Amendment Application No. OCP17-0023 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of portions of:

1. Lot A Sections 4, 5, 8 and 9 Township 23 ODYD Plan KAP69724 Except Plans KAP71944, KAP73768, KAP75949, KAP78547, KAP80107, KAP81912, KAP85278, KAP86750 and EPP24895, located at 2025 Begbie Road, Kelowna, BC;
2. Lot D Section 8 Township 23 ODYD Plan KAP75116 Except Plans EPP24895, EPP24897, EPP64871 and EPP77782, located at 225 Clifton Road N, Kelowna, BC;
3. That Part Closed Road Lying Within Sections 8 and 9 Township 23 ODYD Shown as Parcel 2 on Plan KAP86749, located at (W of) Union Road, Kelowna, BC; and
4. The North East 1/4 of Section 8 Township 23 ODYD Except Plan KAP69724, located at (W of) Union Road, Kelowna, BC

from the S2RES – Single / Two Unit Residential, S2RESH – Single / Two Unit Residential – Hillside, MRC – Multiple Unit Residential – Cluster Housing, MRL – Multiple Unit Residential (Low Density), MRM – Multiple Unit Residential (Medium Density), EDINST – Educational / Major Institutional, and PARK – Major Park / Open Space (Public) designations to the MRL –

Multiple Unit Residential (Low Density), MRM – Multiple Unit Residential (Medium Density), COMM – Commercial, EDINST – Educational / Major Institutional, and PARK – Major Park / Open Space (Public) designations as shown on Map “A” attached to the Report from the Community Planning Department dated March 11, 2019, be considered by Council;

AND THAT the Official Community Plan Map Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the purpose of Section 475 of the *Local Government Act*, as outlined in the Report from the Community Planning Department dated March 11, 2019;

AND THAT Rezoning Application No. Z17-0098 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of portions of:

1. Lot A Sections 4,5,8 and 9 Township 23 ODYD Plan KAP69724 Except Plans KAP71944, KAP73768, KAP75949, KAP78547, KAP80107, KAP81912, KAP85278, KAP86750 and EPP24895, located at 2025 Begbie Road, Kelowna, BC;
2. Lot D Section 8 Township 23 ODYD Plan KAP75116 Except Plans EPP24895, EPP24897, EPP64871 and EPP77782, located at 225 Clifton Road N, Kelowna, BC;
3. That Part Closed Road Lying Within Sections 8 and 9 Township 23 ODYD Shown as Parcel 2 on Plan KAP86749, located at (W of) Union Road, Kelowna, BC; and
4. The North East 1/4 of Section 8 Township 23 ODYD Except Plan KAP69724, located at (W of) Union Road, Kelowna, BC

from the RU2h – Medium Lot Housing (Hillside Area), RU3h – Small Lot Housing (Hillside Area), RM2h – Low Density Row Housing (Hillside Area), RM3 – Low Density Multiple Housing, C2 – Neighbourhood Commercial, P2 – Education and Minor Institutional, and P3 – Parks and Open Space zones to the RU2h – Medium Lot Housing (Hillside Area), RU4 – Low Density Cluster Housing, RM3 – Low Density Multiple Housing, RM5 – Medium Density Multiple Housing, C3 – Community Commercial, P2 – Education and Minor Institutional, and P3 – Parks and Open Space zones as shown on Map “B” attached to the Report from the Community Planning Department dated March 11, 2019, be considered by Council;

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

AND FURTHER 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 March 11, 2019.

Carried

3.14 Union Rd (W of), Clifton Rd N 225, Begbie Rd 2025, OCP17-0023 (BL11781) - Blenk Development Corp

Moved By Councillor Stack/Seconded By Councillor Dehart

(R0246/19/03/11) THAT Bylaw No. 11781 be read a first time.

Carried

3.15 Union Rd (W of), Clifton Rd N 225, Begbie Rd 2025, Z17-0098 (BL11785) - Blenk Development Corp

Moved By Councillor Dehart/Seconded By Councillor Stack

(R0247/19/03/11) THAT Bylaw No. 11785 be read a first time.

Carried

4. Non-Development Reports & Related Bylaws

4.1 UBCM - Community Emergency Preparedness Fund (CEPF) - Kelowna Flood Mitigation Plan for Okanagan Lakeshore application

Staff provided background information in support of the grant.

Moved By Councillor Hodge/Seconded By Councillor Woolridge

(R0248/19/03/11) THAT Council receives, for information, the report from the Utilities Planning Manager dated March 11, 2019, with respect to the UBCM - Community Emergency Preparedness Fund (CEPF) - Kelowna Flood Mitigation Plan for Okanagan Lakeshore application;

AND THAT Council authorizes staff to apply for a UBCM - Community Emergency Preparedness Fund - Flood Risk Assessment, Flood Mapping and Flood Mitigation Planning Program Grant;

AND THAT upon confirmation of the grant award, the 2019 Financial Plan be amended to include the receipt of up to \$75,000 in grant funding.

Carried

4.2 Budget adjustment for Spencer Road Mill Creek Drainage Improvements

Staff provided background for the budget amendment to cover the Spencer Road Mill Creek Drainage Improvements.

Moved By Councillor Dehart/Seconded By Councillor Woolridge

(R0249/19/03/11) THAT Council receives, for information, the report from the Infrastructure Divisional Director, dated March 11, 2019 regarding the Budget adjustment for Spencer Road Mill Creek Drainage Improvements;

AND THAT the 2019 Financial Plan be amended to include up to \$280,000 funded from capital drainage funds currently held in reserve.

Carried

4.3 Loseth Road Slope Stability – Remediation Budget

Mayor:

- Confirmed a reconsideration request was received from Ms.Potton and Mr.Smith, owners of 2001 Kloppenburg Ct.

City Clerk:

- Each property owner subject to the remedial action order has a right to ask Council for reconsideration of Council's decision to impose the remedial action against their respective properties.

Stephen Smith and Sara Potton, Owners, Kloppenburg Ct:

- Doesn't believe there is significant problem as the soils in the back of their property are glacier till and not fill.

- Doesn't believe there is an immediate threat to their property.

- Placing an unfair burden and rushing the process.

- Asking for time for all people or organizations involved to get together to try and work something out.

- Not our responsibility and placing financial burden costs unfair, as is having to take other parties to court to recover costs.
- Want time for further independent investigations but cannot pay for them by themselves.
- Suggested conclusions from City's geotechnical reports not agreed with by all parties and should be independently verified.
- Willing to work with City should Council not grant them additional time.

Staff:

- Responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Stack

(R0250/19/03/11) THAT Council, upon hearing the reconsideration request from Ms. Potton and Mr. Smith, stands by its decision of February 25, 2019 regarding the remedial action against 2001 Kloppenburg Court.

Carried

Staff identified reasons for budget and to obtain funding approvals and responded to questions from Council.

Moved By Councillor Hodge/Seconded By Councillor Donn

(R0251/19/03/11) THAT Council receives, for information, the report from the Divisional Director, Infrastructure dated March 11, 2019 with respect to Loseth Road Slope Stability – Remediation Budget;

AND THAT Council authorizes City staff to proceed with the procurement of services to undertake the design and construction of emergency works to mitigate the hazardous conditions at, and around, 2045 Loseth Road and 2001 Kloppenburg Court;

AND THAT the 2019 Financial Plan be amended to include the initial use of up to \$1,200,000 funded from the Insurance Deductible Reserve to support remediation works at, and around, 2045 Loseth Road and 2001 Kloppenburg Court.

Carried

5. Bylaws for Adoption (Non-Development Related)

5.1 BL11760 - Amendment No. 9 to Development Application Fees Bylaw No. 10560

Moved By Councillor Stack/Seconded By Councillor Dehart

(R0252/19/03/11) THAT Bylaw No. 11760 be adopted.

Carried

6. Mayor and Councillor Items

Councillor Dehart:

- Will be representing Mayor and Council at the Canadian Firefighters Curling Championships this coming weekend.
- Will be attending the Martin Ave Boys and Girls Club ribbon cutting this up coming weekend.

Councillor Sieben:

- Noted there were three Kelowna area boys basketball teams competing for the Provincial Championships this past weekend.

- Girls KSS Basketball team finished top five provincially.
- KCS boys basketball team won 1st place.

Councillor Hodge:

- Attended the Seedy Sunday event at PRC on Sunday.

Councill Wooldridge:

- Attended with Councillor Donn the Co-Housing event at the Innovation Centre last week.
- Attended multiple events on behalf of the Mayor.

7. Termination

This meeting was declared terminated at 2:48 p.m.

Mayor Basran

sf/rvh



City Clerk

REPORT TO COUNCIL



Date: March 18, 2019

RIM No. 1250-40

To: City Manager

From: Community Planning Department (JR)

Application: LUCT 18-0011

Owner: Multiple Owners

Address: Multiple Addresses

Applicant: The City of Kelowna

Subject: Land Use Contract Termination (LUC 76-1080)

Existing OCP Designation: S2RES – Single / Two Unit Residential
PARK – Major Park / Open Space (public)

Existing Zone: RR3 – Rural Residential 3
P3 – Parks and Open Space

1.0 Recommendation

WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contracts when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underlying RR3 – Rural Residential 3 and P3 – Parks and Open Space zones in the City of Kelowna Zoning Bylaw No. 8000 applies to all the subject properties under LUC76-1080 as identified in 'Schedule A';

THAT Application No. LUCT18-0011 to terminate LUC76-1080 from properties identified in 'Schedule A', located on Hall Road, Fairhall Road, and Packers Road, Kelowna, B.C. be considered by Council;

AND FURTHER THAT the Land Use Contract Termination Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To consider an application for the early Land Use Contract termination of LUC76-1080 and revert the subject properties identified in 'Schedule A' to their underlying zones.

3.0 Community Planning

Staff are bringing forth and are recommending this Land Use Contract (LUC76-1080) be terminated for the subject properties. The current LUC affects 30 property, on Hall Road, Fairhall Road and Packers Road. The

Land Use Contract currently restricts the use of Lot 22, Section 16, Township 26, Plan KAP27463 to parks and open space. The LUC restricts the use of the remaining 29 properties to single family residential.

The underlying zoning (RR3 – Rural Residential 3 & P3 – Parks and Open Space) fits with the established neighbourhood and is an appropriate zone for the existing land use. The P3 zoned property is for the City's neighbourhood park, known as Fairhall Park.



Properties to revert to RR3



Property to revert to P3

The Land Use Contract uses and regulations fit within the RR3 and P3 zones however, the new zone does permit more uses (e.g. secondary suite).

4.0 Proposal

4.1 Background

Land Use Contracts were a tool regularly used in the 1970's before it was eliminated on November 15th 1978. The purpose of the tool was to allow local governments to arrive at agreements with specific developers to grant development rights over and above what was allowed under current zoning. This was typically done in exchange for commitments by developers to help finance the infrastructure costs of development.

Issues have arisen, specifically with the continued application of land use contracts as they supersede any subsequent bylaw dealing with land use and development including: Zoning Bylaws, Development Cost Charge Bylaws, and Development Permits. The Local Government Act was amended in 2014 stating all land use contracts in the province will be terminated as of June 30th 2024. Land use contracts will remain in force until that date unless terminated early by the municipality. By June 20th 2022, local governments must have appropriate zoning regulations in place to replace land use contracts upon their termination. However, LUC terminations (unlike LUC discharges) do not initially apply when Council adopts the bylaw. Terminations require a one-year grace period as outlined by the Local Government Act before the LUC is removed and the underlying zone comes into effect.

4.2 Notification

Local governments must provide notice to each owner that the termination of land use contract is occurring and must provide notice of what the new zoning regulations apply to the land. The municipality will send additional letters after the bylaw(s) are adopted for further information. The Land Title Office will notify

owners after the one-year grace period is complete to inform the property owners of which land use regulations apply to their property(ies).

Staff are not providing notification signage on the subject properties as per the Council approved Land Use Contract Termination Strategy. Notification signage was not recommended as: Land Use Contract Terminations are a City initiative, could involve hundreds of properties, and the elimination is mandated by the Local Government Act. Staff have mailed notification to all properties affected by the LUC under consideration for termination.

4.3 Site Context

The subject 30 properties have a total area of 46,500 m² and are located in South East Kelowna. The properties are designated S2RES – Single / Two Unit Residential and PARK – Major Park/Open Space (public) in the Official Community Plan and the surrounding area is single family residential and agriculture.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing RR3 – Rural Residential 3	Single Family Residential
East	A1 – Agriculture	Agriculture - Farming
South	A1 – Agriculture	Agriculture – Farming
West	RR3 – Rural Residential 3	Single Family Residential

Subject Properties Map: Hall Road, Fairhall Road, and Packers Road



5.0 Current Development Policies

5.1 Council Policy No. 282 – Strategy for Elimination of Remaining Land Use Contracts

Council Policy No. 282.² Includes the following statement:

That the City of Kelowna initiate proceedings to discharge the contacts subject to consultation with affected owners of the land and subject to prior approval by council with regard to affected contracts

6.0 Technical Comments

N/A

7.0 Application Chronology

N/A

Report prepared by: Jenna Ratzlaff, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Reviewed by
Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Schedule 'A' – Land Use Contract Termination LUC76-1080

Schedule A: LUC76-1080					
No.	Legal Description	Address	Parcel Identifier Number	Land Use Contract	Underlying Zone
1	Lot 12 Section 16 Township 26 ODYD Plan 27463	3361 Hall Rd	004-832-396	LUC76-1080	RR3 - Rural Residential 3 zone
2	Lot 13 Section 16 Township 26 ODYD Plan 27463	3367 Hall Rd	004-832-400	LUC76-1080	RR3 - Rural Residential 3 zone
3	Lot 14 Section 16 Township 26 ODYD Plan 27463	3379 Hall Rd	004-832-418	LUC76-1080	RR3 - Rural Residential 3 zone
4	Lot A Section 16 Township 26 ODYD Plan 40069	3397 Hall Rd	011-821-507	LUC76-1080	RR3 - Rural Residential 3 zone
5	Lot B Section 16 Township 26 ODYD Plan 40069	3399 Hall Rd	011-821-515	LUC76-1080	RR3 - Rural Residential 3 zone
6	Lot 15 Section 16 Township 26 ODYD Plan 27463	2406 Fairhall Rd	004-832-426	LUC76-1080	RR3 - Rural Residential 3 zone
7	Lot 16 Section 16 Township 26 ODYD Plan 27463	2418 Fairhall Rd	004-832-442	LUC76-1080	RR3 - Rural Residential 3 zone
8	Lot 17 Section 16 Township 26 ODYD Plan 27463	2430 Fairhall Rd	004-832-451	LUC76-1080	RR3 - Rural Residential 3 zone
9	Lot A Section 16 Township 26 ODYD Plan 33880	2435 Fairhall Rd	003-063-739	LUC76-1080	RR3 - Rural Residential 3 zone
10	Lot 18 Section 16 Township 26 ODYD Plan 27463	2442 Fairhall Rd	004-832-469	LUC76-1080	RR3 - Rural Residential 3 zone
11	Lot B Section 16 Township 26 ODYD Plan 33880	2447 Fairhall Rd	003-063-755	LUC76-1080	RR3 - Rural Residential 3 zone
12	Lot 19 Section 16 Township 26 ODYD Plan 27463	2454 Fairhall Rd	002-693-691	LUC76-1080	RR3 - Rural Residential 3 zone
13	Lot A Section 16 Township 26 ODYD Plan 43942	2455 Fairhall Rd	016-589-092	LUC76-1080	RR3 - Rural Residential 3 zone
14	Lot B Section 16 Township 26 ODYD Plan 43942	2463 Fairhall Rd	016-589-131	LUC76-1080	RR3 - Rural Residential 3 zone
15	Lot 20 Section 16 Township 26 ODYD Plan 27463	2466 Fairhall Rd	004-832-477	LUC76-1080	RR3 - Rural Residential 3 zone
16	Lot 21 Section 16 Township 26 ODYD Plan 27463	2478 Fairhall Rd	004-832-485	LUC76-1080	RR3 - Rural Residential 3 zone
17	Lot A Section 16 Township 26 ODYD Plan 36417	2481 Fairhall Rd	003-445-941	LUC76-1080	RR3 - Rural Residential 3 zone
18	Lot B Section 16 Township 26 ODYD Plan 36417	2485 Fairhall Rd	003-445 976	LUC76-1080	RR3 - Rural Residential 3 zone
19	Lot 5 Section 16 Township 26 ODYD Plan 27463	2489 Fairhall Rd	004-832-311	LUC76-1080	RR3 - Rural Residential 3 zone
20	Lot 6 Section 16 Township 26 ODYD Plan 27463	2490 Fairhall Rd	004-832-329	LUC76-1080	RR3 - Rural Residential 3 zone
21	Lot 4 Section 16 Township 26 ODYD Plan 27463	2497 Fairhall Rd	004-832-302	LUC76-1080	RR3 - Rural Residential 3 zone
22	Lot 11 Section 16 Township 26 ODYD Plan 27463	2421 Packers Rd	004-832-388	LUC76-1080	RR3 - Rural Residential 3 zone
23	Lot 10 Section 16 Township 26 ODYD Plan 27463	2437 Packers Rd	002-267-217	LUC76-1080	RR3 - Rural Residential 3 zone
24	Lot 9 Section 16 Township 26 ODYD Plan 27463	2453 Packers Rd	004-832-361	LUC76-1080	RR3 - Rural Residential 3 zone
25	Lot 8 Section 16 Township 26 ODYD Plan 27463	2469 Packers Rd	004-832-353	LUC76-1080	RR3 - Rural Residential 3 zone
26	Lot 7 Section 16 Township 26 ODYD Plan 27463	2485 Packers Rd	004-832-337	LUC76-1080	RR3 - Rural Residential 3 zone
27	Lot 3 Section 16 Township 26 ODYD Plan 27463	2513 Packers Rd	004-832-299	LUC76-1080	RR3 - Rural Residential 3 zone
28	Lot 2 Section 16 Township 26 ODYD Plan 27463	2521 Packers Rd	004-832-256	LUC76-1080	RR3 - Rural Residential 3 zone
29	Lot 1 Section 16 Township 26 ODYD Plan 27463	2527 Packers Rd	004-832-221	LUC76-1080	RR3 - Rural Residential 3 zone
30	Lot 22 Section 16 Township 26 ODYD Plan 27463	2448 Fairhall Rd	004-832-493	LUC76-1080	P3 – Parks and Open Space

CITY OF KELOWNA

BYLAW NO. 11761

LUCT18-0011

Early Termination of Land Use Contract - LUC76-1080 Hall Road, Fairhall Road and Packers Road

WHEREAS a land use contract (the "Land Use Contract LUC76-1080") is registered at the Kamloops Land Title Office under the charge numbers L67063 and L67064 and all amendments thereto against lands in the City of Kelowna particularly known and described as in Schedule "A" attached (the "Lands"), located on Hall Road, Fairhall Road and Packers Road, Kelowna, B.C.;

AND WHEREAS Section 548 of the *Local Government Act* provides that a local government may impose an early termination to land use contracts registered in a Land Title Office that applies to land within the jurisdiction of the local government;

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

1. This Bylaw may be cited for all purposes as "Early Termination of Land Use Contract LUC76-1080 Bylaw";
2. Land Use Contract LUC76-1080 is hereby terminated as of the date of adoption; and
3. This bylaw will come into force and effect one year after the adoption date.

Read a first time by the Municipal Council this

Considered at a Public Hearing this

Read a second and third time by Municipal Council this

Adopted by the Municipal Council this

Mayor

City Clerk

Schedule A: Land Use Contract: **LUC76-1080**

Charge Number: **L67063**

No.	Legal Description	Address	Parcel Identifier Number	Land Use Contract	Underlying Zone
1	Lot 12 Section 16 Township 26 ODYD Plan 27463	3361 Hall Rd	004-832-396	LUC76-1080	RR3 - Rural Residential 3
2	Lot 13 Section 16 Township 26 ODYD Plan 27463	3367 Hall Rd	004-832-400	LUC76-1080	RR3 - Rural Residential 3
3	Lot 14 Section 16 Township 26 ODYD Plan 27463	3379 Hall Rd	004-832-418	LUC76-1080	RR3 - Rural Residential 3
4	Lot A Section 16 Township 26 ODYD Plan 40069	3397 Hall Rd	011-821-507	LUC76-1080	RR3 - Rural Residential 3
5	Lot B Section 16 Township 26 ODYD Plan 40069	3399 Hall Rd	011-821-515	LUC76-1080	RR3 - Rural Residential 3
6	Lot 15 Section 16 Township 26 ODYD Plan 27463	2406 Fairhall Rd	004-832-426	LUC76-1080	RR3 - Rural Residential 3
7	Lot 16 Section 16 Township 26 ODYD Plan 27463	2418 Fairhall Rd	004-832-442	LUC76-1080	RR3 - Rural Residential 3
8	Lot 17 Section 16 Township 26 ODYD Plan 27463	2430 Fairhall Rd	004-832-451	LUC76-1080	RR3 - Rural Residential 3
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11	Lot B Section 16 Township 26 ODYD Plan 33880	2447 Fairhall Rd	003-063-755	LUC76-1080	RR3 - Rural Residential 3
12	Lot 19 Section 16 Township 26 ODYD Plan 27463	2454 Fairhall Rd	002-693-691	LUC76-1080	RR3 - Rural Residential 3
13	Lot A Section 16 Township 26 ODYD Plan 43942	2455 Fairhall Rd	016-589-092	LUC76-1080	RR3 - Rural Residential 3
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16	Lot 21 Section 16 Township 26 ODYD Plan 27463	2478 Fairhall Rd	004-832-485	LUC76-1080	RR3 - Rural Residential 3
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19	Lot 5 Section 16 Township 26 ODYD Plan 27463	2489 Fairhall Rd	004-832-311	LUC76-1080	RR3 - Rural Residential 3
20	Lot 6 Section 16 Township 26 ODYD Plan 27463	2490 Fairhall Rd	004-832-329	LUC76-1080	RR3 - Rural Residential 3
21	Lot 4 Section 16 Township 26 ODYD Plan 27463	2497 Fairhall Rd	004-832-302	LUC76-1080	RR3 - Rural Residential 3
22	Lot 11 Section 16 Township 26 ODYD Plan 27463	2421 Packers Rd	004-832-388	LUC76-1080	RR3 - Rural Residential 3
23	Lot 10 Section 16 Township 26 ODYD Plan 27463	2437 Packers Rd	002-267-217	LUC76-1080	RR3 - Rural Residential 3
24	Lot 9 Section 16 Township 26 ODYD Plan 27463	2453 Packers Rd	004-832-361	LUC76-1080	RR3 - Rural Residential 3
25	Lot 8 Section 16 Township 26 ODYD Plan 27463	2469 Packers Rd	004-832-353	LUC76-1080	RR3 - Rural Residential 3
26	Lot 7 Section 16 Township 26 ODYD Plan 27463	2485 Packers Rd	004-832-337	LUC76-1080	RR3 - Rural Residential 3
27	Lot 22 Section 16 Township 26 ODYD Plan 27463	2448 Fairhall Rd	004-832-493	LUC76-1080	P3 – Parks and Open Space

Land Use Contract: LUC76-1080

Charge Number: L67064

No.	Legal Description	Address	Parcel Identifier Number	Land Use Contract	Underlying Zone
28	Lot 3 Section 16 Township 26 ODYD Plan 27463	2513 Packers Rd	004-832-299	LUC76-1080	RR3 - Rural Residential 3 zone
29	Lot 2 Section 16 Township 26 ODYD Plan 27463	2521 Packers Rd	004-832-256	LUC76-1080	RR3 - Rural Residential 3 zone
30	Lot 1 Section 16 Township 26 ODYD Plan 27463	2527 Packers Rd	004-832-221	LUC76-1080	RR3 - Rural Residential 3 zone

REPORT TO COUNCIL



Date: March 18, 2019

RIM No. 1250-30

To: City Manager

From: Community Planning Department (LK)

Application: Z18-0122

Owner: The Flowr Group(Okanagan)
Inc., Inc. No. BCo974062

Address: 9670 McCarthy Road

Applicant: Meiklejohn Architectural
Design Studio Inc.

Subject: Rezoning Application

Existing OCP Designation: IND - Industrial

Existing Zone: I₃ – Heavy Industrial

Proposed Zone: I₂ – General Industrial

1.0 Recommendation

THAT Rezoning Application No. Z18-0122 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1 Section 11 Township 20 ODYD Plan 3997, located at 9670 McCarthy Road, Kelowna, BC from the I₃ – Heavy Industrial zone to the I₂ – General Industrial 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 Applicant providing a landscape plan for Planning Staff review and approval;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the applicant posting with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Community Planning Department dated February 25, 2019.

2.0 Purpose

To rezone the subject property from the I₃ – Heavy Industrial zone to the I₂ – General Industrial zone to facilitate the construction of a new industrial building.

3.0 Community Planning

Community Planning is supportive of the request to rezone the subject property from the I3 – Heavy Industrial zone to the I2 – General Industrial zone. The Official Community Plan (OCP) has a Future Land Use of Industrial for the subject property and the adjacent parcels within the City of Kelowna boundary. Across McCarthy Road, the parcels are within the Lake Country area and contain farming uses.

4.0 Proposal

4.1 Background

In 2017, Council approved rezoning of the parcel located at 9590 McCarthy Road from the I3 – Heavy Industrial zone to the I2 – General Industrial Zone and in 2018 Council approved the rezoning of 9580 McCarthy Road from the A1 – Agriculture zone to the I2 – General Industrial zone. This building is currently under construction. The comprehensive Flowr campus is expanding to include the development of another two adjacent parcels to the north (9670 & 9640 McCarthy Road).

4.2 Project Description

The proposed development consists of two parcels which will be consolidated to a single legal lot. 9640 McCarthy Road is zoned I2 and 9670 McCarthy Road is I3. Rezoning the 9670 McCarthy Road parcel from I3 – Heavy Industrial to I2 – General Industrial will align the zoning across the two parcels and with the applicants previous approved development proposals within the area.

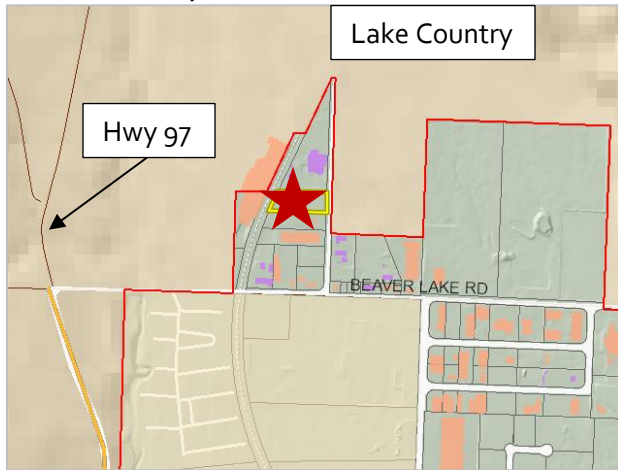
The I2 zone has reduced setback requirements and increases the allowable FAR in comparison to the I3 zone. The properties are situated directly across from ALR land that is within the Lake Country boundaries. Due to this, Staff will require a minimum 3.0 m landscape buffer be provided across the street frontage width to meet the Zoning Bylaw Landscape Requirements. The subject properties also share a rear property line with the Okanagan Rail Trail. The applicant will need to provide a landscape buffer design for staff to review. As part of the conditions of Rezoning Adoption, the Applicant will be required to provide a Landscape Performance Security to address both the front and rear property line buffering requirements.

Staff is working with the applicant to address on-site parking across all four properties. A parking covenant has been registered on title between two of the lots and will be modified as required. Should the applicant meet the parking provision, all other Zoning Bylaw Development Regulations would comply and the applicant could proceed directly to a Building Permit as a Development Permit would not be required for the new building. Should a variance be required for parking, a Development Variance Permit application would come before Council for consideration.

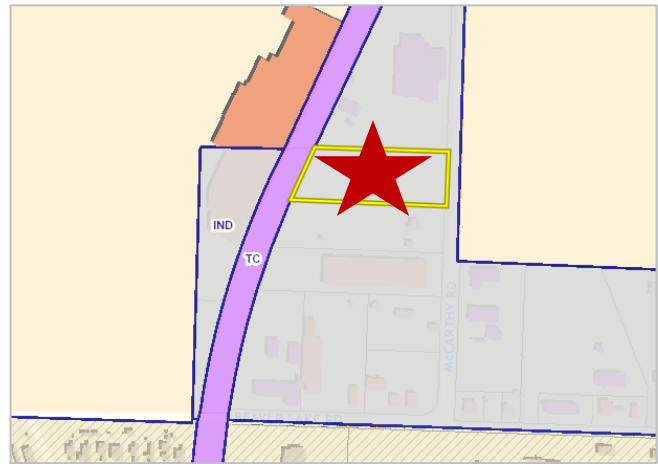
In fulfillment of Council Policy No. 367, the applicant completed public notification and consultation with adjacent property owners.

4.3 Site Context

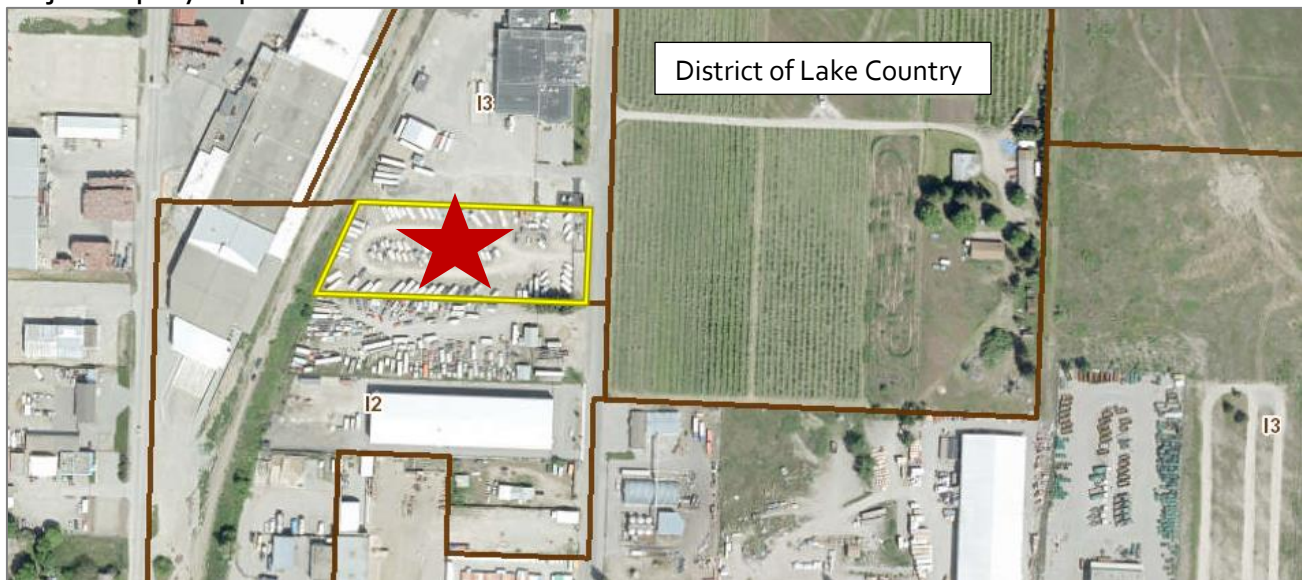
Site Context Map:



Future Land Use Map:



Subject Property Map:



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Industrial Land Use Policies.¹ Focus industrial development to areas suitable for industrial use.

6.0 Technical Comments

6.1 Development Engineering Department

Refer to Attachment A.

7.0 Application Chronology

Date of Application Received: December 13, 2018

Date Public Consultation Completed: February 22, 2019

Report prepared by: Lydia Korolchuk, Planner

Reviewed by: Dean Strachan, Suburban and Rural Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A: Development Engineering Memorandum dated December 17, 2018.

Attachment B: Site Plan

¹ City of Kelowna Official Community Plan, Policy 5.28 (Development Process Chapter).

CITY OF KELOWNA

MEMORANDUM

Date: December 17, 2018
File No.: Z18-0122
To: Urban Planning (LK)
From: Development Engineering Manager (JK)
Subject: 9670 McCarthy Road

ATTACHMENT A	
This forms part of application # Z18-0122	
Planner Initials	<div>LK</div>
 City of Kelowna COMMUNITY PLANNING	

Zone: I3 to I2

The Development Engineering Department has the following comments and requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Aaron Sangster.

1. General

- a) The Fire Department and Environment Division requirements and comments are addressed separately.
- b) These are Development Engineering comments/requirements and are subject to the review and requirements from the Ministry of Transportation (MOTI) Infrastructure Branch.
- c) The developer must consolidate 9640 and 9670 McCarthy rd.

2. Geotechnical Report

- a) Provide a comprehensive geotechnical report, prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: **NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.**

The Geotechnical report must be submitted prior to submission of Engineering drawings or application for subdivision approval.

- (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
- (ii) Site suitability for development.
- (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- (iv) Any special requirements for construction of roads, utilities and building structures.

- (v) Suitability of on-site disposal of storm water and sanitary waste, including effects upon adjoining lands.
- ii) Any special requirements that the proposed subdivision should undertake so that it will not impact the bank(s). The report must consider erosion and structural requirements.
- iii) Any items required in other sections of this document.
- iv) Recommendations for erosion and sedimentation controls for water and wind.
- v) Recommendations for roof drains and perimeter drains.
- vi) Recommendations for construction of detention or infiltration ponds if applicable.

3. Domestic Water and Fire Protection

- a) The property is located within the Lake Country service area. Design drawings must be reviewed by Lake Country prior to the City issuing the drawings for construction. Confirmation of their review must be provided to the City for review.
- b) Provide an adequately sized domestic water and fire protection system complete with individual lot connections. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. Only one service will be permitted for this development.
- c) A water meter is mandatory for this development and must be installed inside the building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost. Boulevard landscaping, complete with underground irrigation system, must be integrated with the on-site irrigation system

4. Sanitary Sewer

- a) The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal and disconnection of the existing services and the installation of one new larger service.
- b) An inspection manhole must be installed at property line on the sanitary service at the owner's cost.
- c) The Connection Area #32 charge is currently set by Bylaw at \$2,600.00 per Single Family Equivalent (SFE). Determined by bylaw No. 8469, the assessed value of 2.0 & 1.942 Acres for lots 9640 & 9670 McCarthy respectively is 11.03 SFE = **\$28,677.00**.
- d) Abandon and backfill existing septic tanks in accordance with Building Department requirements, if applicable. Identify, on the Lot Grading Plan, the location of the existing tanks and fields.

5. Storm Drainage

- a) The developer must engage a consulting civil engineer to provide a storm water management plan for the site, which meets the requirements of the Subdivision, Development and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plan, minimum basement elevation (MBE), if applicable, and provision of a storm drainage service for the development and / or recommendations for onsite drainage containment and disposal systems.
- b) Provide the following drawings:
 - i) A detailed Stormwater Management Plan for this development; and,
 - ii) An Erosion and Sediment Control Plan.

6. Roads

McCarthy Rd must be upgraded to a 2-lane collector along the full frontage of this proposed development including curb and gutter, LED street lights, landscaped & irrigated boulevard, sidewalk, drainage system including catch basins and storm main, and pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The road cross section to be used is a SS-R5.

7. Road Improvements and Dedication

- a) Grant Statutory Rights of Way if required for utility services.
- b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, TELUS, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.
- c) The ultimate width of McCarthy Road is a 20.0m right of way (R.O.W). The R.O.W. in the front of the subject property is deficient by approximately 2.5m. The developer must dedicate 2.5m width along the full frontage of 9670 McCarthy Rd.
- d) The developer must follow Bulletin #18-06: Okanagan Rail Trail, landscaped buffer requirements.

8. Electric Power and Telecommunication Services

The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

9. Design and Construction

- (a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.

- (b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- (c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- (d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- (e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

10. Servicing Agreements for Works and Services

- (a) A Servicing Agreement is required for all offsite works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- (b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

11. Other Engineering Comments

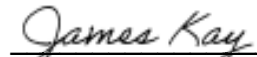
- (a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- (b) If any road dedication affects lands encumbered by a Utility right-of-way (such as Terasen, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager.

12. Development Permit and Site Related Issues

- (a) Access and Manoeuvrability
 - (i) An MSU standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles movements should also be illustrated on the site plan.
 - (ii) Perimeter access must comply with the BC Building Code. Fire Truck access designs and proposed hydrant locations will be reviewed by the Fire Protection Officer.

13. Charges and Fees

- a) Development Cost Charges (DCC's) are payable
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - ii) Engineering and Inspection Fee: 3.5% of construction value (plus GST).

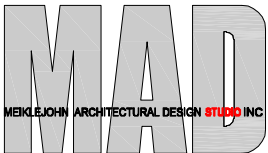
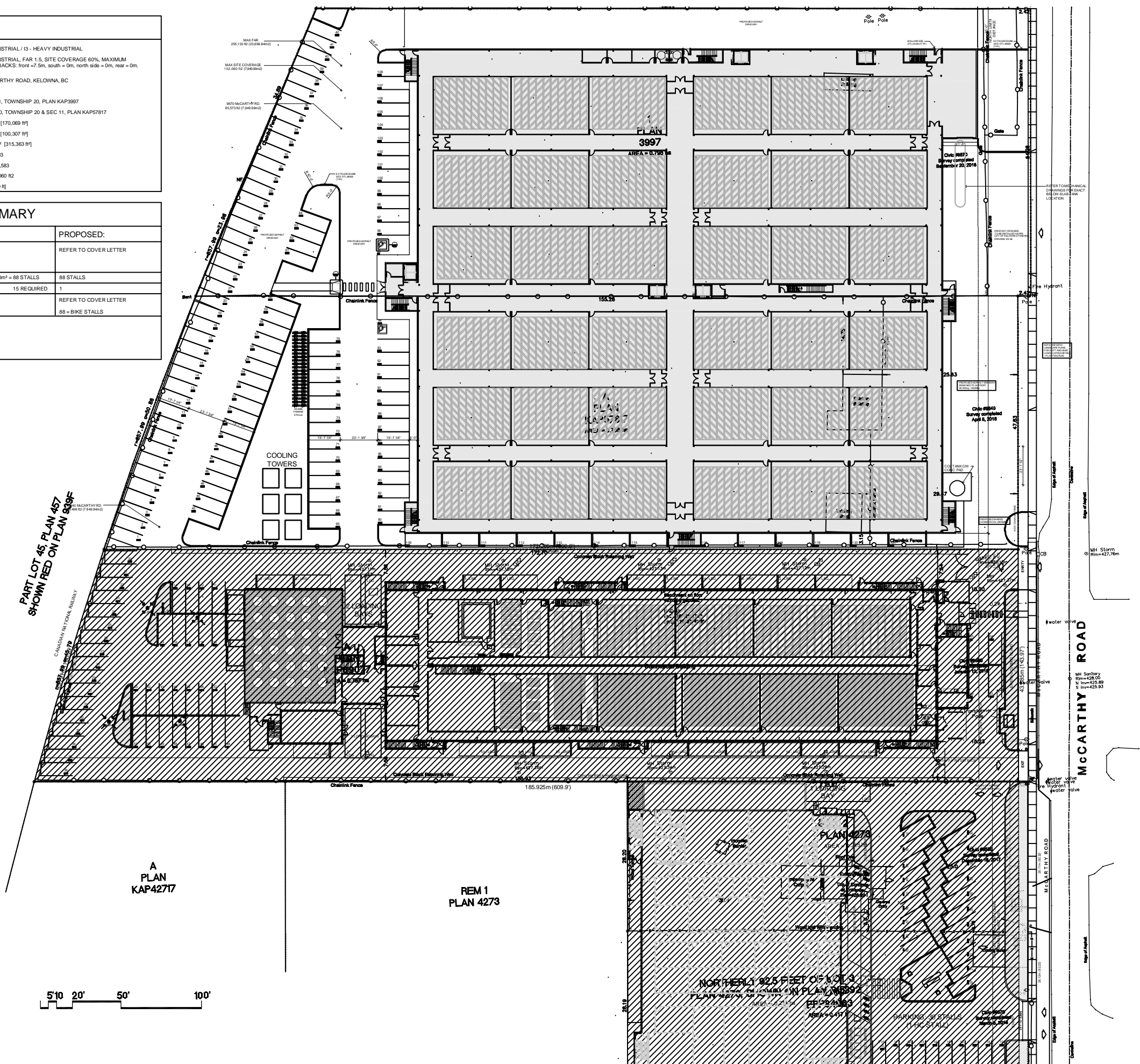


James Kay, P.Eng,
Development Engineering Manager

AS

ZONING SUMMARY	
ZONING EXISTING:	I2 - GENERAL INDUSTRIAL / I3 - HEAVY INDUSTRIAL
ZONING PROPOSED:	I2 - GENERAL INDUSTRIAL, FAR 1.5, SITE COVERAGE 60%, MAXIMUM HEIGHT 14m, SETBACKS: front = 7.5m, south = 0m, north side = 0m, rear = 0m.
CIVIC ADDRESS:	9670 & 9640 McCARTHY ROAD, KELOWNA, BC
LEGAL DESCRIPTION:	LOT 1, SECTION 11, TOWNSHIP 20, PLAN KAP3997 LOT A, SECTION 10, TOWNSHIP 20 & SEC 11, PLAN KAP57817
LOT AREA:	15,799.9 m ² [170,069 ft ²]
PROPOSED TOTAL BUILDING AREA:	9,318.83m ² [100,307 ft ²]
TOTAL GROSS BUILDING AREA:	29,298.18m ² [315,363 ft ²]
ALLOWABLE FAR:	1.5 = 255,103
PROPOSED FAR AREA:	1,497 = 254,583
ALLOWABLE SITE COVERAGE:	60% = 102,060 ft ²
PROPOSED BUILDING HEIGHT	14.0m [45.9 ft]

PARKING BYLAW SUMMARY		
VEHICLE PARKING	REQUIRED:	PROPOSED:
	1 PER EMPLOYEE	REFER TO COVER LETTER
BICYCLE PARKING:	CLASS 2 - .3 per 100m ² = 88 STALLS	88 STALLS
LOADING:	1 PER 1900m ² GFA	15 REQUIRED
TOTAL PARKING STALLS:	CAR = 121 STALLS BIKE = 88 STALLS	REFER TO COVER LETTER 88 = BIKE STALLS
VEHICLE STALLS (LARGE):	6m x 2.5m	
VEHICLE STALLS (MEDIUM):	4.9m x 2.3m	
VEHICLE STALLS (PARALLEL):	7m x 2.6m	
ALL HIC STALLS ARE LARGE:	6m x 3.7m	
LOADING BAYS ARE:	12.2m x 3.6 x 3.65m	



201 - 75 FRONT STREET, PENTICTON, BC, V2A 1H2
TEL: 250.492.3143 EMAIL: Office@meiklejohn.ca
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HAWTHORNE

flwr

ATTACHMENT B

This forms part of application
Z18-0122

Planner
Initials LK



City of
Kelowna
COMMUNITY PLANNING

HALF-SIZE PLOT
Scales noted @ 50%

COPYRIGHT RESERVED. THIS PLAN AND DESIGN IS AND AT ALL TIMES REMAINS THE EXCLUSIVE PROPERTY OF MEIKLEJOHN ARCHITECTS INC. AND MAY NOT BE USED WITHOUT THE ARCHITECT'S CONSENT.

No.	DATE	REVISION
1	2018.12.07	ISSUED FOR REZONING PER

PROJECT TITLE

FLOWR BUILDING #2
McCarthy Road
Kelowna, BC

ADDRESS: 9640 & 9670 McCARTHY RD. KELOWNA I

DRAWING NUMBER

PA201

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

DRAWING TITLE

SITE PLAN

Dwg: 18.065 Presentation Layouts

DATE	2018.11.26
JOB NO.	18.065
SCALE	AS NOTED
DRAWN	-
CHECKED	-

1 SITE PLAN
Scale: 1/16"=1'-0"

CITY OF KELOWNA
BYLAW NO. 11790
Z18-0122 – 9670 McCarthy Rd

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 be amended by changing the zoning classification of Lot 1 Section 11 Township 20 ODYD Plan 3997, located on McCarthy Road, Kelowna, BC from the I3 – Heavy Industrial zone to the I2 – General Industrial zone.
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

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: March 18, 2019

RIM No. 1250-30

To: City Manager

From: Community Planning Department (AF)

Application: Z19-0042

Owner: Hans & Krystyna Schubel

Address: 1222 Kyndree Ct

Applicant: Urban Options Planning & Permits

Subject: Rezoning Application

Existing OCP Designation: S2RES – Single/Two Unit Residential

Existing Zone: A1 – Agriculture 1

Proposed Zone: RR3 – Rural Residential 3

1.0 Recommendation

That Rezoning Application No. Z19-0042 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, Section 8, Township 23, ODYD, Plan 33589 located at 1222 Kyndree Ct, Kelowna, BC from the A1 – Agriculture 1 zone to the RR3 – Rural Residential 3 zone be considered by Council;

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

2.0 Purpose

To consider a development application to rezone from the A1 – Agriculture 1 zone to the RR3 – Rural Residential 3 zone to facilitate a future 2 lot subdivision.

3.0 Community Planning

Community Planning supports the proposed rezoning from A1 – Agriculture 1 to RR3 – Rural Residential 3 as it is in line with the Official Community Plan (OCP) Future Land Use Designation of S2RES – Single / Two Unit Residential for the subject property. It is located within the Permanent Growth Boundary, and a majority of the properties surrounding the subject property have this same zone.

The intent of the rezoning application is to facilitate a future 2 lot subdivision. Should the rezoning application be supported, the applicant would proceed with a subdivision application which will include a Hazardous Condition Development Permit to control the location of the future home in regards to the sloped site conditions.

Staff have attended the site and can confirm that there is an adequate sized building envelope located to the north east of the existing dwelling on which to construct an additional home. In order to facilitate a two lot subdivision, the existing sanitary sewer situated along Kyndree Ct will need to be extended allowing both properties to connect. This is an important requirement since it eliminates the need for additional flat area on site to facilitate an additional septic system. There are no variances being tracked at this time.

4.0 Proposal

4.1 Background

The property contains an existing single family dwelling which is to be retained. Although the property is fairly large at approximately 8134 m² in lot area, much of the land is fairly sloped subsequently reducing the buildable area on site.

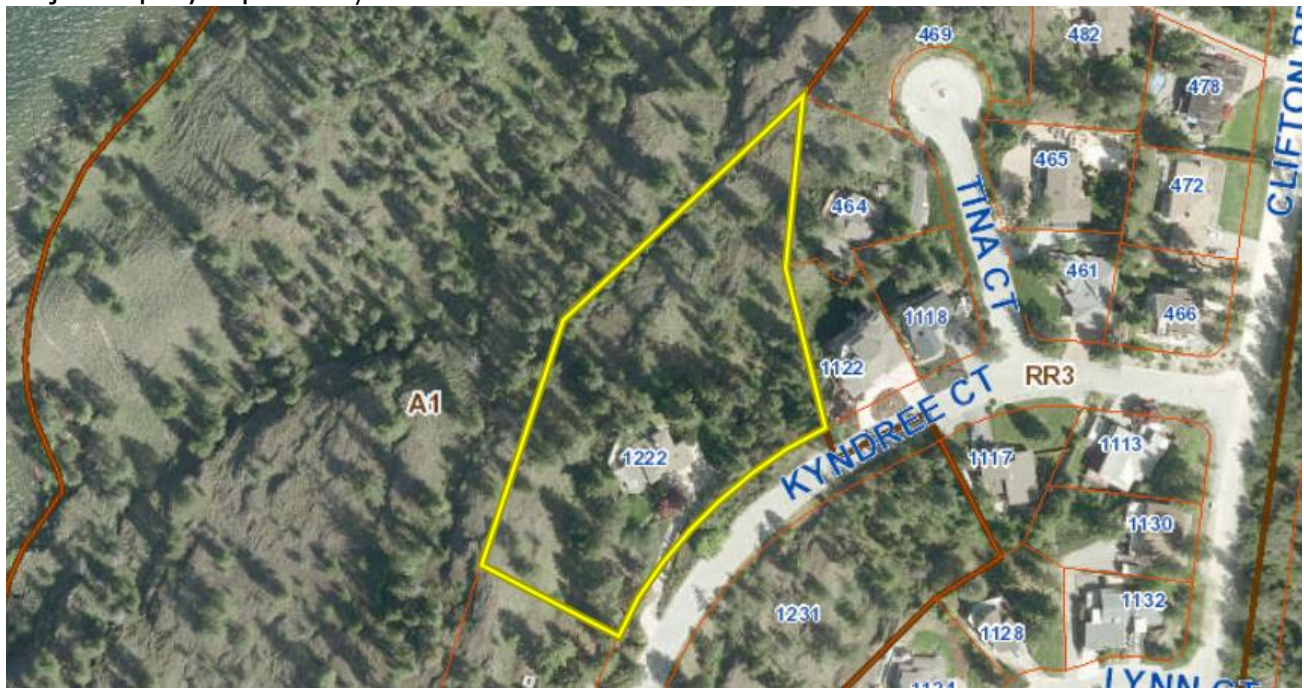
4.2 Project Description

The purpose of the rezoning application is to facilitate a 2 lot subdivision.

4.3 Site Context

The subject property is located in the Clifton – Dilworth City Sector near the intersection of Clifton Rd N and Kyndree Ct. The surrounding neighbourhood is comprised of A1 – Agriculture 1 and RR3 – Rural Residential 3 zoned properties. Other surrounding zones include P3 – Parks and Open Space and RU1h – Large Lot Housing (Hillside Area).

Subject Property Map: 1222 Kyndree Ct



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Sensitive Infill.¹ Encourage new development of redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

6.0 Technical Comments

6.1 Building & Permitting Department

- No comments applicable to rezoning

6.2 Development Engineering Department

- Development Engineering requirements with regards to this development will be deferred to subdivision application S19-0004

7.0 Application Chronology

Date of Application Received: December 19, 2018

Date Public Consultation Completed: February 12, 2019

Report prepared by: Andrew Ferguson, Planner

Reviewed by: Dean Strachan, Suburban and Rural Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A: Site Plan

¹ City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

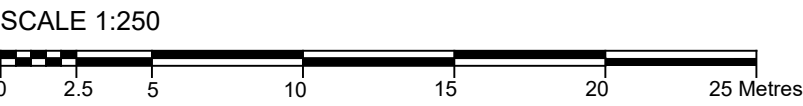
PROPOSED SUBDIVISION SKETCH
PLAN OF LOT A SECTION 8 TOWNSHIP
23 OSOYOOS DIVISION YALE
DISTRICT PLAN 33589

PID: 003-124-177
CLIENT: ADAM AND MEGHAN SCHUBEL
CIVIC ADDRESS: 1222 KNYDREE COURT

HORIZONTAL COORDINATE SYSTEM: UTM 11 NAD83(CSRs)
VERTICAL DATUM: CGVD28

DATE OF FIELD SURVEY: NOVEMBER 12, 2018

REFER TO THE CURRENT STATE OF TITLE FOR CHARGES,
LIENS, AND INTERESTS AFFECTING THIS LAND.



LEGEND

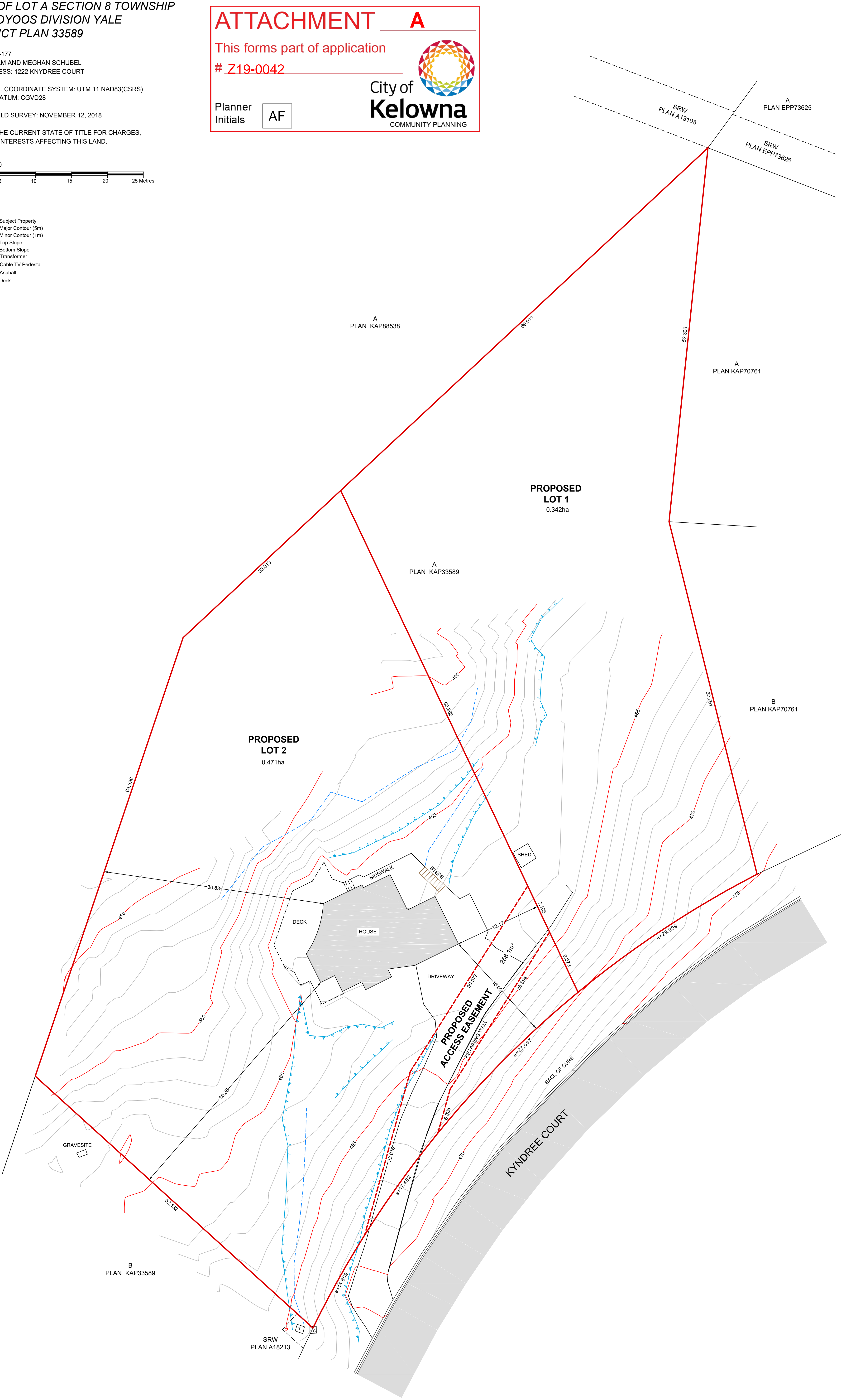
- Subject Property
- Major Contour (5m)
- Minor Contour (1m)
- Top Slope
- Bottom Slope
- Transformer
- Cable TV Pedestal
- Asphalt
- Deck

ATTACHMENT A

This forms part of application
Z19-0042

Planner
Initials AF

City of Kelowna
COMMUNITY PLANNING



THIS PLAN WAS PREPARED FOR DESIGN PURPOSES AND IS FOR THE EXCLUSIVE USE
OF OUR CLIENT. VECTOR GEOMATICS LAND SURVEYING LTD. ACCEPTS NO
RESPONSIBILITY OR LIABILITY FOR ANY DAMAGES THAT MAY BE SUFFERED BY A THIRD
PARTY AS A RESULT OR REPRODUCTION, TRANSMISSION, OR ALTERATION TO THIS
DOCUMENT WITHOUT THE CONSENT OF VECTOR GEOMATICS LAND SURVEYING LTD.

CITY OF KELOWNA
BYLAW NO. 11787
Z19-0042 – 1222 Kyndree Ct

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 be amended by changing the zoning classification of Lot A, Section 8, Township 23, ODYD, Plan 33589 located on Kyndree Ct, Kelowna, BC from the A1 – Agriculture 1 zone to the RR3 – Rural Residential 3 zone.
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

Considered at a Public Hearing on the

Read a 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: March 18th 2019

RIM No. 1250-30

To: City Manager

From: Community Planning Department (WM)

Application: OCP18-0020/Z18-0113 **Owner:** 0971205 B.C LTD., Inc. No. BC0971205

Address: 3200 Via Centrale **Applicant:** David Sargent

Subject: Rezoning and Official Community Plan Amendment Application

Existing OCP Designation: REC - Private Recreation

Proposed OCP Designation: MRL - Multiple Unit Residential (Low Density)

Existing Zone: P3LP-Parks and Open Space (Liquor Primary)

Proposed Zone: RM3 – Low Density Multiple Housing

1.0 Recommendation

THAT Official Community Plan Map Amendment Application No. OCP18-0020 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation for a portion of Lot A Sections 14, 15, 22 and 23 Township 23 ODYD Plan KAP56201 Except Plans KAP68068 and KAP80682 located at 3200 Via Centrale, Kelowna, BC from the REC – Private Recreation designation to the MRL – Multiple Unit Residential (Low Density) designation, as shown on Map “A” attached to the Report from the Community Planning Department dated March 18th 2019 be considered by Council;

THAT Rezoning Application No. Z18-0113 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classifications for a portion of Lot A Sections 14, 15, 22 and 23 Township 23 ODYD Plan KAP56201 Except Plans KAP68068 and KAP80682 located at 3200 Via Centrale, Kelowna, BC from P3LP – Parks and Open Space (Liquor Primary) to RM3 – Low Density Multiple Housing, as shown on Map “B” attached to the Report from the Community Planning Department dated March 18th, 2019 be considered by Council;

AND THAT the Official Community Plan Amendment and Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To amend the Official Community Plan designation from REC – Private Recreation to the MRL – Multiple Unit Residential (Low Density) rezone the subject property from P3LP – Parks and Open Space (Liquor Primary) to RM3 – Low Density Multiple Housing.

3.0 Community Planning

Community Planning Staff are recommending support for the proposed OCP and Rezoning amendments to facilitate a future town house development. The proposed amendments are consistent with the objectives and policies of the OCP. The project involves redevelopment of currently under-utilized urbanized land. The proposed use is compatible with the existing neighbourhood. The proposed townhouse development would result in an increase in residential density in an appropriate location of the City as the subject property is located within the permanent growth boundary and will be able to utilize existing infrastructure such as water and sewer.

4.0 Proposal

4.1 Background

The subject property is currently part of the Quail golf course. The proposal is to develop a 1.12 ha portion of the lot to create 23 townhouse units in row house and duplex configuration. The golf course would be reconfigured. 3200 Via Centrale and the adjacent properties were originally developed under the Quail Ridge Area Structure Plan. This property was previously zoned CD6 – Comprehensive Development zone which allowed for a wide range of uses including multi-family residential uses. Of the original Area Structure Plan density allocated to Quail Ridge, approximately 100 units remain (less the proposed development). Through a city directed initiative CD6 zone was replaced with standard zones for clarity and consistency. The existing residential areas are zoned a mix of RU1 – Large Lot Housing, RM3-Low Density Multiple Housing, RM5 – Medium Density Multiple Housing, RU5 –Bareland Strata Housing. The golf-course lot is zoned P3LP-Parks and Open Space (Liquor Primary). This property is located within the Urban Design Comprehensive Development Permit Area and the Natural Environment Development Permit Area.

4.2 Site Context

The proposed area is located within the Permanent Growth Boundary, and is fully serviced. The subject property's location has walkable access to the Quail golf course, and a short vehicle commute to the Kelowna International Airport, and the University of British Columbia Okanagan Campus. The subject property has a Walk Score of 17 as almost all errands require a car, in addition there are few transit stops near the subject property. The subject area is not located within the Agricultural Land Reserve (ALR) however the rest of the golf-course property is located with the ALR.

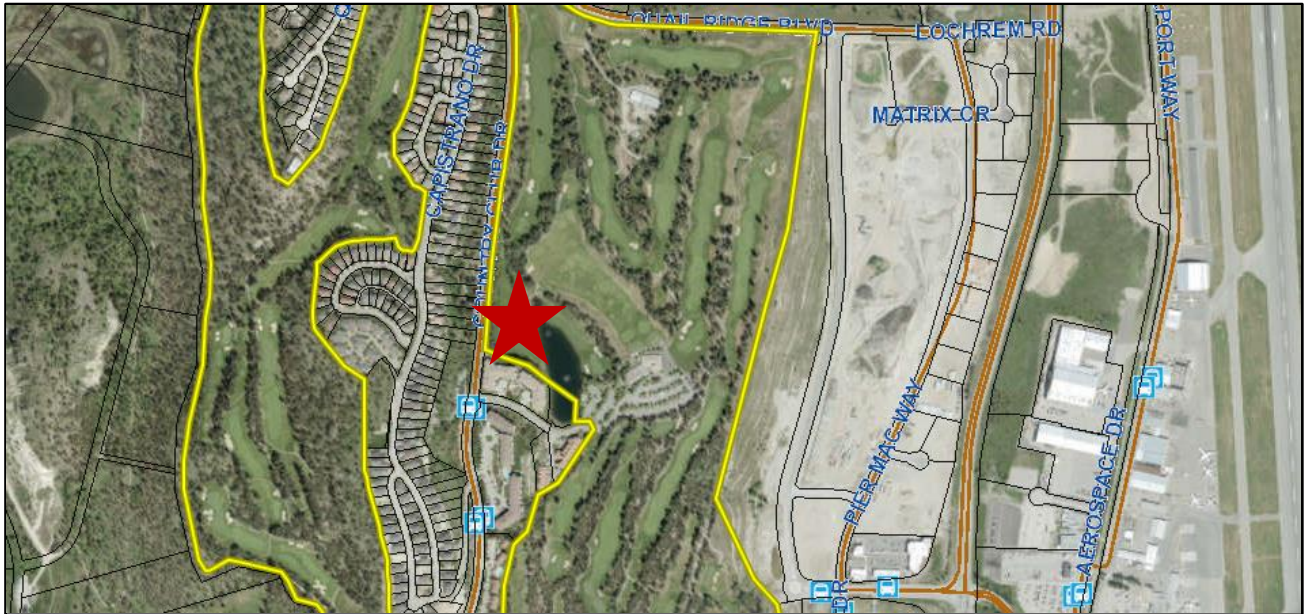
4.3 Proposal

The proposal to amend the OCP to MRL - Multiple Unit Residential (Low Density) and rezone to RM3 – Low Density Multiple Housing is meant to allow for a future town home development. A subdivision application has been submitted to subdivide the subject area from the golf-course. A development permit application has not yet been submitted.

Conceptual plans have been provided showing that if the OCP and Zoning Bylaw amendments were approved the plan would be to create 23 unit townhouse development with a mix of duplex, triplex, 4-plex and 6-plex type buildings. The proposed RM3 zone allows for row-housing and semi-detached housing up to 3 storeys in height. The development concept is consistent with the proposed OCP designation of MRL –

Multiple Unit Residential as this destination is meant to accommodate townhouses with a density consistent with provisions of the RM₃ zone.

Subject Property Map: 3200 Via Centrale



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Policy 5.2.3 to meet the objective of developing sustainably supports a mix of uses within Kelowna's suburbs in accordance with 'smart growth' principals including all types of residential uses at appropriate locations and densities. The proposed zone is compatible the surrounding neighbourhood and meets smart growth principals by contributing to a mix of land uses in the area and provides for a more compact building types than single detached houses.

Policy 5.3.2 to meet the objective of focusing development to designated growth areas encourages developing a compact urban form that maximises the use of existing infrastructure. The subject property is located within the permanent growth boundary and will be able to utilize existing infrastructure such as water and sewer.

Policy 5.4.1 to meet the objective of ensuring adherence to form and character, natural environment, hazardous condition and conservation guidelines requires that multiple unit residential developments obtain the applicable Development Permits prior to building permit issuance. This property is located within the Urban Design Comprehensive Development Permit Area and the Natural Environment Development Permit area.

Policy 5.3.9 to meet the objective of ensuring all development is consistent with the vision, goals and objectives of the OCP development applications that require an OCP amendment are evaluated on the basis of the extent to which they comply with underlying OCP objectives, this proposed development meets the applicable objectives of the OCP, specifically the property is serviced with water and City sanitary sewer, the project involves redevelopment of currently under-utilized urbanized land, and the proposed use is compatible with the existing neighbourhood.

6.0 Technical Comments

6.1 Development Engineering Department

- Refer to Development Engineering Memo dated November 29, 2018.

7.0 Application Chronology

Date of Application Received: November 19, 2018

Date Public Consultation Completed: January 3rd, 2019

Report prepared by: Alex Kondor, Planner Specialist/ Wesley Miles, Planner Specialist

Reviewed by: Dean Strachan, Suburban and Rural Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 1: Conceptual Site Plan/Elevations

Attachment 2: Application Letter

Attachment 3: Development Engineering Memo

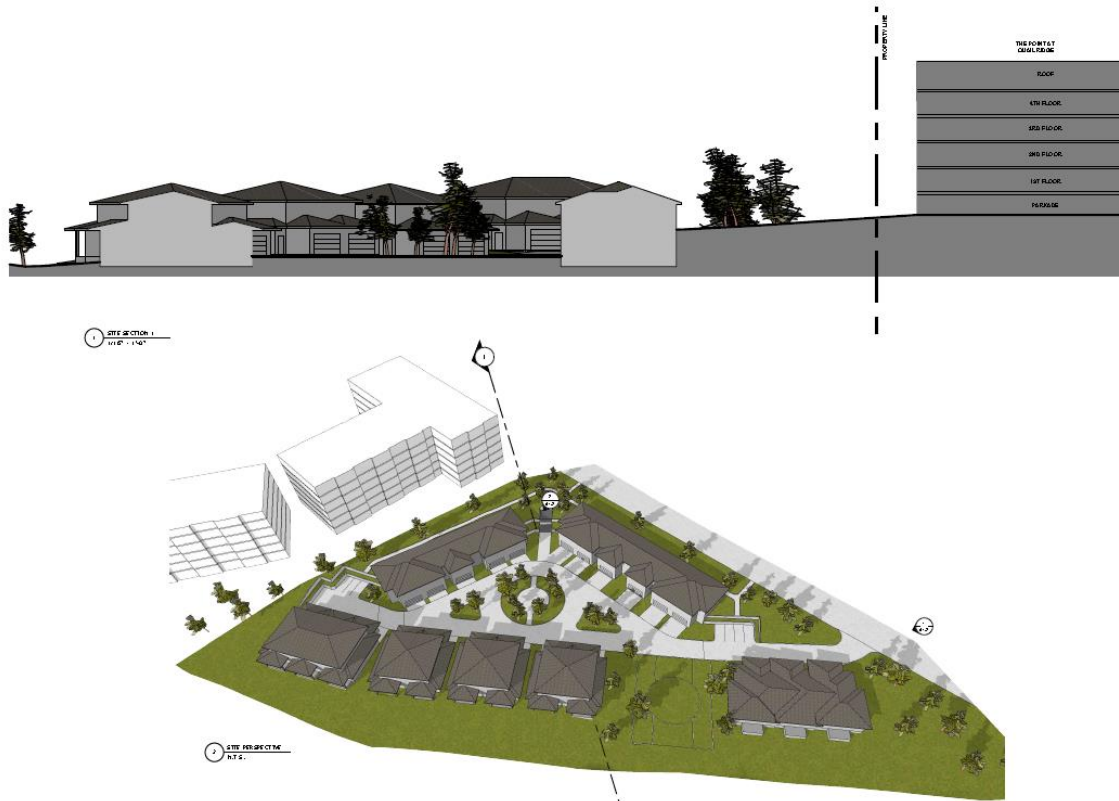
Map A: OCP Amendment

Map B: Zoning Bylaw Amendment

SCHEDULE A – Concept Plan



Subject: Via Centrale 3200 (OCP18-0020/Z18-0113)



SCHEDULE B – Letter From Applicant



Subject: Via Centrale 3200 (OCP18-0020/Z18-0113)

davara.



November 08, 2018

City of Kelowna Planning Department
1435 Water Street
Kelowna B.C.
V1Y 1J4

Re: OCP Amendment Minor, Rezoning & Subdivision
Address: 3200 Via Centrale

Further to pre-application meetings and correspondence with the City of Kelowna Planning and Engineering Departments, Burrard International in Partnership with Davara Holdings is excited to formally apply for: a minor OCP amendment, rezoning to RM3 and subdivision of a 2.8 acre section of 3200 Via Centrale in order to accommodate the construction of a new townhome development.

The subject property is currently part the Quail golf course's 18th fairway. The proposal calls for the improvement and re configuration of the fairway to ensure the course remains an 18 hole facility that challenges and exceeds the expectations of the Bear and Quail membership, while also making room for the development proposal.

Although the application is requesting an OCP amendment and Rezoning the entitlements process is quite unique, in that the subject property was previously encompassed under the CD6 zone. Through a City directed initiative the CD6 zone was eliminated, but in this case not intended to discard the remaining approximately 110 unit entitlements that had already been granted to the subject property and surrounding lands. Correspondence with the City has confirmed the intention was never to remove entitlements from the lands but simply to clean up what was viewed as a cumbersome zone.

To ensure the Bear and Quail community is engaged and informed throughout this process the residents association was contacted and an invitation sent to all members of the community association to attend a public open house held on September 20th 2018.

The open house was well attended with over 50 guests reviewing the early conceptual plans for both the future townhome project as well as the re configuration of the 18th fairway. A follow up meeting was held with the Residents Association President to ensure proper lines of communication are available for any questions or concerns surrounding the proposal.

As the application moves through the public process and conceptual designs become more detailed with the submission of a development permit, the project team will hold a second open house to ensure transparency is available and feedback taken into consideration.

Thank you for the assistance to date in the pre-application process. Burrard and Davara look forward to expanding on the project details and working collaboratively with the City on the project through to a successful completion.

X

David Sargent
VP Davara Holdings

SCHEDULE C – Development Engineering Memoranda



Subject: Via Centrale 3200 (OCP18-0020/Z18-0113)

CITY OF KELOWNA	
MEMORANDUM	
Date:	November 29, 2018
File No.:	Z18-0113
To:	Planning & Development Services Department (AK)
From:	Development Engineer Manager (JK)
Subject:	3200 Via Centrale ., Lot A, Plan 56201 P3LP to RM3
Development Engineering has the following comments and requirements associated with this application rezone the subject property from P3LP to RM3 are as follows:	
1. General	
a. Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement buildings may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.	
b. Provide easements as may be required.	
c. This proposed subdivision may require the installation of centralized mail delivery equipment. Please contact Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC V1Y 2K0 to obtain further information and to determine suitable location(s) within the development.	
2. Geotechnical Study	
a) Provide a comprehensive geotechnical report and hydro-geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.	
The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.	
(i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.	
(ii) Site suitability for development.	
(iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).	

- (iv) Any special requirements for construction of roads, utilities and building structures.
- (v) Suitability of on-site disposal of storm water and sanitary waste, including effects upon adjoining lands.
- (vi) Slope stability, rock fall hazard and slippage including the effects of drainage and septic tank effluent on the site.
- ii) Top of bank assessment and location including recommendations for property line locations, septic field locations, building setbacks, and ground water disposal locations.
- iii) Recommendations for items that should be included in a Restrictive Covenant.
- iv) Any special requirements that the proposed subdivision should undertake so that it will not impact the bank(s). The report must consider erosion and structural requirements.
- v) Any items required in other sections of this document.
- vi) Recommendations for erosion and sedimentation controls for water and wind.
- vii) Recommendations for roof drains and perimeter drains.

Recommendations for construction of detention or infiltration ponds if applicable.

3. Sanitary Sewer System

- a) The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at his cost, will arrange for any removal and disconnection of the existing services and the installation of one new service.
- b) A flow analysis check is required by the developer's civil engineering consultant to determine if there are any down stream impacts to the sewer system triggered by this development.

4. Water Servicing Requirements

This development is within the service area of the Glenmore Ellison Irrigation District (GEID). The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and upgrading costs are to be paid directly to the GEID. The developer is required to provide a confirmation that the district is capable of supplying fire flow in accordance with the City of Kelowna current Bylaws and Policies.

5. Storm Drainage

- a) Provide an adequately sized drainage system complete with individual lot connections. The Subdivision, Development and Servicing Bylaw requires that each lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a hydrogeotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.
- b) Provide the following drawings:
 - i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii) A detailed Stormwater Management Plan for this subdivision; and water treatment before entering any storm water pond or wet land
 - iii) An Erosion and Sediment Control Plan.
- c) Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.
- d) Any Stormwater discharged to Stormwater ponds or wet lands must be approved by City of Kelowna, Suburban and Rural Planning Department.

6. Road Improvements

- a.) Country Club Dr. fronting development must be Landscaped boulevards, complete with underground irrigation design drawing as per bylaw.
- b.) Access driveway should be designed to the SS-C7 standard Driveway width must conform to bylaw 7900.
- c.) All Lanes to be constructed to SS-H15 or SS-R2 with 6.0m clear asphalt roadway with no parking.

7. Road Dedication and Subdivision Requirements

- (a) Grant Statutory Rights Of Way if required for utility services.
- (b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

8. Power and Telecommunication Services

The services to this development are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the city's approval before commencing their works.

9. Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.

- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

10. Servicing Agreements for Works and Services

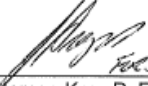
- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

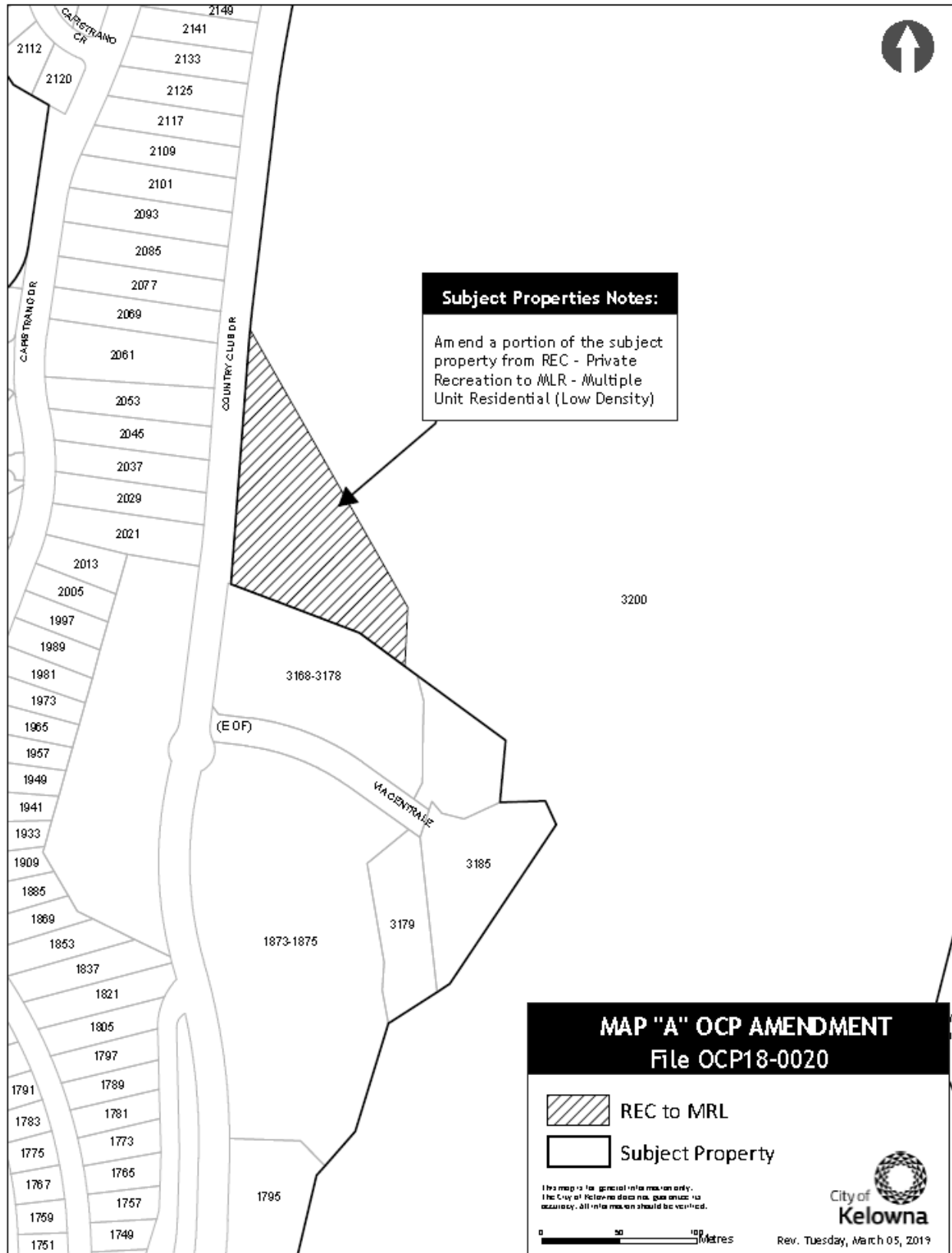
11. Administration Charge

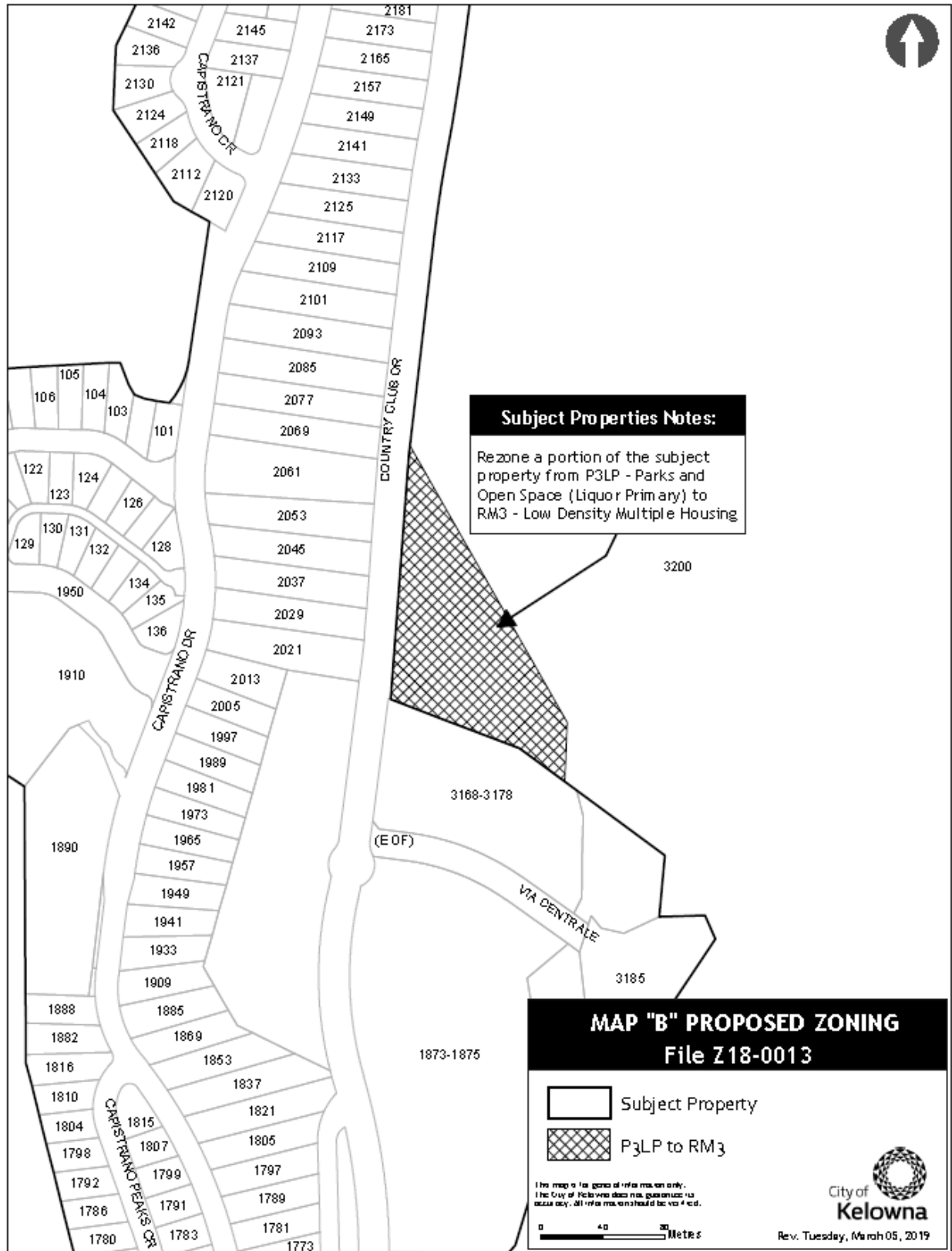
An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3.5% of Total Off-Site Construction Cost plus GST).

12. Survey, Monument and Iron Pins

If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.


James Kay, P. Eng.
Development Engineering Manager
RO





CITY OF KELOWNA

BYLAW NO. 11789

Official Community Plan Amendment No. OCP18-0020 3200 Via Centrale

A bylaw to amend the "*Kelowna 2030* – Official Community Plan Bylaw No. 10500".

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

THAT Official Community Plan Map Amendment Application No. OCP18-0020 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation for a portion of Lot A Sections 14, 15, 22 and 23 Township 23 Osoyoos Division Yale District Plan KAP56201 Except Plans KAP68068 and KAP80682 located on Via Centrale, Kelowna, BC from the REC – Private Recreation designation to the MRL – Multiple Unit Residential (Low Density) designation, as shown on Map "A" 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

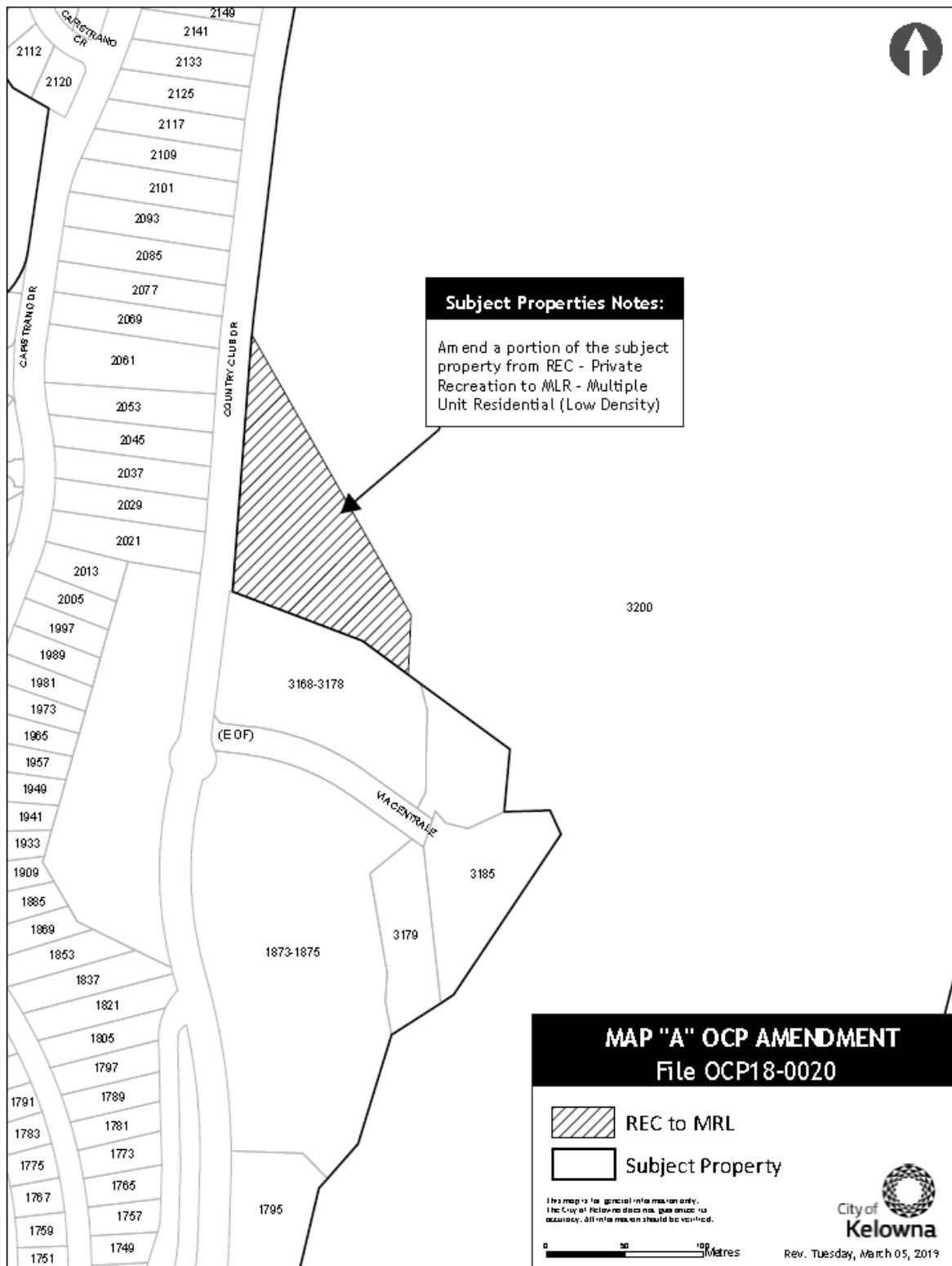
Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



CITY OF KELOWNA
BYLAW NO. 11791
Z18-0113 – 3200 Via Centrale

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 be amended by changing the zoning classifications for a portion of Lot A Sections 14, 15, 22 and 23 Township 23 Osoyoos Division Yale District Plan KAP56201 Except Plans KAP68068 and KAP80682 located on Via Centrale, Kelowna, BC from P3LP – Parks and Open Space (Liquor Primary) to RM3 – Low Density Multiple Housing, as shown on Map "B" 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

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

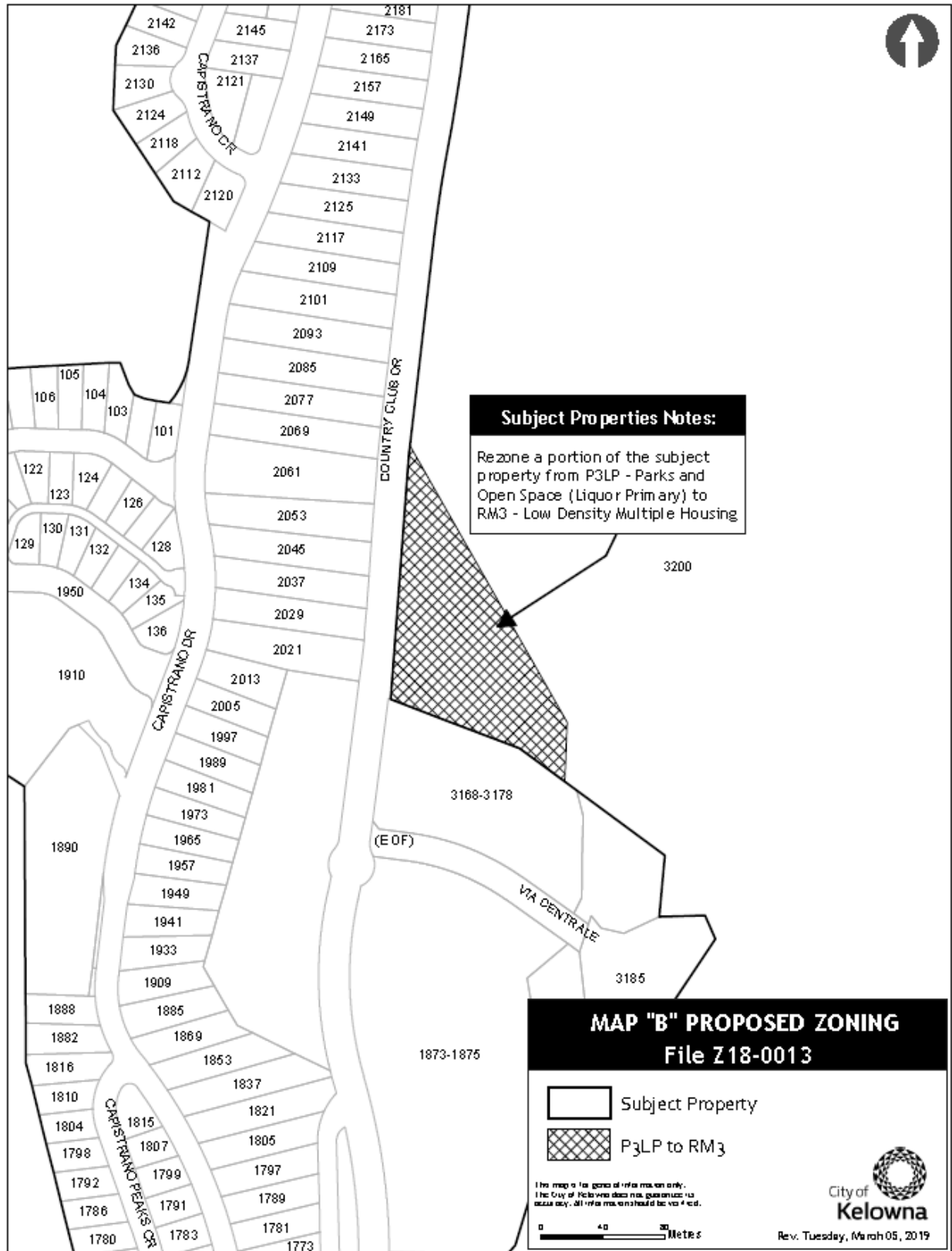
Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



REPORT TO COUNCIL



Date: March 18, 2019

RIM No. 0940-00

To: City Manager

From: Community Planning Department (KB)

Application: DP18-0150 **Owner:** Watermark Developments Ltd.,
Inc. No. BCo642787

Address: 610 Academy Way **Applicant:** Meiklejohn Architects

Subject: Development Permit Application

Existing OCP Designation: MRL – Multiple Unit Residential (Low Density)

Existing Zone: RM3 – Low Density Multiple Housing

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP18-0150 for Parcel A (being a consolidation of Lots 10 & 11 See CA6510572) Section 3 Township 23 Osoyoos Division Yale District Plan EPP53793, located at 610 Academy Way, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To consider the form and character of a multiple dwelling housing development.

3.0 Community Planning

Community Planning was supportive of the previous Development Permit application, however, was concerned regarding the repetitive nature of the townhouse development considering the proposal includes 154 townhouses over 7.95 acres. Council also had concerns with the project and when the file was formally considered, earlier this year and the following resolution was adopted:

COUNCIL RESOLUTION FROM THE JANUARY 7, 2019 PM MEETING: THAT Council defer further consideration of DP18-0150 (610 Academy Way) in order for the applicant to provide their design and parking rationale for the project at a future Council meeting.

In response to these concerns, the applicant has provided the following revisions to their application:

- Use of bold colours and addition of parapets to accent key building areas (i.e. entranceways, intersections, etc.);
- Provided supplemental project renderings;
- Provided project phasing plan; and
- Provided addendum to project rationale.

Community Planning supports the revisions and overall proposed Development Permit and there are no variances being requested as part of this application. The proposed ground-oriented design achieves the following form and character objectives, from the City of Kelowna's Official Community Plan (OCP) Comprehensive Design Guidelines:

- landscaping and building form convey a character that is distinct to Kelowna;
- equal emphasis has been provided to both the Academy Way and Vint Road frontages;
- has a sense of architectural unity and cohesiveness between buildings in the development; and
- front entrances are visually prominent and recognizable in particular on the Academy Way and Vint Road frontages, help create a pedestrian friendly streetscape.

The proposal is also in alignment with the University Village Master Plan, to contain a mixture of residential unit type and sizes, largely within multi-family residential apartment and row or stacked townhouse complexes. It also helps to address the "missing middle" housing type, by providing a multiple dwelling housing form that is an alternative to single family homes and condominiums.

Image 1 – Artist Rendering of Row Houses looking west along Vint Road

4.0 Proposal

4.1 Background

The subject property is a 7.95 acre, east-facing site, which was created as a result of the University South Development Plan and subdivision. The site is currently vacant.

4.2 Project Description

The 'Academy Ridge' development proposal includes 154 units in row house form. Each unit would contain three bedrooms and varies in size from approximately 1,400 ft² to 2,200 ft². The 154 units would be contained in 30 separate buildings, proposed to be constructed in 11 separate phases. The colour palette proposes five different colour schemes, as shown in Schedule "B".

The main access to the site is off Academy Way. The entrance then branches to allow for vehicular access to the units. There is one additional emergency access installed off Vint Road. As further outlined in Attachment "C", it is the intent of the applicant to have a people-friendly neighbourhood, which embraces a "living street concept".

The project meets the parking requirements of the Zoning Bylaw. Visitor parking is located in four separate areas throughout the development. Parking for the residents is provided in garages (both side-by-side and tandem configuration). Of the 154 units, side-by-side garage parking is proposed for 88 units, and tandem parking is proposed for 66 units. All parking stalls are full or medium sized and 25 visitor stalls are dispersed throughout the site.

A central feature of the projects landscape plan is an interior courtyard area identified as "The Park" (see Schedule C). This area includes lectern style seating around a lawn area and a variety of tree and shrub species. The intention of this space is to provide an amenity for all residents and foster interactions between neighbours.

Image 2 – Artist Rendering of Row Houses looking at the Academy Way frontage

4.3 Site Context

The subject property is located in the Highway 97 City Sector on the west side of Academy Way. It is in close proximity to the 'U-series' buildings on Academy Way, and other nearby row housing projects. The walk score of the property is 11, indicating that almost all errands require a car and the transit score is 28, with a few nearby public transportation options.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P ₄ – Utilities RM ₃ – Low Density Multiple Housing	Private/Public Utilities, Vacant Land Future Residential
East	P ₂ – Education and Minor Institutional P ₃ – Parks and Open Space	Current Vacant Land
South	P ₂ – Education and Minor Institutional RM ₃ – Low Density Multiple Housing	Current Vacant Land Residential
West	P ₄ – Utilities RU _{1h} – Large Lot Housing (Hillside Area)	Private/Public Utilities, Vacant Land Residential / Future Residential

Subject Property Map: 610 Academy Way



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM ₃ ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Floor Area Ratio	0.8	0.7
Site Coverage (buildings)	40 %	32 %
Site Coverage (including buildings, driveways and parking areas)	60 %	46 %
Maximum Height	10.0 m / 3 storeys	10.0 m / 3 storeys
Minimum Front Yard (east - Academy Way)	1.5 m	4.5 m
Minimum Flanking Side Yard (south – Vint Rd)	1.5 m	4.5 m
Minimum Side Yard (north)	4.0 m	4.5 m
Minimum Rear Yard (west)	7.5 m	7.5 m
Other Regulations		
Minimum Parking Requirements	2 stalls / 3 bedroom = 308 stalls 1 stalls / 7 unit visitor = 22 stalls Total: 330 stalls	Total: 333 stalls
Parking Stall Ratio	Full Size Minimum: 50 % Medium Maximum: 50 %	Full Size: 54.4 % Medium Size: 45.6 %
Private Open Space	25 m ² per 3 bedroom Total: 3850 m²	3850 m ²
Minimum drive aisle width	6.0 m	6.0 m

5.0 Application Chronology

Date of Application Received:	June 4, 2018
Date Application Accepted as Complete:	July 18, 2018
Revised Drawings Received:	December 10, 2018
Date of Council Consideration:	January 7, 2019 (resulted in consideration being deferred)
Date of Revised Drawings Received:	January 29, 2019

Report prepared by:	Kimberly Brunet, Planner
Reviewed by:	Terry Barton, Urban Planning Manager
Approved for Inclusion:	Ryan Smith, Community Planning Department Manager

Attachments:

Draft Development Permit No. DP18-0150
Schedule A - Site Plan and Zoning Analysis Table
Schedule B - Elevations and Materials
Schedule C - Landscape Plan, Water Conservation/Irrigation Plan and Phasing Plan
Attachment A – City of Kelowna Memorandum
Attachment B – Site Grading
Attachment C – Applicant’s Rationale Letter - Addendum

Development Permit DP18-0150



This permit relates to land in the City of Kelowna municipally known as

610 Academy Way

and legally known as

Parcel A (being a consolidation of Lots 10 & 11 See CA6510572) Section 3 Township 23 Osoyoos Division Yale District Plan EPP53793

and permits the land to be used for the following development:

Multiple Dwelling Housing

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Decision: March 18, 2019

Decision By: Council

Issued Date: March 18, 2019

Development Permit Area: Comprehensive Development Permit Area

This permit will not be valid if development has not commenced by March 18, 2021.

Existing Zone: RM3 – Low Density Multiple Housing Future Land Use Designation: MRL – Multiple Unit Residential (Low Density)

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: Watermark Developments Ltd., Inc. No. BCo642787

Applicant: Meiklejohn Architects

Ryan Smith
Community Planning Department Manager
Community Planning & Strategic Investments

Date

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

- a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- c) Landscaping to be provided on the land be in accordance with Schedule "C"; and
- d) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect.

This Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property own of the day. Should the Developer carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Developer or his or her designate. There is filed accordingly:

- a) An Irrevocable Letter of Credit in the amount of **\$984,695.60**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

5. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the
Landscape Agreement or their designates.**

BUILDING & FLOOR AREAS

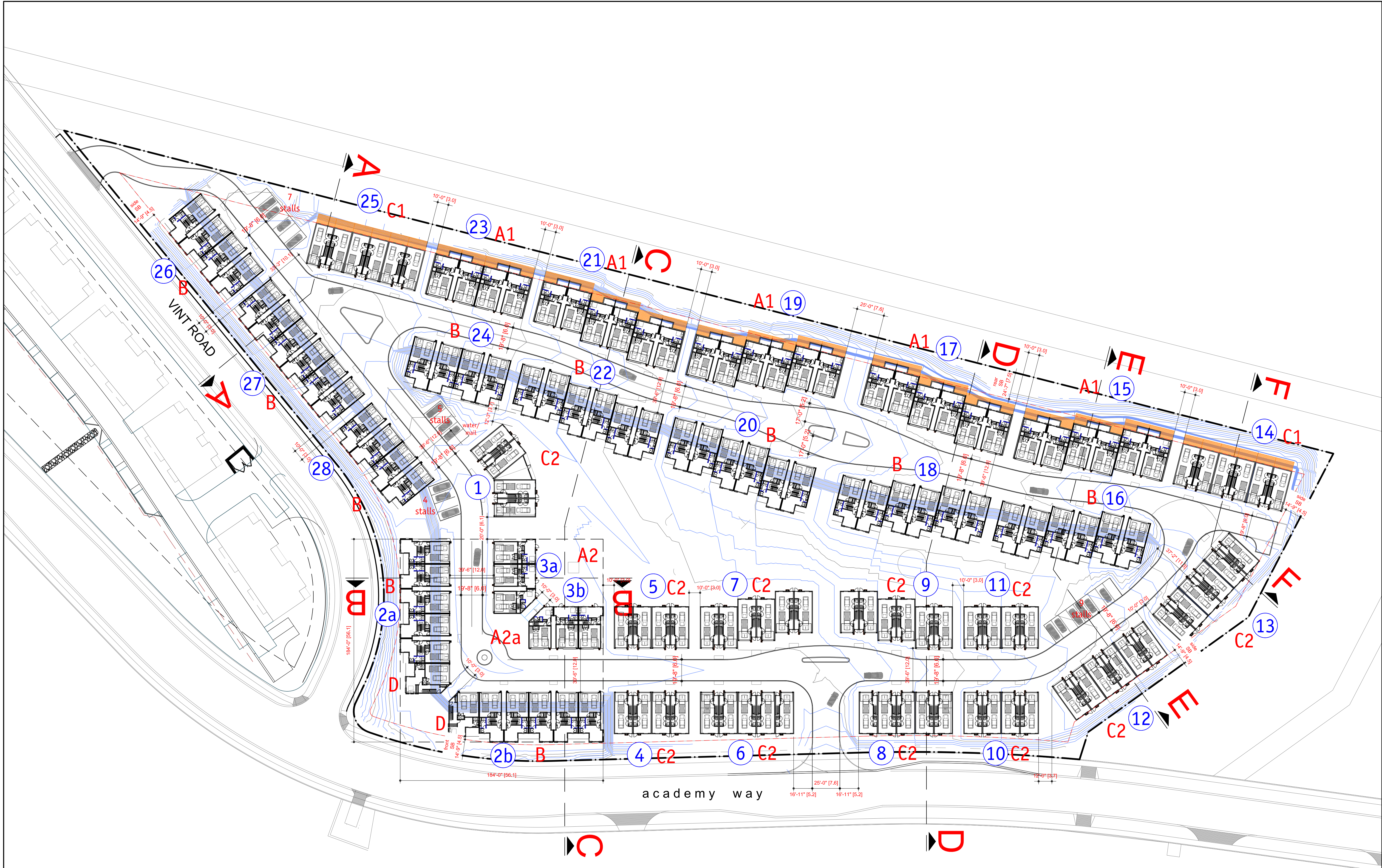
building no.			±sf	±sf	±sf
1	C1	L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
	C1a		2 units	2,714	1,052 98
		L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	639	
			subtotal	1,342	526 49
			2 units	2,684	1,052 98
			total	5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
				5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
23				5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
2a	B	L0	gfa	444	
			deck		76
		L1	gfa	444	
			garage	426	
		L2	gfa	923	
			deck		64
	D		subtotal	1,811	426 140
			5 units	9,055	2,130 700
		L0	gfa	532	
			deck		97
		L1	gfa	523	
			garage	445	
		L2	gfa	972	
			deck		95
			subtotal	2,027	445 192
			1 unit	2,027	445 192
			total	11,082	2,575 892 ±sf
				1,029.6	239.2 82.9 ±sm
2b	B	L0	gfa	444	
			deck		76
		L1	gfa	444	
			garage	426	
		L2	gfa	923	
			deck		64
	D		subtotal	1,811	426 140
			5 units	9,055	2,130 700
		L0	gfa	532	
			deck		97
		L1	gfa	523	
			garage	445	
		L2	gfa	972	
			deck		95
			subtotal	2,027	445 192
			1 unit	2,027	445 192
			total	11,082	2,575 892 ±sf
				1,029.6	239.2 82.9 ±sm
3a	A2	L1	gfa	360	
			garage	435	
		L2	gfa	785	
			deck		70
		L3	gfa	785	
			subtotal	1,930	435 70
	A2a		2 units	3,860	870 140
		L1	gfa	292	
			garage	410	
		L2	gfa	690	
			deck		70
		L3	gfa	690	
			subtotal	1,672	410 70
			1 unit	1,672	410 70
			total	5,532	1,280 210 ±sf
				513.9	118.9 19.5 ±sm
				5,532	1,280 210 ±sf
				513.9	118.9 19.5 ±sm
3b	A2	L1	gfa	360	
			garage	435	
		L2	gfa	785	
			deck		70
		L3	gfa	785	
			subtotal	1,930	435 70
	A2a		2 units	3,860	870 140
		L1	gfa	292	
			garage	410	
		L2	gfa	690	
			deck		70
		L3	gfa	690	
			subtotal	1,672	410 70
			1 unit	1,672	410 70
			total	5,532	1,280 210 ±sf
				513.9	118.9 19.5 ±sm
				5,532	1,280 210 ±sf
				513.9	118.9 19.5 ±sm

BUILDING & FLOOR AREAS

building no.			±sf	±sf	±sf
4	C2	L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
	C2a		2 units	2,714	1,052 98
		L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	639	
			subtotal	1,342	526 49
			2 units	2,684	1,052 98
			total	5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
				5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
5				5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
10				5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
11				5,398	2,104 196 ±sf
				501.5	195.5 18.2 ±sm
6	C2	L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
	C2b		4 units	5,428	2,104 196
		L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	647	
			subtotal	1,350	526 49
			1 units	1,350	526 49
			total	6,778	2,630 245 ±sf
				629.7	244.3 22.8 ±sm
				6,778	2,630 245 ±sf
				629.7	244.3 22.8 ±sm
8				629.7	244.3 22.8 ±sm
12	C2	L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
	C2a		6 units	8,142	3,156 294 ±sf
		L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
			3 units	4,071	1,578 147
			total	8,142	3,156 294 ±sf
				756.4	293.2 27.3 ±sm
				8,142	3,156 294 ±sf
				756.4	293.2 27.3 ±sm
13				8,142	3,156 294 ±sf
				756.4	293.2 27.3 ±sm
7	C2	L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
	C2a		3 units	4,071	1,578 147
		L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	639	
			subtotal	1,342	526 49
			3 units	4,026	1,578 147
			total	8,097	3,156 294 ±sf
				752.2	293.2 27.3 ±sm
				8,097	3,156 294 ±sf
				752.2	293.2 27.3 ±sm
9				8,097	3,156 294 ±sf
				752.2	293.2 27.3 ±sm
14	C1	L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	654	
			subtotal	1,357	526 49
	C1a		3 units	4,071	1,578 147
		L1	gfa	106	
			garage	526	
		L2	gfa	597	
			deck		49
		L3	gfa	639	
			subtotal	1,342	526 49
			3 units	4,026	1,578 147
			total	8,097	3,156 294 ±sf
				752.2	293.2 27.3 ±sm
				8,097	3,156 294 ±sf
				752.2	293.2 27.3 ±sm

BUILDING & FLOOR AREAS

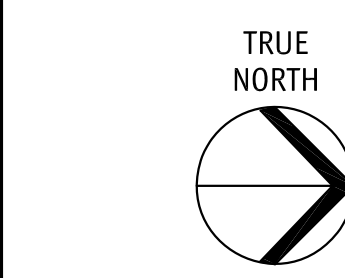
building no.			±sf	±sf	±sf				
25			8,142	3,156	294	±sf			
			756.4	293.2	27.3	±sm			
15	A1	L1	gfa	360					
			garage		435				
		L2	gfa	785					
			deck			70			
		L3	gfa	785					
			total	1,930	435	70			
			6 units	11,580	2,610	420	±sf		
				1,075.8	242.5	39.0	±sm		
17			11,580	2,610	420	±sf			
			1,075.8	242.5	39.0	±sm			
19			11,580	2,610	420	±sf			
			1,075.8	242.5	39.0	±sm			
21			11,580	2,610	420	±sf			
			1,075.8	242.5	39.0	±sm			
16	B	L0	gfa	444					
			deck			76			
		L1	gfa	444					
			garage		426				
		L2	gfa	923					
			deck			64			
			total	1,811	426	140			
			6 units	10,866	2,556	840	±sf		
			1009.5	237.5	78.0	±sm			
			10,866	2,556	840	±sf			
18			1009.5	237.5	78.0	±sm			
			10,866	2,556	840	±sf			
20			1009.5	237.5	78.0	±sm			
			10,866	2,556	840	±sf			
22			10,866	2,556	840	±sf			
			1009.5	237.5	78.0	±sm			
24	B	L0	gfa	444					
			deck			76			
		L1	gfa	444					
			garage		426				
		L2	gfa	923					
			deck			64			
			total	1,811	426	140			
			4 units	7,244	1,704	560	±sf		
			673.0	158.3	52.0	±sm			
			7,244	1,704	560	±sf			
26			673.0	158.3	52.0	±sm			
			7,244	1,704	560	±sf			
28			673.0	158.3	52.0	±sm			
			7,244	1,704	560	±sf			
27	B	L0	gfa	444					
			deck			76			
		L1	gfa	444					
			garage		426				
		L2	gfa	923					
			deck			64			
			total	1,811	426	140			
			6 units	10,866	2,556	840	±sf		
			1,009.5	237.5	78.0	±sm			
			total	242,068	69,706	12,900	±sf		
			22,490.4	6,475.9	1,198.5	±sm			
			gfa	garage	deck				



233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
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EMAIL: kel-mai@shaw.ca



2018-12-08
revised
DP



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No.	Date	Revision
01	2018-06-04	issued for DP
02	2018-07-03	clarify parking requirement
03	2018-08-21	issued for pricing
04	2018-09-26	revised DP drawings
05	2018-10-11	Phase 1 BP
06	2018-11-06	Phase 2 BP
07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP

Project Title
ACADEMY RIDGE TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A2.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
SITE PLAN

1"= 40'-0"	
Date	2018-11-20
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

SCHEDULE

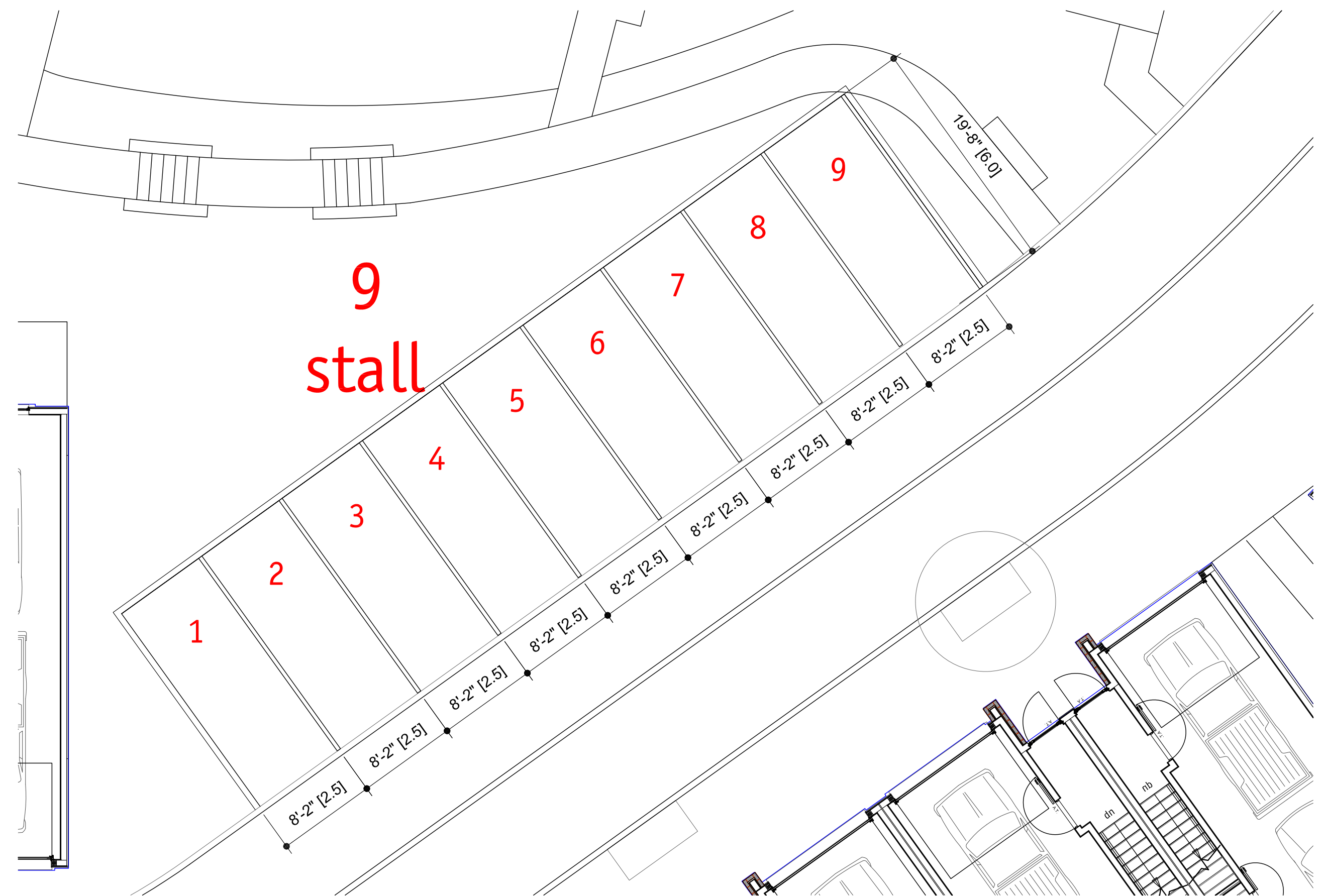
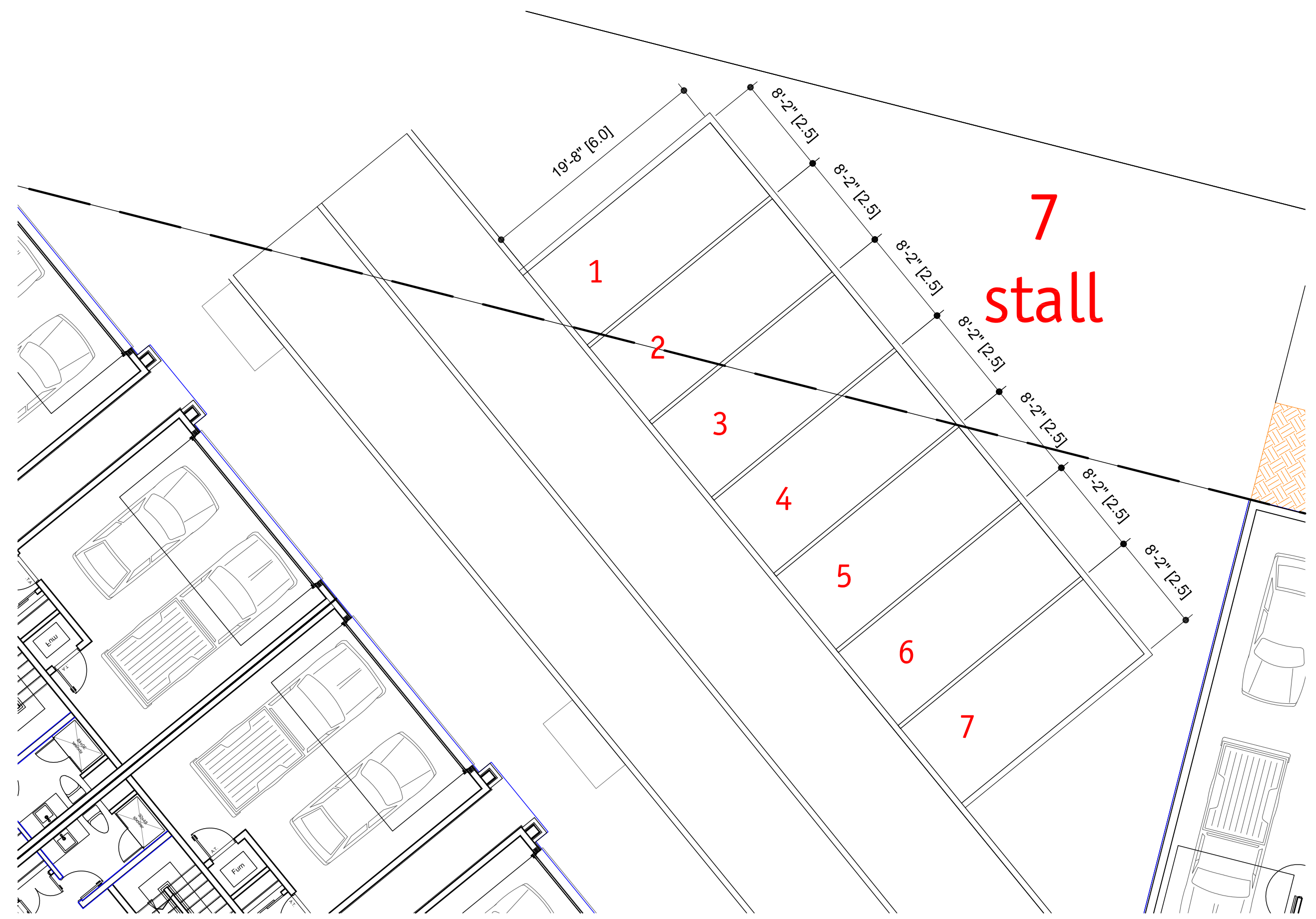
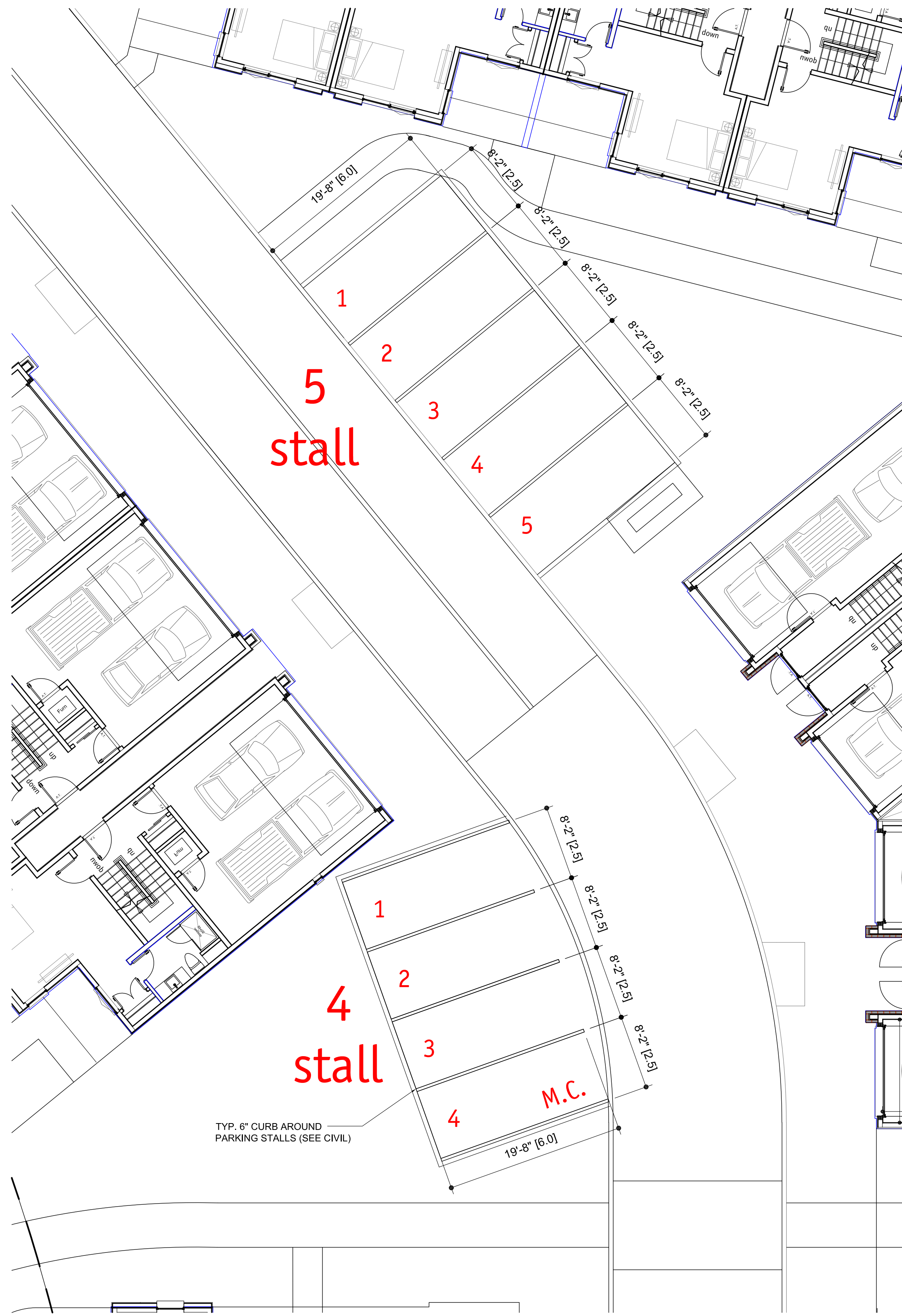
A

This forms part of application
DP18-0150

Planner
Initials

KB

City of
Kelowna
COMMUNITY PLANNING



SCHEDULE A

This forms part of application
DP18-0150

Planner Initials KB

City of Kelowna
COMMUNITY PLANNING



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No.	Date	Revision
01	2018-06-04	issued for DP
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03	2018-08-21	issued for pricing
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05	2018-10-11	Phase 1 BP
06	2018-11-06	Phase 2 BP
07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP

Project Title
**ACADEMY RIDGE
TOWNHOMES**

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A2.02

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
**PARKING STALL
DIMENSION**

1/8"=1'-0"

Date	2018-11-20
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

SCHEDULE

B

This forms part of application

DP18-0150

Planner

Initials

KB

City of Kelowna

COMMUNITY PLANNING

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000



1 SITE ELEVATION (ACADEMY WAY)
A2.10 SCALE: 1"= 20'-0"



2 SITE ELEVATION (VINT ROAD)
A2.10 SCALE: 1"= 20'-0"

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
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2019-01-28
revised
DP

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No.	Date	Revision
01	2018-06-04	issued for DP
02	2018-07-03	clarify parking requirement
03	2018-08-21	issued for pricing
04	2018-09-26	revised DP drawings
05	2018-10-11	Phase 1 BP
06	2018-11-06	Phase 2 BP
07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title
ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A2.10

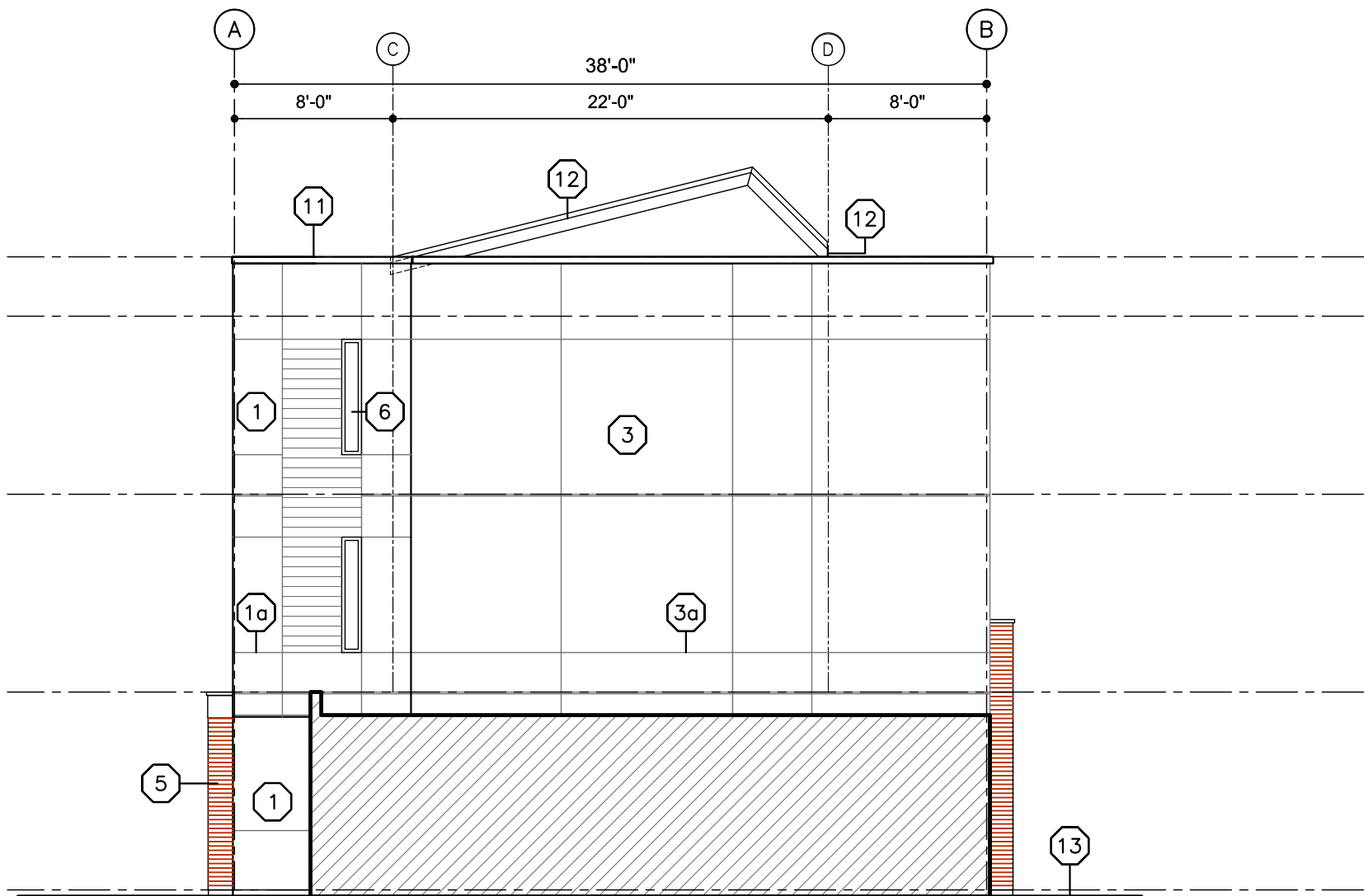
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
SITE ELEVATIONS

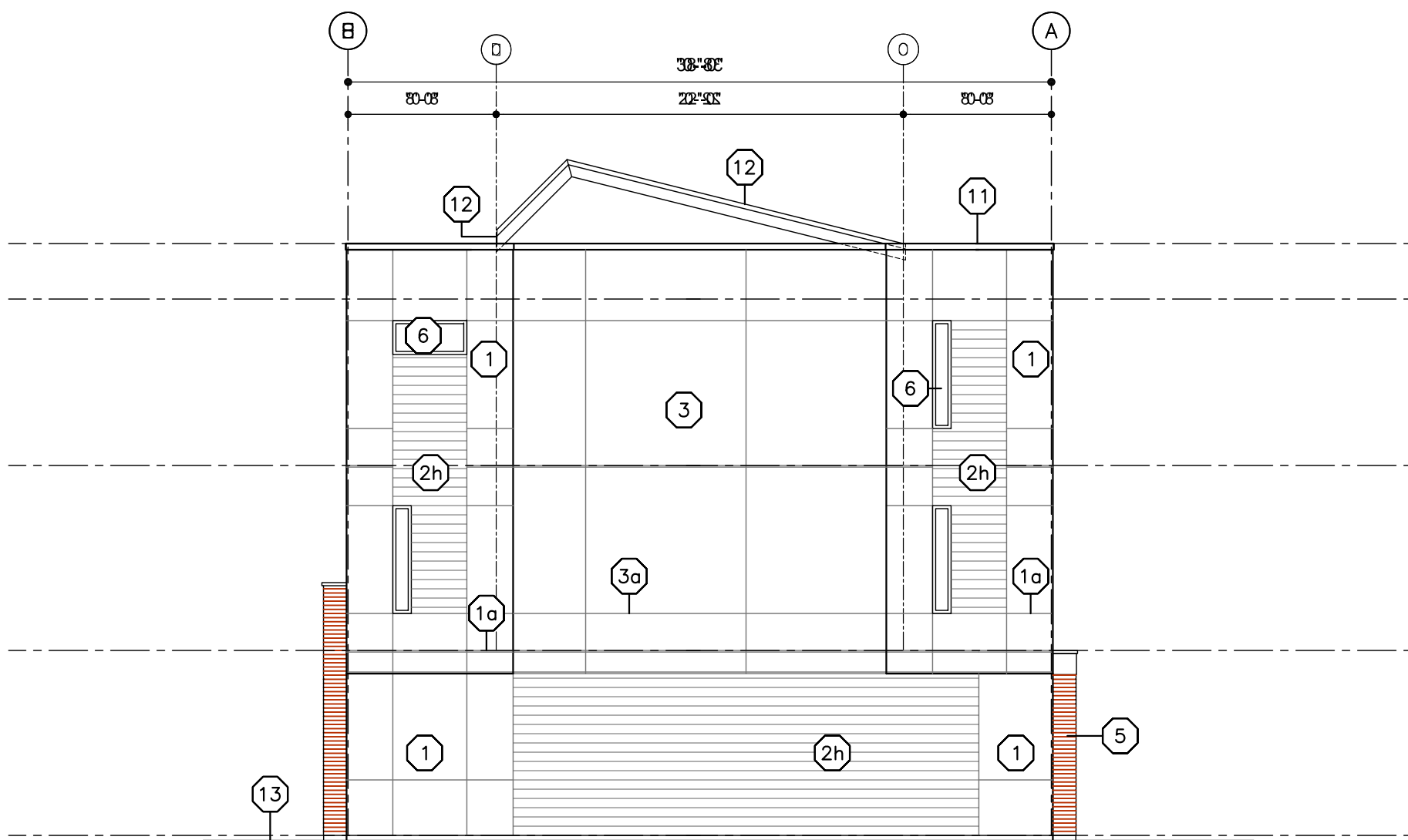
1"= 20'-0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

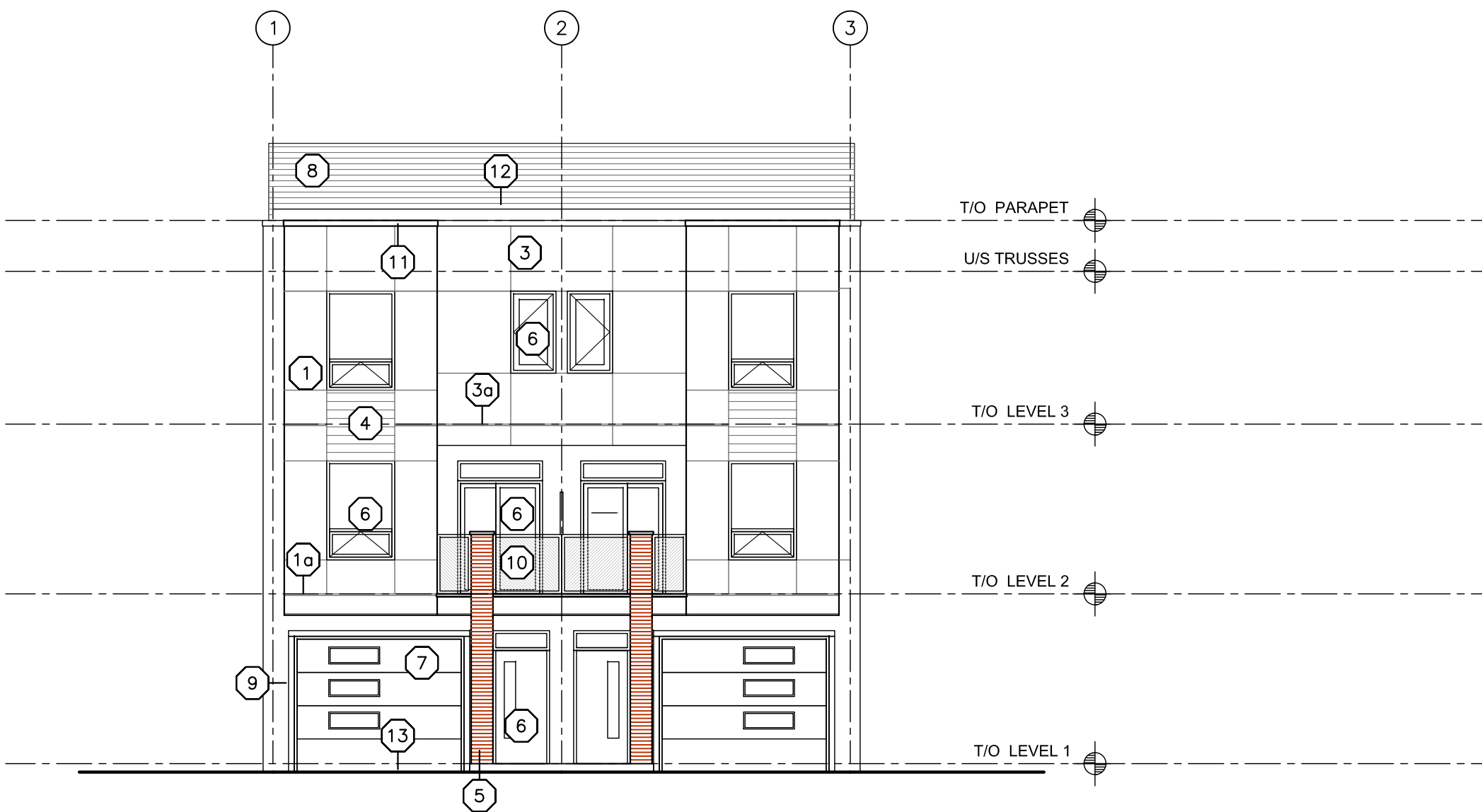
BUILDING ELEVATION KEY NOTE:	
1.	REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2.	COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE
1	STUCCO
1o	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS
3	HARDIE PANEL CLADDING
3o	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
5	BRICK VENEER
6	VINYL WINDOW/DOOR
7	OVERHEAD DOOR
8	LAMINATED FIBREGLOSS/ ASPHALT SHINGLES
9	HARDIE TRIM
10	ALUMINUM/GLASS RAILING
11	PREFINISHED SHEET STEEL FLASHING CAP
12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION



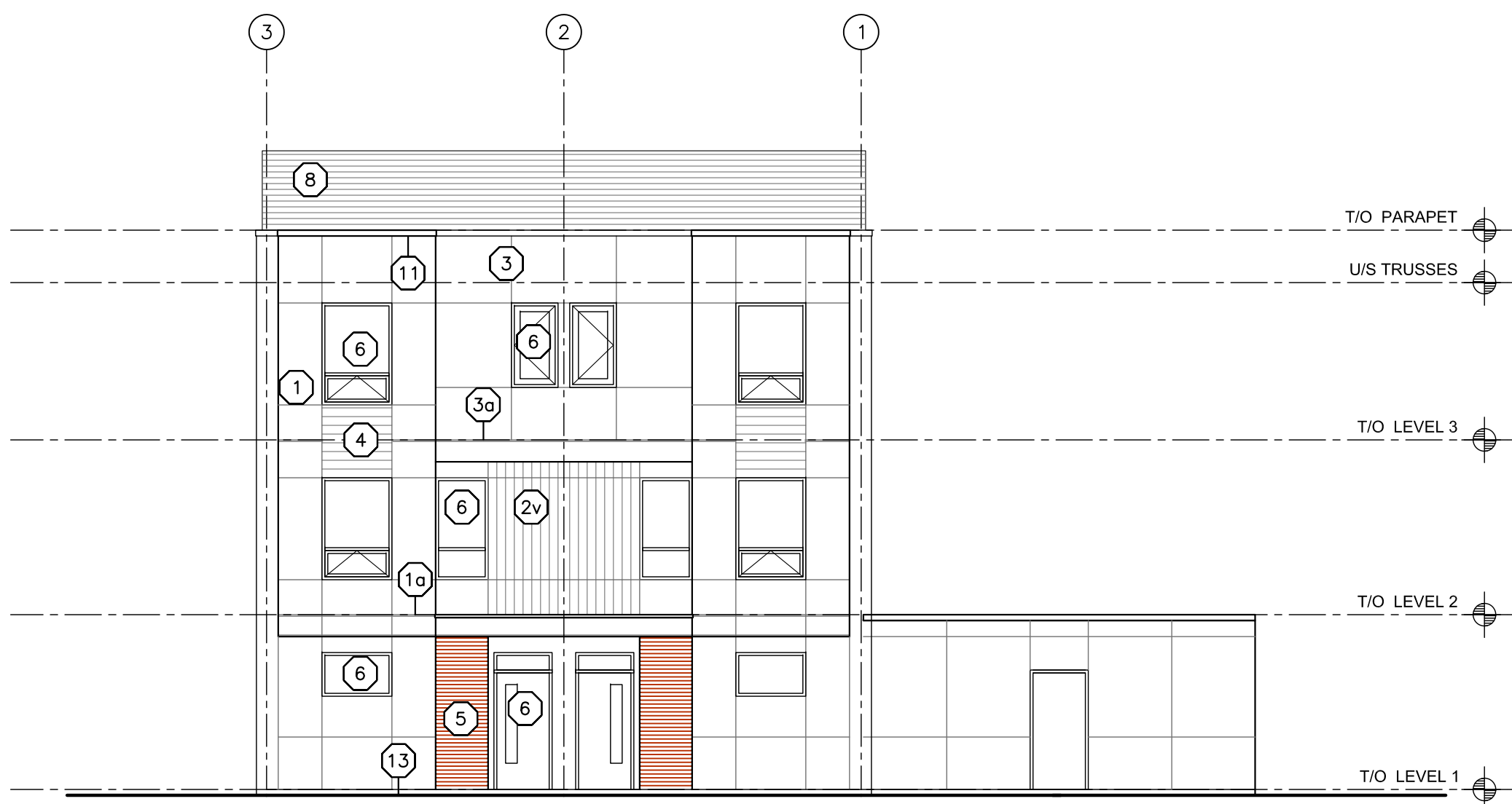
2
A4.01
SIDE ELEVATION (C2)
SCALE: 1/8"=1'-0"



4
A4.01
SIDE ELEVATION (C2)
SCALE: 1/8"=1'-0"



1
A4.01
FRONT ELEVATION (C2)
SCALE: 1/8"=1'-0"



3
A4.01
BACK ELEVATION (C2)
SCALE: 1/8"=1'-0"

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE B

This forms part of application
DP18-0150

Planner
Initials KB



233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



2019-01-28
revised
DP

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07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

Exterior Elevations
Building 1

1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

BUILDING ELEVATION KEY NOTE:

1. REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2. COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE

1	STUCCO	8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
10	STUCCO REVEAL/CONTROL JOINT	9	HARDIE TRIM
2h	HORIZONTAL HARDIE PLANK SIDING	10	ALUMINUM/GLASS RAILING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS	11	PREFINISHED SHEET STEEL FLASHING CAP
3	HARDIE PANEL CLADDING	12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
3a	HARDIE CONTROL JOINT	13	LINE OF FINISHED GRADE (V.O.S.)
4	HORIZONTAL WOOD GRAIN CLADDING	14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION
5	BRICK VENEER		
6	VINYL WINDOW/DOOR		
7	OVERHEAD DOOR		

SCHEDULE B

This forms part of application
DP18-0150

Planner
Initials KB



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07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.02

DRAWINGS ARE NOT TO BE SCALE.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

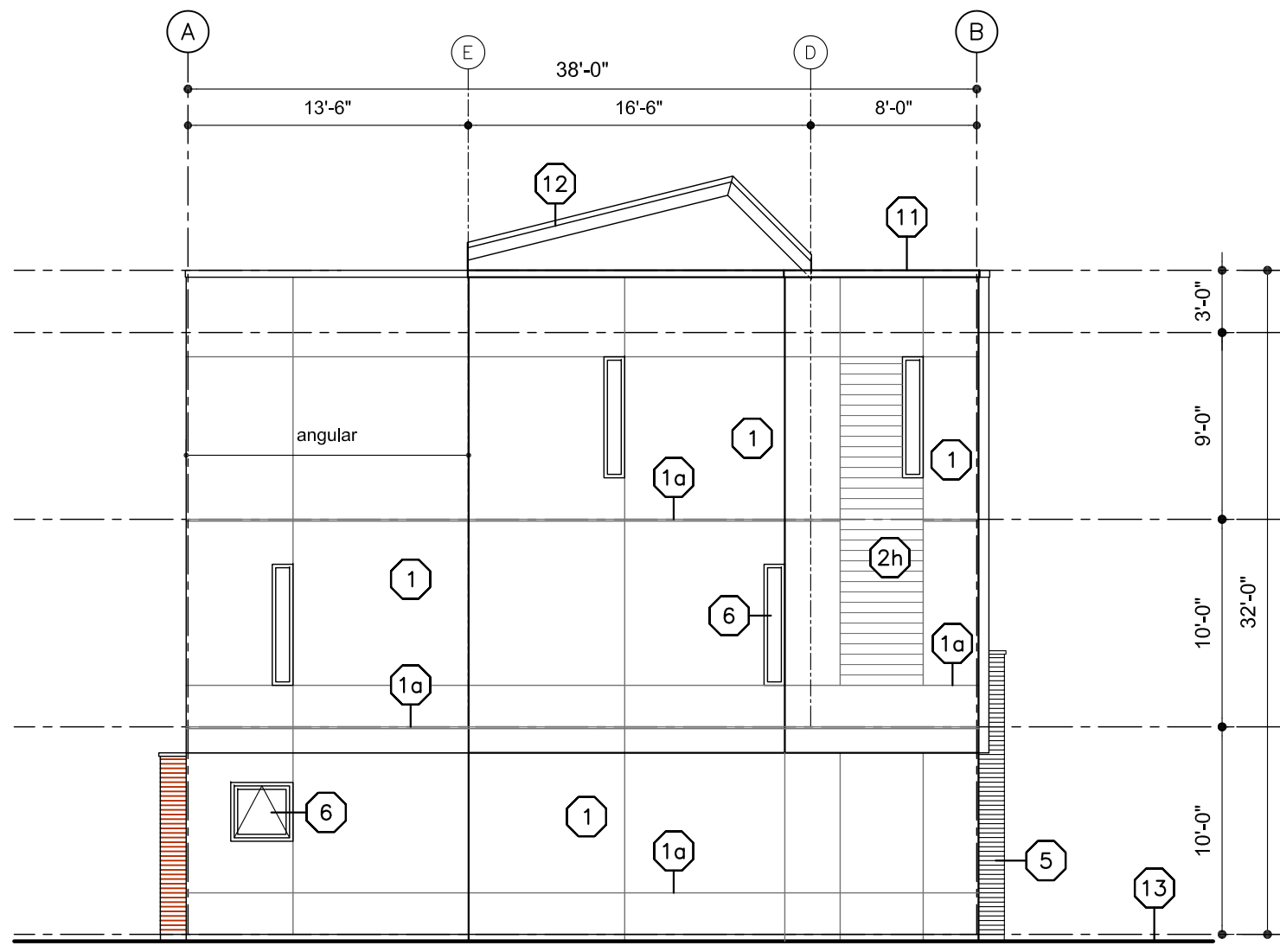
Drawing Title

Exterior Elevations
Building 2

1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

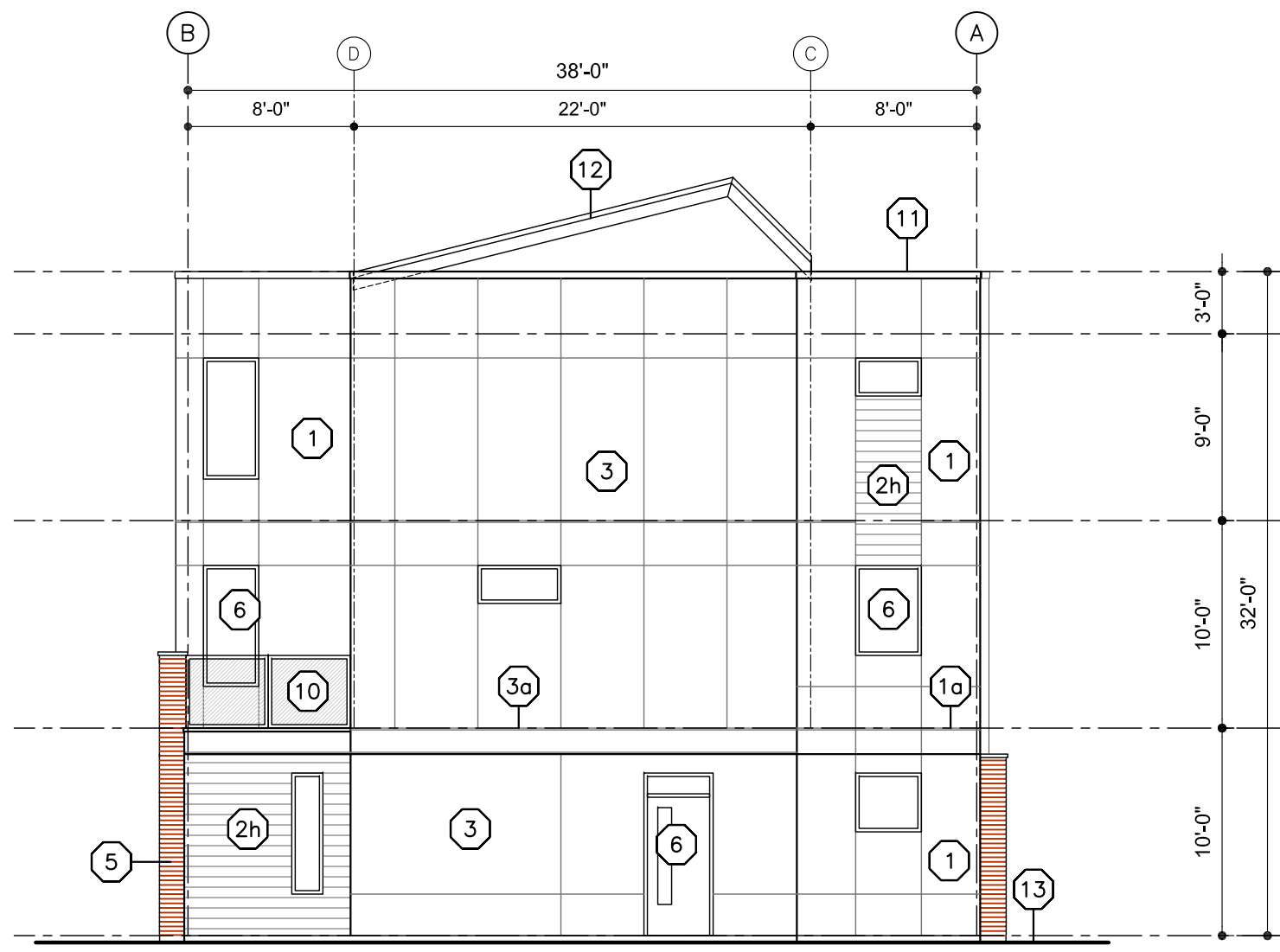
BUILDING ELEVATION KEY NOTE:	
1.	REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2.	COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE
1	STUCCO
1a	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS
3	HARDIE PANEL CLADDING
3a	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
5	BRICK VENEER
6	VINYL WINDOW/DOOR
7	OVERHEAD DOOR
8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
9	HARDIE TRIM
10	ALUMINUM/GLASS RAILING
11	PREFINISHED SHEET STEEL FLASHING CAP
12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION



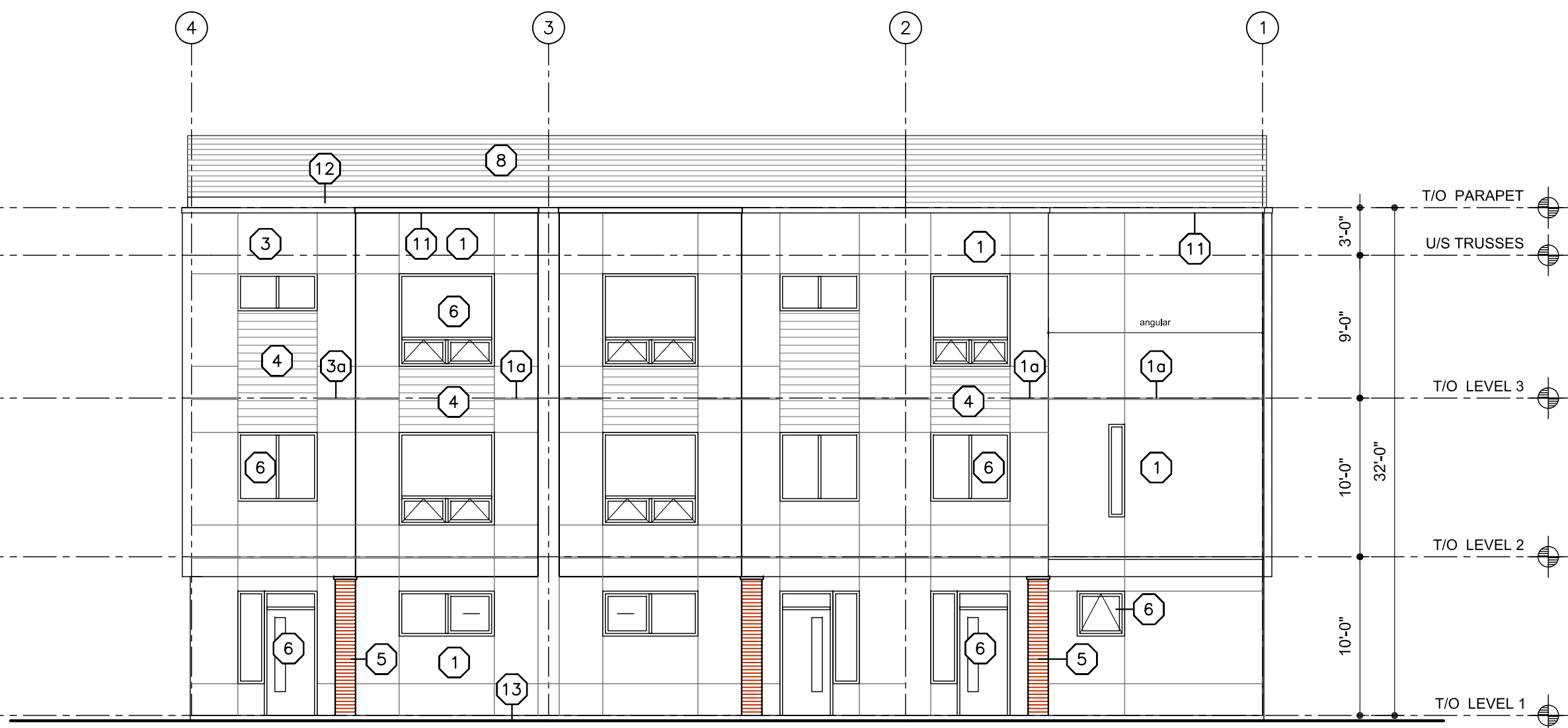
2
A4.03
SIDE ELEVATION (UNIT A2a)
SCALE: 1/8"=1'-0"



1
A4.03
FRONT ELEVATION (UNIT A2/A2a)
SCALE: 1/8"=1'-0"



4
A4.03
SIDE ELEVATION (UNIT A2)
SCALE: 1/8"=1'-0"



3
A4.03
BACK ELEVATION (UNIT A2/A2a)
SCALE: 1/8"=1'-0"

SCHEDULE

B

This forms part of application
DP18-0150

Planner
Initials KB



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2019-01-28
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DP

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08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title
ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.03

DRAWINGS ARE NOT TO BE SCALED.
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Drawing Title
Exterior Elevations
Building 3

1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

BUILDING ELEVATION KEY NOTE:	
1.	REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2.	COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE
1	STUCCO
1a	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS
3	HARDIE PANEL CLADDING
3a	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
5	BRICK VENEER
6	VINYL WINDOW/DOOR
7	OVERHEAD DOOR
8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
9	HARDIE TRIM
10	ALUMINUM/GLASS RAILING
11	PREFINISHED SHEET STEEL FLASHING CAP
12	REFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION

SCHEDULE

B

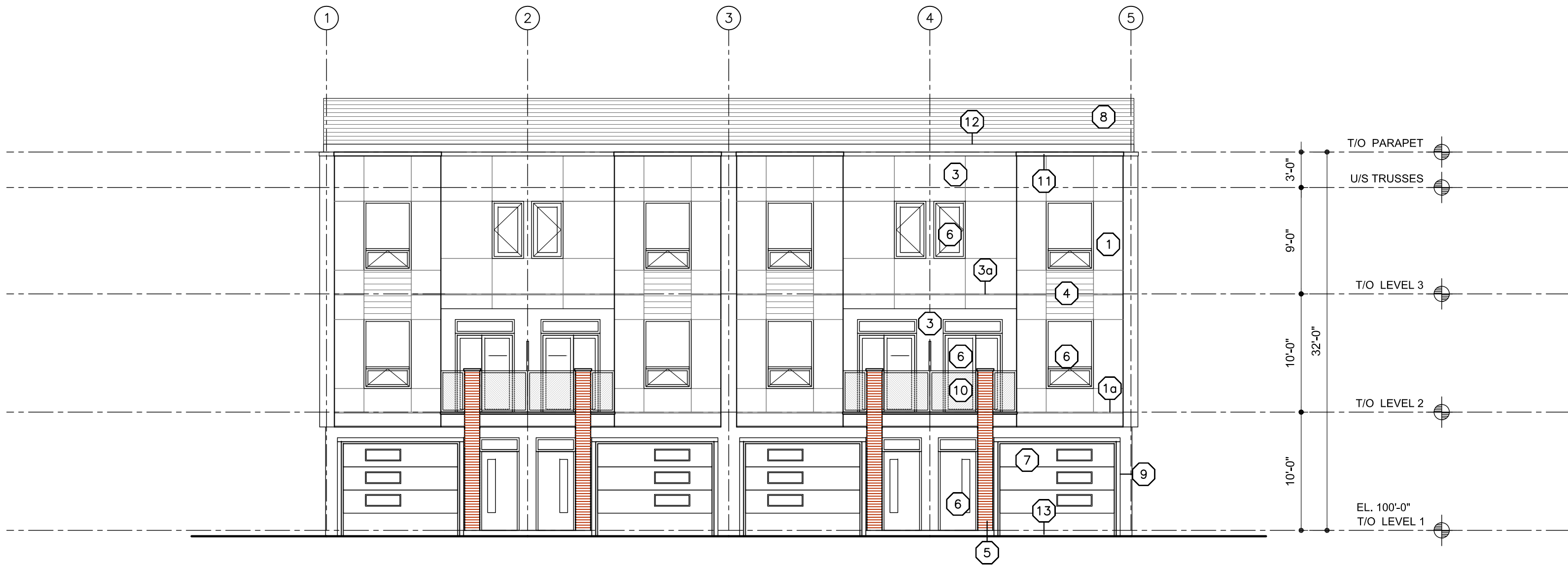
This forms part of application
DP18-0150

Planner Initials KB

City of Kelowna

COMMUNITY PLANNING

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000



1
A4.04 FRONT ELEVATION (UNITS C2+C2a)
SCALE: 1/8"=1'-0"



3
A4.04 SIDE ELEVATION (UNIT C2)
SCALE: 1/8"=1'-0"

2
A4.04 BACK ELEVATION (UNITS C2+C2a)
SCALE: 1/8"=1'-0"

233 BERNARD AVENUE
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V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca

a

m+m

MEIKLEJOHN ARCHITECTS INC.

AR

AcademyRidge

AT UNIVERSITY VILLAGE

2019-01-28
revised
DP

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09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title
ACADEMY RIDGE TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number
A4.04

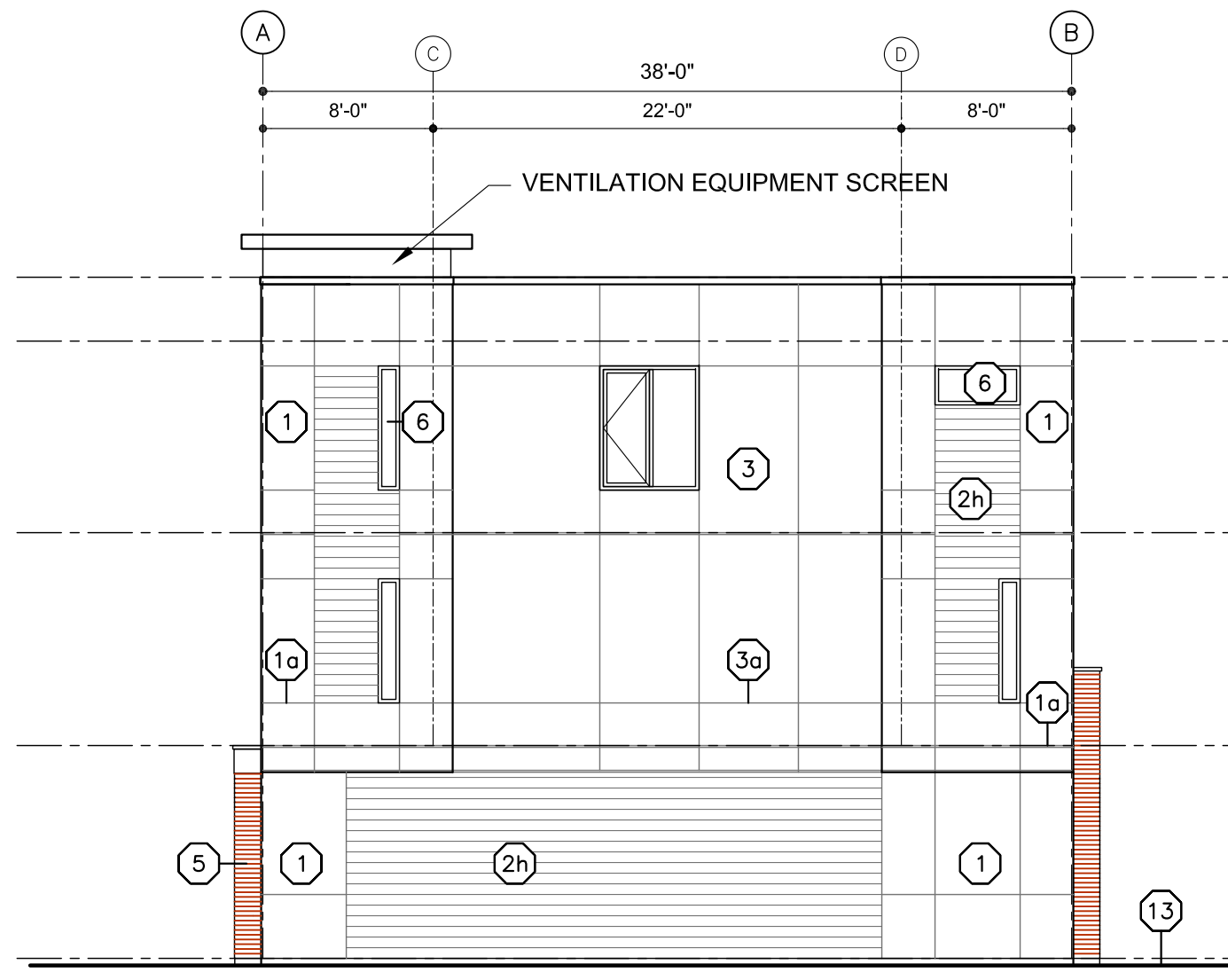
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
Exterior Elevations
Buildings 4+5
(sim bldgs. 10+11)
1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

68

BUILDING ELEVATION KEY NOTE:	
1.	REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2.	COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE
1	STUCCO
1a	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS
3	HARDIE PANEL CLADDING
3a	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
5	BRICK VENEER
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7	OVERHEAD DOOR
8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
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10	ALUMINUM/GLASS RAILING
11	PREFINISHED SHEET STEEL FLASHING CAP
12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION



2
A4.06
SIDE ELEVATION (C2b)
SCALE: 1/8"=1'-0"

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE

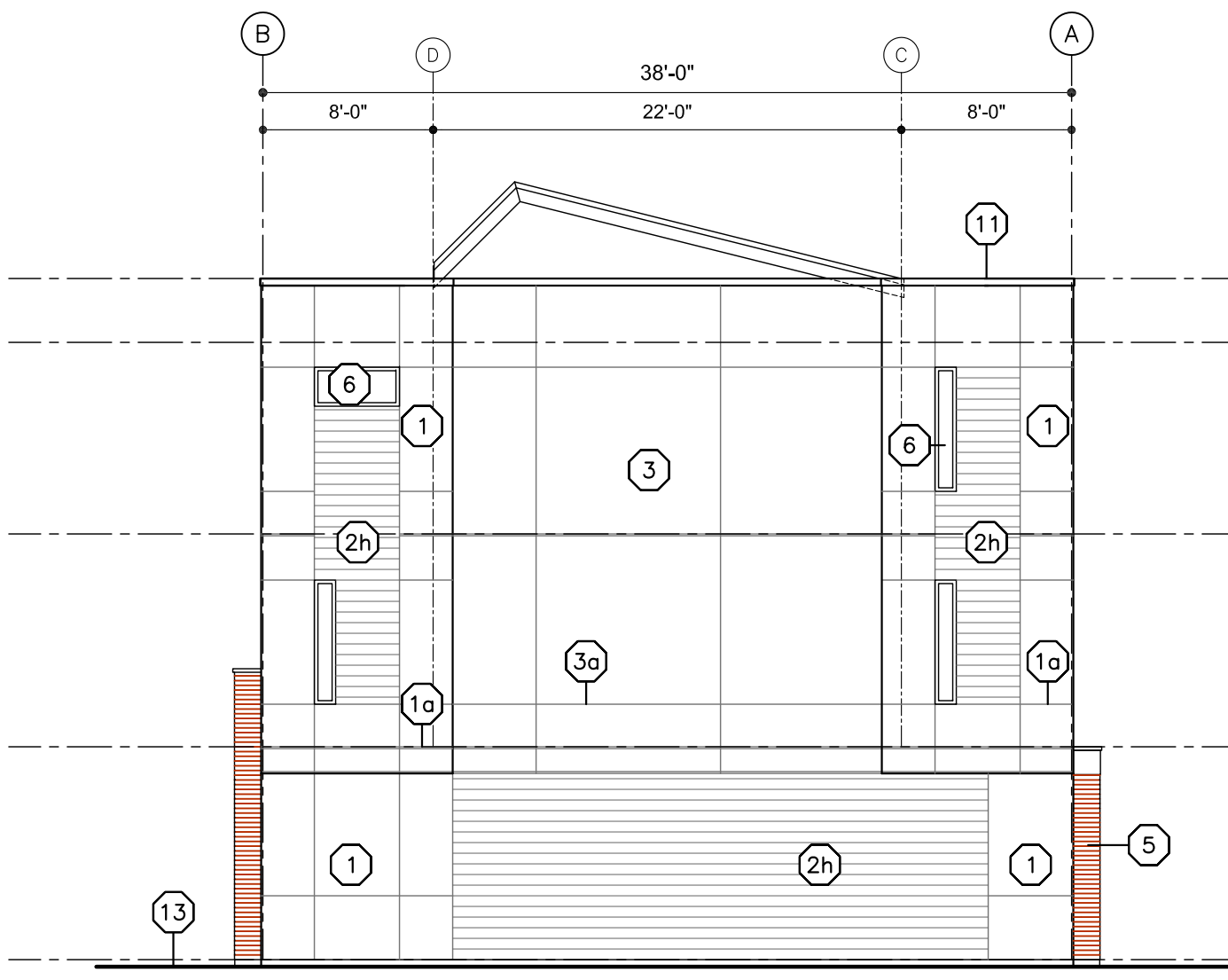
B

This forms part of application
DP18-0150

Planner
Initials KB

City of Kelowna

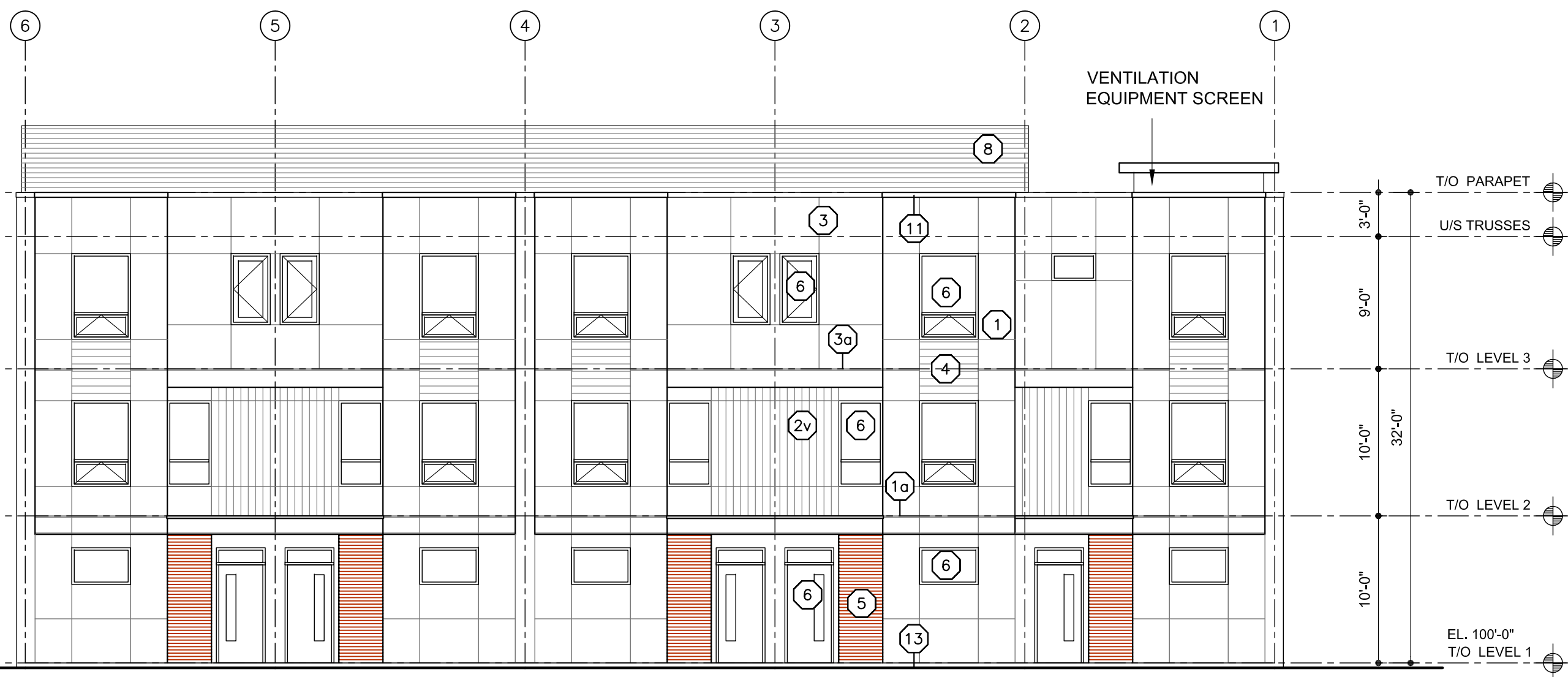
COMMUNITY PLANNING



4
A4.06
SIDE ELEVATION (C2)
SCALE: 1/8"=1'-0"



1
A4.06
FRONT ELEVATION (C2/C2a/C2b)
SCALE: 1/8"=1'-0"



3
A4.06
BACK ELEVATION (C2/C2a/C2b)
SCALE: 1/8"=1'-0"

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
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08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
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Project Title
ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.06

DRAWINGS ARE NOT TO BE SCALED.
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Drawing Title
Exterior Elevations
Building 6 (sim bldg. 8)

1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE B

This forms part of application
DP18-0150

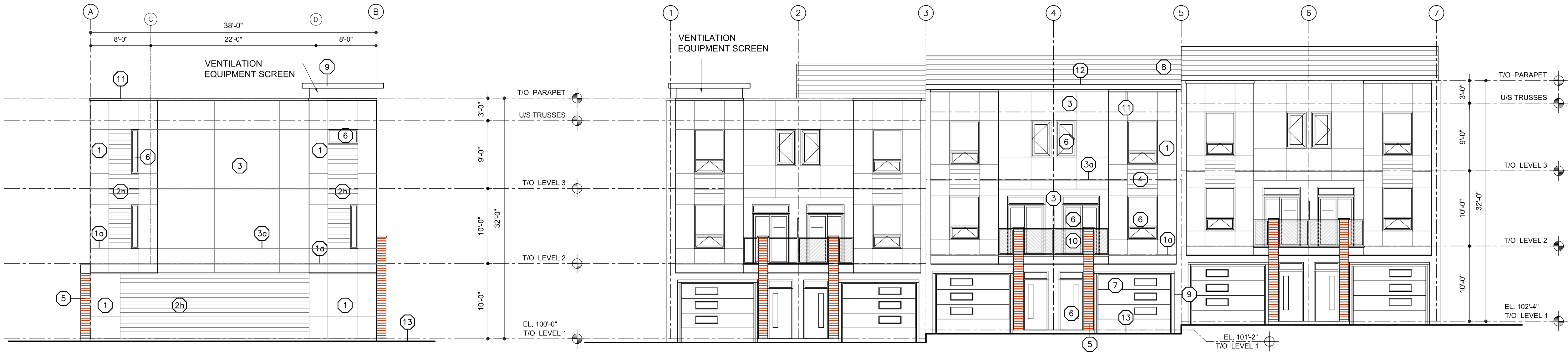
Planner
Initials KB



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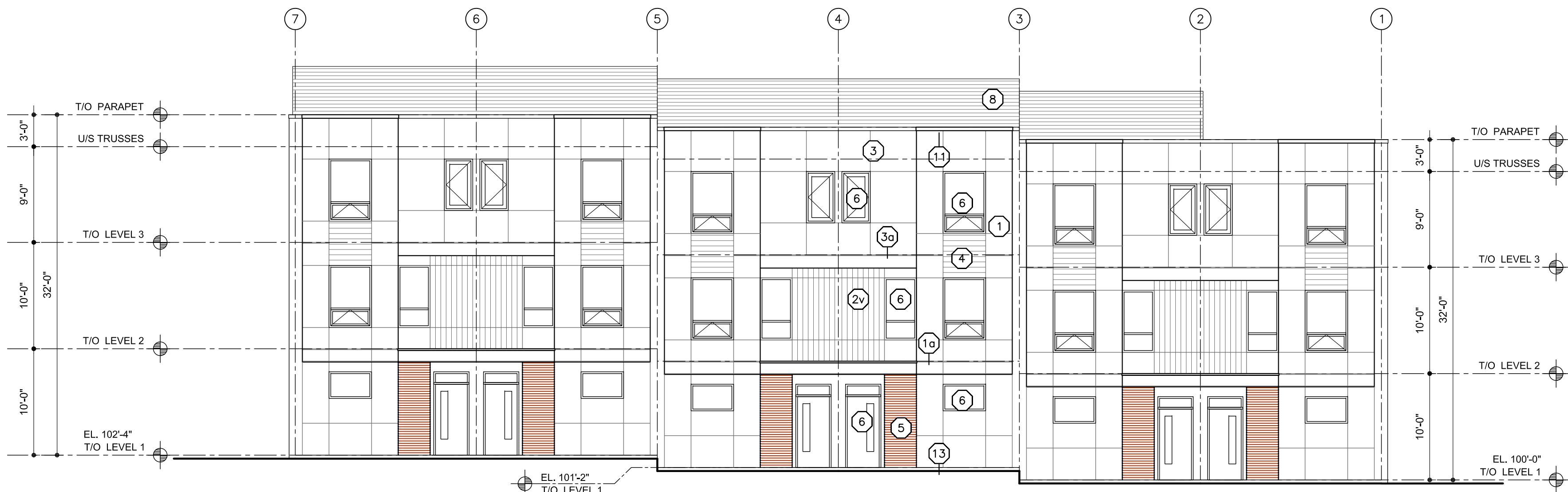
2019-01-28
revised
DP



2 SIDE ELEVATION (C2)
A4.07 SCALE: 1/8"=1'-0"

1 FRONT ELEVATION (C2/C2a)
A4.07 SCALE: 1/8"=1'-0"

BUILDING ELEVATION KEY NOTE:	
1.	REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2.	COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE
1	STUCCO
1a	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS
3	HARDIE PANEL CLADDING
3a	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
5	BRICK VENEER
6	VINYL WINDOW/DOOR
7	OVERHEAD DOOR
8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
9	HARDIE TRIM
10	ALUMINUM/GLASS RAILING
11	PREFINISHED SHEET STEEL FLASHING CAP
12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION



3 BACK ELEVATION (C2/C2a)
A4.07 SCALE: 1/8"=1'-0"

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09	2018-11-29	Phase 3 BP
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Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.07

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Drawing Title

Exterior Elevations
Building 9 (sim bldg. 7)

1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE

B

This forms part of application

DP18-0150

Planner Initials

KB

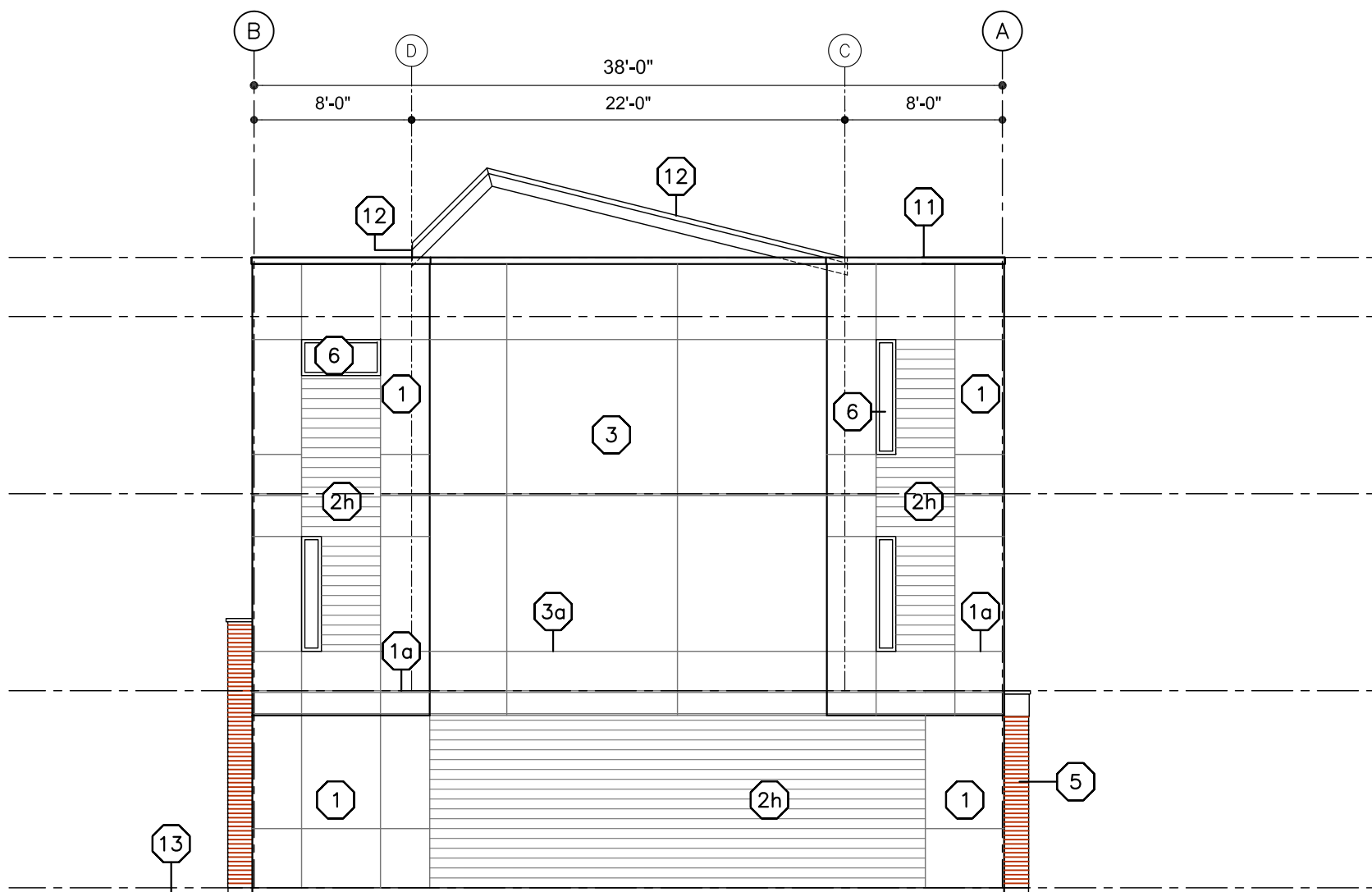
City of Kelowna

COMMUNITY PLANNING

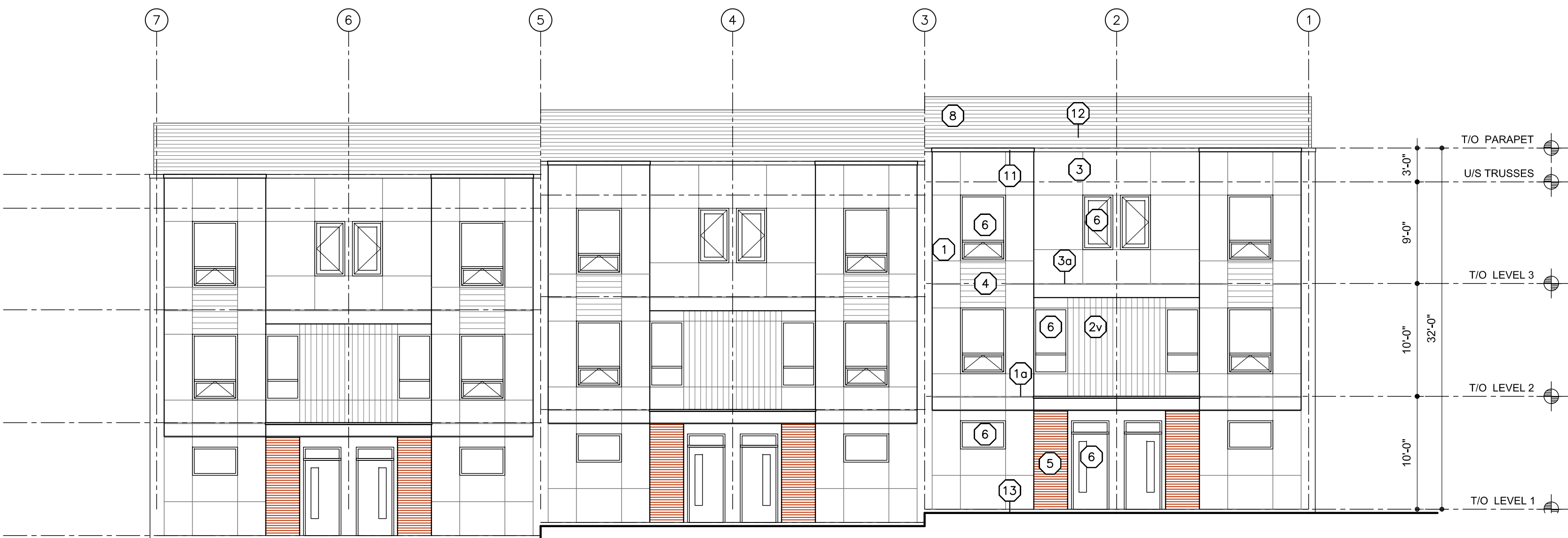
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1a	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
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3	HARDIE PANEL CLADDING
3a	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
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11	PREFINISHED SHEET STEEL FLASHING CAP
12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION



1
A4.12
FRONT ELEVATION (C2)
SCALE: 1/8"=1'-0"



3
A4.12
SIDE ELEVATION (C2)
SCALE: 1/8"=1'-0"



2
A4.12
BACK ELEVATION (C2)
SCALE: 1/8"=1'-0"

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



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08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.12

DRAWINGS ARE NOT TO BE SCALED.
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Drawing Title

Exterior Elevations
Building 13
(sim bldg. 12)
1/8"=1'-0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE B

This forms part of application
DP18-0150

Planner Initials KB



233 BERNARD AVENUE
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V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



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DP

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07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.14

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

Exterior Elevations
Building 14
(sim bldg. 25)
1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

BUILDING ELEVATION KEY NOTE:

1. REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2. COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE

1 STUCCO

1a STUCCO REVEAL/CONTROL JOINT

2h HORIZONTAL HARDIE PLANK SIDING

2v VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS

3 HARDIE PANEL CLADDING

3a HARDIE CONTROL JOINT

4 HORIZONTAL WOOD GRAIN CLADDING

5 BRICK VENEER

6 VINYL WINDOW/DOOR

7 OVERHEAD DOOR

8 LAMINATED FIBREGLASS/ ASPHALT SHINGLES

9 HARDIE TRIM

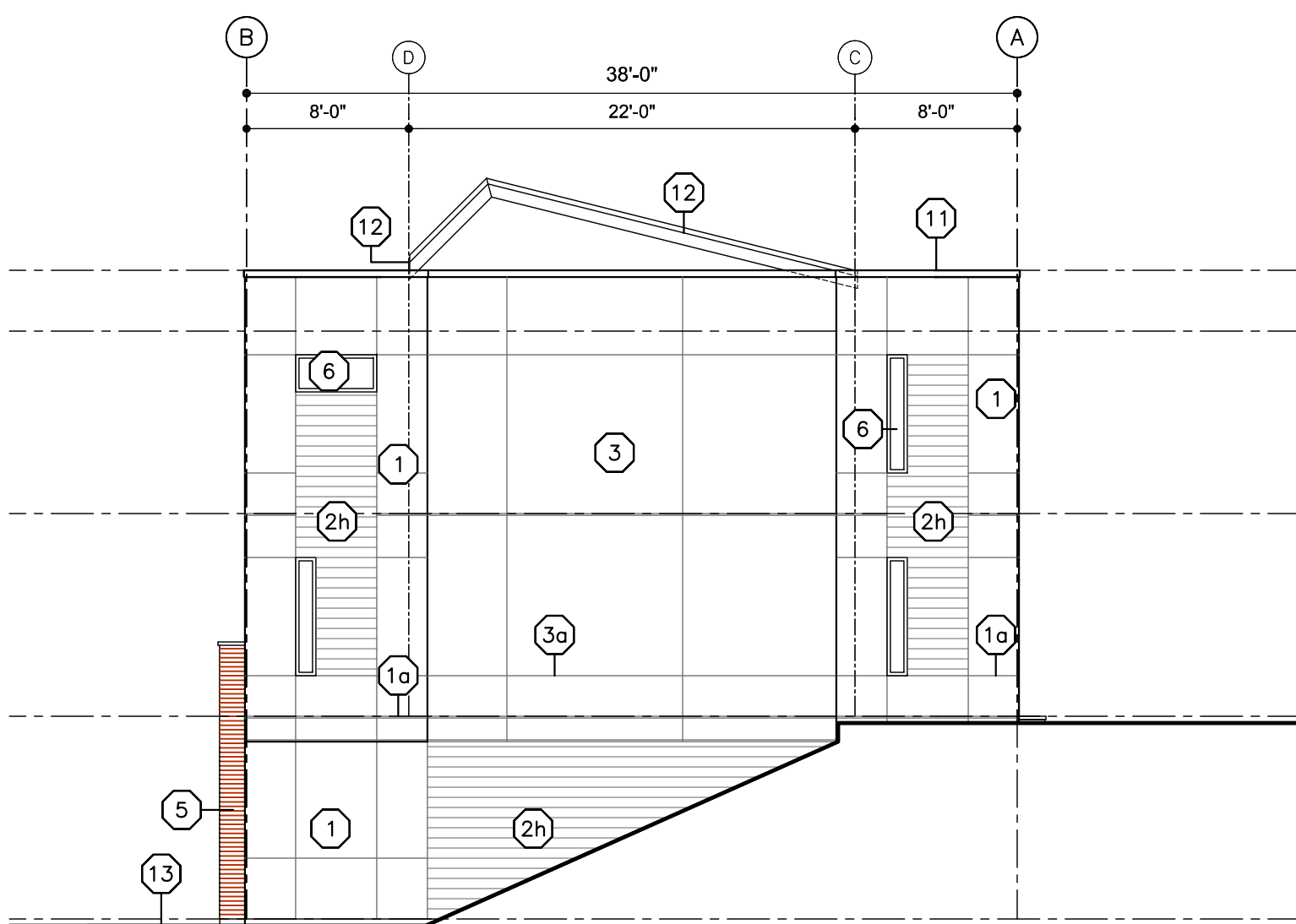
10 ALUMINUM/GLASS RAILING

11 PREFINISHED SHEET STEEL FLASHING CAP

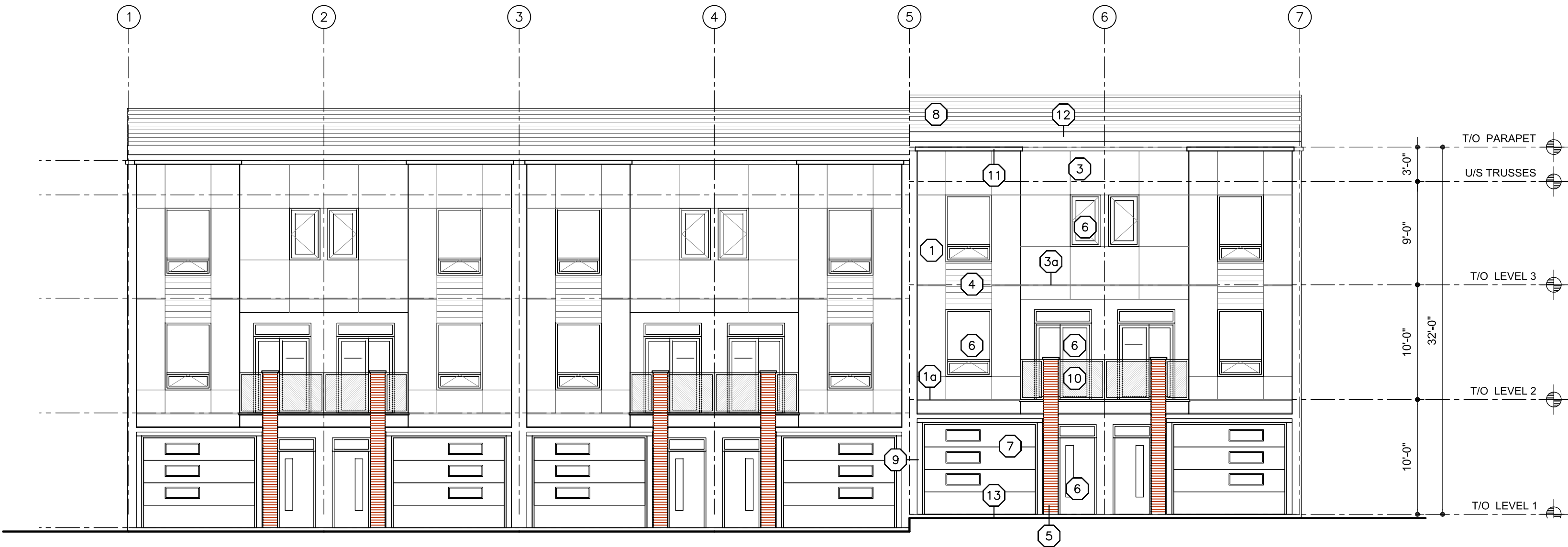
12 PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING

13 LINE OF FINISHED GRADE (V.O.S.)

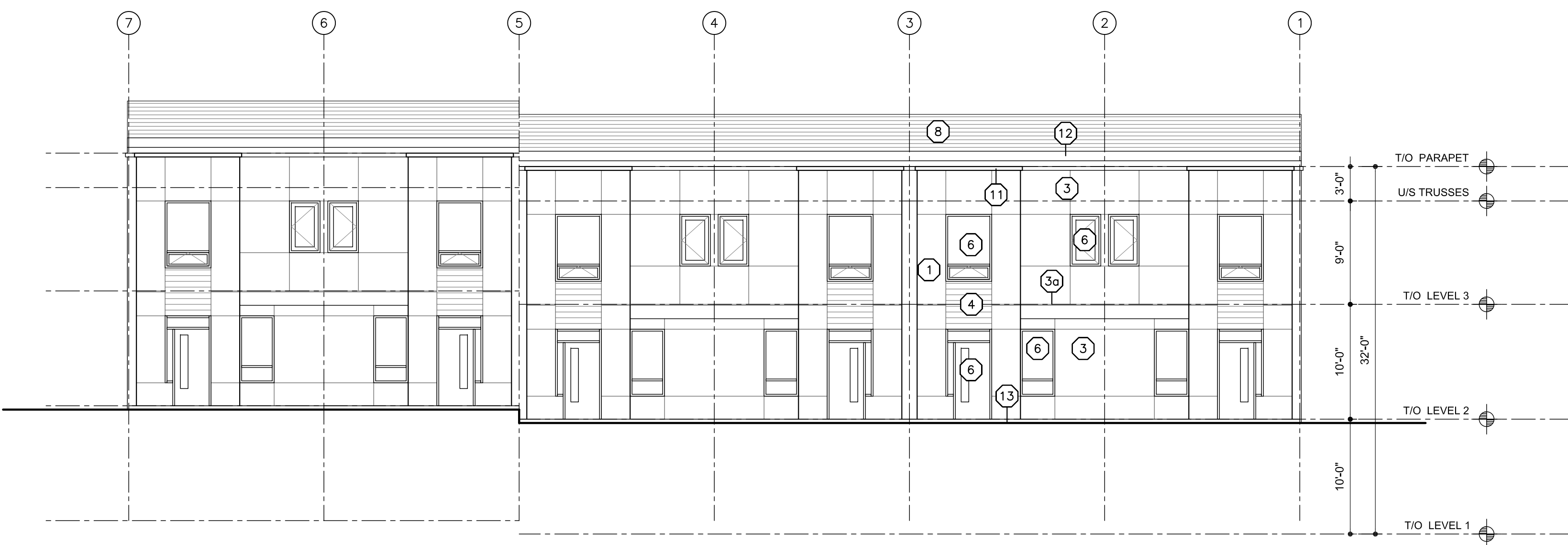
14 PAINT FINISH OVER CEMENT FACED RIGID INSULATION



3 SIDE ELEVATION (C1)
A4.14 SCALE: 1/8"=1'-0"



1 FRONT ELEVATION (C1)
A4.14 SCALE: 1/8"=1'-0"



2 BACK ELEVATION (C1)
A4.14 SCALE: 1/8"=1'-0"

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE

B

This forms part of application
DP18-0150

Planner
Initials

KB



233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



2019-01-28
revised
DP

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08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.15

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

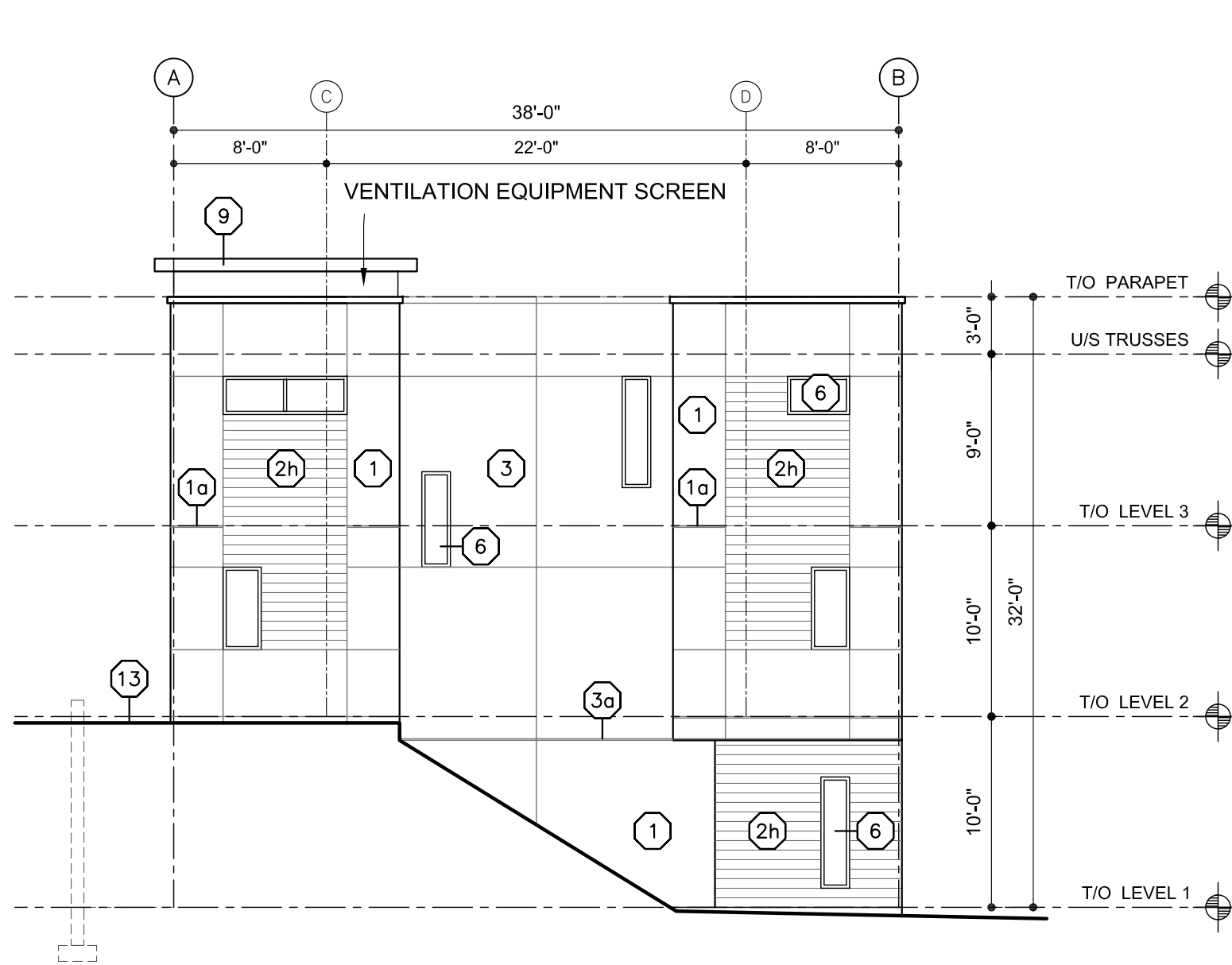
Exterior Elevations
Building 19
(sim bldgs. 15+17+21)
1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

BUILDING ELEVATION KEY NOTE:

1. REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2. COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE

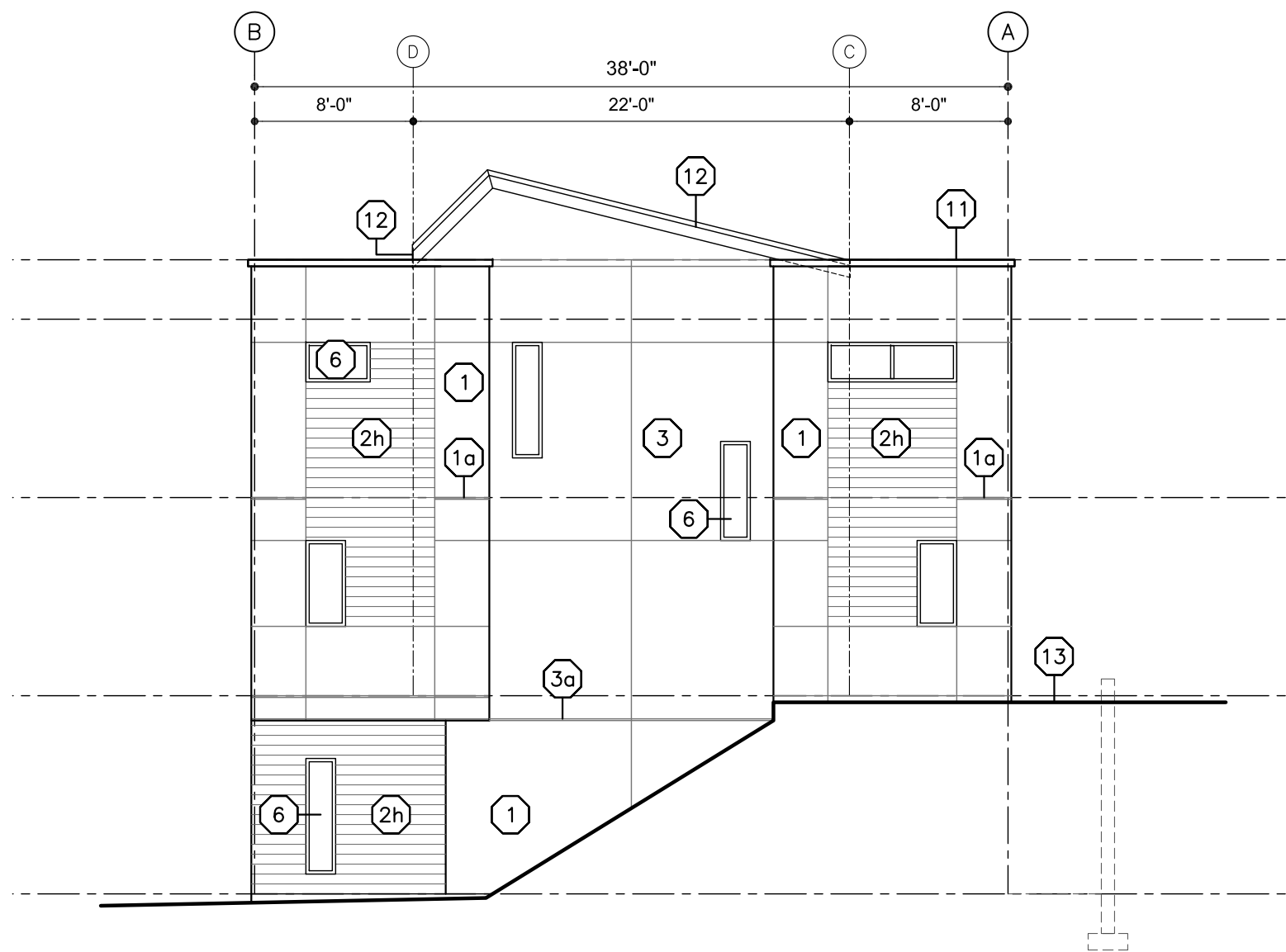
1	STUCCO	7	OVERHEAD DOOR
1a	STUCCO REVEAL/CONTROL JOINT	8	LAMINATED FIBREGLOSS/ ASPHALT SHINGLES
2h	HORIZONTAL HARDIE PLANK SIDING	9	HARDIE TRIM
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS	10	ALUMINUM/GLASS RAILING
3	HARDIE PANEL CLADDING	11	PREFINISHED SHEET STEEL FLASHING CAP
3a	HARDIE CONTROL JOINT	12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
4	HORIZONTAL WOOD GRAIN CLADDING	13	LINE OF FINISHED GRADE (V.O.S.)
5	BRICK VENEER	14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION
6	VINYL WINDOW/DOOR		



2 SIDE ELEVATION (A1)
A4.15 SCALE: 1/8"=1'-0"



1 FRONT ELEVATION (A1)
A4.15 SCALE: 1/8"=1'-0"



4 SIDE ELEVATION (A1)
A4.15 SCALE: 1/8"=1'-0"



3 BACK ELEVATION (A1)
A4.15 SCALE: 1/8"=1'-0"

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE

B

This forms part of application
DP18-0150

Planner
Initials KB



233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
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2019-01-28

revised
DP

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08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.16

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

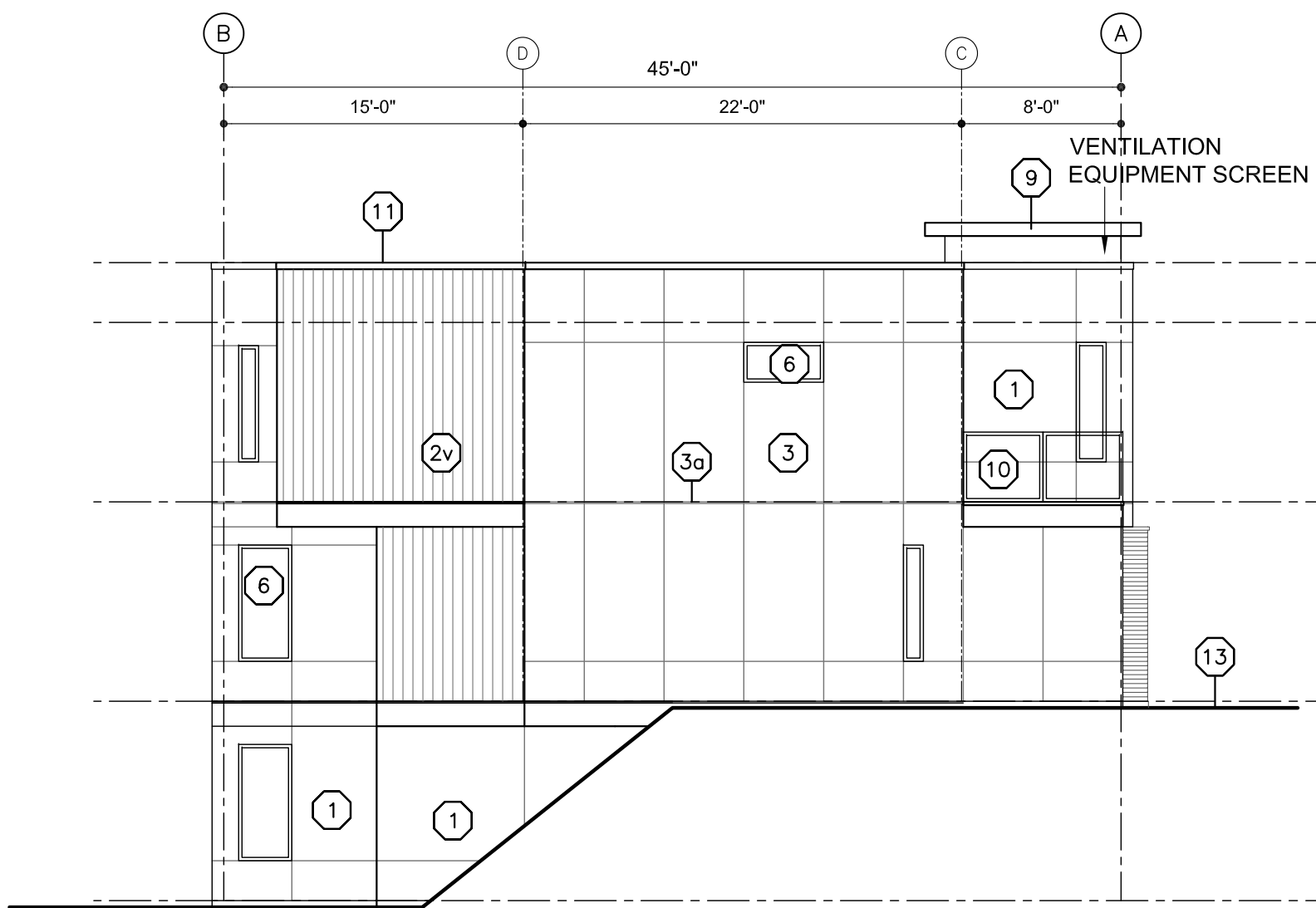
Exterior Elevations
Building 20
(sim bldgs. 16+18+22)
1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

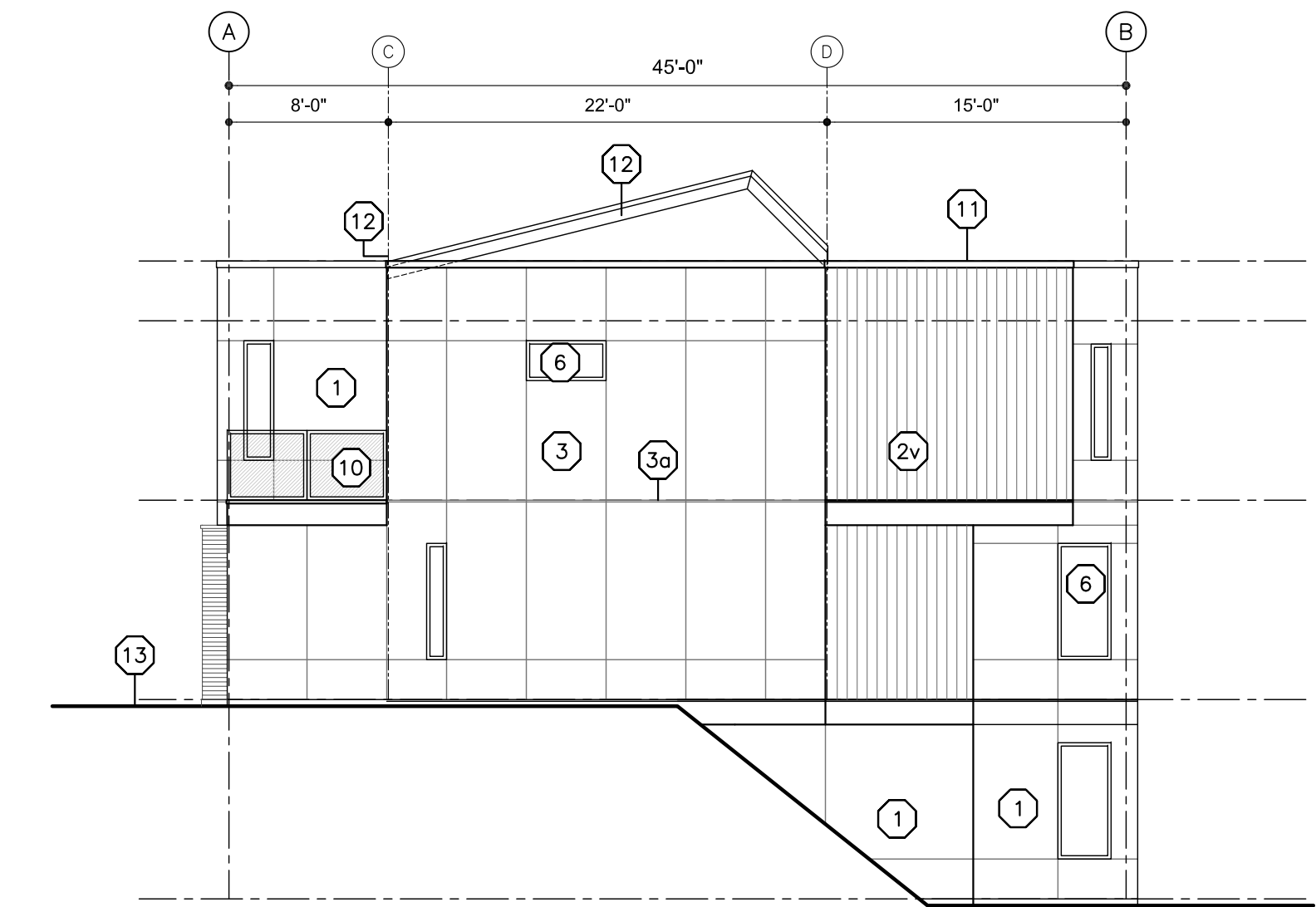
BUILDING ELEVATION KEY NOTE:

1. REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2. COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE

1	STUCCO	7	OVERHEAD DOOR
1a	STUCCO REVEAL/CONTROL JOINT	8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
2h	HORIZONTAL HARDIE PLANK SIDING	9	HARDIE TRIM
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS	10	ALUMINUM/GLASS RAILING
3	HARDIE PANEL CLADDING	11	PREFINISHED SHEET STEEL FLASHING CAP
3a	HARDIE CONTROL JOINT	12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
4	HORIZONTAL WOOD GRAIN CLADDING	13	LINE OF FINISHED GRADE (V.O.S.)
5	BRICK VENEER	14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION
6	VINYL WINDOW/DOOR		



2 SIDE ELEVATION (B)
A4.16 SCALE: 1/8"=1'-0"



4 SIDE ELEVATION (B)
A4.16 SCALE: 1/8"=1'-0"



1 FRONT ELEVATION (B)
A4.16 SCALE: 1/8"=1'-0"



3 BACK ELEVATION (B)
A4.16 SCALE: 1/8"=1'-0"

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

SCHEDULE B

This forms part of application
DP18-0150

Planner
Initials KB



233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



2019-01-28
revised
DP

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07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title

ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.23

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

Exterior Elevations
Building 23

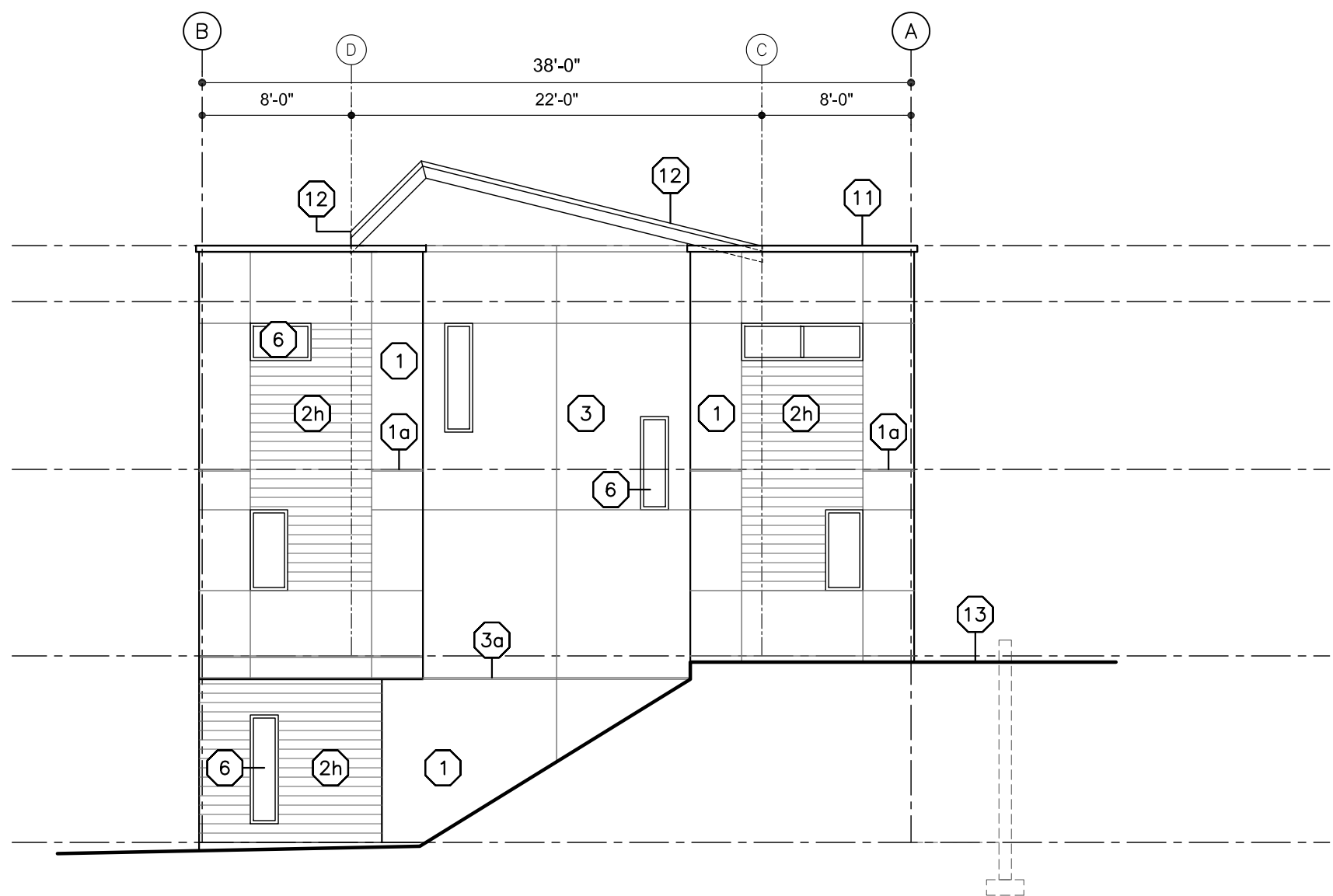
1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

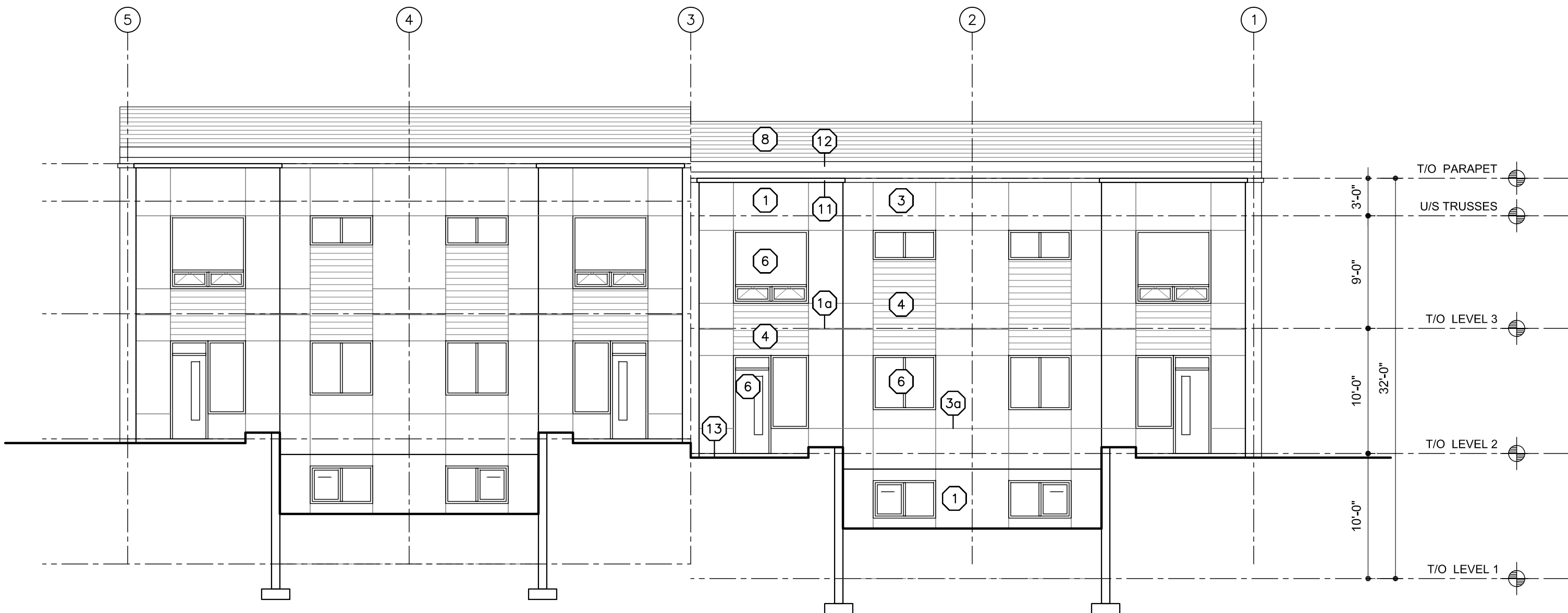
BUILDING ELEVATION KEY NOTE:	
1.	REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2.	COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE
1	STUCCO
1a	STUCCO REVEAL/CONTROL JOINT
2h	HORIZONTAL HARDIE PLANK SIDING
2v	VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS
3	HARDIE PANEL CLADDING
3a	HARDIE CONTROL JOINT
4	HORIZONTAL WOOD GRAIN CLADDING
5	BRICK VENEER
6	VINYL WINDOW/DOOR
7	OVERHEAD DOOR
8	LAMINATED FIBREGLASS/ ASPHALT SHINGLES
9	HARDIE TRIM
10	ALUMINUM/GLASS RAILING
11	PREFINISHED SHEET STEEL FLASHING CAP
12	PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
13	LINE OF FINISHED GRADE (V.O.S.)
14	PAINT FINISH OVER CEMENT FACED RIGID INSULATION



1
A4.23 FRONT ELEVATION (A1)
SCALE: 1/8"=1'-0"



3
A4.23 SIDE ELEVATION (A1)
SCALE: 1/8"=1'-0"



2
A4.23 BACK ELEVATION (A1)
SCALE: 1/8"=1'-0"

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000

BUILDING ELEVATION KEY NOTE:	
1. REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION	
2. COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE	
1 STUCCO	7 OVERHEAD DOOR
1a STUCCO REVEAL/CONTROL JOINT	8 LAMINATED FIBREGLASS/ ASPHALT SHINGLES
2h HORIZONTAL HARDIE PLANK SIDING	9 HARDIE TRIM
2v VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS	10 ALUMINUM/GLASS RAILING
3 HARDIE PANEL CLADDING	11 PREFINISHED SHEET STEEL FLASHING CAP
3a HARDIE CONTROL JOINT	12 PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING
4 HORIZONTAL WOOD GRAIN CLADDING	13 LINE OF FINISHED GRADE (V.O.S.)
5 BRICK VENEER	14 PAINT FINISH OVER CEMENT FACED RIGID INSULATION
6 VINYL WINDOW/DOOR	

SCHEDULE

B

This forms part of application

DP18-0150

Planner Initials

KB

City of Kelowna

COMMUNITY PLANNING

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca

m+m

MEIKLEJOHN ARCHITECTS INC.

AR

AcademyRidge

AT UNIVERSITY VILLAGE

2019-01-28
revised
DP

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07	2018-11-15	revised Phase 2 door sched
08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

Project Title
ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A4.24

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
Exterior Elevations
Building 28
(sim bldgs. 24+26)
1/8"=1'0"

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

Side Elevation (B) drawing showing building facade with dimensions and callouts. The drawing includes a ventilation equipment screen on the left. Dimensions shown are 15'-0" (between grid lines B and D), 45'-0" (between grid lines D and C), and 8'-0" (between grid lines C and A). Callouts include 9 (ventilation equipment screen), 6 (vinyl window/door), 1 (stucco), 2v (vertical siding), 3a (hardie control joint), 3 (hardie panel cladding), 10 (aluminum/glass railing), and 13 (line of finished grade).

2 SIDE ELEVATION (B)
A4.24 SCALE: 1/8"=1'-0"

Front Elevation (B) drawing showing building facade with dimensions and callouts. The drawing includes a ventilation equipment screen on the right. Dimensions shown are 3'-0" (between T/O PARAPET and U/S TRUSSES), 9'-0" (between U/S TRUSSES and T/O LEVEL 3), 10'-0" (between T/O LEVEL 3 and T/O LEVEL 2), and 10'-0" (between T/O LEVEL 2 and T/O LEVEL 1). Callouts include 5 (brick veneer), 4 (horizontal wood grain cladding), 3 (hardie panel cladding), 2 (stucco), 1 (stucco), 12 (prefin. sheet steel fascia), 8 (laminated fiberglass/asphalt shingles), 11 (prefinished sheet steel flashing cap), 6 (vinyl window/door), 10 (aluminum/glass railing), 9 (hardie trim), 7 (overhead door), and 13 (line of finished grade).

1 FRONT ELEVATION (B)
A4.24 SCALE: 1/8"=1'-0"

Side Elevation (B) drawing showing building facade with dimensions and callouts. The drawing includes a ventilation equipment screen on the left. Dimensions shown are 8'-0" (between grid lines A and C), 45'-0" (between grid lines C and D), and 15'-0" (between grid lines D and B). Callouts include 12 (prefin. sheet steel fascia), 11 (prefinished sheet steel flashing cap), 1 (stucco), 6 (vinyl window/door), 10 (aluminum/glass railing), 3 (hardie panel cladding), 3a (hardie control joint), 2v (vertical siding), 13 (line of finished grade), 14 (paint finish over cement faced rigid insulation), and 1 (stucco).

4 SIDE ELEVATION (B)
A4.24 SCALE: 1/8"=1'-0"

Back Elevation (B) drawing showing building facade with dimensions and callouts. The drawing includes a ventilation equipment screen on the right. Dimensions shown are 3'-0" (between T/O PARAPET and U/S TRUSSES), 9'-0" (between U/S TRUSSES and T/O LEVEL 3), 10'-0" (between T/O LEVEL 3 and T/O LEVEL 2), and 10'-0" (between T/O LEVEL 2 and T/O LEVEL 1). Callouts include 11 (prefinished sheet steel flashing cap), 6 (vinyl window/door), 1 (stucco), 4 (horizontal wood grain cladding), 2v (vertical siding), 10 (aluminum/glass railing), 9 (hardie trim), 13 (line of finished grade), 8 (laminated fiberglass/asphalt shingles), and 7 (overhead door).

3 BACK ELEVATION (B)
A4.24 SCALE: 1/8"=1'-0"

76

3

DP18-0150

KB



ty of

elowna
COMMUNITY PLANNING



m+ma
MEIKLEJOHN ARCHITECTS INC.



revised
DP

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08	2018-11-20	revised DP
09	2018-11-29	Phase 3 BP
10	2019-01-28	revised DP drawings

ACADEMY RIDGE
TOWNHOMES

Drawing Number

A4.27

Drawing Title

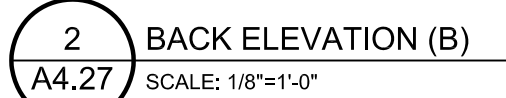
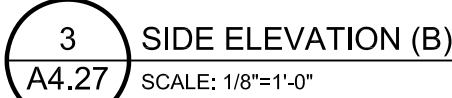
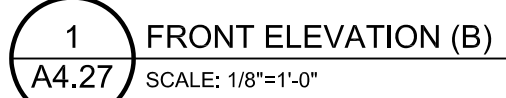
$$1/8'' = 1'0''$$

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM

1. REFER TO PLANS & SECTIONS FOR DETAILED INFORMATION
2. COLOURS SHALL BE CHOSEN BY THE ARCHITECT AT A LATER DATE FROM SPECIFIED COLOUR RANGE

- | | |
|----|--|
| 1 | STUCCO |
| 1a | STUCCO REVEAL/CONTROL JOINT |
| 2h | HORIZONTAL HARDIE PLANK SIDING |
| 2v | VERTICAL SIDING: HARDIE PANELS C/W VERT. BATTENS |
| 3 | HARDIE PANEL CLADDING |
| 3a | HARDIE CONTROL JOINT |
| 4 | HORIZONTAL WOOD GRAIN CLADDING |
| 5 | BRICK VENEER |
| 6 | VINYL WINDOW/DOOR |
| 7 | OVERHEAD DOOR |
| 8 | LAMINATED FIBREGLASS/ ASPHALT SHINGLES |
| 9 | HARDIE TRIM |
| 10 | ALUMINUM/GLASS RAILING |
| 11 | PREFINISHED SHEET STEEL FLASHING CAP |
| 12 | PREFIN. SHEET STEEL FASCIA/ DRIP FLASHING |
| 13 | LINE OF FINISHED GRADE (V.O.S.) |
| 14 | PAINT FINISH OVER CEMENT FACED RIGID INSULATION |

Needs to conform with the 10.0 metre maximum height requirement in Zoning Bylaw No. 8000



SCHEDULE

B

This forms part of application

DP18-0150

Planner Initials

KB

City of Kelowna

COMMUNITY PLANNING

Building Roof Lines will be broken up by :

- * staggering buildings horizontally and vertically (buildings 7, 9, 15, 16, 17, 18, 19, 20, 21 & 22)
- * staggering buildings vertically (buildings 8, 10, 11, 12, 13,14, 26, 27 & 28)
- *alternating roof slope within the building (buildings 2a, 2b, 3a & 3b)
- *alternating roof slope with neighbouring building (buildings 4, 5, 10, 11, 14 & 25)
- *angle in building (building 1)

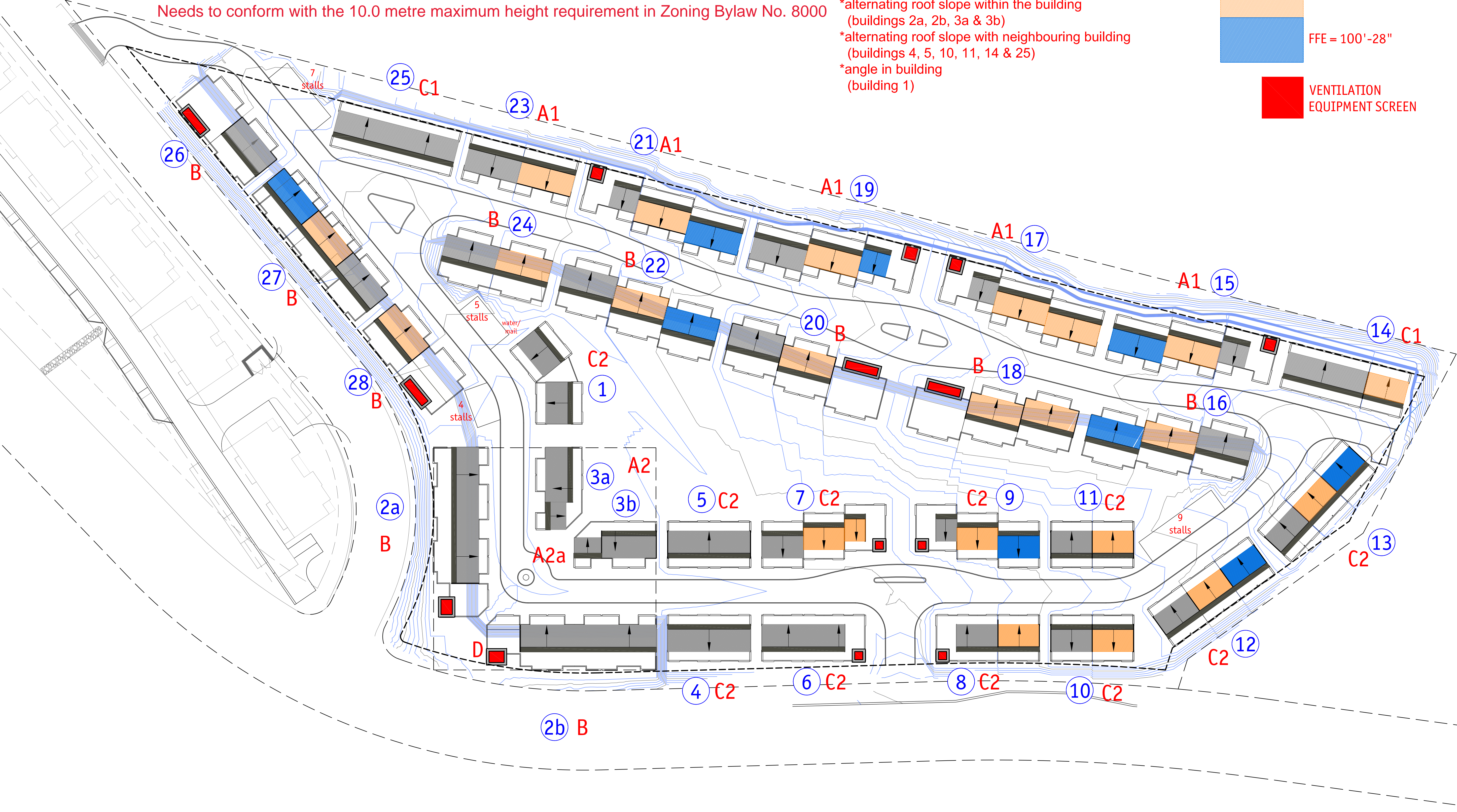
LEGEND:

FFE = 100'-0" refer to CTQ grading plan for Geodetic Elev

FFE = 100'-14"

FFE = 100'-28"

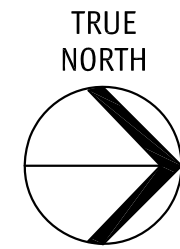
VENTILATION EQUIPMENT SCREEN



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V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



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Project Title
ACADEMY RIDGE
TOWNHOMES

550 Academy Way Kelowna BC
Lot 10 & 11, EPP53793

Drawing Number

A2.05

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Drawing Title
ROOFLINE
SITE PLAN

1":40'

Date	2019-01-28
Job No.	m+m 17-1760
Scale	AS SHOWN
Drawn	SN
Checked	JM



RATIONALE, ENHANCEMENTS & MODIFICATIONS

Accent Colours may be Subject to Change



hardie panel
dark grey



hardie panel
light grey



hardie panel
pewter



horizontal accent siding



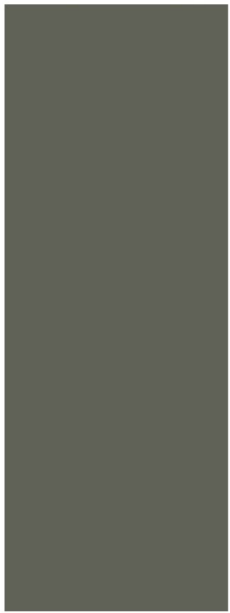
light brown
door+accent strip



hardie panel
dark grey



hardie panel
light grey



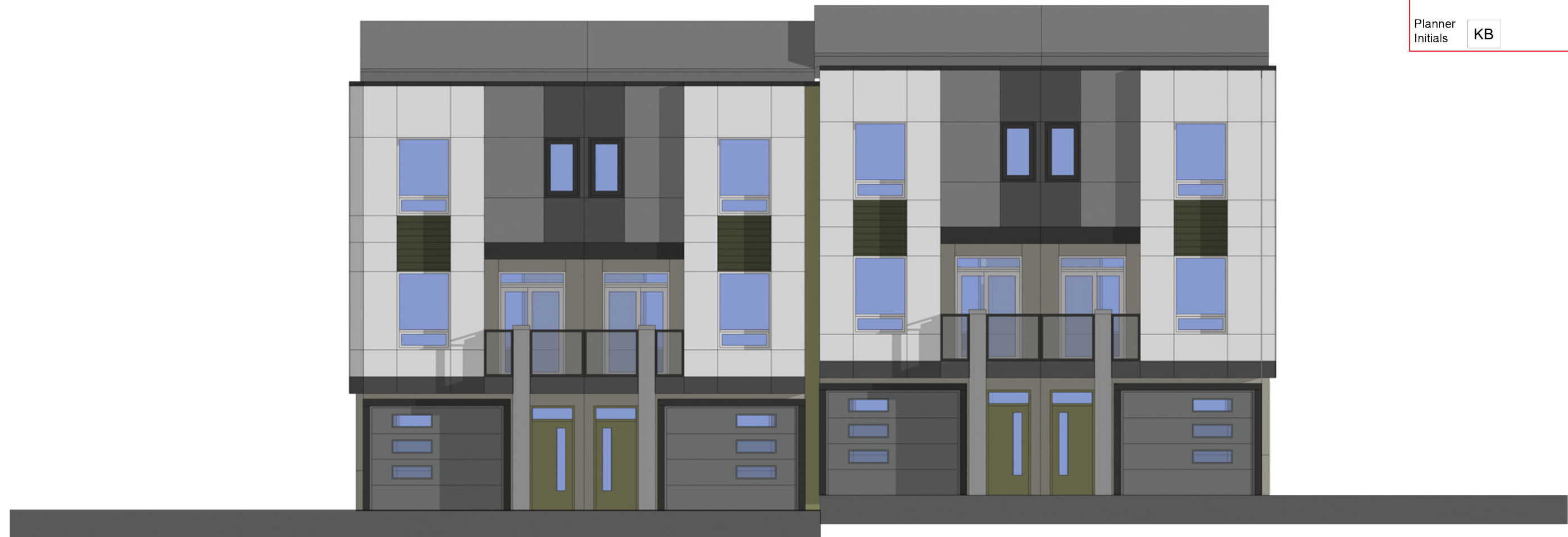
hardie panel
pewter



horizontal accent siding



dark brown
door+accent strip



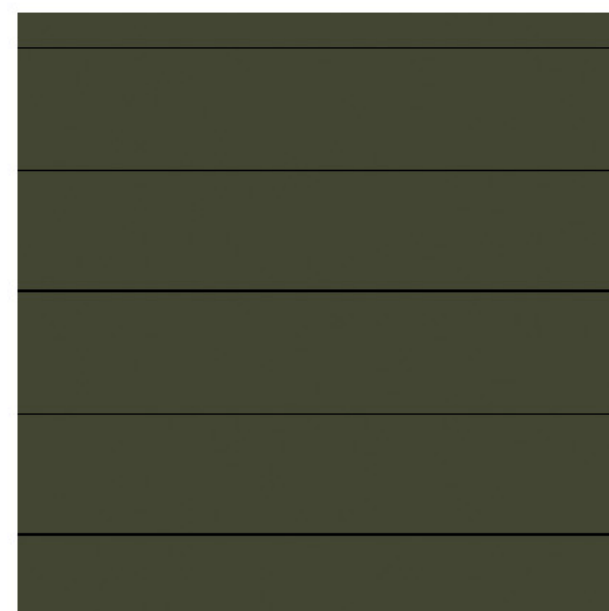
hardie panel
dark grey



hardie panel
light grey



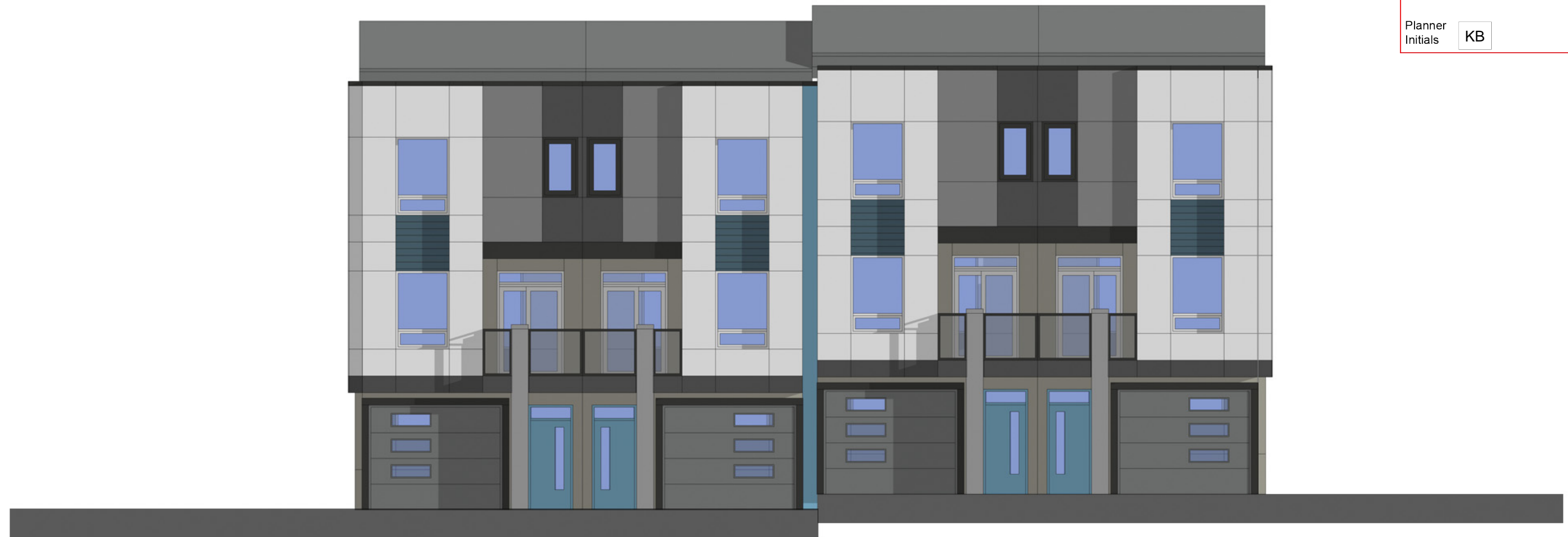
hardie panel
pewter



horizontal accent siding



light green
door+accent strip



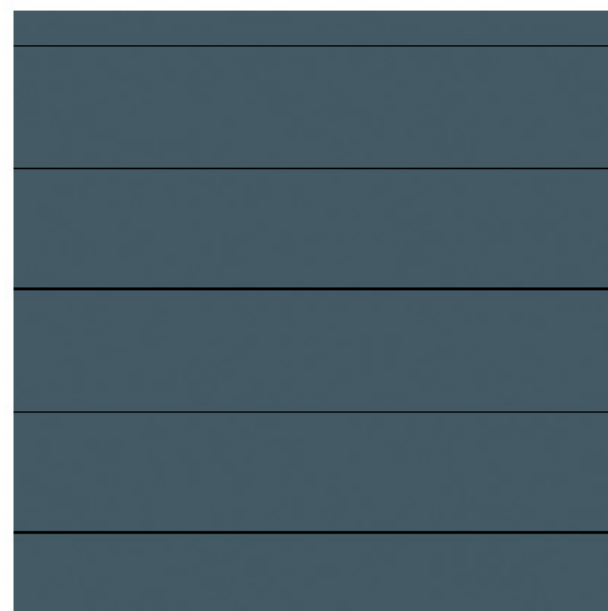
hardie panel
dark grey



hardie panel
light grey



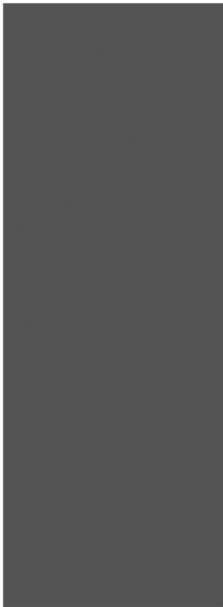
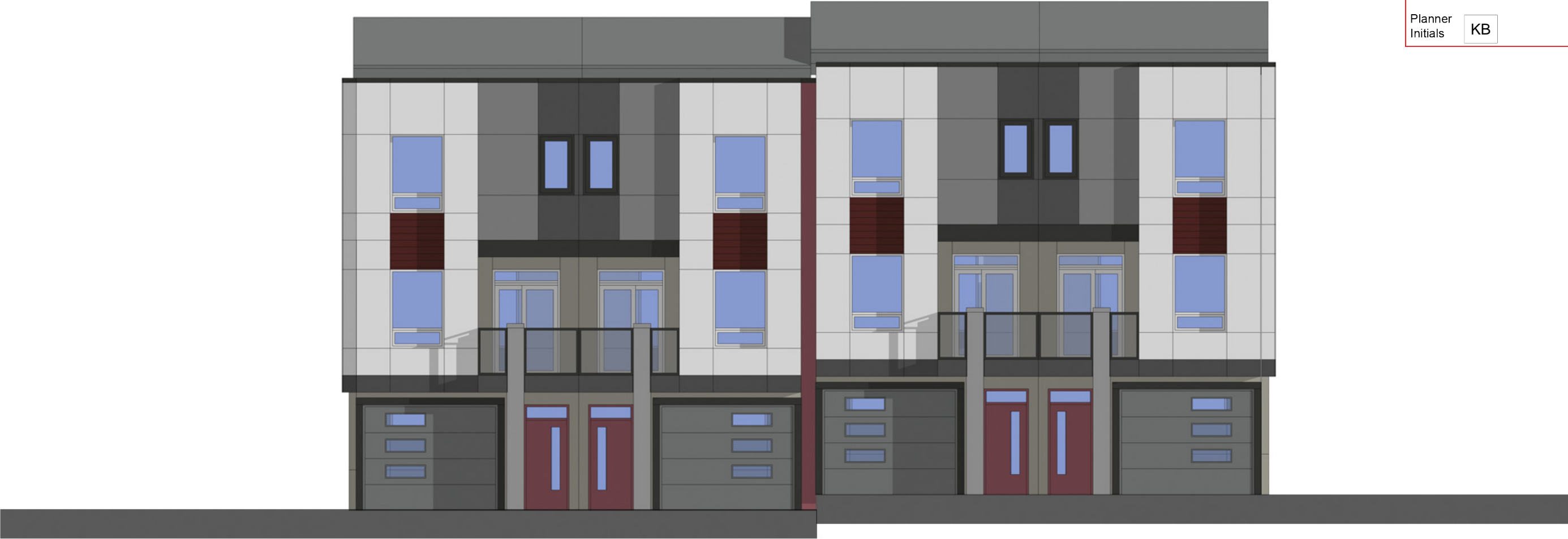
hardie panel
pewter



horizontal accent siding



dark grey
door+accent strip



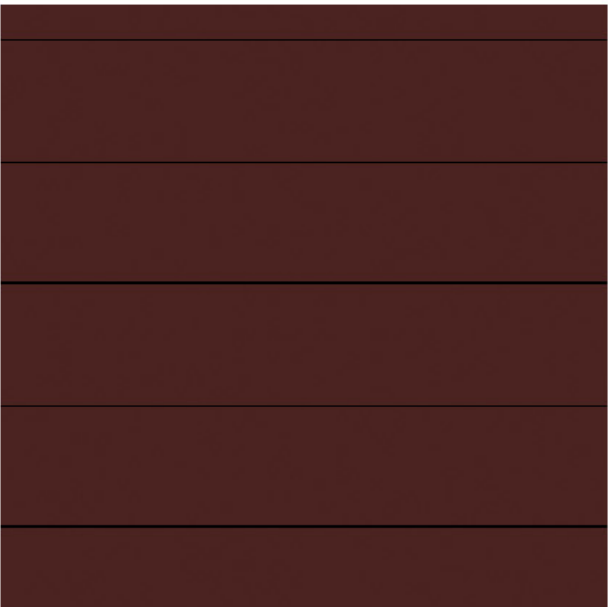
hardie panel
dark grey



hardie panel
light grey



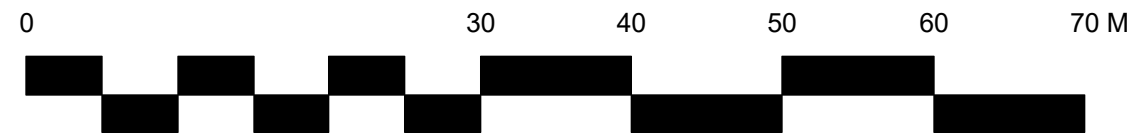
hardie panel
pewter



horizontal accent siding



Pomegranate
door+accent strip



SCHEDULE

C

This forms part of application
DP18-0150

Planner
Initials KB



NOTES

- 1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED THE CANADIAN LANDSCAPE STANDARD.
- 2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
- 3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 50mm DOUGLAS RED FIR MULCH, AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
- 4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
- 5. TURF AREAS FROM SOD SHALL BE NO. 1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 100mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.

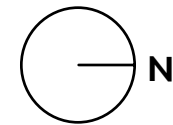
PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
ACER X FREEMANII 'JEFFERSED'	AUTUMN BLAZE MAPLE	2	6cm CAL.
AMELANCHIER LAEVIS 'SNOWCLOUD'	SNOWCLOUD SERVICEBERRY	39	6cm CAL.
CARPINUS BETULUS 'FRANS FONTAINE'	FRANS FONTAINE HORNBEAM	37	6cm CAL.
PLATANUS X ACERIFOLIA 'BLOODGOOD'	BLOODGOOD LONDON PLANE TREE	44	6cm CAL.
SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK ILIC TREE	69	6cm CAL.
TILIA CORDATA 'CHANCOLE'	CHANCELLOR LINDEN	30	6cm CAL.
SHRUBS, PERENNIALS & GRASSES			
ACHILLEA 'GOLD PLATE'	GOLD PLATE YARROW	317	#01 CONT. /0.75M O.C. SPACING
ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	617	#01 CONT. /0.75M O.C. SPACING
ASTILBE JAPONICUM 'PEACH BLOSSOM'	PEACH BLOSSOM ASTILBE	218	#01 CONT. /0.9M O.C. SPACING
BERBERIS THUNBERGII 'GENTRY'	ROYAL BURGUNDY BARBERRY	143	#02 CONT. /1.2M O.C. SPACING
CALAMAGROSIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	218	#01 CONT. /0.9M O.C. SPACING
CORNUS ALBA 'COUCHALTI'	GOLDEN VARIEGATED DOGWOOD	52	#05 CONT. /2.0M O.C. SPACING
ECHINACEA PURPUREA 'MAGNUS'	WINGED BURNING BUSH	23	#05 CONT. /3.0M O.C. SPACING
ECHINOPS RITRO 'BLUE GLOW'	MAGNUS CONEFLOWER	317	#01 CONT. /0.75M O.C. SPACING
EUONYMUS ALATUS	BLUE GLOW THISTLE	317	#01 CONT. /0.75M O.C. SPACING
HEMEROCALLIS 'RUBY STELLA'	RUBY STELLA DAYLILY	317	#01 CONT. /0.75M O.C. SPACING
HOSTA 'NORTHERN EXPOSURE'	NORTHERN EXPOSURE HOSTA	143	#02 CONT. /1.2M O.C. SPACING
MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	91	#02 CONT. /1.5M O.C. SPACING
MISCANTHUS SINENSIS 'GRACILLIMUS'	MAIDEN GRASS	143	#01 CONT. /1.2M O.C. SPACING
NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	218	#01 CONT. /0.9M O.C. SPACING
PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	143	#01 CONT. /1.2M O.C. SPACING
PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	143	#01 CONT. /1.2M O.C. SPACING
PHILADELPHUS LEWISII	WILD MOCKORANGE	33	#05 CONT. /2.5M O.C. SPACING
PHYSOCARPUS OPULIFOLIUS 'MINDIA'	COPPERTINA NINEBARK	52	#05 CONT. /2.0M O.C. SPACING
PICEA OMORICA NANA	DWARF SERBIAN SPRUCE	52	#05 CONT. /2.0M O.C. SPACING
PINUS SYLVESTRIS 'GLAUCOA NANA'	DWARF BLUE SCOTCH PINE	64	#05 CONT. /1.8M O.C. SPACING
RIBES ALPINUM	ALPINE CURRANT	64	#02 CONT. /1.8M O.C. SPACING
ROSA MEDILAND 'MEIDOMONAC'	BONICA ROSE	143	#02 CONT. /1.2M O.C. SPACING
RUDBECKIA FULGIDA 'GOLDSTURM'	GOLDSTURM CONEFLOWER	317	#01 CONT. /0.75M O.C. SPACING
SALIX INTEGRAL 'HAKURA NISHIKI'	HAKURA NISHIKI TRICOLOUR WILLOW	91	#02 CONT. /1.5M O.C. SPACING
SPIREA BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	143	#02 CONT. /1.2M O.C. SPACING
SYMPHORICARPOS ALBUS	WHITE SNOWBERRY	91	#02 CONT. /1.5M O.C. SPACING
SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN ILIC	91	#05 CONT. /1.5M O.C. SPACING



OUTLAND DESIGN
LANDSCAPE ARCHITECTURE

303-590 KLO Road
Kelowna, BC V1Y 7S2
T (250) 868-9270
www.outlanddesign.ca



PROJECT TITLE

ACADEMY RIDGE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL
LANDSCAPE PLAN

ISSUED FOR / REVISION

1	18.05.30	Review
2	18.10.19	Review
3	19.01.25	Review
4		
5		

PROJECT NO

17-142

DESIGN BY

KM

DRAWN BY

NG

CHECKED BY

FB

DATE

JAN. 25, 2019

SCALE

1:500

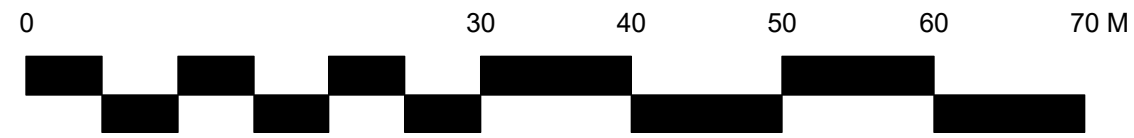


DRAWING NUMBER

L1/4

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SCHEDULE

C

This forms part of application
DP18-0150

Planner
Initials KB



IRRIGATION NOTES

1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELOWNA BYLAW 7900 (PART 6, SCHEDULE 5).
2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
6. IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m /SEC.
8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

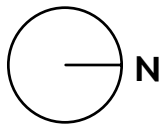
WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 10,194 cu.m. / year
ESTIMATED LANDSCAPE WATER USE (WU) = 9,934 cu.m. / year
WATER BALANCE = 260 cu.m. / year
*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS



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PROJECT TITLE

ACADEMY RIDGE

Kelowna, BC

DRAWING TITLE

WATER CONSERVATION/
IRRIGATION PLAN

ISSUED FOR / REVISION

1	18.05.30	Review
2	18.10.19	Review
3	19.01.25	Review
4		
5		

PROJECT NO 17-142
DESIGN BY KM
DRAWN BY NG
CHECKED BY FB
DATE JAN. 25, 2019
SCALE 1:500

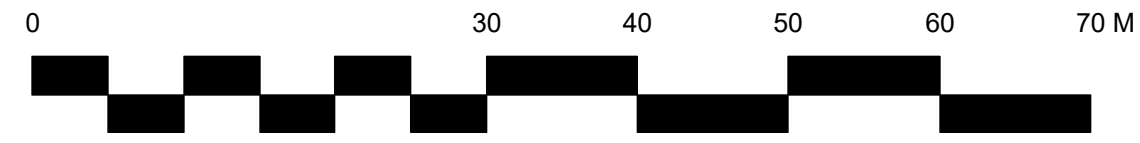
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DRAWING NUMBER

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SCHEDULE C

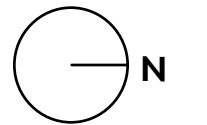
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DP18-0150

Planner
Initials KB



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PROJECT TITLE
ACADEMY RIDGE

Kelowna, BC

DRAWING TITLE
PHASING PLAN

ISSUED FOR / REVISION

1	18.05.30	Review
2	18.10.19	Review
3	19.01.25	Review
4		
5		

PROJECT NO 17-142
DESIGN BY KM
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SEAL



DRAWING NUMBER

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CITY OF KELOWNA
MEMORANDUM

Date: July 18, 2018
File No.: DP18-0150
To: Environmental Coordinator (KB)
From: Development Engineering Manager (JK)
Subject: 610 Academy Way , Plan EPP53793 Form and Character

Development Engineering Services comments and requirements pertaining to a Development Permit for the form and character of multiple dwelling housing (28 row housing buildings, containing 154 units in total)

- a) This Development Permit does not compromise any Municipal infrastructure services.
- b) Minimum site distance must be confirmed for a safe entrance location.
- c) A second Emergency access must be installed on Vint road.
- d) Entry Plaza plantings on Vint rd and Academy way must not block site lines for Vint road.


James Kay, P. Eng.
Development Engineering Manager

RO

3	18.11.07	PER CITY COMMENTS
2	18.10.09	BUILDING PERMIT
1	18.08.27	ISSUED FOR REVIEW AND PRICING

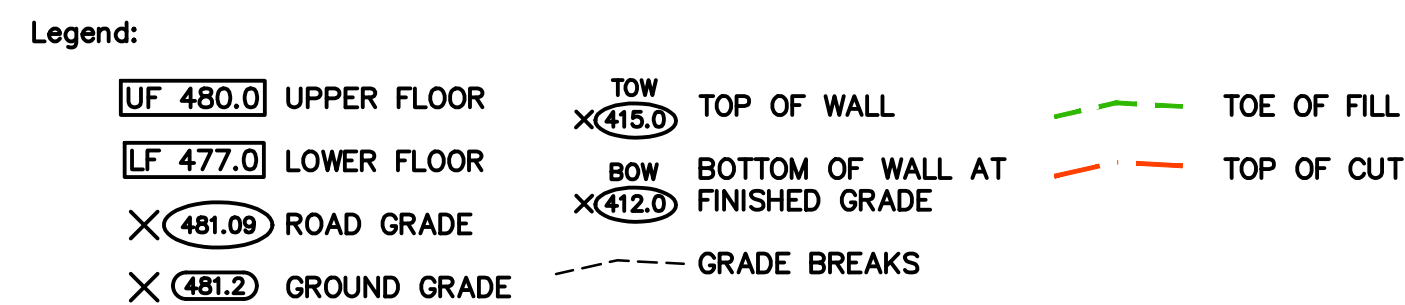
KELOWNA, BC

Drawing Number

DRAWINGS ARE NOT TO BE SCALED. ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
GRADING PLAN
1 OF 3

Date	NOVEMBER 2018
Job No.	CTQ 04026-160
Scale	1:250
Drawn	TF
Checked	ST



1. DURING CONSTRUCTION OF UNITS ALL PLATFORMS ARE TO BE GRADED TO ENSURE RELIEF FROM STORMWATER RUNOFF.
2. ORIGINAL GROUND CONTOURS SHOWN AT 1.0m INTERVALS BASED ON AERIAL PHOTO INTERPRETATION AND FIELD SURVEY.
3. TYPICAL SLOPES:
 - CUT SLOPE TO BE 2:1
 - CUT (ROCK) SLOPE TO BE 0.25:1
 - FILL SLOPE TO BE 2:1 OR 1.5:1 (ROCK SLOPE)
4. REFER TO GEOTECHNICAL REPORT BY CALIBRE GEOTECHNICAL DATED JANUARY 2, 2018.
5. RAIN WATER DOWNSPOUTS TO DISCHARGE ONTO SPLASH GUARDS.

6. ROCK WALLS TO BE CERTIFIED BY GEOTECHNICAL ENGINEER.
7. WALLS HIGHER THAN 1.2m TO BE DESIGNED AND CERTIFIED BY A GEOTECHNICAL ENGINEER.
8. ALL WORKS TO MEET MMCD (PLATINUM EDITION) ENVIRONMENTAL PROTECTION SECTION 01 57 01 REQUIREMENTS, BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL--UPLAND WORKS BY CITY OF KELLOWNA, AND LAND DEVELOPMENT GUIDELINES FOR THE PROTECTION OF AQUATIC HABITAT - DFO & BCMOE.



ATTACHMENT B

This forms part of application
DP18-0150

Planner Initials KB

City of Kelowna
COMMUNITY PLANNING

262 MAIN STREET
PENTICTON, B.C.
V2A 5B2
TEL: 250.492.3143
FAX: 250.492.0318
EMAIL: pen-mai@shaw.ca

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.979.1221
FAX: 250.762.8707
EMAIL: kel-mai@shaw.ca

MEIKLEJOHN ARCHITECTS INC.

BUILDING PERMIT

Civil

CTQ

1334 ST. PAUL STREET
KELOWNA BC V1Y 2E1
TEL: 250.979.1221
FAX: 250.979.1232

Seal

AR

AcademyRidge

AT UNIVERSITY VILLAGE

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No.	Date	Revision
2	18.10.09	BUILDING PERMIT
1	18.08.27	ISSUED FOR REVIEW AND PRICING

Project Title

ACADEMY RIDGE

KELOWNA, BC

Drawing Number

C-06

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Drawing Title

GRADING PLAN

2 OF 3

Date	OCTOBER 2018
Job No.	CTQ 04026-160
Scale	1:250
Drawn	TF
Checked	ST

L:\general data\Projects\04026-160 - planning for lots 10-11\4-CAD\design-set\04026-160-C-05-07.dwg October 23, 2018 Tobl Friesen

91

L:\General Data\Projects\04026-160 - Planning for Lots 10-11\4-CAD\DESIGN-SET\04026-160-C-05-07.dwg November 15, 2018 Job: Friesen

Legend:

- UF 480.0 UPPER FLOOR
LF 477.0 LOWER FLOOR
X (481.09) ROAD GRADE
X (481.2) GROUND GRADE
- TOW
X (413.0) TOP OF WALL
BOW
X (412.0) BOTTOM OF WALL AT FINISHED GRADE
--- GRADE BREAKS
- TOE OF FILL
TOP OF CUT



ATTACHMENT B

This forms part of application

DP18-0150

Planner
Initials KB



262 MAIN STREET
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EMAIL: kel-mai@shaw.ca



MEIKLEJOHN ARCHITECTS INC.

BUILDING PERMIT

Civil



1334 ST. PAUL STREET
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FAX 250 979-1232

Seal



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No.	Date	Revision
3	18.11.07	PER CITY COMMENTS
2	18.10.09	BUILDING PERMIT
1	18.08.27	ISSUED FOR REVIEW AND PRICING

Project Title
ACADEMY RIDGE

KELOWNA, BC
Drawing Number

C-07

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Drawing Title
GRADING PLAN
3 OF 3

Date	NOVEMBER 2018
Job No.	CTQ 04026-160
Scale	1:250
Drawn	TF
Checked	ST

Academy Ridge Development Permit Application DP18-0150 Addendum

January 29, 2019

1. SCALE

Benefits and Opportunities

We recognize that the development is larger than typical townhome developments in Kelowna. While this may be seen as a potential detriment, there are mitigating circumstances as well as significant benefits and opportunities to the larger scale:

- The development is distinctly defined by natural borders: parks to the North and West, roads to the South and East and a major City Park across from Academy Way to the East, lending itself to create a consistent, cohesive neighbourhood.
- The larger size of the land parcel allows the creation of a central park amenity, while still achieving the density requirements.
- The arrangement of homes around the park creates a focus and more intimate feel for the community, rather than just homes and streets.

Design Considerations for Mitigation

Careful consideration was given trying to mitigate some of the aspects of the larger scale by:

- Creating distinct “destination areas”, sort of like “micro neighbourhoods”, that will provide a more intimate feel within the community:
 - "The Gateway", the entry to the community, designed to present a welcoming sense of arrival;
 - "The Square", a designed focal point of the anchor buildings on the corner of Academy Way and Vint Road, complete with trees and street furniture;
 - "The Plaza", a street- & landscaped meeting place with trees and benches at the top of the development. It also will connect the walk/bike path axis through the development connecting the linear park to the West with The Gateway and the East side bus stop.
 - "The Park", the center piece of the community with open spaces, trees and outdoor furnishings. This attractive and well-designed green space will provide an amenity for all residents and foster interactions between neighbours. Pathways through the park will facilitate pedestrian/bicycle movement through and across the community.

These areas will be thoroughly designed with attention to the streetscape (different street surfaces and patterns), plantings (variety of trees and shrubs), lighting (catenary lighting, for instance), and street furniture.

- Establishing a “people-friendly” neighbourhood by de-emphasizing the importance of automobiles:
 - Living street concept – a shared streetscape designed primarily with the interests of pedestrians and cyclists in mind; and
 - Providing mostly indoor parking (aside from visitor parking) to remove cars from the streets.
- Providing a diversity in product, which will appeal to larger segments of purchasers:

- Smaller, more affordable townhomes for first-time buyers, single professionals, couples without children or students; and
- Medium-sized and larger homes for families who might work in the area (UBC, airport district, etc.) or retired snowbirds, who would like to rent out a portion of their home.
- Full integration of the development’s internal park and trail system with the bordering road and park infrastructure.

2. FORM AND CHARACTER

Design Rationale

The design rationale for the form and character of the Academy Ridge development are based on the following principles. The objective is to create a distinct neighbourhood feel, identity and recognition.

- Integration of the development within the existing neighbourhood in terms of:
 - the natural contours and slopes of the site; and
 - architectural context of the neighbouring developments.
- De-emphasizing the buildings in favour of:
 - the topography of the site;
 - the unique spaces within the community;
 - the landscaping of the park amenity; and
 - the design of the “people-friendly” streetscape.
- Symmetry in terms of:
 - buildings arrangements along the roadway providing a symmetrical streetscape; and
 - grouping of buildings around the “destination” areas or “micro neighbourhoods”.
- Rhythm in terms of:
 - streetscape arrangement and plantings; and
 - street/sidewalk textures, patterns and materials.
- Balance in terms of combining the contemporary arrangement of the homes with:
 - organic arrangement of the homes and streets based on the natural slopes of the site; and
 - organic forms and shapes of the central park and trail system.

Design Enhancements

We recognize that due to the scale of the development there is a risk of repetitiveness and lack of visual interest. While the topography of the site and the proposed landscaping plan will substantially mitigate this potential risk, further enhancements are being proposed:

- Addition of selective architectural design elements around the “destination” areas or “micro neighbourhoods” to further accentuate key areas, thereby adding increased visual interest, providing height variations to the buildings, and breaking up long roof lines;
- Use of more organic looking materials, such as natural wood-style siding and board & batten siding, both likely in form of Hardie- and/or metal siding, to further integrate the development in its natural environment and amongst the neighbouring developments;
- Modified colour scheme, whereby there will be less colour variation within a building, combined with selective use of bold colours to accentuate key areas in order to create some colour “pop”; and

- Two distinct colour schemes to distinguish the ‘park homes’ along Academy Way and Vint Road from the ‘hillside homes’ on the upper slopes of the neighbourhood.

These design enhancements are in keeping with the City’s Urban Design Guidelines (Chapter 14 of the OCP):

- 4.1 Building frontages that vary architectural treatment in regular intervals in order to maintain diverse and aesthetically appealing streets.
- 4.3 Design developments with multiple, separate buildings such that individual buildings are of different but compatible shapes, masses, and exterior finishes.
- 6.5 Colour should not be used as the predominant feature of a building (for differentiating buildings).

3. TANDEM PARKING

Design Rationale

The rationale and vision behind tandem garages are based on two main factors:

1. The desire to reduce the importance and visibility of the automobile in favour of a pedestrian-/bicycle-friendly neighbourhood, and
2. Providing an affordable price point for certain segments of the market.

We recognize that it is not the most practical arrangement for two cars, but the alternative to providing the zoning-required two car stalls for a smaller footprint townhome would mean more pavement and open driveway parking.

Mitigation Measures

We are proposing a number of measures to mitigate the impact and restrictions tandem parking may present:

- Our marketing and sales effort will emphasize the living street concept and the vision to reduce the importance of cars. We will disclose the nature and possible downfalls of tandem parking so that buyers are fully aware of it.
- We will be providing a number of alternatives or incentives to reduce the reliance on automobiles:
 - A car share program – we are currently in discussion with Zipcar, who is providing car share services for the Veda micro-suite development. The initial feedback revealed:
 - There is a definite interest in providing more car share services in the neighbourhood;
 - It would require a critical mass of units to be built – maybe when half of Academy Ridge is built out); and
 - Ideally the location of the shared cars would be on Vint Road, so that they are publicly available to other residents, including Academy Ridge, Deerhurst and University Heights.
 - Two car charging systems in two visitor parking spaces;
 - A common area bicycle wash and maintenance room, fully heated and lit, accessible to all Academy Ridge residents;
 - Bicycle racks throughout the neighbourhood; and
 - A bicycle storage mount for all garages.
- Spill over parking to Vint Road (there is no on-street parking on Academy Way) should be minimized as the majority of tandem units is quite far from Vint Road.
- The largest block of visitor parking has been placed close to the tandem units.

The following further provides additional rationale for tandem parking spaces:

1. Townhomes with Tandem Garages provide some Unique Attributes
 - The townhomes typically:
 - have a smaller floor plate, thereby leaving a smaller footprint and requiring less land;
 - allow for a larger depth to width ratio, which achieves benefits in certain community layouts;
 - allow for a smaller overall building size - generally 1,300 - 1,400 sqft;
 - allow for a greater density while still providing a park amenity.
 - They require less resources and are therefore more economical to build.
 - Ultimately townhomes with tandem garages can be sold at a lower, more affordable price point.
2. Tandem Garages Provide a Choice and Meet a Need of the Market (Affordability)
 - Townhomes with tandem garages provide a choice to the home buyer and add to the diversity of the community.
 - Our market research shows that potential buyer segments will include students, first-time buyers, and singles.
 - Affordability is one of their key buying criteria.
3. Tandem Garages Provide for a Better Neighbourhood
 - An alternative to creating an economical townhome would be a single car garage with a car port or open driveway parking.
 - While this would possibly be even more economical to build, it does not fit into our vision of a pedestrian-centric neighbourhood – we want to emphasize the people while reducing the impact and visibility of cars.
 - Significant improvement to the urban quality of neighborhood by accessing two required stalls with just one door vs. a ‘sea’ of garage doors.
4. Tandem Garages Allow for Better Common Spaces
 - The larger depth to width ratio allows to achieve a certain density without requiring more roads and thereby providing for more common park space.
 - Academy Ridge's common park space combined with the carefully designed ‘destinations’ will be very unique and will create a very intimate community feel.
5. There is a Diminishing Need for Garage Space
 - There is an overall trend towards reducing the reliance on a personal vehicle.
 - Car sharing, ride sharing, more public transit and self-driving cars are some of the latest developments affecting the use of personal vehicles.
 - Academy Ridge will have a public transit bus stop right in front of the development on Academy Way.
 - Academy Ridge will be about 10 minutes on foot from the future hilltop commercial village, 15 minutes from Academy Hill and 22 minutes from UBC.
 - The University Village is designed around pedestrians (boulevards, sidewalks, trails, pedestrian overpass, etc.).
 - Other developments in the neighbourhood report a car ownership as low as 0.33 - 0.40 cars per bedroom, which would mean a 3-bedroom unit would technically only require 1.0 - 1.2 garage spaces.
6. Tandem Garages are Very Common
 - They meet the Zoning Bylaw
 - There are numerous examples of developments with tandem garages in Kelowna, West Kelowna, Lake Country, Vancouver, etc.
7. Tandem Garages at Academy Ridge
 - Only 43% of the units will have tandem garages
 - Based on total Gross Livable Area only 35% will have tandem garages (because the tandem units are proportionally smaller and more affordable)

4. TIMING FOR THE INTERNAL PARK/WALKWAY SYSTEM

The construction of the park amenity is planned to be built in stages following each phase. The proposed phased strata plan (Form P), which will need to be approved by the Approving Officer of the City of Kelowna, will show the park boundaries for each phase. These boundaries will follow along the designed trail network of the park.







REPORT TO COUNCIL



Date: March 18, 2019

RIM No. 1210-10

To: City Manager

From: Community Planning Department (SS)

Application: A19-0001 **Owner:** Stewart Brothers Winery Ltd

Address: 4500 Stewart Rd W, 950 Crawford Rd
(off of) Saucier Rd **Applicant:** Emil Anderson Construction

Subject: Application to the ALC for Non-Farm Use in the ALR for the Removal of Soil and Placement of Fill

Existing OCP Designation: Resource Protection Area

Existing Zone: A1 - Agriculture

1.0 Recommendation

THAT Agricultural Land Reserve Appeal No. A19-0001 for Part of Lot 1 Section 32 TWP 29 ODYD Plan 3093, located at 4500 Stewart Rd W, Part of Lot 2 Section 32 TWP 29 ODYD Plan 3093, except Plan KAP58804, located at 4500 Stewart Rd W, Part of Lot 243 Section 32 TWP29 ODYD Plan 1247, located at 950 Crawford Rd and Part of Lot 242 Section 32 TWP29 ODYD Plan 1247, located at (off of) Saucier Rd, Kelowna BC, 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.

2.0 Purpose

To consider a Non-Farm Use application to remove aggregate soil and place suitable soil on the property for farm use purposes, under Section 20(3) of the Agricultural Land Commission Act.

3.0 Community Planning

Staff supports the application as proposed. The proposed reclamation plan for aggregate extraction and placement of fill will restore the reclaimed land capability for agriculture and suitability for grape production.

A vineyard and wine production facility are permitted uses in the A1 – Agriculture 1 zone and in the Agricultural Land Reserve (ALR) provided they comply with applicable Agricultural Land Commission (ALC) requirements. The purpose of the aggregate extraction is to prepare the site for a future production facility and access road with the excess aggregate material hauled offsite and used by the Kelowna Integrated Water Project. The placement of fill will increase the agricultural/vineyard area by 700 square metres to provide a straight boundary for an area of grape vines, thereby improving the efficiency of vineyard

management of the current plantable areas. All disturbed area will be reclaimed to enable healthy and productive agriculture. In addition the extraction will not harm the existing farm operations.

The application meets the intent of the Agriculture Plan recommendations and Official Community Plan policies regarding non-farm uses.

Should the ALC approve the Non-Farm Use, the applicant will be required to obtain a Soil Permit from the City of Kelowna prior to removing/placing fill on the property.

4.0 Proposal

4.1 Project Description

The proposal includes soil removal of up to 25,000 cubic metres of aggregate soil from a 1.64 hectare area of the subject properties. In addition to the removal of aggregate soil is placement of up to 600 cubic metres of suitable soil on the property. This work would create an area suitable for a future wine production facility, vineyard access road and would increase the vineyard area by 700 square metres adjacent to the existing vineyard. The majority of the aggregate material removed from the site will be utilized for the Kelowna Integrated Water Project construction with a portion moved onsite. The fill being placed on the property would be suitable clean material from offsite and would improve land that is currently not suited for agricultural/vineyard production. This will increase the efficiency of existing adjacent planned vineyard row layout. The reclamation target is to return disturbed land (i.e. the extraction area) to the pre-disturbance land capability for agriculture.

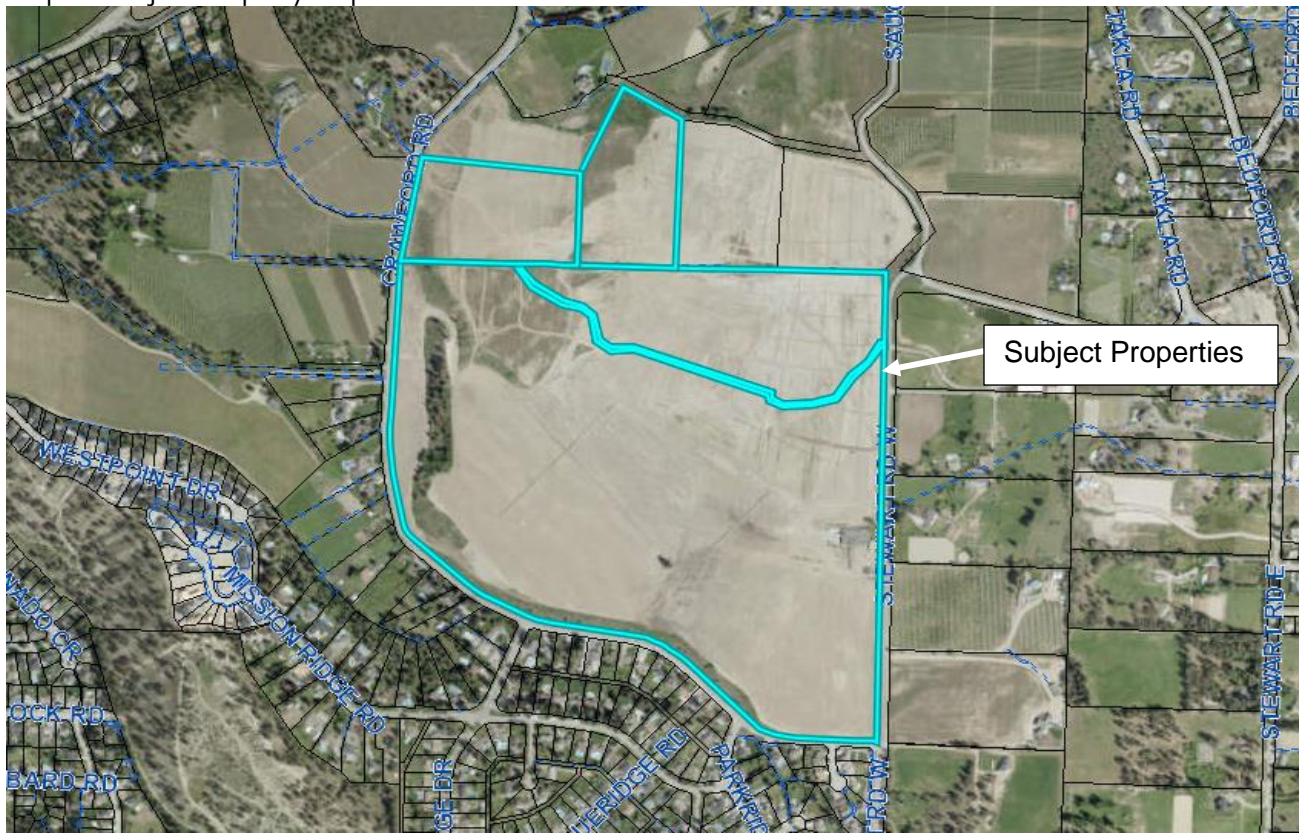
4.2 Site Context

The subject properties are located in the Southeast Kelowna Sector of the City and are within the ALR. The Future Land Use of the properties is Park/Resource Protection Area (REP). They are zoned A₁ – Agriculture 1 and outside of the Permanent Growth Boundary. The properties slopes downward from the southeast to the northwest.

Adjacent land uses are as follows:

Orientation	Zoning	ALR	Land Use
North	A ₁ - Agricultural	Yes	Agriculture
East	A ₁ - Agricultural	Yes	Agriculture / Rural Residential
South	RR ₃ – Rural Residential 3	No	Rural Residential
West	A ₁ - Agricultural	Yes	Agriculture / Rural Residential

Map 1 - Subject Property Map:



5.0 Current Development Policies

5.1 City of Kelowna Agriculture Plan (2017)

The Agricultural Plan recommends several bylaw and policy changes meant to address concern over the non-farm use of ALR land. Specifically, the following updates to the Official Community Plan and Development Application Procedure Bylaw updates are recommended by the plan:

1. Restrict non-farm uses that do not directly benefit agriculture. Only support non-farm uses in farm areas that have a direct and ongoing benefit to agriculture or meet essential requirements of municipal government.

5.2 Kelowna Official Community Plan (OCP)

Goals for a Sustainable Future

One of the main goals of the OCP is to: Enable healthy and productive agriculture. Promote healthy and productive agriculture through diverse strategies that protect farmlands and food production.

Agricultural Land Use Policies

Objective 5.33 Protect and enhance local agriculture Policy .1 - Protect Agricultural Land.

Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Objective 5.33 Protect and enhance local agriculture Policy .6 - Non-Farm Uses.

Support non-farm use applications on agricultural lands only where approved by the ALC and where the proposed uses:

- are consistent with the Zoning Bylaw and OCP;
- provide significant benefits to local agriculture;
- can be accommodated using existing municipal infrastructure;
- minimize impacts on productive agricultural lands;
- will not preclude future use of the lands for agriculture;
- will not harm adjacent farm operation

6.o Technical Comments

Comments from referral agencies and departments are in Attachment A.

7.o Application Chronology

Date of Application Received:	January 23, 2019
Agricultural Advisory Committee	n/a

Report prepared by: Sergio Sartori, Development Technician

Reviewed by: Laura Bentley, Community Planning Supervisor

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A: Technical Circulation Comments

Attachment B: Site Plan



ATTACHMENT A	
This forms part of application # A19-0001	
Planner Initials	SS
City of Kelowna COMMUNITY PLANNING	

Feb 1, 2019

File: A19-0001

City of Kelowna
1435 Water Street
Kelowna BC V1Y 1J4
E-mail: planning@kelowna.ca

Re: A19-001 ALC Non-Farm Use Application – Removal of Soil and Placement of Fill

To the City of Kelowna,

Thank you for providing the B.C. Ministry of Agriculture the opportunity to comment on the ALC non-farm use application for the properties located at 950 Crawford Road, Saucier Road, and 4500 Stewart Road W, Kelowna. I have reviewed the documents you have provided. From an agricultural perspective I can provide the following comments for your consideration:

- Agriculture Land Commission's (ALC) Policy L-23 Placement of Fill for Soil Bound Agricultural Activities specifies the ALC's approach to the placement of fill for agricultural purposes.
- The Ministry of Agriculture supports the placement of good quality fill when it provides a benefit to agriculture. An addition of 700m² of productive agricultural land is positive for agriculture.

If you have any questions please contact me directly at christina.forbes@gov.bc.ca or 250-861-7201.

Sincerely,

Christina Forbes, P.Ag
Regional Agrologist
B.C. Ministry of Agriculture – Kelowna
Office: (250) 861-7201
E-mail: christina.forbes@gov.bc.ca
Email copy: ALC Regional Planner, ALC.Okanagan@gov.bc.ca

CITY OF KELOWNA MEMORANDUM

Date: February 15, 2019
File No.: A19-0001
To: Land Use Planning Manager (SS)
From: Development Engineering Manager (JK)
Subject: 4500 STEWART Rd W Non- Farm Use

Development Engineering has the following comments at this point in time with regard to this application for the proposed aggregate extraction and the required reclamation to return the disturbance area to an agricultural capability and grape suitability equal to pre-disturbance conditions:

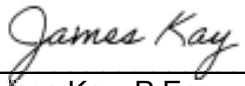
Efforts must be made to ensure that tracking of materials onto city roads is kept to a minimum. Signage, Street sweeping, Sediment and Dust Control will be the responsibility of the applicant.

Effort must be made to ensure the road structure is not damaged during heavy traffic use. Road will be rebuilt if damage has occurred. It is strongly recommended that the proponent undertake an existing condition survey and submit the photos/report to Development Engineering prior to works.

Efforts must be made to ensure heavy vehicle traffic stays on roads designated as trucking routes.

It is noted that an illegal access was constructed to Crawford Road last year. Temporary accesses must be removed at the completion of earthworks.

Bonding shall be provided/withheld for ESC and access removal.


James Kay, P.Eng.
Development Engineering Manager
JF

February 13, 2019

City of Kelowna – Planning & Development
1435 Water Street
Kelowna, BC V1Y 1J4

RE: Application for Non-Farm Use in the ALR file A19-0001, 950 Crawford Road, Kelowna.

Thank you for the opportunity to provide comments for City of Kelowna Staff and Council consideration of ALC application for non-farm use in the ALR. It is our understanding the applicant is applying for non-farm use (Removal of Soil and Placement of Fill) to increase the area available for growing wine grapes. This referral has been reviewed from Healthy Food Systems perspective and Environmental Management Team. The following information is provided for your consideration.

Healthy Food Systems

- Food security has been recognized as a key public health issue by the BC Ministry of Health. Interior Health ensures the delivery of key government priorities to increase and advance food security.
- Farmland preservation helps to maintain a level of food production that contributes to food self-sufficiency, and food self-sufficiency increases food security and supports healthy eating.
- Food self-sufficiency in BC is increasingly important, as extreme weather will affect food production in California and elsewhere. Currently, California supplies 40%-50% of BC's imported fruits and vegetables.
- Since the proposed non-farm use is to increase the area to grow wine grapes, it appears that this application will does not support current food security as it will not increase availability and access to food. However, there may be potential for the increase in area to support future food security should the wine grapes be converted to a food crop. We are not able to assess or comment if this type of soil can support food crops.

Bus: (250) 469-7070 ext. 12292
Fax: (250) 868-7809
Email: Jill.Worboys@interiorhealth.ca
Web: www.interiorhealth.ca

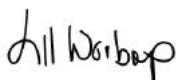
INTERIOR HEALTH
POPULATION HEALTH
505 Doyle Avenue
Kelowna, BC V1Y0C5

Environmental Management Team

- Soil materials used in the area must not introduce any harmful substances, with consideration for potential impacts on surface and ground water supplies. Compliance with the *Public Health Act* and all other pertinent legislation must be ensured, which requires that the applicant must not cause a health hazard. Proactive measures must be taken to minimize the impact on the environment and to human health.
- If you have any specific questions, concerns, or require additional explanation regarding soils and land use, please email HBE@InteriorHealth.ca or phone toll free at 1-855-744-6328, then choose the HBE option.

On behalf of Interior Health's Healthy Communities portfolio, I appreciate the opportunity to provide comment on the aforementioned application.

Regards,



Jill Worboys, RD
Public Health Dietitian

Healthy Communities
Population Health



Marissa Alexander
Public Health Dietitian

Healthy Communities
Population Health



Carol Leung
Environmental Health Officer

Environmental Management
Population Health

ATTACHMENT

B

This forms part of application

A19-0001

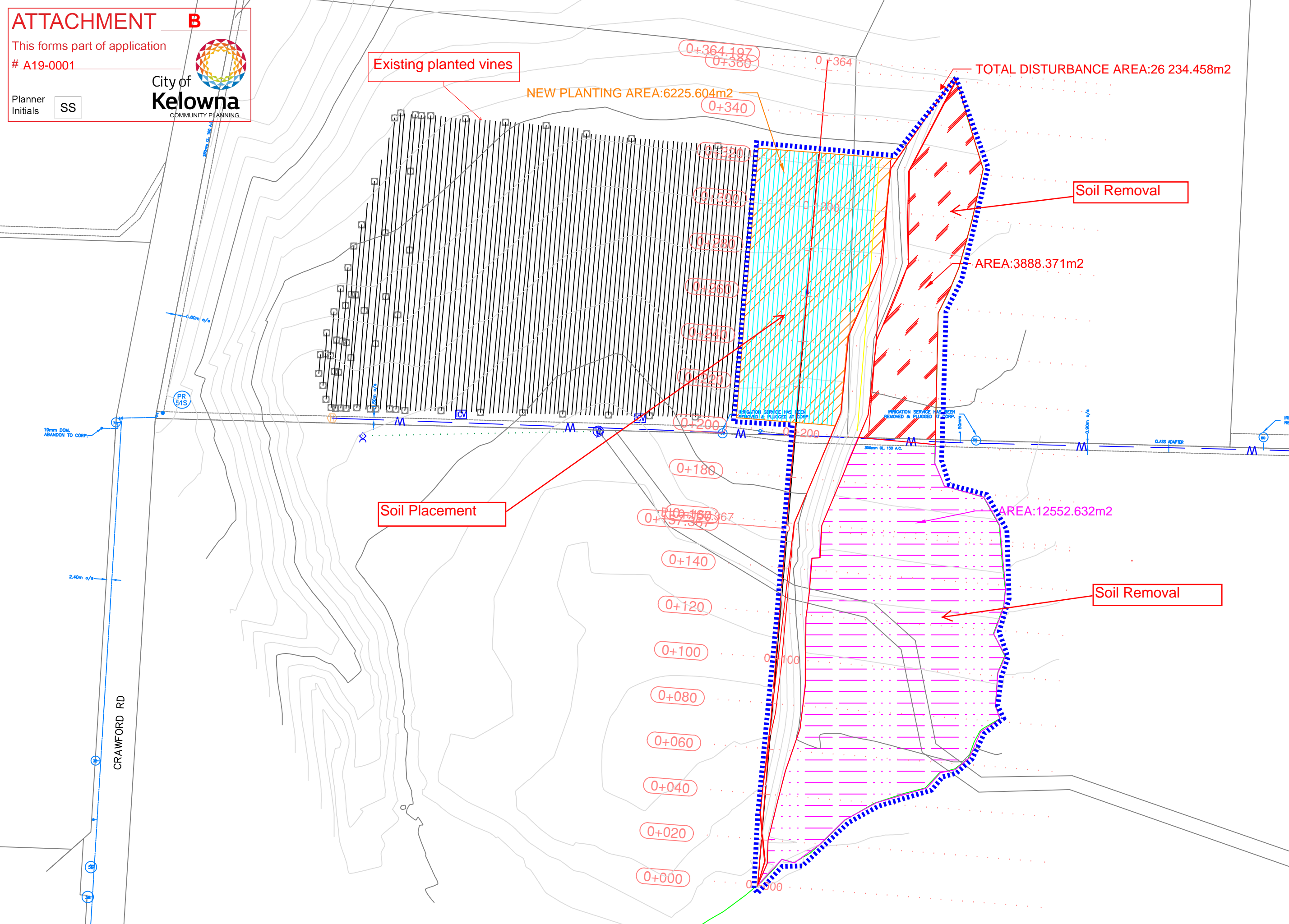
Planner

Initials

SS

City of Kelowna

COMMUNITY PLANNING



General Notes

QUAILS GATE SLOP CUT

EMIL ANDERSON CONSTRUCTION (EAC) INC.

EMIL ANDERSON CONSTRUCTION INC.
907 Ethel St, Kelowna, BC
V1Y 2W1
P:(250) 762-9999

VERT. DATUM:

NAD 83

HORIZ. DATUM:

UTM11 N

ORIENTATION:

0	Issued for use	2018/08/10
No.	Revision/Issue	Date

Plan Name and Address

KELOWNA INTEGRATED WATER PROJECT PHASE 1

Project	ISSUE	Reviewed By	PS
Date	2018/08/10	Drafted By	PS
Scale	1:1000	Approved By	PS

Sheet

1

0001

Report to Council



Date: March 18, 2019
File: 0220-20
To: Mayor & Council
From: Doug Gilchrist, City Manager
Subject: VOLUME 2 – CARRYOVERS, 2019 FINANCIAL PLAN
Report Prepared by: Budget Supervisor

Recommendation:

THAT the 2019 Financial Plan be increased by \$8,330,030 to provide for operating carryover projects and \$134,973,220 for capital carryover projects as summarized in the 2019 Financial Plan Volume 2.

Purpose:

To present the 2019 Financial Plan Volume 2 to Council for approval and inclusion in the 2019 Financial Plan.

Background:

The operating and capital projects listed in Volume 2 of the 2019 Financial Plan represent projects that were not able to be completed in 2018 or were originally planned to be completed over multiple years.

As these projects were previously approved by Council, they do not add to the taxation demand for 2019. The projects are funded from reserves, debt, and other levels of Government and/or other contributions. The timing of this budget volume is after the fiscal year-end so carryover projects can be presented with certainty of costs. All the capital project and operating program carryover requests were reviewed by the Financial Planning Department to ensure they met the criteria outlined in the Carryover Guidelines.

For 2019, 74% of the carry over funding is for projects that were originally planned for multi-year delivery. With respect to the remainder of the projects, there are various reasons for being delayed or not completed. 10% are due to external factors delaying projects, 9% internal scheduling demands, 6% design delays and 1% of projects awaiting grant information.

A detailed discussion of projects contained in Volume 2 is not planned. Should Council have questions regarding any specific funding carryover and would like it discussed at the March 18 Meeting, please try

to advise the City Manager in advance and he will arrange for a division representative to be in attendance at the Council meeting.

Financial/Budgetary Considerations:

A consolidated 2019-2023 Five Year Financial Plan will be brought to Council for adoption by bylaw at Final Budget on April 29, 2019. This will immediately precede adoption of the 2019 property tax bylaw, in accordance with Section 165 of the Community Charter.

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 handwritten signature in dark ink, appearing to be 'D. Gilchrist', with a stylized, flowing script.

D. Gilchrist, City Manager

Attachment 1 – Carryovers – Volume 2

Attachment 2 – Carryovers Council Presentation

2019 Financial Plan

Kelowna, British Columbia
Carryovers- Volume 2



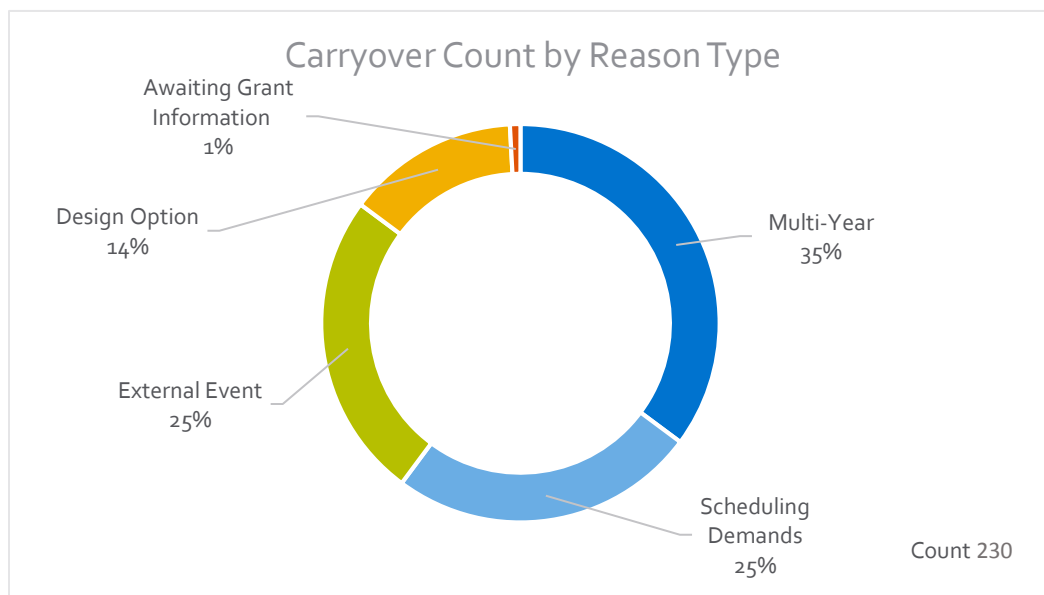
CARRYOVER SUMMARIES

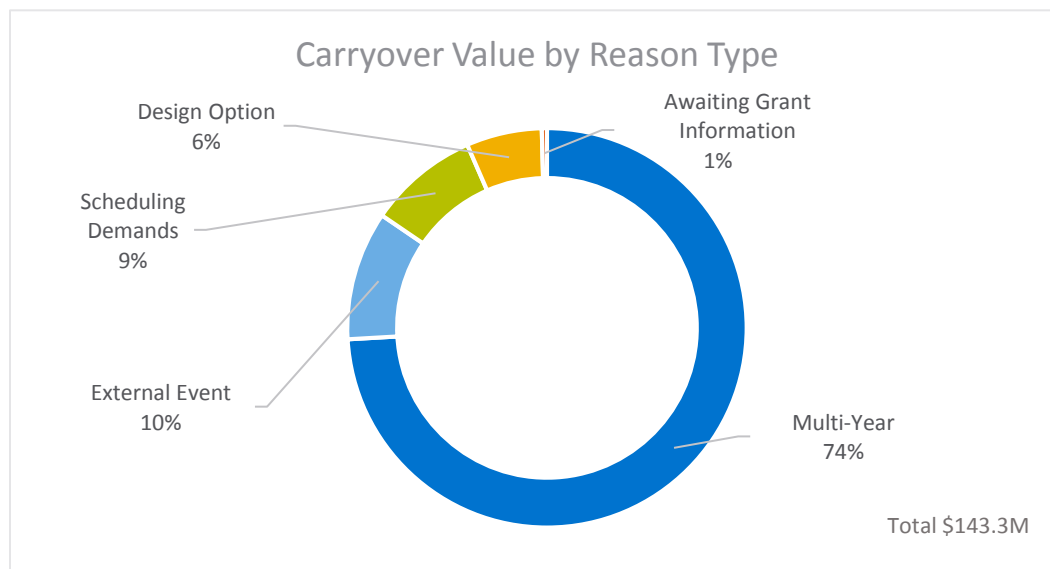
Carryover projects by reason type

There are several reasons why operating and capital projects are requested to be carried over. At the City of Kelowna, all budget carryover requests must meet one of the following criteria:

- Design Option: A one-time operating or capital project that is waiting for a design decision or is being re-scoped due to a change in circumstances.
- External Event: A one-time operating or capital project that is delayed due to an unanticipated external event.
- Multi-Year: A one-time operating or capital project that is planned over multiple years and has been identified as such in the original budget request.
- Scheduling Demands: A one-time operating or capital project that is delayed due to internal scheduling conflicts.
- Awaiting Grant Information: A one-time operating or capital project that is on hold pending grant approval.
- Ongoing Base Budget: An operating project with a base budget that has been approved by Council to be used as funding for a project on a one-time basis.
- Policy: An operating project with a base budget that has a Council endorsed policy to support a carryover.

The graphs below display the carryover reason types by percentage of total count and total value of carryover requests.





Summary of large carryover projects

The following table lists the operating carryovers over \$100,000 and capital carryovers over \$500,000. Most carryover requests are for projects that span multiple years. Other reasons for carryovers include scheduling demands, external events, design option changes, council approved requests, policy and awaiting information on grant approvals.

Carryover title	Multi-Year	Other	Total
Operating > \$100,000			
20 Year Servicing Plan and DCC Bylaw Update	232,330	-	232,330
2040 Official Community Plan Update & Position	149,300	-	149,300
Area Based Water Management Planning	187,410	-	187,410
Avocet Wetland Restoration	-	150,000	150,000
Biosolids Management Plan	-	295,300	295,300
Climate Action Plan	205,730	-	205,730
Community Health Centre Public Art	114,020	-	114,020
Concrete Crushing - Landfill	-	230,000	230,000
Flood Recovery - Operating	2,308,870	-	2,308,870
Major System Flood Risk Assessment	-	300,000	300,000
Mill Creek Flood Mapping & Flood Mitigation Planning - UBCM 2018	-	126,970	126,970
Mill Creek Freshet Infrastructure Recovery	-	300,000	300,000
Okanagan Gateway Plan	-	262,200	262,200
Payroll System Improvements	-	100,980	100,980
Regional Air Quality	179,520	-	179,520
Regional Strategic Transportation Plan - Phase 2	469,950	-	469,950
Safety Management Software Project	-	105,430	105,430
SEKID Transition Team	162,670	-	162,670
Transportation Master Planning Program	192,800	-	192,800
Water Integration Long-Range Plan	398,940	-	398,940
Operating total	4,601,540	1,870,880	6,472,420

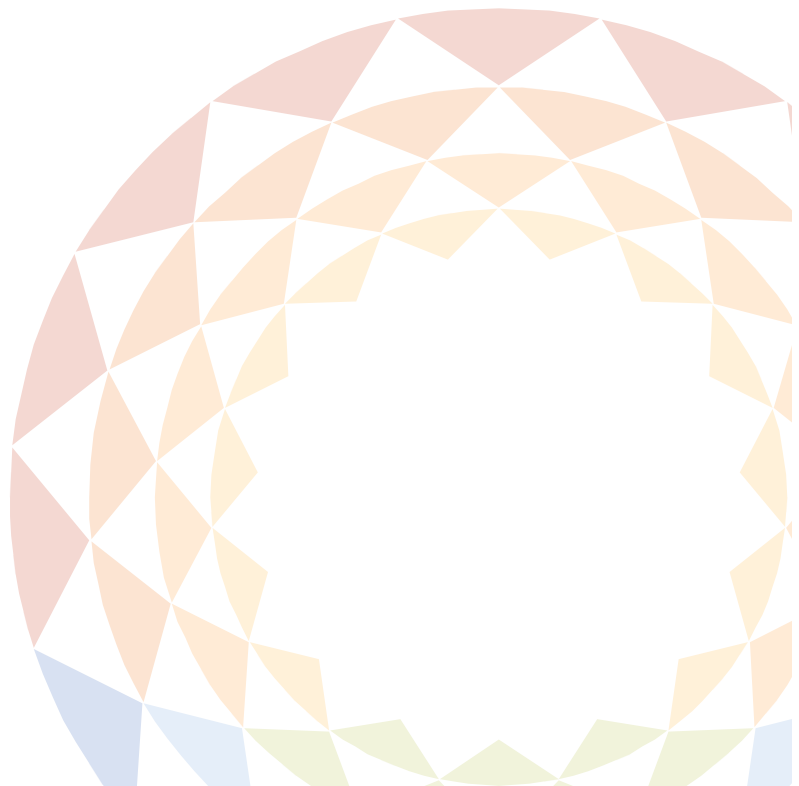
Carryover title	Multi-Year	Other	Total
Capital > \$500,000			
Airport Gravity Main Bypass DCC	-	990,950	990,950
Airport Parking Lot Equipment	569,320	-	569,320
Airport Roof Replacement Program	2,579,370	-	2,579,370
Asset Management System	1,418,030	-	1,418,030
Chiller and Cooling Tower	943,910	-	943,910
Compost Facility, Biosolids Leachate Containment	-	734,100	734,100
Dewdney Park Expansion	-	3,690,000	3,690,000
Drive to 1.6 Million Passengers AIF Program	3,360,670	-	3,360,670
Engine 5	962,000	-	962,000
Equipment and Vehicle Replacement	-	3,730,090	3,730,090
Ethel 4 DCC (Sutherland-Springfield), ATC	-	2,018,460	2,018,460
Fibre Optic Network, Phase II	-	1,628,080	1,628,080
Flood Recovery 2017	2,773,080	-	2,773,080
Integrated Utility Billing and Property Tax System Software	683,660	-	683,660
Landfill Old Entrance Filling Preparation	-	1,966,850	1,966,850
Laurel Packinghouse Courtyard - Museum Partnership	-	678,660	678,660
Library & Memorial Parkade, Expansion	-	518,880	518,880
Major Systems Projects	3,199,440	-	3,199,440
Manhattan Dr - Sanitary Replacement	-	524,700	524,700
McCulloch Area DCC (KLO/Hall/Spiers)	1,490,410	-	1,490,410
Mechanic Shop	-	1,163,710	1,163,710
Morrison Lift Station Replacement	-	548,400	548,400
Okanagan Rail Trail	835,360	-	835,360
Parks Infrastructure Renewal - Washroom Renovations	-	643,860	643,860
Rowcliffe Park	1,346,180	-	1,346,180
Rutland Centennial Park - Phase 3	-	512,220	512,220
Sanitary Replacement	-	1,954,300	1,954,300
Sector B Roads Top Lift Paving DCC	-	599,950	599,950
SEKID Separation	41,943,210	-	41,943,210
Soaring Beyond 2.5 Million Passengers AIF Program	2,163,460	-	2,163,460
South End Water Upgrades	26,594,510	-	26,594,510
South Perimeter 1 DCC (Gordon Dr - Stewart 1), Road	515,940	-	515,940
Spencer Road Mill Creek Drainage Improvements	721,560	-	721,560
Stewart 3 DCC (Crawford-Swamp), Road	1,418,210	-	1,418,210
Stockpiles and Reprocessing Areas Relocation	3,505,160	-	3,505,160
Capital total	97,023,480	21,903,210	118,926,690
Large operating and capital projects total	101,625,020	23,774,090	125,399,110

Carryover request three-year comparison (millions)

The table below splits the last three years of carryovers between operating, capital, general fund and utility funds. The trend will show if total carryover value is increasing or decreasing year to year.

Carryover	2019	2018	2017
Operating	\$8 = 6%	\$9 = 6%	\$4 = 5%
Capital	\$135 = 94%	\$139 = 94%	\$80 = 95%
Total	\$143	\$148	\$84
General Fund	\$57 = 40%	\$66 = 44%	\$50 = 59%
Utility Funds	\$86 = 60%	\$82 = 56%	\$34 = 41%

Operating Budget



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2019 Operating Requests

Carryover Budget

Summary - General Fund

Page	Description	Amount	Reserve	Borrow	Gov/Contr	Revenue	Utility	Reason
<u>City Administration</u>								
<u>City Clerks</u>								
563	* SEKID Transition Team	68,670	0	0	0	0	(68,670)	MULTIYEAR
Division Total		68,670	0	0	0	0	(68,670)	
<u>Infrastructure Division</u>								
536	City Yards Accommodation Study	15,780	(15,780)	0	0	0	0	SCHED
536	Community Health Centre Public Art	114,020	(57,010)	0	0	(57,010)	0	MULTIYEAR
537	Community, Culture and Recreation Grant Application	25,380	(25,380)	0	0	0	0	MULTIYEAR
537	Heritage Asset Restoration Plans	46,710	(46,710)	0	0	0	0	EXT EVENT
538	Kelowna Cultural Facilities Masterplan	30,000	(30,000)	0	0	0	0	MULTIYEAR
538	Long Term Shoreline Plan - Mission Creek Area	58,140	(58,140)	0	0	0	0	SCHED
539	Parkinson Rec Centre/Partnership Opportunities	43,150	(43,150)	0	0	0	0	MULTIYEAR
539	Partners in Parks-Bellevue Creek Pedestrian Bridge	30,000	(15,000)	0	0	(15,000)	0	MULTIYEAR
540	2018 Household Travel Survey	42,780	(42,780)	0	0	0	0	MULTIYEAR
540	Regional Strategic Transportation Plan - Phase 2	469,950	0	0	0	(469,950)	0	MULTIYEAR
541	Safety and Operations, Investigation	70,000	(70,000)	0	0	0	0	SCHED
541	Regional Air Quality	179,520	(75,850)	0	(21,290)	(82,380)	0	MULTIYEAR
542	2018 Flood Damage Response and Recovery	38,010	(38,010)	0	0	0	0	MULTIYEAR
542	Bylaw 7900 - Update to Design and Construction Standards	39,890	(39,890)	0	0	0	0	MULTIYEAR
543	Flood Recovery - Operating	2,308,870	(1,260,030)	0	(1,048,840)	0	0	MULTIYEAR
543	Kelowna Subdivision, Development & Servicing Update	30,300	(30,300)	0	0	0	0	SCHED
544	*Water Integration Long-Range Plan	398,940	0	0	(331,120)	0	(67,820)	MULTIYEAR
544	*Avocet Wetland Restoration	150,000	(150,000)	0	0	0	0	EXT EVENT
545	*Biosolids Management Plan	295,300	0	0	0	(295,300)	0	DESIGNOPT
545	*20 Year Servicing Plan and DCC Bylaw Update	232,330	(212,930)	0	0	0	(19,400)	MULTIYEAR
546	Funding the Infrastructure Deficit	24,350	(24,350)	0	0	0	0	MULTIYEAR
546	*Kelowna Integrated Water Asset Management	74,100	0	0	0	0	(74,100)	MULTIYEAR
547	Transportation Master Planning Program	192,800	(192,800)	0	0	0	0	MULTIYEAR
547	Area Based Water Management Planning	187,410	(187,410)	0	0	0	0	MULTIYEAR
548	Major System Flood Risk Assessment	300,000	(50,000)	0	(250,000)	0	0	EXT EVENT
548	Mill Creek Flood Mapping and Flood Mitigation Planning – UBCM 2018	126,970	0	0	(126,970)	0	0	EXT EVENT
549	Royal View Hydrogeological Investigation	32,400	(32,400)	0	0	0	0	MULTIYEAR

2019 FINANCIAL PLAN		CITY OF KELOWNA					
Page	Description	Amount	Reserve	Borrow	Gov/Contr	Revenue	Utility Reason
569	* <i>Okanagan Gateway Plan</i>	162,200	(24,700)	0	(112,500)	(25,000)	0 SCHED
Division Total		5,719,300	(2,722,620)	0	(1,890,720)	(944,640)	(161,320)
<u>Community Planning & Strategic Investments Division</u>							
549	Review & Re-Write of Business License Bylaw	25,000	(25,000)	0	0	0	0 SCHED
550	Community Strategic Visioning/Imagine Kelowna	47,290	(47,290)	0	0	0	0 SCHED
550	MicroFiche Scanning Project	98,450	(98,450)	0	0	0	0 DESIGNOPT
551	2040 Official Community Plan Update & Position	149,300	(149,300)	0	0	0	0 MULTIYEAR
551	Capri-Landmark Urban Centre Plan	12,740	(12,740)	0	0	0	0 MULTIYEAR
552	Climate Action Plan	205,730	0	0	(205,730)	0	0 MULTIYEAR
552	Thomson Flats	27,980	0	0	0	(27,980)	0 DESIGNOPT
553	Offsite and Oversize - Roads	47,630	(47,630)	0	0	0	0 MULTIYEAR
553	Chapman Parkade Expansion - Additional Levels	82,360	(82,360)	0	0	0	0 EXT EVENT
Division Total		696,480	(462,770)	0	(205,730)	(27,980)	0
<u>Active Living & Culture Division</u>							
554	Cultural Plan and Economic Impact Assessment Project	17,520	(17,520)	0	0	0	0 MULTIYEAR
554	Professional Arts Funding	16,000	(16,000)	0	0	0	0 EXT EVENT
555	Journey Home Transition	33,970	(33,970)	0	0	0	0 MULTIYEAR
555	Paddle Trail Signage	17,900	(17,900)	0	0	0	0 SCHED
556	Canadian Sport for Life Integration	14,190	(14,190)	0	0	0	0 SCHED
Division Total		99,580	(99,580)	0	0	0	0
<u>Civic Operations Division</u>							
556	Electrical Upgrade - Parks Yard	64,600	(64,600)	0	0	0	0 EXT EVENT
557	Rotary Centre for the Arts - Building Renewal	40,060	(40,060)	0	0	0	0 EXT EVENT
557	Stadiums - Protective Netting	15,010	(15,010)	0	0	0	0 DESIGNOPT
558	Biofilter Cover	50,000	(50,000)	0	0	0	0 SCHED
558	Concrete Crushing - Landfill	230,000	(230,000)	0	0	0	0 SCHED
559	Security Cameras & SCADA - Hot Boxes	50,000	(50,000)	0	0	0	0 SCHED
559	Lake Ave Storm Main Upgrade	20,000	(20,000)	0	0	0	0 SCHED
544	* # <i>Avocet Wetland Restoration</i>	0	0	0	0	0	0 EXT EVENT
545	* # <i>Biosolids Management Plan</i>	0	0	0	0	0	0 DESIGNOPT
Division Total		469,670	(469,670)	0	0	0	0

Financial Services Division

560	Value for Money Audit	20,000	(20,000)	0	0	0	0	EXT EVENT
560	GST Compliance Review	51,750	(51,750)	0	0	0	0	MULTIYEAR
561	Payroll System Improvements	100,980	(100,980)	0	0	0	0	EXT EVENT
561	CP - Contract Management and Governance Implementation	45,350	(45,350)	0	0	0	0	EXT EVENT
562	Enhancement of Corporate Purchasing Card Program Term Position	25,000	(25,000)	0	0	0	0	SCHED
562	Workflow Approval For Purchasing	19,280	(19,280)	0	0	0	0	SCHED
563	*SEKID Transition Team	71,000	0	0	0	0	(71,000)	MULTIYEAR
Division Total		333,360	(262,360)	0	0	0	(71,000)	

Human Resources Division

563	Safety Management Software Project	105,430	(105,430)	0	0	0	0	DESIGNOPT
564	Security Governance Review and Gap Analysis	19,500	(19,500)	0	0	0	0	EXT EVENT
564	Stay at Work/Return to Work Program	10,640	(10,640)	0	0	0	0	SCHED
565	Code of Conduct and Ethics Project	25,000	(25,000)	0	0	0	0	SCHED
563	* <i>SEKID Transition Team</i>	23,000	0	0	0	0	(23,000)	MULTIYEAR
Division Total		183,570	(160,570)	0	0	0	(23,000)	

Sub-Total 7,570,630 (4,177,570) 0 (2,096,450) (972,620) (323,990)

* italics – denotes that this is a shared (part of another department) operating request. In the originating department, the title is denoted by an '*'.

where there are zero amounts in all columns, this denotes the project is included in the general fund with funding from the utility as seen in the general fund summary.

PROJECTS UNDER \$10,000

Page Description	Amount	Reserve	Borrow	Gov/Contr	Revenue	Utility	Reason
<u>Infrastructure Division</u>							
City Signage Design Options	7,000	(7,000)	0	0	0	0	MULTIYEAR
City Park Water Park – Mechanical Changes Feasibility Study / Assessment	9,610	(9,610)	0	0	0	0	DESIGNOP
Ritchie Brook Daylighting Feasibility Study	5,420	(500)	0	(4,920)	0	0	EXT EVENT
Division Total	22,030	(17,110)	0	(4,920)	0	0	
<u>Community Planning & Strategic Investments Division</u>							
Building Code Subscriptions	2,890	(2,890)	0	0	0	0	EXT EVENT
Agriculture Plan Update Implementation	8,600	(8,600)	0	0	0	0	MULTIYEAR
Healthy Housing Strategy	5,600	(5,600)	0	0	0	0	MULTIYEAR
Parking Strategy - Downtown Area Plan Development	3,170	(3,170)	0	0	0	0	EXT EVENT
Division Total	20,260	(20,260)	0	0	0	0	
<u>Active Living & Culture Division</u>							
Cultural District Walking Tour Brochure Print	4,900	(4,900)	0	0	0	0	DESIGNOP
Organization Development Grant Funding	6,960	(6,960)	0	0	0	0	MULTIYEAR
Division Total	11,860	(11,860)	0	0	0	0	
<u>Civic Operations Division</u>							
Stores Renovation	8,630	(8,630)	0	0	0	0	SCHED
Division Total	8,630	(8,630)	0	0	0	0	
<u>Civic Operations Division</u>							
<u>Police Services</u>							
Prisoner Mattresses	5,680	(5,680)	0	0	0	0	EXT EVENT
Division Total	5,680	(5,680)	0	0	0	0	
<u>Financial Services Division</u>							
Corporate Update - Financial Services Oversight	8,640	(8,640)	0	0	0	0	EXT EVENT
Division Total	8,640	(8,640)	0	0	0	0	

2019 FINANCIAL PLAN		CITY OF KELOWNA					
Page	Description	Amount	Reserve	Borrow	Gov/Contr	Revenue	Utility Reason
<u>Human Resources Division</u>							
	Compensation and Benefits Statements	8,560	(8,560)	0	0	0	0 DESIGNOP
	Division Total	8,560	(8,560)	0	0	0	0
	Grand Total	7,656,290	(4,258,310)	0	(2,101,370)	(1,122,620)	(323,990)

2019 Operating Requests

Carryover Budget

Summary - Utility Funds

Page	Description	Amount	Reserve	Borrow	Gov/Contr	Revenue	Utility	Reason
<u>Water</u>								
566	Cedar Creek Pump Repair and Flood Resilience Study	74,370	(74,370)	0	0	0	0	SCHED
566	Poplar Point Pump Station Rock Slope Stabilization	51,070	(51,070)	0	0	0	0	EXT EVENT
567	Filtration Exclusion, Particle Size Study	51,070	(51,070)	0	0	0	0	SCHED
567	Water Master Plan Update	58,220	(58,220)	0	0	0	0	SCHED
568	Source Water Protection Plan	17,590	0	0	(17,590)	0	0	EXT EVENT
568	Varty Creek Environmental Assessment	20,000	(20,000)	0	0	0	0	SCHED
544	<i>*# Water Integration Long-Range Plan</i>	0	0	0	0	0	0	MULTIYEAR
545	<i>*# 20 Year Servicing Plan and DCC Bylaw Update</i>	0	0	0	0	0	0	MULTIYEAR
546	<i>*# Kelowna Integrated Water Asset Management</i>	0	0	0	0	0	0	MULTIYEAR
563	<i>*# SEKID Transition Team</i>	0	0	0	0	0	0	MULTIYEAR
Department Total		272,320	(254,730)	0	(17,590)	0	0	
<u>Wastewater</u>								
545	<i>*# Biosolids Management Plan</i>	0	0	0	0	0	0	DESIGNOPT
545	<i>*# 20 Year Servicing Plan and DCC Bylaw Update</i>	0	0	0	0	0	0	MULTIYEAR
Department Total		0	0	0	0	0	0	
<u>Airport</u>								
569	Mill Creek Freshet Infrastructure Recovery	300,000	(69,000)	0	(231,000)	0	0	EXT EVENT
569	*Okanagan Gateway Plan	100,000	(100,000)	0	0	0	0	SCHED
Department Total		400,000	(169,000)	0	(231,000)	0	0	
Sub-Total		672,320	(423,730)	0	(248,590)	0	0	

* italics – denotes that this is a shared (part of another department) operating request. In the originating department, the title is denoted by an '*'.
 # where there are zero amounts in all columns, this denotes the project is included in the general fund with funding from the utility as seen in the general fund summary.

PROJECTS UNDER \$10,000

Page Description	Amount	Reserve	Borrow	Gov/Contr	Revenue	Utility	Reason
<u>Water</u>							
Water Integration Planning	1,420	(1,420)	0	0	0	0	MULTIYEAR
Department Total	1,420	(1,420)	0	0	0	0	
Grand Total	673,740	(425,150)	0	(248,590)	0	0	

2019 Operating Request Details

Division:	Infrastructure	Reason: Scheduling Demands
Department:	Parks & Buildings Planning	
Title:	City Yards Accommodation Study	CARRYOVER

Justification:

Due to staff turnover and a delay in the filling of a vacant position the accommodation study for City Yards was not completed in 2018. Carryover is requested to meet contractual commitments for consultant services to assess current and future accommodation needs at City Yards, and how future growth can be accommodated at this location or alternates. The first stage of the study will be complete in 2019, and future work will be scheduled subject to the findings.

2018 Budget:	15,780
2018 Expenditures:	0
Carryover Requested:	15,780

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	15,780	(15,780)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Parks & Buildings Planning	
Title:	Community Health Centre Public Art	CARRYOVER

Justification:

Carryover is requested to honour partnership commitments with Interior Health to procure a piece of public art. Through a jury process, a shortlist of five artists has been selected. The artists are now preparing concepts for the second stage of the selection process held in early 2019. A contract is expected to be awarded in Q1 of 2019, with completion expected in 2020.

2018 Budget:	120,000
2018 Expenditures:	5,980
Carryover Requested:	114,020

Corporate Framework: An active, inclusive city - Cultural experiences

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	114,020	(57,010)	0	0	0	(57,010)	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Parks & Buildings Planning	
Title:	Community, Culture and Recreation Grant Application	CARRYOVER

Justification:

For this multiyear project, carryover is requested to meet contractual commitments to consultants to assist in the designs, cost estimates, and report preparation for the 2019 Community, Culture and Recreation grant application for City Park. The grant application deadline was the end of January.

2018 Budget:	32,000
2018 Expenditures:	6,620
Carryover Requested:	25,380

Corporate Framework: An active, inclusive city - Spectacular parks

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	25,380	(25,380)	0	0	0	0	0

Division:	Infrastructure	Reason: External Event
Department:	Parks & Buildings Planning	
Title:	Heritage Asset Restoration Plans	CARRYOVER

Justification:

Carryover is requested to continue the ongoing work on the Heritage Asset Restoration Program. Due to the fire in July 2018, staff resources have been focused on Flemming House through Q3 & Q4 of 2018. The Expression of Interest for partners for the adaptive reuse of Cameron House has been delayed as a result. Originally planned for 2017, due to a delay in the filling of a vacant staff position and the Flemming House fire, this Expression of Interest is now expected to be issued in Q1 2019. The outcome of this project and the Surtees property recently completed, will then be used to create a master plan for the other City-owned heritage assets.

2018 Budget:	47,000
2018 Expenditures:	290
Carryover Requested:	46,710

Corporate Framework: An active, inclusive city - Honouring our history

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	46,710	(46,710)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Parks & Buildings Planning	
Title:	Kelowna Cultural Facilities Masterplan	CARRYOVER

Justification:

As part of the Kelowna Cultural Facilities Masterplan, consultants have been appointed to assess existing and future space needs within the cultural sector, and to identify priorities for future capital funding for City-owned cultural facilities. Carryover is requested to honour these contractual commitments. Work is expected to be complete by the end of Q2 of 2019.

2018 Budget:	30,000
2018 Expenditures:	0
Carryover Requested:	30,000

Corporate Framework: An active, inclusive city - Cultural experiences

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	30,000	(30,000)	0	0	0	0	0

Division:	Infrastructure	Reason: Scheduling Demands
Department:	Parks & Buildings Planning	
Title:	Long Term Shoreline Plan - Mission Creek Area	CARRYOVER

Justification:

This is a multi-year study to develop a Long Term Shoreline Plan from Mission Creek to Rotary Beach in partnership with the Province and neighbouring landowners. A lack of resources due to staff turnover resulted in delays to the project. The City has a contractual commitment to consultants for this study and work will be completed by the end of 2019.

2018 Budget:	122,440
2018 Expenditures:	64,300
Carryover Requested:	58,140

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	58,140	(58,140)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Parks & Buildings Planning	
Title:	Parkinson Rec Centre/Partnership Opportunities	CARRYOVER

Justification:

As part of the planning and design for a new Parkinson Recreation Centre, carryover is requested to meet the existing contractual commitments with consultants to continue exploration of the partnership potential with School District 23 and other partners. This is a multi-year project and it is anticipated that the study of the partnership structure, financing, governance options, and the indicative design will continue throughout 2019.

2018 Budget:	200,000
2018 Expenditures:	156,850
Carryover Requested:	43,150

Corporate Framework: An active, inclusive city - Active living opportunities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	43,150	(43,150)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Parks & Buildings Planning	
Title:	Partners in Parks-Bellevue Creek Pedestrian Bridge	CARRYOVER

Justification:

Carryover is requested to meet a contractual commitment with consultants in order to integrate a pedestrian bridge crossing over Bellevue Creek. This is part of the South East Kelowna Irrigation District (SEKID) project. Okanagan Mission Lions Club have committed to raising matching funds, but do not anticipate completing their fundraising until Spring 2019.

2018 Budget:	30,000
2018 Expenditures:	0
Carryover Requested:	30,000

Corporate Framework: An active, inclusive city - Spectacular parks

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	30,000	(15,000)	0	0	0	(15,000)	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Integrated Transportation	
Title:	2018 Household Travel Survey	CARRYOVER

Justification:

The 2018 household travel survey is a multi-year project that was kicked off in Fall 2018 and is anticipated for completion, tentatively by May 2019. The survey asks a sample of residents to record their travel for a 24-hour period, including origins, destinations, purposes, and times. It provides a comprehensive picture of where, how, and why Central Okanagan residents are moving throughout the day.

2018 Budget:	171,400
2018 Expenditures:	128,620
Carryover Requested:	42,780

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	42,780	(42,780)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Integrated Transportation	
Title:	Regional Strategic Transportation Plan - Phase 2	CARRYOVER

Justification:

The Regional Transportation Plan (RTP) is a multi-year project anticipated for final endorsement at the end of 2019. In 2018, Phase 2 of the RTP was kicked off, including the hiring of a prime and communications consultant. Work in 2018 included working with regional stakeholders, including elected officials, the Sustainable Transportation Partnership of the Central Okanagan (STPCO) Planning & Technical Committee and the public, to develop the vision and goals for the RTP, define the regional transportation network, and assess existing conditions. Future work in 2019 is anticipated to include completion of future impacts analysis, strategy identification and evaluation, implementation (including finance and governance review), and completion of the draft plan. This project is estimated to be complete by the first quarter of 2020.

2018 Budget:	568,580
2018 Expenditures:	98,630
Carryover Requested:	469,950

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	469,950	0	0	0	0	(469,950)	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Scheduling Demands
Department:	Integrated Transportation	
Title:	Safety and Operations, Investigation	CARRYOVER

Justification:

Carryover is requested to complete the Roadway Safety Management Study. This project is a 50/50 partnership with ICBC to identify future capital improvements to address collision prone intersections that have been identified in the Network Screening completed in 2018. This study is expected to be completed by Summer of 2019.

2018 Budget:	175,330
2018 Expenditures:	53,240
2018 Budget Not Required:	<u>52,090</u>
Carryover Requested:	70,000

Corporate Framework: A safe city - Public safety programs

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	70,000	(70,000)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Integrated Transportation	
Title:	Regional Air Quality	CARRYOVER

Justification:

Carryover is requested to continue development and implementation of Regional Air Quality programs to be delivered in 2019. Programs such as Agricultural Chipping, Mow-Chip it rebates, Clean Air Strategy, Clean Air Safe routes for schools and the Wood Stove Exchange are managed by the City of Kelowna on behalf of the regional partners. Applications for available grants that were submitted and received by the City of Kelowna in 2018 will be administered in 2019.

2018 Budget:	377,460
2018 Expenditures:	<u>197,940</u>
Carryover Requested:	179,520

Corporate Framework: A clean healthy environment - Improved air quality

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	179,520	(75,850)	0	(21,290)	0	(82,380)	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure	
Title:	2018 Flood Damage Response and Recovery	CARRYOVER

Justification:

Due to timing of approvals and weather conditions, carryover is requested to complete the 2018 flooding assessments. All works will be completed by year end 2019.

2018 Budget:	60,000
2018 Expenditures:	21,990
Carryover Requested:	38,010

Corporate Framework: A safe city - Flood protection

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	38,010	(38,010)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure	
Title:	Bylaw 7900 - Update to Design and Construction Standards	CARRYOVER

Justification:

Carryover is requested to complete the Bylaw 7900 Update to Design and Construction Standards project. Schedules 4 & 5 of the Subdivision Development and Servicing Manual (Bylaw 7900) pertains to the design and construction standards for all new infrastructure work in the city. These standards are referenced by private developers and city staff when building new infrastructure. The last update to these standards was several years ago and it is time to complete a thorough review to ensure standards reflect good engineering practice and are relevant and practical to Kelowna's growing community. This project will review schedules 4 & 5 of Bylaw 7900, compare against best practice, recommend changes and implement those changes in revisions to the bylaw. The Water, Sanitary Sewer and Approved Product List was updated and approved by Council in 2018. Drainage, transportation, electrical and street lights and landscaping and irrigation are the sections planned for completion in 2019.

2018 Budget:	40,000
2018 Expenditures:	110
Carryover Requested:	39,890

Corporate Framework: A well-run City - Performance excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	39,890	(39,890)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure	
Title:	Flood Recovery - Operating	CARRYOVER

Justification:

This multi-year project is for engineering, geotechnical, and environmental services, design, and construction to repair minor damage resulting from the 2017 and 2018 Flooding. Carryover is requested as work was not completed due to lake levels, weather conditions, Disaster Financial Assistance and Section 11 Ministry approvals. All works will be completed by year end 2019.

2018 Budget:	4,177,800
2018 Expenditures:	1,868,930
Carryover Requested:	2,308,870

Corporate Framework: A safe city - Flood protection

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	2,308,870	(1,260,030)	0	(1,048,840)	0	0	0

Division:	Infrastructure	Reason: Scheduling Demands
Department:	Infrastructure	
Title:	Kelowna Subdivision, Development & Servicing Update	CARRYOVER

Justification:

Carryover is requested to complete the Kelowna Subdivision, Development & Servicing Bylaw Update project. Schedule 4 of the Subdivision Development and Servicing Manual (Bylaw 7900) pertains to the design and construction standards for all new transportation infrastructure work in the city. These standards are referenced by private developers and city staff when building new infrastructure. The last update to these standards was several years ago and it is time to complete a thorough review to ensure standards reflect good engineering practice and are relevant and practical to Kelowna's growing community. This project will review schedule 4 of Bylaw 7900 specific to transportation, compare against best practice, recommend changes. Update of transportation sections will continue through 2019 concurrently with the Transportation Master Plan. This project is scheduled to be completed in late 2019.

2018 Budget:	45,000
2018 Expenditures:	9,500
2018 Budget Not Required:	5,200
Carryover Requested:	30,300

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	30,300	(30,300)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure	
Title:	Water Integration Long-Range Plan	CARRYOVER

Justification:

This multi-year project is for water management planning which includes the development of a water integration strategy for the many independent domestic and agricultural water supply systems. It will also support area-based water management planning that includes drainage from the headwater flowing through Kelowna. Both these initiatives were recommendations of a Value Engineering review completed in 2017, the latter involving engaging many external agencies and the First Nation. The project is not expected to be completed until 2021.

2018 Budget:	462,050
2018 Expenditures:	63,110
Carryover Requested:	398,940

Corporate Framework: A safe city - Clean drinking water

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	398,940	0	0	(331,120)	0	0	(67,820)

Division:	Infrastructure	Reason: External Event
Department:	Infrastructure Engineering	
Title:	Avocet Wetland Restoration	CARRYOVER

Justification:

This project is for detail design and regulatory approvals in order to provide suitable alternate habitat for the Avocet outside of landfill operational limits. The study was not completed due to scheduling issues related to the major flooding that occurred in 2018 and waiting for the Design, Closure and Operation Plan to be completed. The study is expected to be complete in the Spring of 2019.

2018 Budget:	150,000
2018 Expenditures:	0
Carryover Requested:	150,000

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	150,000	(150,000)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Design Option
Department:	Infrastructure Engineering	
Title:	Biosolids Management Plan	CARRYOVER

Justification:

The Regional Biosolids Compost Facility (RBCF) receives biosolids from Kelowna, Vernon and Lake Country and converts biosolids from wastewater treatment to a safe and highly-effective soil conditioner, known as OgoGrow. The Biosolids Management Plan will continue on previous work to look at treatment technology and new markets for OgoGrow. The plan was not completed in 2018 due to scheduling issues and developing the proper scope for the next phase of study. The project scope has now been established, and the Request for Proposals are expected in February. The project is anticipated to be complete by December, 2019.

2018 Budget:	300,000
2018 Expenditures:	4,700
Carryover Requested:	295,300

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	295,300	0	0	0	0	(295,300)	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure Engineering	
Title:	20 Year Servicing Plan and DCC Bylaw Update	CARRYOVER

Justification:

Carryover is requested to complete the 20-Year Servicing Plan and DCC Bylaw Update. This project is a multi-year project in conjunction with the Official Community Plan and Transportation Master Plan updates. These projects are scheduled for completion in the fall of 2020.

2018 Budget:	250,000
2018 Expenditures:	17,670
Carryover Requested:	232,330

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	232,330	(212,930)	0	0	0	0	(19,400)

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure Engineering	
Title:	Funding the Infrastructure Deficit	CARRYOVER

Justification:

Carryover is requested for consulting services to assist in the production of a report outlining funding opportunities available to reduce the infrastructure deficit identified in the endorsed 2018 10-Year Capital plan. The consultant's work began in late 2018 and will complete in early 2019. The report will be included in a Council workshop in the first quarter of 2019.

2018 Budget:	24,350
2018 Expenditures:	0
Carryover Requested:	24,350

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	24,350	(24,350)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure Engineering	
Title:	Kelowna Integrated Water Asset Management	CARRYOVER

Justification:

Carryover is requested for this multi-year project for consulting and other necessary work related to the Kelowna Integrated Water Asset Management project. Work is expected to be complete at the end of 2019.

2018 Budget:	75,000
2018 Expenditures:	900
Carryover Requested:	74,100

Corporate Framework: A safe city - Clean drinking water

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	74,100	0	0	0	0	0	(74,100)

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Integrated Transportation	
Title:	Transportation Master Planning Program	CARRYOVER

Justification:

The Transportation Master Plan (TMP) is a multi-year project anticipated for final endorsement at the end of 2019. In 2018, the project team worked with project stakeholders, including Council, external stakeholders, and the public to kickoff the project, draft and finalize the Vision and Goals for the TMP, and develop several Facts in Focus topic papers, including Transportation and Land Use, Mass Transit, and the Congestion Paradox. The team also worked in coordination with staff working on the Official Community Plan to help develop four growth scenarios and evaluate their transportation impacts as part of the Pick your Path to 2040 engagement exercise. In 2019, staff intend to complete the existing and future conditions analysis, identify and evaluate potential transportation projects, policies, and programs, and begin completion of the draft plan. The final TMP is currently anticipated to be brought to Council for adoption in March 2020.

2018 Budget:	251,220
2018 Expenditures:	58,420
Carryover Requested:	192,800

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	192,800	(192,800)	0	0	0	0	0

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure Engineering	
Title:	Area Based Water Management Planning	CARRYOVER

Justification:

The Area Based Water Management Planning project will include initiating preliminary designs of major storm projects which will be the basis for future major funding applications for stormwater management and climate change. The works will include engaging with stakeholders and initiating communications protocols and processes. Carryover is requested for the Area Based Planning project components involving flood protection and storm water management modeling processes. The project will be completed by year end of 2019.

2018 Budget:	200,000
2018 Expenditures:	12,590
Carryover Requested:	187,410

Corporate Framework: A safe city - Flood protection

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	187,410	(187,410)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: External Event
Department:	Infrastructure Engineering	
Title:	Major System Flood Risk Assessment	CARRYOVER

Justification:

The Major Systems Flood Risk Assessment will look at the 3 major creeks flowing through the City from a capacity perspective as well as review the impact of high lake levels on the City's foreshore. Due to extenuating circumstances with the Okanagan Basin Water Board and access to data, this project was delayed and a request for proposal was issued in November 2018. Carryover is requested for a consultant study and reporting. The project is expected to be completed by the successful consultant in Winter and Spring, 2019.

2018 Budget:	300,000
2018 Expenditures:	0
Carryover Requested:	300,000

Corporate Framework: A safe city - Flood protection

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	300,000	(50,000)	0	(250,000)	0	0	0

Division:	Infrastructure	Reason: External Event
Department:	Infrastructure Engineering	
Title:	Mill Creek Flood Mapping and Flood Mitigation Planning – UBCM 2018	CARRYOVER

Justification:

The City was awarded a \$150,000 infrastructure planning Provincial grant from Union of BC Municipalities (UBCM) for Flood Mitigation Mapping. The digital land survey acquisition by the Okanagan Basin Water Board as part of the project has been delayed until January, 2019. The flood mapping and planning will be completed by the grant deadline of December, 2019.

2018 Budget:	150,000
2018 Expenditures:	23,030
Carryover Requested:	126,970

Corporate Framework: A safe city - Flood protection

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	126,970	0	0	(126,970)	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Multi-Year
Department:	Infrastructure Engineering	
Title:	Royal View Hydrogeological Investigation	CARRYOVER

Justification:

Monitoring equipment was installed in 2018 to record both groundwater condition and ground movement at key locations. Readings need to be collected several times over an extended period to then examine, assess, and establish overall slope stability and hydrogeological conditions in the area to then determine the possible mitigation options that may be available. The assessment will be completed in 2019 once enough data has been compiled.

2018 Budget:	80,000
2018 Expenditures:	47,600
Carryover Requested:	32,400

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	32,400	(32,400)	0	0	0	0	0

Division:	Community Planning & Strategic Investments	Reason: Scheduling Demands
Department:	Business Licence	
Title:	Review & Re-Write of Business License Bylaw	CARRYOVER

Justification:

Carryover is requested due to scheduling and workload demands involving Cannabis and Short Term Rental regulations development in 2018; which delayed the Business Licence Bylaw Review project. The project will review and replace the current bylaw and also address inconsistencies present in the Zoning Bylaw 8000. The anticipated completion of this project is Fall 2019.

2018 Budget:	25,000
2018 Expenditures:	0
Carryover Requested:	25,000

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	25,000	(25,000)	0	0	0	0	0

2019 Operating Request Details

Division:	Community Planning & Strategic Investments	Reason: Scheduling Demands
Department:	Community Planning & Strategic Investments	
Title:	Community Strategic Visioning/Imagine Kelowna	CARRYOVER

Justification:

Carryover is requested for this strategic community visioning project as implementation and policy alignment with the Official Community Plan (OCP) were delayed for efficiency reasons and to await the new City Manager. The final components of the project will be completed by the end of Q3.

2018 Budget:	82,750
2018 Expenditures:	35,460
Carryover Requested:	47,290

Corporate Framework: A well-run City - Pioneering leadership

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	47,290	(47,290)	0	0	0	0	0

Division:	Community Planning & Strategic Investments	Reason: Design Option
Department:	Development Services	
Title:	MicroFiche Scanning Project	CARRYOVER

Justification:

The Microfiche Scanning project purpose is to convert the existing microfiche (approximately 3 million individual document images) to a Portable Document Format/A format (PDF/A). The project was delayed due to a re-scope to add small permits in order to complete a full digital conversion of all documents. Carryover is requested to complete the project with an anticipated completion in Fall 2019.

2018 Budget:	329,140
2018 Expenditures:	230,690
Carryover Requested:	98,450

Corporate Framework: A well-run City - Responsive customer service

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	98,450	(98,450)	0	0	0	0	0

2019 Operating Request Details

Division:	Community Planning & Strategic Investments	Reason: Multi-Year
Department:	Policy & Planning	
Title:	2040 Official Community Plan Update & Position	CARRYOVER

Justification:

In order to respond to population growth, evolving citizen and Council priorities, and compliance with legislation, an update to the Official Community Plan was required. Carryover is requested to complete this multi-year project. Policy development and mapping work will be completed in 2019, with overall project completion in 2020.

2018 Budget:	321,960
2018 Expenditures:	172,660
Carryover Requested:	149,300

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	149,300	(149,300)	0	0	0	0	0

Division:	Community Planning & Strategic Investments	Reason: Multi-Year
Department:	Policy & Planning	
Title:	Capri-Landmark Urban Centre Plan	CARRYOVER

Justification:

This multi-year project was expected to be adopted by Council in 2018 but has been extended into 2019 as per Council's resolution (September 2018). Carryover is requested for further transportation analysis and supporting studies pending Council's upcoming direction. Anticipated completion is Spring 2019.

2018 Budget:	71,010
2018 Expenditures:	58,270
Carryover Requested:	12,740

Corporate Framework: Resilient, well-managed infrastructure - Livable urban density

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	12,740	(12,740)	0	0	0	0	0

2019 Operating Request Details

Division:	Community Planning & Strategic Investments	Reason: Multi-Year
Department:	Policy & Planning	
Title:	Climate Action Plan	CARRYOVER

Justification:

Carryover of the Fortis grant funds is requested for the Community Energy Specialist position. The position has been extended to a two year term contract from 2019-2021 and will deliver on completing the Energy Step Code strategy and developing an Energy Retrofit Strategy.

2018 Budget:	281,380
2018 Expenditures:	75,650
Carryover Requested:	205,730

Corporate Framework: A clean healthy environment - Energy conservation

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	205,730	0	0	(205,730)	0	0	0

Division:	Community Planning & Strategic Investments	Reason: Design Option
Department:	Policy & Planning	
Title:	Thomson Flats	CARRYOVER

Justification:

Carryover is requested as part of the developer-driven Area Structure Plan (ASP) process. The funding was provided by the developer to allow City staff to draw from when additional consultant work is needed to support review of the ASP technical work for file processing. Work on this project was deferred to acknowledge the 2018 municipal election and Council's decision on the 2040 Official Community Plan to include further technical analysis. The project's anticipated completion is Fall 2019.

2018 Budget:	38,500
2018 Expenditures:	10,520
Carryover Requested:	27,980

Corporate Framework: Resilient, well-managed infrastructure - Livable urban density

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	27,980	0	0	0	0	(27,980)	0

2019 Operating Request Details

Division:	Community Planning & Strategic Investments	Reason: Multi-Year
Department:	Development Services	
Title:	Offsite and Oversize - Roads	CARRYOVER

Justification:

Carryover is requested for a multi-year comprehensive deferred revenue project with expected completion in Fall 2019. Planned 2019 works include: Fitzpatrick Road Frontage Works, Kyndree Court Drainage, Glenmore Road Barriers.

2018 Budget:	51,000
2018 Expenditures:	3,370
Carryover Requested:	47,630

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	47,630	(47,630)	0	0	0	0	0

Division:	Community Planning & Strategic Investments	Reason: External Event
Department:	Strategic Investments	
Title:	Chapman Parkade Expansion - Additional Levels	CARRYOVER

Justification:

The Chapman Parkade was constructed with potential to add additional floors. Carryover is requested to allow for completion of a design development report to establish high level costs and feasibility of the project. This work was postponed until late 2018 to allow for release of the new BC building code and is now underway with expected completion in Summer 2019.

2018 Budget:	94,680
2018 Expenditures:	12,320
Carryover Requested:	82,360

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	82,360	(82,360)	0	0	0	0	0

2019 Operating Request Details

Division:	Active Living & Culture	Reason: Multi-Year
Department:	Cultural Services	
Title:	Cultural Plan and Economic Impact Assessment Project	CARRYOVER

Justification:

One-time funding of \$15,000 was added to the Cultural Plan Implementation budget to support the development of the 2020-2025 Cultural Plan. The project launched in July 2018, with completion scheduled for September 2019. This request is for all remaining funds to be carried over to complete activities that are already scheduled for 2019 such as the Host Your Own Engagement Grants, Youth and Young Professionals Forum and all remaining work on the Economic Impact Assessment of the Creative Sector.

2018 Budget:	25,000
2018 Expenditures:	7,480
Carryover Requested:	17,520

Corporate Framework: An active, inclusive city - Cultural experiences

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	17,520	(17,520)	0	0	0	0	0

Division:	Active Living & Culture	Reason: External Event
Department:	Cultural Services	
Title:	Professional Arts Funding	CARRYOVER

Justification:

The City provides operating grants to professional arts organizations that meet established criteria. In 2018, not all the funding was distributed due to changes within one organization that affected its eligibility. With the anticipated movement of additional groups to the Professional Arts category, it is expected that all funds will be distributed through the annual grant process. This request is to carry over unspent funds.

2018 Budget:	140,000
2018 Expenditures:	124,000
Carryover Requested:	16,000

Corporate Framework: An active, inclusive city - Cultural experiences

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	16,000	(16,000)	0	0	0	0	0

2019 Operating Request Details

Division:	Active Living & Culture	Reason: Multi-Year
Department:	Active Living & Culture	
Title:	Journey Home Transition	CARRYOVER

Justification:

Council approved the Journey Home Strategy late June 2018 as part of a multi-sector collaborative approach to address homelessness. Funding for this project included a transition period into 2019 while the new Central Okanagan Journey Home Society was set up. The carryover is to support this transition period.

2018 Budget:	75,750
2018 Expenditures:	41,780
Carryover Requested:	33,970

Corporate Framework: An active, inclusive city - Considering diverse community needs

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	33,970	(33,970)	0	0	0	0	0

Division:	Active Living & Culture	Reason: Scheduling Demands
Department:	Active Living & Culture	
Title:	Paddle Trail Signage	CARRYOVER

Justification:

The Paddle Trail was established in the Spring of 2018. Signs and sign posts for the beach accesses were designed and ordered but not installed due to conflicting priorities. This request is to carryover remaining funds to complete the work in early 2019.

2018 Budget:	41,270
2018 Expenditures:	23,370
Carryover Requested:	17,900

Corporate Framework: An active, inclusive city - Active living opportunities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	17,900	(17,900)	0	0	0	0	0

2019 Operating Request Details

Division:	Active Living & Culture	Reason: Scheduling Demands
Department:	Sport & Event Services	
Title:	Canadian Sport for Life Integration	CARRYOVER

Justification:

The Community Sport Plan was completed in the Fall 2018 and the corresponding Implementation Strategy will be completed in early 2019. Canadian Sport for Life integration is a key component of the Sport Plan and these funds for Physical Literacy education, training and mentorship are integral to successful implementation. This request is to carryover remaining funds to complete the Implementation Strategy.

2018 Budget:	14,190
2018 Expenditures:	0
Carryover Requested:	14,190

Corporate Framework: An active, inclusive city - Active living opportunities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	14,190	(14,190)	0	0	0	0	0

Division:	Civic Operations	Reason: External Event
Department:	Civic Operations	
Title:	Electrical Upgrade - Parks Yard	CARRYOVER

Justification:

This project is to upgrade the under-sized electrical services at the Parks Yard in order to meet power requirements of the facility and City greenhouses. Carryover is requested as the project has been delayed due to challenges to determine transformer capacity. A consultant is completing the final details of the new design and work is planned to start late in Q1 with completion in Q3 of 2019.

2018 Budget:	65,000
2018 Expenditures:	400
Carryover Requested:	64,600

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	64,600	(64,600)	0	0	0	0	0

2019 Operating Request Details

Division:	Civic Operations	Reason: External Event
Department:	Civic Operations	
Title:	Rotary Centre for the Arts - Building Renewal	CARRYOVER

Justification:

This project involves addressing the renewal needs for interior finishes, door assemblies and exterior lighting that are at the end of their service life. The scope of work includes new flooring throughout the public access corridors, replacement of the store front assembly for the 2nd floor meeting room, upgrade to the exterior lighting for security purposes and replacement of the rear stage door assembly. Carryover of the remaining budget is requested as the project is at 60% completion due to contractor delays. It is estimated that the project will be completed by January 2019.

2018 Budget:	75,000
2018 Expenditures:	34,940
Carryover Requested:	40,060

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	40,060	(40,060)	0	0	0	0	0

Division:	Civic Operations	Reason: Design Option
Department:	Civic Operations	
Title:	Stadiums - Protective Netting	CARRYOVER

Justification:

Protective netting at the Apple Bowl Stadium and Elks Stadium had reached the end of their service life and required replacement. The Elks Stadium protective netting installation was completed in 2018. Carryover of remaining budget is requested as further investigation is required to determine the protective netting requirements for the Apple Bowl Hammer Cage. Installation will be completed before the 2019 Track and Field season.

2018 Budget:	30,000
2018 Expenditures:	14,990
Carryover Requested:	15,010

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	15,010	(15,010)	0	0	0	0	0

2019 Operating Request Details

Division:	Civic Operations	Reason: Scheduling Demands
Department:	Utility Services	
Title:	Biofilter Cover	CARRYOVER

Justification:

The Biofilter Cover was designed to allow access to change out filter materials, provide weather protection and security. A preliminary design was completed and circulated through the affected working groups. Carryover is requested to allow the Biofilter Cover construction to be included as part of the mechanic shop design/build scheduled to be completed by October 2019.

2018 Budget:	50,000
2018 Expenditures:	0
Carryover Requested:	50,000

Corporate Framework: A clean healthy environment - Improved air quality

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	50,000	(50,000)	0	0	0	0	0

Division:	Civic Operations	Reason: Scheduling Demands
Department:	Utility Services	
Title:	Concrete Crushing - Landfill	CARRYOVER

Justification:

The concrete pile was used to prepare the sub-base of working areas without the need for crushing in 2018. Now that this sub-base has been prepared, carryover is requested to crush remaining concrete and rock on site for the upper working surfaces of the construction areas. This work is scheduled for Q1 and Q2 of 2019.

2018 Budget:	230,000
2018 Expenditures:	0
Carryover Requested:	230,000

Corporate Framework: A clean healthy environment - Solid waste reduction

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	230,000	(230,000)	0	0	0	0	0

2019 Operating Request Details

Division:	Civic Operations	Reason: Scheduling Demands
Department:	Utility Services	
Title:	Security Cameras & SCADA - Hot Boxes	CARRYOVER

Justification:

As part of the preparation for operations in the historic landfill entrance, the existing trailer is being replaced. Carryover is requested to install the security cameras and temperature monitors with radio repeaters after the new trailer has been placed for power and connectivity to the City Security and Radio Systems. Work will be completed in Q1 of 2019.

2018 Budget:	50,000
2018 Expenditures:	0
Carryover Requested:	50,000

Corporate Framework: A safe city - Public safety programs

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	50,000	(50,000)	0	0	0	0	0

Division:	Civic Operations	Reason: Scheduling Demands
Department:	Civic Operations	
Title:	Lake Ave Storm Main Upgrade	CARRYOVER

Justification:

Carryover is requested to connect 20m of 300mm storm main from Lake Avenue to the Abbott Street system as the dry-wells in this area are insufficient for drainage. The project was unable to be completed in 2018 due to staff scheduling and will be completed in 2019.

2018 Budget:	20,000
2018 Expenditures:	0
Carryover Requested:	20,000

Corporate Framework: A safe city - Flood protection

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	20,000	(20,000)	0	0	0	0	0

2019 Operating Request Details

Division:	Financial Services	Reason: External Event
Department:	Financial Services	
Title:	Value for Money Audit	CARRYOVER

Justification:

Value for Money audits help support the safeguarding of assets and align with Council priorities for strong financial management. Carryover is requested as work is underway, however the contractor was unable to complete their requirements in 2018 and planned completion is in 2019.

2018 Budget:	20,000
2018 Expenditures:	0
Carryover Requested:	20,000

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	20,000	(20,000)	0	0	0	0	0

Division:	Financial Services	Reason: Multi-Year
Department:	Financial Services	
Title:	GST Compliance Review	CARRYOVER

Justification:

In 2017 a GST consultant was hired to update the compliance process, system, and contracts with third parties. Due to time constraints, the large volume of contracts, and the number of other GST items identified this multi-year project is expected to be completed in 2019.

2018 Budget:	62,250
2018 Expenditures:	10,500
Carryover Requested:	51,750

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	51,750	(51,750)	0	0	0	0	0

2019 Operating Request Details

Division:	Financial Services	Reason: External Event
Department:	Financial Services	
Title:	Payroll System Improvements	CARRYOVER

Justification:

The project to improve payroll configurations was delayed due to a change in consultant partway through the year. Carryover is requested as the new consultant will be restarting in the new year and the project is expected to be completed in Summer 2019.

2018 Budget:	140,940
2018 Expenditures:	39,960
Carryover Requested:	100,980

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	100,980	(100,980)	0	0	0	0	0

Division:	Financial Services	Reason: External Event
Department:	Purchasing	
Title:	CP - Contract Management and Governance Implementation	CARRYOVER

Justification:

This project looks to extend the use of master agreements. This includes developing a repository of all city contracts across the organization (database development), supporting contract managers to understand terms of the contract, and the development of clear, concise contracts with terms that provide risk control to fit the contract. Carryover is requested due to resourcing issues experienced by the consultant, there was a significant delay and the project was not completed in 2018. The project is scheduled to be complete and operational by May 2019.

2018 Budget:	45,350
2018 Expenditures:	0
Carryover Requested:	45,350

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	45,350	(45,350)	0	0	0	0	0

2019 Operating Request Details

Division:	Financial Services	Reason: Scheduling Demands
Department:	Purchasing	
Title:	Enhancement of Corporate Purchasing Card Program Term Position	CARRYOVER

Justification:

Opportunities exist for the City to enhance the use of the Corporate Purchasing Card Program to bring efficiencies and savings to every department. Additional deliverables have been included to enhance audit controls and the project is now scheduled to begin in Q3 with completion at the end of 2019.

2018 Budget:	25,000
2018 Expenditures:	0
Carryover Requested:	25,000

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	25,000	(25,000)	0	0	0	0	0

Division:	Financial Services	Reason: Scheduling Demands
Department:	Purchasing	
Title:	Workflow Approval For Purchasing	CARRYOVER

Justification:

This project will review, plan and implement the built-in functionality of Approval Workflow for Purchasing in Unit4. Project benefits include improved automation and efficiencies for users and processors, and better compliance and utilization through the use of the audit trail enforced by the system. Carryover is requested as the project was not completed in 2018 due to staff resourcing issues. Expected completion is the end of 2019.

2018 Budget:	20,000
2018 Expenditures:	720
Carryover Requested:	19,280

Corporate Framework: A well-run City - Strong financial management

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	19,280	(19,280)	0	0	0	0	0

2019 Operating Request Details

Division:	Financial Services	Reason: Multi-Year
Department:	Financial Services	
Title:	SEKID Transition Team	CARRYOVER

Justification:

Carryover is requested for this multi-year project for consulting and other necessary work related to the South East Kelowna Irrigation District (SEKID) Transition Team project. Work will be complete at the end of 2020. The Transition Team carryover includes: Financial Services, Legislative Services, and Human Resources.

2018 Budget:	202,460
2018 Expenditures:	39,790
Carryover Requested:	162,670

Corporate Framework: A safe city - Clean drinking water

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	162,670	0	0	0	0	0	(162,670)

Division:	Human Resources	Reason: Design Option
Department:	Risk Management	
Title:	Safety Management Software Project	CARRYOVER

Justification:

The Safety Management Software project is designed to reduce the administrative burden of meeting regulatory recording and reporting requirements on safety information while generating efficiencies and improving performance. The implementation and annual licensing was delayed in 2018 in order to be included as part of the CityWorks project. The safety module is anticipated to commence in Spring 2019 and be completed in late 2019.

2018 Budget:	105,430
2018 Expenditures:	0
Carryover Requested:	105,430

Corporate Framework: A well-run City - Performance excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	105,430	(105,430)	0	0	0	0	0

2019 Operating Request Details

Division:	Human Resources	Reason: External Event
Department:	Risk Management	
Title:	Security Governance Review and Gap Analysis	CARRYOVER

Justification:

The security governance review and gap analysis project seeks to improve effectiveness and efficiency for both staff and the public within City land and facilities. The project was not completed in 2018 due to consultant unavailability. The review has now commenced and will be completed in 2019.

2018 Budget:	19,500
2018 Expenditures:	0
Carryover Requested:	19,500

Corporate Framework: A well-run City - Performance excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	19,500	(19,500)	0	0	0	0	0

Division:	Human Resources	Reason: Scheduling Demands
Department:	Risk Management	
Title:	Stay at Work/Return to Work Program	CARRYOVER

Justification:

A review of the City of Kelowna's Disability Management practices using industry best practices and WorkSafe BC direction was conducted. Carryover is requested to complete the second phase of the project delayed due to staff unavailability. The project will be completed in 2019. The second phase includes policies, procedures and web page work.

2018 Budget:	16,450
2018 Expenditures:	5,810
Carryover Requested:	10,640

Corporate Framework: A well-run City - Responsive customer service

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	10,640	(10,640)	0	0	0	0	0

2019 Operating Request Details

Division:	Human Resources	Reason: Scheduling Demands
Department:	Human Resources	
Title:	Code of Conduct and Ethics Project	CARRYOVER

Justification:

The Code of Conduct and Ethics project is designed as part of ongoing efforts to promote trust and confidence in local public administration and to create safe and healthy workplaces where all employees feel engaged and valued. Carryover is requested as the project did not begin as planned in 2018 due to staff movement and restructuring. The project will commence and be completed in 2019 by an external consultant and overseen by the acting Community Safety Director.

2018 Budget:	25,000
2018 Expenditures:	0
Carryover Requested:	25,000

Corporate Framework: A well-run City - Performance excellence

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	25,000	(25,000)	0	0	0	0	0

2019 Operating Request Details

Division:	Civic Operations	Reason: Scheduling Demands
Department:	Utility Services	
Title:	Cedar Creek Pump Repair and Flood Resilience Study	CARRYOVER

Justification:

Carryover is requested as the pump repair and flood resilience study were delayed due to staff requirements on the Integrated Water Project, South East Kelowna Integration District (SEKID) Integration, re-alignment of water and wastewater departments as well as the implementation of the CityWorks system. The project will be completed in 2019.

2018 Budget:	80,000
2018 Expenditures:	5,630
Carryover Requested:	74,370

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	74,370	(74,370)	0	0	0	0	0

Division:	Civic Operations	Reason: External Event
Department:	Utility Services	
Title:	Poplar Point Pump Station Rock Slope Stabilization	CARRYOVER

Justification:

Carryover is requested as the project was delayed while waiting for a report from the consultant before proceeding. The consultant's report has now been completed and mitigation options are being reviewed. The project is anticipated to be completed in Q3 of 2019.

2018 Budget:	60,000
2018 Expenditures:	8,930
Carryover Requested:	51,070

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	51,070	(51,070)	0	0	0	0	0

2019 Operating Request Details

Division:	Infrastructure	Reason: Scheduling Demands
Department:	Infrastructure Engineering	
Title:	Filtration Exclusion, Particle Size Study	CARRYOVER

Justification:

This project forms part of the Water Integration Project. The City's consultant continues to outline the particle sizes at all City intakes to meet Interior Health Authority drinking water objectives. Due to staff changes the project was not completed in 2018. Carryover is requested to continue the modeling process to replicate a City-wide water system to determine water quality. This project will be completed by end of Spring 2019.

2018 Budget:	59,310
2018 Expenditures:	8,240
Carryover Requested:	51,070

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	51,070	(51,070)	0	0	0	0	0

Division:	Infrastructure	Reason: Scheduling Demands
Department:	Infrastructure Engineering	
Title:	Water Master Plan Update	CARRYOVER

Justification:

Carryover is requested to continue the update of the City utility 10 year Water Master Plan to accommodate the changes from the implementation of the Kelowna Integrated Water Project. This includes the new capital fund needs of the agricultural system, including the 12 new dams acquired as part of the South East Kelowna Integration District (SEKID) integration. Some of the funding work includes the final modeling integration of the new irrigation system. The Water Master Plan updates will be included with the Official Community Plan updates, and will be completed in November, 2019.

2018 Budget:	75,000
2018 Expenditures:	16,780
Carryover Requested:	58,220

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	58,220	(58,220)	0	0	0	0	0

2019 Operating Request Details

Division:	Civic Operations	Reason: External Event
Department:	Utility Services	
Title:	Source Water Protection Plan	CARRYOVER

Justification:

This project will develop the formal Protection Plan to protect against threats to drinking water quality. Carryover is requested due to the requirement of eight months of various seasonal Okanagan Lake data to get accurate information that will be used in the recommendation portion of the plan. A draft of the plan has now been circulated to various City staff for commentary and amendments. A public consultation (open house for the public), formation of a Technical Advisory Group, and issuing of the finalized plan will be completed by the end of March 2019. March is the deadline for project completion for the Okanagan Basin Water Board (OBWB) grant program.

2018 Budget:	30,000
2018 Expenditures:	12,410
Carryover Requested:	17,590

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	17,590	0	0	(17,590)	0	0	0

Division:	Civic Operations	Reason: Scheduling Demands
Department:	Utility Services	
Title:	Varty Creek Environmental Assessment	CARRYOVER

Justification:

A bank collapse on Varty Creek in March 2017 triggered a water quality advisory for the residents on the Swick Road water system. The environmental assessment will provide a comprehensive risk overview, propose a mitigation strategy to be carried out to stabilize the slopes and minimize potential future water quality advisories. Work will start in June 2019 with anticipated completion December 2019.

2018 Budget:	20,000
2018 Expenditures:	0
Carryover Requested:	20,000

Corporate Framework: A safe city - Clean drinking water

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	20,000	(20,000)	0	0	0	0	0

2019 Operating Request Details

Division:	City Manager	Reason: External Event
Department:	Airport	
Title:	Mill Creek Freshet Infrastructure Recovery	CARRYOVER

Justification:

In 2018, the Airport commenced work on the creeks in and around the Airport that were damaged during the 2017 and 2018 freshets. Some of the work was to be completed when the ground was frozen to reduce the impact on the creek. The weather did not get cold enough in the last two months of 2018, so the work was rescheduled to 2019. A carryover of \$300,000 is requested to allow for this work to be completed in 2019.

2018 Budget:	447,000
2018 Expenditures:	3,500
2018 Budget Not Required:	<u>143,500</u>
Carryover Requested:	300,000

Corporate Framework: A strong economy - International airport development

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	300,000	(69,000)	0	(231,000)	0	0	0

Division:	City Manager	Reason: Scheduling Demands
Department:	Airport	
Title:	Okanagan Gateway Plan	CARRYOVER

Justification:

The Okanagan Gateway Transportation Study's primary objective will be to identify a future multi-model transportation network for the Okanagan Gateway area. Investments in transportation assets that support economic activity and the movement of goods and people is a focus for the 'Investing in Canada Plan', administered by Transport Canada. This project is shared between the Airport and Infrastructure. In 2018 it was determined that the Okanagan Gateway Plan would not be receiving a grant from the Investing in Canada Plan. The partners involved in this project completed a reassessment and decided to move forward with a reduced scope. Due to the time required to reassess the way forward, this project will continue into and be completed in 2019. A carryover of the remaining budget is requested to allow the Okanagan Gateway Plan to be completed.

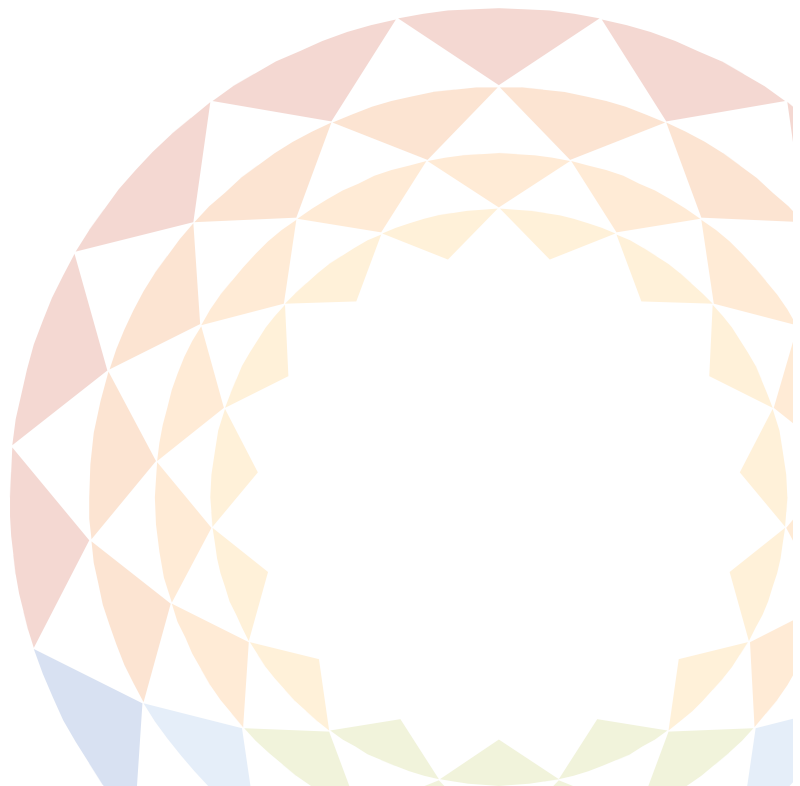
2018 Budget:	512,500
2018 Expenditures:	300
2018 Budget Not Required:	<u>250,000</u>
Carryover Requested:	262,200

Corporate Framework: A strong economy - International airport development

	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2019	262,200	(124,700)	0	(112,500)	0	(25,000)	0

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Capital Budget



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2019 Capital Requests

Carryover Budget

Summary - General Fund

Page	Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility Reason
<u>Real Estate and Parking Capital</u>								
581	308206	Chapman Parkade – Infrastructure Renewal	145,900	(145,900)	0	0	0	0 SCHED
581	308204	Library Plaza Parkade - Commercial Unit Renovation	323,500	(323,500)	0	0	0	0 MULTIYE
582	308201	Parking Equipment and Facilities	199,800	(199,800)	0	0	0	0 SCHED
582	2000098	Property Acquisition - 4690 Hwy 97N	106,510	(106,510)	0	0	0	0 MULTIYE
583	2002	Road & Sidewalk, Land Acquisition	117,660	(117,660)	0	0	0	0 MULTIYE
583	2000085	Property Acquisition – 1251 McKenzie Rd	61,970	(61,970)	0	0	0	0 MULTIYE
Cost Center Totals			955,340	(955,340)	0	0	0	0
<u>Building Capital</u>								
584	3348	Apple Bowl Track Resurfacing	111,400	(111,400)	0	0	0	0 DESIGNO
584	317XX	City Hall Improvements	290,550	(290,550)	0	0	0	0 SCHED
585	3084	Civic Buildings Roof Replacement	58,480	(58,480)	0	0	0	0 MULTIYE
585	3179	Cook Road Boat Launch	15,830	(15,830)	0	0	0	0 EXT
586	3069	Parkinson Recreation Centre/Partnership Opportunities	102,310	(102,310)	0	0	0	0 MULTIYE
586	3281	Parks Infrastructure Renewal - Washroom Renovations	643,860	(643,860)	0	0	0	0 SCHED
587	3409	Rutland Arena Dressing Room	88,220	(88,220)	0	0	0	0 DESIGNO
587	3221	Water Street Firehall No. 2 Restoration	51,660	(51,660)	0	0	0	0 MULTIYE
588	306XXX	Library & Memorial Parkade, Expansion	518,880	(195,230)	(323,650)	0	0	0 DESIGNO
588	3278	Mission Recreation Park Softball Quadplex Viewing Deck Expansion	202,990	(202,990)	0	0	0	0 EXT
589	3349	RCMP Kelowna Detachment Building, Doyle Avenue - Demolition	306,200	(306,200)	0	0	0	0 EXT
589	3277	Art Walk Extension	39,440	(39,440)	0	0	0	0 MULTIYE
590	3158	Police Services Building	121,360	(121,360)	0	0	0	0 EXT
590	315801	Police Services Building - Public Art	135,220	(135,220)	0	0	0	0 MULTIYE
Cost Center Totals			2,686,400	(2,362,750)	(323,650)	0	0	0
<u>Parks Capital</u>								
591	3184	Cemetery Improvements	89,480	(89,480)	0	0	0	0 EXT
591	3002	City Park - Foreshore Protection	262,020	(262,020)	0	0	0	0 EXT
592	3357	High Noon Park Improvements	74,680	(74,680)	0	0	0	0 SCHED
592	3134	Irrigation Infrastructure Renewal	152,520	(152,520)	0	0	0	0 MULTIYE
593	3181	Knox Mountain Park Improvements	47,500	(47,500)	0	0	0	0 EXT
593	3407	Rutland Centennial Park - Phase 3	512,220	(512,220)	0	0	0	0 EXT
594	2591	Strathcona Park	67,830	(67,830)	0	0	0	0 MULTIYE
594	3287	Sutherland Park - Shore Stabilization	135,420	(135,420)	0	0	0	0 EXT
595	3282	Boyce-Gyro Park Parking Lot and Improvements	333,970	(333,970)	0	0	0	0 MULTIYE
595	2030046	Dewdney Park Expansion	3,690,000	(738,000)	(2,952,000)	0	0	0 EXT
596	3284	Dog Beaches	31,230	(31,230)	0	0	0	0 MULTIYE
596	2917	Glenmore Recreation Park	12,300	(12,300)	0	0	0	0 MULTIYE

2019 FINANCIAL PLAN			CITY OF KELOWNA					
Page	Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility Reason
597	3285	Lost Creek Park - Neighbourhood Partnership	19,560	(9,780)	0	0	(9,780)	0 EXT
597	2030050	Parkland Acquisition - 4214 Hobson Rd	35,290	(35,290)	0	0	0	0 MULTIYE
598	3208	Rowcliffe Park	1,346,180	(1,346,180)	0	0	0	0 MULTIYE
598	3354	Bellevue Creek Linear Park - Phase 1 Construction	376,560	(376,560)	0	0	0	0 EXT
599	328201	Boyce-Gyro Park Public Art	141,970	(141,970)	0	0	0	0 MULTIYE
599	3356	Interim Park Access	108,770	(108,770)	0	0	0	0 SCHED
600	2030045	Lakeshore Road 4020	78,050	(78,050)	0	0	0	0 EXT
600	3283	Laurel Packinghouse Courtyard - Museum Partnership	678,660	(324,630)	0	0	(354,030)	0 DESIGNO
601	2031	Parks Land - Natural/Linear	18,520	(18,520)	0	0	0	0 MULTIYE
601	3231	Upper Mission Trail Building Partnership	64,000	(55,400)	0	0	(8,600)	0 MULTIYE

		Cost Center Totals	8,276,730	(4,952,320)	(2,952,000)	0	(372,410)	0
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Transportation Capital

602	2086	Bridge Rehabilitation	70,640	(70,640)	0	0	0	0 DESIGNO
602	3369	City of Kelowna Highway Signage	99,890	0	0	(99,890)	0	0 SCHED
603	321002L	Stewart Road West 3 DCC (Crawford-Swamp), Land	203,180	(203,180)	0	0	0	0 MULTIYE
603	3138	Transportation Infrastructure Renewal	114,960	(114,960)	0	0	0	0 SCHED
604	3396	Central Green - Hwy 97 Right Turn Lane to Pandosy	213,650	(213,650)	0	0	0	0 DESIGNO
604	209801R	Clement 1 DCC (St. Paul - Graham)	286,820	(286,820)	0	0	0	0 SCHED
605	329001A	Ethel 4 DCC (Sutherland-Springfield), ATC	2,018,460	(2,008,080)	0	0	(10,380)	0 EXT
605	335901A	Ethel 5 DCC (Springfield-Rose), ATC	96,740	(96,740)	0	0	0	0 MULTIYE
606	304801R	Hollywood 7 DCC (Sexsmith - Appaloosa), Road	200,240	(200,240)	0	0	0	0 MULTIYE
606	336001A	Hollywood 9 DCC (Hollydell - Hwy 33), ATC	361,120	(361,120)	0	0	0	0 EXT
607	336101A	Houghton 1 DCC (Nickel - Rails with Trails), ATC	423,720	(423,720)	0	0	0	0 MULTIYE
607	286602R	Lakeshore 1 DCC (Collett Road Intersection), Road	54,830	(54,830)	0	0	0	0 DESIGNO
608	316701R	McCulloch Area DCC (KLO/Hall/Spiers)	1,490,410	(1,490,410)	0	0	0	0 MULTIYE
608	3362	Safe Routes to School Program	22,990	(22,990)	0	0	0	0 SCHED
609	3291	Sector B Roads Top Lift Paving DCC	599,950	(599,950)	0	0	0	0 SCHED
609	331601R	South Perimeter 1 DCC (Gordon Dr - Stewart 1), Road	515,940	(515,940)	0	0	0	0 MULTIYE
610	321002R	Stewart 3 DCC (Crawford-Swamp), Road	1,418,210	(1,418,210)	0	0	0	0 MULTIYE
610	323603A	Sutherland 1 DCC (Gordon-Burtch), ATC	154,390	(154,390)	0	0	0	0 MULTIYE
611	3236XXA	Sutherland 2 DCC (Lake-Gordon & Pandosy-Ethel), ATC	53,490	(53,490)	0	0	0	0 MULTIYE
611	3168	Traffic Control Infrastructure	92,910	(92,910)	0	0	0	0 DESIGNO
612	3367	Traffic Signal - Spall @ Springfield	142,710	(142,710)	0	0	0	0 DESIGNO
612	3366	Transit Land Acquisition	215,340	(215,340)	0	0	0	0 WAITGRA
613	2085	Active Transportation Corridor	381,240	(381,240)	0	0	0	0 SCHED
613	208542	Alternate Hwy 97 Multi-use Pathway Access to UBC Campus	50,980	(50,980)	0	0	0	0 SCHED
614	310001A	Dilworth DCC Active Transportation Corridor	187,470	(187,470)	0	0	0	0 SCHED
614	3326	Okanagan Rail Trail	835,360	(569,820)	0	(265,540)	0	0 MULTIYE

2019 FINANCIAL PLAN								CITY OF KELOWNA	
Page	Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Reason
615	336501A	Rails with Trails (Commerce Ave to Hwy 97 Overpass), ATC	84,350	(84,350)	0	0	0	0	DESIGNO
615	219806	Rutland Transit Ph 2, Shepherd Rd Extension	20,350	(20,350)	0	0	0	0	DESIGNO
616	2084	Sidewalk Network Expansion	385,370	(385,370)	0	0	0	0	DESIGNO
616	2091T	Traffic Calming	31,980	(31,980)	0	0	0	0	EXT
617	207602	Transit - New Equipment	124,320	(124,320)	0	0	0	0	SCHED
617	3368	UBCO - University South Pedestrian Cycling Bridge	379,940	(182,470)	0	(182,470)	(15,000)	0	WAITGRA
Cost Center Totals			11,331,950	(10,758,670)	0	(547,900)	(25,380)	0	
<u>Solid Waste Capital</u>									
618	2831	Automated Collection Curbside Carts	162,920	(162,920)	0	0	0	0	EXT
618	3375	Landfill Access Road 3 Improvements	482,800	(482,800)	0	0	0	0	SCHED
619	3370	Landfill Gas Quonset Roof Replacement and Upgrades	99,380	(99,380)	0	0	0	0	SCHED
619	3293	Stockpiles and Reprocessing Areas Relocation	3,505,160	(3,505,160)	0	0	0	0	MULTIYE
620	3371	Landfill Old Entrance Filling Preparation	1,966,850	(1,966,850)	0	0	0	0	DESIGNO
620	3376	Compost Facility, Biosolids Leachate Containment	734,100	0	0	0	(247,300)	(486,800)	EXT
621	3296	Landfill Frontage, Landscaping	187,900	(187,900)	0	0	0	0	SCHED
621	3244	Mechanic Shop	1,163,710	(1,163,710)	0	0	0	0	DESIGNO
622	3374	Odour Management - Glenmore Road H2S Monitoring Station	50,000	(50,000)	0	0	0	0	EXT
622	3372	Surface Water Management - Bredin Irrigation	232,010	(232,010)	0	0	0	0	DESIGNO
Cost Center Totals			8,584,830	(7,850,730)	0	0	(247,300)	(486,800)	
<u>Storm Drainage Capital</u>									
623	3378	Bluebird Storm Station - Upgrade	82,460	(82,460)	0	0	0	0	DESIGNO
623	3344	Flood Recovery 2017	2,773,080	0	0	(2,773,080)	0	0	MULTIYE
624	3410	Spencer Road Mill Creek Drainage Improvements	721,560	0	0	(721,560)	0	0	MULTIYE
624	3299	Chichester Pond - Sediment Forebay	146,550	(146,550)	0	0	0	0	DESIGNO
625	3297	Gopher Creek Pre-Design and Land Acquisition	325,000	(325,000)	0	0	0	0	DESIGNO
625	3377	Smith Outfall Vault Power Supply	100,000	(100,000)	0	0	0	0	SCHED
626	3193	Sutherland Ave, Oil/Water Separator	44,830	(44,830)	0	0	0	0	EXT
626	3298	Sutherland Outfall - Oil/Grit Chamber	88,700	(88,700)	0	0	0	0	SCHED
Cost Center Totals			4,282,180	(787,540)	0	(3,494,640)	0	0	
<u>Information Services Capital</u>									
627	3301	Asset Management System	1,418,030	(967,070)	0	(74,590)	0	(376,370)	MULTIYE
627	3250	Class Registration Software Replacement	42,850	(42,850)	0	0	0	0	EXT
628	2132	Communications Networks (Network Upgrades)	122,380	(122,380)	0	0	0	0	EXT
628	3383	Financial Reporting System	17,080	(17,080)	0	0	0	0	EXT
629	3273	Integrated Utility Billing and Property Tax System Software	683,660	(361,140)	0	0	0	(322,520)	MULTIYE
629	338201	Major Systems Projects	3,199,440	(3,199,440)	0	0	0	0	MULTIYE

2019 FINANCIAL PLAN								CITY OF KELOWNA	
Page	Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Reason
630	3251	Fibre Optic Network, Phase II	1,628,080	(1,628,080)	0	0	0	0	EXT
630	3381	Records and Information Management System	398,000	(398,000)	0	0	0	0	DESIGNO
Cost Center Totals			7,509,520	(6,736,040)	0	(74,590)	0	(698,890)	
<hr/>									
Vehicle & Mobile Equipment									
631	2XXXXX	Equipment and Vehicle Replacement	3,730,090	(3,730,090)	0	0	0	0	SCHED
631	280450	Roll-off Front End Loader, Composting Facility	373,000	0	0	0	(124,330)	(248,670)	DESIGNO
632	280298	Water & Wastewater Collections Operator Pickup	65,000	0	0	0	0	(65,000)	SCHED
Cost Center Totals			4,168,090	(3,730,090)	0	0	(124,330)	(313,670)	
<hr/>									
Fire Capital									
632	230712	Engine 5	962,000	(962,000)	0	0	0	0	MULTIYE
Cost Center Totals			962,000	(962,000)	0	0	0	0	
<hr/>									
Sub-Total			48,757,040	(39,095,480)	(3,275,650)	(4,117,130)	(769,420)	(1,499,360)	
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2019 FINANCIAL PLAN
PROJECTS UNDER \$10,000

CITY OF KELOWNA

Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Reason
<u>Parks Capital</u>								
3355	Kerry Park - Phase 1 Construction	8,640	(8,640)	0	0	0	0	EXT EVENT
3286	Parking Infrastructure Renewal	5,420	(5,420)	0	0	0	0	SCHED
Cost Center Totals		14,060	(14,060)	0	0	0	0	
<u>Transportation Capital</u>								
207601	Transit - Equipment Renewal	3,960	(3,960)	0	0	0	0	SCHED
3364	Hwy 97 Six Laning - Sidewalk and Fibre Conduit Network	9,680	(9,680)	0	0	0	0	EXT EVENT
Cost Center Totals		13,640	(13,640)	0	0	0	0	
Grand Total		48,784,740	(39,123,180)	(3,275,650)	(4,117,130)	(769,420)	(1,499,360)	

2019 Capital Requests

Carryover Budget

Summary - Utility Funds

Page	Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility Reason
<u>Airport Capital</u>								
633	2901	Air Terminal Complex Capital Replacements	51,860	(51,860)	0	0	0	0 SCHED
633	3334	Airport Hazard Beacons and Towers	104,800	(104,800)	0	0	0	0 EXT
634	3336	Airport Paging System	16,580	(16,580)	0	0	0	0 SCHED
634	3328	Airport Parking Lot Equipment	569,320	(569,320)	0	0	0	0 MULTIYE
635	3268	Airport Roof Replacement Program	2,579,370	(2,579,370)	0	0	0	0 MULTIYE
635	3418	Chiller and Cooling Tower	943,910	(943,910)	0	0	0	0 MULTIYE
636	2968	Drive to 1.6 Million Passengers AIF Program	3,360,670	(807,930)	0	0	(2,552,740)	0 MULTIYE
636	3006	Integrated Software Management System	15,720	(15,720)	0	0	0	0 SCHED
637	3408	Scotty Creek Infrastructure	147,980	(147,980)	0	0	0	0 EXT
637	3330	Airport Quick Turn Around Facility	150,000	(150,000)	0	0	0	0 SCHED
638	3264	Airport Way Modifications	73,400	(73,400)	0	0	0	0 MULTIYE
638	3274	Soaring Beyond 2.5 Million Passengers AIF Program	2,163,460	(2,163,460)	0	0	0	0 MULTIYE
639	3331	Airport Electric Car Charging Stations	280,810	(280,810)	0	0	0	0 MULTIYE
639	3341	Airport Multi-purpose Snow Clearing Unit	50,000	(50,000)	0	0	0	0 MULTIYE
640	3332	Airport Ride-sharing Services	96,500	(96,500)	0	0	0	0 EXT
640	3079	Electronic Advertising System	86,140	(86,140)	0	0	0	0 SCHED
Cost Center Totals			10,690,520	(8,137,780)	0	0	(2,552,740)	0
<u>Water Capital</u>								
641	3384	Birch Ave - Water Main Replacement	142,770	(142,770)	0	0	0	0 EXT
641	329001W	Ethel Street Water Main Replacement, Sutherland - Springfield	500,000	(500,000)	0	0	0	0 EXT
642	3385	McClure Booster - Replacement	411,170	(411,170)	0	0	0	0 SCHED
642	3388	Okaview 2 - Decommission Pump Station	48,430	(48,430)	0	0	0	0 EXT
643	3323	Skyline Pump Station Repairs	197,190	(197,190)	0	0	0	0 DESIGNO
643	3038	Water Meter Replacement Program	298,920	(298,920)	0	0	0	0 MULTIYE
644	3387	Chute Lake Rd Pressure Reducing Valve Upgrade	200,000	(200,000)	0	0	0	0 SCHED
644	3386	Kettle Valley Reservoir Upgrade	100,000	(100,000)	0	0	0	0 SCHED
645	2070W	Offsite & Oversize - Water	64,420	(64,420)	0	0	0	0 MULTIYE
645	3321XX	SEKID Separation	41,943,210	(13,407,910)	0	(24,066,270)	(4,469,030)	0 MULTIYE
646	3322	South End Water Upgrades	26,594,510	(9,990,770)	0	(15,578,720)	(1,025,020)	0 MULTIYE
Cost Center Totals			70,500,620	(25,361,580)	0	(39,644,990)	(5,494,050)	0
<u>Wastewater Capital</u>								
646	3308	Edwards Sewer Lift Station Upgrade	173,410	(173,410)	0	0	0	0 DESIGNO
647	329001S	Ethel St Sanitary Replacement, Sutherland - Springfield	50,000	(50,000)	0	0	0	0 EXT
647	3390	Flintoff Avenue - Sanitary Replacement	149,800	(149,800)	0	0	0	0 DESIGNO
648	3394	Gyro Lift Station Flow Meter	51,800	(51,800)	0	0	0	0 EXT

2019 FINANCIAL PLAN

CITY OF KELOWNA

Page	Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Reason
		Replacement							
648	3397	Lawrence Ave - Sanitary Replacement (Ethel-Gordon)	294,400	(294,400)	0	0	0	0	EXT
649	3392	Manhattan Dr - Sanitary Replacement	524,700	(524,700)	0	0	0	0	DESIGNO
649	3393	Morrison Lift Station Replacement	548,400	(548,400)	0	0	0	0	SCHED
650	2070S	Offsite & Oversize Wastewater	39,200	(39,200)	0	0	0	0	MULTIYE
650	33XX	Sanitary Replacement	1,954,300	(1,954,300)	0	0	0	0	SCHED
651	3165	Airport Gravity Main Bypass DCC	990,950	(990,950)	0	0	0	0	EXT
651	3327	North Clifton Sanitary Sewer Extension	23,520	(23,520)	0	0	0	0	EXT
652	342101L	Byrns Rd 1749 Property Acquisition	177,600	(177,600)	0	0	0	0	MULTIYE
Cost Center Totals			4,978,080	(4,978,080)	0	0	0	0	
Sub-Total			86,169,220	(38,477,440)	0	(39,644,990)	(8,046,790)	0	

2019 FINANCIAL PLAN
PROJECTS UNDER \$10,000

CITY OF KELOWNA

Project	Description	Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Reason
<u>Airport Capital</u>								
3419	Glycol Drain Guards	9,260	(9,260)	0	0	0	0	DESIGNOP
222172	Airport Small Capital – NPST Modifications	10,000	(10,000)	0	0	0	0	EXT EVENT
Cost Center Totals		19,260	(19,260)	0	0	0	0	
Grand Total		86,188,480	(38,496,700)	0	(39,644,990)	(8,046,790)	0	

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: Multi-Year L3
Title:	Chapman Parkade – Infrastructure Renewal	CARRYOVER

Justification:

A structural evaluation of the Chapman Parkade resulted in the recommendation of a number of preventative maintenance measures required over a 10 year period. This is a multi-year project which includes an additional capital budget request submitted for 2019. Some of the work originally planned for 2018 was not completed as it was determined that combining some of the tasks with the 2019 recommendations will result in project efficiencies and potential cost savings.

2018 Budget:	147,900
2018 Expenditures:	<u>2,000</u>
Carryover Requested:	145,900

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
145,900	(145,900)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: 2016 L3
Title:	Library Plaza Parkade - Commercial Unit Renovation	CARRYOVER

Justification:

Additional funding was provided in 2018 to fully outfit the office space at the Library Plaza Parkade for Active Living & Culture. Construction is underway and expected to be complete Q1 2019 with staff to move in scheduled for April.

2018 Budget:	646,600
2018 Expenditures:	<u>323,100</u>
Carryover Requested:	323,500

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
323,500	(323,500)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: 2018 L3
Title:	Parking Equipment and Facilities	CARRYOVER

Justification:

Carryover is requested to complete installation of a license plate recognition system at the Library Parkade to monitor compliance and continue replacement of parking meters with pay stations as part of an ongoing renewal program for equipment that has reached the end of its service life. These projects were postponed due to delays/deficiencies in parkade construction/expansion projects and to allow for completion of a Request for Proposal process to select a new Pay Station supplier.

2018 Budget:	367,600
2018 Expenditures:	167,800
Carryover Requested:	199,800

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
199,800	(199,800)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: 2017 L1
Title:	Property Acquisition - 4690 Hwy 97 N	CARRYOVER

Justification:

Carryover is requested to perform a comprehensive site plan for the recently acquired property. The site planning exercise is required to ensure City objectives are met for agricultural land preservation and alternative land uses including future transportation networks. To complete this exercise, investment is required for planning, appraisal, legal, survey and other professional services. This project will be complete by 2020.

2018 Budget:	125,890
2018 Expenditures:	19,380
Carryover Requested:	106,510

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
106,510	(106,510)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: Multi-Year L2
Title:	Road & Sidewalk, Land Acquisition	CARRYOVER

Justification:

The City continues to address a priority list of sidewalk acquisitions with a primary focus in the South Pandosy area. This carryover is requested in order to have funds available to purchase the remaining land when it becomes available. The carryover also facilitates the purchase of land at development when right of way in excess of twenty meters is required.

2018 Budget:	147,350
2018 Expenditures:	<u>29,690</u>
Carryover Requested:	117,660

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
117,660	(117,660)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: 2018 L1
Title:	Property Acquisition – 1251 McKenzie Rd	CARRYOVER

Justification:

Carryover is required to facilitate the City's acquisition of 1251 McKenzie Road as a significant environmental feature by way of the Federal Government's Ecological Gifting Program. Applications to the City, Agricultural Land Commission and the Federal Government are still on going and are anticipated to be finalized late 2019.

2018 Budget:	64,000
2018 Expenditures:	<u>2,030</u>
Carryover Requested:	61,970

Corporate Framework: A well-run City - Pioneering leadership

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
61,970	(61,970)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2018 B1
Title:	Apple Bowl Track Resurfacing	CARRYOVER

Justification:

The Apple Bowl Stadium track resurfacing project included the installation of a crossfit training area. Carryover is requested as a suitable site near the Apple Bowl has now been selected and the work will be complete in Spring 2019.

2018 Budget:	650,000
2018 Expenditures:	538,600
Carryover Requested:	111,400

Corporate Framework: An active, inclusive city - Active living opportunities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
111,400	(111,400)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Building Capital	10 Yr Cap Plan Ref: Multi-Year B3
Title:	City Hall Improvements	CARRYOVER

Justification:

City Hall Improvements are focused on the modernization of the elevator and renovations to the basement level and north section of the first floor of City Hall. Carryover is requested as this project has been delayed due to staff shortages. The project will be completed by Q3 of 2019.

2018 Budget:	412,500
2018 Expenditures:	121,950
Carryover Requested:	290,550

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
290,550	(290,550)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2018 B3
Title:	Civic Buildings Roof Replacement	CARRYOVER

Justification:

This project is a result of ongoing evaluations of roof conditions on all City-owned facilities and the development of an ongoing capital renewal work program. Carryover is requested for this multi-year project to replace the #1 Firehall roof. This project is expected to be complete in Q1 of 2019.

2018 Budget:	280,000
2018 Expenditures:	221,520
Carryover Requested:	58,480

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
58,480	(58,480)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2017 B1
Title:	Cook Road Boat Launch	CARRYOVER

Justification:

A third round of dredging at the Cook Road Boat Launch was completed in 2018. Due to continued migration of sand into the boat launch, additional dredging will be required to keep the boat launch operational for the summer boating season. Carryover is requested to complete the dredging permit application to the Ministry of Forest, Lands and Natural Resource Operations. If the application is approved, additional budget will be required to complete a dredge in 2019.

2018 Budget:	105,490
2018 Expenditures:	89,660
Carryover Requested:	15,830

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
15,830	(15,830)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2016 B1
Title:	Parkinson Recreation Centre/Partnership Opportunities	CARRYOVER

Justification:

As part of the planning and design for a new Parkinson Recreation Centre, carryover is requested to meet the existing contractual commitments with consultants to continue exploration of the partnership potential with School District 23 and other partners. This is a multi-year project and it is anticipated that the study of the partnership structure, financing, governance options, and the indicative design will continue throughout 2019.

2018 Budget:	130,780
2018 Expenditures:	28,470
Carryover Requested:	102,310

Corporate Framework: An active, inclusive city - Active living opportunities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
102,310	(102,310)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2017 B1
Title:	Parks Infrastructure Renewal - Washroom Renovations	CARRYOVER

Justification:

Completion of the design and construction of the Boyce-Gyro Park washroom was delayed while the parking lot improvements were being constructed in 2018. Replacement of the washroom is now scheduled to be completed in Spring 2019.

2018 Budget:	670,710
2018 Expenditures:	26,850
Carryover Requested:	643,860

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
643,860	(643,860)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2018 B1
Title:	Rutland Arena Dressing Room	CARRYOVER

Justification:

Carryover is requested for the Rutland Arena Dressing Room upgrades in order to ensure that the proposed design to be released for quotation and construction would align with the long-term serviceable, operational and maintenance requirements of the City. The estimated completion for the project is slated for March 2019.

2018 Budget:	100,000
2018 Expenditures:	11,780
Carryover Requested:	88,220

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
88,220	(88,220)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2016 B3
Title:	Water Street Firehall No. 2 Restoration	CARRYOVER

Justification:

A masonry conditions assessment of this iconic heritage building in downtown Kelowna completed in 2014 made several recommendations to maintain or improve the exterior envelope of the building. Carryover of this multi-year project is requested to resume detailed design for renovations to the exterior envelope during first half of 2019 in anticipation of construction starting later in 2019.

2018 Budget:	51,710
2018 Expenditures:	50
Carryover Requested:	51,660

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
51,660	(51,660)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2013 B4
Title:	Library & Memorial Parkade, Expansion	CARRYOVER

Justification:

The Library and Memorial Parkade expansions are complete and open to the public. Cost efficiencies from the office space construction occurred throughout the project resulting in overall savings. Carryover is requested to complete design modifications to address safety and security concerns that became apparent after the facilities were in use. Work to be completed in phases by the end of 2019.

2018 Budget:	1,155,680
2018 Expenditures:	437,220
2018 Budget Not Required:	<u>199,580</u>
Carryover Requested:	518,880

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
518,880	(195,230)	(323,650)			

Department:	Capital Projects	Reason: External Event
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2017 B1
Title:	Mission Recreation Park Softball Quadplex Viewing Deck Expansion	CARRYOVER

Justification:

The Quadplex Viewing Deck Expansion project was originally tendered in 2017, but cancelled due to cost. The project was then re-designed and re-tendered in 2018, but received no bids. The remainder of 2018 was spent working to successfully secure a contract within budget with a general contractor. Carryover is now requested as construction of the viewing deck is scheduled to be completed by April 2019.

2018 Budget:	336,780
2018 Expenditures:	<u>133,790</u>
Carryover Requested:	202,990

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
202,990	(202,990)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2018 B3
Title:	RCMP Kelowna Detachment Building, Doyle Avenue - Demolition	CARRYOVER

Justification:

Following completion of the new Police Services building, the existing Police Services building on Doyle Avenue was required to be demolished. Carryover is requested to complete landscaping services and clean up. The demolition was delayed due to an extension of the building lease and decommissioning activities. It is anticipated that the project will be complete by April 2019.

2018 Budget:	750,000
2018 Expenditures:	443,800
Carryover Requested:	306,200

Corporate Framework: A safe city - Effective & targeted policing

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
306,200	(306,200)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2017 B2
Title:	Art Walk Extension	CARRYOVER

Justification:

The schematic design for the Art Walk Extension was paused while a feasibility study for the proposed Performing Arts Centre was completed in 2017 as a replacement for the aging Kelowna Community Theatre. As the design is expected to resume, carryover is requested for consultant services in 2019. Due to the temporary lease of the Doyle Street building by the RCMP deferring demolition and disposition, construction of the Art Walk extension will be deferred in the 10-year Capital plan.

2018 Budget:	64,800
2018 Expenditures:	25,360
Carryover Requested:	39,440

Corporate Framework: An active, inclusive city - Cultural experiences

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
39,440	(39,440)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2014 B3
Title:	Police Services Building	CARRYOVER

Justification:

Carryover is requested to complete the new Police Services building. Wrap-up work includes equipment, millwork, security, completion of the commissioning contract and final consulting services for commissioning and project management. This work is scheduled to be completed by July 2019.

2018 Budget:	760,530
2018 Expenditures:	639,170
Carryover Requested:	121,360

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
121,360	(121,360)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Building Capital	10 Yr Cap Plan Ref: 2018 B3
Title:	Police Services Building - Public Art	CARRYOVER

Justification:

Carryover is requested to meet contractual obligations to the artist selected through a successful second Call to Artists and subsequent jury review. Design development and fabrication of the piece will continue through 2019 and the anticipated installation will be in Q4 of 2019.

2018 Budget:	150,000
2018 Expenditures:	14,780
Carryover Requested:	135,220

Corporate Framework: An active, inclusive city - Cultural experiences

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
135,220	(135,220)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P9
Title:	Cemetery Improvements	CARRYOVER

Justification:

Carryover is requested to complete repair work to the Kelowna Memorial Park Cemetery irrigation system, including adding to and adjusting the irrigation system within the Legacy Gardens. This project was not completed in 2018 due to scheduling conflicts, contractor availability and weather delays. Work is expected to be complete in Q2 of 2019.

2018 Budget:	140,000
2018 Expenditures:	50,520
Carryover Requested:	89,480

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
89,480	(89,480)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2012 P8
Title:	City Park - Foreshore Protection	CARRYOVER

Justification:

Much of the works completed in early 2018 (sand nourishment for erosion management) were washed away by the subsequent high waters and storm events, requiring the placement of additional sand. This resulted in delays and additional expenditures for consulting services. This work requires further Provincial approvals and can only be undertaken at low water in the spring. Carryover is requested for 2019 works, which will include consulting and construction costs associated with the placement of additional sand. If the design and required Provincial approvals can be obtained in time, construction would occur during low water in the Spring of 2019. If not, the work would be deferred to low water in 2020.

2018 Budget:	303,830
2018 Expenditures:	41,810
Carryover Requested:	262,020

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
262,020	(262,020)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2018 P8
Title:	High Noon Park Improvements	CARRYOVER

Justification:

This project will renovate dugouts at the four main diamonds to improve sightlines, purchase eight aluminum bleachers for the four main fields and replace fencing and add fence toppers. Due to scheduling demands with parks staff and the user group, this project was delayed. The project is now ready to commence with expected construction to be completed by June 2019.

2018 Budget:	75,000
2018 Expenditures:	320
Carryover Requested:	74,680

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
74,680	(74,680)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: Multi-Year P8
Title:	Irrigation Infrastructure Renewal	CARRYOVER

Justification:

This multi-year program, with additional funding and new projects every year, is to replace irrigation infrastructure that has reached the end of its service life. Carryover is requested for irrigation infrastructure replacement at the Kinsmen Softball facility at Mission Recreation Park. Work was not completed in 2018 due to the challenge of scheduling construction around the ball diamond schedule, and will be completed by Fall 2019.

2018 Budget:	216,280
2018 Expenditures:	63,760
Carryover Requested:	152,520

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
152,520	(152,520)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P7
Title:	Knox Mountain Park Improvements	CARRYOVER

Justification:

Carryover is requested to complete the detailed design of the crib wall replacement. Work was delayed due to the consultant being unable to resource the project with staff. A budget request has been included in the 2019 Provisional Budget for the construction of the crib wall. The detailed design and construction will be completed by the end of 2019.

2018 Budget:	125,580
2018 Expenditures:	78,080
Carryover Requested:	47,500

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
47,500	(47,500)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2018 P4
Title:	Rutland Centennial Park - Phase 3	CARRYOVER

Justification:

This is the third phase of the Rutland Centennial Park project, which is a multi-year, multi-phase project. The park was tendered in Summer 2018, but no qualified bids were received. The project schedule was pushed out in order to reduce the scope, seek additional funds and per the Purchasing Policy, seek a negotiated price for the works from local contractors and City crews. Carryover is requested for pathways, a public garden and expanded playground with additional landscaping. This work will be completed by Fall 2019.

2018 Budget:	540,000
2018 Expenditures:	27,780
Carryover Requested:	512,220

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
512,220	(512,220)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2012 P6
Title:	Strathcona Park	CARRYOVER

Justification:

This project is a result of Council's approval of the Waterfront Walkway Concept Plan in 2012. Following receipt of Provincial approval for the works in September, funding from reserve was approved by Council to start the detail design work. This work has only just started and will carryover into 2019.

2018 Budget:	69,000
2018 Expenditures:	0
2018 Budget Not Required:	1,170
Carryover Requested:	67,830

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
67,830	(67,830)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P8
Title:	Sutherland Park - Shore Stabilization	CARRYOVER

Justification:

Sutherland Park - Shore Stabilization was not completed in 2018 due to the high water and flooding in Spring 2018. 2018 work on the project was deferred pending feedback from Emergency Management BC regarding the eligibility of additional shoreline repairs to the park due to the high water and flooding in 2018. Subject to timely approval by the Province, the flood recovery works will be completed during low water in the Spring of 2019.

2018 Budget:	144,830
2018 Expenditures:	9,410
Carryover Requested:	135,420

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
135,420	(135,420)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P6
Title:	Boyce-Gyro Park Parking Lot and Improvements	CARRYOVER

Justification:

This multi-year project involves the redesign and surfacing of the existing temporary parking providing 130 permanent stalls and a drop-off area adjacent to this highly popular beach park. Work remaining includes site work/landscaping adjacent to the project and is expected to be completed by Q3 of 2019.

2018 Budget:	2,012,450
2018 Expenditures:	1,678,480
Carryover Requested:	333,970

Corporate Framework: An active, inclusive city - Active living opportunities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
333,970	(333,970)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P1
Title:	Dewdney Park Expansion	CARRYOVER

Justification:

Carryover is required to facilitate the acquisition of this property. The acquisition of this parkland was agreed upon in 2016 pending the first phase of subdivision. The timing is therefore determined by the developer and has been delayed.

2018 Budget:	3,690,000
2018 Expenditures:	0
Carryover Requested:	3,690,000

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
3,690,000	(738,000)	(2,952,000)			

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P6
Title:	Dog Beaches	CARRYOVER

Justification:

Design and construction of the initial planned improvements were completed in 2017. One of the four locations, Lake Avenue, is in a two year trial. Carryover is requested to continue water quality monitoring at Lake Avenue, to conduct follow-up public feedback on the trial to end in September 2019 and to implement further fencing needs anticipated as a result of the trial.

2018 Budget:	35,490
2018 Expenditures:	4,260
Carryover Requested:	31,230

Corporate Framework: An active, inclusive city - Considering diverse community needs

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
31,230	(31,230)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2011 P5
Title:	Glenmore Recreation Park	CARRYOVER

Justification:

This is a multi-phase, multi-year project. The project was delayed in 2018 while the timing for the future phases was decided. Services to be provided in 2019 include costs associated with detail design and tender services not already contracted for, as well as, costs associated with getting the construction contract awarded and started in early 2019. Phase 2 of the project will be completed in the Fall of 2019.

2018 Budget:	150,500
2018 Expenditures:	138,200
Carryover Requested:	12,300

Corporate Framework: An active, inclusive city - Active living opportunities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
12,300	(12,300)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P9
Title:	Lost Creek Park - Neighbourhood Partnership	CARRYOVER

Justification:

Carryover is requested to implement climbing logs at Lost Creek Park which were not installed due to weather delays in 2018. This project is funded in partnership with residents and the developer. The work will be completed in Q2 of 2019.

2018 Budget:	221,980
2018 Expenditures:	202,420
Carryover Requested:	19,560

Corporate Framework: An active, inclusive city - Strengthening our neighbourhoods

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
19,560	(9,780)			(9,780)	

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2018 P1
Title:	Parkland Acquisition - 4214 Hobson Rd	CARRYOVER

Justification:

Having taken possession of the property in early 2019, carryover is requested to allow demolition to be carried out immediately to complete the acquisition, and avoid the vacant building becoming a nuisance property. An additional \$50k in capital funding for Interim Park Access has been approved in the 2019 Provisional Budget to open up the property to the public.

2018 Budget:	4,481,000
2018 Expenditures:	4,445,710
Carryover Requested:	35,290

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
35,290	(35,290)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P4
Title:	Rowcliffe Park	CARRYOVER

Justification:

The tender and contract award for this multi-year, multi-phase project was not completed until September 2018. Carryover is requested for consulting services and construction costs associated with required off-site improvements to the park (i.e. curb, landscaped boulevard and sidewalk along Rowcliffe Ave). The project is expected to be complete by the end of 2019.

2018 Budget:	2,980,590
2018 Expenditures:	<u>1,634,410</u>
Carryover Requested:	1,346,180

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,346,180	(1,346,180)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2018 P7
Title:	Bellevue Creek Linear Park - Phase 1 Construction	CARRYOVER

Justification:

This project will provide access to Bellevue Creek for recreational use by City residents and a pedestrian link to local schools and a commercial center. Carryover is requested as high water and flooding in Spring 2018 delayed the start of consulting work. The work would be completed during low water in Spring 2019.

2018 Budget:	440,000
2018 Expenditures:	<u>63,440</u>
Carryover Requested:	376,560

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
376,560	(376,560)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P9
Title:	Boyce-Gyro Park Public Art	CARRYOVER

Justification:

This project has been delayed due to a change over of staff responsible for the public art portfolio and to coincide with the completion of the Boyce-Gyro parking lot works. The first stage of a multi-stage selection process is currently underway, with a Call to Artists. This process will conclude with a shortlist and jury assessment during Q1 of 2019. The project is anticipated to continue throughout 2019 with artwork design development, fabrication and installation. The project is anticipated to be completed in late 2020.

2018 Budget:	150,000
2018 Expenditures:	8,030
Carryover Requested:	141,970

Corporate Framework: An active, inclusive city - Cultural experiences

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
141,970	(141,970)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2018 P6
Title:	Interim Park Access	CARRYOVER

Justification:

During 2018, staff received Council direction to re-allocate available funds to improving access at 264 Poplar Point Drive which is now 85% complete. Additional works to meet neighbours concerns, including additional clearing of vegetation, parking site lines on the street and an agreement on fencing will be completed during 2019.

2018 Budget:	115,000
2018 Expenditures:	6,230
Carryover Requested:	108,770

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
108,770	(108,770)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2015 P1
Title:	Lakeshore Road 4020	CARRYOVER

Justification:

Carryover is requested to consolidate the lots associated with 'Bluebird Park' as the project is awaiting direction on how to finalize the lot consolidation and other land components of the park. Expected completion is Q4 of 2019.

2018 Budget:	78,050
2018 Expenditures:	0
Carryover Requested:	78,050

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
78,050	(78,050)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2017 P9
Title:	Laurel Packinghouse Courtyard - Museum Partnership	CARRYOVER

Justification:

The Kelowna Museum Society, with the support of the City, has commissioned a concept design to form a small urban park in the heart of the Cultural District. Carryover is requested due to the escalating construction costs necessitating several rounds of redesign and scope reduction in order to control costs. Despite this, bids came in substantially higher than the available budget and time was required to secure additional funding. Construction in 2019 will include replacement of the building's back deck, development of an urban courtyard and installation of multiple interpretive and educational displays. This work is scheduled to be completed in Spring 2019.

2018 Budget:	710,940
2018 Expenditures:	32,280
Carryover Requested:	678,660

Corporate Framework: An active, inclusive city - Cultural experiences

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
678,660	(324,630)			(354,030)	

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: Multi-Year P2
Title:	Parks Land - Natural/Linear	CARRYOVER

Justification:

Carryover is requested to support the City's multi-year acquisition program for natural area parks and linear parks in accordance with the Council approved Parkland Acquisition Strategy, Official Community Plan and Linear Park Master Plan. There are several properties which are currently under consideration for 2019.

2018 Budget:	421,230
2018 Expenditures:	402,710
Carryover Requested:	18,520

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
18,520	(18,520)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2016 P9
Title:	Upper Mission Trail Building Partnership	CARRYOVER

Justification:

This is a multi-year, multi-project partnership with the developers in the Upper Mission. Completion of the planned 2018 work was delayed due to the partner's schedule. Projects planned for 2019 include Mair Pond Trail, and finishing a portion of Bellevue Creek Trail and the Upper Trestle Ridge Trail. This work will be complete at the end of 2019.

2018 Budget:	271,610
2018 Expenditures:	207,610
Carryover Requested:	64,000

Corporate Framework: An active, inclusive city - Spectacular parks

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
64,000	(55,400)			(8,600)	

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T4
Title:	Bridge Rehabilitation	CARRYOVER

Justification:

Carryover is requested for the bridge rehabilitation program that inspects, repairs and maintains the City's road bridges. Richter Street at Mill Creek rehabilitation has been delayed due to the design option being reviewed by the City's new contracted bridge inspection consultant. Project is expected to be completed in late 2019.

2018 Budget:	470,610
2018 Expenditures:	399,970
Carryover Requested:	70,640

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
70,640	(70,640)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T3
Title:	City of Kelowna Highway Signage	CARRYOVER

Justification:

Carryover is requested for the design and construction of a new welcome sign to the City with a commitment from the Ministry of Transportation and Infrastructure. Parks & Buildings Planning commenced on this project in late 2018 due to internal scheduling demands. Potential locations have been identified and discussions initiated with design consultants. A proposal will be brought to Council in Q2 of 2019 and subject to the design selected and Provincial approvals, installation would be anticipated in early 2020.

2018 Budget:	100,000
2018 Expenditures:	110
Carryover Requested:	99,890

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
99,890			(99,890)		

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T1
Title:	Stewart Road West 3 DCC (Crawford-Swamp), Land	CARRYOVER

Justification:

Carryover is requested for acquisition of road right-of-way in conjunction with road improvements to Stewart Road West. All land negotiations have recently been completed for Phase 1 of this project, involving four land owners. Land registration and payments will be completed in early 2019.

2018 Budget:	250,000
2018 Expenditures:	46,820
Carryover Requested:	203,180

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
203,180	(203,180)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Multi-Year T7
Title:	Transportation Infrastructure Renewal	CARRYOVER

Justification:

Transportation Infrastructure Renewal is an annual program included in the 10-Year Capital Plan. The majority of the 2018 projects in this program have been completed, however, the Spiers Road embankment renewal has been delayed to allow coordination with South East Kelowna Irrigation District (SEKID) works in 2019. Proposed construction will include road sub-grade and safety improvements with completion in late 2019.

2018 Budget:	168,630
2018 Expenditures:	53,670
Carryover Requested:	114,960

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
114,960	(114,960)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T5
Title:	Central Green - Hwy 97 Right Turn Lane to Pandosy	CARRYOVER

Justification:

Carryover is requested for a right turn lane from Highway 97 to Pandosy Street to improve traffic flow. Design is nearing completion but was delayed by Ministry of Transportation and Infrastructure coordination and property negotiations.

Project is expected to be complete in the Spring of 2019.

2018 Budget:	274,000
2018 Expenditures:	60,350
Carryover Requested:	213,650

Corporate Framework: Resilient, well-managed infrastructure - Livable urban density

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
213,650	(213,650)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2015 T1
Title:	Clement 1 DCC (St. Paul - Graham)	CARRYOVER

Justification:

Scheduling demands and the timing of the design brief delayed the start of design. A design brief for the corridor is now complete, identifying key components of the corridor design. Carryover is requested for Clement Avenue for cross-section and plan layout to ensure functional access to the RCMP site as well as other key developments in the area.

These documents will help coordinate development frontage improvements and future City projects along the corridor.

Remaining funds will be used to complete elements of the DCC road that have not been required of the current developments, such as median construct and tree boulevard. Design is to be completed over the Winter with construction completed in coordination with existing development frontage works.

2018 Budget:	315,700
2018 Expenditures:	28,880
Carryover Requested:	286,820

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
286,820	(286,820)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2017 T2
Title:	Ethel 4 DCC (Sutherland-Springfield), ATC	CARRYOVER

Justification:

Ethel Street Active Transportation Corridor (ATC) is a priority all ages and abilities cycling project within the Pedestrian Bicycle Master Plan. The project was unsuccessfully tendered in early 2018. Additional budget was approved in the 2019 Provisional Budget and the project was retendered along with Sutherland ATC for construction in 2019.

2018 Budget:	2,175,480
2018 Expenditures:	73,320
2018 Budget Not Required:	<u>83,700</u>
Carryover Requested:	2,018,460

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
2,018,460	(2,008,080)			(10,380)	

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T2
Title:	Ethel 5 DCC (Springfield-Rose), ATC	CARRYOVER

Justification:

Carryover is requested for Ethel 5 Active Transportation Corridor (ATC) land acquisition and detailed design for full road reconstruction. The design work will be completed in early 2019 followed by construction.

2018 Budget:	180,000
2018 Expenditures:	<u>83,260</u>
Carryover Requested:	96,740

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
96,740	(96,740)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T1
Title:	Hollywood 7 DCC (Sexsmith - Appaloosa), Road	CARRYOVER

Justification:

Carryover is requested for detailed design work of Hollywood Road between Hollywood Road/Academy Way intersection and Hollywood Road north of Appaloosa Road. Discussions with adjacent land owners continue to facilitate acquisition of required right-of-way. It is anticipated that land acquisitions will be completed in 2019. Concept design work has identified required right of way with detailed design expected in 2019.

2018 Budget:	202,620
2018 Expenditures:	<u>2,380</u>
Carryover Requested:	200,240

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
200,240	(200,240)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T2
Title:	Hollywood 9 DCC (Hollydell - Hwy 33), ATC	CARRYOVER

Justification:

Carryover is requested for the implementation of a priority sidewalk from the Pedestrian & Bicycle Master Plan, improving safety, accessibility, and the attractiveness of walking Rutland Road. This sidewalk project involves complex designs requiring extensive consultation and negotiation with adjacent businesses and residential land owners. The design is now complete and construction of the sidewalk is to be completed by Spring 2019.

2018 Budget:	500,000
2018 Expenditures:	<u>138,880</u>
Carryover Requested:	361,120

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
361,120	(361,120)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T2
Title:	Houghton 1 DCC (Nickel - Rails with Trails), ATC	CARRYOVER

Justification:

Carryover is requested for the Houghton Road Active Transportation Corridor (ATC) connection with the Okanagan Rail Trail Corridor. The 2018 routing study and 30% concept design are complete for the selected Leathead alignment option. Carryover is requested for the continued property acquisition process that has been initiated. Detailed design and environmental permitting is planned to be completed in 2019. Construction is currently planned for 2020 in the 10-Year Capital Plan.

2018 Budget:	500,000
2018 Expenditures:	76,280
Carryover Requested:	423,720

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
423,720	(423,720)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2017 T1
Title:	Lakeshore 1 DCC (Collett Road Intersection), Road	CARRYOVER

Justification:

Carryover is requested for upgrades to Lakeshore Road and Collett Road in conjunction with frontage and roundabout works. Landscaping of the centre island was delayed pending confirmation of the available budget and scope of work to be completed. Construction can now proceed with the work scheduled for completion in Spring 2019.

2018 Budget:	164,860
2018 Expenditures:	110,030
Carryover Requested:	54,830

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
54,830	(54,830)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2016 T1
Title:	McCulloch Area DCC (KLO/Hall/Spiers)	CARRYOVER

Justification:

McCulloch Area DCC is a sector A project that will improve traffic operations at KLO/Spiers/Hall adjacent to the Mission Creek bridge. Carryover is requested for continuing conceptual design and property acquisition. Conceptual design studies for both the Spiers Road intersection and the Mission Creek bridge are nearing completion. Major property acquisition parcel has been obtained by the Water Integration project and funds will be transferred in early 2019 once the road work is confirmed. Detailed design is expected to be completed in 2019.

2018 Budget:	1,551,710
2018 Expenditures:	61,300
Carryover Requested:	1,490,410

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,490,410	(1,490,410)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T7
Title:	Safe Routes to School Program	CARRYOVER

Justification:

Carryover is requested for projects identified through the Safe Routes to School Program that make it easier to walk and bike to school. Pedestrian flashers at Belgo Elementary School have been installed across Rutland Road, however, concrete curb and letdowns have not been installed as the Rutland Road Sidewalk project was delayed. These works include curb extension for parking lanes and letdowns on either side of Rutland Road. This project will be constructed along side Rutland Road sidewalk construction in 2019 for cost saving efficiencies.

2018 Budget:	52,500
2018 Expenditures:	29,510
Carryover Requested:	22,990

Corporate Framework: A safe city - Public safety programs

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
22,990	(22,990)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2017 T1
Title:	Sector B Roads Top Lift Paving DCC	CARRYOVER

Justification:

A portion of the roads scheduled for Top Lift Paving DCC had to be delayed due to conflicts with work being completed for the Water Integration Project. Watermain upgrades are nearing completion with top lift paving expected to proceed in Summer 2019.

2018 Budget:	600,450
2018 Expenditures:	500
Carryover Requested:	599,950

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
599,950	(599,950)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2016 T1
Title:	South Perimeter 1 DCC (Gordon Dr - Stewart 1), Road	CARRYOVER

Justification:

Carryover is requested for the land acquisition needs for the South Perimeter Road from Gordon Drive to Stewart Road West. Further to Council's approval to proceed with the expropriation in Fall of 2018, staff were able to re-engage with the property owner and execute a Purchase and Sale Agreement that is satisfactory to both parties. The terms of the Purchase and Sale Agreement included a closing in early January 2019 in order to give both parties time to complete the necessary legal due diligence associated with the transaction. The acquisition was finalized on January 14, 2019.

2018 Budget:	550,000
2018 Expenditures:	34,060
Carryover Requested:	515,940

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
515,940	(515,940)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2016 T1
Title:	Stewart 3 DCC (Crawford-Swamp), Road	CARRYOVER

Justification:

Carryover is requested for intersection and alignment safety along Stewart Road West. This project will improve traffic safety and operation. Design is complete and construction is in progress for this multi-year project as part of the Water Integration Project. Completion is scheduled for Q2 of 2019.

2018 Budget:	2,190,160
2018 Expenditures:	771,950
Carryover Requested:	1,418,210

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,418,210	(1,418,210)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2016 T2
Title:	Sutherland 1 DCC (Gordon-Burtch), ATC	CARRYOVER

Justification:

This section of the Sutherland ATC Corridor between Gordon and Burtch is a development requirement of the Capri site redevelopment. Latest information provided, by the developer, identified that construction is intended to be completed in 2019. Funds are required to complete design reviews to ensure consistency along the Sutherland Active Transportation Corridor (ATC) and complete works that are not a requirement of the development, such as bus stops and curb extensions.

2018 Budget:	200,000
2018 Expenditures:	45,610
Carryover Requested:	154,390

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
154,390	(154,390)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Multi-Year T2
Title:	Sutherland 2 DCC (Lake-Gordon & Pandosy-Ethel), ATC	CARRYOVER

Justification:

Carryover is requested to complete the Sutherland Avenue Active Transportation Corridor (ATC), which will form an important east-west link between the Dayton Street Overpass, Capri-Landmark, Ethel Street ATC, Pandosy Street and Abbott Street ATC.

2018 Budget:	420,000
2018 Expenditures:	366,510
Carryover Requested:	53,490

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
53,490	(53,490)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Multi-Year T8
Title:	Traffic Control Infrastructure	CARRYOVER

Justification:

Carryover is requested for annual Traffic Control Infrastructure at the Springfield/Spall intersection. Analysis in 2018 indicated that while changes to this traffic signal in isolation would not likely improve performance there was potential for improved performance through better coordination with adjacent signals. This project is being delayed to be coordinated with a corridor signal operations review of Springfield Road (Intelligent Transportation System is included in the 2019 Provisional budget). Improvements at Springfield/Spall operations, transit, and safety will be completed following the recommendation from the corridor review in 2019.

2018 Budget:	100,150
2018 Expenditures:	7,240
Carryover Requested:	92,910

Corporate Framework: A safe city - Public safety programs

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
92,910	(92,910)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T7
Title:	Traffic Signal - Spall @ Springfield	CARRYOVER

Justification:

Carryover is requested for improvements to the intersection at Spall Road and Springfield Road to reduce congestion during peak periods. Analysis report from the consultant in 2018 indicated that while changes to this traffic signal in isolation would not likely improve performance there was potential for improved performance through better coordination with adjacent signals. This project is being delayed to be coordinated with a 2019 Provisional Budget request, Intelligent Transportation System, a corridor signal operations review of Springfield Road. Improvements at Springfield/Spall operations, transit, and safety will be completed following the recommendation from the corridor review in 2019.

2018 Budget:	150,000
2018 Expenditures:	7,290
Carryover Requested:	142,710

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
142,710	(142,710)				

Department:	Capital Projects	Reason: Awaiting Grant
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T9
Title:	Transit Land Acquisition	CARRYOVER

Justification:

Carryover is requested for 2018 transit land acquisitions due to delays in land owner negotiations and the Provincial funding announcement for major transit capital projects expected by February 2019.

2018 Budget:	220,000
2018 Expenditures:	4,660
Carryover Requested:	215,340

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
215,340	(215,340)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Multi-Year T5
Title:	Active Transportation Corridor	CARRYOVER

Justification:

Carryover is requested to complete cycling projects that have been identified in the Pedestrian and Bicycle Master Plan that require pavement markings. Due to staff vacancies and market conditions these projects were not completed in 2018. The projects are expected to be completed in 2019.

2018 Budget:	471,950
2018 Expenditures:	90,710
Carryover Requested:	381,240

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
381,240	(381,240)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2011 T5
Title:	Alternate Hwy 97 Multi-use Pathway Access to UBC Campus	CARRYOVER

Justification:

Carryover is requested for a traffic impact study and installation of wayfinding signage on the Okanagan Rail Trail for the UBCO multi-use pathway route off of Hwy 97. The project was delayed until the Okanagan Rail Trail was fully operational in order to assess safety conditions and traffic impacts. Installation of wayfinding signage is expected to be complete in Q2 of 2019.

2018 Budget:	90,250
2018 Expenditures:	39,270
Carryover Requested:	50,980

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
50,980	(50,980)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2016 T2
Title:	Dilworth DCC Active Transportation Corridor	CARRYOVER

Justification:

The 2030 Infrastructure Plan identified Dilworth Active Transportation Corridor as a priority project. Work was placed on hold in 2018 due to other priority projects. The schedule for this work was also modified to be coordinated with the transit work that has been identified based on recent discussion with BC Transit. Design work has not started and will follow current work, including public engagement, to identify a priority connection between the Okanagan Rail Trail and Mission Creek Greenway active transportation corridors. This project will identify required scope, design works and cost estimates for the selected priority corridor and recommended treatments for secondary corridors. Final deliverables are anticipated in the Summer of 2019.

2018 Budget: 211,760

2018 Expenditures: 24,290

Carryover Requested: 187,470

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
187,470	(187,470)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2017 T5
Title:	Okanagan Rail Trail	CARRYOVER

Justification:

This is a multi-year, multi-phase project that was started in 2017, funded in part by a BikeBC grant and a Canada 150 grant. The project received additional grant funding in 2018 from Canada Builds. As a result of this additional funding, and due to Provincial and Federal timelines on two uncompleted sections of trails, the projected completion of the work is 2020.

2018 Budget: 2,428,990

2018 Expenditures: 1,593,630

Carryover Requested: 835,360

Corporate Framework: An active, inclusive city - Active living opportunities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
835,360	(569,820)		(265,540)		

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T5
Title:	Rails with Trails (Commerce Ave to Hwy 97 Overpass), ATC	CARRYOVER

Justification:

Carryover is requested for the Okanagan Rail Trail project between downtown, UBCO and points in-between. As a result of the favorable construction market conditions leading to advantageous pricing, the project team was able to deliver more pathway than originally anticipated and budgeted for in 2018. The project was substantially completed in 2018, with a few minor items added to the contract with a forecasted completion date for March 2019, which coincides with external funding terms. Additional work added to the project include supply and installation of bollards and pedestrian/cycle counters

2018 Budget:	759,000
2018 Expenditures:	674,650
Carryover Requested:	84,350

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
84,350	(84,350)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2016 T9
Title:	Rutland Transit Ph 2, Shepherd Rd Extension	CARRYOVER

Justification:

Carryover is requested for the expansion to complete a number of minor items and landscaping in the Spring of 2019.

2018 Budget:	2,305,510
2018 Expenditures:	2,285,160
Carryover Requested:	20,350

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
20,350	(20,350)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Multi-Year T6
Title:	Sidewalk Network Expansion	CARRYOVER

Justification:

Carryover is requested for the annual program which implements sidewalks identified in the Pedestrian and Bicycle Master Plan. A number of the sidewalk projects planned for construction in 2018 involved extensive consultation and negotiation with adjacent businesses and residential land owners, property acquisition and environmental approval. These designs are now complete. Work is nearing completion at Banks Road, with landscaping work to be completed early 2019. Work has begun on Gordon Drive however, due to asphalt crew constraints will be completed in early 2019. Rutland Road sidewalk design is complete however, homeowner consultation was not completed delaying construction. Completion of all projects anticipated by the summer of 2019.

2018 Budget:	631,695
2018 Expenditures:	246,325
Carryover Requested:	385,370

Corporate Framework: An active, inclusive city - Active living opportunities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
385,370	(385,370)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T7
Title:	Traffic Calming	CARRYOVER

Justification:

Traffic calming provides safer streets and improves quality of life for existing neighborhoods experiencing short-cutting and speeding traffic. One of two traffic calming projects proposed for 2018, Mail Rd (Longhill to Sexsmith), did not receive sufficient community support to proceed per City of Kelowna Neighbourhood Traffic Management Policy. The next highest priority traffic calming location will go through the design process this winter with public engagement and construction in Spring of 2019.

2018 Budget:	50,000
2018 Expenditures:	18,020
Carryover Requested:	31,980

Corporate Framework: A well-run City - Responsive customer service

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
31,980	(31,980)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2017 T9
Title:	Transit - New Equipment	CARRYOVER

Justification:

Carryover is requested for the purchase and installation of new equipment/bus shelters. Work was delayed due to staff availability and coordination with frontage improvements for adjacent developments. The project is expected to be completed by Q3 of 2019.

2018 Budget:	260,520
2018 Expenditures:	136,200
Carryover Requested:	124,320

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
124,320	(124,320)				

Department:	Capital Projects	Reason: Awaiting Grant
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2018 T5
Title:	UBCO - University South Pedestrian Cycling Bridge	CARRYOVER

Justification:

Carryover is requested for the construction of a pedestrian-cycling path in conjunction with the work being completed on John Hindle Drive for improvements to access UBCO. In December 2018, staff received approval for a Bike BC grant to expand the John Hindle Drive Pedestrian/Cycle Overpass and Multi-Use Path projects. Carryover is requested to complete additional bike path work by Q2 of 2019.

2018 Budget:	1,855,000
2018 Expenditures:	1,475,060
Carryover Requested:	379,940

Corporate Framework: Resilient, well-managed infrastructure - Balanced transportation systems

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
379,940	(182,470)		(182,470)	(15,000)	

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW1
Title:	Automated Collection Curbside Carts	CARRYOVER

Justification:

Carryover is requested for a cart order that is being coordinated by the Regional District of the Central Okanagan for the member municipalities. The order will be scheduled for Q2 of 2019 to align inventory with the transition to the new cart waste contractor.

2018 Budget:	300,000
2018 Expenditures:	137,080
Carryover Requested:	162,920

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
162,920	(162,920)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW7
Title:	Landfill Access Road 3 Improvements	CARRYOVER

Justification:

This project will complete road improvements to the landfill access road used by haulers and site equipment. A tender has been awarded and construction is in progress with 80% completed in 2018. Carryover is requested as there were delays due to other projects being prioritized and scheduling demands. Construction will be completed by Spring 2019.

2018 Budget:	525,000
2018 Expenditures:	42,200
Carryover Requested:	482,800

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
482,800	(482,800)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW7
Title:	Landfill Gas Quonset Roof Replacement and Upgrades	CARRYOVER

Justification:

This project will replace the existing roof and include installation of a natural gas service to the Quonset. The project was delayed due to the cost savings associated with building in conjunction with the Mechanics Building at the Landfill. The Mechanics Building is expected to be tendered by end of 2018, with both projects completing construction in Q3 of 2019.

2018 Budget:	100,000
2018 Expenditures:	620
Carryover Requested:	99,380

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
99,380	(99,380)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2017 SW7
Title:	Stockpiles and Reprocessing Areas Relocation	CARRYOVER

Justification:

Relocation of a number of stockpiles has occurred in 2018 with the construction of a new receiving area not yet completed. Completion of preliminary design and detailed design of some key receiving areas will occur in 2019. This is a 5+ multi-year project.

2018 Budget:	3,600,000
2018 Expenditures:	94,840
Carryover Requested:	3,505,160

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
3,505,160	(3,505,160)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW7
Title:	Landfill Old Entrance Filling Preparation	CARRYOVER

Justification:

This project will allow fill operations in the old landfill administration and processing area. The design of this project is tied to completion of the Design Operation and Closure Plan which was completed in December 2018. Detailed design was at 50% at the end of 2018 and construction is expected to be complete by Summer 2019.

2018 Budget:	2,075,000
2018 Expenditures:	108,150
Carryover Requested:	1,966,850

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,966,850	(1,966,850)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW4
Title:	Compost Facility, Biosolids Leachate Containment	CARRYOVER

Justification:

This project involves constructing an impermeable containment facility so that leachate is fully contained and cannot escape into the environment. Carryover is requested due to delays from the Ministry of Environment on approvals of the Leachate Containment Plan. Detailed design was completed in 2018 and the project will be completed in Spring 2019.

2018 Budget:	800,000
2018 Expenditures:	65,900
Carryover Requested:	734,100

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
734,100				(247,300)	(486,800)

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2017 SW2
Title:	Landfill Frontage, Landscaping	CARRYOVER

Justification:

The landfill frontage landscaping project was delayed due to staff vacancies in 2018. With positions now filled the project is underway. A contract has been executed including soil and planting to establish a vegetative screen for the landfill. The tender is in progress and work will be complete in Spring 2019.

2018 Budget:	196,860
2018 Expenditures:	8,960
Carryover Requested:	187,900

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
187,900	(187,900)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2016 SW2
Title:	Mechanic Shop	CARRYOVER

Justification:

The construction of the shop will allow onsite maintenance of equipment to occur in all weather conditions. The building has been designed to be constructed in a phased approach as the needs of the landfill increase. This project includes the replacement of existing end-of-life operations buildings. This project was delayed in 2018 due to additional building code requirements and additional scope required for site work. Project to be tendered early 2019 and completed by Fall 2019.

2018 Budget:	1,212,610
2018 Expenditures:	48,900
Carryover Requested:	1,163,710

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,163,710	(1,163,710)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW2
Title:	Odour Management - Glenmore Road H2S Monitoring Station	CARRYOVER

Justification:

This project will construct an odor monitoring station on Glenmore road to monitor sanitary sewer odors near the intersection of John Hindle Drive where the sewer force main from the landfill lift station discharges to the gravity sewer. Carryover is requested as the project was delayed due to the unexpected spring flooding at the landfill and workloads for the SEKID integration. The historical designs for this system have been pulled from the archives and the City construction crew has been contacted to provide support and start ordering supplies in early 2019. This is expected to be completed by Summer of 2019.

2018 Budget:	50,000
2018 Expenditures:	0
Carryover Requested:	50,000

Corporate Framework: A clean healthy environment - Improved air quality

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
50,000	(50,000)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Solid Waste Capital	10 Yr Cap Plan Ref: 2018 SW5
Title:	Surface Water Management - Bredin Irrigation	CARRYOVER

Justification:

The installation of this irrigation pipe was delayed ensuring it is consistent in both design and alignment with the future works as per the Landfill Design, Operations and Closure Plan updates completed in November 2018. Additional irrigation distribution lines are expected to be installed in early 2019. This would also allow for the pumping of surface water around the Landfill to the northeast pond to use the additional surface water storage capacity.

2018 Budget:	250,000
2018 Expenditures:	17,990
Carryover Requested:	232,010

Corporate Framework: Resilient, well-managed infrastructure - Efficient civic buildings & facilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
232,010	(232,010)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2018 D3
Title:	Bluebird Storm Station - Upgrade	CARRYOVER

Justification:

This project will upgrade the existing station to increase the size of the structure, allowing for a larger pump and the provision for an additional pump should conditions require it. Design options have been considered in detail and plans have had to be scaled back to meet available budget. Design is currently in progress with construction planned for Summer 2019.

2018 Budget:	110,000
2018 Expenditures:	27,540
Carryover Requested:	82,460

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
82,460	(82,460)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2017 D3
Title:	Flood Recovery 2017	CARRYOVER

Justification:

2018 work was not completed due to weather conditions, lake levels and Section 11 Ministry approvals. Carryover is requested for this multi-year project for engineering, geotechnical, and environmental services, design, and construction to repair damaged infrastructure resulting from the 2017 Flooding. All works to be completed by year end 2019.

2018 Budget:	6,926,660
2018 Expenditures:	4,153,580
Carryover Requested:	2,773,080

Corporate Framework: A safe city - Flood protection

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
2,773,080			(2,773,080)		

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2018 D1
Title:	Spencer Road Mill Creek Drainage Improvements	CARRYOVER

Justification:

This project will replace three damaged culverts on Mill Creek crossing Spencer Road upstream of the Kelowna Airport. Carryover is requested to complete this multi-year project as it was delayed for grant approval. Additional budget has been requested in 2019 for expected construction costs that exceed the maximum fund allocation. Construction is scheduled for Spring 2019.

2018 Budget:	750,000
2018 Expenditures:	28,440
Carryover Requested:	721,560

Corporate Framework: A safe city - Flood protection

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
721,560			(721,560)		

Department:	Capital Projects	Reason: Design Option
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2017 D2
Title:	Chichester Pond - Sediment Forebay	CARRYOVER

Justification:

This project is for the design and construct of the sediment catchment structure for drainage water into Chichester Pond. Carryover is requested as sourcing of suitable components within the budget available caused lengthy delays in design. Installation of the system will be commence in early in 2019.

2018 Budget:	150,000
2018 Expenditures:	3,450
Carryover Requested:	146,550

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
146,550	(146,550)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2017 D1
Title:	Gopher Creek Pre-Design and Land Acquisition	CARRYOVER

Justification:

This project is for planning and pre-design of a detention area along Gopher Creek to mitigate flood waters through the Rutland area of Kelowna. Carryover is requested as the project was not completed in 2018 due to conducting extensive reviews on historical Gopher Creek reports. A scope of work has been developed for a new flow diversion path to Mission Creek and enhanced feasibility study. This project is expected to be complete in Q3 of 2019.

2018 Budget:	325,000
2018 Expenditures:	0
Carryover Requested:	325,000

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
325,000	(325,000)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2018 D3
Title:	Smith Outfall Vault Power Supply	CARRYOVER

Justification:

This project will provide a power supply to the storm outfall vault at the Water Street boat launch for temporary pumps during flood events. Maintaining adequate drainage from this outfall will protect key infrastructure along Water Street and the downtown core. The project was not completed in 2018 due to staffing shortages and scheduling conflicts within the busy utility corridor. Carryover is requested to coordinate local power network extension requirements with Fortis, as well as in-house resource availability to perform the works. Project is expected to be complete in late 2019.

2018 Budget:	100,000
2018 Expenditures:	0
Carryover Requested:	100,000

Corporate Framework: A safe city - Flood protection

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
100,000	(100,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2015 D2
Title:	Sutherland Ave, Oil/Water Separator	CARRYOVER

Justification:

This project is for the installation of Oil Separator(s) to protect tributaries and lakes as part of a water treatment filtration deferral strategy and integrated Storm Water Management Plan that is required by the Province. Carryover is requested to complete the project in early 2019, as soon as weather permits paving to resume. Project was delayed due to environmental permitting delays with approval required for construction outside the fish window.

2018 Budget:	48,550
2018 Expenditures:	3,720
Carryover Requested:	44,830

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
44,830	(44,830)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Storm Drainage Capital	10 Yr Cap Plan Ref: 2017 D2
Title:	Sutherland Outfall - Oil/Grit Chamber	CARRYOVER

Justification:

This project will install an oil and grit separator to filter road and pathway drainage water in order to protect existing tributaries and lakes at the Sutherland storm water outfall. The filtration process is a part of the water treatment filtration deferral strategy and Integrated Storm Water Management Plan which is required by the Province of British Columbia. The location for this installation is adjacent to the Sutherland active transportation corridor (ATC). Original plans were to install with the ATC construction, however that phase of the project has been delayed and will now be constructed by the Capri development. Carryover is requested due to delays in scheduling, with completion of design and construction in 2019.

2018 Budget:	90,000
2018 Expenditures:	1,300
Carryover Requested:	88,700

Corporate Framework: A clean healthy environment - Protecting our natural land & water resources

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
88,700	(88,700)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: 2017 I3
Title:	Asset Management System	CARRYOVER

Justification:

The Asset Management System (AMS) will replace the current operations tracking software, provide maintenance tracking on City-owned assets, record asset condition, and predict asset renewal timeframes. Carryover is requested for this multi-year project. Phase 1 one is expected to be complete in early 2019. Phase 2 and 3 are scheduled to be complete in 2020.

2018 Budget:	2,176,690
2018 Expenditures:	758,660
Carryover Requested:	1,418,030

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,418,030	(967,070)		(74,590)		(376,370)

Department:	Capital Projects	Reason: External Event
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: 2016 I3
Title:	Class Registration Software Replacement	CARRYOVER

Justification:

This project is a software replacement solution for program registration, rentals and admissions programs used by Active Living and Culture. As a result of contractor delays, some reports for the Class Registration System could not be completed within the project timeframe. Carryover is requested to allow for the final report development requests to be addressed in 2019.

2018 Budget:	43,980
2018 Expenditures:	1,130
Carryover Requested:	42,850

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
42,850	(42,850)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: Multi-Year I4
Title:	Communications Networks (Network Upgrades)	CARRYOVER

Justification:

This project is for the renewal and expansion of the City's network environment. The network supports high speed data connections within and between City facilities as well as connections to the internet. Carryover is requested for a core network switch that has been ordered, but due to delays not yet received. It is scheduled to be received and installed in Q1 of 2019.

2018 Budget:	331,750
2018 Expenditures:	209,370
Carryover Requested:	122,380

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
122,380	(122,380)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: 2018 I3
Title:	Financial Reporting System	CARRYOVER

Justification:

Carryover is requested to complete the installation of the Financial Reporting System as the project has taken longer than originally estimated. Upon completion, the City will have automated Consolidated Financial Statements, Airport Statements and Local Government Data Entry (LGDE) Statements. The project is scheduled to be completed prior to the Audit Committee meeting in April 2019.

2018 Budget:	60,000
2018 Expenditures:	42,920
Carryover Requested:	17,080

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
17,080	(17,080)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: 2016 I3
Title:	Integrated Utility Billing and Property Tax System Software	CARRYOVER

Justification:

Initial work has been completed to go live with the Tempest System for Utility Billing and the main functions of Property Taxes. Carryover is requested to allow Financial Services to complete secondary automations that will create efficiencies for the operating department as well as put into use modules purchased that were not part of Phase 1&2. Work will be scheduled around the 2019 tax season, and will be complete by the end of 2019.

2018 Budget:	1,001,370
2018 Expenditures:	317,710
Carryover Requested:	683,660

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
683,660	(361,140)				(322,520)

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: Multi-Year I3
Title:	Major Systems Projects	CARRYOVER

Justification:

The Information Services Digital Strategy has identified the need to replace the current in house developed and supported systems. This is a multi-year project to replace the legacy planning, permitting and licensing systems. Acquisition and design is planned for 2019 with transition to the new system in 2020.

2018 Budget:	3,234,680
2018 Expenditures:	35,240
Carryover Requested:	3,199,440

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
3,199,440	(3,199,440)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: 2016 I4
Title:	Fibre Optic Network, Phase II	CARRYOVER

Justification:

This project involves civil work and fibre installation to achieve Phase II of the Fibre Optic Plan. The network provides direct benefit to the City by connecting all major City facilities together with high speed data links. Carryover is requested due to delays in the completion of the John Hindle extension between the Landfill and UBCO. This project will be completed in 2019.

2018 Budget:	3,469,760
2018 Expenditures:	<u>1,841,680</u>
Carryover Requested:	1,628,080

Corporate Framework: A well-run City - Pioneering leadership

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,628,080	(1,628,080)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Information Services Capital	10 Yr Cap Plan Ref: 2018 I3
Title:	Records and Information Management System	CARRYOVER

Justification:

This is a multi-year project to review the electronic records needs of the City. Work will continue in 2019 on the requirements and specifications of the electronic records management system for the City. Carryover is requested due to a change in the software and approach on this project since original budget approval.

2018 Budget:	398,000
2018 Expenditures:	<u>0</u>
Carryover Requested:	398,000

Corporate Framework: A well-run City - Performance excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
398,000	(398,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Vehicle & Mobile Equipment	10 Yr Cap Plan Ref: 2018 V2
Title:	Equipment and Vehicle Replacement	CARRYOVER

Justification:

Carryover is requested for both equipment and vehicles that were approved and ordered in 2018 but will be invoiced and delivered in 2019. These were delayed for various reasons including internal scheduling, vender availability and review of design options.

2018 Budget:	3,730,090
2018 Expenditures:	<u>0</u>
Carryover Requested:	3,730,090

Corporate Framework: A well-run City - Responsive customer service

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
3,730,090	(3,730,090)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Vehicle & Mobile Equipment	10 Yr Cap Plan Ref: 2018 V2
Title:	Roll-off Front End Loader, Composting Facility	CARRYOVER

Justification:

The purchase of the Roll-off Front End Loader was required as the existing loaders have surpassed the 10 year life cycle. Carryover is requested as the purchase was delayed due to user group determining and reviewing the equipment specifications.

2018 Budget:	373,000
2018 Expenditures:	<u>0</u>
Carryover Requested:	373,000

Corporate Framework: A well-run City - Responsive customer service

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
373,000				(124,330)	(248,670)

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Vehicle & Mobile Equipment	10 Yr Cap Plan Ref: 2018 V1
Title:	Water & Wastewater Collections Operator Pickup	CARRYOVER

Justification:

Carryover is requested for a vehicle that was approved and ordered in 2018, but will be invoiced and delivered in 2019. The vehicle was delayed for various reasons including internal scheduling and delivery timing.

2018 Budget:	65,000
2018 Expenditures:	0
Carryover Requested:	65,000

Corporate Framework: A safe city - Clean drinking water

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
65,000					(65,000)

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Fire Capital	10 Yr Cap Plan Ref: 2018 F2
Title:	Engine 5	CARRYOVER

Justification:

Carryover is requested as timing was affected by the preparation and awarding of the contract to build, waiting on customized truck assembly and inspection/optimization of the final product. Delivery of Fire Engine 5 is expected in 2019.

2018 Budget:	962,000
2018 Expenditures:	0
Carryover Requested:	962,000

Corporate Framework: A safe city - Fire protection & prevention

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
962,000	(962,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2017 A1
Title:	Air Terminal Complex Capital Replacements	CARRYOVER

Justification:

The air terminal complex capital replacement project includes modifications to older areas of the air terminal to match the overall design of the new build, including replacement of certain mechanical equipment that has reached the end of its life cycle. Carryover is requested as two modifications were paused to mitigate potential operational issues during winter peak and will be completed in early 2019.

2018 Budget:	323,550
2018 Expenditures:	271,690
Carryover Requested:	51,860

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
51,860	(51,860)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Hazard Beacons and Towers	CARRYOVER

Justification:

The Airport has towers that house obstruction and hazard beacons located on the mountains around Kelowna in order to provide visual hazard references for aircraft. Budget was approved in 2018 for the replacement of the towers that house the hazard beacons and the conversion of the beacon lights from incandescent to LED. Carryover is requested as due to weather conditions, two of the six towers were not completed in 2018. The project will be complete in 2019.

2018 Budget:	145,000
2018 Expenditures:	40,200
Carryover Requested:	104,800

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
104,800	(104,800)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Paging System	CARRYOVER

Justification:

This project will replace the Airport's existing paging system, which was installed in 1999. The technology of the current paging system is outdated, replacement parts are no longer available and the number of service requests related to the system has been rising. Carryover is requested as the project was paused at the end of 2018 to mitigate potential operational issues during winter peak. The project will be completed in early 2019.

2018 Budget:	230,000
2018 Expenditures:	213,420
Carryover Requested:	16,580

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
16,580	(16,580)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Parking Lot Equipment	CARRYOVER

Justification:

This multi-year project is for the replacement of the Airport's parking system, which is reaching the end of its useful life. Carryover is requested to allow for completion of the work planned through 2019.

2018 Budget:	570,000
2018 Expenditures:	680
Carryover Requested:	569,320

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
569,320	(569,320)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Roof Replacement Program	CARRYOVER

Justification:

The roof replacement program is a multi-year project that commenced in 2017 and is anticipated to be completed in 2022. A carryover of the remaining budget is requested to allow for completion of the work planned for future years.

2018 Budget:	2,600,000
2018 Expenditures:	20,630
Carryover Requested:	2,579,370

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
2,579,370	(2,579,370)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Chiller and Cooling Tower	CARRYOVER

Justification:

In 2018, the Airport's chiller and cooling tower both broke down. Funding for this multi-year project received Council approval and carryover is requested to allow the replacement of the chiller and cooling tower to be completed in 2019.

2018 Budget:	1,115,000
2018 Expenditures:	171,090
Carryover Requested:	943,910

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
943,910	(943,910)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: Multi-Year A2
Title:	Drive to 1.6 Million Passengers AIF Program	CARRYOVER

Justification:

In 2015, the budgets for the Drive to 1.6 Million Passengers and the Flight to 2020 Airport Improvement Fee (AIF) programs were combined. The remaining projects to be completed within these multi-year programs are the Departures Enhancements, the Combined Operations Building, New Navigational Aids, Airfield Lighting, Common Use Terminal Equipment and Common Use Self-Serve Equipment, and Apron Rehabilitation. Carryover is requested to allow for work to continue and these projects are anticipated to be completed by 2020.

2018 Budget:	15,080,740
2018 Expenditures:	11,720,070
Carryover Requested:	3,360,670

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
3,360,670	(807,930)			(2,552,740)	

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2015 A1
Title:	Integrated Software Management System	CARRYOVER

Justification:

This project will integrate and upgrade YLW's older and manually intensive systems and implement new technology to gain efficiency and value. Carryover is requested as planned work was not completed due to other projects taking priority. Work will be completed in 2019.

2018 Budget:	38,220
2018 Expenditures:	22,500
Carryover Requested:	15,720

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
15,720	(15,720)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Scotty Creek Infrastructure	CARRYOVER

Justification:

The Airport commenced work on Scotty Creek infrastructure that was damaged during the 2017 and 2018 freshets. To reduce the impact on the creek, the work was to be completed when the ground was frozen. Carryover is requested as the work was delayed as the weather did not get cold enough in 2018. The project will be completed in 2019.

2018 Budget:	496,000
2018 Expenditures:	348,020
Carryover Requested:	147,980

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
147,980	(147,980)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Quick Turn Around Facility	CARRYOVER

Justification:

The Airport's Quick Turn Around facility (QTA) is used by the vehicle rental companies to wash, detail and fuel rental vehicles. The current facility has reached capacity and the Airport, in consultation with the vehicle rental companies, would like to build a new QTA in the future. This project will complete a preliminary design for a future QTA. Carryover is requested as the project was delayed due to changes in the timing of other projects. The project is expected to be complete in 2019.

2018 Budget:	150,000
2018 Expenditures:	0
Carryover Requested:	150,000

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
150,000	(150,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Way Modifications	CARRYOVER

Justification:

This multi-year project will complete the construction for the widening of Airport Way to the north and would accommodate an extended turn lane from Airport Way onto Highway 97. A continuation of design for the Airport Way modifications are planned for 2019. A carryover is requested to allow for design to be completed.

2018 Budget:	1,173,390
2018 Expenditures:	841,150
2018 Budget Not Required:	<u>258,840</u>
Carryover Requested:	73,400

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
73,400	(73,400)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: Multi-Year A2
Title:	Soaring Beyond 2.5 Million Passengers AIF Program	CARRYOVER

Justification:

The Soaring Beyond 2.5 Million Passenger Airport Improvement Fee (AIF) Program is a multi-year program that will consist of design and construction for a variety of capital projects. A carryover of the remaining budget is requested to allow for the completion of design, further design and moving into construction for certain projects within the program. The Soaring Beyond 2.5 Million Passenger AIF Program is anticipated to be completed in 2029.

2018 Budget:	3,435,200
2018 Expenditures:	<u>1,271,740</u>
Carryover Requested:	2,163,460

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
2,163,460	(2,163,460)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Electric Car Charging Stations	CARRYOVER

Justification:

This multi-year project is for the implementation of electric car charging stations at the Airport.

The Airport was able to partner with an external third party to obtain more electrical car charging stations at no additional charge. These electric car charging stations are anticipated to be constructed in 2019 and a carryover of the remaining budget is requested to allow for this work to occur.

2018 Budget:	300,000
2018 Expenditures:	19,190
Carryover Requested:	280,810

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
280,810	(280,810)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Multi-purpose Snow Clearing Unit	CARRYOVER

Justification:

The multi-purpose snow clearing unit was received at the end of 2018 and it is anticipated that some minor adjustments will need to be completed at the beginning of 2019. A carryover is requested to allow for these adjustments to be completed.

2018 Budget:	1,400,000
2018 Expenditures:	881,300
2018 Budget Not Required:	468,700
Carryover Requested:	50,000

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
50,000	(50,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2018 A1
Title:	Airport Ride-sharing Services	CARRYOVER

Justification:

The BC Provincial Government has indicated that legislation to allow ride-sharing services to operate in BC will be enacted towards the end of 2019, rather than 2018. As a result, the Airport paused its Ride-sharing Services project. Carryover is requested to allow this project to be completed in 2019.

2018 Budget:	100,000	
2018 Expenditures:	3,500	
Carryover Requested:	96,500	

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
96,500	(96,500)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Airport Capital	10 Yr Cap Plan Ref: 2016 A1
Title:	Electronic Advertising System	CARRYOVER

Justification:

This project will change the Airport's backlit advertising signs to LED signs, which is anticipated to result in increased energy efficiency and cost savings. Carryover is requested as the project was paused to achieve efficiencies by combining with similar work planned to be completed in 2019.

2018 Budget:	86,140	
2018 Expenditures:	0	
Carryover Requested:	86,140	

Corporate Framework: A strong economy - International airport development

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
86,140	(86,140)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W6
Title:	Birch Ave - Water Main Replacement	CARRYOVER

Justification:

This project will replace 100mm of cast iron water main from 1956 with 150mm polyvinyl chloride (PVC). The minimum water main size per City bylaw is 150mm. Carryover is requested as the project was delayed due to unsuccessful tenders. The project will be retendered in 2019 with completion by Q3 of 2019.

2018 Budget:	150,000
2018 Expenditures:	7,230
Carryover Requested:	142,770

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
142,770	(142,770)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W6
Title:	Ethel Street Water Main Replacement, Sutherland - Springfield	CARRYOVER

Justification:

Carryover is requested due to an unsuccessful tender process in 2018 to replace the watermain along Ethel. This project has been tendered and will be constructed in conjunction with Ethel 4 ATC and Sutherland ATC for increased cost efficiencies and will be completed in 2019.

2018 Budget:	500,000
2018 Expenditures:	0
Carryover Requested:	500,000

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
500,000	(500,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W6
Title:	McClure Booster - Replacement	CARRYOVER

Justification:

The McClure Booster Station was built in 1973 and plays a critical role in moving water from the Eldorado/Poplar point supply to the Upper Mission. Due to age and cost of servicing, it is approaching the end of its life cycle. This project is for the design and construct of its replacement in conjunction with the South East Kelowna Irrigation District (SEKID) Water Integration Project. Carryover is requested as the project was delayed due to scheduling demands of the SEKID project and expected completion is in late 2019.

2018 Budget:	500,000
2018 Expenditures:	88,830
Carryover Requested:	411,170

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
411,170	(411,170)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W6
Title:	Okaview 2 - Decommission Pump Station	CARRYOVER

Justification:

This project will decommission the pump station as it does not meet water quality standards. Carryover is requested as the project was delayed due to complexity of design and scheduling demands. Design on the decommissioning plan is now complete with construction to be completed in Q2 of 2019.

2018 Budget:	60,000
2018 Expenditures:	11,570
Carryover Requested:	48,430

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
48,430	(48,430)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2017 W6
Title:	Skyline Pump Station Repairs	CARRYOVER

Justification:

This project will replace and relocate key electrical equipment from the underground chamber to above ground pads at the Skyline Pump Station in conjunction with the Fortis BC project to replace and relocate the transformer outside of the confined space. Carryover is requested as a result of delays due to scheduling, receipt of external consultant electrical pre-design, and confirmation of the long term location for this booster stations. Pre-design work for upgrades will be completed in early 2019.

2018 Budget:	225,850
2018 Expenditures:	28,660
Carryover Requested:	197,190

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
197,190	(197,190)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W6
Title:	Water Meter Replacement Program	CARRYOVER

Justification:

The Request for Proposal on this multi-year project was issued in November 2018. Carryover is requested to allow for the selection of a candidate to complete a comprehensive plan to prepare a city-wide meter retro-fit replacement program. This project is scheduled to be completed by Fall 2019.

2018 Budget:	300,000
2018 Expenditures:	1,080
Carryover Requested:	298,920

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
298,920	(298,920)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W7
Title:	Chute Lake Rd Pressure Reducing Valve Upgrade	CARRYOVER

Justification:

This project will replace the aging pressure reducing valve (PRV) station to a more current standard and will be done in conjunction with the South East Kelowna Irrigation District (SEKID) project for efficiencies and cost savings. Carryover is requested as the project was delayed due to scheduling demands of the SEKID project and expected completion is in late 2019.

2018 Budget:	200,000
2018 Expenditures:	0
Carryover Requested:	200,000

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
200,000	(200,000)				
Department:	Capital Projects				Reason: Scheduling Demands
Cost Center:	Water Capital				10 Yr Cap Plan Ref: 2018 W7
Title:	Kettle Valley Reservoir Upgrade				CARRYOVER

Justification:

The reservoirs at Kettle Valley were expanded, leaving an interior wall that restricts even flow within the reservoir which is reducing water quality and raising water quality risks. This project will remove sections of the wall to improve flow and reduce or eliminate stagnant water and will be done in conjunction with the South East Kelowna Irrigation District (SEKID) Water Integration Project. Carryover requested as the project was delayed due to scheduling demands of the SEKID project and expected completion is in early 2019.

2018 Budget:	100,000
2018 Expenditures:	0
Carryover Requested:	100,000

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
100,000	(100,000)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2018 W5
Title:	Offsite & Oversize - Water	CARRYOVER

Justification:

Every year the City partners with the development community to oversize water infrastructure to accommodate future projected development. This saves construction costs and disruption by not having to upsize infrastructure in the future when development occurs. Carryover is requested for a multi-year comprehensive deferred revenue project with expected completion in Fall 2019. Work will be done on the Begbie Road and Collett Road Extensions.

2018 Budget:	67,200
2018 Expenditures:	<u>2,780</u>
Carryover Requested:	64,420

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
64,420	(64,420)				

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2017 W7
Title:	SEKID Separation	CARRYOVER

Justification:

Carryover is requested for this multi-year project to integrate the South East Kelowna Irrigation District (SEKID). Land acquisitions and design-build contracts are currently in progress with construction scheduled to be completed in 2020.

2018 Budget:	54,055,041
2018 Expenditures:	<u>12,111,831</u>
Carryover Requested:	41,943,210

Corporate Framework: Resilient, well-managed infrastructure - Connected communities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
41,943,210	(13,407,910)		(24,066,270)	(4,469,030)	

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Water Capital	10 Yr Cap Plan Ref: 2017 W7
Title:	South End Water Upgrades	CARRYOVER

Justification:

Carryover is requested for this multi-year project to integrate the South East Kelowna Irrigation District (SEKID). The design-build contract is currently in progress with construction scheduled to be completed in 2020.

2018 Budget:	36,313,203
2018 Expenditures:	<u>9,718,693</u>
Carryover Requested:	26,594,510

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
26,594,510	(9,990,770)		(15,578,720)	(1,025,020)	

Department:	Capital Projects	Reason: Design Option
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2017 WW6
Title:	Edwards Sewer Lift Station Upgrade	CARRYOVER

Justification:

The Edwards Sewer Lift Station is one of a number of stations without backup power. Installation of a generator will bring the station up to City standards and reduce the possibility of sewer backup during power outages. Carryover is requested as detailed design work for the project was delayed due to further location reviews and costs analysis. Additional budget has been requested for construction in 2019.

2018 Budget:	183,060
2018 Expenditures:	<u>9,650</u>
Carryover Requested:	173,410

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
173,410	(173,410)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW5
Title:	Ethel St Sanitary Replacement, Sutherland - Springfield	CARRYOVER

Justification:

This project will replace and, where necessary, reconnect sanitary collection services along the 785m of new sewer mainline installed on Ethel Street. Carryover is requested as work was tendered unsuccessfully as part of the Ethel 4 Active Transportation Corridor (ATC). This work was retendered with the Sutherland ATC project in the Fall of 2018, with construction set for 2019.

2018 Budget:	50,000
2018 Expenditures:	0
Carryover Requested:	50,000

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
50,000	(50,000)				

Department:	Capital Projects	Reason: Design Option
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW5
Title:	Flintoff Avenue - Sanitary Replacement	CARRYOVER

Justification:

This project will replace 1950 vitrified clay sanitary pipe with polyvinyl chloride (PVC) from Flintoff Avenue to Guy Street Lift Station. Carryover is requested as the tender was delayed and may be combined with the Guy Street Lift Station Renewal with completion scheduled for late 2019 or early 2020.

2018 Budget:	155,000
2018 Expenditures:	5,200
Carryover Requested:	149,800

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
149,800	(149,800)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW5
Title:	Gyro Lift Station Flow Meter Replacement	CARRYOVER

Justification:

This project is for the design and installation of a reliable flow meter on the discharge forcemain of the Gyro Lift Station. Carryover is requested due to delays in material delivery. The project is scheduled to be complete in the Spring of 2019.

2018 Budget:	75,000
2018 Expenditures:	23,200
Carryover Requested:	51,800

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
51,800	(51,800)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW5
Title:	Lawrence Ave - Sanitary Replacement (Ethel-Gordon)	CARRYOVER

Justification:

This project will replace 395m of vitrified clay sanitary main from 1948 with new polyvinyl chloride (PVC) pipe. This section of pipe runs along Lawrence Avenue between Ethel Street and Gordon Drive. Carryover is requested to allow for road paving that was not completed due to winter conditions. Construction will be completed in Spring of 2019.

2018 Budget:	350,000
2018 Expenditures:	55,600
Carryover Requested:	294,400

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
294,400	(294,400)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Design Option
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW5
Title:	Manhattan Dr - Sanitary Replacement	CARRYOVER

Justification:

This project will replace 300m of asbestos cement sanitary sewer pipe with polyvinyl chloride (PVC) located between Sunset Drive and Flintoff Avenue. Carryover is requested as the tender was delayed due to scope changes.

Construction may be combined with the Guy Street Lift Station Renewal with completion expected in late 2019 or early 2020.

2018 Budget:	550,000
2018 Expenditures:	25,300
Carryover Requested:	524,700

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
524,700	(524,700)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW5
Title:	Morrison Lift Station Replacement	CARRYOVER

Justification:

This project will replace the Morrison Lift Station as it is at the end of its service life. Carryover is requested as the project was delayed due to scheduling demands. Construction will be completed in early 2019.

2018 Budget:	600,000
2018 Expenditures:	51,600
Carryover Requested:	548,400

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
548,400	(548,400)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW4
Title:	Offsite & Oversize Wastewater	CARRYOVER

Justification:

Every year the City partners with the development community to oversize wastewater infrastructure to accommodate future projected development. This saves construction costs and disruption by not having to upsize infrastructure in the future when development occurs. Carryover is requested for a multi-year comprehensive deferred revenue project with expected completion in Fall 2019. Work will be done on the Sunset Drive Sanitary connection as well as on Glen Park Drive.

2018 Budget:	60,000
2018 Expenditures:	20,800
Carryover Requested:	39,200

Corporate Framework: A well-run City - Strong financial management

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
39,200	(39,200)				

Department:	Capital Projects	Reason: Scheduling Demands
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: Multi-Year WW5
Title:	Sanitary Replacement	CARRYOVER

Justification:

This project will replace aging infrastructure with polyvinyl chloride (PVC) from Ethel Street to Gordon Drive. In order to achieve costs efficiencies, projects at Fuller Avenue, Martin Avenue and Stockwell Avenue were combined. Construction is scheduled to begin in the Spring of 2019 with completion expected in Fall of 2019.

2018 Budget:	2,018,740
2018 Expenditures:	64,440
Carryover Requested:	1,954,300

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
1,954,300	(1,954,300)				

2019 Capital Request Details

Department:	Capital Projects	Reason: External Event
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2017 WW1
Title:	Airport Gravity Main Bypass DCC	CARRYOVER

Justification:

This project will construct a new sanitary trunk main adjacent to the Kelowna International Airport. It will eliminate current capacity issues, allow for future growth in the area to occur and reduce pumping costs. Construction of Phase 1 of the project, the trunk main along the Rail Trail, and Phase 2 design is complete. Carryover is requested as work for Phase 2 awaits environmental approval. The remaining work includes connection from and the decommissioning of the highway lift station, alterations to the airport lift station, and restoration planting. Approval is expected to be complete by Spring 2019.

2018 Budget:	2,491,242
2018 Expenditures:	1,500,292
Carryover Requested:	990,950

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
990,950	(990,950)				

Department:	Capital Projects	Reason: External Event
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2017 WW6
Title:	North Clifton Sanitary Sewer Extension	CARRYOVER

Justification:

This project will construct connections from the 1.85km sewer main extension from Sheerwater Crescent on Clifton Road North to the North Clifton Development. Work on this project was delayed due to damage from groundwater in the bedding/trenches that necessitated a major reconstruction in 2018. Carryover is requested to complete the works with anticipated completion in Spring 2019.

2018 Budget:	26,640
2018 Expenditures:	3,120
Carryover Requested:	23,520

Corporate Framework: Resilient, well-managed infrastructure - Well-maintained utilities

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
23,520	(23,520)				

2019 Capital Request Details

Department:	Capital Projects	Reason: Multi-Year
Cost Center:	Wastewater Capital	10 Yr Cap Plan Ref: 2018 WW6
Title:	Byrns Rd 1749 Property Acquisition	CARRYOVER

Justification:

The City acquired this property for a future Wastewater Treatment Facility. Carryover is requested for legal consultation, demolition and site cleanup. Work is expected to be complete by Fall 2019.

2018 Budget:	3,080,000
2018 Expenditures:	<u>2,902,400</u>
Carryover Requested:	177,600

Corporate Framework: Resilient, well-managed infrastructure - Planning excellence

Amount	Reserve	Borrow	Fed/Prov	Dev/Com	Utility
177,600	(177,600)				



2019 Financial Plan Volume 2 - carryovers

#kelownabudget





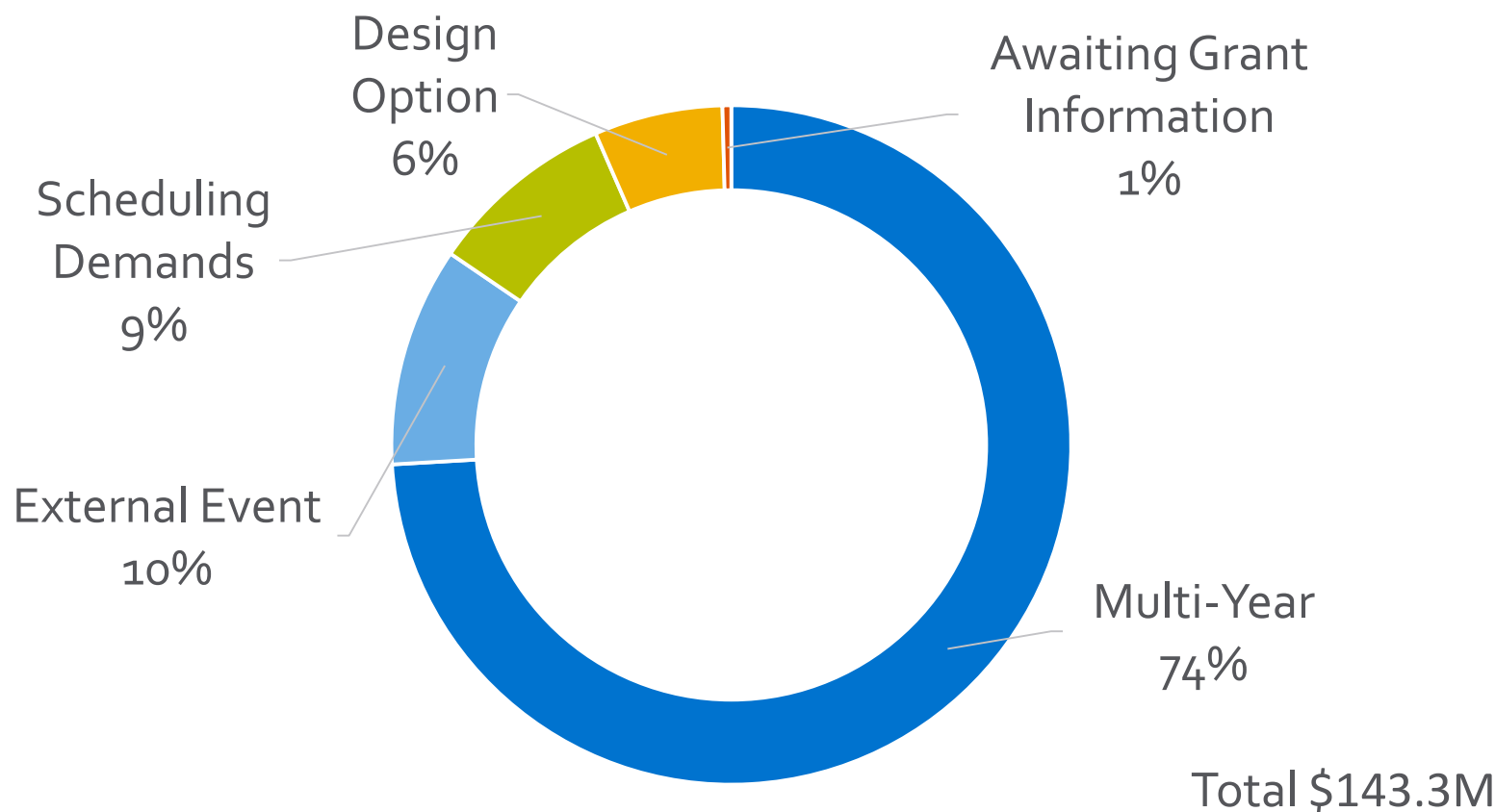
2019 Financial Plan

Carryovers overview

- ▶ Does not add to taxation demand
- ▶ \$143 million carryover total
- ▶ \$57 million (40%) from general fund sources
- ▶ \$86 million (60 %) from self supporting funds:
 - ▶ Water, Wastewater and Airport

2019 Financial Plan

Carryover reasons



2019 Financial Plan

>\$100,000 Operating Carryovers

Carryover title	Multi-Year	Other	Total
Operating > \$100,000			
20 Year Servicing Plan and DCC Bylaw Update	232,330	-	232,330
2040 Official Community Plan Update & Position	149,300	-	149,300
Area Based Water Management Planning	187,410	-	187,410
Avocet Wetland Restoration	-	150,000	150,000
Biosolids Management Plan	-	295,300	295,300
Climate Action Plan	205,730	-	205,730
Community Health Centre Public Art	114,020	-	114,020
Concrete Crushing - Landfill	-	230,000	230,000
Flood Recovery - Operating	2,308,870	-	2,308,870
Major System Flood Risk Assessment	-	300,000	300,000
Mill Creek Flood Mapping & Flood Mitigation Planning - UBCM 2018	-	126,970	126,970
Mill Creek Freshet Infrastructure Recovery	-	300,000	300,000
Okanagan Gateway Plan	-	262,200	262,200
Payroll System Improvements	-	100,980	100,980
Regional Air Quality	179,520	-	179,520
Regional Strategic Transportation Plan - Phase 2	469,950	-	469,950
Safety Management Software Project	-	105,430	105,430
SEKID Transition Team	162,670	-	162,670
Transportation Master Planning Program	192,800	-	192,800
Water Integration Long-Range Plan	398,940	-	398,940
Operating total	4,601,540	1,870,880	6,472,420

2019 Financial Plan

>\$500,000 Capital Carryovers

Carryover title	Multi-Year	Other	Total
Capital > \$500,000			
Airport Gravity Main Bypass DCC	-	990,950	990,950
Airport Parking Lot Equipment	569,320	-	569,320
Airport Roof Replacement Program	2,579,370	-	2,579,370
Asset Management System	1,418,030	-	1,418,030
Chiller and Cooling Tower	943,910	-	943,910
Compost Facility, Biosolids Leachate Containment	-	734,100	734,100
Dewdney Park Expansion	-	3,690,000	3,690,000
Drive to 1.6 Million Passengers AIF Program	3,360,670	-	3,360,670
Engine 5	962,000	-	962,000
Equipment and Vehicle Replacement	-	3,730,090	3,730,090
Ethel 4 DCC (Sutherland-Springfield), ATC	-	2,018,460	2,018,460
Fibre Optic Network, Phase II	-	1,628,080	1,628,080
Flood Recovery 2017	2,773,080	-	2,773,080
Integrated Utility Billing and Property Tax System Software	683,660	-	683,660
Landfill Old Entrance Filling Preparation	-	1,966,850	1,966,850
Laurel Packinghouse Courtyard - Museum Partnership	-	678,660	678,660
Library & Memorial Parkade, Expansion	-	518,880	518,880
Major Systems Projects	3,199,440	-	3,199,440
Manhattan Dr - Sanitary Replacement	-	524,700	524,700
McCulloch Area DCC (KLO/Hall/Spiers)	1,490,410	-	1,490,410
Mechanic Shop	-	1,163,710	1,163,710
Morrison Lift Station Replacement	-	548,400	548,400
Okanagan Rail Trail	835,360	-	835,360
Parks Infrastructure Renewal - Washroom Renovations	-	643,860	643,860
Rowcliffe Park	1,346,180	-	1,346,180
Rutland Centennial Park - Phase 3	-	512,220	512,220
Sanitary Replacement	-	1,954,300	1,954,300
Sector B Roads Top Lift Paving DCC	-	599,950	599,950
SEKID Separation	41,943,210	-	41,943,210
Soaring Beyond 2.5 Million Passengers AIF Program	2,163,460	-	2,163,460
South End Water Upgrades	26,594,510	-	26,594,510
South Perimeter 1 DCC (Gordon Dr - Stewart 1), Road	515,940	-	515,940
Spencer Road Mill Creek Drainage Improvements	721,560	-	721,560
Stewart 3 DCC (Crawford-Swamp), Road	1,418,210	-	1,418,210
Stockpiles and Reprocessing Areas Relocation	3,505,160	-	3,505,160
Capital total	97,023,480	21,903,210	118,926,690

2019 Financial Plan

Carryover request three-year comparison

Carryover	2019	2018	2017
Operating	\$8 = 6%	\$9 = 6%	\$4 = 5%
Capital	\$135 = 94%	\$139 = 94%	\$80 = 95%
Total	\$143	\$148	\$84
General Fund	\$57 = 40%	\$66 = 44%	\$50 = 59%
Municipal Funds	\$86 = 60%	\$82 = 56%	\$34 = 41%

(millions)



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 18, 2019
File: 0255-01
To: City Manager
From: James Sexton, Financial Analyst
Subject: Investment of Kelowna Funds for 2018

Recommendation:

THAT Council receives, for information, the Investment of Kelowna Funds for 2018 Report from the Financial Analyst as presented on March 18, 2019.

Purpose:

To provide Council with information summarizing the City of Kelowna's 2018 investment portfolio and an overview of the performance of the portfolio as a whole.

Background:

Economic Review

The Bank of Canada overnight interest rate increased three times in 2018 to 1.75%. 2018 saw a slowing down in our national economy with less momentum going into the fourth quarter, which was echoed with the Bank of Canada continuing to maintain the overnight interest rate of 1.75% since October.

The Consumer Price Index (CPI) inflation rate for Canada increased from 1.9% in 2017 to 2.0% in 2018. The inflation rate is predicted to fluctuate in the coming months due to uncertainty, but is expected to remain close to the Bank of Canada's 2% target rate.

The current economic outlook for 2019 suggests that the slowdown in the global economy has been more pronounced and widespread than the Bank of Canada had forecast in January of this year. It now appears that the global economy will be weaker through the first half of 2019. The Bank of Canada does not expect to make any changes to the overnight interest rate until the second half of the year when we may see the impact from the resolution of trade conflicts.

Investment of Kelowna Funds

The Investment Policy aligns with current best practices and ensures the continued commitment to provide an optimal blend of investment return and security. The City of Kelowna has a fund value of \$465.5 million as of Dec. 31, 2018. The funds are used toward the City's operating and capital programs and help offset taxation impact to residents. The portfolio is diversified into: 44% (\$204.4 million) long term investments, 55% (\$256.9 million) short term investments and 1% (\$4.2 million) internally financed projects.

Last year we saw the Investment portfolio grow with the amalgamation of the South East Kelowna Irrigation District on June 4, 2018 and the termination of the City's natural gas lease-in lease-out agreement with FortisBC Energy Inc. The portfolio continues to be slightly overweight in its corporate holdings as the corporate bank debt offerings continue to provide the highest fixed income returns and are considered a strong financial investment. The portfolio constraints are in line with best practices and industry standards.

The City of Kelowna continues to utilize a laddered 10-year strategy and balanced approach for investment holdings and duration. The laddered strategy ensures that the bonds mature at a smooth and predictable rate, that yields are maximized and that investment income and maturing investments provide ongoing liquidity. This balanced approach results in the City having sufficient levels of income and funding available to meet the municipality's annual requirements.

Portfolio Performance

As at Dec. 31, 2018 the City of Kelowna Investment Portfolio had a weighted average term to maturity of 4.4 years and an average investment quality rating of AAA. This represents the highest credit worthiness of corporate and government bonds.

The City has selected five market indicators as benchmarks to determine the investment portfolio's performance. The benchmarks are compared to the City's average rate of return earned on the entire investment portfolio. These benchmarks are the CPI Index Average, the FTSE TMX Canada 91-Day T-Bill, the median money market return, and the MFA Money Market and Intermediate Funds. In 2018, the City of Kelowna's 2.69% average rate of return was greater than performance indicators in each of these benchmarks.

Legacy Fund

The Legacy Fund consists of City owned Fortis Inc. corporate shares purchased with the proceeds of the sale of the City's electrical utility, along with the proceeds received from the termination of the City's natural gas lease-in lease-out agreement with FortisBC Energy Inc. in 2018. In 2013 the City of Kelowna purchased Fortis Inc. shares in the amount of \$55.0 million from the sale of the City's Electric Utility. To date, the city has used this investment to support capital projects such as the City's Dark Fibre Optic Network.

In 2018, the City reinvested dividends in the amount of \$3.2 million and sold shares in the amount of \$1.6 million to support City operations. As of Dec. 31, 2018, the Fortis investment has a book value of \$62.7 million and a current market value of \$85.9 million. The proceeds from the 2018 termination of the City's natural gas lease-in lease-out agreement with FortisBC Energy Inc. were also invested in 2018 in the

amount of \$26.9 million. The Legacy Fund is to be an investment fund that benefits the citizens of Kelowna in perpetuity.

The Year Ahead

2019 investment objectives include continued monitoring of the U.S. dollar and Canadian economic climate in order to safeguard and accurately position financial assets, and seeking investment opportunities that can increase the City's investment revenues while remaining within Council's investment policy.

Internal Circulation:

Communications Consultant

Legal/Statutory Procedural Requirements:

The Financial Officer will provide Council with an annual report on the performance of the Investment of City of Kelowna Funds portfolio in the first quarter of the following year.

Existing Policy:

Council Policy Number 316

Alternate Recommendation:

Considerations not applicable to this report:

Legal/Statutory Authority:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

J. Sexton, Financial Analyst

Approved for inclusion:



George King CPA CMA, Financial Planning Manager

cc: Genelle Davidson CPA CMA, Divisional Director Financial Services

Attachments:

Appendix A. Presentation to Council



2018 Investment Report

March 18, 2019



Portfolio summary

Fund Summary at December 31, 2018	Amount
Long Term Investments	\$ 204.4
Internally Financed Projects	4.2
Short Term Investments	256.9
Total Fund Value	\$ 465.5
(in millions)	

Compliance report

Diversification

Rating	Amount	Percentage	Maximum	Over/(Under)
AAA	\$ 348.1	75%	100%	(25%)
AA	89.6	20%	80%	(60%)
A	23.6	5%	60%	(55%)
Grand Total	\$ 461.3	100%		

(in millions)

Compliance report

Exposure

Rating - Government	%	Max.%	Over/(Under)
AAA	10%	70%	(60%)
AA	26%	50%	(24%)
A	24%	30%	(6%)
Grand Total	60%		

Includes bonds from Government of Canada, Provincial and Municipal, and the Canada Housing Trust.

Compliance report

Exposure

Rating - Corporate	%	Max.%	Over/(Under)
AA	40%	30%	10%
A	0%	20%	(20%)
Grand Total	40%		

Includes bonds from all commercial banks.

Performance objectives

Average rate of return

Benchmark	Rate	City of Kelowna Average Rate
CPI Index Average	2.00%	2.69%
FTSE TMX Canada 91-Day T-Bill	1.40%	
Median Money Market Return	1.57%	
MFA Money Market Fund	1.65%	
MFA Intermediate Fund	1.90%	

Legacy Fund summary

Legacy Fund at December 31, 2018	Amount
FortisBC Inc. share summary	\$ 62.7
Natural Gas proceeds	26.9
Total	\$ 89.6
(in millions)	

Cemetery Care Maintenance Fund summary

CCMF Investment at December 31, 2018	Amount
Investment Summary	\$ 3.7
	(in millions)



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 18, 2019

File: 1405-01

To: City Manager

From: Revenue Supervisor

Subject: Transit 2018/2019 Amended Annual Operating Agreement

Report Prepared by: Lyndsay Regnier, Accountant

Recommendation:

THAT Council approves Amendment #1 to the 2018/2019 Annual Operating Agreement for conventional, community and custom transit as outlined in the report of the Revenue Supervisor dated March 18, 2019;

AND THAT Mayor and Clerk be authorized to execute the Annual Operating Agreement, Amendment #1 as attached to the report of the Revenue Supervisor dated March 18, 2019.

Purpose:

To receive Council approval for Amendment #1 to the Transit 2018/2019 Annual Operating Agreement.

Background:

The Annual Operating Agreement (AOA) is submitted annually by BC Transit to the City of Kelowna in March, and is effective for the period of April 1st to March 31st of the following year. The AOA is a summary of budgeted revenues and costs within the Kelowna Regional Transit System for BC Transit's fiscal year (March 31st year-end).

Each Local Government Partner within the Kelowna Regional Transit System submits the AOA to their respective Council for approval. The impacts of the 2018/2019 AOA were included in the City of Kelowna's 2018 Provisional Budget that Council approved in December 2017. However, significant changes to transit service throughout the year within the Kelowna Regional Transit System require an amendment to the original AOA.

This is a request for the approval of an amendment to the 2018/19 Annual Operating Agreement for conventional and community transit. The amendment reflects increased service hours and related operating costs for Conventional Transit and Community Transit.

The improved service and expansion initiatives for conventional and community transit were approved by council on August 13, 2018. The increase of 3,400 service hours of conventional transit and 300 hours of Community transit service was effective September 2, 2018 and received Council approval July 2017. Appendix 1 outlines the changes in budgeted costs for conventional, community and custom transit as a result of the amended AOA.

Conventional Transit

The amended agreement for Conventional transit includes an \$83,049 increase in ticket and Farebox revenues and an increase in expenditures of \$440,284. The overall impact to the City of Kelowna is an increase in revenues of \$68,706 and an increase in expenses of \$202,148 with a total net cost increase of \$133,442.

Community Transit

The amended agreement for Community Transit includes a \$34,922 increase in operating costs for community transit. BC Transit funds \$16,305 of the increase and the Local Governments pay for \$18,617 of the increase. The City of Kelowna's share is \$7,320.

Custom Transit

The Custom Transit business unit was unaffected in the amended agreement.

The amendment was received at the City of Kelowna in October 2018 and the 2018 impacts were covered by the existing budget. 2019 impacts were built into the 2019 Provisional Budget Operating Requests that Council approved in December 2018.

Internal Circulation:

Manager, Integrated Transportation Department
Manager, Transit and Programs
Divisional Director, Financial Services
Divisional Director, Infrastructure
Revenue Supervisor, Financial Services

Legal/Statutory Authority:

Annual Operating Agreement is required to authorize funding for payment of transit contractor.

Financial/Budgetary Considerations:

Existing budget provides for these Annual Operating requirements.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

Angie Schumacher, Revenue Supervisor

Approved for inclusion:



Genelle Davidson, Divisional Director, Financial Services

Appendix 1 - Amended Annual Operating Agreement

Effective September 1, 2018

CONVENTIONAL TRANSIT	2018/2019 AOA	2018/2019 Amended AOA	Variance	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 82.73% of Local Gov't Portion
Revenue Farebox and ticket	\$6,585,576	\$6,668,625	\$83,049	1.30%	\$0	\$68,706
Expenditures						
Total Operating Costs	\$18,903,364	\$19,323,020	\$419,656		\$223,719	\$185,082
Total Lease Fees - Local Share	\$2,864,103	\$2,884,731	\$20,628		\$20,628	\$17,066
TOTAL COSTS	\$21,767,467	\$22,207,751	\$440,284	2.03%	\$244,347	\$202,148
TOTAL NET COSTS						\$133,442

COMMUNITY TRANSIT	2018/2019 AOA	2018/2019 Amended AOA	Total Difference	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 39.32% of Local Gov't Portion
Expenditures						
Total Operating Costs	\$2,526,292	\$2,561,214	\$34,922		\$18,617	\$7,320
TOTAL COSTS	\$2,869,504	\$2,904,426	\$34,922	1.22%	\$18,617	\$7,320
Total Net Costs						\$140,762

**KELOWNA REGIONAL
ANNUAL OPERATING AGREEMENT**

between

THE CITY OF KELOWNA

and

BRITISH COLUMBIA TRANSIT

Effective

April 1, 2018

Amendment #1 – Effective September 2 2018

INFORMATION CONTAINED IN THIS AGREEMENT IS SUBJECT TO THE FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT. CONSULT WITH THE AUTHORITY PRIOR TO RELEASING INFORMATION TO INDIVIDUALS OR COMPANIES OTHER THAN THOSE WHO ARE PARTY TO THIS AGREEMENT.

ANNUAL OPERATING AGREEMENT

BETWEEN:

THE CITY OF KELOWNA

(the "Municipality")

AND:

BRITISH COLUMBIA TRANSIT

(the "Authority")

WHEREAS the Authority is authorized to contract for transit services for the purpose of providing and maintaining those services and facilities necessary for the establishment, maintenance and operation of a public passenger transportation system in the Transit Service Area;

WHEREAS the Municipality is authorized to enter into one or more agreements with the Authority for transit services in the Transit Service Area;

WHEREAS the parties hereto have entered into a Transit Service Agreement which sets out the general rights and responsibilities of the parties hereto;

WHEREAS the Municipality and the Authority are authorized to share in the costs for the provision of a Public Passenger Transportation System pursuant to the *British Columbia Transit Act*;

AND WHEREAS the parties hereto wish to enter into an Annual Operating Agreement which sets out, together with the Transit Service Agreement, the specific terms and conditions for the Public Passenger Transportation System for the upcoming term.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and of the covenants hereinafter contained, the parties covenant and agree with each other as follows:

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SECTION 1: DEFINITIONS

Unless agreed otherwise in the Annual Operating Agreement, the definitions set out in the Transit Service Agreement shall apply to this Annual Operating Agreement including:

- a) “Annual Operating Agreement” shall mean this Annual Operating Agreement and any Annual Operating Agreement Amendments negotiated and entered into by the parties subsequent hereto;
- b) “Transit Service Agreement” shall mean the Transit Service Agreement between the parties to this Annual Operating Agreement, including any amendments made thereto;

SECTION 2: INCORPORATION OF SCHEDULES

All schedules to this agreement are incorporated into the agreement, and form part of the agreement.

SECTION 3: INCORPORATION OF TRANSIT SERVICE AGREEMENT

Upon execution, this Annual Operating Agreement shall be deemed integrated into the Transit Service Agreement and thereafter the Transit Service Agreement and Annual Operating Agreement shall be read together as a single integrated document and shall be deemed to be the Annual Operating Agreement for the purposes of the *British Columbia Transit Act*, as amended from time to time.

SECTION 4: TERM AND RENEWAL

- a) The parties agree that the effective date of this agreement is to be September 2, 2018, whether or not the agreements have been fully executed by the necessary parties. Once this agreement and the associated Transit Service Agreement are duly executed, this agreement will replace all provisions in the existing Transit Service Agreement and Master Operating Agreement with respect to the rights and obligations as between the Authority and the Municipality.
- b) Upon commencement in accordance with Section 4(a) of this agreement, the term of this agreement shall be to March 31, 2019 except as otherwise provided herein. It is acknowledged by the parties that in the event of termination or non-renewal of the Annual Operating Agreement, the Transit Service Agreement shall likewise be so terminated or not renewed, as the case may be.
- c) Either party may terminate this agreement as follows:
 - a. Cancellation by the Authority: In the event that the Authority decides to terminate this Agreement for any reason whatsoever, the Authority shall provide at least one hundred and eighty (180) days prior written notice. Such notice to be provided in accordance with Section 10.
 - b. Cancellation by the Municipality: In the event that the Municipality decides to terminate this Transit Service Agreement for any reason whatsoever, and by extension the Annual Operating Agreement, the Municipality shall provide at least one hundred and eighty (180) days prior written notice. Such notice to be provided in accordance with Section 10.

SECTION 5: FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

This Agreement and the parties hereto are subject to the provisions of the *Freedom Of Information And Protection Of Privacy Act* (“FOIPPA”). Any information developed in the performance of this Agreement, or any personal information obtained, collected, stored pursuant to this Agreement, including database information, shall be deemed confidential and subject to

the provisions of the FOIPPA including the handling, storage, access and security of such information. Confidential information shall not be disclosed to any third party except as expressly permitted by the Authority or pursuant to the requirements of the FOIPPA.

SECTION 6: SETTLEMENT OF DISPUTES

In the event of any dispute arising between or among the parties as to their respective rights and obligations under this Agreement, or in the event of a breach of this Agreement, the parties agree to use their best efforts to find resolution through a mediated settlement. However, in the event that mediation is not successful in finding a resolution satisfactory to all parties involved, any party shall be entitled to give to the other notice of such dispute and to request arbitration thereof; and the parties may, with respect to the particular matter then in dispute, agree to submit the same to a single arbitrator in accordance with the applicable statutes of the Province of British Columbia.

SECTION 7: MISCELLANEOUS PROVISIONS

- a) Amendment: This agreement may only be amended in writing signed by the Municipality and the Authority and specifying the effective date of the amendment.
- b) Assignment: This Agreement shall not be assignable without prior written consent of the parties.
- c) Enurement: This Agreement shall be binding upon and enure to the benefit of the parties hereto and their respective successors.
- d) Operating Reserve Fund: In accordance with OIC 594, in fiscal year 2015/16, BC Transit established a Reserve Fund to record, for each local government, the contributions that BC Transit has received but has not yet earned.
 - a. BC Transit will invoice and collect on monthly Municipal invoices based on budgeted Eligible Expenses.
 - b. Any expenditure of monies from the Reserve Fund will only be credited towards Eligible Expenses for the location for which it was collected.
 - c. Eligible Expenses are comprised of the following costs of providing Public Passenger Transportation Systems:
 - i. *For Conventional Transit Service:*
 - 1. the operating costs incurred in providing Conventional Transit Service excluding interest and amortization;
 - 2. the amount of any operating lease costs incurred by BC Transit for Conventional Transit Services;
 - 3. the amount of the municipal administration charge not exceeding 2% of the direct operating costs payable under an Annual Operating Agreement;
 - 4. an amount of the annual operating costs of BC Transit not exceeding 8% of the direct operating costs payable under an Annual Operating Agreement;
 - ii. *For Custom Transit Service:*
 - 1. the operating costs incurred in providing Custom Transit Service excluding interest and amortization, but including the amount paid by BC Transit to redeem taxi saver coupons issued under the Taxi Saver Program after deducting from that amount the amount realized from the sale of those coupons;
 - 2. the amount of any operating lease costs incurred by BC Transit for Custom Transit Service;

3. the amount of the municipal administration charge not exceeding 2% of the direct operating costs payable under an Annual Operating Agreement; and,
 4. an amount of the annual operating costs of BC Transit not exceeding 8% of the direct operating costs payable under an Annual Operating Agreement;
- d. Eligible Expenses exclude the costs of providing third-party 100%-funded services; and,
 - e. BC Transit will provide an annual statement of account of the reserves received and utilized, including any interest earned for each local government.
- e) The parties agree that this agreement is in substantial compliance with all relevant legislative requirements to establish the rights and obligations of the parties as set out in the *British Columbia Transit Act*.

SECTION 8: GOVERNING LAW

This Agreement is governed by and shall be construed in accordance with the laws of the Province of British Columbia, with respect to those matters within provincial jurisdiction, and in accordance with the laws of Canada with respect to those matters within the jurisdiction of the government of Canada.

SECTION 9: COUNTERPARTS

This contract and any amendment hereto may be executed in counterparts, each of which shall be deemed to be an original and all of which shall be considered to be one and the same contract. A signed facsimile or pdf copy of this contract, or any amendment, shall be effective and valid proof of execution and delivery.

SECTION 10: NOTICES AND COMMUNICATIONS

All notices, claims and communications required or permitted to be given hereunder shall be in writing and shall be sufficiently given if personally delivered to a designated officer of the parties hereto to whom it is addressed or if mailed by prepaid registered mail to the Authority at:

BRITISH COLUMBIA TRANSIT

c/o President & CEO
P.O. Box 610
520 Gorge Road East
Victoria, British Columbia V8W 2P3

and to the Municipality at:

THE CITY OF KELOWNA

c/o Transit and Programs Manager
1435 Water Street
Kelowna, BC V1Y 1J4

and, if so mailed, shall be deemed to have been received five (5) days following the date of such mailing.

AMENDMENT #1

City of Kelowna

Annual Operating Agreement 2018/19

This will confirm our agreement to amend the Schedule C – Budget, Schedule B - Service Specifications

IN WITNESS WHEREOF, the parties have hereunto set their hand this ____ day of _____,
2018.

THE CITY OF KELOWNA

BRITISH COLUMBIA TRANSIT

CHIEF OPERATING OFFICER

CHIEF FINANCIAL OFFICER

SCHEDULE "A": TARIFF AND FARES

Conventional Transit Fares:

*Effective as of
Sept. 1, 2015*

- a) Single Cash Fares:
 - i) Adult/College Student \$2.50
 - ii) Senior \$2.50
 - iii) Student \$2.50
 - iv) Child 4 or under - Free when accompanied by an adult.
 - v) Accessible Transit Attendant - Free
 - b) Tickets (sheet of 10):
 - i) Adult/College Student \$22.25
 - ii) Senior/Student* \$20.25
 - c) One Day Pass:
 - i) Adult/College Student \$ 6.50
 - ii) Senior \$ 6.50
 - iii) Student \$ 6.50
 - d) Monthly Pass:
 - i) Adult \$70.00
 - ii) Senior* \$45.00
 - iii) Student* \$45.00
 - iv) College Student** \$55.00
 - v) College Semester Pass** \$176.00
 - e) U-Pass per semester \$63.00
 - f) Transfers: allow for unlimited travel for up to 90 minutes from the time of issue.
 - g) BC Bus Pass valid for the current calendar year and available through the Government of British Columbia BC Bus Pass Program.
 - h) CNIB Identification Card available from the local office of the CNIB.
 - i) BC Transit Employee Bus Pass.
- * Reduced fare with valid ID for seniors aged 65 and over, and students in full-time attendance to grade 12.
- ** Reduced fare for full-time registered college students available only at Okanagan College and Sprott-Shaw Community College.

Custom Transit Fares:

Fares:

Effective as of September 1, 2015

One-way trip

Registered User	\$ 2.50
Tickets (5)	\$12.50
Companion	\$ 2.50
Monthly Pass	\$75.00
Attendant accompanying registered user	no charge

Note: Visitors may register for temporary handyDART service. Proof of registration in another jurisdiction or proof of eligibility is required.

SCHEDULE "B": SERVICE SPECIFICATIONS

Kelowna Conventional Transit Service:

Effective September 2, 2018:

The Local Transit Service Area for Kelowna Conventional transit service shall be: shall be the municipal boundaries of the Corporation of the City of Kelowna in effect September 25, 1980, the corporate boundaries of the District of West Kelowna, the District of Peachland of the Regional District of Central Okanagan, the corporate boundaries of the District of Lake Country, and Central Okanagan West Electoral Area IR# 9 and IR# 10 and a portion Central Okanagan East Electoral Area (Ellison) only.

The Annual Service Level for the City of Kelowna's share of the Kelowna Conventional transit service shall be **141,000** Revenue Service Hours.

The Exception Days recognized annually for the Kelowna Conventional transit service are:

Exception Days	Service Level
Good Friday	Sunday
Easter Monday	Monday
Victoria Day	Sunday
Canada Day	Saturday
BC Day	Sunday
Labour Day	Sunday
Thanksgiving Day	Sunday
Remembrance Day	Sunday
Christmas Day	Sunday
Boxing Day	Saturday
New Years Day	Sunday
Family Day	Sunday

Kelowna Community Transit Service:

Effective September 2, 2018:

The Local Transit Service Area for Kelowna Community transit service shall be: shall be the municipal boundaries of the Corporation of the City of Kelowna in effect September 25, 1980, the corporate boundaries of the District of West Kelowna, the District of Peachland of the Regional District of Central Okanagan, the corporate boundaries of the District of Lake Country, and Central Okanagan West Electoral Area IR# 9 and IR# 10 and a portion Central Okanagan East Electoral Area (Ellison) only.

The Annual Service Level for the City of Kelowna's share of the Kelowna Community transit service shall be **12,500** Revenue Service Hours.

The Exception Days recognized annually for the Kelowna Community transit service are:

Exception Days	Service Level
Good Friday	Sunday
Easter Monday	Monday
Victoria Day	Sunday
Canada Day	Saturday
BC Day	Sunday
Labour Day	Sunday
Thanksgiving Day	Sunday
Remembrance Day	Sunday
Christmas Day	Sunday
Boxing Day	Saturday
New Years Day	Sunday
Family Day	Sunday

Kelowna Custom Transit Service:

Effective April 1, 2018:

The Local Transit Service Area for Kelowna Custom transit service shall be:

The boundaries of the Kelowna Custom (handyDART) Transit Service Area shall be the municipal boundaries of the Corporation of the City of Kelowna, the corporate boundaries of the City of West Kelowna, and the corporate boundaries of the District of Lake Country.

The Annual Service Level for the Kelowna Custom transit service shall be **38,800** Revenue Service Hours.

The Exception Days recognized annually for the Kelowna Custom transit service are:

Exception Days	Service Level
Good Friday	No Service
Easter Monday	No Service
Victoria Day	No Service
Canada Day	No Service
BC Day	No Service
Labour Day	No Service
Thanksgiving Day	No Service
Remembrance Day	No Service
Christmas Day	No Service
Boxing Day	No Service
New Years Day	No Service
Family Day	No Service

SCHEDULE “C”: BUDGET

Kelowna Conventional Transit Service:

	Base Budget 2018/2019	Full Year				
		City of Kelowna	City of West Kelowna	Westbank First Nation	District of Lake Country	CORD / Ellison
Total Revenue	\$6,668,625	\$6,668,625	\$0	\$0	\$0	\$0
Total Operating Costs	\$19,323,020	\$16,068,581	\$1,697,702	\$498,118	\$1,037,395	\$21,224
Total Costs (including Local Government Share of Lease Fees)	\$22,207,751	\$18,471,667	\$1,946,733	\$571,525	\$1,193,408	\$24,418
Net Local Government Share of Costs	\$5,956,836	\$3,833,311	\$1,105,332	\$324,462	\$679,828	\$13,902
Revenue Share		100%	0%	0%	0%	0%
Cost Share (Not Including BRT)		83.30%	8.63%	2.54%	5.42%	0.11%
Reserve Share		83.50%	8.78%	2.64%	4.97%	0.10%
BRT Share		67.15%	26.34%	6.51%	0.00%	0.00%

Kelowna Community Transit Service:

	Base Budget 2018/2019	Full Year				
		City of Kelowna	District of West Kelowna	Westbank First Nation	District of Peachland	District of Lake Country
Total Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating Costs	\$2,561,214	\$1,013,771	\$900,020	\$359,482	\$129,644	\$158,297
Total Costs (including Local Government Share of Lease Fees)	\$2,904,426	\$1,149,603	\$1,020,646	\$407,641	\$147,021	\$179,513
Net Local Government Share of Costs	\$1,591,008	\$629,967	\$558,840	\$223,542	\$80,422	\$98,236
Cost Share		39.58%	35.14%	14.03%	5.06%	6.18%

Kelowna Custom Transit Service:

Kelowna Regional Custom Transit

	Base Budget 2018/2019
Total Revenue	\$239,604
Total Direct Operating Costs	\$3,068,109
Total Operating Costs	\$3,409,495
Total Costs (including Local Government Share of Lease Fees)	\$3,582,473
Net Local Government Share of Costs	\$988,519



Transit 2018/2019 Amended Annual Operating Agreement



Transit 2018/2019 Amended Annual Operating Agreement

- ▶ Annual Operating Agreement (AOA) is a summary of budgeted revenues and costs
- ▶ Effective April 1st to March 31st
- ▶ 2018/2019 AOA was approved and executed by Council in August 2018
- ▶ Significant changes to transit service require an amendment to the 2018/2019 AOA

Transit 2018/2019 Amended Annual Operating Agreement

- ▶ Improved service and expansion initiatives
 - ▶ Approved by council in August 2018
- ▶ Increase of service hours beginning September 2018
 - ▶ Service hour increase approved by council July 2017

Appendix 1 - Amended Annual Operating Agreement

Effective September 1, 2018

CONVENTIONAL TRANSIT	2018/2019 AOA	2018/2019 Amended AOA	Variance	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 82.73% of Local Gov't Portion
Revenue Farebox and ticket	\$6,585,576	\$6,668,625	\$83,049	1.30%	\$0	\$68,706
Expenditures						
Total Operating Costs	\$18,903,364	\$19,323,020	\$419,656		\$223,719	\$185,082
Total Lease Fees - Local Share	\$2,864,103	\$2,884,731	\$20,628		\$20,628	\$17,066
TOTAL COSTS	\$21,767,467	\$22,207,751	\$440,284	2.03%	\$244,347	\$202,148
TOTAL NET COSTS						\$133,442

COMMUNITY TRANSIT	2018/2019 AOA	2018/2019 Amended AOA	Total Difference	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 39.32% of Local Gov't Portion
Expenditures						
Total Operating Costs	\$2,526,292	\$2,561,214	\$34,922		\$18,617	\$7,320
TOTAL COSTS	\$2,869,504	\$2,904,426	\$34,922	1.22%	\$18,617	\$7,320
Total Net Costs						\$140,762

Transit 2018/2019 Amended Annual Operating Agreement

- ▶ 2018 portion of cost impacts were covered by existing budget
- ▶ 2019 portion of cost impacts were built into the 2019 Provisional Budget



Questions?

Report to Council



Date: March 18, 2019

File: 0280-04

To: City Manager

From: Revenue Supervisor

Subject: Uptown Rutland Business Association 2019 Budget

Report Prepared by: Pamela Kuiper, Accountant

Recommendation:

THAT Council approve the Uptown Rutland Business Association 2019 Budget as attached to the report of the Revenue Supervisor dated March 18, 2019;

AND THAT Council approve the 2019 levy of \$185,079 on the Class 5 and Class 6 properties located within the boundaries of the Uptown Rutland Business Improvement Area.

Purpose:

To authorize the 2019 levy on Class 5 light industry and Class 6 business/other properties located within Uptown Rutland Business Improvements Area.

Background:

On December 11, 2017 Council approved the Uptown Rutland Business Improvement Area Bylaw No. 11504. Bylaw No. 11504 established the local area (Refer to Schedule A) for the purpose of annually funding the activity of the Uptown Rutland Business Association for a period of 5 years, 2018 to 2022. Council may approve the Uptown Rutland Business Association's annual budget request to a maximum amount of \$204,172 per annum in order for the City to tax the affected properties within the improvement area boundary.

Attached is a copy of the 2018 Financial Statements as compiled by BDO Canada LLP, the Uptown Rutland Business Association's 2019 Budget, which includes the 2019 levy of \$185,079, and a list of the proposed Board of Directors for 2019 (Refer to Schedule B).

City of Kelowna staff have not participated in or assisted the Uptown Rutland Business Association in preparation of their annual budget.

A representative from the Uptown Rutland Business Association will be present at the Council meeting to answer any questions.

Internal Circulation:

Acting Manager, Risk Management

Legal/Statutory Authority:

Council may, by bylaw, grant money to a corporation or other organization that has, as one of its aims, functions or purposes, the planning and implementation of a business promotion scheme, with the establishment of a Business Improvement Area in accordance with Division 5 Section 215 of the Community Charter.

Legal/Statutory Procedural Requirements:

Council may, by bylaw, impose a parcel tax in accordance with Division 4 Section 200 of the Community Charter to provide all or part of the funding for a service.

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

A. Schumacher, Revenue Supervisor

Approved for inclusion:



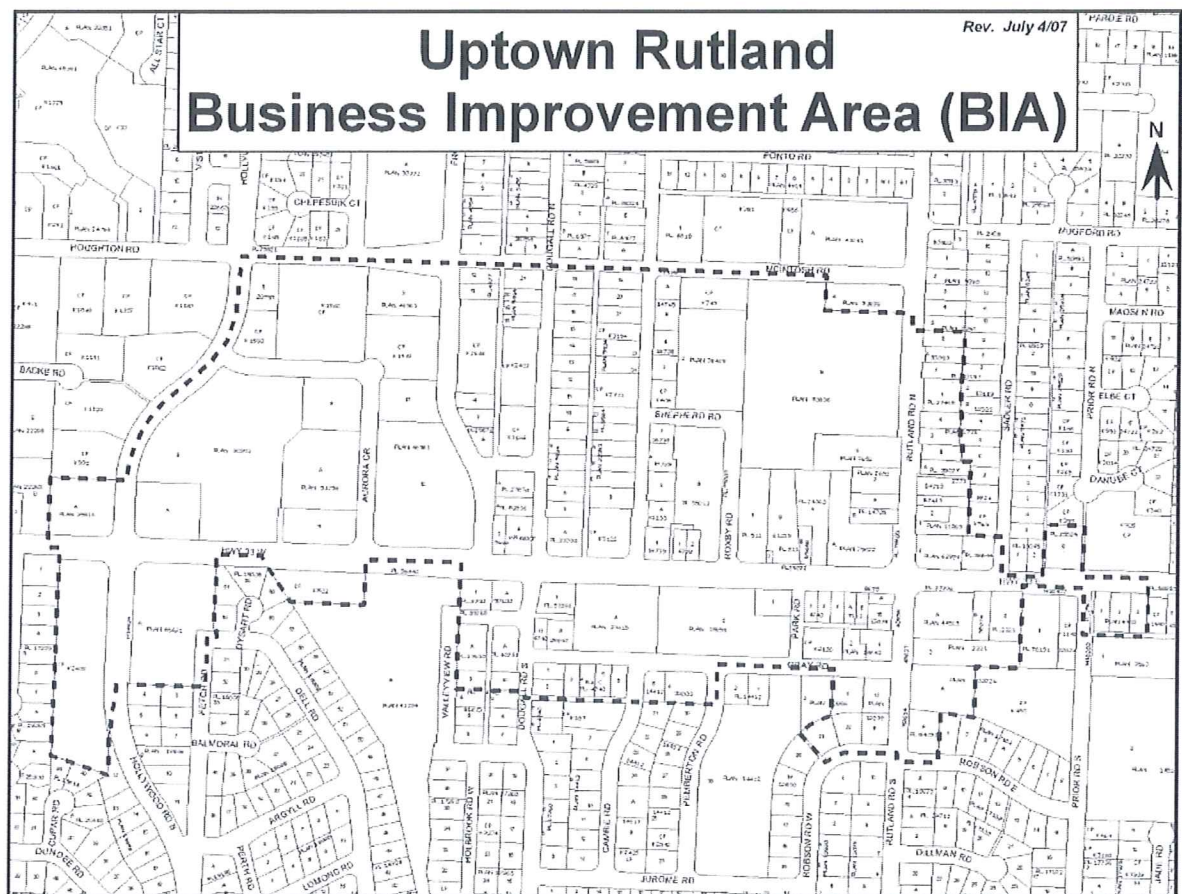
Genelle Davidson, Divisional Director, Financial Services

Attachments:

Schedule A – Uptown Rutland Business Improvement Area Map

Schedule B – Uptown Rutland Business Association Financials

Schedule A – Map



Schedule B

**Uptown Rutland Business
Association
Financial Statements
For the Year Ended December 31, 2018
(Unaudited - see Notice to Reader)**

**Uptown Rutland Business Association
Financial Statements
For the Year Ended December 31, 2018
(Unaudited - see Notice to Reader)**

Contents

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Tel: 250 763 6700
Fax: 250 763 4457
Toll-free: 800 928 3307
www.bdo.ca

BDO Canada LLP
1631 Dickson Avenue, Suite 400
Kelowna, BC V1Y 0B5 Canada

Notice to Reader

On the basis of information provided by management, we have compiled the statement of financial position of Uptown Rutland Business Association as at December 31, 2018 and the statement of operations and changes in net assets for the year then ended.

We have not performed an audit or a review engagement in respect of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

BDO Canada LLP

Chartered Professional Accountants

Kelowna, British Columbia
February 5, 2019

**Uptown Rutland Business Association
Statement of Financial Position
(Unaudited - see Notice to Reader)**

December 31	2018	2017
Assets		
Current		
Cash	\$ 66,256	\$ 65,858
Accounts receivable	1,575	1,575
Prepays and deposits	2,396	2,396
	<u>70,227</u>	69,829
Equipment	27,745	12,285
Intangible assets	8,636	10,206
	<u>\$ 106,608</u>	<u>\$ 92,320</u>
Liabilities and Net Assets		
Current		
Accounts payable and accrued liabilities	\$ 7,887	\$ 13,769
Net Assets	<u>98,721</u>	78,551
	<u>\$ 106,608</u>	<u>\$ 92,320</u>

On behalf of the Board:

_____ Director

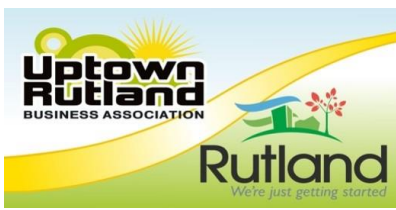
_____ Director

Uptown Rutland Business Association
Statement of Operations and Changes in Net Assets
(Unaudited - see Notice to Reader)

For the year ended December 31	2018	2017
Revenue		
Municipal tax levy	\$ 180,559	\$ 176,160
Special events and sponsorships	26,415	28,592
	<u>206,974</u>	<u>204,752</u>
Operating expenses		
Advertising and promotion	29,964	32,987
Amortization on equipment	3,818	4,187
Amortization on intangible assets	1,570	1,570
Beautification/Streetscape	-	7,664
Insurance	1,860	1,860
Interest and bank charges	89	114
Office	7,723	11,313
Professional fees	6,518	9,133
Rental	12,487	12,389
Repairs and maintenance	355	340
Salaries and wages	91,109	82,317
Special events	20,137	19,132
Telephone	4,394	4,442
Training	4,976	4,870
Travel	1,850	1,855
	<u>186,850</u>	<u>194,173</u>
Excess of revenues over expenses before other income	20,124	10,579
Other income		
Interest income	46	41
Excess of revenues over expenses	20,170	10,620
Net assets, beginning of the year	<u>78,551</u>	<u>67,931</u>
Net assets, end of the year	<u>\$ 98,721</u>	<u>\$ 78,551</u>



UPTOWN RUTLAND BUSINESS IMPROVEMENT ASSOCIATION		
BUDGET 2019		
REVENUE	2019 BUDGET	2018 YEAR END
Membership Levy	\$ 185,079.00	\$ 180,559.00
Events & Promotions & Grants	\$ 35,400.00	\$ 26,415.00
Excess of Revenues over expenses before other income	\$ 20,124.00	
TOTAL REVENUE	\$ 240,603.00	\$ 206,974.00
EXPENSES		
Administration & Office Expense	\$ 151,836.00	\$ 136,749.00
Beautification/Screetscape	\$ 34,106.00	\$ -
Community Safety	\$ 10,000.00	\$ -
Events Promotions	\$ 33,961.00	\$ 32,657.08
Marketing	\$ 10,700.00	\$ 17,443.92
TOTAL EXPENSES	\$ 240,603.00	\$ 186,850.00



2019 Board of Directors

<u>NAME</u>	<u>TITLE</u>	<u>BUSINESS NAME</u>
Dawn Thiessen	President	Aphrodite In Me Spa
Vacant	Past President	-
Jamie Needham	1 st Vice President	Interior Savings Credit Union
Mark Beaulieu	2 nd Vice President	Flashpoint Tattoo Company
Shelley Kvamme -MacDonald	Treasurer	CPA
Chandan (Ruby) Dulay	Director	Centex Gas
Dallas Crick	Director	Century 21 Real Estate Welcome Home Team
Jon Garratt	Director	Whisk Cake Co
Kamal Shoranick	Director	MKS Resources
Michael Hansen	Director	Benson Law LLP
Nick Aubin	Director	Aubin & Associates
Frank Pohland	Director (Appointed)	CTQ Consultants
Kevin MacDougall	Director (Appointed)	Community Policing -RCMP
Don Rampone	Director (Appointed)	Kelowna Chamber of Commerce
Brad Sieben	Ex-Officio	City of Kelowna Councillor
Gail Given	Ex-Officio Alternate	City of Kelowna Councillor
Laurel D'Andrea	Executive Director	URBA

Constitution & Bylaws allow for 11 voting and 4 nonvoting Directors



Uptown Rutland Business Improvement Area 2019 Budget



Bylaw No. 11504

- ▶ Council approved Bylaw No. 11504 on December 11, 2017
 - ▶ Term of 2018 to 2022
 - ▶ Maximum levy \$204,172
 - ▶ Class 05 light industry and 06 business/other

Budget

- ▶ Requesting \$185,079 for the second year

YEAR	Uptown Rutland Business Improvement Area (anticipated levy)
2018	\$180,564
2019	\$185,079
2020	\$189,706
2021	\$194,449
2022	\$204,172

Levy

- ▶ Based on assessment values totaling approximately \$176 million for class 05 and 06
- ▶ A general levy of 1.05 dollars per thousand of assessed value of land.
 - ▶ For example: \$105 would be levied on land that is assessed at 100,000



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 18, 2019
File: 0280-04
To: City Manager
From: Revenue Supervisor
Subject: Downtown Kelowna Association 2019 Budget
Report Prepared by: Pamela Kuiper, Accountant

Recommendation:

THAT Council approves the Downtown Kelowna Association 2019 Budget as attached to the report of the Revenue Supervisor dated March 18, 2019.

AND THAT Council approves the 2019 levy of \$924,198 on Class 5 and Class 6 properties located within the boundaries of the Kelowna Downtown Business Improvement Area.

Purpose:

To authorize the 2019 levy on Class 5 light industry and Class 6 business/other properties located within the Downtown Business Improvement area.

Background:

On September 17, 2018 Council approved the Kelowna Downtown Business Improvement Area Bylaw No. 11645. Bylaw No. 11645 established the local area (Refer to Schedule A) for the purpose of annually funding the activity of the Downtown Kelowna Association for a period of 5 years, 2019 to 2023. Council may approve the Downtown Kelowna Association's annual budget request to a maximum amount of \$1,148,954 per annum in order for the City to tax the affected properties within the improvement area boundary.

Attached is a copy of the 2018 Financial Statements as reviewed by KPMG LLP Chartered Professional Accountants, the Downtown Kelowna Association's 2019 Budget, which includes the 2019 levy of \$924,198, and a list of the Board of Directors for 2018/2019 (Refer to Schedule B).

City of Kelowna staff have not participated in or assisted the Downtown Kelowna Association in preparation of their annual budget.

A representative from the Downtown Kelowna Association will be present at the Council meeting to answer any questions.

Internal Circulation:

Acting Manager, Risk Management

Legal/Statutory Authority:

Council may, by bylaw, grant money to a corporation or other organization that has, as one of its aims, functions or purposes, the planning and implementation of a business promotion scheme, with the establishment of a Business Improvement Area in accordance with Division 5 Section 215 of the Community Charter.

Legal/Statutory Procedural Requirements:

Council may, by bylaw, impose a parcel tax in accordance with Division 4 Section 200 of the Community Charter to provide all or part of the funding for a service.

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

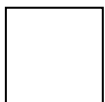
Communications Comments:

Alternate Recommendation:

Submitted by:

A. Schumacher, Revenue Supervisor

Approved for inclusion:



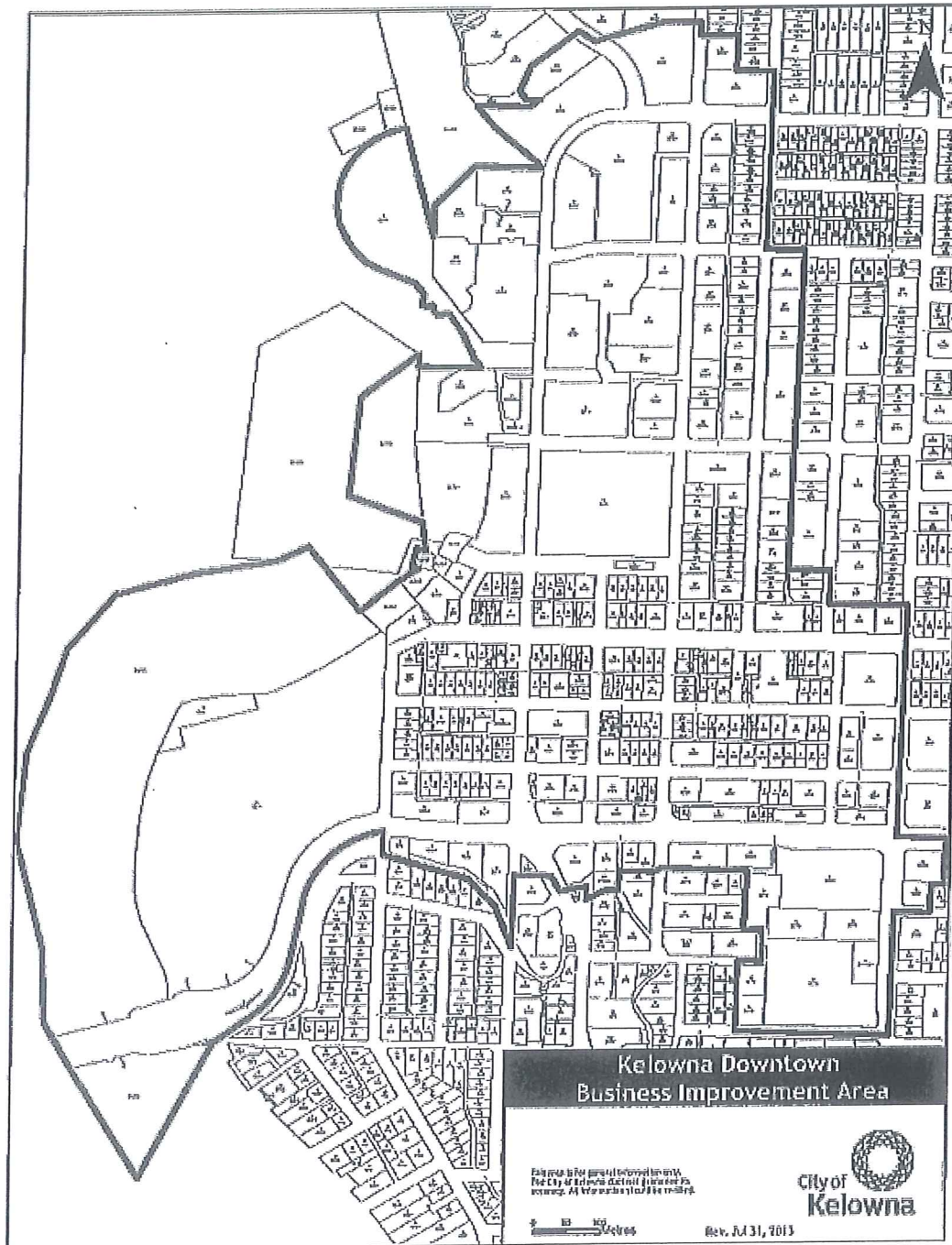
Genelle Davidson, Divisional Director, Financial Services

Attachments:

Schedule A – Kelowna Downtown Business Improvement Area Map

Schedule B – Downtown Kelowna Association Financials

SCHEDULE A - Map



SCHEDULE B

Financial Statements of

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Year ended December 31, 2018
(Unaudited)



KPMG LLP
200-3200 Richter Street
Kelowna BC V1W 5K9
Canada
Tel (250) 979-7150
Fax (250) 763-0044

INDEPENDENT PRACTITIONERS' REPORT

To the Members of Kelowna Downtown Business Improvement Area Society

We have reviewed the accompanying financial statements of Kelowna Downtown Business Improvement Area Society (operating as Downtown Kelowna Association) (the "Society"), which comprise the statement of financial position as at December 31, 2018, the statements of operations, changes in net assets and cash flows for the year then ended, and notes, comprising a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Practitioner's Responsibility

Our responsibility is to express a conclusion on the accompanying financial statements based on our review. We conducted our review in accordance with Canadian generally accepted standards for review engagements, which require us to comply with relevant ethical requirements.

A review of financial statements in accordance with Canadian generally accepted standards for review engagements is a limited assurance engagement. The practitioner performs procedures, primarily consisting of making inquiries of management and others within the entity, as appropriate, and applying analytical procedures, and evaluates the evidence obtained.

The procedures performed in a review are substantially less in extent than, and vary in nature from, those performed in an audit conducted in accordance with Canadian generally accepted auditing standards. Accordingly, we do not express an audit opinion on these financial statements.



Page 2

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the financial statements do not present fairly, in all material respects, the financial position of the Society as at December 31, 2018, and its results of operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Report on other legal and regulatory requirements

As required by Section 117(1)(b) of the Societies Act (British Columbia), we are required to state whether these financial statements are prepared on a basis consistent with the basis on which the financial statements that related to the preceding period were prepared. Based on our review, nothing has come to our attention that causes us to believe that the significant accounting policies applied in preparing these financial statements have not been applied on a basis consistent with that of the preceding year.

A handwritten signature in black ink, appearing to read 'KPMG LLP'.

Chartered Professional Accountants

Kelowna, Canada

February 28, 2019

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)
Statement of Financial Position

December 31, 2018, with comparative information for 2017
(Unaudited)


	2018	2017
Assets		
Current assets:		
Cash	\$ 165,966	\$ 117,372
Restricted cash and cash equivalents	41,193	40,721
Accounts receivable	7,233	32,647
Prepaid expenses and deposits	231	6,340
	<u>214,623</u>	<u>197,080</u>
Capital assets (note 2)	9,946	11,190
	<u>\$ 224,569</u>	<u>\$ 208,270</u>

Liabilities and Net Assets

Current liabilities:		
Accounts payable and accrued liabilities	\$ 33,708	\$ 48,185
Current portion of long-term debt	599	17,812
	<u>34,307</u>	<u>65,997</u>
Long-term debt	-	599
	<u>34,307</u>	<u>66,596</u>
Net assets:		
Invested in capital assets	9,347	-
Internally restricted	41,193	40,721
Unrestricted	<u>139,722</u>	<u>100,953</u>
	190,262	141,674
Commitments (note 4)		
	<u>\$ 224,569</u>	<u>\$ 208,270</u>

See accompanying notes to financial statements.

On behalf of the Board:

 Director

 Director

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Statement of Operations

Year ended December 31, 2018, with comparative information for 2017

(Unaudited)

	2018	2017
Revenue:		
City of Kelowna - membership levy	\$ 887,407	\$ 857,261
Clean team	45,853	47,462
Downtown on call	45,000	45,000
Events	31,078	45,932
Downtown concierge	6,243	7,636
Other	2,930	4,046
	1,018,511	1,007,337
Expenses:		
Amortization	5,964	33,747
Business recruitment	8,776	6,198
Clean team	144,556	156,330
Communications	4,921	4,092
Downtown concierge	7,281	18,517
Downtown on call	307,772	244,455
Events	74,334	73,766
Insurance	15,219	7,966
Interest on long-term debt	955	864
Marketing and promotion	45,518	77,099
Office and administration	41,477	37,320
Professional development	6,688	8,804
Professional fees	10,786	17,241
Rent	31,337	28,295
Wages and benefits	264,339	277,938
	969,923	992,632
Excess of revenue over expenses	\$ 48,588	\$ 14,705

See accompanying notes to financial statements.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Statement of Changes in Net Assets

Year ended December 31, 2018, with comparative information for 2017

(Unaudited)

December 31, 2018	Invested in capital assets	Internally restricted	Unrestricted	Total
Net assets, beginning of year	\$ -	\$ 40,721	\$ 100,953	\$ 141,674
Excess (deficiency) of revenue over expenses	(5,964)	472	54,080	48,588
Purchase of capital assets	4,720	-	(4,720)	-
Repayment of long-term debt	17,812	-	(17,812)	-
Transfer of net assets	(7,221)	-	7,221	-
Net assets, end of year	\$ 9,347	\$ 41,193	\$ 139,722	\$ 190,262

December 31, 2017	Invested in capital assets	Internally restricted	Unrestricted	Total
Net assets, beginning of year	\$ 3,933	\$ 40,657	\$ 82,379	\$ 126,969
Excess (deficiency) of revenue over expenses	(33,747)	64	48,388	14,705
Purchase of capital assets	5,308	-	(5,308)	-
Repayment of long-term debt	17,285	-	(17,285)	-
Transfer of net assets	7,221	-	(7,221)	-
Net assets, end of year	\$ -	\$ 40,721	\$ 100,953	\$ 141,674

See accompanying notes to financial statements.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)
Statement of Cash Flows

Year ended December 31, 2018, with comparative information for 2017
(Unaudited)

	2018	2017
Cash provided by (used in):		
Operating activities:		
Cash received from City of Kelowna	\$ 1,008,657	\$ 929,294
Cash received from other revenues	35,268	56,505
Cash paid to suppliers and employees	(971,372)	(930,987)
Interest paid	(955)	(864)
	71,598	53,948
Financing activities:		
Repayment of long-term debt	(17,812)	(17,285)
Investing activities:		
Transfer to restricted cash and cash equivalents	(472)	(64)
Purchase of capital assets	(4,720)	(5,308)
	(5,192)	(5,372)
Increase in cash	48,594	31,291
Cash, beginning of year	117,372	86,081
Cash, end of year	\$ 165,966	\$ 117,372

See accompanying notes to financial statements.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)
Notes to Financial Statements

Year ended December 31, 2018
(Unaudited)

Kelowna Downtown Business Improvement Area Society (operating as Downtown Kelowna Association) (the "Society") is a non-profit association, registered under the Society Act (British Columbia), of businesses and individuals whose purpose is to promote the downtown as a safe and desirable place to conduct business, live, work and play through the cooperative and collective efforts of its members and government. The Society is a non-profit organization under the Income Tax Act and, accordingly, is exempt from income taxes, provided certain requirements of the Income Tax Act are met.

1. Significant accounting policies:

These financial statements are prepared in accordance with Canadian accounting standards for not-for-profit organizations. The Society's significant accounting policies are as follows:

(a) Internally restricted net assets:

Internally restricted net assets consists of a contingency reserve established by the Board for approved expenses. The reserve is fully funded at all times and interest earned is retained within the reserve.

(b) Cash and cash equivalents:

Cash and cash equivalents includes cash and short-term, liquid instruments readily convertible into cash.

(c) Capital assets:

Capital assets are recorded at cost, less accumulated amortization. Contributed capital assets are recorded at fair value at the date of contribution. When Society's management determines that some or all of its capital assets no longer contribute to the Society's ability to carry out its operations, the carrying amount of the capital assets are written down to their residual value. Amortization is provided using the straight-line method and the following annual rates:

Asset	Rate
Equipment	10-30%
Furniture and fixtures	25%
Computer equipment	30%
Leasehold improvements	lesser of remaining lease term and 20%

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)
Notes to Financial Statements (continued)

Year ended December 31, 2018
(Unaudited)

1. Significant accounting policies (continued):

(d) Revenue recognition:

The Society follows the deferral method of accounting for contributions, which include membership levy and government grants (including municipal and federal grants for clean team, downtown on call and downtown conceirge). Restricted contributions are recognized as revenue in the year in which the related expenses are incurred. Unrestricted contributions are recognized as revenue when received or receivable if the amount can be reasonably estimated and collection is reasonably assured.

(e) Contributed services:

Individuals and organizations contribute numerous volunteer hours each year to assist the Society in carrying out its operations. Because of the difficulty in determining the fair value of the contributed services, they are not recognized in these financial statements.

(f) Use of estimates:

The preparation of the financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the year. Significant items subject to such estimates and assumptions include the useful lives of the Society's capital assets. Actual results could differ from those estimates.

(g) Financial instruments:

Financial instruments are recorded at fair value on initial recognition and subsequently recorded at cost or amortized cost, unless management has elected to carry the instruments at fair value. The Society has not elected to carry any such financial instruments at fair value. Transaction costs incurred on the acquisition of financial instruments measured subsequently at fair value are expensed as incurred. All other financial instruments are adjusted by transaction costs incurred on acquisition and financing costs, which are amortized using the straight-line method.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Notes to Financial Statements (continued)

Year ended December 31, 2018

(Unaudited)

2. Capital assets:

			2018	2017
	Cost	Accumulated amortization	Net book value	Net book value
Equipment	\$ 131,448	\$ 131,448	\$ -	\$ -
Furniture and fixtures	48,781	41,435	7,346	7,107
Computer equipment	5,994	4,292	1,702	1,389
Leasehold improvements	8,981	8,083	898	2,694
	\$ 195,204	\$ 185,258	\$ 9,946	\$ 11,190

3. Related party transactions:

During the year ended December 31, 2018, the Society incurred professional fees of \$2,332 and parking fees (expensed in wages and benefits expense) totaling \$4,309 to entities affiliated with its Directors.

These transactions are in the normal course of operations or business and are measured at the exchange amount, which is the amount of consideration established and agreed to by the related parties.

4. Commitments:

The Society leases its office space under an operating lease, expiring April 30, 2019. The lease terms provide for base annual rent of \$16,596 plus additional lease costs for common area costs, utilities, property taxes and management fees. The total base annual rent over the remaining lease term totals approximately \$5,530.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)
Notes to Financial Statements (continued)

Year ended December 31, 2018
(Unaudited)

5. Remuneration paid to directors, employees and contractors:

In accordance with the Societies Act (British Columbia) Section 36.1 and Societies Regulation 9.2(b):

The Directors of the Society receive no remuneration for the performance of their responsibilities as Directors.

For fiscal year ending December 31, 2018, the Society did not pay annual remuneration of \$75,000 or greater to any employees. Remuneration includes wages and taxable benefits.

6. Financial risks:

(a) Economic dependence:

The Society receives funding from the City of Kelowna through a member levy charged and collected by the City through its property tax system. The Society also receives other grant funding from the City and from federal and provincial government programs. Future operations of the Society depend on the continuation of funding from the City of Kelowna and renewal of the City's membership levy by-law. The current by-law was renewed for a five year term, expiring December 31, 2023.

(b) Liquidity risk:

Liquidity risk is the risk that the Society will be unable to fulfill its obligations on a timely basis or at a reasonable cost. The Society manages its liquidity risk by monitoring its operating requirements. The Society prepares budget and cash forecasts to ensure it has sufficient funds to fulfill its obligations. There has been no change to the risk exposures from 2017.

DOWNTOWN KELOWNA BUSINESS IMPROVEMENT AREA SOCIETY
2019 BUDGET

Revenue	2019 Budget	2018 Year End
Membership Levy	924,198	887,407
Downtown On Call	70,000	45,000
Downtown Clean Team	100,000	45,853
Events	41,050	31,078
Downtown Concierge	3,700	6,243
Marketing and Promotions, Other	-	2,808
Interest	270	122
	1,139,218	1,018,511

Expenses	2019 Budget	2018 Year End
Amortization	-	5,964
Business Recruitment	7,200	8,776
Clean Team	187,968	144,556
Communications	5,205	4,921
Downtown Concierge	9,625	7,281
Downtown On Call	408,601	307,772
Events	77,450	74,334
Insurance	8,471	15,219
Interest on long term debt	-	955
Marketing and Promotions	77,750	45,518
Office and Administration	39,975	41,477
Professional Development	4,000	6,688
Professional Fees	12,700	10,786
Rent	34,485	31,337
Wages and Benefits	291,393	264,339
	1,164,823	969,923

Excess/Loss of revenues over expenses	(25,605)	48,588
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Net assets, beginning of Year	190,262	141,674
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Net assets, end of Year	164,657	190,262
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Downtown Kelowna Association Board of Directors (DKA)

The Downtown Kelowna Association Board of Directors (13 voting members) is voted annually by the membership and serve a two year term. Any property owner, leasee, or tenant of Class 5 or 6 property located within the Downtown BIA boundary is eligible for nomination and election.

Jan 1 2018 - Jun 6 2018

President – Dan Allen, Doc Willoughby's Public House

Vice President – Yarden Gershony, Rush Ihas Hardwick LLP

Treasurer – Rob Collins, Grant Thornton LLP

Secretary – Angie Bricker, Georgie Girl Vintage

Past President - Dustin Sargent, Davara Enterprises

Nikki Csek - Csek Creative and Kelowna Now

Jason Guyitt - Delta Hotels by Marriott Grand Okanagan Resort

Jan Johnson, Tigerlily Fashions

Brent Lobson, Impark

Jim Meiklejohn, Meiklejohn Architects

Renata Mills, Festivals Kelowna

Trevor Neill, Mosaic Books and BookManager

Renee Wasylyk, Troika Developments

Jun 6 2018 - June 5 2019

President – Yarden Gershony, Rush Ihas Hardwick LLP

Vice President – N/A

Treasurer – Rob Collins, Grant Thornton LLP

Secretary – Brian Stephenson, Pushor Mitchell LLP

Past President - Dan Allen, Doc Willoughby's Public House

Shane Austin, Okanagan coLab

Kate Deglow, Lexlaur Properties

Teghan Gordey, The Naked Café

Steve Harvey, Business Finders

Jan Johnson, Tigerlily Fashions

Brent Lobson, Impark

Renata Mills, Festivals Kelowna

Kyle Spence, Downtown Marina & Westcorp



Downtown Kelowna Business Improvement Area 2019 Budget



Bylaw No. 11645

- ▶ Council approved Bylaw No. 11645 on September 17, 2018
 - ▶ Term of 2019 to 2023
 - ▶ Maximum levy \$1,148,954
 - ▶ Class 05 light industry and 06 business/other

Budget

- ▶ Requesting \$924,198 for the first year

YEAR	Downtown Kelowna Business Improvement Area
2019	\$924,198
2020	\$1,091,297
2021	\$1,126,084
2022	\$1,137,572
2023	\$1,148,954

Levy

- ▶ Based on assessment values totaling approximately \$738 million for class 05 and 06
- ▶ A general levy of 1.25 dollars per thousand of assessed value of land.
 - ▶ For example: \$125 would be levied on land that is assessed at 100,000



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 18, 2019
File: 1862-01
To: City Manager
From: D. Duncan, Manager, Parking Services
Subject: Downtown Area Parking Plan Development – Project Update

Recommendation:

THAT Council receives, for information, the Report from the Manager, Parking Services, dated March 18, 2019 with respect to the development of an updated parking plan for the downtown area.

Purpose:

To provide Council with an update on development of a parking plan for the downtown area.

Background:

Parking management is a key consideration when trying to balance convenience for citizens and visitors with providing a self-sustaining investment in multi-modal transportation. As part of the City-wide parking management strategy, Council endorsed five guiding principles for parking management and directed staff to proceed with development of an updated area parking plan for downtown. Staff are nearing completion of this updated plan, which will build upon previous plans completed in 1991, 2000, 2009, and the interim plan presented in 2015. The downtown plan will help deliver on the City's goal to ensure Kelowna remains a safe, vibrant and sustainable community.

To develop the downtown plan, current on-street and City owned off-street parking regulations (rates, time restrictions, locations, etc.) were reviewed, and occupancy/turnover data was gathered with a view to maximize use of this resource by applying current industry practices and trends to manage demand. It should be noted that staff operate within best practices for parking management, including targeting occupancy rates of 85 per cent for on-street parking and 90 per cent for off-street parking.

Guiding Principles

The City's Parking Services branch operates within parameters established by the five guiding principles previously endorsed by Council. These principles act as a framework to provide high-level direction in the

City's goal of becoming a municipal leader in parking services and technology. The five principles are as follows:



GUIDING PRINCIPLE # 1

Focus on excellent short-term parking management to support higher turn-over while maintaining a governing role in long-term parking solutions.



GUIDING PRINCIPLE # 2

The parking system will continue to pay for itself (will operate under a user-pay cost recovery model)



GUIDING PRINCIPLE # 3

Focus on customer service and fairness in parking practices by providing options, technologies and information.



GUIDING PRINCIPLE # 4

The City will work with institutions, businesses and developers to plan solutions for parking management.



GUIDING PRINCIPLE # 5

Parking will be used to support a more balanced transportation system.

Big Ideas

In [December 2017](#), staff provided several "big ideas" that are consistent with the five Guiding Principles, and which staff believe will help ensure the City's downtown parking program remains sustainable into the future. To assist with development of recommendations related to the downtown parking plan, extensive public engagement was completed to gauge community perception of, and receptiveness to, specific initiatives based on the "big ideas".

Public Engagement – Big Ideas

An on-line open house and survey were undertaken in November 2018, to share findings collected during the initial open house, on-line survey and stakeholder engagement meetings held in October and November of 2017. The most recent 2018 public engagement activities were also intended to gather feedback and gauge public perception on several potential recommendations based on the "big ideas" that Council endorsed for further research in December 2017. Feedback from the 2018 public engagement, a comprehensive summary of which is attached as Appendix A, was based on a total of 354 responses.

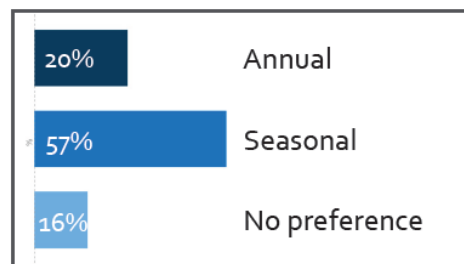
A more detailed discussion of the "big ideas", as well as a further discussion of the associated public engagement results, is provided below.

Big Idea #1: Variable Rates

The concept of variable rates is intended to address the localized supply/demand factors within the parking environment. Rates in popular locations would increase to free up parking spaces, and rates in

underused areas would decrease to encourage use. Additionally, adding an optional third hour at double the regular rate would provide flexibility while maintaining turnover in prime on-street locations.

Based on public engagement results, 20 per cent of respondents supported annual rate adjustments, while the majority supported seasonal adjustments.



Preferred Frequency of Rate Adjustments

Options Under Consideration

Implementation of variable rates may include the following:

- Vary parking prices by time, day, season and/or location to achieve a target on-street occupancy of 85 per cent and 90 per cent for off-street locations.
- Addition of an optional third hour of on-street parking at double the price.
- Modification of pay parking hours and days to reflect demand (this would result in a reduction in off-street parking hours and an increase to on-street spaces to encourage a shift of longer stay parking to off-street facilities).

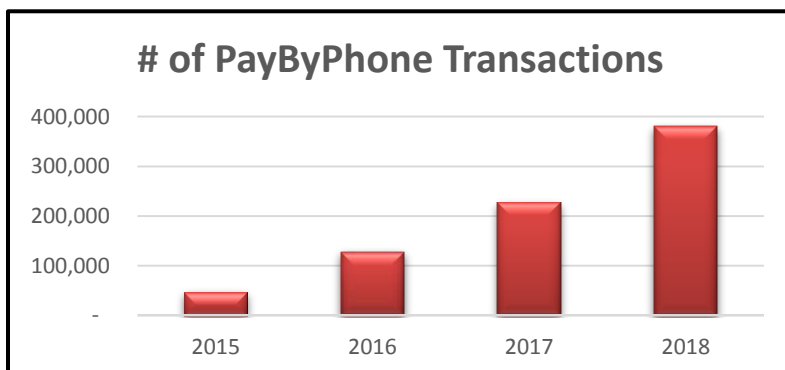
Examples from Other Communities

- Vancouver – Uses a data driven parking meter program where on-street parking rates are adjusted annually, with rates increasing in areas where occupancy exceeds 85 per cent, and decreasing on blocks with occupancies less than 60 per cent. Rates during the day and evening period may also be different to achieve the target occupancies. Pay parking is in effect 7 days a week, from 9 a.m. to 10 p.m., including holidays.
- Calgary – Policy to review on-street rates annually. Prices decrease by \$0.25 where occupancy is below 50 per cent, increase by \$0.25 in areas when occupancy is above 80 per cent, and stay the same where occupancy is between 50-80 per cent.
- Kamloops – The first two hours of on-street parking are \$1.25/hour, with an optional third hour available for \$2.50. Rates in effect Monday to Saturday, from 9 a.m. to 6 p.m.

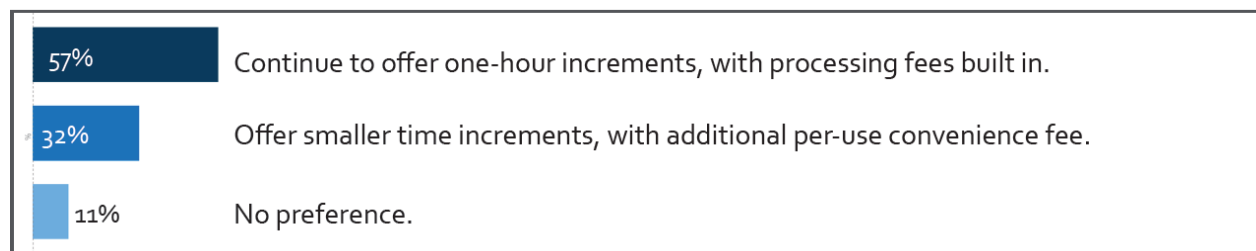
Big Idea #2: Leverage Technology

Embracing development in parking technology continues to be a primary factor in enhancing the user experience. As shown in the table below, the strong growth in pay-by-phone transactions reflects consumers' willingness to embrace these technologies and the convenience they offer.

Other recent examples of leveraging technology include equipping the City's parkades with [real-time occupancy data](#) (both on-site and on-line) to provide transparency on availability and occupancy levels.



Specific technology-related initiatives that are currently being explored include offering less than one-hour increments (e.g. 15 or 30 min.) for mobile app parking. Based on the potential addition of a per-use convenience fee associated with increments of less than one hour, the majority of respondents polled on this subject indicated a preference to continue purchasing parking in one-hour increments.



Preferred Minimum Time Increments for Mobile App Parking

Options under Consideration

Enhancements in technology may include the following:

- Continue to enhance real-time info to ensure it is accessible online and at street level. Providing real-time information helps to improve public awareness of parking availability and reduce driver frustration when looking for parking.
- Expand payment options to improve customer convenience (e.g. debit card).
- Pursue addition of an option to pay for smaller time periods without an additional service fee (currently all credit card payments, including PayByPhone, are limited to a one-hour minimum to cover processing costs). Allowing payment for shorter increments encourages users to park only as long as necessary, especially in higher priced “premium” locations.
- Promote mobile technology to reduce the need to purchase equipment in the future (when equipment reaches end of life, install one pay station per block instead of two).
- Enhance permit system to offer online access for monthly, residential, visitor and accessible permit applications and renewals.

Examples from Other Communities

- Banff – Has a well-developed parking guidance system that helps direct visitors to available parking and reduces traffic congestion.
- Calgary – Shares real-time occupancy data for parkades along with an on-street parking map that provides an estimation of parking availability using historical data.

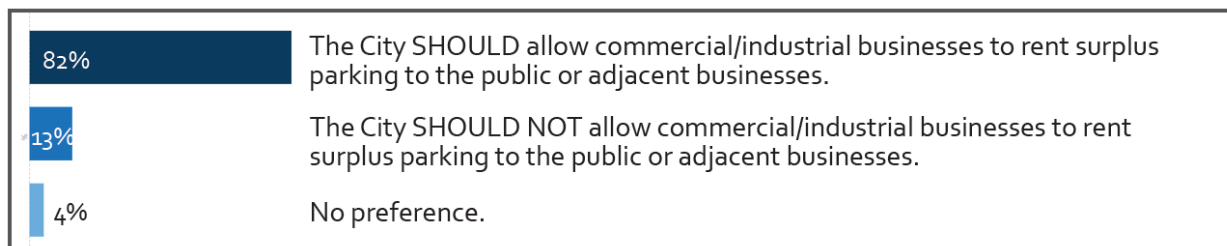
Big Idea #3: Focus on Private Off-Street Parking

Recent City parkade construction projects demonstrated the true cost of creating new structured parking stalls. These projects also confirmed that existing parking rates remain too low to encourage a purely private investment in structured parking.

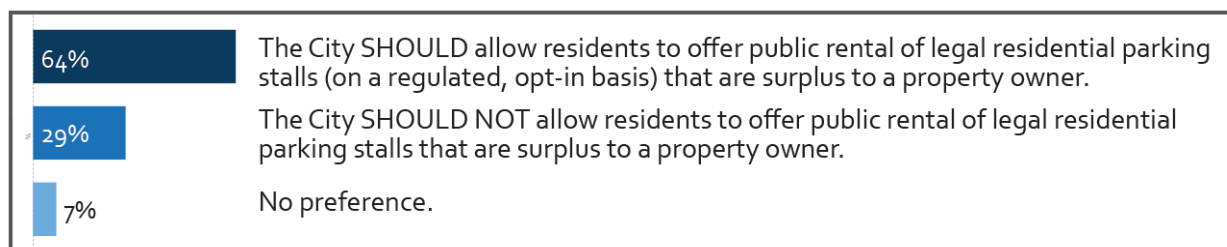
Given the rapid development of parking technologies (such as driver-less cars), staff are not currently looking to make significant investment in off-street parking (i.e. constructing new parkades) until the implications of emerging technologies are better understood. Nevertheless, strategic and forward-

looking planning suggests that the City should continue to acquire land and ensure funding is in place in the event additional structured parkades are deemed necessary in the future.

In the short-term, staff are considering a number of initiatives that would maximize current off-street parking opportunities, including allowing business to rent surplus on-site parking stalls to other businesses or the public. As shown below, 82 per cent of respondents were favorable of this approach, which could expand use of existing parking.



Based on the same rationale, respondents were asked whether they would support allowing residential properties to offer excess parking stalls to the public. While the majority of respondents supported this on a regulated, opt-in basis, this support was somewhat lower than the previous question relating to commercial and industrial properties.



Options under Consideration

Focusing on expanding the inventory of privately supplied off-street parking may include:

- Allowing regulated public rental of excess parking on residential/commercial properties.
- Pursuing a public/private partnership for next downtown parkade or the purchase of stalls within private developments.
- Continuing work toward rates at City-owned facilities that reflect the true cost of providing these stalls.
- Planning future parking developments with the ability to be repurposed due to market uncertainty related to self-driving vehicles and transportation as a service (e.g. Uber).

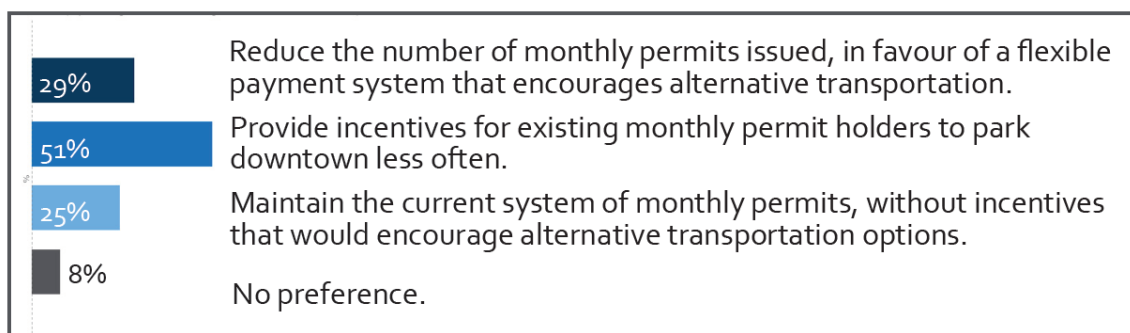
Examples from Other Communities

- Vancouver - Working to enable residential buildings in the West End with excess parking to rent spaces to other residents.

- Calgary – Joint venture projects allow the City to buy back strata-titled parking stalls and/or lease stalls in private parkades, allowing the City to maintain a role in the delivery of parking services without the liability of owning/operating infrastructure.

Big Idea #4: Flexible Monthly Permit Program

Development of a flexible monthly parking permit program that incentivizes reduced use of monthly passes in City owned facilities will motivate those who wish to occasionally travel downtown by other means, such as by carpooling or riding a bicycle. Based on its fixed-rate structure, the existing monthly permit program encourages driving/parking when a customer would normally choose another transportation option, as the perception is that parking has already been “paid” for as a sunk, monthly cost. Respondents were asked to consider preferences for several alternatives related to monthly permits, including reducing the number of permits issued, providing incentives for permit holders to park downtown less often, and maintaining the current system. As shown below, the majority of respondents preferred initiatives to incentivize existing permit holders to park downtown less often.



Options under Consideration

A flexible monthly permit program may include:

- Offering credits/rewards to users for time that they don't use their monthly parking pass.
- Implementing wait list controls to prevent artificial inflation of actual demand (note that total parkade wait list entries decreased from 1,855 in March 2017 to 269 in February 2019).
- Ceasing sales of new monthly permits in smaller surface lots and allowing existing permits to lapse via attrition.
- Restricting sales of new monthly permits to upper levels in parkades and larger surface lots.
- Working toward monthly permit prices that are at least 20 times the daily rate so paying daily makes sense for most people.

Examples from Other Communities

- Seattle – Gates Foundation eliminated monthly parking passes for employees and instead charges a daily rate. The parking fees are capped at the monthly market rate for the area.
- Vancouver (EasyPark) – Offers a reloadable “Flex Pass” in several locations that provides a discount for prepayment without the need to make a monthly contract commitment.

Big Idea #5: Support Alternative Transportation

Experience in many cities has indicated that the price of parking can influence individuals' choice to drive or use alternate modes of travel. Specifically, daily and monthly parking rates set higher than related transit fees encourage people to use transit for work trips. Car sharing is a transportation demand management strategy that helps to reduce reliance on private vehicle ownership.

Options under Consideration

Support for alternative transportation options and car sharing could include:

- Provide parking spaces/monthly permits for car share vehicles at a reduced rate.
- Adding authorized car share vehicles to the Eco Pass parking permit program.
- Using parking revenue to fund the purchase of land for future loading and charging areas to support ride and car sharing.
- Increasing the differential between parking rates and the cost of transit from 10 per cent to 15 per cent to encourage increased use of transit.

Examples from Other Communities

- Vancouver - Transportation 2040 plan includes car sharing as part of the City's efforts to encourage more efficient and sustainable driving practices. The 2040 transportation plan also provides direction to support the use of on-street parking for car sharing vehicles as a Transportation Demand Management ("TDM") strategy.
- Calgary – Plans limit the amount of long-stay (all day commuter) parking in the downtown area. The intention is to limit the amount of parking in favor of increased transit or alternative transportation use. Overall, the number of spaces will continue to increase with the continued development, but fewer spaces will be designated for long-stay parking.
- Victoria – Has identified car sharing as part of their Sustainability Vision and developed several Council resolutions to support the use of car sharing to encourage transportation demand management.

Other Ideas Under Consideration

In addition to the big ideas described above, staff are considering the following initiatives to enhance the level of parking services based on the vision articulated by the five Guiding Principles.

- **Blanket On-Street Parking Restriction**
Impose a blanket, maximum three-hour time restriction for weekday on-street parking within urban center area boundaries, as defined in the Official Community Plan. A blanket restriction would apply only in the absence of other restrictions as indicated by posted signage, and holders of valid resident parking permits would be exempt.
- **Update Payment in Lieu of Parking Bylaw**
Increase rates to reflect the true (100%) cost of constructing surface and structured parking stalls (not including land costs).

- **Support Expanded Use of Electric Vehicles**

Continue to pursue partnership and grant opportunities to expand electric vehicle infrastructure.

Conclusion & Next Steps

Staff are currently in the process of drafting specific recommendations relating to the implementation of the big ideas discussed in this report. By leveraging the implementation of key 'big idea' initiatives under the framework established by the Guiding Principles, the City of Kelowna strives to be a leader in the delivery of parking services and parking related technologies. Staff anticipate returning to Council in Spring 2019 with a final report and implementation plan for Council's consideration.

Internal Circulation:

Divisional Director, Community Planning & Strategic Investments
Communications Advisor, Community Engagement

Communications Comments:

Communications staff resources are dedicated to this project

Considerations not applicable to this report:

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

Submitted by: D. Duncan, Manager, Parking Services

Approved for inclusion: J. Säufferer, Acting Director, Strategic Investments

Attachments: 1. Attachment A – Community Engagement Summary – January 2019
2. Attachment B – Draft Recommendations and Summary of Public Feedback
2. Attachment – PowerPoint Presentation

cc: D. Edstrom, Acting Divisional Director, Community Planning & Strategic Investments
R. Smith, Department Manager, Community Planning Department
D. Noble-Brandt, Department Manager, Policy & Planning Department
R. Villarreal Pacheco, Manager, Integrated Transportation Department
G. Foy, Manager, Transportation Engineering
S. Trenholm, Communications Advisor

Downtown Area Parking Plan

Engagement summary

January 2019



Background

As part of the City-wide Parking Management Strategy – which was endorsed by Council in January 2014 – the Downtown Parking Area Plan responds to issues such as parking supply, demand, and development impacts on neighbouring residential areas.

This report summarizes results of public engagement undergone in November 2018. The purpose of engagement was to receive feedback on some of the draft recommendations for improving downtown parking. These draft recommendations were developed in consideration of public input received from 3,248 people in 2017 and are supported by parking occupancy data, best practices and Council direction received in 2017.

Timeline



Method

Kelowna residents and businesses were invited to learn about and share feedback on some of the proposed recommendations for downtown parking. A public online survey was open for three-and-a-half weeks, from November 5 to 28, 2019. Engagement was promoted through two City news releases, three City in Action notices in The Daily Courier newspaper, and social media advertising. While public engagement in 2017 included both an online survey and an in-person open house, this secondary round of public engagement was offered solely in an online format.

Please note that results from open surveys such as this are a collection of opinions and perceptions of interested or potentially affected residents and do not represent a statistically significant, random sample of all Kelowna citizens. This report contains results from an open public survey; therefore, due to the opt-in and open method, results are qualitative in nature and cannot be said to represent views of all Kelowna citizens.

Platform

The City's online engagement platform, getinvolved.kelowna.ca, was the primary tool used for engagement. Whereas an in-person open house offers an opportunity for residents to ask questions, view information and graphs, and complete a hard-copy survey, within the Get Involved project platform participants could: asked questions; view a summary of the project, draft recommendations, and past consultation; as well as share feedback by completing an online survey.

Engagement objectives

The primary objectives of engagement were to:

- ▶ *Consult:* Obtain input, listen to and acknowledge feedback, and report on how public input has influenced decisions.
- ▶ *Inform* residents of the Downtown Area Parking Plan draft recommendations and process.

Participation rates

The public engagement process saw varying levels of participation, as shown in the accompanying graphic. Aware participants include those who visited the project page, whereas informed participants include those who downloaded a document, viewed a video or photo, or contributed their input. Engaged participants include those who asked a question or completed the survey.



Key takeaways

Based on a combination of comments and answers to survey questions, there remains a common desire among respondents to improve parking availability in the downtown area. Respondents recommended varying ideas as to how to increase parking supply, through either rates increases; public rental of private residential, commercial, and industrial parking; increased parking infrastructure; or improved/increased alternative transportation options such as transit, car sharing, and active transportation corridors.

Results indicate a contradicting perception that there is not enough parking downtown and that it at times takes too long to find parking, but also that parking rates are too high and there should be no time limits. This perception indicates an opportunity for the City to clarify how and why parking supply is managed through the use of restrictions such as rates and time limits.

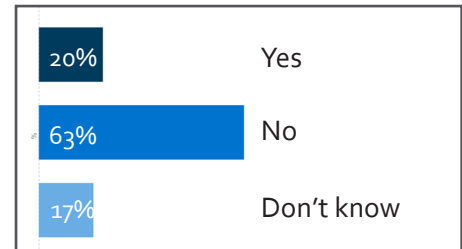
What we heard

Because the draft recommendations are informed by past public consultation, Council direction, parking data and best practices, the purpose of this recent survey was to help refine the recommendations rather than make significant changes or omissions. As such, most survey questions intentionally did not ask for overall support or non-support of recommendations.

Ultimately (I) would like to see a parking strategy that encourages more efficient use of land and more alternative transportation use. Also would prefer that the true cost of pricing/parking is reflected in parking fees. Often parking fees in the Okanagan are too low and do not reflect true costs of their use. – Survey respondent

Did you participate in the open house or survey in 2017?

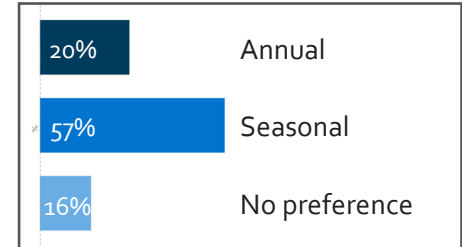
The majority (63 per cent) of respondents indicated that they did not participate in this project's open house and survey in 2017. Those who indicated as such were directed to a separate survey page with a reminder of how the recommendations had been developed, as well as a reminder to review the summary of draft recommendations and past consultation.



Variable on-street parking rates: Annual or seasonal adjustments?

With variable parking rates, on-street rates would adjust up and down (for example, in 50-cent increments) depending on demand. For example, rates in popular locations would increase to help free up parking spaces, and rates in underused areas would decrease to encourage use.

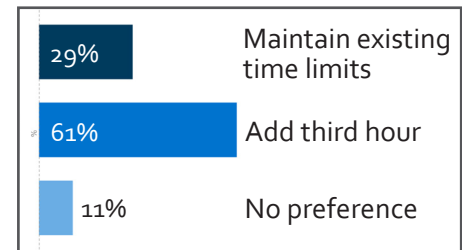
Based on this consideration, about 20 per cent of respondents support annual adjustments to on-street parking rates, while the majority support seasonal adjustments.



Variable rates should be monitored tightly in high-use street parking areas. Anything that can be done to encourage use of parkades rather than street parking should be encouraged. – Survey respondent

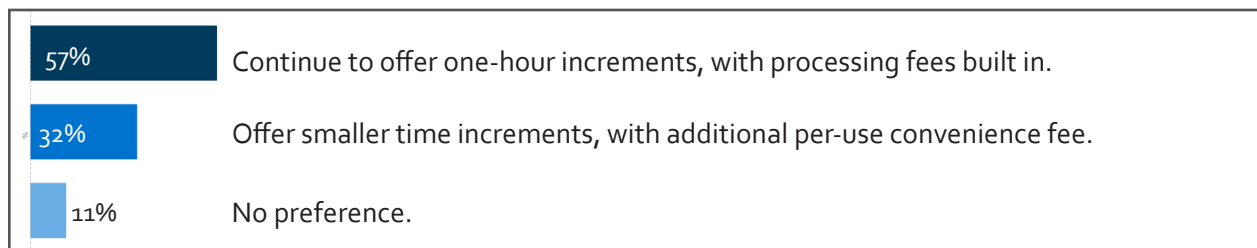
On-street parking length of stay

Participants learned that time limits and parking fees can improve parking availability in prime locations. While shorter time limits can increase parking turnover, longer time limits might decrease turnover but also offer flexibility to park longer when needed. The majority of respondents prefer to have the option to park on-street for a third hour, while one third of respondents prefer to maintain existing one- and two-hour on-street time limits.



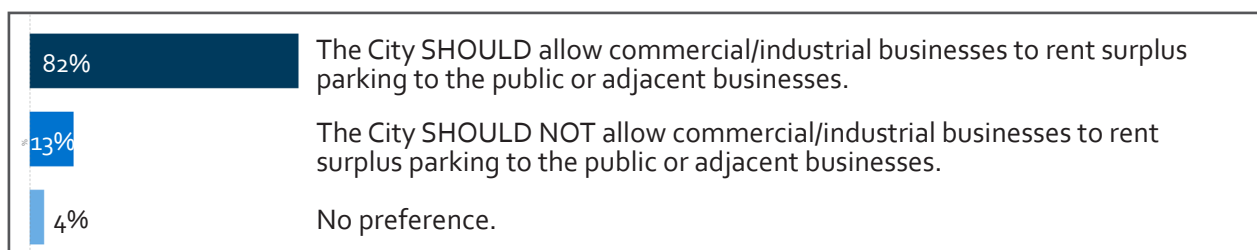
Mobile payment

Currently, parking fees paid via the mobile app are purchased in one-hour increments with no additional convenience (usage) fees. This minimum covers the cost of processing fees. The majority of respondents prefer that the mobile payment app continue to offer one-hour increments, with processing fees built in. About one third of respondents prefer that the mobile app instead offer smaller time increments with an additional per-use convenience fee.



Public use of excess parking on commercial and industrial properties.

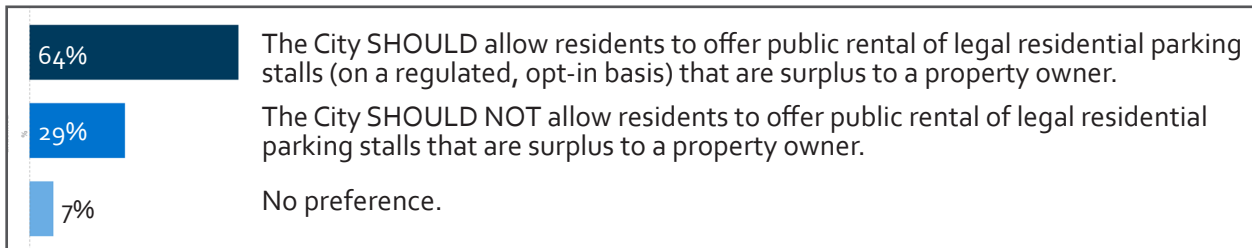
The majority of respondents indicated that the City should allow commercial and industrial businesses to rent surplus parking to the public or adjacent businesses, while 13 per cent oppose this option.



Public rental of excess parking in single-family and multi-family residential housing

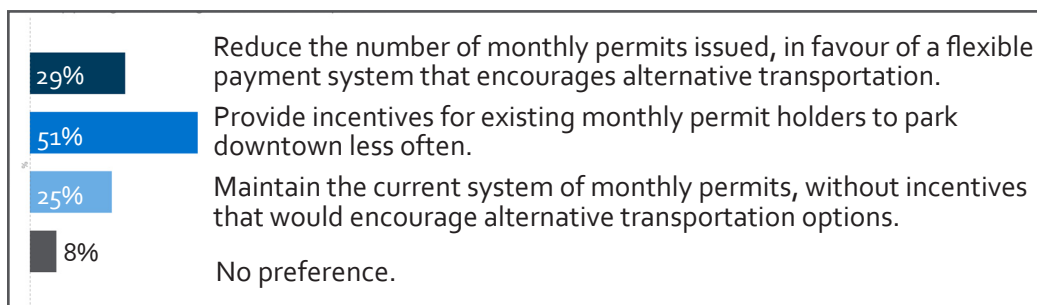
The majority of respondents support the City allowing residents to offer public rental of legal residential parking stalls, that are surplus to a property owner, on a regulated, opt-in basis. Some open-ended comments noted concern for this option, suggesting that this system, if implemented, be properly regulated to minimize impacts on neighbours.

My concern is if we allow neighbours to rent out spots it's going to congest the streets even more, and getting parking in front of my house will be harder and harder. – Survey respondent



How the City should free up parking availability and encourage other forms of transportation

Alternatives to monthly parking would offer incentives to reduce use of monthly parking passes in City-owned facilities. An alternate model would offer flexibility to those who want to sometimes get downtown by other means, such as by carpooling or riding a bicycle, but feel obligated to drive because they've already paid for one month. Related open-ended comments suggest that Kelowna's alternative transportation systems need to be improved to become a viable option for those traveling downtown.



Existing monthly parking permits should be honoured...Offering incentives to those who have other options available is a good solution...If monthly parking permits are to be reduced, this should be done by way of attrition. – Survey respondent

I'm not sure if reducing the number of monthly permits is the answer, unless you replace it with another system for the part-time users...Winter parking is always a problem because I don't have a monthly pass. – Survey respondent

Comments

Common themes include alternative transportation, parking fees, and parking supply. The most common topic, improving alternative transportation, had a total of 40 comments, which indicated a desire to improve transit service, particularly in outlying areas. Seven respondents want improved or increased active transportation infrastructure.

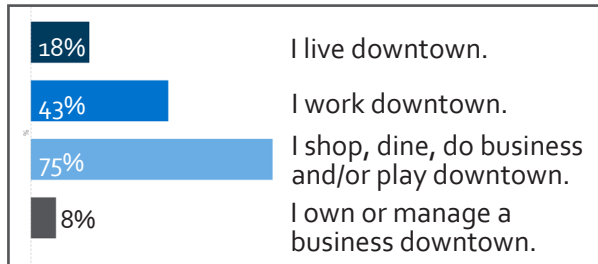
Next, 26 comments relate to parking fees. 14 respondents prefer either a decrease in parking fees or no fees at all, either all or some of the time. Comparatively, 11 people prefer that parking fees are either maintained or increased, with two people recommending that the City not offer free parking at all.

19 respondents would like to see an increase in parking supply, whether by adding new parking infrastructure or through alternative means, while two respondents oppose the City building new parking infrastructure. Seven comments received urged that accessibility be a priority in both parking infrastructure design and payment options (for example, placing payment machines in convenient locations and understanding that the mobile payment app is not necessarily accessible for all).

I would visit the downtown more often if there was more free parking. I'm okay with pay parking Monday to Friday from 8am-5pm. Once the parking is free on the street they fill up fast, and I really don't want to pay for the parkade. – Survey respondent

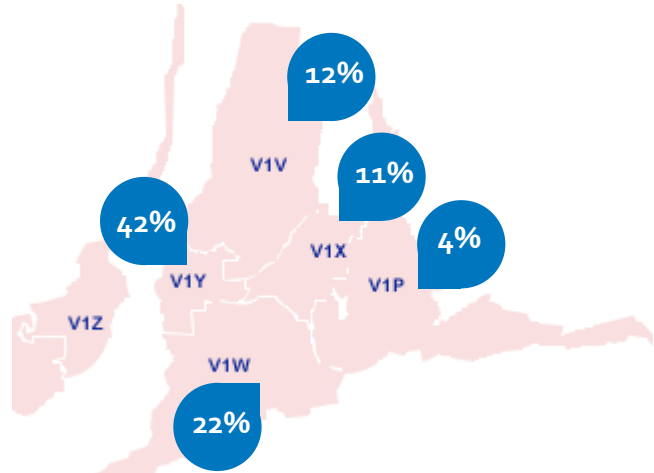
Who we heard from

Respondents' reason(s) for traveling downtown



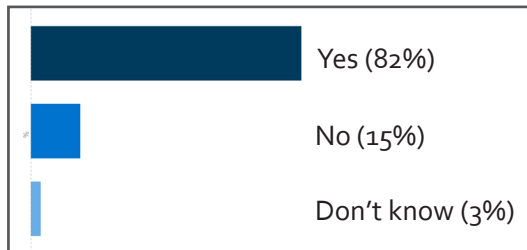
In total, 348 people completed the survey.

Survey respondents by postal code

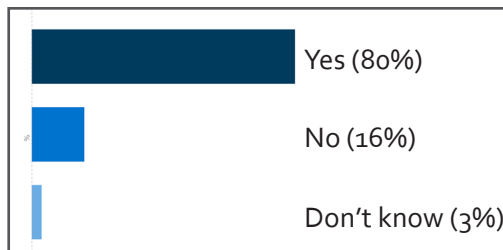


Feedback on the engagement process

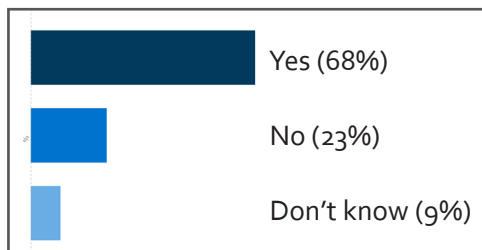
Was the information presented clear and understandable?



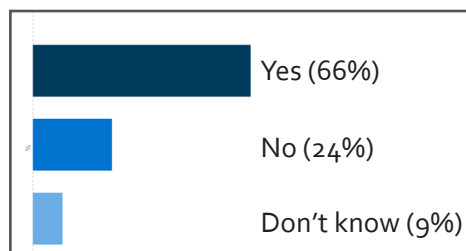
Did you learn something new about recommendations for parking downtown Kelowna?



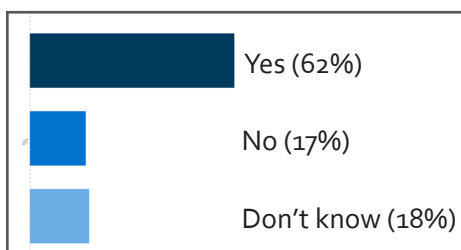
Did you understand how public input was used?



Did the material present enough information for you to provide an informed opinion on the nature of the Downtown Area Parking Plan?



Was participating a valuable experience for you?



Next steps

Next steps include Council consideration of the Downtown Area Parking Plan for endorsement. Should the Plan be endorsed, steps to implement the Plan will begin in 2019. The engagement results have helped staff refine the parking recommendations and finalize the Downtown Area Parking Plan. Results support all but one of the proposed recommendations that were open to public input, and results help to clarify how to proceed with some recommendations.

BACKGROUND

We're updating our Downtown Area Parking Plan, and we want your feedback on some of the draft parking recommendations that have been developed through consultation with residents and businesses.

The Plan is part of the City-wide Parking Management Strategy that was endorsed by Council in 2014. The Plan responds to issues such as parking supply, demand, and impacts of development on neighbouring residential areas.

We're looking for your feedback on the following recommendations.

- ▶ Variable rates
- ▶ Public off-street parking partnerships
- ▶ alternative monthly pass program

Public input

Past feedback was used to draft the Downtown Area Parking plan, and additional feedback will be considered by Council when deciding whether to approve the Plan.



Timeline



GUIDING PRINCIPLES FOR PARKING MANAGEMENT



FOCUS ON EXCELLENT SHORT-TERM PARKING

The City's goal is to provide better short-term public parking and move away from being the primary provider of long-term parking.



SELF-FUNDED PARKING SYSTEM

There are many costs associated with parking: infrastructure, maintenance, equipment, enforcement, upgrades, customer service applications, replacement, land acquisition, management and more. The parking system must continue to pay for itself so taxes are not used for future initiatives or infrastructure.



CUSTOMER SERVICE AND FAIRNESS

Payment options, fair practices and real-time information make parking more accessible, easier to find, eases (or lessens) enforcement and supports active business areas and balanced neighbourhoods.



WORK WITH INSTITUTIONS, BUSINESSES AND DEVELOPERS

Parking policies must coordinate with the private and institutional sectors to ensure efficient and economical ways to address parking and transportation needs.



SUPPORT A MORE BALANCED TRANSPORTATION SYSTEM

Parking is part of the larger transportation picture. We need to get serious about discouraging single-occupant vehicle congestion and encouraging other ways to travel. Inexpensive and plentiful parking will not encourage people to use transit, walk or cycle.

WHAT WE HEARD - PREVIOUS FEEDBACK

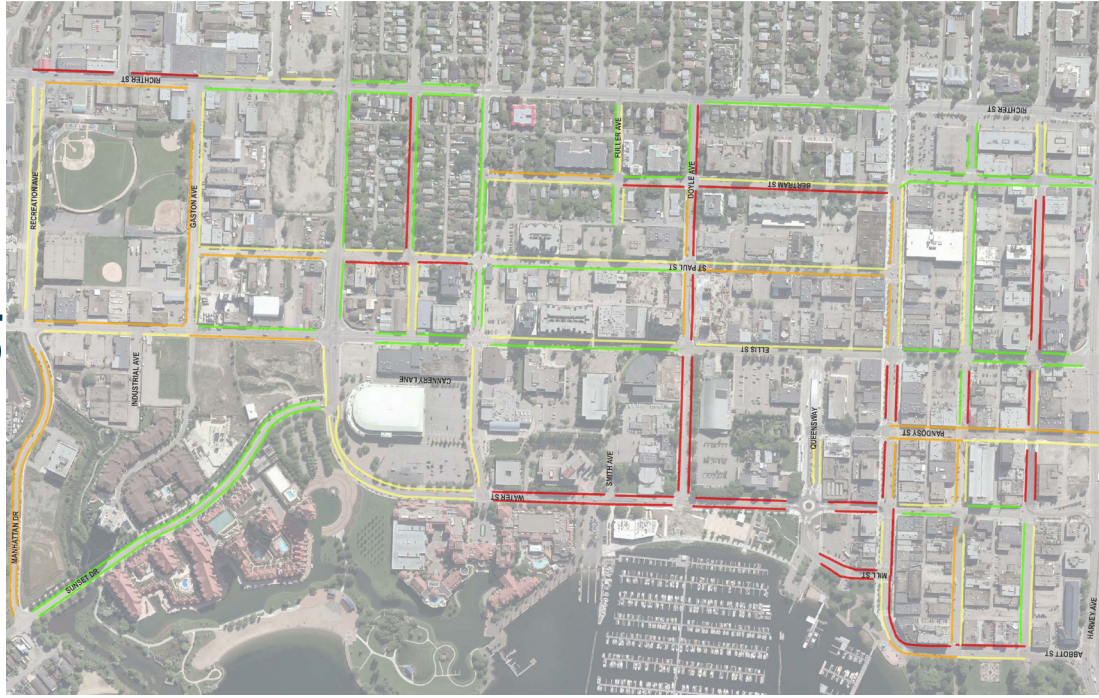
In 2017, 3,248 people shared the below feedback about downtown Kelowna parking. This feedback was used to develop draft recommendations for the Downtown Area Parking Plan.

- ▶ Respondents who park downtown between once per month and daily are more likely to be satisfied with parking availability than respondents who park downtown less than once per month.
- ▶ Downtown business employees are more likely than visitors to be satisfied with parking availability.
- ▶ There is a disconnect between visitor perceptions of parking availability and typical occupancy. A recent study shows there is more parking available than what is sometimes perceived by visitors.
- ▶ Cost is a top concern for most respondents when making parking decisions.
- ▶ Respondents are almost evenly split in their support of implementing new, variable parking rates. Variable rates could vary by time or location to help make it easier to find parking.
- ▶ To respondents, downtown parkades are not as popular as parking lots or on-street parking. However, respondents identified opportunities to address parkade concerns by:
 - ▶ Enhancing security monitoring, and
 - ▶ Providing real-time parking availability information.
- ▶ Downtown resident respondents indicate it is getting more difficult to find parking near their homes. However, many residents also want to see on-street time restrictions relaxed.

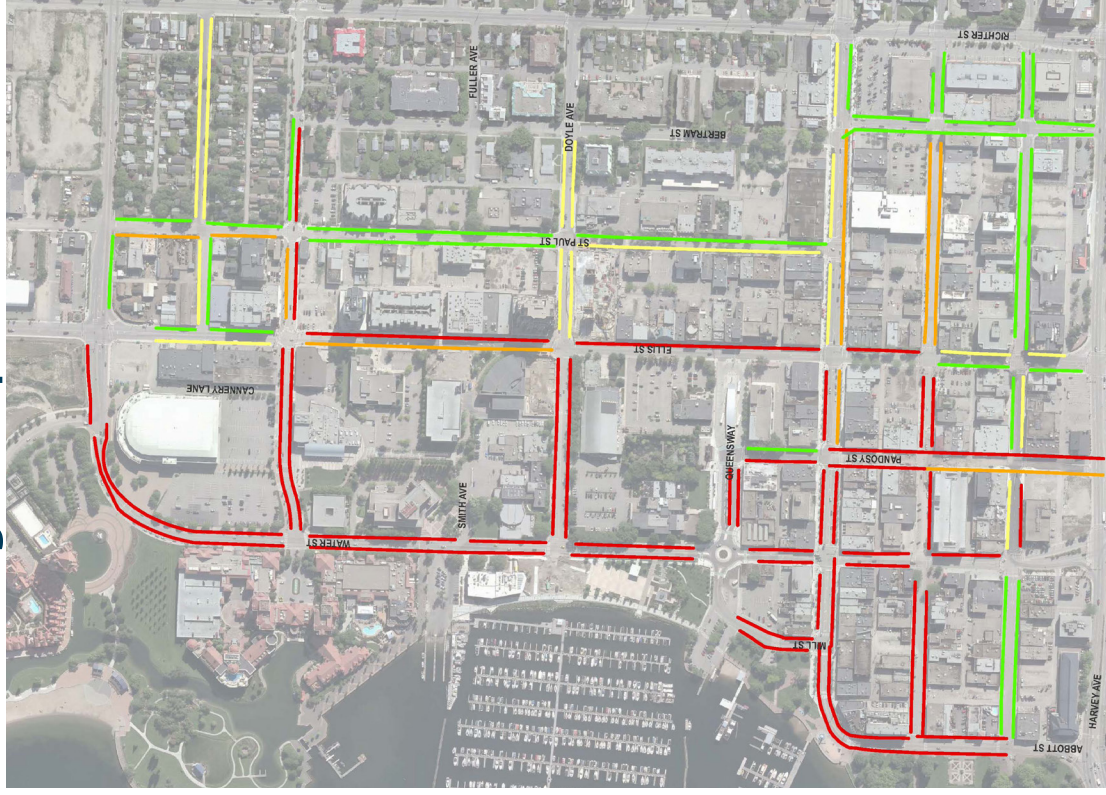


OCCUPANCY RATES

Afternoon (1 - 3 p.m.)



Evening (6 - 8 p.m.)



City of Kelowna
Downtown Parking Study June 2018

Occupancy

- 0 - 50%
- 51 - 70%
- 71 - 85%
- 86 - 100%

This document is a compilation of information. The City of Kelowna is not responsible for the accuracy of the information. It is the responsibility of the user to verify the information. The City of Kelowna is not responsible for the accuracy of the information. It is the responsibility of the user to verify the information.

Scale: 1:1000
Coordinate System: NAD 83 UTM Zone 11N
Data Sources: City of Kelowna, Google Maps, etc.

Figure 02

URBAN SYSTEMS

Author: J. Smith
Checked: J. Smith
Status: DRAFT
Revision: A

PROPOSED ON-STREET PARKING ZONES



VARIABLE RATES

Options for variable parking rates, developed based on past public consultation, are being considered to:

- ▶ encourage use of parking locations that have additional capacity;
- ▶ create capacity for brief stops in popular locations;
- ▶ enable users to make conscious decisions regarding convenience versus cost trade-offs;
- ▶ offer convenience through diverse payment options; and
- ▶ make annual on-street parking rate adjustments (up or down) based on occupancy data.



Limitations/challenges

Limitations and challenges include the need to explore new systems/technology (for example, vehicle detection sensors) that can enhance parking availability information.

Implementation timing

Short-term / ongoing

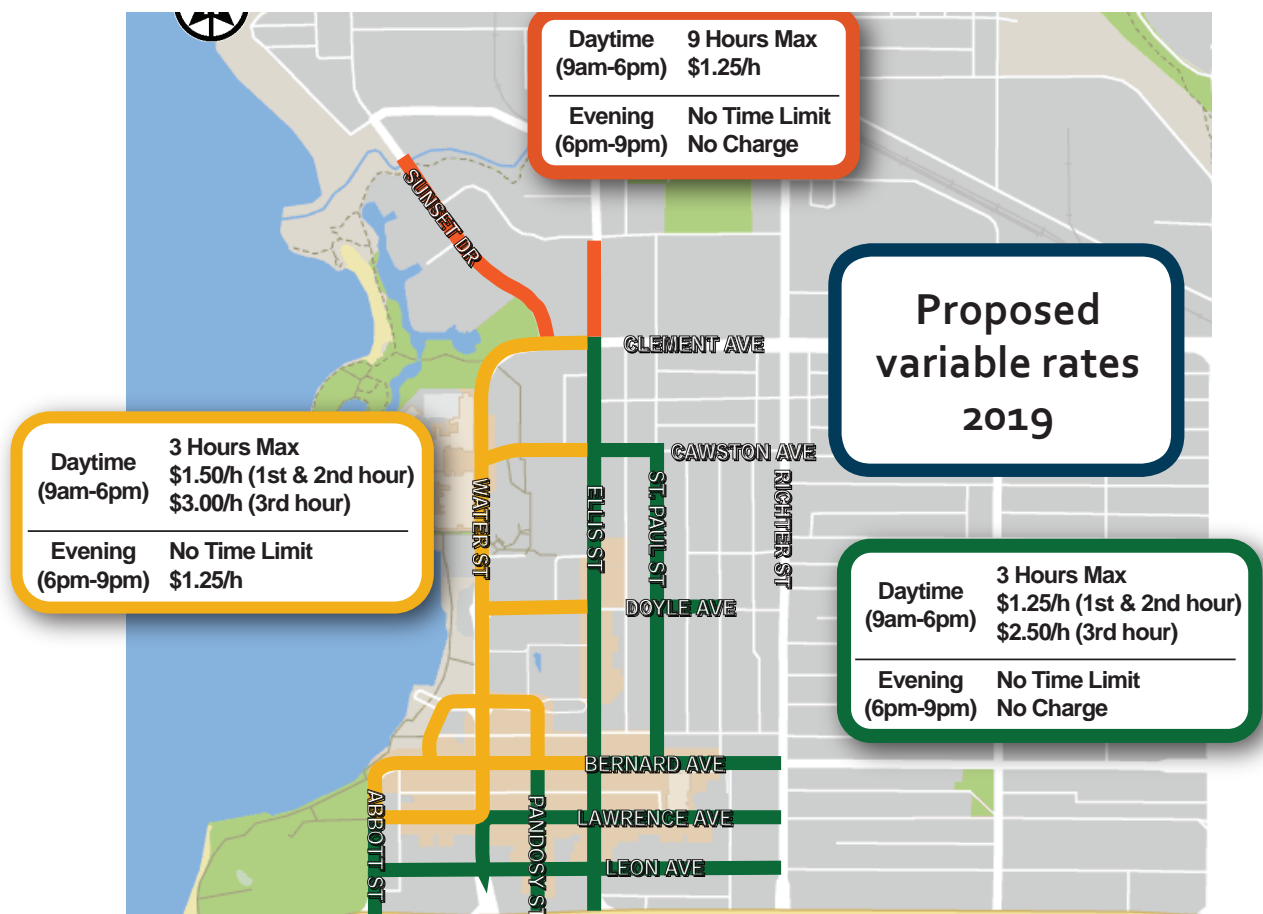


VARIABLE RATES CONT'D

Initial on-street parking zones are shown on the figure below. Rates and zones could be adjusted annually based on use.

Recommendations

- ▶ **Variable rate parking.** Target 85 per cent occupancy rate by annually increasing or decreasing parking rates depending on use. Rates would vary based on time of day and location.
- ▶ **Length of stay.** Relax on-street time restrictions, but offer the purchase of additional parking time at a higher price.
- ▶ **Rates.** Increase the price difference between on-street, surface lot, and parkade parking.
- ▶ **Real-time parking.** Continually improve real-time parking information to ensure availability, rates, and time restrictions are easily accessible to users.
- ▶ **Mobile payment.** Enable use of a variety of options for parking payments, including options for purchasing shorter time periods.



Along with the above changes, the number of hours that pay parking is in effect would be reduced in parkades and some parking lots to support a shift in demand.

PUBLIC OFF-STREET PARKING PARTNERSHIPS

Based on public input, the City is considering options to lessen the City's investment in future parking needs, because current off-street parking rates are insufficient to recover the costs of parkade construction, maintenance, operations and future replacement.

Limitations/challenges

The current off-street parking rates are too low to encourage private investment.

Implementation timing

Medium- to long-term

Recommendations

- ▶ Allow residents to offer public rental of legal residential parking stalls (on a regulated, opt-in basis) that are surplus to a property owner
- ▶ Allow commercial/industrial businesses to rent surplus parking to the public or adjacent businesses



ALTERNATIVE MONTHLY PASS PROGRAM

Alternatives to monthly parking would offer incentives to reduce the daily use of monthly parking passes in City-owned facilities. The current monthly pass model encourages daily driving and parking, because users have already prepaid for one month of parking. When users instead pay based on how often they park, they may have a financial incentive to use alternative travel modes when possible.

Limitations/challenges

Current systems and available technology do not have the capabilities necessary to effectively administer an alternative monthly pass program so system development would be required before any changes could be implemented.

Implementation timing

Short- to long-term as technology and systems become available

Recommendations

- ▶ Reduce the number of monthly permits issued, in favour of a flexible payment system that encourages alternative transportation.
- ▶ Provide incentives for existing monthly permit holders to park downtown less often.



Share feedback online at
getinvolved.kelowna.ca

OTHER TOPICS TO BE ADDRESSED

The Downtown Area Parking Plan will also address the following topics.

- ▶ Review of parking covenant section in the Zoning Bylaw.
- ▶ Payment in Lieu of Parking Bylaw: Updates to reflect true cost of constructing parking stalls.
- ▶ Support expansion of car sharing: Policy and bylaw updates.
- ▶ Blanket on-street parking restrictions: Consideration of benefits/disadvantages and potential boundaries.
- ▶ Resident parking permit program enhancements: Move toward user-friendly/permit-less system with online renewals
- ▶ Financial planning/capital investment: Planning for new facilities and renewal/future replacement of existing facilities.
- ▶ Optimization: Updates to existing systems, procedures, bylaws, policies and programming to improve efficiency and customer service.



Downtown Area Parking Plan Development Update

March 18, 2019



Guiding Principles for Parking Management



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CUSTOMER SERVICE AND FAIRNESS

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WORK WITH INSTITUTIONS, BUSINESSES AND DEVELOPERS

Parking policies must coordinate with the private and institutional sectors to ensure efficient and economical ways to address parking and transportation needs.



SUPPORT A MORE BALANCED TRANSPORTATION SYSTEM

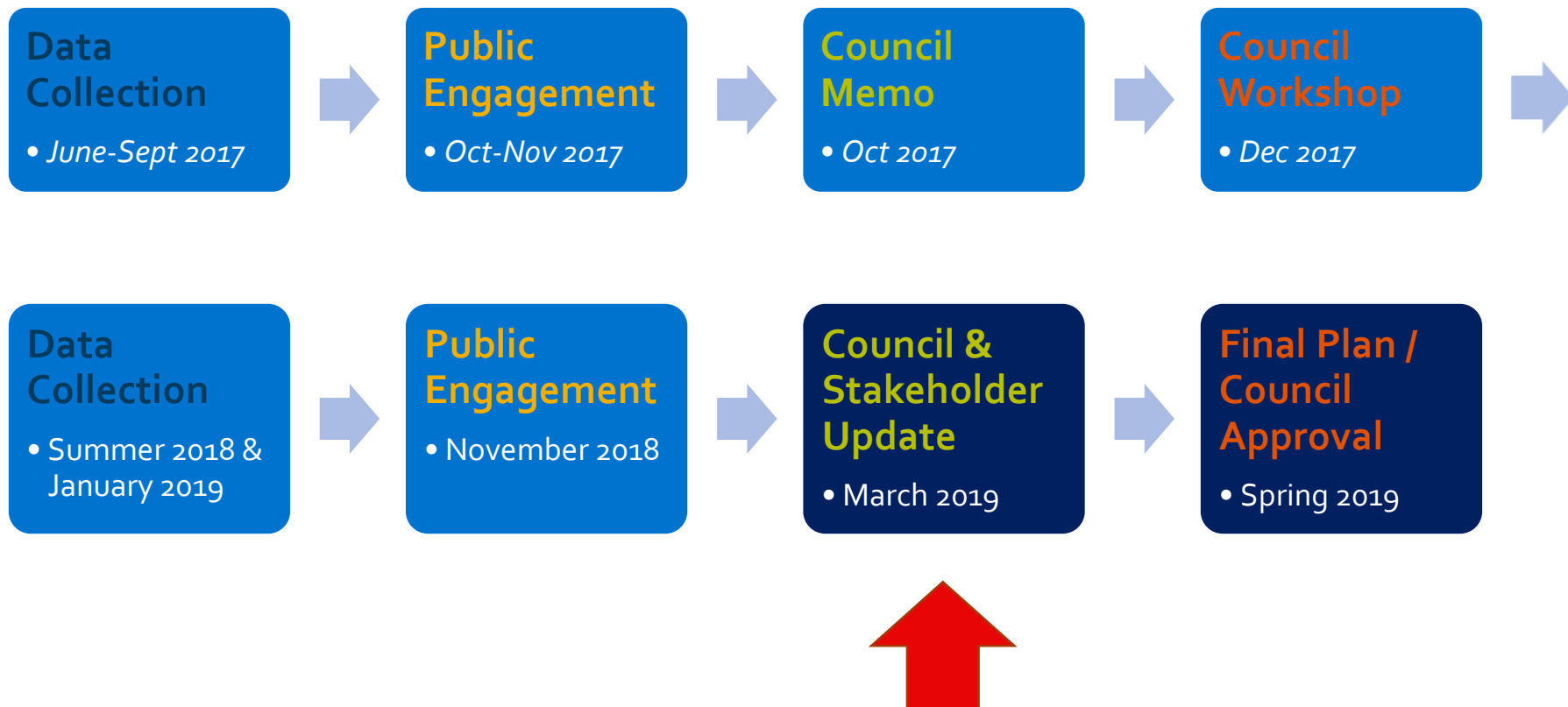
Parking is part of the larger transportation picture. We need to get serious about discouraging single-occupant vehicle congestion and encouraging other ways to travel. Inexpensive and plentiful parking will not encourage people to use transit, walk or cycle.

Downtown Kelowna Parking Plan

- ▶ Part of city-wide Parking Management Strategy
- ▶ Updated Neighbourhood plan for downtown
 - ▶ City owned off-street parking
 - ▶ On-street parking



Timeline



Additional Stakeholder Engagement - 2018

Initiative	Objective	Level of Engagement
Secondary Public Engagement (November 2018)	Share Draft Recommendations & Gather Additional Feedback	354 Engaged 738 Informed 1,744 Aware
Follow Up Meetings with Stakeholders (Upcoming)	Gather Feedback on Draft Recommendations	TBD

Big Ideas

1. Variable Rates
2. Leverage Technology
3. Focus on Private Off-Street Parking
4. Flexible Monthly Permit Program
5. Support Alternative Transportation

Big Idea #1

Variable Rates

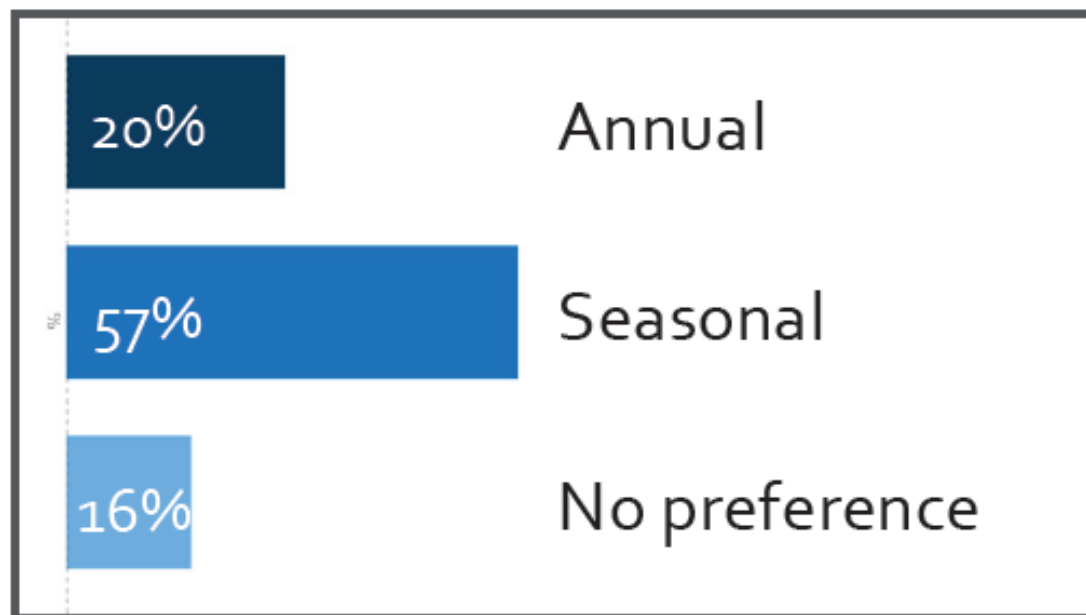
Options under Consideration:

- ▶ Target occupancy of 85% (on-street) and 90% (off-street) through variable rates by:
 - ▶ Time of day, Weekday/Weekend
 - ▶ Location/Zone
 - ▶ Summer/Off Season
- ▶ Implement a progressive rate structure – add an optional 3rd hour at double the price (“price over enforcement”)
- ▶ Modify hours and days of operation to reflect demand
 - ▶ Reduce off-street pay parking hours
 - ▶ Increase on-street pay parking hours

Big Idea #1 (Survey Question)

Variable On-Street Parking Rates

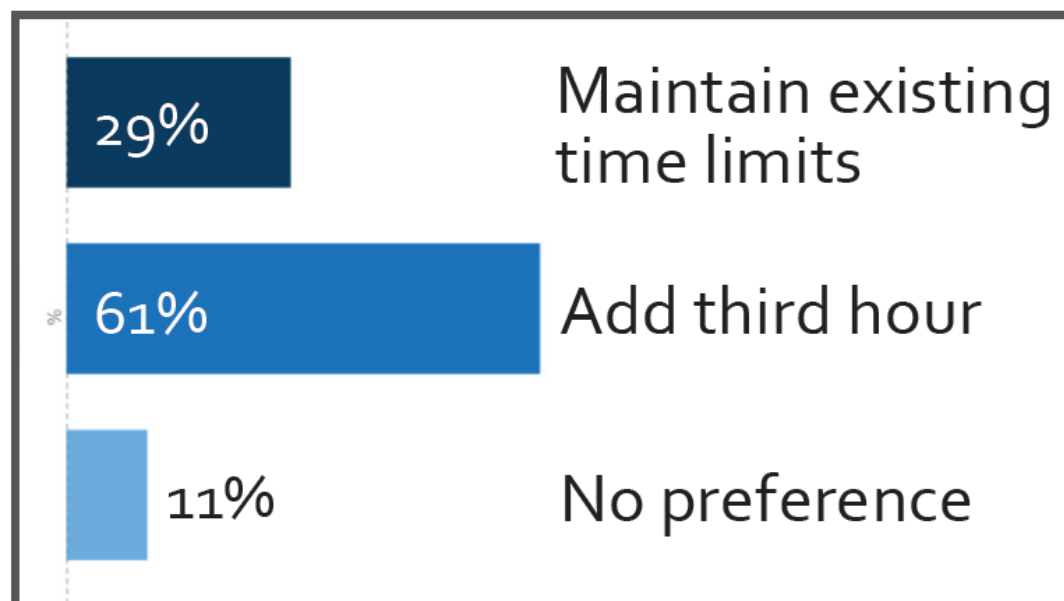
- Support for seasonal rate adjustments:



Big Idea #1 (Survey Question)

On-Street Parking Length of Stay

- Support to add a third hour at a higher rate:



Big Idea #2

Leverage Technology

Options under Consideration:

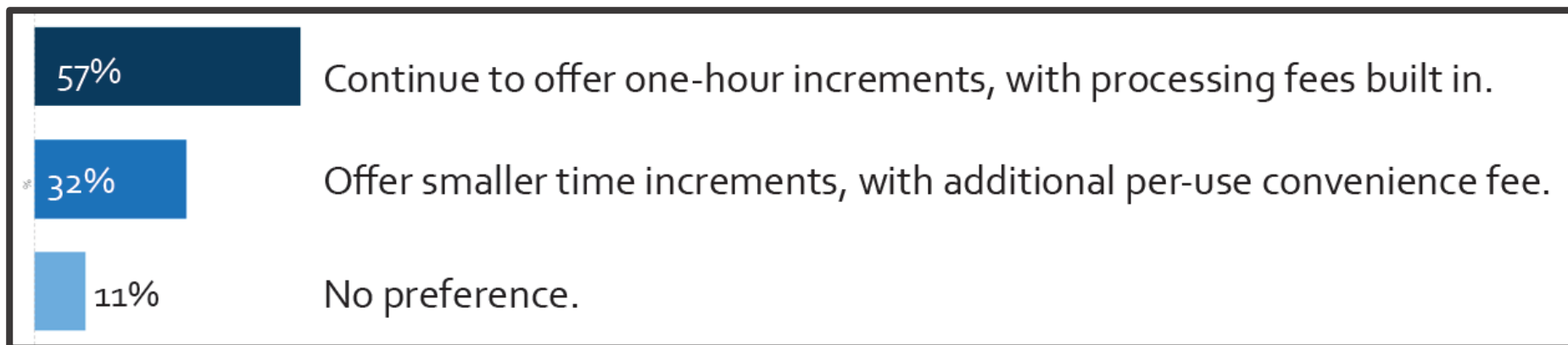
- ▶ Continue to enhance real-time information
- ▶ Expand payment options
- ▶ Provide options for smaller time periods
- ▶ Promote mobile technology to reduce number of pay stations required in the future
- ▶ Enhance permit system to allow online access for monthly, residential, visitor and accessible permit application and renewal



Big Idea #2 (Survey Question)

Mobile Parking Payments

- ▶ Support to continue operating the PayByPhone system in its current form:



Big Idea #3

Focus on Private Off-Street Parking

Options under Consideration:

- ▶ Allow (regulated) public rental of excess parking on residential/commercial properties
- ▶ Pursue a partnership for next parkade or purchase stalls within developments
- ▶ Continue working toward rates at City-owned facilities that reflect true cost of providing structured parking
- ▶ Plan future parking developments with ability to be repurposed

Big Idea #3 (Survey Question)

Rental of Excess Parking on Commercial/Industrial Land

- ▶ Significant support for exploring this option:

82%

The City SHOULD allow commercial/industrial businesses to rent surplus parking to the public or adjacent businesses.

13%

The City SHOULD NOT allow commercial/industrial businesses to rent surplus parking to the public or adjacent businesses.

4%

No preference.

Big Idea #3 (Survey Question)

Rental of Excess Parking on Single- and Multi-Family Residential Properties

► Support to explore this option:

64%

The City SHOULD allow residents to offer public rental of legal residential parking stalls (on a regulated, opt-in basis) that are surplus to a property owner.

29%

The City SHOULD NOT allow residents to offer public rental of legal residential parking stalls that are surplus to a property owner.

7%

No preference.

Big Idea #4

Flexible Monthly Permits

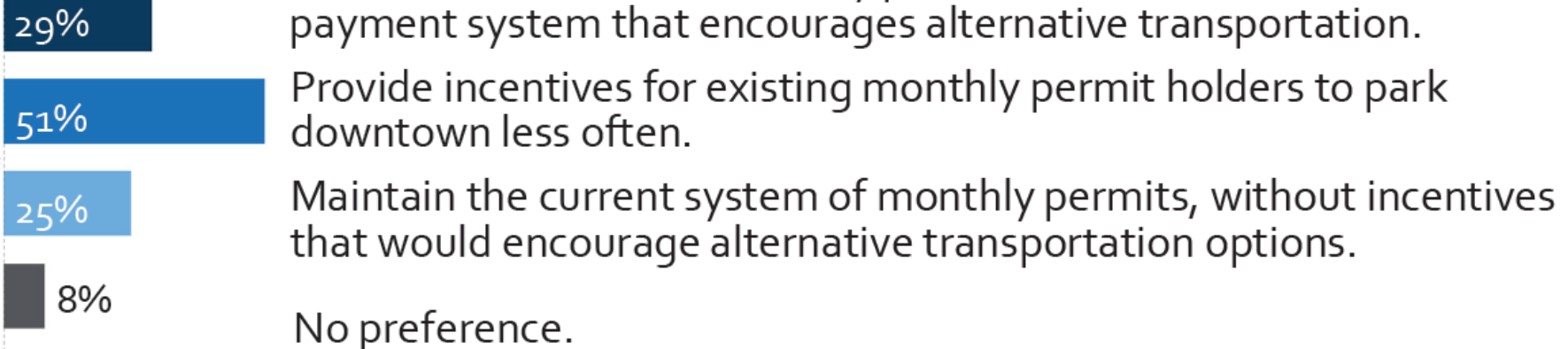
Options under Consideration:

- ▶ Develop a flexible monthly parking permit program that incentivizes reduced use
- ▶ Implement wait list controls to prevent artificial inflation of demand
- ▶ Restrict monthly passes to use in upper parkade levels or larger surface lots
- ▶ Work toward monthly permit prices that are at least 20 times daily rate so paying daily makes sense for most people

Big Idea #4 (Survey Question)

Alternatives to Monthly Parking Permits

► Public support to provide new incentives:



Big Idea #5

Support Alternative Transportation

Options under Consideration:

- ▶ Support car sharing
 - ▶ Providing parking spaces and permits at reduced rate
 - ▶ Add car share vehicles to Eco-Pass permit program
- ▶ Use parking revenue to purchase land for future loading and charging areas to support ride and car sharing
- ▶ Increase differential between parking rates and transit



Other Ideas Under Consideration

- ▶ Blanket On-Street Parking Restriction
 - ▶ Three-hour weekday maximum within urban centres to support densification without spillover into adjacent areas
- ▶ Update Payment in Lieu of Parking Bylaw
 - ▶ Reflect full cost of providing stalls (not including land)
- ▶ Support Expanded Use of Electric Vehicles
 - ▶ Continue to pursue partnership and grant opportunities



Next Steps

Update to Council (Today)



Meet with Stakeholders



Refine Draft Plan Based on Feedback
Received



Present Final Plan to Council for
Approval



Questions?

For more information, visit kelowna.ca/parking.

CITY OF KELOWNA

BYLAW NO. 11756

Road Closure and Removal of Highway Dedication Bylaw **(Portion of Groves 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 Groves Avenue

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 594.3m² shown in bold black as Parcel A on the Reference Plan prepared by Ryan Delaurier, 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.

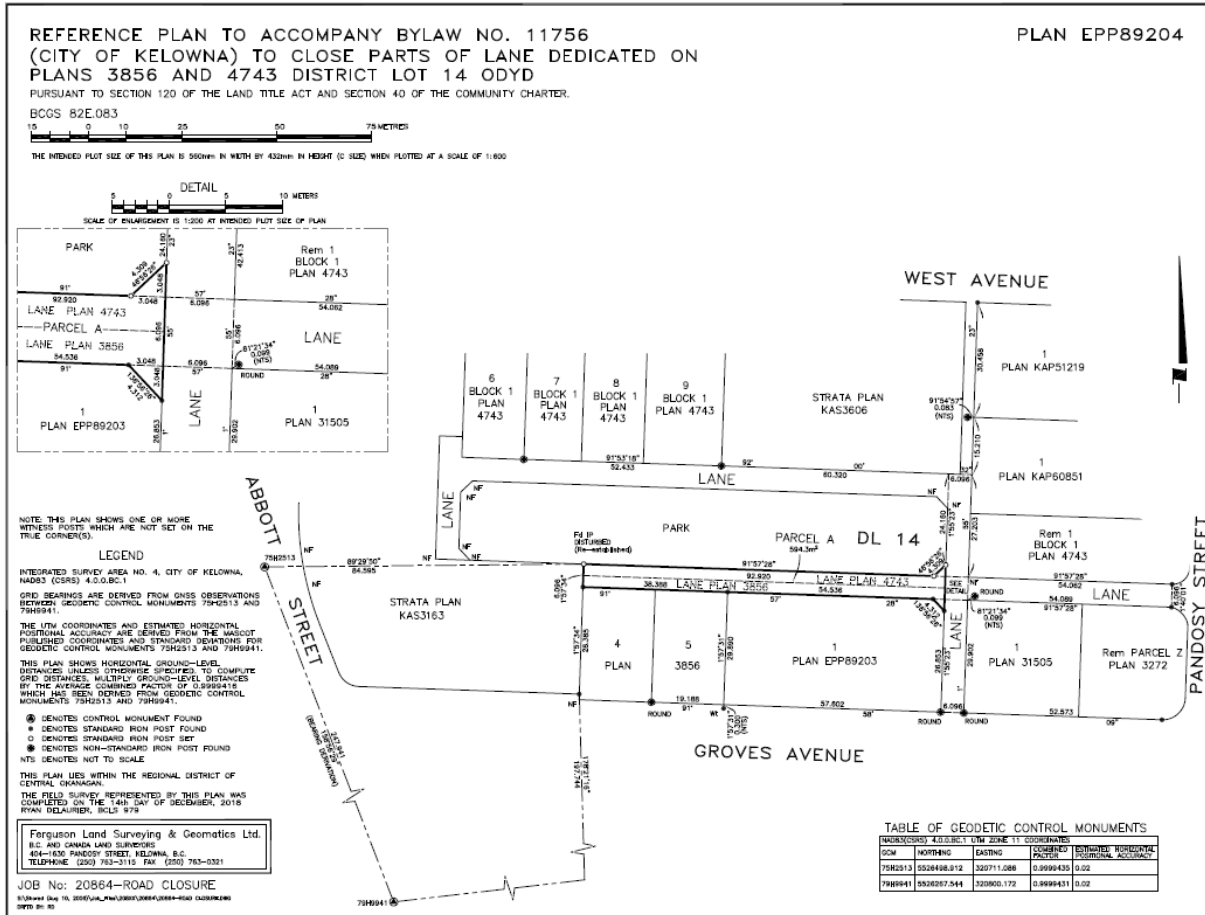
Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule "A"



CITY OF KELOWNA

BYLAW NO. 11773

Road Closure and Removal of Highway Dedication Bylaw **(Portion of Dall Road)**

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 Dall Road adjacent to 3060 Pooley Road

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 700.5m² shown in bold black as Closed Road on the Reference Plan prepared by Robert T. Macdonald 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 4th day of March , 2019.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule "A"

