

City of Kelowna
Regular Council Meeting
AGENDA



Monday, November 22, 2021

1:30 pm

Council Chamber

City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

In accordance with the most recent Provincial Health Officer Order regarding gatherings and events, seating is limited in Council Chambers. Members of the public must remain seated unless invited to address Council.

As an open meeting, a live audio-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

5 - 11

PM Meeting - November 15, 2021

3. Public in Attendance and Reports

3.1. Kelowna Integrated Court Update to Council

12 - 27

To present Council with an update of the Kelowna Integrated Court.

3.2. 2021 Q2 and Q3 RCMP Update

28 - 53

To present Council with 2021 Q2 & Q3 public safety and crime data.

4. Development Application Reports & Related Bylaws

4.1. Supplemental Report - Bechard Rd 632 - Z21-0081 (BL12293) - Daniel Emanuel Pastiu and Andria Elizabeth Pastiu

54 - 55

To receive a summary of correspondence for Rezoning Bylaw No. 12293 and to give the bylaw further reading consideration.

- 4.2. **Bechard Rd 632 - BL12293 (Z21-0081) - Daniel Emanuel Pastiu and Andria Elizabeth Pastiu** 56 - 56
- To give Bylaw No. 12293 second and third reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone.
- 4.3. **Supplemental Report - Clifton Rd 424 - Z21-0073 (BL12294) - Green Scape Holdings Ltd., Inc. No. NC1263511** 57 - 58
- To receive a summary of correspondence for Rezoning Bylaw No. 12294 and to give the bylaw further reading consideration.
- 4.4. **Clifton Rd 424 - BL12294 (Z21-0073) - Green Scape Holdings Ltd., Inc. No. BC1263511** 59 - 59
- To give Bylaw No. 12294 second and third reading in order to rezone the subject property from the A1 - Agriculture 1 zone to the RU1 - Large Lot Housing zone.
- 4.5. **Supplemental Report - Bonjou Rd 639 - Z21-0075 (BL12295) - Kevan Kruger and Cary Dawn Kruger** 60 - 61
- To receive a summary of correspondence for Rezoning Bylaw No. 12295 and to give the bylaw further reading consideration.
- 4.6. **Bonjou Rd 639 - BL12295 (Z21-0075) - Kevan Kruger and Cary Dawn Kruger** 62 - 62
- To give Bylaw No. 12295 second and third reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone.
- 4.7. **Supplemental Report - Holland Rd 3090 - Z21-0044 (BL12296) - Rolan L Facette and Karen M Facette** 63 - 64
- To receive a summary of correspondence for Rezoning Bylaw No. 12296 and to give the bylaw further reading consideration.
- 4.8. **Holland Rd 3090 - BL12296 (Z21-0044) - Rolan L Facette and Karen M Facette** 65 - 65
- To give Bylaw No. 12296 second and third reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone
- 4.9. **Supplemental Report - Sarsons Rd 444 - Z21-0082 (BL12297) - Bruce Trevor Benedict and Ruth Marie Benedict** 66 - 67
- To receive a summary of correspondence for Rezoning Bylaw No. 12297 and to give the bylaw further reading consideration.

4.10.	Sarsons Rd 444 - BL12297 (Z21-0082) - Bruce Trevor Benedict and Ruth Marie Benedict	68 - 68
	To give Bylaw No. 12297 second and third reading in order to rezone the subject property from the RU1 Large Lot Housing zone to the RU2 - Medium Lot Housing zone.	
4.11.	Supplemental Report - Wardlaw Ave 602 - Z21-0034 (BL12298) - 1288537 BC Ltd., Inc. No. BC1288537	69 - 70
	To receive a summary of correspondence for Rezoning Bylaw No. 12298 and to give the bylaw further reading consideration.	
4.12.	Wardlaw Ave 602 - BL12298 (Z21-0034) - 1288537 B.C. Ltd., Inc. No. BC1288537	71 - 71
	To give Bylaw No. 12298 second and third reading in order to rezone the subject property from the RU6 - Two Dwelling Housing zone to the RM3r - Low Density Multiple Housing (Residential Rental Tenure Only) zone.	
5.	Non-Development Reports & Related Bylaws	
5.1.	Performing Arts Centre Funding Feasibility Project - Final Report	72 - 96
	To receive an update on the funding feasibility for a new Performing Arts Centre.	
5.2.	Heritage Building Tax Incentive Agreement Bylaw - 1781 Abbott Street	97 - 106
	To authorize a Heritage Building Tax Exemption Agreement for a heritage revitalization project located at 1781 Abbott Street in accordance with Council Policy No. 318.	
5.3.	BL12275 Heritage Building Property Tax Exemption Bylaw - 1781 Abbott Street - Davara Holdings Ltd.	107 - 114
	Requires a 2/3 of all members of Council (6).	
	To give Bylaw No. 12275 first, second and third reading.	
5.4.	Amendment to Kelowna International Airport Fees Bylaw	115 - 119
	To obtain Council's approval to amend the Kelowna International Airport's fees by amending Bylaw No. 7982.	
5.5.	BL12309 - Amendment No. 38 to Airport Fees Bylaw 7982	120 - 121
	To give Bylaw No. 12309 first, second and third reading.	
5.6.	Shared Micromobility 2021 Findings and Recommendations	122 - 193
	To provide Council with the 2021 Program Evaluation Report for the Micromobility Permit Program and recommended changes for the upcoming permit season.	

5.7.	Kelowna Septic System Elimination and Sewer Connection Project Grant	194 - 211
	To inform Council that the City has received a \$9.034M grant from the Investing in Canada Infrastructure Program (ICIP) - Green Infrastructure Environmental Quality Program to install new sanitary sewer in areas currently using septic.	
5.8.	10-Year Capital Plan (2021 to 2030)	212 - 368
	To provide Council with the 10-Year Capital Plan for their adoption.	
5.9.	Management and Operations Agreement - Okanagan Boys and Girls Clubs	369 - 442
	To approve the City entering into a five (5) year Management and Operations Agreement with the Okanagan Boys and Girls Clubs, for the City-owned properties at 645 Dodd Road, 1434 Graham Street, 1633 Richter Street, and for a portion of 2337 Richter Street.	
5.10.	MFA Borrowing for LAS South Okanagan Mission Agricultural Users	443 - 444
	To initiate long-term borrowing from the Municipal Finance Authority for a 20-year period for water works in the South Okanagan Mission Agricultural Users Local Area Service.	
6.	Bylaws for Adoption (Non-Development Related)	
6.1.	BL12310 - Development Application & Heritage Procedures Bylaw No. 12310	445 - 500
	To adopt Bylaw No. 12310.	
7.	Mayor and Councillor Items	
8.	Termination	



**City of Kelowna
Regular Council Meeting
Minutes**

Date:	Monday, November 15, 2021
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Brad Sieben, Luke Stack and Loyal Wooldridge
Members participating remotely	Councillor Charlie Hodge
Members Absent	Councillor Mohini Singh
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Divisional Director, Planning & Development Services, Ryan Smith*; Planner, Tyler Caswell*; Community Planning & Development Manager, Dean Strachan*; Planner, Mark Tanner*; Planner Specialist, Lydia Korolchuk*; Planner Specialist, Wesley Miles*; Long Range Policy Planning Manager, James Moore*; Planner, Aaron Thibeault*; Utility Engineer, Luke Dempsey*; Divisional Director, Infrastructure, John Vos*; Parks & Buildings Planning Manager, Robert Parlane*; Park and Landscape Planner, Melanie Steppuhn*
Staff participating remotely	Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:37 p.m.

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

In accordance with the most recent Provincial Health Officer Order regarding gatherings and events, seating is limited in Council Chambers. Members of the public must remain seated unless invited to address Council.

As an open meeting, a live audio-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

Moved By Councillor Given/Seconded By Councillor Hodge

R1025/21/11/15 THAT the Minutes of the Regular Meetings of November 8, 2021 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Barnaby Rd 664 - Z21-0065 (BL12302) - Leith Campbell Pedersen and Theresa Pedersen

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor DeHart/Seconded By Councillor Donn

R1026/21/11/15 THAT Rezoning Application No. Z21-0065 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A District Lot 357 ODYD Plan 18635, located at 664 Barnaby Road, Kelowna, BC, from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464 (2), waive the Public Hearing from the Rezoning Bylaw;

AND FURTHER THAT final adoption of the Rezoning Application be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached the Report from the Development Planning Department dated November 15th, 2021.

Carried

3.2 Barnaby Rd 664 - BL12302 (Z21-0065) - Leith Campbell Pedersen and Theresa Pedersen

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R1027/21/11/15 THAT Bylaw No. 12302 be read a first time.

Carried

3.3 Eldorado Rd 442 - Z21-0084 (BL12303) - Paul Neufeld, Meghan Neufeld and Pillar West Developments Inc., Inc. No. BC1066488

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

R1028/21/11/15 THAT Rezoning Application No. Z21-0084 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 6 District Lot 167 ODYD Plan 10989, located at 442 Eldorado Road, Kelowna, BC, from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

AND THAT final adoption of the Rezoning Application be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated November 15th, 2021;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of the Preliminary Layout Review Letter by the Approving Officer;

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

Carried

3.4 Eldorado Rd 442 - BL12303 (Z21-0084) - Paul Neufeld, Meghan Neufeld and Pillar West Developments Inc., Inc. No. BC1066488

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R1029/21/11/15 THAT Bylaw No. 12303 be read a first time.

Carried

3.5 Fisher Rd 1925 - Z21-0054 (BL12304) - ERAC DEVELOPMENTS INC, INC NO BC1293206

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R1029/21/11/15 THAT Rezoning Application No. Z21-0054 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B District Lot 130 Osoyoos Division Yale District Plan EPP104385, located at 1925 Fisher Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone, be considered by Council;

AND FURTHER THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw.

Carried

3.6 Fisher Rd 1925 - BL12304 (Z21-0054) - ERAC DEVELOPMENTS INC, INC NO BC1293206

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R1030/21/11/15 THAT Bylaw No. 12304 be read a first time.

Carried

3.7 KLO Rd 860 - 1000 - TA21-0015 (BL12306) - Okanagan College

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Given/Seconded By Councillor Wooldridge

R1031/21/11/15 THAT Zoning Bylaw Text Amendment Application No. TA21-0015 to amend City of Kelowna Zoning Bylaw No. 8000 as outlined in the Schedule "A" attached to the Report from the Development Planning Department dated November 15, 2021, for Lot 1, District Lot 135, ODYD, Plan EPP90191 located at 860 – 1000 KLO Road, Kelowna, BC be considered by Council;

AND THAT the Zoning Bylaw Text Amendment Bylaw be forwarded to a Public Hearing for further consideration.

Carried

3.8 KLO Rd 860 - 1000 - BL12306 (TA21-0015) - Okanagan College

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R1032/21/11/15 THAT Bylaw No. 12306 be read a first time.

Carried

3.9 Devonshire Ave 1264, 1274, 1284 and Belaire Ave 1281, 1289-1291, 1299 - Z21-0080 (BL12307) - Multiple Owners

Staff:

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

Moved By Councillor Given/Seconded By Councillor Sieben

R1033/21/11/15 THAT Rezoning Application No. Z21-0080 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lots 13, 14, 19 & 20 Block 2 District Lot 137 ODYD Plan 9625 and Lots 15 & 27 District Lot 137 ODYD Plan 10011, located at 1264, 1274 & 1284 Devonshire Avenue and 1281, 1289-1291 & 1299 Belaire Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM5 – Medium Density Multiple Housing zone, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated November 15, 2021;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

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

Carried

3.10 Devonshire Ave 1264, 1274, 1284 and Belaire Ave 1281, 1289-1291, 1299 - BL12307 (Z21-0080) - Multiple Owners

Moved By Councillor Sieben/Seconded By Councillor DeHart

R1034/21/11/15 THAT Bylaw No. 12307 be read a first time.

Carried

3.11 Supplemental Report - Kaslo Crt 2117 - Z21-0076 (BL12292) - Kyle Remie Van de Sype and Kathryn Lynn Van de Sype

Moved By Councillor DeHart/Seconded By Councillor Donn

R1035/21/11/15 THAT Council receives, for information, the report from the Office of the City Clerk dated November 15, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12292;

AND THAT Rezoning Bylaw No. 12292 be forwarded for further reading consideration.

Carried

3.12 Kaslo Crt 2117 - BL12292 (Z21-0076) - Kyle Remie Van de Sype and Kathryn Lynn Van de Sype

Moved By Councillor DeHart/Seconded By Councillor Sieben

R1036/21/11/15 THAT Bylaw No. 12292 be read a second and third time.

Carried

4. Non-Development Reports & Related Bylaws

4.1 Development Application & Heritage Procedures Bylaw

Staff:

- Displayed a PowerPoint Presentation summarizing the proposed Development Application and Heritage Procedures bylaw and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Given

R1037/21/11/15 THAT Council, receives, for information, the Report from the Development Planning Department dated November 15, 2021 recommending that Council adopt the Development Application Procedures Bylaw;

AND THAT Bylaw No. 12310, being the Development Application and Heritage Procedures Bylaw be forwarded for reading consideration.

Carried

4.2 BL12310 - Development Application & Heritage Procedures Bylaw No. 12310

Moved By Councillor Sieben/Seconded By Councillor DeHart

R1038/21/11/15 THAT Bylaw No. 12310 be given first, second and third reading.

Carried

4.3 North End Planning Process Update - Phase 1 and 2

Staff:

- Displayed a PowerPoint Presentation summarizing the progress of the North End Planning process and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Wooldridge

R1039/21/11/15 THAT Council receive, for information, the report from the Policy & Planning Department regarding an update on the North End Plan process, dated November 15, 2021;

AND THAT Council approve an adjustment to the 2021 Financial Plan for \$8,800, from the Capri-Landmark Urban Centre Plan budget to the North End Area Plan budget;

AND THAT Council directs staff to apply for grant funding for the North End Plan through the Federation of Canadian Municipalities (FCM) Green Municipal Fund Sustainable Neighbourhood Action Plan fund;

AND THAT Council support staff to execute all documents necessary to complete the grant, if successful;

AND THAT the City of Kelowna commits to develop the North End Plan and to include a sustainability vision, goals and targets in the plan;

AND FURTHER THAT, if the grant application is successful, the 2022 Financial Plan be amended to include the receipt of funds.

Carried

4.4 GEID Boundary Inclusion for 1985 McKinley Rd

Staff:

- Displayed a PowerPoint Presentation summarizing the boundary modification request.

Moved By Councillor Given/Seconded By Councillor Donn

R1040/21/11/15 THAT Council receives for information the report from the Utility Planning Manager dated November 15th, 2021, with regards to the Glenmore-Ellison Improvement District (GEID) Boundary Inclusion for 1985 McKinley Rd;

AND THAT Council approve the request by the GEID to amend its water service area boundary to include 1985 McKinley Rd as outlined in the report from Utility Services dated November 15th, 2021.

Carried

4.5 Knox Mountain Park Road

Staff:

- Displayed a PowerPoint Presentation outlining the proposed strategy to limit vehicular access to Knox Mountain Park and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Wooldridge

R1041/21/11/15 THAT Council receives, for information, the report from the Parks and Buildings Planning Department dated November 15, 2021, with respect to the Knox Mountain Drive Engagement Survey and Multi-modal Access Strategy;

AND THAT Council directs staff to provide time restricted vehicular access to the First Lookout on Knox Mountain Drive from 12:00 noon to 8:00 p.m. 7 days a week through a two-year trial basis;

AND FURTHER THAT Council directs staff to report back to Council at the conclusion of the two-year trial period.

Carried

Councillor Donn - Opposed

Moved By Councillor Donn/Seconded By Councillor Hodge

R1042/21/11/15 THAT Council amend the second resolution to also provide time restricted vehicular access to the Second Lookout on Knox Mountain Drive.

Defeated

Mayor Basran, Councillors DeHart, Given, Sieben and Wooldridge - Opposed

5. Bylaws for Adoption (Non-Development Related)

5.1 BL12280 - Amendment No. 2 to Kelowna Memorial Park Cemetery Bylaw No. 11664

Moved By Councillor DeHart/Seconded By Councillor Sieben

R1043/21/11/15 THAT Bylaw No. 12280 be adopted.

Carried

6. Mayor and Councillor Items

Mayor Basran:

- Thoughts are with everyone across the Interior and Lower Mainland affected by the flooding.
- The entire community of Merritt has been evacuated and half of the evacuees will be coming to Kelowna and thanked Kamloops for opening their doors to evacuees.
- Thanked the RCMP for their efforts in apprehending those responsible for the recent assault that took place on the Rail Trail and the community for helping the victim.
- Provided comments on changes required at Provincial and Federal levels for real systemic change to take place.
- Provided comment on Louis Riel Day which is tomorrow November 16th.

Councillor DeHart:

- Spoke to their attendance last Friday night at a Fundraiser for Metro and provided comment on the tour of the new Metro facility.

Councillor Sieben:

- Appreciated the Mayor's comments on the recent Rail Trail assault.

Councillor Wooldridge:

- Appreciated the Mayor's comments and agreed that systemic changes at higher levels of government is required.

Councillor Given:

- Made comment on additional areas in the Province under actual and potential evacuation orders and flooding.
- Commented that Kelowna needs to be aware as we may have local concerns.

7. Termination

This meeting was declared terminated at 3:20 p.m.

Mayor Basran

sf/acm



City Clerk

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Kelowna Integrated Court
Department: Community Safety Department

Recommendation:

THAT Council receives the Kelowna Integrated Court presentation, dated November 22, 2021, for information.

Purpose:

To present Council with an update of the Kelowna Integrated Court.

Background:

On September 28, 2021, Council directed staff to arrange for representatives of the Kelowna Integrated Court to present an update. The Provincial Court of British Columbia [announced](#) the Kelowna Integrated Court on May 5, 2021 and it launched immediately thereafter. This followed a multi-year development and application process to the Province, led by the John Howard Society of Okanagan & Kootenay (JHSOK). Retired Justice Geoffrey Barrow and Mr. Steven De Luca, JHSOK, will co-present.

Internal Circulation:

Community Safety Department
Communications Department

Considerations not applicable to this report:

- Legal/Statutory Authority:**
- Legal/Statutory Procedural Requirements:**
- Existing Policy:**
- Financial/Budgetary Considerations:**
- External Agency/Public Comments:**
- Communications Comments:**

Submitted by: D. Caul, Community Safety Director

Approved for inclusion: S. Leatherdale, Divisional Director, Corporate & Protective Services

Kelowna Integrated Court



NATIVE COURTWORKER
AND COUNSELLING ASSOCIATION OF BRITISH COLUMBIA



COMMUNITY LIVING
BRITISH COLUMBIA



NOW
canada society

Steven DeLuca, Justice Services Coordinator,
John Howard Society Okanagan & Kootenay

Overview

- Kelowna Integrated Court (KIC) - Background
- KIC process - What makes it different?
- Statistics and the partnering agencies
- A feel for the courtroom - atmosphere is important
- Strengths of the KIC and how that affects those who come before it
- Gaps in supports and impact
- Concluding remarks

Kelowna Integrated Court

The integrated court works closely with health and social services to support offenders dealing with mental health, addiction, and other challenges. The goal is to address the underlying causes that keep individuals stuck in a revolving door with the justice system.

- Do you have new criminal charges?
- Do you accept responsibility for those charges?
- Do you struggle with:
 - Substance use
 - Mental Health
 - Homelessness
- Are you receiving supports in these areas?

Talk to your Lawyer if your answers to these questions are YES.

You can also contact Steve De Luca from the John Howard Society for more information



What is KIC?

- Commenced May 6, 2021
- Any offense over which the Provincial Court has jurisdiction can be dealt with in the KIC
- Is strictly a sentencing and bail court; not a trial court

Who is eligible for KIC?

- Offender has willingness to plead guilty and accept responsibility for the offence(s);
- Offender suffers from, or experiences, one or more of the following:
 - a substance use issue;
 - a mental health challenge; or
 - homelessness
- Offender must express willingness to deal with his or her underlying issues;
- Offender must be a client of an ***approved agency*** or become a client of such an agency before pleading to the offence(s); and
- The Crown must consent to an offender having their case before the Integrated Court

KIC Personnel

- BC Provincial Court Judge
- Crown Prosecutor
- Probation Officers
- Defence Counsel (varies client to client)

With the exception of defence counsel, the three other personnel remain the same throughout the process and with purpose

- Enables the officials to:
 - become familiar with and develop an understanding of the issues faced by each offender;
 - be up to date and understand the current resources available to assist offenders; and
 - most importantly, ensures offenders are familiar and comfortable with personnel in court.

KIC Process

- Consent and application – who is eligible and how are they identified?
- The pre-court meetings – who attends and who doesn't?
- The court itself
- Reviews – what are they and why do we have them?

Statistics

- Between May 6 and October 14, KIC has dealt with >200 offences;
- Offences include:
 - 11 counts of threatening;
 - 56 charges of theft;
 - 4 charges of break and enter;
 - 7 counts of assault;
 - 14 charges of mischief;
 - 14 counts of drug possession;
 - 16 charges of driving while prohibited; and
 - 84 charges of various types of breach of court orders (breach of probation, failing to appear, etc.)

Partnering Agencies

- RCMP
- Ministry of Justice
- Kelowna Community Corrections
- Interior Health
- Forensic Psychiatric Services
- Native Court worker and Counselling Association of British Columbia
- John Howard Society
- Brain Trust
- Canadian Mental Health Association (CMHA)
- Now Canada
- Turning Points Collaborative Society
- Community Living BC (CLBC)

A feel for the courtroom

- The Judge creates a more informal atmosphere while maintaining the authority of the court
- Crown Counsel emphasizes the nature of the team approach vs. an adversarial one
- The individual before the court has more freedom to speak
- The support team is essential member of the court

Strengths of the KIC

- Collaboration
 - extends beyond partnering agencies
 - as the KIC is promoted within the broader social services community, we are seeing agencies eager to help where they can.
- Service integration

How do these strengths translate to the client?

- Buy-in and engagement from previously entrenched individuals
- Increased trust in the court

Gaps

- Transitional Housing
- Housing for individuals with complex needs
- Transitions to local residential treatment facilities

How do these gaps impact the client?

- Clients are released from correctional facilities into homelessness. We see an increase in substance use and disengagement from the support team follow.
- A client is accepting of treatment for substance use and will be released to homelessness prior to treatment space becoming available.
- Due to complex needs and challenging behaviour, the current continuum of supportive housing is unable to provide shelter for some individuals.
- A client on Kadian was forced to change to OAT treatment to meet the requirements of a treatment facility. While some clients are willing to make this change, this can add to the wait time in admissions and increases risk of relapse.

Where can we use help advocating?

Transitional housing

- Small facility: 10 beds
- Individual living spaces
- Tailored to clients needs

Housing for individuals with complex needs

Residential Treatment Facility

- Standardization with current best practices
- Account for transitions from correctional facilities

Concluding Thoughts

Is the court working?

If by 'working' one means:

- determining the most effective combination of treatment and support
- from among the resources available in the community within a realistic time frame, then
- incorporating that response into a sentence that falls within the range of sentences available under the law, and
- monitoring compliance with that sentence over time for each individual that comes before the court, the answer is generally 'yes'.

The Kelowna Integrated Court is in its infancy; it is evolving and through the cooperation and dedication of all those involved, it will continue to improve.

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: 2021 Q2 & Q3 RCMP Update
Department: Kelowna RCMP Detachment

Recommendation:

THAT Council receive the RCMP Quarterly Update report from the Superintendent, Kelowna RCMP Detachment, dated November 22, 2021.

Purpose:

To present Council with 2021 Q2 & Q3 public safety and crime data.

Background:

On April 13, Council approved the Kelowna RCMP Detachment's 2021-2024 Strategic Plan. The Plan is focused to achieve measurable differences in public safety outcomes, while maintaining other critically important services including frontline policing, traffic enforcement, drug enforcement, and youth engagement.

Current Status:

Kelowna's crime statistics are largely consistent with national trends. In 2020, most police services observed pandemic-related changes, including decreases in property crime. As COVID-19 circumstances change and with fewer citizens staying at home, the national Uniform Crime Reporting Survey shows an expected return of many property crime types to pre-pandemic levels. Kelowna RCMP's review of Q2-Q3 2021 data indicates:

- Reported property crime, particularly commercial and residential break and enters, increased in Q3 but remains marginally lower than 2019 pre-pandemic levels.
 - Reported residential break and enters for Q2 – Q3 in 2021 are 12% lower when compared to the same reporting period in 2019.
 - Reported commercial break and enters for Q2 – Q3 in 2021 are 8% lower when compared to the same reporting period in 2019.

Consistent with national police statistics, pandemic impacts on social wellbeing are emerging in Kelowna, as evidenced by increases in reported disorder calls and persons offences including assaults, domestic violence, and utter threats/harassment.

Key Information:

The following includes standardized indicators from the Canadian Police Performance Metrics Framework and measures of the 2021-24 Strategic Plan. All indicators relate to the City of Kelowna and, unless otherwise noted, will be reported on a quarterly basis. (Red is >5% increase, Yellow is <±5%, Green is >5% decrease)

Recognizing the impact of COVID-19, for the purpose of this report, percentage changes are based on a comparison of 2019 (Q2&Q3) and 2021 (Q2&Q3).

Police Capacity & Response	2019 Q2	2020 Q2	2021 Q2	Change 2019 to 2021	2019 Q3	2020 Q3	2021 Q3	Change 2019 to 2021
Total Calls for Service	16061	14434	17199	7.1% ●	16938	17076	17960	6.0% ●
Calls for Service Priority 1-3 Combined	13749	12499	15361	11.7% ●	14694	14889	15549	5.8% ●
Calls for service requiring a police presence per officer	74	66.5	77.2	4.4% ●	79	74.8	78.1	-1.1% ●
Caseload (Criminal Code offences, excluding drugs & traffic offences, per authorized strength)	Not avail	24.8	31.7	Not avail	Not avail	30.5	32.4	Not avail
Response Time for Priority 1 Calls (mins)	7.3	9.0	7.8	6.8% ●	8.8	9.2	8.3	-5.7% ●
Response Time for Priority 2 Calls (mins)	9.4	10.3	10.3	9.6% ●	10.8	10.4	10.1	-6.5% ●
Disorder calls from downtown area	608	536	693	14.0% ●	659	704	1015	54.0% ●
Officer hours assigned to public spaces: Downtown, Rutland & parks	Not avail	Not avail	3542		Not avail	Not avail	4324	
Response time to Priority 1 calls in Downtown and Rutland Area (mins)	Not avail	Not avail	Not avail		Not avail	Not avail	Not avail	
Response time to Priority 2 calls in Downtown and Rutland Area (mins)	Not avail	Not avail	Not avail		Not avail	Not avail	Not avail	
Citizen perceived level of safety in areas including Downtown & Rutland	Not avail	87%	Bi-Annual		Not avail	87%	Bi-Annual	
Calls for Service with Mental Health Component	731	681	821	12.3% ●	745	807	823	10.5% ●
MHA Apprehensions	178	160	188	5.6% ●	155	164	142	-8.4% ●
Overdose – Non-Fatal (naloxone administration)	7	25	20	185.7% ●	10	24	24	140.0% ●
Overdose – Fatal	2	8	8	300% ●	5	6	7	40% ●
Drug Overdose Files (fentanyl, illicit, prescription)	15	39	43	186.7% ●	13	39	41	215.4% ●
Citizen satisfaction with police services (CoK Citizen Survey)	Bi-Annual	82%	Bi-Annual					
% of Priority 1-3 calls receiving status callback within 36 hours	Not avail	Annual						
% seats at senior decision-	Not avail	40%	40%		Not avail	33%	67%	

making table held by underrepresented groups								
Detachment participation in unconscious bias training & Indigenous Cultural Safety	Not avail	Annual						
Detachment participation in mental wellness training, crisis debrief supports*	Not avail	Annual						

	2019 Q2	2020 Q2	2021 Q2	Change 2019 to 2021	2019 Q3	2020 Q3	2021 Q3	Change 2019 to 2021
Total Property Offences	3220	2314	2935	-8.9% ●	3088	2673	3193	3.4% ●
Auto Theft	150	85	150	0.0%	138	139	157	13.8%
Theft from Motor Vehicle	715	488	696	-2.7%	728	542	637	-12.5%
Break & Enter – Business	164	152	165	0.6%	161	88	135	-16.1%
Shoplifting	459	193	372	-19.0%	346	282	320	-7.5%
Break & Enter – Residential	108	63	69	-36.1%	82	70	99	20.7%
Bike Theft	231	182	134	-42.0%	260	186	191	-26.5%
Other Theft & Property Crime - total property minus categories above	1393	1151	1349	-3.2%	1373	1366	1654	20.5%
9PM Routine media impressions	Not avail	Sequenced implementation						
% of theft from auto or residence where property was secured	Not Avail	Not avail	Annual		Not avail	Not avail	Annual	
% of reports to Crown Counsel receiving charge approval	Not avail	Not avail	Annual		Not avail	Not avail	Annual	
% of property offence charges that resulted in a conviction*	Not Avail	Not avail	Annual		Not avail	Not avail	Annual	
% of property offence charges referred to Integrated Court	Not avail	Not avail	Annual		Not avail	Not avail	Annual	
Number of occurrences where charges were recommended	Not avail	658	591		Not avail	579	437	
Total Persons Offences	694	667	895	29.0% ●	593	817	846	42.7% ●
Assaults (Common Only)	257	277	355	38.1%	297	331	306	3.0%
Domestic Violence	168	176	234	39.3%	177	221	226	27.7%
Sex Offences (Sexual Interference, Exploitation, Invite to Sexual Touching, Production/Possession of Child Sexual Abuse Imagery)	12	10	15	25.0%	12	16	14	16.7%
Sexual Assault	32	37	42	31.3%	32	40	40	25.0%
Theft with violence (known as robbery)	20	18	17	-15.0%	31	26	19	-38.7%
Utter Threats/Harassment	132	156	225	70.5%	124	203	208	67.7%
Assault with Weapon	73	67	97	32.9%	87	97	113	29.9%
% of third-party reports		Not avail	Annual			Not avail	Annual	
% of Detachment referrals to community-based victim	Not avail	Not avail	Annual			Not avail	Annual	

services								
Detachment participation in 'Start by Believing'	Not avail	Not avail	Annual			Not avail	Annual	
Detachment participation in Trauma Informed practice	Not avail	Not avail	Annual			Not avail	Annual	
Drug Offences								
Trafficking	71	35	19	-73.2% ●	58	42	17	-70.7% ●
Traffic								
Traffic Violation Tickets	Not avail	763	930			915	658	
Collision – Non-Fatal	71	43	53	-25.4% ●	71	45	91	28.2% ●
Collision – Fatal	0	2	0	○	2	1	3	50% ●

Conclusion:

Calls for service in 2021 Year to Date (YTD) are exceeding 2019 and 2020 YTD figures and the accompanying workload presents challenges. To address rising property crime, Kelowna RCMP's leadership team promptly established a dedicated property crime target team and will be expanding on its effort to date to strengthen Crown's partnership in addressing persistent property theft offenders. Concurrently, it will involve citizens in preventing crime through the #9pmroutine. Kelowna RCMP will also stay the course on increased visibility in Downtown, Rutland and parks, while continuing to collaborate with cross-sector partners (i.e., Interior Health) for citizens experiencing mental health and substance use issues.

Internal Circulation:

Community Safety Department
 Communications Department

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: K. Triance, Superintendent, Kelowna RCMP Detachment

Approved for inclusion:



S. Leatherdale, Divisional Director, Corporate & Protective Services

cc: D. Caul, Community Safety Director
 S. Jackson, Police Services Manager
 C. Cornock, Crime Prevention Supervisor



2021 Q2 & Q3 Report to Kelowna City Council

Presented by: Supt Kara Triance, Officer in Charge, Kelowna Detachment



Today's Agenda

- Q2 & Q3 – Significant Files
- 2021–2024 Strategic Plan – updates
 - Increase the sense of safety in our public places
 - Decrease the risk of property crime
 - Earn the trust of citizens who have experienced persons crimes
 - Show up at our best for every citizen



Significant Files of Q2 & Q3



We're working toward these

RESULTS

Show up at our best for every citizen



- Gender and cultural diversity
- Unconscious bias training & Indigenous Cultural Safety
- Sustainable workloads
- Mental wellness training and crisis debrief supports

Decrease the risk of property crime



- 9 PM Routine Campaign to help citizens lock up
- Decreased property theft

Increase the sense of safety in public spaces in Downtown & Rutland



- More officer hours
- Fewer street disorder calls
- Reduced response time to calls
- Improved citizen safety

Earn the trust of citizens who have experienced persons crime



- 100% of client-facing officers trained in trauma-informed practice
- 100% of client-facing officers trained in and has adopted 'Start by Believing' Pledge
- Increase in third-party reports
- Increased referrals to community victim services
- Enhanced citizen awareness of reporting options



TOGETHER WE CAN DRIVE *CHANGE.*



Objective 1:

Increase the sense of safety in our public places in Downtown & Rutland

- Inadmissible Patron Program
- Foot and bike patrols / Rail Trail
- Traffic





Community Safety
Unit:
Visibility / Consistency /
Collaboration



Objective 1:

Increase the sense of safety
in our public places in
Downtown & Rutland

- Kelowna Integrated Court
- COVID-19 protests
- Collaboration with DKA



Objective 1:

Increase the sense of safety
in our public places in
Downtown & Rutland

Traffic Services
Enforcement

- Cell phone & Seatbelts
- Defective & Non-compliant Vehicles
- Speeding
- Impaired Driving



Objective 2:

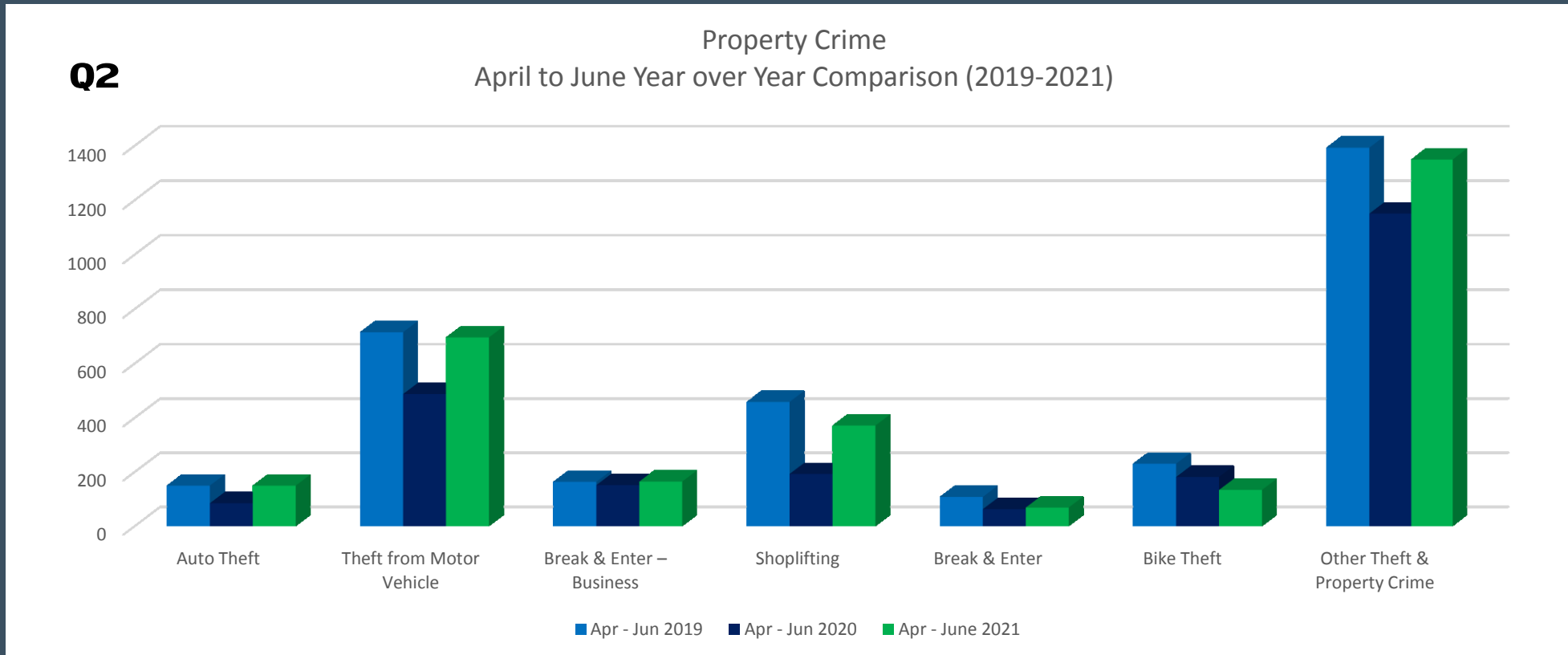
Decrease the risk of property crime

- Review of 2019–2021 statistics
- Our initiatives:
 - Online Crime Reporting Tool & '9pm Routine'
 - Target Team – property crime
 - Crime Analyst & Certified Forensic Assistant
 - Watch Support Officers



Objective 2:

Decrease the risk of property crime



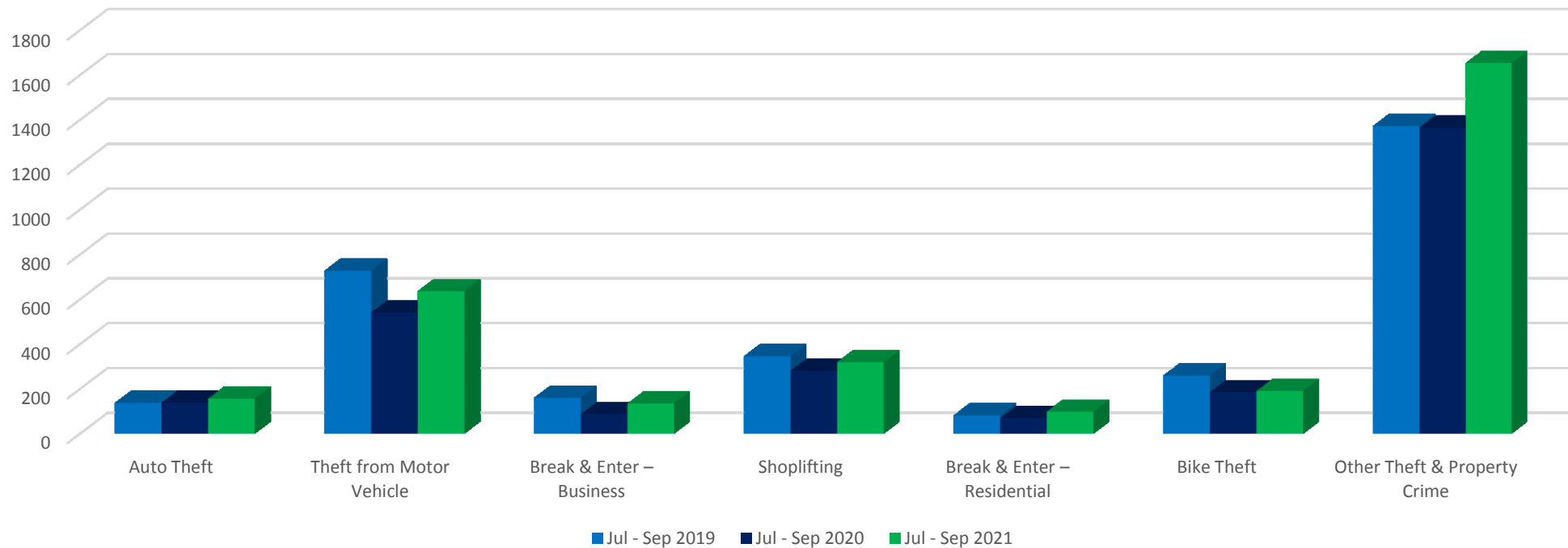
Objective 2:

Decrease the risk of property crime



Q3

Property Crime
July to September Year over Year Comparison (2019-2021)





Be a part of the
#9PMROUTINE

- Remove valuables
- Secure all doors and windows
- Lock up
- Turn on lights and security systems

Online Crime Reporting Tool & 9pm Routine

- Under reporting
- Reporting a crime in progress
 - Emergency vs. Non-emergency
- On-line crime reporting tool



Property Crime Initiatives



- Crime Analysts
- Certified Forensic Assists
 - high level of IT skills
 - completing technical drawings
 - disclosure support
 - attend low risk scenes for identifications
- Pro Active Enforcement Team



Objective 3:

Earn the trust of every citizen who have experienced persons crime

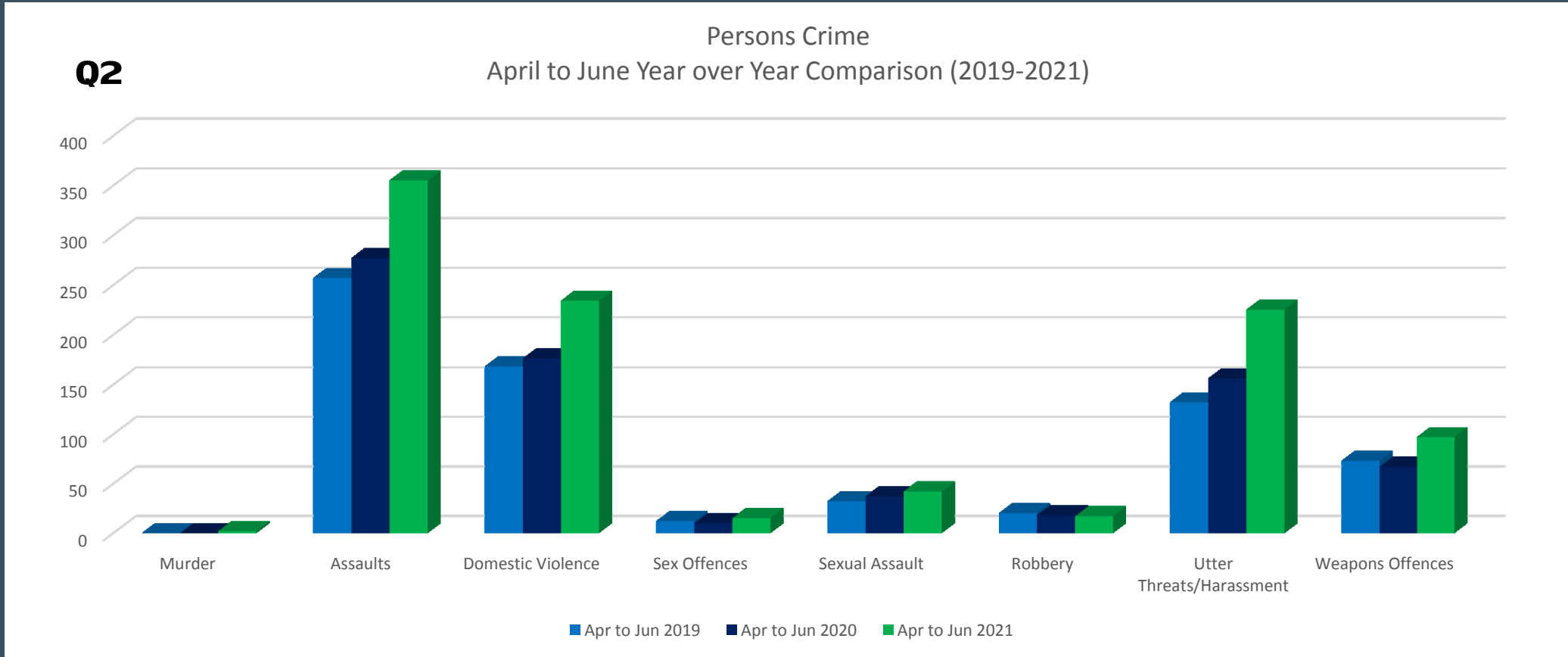
- Review of 2019-2021 statistics
- Our Initiatives:
 - Increase reporting of persons crimes by building trust with our vulnerable communities.
 - Enhanced Response for Vulnerable Persons Crime





Objective 3:

Earn the trust of every citizen who have experienced persons crime



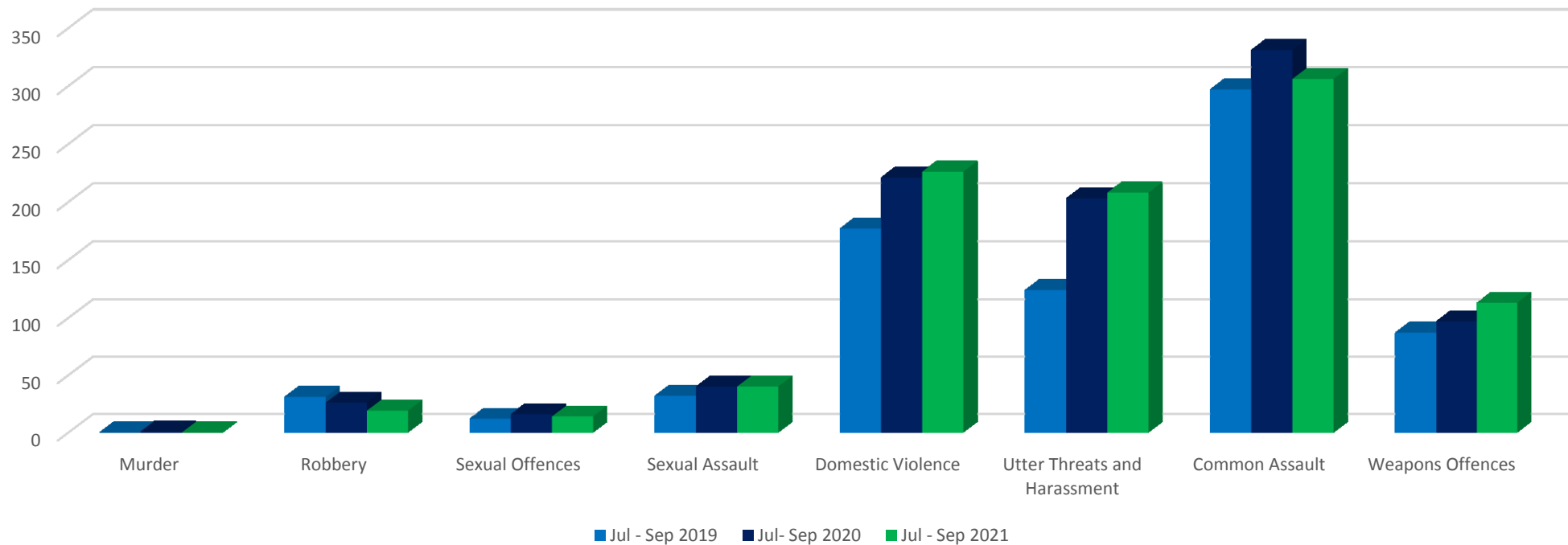
Objective 3:

Earn the trust of every citizen who have experienced persons crime



Q3

Persons Crime
July to September Year over Year Comparison (2019-2021)



Objective 3:

Earn the trust of every citizen who
have experienced persons crime



- Building partnerships + working with those who provide services to our vulnerable population
- SD23, UBC-Okanagan & Okanagan College
- Temporary Foreign Workers



Objective 3:

Earn the trust of every citizen who have experienced violent crime

- Child Advocacy Centre
- Victim Services
- Sexual Violence
- Domestic Violence Unit



Objective 4:

Show up at our best for every citizen

- Indigenous community
- Training
- Senior Leadership Team
- Leadership Symposium



Objective 4:

Show up at our best for every citizen

- National Truth & Reconciliation Day
- MOU between $stqa' \text{tk}^w d' \text{niwt}$ $sqilx^w$ Westbank First Nation and RCMP



Meet Beth, *Investigative Services*

- Major Crimes– Homicides, Serious Crimes & Sex Crime investigations
- Extensive experience in Performance Management, Respectful Workplace & Leadership Development





Questions



Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12293 for Z21-0081 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated November 22, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12293;
AND THAT Rezoning Bylaw No. 12293 be forwarded for further reading consideration

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12293 and to give the bylaw further reading consideration.

Background:

On October 4, 2021, Council amended Council Policy No. 307 – Waiver of Public Hearings to reflect Council’s direction for staff to recommend that public hearings be waived for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of the report to Council.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Discussion:

Rezoning Application Z21-0081 for 632 Bechard Road was brought forward to Council for initial consideration on [November 1, 2021](#). At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between November 3, 2021 and November 16, 2021.

The Office of the City Clerk received one piece of correspondence and it has been circulated to Council. It is summarized as follows:

- one letter of concern

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12293, located at 632 Bechard Road, further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:

[Policy 307 – Waiver of Public Hearings](#)

Considerations not applicable to this report:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk
cc: Development Planning

CITY OF KELOWNA

BYLAW NO. 12293

Z21-0081

632 Bechard Road

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 4 District Lot 134, ODYD, Plan 30130 located on Bechard Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing 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 1st day of November, 2021.

Public Hearing waived by the Municipal Council this 1st day of November, 2021.

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: November 22, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12294 for Z21-0073 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated November 22, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12294;

AND THAT Rezoning Bylaw No. 12294 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12294 and to give the bylaw further reading consideration.

Background:

On October 4, 2021, Council amended Council Policy No. 307 – Waiver of Public Hearings to reflect Council’s direction for staff to recommend that public hearings be waived for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of the report to Council.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Discussion:

Rezoning Application Z21-0073 for 424 Clifton Road was brought forward to Council for initial consideration on [November 1, 2021](#). At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between November 3, 2021 and November 16, 2021.

The Office of the City Clerk received zero pieces of correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12294, located at 424 Clifton Road, further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:

[Policy 307 – Waiver of Public Hearings](#)

Considerations not applicable to this report:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc:

Development Planning

CITY OF KELOWNA

BYLAW NO. 12294

Z21-0073

424 Clifton Road

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 4 Section 31, Township 26, ODYD, Plan 17113 located on Clifton Road, Kelowna, BC from the A1 – Agriculture 1 zone to the RU1 – Large Lot Housing 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 1st day of November, 2021.

Public Hearing waived by the Municipal Council this 1st day of November, 2021.

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: November 22, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12295 for Z21-0075 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated November 22, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12295;
AND THAT Rezoning Bylaw No. 12295 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12295 and to give the bylaw further reading consideration.

Background:

On October 4, 2021, Council amended Council Policy No. 307 – Waiver of Public Hearings to reflect Council’s direction for staff to recommend that public hearings be waived for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of the report to Council.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Discussion:

Rezoning Application Z21-0075 for 639 Bonjou Road was brought forward to Council for initial consideration on [November 1, 2021](#). At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between November 3, 2021 and November 16, 2021.

The Office of the City Clerk received zero pieces of correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12295, located at 639 Bonjou Road, further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:

[Policy 307 – Waiver of Public Hearings](#)

Considerations not applicable to this report:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc: Development Planning

CITY OF KELOWNA

BYLAW NO. 12295

Z21-0075

639 Bonjou Road

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 8 District Lot 357, SDYD, Plan 18280 located on Bonjou Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing 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 1st day of November, 2021.

Public Hearing waived by the Municipal Council this 1st day of November, 2021.

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: November 22, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12296 for Z21-0044 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated November 22, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12296;
AND THAT Rezoning Bylaw No. 12296 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12296 and to give the bylaw further reading consideration.

Background:

On October 4, 2021, Council amended Council Policy No. 307 – Waiver of Public Hearings to reflect Council’s direction for staff to recommend that public hearings be waived for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of the report to Council.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Discussion:

Rezoning Application Z21-0044 for 3090 Holland Road was brought forward to Council for initial consideration on [November 1, 2021](#). At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between November 3, 2021 and November 16, 2021.

The Office of the City Clerk received zero pieces of correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12296, located at 3090 Holland Road, further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:

[Policy 307 – Waiver of Public Hearings](#)

Considerations not applicable to this report:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc: Development Planning

CITY OF KELOWNA

BYLAW NO. 12296

Z21-0044

3090 Holland Road

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 3 District Lot 131, ODYD, Plan 10710 Except Plan H16127 located on Holland Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing 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 1st day of November, 2021.

Public Hearing waived by the Municipal Council this 1st day of November, 2021.

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: November 22, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12297 for Z21-0082 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated November 22, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12297;
AND THAT Rezoning Bylaw No. 12297 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12297 and to give the bylaw further reading consideration.

Background:

On October 4, 2021, Council amended Council Policy No. 307 – Waiver of Public Hearings to reflect Council’s direction for staff to recommend that public hearings be waived for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of the report to Council.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Discussion:

Rezoning Application Z21-0082 for 444 Sarsons Road was brought forward to Council for initial consideration on [November 1, 2021](#). At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between November 3, 2021 and November 16, 2021.

The Office of the City Clerk received zero pieces of correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12297, located at 444 Sarsons Road, further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:

[Policy 307 – Waiver of Public Hearings](#)

Considerations not applicable to this report:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc:

Development Planning

CITY OF KELOWNA

BYLAW NO. 12297

Z21-0082

444 Sarsons Road

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 19 District Lot 167, ODYD, Plan 8049 located on Sarsons Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing 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 1st day of November, 2021.

Public Hearing waived by the Municipal Council this 1st day of November, 2021.

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: November 22, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12298 for Z21-0034 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated November 22, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12298;
AND THAT Rezoning Bylaw No. 12298 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12298 and to give the bylaw further reading consideration.

Background:

On October 4, 2021, Council amended Council Policy No. 307 – Waiver of Public Hearings to reflect Council’s direction for staff to recommend that public hearings be waived for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of the report to Council.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Discussion:

Rezoning Application Z21-0034 for 602 Wardlaw Avenue was brought forward to Council for initial consideration on [November 1, 2021](#). At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between November 3, 2021 and November 16, 2021.

The Office of the City Clerk received zero pieces of correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12298, located at 602 Wardlaw Avenue, further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:

[Policy 307 – Waiver of Public Hearings](#)

Considerations not applicable to this report:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc:

Development Planning

CITY OF KELOWNA
BYLAW NO. 12298
Z21-0034
602 Wardlaw Avenue

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 24 District Lot 14, ODYD, Plan 3249 located on Wardlaw Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM3r – Low Density Multiple Housing (Residential Rental Tenure Only) 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 1st day of November, 2021.

Public Hearing waived by the Municipal Council this 1st day of November, 2021.

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: November 22, 2021
To: Council
From: City Manager
Subject: Performing Arts Centre Funding Feasibility Project – Final Report
Department: Partnership Office

Recommendation:

THAT Council receives, for information, the report from the Partnership Office dated November 22, 2021 regarding the Performing Arts Centre Funding Feasibility Project.

Purpose:

To receive an update on the funding feasibility for a new Performing Arts Centre.

Background:

The Kelowna Community Theatre (KCT) opened in 1962. With the approval of the Civic Precinct Plan in 2016 and the redevelopment of the adjacent site at 350 Doyle Avenue, the future of KCT has become a topic of conversation with some in the community.

To enable long-range planning for renewal of KCT, staff retained the consulting services of Colliers Project Leaders to identify and analyze funding options for a new Performing Arts Centre (PAC) and provide preliminary insights into transition strategies during the renewal of KCT. This report summarizes the consulting team's [PAC Feasibility Study report](#).

Discussion:

The methodology undertaken by the consulting team included:

- Case studies from peer communities – to learn from their experiences with funding, building and operating larger performance venues;
- Funding and approval strategies – to assess potential funding contributions from public and private sector sources;
- Delivery model options – assessing preferred construction and operating approaches;
- Risk analysis – identifying and commenting on a range of risk categories.

Members of the consulting team will be presenting key findings. Highlights are:

1. Case Studies

- The capacity and functional plan for a new facility should be primarily driven by the needs and opportunities for the local cultural sector, with the needs of touring users being a secondary consideration. This is particularly important when looking at seating and technical capacity in the main auditorium. A touring headliner show will demand maximum capacity on an infrequent basis, but the majority of local bookings may not require maximum capacity.
- Local user needs are diverse, and facility planning should embrace flexible, multi-purpose options to help maximize revenue and audience support.

2. Funding and Approval Strategies

a) Electoral Approval for Borrowing

The City's capacity to undertake borrowing for the PAC is constrained by borrowing imperatives for priority projects such as the renewal of Parkinson Recreation Centre, and others identified in the 10-year Capital Plan. As a result, moving forward with the PAC will require an evaluation of the timeline within which the level of borrowing required would be possible within policy limits, and a determination of where the PAC would rank among other capital priorities.

b) Grants

Senior government grants for cultural infrastructure are rare. When application intakes are announced, they usually have short turnaround times for 'shovel ready' initiatives. Current national programs such as the [Canada Cultural Spaces Fund](#) (Department of Canadian Heritage) are highly competitive and unlikely to generate a significant portion of project costs. Further, the City will need to commit its own capital budget to match potential grant contributions.

c) Advocacy

Advocacy to support direct requests to senior levels of government for funding support for the PAC is an additional option once more detailed planning is in place. The City will need to determine whether the PAC, ranked against other infrastructure needs, is a priority for an advocacy approach.

d) Philanthropy and Sponsorship Potential

The Colliers Report has a depth of information regarding philanthropic and sponsorship opportunities, including a scan of communities and facilities in which philanthropic and sponsorship funding has played a role.

If a \$10 million lead donation could be identified and secured, the consultants advise that our region would likely be positioned to undertake a fundraising campaign with a target of approximately \$32 million.

e) Managing a Fundraising Campaign

Experience in other communities indicates a public reticence toward making philanthropic contributions to government entities. Additionally, although the City has

systems and personnel capable of handling gift processing, accounting, financial reporting and IT support, the City does not have sufficient dedicated personnel with the necessary expertise to manage a campaign of this size in accordance with best practices. In view of public reticence to donate to government entities, establishing an in-house team to lead a donor campaign may not be the best option.

As an alternative to in-house campaign leadership, the City could work with an established external charity. A recent example of this approach is the successful Okanagan Rail Trail campaign, which worked with the Community Foundation of the North Okanagan and the Central Okanagan Foundation to collect and process contributions. The report highlights the need to carefully work through fund and donor stewardship arrangements and ensure that the external charity is the right fit for the project.

Another option is the creation of a new charity, specifically for a new Performing Arts Centre campaign.

3. Transition Strategies

It is important to acknowledge that there will be an impact for the City, for artists and for audiences during any venue closure. The benefits and value of a new, larger, state-of-the-art facility in a prime location will outweigh that impact, but the City has a responsibility to do what it can to ease that impact. A clear, extended timeline for redevelopment will assist organizations which, by necessity, must plan their performance seasons many years in advance. Developing an inventory of alternative spaces and matching those spaces to the needs of performers and audiences is also an important step.

Consideration of alternative spaces opens up some interesting opportunities for the City to deliver 'legacy' benefits which go beyond addressing needs during the transition to a new PAC. A prime example is reconsidering the upgrade to the Island Stage in Waterfront Park. By making an investment to tackle space and technical improvements to the Island Stage, the City can improve its utility as an alternative space during the transition period and deliver a legacy space which will go on to host a diverse range of performances for many years to come. An additional example is the 6,000 square foot Creative Hub space and adjacent Civic Plaza included in the redevelopment of 350 Doyle Avenue, both of which have the potential to provide flexible accommodation for a range of smaller scale performances and could be built out in advance of the PAC project.

In addition to moving performances to other theatre spaces in the community, other options include adapting existing spaces to serve different artistic disciplines, adapting non-traditional spaces to host performance, and creating temporary venues. The Colliers Report provides multiple examples of these adaptations from other jurisdictions.

4. Next steps

The Colliers Report suggests that rather than a linear approach which resolves planning components one at a time, it is possible to continue the planning journey along parallel paths which may overlap and intersect at different points.

As part of workplanning for 2022, and based on ideas in the report, staff propose to undertake the following:

- a) Through the capital planning process, identify the long-range timeline for the PAC project;
- b) Ensure that ongoing maintenance and operations of the KCT and delivery of a new Performing Arts Centre are appropriately reflected in the Strategic Facilities Master Plan and 10-Year Capital Plan so that KCT can continue to serve the community with optimal functionality until the transition to a new PAC;
- c) Investigate the possibility of advancing other capital improvements to serve the performing arts community so that these improvements are funded and completed prior to the PAC project;
- d) Assess specific needs of performing arts organizations requiring the largest footprint and the longest advance planning timeline. Pair those against known, existing venues and develop a set of specifications to overlay against potential alternate venues at a time closer to a potential closure.

Conclusion:

KCT enters its 60th year in 2022 and in 2027 will reach the 'retirement' age of 65. Improvements to the facility in 2021 have enhanced its functionality and other operational changes such as a programming review and the introduction of an in-house box office will ensure that KCT continues to be a welcoming and successful venue while planning advances for a new Performing Arts Centre.

A new Performing Arts Centre, regardless of its ultimate size, will be among the City's most significant building initiatives in current times. Based on the insights provided in the Colliers Report, it will be incumbent on the City to commit to a vision and a timeline which inspires community support. To deliver on the vision, philanthropic and sponsorship relationships offer significant financial potential but this is a new approach for the City and will require unique expertise and planning.

The work toward a Strategic Facilities Master Plan in the coming year will provide additional context for sustaining the functionality of KCT into the future, and understanding the drivers for a new, larger facility to meet community needs.

A project of this magnitude is not without risks, including multiple financial constraints and impacts for the City, disruption to theatre users and audiences, and community reaction to additional borrowing and taxation. While the current report cannot address the many uncertainties and unanswered questions about the future, it is a certainty that KCT must eventually enter retirement and that a plan is needed.

A pro-active approach to the transition toward a new Performing Arts Centre reflects interest and momentum in the community and manifests the City's long-standing commitment to arts and culture as an essential part of the community's quality of life.

Internal Circulation:

Cultural Services
Policy & Planning
Parks & Building Planning
Finance

Communications
Real Estate
Partnership Office

Considerations applicable to this report:

Existing Policy:

Imagine Kelowna:

- Create great public spaces that bring people together
- Cultivate an accessible and engaging arts and culture scene
- Foster resident-driven solutions

Cultural Plan 2020-2025

- Strategy 1.5 Invest in Cultural Infrastructure
- Strategy 4.2 Establish future direction for the development or redevelopment of cultural facilities
- Strategy 4.3 Find creative solutions to garner support for the construction of new cultural facilities including traditional and non-traditional funding models

Cultural Facilities Master Plan (pending)

- Key Recommendation 5: Reimagine what's possible with innovative approaches
- Action 12: Explore the role of municipalities in conducting fundraising campaigns, sponsorship, advertising and philanthropy for cultural facilities.
- Action 13: Investigate models that engage new partnerships and enhance future cultural facility development.

Financial/Budgetary Considerations:

Replacement of KCT is indicated in the pending 10-year Capital Plan as an unfunded Priority 2 project in 2025, with a cost estimate of \$75.26 million. This estimate is derived from the [May 2018 Colliers Project Leaders Report](#) which set out high-level costing for three capacity options (850/1,000/1,200 seats) for a new Performing Arts Centre. The estimate in 2018 dollars for the largest capacity option was \$61.7 million and the current estimate includes cost escalation factors since 2018.

While the current Capital Plan reflects the highest capacity option, no decision has been made regarding audience capacity for a new Performing Arts Centre. Capital cost estimates may be reduced if future analysis indicates that a smaller audience capacity can meet community needs over the lifespan of a new facility.

KCT generates annual revenue of approximately \$492,000 (2019 data) and employs 4.5 FTE municipal staff.

The July 2019 'Kelowna Creative Sector Economic Impact Assessment' reported \$339 million in direct economic output (revenue) from Kelowna's creative sector, with 626 establishments and 3,168 FTE jobs (based on 2018 data).

External Agency/Public Comments:

Beginning in 2020 and continuing throughout the project work in 2021, staff have had regular meetings with representatives and allies of the [Kelowna Citizens for a New Performing Arts Centre](#). The organization has been provided with KCT usage data, updates about the consulting work, and information about the City's capital program and budget and planning processes. A member of the consulting team also met with representatives of the organization.

Considerations not applicable to this report:

Legal/Statutory Authority

Legal/Statutory Procedural Requirements

Submitted by: S. Kochan, Partnership Manager

Approved for inclusion: Bob Evans, Partnership Office Director

CC:

B. Evans, Partnership Office Director

C. McWillis, Cultural Services Manager

G. Hood, Strategic Land Development Manager

L. Ruether, Community Communications



Performing Arts Centre

Funding Feasibility Report

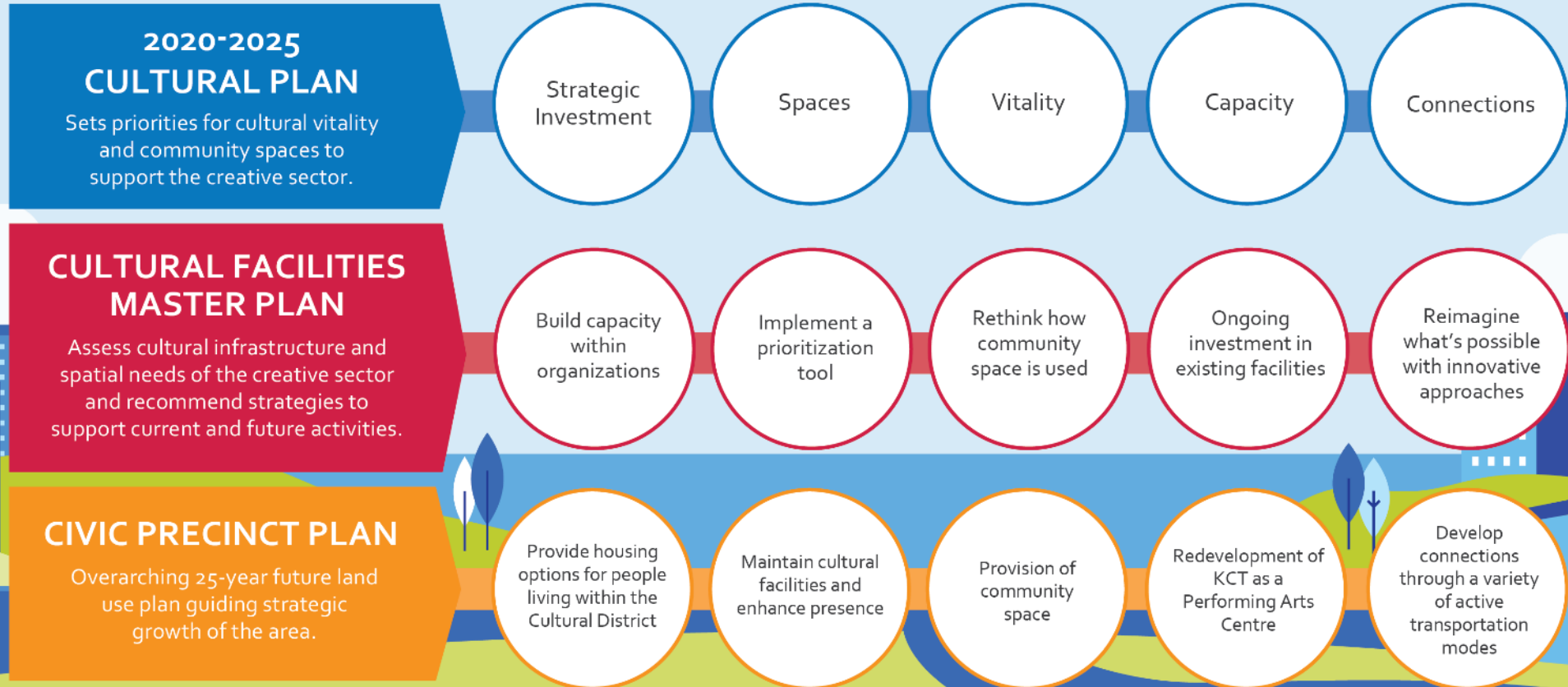
November 22, 2021

- Context
- Objectives
- Methodology
- Findings
- The Future



Spaces & Places: Developments in the Cultural District

Strategic growth of the Cultural District is guided by the Official Community Plan and the following plans and projects, each focused on providing distinct benefits to the community



PROJECTS CURRENTLY IN PROGRESS

350 Doyle – Mixed Use Development
(2020-2024)

Creative Hub Feasibility Study
(2020-2021)

Future Performing Arts Centre Funding Feasibility Study
(2021)

KCT Box Office, Front of House and Programming Review
(2021-2022)

Financial Context

2018 Colliers Report: Site Analysis

Main Auditorium #Seats	2018 Cost Estimate
850	\$43.6M
1000	\$53.0M
1200	\$61.7M

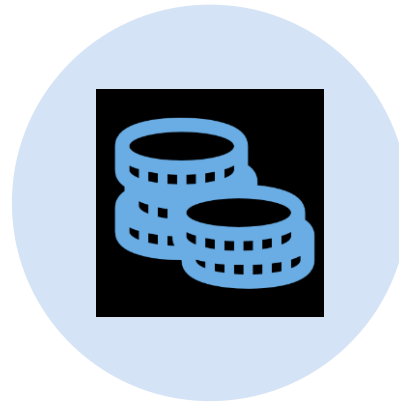
10 Year Capital Plan (pending)

Priority	Amount	Year
P2	\$75.26M	2025

Objectives



FUNDING OPTIONS



FUNDRAISING



RISK MITIGATION

Methodology



Case studies



Fund development best practices



Risk analysis



Closure and operational strategies



Next steps

Key Findings – Case Studies

The operating model has multiple implications

The needs of local users have primacy

Fundraising is more successful at arms length from the City

Funding Options

Borrowing

Grants

Advocacy
Prov/Fed

Philanthropy

Sponsorship

Partnerships

Managing a Fundraising Campaign

In-house

Established
external charity

New charity

Risk Management - Key Themes

- ▶ Civic Landscape
- ▶ Arts Community
- ▶ Funding
- ▶ Planning & Delivery









Iroquois Amphitheatre, Louisville KY





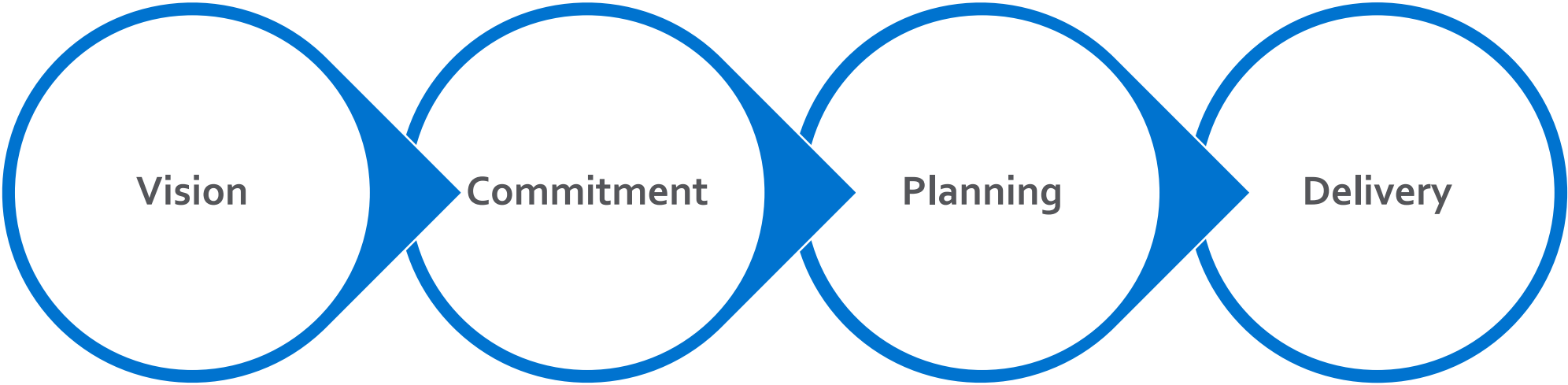
Other alternatives

- ▶ Creative Hub
- ▶ Rotary Centre for the Arts
- ▶ Private venues
- ▶ Places of Worship
- ▶ Unconventional spaces

2016 to 2022+

2022 to 2027+

2028/29/30+



- Civic Precinct Plan
- 2018 Site analysis (Colliers)
- Cultural Plan
- Disposition of 350 Doyle

- 10 Year Capital Plan
- Funding Feasibility
- Timeline

- Functional plan
- Preliminary design
- Stakeholder consultation
- Mitigation planning
- Fund development planning

- Design and costing
- Mitigation strategies
- Funding sources
- Funding campaign





Questions?

For more information, visit kelowna.ca.

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Heritage Building Tax Exemption Agreement Bylaw – 1781 Abbott Street
Department: Policy & Planning

Recommendation:

THAT Council receives, for information, the report from the Policy & Planning department dated November 22, 2021 regarding the Heritage Building Tax Exemption Agreement for the Murchison House, located at 1781 Abbott Street;

AND THAT Bylaw No. 12275 authorizing a Heritage Building Tax Exemption Agreement between the City of Kelowna and Davara Holdings Ltd, for Lot 2 District Lot 14 ODYD Plan 2614, located at 1781 Abbott Street, be forwarded for reading consideration;

AND FURTHER THAT the Mayor and City Clerk be authorized to execute the Heritage Building Tax Exemption Agreement.

Purpose:

To authorize a Heritage Building Tax Exemption Agreement for a heritage revitalization project located at 1781 Abbott Street in accordance with Council Policy No. 318.

Background:

As per Council Policy No. 318, the City of Kelowna is committed to the ongoing restoration, rehabilitation, and maintenance of buildings on the Kelowna Heritage Register. The City acknowledges that the conservation of heritage buildings can be cost prohibitive and created the Heritage Building Tax Incentive Program Policy to help mitigate these costs.

The Heritage Building Tax Incentive Program applies a municipal tax exemption to costs associated with heritage assets including, but not limited to, conservation and repair of architectural elements, reconstruction of historical features, structural rehabilitation, and consulting fees. The Tax Exemption is provided annually over a 10-year period and covers 75% of the project’s eligible costs. To be eligible for a Heritage Building Tax Exemption, the following criteria apply:

1. A proponent must enter into a Heritage Building Tax Exemption Agreement bylaw with the City of Kelowna.
2. Properties must be listed on the City of Kelowna Heritage Register and be Designated as heritage properties under Section 611 of the Local Government Act.

3. Properties must be available for occupancy after the restoration or rehabilitation and be used for any use other than single or two family residential.
4. The property owner must not be in arrears in payment of taxes.
5. Institutionally zoned properties currently receiving a municipal tax exemption are not eligible.

Discussion:

The Heritage Building Tax Exemption Agreement for Council consideration today is for a heritage revitalization project at 1781 Abbott Street. This project is currently underway, and seeks to rehabilitate and reconfigure the historic Murchison House to accommodate commercial office use, which is in alignment with the goals of Council Policy No. 318. The property is protected through a Heritage Revitalization Agreement (Bylaw No. 11923) and a Heritage Designation Bylaw (Bylaw No. 11946), both of which were approved in October 2020. The property is also on the Heritage Register and meets all other relevant criteria to qualify for a Heritage Building Tax Exemption.

The estimated eligible expenses provide by the applicant total \$582,573.04. The Heritage Building Tax Exemption would be applicable to 75% of these costs, or \$436,573.04. The tax incentive would be applied evenly over a term of 10 years. The actual annual municipal cost of the tax exemption (based on 2021 assessments, the provided budgeted costs and 2021 tax rates) is approximately \$5,675. Should Council approve the Heritage Building Tax Exemption, the applicant would provide a list of final costs upon completion of the work, and the actual tax exemption would be based on the finalized costs to a maximum of \$436,573.04.

According to Council Policy No. 318, the applicant would have been required to submit two cost estimates detailing the conservation work for approval before commencement of the work. In this case, some work began prior to the property owner formally submitting the tax exemption request. However, the applicant has been working with staff on this application for over two years with the intention of applying for a Heritage Building Tax Exemption, therefore, in this case, staff are recommending that Council consider and support the tax exemption request.

Conclusion:

This project aligns with the City's ongoing commitment to the restoration, rehabilitation, and maintenance of buildings on the Kelowna Heritage Register. The project meets applicable criteria and represents adaptive reuse of a unique heritage asset in alignment with the *National Standards and Guidelines for Conservation*. Overall, staff recommend support for the Heritage Building Tax Exemption Agreement.

Internal Circulation:

Development Planning
Policy and Planning
Financial Services

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act
Part 15 – Heritage Conservation

Existing Policy:

*Heritage Building Tax Incentive Program Policy No. 318
Official Community Plan Heritage Policies*

Objective 9.2 Identify and conserve heritage resources.

Policy .3 Financial Support. Continue to support the conservation, rehabilitation, interpretation, operation and maintenance of heritage assets through grants, incentives and other means.

Financial/Budgetary Considerations:

Tax exemptions are not financed through a budgetary line item in the same way as municipal spending. An increase in the value of tax exemptions increases the taxes paid by properties that are not tax exempt. Once the project is completed, the actual annual municipal cost of the tax exemption will be included in the City of Kelowna’s Annual Report.

Submitted by:

A. Janousek, Planner II

Approved for inclusion:



J. Moore, Long Range Policy Planning Manager

cc:

Legislative Coordinator
Revenue Supervisor

Attachments:

Schedule A – Draft Heritage Building Tax Exemption Agreement

SCHEDULE A

This forms part of application
RTE21-0004

Planner Initials **AJ**



City of
Kelowna
DEVELOPMENT PLANNING

Heritage Building Tax Exemption Agreement

THIS AGREEMENT made this ___ day of _____, 20__

BETWEEN:

CITY OF KELOWNA
1435 Water Street
Kelowna, BC V1Y 1J4

(hereafter “the City”)

OF THE FIRST PART

AND:

DAVARA HOLDINGS LTD.
1-911 Borden Avenue
Kelowna, BC V1Y 6A5

(hereafter “the Applicant”)

OF THE SECOND PART

WHEREAS

- A. The City as a municipality under section 225 of the *Community Charter SBC 2003, c. 26* is authorized to enter into an agreement with an owner of property respecting the provision of a tax exemption that is eligible for such exemption.
- B. The Applicant owns property at 1781 Abbott Street in Kelowna (the “Property”) which is the subject of a heritage revitalization agreement.
- C. The Applicant has submitted a proposal for the development of the Property.
- D. The City has determined that the eligible costs (as defined in the City Council’s Heritage Tax Incentive Program Policy No. 318 (the “Policy”)) in connection with the restoration of the Property are \$582,573.04. The Policy provides that the maximum tax incentive to an owner is 75% of the eligible costs, which, in the case of this Property, is \$436,929.78.

NOW THEREFORE IN CONSIDERATION OF THE MUTUAL PREMISES AND AGREEMENTS CONTAINED HEREIN THE CITY AND APPLICANT AGREE AS FOLLOWS:

1. **Maximum Tax Exemption** - The maximum amount of the Tax Exemption available in respect of the Property is \$436,929.78. The Tax Exemption is applicable only in respect of the municipal property tax imposed pursuant to section 197(1)(a) of the *Community Charter*.
2. **Term of Exemption** - The term of the Heritage Building Tax Exemption is 10 years, commencing the calendar year following the Applicant's submission of a Comprehensive Heritage Tax Exemption application (the "Application"). The Application must be submitted no later than July 15 of the calendar year preceding the year in which the first installment of the Tax Exemption is applied. The Application may not be submitted before final inspection and approval by the City of the restoration work. For greater certainty, the term of the Tax Exemption is not extended as a result of any breach of the agreement or the Applicant losing its entitlement to the Tax Exemption.
3. **Compliance with Heritage Revitalization Agreement** - The granting of the Tax Exemption under this agreement is subject to the Applicant complying with all provisions of the Heritage Revitalization Agreement ("HRA"), being Schedule A to Bylaw No. 12275, including that construction on the Property must comply with the schedules to Bylaw No. 12275, and all criteria specified in section 3 of the Policy.
4. **Annual Application** – The Applicant must submit a Heritage Tax Exemption Annual Renewal application (the "Annual Application") no later than July 15th of the calendar year in which the Tax Exemption will be applied, confirming that the Applicant is in current compliance with the provisions of section 3 herein.

5. **Certification of Eligible Costs** – Following completion of the restoration of the Property in accordance with the HRA, the Applicant must submit to the City a certification (the “Certification”) of the costs of the Property restoration project, based on the final inspection and approval of the City, from either a public accountant or professional quantity surveyor. If the final costs are less than the original estimate, the Tax Exemption will be reduced to reflect the lesser amount. Should the final costs exceed the original estimate; the original exemption approved by Council will apply unless the applicant wishes to return to Council to alter the amount.
6. **Calculation of Annual Tax Exemption** –
 - (a) The amount of the Tax Exemption is based on the annual review of the assessed value of the property. In order to adjust the tax incentive to work towards achieving the desired amount – 75% of the project’s eligible cost as defined in 1. The revised annual calculation will then be: (dollar value of approved exemption – dollar value of exemption received to date)/(number of years of exemption remaining). After the term has ended, the property shall be fully taxable.
7. **Payment to City** - In the event of a failure to comply with the terms of the HRA during a calendar year in which the Property has received a Tax Exemption, the Applicant must pay to the City an amount equal to the Tax Exemption provided in that calendar year. The requirement for payment under this section applies in addition to any disentitlement to a Tax Exemption in subsequent years by reason of failure to comply with the HRA.
8. **No Refund** – For greater certainty, under no circumstances will the Applicant be entitled under or pursuant to this agreement or under or pursuant to the revitalization tax exemption program to any cash credit, any carry forward tax

exemption credit or any refund for any property taxes paid.

9. **Condition Precedent of Bylaw Adoption** – This agreement shall only take effect if the Council of the City adopts a bylaw pursuant to section 225(3) of the *Community Charter* in relation to the Property. This agreement will only take effect in the first calendar year if the bylaw came into force on or before October 31 in the preceding year. If the bylaw comes into force after October 31, this agreement takes effect in the second calendar year following the year in which the bylaw comes into effect.

10. **Notices.** Any notice or other writing required or permitted to be given hereunder or for the purposes hereof to any party shall be sufficiently given if delivered by hand or posted on the Property, or if sent by prepaid registered mail (Express Post) or if transmitted by facsimile to such party:

(a) in the case of a notice to the City, at:

CITY OF KELOWNA
1435 Water Street
Kelowna, BC V1Y 1J4
Attention: Revenue Supervisor
Phone: 250-469-8542

(b) in the case of a notice to the
Applicant, at:

Attention: David Sargent
Phone: 250-575-2994
Email: dave.sargent@davara.ca

or at such other address or addresses as the party to whom such notice or other writing is to be given shall have last notified the party giving the same in the manner provided in this section.

Any notice or other writing sent in compliance with this section shall be deemed to have been given and received on the day it is given unless that day is not a Business Day, in which case the notice shall be deemed to have been given and received on the next day that is a Business Day. In this section, "Business Day" means any day other than Saturday, Sunday, any statutory holiday in the Province of British Columbia or any day on which banks generally are not open for business in Vancouver, British Columbia.

11. **No Assignment** – The Applicant may not assign its interest in this Agreement except to a subsequent owner in fee simple of the Property.
12. **Severance** - If any portion of this Agreement is held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Agreement.
13. **Interpretation** - Wherever the singular or masculine is used in this Agreement, the same shall be construed as meaning the plural, the feminine or body corporate where the context or the parties thereto so required.
14. **Further Assurances** - The parties hereto shall execute and do all such further deeds, acts, things and assurances that may be reasonably required to carry out the intent of this Agreement.
15. **Waiver** - Waiver by the City of a default by the Property Owner shall be in writing and shall not be deemed to be a waiver of any subsequent or other default.
16. **Powers Preserved** - This Agreement does not
 - (a) affect or limit the discretion, rights or powers of the City under any

enactment (as defined in the *Interpretation Act*, on the reference date of this Agreement) or at common law, including in relation to the use or subdivision of the Property;

- (b) affect or limit any enactment relating to the use or subdivision of the Property, or
- (c) relieve the Applicant from complying with any enactment, including in relation to the use or subdivision of the Property, and without limitation shall not confer directly or indirectly any exemption or right of set-off from development cost charges, connection charges application fees, user fees or other rates, levies and charges payable under any bylaw of the City.

- 17. **References** - Every reference to each party is deemed to include the heirs, executors, administrators, personal representatives, successors, assigns, servants, employees, agents, contractors, officers, licensees and invitees of such party, wherever the context so requires or allows.
- 18. **Enurement** - This Agreement shall enure to the benefit of and be binding upon the parties hereto and their respective successors and permitted assigns.

IN WITNESS WHEREOF the parties have executed the agreement as of the day and year first written above:

CITY OF KELOWNA by its authorized signatories:

, MAYOR

, CITY CLERK

DAVARA HOLDINGS LTD. by its authorized signatories:

DocuSigned by:
David Sargent
A083B618F8EB439...

Authorized Signatory

Authorized Signatory

CITY OF KELOWNA

BYLAW NO. 12275

Heritage Building Property Tax Exemption Bylaw 1781 Abbott Street

WHEREAS Council may, by bylaw under Section 225(3) of the *Community Charter*, exempt eligible heritage property from taxation under Section 197(1)(a);

AND WHEREAS the property at 1781 Abbott Street, Kelowna (the "Property") is subject to a heritage revitalization agreement under Section 610 of the *Local Government Act*;

AND WHEREAS notice has been provided of the proposed adoption of the tax exemption bylaw as required by the *Community Charter*;

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

1. The property at 1781 Abbott Street, legal described as Lot 2, District Lot 14, ODYD, Plan 2614, shall be exempt from taxation to the extent provided for the Heritage Building Property Tax Exemption Agreement, being Schedule A attached hereto.
2. The term of tax exemption for the Property shall be ten (10) years, commencing the calendar year following the submission of a permissive tax exemption application to the City Revenue Manager in compliance with Section 2 of Schedule A.
3. This bylaw may be cited for all purposes as "Bylaw No. 12275, being Heritage Building Property Tax Exemption Bylaw – 1781 Abbott Street."
4. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule 'A'

DocuSign Envelope ID: 6D1633D4-5837-4950-AE74-5B7A48566B26

Heritage Building Tax Exemption Agreement

THIS AGREEMENT made this ___ day of _____, 20__

BETWEEN:

CITY OF KELOWNA
1435 Water Street
Kelowna, BC V1Y 1J4

(hereafter "the City")

OF THE FIRST PART

AND:

DAVARA HOLDINGS LTD.
1-911 Borden Avenue
Kelowna, BC V1Y 6A5

(hereafter "the Applicant")

OF THE SECOND PART

WHEREAS

- A. The City as a municipality under section 225 of the *Community Charter* SBC 2003, c. 26 is authorized to enter into an agreement with an owner of property respecting the provision of a tax exemption that is eligible for such exemption.
- B. The Applicant owns property at 1781 Abbott Street in Kelowna (the "Property") which is the subject of a heritage revitalization agreement.
- C. The Applicant has submitted a proposal for the development of the Property.
- D. The City has determined that the eligible costs (as defined in the City Council's Heritage Tax Incentive Program Policy No. 318 (the "Policy")) in connection with the restoration of the Property are \$582,573.04. The Policy provides that the maximum tax incentive to an owner is 75% of the eligible costs, which, in the case of this Property, is \$436,929.78.

NOW THEREFORE IN CONSIDERATION OF THE MUTUAL PREMISES AND AGREEMENTS CONTAINED HEREIN THE CITY AND APPLICANT AGREE AS FOLLOWS:

1. **Maximum Tax Exemption** - The maximum amount of the Tax Exemption available in respect of the Property is \$436,929.78. The Tax Exemption is applicable only in respect of the municipal property tax imposed pursuant to section 197(1)(a) of the *Community Charter*.
2. **Term of Exemption** - The term of the Heritage Building Tax Exemption is 10 years, commencing the calendar year following the Applicant's submission of a Comprehensive Heritage Tax Exemption application (the "Application"). The Application must be submitted no later than July 15 of the calendar year preceding the year in which the first installment of the Tax Exemption is applied. The Application may not be submitted before final inspection and approval by the City of the restoration work. For greater certainty, the term of the Tax Exemption is not extended as a result of any breach of the agreement or the Applicant losing its entitlement to the Tax Exemption.
3. **Compliance with Heritage Revitalization Agreement** - The granting of the Tax Exemption under this agreement is subject to the Applicant complying with all provisions of the Heritage Revitalization Agreement ("HRA"), being Schedule A to Bylaw No. 12275, including that construction on the Property must comply with the schedules to Bylaw No. 12275, and all criteria specified in section 3 of the Policy.
4. **Annual Application** - The Applicant must submit a Heritage Tax Exemption Annual Renewal application (the "Annual Application") no later than July 15th of the calendar year in which the Tax Exemption will be applied, confirming that the Applicant is in current compliance with the provisions of section 3 herein.

5. **Certification of Eligible Costs** – Following completion of the restoration of the Property in accordance with the HRA, the Applicant must submit to the City a certification (the "Certification") of the costs of the Property restoration project, based on the final inspection and approval of the City, from either a public accountant or professional quantity surveyor. If the final costs are less than the original estimate, the Tax Exemption will be reduced to reflect the lesser amount. Should the final costs exceed the original estimate, the original exemption approved by Council will apply unless the applicant wishes to return to Council to alter the amount.
6. **Calculation of Annual Tax Exemption** –
 - (a) The amount of the Tax Exemption is based on the annual review of the assessed value of the property. In order to adjust the tax incentive to work towards achieving the desired amount – 75% of the project's eligible cost as defined in 1. The revised annual calculation will then be: (dollar value of approved exemption – dollar value of exemption received to date)/(number of years of exemption remaining). After the term has ended, the property shall be fully taxable.
7. **Payment to City** - In the event of a failure to comply with the terms of the HRA during a calendar year in which the Property has received a Tax Exemption, the Applicant must pay to the City an amount equal to the Tax Exemption provided in that calendar year. The requirement for payment under this section applies in addition to any disentitlement to a Tax Exemption in subsequent years by reason of failure to comply with the HRA.
8. **No Refund** – For greater certainty, under no circumstances will the Applicant be entitled under or pursuant to this agreement or under or pursuant to the revitalization tax exemption program to any cash credit, any carry forward tax

exemption credit or any refund for any property taxes paid.

9. **Condition Precedent of Bylaw Adoption** – This agreement shall only take effect if the Council of the City adopts a bylaw pursuant to section 225(3) of the *Community Charter* in relation to the Property. This agreement will only take effect in the first calendar year if the bylaw came into force on or before October 31 in the preceding year. If the bylaw comes into force after October 31, this agreement takes effect in the second calendar year following the year in which the bylaw comes into effect.

10. **Notices.** Any notice or other writing required or permitted to be given hereunder or for the purposes hereof to any party shall be sufficiently given if delivered by hand or posted on the Property, or if sent by prepaid registered mail (Express Post) or if transmitted by facsimile to such party:

(a) in the case of a notice to the City, at:

CITY OF KELOWNA
1435 Water Street
Kelowna, BC V1Y 1J4
Attention: Revenue Supervisor
Phone: 250-469-8542

(b) in the case of a notice to the Applicant, at:

Attention: David Sargent
Phone: 250-575-2994
Email: dave.sargent@davara.ca

or at such other address or addresses as the party to whom such notice or other writing is to be given shall have last notified the party giving the same in the manner provided in this section.

Any notice or other writing sent in compliance with this section shall be deemed to have been given and received on the day it is given unless that day is not a Business Day, in which case the notice shall be deemed to have been given and received on the next day that is a Business Day. In this section, "Business Day" means any day other than Saturday, Sunday, any statutory holiday in the Province of British Columbia or any day on which banks generally are not open for business in Vancouver, British Columbia.

11. **No Assignment** – The Applicant may not assign its interest in this Agreement except to a subsequent owner in fee simple of the Property.
12. **Severance** - If any portion of this Agreement is held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Agreement.
13. **Interpretation** - Wherever the singular or masculine is used in this Agreement, the same shall be construed as meaning the plural, the feminine or body corporate where the context or the parties thereto so required.
14. **Further Assurances** - The parties hereto shall execute and do all such further deeds, acts, things and assurances that may be reasonably required to carry out the intent of this Agreement.
15. **Waiver** - Waiver by the City of a default by the Property Owner shall be in writing and shall not be deemed to be a waiver of any subsequent or other default.
16. **Powers Preserved** - This Agreement does not
 - (a) affect or limit the discretion, rights or powers of the City under any

enactment (as defined in the *Interpretation Act*, on the reference date of this Agreement) or at common law, including in relation to the use or subdivision of the Property;

- (b) affect or limit any enactment relating to the use or subdivision of the Property, or
- (c) relieve the Applicant from complying with any enactment, including in relation to the use or subdivision of the Property, and without limitation shall not confer directly or indirectly any exemption or right of set-off from development cost charges, connection charges application fees, user fees or other rates, levies and charges payable under any bylaw of the City.

- 17. **References** - Every reference to each party is deemed to include the heirs, executors, administrators, personal representatives, successors, assigns, servants, employees, agents, contractors, officers, licensees and invitees of such party, wherever the context so requires or allows.
- 18. **Enurement** - This Agreement shall enure to the benefit of and be binding upon the parties hereto and their respective successors and permitted assigns.

IN WITNESS WHEREOF the parties have executed the agreement as of the day and year first written above:

CITY OF KELOWNA by its authorized signatories:

, MAYOR

, CITY CLERK

DAVARA HOLDINGS LTD. by its authorized signatories:

DocuSigned by:
David Sargent
www.davara.com

Authorized Signatory

Authorized Signatory

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Amendment to Kelowna International Airport Fees Bylaw No. 7982
Department: Kelowna International Airport

Recommendation:

THAT COUNCIL receive for information the report of the Kelowna International Airport dated November 22, 2021;

AND FURTHER THAT Bylaw No. 12309 being Amendment No. 38 to the City of Kelowna Airport Fees Bylaw 7982 be advanced for reading consideration.

Purpose:

To obtain Council’s approval to amend the Kelowna International Airport’s fees by amending Bylaw No. 7982.

Background:

Parking Fees

Kelowna International Airport (the Airport) is recommending an increase to the Airport’s vehicle parking fees effective January 5, 2022. Parking fees were last increased on December 1, 2018.

The recommended fee increases are:

Location	Description	Current	Recommended
Valet	Valet parking	\$20.00	\$25.00
Curbside	Parking meters (30 minutes)	\$2.00	\$2.50
Short-term	First hour	\$1.75	\$2.00
	Each additional hour	\$2.75	\$3.00
	Max per 24 hours	\$21.00	\$23.00
	Gold Pass (6 months prepaid)	\$1,025.00	\$1,100.00

Location	Description	Current	Recommended
Long-term	First hour	\$1.75	\$2.00
	Each additional hour	\$2.75	\$3.00
	Daily	\$14.00	\$15.00
	Weekly	\$70.00	\$75.00
North End Lot	Each additional 24 hours	\$8.00	\$10.00
Aircrew Parking	Per month	\$30.00	\$32.50
Vehicle Storage	Per month	\$30.00	\$75.00

Taxi and Transportation Network Service Fees

The Airport is recommending a change to the wording for taxi, transportation network service and limousine fees to ensure the aircrew trips that the taxis and transportation network services have contracts with the airlines to provide do not incur the \$2.00 pick-up or \$2.00 drop-off fees.

Discussion:

As a part of its analysis, the Airport compared the recommended parking fees to similar fees at similar airports, airports within BC, and the City of Kelowna. As shown below, the recommended parking fees have been developed in accordance with the Airport's low-cost business model.

Location	Description	Recommended	Number of Comparables	Rank (Lowest to Highest)
Valet	Valet parking	\$25.00	2	1
Curbside	Parking meters (30 minutes)	\$2.50	2	2
Short-term	First hour	\$2.00	13	5
	Each additional hour	\$3.00	10	5
	Max per 24 hours	\$23.00	11	6
	Gold Pass (6 months prepaid)	\$1,100.00	1	1
Long-term	First hour	\$2.00	9	3
	Each additional hour	\$3.00	7	4
	Daily	\$15.00	12	5
	Weekly	\$75.00	10	5
North End Lot	Each additional 24 hours	\$10.00	1	1
Aircrew Parking	Per month	\$32.50	1	1
Vehicle Storage	Per month	\$75.00	1	1

The recommended parking fees are forecasted to increase parking revenues by \$0.5 million in 2022, based on forecasted passenger numbers of 1.67 million.

Conclusion:

The Airport recommends that Bylaw 7982 be amended to increase vehicle parking fees and change the wording for the taxi and transportation network service fees, as outlined above, effective January 5, 2022.

Internal Circulation:

City Clerk
Communications
Financial Services

Considerations applicable to this report:

Financial/Budgetary Considerations:

As the proposed parking fee increases would become effective January 5, 2022, a corresponding increase in parking revenues would be brought forward as a part of the preliminary 2022 Financial Plan.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

External Agency/Public Comments:

Communications Comments:

Submitted by:

S. Dyrdal, Senior Airport Finance and Corporate Services Manager

Approved for inclusion:

SS

cc:

S. Dyrdal, Senior Airport Finance and Corporate Services Manager

T. McQueenie, Airport Corporate Services Manager

Schedule A – Proposed Text Amendments

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 14 Automobile Parking Fees	<p>14.1 PARKING LOTS:</p> <p>(a) Short Term Lot \$1.75 for the 1st hour or part thereof \$2.75 for each additional hour or part thereof to a maximum of \$21.00 per 24 hours \$1025.00 for "Gold Pass" a six month pre-purchase program.</p> <p>(b) Long Term Lot \$1.75 per hour or part thereof \$2.75 for each additional hour or part thereof to a maximum of \$14.00 per 24 hours and a weekly maximum rate of \$70.00.</p> <p>(c) North End Lot & North Airport Way First 24 hours free \$8.00 for each additional 24 hours or part thereof.</p> <p>(d) Valet Parking \$20.00</p> <p>(e) Aircrew Parking \$30.00 per month or part thereof</p> <p>Effective September 20, 2021</p> <p>(f) UBCO Student and Staff Parking (non-travel) \$360.00 per semester or part thereof</p> <p>14.2 CURBSIDE PARKING METERS \$2.00 per 30 minutes</p> <p>Note: All automobile parking fees include applicable taxes.</p>	<p><u>14.1 PARKING LOTS:</u></p> <p>(a) <u>Short Term Lot</u> <u>\$2.00 for the 1st hour or part thereof</u> <u>\$3.00 for each additional hour or part thereof to a maximum of \$23.00 per 24 hours</u> <u>\$1100.00 for "Gold Pass" a six month pre-purchase program.</u></p> <p>(b) <u>Long Term Lot</u> <u>\$2.00 per hour or part thereof</u> <u>\$3.00 for each additional hour or part thereof to a maximum of \$15.00 per 24 hours and a weekly maximum rate of \$75.00.</u></p> <p>(c) <u>North End Lot & North Airport Way</u> <u>First 24 hours free \$10.00 for each additional 24 hours or part thereof.</u></p> <p>(d) <u>Valet Parking</u> <u>\$25.00</u></p> <p>(e) <u>Aircrew Parking</u> <u>\$32.50 per month or part thereof</u></p> <p>(f) <u>UBCO Student and Staff Parking (non-travel) \$360.00 per semester or part thereof</u></p> <p>(g) <u>Vehicle Storage</u> <u>\$75.00 per month or part thereof</u></p>	To reflect increases to parking fees.

			<p><u>14.2 CURBSIDE PARKING METERS</u> <u>\$2.50 per 30 minutes</u></p> <p>Note: <u>All automobile parking fees include applicable taxes.</u></p>	
2.	17. Taxis, Transportation Network Services and Limousines	<p>17.2 Taxis and TNS pick-up fee per pick-up for trips greater than 3 km</p> <p>17.3 Taxis and TNS drop-off fee per drop-off for trips greater than 3 km</p>	<p>17.2 Taxis and TNS pick-up fee – per pick-up for trips greater than 3 km, <u>excluding aircrew trips that the taxis and TNSs are under contract with the airlines for.</u></p> <p>17.3 Taxis and TNS drop-off fee – per drop-off for trips greater than 3 km, <u>excluding aircrew trips that the taxis and TNSs are under contract with the airlines for.</u></p>	To exclude aircrew trips contracted directly between the airline and the Taxi and TNS companies.

CITY OF KELOWNA

BYLAW NO. 12309

Amendment No. 38 to Airport Fees Bylaw No. 7982

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Airport Fees Bylaw No. 7982 be amended as follows:

1. THAT **Section 14. AUTOMOBILE PARKING FEES**, that reads:

"Section 14. AUTOMOBILE PARKING FEES

Effective December 1, 2018

14.1 PARKING LOTS:

- | | |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a) Short Term Lot | \$1.75 for the 1 st hour or part thereof
\$2.75 for each additional hour or part thereof to a maximum of \$21.00 per 24 hours
\$1025.00 for "Gold Pass" a six month pre-purchase program. |
| (b) Long Term Lot | \$1.75 per hour or part thereof
\$2.75 for each additional hour or part thereof to a maximum of \$14.00 per 24 hours and a weekly maximum rate of \$70.00. |
| (c) North End Lot & North Airport Way | First 24 hours free \$8.00 for each additional 24 hours or part thereof. |
| (d) Valet Parking | \$20.00 |
| (e) Aircrew Parking | \$30.00 per month or part thereof |

Effective September 20, 2021

- | | |
|-------------------------------------------------|---------------------------------------|
| (f) UBCO Student and Staff Parking (non-travel) | \$360.00 per semester or part thereof |
|-------------------------------------------------|---------------------------------------|

14.2 CURBSIDE PARKING METERS \$2.00 per 30 minutes

Note: All automobile parking fees include applicable taxes."

be deleted in its entirety and replaced with the following:

"Section 14. AUTOMOBILE PARKING FEES

Effective January 5, 2022

14.1 PARKING LOTS:

- | | |
|--------------------|-----------------------------------------------------|
| (a) Short Term Lot | \$2.00 for the 1 st hour or part thereof |
|--------------------|-----------------------------------------------------|

\$3.00 for each additional hour or part thereof to a maximum of \$23.00 per 24 hours
\$1100.00 for "Gold Pass" a six month pre-purchase program.

- (b) Long Term Lot \$2.00 per hour or part thereof
\$3.00 for each additional hour or part thereof to a maximum of \$15.00 per 24 hours and a weekly maximum rate of \$75.00.
- (c) North End Lot & North Airport Way First 24 hours free \$10.00 for each additional 24 hours or part thereof.
- (d) Valet Parking \$25.00
- (e) Aircrew Parking \$32.50 per month or part thereof
- (f) UBCO Student and Staff Parking (non-travel) \$360.00 per semester or part thereof
- (g) Vehicle Storage \$75.00 per month or part thereof

14.2 CURBSIDE PARKING METERS \$2.50 per 30 minutes

Note: All automobile parking fees include applicable taxes."

2. AND THAT **Section 17. TAXIS, TRANSPORTATION NETWORK SERVICES AND LIMOUSINES** 17.2 and 17.3 be amended by adding the following after the word 3 km:
", excluding aircrew trips for which the taxis and TNSs are under contract with the airlines".
3. This bylaw may be cited for all purposes as "Bylaw No. 12309, being Amendment No. 38 to Airport Fees Bylaw No. 7982."
4. This bylaw shall come into full force and effect and is binding on all persons as of January 5, 2022.

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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Micromobility Permit Program - 2021 Program Evaluation Report
Department: Integrated Transportation

Recommendation:

THAT Council receives for information, the report from the Integrated Transportation Department dated November 22, 2021, regarding the Micromobility Permit Program 2021 Program Evaluation Report;

AND THAT Council approve the amended Micromobility Permit Program for the next permit season with existing restrictions remaining in place, in conjunction with the new recommended changes outlined in this report;

AND FURTHER THAT Council directs staff to bring forward amendments to Traffic Bylaw No. 8120 to implement the Micromobility Permit Program changes.

Purpose:

To provide Council with the 2021 Program Evaluation Report for the Micromobility Permit Program and recommended changes for the upcoming permit season.

Background: The City is currently participating in a three-year provincial pilot program to better understand if electric scooters can help reduce the growth of traffic congestion and curb carbon emissions that contribute to extreme heat, fires, and floods. Kelowna Council's priorities include "emerging technologies make it easier to get around" and "greenhouse gas emissions are decreasing." E-scooters show promise in helping to deliver on these objectives and are in active use in many communities worldwide; in some cases, for several years.

On April 12th Council started the process to update Kelowna's traffic bylaw, enabling e-scooters to be used citywide, in the same locations and following similar rules as bicycles. Council also directed staff to report back before the end of 2021 to evaluate the Micromobility Permit Program. The program evaluation was developed using a range of community engagement and data collection techniques, including:

- ridership data from e-scooter companies
- a survey of e-scooter riders

- ongoing community feedback
- injury information from Interior Health
- a community survey.

A detailed summary of findings is provided in Attachment 2. Key highlights and recommendations for next steps are summarized in this report.

Discussion: The first five months of the program (from mid-April through mid-Sept) saw 225,000 trips taken by shared e-scooter in Kelowna (an average of 1,500 trips per day). The average trip lasted 16.5 minutes and covered a distance of 2km.

While the initial high levels of ridership indicate there is demand for this type of service, it has also meant a big change for Kelowna in a short amount of time. Approximately 69,000 e-scooter customer accounts have been created since mid-April. The majority of these accounts (46,000) belong to residents of Kelowna or the Central Okanagan. Staff estimate that 20% - 30% of Kelowna’s population aged 16 or over has tried a shared e-scooter.

Congestion and Climate: Results of the most recent rider survey indicate that 33% of e-scooter trips in 2021 replaced car trips (personal car, taxi or ride-hail). This is similar to observations in other North American cities. This means that from mid-April to October, shared e-scooters replaced enough car trips to prevent 148,500 kilometers of vehicle travel on our roadways (the equivalent of driving around the Earth almost four times). This equates to 29 metric tonnes of CO₂ prevented from being released into the atmosphere from tailpipe emissions. However, among Kelowna residents that are repeat riders, 55% of e-scooter trips replaced car trips. This indicates there may be potential for greater benefits as the program becomes more established.

Injuries and Safety: Data on scooter-related injuries was collected by Interior Health and shared with the City of Kelowna. From January to August 2021, 51 confirmed e-scooter-related injuries were registered with the Kelowna General Hospital emergency department, and zero fatalities occurred. Over the same period, 203,000 shared e-scooter trips were taken. This equates to an injury rate of 25 injuries per 100,000 trips (0.025%), which is similar to e-scooter injury rates experienced in other jurisdictions (as reported by Interior Health in Attachment 4) and in line with the bicycle and e-scooter injury rate research presented to Council in June¹. The research concluded that “the risk of an emergency department visit for an e-scooter rider is similar to that for cyclists”. The injury rates that we are seeing for e-scooter riders (0.025%) and bicyclists (0.01%) in Kelowna in 2021 are on par with the average injury rate ranges presented for these modes around the world:

<i>Mode</i>	<i>Injury Rate (Emergency Room Visits)</i>	
<i>E-scooter</i>	8 – 25 per 100,000 trips	.01% - .03%
<i>Bicycle</i>	11 – 18 per 100,000 trips	.01% - .02%

Source: Safe Micromobility, OECD International Transport Forum, 2020

A clearer picture emerges when examined by month, where injury rates were highest in April and May (first 40 days) and then declined over the summer. The data supports this, as research shows 33% of e-

¹ OECD / International Transport Forum (2020). [Safe Micromobility](#)

scooter injuries occur during first rides² and 72% of Kelowna riders had never ridden an e-scooter before the program launched in April.

Staff have reviewed the injury data provided by Interior Health in Attachment 4 and incorporated the policy and program considerations into the report recommendations in the Conclusions Section (and described further in Attachment 2). Additionally, staff recommend partnering with Interior Health moving forward to comprehensively understand injury rates across all modes (rather than looking at single modes in isolation).

Community Feedback: Since program launch, staff have been monitoring the number of public contacts with the City regarding the e-scooter program. From mid-April through October the City received a total of 211 complaints, or roughly one complaint for every 1,000 shared e-scooter trips. The most common concerns submitted have been related to improper e-scooter parking (32% of complaints), sidewalk riding (23%), and lack of helmet wearing (19%). In response to the concerns, the City has implemented approximately 85 amendments to how shared e-scooter service is delivered since the start of the program, which has helped reduce the number of complaints over time.

Additionally, the City recently conducted a broad community survey to collect feedback from the general population. A total of 698 responses were received with 41% of respondents saying they had tried an e-scooter. Responses were weighted by age, gender, and postal code to reflect Kelowna's population. Still, it was an opt-in survey, not a random sample of residents, which means people with stronger opinions on e-scooters were more likely to respond.

Overall, 53% of respondents supported continuing the e-scooter program, while 42% were opposed to continuing the program and 5% were unsure. Support for the e-scooter program varied most by age and by whether the respondent had tried an e-scooter:

- Respondents under the age of 55 were more likely to support continuing the program (66% support), than those 55 or older (34% support).
- Respondents who had tried an e-scooter were more likely to support continuing the program (86%) than those who had not tried an e-scooter (30%). Notably, this was a consistent trend across all demographic groups. For example, 79% of people 55 or older who had tried e-scooters support continuing the program.

Support for the program was also highest among residents in the V1Y postal code (Central Kelowna) where e-scooters are ridden the most. No significant difference in support for the program was observed by income, gender, or disability status.

Equity and Accessibility: One of the key concerns staff have heard is that improperly parked e-scooters blocking sidewalks can create challenges for people with disabilities, older residents and pedestrians. E-scooter companies have been fining riders that park incorrectly and staff have been conducting parking audits to monitor compliance rates. The results indicate the rate of improperly parked e-scooters has decreased over time, and since mid-May, 95% or more e-scooters are found to be parked correctly.

² City of Austin (2019, April 22). [Dockless electric scooter-related injuries study](#)

In addition, e-scooters being ridden on sidewalks has also been identified as a key concern for people with disabilities. Like biking on the sidewalk, sidewalk riding with an e-scooter can be dangerous for the rider and for people walking. Education on each e-scooter and in the app informs riders that sidewalk riding is not permitted. Actions the City has taken to help address this issue include the installation of sidewalk decals reminding people to walk their wheels, and requiring the e-scooter companies to implement sidewalk riding detection technology as of July 1st. The sidewalk riding detection data indicates that sidewalk riding is declining as riders receive education, warnings, and fines helping to correct their behaviour.

Conclusion: Several actions have been taken since program launch to address the issues and concerns raised by the community. Staff recommend keeping the existing restrictions in place and incorporating some additional recommendations for 2022, based on the findings of this report. One notable new recommendation is requiring e-scooter companies to include a helmet attached to each shared e-scooter and e-bike. While safety and health considerations of shared helmets remain, the industry has seen companies develop or enter the market with this offering recently, whereas previously, companies had ceased offering this feature.

Issue / Concern	Corresponding Action to address concerns	Existing Action (recommended to continue in 2022 permit season)	New Action (recommended for 2022 permit season)
Too many e-scooters/providers	Total Fleet Cap	700 shared e-scooters citywide	
	Downtown Fleet Cap	No more than 30% of an operator's fleet	
	Limit the number of operators to no more than 2 companies		✓
Riding on Sidewalks	Sidewalk riding detection technology	✓	
	"Walk your Wheels" decals	✓	
E-scooters blocking sidewalks / Improper Parking	Preferred Parking Areas	✓	
	Parking Audits and Fines for Non-Compliance	✓	
	1 hour timeline requirement to repark improperly parked vehicles	✓	
	24-hour timeline to retrieve vehicles with dead batteries or needing maintenance	✓	
Riders not wearing helmets	Helmet selfie providing a financial incentive for wearing a helmet	✓	
	Helmets attached to shared e-scooters *		✓
	Free helmet distribution program**	✓	
Injury prevention	Low Speed First Ride*	✓	
	Encourage providers that offer pricing plans that mitigate rushing*		✓
	E-scooter features that improve safety (bells, front and rear lights, reflectors, brake lights)*	✓	
Intoxicated Riding	Riding prohibited downtown from 10:30 pm to 4 am*	✓	

Issue / Concern	Corresponding Action to address concerns	Existing Action (recommended to continue in 2022 permit season)	New Action (recommended for 2022 permit season)
	Sober riding pledge*	✓	
Speeds / conflicts with pedestrians on multi-use pathways	Riding prohibited on Bernard closure and Waterfront shared pathway	✓	
	Speed restrictions in high conflict areas*	✓	
	Share the Path Education*	✓	
	Build out Kelowna's all ages and abilities active transportation network, including separated and protected facilities where warranted*	✓	
Underage riding	Age Verification via ID Check	✓	
	Group Ride Feature Disabled	✓	
Unsafe riding behaviors	In person educational events held every two weeks	✓	
	Street teams (e-scooter staff that provide in-person education and enforcement)	✓	
	Photo-based enforcement process	✓	
	E-scooter safety education campaign*		✓
	Safety knowledge quiz for riders*		✓
Covid-19 and public health considerations	Daily sanitization and other Covid-19 protocols	✓	
Affordable transportation options	Low Income Access Plans	✓	
	Access without a data plan and for the unbanked	✓	
Bring back bikeshare	Require companies to offer both e-scooters and e-bikes		✓
Cost of Program Administration	Two-year permits		✓
	Administration fee for service providers		✓

*Action aligns with Interior Health policy considerations

**This program would be discontinued once helmets are attached to each shared e-scooter and e-bike starting in the 2022 permit season.

For the 2022 permit season, staff recommend amending the Micromobility Permit Program to limit the number of e-scooter companies operating to no more than 2 companies and issuing two-year permits to reduce staff administration time and provide more certainty for both operators and riders. Staff also recommend adding an administration fee that would help cover the cost of program management.

The last key recommendation is designed to help offer e-bikeshare service in Kelowna. Over the past few months, many new and existing companies have started delivering shared e-scooters and e-bikes. By modifying the Micromobility Permit Program to bundle e-scooter and e-bike permits together the City can incentivize companies to offer both vehicle types.

Next Steps: Current e-scooter operation permits will expire on April 19th, 2022. If Council chooses to continue the program into the next permit cycle, staff will need to open the application process in December 2021 to allow time for application submission, application review, field testing, permit issuance and new service launch by April 20th, 2022. This schedule would provide uninterrupted service, which is important for establishing the program as a dependable service that residents can rely upon.

Internal Circulation:

City Clerk
Communications
Community Safety
Infrastructure
Parking Services
Planning & Development Services
Policy & Planning
Risk Management

Considerations applicable to this report:

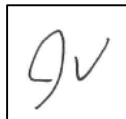
External Agency/Public Comments: See Attachment 4: Injury data and report from Interior Health
Existing Policy: Council priorities 2019 – 2022: “Emerging technologies make it easier to get around” and “Greenhouse gas emissions are decreasing”

Considerations not applicable to this report:

Communications Comments:
Financial/Budgetary Considerations:
Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:

Submitted by: Mariah VanZerr, Strategic Transportation Planning Manager

Approved for inclusion:



J. Vos Divisional Director, Infrastructure

Attachment 1: Presentation

Attachment 2: Micromobility Permit Program - 2021 Program Evaluation Report

Attachment 3: E-scooter related injuries in Kelowna, BC (Interior Health)

Attachment 4: Community Survey Summary



Micromobility Permit Program

2021 Program Evaluation Report



Alignment with Council Priorities



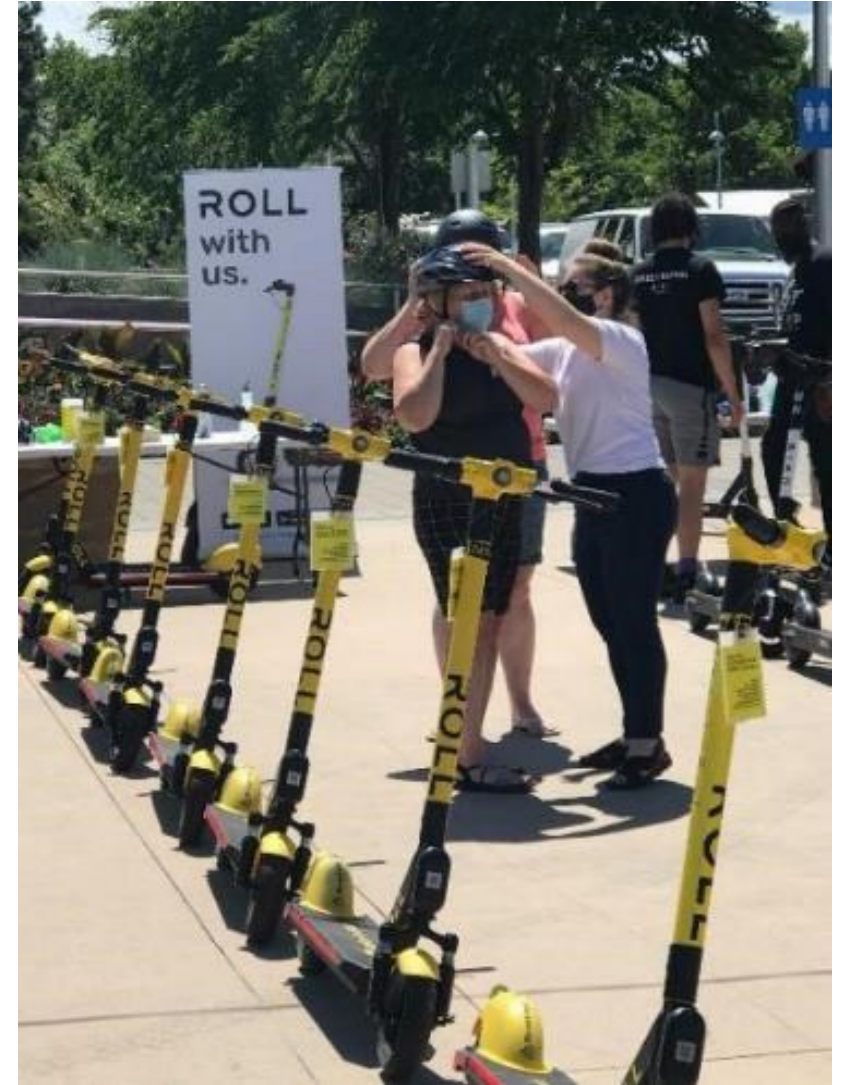
Emerging technologies are making it easier to get around



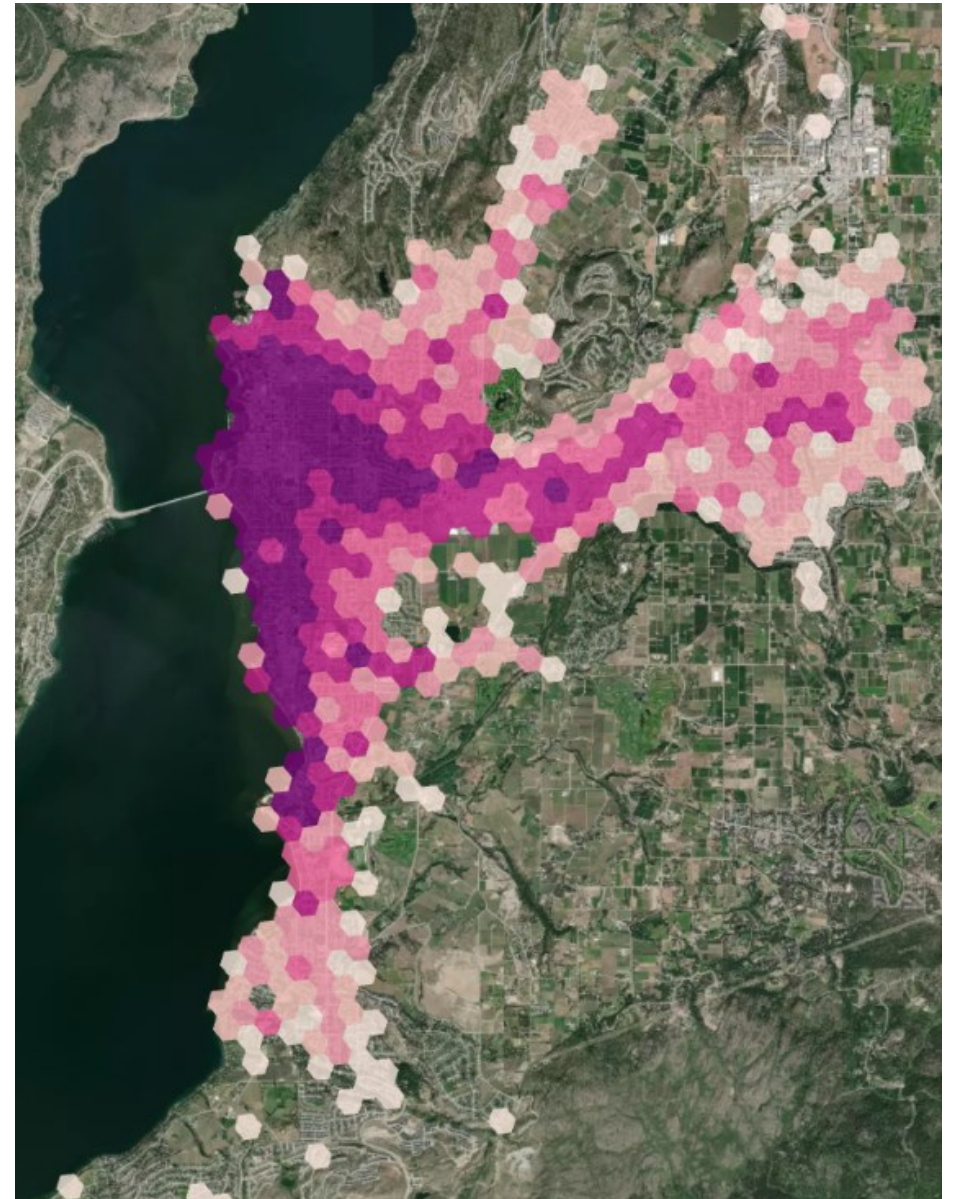
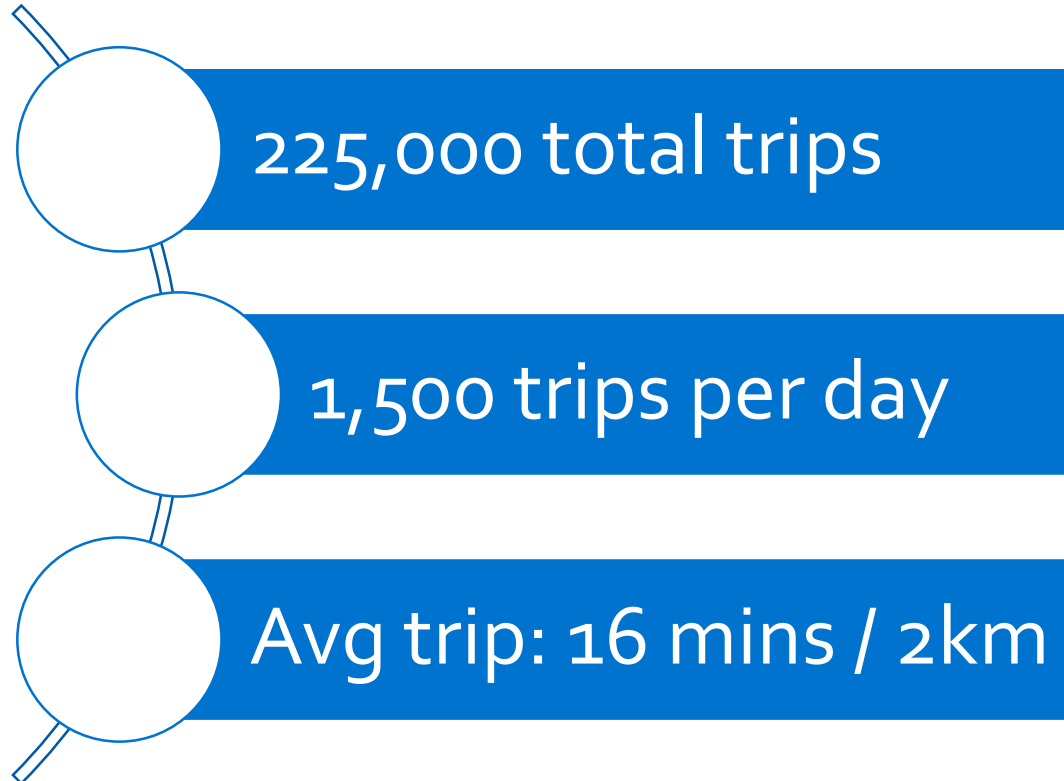
Greenhous gas emmissions are decreasing

Program Evaluation

- ▶ Data from e-scooter companies
- ▶ Community feedback
- ▶ Rider surveys
- ▶ Community survey
- ▶ Injury data collected by Interior Health
- ▶ Stakeholder engagement



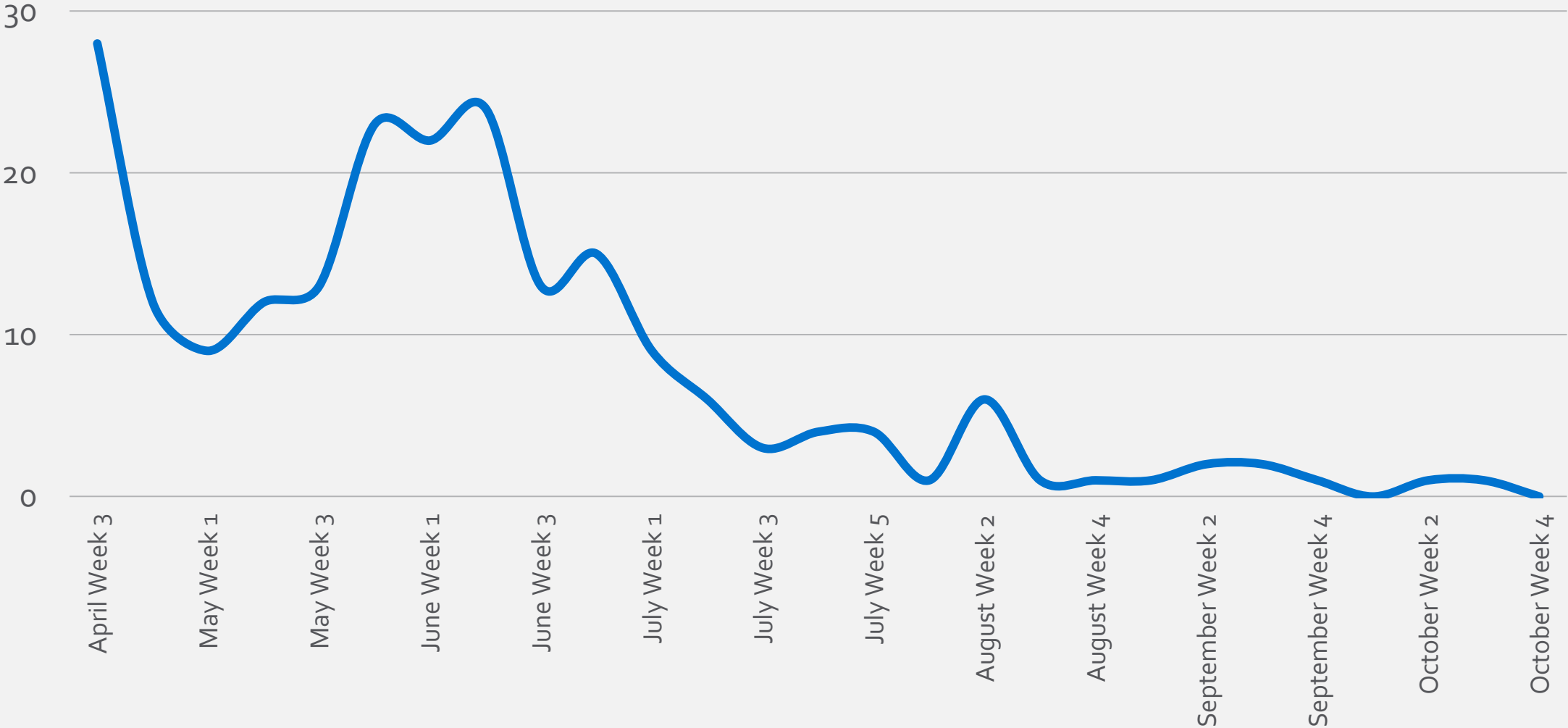
2021 Ridership snapshot



E-scooter Trip Destination Map

Complaints about e-scooters are decreasing

Number of complaints received by week





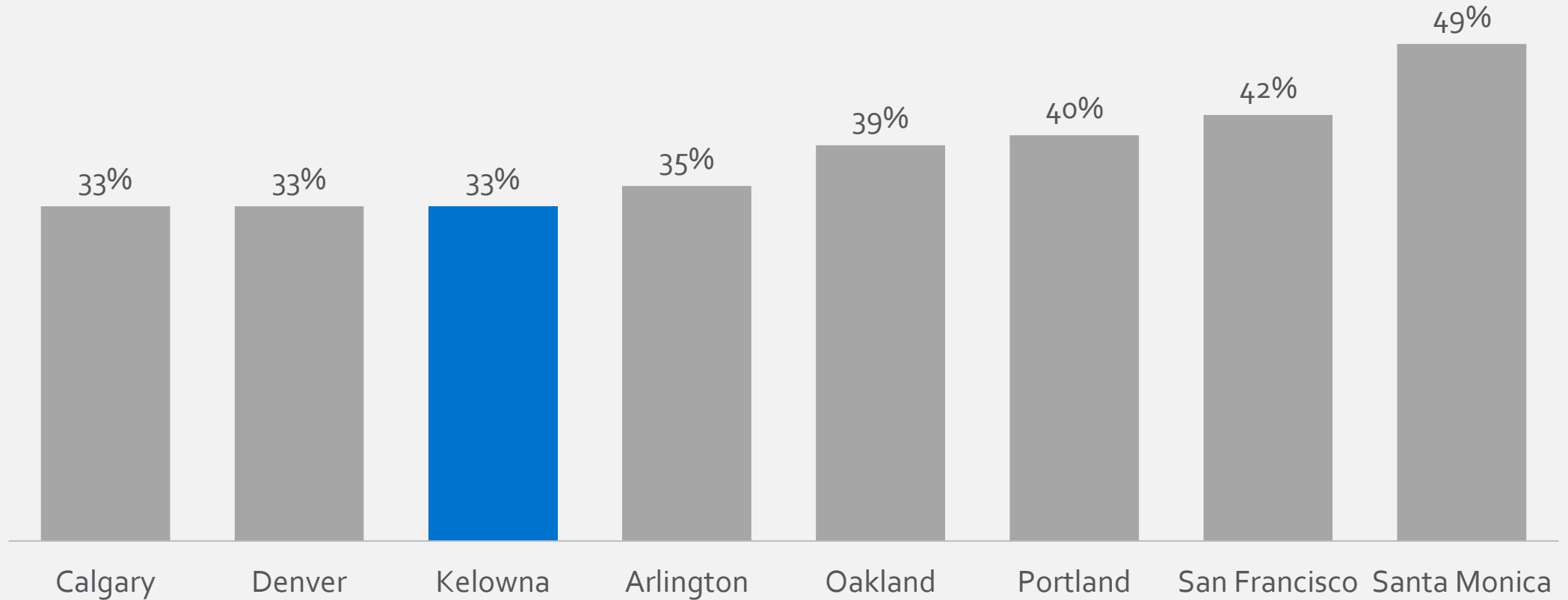
Congestion and Climate

Can e-scooters move people efficiently in a climate friendly way?



One-third of e-scooter trips in Kelowna replace driving

Car replacement rate for e-scooters in North American cities



Climate and Congestion

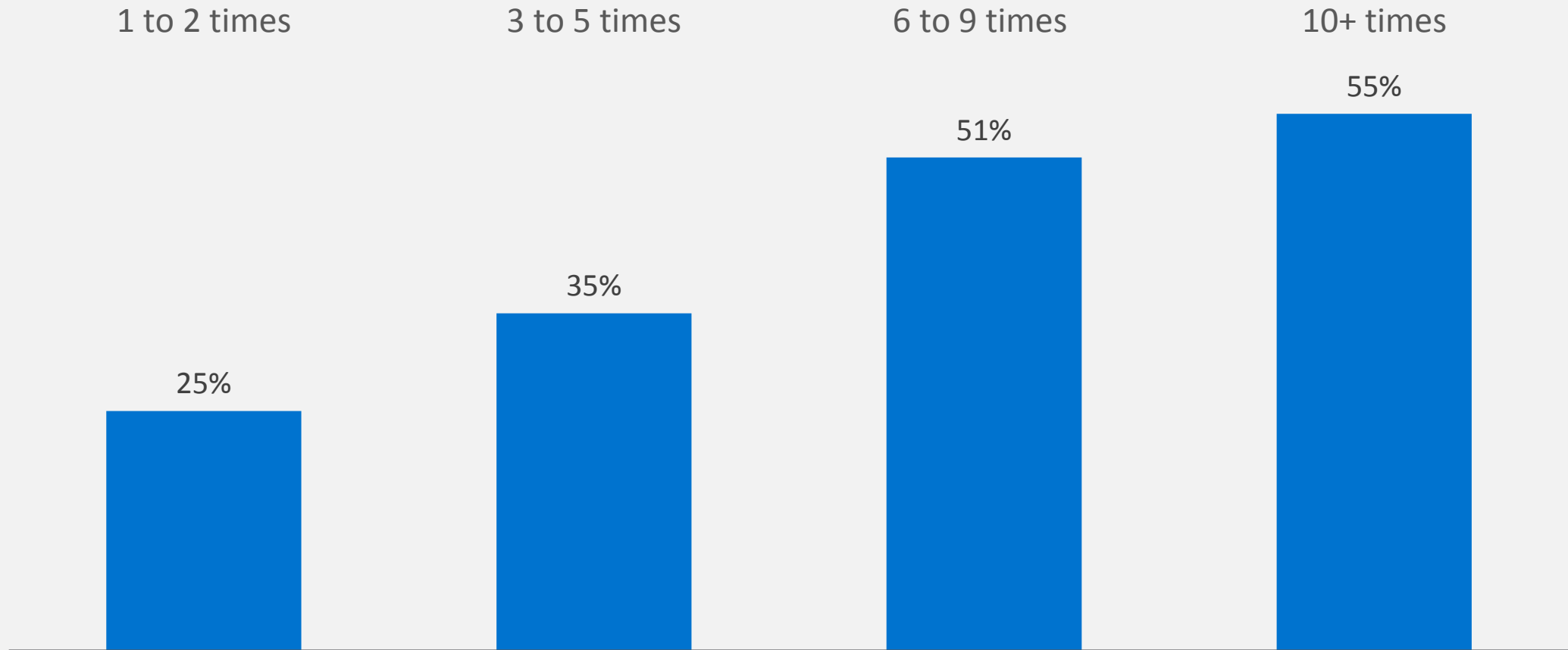
2021 Program Results (April – Oct):

- ▶ 148,500 vehicle km *not driven*
 - ▶ Equivalent of driving around the Earth almost *four times*
- ▶ 29 metric tonnes of direct CO₂ emissions *not released*



Frequent e-scooter users replace driving more often

Car replacement rate among Kelowna residents by times using e-scooters





Safety

Can e-scooters help us move people safely?



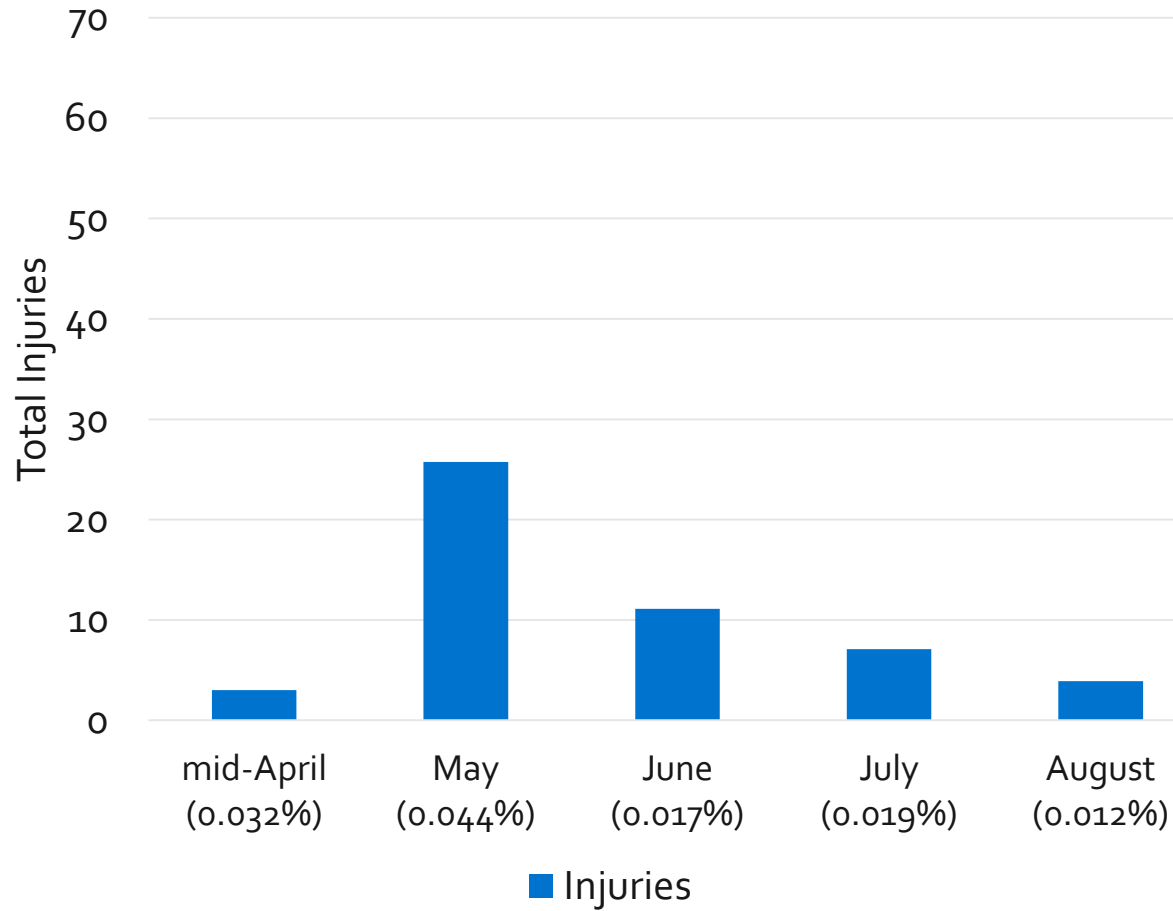
Injury statistics

- ▶ 51 confirmed e-scooter related injuries; 0 fatalities
- ▶ Average injury rate of .025 (25 injuries per 100,000 trips)
- ▶ Global average injury rates:

Mode	Injury Rate (Emergency Room Visits)	
E-scooter	8 – 25 per 100,000 trips	.01% - .03%
Bicycle	11 – 18 per 100,000 trips	.01% - .02%

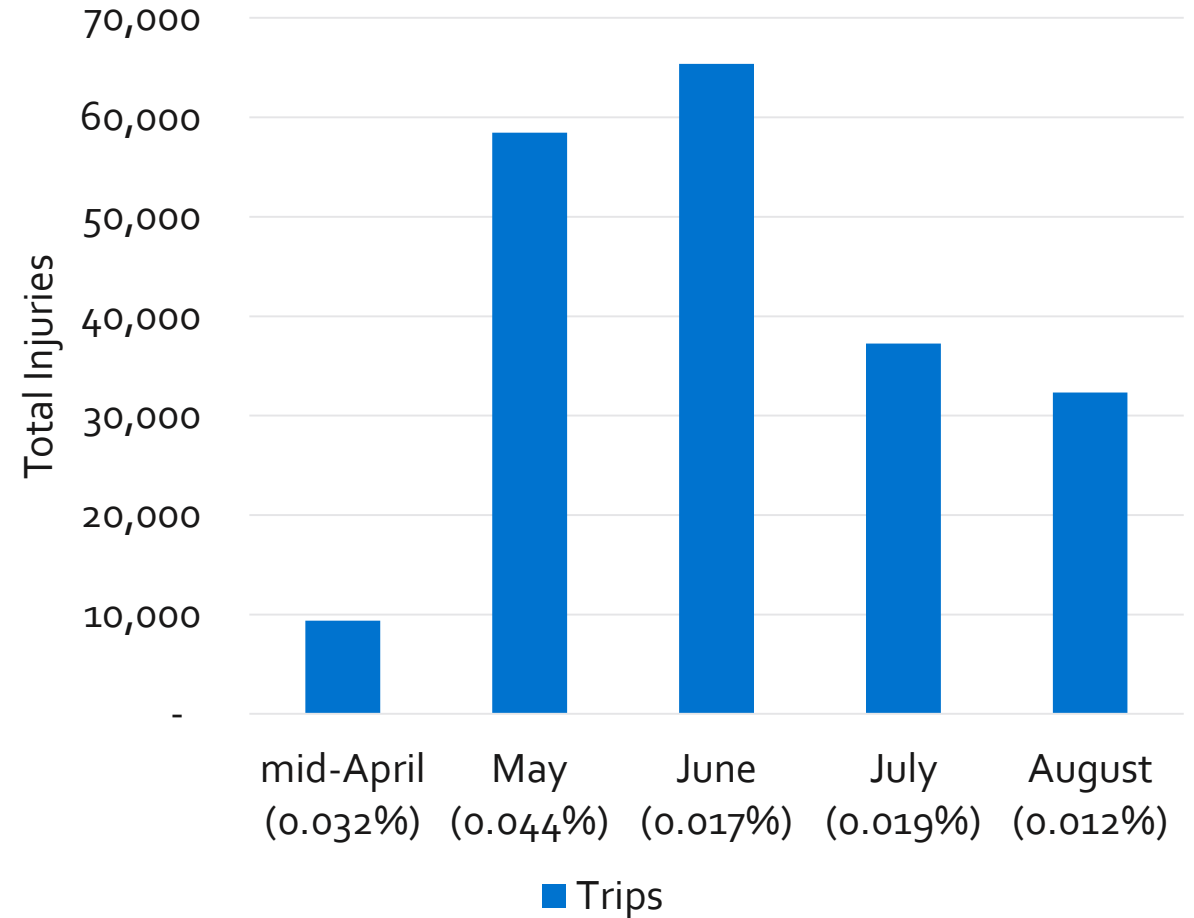
Source: Safe Micromobility, OECD International Transport Forum, 2020

E-Scooter Injuries by Month



(injury rate)

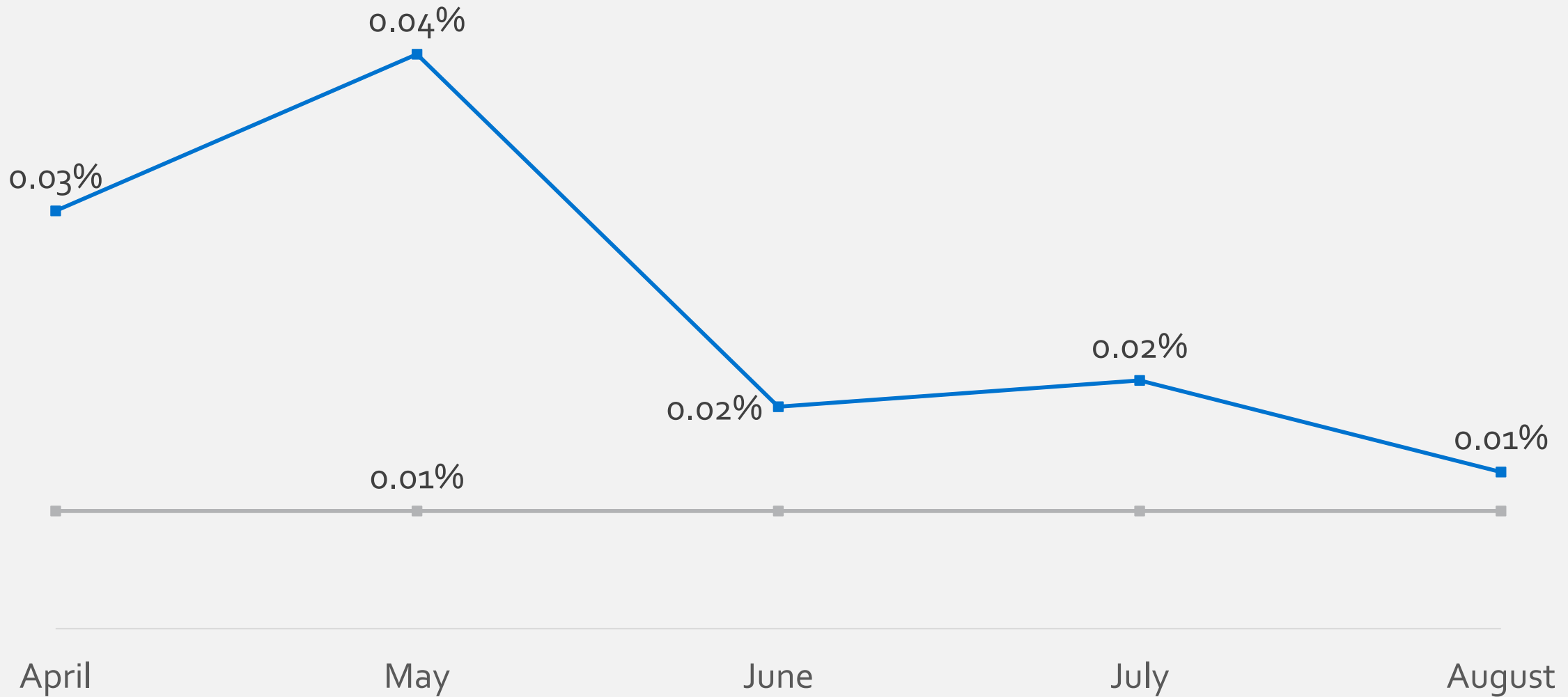
E-Scooter Trips by Month



(injury rate)

The injury rate for e-scooters is now similar to bicycles

Estimated share of trips that ended in an injury on ■ E-Scooters ■ Bicycles





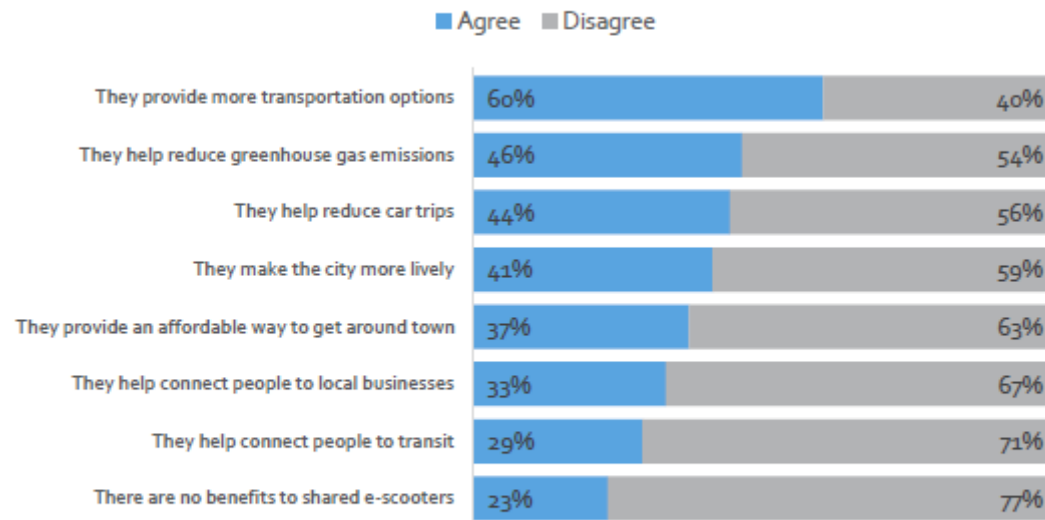
Community Survey



Key findings

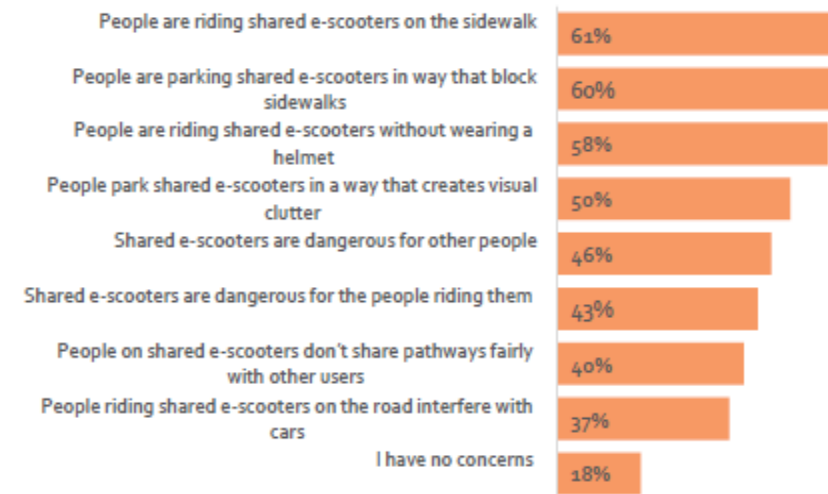
► 698 responses

"In your opinion, what are the main benefits of shared e-scooters in Kelowna?"



People who have tried e-scooters were more likely to agree that they provide transportation options (85 per cent), make the city more lively (72 per cent), and reduce car trips (71 per cent).

"The following are some concerns we have heard from the community. What are your top concerns with shared e-scooters?"



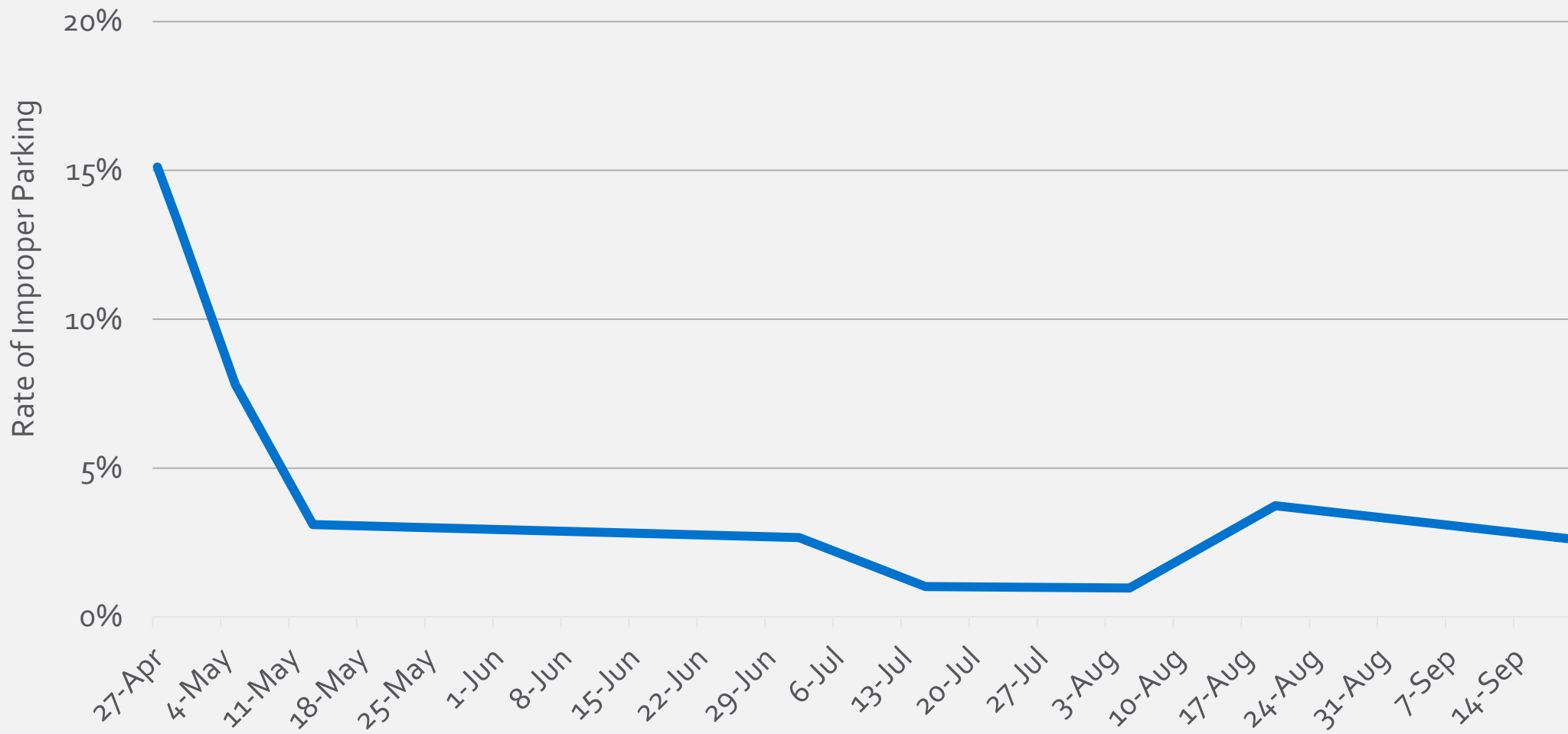
The most cited concern was e-scooters riding and blocking sidewalks. People over 55 were more likely to be concerned about helmet use (82 per cent) compared to people under 55 (41 per cent).



Equity and Accessibility



Parking Audit Results Over Time



Next Permit Season

Existing program rules and restrictions

+

- Shared Helmets
- Up to 2 companies
- Shared E-bikes and E-scooters
- Administration fee
- 2 year permits
- Safety knowledge quiz for riders
- E-scooter education campaign





2021 Program Evaluation Report

Micromobility Permit Program

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Background and context

As Kelowna’s population grows, traffic is increasing, and transportation-related carbon emissions continue to rise. E-scooters have the potential to shift trips from single-occupancy vehicles to a more space-efficient, less-polluting mode. Realizing this potential would advance city goals to reduce congestion, reduce climate emissions, and advance equity. However, challenges remain, and the City must continue to ensure shared e-scooters do not exacerbate inequities, pose safety risks, or consume significant staff resources.

Shared e-scooters in North America

Shared e-scooters first arrived in North America in 2017. In 2020, at least 224 cities had one bikeshare or shared e-scooter system, and 72 have both.¹

Shared e-scooters represent 45 per cent of shared micromobility vehicles in North America. In Canada, the following cities have launched shared micromobility services over the last six months: North Vancouver, West Vancouver, Kelowna, Vernon, Windsor, Red Deer, Okotoks, Cochrane, and St. Albert.

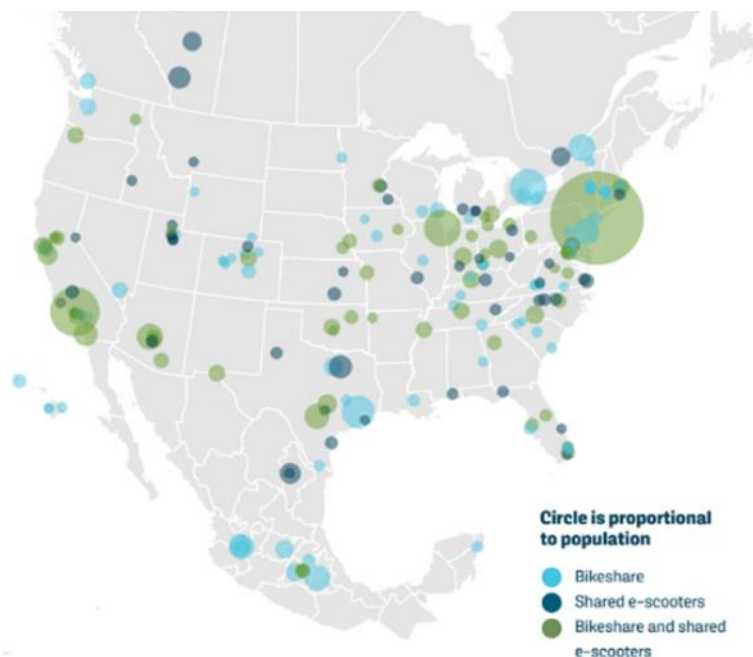


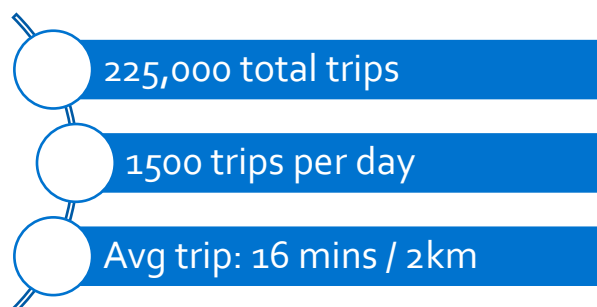
Figure 1 This map highlights where shared bikes and e-scooters were available in 2020 within North America. (North American Bikeshare & Scootershare Association, 2020 state of the industry report)

Evaluation Methodology

Unless otherwise noted, the time span for the data in this report is April 19th, 2021, to September 19th, 2021. This represents the first five months of city-wide service for shared e-scooters. Analysis of e-bikeshare is not included in this report due to their new arrival at the time of publication.

Through this period, multiple community engagement and data collection techniques were used to inform this report, including:

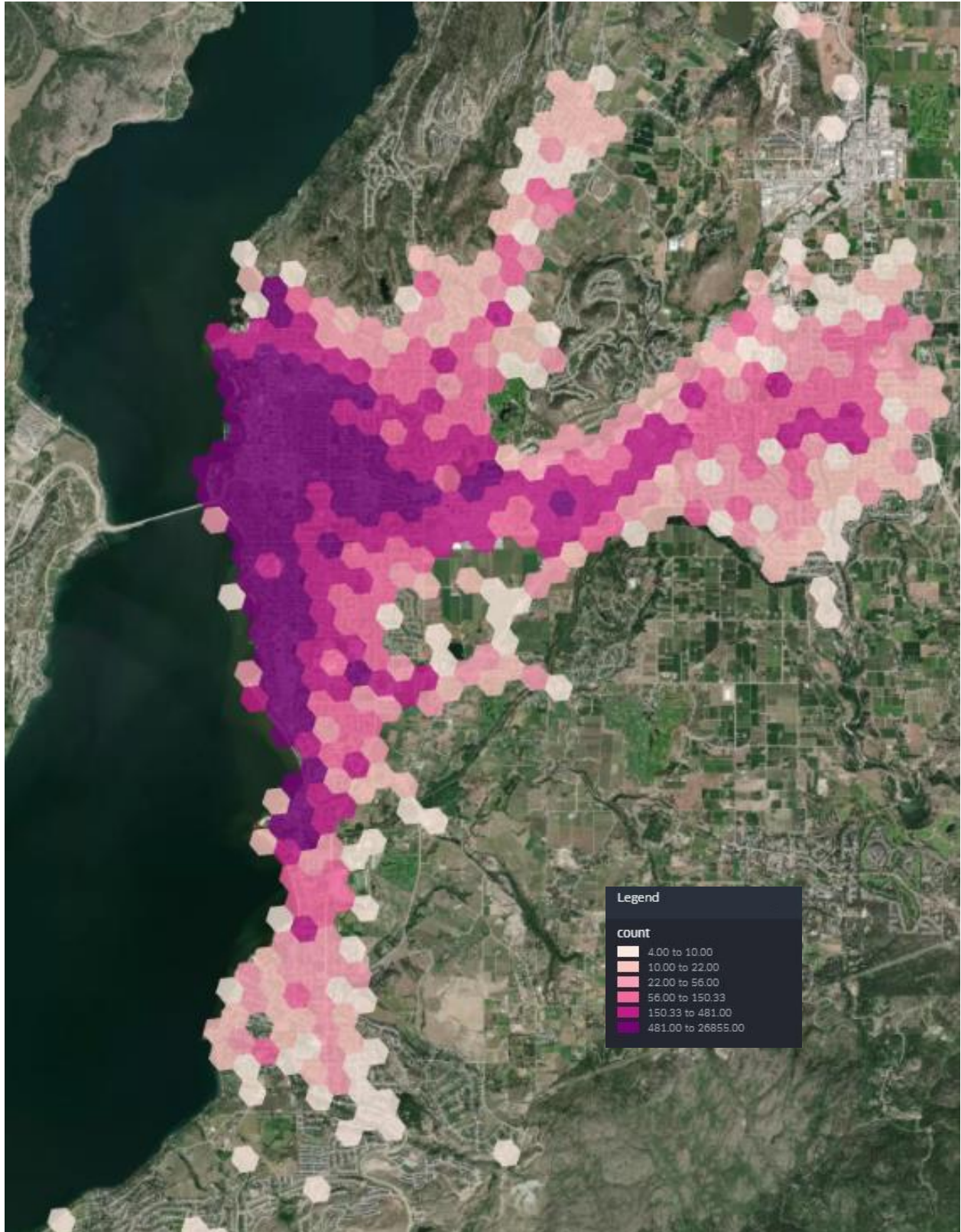
- Data from E-scooter Companies
- Community Feedback
- E-scooter Rider Surveys
- Community Survey
- Injury Data collected by Interior Health
- Stakeholder Engagement



¹ North American Bikeshare & Scootershare Association. (2021, August 4). 2020 state of the industry report. Retrieved September 24, 2021, from <https://nabsa.net/2021/08/05/2020industryreport/>.

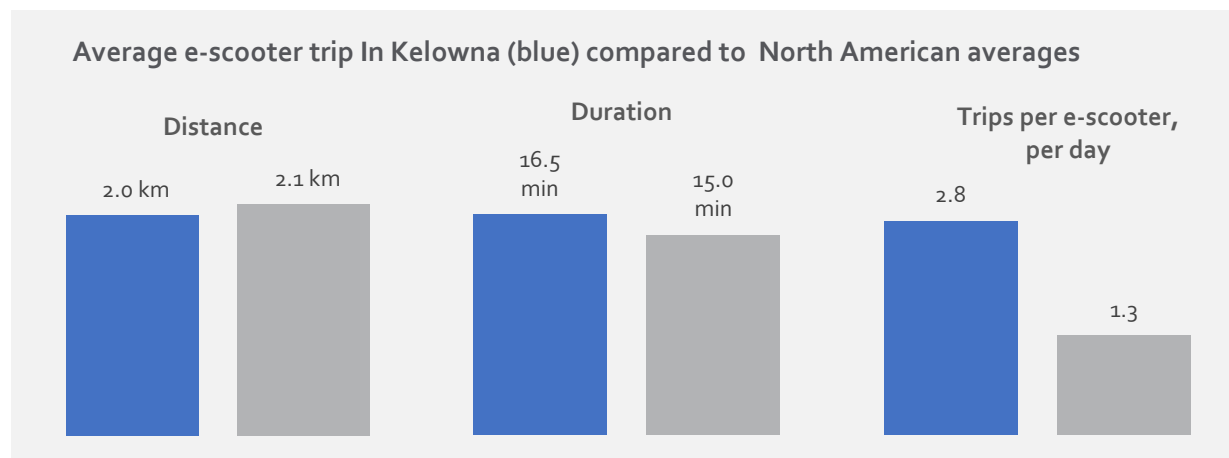
2021 Snapshot

E-scooter Trip Destination Map

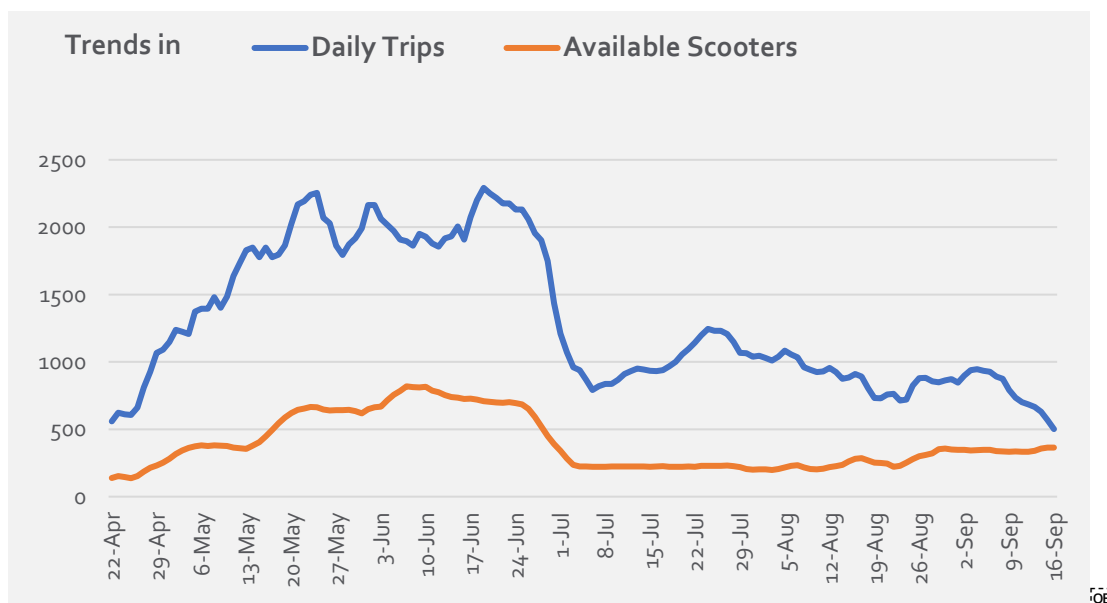


People tend to use e-scooters for short trips with an **average trip distance of 2 km** and a **duration of 16 minutes**. This lines up with the North American average² and is shorter than a typical bike trip in Kelowna of 2.9km³.

Just under 90 per cent of trips have destinations in the triangle between the Capri-Landmark, Downtown, and Pandosy Urban Centres. The 2040 OCP envisions half of the City’s future growth happening here. With limited potential to expand roadways, Kelowna will need to maximize the use of space-efficient options like bikes, e-scooters, and transit to mitigate rising levels of traffic congestion.



When the number of e-scooters available citywide and downtown was reduced at the end of June, total ridership decreased, but the number of rides taken per e-scooter increased. While the average number of available e-scooters decreased by almost 50 per cent, the average number of daily trips decreased by about 40 per cent, resulting in a 60 per cent retention of daily ridership.



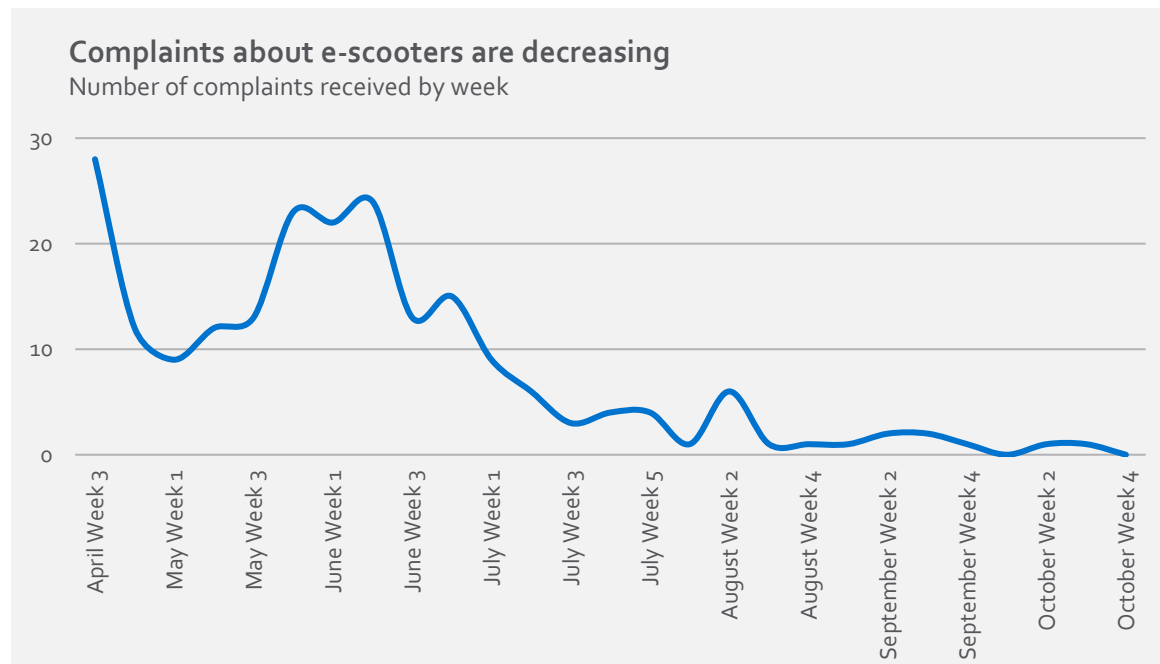
² 2020 state of the industry report. North American Bikeshare & Scootershare Association. (2021)

³ 2018 Okanagan Travel survey. Okanagan Travel Survey. (2020). <https://okanagantravelsurvey.ca/>.

Approximately 69,000 e-scooter customer accounts have been created since mid-April. The majority of these accounts (46,000) likely belong to residents of Kelowna or the Central Okanagan. Staff estimate that 20 to 30 per cent of Kelowna’s population aged 16 or over has tried a shared e-scooter.

Community Feedback

Over the first six and half months of shared e-scooter service city-wide, the City received a total of 211 complaints direct to transportation staff, through the Mayor and Council inbox, or to Bylaw Services.



In response to the concerns, the City has implemented approximately 85 amendments to how shared e-scooter service is delivered since the start of the program, which has helped reduce the number of concerns over time.

A Community Survey was conducted on the City’s Get Involved platform between October 25th and November 7th. A summary of the results is provided in the Council Report and the full summary is in Attachment #5: *Community Survey Summary*.

Rider Survey

A Rider Survey was conducted in June (n = 853) and again in August (n = 729) to better understand critical factors such as e-scooter trip purpose and how trips would have been made if e-scooters were not available. The service providers emailed the survey to their customers and the results were shared with the City. As with all opt-in surveys, respondents are not drawn from a random sample and may not represent all e-scooter riders. Results from the June survey have been summarized previously.⁴

Who rides e-scooters?

Riders are primarily residents of Kelowna (57 per cent) or other communities in the Central Okanagan (10 per cent). E-scooter riders skew slightly male (55 per cent).

⁴ City of Kelowna. (2021, June). [Attachment 1: Summary report on the challenges and wins](#)

Riders are younger than Kelowna’s population, with 49 per cent of users under 34 years old. They also tend to come from higher-income households than Kelowna’s population with 47 per cent of riders having a household income over 100 thousand. However, people with incomes under 30 thousand make up the largest share of frequent e-scooter riders.

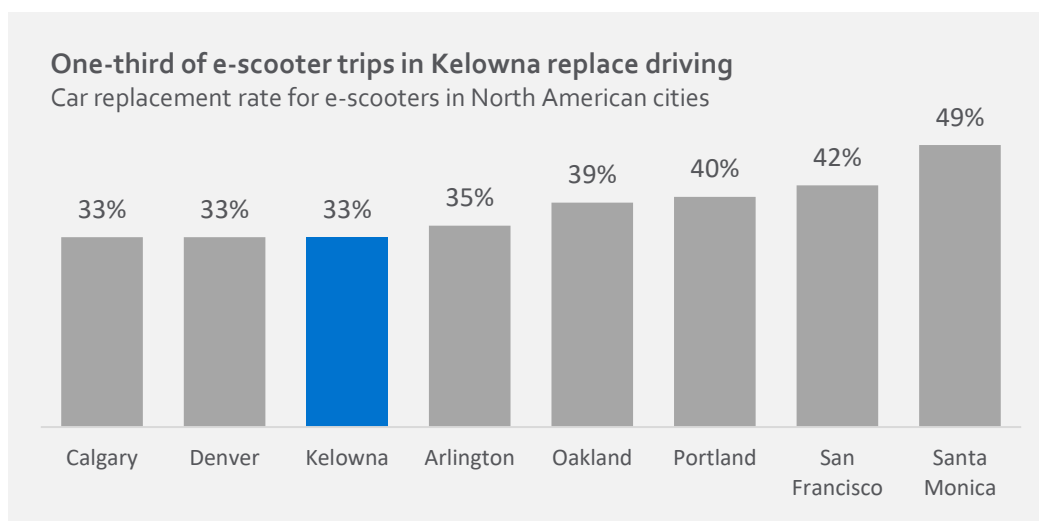
Amongst shared e-scooter riders, 34 per cent have not ridden a bike in the last year. As a result, **shared e-scooters have likely welcomed thousands of new riders to Kelowna’s bike network** over the first five months.

Congestion and Climate

One of the main benefits of shared micromobility programs is to mitigate congestion by offering space-efficient transportation options. If shared e-scooters successfully take cars off the road, they can help lower congestion and emissions from transportation.

Mode Replacement

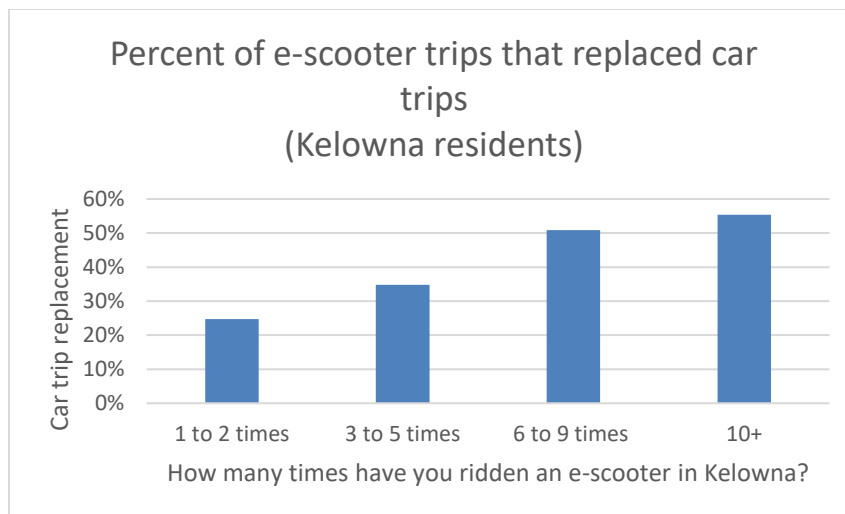
Based on user survey results, **33 per cent of e-scooter trips replace car trips** (personal car, taxi, or ride-hail). This is similar to the travel behaviours of riders in other cities.



Source: (Portland Bureau of Transportation, 2019 E-Scooter Report and next steps)

Residents replace driving with e-scooters more often than visitors. Among Kelowna residents, the share of e-scooters trips that replaced car trips increased from 35 per cent in June to 39 per cent in August. Other Central Okanagan residents and visitors reported that 26 per cent of their e-scooter trips replaced driving.

Among Kelowna residents that are repeat riders, 55 per cent of e-scooter trips replaced car trips. This indicates there may be a potential for greater benefits as the program becomes more established.



Overall, shared e-scooters replaced enough car trips to prevent 148,500 kilometers from being driven on our roadways (the equivalent of driving around the Earth almost four times). **This equates to 29 metric tonnes of Co2 prevented from being released into the atmosphere** from tailpipe emissions over the first five months.

Some e-scooter trips also replace walking trips, but when asked about how shared e-scooters have impacted their travel patterns, on the whole, riders are split with some walking more (21 per cent) and some walking less (23 per cent). This highlights that replacing walking trips with e-scooter trips doesn't ultimately lower the amount people are typically walking.

Going Car-Free / Car-Light

When people have greater access to several reliable transportation options, they can conveniently live without a car or go "car light", reducing the likelihood of driving alone, reducing their cost of living, and freeing up space on our roadways. E-scooters can supplement transit, walking, and personal bikes for everyday trips and provide a backup plan, for example, if you miss the bus, or your bike gets a flat.

Based on the August Rider Survey, **nine per cent of respondents (68 people) indicated that they had either sold or avoided purchasing a car this summer because of the shared e-scooter program.** This aligns with a similar finding in a rider survey in Portland (seven per cent). An additional 10 per cent of Kelowna respondents (75 people) said they are considering doing so. This is a significant finding considering the service underwent frequent changes this summer and is not yet established as a permanent transportation offering.

Connecting to Transit (First/Last Mile)

E-scooters have the potential to be a solution to the last-mile problem with **12 per cent of Kelowna riders reporting using e-scooters to get to or from transit.** When asked, **28 per cent of riders say that shared e-scooters encourage them to use transit more often.** Transit, e-scooters, carshare, biking, and walking reinforce each other as transportation options that help people reliably travel without a personal vehicle. Staff will work to further align e-scooter deployment, pricing, and preferred parking areas to reinforce the link between transit and e-scooter use.

Life Cycle Climate Analysis

E-scooter use and other shared micromobility trips that replace car trips offer an opportunity to reduce emissions, air pollution, and traffic congestion. However, if the emissions associated with producing, deploying, charging, rebalancing, and disposing of e-scooters are not well managed, the environmental benefits can shrink. In general, staff estimate that shared e-scooters are a net positive on GHG emissions based on how frequently they take people out of their cars and the low lifecycle emissions associated with the service.

A study by Ernst and Young found that Voi, an e-scooter company, used a variety of combined initiatives to yield a 71 per cent reduction in emissions since January 2019, resulting in 35 g CO₂ equivalent per person kilometre in lifecycle emissions. This is on par with many public transport options.

In recent years, staff reviewed life cycle assessments of the shared micromobility industry to understand where policy interventions can shrink the emissions associated with operating these services to maximize the overall GHG emission reductions. To further reduce the emissions from shared micromobility, the City will look to incentivize:

- The use of recycled raw materials in vehicles
- A longer lifespan for shared vehicles
- Efficient deployment and rebalancing of e-scooters with electric vehicles and cargo e-bikes
- Charging models that utilize swappable batteries, charging stations or better battery life

Safety

There are roughly six thousand collisions and two thousand injuries each year on Kelowna’s street network across all modes. The City is piloting shared e-scooters to help take cars off the road and reduce vehicle kilometers travelled. Research supports a high degree of correlation between the amount of driving in a community and the number of injuries and fatalities. This means efforts to take cars off the road can increase safety overall.

Due to the volume of e-scooter trips that would have been made by car or truck, e-scooter use may contribute to a net reduction in serious injuries and fatalities. While the effects of reduced driving and safety in numbers (more users on the bike network) are both proven to reduce overall injury rates, they fall outside the scope of this report and are recommended for future consideration. Additionally, just like bicycles, most e-scooter deaths in North America result from a person on an e-scooter being hit by a car or truck (86 per cent).⁵

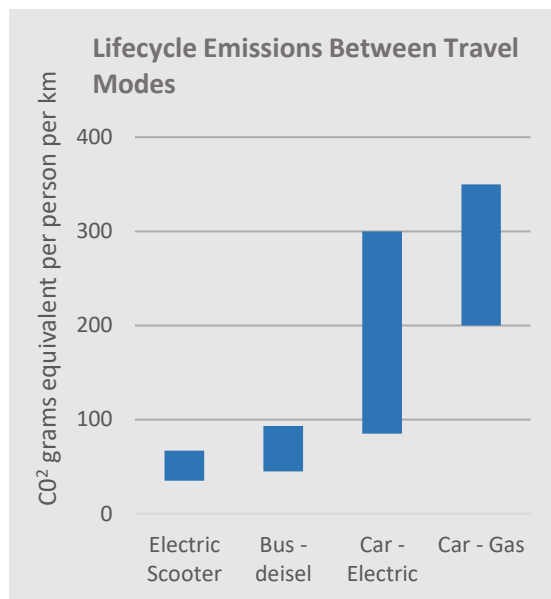


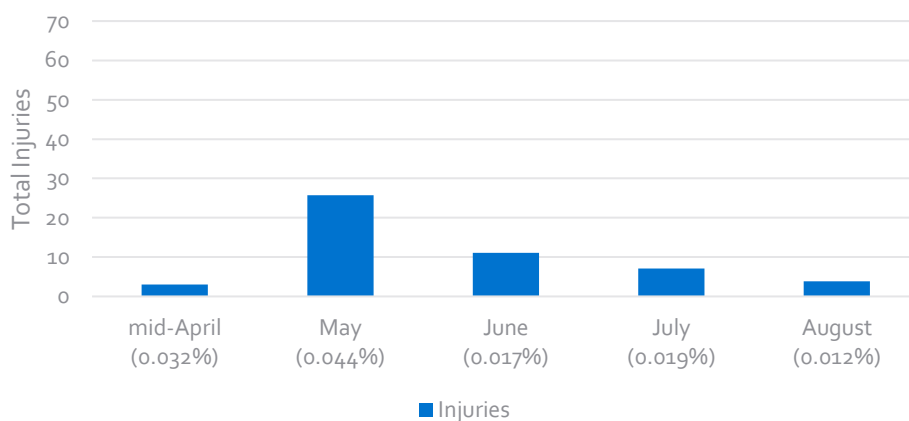
Figure 2 Source: Voi LCA data; EY analysis; The North Carolina University LCA study, Aug. 2019

⁵ Dwyer, F., Curran-Groome, W., & Harmon, K. (2021, March). [E scooter fatalities](#) - University of North Carolina

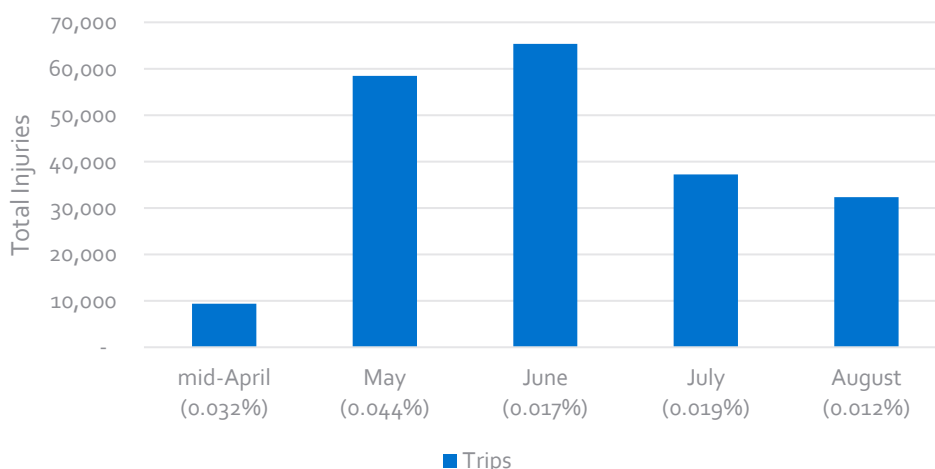
E-scooter injuries

In 2021 the City of Kelowna partnered with Interior Health to track injuries related to e-scooters. Interior Health identified **51 confirmed e-scooter-related injuries** were registered with the Kelowna General Hospital emergency department and **zero fatalities occurred**⁶. Over the same time period, 203,000 shared e-scooter trips were taken. This equates to an injury rate of 25 injuries per 100,000 trips (0.025 per cent), which is similar to e-scooter injury rates experienced in other jurisdictions (as reported by Interior Health in Attachment# 4), and in line with the e-scooter injury rate research presented to Council in June. However, this is the average injury rate experienced over the entire evaluation period. When examined by month, a clearer picture emerges where we see injury rates highest in April and May (first 40 days) and then declining over the summer.

E-Scooter Injuries by Month
(Injury Rate)



E-Scooter Trips by Month



⁶ Note that these injury statistics include injuries from both personally owned and shared scooters. Additionally, the data do not capture all injuries on e-scooters, as some more minor injuries may not have gone to the hospital.

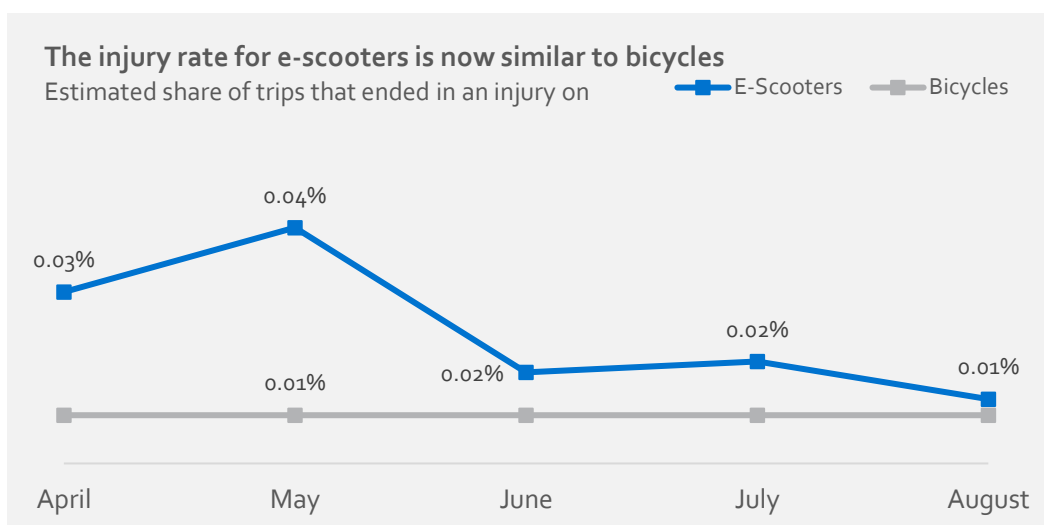
This likely explains our experience this year, where we saw less experienced riders getting injured on their first rides, followed by calls from the medical community to take action. A combination of riders getting more familiar with this new-vehicle type and the restrictions implemented at the end of June likely lead to injury rates falling to more typical levels. This is supported by the data, as research shows about 33 per cent of e-scooter injuries occur during first rides⁷, and we know that 72 per cent of Kelowna riders had never ridden an e-scooter before the program launched in April.

The Interior Health data also indicate that we have seen 48 per cent fewer total scooter-related injuries (57) than bicycle-related injuries (118) come to the KGH emergency department so far in 2021. However, more trips have been taken by bicycle than e-scooter this year. When the number of bicycle trips are accounted for, we estimate an injury rate of approximately 9 injuries per 100,000 trips for biking in Kelowna (0.01 per cent) which is also in line with the safety research presented to Council in June. The research was based on the OECD’s International Transport Forum’s recent report⁸, which compared the safety of bicycles and e-scooters in 15 countries in an urban context. The report concluded that “the risk of an emergency department visit for an e-scooter rider is similar to that for cyclists”. **The injury rates that we are seeing for bicyclists (0.01 per cent) and e-scooter riders (0.025 per cent) in Kelowna in 2021 are on par with global injury rate ranges presented for these modes in the report:**

Travel Mode	Injury Rate (Emergency Room Visits)	
E-scooter (Global)	9-25 injuries per 100,000 trips	.01 - .03%
Bicycle (Global)	11- 18 injuries per 100,000 trips	.01 - .02%

Source: Safe Micromobility, OECD International Transport Forum, 2020

As the summer went on, injury rates fell to the low end of global injury ranges for e-scooters. **Since June, the injury rate for e-scooters in Kelowna has been similar to the local injury rate for bikes.**



⁷ City of Austin (2019, April 22). [Dockless electric scooter-related injuries study](#)

⁸ Safe Micromobility, Organisation for Economic Cooperation and Development / International Transport Forum (OECD / ITF), 2020

When assessing injuries from e-scooters, it is critical to contextualize e-scooters within the broader transportation system. Staff recommend continuing to partner with Interior Health to better understand injury rates across all modes comprehensively (rather than looking at single modes in isolation). Ultimately, further research is needed to better understand transportation safety in Kelowna and is recommended to help reduce injuries and fatalities across all modes.

Policy and program considerations from Interior Health

Staff have reviewed the Policy and Program Considerations provided by Interior Health in Section V of their attached report and incorporated them into the program recommendations.

This section below provides a summary of the Interior Health safety recommendations, by topic, and how shared e-scooters in Kelowna either meet these considerations currently or how we plan to in our 2022 permit process (in italics).

Speed regulation

Focus on ways to reduce speed in high traffic areas. Consider using geofencing to regulate speed in high-risk zones.

- ✓ *The City utilizes geofencing to establish slow-speed zones in areas where higher pedestrian traffic is likely such as the multi-pathway between Boyce-Gyro Beach and Rotary Beach.*

Consider charging by distance travelled, or per trip, or a monthly subscription.

- ✓ *Subscription plans exist across all providers currently. One e-scooter company has a base price that includes unlocking and the first 7 minutes of the trip to limit rushing. Staff will look for pricing strategies to continue to mitigate rushing in the 2022 selection process.*

Helmet use

Consider mandating and enforcing helmet use on e-scooters travelling at high speeds, and in high-traffic zones. E-scooter companies can promote the use of helmets through positive messaging and incentives. Consider providing helmets that are attached to the e-scooters.

- ✓ *In addition to the financial reward for wearing a helmet, staff propose requiring a shared helmet onto every shared e-scooter and e-bike.*

E-scooter design

Consider mandating changes to improve the visibility of e-scooters, such as bells, horns, lights, reflectors, and turn indicators.

- ✓ *Bells or horns and lights are required on all e-scooters based on provincial law. Reflectors are present on all shared e-scooters in Kelowna. Some shared e-scooters in Kelowna additionally have "brake lights" where the rear light shines brighter in the case of the brake being applied. Just like bicycles, few e-scooter designs have turn signals. In their absence, users are encouraged to use hand signals.*

Infrastructure changes

Build segregated road infrastructure for micromobility devices to reduce the likelihood of collisions with vehicles and pedestrians.

- ✓ *Kelowna invests in protected bike lanes and plans to keep people on bikes and e-scooters safe through investments proposed in the draft 2040 Transportation Master Plan.*

Education and awareness

We suggest collecting data on injuries associated with inexperienced vs more experienced riders to help inform educational efforts in Kelowna.

- ✓ *When people try things for the first time, their risk of injury is much higher than users with experience. The low-speed first-ride feature on every shared e-scooter ensures new riders get accustomed to e-scooters with less risk of injury. Staff will work with Interior Health to collect this data in the future.*

Consider using a variety of methods to spread educational messages on safe e-scooter riding practices, appealing to both males and females, and increase the frequency of such messages.

- ✓ *In the Rider Survey, most riders reported receiving education about the rules of the road and how to stay safe through in-app education. There are many other opportunities to get informed, but this is the most vital tool to reach riders. Staff will require in 2022 permits include an occasional quiz that each rider must pass.*

Include awareness and safety training regarding e-scooters in the knowledge and road tests for driver licensing.

- ✓ *Kelowna can continue to advocate to the Province, encouraging amendments to driver training education provincially. The City will also continue to deliver safety messages to mitigate the most severe automobile-related injuries for people who get around on two wheels.*

Enforcement and incentives

Implement measures to reduce intoxicated e-scooter riding. Provide additional resources to enforce policies for riding while intoxicated

- ✓ *Kelowna has a restriction covering the downtown between 10:30 pm to 4 am every night to limit intoxicated riding and a cognitive test/pledge for riders to learn about the risks of riding intoxicated.*

Helmet use

Residents and visitors wear helmets at different rates, but helmet use remains low with e-scooters. A minority of e-scooter riders indicate they wear a helmet usually or always when they ride an e-scooter(20 per cent) or a bicycle(47 per cent).

In the Rider Survey, 70 per cent of riders from BC knew of the helmet law for e-scooters. Only 26 per cent of riders from the rest of Canada were aware of the helmet law. In Canada, less than one-fifth of the population lives in a jurisdiction with a mandatory all-ages helmet law for bicycles.

Two elements introduced to encourage helmet use had low awareness among riders. Nineteen per cent of riders were aware that residents could request a helmet for free. Roughly one-third of riders were aware of the helmet selfie feature that gives riders a discount for wearing a helmet.

When asked, just 20 per cent of riders indicated they would wear a shared helmet if provided. A third of that group stated they already wear a helmet usually or often while riding e-scooters.

Do riders know the rules?

Riders were quizzed on their knowledge of the rules of the road as part of the August Rider Survey. The following shows the results five months into the launch of the 2021 shared e-scooter program:

<i>Knowledge of rule</i>	Percent correct
<i>Wear a helmet while riding</i>	58% (75% for Kelowna residents)
<i>Don't double up on a single scooter</i>	95%
<i>Don't ride on the sidewalk</i>	90%
<i>Ride in bike lanes, in the street and on shared paths</i>	70%
<i>Be over 16 (18 for some shared scooter providers)</i>	58%
<i>Park scooters in a way that doesn't block sidewalks</i>	73%

Generally, riders possess a good understanding of e-scooter rules. In a few areas, riders underperform such as knowledge of the helmet law for reasons highlighted in the *Helmet Use* section.

Safety education events

While safety education events were slow to start because of Covid-19 public health guidance, e-scooter companies delivered their first safety education event the day after restrictions were eased to make them possible. Since then, **e-scooter companies together have been hosting one event every week over the study period.** This allows riders to try a scooter in a safe environment, receive a free helmet, get fitted for it, and get familiar with the service.



A safety event is held in Stuart Park with e-scooter companies and Brain Trust (a local organization focusing on brain injury awareness)

Warning and Fines to Riders

E-scooter companies issued 222 fines and 537 warnings directly to their riders between July 1st, when the City started collecting this data, and September 19th.

Public Education Campaign

Much of the discussion in this report highlights how the City worked with e-scooter companies and shared e-scooter riders. Most e-scooter trips in Kelowna occur on shared e-scooters, but Kelowna has



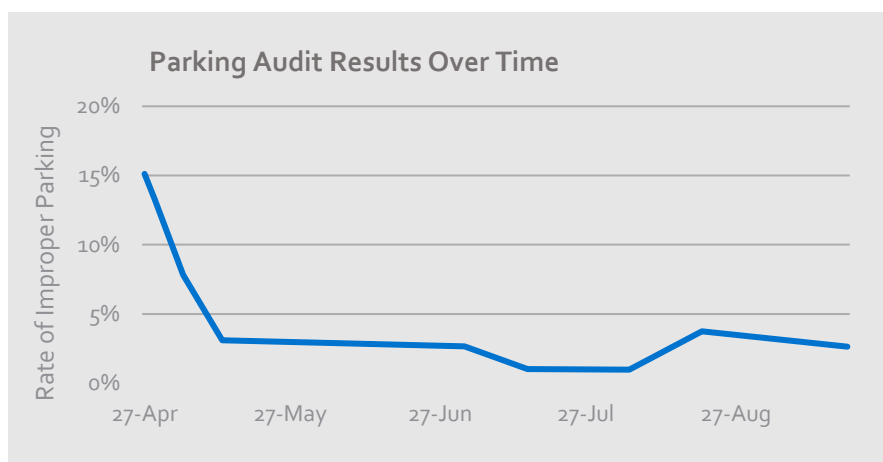
also allowed residents to own an e-scooter. These riders are harder to reach with the rules of the road. The City developed a campaign to help this user group and the general public better understand the regulations on e-scooters. The campaign was launched in November 2021, with a wider release planned for 2022 to educate riders and non-riders alike.

Equity and Accessibility

One of the key concerns staff have heard is that improperly parked e-scooters blocking sidewalks can create challenges for people with disabilities, older residents, and pedestrians. Actions the City has taken to help address this issue include:

- Preferred parking areas installed to designate proper parking locations in high activity areas,
- Regular parking audits conducted to monitor parking compliance,
- E-scooter companies incentivised to improve and perfect their rider’s parking performance,
- Complaints passed to e-scooter companies to issue warnings and fines to their riders, and
- E-scooter companies required to move reported improperly parked scooters in under an hour.

Staff have been conducting parking audits to monitor compliance. The results indicate **the rate of improperly parked e-scooters has decreased over time** and has been observed to be under 4 per cent since mid-May. Staff will keep tracking parking performance for e-scooters to understand how our program amendments impact e-scooter parking and ensure compliance.



Sidewalk Riding

Like biking on the sidewalk, sidewalk riding with an e-scooter is dangerous for the rider and people walking. Other cities in Canada, including Red Deer, Vernon, and Calgary, often with less developed bike networks, have allowed or required e-scooters to be ridden on the sidewalk. Kelowna chose to regulate e-scooters like bikes which are also banned from riding on sidewalks.

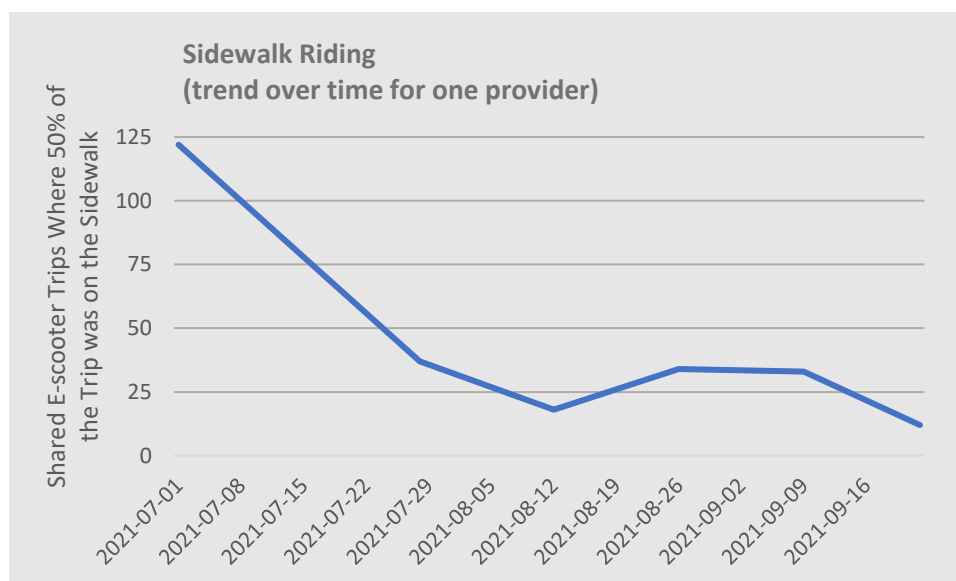
Education on the scooter and the app has consistently highlighted the importance of riding on streets and bike lanes and never riding on sidewalks. Actions the City has taken to help address this issue include:

- Sidewalk decals reminding riders to “walk your wheels” – these were installed in 108 locations in our Downtown and Pandosy Village urban center in June.

- Sidewalk riding detection was required of all e-scooter companies as of July 1st. When a significant amount of a trip is spent on a sidewalk, riders get an automated warning or fine. Repeat sidewalk riding can also result in account suspension
- Staff have conducted sidewalk riding audits to monitor compliance

The new sidewalk riding detection feature allows staff to track where sidewalk riding is most common (Water St., Sunset Dr, and Ellis St) in Downtown. It also indicates that sidewalk riding is typically occurring along streets where bike facilities don't exist or are less protected from vehicles, rather than over entire trips. This is consistent with what we know from studies about bike riding on sidewalks (i.e., sidewalk riding typically happens on streets where riders don't feel adequately protected from vehicle traffic).

Since July 1st, sidewalk riding detection data from one company indicates that sidewalk riding is declining as riders receive education, warnings, and fines helping to correct their behavior.



The behaviour of e-scooter riders is consistent with studies about bike riding on sidewalks. Sidewalk riding happens in areas where riders are looking to protect themselves in places where bike facilities are uncomfortable or do not exist. In Downtown Kelowna the worst streets for e-scooter sidewalk riding are Water St., Sunset Dr, and Ellis St. Sidewalk riding for the most part rarely happens for a large portion of a rider's trip as those uncomfortable facilities typically make up only a portion of the typical trip.

Overall, **only 2 per cent of trips spent half of the trip on the sidewalk** and this rate is decreasing over time as riders get more familiar with the service.

To understand this challenge more fully without solely relying on data from e-scooter companies, the City observed two evenings a month apart to get a percentage of use on sidewalks between bike and e-scooters in one of the worst locations based on sidewalk riding detection data. Overall, e-scooters riding the bike lane instead of the sidewalk at this location (Ellis and Bernard) improved from 53 per

cent at the end of July to 68 per cent one month later. On average, bikes and skateboards were ridden in the bike lane 83 per cent of the time during the same period.

Equitable Access

Barriers to e-scooter use exist, but if they are correctly managed and promoted in partnership with the community, equity challenges can be minimized. E-scooter companies have programs that provide incentives and options for low-income, unbanked, and underserved residents.

Low-Income Discounts: Low-income residents enrolled in income support or low-income assistance can access e-scooter services at a 50-70 per cent discount.

Alternative Payment and Unlock Options: All current operators enable shared e-scooters to be unlocked by people who are unbanked or lack a smartphone. Unfortunately, awareness of these programs is low among riders, with only 6 per cent of riders reporting knowledge of low-income discounts and alternate payment and access options. Other programs, like those related to free helmets and helmet selfie had much greater awareness, likely due to news articles and prominence in the app. The City will look to bolster knowledge of these programs in the future.

Affordability: At the time of publication, the price of a median e-scooter trip (\$6.60 plus tax) is more than double the cost of a single transit ticket in Kelowna. Staff will be looking to find ways to lower the cost of these services in future years and expand the availability and knowledge of loyalty programs, passes (daily, weekly, and monthly) and the existing low-income access programs. Staff will also look for opportunities in the future to seamlessly connect these services into the digital fares for the Kelowna Regional Transit System in the future, allowing residents to plan and pay for their multi-modal trip all in one app.

Supporting a range of body types, abilities and needs: In the e-scooter rider survey, 6 per cent of respondents indicated they identify with having a disability, and some respondents indicated the e-scooter enabled them to get around town more easily without a car because walking or biking is a challenge for them physically.

In the community survey, seven per cent of survey respondents indicated they would be physically unable to use an e-scooter, which aligns with the share of Kelowna's population who report having a *mobility-related* disability⁹. Portland has highlighted that e-scooters with seats provide more stability, better balance, and access for a sub-set of mobility-related disabilities. This option has helped give a broader customer base more options in Portland and Seattle, where legislation allows seated scooters. Due to provincial legislation, seated e-scooters and more accessible e-scooter designs are not currently legal. Kelowna will continue to advocate to the Province for a more comprehensive array of small, electrified vehicles to be permitted on roadways, while retaining municipal control over where they may ride. This would allow more options for residents while allowing municipalities to fit new vehicles into appropriate facilities by size, weight, and speed.

In the Rider Survey, over 50 per cent of female riders said the inclusion of a basket on the e-scooter would encourage them to ride more. Staff will continue to investigate options that meet a broader range of body types, abilities, or utility for riders.

⁹ [2018 Okanagan Travel Survey Report #3. Table 8, p.63](#)

What's Next

Based on the first 150 days of shared e-scooter service, e-scooters hold promise to fill gaps in Kelowna's transportation system, especially if safety and accessibility challenges continue to be reduced. Staff recommend moving forward with program amendments to allow e-scooters to improve and remain a viable way for Kelowna residents to get around in 2022.

Staff capacity and coordinating decision-making: Managing a fleet of hundreds of shared micromobility vehicles across multiple companies under strict requirements requires dedicated staff resources. While Kelowna has leveraged existing staffing to date, the City has experienced challenges dedicating enough staff capacity to manage day-to-day operations, relationships with service providers, conduct regular compliance audits, and deliver reports to council. Staff propose an administrative fee to help cover the costs of program administration.

Clear expectations and plans to implement: Kelowna explicitly outlined permit holders' requirements and created new requirements as the program rolled out to solve the challenges that were experienced. Clear and simple requirements should outline what the City intends to regulate and how these elements will be audited or calculated will be clarified for future permit holders.

Number of Operators: **Staff recommend limiting the number of e-scooter companies operating to no more than two companies** to help reduce staff administration time and provide more certainty for both operators and riders.

Duration of permit: The shared e-scooter industry is four years old. The City needs to balance a stable working environment for companies while mitigating risks associated with a young and volatile market. To reduce the risks involved with forgoing potential new technology in the marketplace while also ensuring companies can make long-term investments. **Staff recommend pursuing a two-year permit.**

E-bikeshare and E-scootershare together: In February 2021, Staff highlighted that only one current shared e-scooter operator in Canada had ever delivered e-scootershare and e-bikeshare together. This would have created a monopoly where only one company could choose to provide service to Kelowna. The number of companies active in Canada has doubled in recent months. Many companies now have the ability and interest in delivering both shared e-scooters and e-bikes. **Staff recommend modifying the permit program to bundle e-scooter and e-bike permits together**, ensuring providers offer shared e-bikes alongside shared e-scooters.

Shared Helmets: Twenty per cent of shared e-scooter riders indicated that they would wear a shared helmet in the Rider Survey. This suggests that shared helmets may somewhat increase helmet law compliance among riders. **Staff propose requiring a shared helmet to be attached to each vehicle that falls under the BC all-ages helmet law in Kelowna.**

Parking and Accessibility: To limit sidewalk riding, reduce e-scooters blocking sidewalks, and address additional concerns, staff will investigate the following program options: requiring a braille identifier, exploring a small noise constantly emitted through the scooter when ridden, requiring each rider to pass a periodic quiz identifying safe riding behaviour, expanding the number of preferred parking areas, exploring dedicated charging infrastructure in high activity areas (installed and maintained by permit holders), and exploring enhanced sidewalk riding detection to stop sidewalk riding during a trip.

November 4, 2021

Mariah VanZerr
Strategic Transportation Planning Manager
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Sent via email: MVanZerr@kelowna.ca

Dear Mariah VanZerr,

Re: City of Kelowna – E-scooters and Health Evidence

We are pleased to provide you with a preliminary report on the health impact of the Kelowna shared e-scooter program. This report addresses the request for information from City of Kelowna staff and Council due to concerns about the increased demand of acute care services due to injuries soon after the pilot implementation.

A team at Interior Health has compiled and analyzed emergency department presentations and admissions related to scooter injuries at the Kelowna General Hospital. Our preliminary findings point towards a correlation between the e-scooter program implementation and injury presentations such as fractures, abrasions and head injuries. These injuries were mainly the result of falls from e-scooters that typically occurred on roads, but also on sidewalks.

With emerging technologies there is an opportunity to pilot, evaluate and adopt new modes of transportation and recreation for our community to enjoy. In order to ensure these initiatives are implemented in a safe manner, we offer the following recommendations:

1. Implement evidence informed policies on emerging technologies to maximize the benefits of the program and mitigate any potential risks.
2. To continue the collaboration between Interior Health and the City of Kelowna in order to monitor any health and acute care impacts of e-scooters in our community.
3. Seek direction from the Ministry of Transportation and Infrastructure for the program moving forward and provincial support for collecting health-related evidence as it relates to e-scooter use.

Interior Health would like to thank the City of Kelowna for the opportunity to share our feedback on the shared e-scooter program. We welcome the opportunity to continue to collaborate with City staff on this and other topics in the context of our partnership to build healthy environments for community members.

Please do not hesitate to reach out with questions or concerns.

Sincerely,



Silvina Mema, MD, MSC, FRCPCP
Medical Health Officer



Kelly MacDonald, BA, MA
Healthy Communities – Community Health
Facilitator

cc: IHA: Dr. Sue Pollock, Roger Parsonage, Heather Deegan & City of Kelowna: Doug Gilchrist
Enclosure: E-scooter Health Data Report (injury data, analysis, recommendations)

We recognize and acknowledge that we are collectively gathered on the traditional, ancestral, and unceded territories of the seven Interior Region First Nations, where we live, learn, collaborate, and work together. This region is also home to 15 Chartered Métis Communities. It is with humility that we continue to strengthen our relationships with First Nation, Métis, and Inuit peoples across the Interior.



E-scooter related injuries in Kelowna, B.C.



I. Statement of Purpose

The purpose of this report is to provide a summary analysis of e-scooter related injury data collected by the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) program, in order to inform decision making regarding the e-scooter sharing program initiated in Kelowna in April, 2021.

II. Introduction to Study

In April 2021, the Ministry of Transportation and Infrastructure launched the provincial Active Transportation Pilot Project. Enacted under Part 13 of the Motor Vehicle Act this project permitted the use of electric kick scooters on the roads of six pilot site communities for a 3-year term. The project is connected to the Provincial Government’s goal to reduce greenhouse gas emissions from the transportation sector and aligns with the Move. Commute. Connect: B.C.’s Active Transportation Strategy. The stated goal of the program is to research, test and evaluate safety and potential of electric kick scooters to:

- Reduce traffic congestion;
- Provide first and last mile connections to public transit; and,
- Support government’s goal to expand active transportation networks.

Shared e-scooters became available to Kelowna residents in the spring of 2021 as part of the provincial pilot program. Soon after the introduction of the program in April, injuries among e-scooter riders became a cause for concern for physicians at the Kelowna General Hospital (KGH). In particular statements were circulated in the media about e-scooters being “fracture machines” and calling for them to be removed from Kelowna’s roadways.

In response to the concern the City of Kelowna asked Interior Health (IH) to compile and analyze any available data on e-scooter related injuries in Kelowna to better understand the number and nature of injuries that were caused by e-scooter use in the community; compare the rates and types of injuries seen in Kelowna to other jurisdictions; and to provide any key program changes warranted based on analysis of the relevant health data.

This report has been prepared at the request of the Medical Health Officer to understand the impact of the program and inform the City of Kelowna’s program. The report contains an epidemiological analysis of e-scooter related injury data extracted from the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) program. Moreover, this report compares and contrasts Kelowna’s data with e-scooter injury data from a number of European and U.S. cities, and makes policy recommendations based on an extensive review of best practices pulled from shared e-scooter programs from across the globe.

III. E-scooter Injury Data from Kelowna General Hospital

Injury data collected for this report was sourced through the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) database at KGH. CHIRPP is a surveillance system initiated by the Public Health Agency of Canada that collects injury data from emergency department across the country. The KGH CHIRPP team performs chart reviews and when possible patient interviews to collect relevant

information on injuries. It should be noted that there are limitations to retrospective data collection and analysis.

3.1 Data Limitations

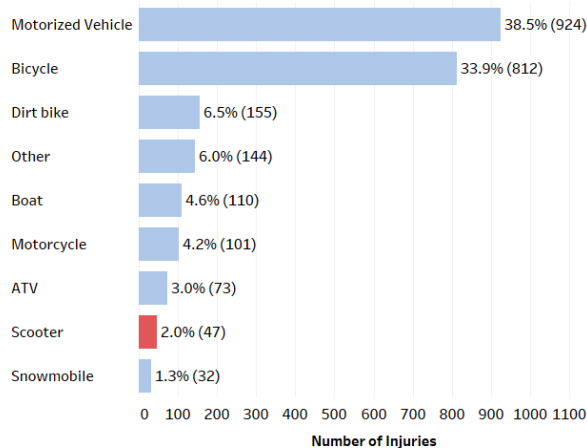
Of note, the IHA surveillance system has some important limitations in terms of comparing injuries before and after the program was implemented. Firstly, without a dedicated ‘e-scooter’ flag, there is a challenge in mining relevant data exclusive to electric kick scooters, and excluding data related to other types of scooters (eg. Mobility scooters or unpowered scooters). Secondly, comparison across time is challenging because there is the potential for overrepresentation in the data after a dedicated ‘e-scooter flag’ has been added. Finally, it is challenging to compare data for the time period before the shared e-scooter program to post pilot launch because data was collected differently for those time periods. Prior to June 2021 the type of scooter involved in an injury was not regularly or discernibly recorded. Therefore, a margin of error that must be recognized in the comparison analysis, and underrepresentation of e-scooter injuries in the pre-pilot time period (April 2016-December 2020) is likely. Considerable efforts were made by the epidemiologist to minimize confounding variables and we have a degree of confidence in the data presented here because of its alignment with information found in the extensive, existing literature on the subject.

3.2 Rise in scooter-related injuries in 2021

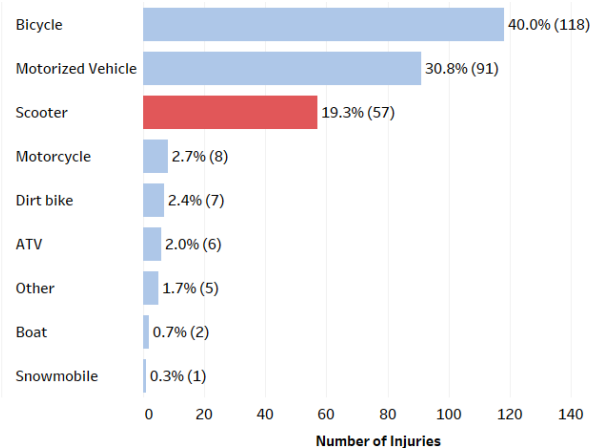
In order to compare the number of injuries related to e-scooter injuries after the launch of the pilot program, data from KGH emergency records relating to e-scooters was collected for a period of time prior to the program implementation, from April 2016 – December 2020. The number and type of injuries in this period was compared to that collected between April and August 2021. While the number of scooter-related injuries prior to 2021 represented 2% (average of 9 injuries per year) of all transport injuries, in 2021, this proportion increased to 19% (57 injuries) of all transport injuries. The sharp increase in scooter-related injuries in 2021 clearly coincides with the introduction of Kelowna’s e-scooter program.

Figure 1.

Transport related injuries registered at KGH ED* between Apr, 2016 and Dec, 2020 in 16-64 year olds, by vehicle type



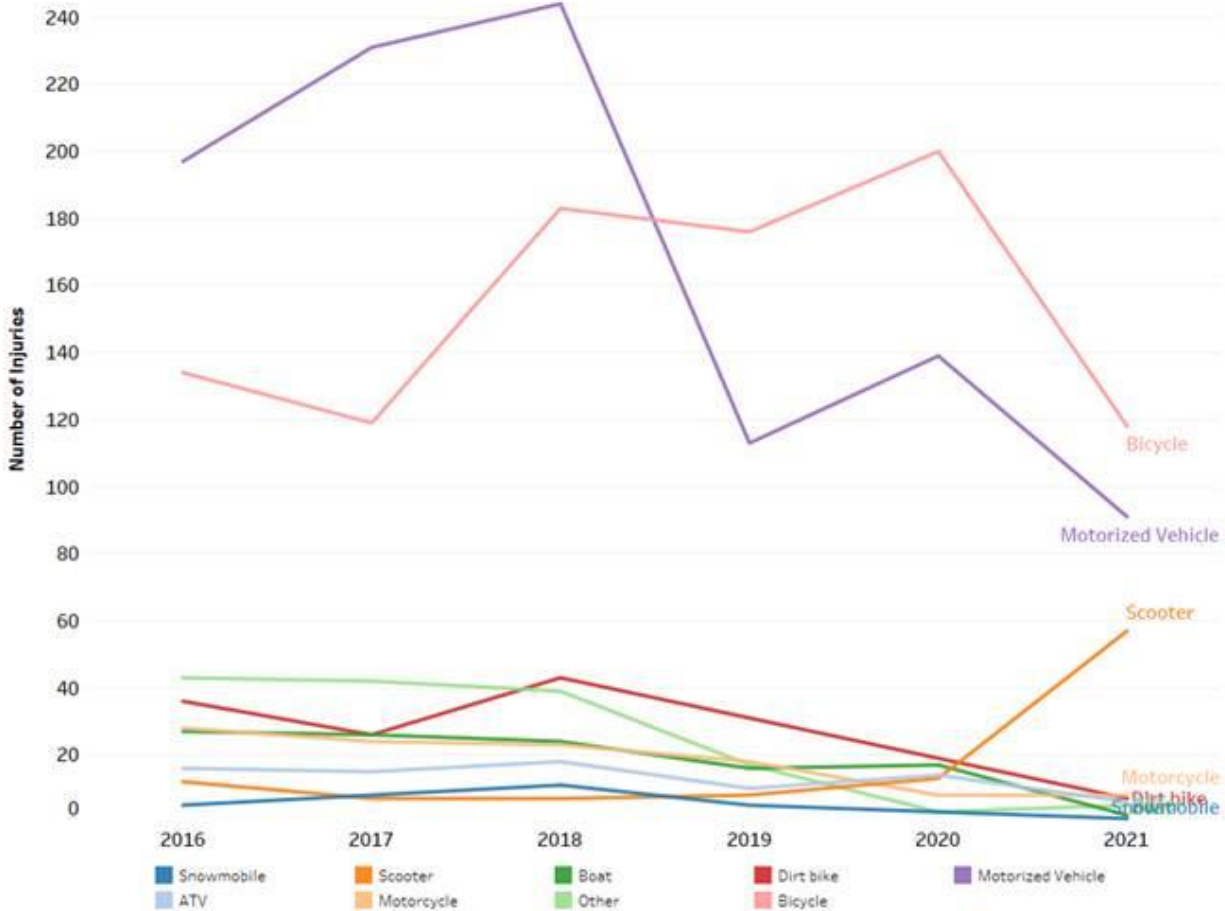
Transport related injuries registered at KGH ED between Jan, 2021 and Aug, 2021 in 16-64 year olds, by vehicle type



*KGH ED: Kelowna General Hospital Emergency Department



Figure 2. Transport related injuries registered at KGH ED between April, 2016 and Aug, 2021 in 16-64 year olds, by vehicle type and year



Please note that the above figures represent injuries seen at KGH ED department and do not represent the injury overview for the region. Also the data for 2021 is incomplete (Jan - August 2021), and may not represent the full picture of injuries in the year 2021 especially related to other vehicle types

3.3 Injury frequency

Since the introduction of the e-scooter program in Kelowna in April 2021, the KGH dataset shows:

- a) 25 confirmed e-scooter related injuries per 100,000 trips
- b) 12 e-scooter injuries per 100,000 kilometres traveled on an e-scooter.

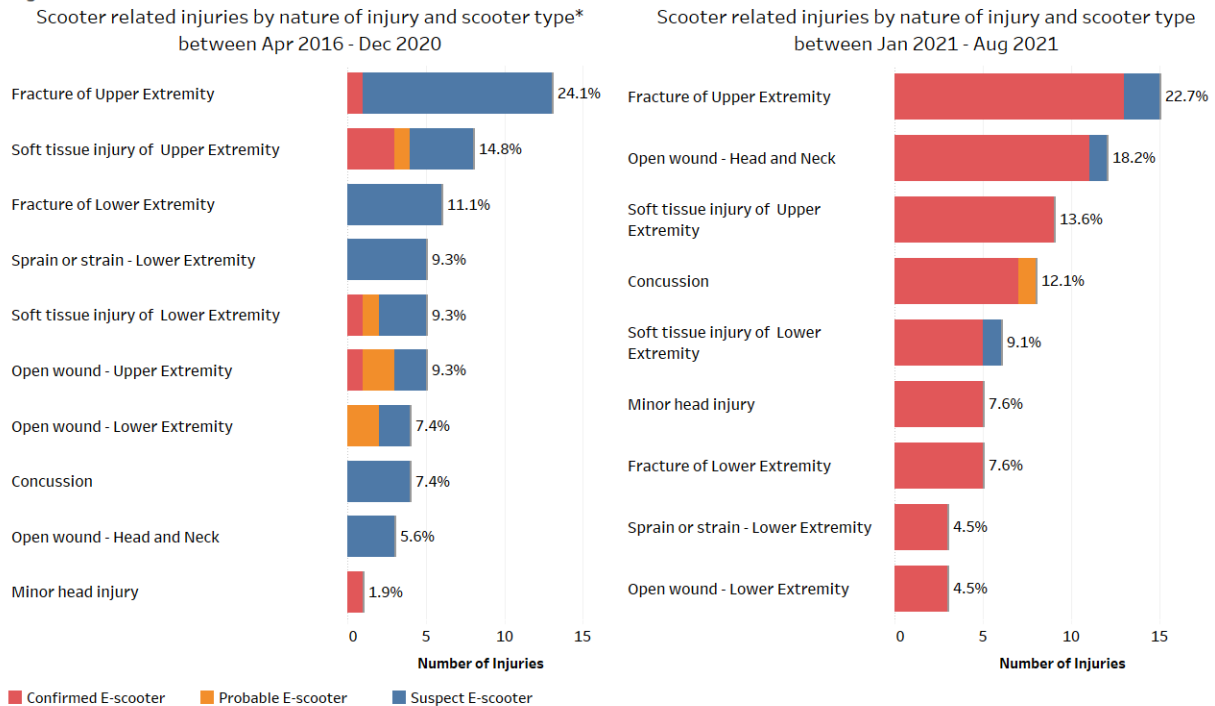
The findings related to injury frequency in Kelowna are similar to the findings of a study conducted by the Austin Public Health Department (APH) with assistance from the U.S. Centers for Disease Control and Prevention (US CDC), which shows that there were 20 injuries per 100,000 trips in Austin, Texas between September and November, 2018.

Injury data collected in Calgary from mid-July to mid-September, 2019 shows an injury rate of 95,400 per 100 million e-scooter rides. The injury rate in Calgary is nearly five times higher than that of Austin, and almost 600 times higher than taking the bus (The Star, October 2019).

3.4 Head injuries and helmet use

For both time periods – pre and post pilot launch - the most frequently reported scooter-related injury involved fracture of the upper extremity (23%). In the 2021 period, more scooter riders experienced head and neck related injuries (18% in 2021 vs. 6% prior to 2021) as well as concussion (12% in 2021 to 7% prior to 2021). These findings suggest that e-scooter injuries are more likely to result in head and neck related injuries, as well as concussions. KGH data also show that most scooter riders with related injuries did not wear helmets. More specifically, 97% of confirmed e-scooter riders did not wear helmets, and were more likely to sustain an open wound injury to the head and neck than other head/neck injuries.

Figure 3.



The head injury findings from KGH data are consistent with e-scooter injury data from other parts of the world. The APH study (see section 2.2 for study details) found that nearly half (48%) of 190 injured riders sustained head injuries, and 15% had a traumatic brain injury (Austin Public Health, 2019).

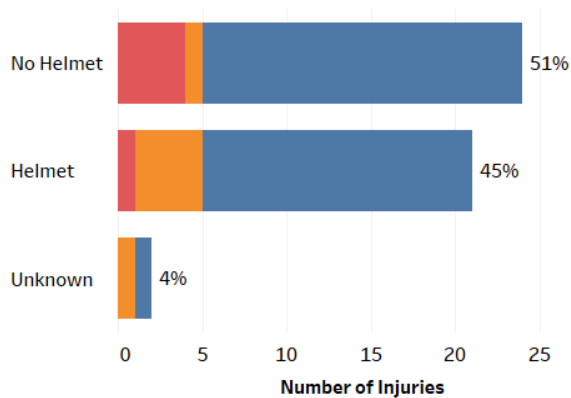
A Southern California study from September 2017 to August 2018 involving 249 injured patients found that head injuries (40.2 %) were among the most common injuries sustained as a result of e-scooter use. Moreover, in spite of being required to wear helmets while riding e-scooters according to California law, only 4.4% of injured riders were documented to be wearing a helmet (Trivedi et al. 2019).

Another study, which pulled data from a representative sample of Emergency Department encounters from approximately 100 hospitals in the United States from 2013 to 2017, found that head injuries were the most common, representing 27.6% of all injuries (Aizpuru et al., 2019).

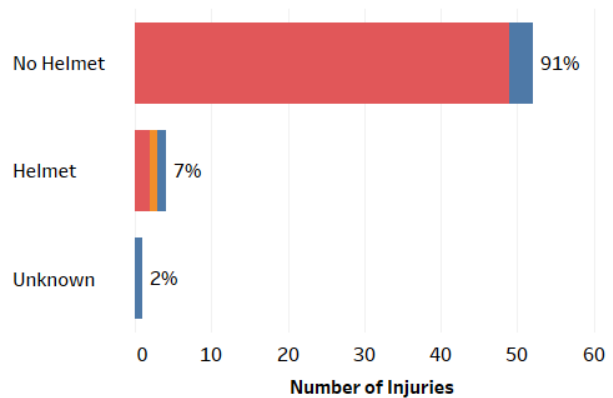
Studying KGH e-scooter head injury data in conjunction with consistently high rates of head injuries and low rates of helmet use from the studies discussed above points towards an urgent need for stringent policies regarding helmet use for e-scooter riders.

Figure 4.

Scooter related injuries by safety equipment and scooter type between Jan 2021 - Aug 2021



Scooter related injuries by safety equipment and scooter type between Jan 2021 - Aug 2021



Confirmed E-scooter Probable E-scooter Suspect E-scooter

3.5 Cause of injury

The KGH dataset shows that the main cause of e-scooter related injury in both time periods was a fall on man made (93%) or environmental surfaces (4%). There were a very small proportion of cases in which injuries were caused by the scooter itself or another vehicle.

These findings are comparable with the findings from a Southern California study involving 249 injured patients (see section 2.3 for study details). In this study, the most common mechanisms of injury were fall (80.2%), collision with an object (11%), and being hit by a moving vehicle or object (8.8%) (Trivedi et al., 2019).

Furthermore, in a review of e-scooter evaluation studies from 14 European and American cities, Badia and Jenelius (2021) find consistently high rates of injuries due to falls.

The high rates of e-scooter injuries due to falls in Kelowna, as well as other cities in Europe and America, further strengthen the case for introducing stringent helmet use policies.

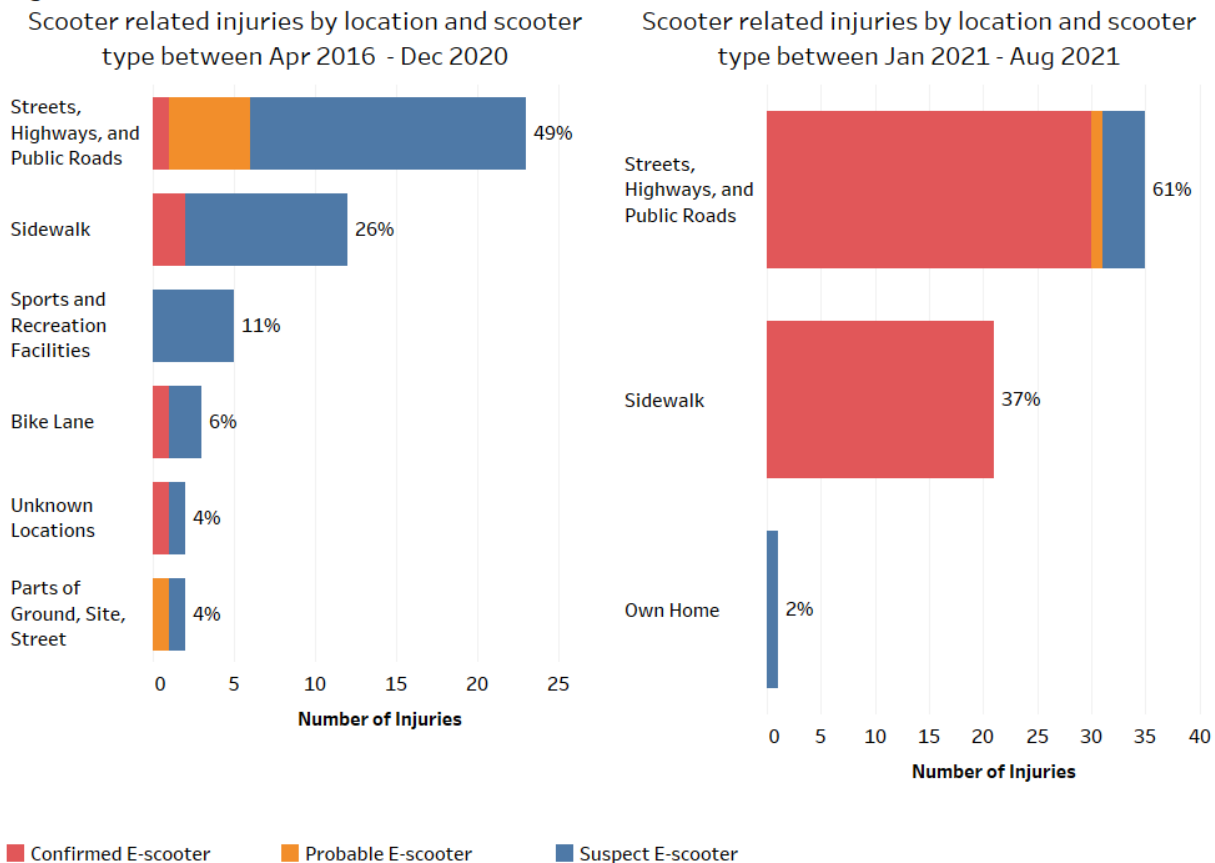
3.6 Location of injury

The KGH dataset shows that most of the confirmed e-scooter injuries in 2021 occurred on a street, highway, or public road (61%), followed by sidewalks (37%).

These findings are comparable with the results from the APH study, which found that more than half (55%) of injured riders were injured on the street, while 33% were injured on the sidewalk. Additionally, 16% of the accidents involved a motorized vehicle, and 17% involved a curb or inanimate object (Austin Public Health, 2019).

Similarly, Badia and Jenelius (2021) found sidewalks and traffic lanes to be the riskiest locations for e-scooter riders. Based on this finding, the authors argue that segregated infrastructure for e-scooters and other micromobility devices should be promoted to ensure the safety of riders.

Figure 4.



3.7 Alcohol and drug use

For both time periods in Kelowna, most scooter-related injuries did not seem to be associated with alcohol use. In the 2021 study period, however, there were 8% more scooter related injuries associated with alcohol use as compared to the study period prior to 2021 (12% vs. 4%). This preliminary finding indicates a rising trend in scooter-related injuries due to alcohol use, and points towards the need to monitor this trend in the future.

Alcohol use in relation to e-scooter injuries have been high in other parts of the world. For instance, Bekhit et al. (2020) reviewed e-scooter related injuries in the Auckland region between September 2018 and April 2019, and found that 26.8% of the injuries were associated with alcohol use. Similarly, the APH



study found that 29% of the interviewed riders reported drinking alcohol in the 12 hours preceding their injury.

A study of e-scooter injuries based on data collected from three Level 1 trauma centers in the U.S. shows that 48% of patients had a blood alcohol concentration > 80mg/dL. Furthermore, 60% of the 103 patients in the study were screened for drugs, and 52% of them tested positive. The most commonly found substances on urine toxicology were THC, followed by methamphetamines and amphetamines (Kobayashi et al., 2019).

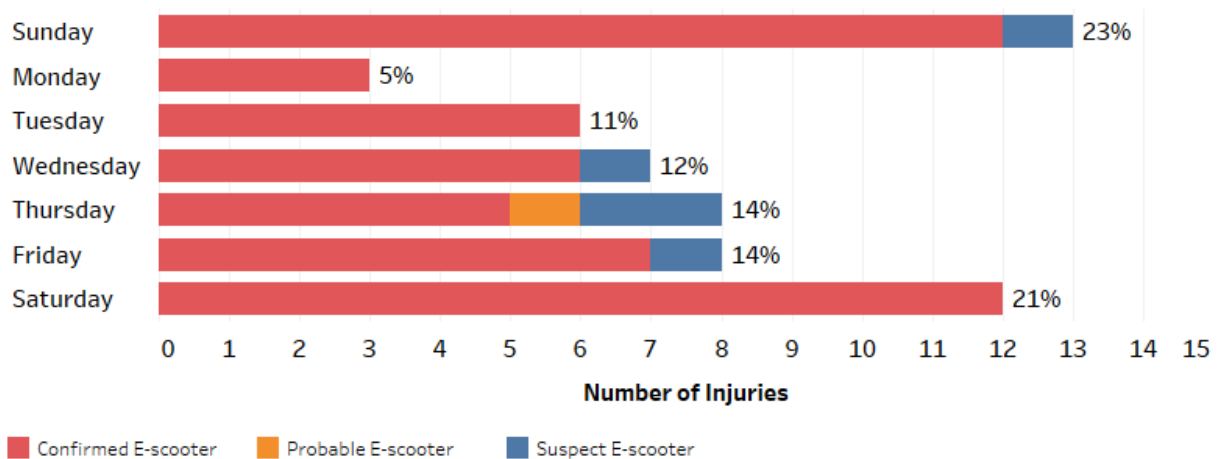
3.8 Time, Day of the Week, and Season

In Kelowna, scooter-related injuries were most likely to occur during weekends and in the afternoon hours between 12 and 6 pm. Furthermore, scooter-related injuries were most likely to occur outside the winter months, particularly during the period of July to September.

The weekend injury data from KGH is comparable with the findings of the APH study, which found that 39% of injured e-scooter riders were injured over the weekend: Saturday and Sunday. Aizpuru et al. (2019) also found that weekend injuries were more common than weekday injuries. Furthermore, in a review of multiple cities across Europe and America, Badia and Jenelius (2021) found that the demand for shared e-scooters is at its highest during weekends and during evenings on weekdays, which coincides with the time-periods during which leisure trips are most likely to occur.

The higher incidence of weekend injuries in Kelowna, as well as similar findings from other cities, indicates the need to implement lower speed limits and mandatory helmet use policies during the weekend.

Figure 5. Scooter related injuries by day and scooter type between Jan 2021 - Aug 2021



3.9 Gender

There was a gendered shift in the incidence of scooter-related injuries for the two time periods in Kelowna: female representation increased from 45% before 2021 to 67% in 2021. The increase in female

injuries is particularly noteworthy because there were more male (58%) than female (42%) shared e-scooter riders registered according to the City of Kelowna’s staff data collection efforts. Although females were more likely to suffer an e-scooter related injury in 2021, injured males were more likely to sustain severe injuries to the head and neck (40% vs. 36%), including open wound injury (27% vs 13%) and concussion (14% vs 10%). Moreover, males were also more likely than females to sustain multiple injuries in the 2021 study period (47% vs 31% respectively).

Figure 6.

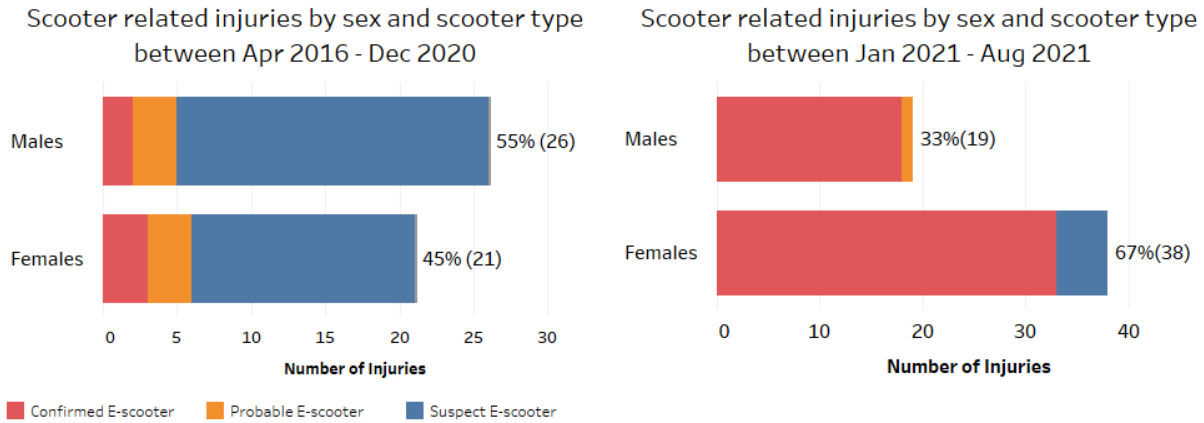
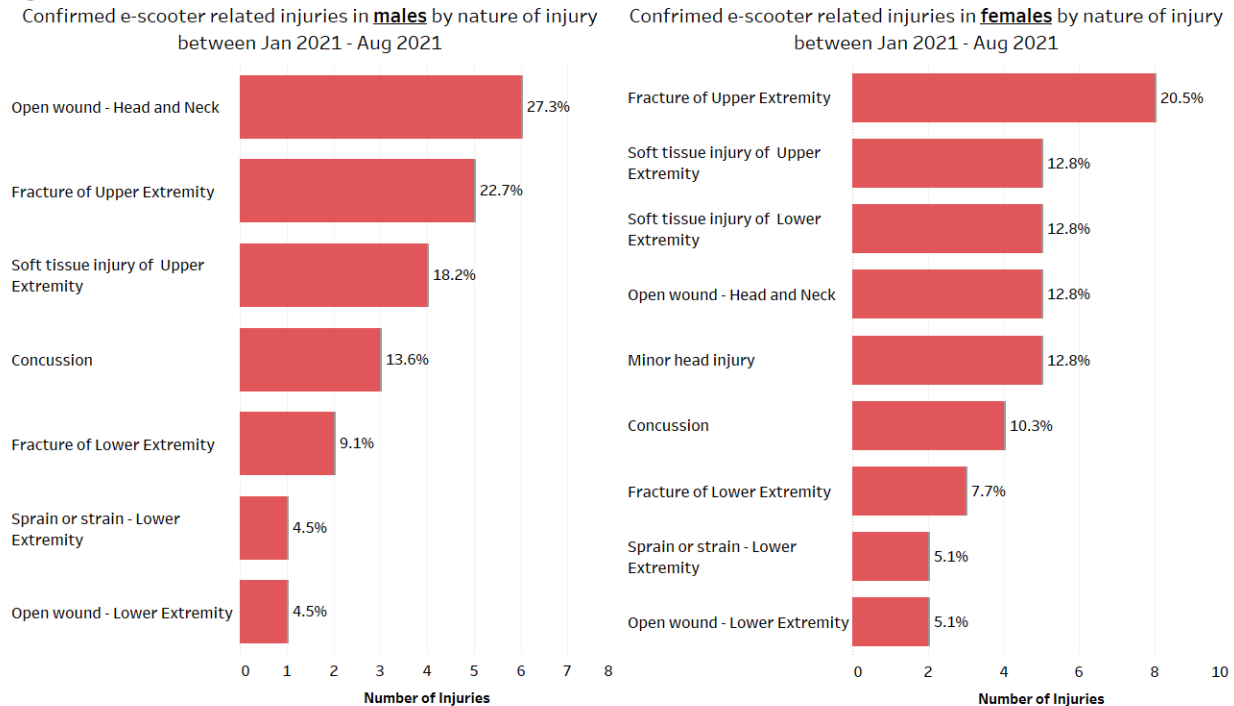


Figure 7.



The higher incidence of female injuries in Kelowna is interesting and worth monitoring in the future.

Findings from numerous studies of e-scooter injuries in the U.S. consistently show that males are significantly more likely to sustain e-scooter related injuries. While the difference may be due to



different definition of “injuries” consider for example, the higher incidence of male injuries in the following studies:

- a) Aizpuru et al. (2019) found that 60% of the total injured patients were male
- b) In the APH study, 55% of the injured riders were male
- c) Bresler et al. (2019) found that 62.1% of the patients were male
- d) Trivedi et al. (2019) found that 58.2% of the patients were male
- e) Kobayashi et al. (2019) found that 65% of the patients were male

The mismatch between gender-specific e-scooter injury data in Kelowna and U.S. cities indicates that gendered trends need to be monitored closely in the future. As well, e-scooter companies should consider introducing online training programs to raise awareness about safe e-scooter use among riders. For example, consider that the Swedish e-scooter company, VOI, has developed an app-based training program, and offers credits for future rides when users finish the training (International Transport Forum, 2020).

IV. Other Health Considerations – Emerging Data

E-scooters are a relatively new micro-mobility vehicle and research has primarily focused on injury associated with use. While the risk of injuries from e-scooter is clear, the possible benefits are controversial. New literature is emerging about other possible health risks associated with e-scooter use related to environmental and climate impacts and a possible reduction in physical activity rates. Literature reviews on the subject have researchers debating whether e-scooter use could contribute to decreased level of physical activity if e-scooters replace other modes of active transportation including cycling and walking (Bozzie & Aguilara, 2021; Sanders et al., 2020). Conversely, others are finding that infrastructure changes made to accommodate safer e-scooter riding may help to create environments and culture more conducive to cycling and walking (Glenn et al., 2020). Increased physical activity has positive affects on health outcomes, including healthy weights, lowered stress, and improved mental health.

Other emerging data suggests that while e-scooters produce less exhaust emission than personal vehicles, their environmental impact is greater than other modes of transportation like buses and e-bikes (Bozzie & Aguilara, 2021; Glenn et al., 2020). The production of e-scooters is noted as a rather polluting process and the lifespan of these vehicles is currently far below that of other vehicle types. Using a life-cycle assessment approach researchers suggest that e-scooters may have a more negative life cycle impact on the environment than other modes of transportation. The research notes that the average lifespan of a an e-scooter is about two years, resulting in increased garbage in landfills and the requirement of more frequent production of the vehicles, both contributing to increased CO₂ levels and global warming (Glenn et al., 2020). However, as above, e-scooters do offer a mode of transportation with far lower air pollution impacts than cars. Factoring in the number of trips taken by vehicle type is an important aspect to accurately calculating emissions and making comparisons across different modes of transportation. This area of research warrants further attention in order to fully understand the positive and negative environmental impact of e-scooters.

V. Policy/Program considerations

In order to mitigate e-scooter injuries, this section contains examples of e-scooter policies from other cities in Europe and the U.S., which can be taken into account while drafting specific policy recommendations for e-scooter use in Kelowna.

1. Speed regulation

- Focus on ways to reduce speed in high traffic areas
 - Slow zones have been implemented in areas with high pedestrian foot traffic in Auckland, New Zealand. For example, the maximum speed of e-scooters in Adelaide, Australia, is 15 km/hr.
- Consider charging by distance travelled, or per trip, or a monthly subscription.
 - The pay-per-minute method is an incentive for speeding. A time-based pricing system also incentivizes dangerous behavior, such as making dangerous manoeuvres, running red lights, and not yielding to pedestrians.
- Consider using geofencing to regulate speed in high-risk zones.
 - Geofencing refers to the creation of a virtual perimeter (using smartphones or other devices) for a real-world geographic area. This method of speed regulation has been used in Santa Monica in the U.S., and in the French cities of Lyon and Paris (International Transport Forum, 2020).

2. Helmet use

- Consider mandating and enforcing helmet use on e-scooters travelling at high speeds, and in high-traffic zones.
- E-scooter companies can promote the use of helmets through positive messaging and incentives.
- Consider providing helmets that are attached to the e-scooters.

3. E-scooter design

- Consider mandating changes to improve the visibility of e-scooters, such as bells, horns, lights, reflectors, and turn indicators.

4. Infrastructure Changes

- Consider building more segregated road infrastructure for active transportation vehicles to reduce the likelihood of collisions between e-scooters and vehicles and pedestrians. The cost of building infrastructure can be retrieved from e-scooter companies: the City of Indianapolis has imposed an up-front fee of \$15,000 on e-scooter operators plus \$1 per day, per scooter to pay for infrastructure and enforcement (IndyStar, January 2019).



5. Education and Awareness

- We suggest collecting data on injuries associated with inexperienced vs more experienced riders to help inform educational efforts in Kelowna.
 - The APH study found that a third of the 125 interviewed riders were injured during their first e-scooter ride, and over 60% of injured riders had made fewer than 9 trips on an e-scooter. This finding correlates with the higher number and severity of injuries in Kelowna soon after the program was implemented.
- Consider using a variety of methods to spread educational messages on safe e-scooter riding practices, appealing to all genders, and increase the frequency of such messages. Such messages should especially target riders in the 20-39 years age group, since the majority (45%) of scooter related injuries in Kelowna occurred in this age group in 2021.
- Include awareness and safety training regarding e-scooters in the knowledge and road tests for driver licensing.

6. Enforcement and Incentives

- Implement measures to reduce intoxicated e-scooter riding
- Provide additional resources to enforce policies for riding while intoxicated

V. Areas of Future Study

While emerging literature on the indirect health impacts of e-scooter use is currently limited and inconclusive, articles reviewed for this project suggest that looking beyond the direct health impacts of e-scooter use is important to better understanding the overall health impacts associated with this micro-mobility vehicle.

- Explore the impacts of e-scooter use on physical activity rates
- Explore climate and environmental impacts of increased e-scooter usage

**Sincere thanks to Dr. Curtis May for compilation of the literature review that informed the basis of this document.*



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Appendix A

Data Notes

- **Data source:**
 - ✓ City of Kelowna e-scooter pilot program database was used to obtain the number and length of trips as well as demographic stratification.
Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) database based at Kelowna General Hospital, Kelowna. CHIRPP is a surveillance system initiated by Public Health Agency of Canada that collects injury data from emergency department across the country. Currently there are 20 participating sites including the KGH emergency department. The KGH CHIRPP team performs chart reviews and when possible patient interviews to collect relevant information on injuries.
The CHIRPP data was provided for the period of April 2016 to August 2021
 - ✓ Please note that data **collection for the month of August was not complete** at the time this analysis was performed.
 - ✓ **IMPORTANT NOTE:** Patient registration at KGH ED began to focus on **recording the type** of scooter, specifically e-scooters, in June, 2021. An e-scooter flag was added to the emergency registration system at this time. Prior to this date the type of scooter involved in an injury was not regularly or discernibly recorded. Although this should not affect the numbers of all scooter related injuries, the number of **electric** scooter related injuries specifically will be underestimated prior to 2021.
- **Definitions:**
 - ✓ **Confirmed e-scooter:** Has the terms "e/electronic/e" + "scooter" in the injury event description field
 - ✓ **Probable e-scooter:** Has the expression "motorized scooter" but not terms "Vespa", "moped" or "mobility" in the injury event description field AND excludes those cases categorized as confirmed
 - ✓ **Suspect e-scooter:** Has the term "scooter" but not the terms "push" or "pedal" in the injury event description field AND excludes those cases categorized as confirmed or probable
 - ✓ **Rates**
 - Injury rate based on the number of e-scooter trips. Expressed as the number of injuries sustained for every 100, 000 e-scooter trips taken/e-scooters rented (=Total number of injuries/total number of trips by e-scooters)
 - Injury rates based on the distance traveled. This can be expressed as
 1. Number of injuries per kilometre traveled by an e-scooter (=Total number of injuries/total number of kilometers traveled)OR
 2. Number of kilometres traveled by e-scooters before an injury is sustained by a rider (=Total number of kilometers traveled/total number of injuries)



- **Important Dates:**
 - ✓ E-scooter sharing program in Kelowna was initiated on April 19, 2021
 - ✓ E-scooter focused data collection at the KGH emergency department commenced in June 03, 2021

Note that this gap will underestimate the total number of e-scooter injuries captured by the KGH emergency department and as such CHIRPP as well.
- **Periods of analysis:**
 - ✓ As the e-scooter sharing program started in April 2021 and assuming that riding of scooters doesn't normally occur during winter months, the analysis focuses on the following time periods:
 - April 2016 – Dec 2020 (Pre 2021 period)
 - January 2021 – August 2021 (2021 period)
- **The following exclusions were made in the analysis of the CHIRPP data**
 - ✓ **Age groups**
 - Please note that the term “e/electronic/ e-“+“scooter” can sometimes be used to describe a mobility scooter used by the elderly. **As such, injuries occurring in the age group of 65 or older were excluded.**
 - The Kelowna e-scooter sharing program safety rules stipulate the use of e-scooter for those 16 and over, hence injuries occurring in **those younger than 16 years of age were excluded.**
 - ✓ **Urban vs rural injuries** – As the CHIRPP data could not provide information on scooter ownership (private vs shared program), the analysis **excluded injuries marked as having occurred in a rural setting**. This provided a higher likelihood that any e-scooter related to an injury was potentially part of the e-scooter sharing program. Please note that this is an assumption and is a limitation in this analysis.
 - ✓ **Organized Sports Activities** – To further narrow down on scooter use for transport purposes, **scooter related injuries that were part of an organized sport activity were excluded.**
- **CHIRPP Data limitations**
 - ✓ **Exclusivity of the term e-scooter:**

As the term “e/electronic/ e-“ + “scooter” can sometimes be used to describe a mobility scooter used by the elderly, injuries occurring in the **age group of 65 or older were excluded** although they could be potential users of electric scooters as described in this report. Also, younger individuals that may have been using a mobility scooter, would be counted as actual electric scooter users, as described in this report.
 - ✓ **Data missing on type of scooter involved in an injury:**

Prior to 2021 the type of scooter involved in an injury was not regularly or discernibly recorded as such the analysis looked at all scooter injuries, while attempting to differentiate among scooters using any available descriptions in the injury event notes. To aid the analysis, e-scooters were categorized into confirmed, probable and suspect



(please see definitions in the data notes above). Although this will provide useful information on scooter injuries, it will not provide an accurate picture of e-scooter injuries.

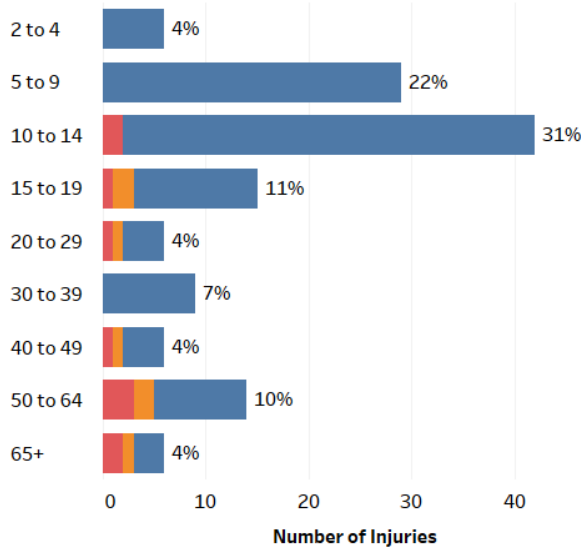
- ✓ **Pandemic restrictions affected data collection :**
Prior to 2020 CHIRPP employed volunteers to assist in interviewing patients that present to the emergency department with injuries therefor enabling more robust data collection (in depth descriptions of the injury event). Due to the safety restrictions implemented during the COVID pandemic, volunteers were unable to continue with this practice.
- ✓ **Exact location of injury was not available.** The field categorizing injuries as urban or rural was used to identify those injuries occurring in an urban setting, in order to narrow down on injuries potentially linked to the City of Kelowna e-scooter pilot program. The urban flag however is not limited to downtown Kelowna, where the e-scooter sharing programs were implemented.
- ✓ Information on whether a scooter driver was a **first time user was not available**
- ✓ **Information on scooter ownership** i.e. private versus shared scooter was **not available**

Appendix B

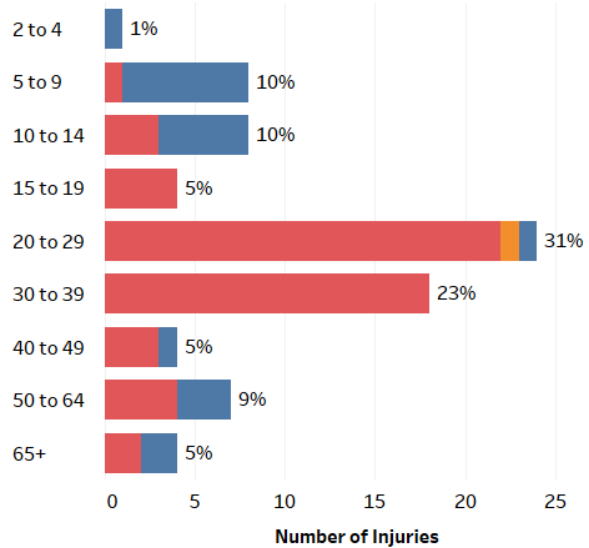
Additional Figures

Figure 1.

Scooter related injuries by age group and scooter type between Apr 2016 - Dec 2020



Scooter related injuries by age group and scooter type between Jan 2021 - Aug 2021



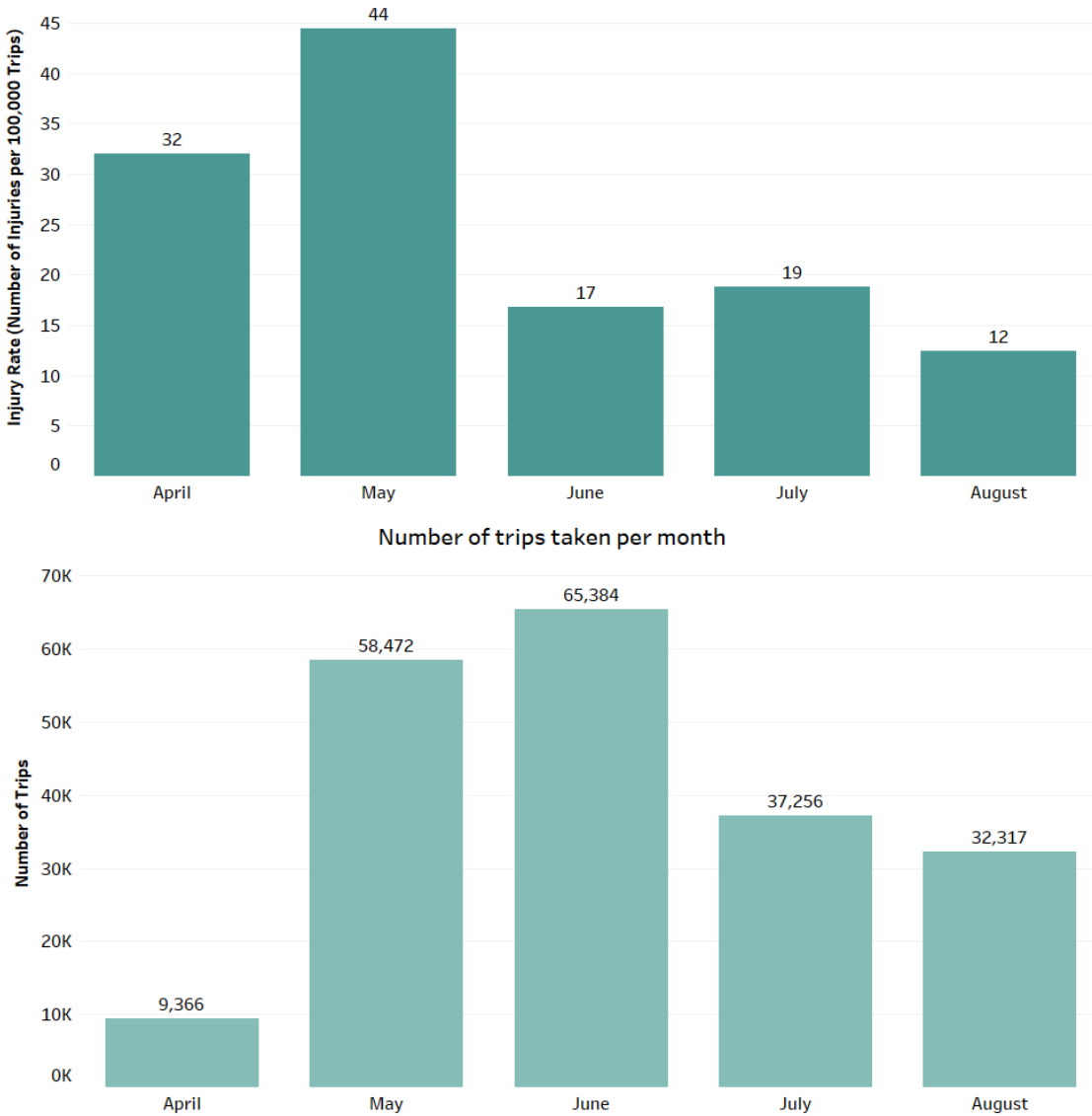
Confirmed E-scooter Probable E-scooter Suspect E-scooter

Comparing scooter injuries prior to 2021 and in the 2021 period, injury incidence shifted from younger age groups, 5-14 year olds to 20-39 year olds, reflecting a new trend of scooter use. The latter correlates with the age groups of riders registered with the City of Kelowna’s e-scooter program.



Figure 2.

Trip based injury rates (number of confirmed e-scooter related injuries per 100,000 trips), by month



As per the City of Kelowna’s data, the number of injuries per 100,000 trips declined after a peak in May although the number of trips was higher in the month of June. The rate of injury remained stable between July and August, although the number of trips reduced almost by 50% (~65,000 to 36,000) during the month of July and August.

Please note that in the above, we assume that all e-scooter related injuries captured at KGH ED occurred while using the City’s e-scooter program and all those injured did seek care. These assumptions cannot be currently confirmed and it is very unlikely that all those who were injured did seek care and if they did that they accessed the KGH ED.

Community E-Scooter Survey

November 2021

Rationale

The City conducted the public survey to better understand how Kelowna residents view the service and identify opportunities for improvement.

Survey Conduct and Promotion

The survey was conducted on the City's Get Involved platform between Oct 25th – and Nov 7th. To promote survey completion, an ad was scheduled on Facebook to run the entirety of the campaign, as well as an organic post on Instagram, Twitter and Facebook. The ad received a variety of comments directly on the post, but also resulted in 660 clicks to the Get Involved page. The organic posts saw over 60 clicks to Get Involved combined.

These were supplemented with a Castanet ad and a highlight on the homepage of Kelowna.ca. The Castanet ad generated over 400,000 views from Oct. 25 to Nov 7 and 250 link clicks to the survey page.

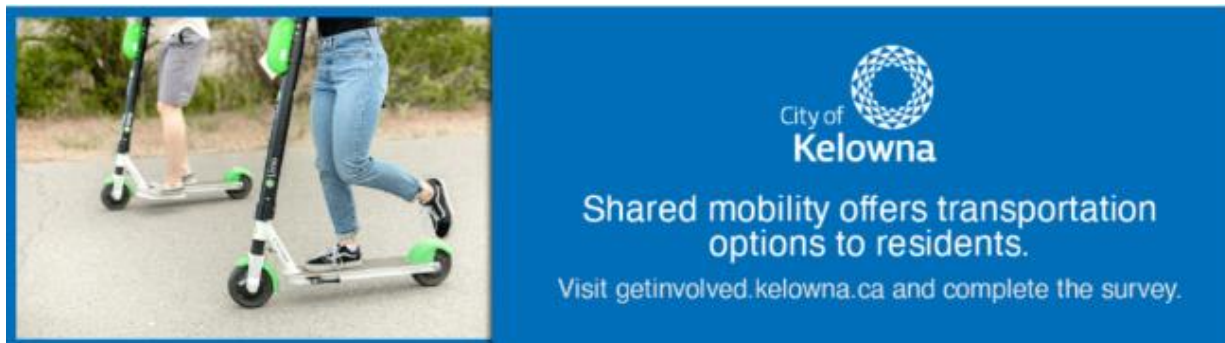
The original news release was sent to media outlets and picked up by Kelowna Capital News, KelownaNow and Castanet. To encourage last minute survey responses, a reminder e-bulletin was sent to "engagement" subscribers list which was opened by over 300 unique users.

The two e-scooter operators choose to promote the survey through an email to their customers.

Overall, 698 responses were received. A total of 65 responses from outside Kelowna are summarized separately at the end of this report.



Facebook Ad



Castanet Ad

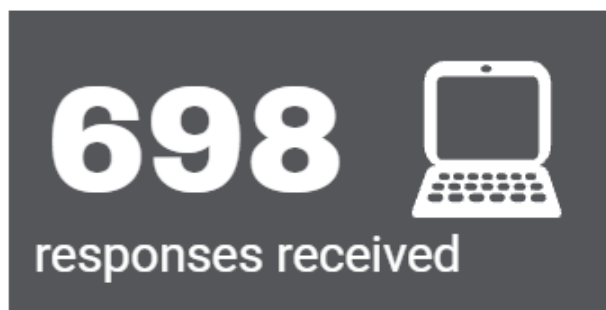
Weighting and Limitations

Responses skewed toward younger and more Central Kelowna (V1Y) residents. A slightly higher share of men also responded compared to women. To make the results of this survey more representative of Kelowna's population, responses were weighted by age, gender, and neighbourhood (three-digit postal code).

Still, this is an opt-in survey and not a random sample of Kelowna residents. It should be expected that people with stronger opinions on e-scooters were more likely to choose to respond.

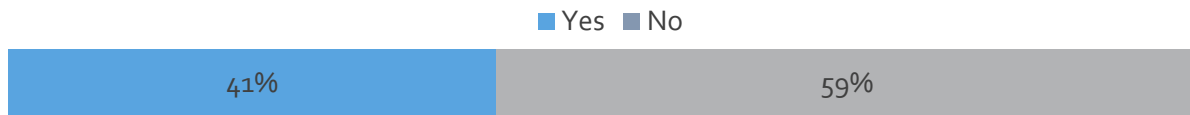
Key Highlights

- Overall, public support for the e-scooter program was at 53 per cent, compared to 42 per cent against and 5 per cent unsure.
- Support for e-scooters varied significantly by age. Respondents under the age of 55 were more likely to support continuing the program (66 per cent), compared to those 55 or older (34 per cent).
- Respondents that had tried an e-scooter were more likely to support continuing the program (86 per cent) compared to those who had not tried an e-scooter (30 per cent). Notably, this was a consistent trend across all demographic groups. For example, 79 per cent of people 55 or older who had tried e-scooters were in support of continuing the program.



Responses by Question

"Have you used a shared e-scooter in Kelowna?"



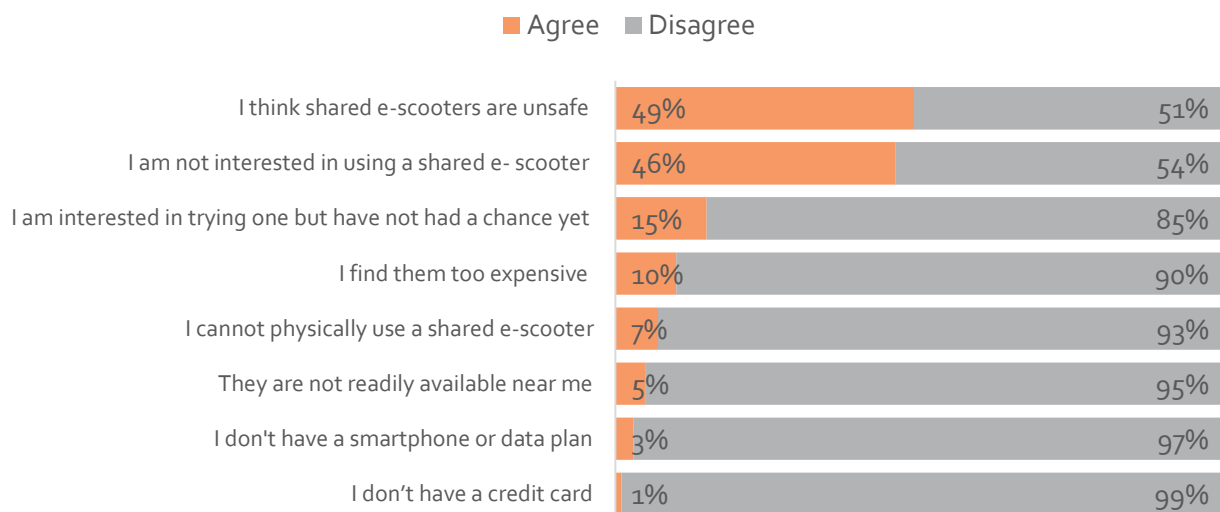
After weighting for age, neighbourhood, and gender, 41 per cent of respondents said they had tried e-scooters. The true percentage of Kelowna residents who have tried the e-scooter program is unknown. Based on available information, we estimate that it is between 20 and 30 per cent.

Looking specifically at different demographic groups, younger residents and people living in Central Kelowna (V1Y) and East Kelowna (V1X/V1P) were more likely to have tried e-scooters.

Percentage of respondents who have tried share e-scooters

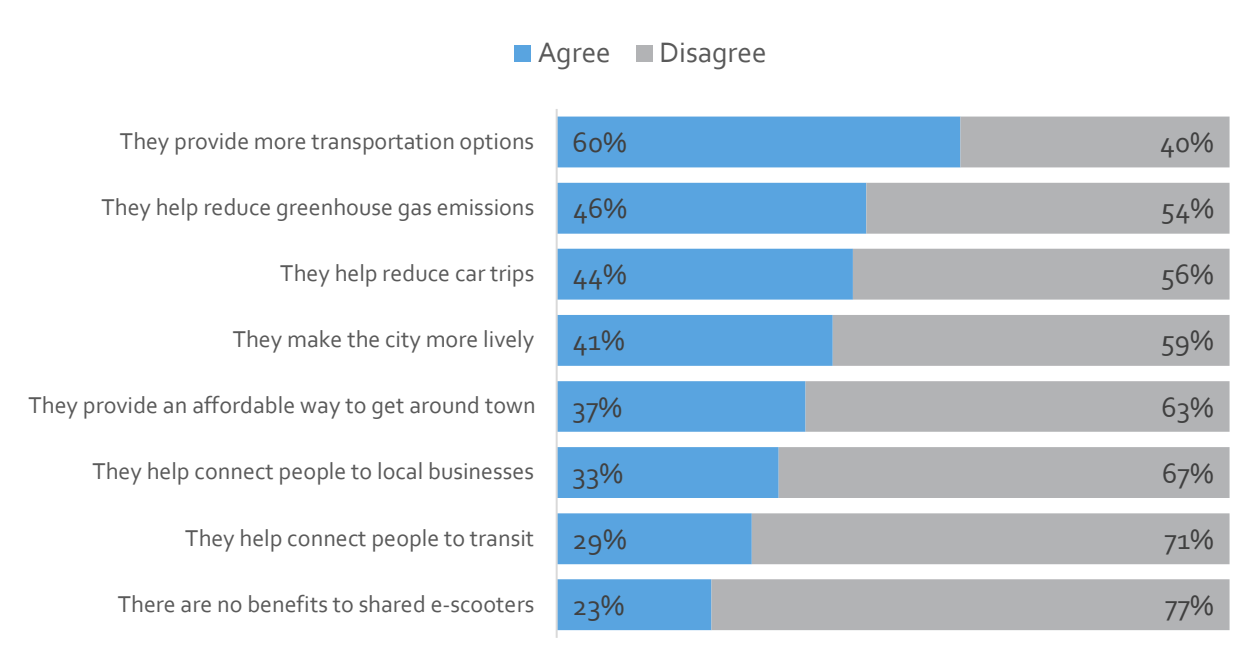
		Neighbourhood				
		Central (V1Y)	East (V1X/V1P)	South (V1W)	North (V1V)	Overall
Age	Under 34	90%	62%	83%	60%	75%
	35 to 54	58%	65%	43%	32%	52%
	55 Plus	20%	15%	5%	15%	13%
	Overall	52%	45%	31%	31%	41%

"If you have not used a shared e-scooter in Kelowna, why not?"



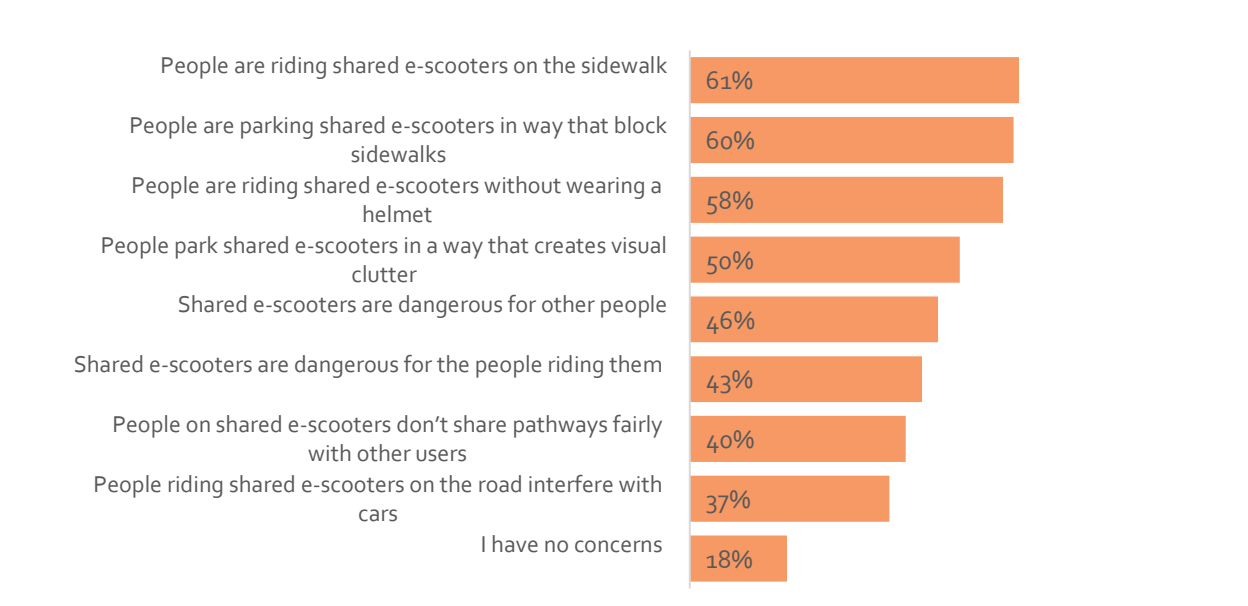
Concerns about safety was the most common reason for not trying e-scooters among all demographic groups. Roughly half of respondents who had not used an e-scooter said they thought e-scooters were unsafe. Cost (27 per cent) and physical ability (12 per cent) were more frequently mentioned by lower income residents.

"In your opinion, what are the main benefits of shared e-scooters in Kelowna?"



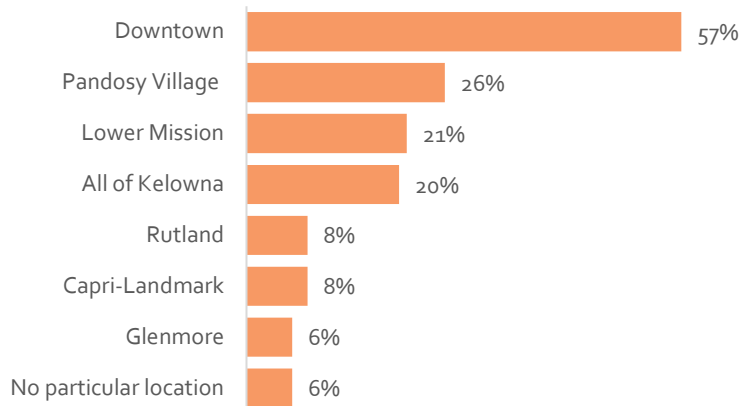
People who have tried e-scooters were more likely to agree that they provide transportation options (85 per cent), make the city more lively (72 per cent), and reduce car trips (71 per cent).

"The following are some concerns we have heard from the community. What are your top concerns with shared e-scooters?"



The most cited concern was e-scooters riding and blocking sidewalks. People over 55 were more likely to be concerned about helmet use (82 per cent) compared to people under 55 (41 per cent).

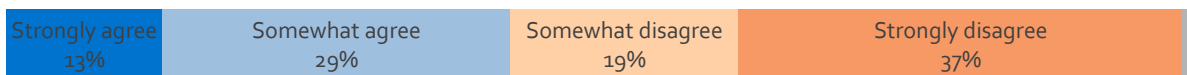
"Where are main areas where you have experienced these concerns?"



The location of concerns correlated strongly with the areas of highest use. Concern about e-scooters Downtown was similar between neighbourhoods. The exception was North Kelowna (V1V) which rated it at 68 per cent, compared to 57 per cent overall.

"Thinking about the day to day use of shared e-scooters, how much do you agree or disagree?"

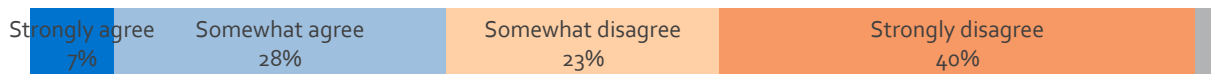
"Shared e-scooters are ridden in a considerate way"



Total Agree:	42%	Total Disagree:	56%
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78 per cent of e-scooter users and 56 per cent of people under fifty-five said they think e-scooters are ridden in a considerate way.

"Shared e-scooters are parked in a considerate way"



Total Agree:	35%	Total Disagree:	62%
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63 per cent of e-scooter users, 48 per cent of people under fifty-five, and 37 per cent of people with disabilities said they think e-scooters are parked in a considerate way.

"Thinking about the day to day use of shared e-scooters, how much do you agree or disagree?"

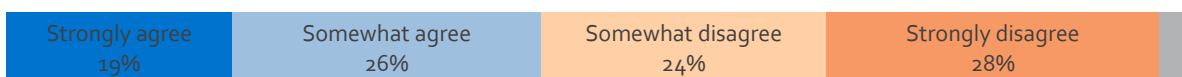
"I have seen educational information regarding the use of shared e-scooters"



Total Agree:	35%	Total Disagree:	51%
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Fifty-one per cent of e-scooter users said they have seen educational information regarding the use of shared e-scooters.

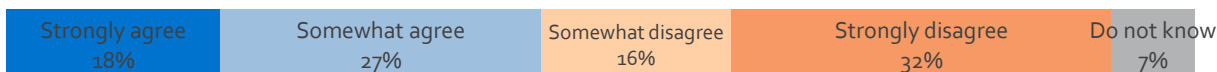
"There is enough infrastructure to ride e-scooters safely"



Total Agree:	45%	Total Disagree:	51%
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People who bike daily or weekly were less likely to agree (46 per cent) compared to people who bike more occasionally (56 per cent).

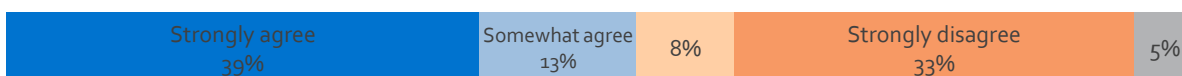
"Considerate riding and parking of shared e-scooter is improving over time"



Total Agree:	45%	Total Disagree:	48%
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Sixty-two per cent of people under 55, and 53 per cent of residents in Central Kelowna (V1Y) said that riding and parking of e-scooters is improving over time.

"I want shared e-scooters to continue to be an option in Kelowna"



Total Agree:	53%	Total Disagree:	42%
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The chart below summarizes program support by age and by neighbourhood. For example, while 85 per cent of Central Kelowna (V1Y) respondents under 34 supported continuing the program, only 24 per cent of older Eastern Kelowna (V1X/V1P) supported continuing the program.

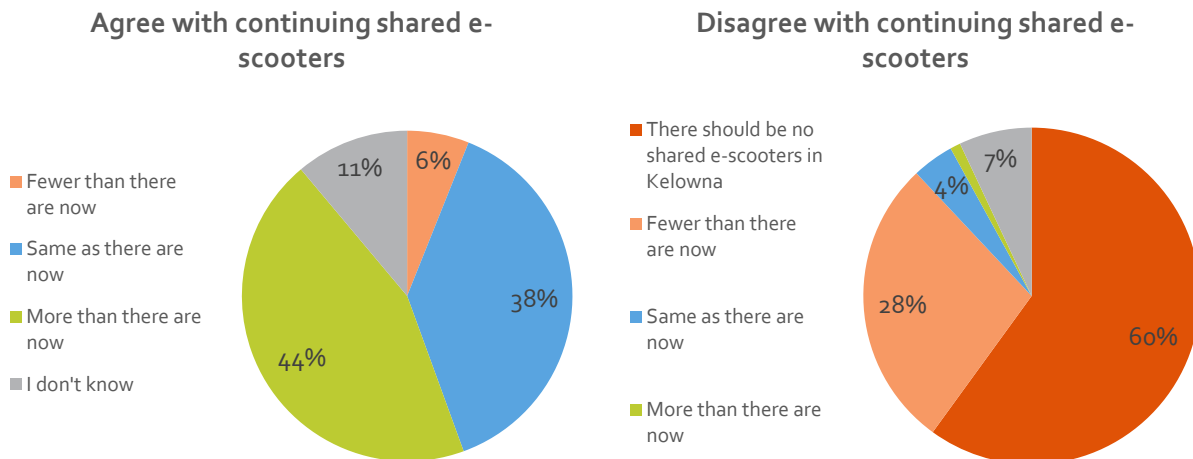
		Neighbourhood				
		Central (V1Y)	East (V1X/V1P)	South (V1W)	North (V1V)	Overall
Age	Under 34	85%	56%	68%	64%	70%
	35 to 54	69%	76%	56%	46%	64%
	55 Plus	41%	24%	39%	31%	34%
	Overall	62%	50%	50%	44%	53%

A much higher share of people who have tried e-scooters (86 per cent) supported continuing the program than those who had not tried e-scooters (30 per cent). This was a consistent trend across all demographic groups. Seventy-nine per cent of people over 55 who have tried e-scooters were in support of the program.

No significant difference in support was observed by income, gender, or disability status.

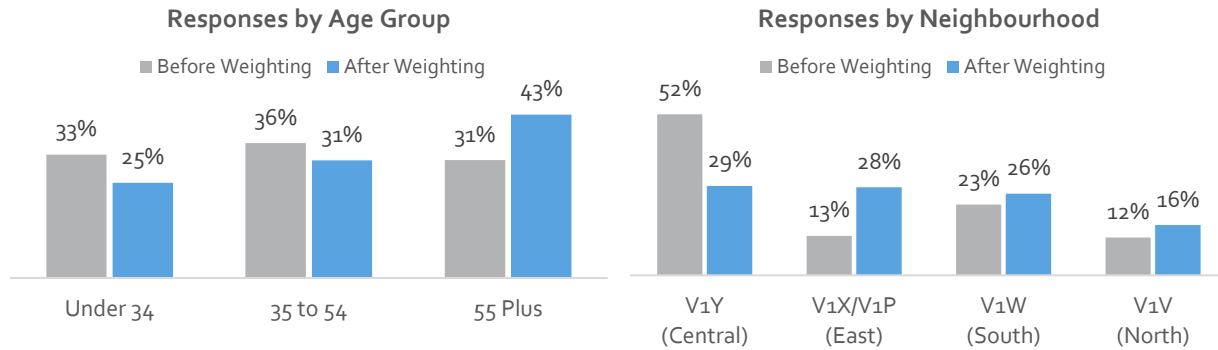
"What do you think is the ideal number of shared e-scooters in Kelowna?"

Responses to this question were highly aligned with peoples' support for shared e-scooters overall, and therefore are shown separately. People who supported the program were roughly evenly split between increasing the number of e-scooters or keeping it the same.

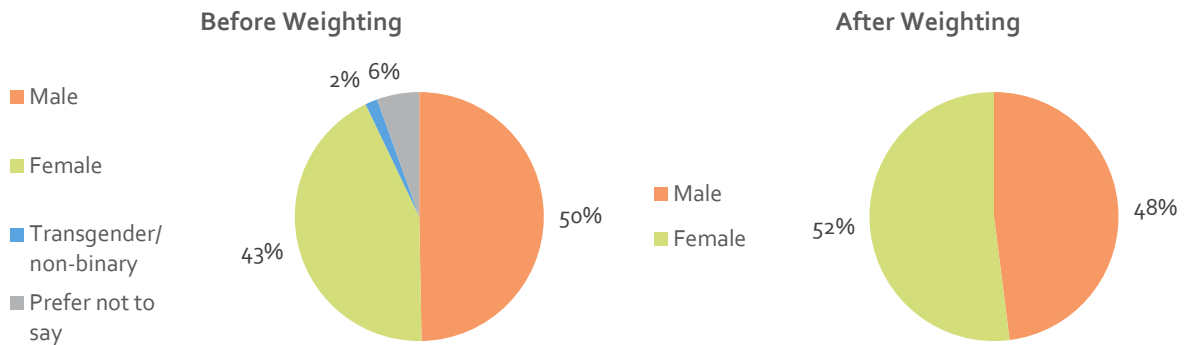


Survey Demographics

Survey responses were weighted to reflect the population by age, gender, and neighbourhood (three-digit postal code).

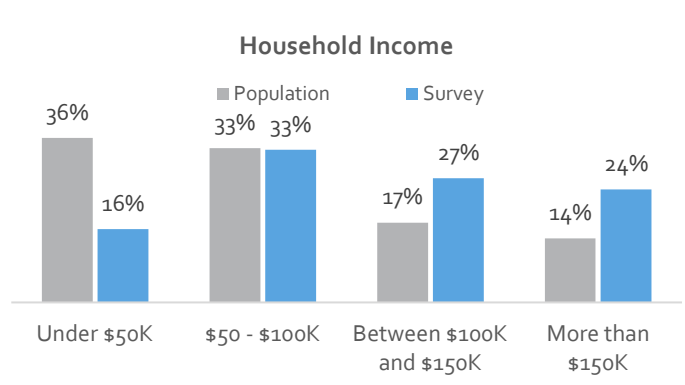


People who declined to provide their gender (n=38), or identified as transgender, non-binary, or other (n=11) were randomly assigned to male or female. This adjustment is solely for the purposes of weighting and to avoid discarding these responses.



Income

Roughly one out of five people declined to provide their household income. The responses received were skewed towards higher incomes than the overall population. However, no significant differences were observed in support for e-scooters between income groups.



Disability

We asked whether people identified with having or living with a disability. After weighting for age and neighbourhood, 11 per cent of survey respondents answered yes. The estimated share of Kelowna residents with some form of disability is 24 per cent¹.

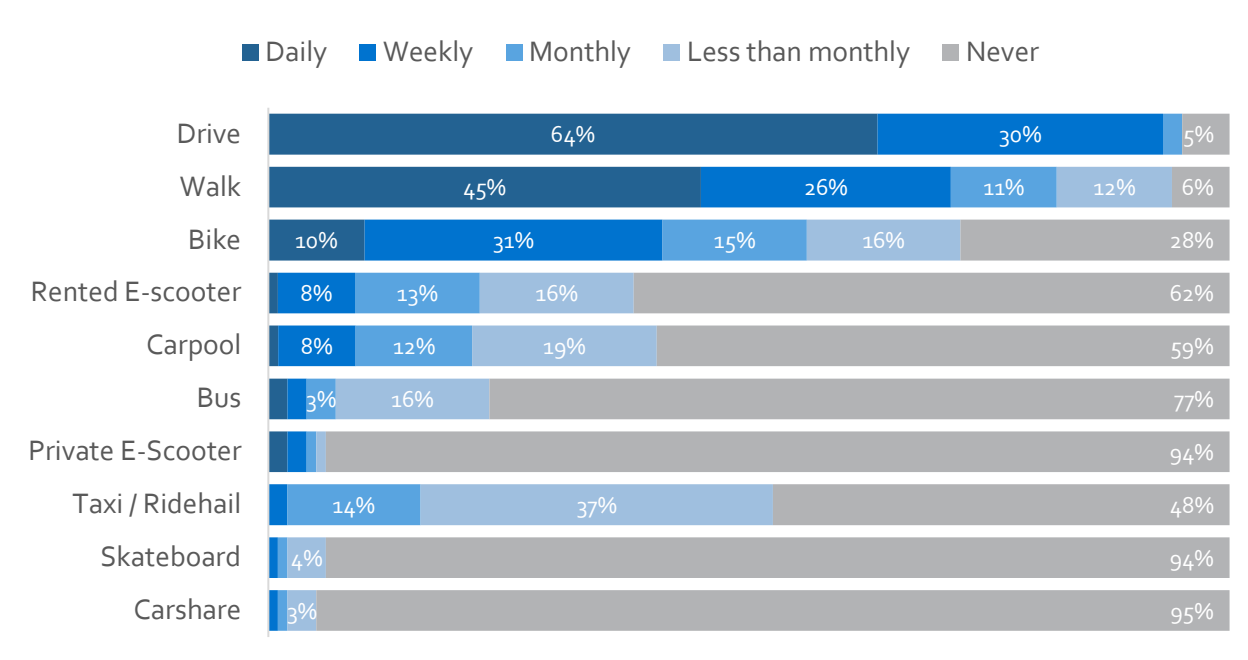
Seven per cent of respondents indicated they would be physically unable to use an e-scooter, which aligns with the share of Kelowna’s population who report having a *mobility-related* disability².

No significant differences were observed in support for e-scooters by disability status.

Access to a Vehicle

Ninety-four per cent of respondents said they had access to a vehicle, which matches the estimated share of Kelowna households with at least one vehicle³.

Travel Patterns



¹ Statistics Canada. [Table 13-10-0750-01 Persons with and without disabilities aged 15 years and over, census metropolitan areas](#)

² [2018 Okanagan Travel Survey Report #3. Table 8, p.63](#)

³ [2018 Okanagan Travel Survey Report #3. Table 6, p.53](#)

Responses from Outside Kelowna

A total of 65 responses were received from outside Kelowna. Roughly half of these were from other places in the Okanagan, mainly West Kelowna and Lake Country.

Area	Responses
Rest of the Okanagan	35
Rest of BC	19
Alberta	4
Rest of Canada	7

Responses from outside the Okanagan tended to be younger than responses from other parts of the Okanagan.

Age Group	Rest of the Okanagan	Outside the Okanagan
Under 34	34%	37%
35 to 54	43%	53%
55 Plus	23%	10%

"Have you used a shared e-scooter in Kelowna?"

Nearly all people who responded from outside the Okanagan had tried e-scooters. The share of people from the Okanagan who had tried was slightly higher than Kelowna residents in the survey (49 per cent vs 42 per cent). Note that these responses are unweighted for age or gender.

	Rest of the Okanagan	Outside the Okanagan
Yes	49%	97%
No	51%	3%

"I want shared e-scooters to continue to be an option in Kelowna"

People from other parts of the Okanagan were slightly more supportive than Kelowna residents (59 per cent vs. 52 per cent). Note that these responses are unweighted for age or gender. People outside of the Okanagan were overwhelmingly supportive, reflecting that nearly all respondents had tried e-scooters in Kelowna.

	Rest of the Okanagan	Outside the Okanagan
Strongly agree	50%	83%
Somewhat agree	9%	13%
Somewhat disagree	0%	3%
Strongly disagree	38%	0%
Do not know	3%	0%

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Kelowna Septic System Elimination and Sewer Connection Project Grant
Department: Utility Services

Recommendation:

THAT Council receives for information, the report from infrastructure Engineering dated November 22, 2021, regarding the Kelowna Septic System Elimination and Sewer Connection Project Grant.

Purpose:

To inform Council that the City has received a \$9.034M grant from the Investing in Canada Infrastructure Program (ICIP) - Green Infrastructure Environmental Quality Program to install new sanitary sewer in areas currently using septic.

Background:

On March 26, 2020, Council authorized the application for a grant to the ICIP – Green Infrastructure – Environmental Quality Sub-Stream for the Kelowna Septic System Elimination and Sewer Connection Project. The City originally applied for a \$12.44M grant, representing 73% percent of the anticipated total budget of \$17M to complete sewer installation in Central Rutland, Rio/Terrace and St. Amand/Chamberlain Sanitary Sewer Connection Areas, and selected areas in the Okaview and Hall Road areas.

In August 2021, the City received a conditional approval for \$9,034,256. Staff had been asked prior to this to amend their application and work plan for this figure. The scope modifications required the removal of the Okaview and St. Amand/Chamberlain components to meet the total project cost obligation of \$12,320,000. A summary breakdown of costs is provided in Table 1.

Table 1. Cost allocation based on revised scope

Sub-Project Area	Eligible Capital Works	Eligible Grant	Required Reserves
Central Rutland	\$10,750,000	\$7,888,156	\$2,902,500
Rio/Terrace	\$670,000	\$489,100	\$180,900
Hall Road	\$900,000	\$657,000	\$243,000
Total	\$12,320,000	\$9,034,256	\$3,285,744

The amended scope of work includes:

1. Sewer Connection Area No. 22 - Central Rutland: Installation of new sewer mains to service all remaining properties on private septic systems in this connection area.
2. Sewer Connection Area No. 16 - Rio/Terrace: Installation of new sewer mains to service all remaining properties on private septic systems on Rodondo Place, Rialto Drive and Terrace Drive.
3. Sewer Connection Area No. 27 - Hall Road: Construction of a sewer main to crossing over Mission Creek.

The project will provide new sanitary sewer to service over 630 existing properties on septic, with design and construction completed by qualified private consultants and contractors. The project is expected to be constructed over four years based on a grant funding timeline described in the application. The 10-Year Capital Plan will need to be revised in 2022 based generally on the numbers in Table 2.

Table 2. Estimated Annual Expenditures and Grant Funding

Year of Implementation	Estimated Annual Capital and Design Works	Estimated Annual Grant Requirement
2021-2022	\$400,000	\$293,320
2022-2023	\$1,920,000	\$1,407,936
2023-2024	\$5,000,000	\$3,666,500
2024-2025	\$5,000,000	\$3,666,500
Total	\$12,320,000	\$9,034,256

Financial Implications

Central Rutland and Rio/Terrace works will be funded by a 27:73 split from their respective existing Sewer Connection Area reserves (with funds collected from previously paid connection charges) and the ICIP grant, respectively. These reserves were built up by residents, customers, and developers who had already paid their sewer charge and connected to the sanitary sewer system. New services will be extended to property line and the property owners are responsible for costs to connect the service to their home as well as paying a minimum connection charge of \$7,500 per connection.

The Hall Road area will benefit from \$657,000 worth of grant while using \$243,000 from the City sewer utility reserves to install the sewer crossing at Mission Creek. This budget will be focused on downstream components necessary to cross Mission Creek; all representing a significant hurdle to

constructing this large and complex connection area. Crossing Mission Creek first will set up the connection area for success in future phases of design and construction and simplify any new bridge construction in the near future. Payments will be recovered through future connection area fees as properties connect.

General Commentary

The City has been continuously looking at opportunities to remove properties off septic and connect them to the public sanitary sewer system. Serviced properties benefit from a safe, reliable and environmentally sustainable sanitary disposal system. There is a significant environmental benefit of eliminating septic systems as the City’s system collects and treats wastewater into economically and environmentally friendly by-products: fresh water and compost. The compost is used locally as soil amendments, and high-quality treated effluent water can be discharged safely to Okanagan Lake.

Remaining septic fields continue to deteriorate across the City (See Figure 1). Recent studies and measurements are finding poor groundwater quality in the minor storm systems in the Rutland area, demonstrating a likely link to septic systems.

The City has been focused on eliminating septic systems for over 30 years and has connected many properties across the City over this period. Due to lack of grant funding over the last 10 years, the City has not been able to initiate larger projects to connect many properties. Without grants, the process is costly, and the burden is almost entirely on existing property owners. The City’s existing bylaw promoted a financially sustainable process, yet the outcome has not been achieved as sewer installation have proven too costly for existing landowners. The City has tried unsuccessfully to receive grant funding for the Hall Rd connection area, identified as the number 1 priority on the connection area list in the 2030 Official Community Plan. Grant rejection justifications in past submissions mainly stemmed from two items: 1) no reserve collected, and 2) matching funding was contingent on a successful Local Area Service (LAS) process which requires a majority approval by property owners

Figure 1. Septic field failure risk in Central Rutland Sewer Connection Area (2020)

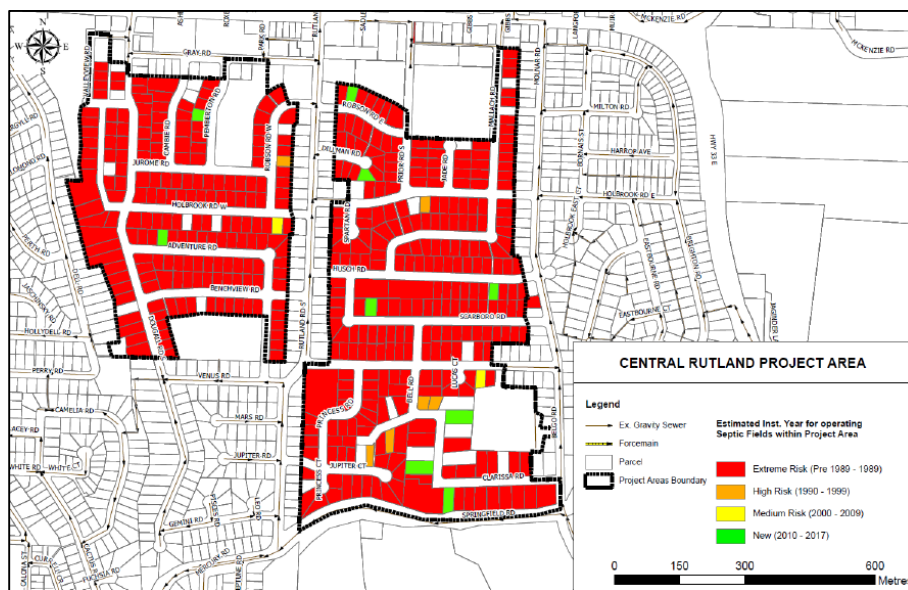
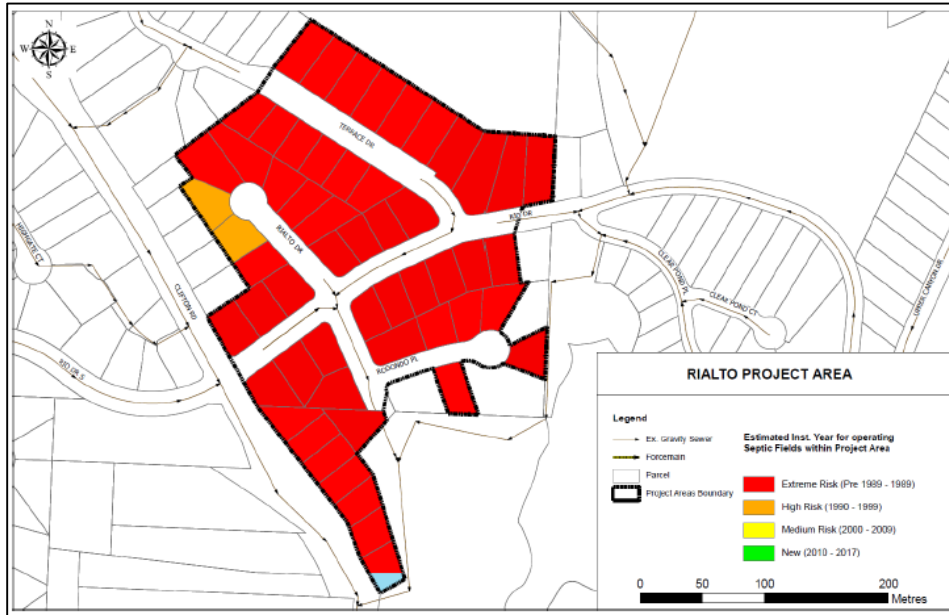


Figure 2. Septic field failure risk in Rio/Terrace Connection Area (2020)



Given these barriers for grant funding, the City used a different approach in this latest application. Priorities were shifted to the top three connection areas as a collective and focused on available reserves that avoided the LAS process. The LAS process is still available; however it is no longer useful to obtain grants.

Conditional to these changes, staff will introduce in the near future significant modifications to Sewer Connection Area Bylaw No. 11540, Sewerage System User Bylaw No. 3480, and other internal processes to better leverage reserves. Together with the grant-applied work, future customers should see the following benefits:

- Shifting the focus to maximizing sanitary sewer installation in unserved areas.
- Providing our residents and customers the option of when to connect provided they have a functional septic system. A failed septic system will require replacement to Provincial standards or require connection to the sanitary sewer system.
- Leveraging grant funds to maximize sanitary sewer construction and connect as many properties as possible to the City's system.
- Holding funds in reserve for future use to fund further sanitary sewer extension in prioritized areas on septic.
- Eliminating critical environmental problems associated with septic systems that are showing up across the City.
- Improving transition opportunities with future development.

The mission of the new Bylaws would encompass the following guiding principles:

1. **FAIR** - Fees collected under the authority of the revised bylaw must be fair.
2. **EFFICIENT** - Providing the greatest opportunity for sewer service connections and decommissioning of private, onsite sewage systems.

3. **FLEXIBLE** - Provide flexibility to accelerate sanitary sewer installation when coordination with development or capital works is possible.
4. **OPPORTUNISTIC** – Prioritize applications for senior government grants for projects where reserves exist. Ensure that customers capitalize on development opportunities, but not rely on it.
5. **EQUITABLE** - Once all public infrastructure within a connection area is completed, the benefits of surplus reserve funds resulting from grants, City/Developer contributions, and/or City/developer-built works must be applied to help initiate work in other connection areas. This addresses some issues regarding grant prioritization or opportunities that defer work to other areas.

Summary

The City is receiving a grant to fund the installation of sanitary sewer in three connection areas in the City. Budget is available through the accumulation of connection area reserves, and the City is developing a payment process with a minimum charge. Staff will be presenting proposed bylaw amendments soon to replace the current sewer connection program framework.

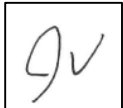
Internal Circulation:

Community Communications Manager
 Development Engineering Manager
 Financial Services, Divisional Director
 Grants & Special Projects Manager
 Infrastructure Administration Manager
 Infrastructure Delivery Manager
 Infrastructure Engineering Manager
 Infrastructure Operations Department Manager
 Planning & Development Services, Divisional Director
 Policy & Planning Department Manager
 Revenue Supervisor
 Wastewater Department Manager

Considerations not applicable to this report:

Financial/Budgetary Considerations
 Alternate Recommendation
 Communications Comments
 Existing Policy
 Legal/Statutory Authority
 Legal/Statutory Procedural Requirements
 Personnel Implication

Submitted by: Rod MacLean, Utility Planning Manager

Approved for inclusion:  J. Vos, Divisional Director (Acting), Infrastructure

cc: Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Infrastructure
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services
Infrastructure Operations Department Manager
City Clerk



Kelowna Septic System Elimination and Sewer Connection Project Grant

Presentation to Council

November 22, 2021






Objectives

PURPOSE: To inform Council that the City has received a \$9.034M grant from the Investing in Canada Infrastructure Program (ICIP) - Green Infrastructure Environmental Quality Program to install new sanitary sewer in areas currently using septic.

- ▶ Grant Process
- ▶ Project Areas
- ▶ Next Steps




Grant Application (PAST)

- ▶ Consistent with 2030 OCP
- ▶ Sewer grants focused on septic removal
 - ▶ Matching funding was contingent on a successful Local Area Service (LAS) process which requires a majority approval by property owners
- ▶ NO SUCCESS 



Grant Application (PRESENT)

- ▶ 2020 – Changed approach
 - ▶ Priority placed on available reserves and ease of delivery
 - ▶ Combined septic field failure risk and total number of connections
 - ▶ Apply a subsidized fee to connect
- ▶ LAS process remains available for other non-grant infrastructure
- ▶ SUCCESS 



Investing in Canada Infrastructure Program (ICIP)

ICIP - Green Infrastructure Environmental Quality funding stream

- ▶ Original scope (March 2020) - \$17M total
- ▶ Amended scope (August 2021) - \$12.32M total

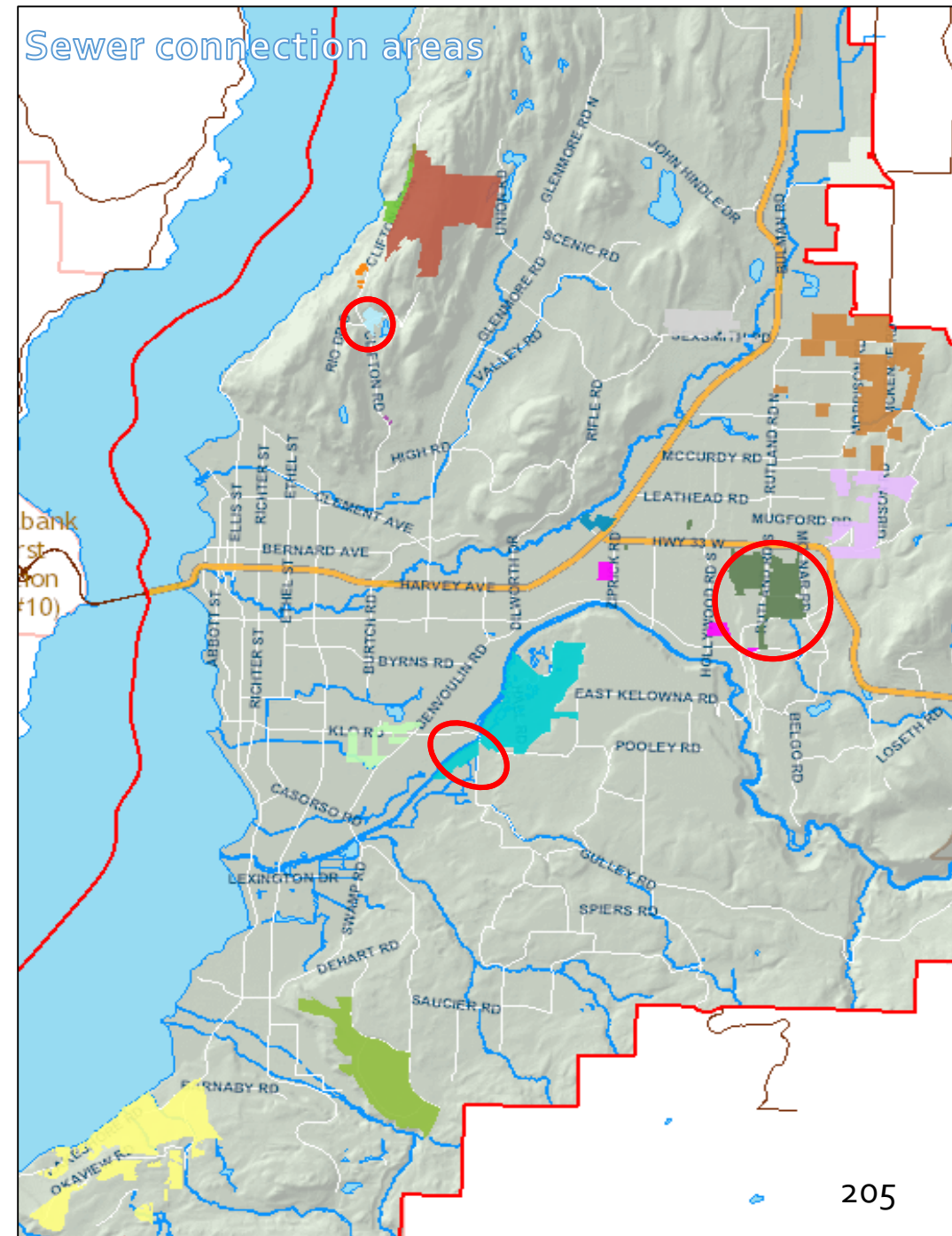
This grant will help connect 1/3 of the lots in the Septic Replacement Program

Sub-Project Area	Eligible Capital Works	Eligible Grant (73 1/3%)	Required Reserves (26 2/3%)
Central Rutland	\$10,750,000	\$7,888,156	\$2,902,500
Rio/Terrace	\$670,000	\$489,100	\$180,900
Hall Road	\$900,000	\$657,000	\$243,000
Total	\$12,320,000	\$9,034,256	\$3,285,744



Sewer Areas

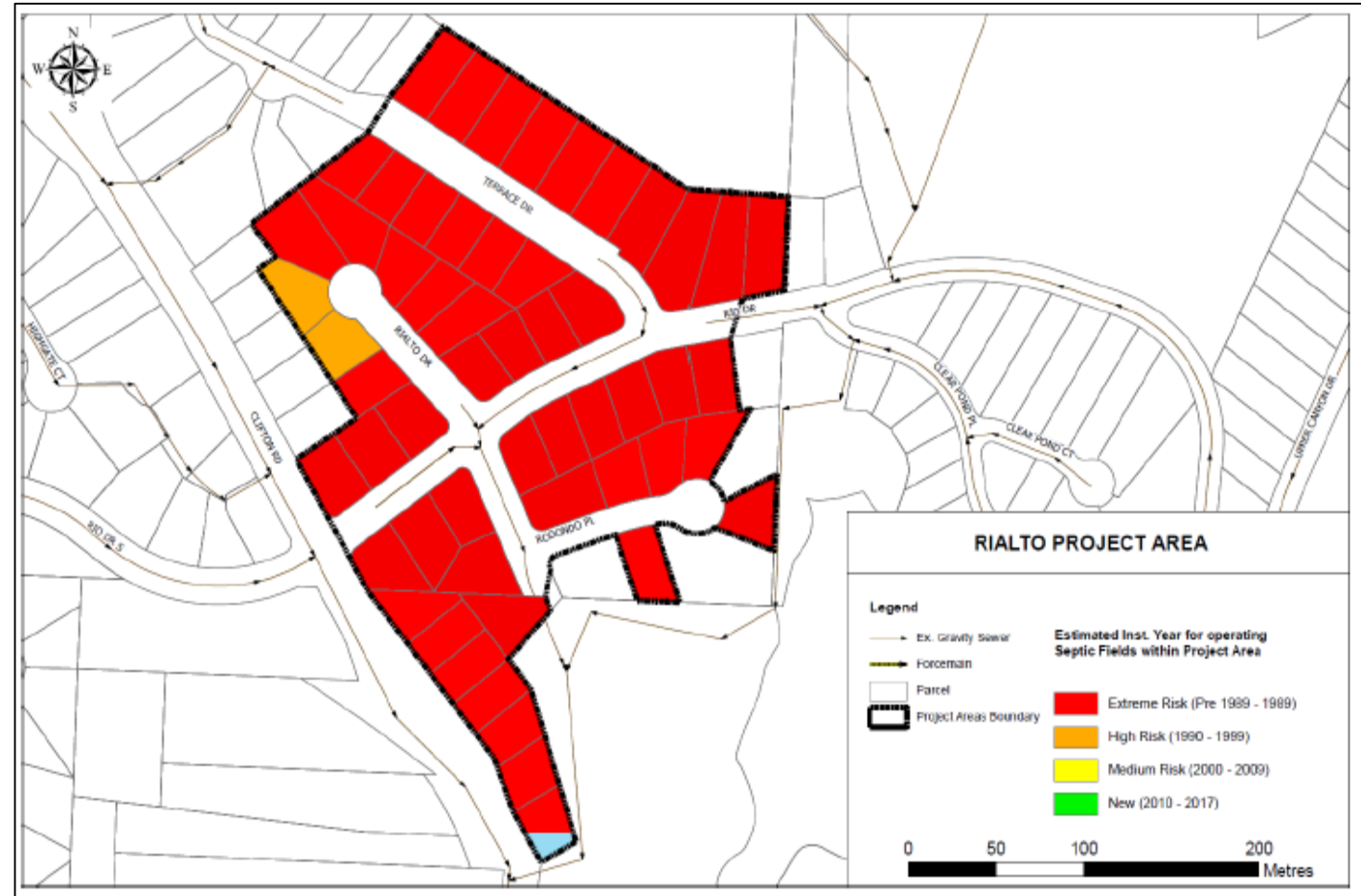
- ▶ 13 Areas on Septic
 - ▶ 2,500 lots to connect
- ▶ Grant Applied
 - ▶ Rio/Terrace
 - ▶ 55 lots
 - ▶ Central Rutland
 - ▶ 500 lots
 - ▶ Creek Crossing – Hall Road
 - ▶ ~ TBD out of 350 lots





Rio-Terrace

- ▶ 300 m of infrastructure required
 - ▶ Rialto Drive
 - ▶ Terrace Drive
 - ▶ Rodondo Place
- ▶ 55 eligible properties

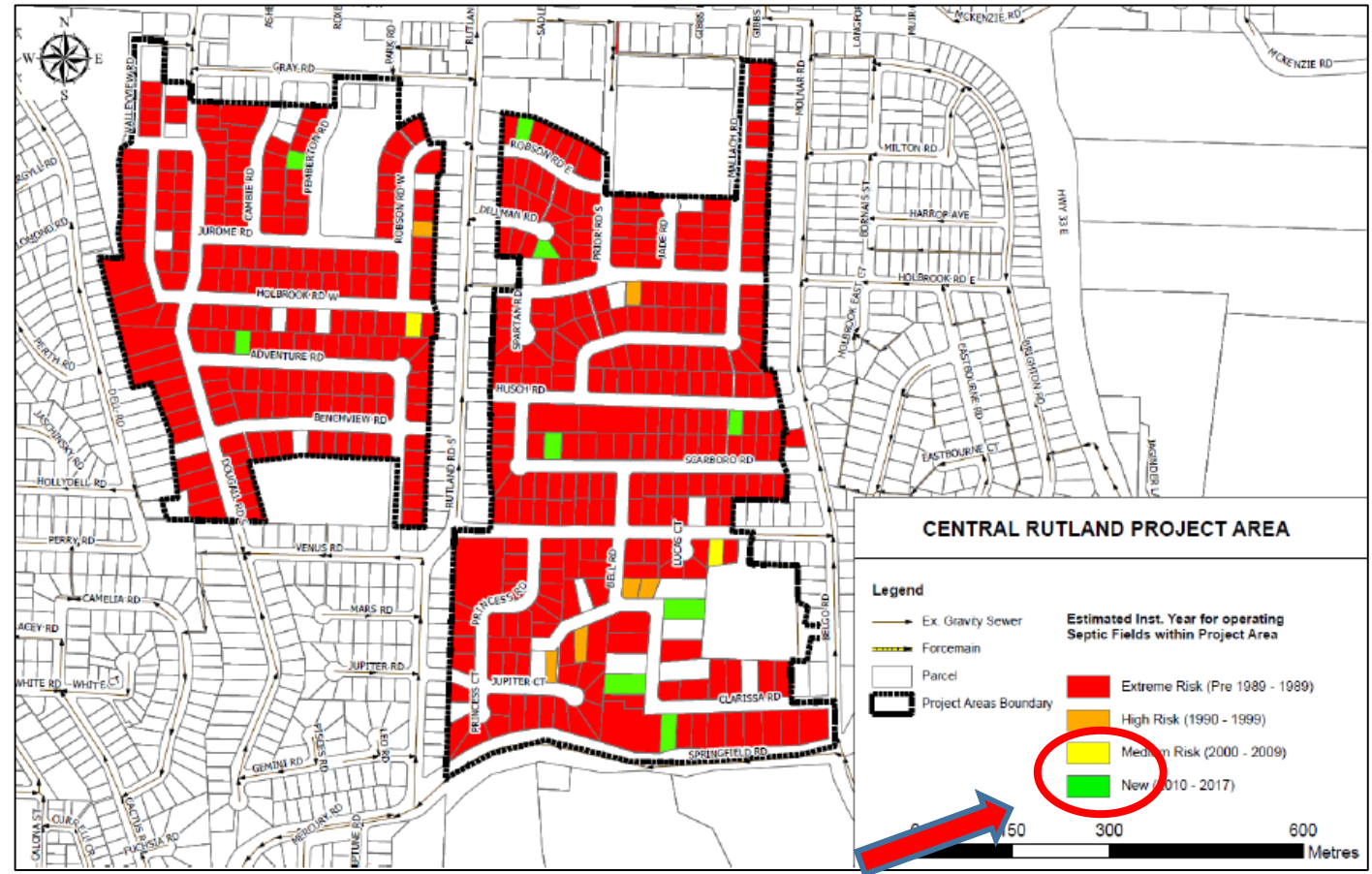


Septic field failure risk in Rio/Terrace Sewer Connection Area (2020)



Central Rutland

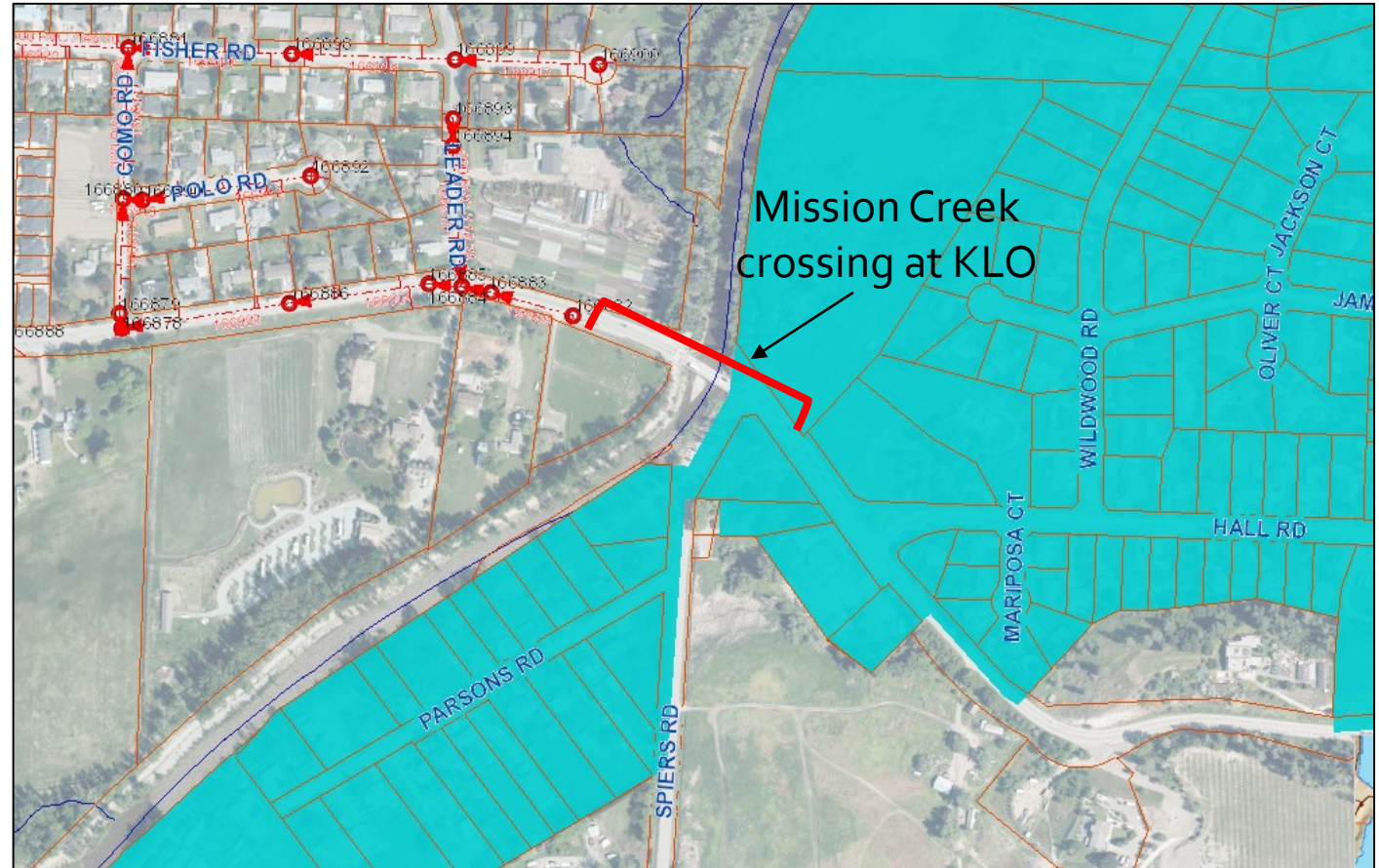
- ▶ 8.2 km of collector main
 - ▶ Includes Villa Vista Rd.
- ▶ ~570 connections



Septic field failure risk in Central Rutland Sewer Connection Area (2020)

Mission Creek Crossing at KLO Rd

- ▶ Original scope
 - ▶ Part of new KLO Bridge project (now deferred)
 - ▶ ~250 m of mainline
- ▶ Scope under review





Anticipated Financial Implications for Users

- ▶ New sanitary services will be extended to property line
- ▶ Owners are responsible for costs to connect to the service
- ▶ Minimum connection charge of \$7,500 per service (residential)
- ▶ Timing of on-site connection at discretion of owner

Sewer Connection Area	Current charge per SFE	Anticipated charge per service connection
Rio/Terrace	\$10,300	\$7,500
Central Rutland	\$14,600	\$7,500
Hall Road	\$31,800	TBD



Next Steps

- ▶ Design and construction will be phased over four years
- ▶ In 2022, staff will introduce modifications to better leverage reserves, including:
 - ▶ *Sewer Connection Charge Bylaw No. 11540*
 - ▶ *Sewerage System User Bylaw No. 3480*
- ▶ Setting up guiding principles for future Septic Removal Area Program
 - ✓ FAIR
 - ✓ EFFICIENT
 - ✓ FLEXIBLE
 - ✓ OPPORTUNISTIC
 - ✓ EQUITABLE



Thank you

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: 10-Year Capital Plan (2021 to 2030)
Department: Infrastructure Engineering

Recommendation:

THAT Council receives, for information, the third of three reports from Infrastructure Engineering dated November 22, 2021, with respect to the 10-Year Capital Plan (2021 to 2030);

AND THAT Council adopts the 10-Year Capital Plan.

Purpose:

To provide Council with the 10-Year Capital Plan for their adoption.

Background:

The 10-Year Capital Plan forecasts the City's infrastructure needs from 2021 – 2030. The Plan forecasts \$1.49 billion in infrastructure investment required to accommodate growth, enhance services, renew existing infrastructure, and ensure infrastructure is resilient to the impacts of a changing climate.

The proposed infrastructure is a critical component for Kelowna to be well-positioned to recover, and emerge stronger, after the COVID-19 pandemic. The 2020 Citizen Satisfaction Survey indicates 91% of citizens are satisfied with the overall level and quality of City services – good asset management and capital planning is key to this success.

Looking forward, this update will continue to advance the vision of a "City of the Future", by:

- Reducing car-dependency and supporting diverse transportation options, like walking and cycling;
- Improving efficiency and safety of the existing road network;
- Building great public spaces for recreation, culture, and increased park spaces to enjoy;
- Continuing to provide high quality drinking water and reliable irrigation supply;
- Providing environmentally responsible and accessible wastewater service to all areas of the City;

- Working with First Nations to improve riparian areas and fish passage to our creeks and streams and to provide sewer and water service to First Nation Lands within City boundaries;
- Making the community more resilient in the face of climate change;
- Reducing the City's greenhouse gas emissions and carbon footprint with more efficient buildings, fleet vehicles, and biogas collection and reuse at the City Landfill; and
- Connecting Kelowna to the world with ongoing improvements at Kelowna International Airport.

The 10-Year Capital Plan is based on the best available information at the time of preparation. As with any capital plan, there are risks with the assumptions associated with funding, construction costs, community priorities and changing legislative requirements. To respond to these changing conditions, the City is committed to updating the 10-Year Capital Plan on an annual basis so that it remains accurate, responsive and practical. By doing so, the 10-Year Capital Plan will help maximize the infrastructure investment in the community where, and when, it is most needed.

Staff reviewed this year's annual update of 10-Year Capital Plan with Council in two previous reports (Nov. 1st and Nov. 15th, 2021). This report is intended for final review and endorsement by Council. A summary of the 10-Year Capital Plan is provided below. The reader is directed to the attached 10-Year Capital Plan for complete details.

Funded Investment

Since the last update, there have been several major factors that have affected the City's capital program. These include the continued financial impacts of the COVID-19 pandemic, construction and land cost escalation, community demand for more and enhanced services, and replacement of aging infrastructure and the demand on infrastructure caused by climate change. These impacts have caused cost and timing changes for some of the funded projects, or Priority 1's (P1), as well as the unfunded projects, or Priority 2's (P2).

Overall, the City's infrastructure investment has increased by \$98 million from the previous plan across 12 Capital Cost Centres. The following table shows the City's total investment by Cost Centre for this Plan compared to the previous Plan.

Table 1 - Infrastructure investment for funded (P1) projects in 10-Year Capital Plan.

Cost Centre	Previous Plan (\$ million)	This Plan (\$ million)	Difference (\$ million)	Change
Real Estate and Parking	\$41	\$44	\$3	↑
Buildings	\$205	\$240	\$35	↑
Parks	\$220	\$226	\$6	↑
Transportation	\$338	\$347	\$9	↑
Solid Waste	\$50	\$63	\$13	↑
Storm Drainage	\$35	\$47	\$12	↑
Information Services	\$10	\$11	\$1	↑
Vehicle or Mobile Equipment	\$43	\$50	\$7	↑
Fire	\$13	\$13	\$0	-
Water	\$103	\$108	\$5	↑
Wastewater	\$124	\$124	\$0	-
Airport	\$208	\$216	\$8	↑
Total	\$1,390	\$1,488	\$98	↑

Buildings increased by \$35 million largely related to cost increases for the Parkinson Recreation Centre replacement. Storm Drainage used existing reserves to leverage grant funding to advance flood protection work along Mill Creek. Vehicle/Equipment Renewal investment increased by \$7 million to address replacement needs and higher purchase prices to maintain a modern City fleet. Water is planning new infrastructure to ensure water quality, support growth, and provide system resiliency. Solid Waste continues to improve the landfill footprint to efficiently accommodate demand for the next 75 years. The Airport is advancing work that was put on hold as a result of lower passengers due to the COVID-19 pandemic.

Project timing has been adjusted for nine funded P1 projects in Parks, Transportation, and the Airport, resulting in three occurring sooner and six occurring later. Timing has been adjusted to reflect available investment and changing community needs.

Table 2 - Timing changes for major projects in 10-Year Capital Plan.

Cost Centre	Project	Previous Plan	This Plan	Timing
Parks	Glenmore Recreation Park - Future Phases	2029	2026	Sooner
	Casorso Park	2028	2029-2030	Later
Transportation	Casorso 3 AT (KLO Rd - Barrera Rd)	2023-2024	2022	Sooner
	Richter 1 (Sutherland - KLO)	2022-2023	2024	Later
	Stewart 3 DCC (Crawford - Swamp Rd)	2025	2030	Later
Airport	Airport Hotel and Parking Development	2027 & 2028	2022 & 2023	Sooner
	Airport Airside Equipment	2022 & 2027	2023-2025 & 2028-2030	Later
	Airport Airside Pavement Rehabilitation	2021-2022 & 2025	2023 & 2026-2027	Later
	Airport East Lands Roads and Servicing	2021	2022	Later

The City's capital program has grown to keep pace with the demands of a growing community while at the same time relying less on general taxation as a primary funding source. Grants, user fees, reserves, and borrowing make-up a bigger share of funding the capital program. For example, general taxation funding for capital or Pay-as-you-go capital, has steadily decreased as a percentage of the overall tax demand from 21% to 8% between 2010 to 2021. Figure 1 provides all the funding sources for the 10-Year Capital Plan.

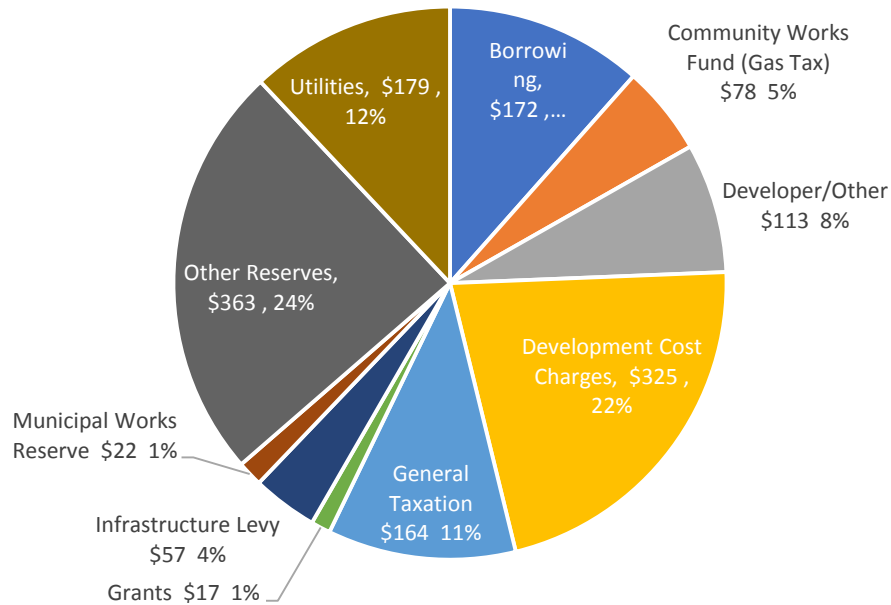


Figure 1 - Funding sources for 10-Year Capital Plan (\$ millions). Total \$1.49 billion.

Unfunded Investment

The unfunded, or P2 projects, forecast for the next 10-years decreased by \$91 million compared to the previous 10-Year Capital Plan.

Table 3 - Unfunded (P2) infrastructure in 10-Year Capital Plan.

Cost Centre	Previous Plan (\$ Million)	This Plan (\$ Million)	Difference (\$ Million)	Direction
Real Estate and Parking	\$38	\$12	\$26	↓
Buildings	\$264	\$217	\$47	↓
Parks	\$32	\$48	\$16	↑
Transportation	\$294	\$219	\$75	↓
Storm Drainage	\$30	\$24	\$6	↓
Information Services	\$2	\$1	\$1	↓
Water	\$10	\$29	\$19	↑
Wastewater	\$47	\$76	\$29	↑
Total	\$717	\$626	\$91	↓

The total decrease of \$91 million is realized, in part, by deferring major projects beyond the 2030 timeframe. Additionally, the Transit Operations & Maintenance Facility has been transferred to the operating budget. These changes impact six unfunded projects in three cost centres, totaling \$166.4 million.

Table 4 - Deferred unfunded P2 projects beyond 10-Year planning horizon.

Cost Centre	Project	Reason	Project Cost (\$ million)
Transportation	Airport Way Interchange Proposed Partnership	Deferred beyond 2030	\$35.0
	Transit Operations & Maintenance Facility	Removed as Capital Project. Transferred to Operating budget	\$41.1
Real Estate & Parking	New Parkades - Design & Construction	Deferred beyond 2030.	\$25.0
Buildings	Kelowna Museum - Replacement Construction	Deferred beyond 2030.	\$47.6
	Memorial Arena - Adaptive Reuse	Deferred beyond 2030.	\$6.8
	Prospera Place – Renovations	Deferred beyond 2030.	\$10.9
Total			\$166.4

The Infrastructure Deficit is comprised of the City's share of funding for all the P2 projects. The Infrastructure Deficit was trending down in 2019 and 2020 due to the increased revenue forecasts from the Infrastructure Levy and the Parks DCC but has increased in 2021 related to the financial impacts of the COVID-19 Pandemic, cost escalation and investment pressure for large Buildings and Parks projects.

Table 5 - Summary of Infrastructure Deficit by year (\$ Millions)

2018	2019	2020	2021
\$463	\$396	\$388	\$430

Since 2018, the reported Infrastructure Deficit has decreased by \$33 million despite the financial challenges associated with the COVID-19 Pandemic. The Infrastructure Deficit has increased 11% since the last update from \$388 million to \$430 million. This is not unexpected as cost increases are currently widespread across many sectors.

Next Steps

This year's update involved three touch points with Council. This is the final report and is intended for final review and adoption by Council.

Financial/Budgetary Considerations:

The 10-Year Capital Plan is based on sound financial information and assumptions and will be used to guide the Annual Capital Plan as part of the annual budgeting process. The 10-Year Capital Plan is a forecast of infrastructure investment, as Council's approval of projects occurs during the annual budget process.

Financial/Budgetary Considerations:

The 10-Year Capital Plan is based on sound financial information and assumptions and will be used to guide the Annual Capital Plan as part of the annual budgeting process. The 10-Year Capital Plan is a forecast of infrastructure investment, as Council’s approval of projects occurs during the annual budget process.

Internal Circulation:

- Acting Director, Infrastructure
- Airport Director
- Budget Supervisor
- Community Engagement Manager
- Divisional Director, Active Living and Culture
- Divisional Director, Community Planning
- Divisional Director, Corporate and Protective Services
- Divisional Director, Corporate Strategic Services
- Financial Planning Manager
- Fire Chief
- Fleet Services Manager
- Information Services Department Manager
- Infrastructure Operations Department Manager
- Parks & Buildings Planning Manager
- Senior Airport Finance & Corporate Services Manager
- Transportation Engineering Manager
- Utilities Planning Manager
- Utility Services Manager

Considerations not applicable to this report:

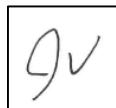
- Legal/Statutory Authority:
- Legal/Statutory Procedural Requirements:
- Existing Policy:
- Personnel Implications:
- External Agency/Public Comments:
- Communications Comments:
- Alternate Recommendation:

Submitted by:



J. Shaw, Infrastructure Engineering Manager

Approved for inclusion:



J. Vos, Infrastructure Divisional Director

Attachment 1 - 10-Year Capital Plan (2021 – 2030)

Attachment 2 - 10-Year Capital Plan Presentation

cc: Airport Director

Acting Director, Infrastructure
Divisional Director, Active Living and Culture
Divisional Director, Corporate and Protective Services
Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Fire Chief



City of
Kelowna

10-Year Capital Plan

2021 – 2030

*Building a City
of the Future*

City of Kelowna's 10-Year Capital Plan

Building a City of the Future



world-class airport
safe, protected bike routes

great public spaces
safe and efficient roads
climate resilience

reduced GHG emissions
walkable neighbourhoods
public safety

environmental stewardship
high quality drinking water

91%
of citizens are satisfied with City services

\$1.49B
in infrastructure investments to renew, enhance and grow

Working together:



EXECUTIVE SUMMARY

The 10-Year Capital Plan is a rolling 10-year plan that is updated annually. The previous Plan forecasted infrastructure investment from 2020 – 2029 and was endorsed by Council in December 2020. The planning horizon for this year’s update is 2021 – 2030 and once endorsed, will replace the previous 10-Year Capital Plan.

The City plans to invest \$1.49 billion in infrastructure in the next 10 years. Of this, 71% supports growth and improved services to the community while 29% renews aging infrastructure to maintain existing services. Overall, the City’s infrastructure investment has increased \$98 million from the previous plan across the 12 capital cost centres. This 10-Year Capital Plan focuses on continued investment in Transportation and Parks, increased investment in public facilities and flood protection as well as ongoing recovery from the COVID-19 Pandemic.

Prioritizing public infrastructure investment in times of growing fiscal constraints is not unique to the city of Kelowna. The 10-Year Capital Plan continues to deliver world class infrastructure and provide exemplary service to the community. The most recent Citizen Survey indicates 91% of citizens are satisfied with the overall level and quality of City services.

Ongoing investment in public infrastructure means high quality services can be delivered to the community now and into the future. Recently completed projects that support Council priorities, Imagine Kelowna and the Official Community Plan are:

- Provided safe and clean drinking water to 2,000 residents with the completion of the of the Water Integration Project into Southeast Kelowna;
- Extended the life of the Landfill by 75 years ensuring local waste management services;
- Established safer dedicated cycling and pedestrian sidewalks and walkways by extending the Active Transportation network.
- Supported the safe and continued use of Transit throughout the COVID-19 Pandemic and increased access for future ridership;
- Improved access in-and-out of the South Mission and help congestion by advancing the South Perimeter Road construction and other key road networks; and,
- Increased investment in Parks to further develop waterfront, dog, and recreational parks and other vibrant public green spaces with improved year-round amenities for all park users.

91%
OF CITIZENS
ARE SATISFIED WITH
THE LEVEL &
QUALITY OF CITY
SERVICES.

Kelowna's 10-Year Capital Plan invests in safer, healthier ways to move around the City



THIS UPDATE

This update occurs amid truly extraordinary times. The city of Kelowna, like the rest of Canada, continues to endure another wave of the COVID-19 Pandemic. In Kelowna specifically, this has been exacerbated by a year of record-breaking heat, forest fires, historically low lake levels, while simultaneously experiencing flooding, and more frequent and intense storm events. Despite these challenges, the 2020 Citizen survey suggests the majority of people enjoy a good quality of life and receive exceptional value for their tax dollars. Good asset management and capital planning is key to this success.

Looking forward, this update continues to advance the corporate vision of a "City of the Future" by:

- Reducing car-dependency and supporting diverse transportation options, like walking and cycling;
- Improving efficiency and safety of the existing road network;
- Building great public spaces for recreation, culture, and increased green spaces to enjoy;
- Continuing to provide high quality drinking water as well as reliable irrigation supply and fire protection;
- Environmentally responsible and accessible wastewater service to all areas of the City by reducing the number of septic systems;
- Working with First Nations to improve riparian areas and fish passage to creeks and streams and to provide sewer and water service to First Nation Lands within City boundaries;
- Making the community more resilient in the face of a climate change; and

- Reduce the City's greenhouse gas emissions and carbon footprint with more efficient buildings, fleet vehicles, and biogas collection and reuse at City Landfill.

The City's capital program has increased to keep pace with the demands of a growing community while at the same time relying less on taxation as a primary funding source. Grants, user fees, reserves, borrowing make-up a larger share of the capital program. For example, the capital program five years ago was \$848 million funded 18% from taxation whereas today the 10-Year Capital Plan is \$1.49 billion funded 11% from taxation.

THE CITY'S CAPITAL PROGRAM HAS INCREASED TO KEEP PACE WITH THE DEMANDS OF A GROWING COMMUNITY WHILE AT THE SAME TIME RELYING LESS ON TAXATION AS A PRIMARY FUNDING SOURCE.

INFLUENCING FACTORS & EMERGING ISSUES

Since the last update, there have been several major factors that have affected the City's capital program. These include the continued financial impacts of the COVID-19 pandemic, construction and land cost escalation, community demand for more and enhanced services, and greater need to replace aging assets. In further detail, these are:

1. Significant financial impacts related to the COVID-19 Pandemic has negatively affected the capital program. Council proactively softened the financial hardship of the COVID-19 pandemic by reducing the 2020 tax increase. This tax reduction was largely possible by deferring planned capital investment. The 2021 taxation increase along with the Infrastructure Levy has helped to offset deeper, compounded affects. However, the long-term impacts of these cuts have yet to be truly realized.
2. The City owns and maintains approximately \$3.9 billion of existing public infrastructure. Some of these assets are nearing the end of their service life. Therefore, the City will need to increase renewal investment in the future to maintain assets in a state of good repair and support current service levels.
3. The Buildings Cost Centre continues to be an area of increased investment pressure. Replacement of the Parkinson Recreation Centre has increased by \$35 million and there are several major buildings projects that do not have funding and make-up more than a third of the City's Infrastructure Deficit.
4. Kelowna is a growing community that is transitioning into a thriving urban centre with residents requesting more and

THE CITY
OWNS &
MAINTAINS
INFRASTRUCTURE
VALUED AT
**\$3.9
BILLION**

- enhanced services. Improvements to service levels, although desirable, generally require increased infrastructure investment.
5. Construction and land acquisition costs continue to escalate. In the last three years, construction costs have increased 14% and land costs have increased 40%. These increases have been built into this update and have put further pressure on the City's ability to fund infrastructure needs.
 6. Council approved a new Parks development DCC in 2020 to fund park improvements. The 2020 and 2021 revenue from this new DCC is lower than forecasted because many development applications were fast tracked and submitted prior to the new DCC going into affect. Staff will monitor this impact and may have to adjust timing for Park improvement projects. However, by 2030 the program is expected to deliver the full suite of Park Development DCC projects.
 7. This update occurs prior to Council's endorsement of the 2040 Official Community Plan, the Transportation Master Plan, and the 20-Year Servicing Plan. Where possible, recommendations have been incorporated, but further alignment will be needed once Council approves these higher-level planning documents.



CHANGES FROM THE PREVIOUS PLAN

Each year the Plan is reviewed and updated. Inevitably, updates occur to reflect changing community needs and other factors including capital projects from the previous Plan being completed, existing ones being deferred due to shifting priorities, cost escalations, as well as new projects being identified. Changes can occur in both Funded Projects, or Priority 1 (P1), as well as the Unfunded Projects, or Priority 2 (P2). The changes in this 10-Year Capital Plan are summarized below.

Priority 1 Project Changes

Overall, the City's infrastructure investment in Funded Projects (P1) has increased \$98 million from the previous plan across the 12 Cost Centres. The following table compares the City's total investment for funded projects in each Cost Centre in this Plan to the previous Plan.

Table 1. Summary of changes from this Plan & the previous Plan for funded projects

Cost Centre	Previous Plan (\$ million)	This Plan (\$ million)	Difference (\$ million)	Change
Real Estate and Parking	\$41	\$44	\$3	↑
Buildings	\$205	\$240	\$35	↑
Parks	\$220	\$226	\$6	↑
Transportation	\$338	\$347	\$9	↑
Solid Waste	\$50	\$63	\$13	↑
Storm Drainage	\$35	\$47	\$12	↑
Information Services	\$10	\$11	\$1	↑
Vehicle or Mobile Equipment	\$43	\$50	\$7	↑
Fire	\$13	\$13	\$0	-
Water	\$103	\$108	\$5	↑
Wastewater	\$124	\$124	\$0	-
Airport	\$208	\$216	\$8	↑
Total	\$1,390	\$1,488	\$98	↑

Buildings increased by \$35 million largely related to cost increases for the Parkinson Recreation Centre replacement. Storm Drainage used existing reserves to leverage grant funding to advance flood protection work. Vehicle/Equipment Renewal investment increased by \$7 million to address replacement needs as well as increase purchase prices to maintain a modern City fleet. Water is planning new infrastructure to ensure water quality, support growth, adapt to climate change and provide system resiliency. Solid Waste continues to advance the Landfill footprint to efficiently accommodate regional waste management services for 75 years. The Airport is advancing work that was put on hold as a result of lower passenger demand due to the COVID-19 pandemic.

Project timing has been adjusted for nine major funded projects in Parks, Transportation, and the Airport, resulting in three occurring sooner and six happening at a later time. Timing has been adjusted to reflect available investment and changing community needs.

\$98 MILLION ↑
 FUNDED CAPITAL INVESTMENT TO
 SUPPORT NEW & EXPANDED SERVICES
 & MAINTAIN EXISTING INFRASTRUCTURE

Table 2. Timing changes for funded projects.

Cost Centre	Project	Previous Plan	This Plan	Timing Change
Parks	Glenmore Recreation Park - Future Phases	2029	2026	Sooner
	Casorso Park	2028	2029-2030	Later
Transportation	Casorso 3 AT (KLO Rd - Barrera Rd)	2023-2024	2022	Sooner
	Richter 1 (Sutherland - KLO)	2022-2023	2024	Later
	Stewart 3 DCC (Crawford - Swamp Rd)	2025	2030	Later
Airport	Airport Hotel and Parking Development	2027 & 2028	2022 & 2023	Sooner
	Airport Airside Equipment	2022 & 2027	2023-2025 & 2028-2030	Later
	Airport Airside Pavement Rehabilitation	2021-2022 & 2025	2023 & 2026-2027	Later
	Airport East Lands Roads and Servicing	2021	2022	Later

Priority 2 Project Changes

The unfunded projects (P2) forecast for the next 10-years decreased by \$91 million compared to the previous 10-Year Capital Plan.

Table 3. Summary of changes of from this Plan & the Previous plan for unfunded projects.

Cost Centre	Previous Plan (\$ million)	This Plan (\$ million)	Difference (\$ million)	Direction
Real Estate and Parking	\$38	\$12	\$26	↓
Buildings	\$264	\$217	\$47	↓
Parks	\$32	\$48	\$16	↑
Transportation	\$294	\$219	\$75	↓
Storm Drainage	\$30	\$24	\$6	↓
Information Services	\$2	\$1	\$1	↓
Water	\$10	\$29	\$19	↑
Wastewater	\$47	\$76	\$29	↑
Total	\$717	\$626	\$91	↓

The deficit in the Water and Wastewater cost centres represents the DCC share of several growth-related projects and is part of the ongoing DCC program update. These deficits will be reduced significantly once the updated DCC program is approved by Council.

The total decrease of \$91 million is realized, in part, by deferring major projects, such as the Kelowna Museum Replacement, beyond the 2030 timeframe. Additionally, the Transit Operations & Maintenance Facility has been transferred to the operating budget. These changes impact six unfunded projects in three cost centres, totaling \$166.4 million.

Table 4. Changes to unfunded projects.

Cost Centre	Project	Reason	Project Cost (\$ million)
Transportation	Airport Way Interchange Proposed Partnership	Deferred beyond 2030	\$35.0
	Transit Operations & Maintenance Facility	Removed as Capital Project. Transferred to Operating budget	\$41.1
Real Estate & Parking	New Parkades - Design & Construction	Deferred beyond 2030.	\$25.0
Buildings	Kelowna Museum - Replacement Construction	Deferred beyond 2030.	\$47.6
	Memorial Arena - Adaptive Reuse	Deferred beyond 2030.	\$6.8
	Prospera Place – Renovations	Deferred beyond 2030.	\$10.9
Total			\$166.4

INFRASTRUCTURE DEFICIT TRENDS

The Infrastructure Deficit is comprised of the City’s share of funding for all the P2 projects. The Infrastructure Deficit was trending down in 2019 and 2020 due to the increased revenue forecasts from the Infrastructure Levy and the Parks DCC. It increased in 2021 due to the financial impacts of the COVID-19 Pandemic, cost escalation, inflation and investment pressure for large Buildings and Parks projects. Over the long term, the Infrastructure Deficit has decreased by \$33 million since 2018, although it increased 11% from 2020.

Table 5. Summary of Infrastructure Deficit by year (\$million).

2018	2019	2020	2021
\$463	\$396	\$388	\$430

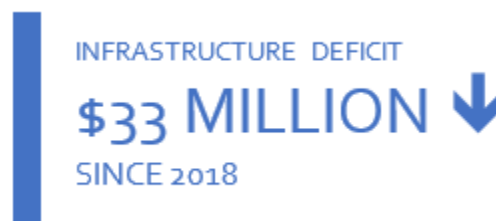


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1 SUSTAINABLE SERVICE DELIVERY

10-YEAR CAPITAL PLAN

The 10-Year Capital Plan is part of the City's rigorous capital planning process that supports Council priorities, Imagine Kelowna and the Official Community Plan and provides the framework for long-term planning and fiscal sustainability. It is updated annually to better respond to emerging issues and changing community needs. The 10-Year Capital Plan serves two purposes:

1. Deliver on Council priorities and community needs by prioritizing infrastructure investment within limited funding.
2. Outline the financial constraints and the associated impacts on infrastructure and service delivery.

INFRASTRUCTURE PLANNING PROCESS

Economic resiliency is a Council priority aimed at efficient and sustainable service delivery supported by well-maintained world class infrastructure. The City's infrastructure planning process starts with understanding community expectations and ends with providing infrastructure that delivers the expected services to the community.

Council endorsed the 2030 Infrastructure Plan in April 2016 that set the direction for infrastructure investment until 2030. The 2030 Infrastructure Plan is the City's long-term strategic capital plan and is the link between the higher-level planning documents including Imagine Kelowna, the Official Community Plan, Council and Corporate Priorities and the infrastructure delivery plans which include the 10-Year Capital Plan and the Annual Capital Plan.

Recognizing that emerging issues and community priorities change, the 10-Year Capital Plan was developed and updated annually to respond to these changing conditions. The Annual Capital Plan is, in turn, directed by the 10-Year Capital Plan and in the end, the City turns these plans into actual public infrastructure that supports services the community depends on.

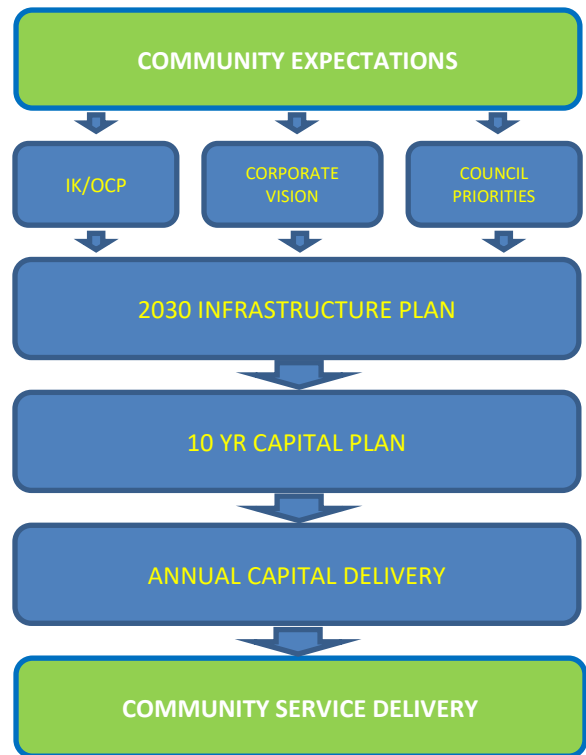


Figure 1. Infrastructure planning model

Adequate financing needs to be in place to schedule and undertake each capital investment. The 10-Year Capital Plan looks at revenue sources such as utility rates, taxes, fees, development cost charges, grants, reserves or borrowing. As the City faces competing priorities, difficult decisions need to be made to optimize the spending to provide the most value to citizens and balance needs versus wants.

The 10-Year Capital Plan provides the framework for long-term planning and fiscal management and allows the City to look ahead and answer four fundamental questions:

- “What do we need?”
- “Why do we need it?”
- “How are we going to pay for it?”
- “How much will it cost to operate and maintain?”

Answering these questions allows the City to anticipate current and future cost pressures, stretch the limits of our revenues by source, and make the necessary decisions to put in place essential infrastructure to support a future Kelowna. By doing so, this plan will help maximize the investment in the community where and when it is most needed.

CONSIDERATIONS

The 10-Year Capital Plan contains infrastructure projects for all City service areas. Several documents have been used in this plan’s preparation. These include:

- Imagine Kelowna;
- Council priorities 2019 – 2022;
- 2030 Infrastructure Plan;
- 10-Year Capital Plan (2020 – 2029) – last year’s plan;
- Draft 2040 Official Community Plan;
- Draft 2040 Transportation Master Plan;
- 2030 Official Community Plan;
- 20 – Year Servicing Plan and Financing Strategy;
- Principles and Strategies for Financial Strength and Stability;
- Infrastructure Master Plans and Asset Management Plans; and
- Airport Long Term Capital Plan and the 2045 Airport Master Plan.



2 FUNDED PROJECTS

INFRASTRUCTURE INVESTMENT

This 10-Year Capital Plan forecasts \$1.49 billion in infrastructure investment required to accommodate growth, enhance services, and renew existing infrastructure assets.

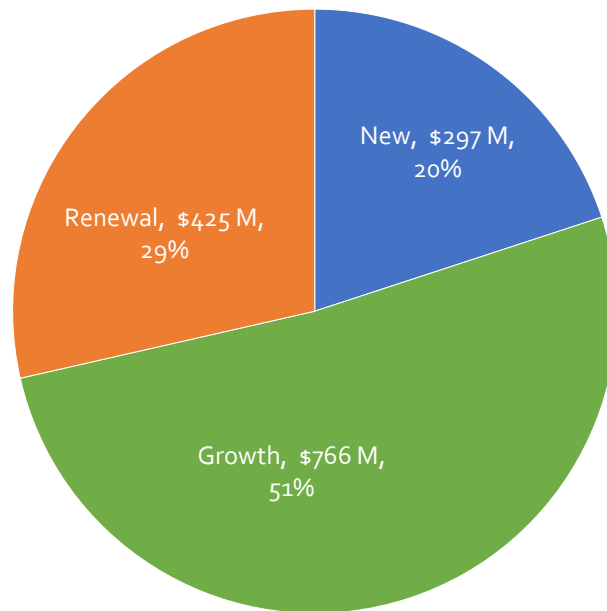


Figure 2. Funded new, growth, & renewal investment.

Recognizing these future demands, infrastructure required to support growth accounts for \$766 million (51%) of total investment and new infrastructure to support enhanced or improved services accounts for \$297 million (20%) of the Plan. There is approximately \$425 million (29%) allocated to renew existing infrastructure to maintain existing services.

The 10-Year Capital Plan forecasts \$1.06 billion in infrastructure to accommodate growth and improve services to the community. This new and growth infrastructure will require additional funding to operate and maintain. Renewal of existing infrastructure is assumed to have no additional operational impacts because budgets are currently in place to support existing infrastructure.

\$425
MILLION
RENEWAL
INVESTMENT

\$1.1
BILLION
NEW &
GROWTH
INVESTMENT

COST CENTRE FORECAST

The 10-Year Capital Plan forecasts \$1.49 billion of capital investment across 12 cost centres.

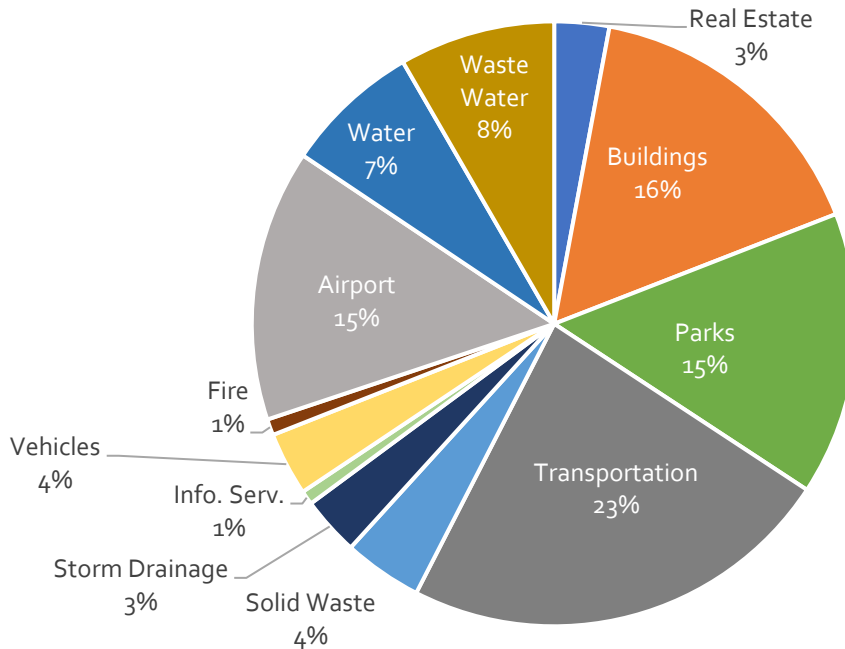


Figure 3. Investment for each cost centre.

Guided by Council and Corporate Priorities, proposed capital investment will focus on the following areas:

- Renewal of critical aging infrastructure;
- Parks acquisition and development;
- Transportation & mobility infrastructure making it easier for people to get around by vehicle, transit, cycling and walking;
- Flood protection infrastructure to protect the community against the effects of climate change and flooding;
- Community amenities like recreation centres and public space to keep pace with Kelowna's population growth and the evolving needs of its residents; and
- Airport development aligned with passenger forecasts.

54%
FOCUSED ON
BUILDINGS, PARKS, &
TRANSPORTATION

Kelowna's 10-Year Capital Plan invests in recreation, cultural and public facilities



OPERATIONS & MAINTENANCE IMPACTS

Infrastructure investment decisions should consider asset life cycle costs which includes both capital and operating expenses. Municipal infrastructure is designed to last a long time, varying from 20 – 100 years, and the operating expense can amount to 70 - 80% of the life cycle cost, which is why it is important to consider operational impacts when making capital investment decisions.

Renewal of existing infrastructure is assumed to have no operational impacts because operational budgets are currently in place to support existing infrastructure. New infrastructure required for growth and to improve services will require additional funding to operate and maintain.

Incremental operational impacts for new/growth infrastructure were calculated as a percentage of the 10-year annual historic average of operating expense/capital.

ADDITIONAL **3.5%**
NEEDED TO FUND
OPERATIONS &
MAINTENANCE FOR
NEW INFRASTRUCTURE

Table 6. Forecasted operational and maintenance (O&M) impacts for each service area.

Cost Centre*	New + Growth Capital Investment (\$ million)	O&M Capital Investment %	O & M Forecast by 2030 (\$ million)
Real Estate & Parking	\$36	11.51%	\$4.14
Buildings	\$143	1.35%	\$1.93
Parks	\$100	2.81%	\$2.81
Transportation	\$285	1.64%	\$4.67
Solid Waste	\$53	9.96%	\$5.28
Storm Drainage	\$41	4.26%	\$1.75
Information Services	\$4	2.64%	\$0.11
Vehicles & Equipment	\$8	3.69%	\$0.30
Water	\$53	2.82%	\$1.49
Wastewater	\$68	7.17%	\$4.88
Total	\$791	3.5%	\$27.36

* Information for Airport and Fire cost centres not included.

The operational impacts for the self-funded service areas including Water, Wastewater, Solid Waste and Airport are accounted for in their respective funding models. The General Fund Cost Centres (Buildings, Parks, Transportation, Storm Drainage, Information Services, and Vehicles) will require an additional \$11.5 million annually to operate and maintain new infrastructure by 2030.

DETAILED CHANGES FOR FUNDED PROJECTS

The more notable changes between this update and the previous 10-Year Capital Plan are listed below. This list is not comprehensive and does not include many of the smaller projects and changes.

- Real Estate and Parking
 - Overall net investment in Real Estate and Parking infrastructure has increased by \$3 million with increases in both Downtown Parkades-Major Maintenance and General Land, Acquisition.
- Buildings
 - Overall net investment in Buildings infrastructure has increased by \$35 million.
 - Parkinson Recreation Centre (Building, field realignment and parking): Project increase of \$34 million for total project cost of \$134 million.

- Capital News Centre – Expansion – Project increase of \$1.3 million for total project cost of \$28 million.
- Parks
 - Overall net investment in Parks infrastructure has increased \$6 million.
 - Irrigation Renewal – Net investment increase of \$2.4 million.
 - Glenmore Recreation - Future Phases - Net investment increase of \$0.9 million.
- Transportation
 - Overall net investment in Transportation infrastructure has increased by \$9 million.
 - Road Renewal - Net investment increase of \$3.8 million.
 - Traffic Signals and Roundabouts - Net investment increase of \$1 million.
 - Sidewalk & Bikeway Renewal/Network Expansion - Net investment increase of \$1.1 million.
- Solid Waste
 - Overall net investment in Solid Waste infrastructure has increased by \$13 million.
 - Landfill Liner Design and Construction - Net investment increase of \$4.7 million.
 - Stockpiles and Reprocessing Areas Relocation - Net investment increase of \$1.8 million.
 - Landfill Compactor – Project added at a cost of \$1.5 million.
- Storm Drainage
 - Overall net investment in Storm Drainage infrastructure has increased by \$12 million.
 - Mill Creek Flood Protection - Net investment increase of \$8 million resulting in a shift from P2 to P1 supported by a federal grant.
 - Asset Renewal Projects - Net investment increase of \$2 million.
- Information Services
 - Overall net investment in Information Services infrastructure has increased by \$1 million.
 - Front Office Equipment - Net investment increase of \$0.5 million.
- Vehicle or Mobile Equipment
 - Overall net investment in Vehicle or Mobile Equipment infrastructure has increased by \$7 million to renew existing vehicles, accommodate growth and modernize fleet to reduce GHG emissions.
- Fire
 - No significant net increase/decrease to Fire.

- Airport
 - Overall net investment in Airport infrastructure has increased by \$8 million.
 - Airport West Lands Roads and Servicing - Project added at a cost of \$3.2 million.
 - Airport Terminal Expansion South - Net investment increase of \$ 1.4 million.
- Water
 - Overall net investment in Water infrastructure has increased by \$5 million.
 - Transmission main - Clifton to Dilworth - Net investment increase of \$8.6 million.
 - Cedar Creek Transmission System Stage 2 - Net investment decrease of \$2 million.
- Wastewater
 - No significant net increase/decrease to Wastewater.



3 FUNDING SOURCES

The funding for the P1 projects come from a number of sources. Approximately 60% of the funding of these projects will come from Developer Cost Charges, Borrowing, and General Taxation.

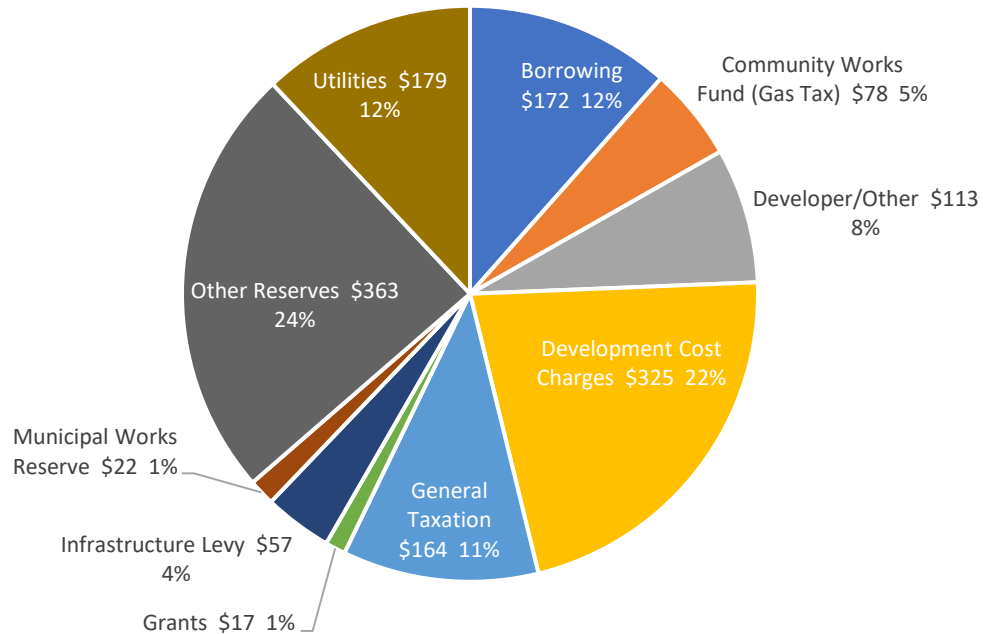


Figure 4. Funding sources for 10-Year Capital Plan (\$ million). Total \$1.49 billion.

GENERAL FUND

There are nine capital Cost Centres funded from the General Fund (Real Estate, Buildings, Parks, Transportation, Storm Drainage, Information Services, Vehicles, Fire, Solid Waste). The General Fund is made up of several funding sources including: Taxation, Gas Tax, Surplus/Reserves, DCC Reserves, Debenture/Borrowing, Federal/Prov Grants, Developer/Community Contributions, Municipal Works Reserve, Utility revenue and the Infrastructure Levy. The commitment from all funding sources is \$1.04 billion.

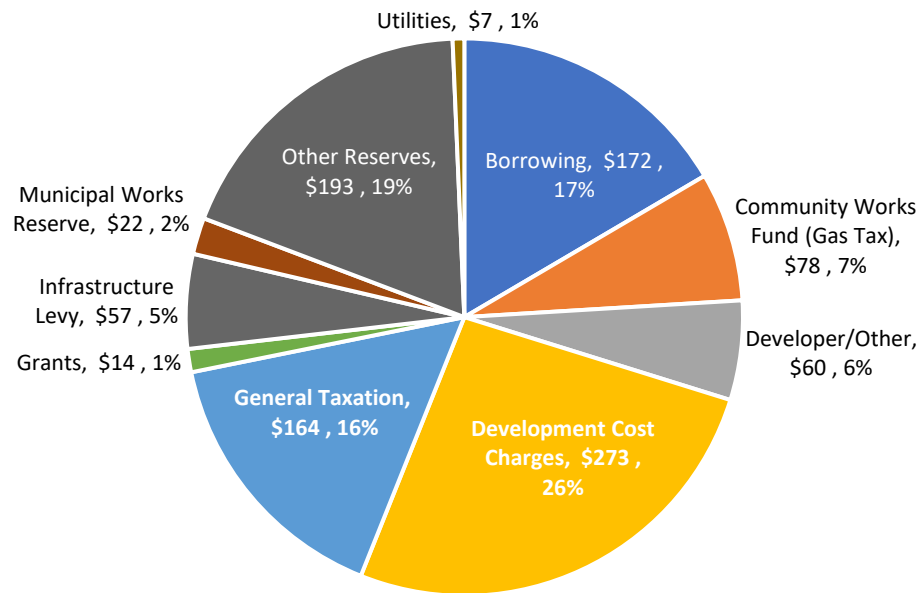
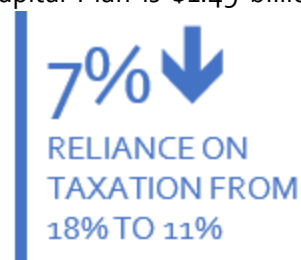


Figure 5. General Fund Investment (\$ million).

Revenues from landfill tipping fees contribute to the Solid Waste reserve in the General Fund, in turn the Solid Waste Cost Centre is funded from the Solid Waste reserve. Water and Wastewater are primarily funded from their own self-funded reserves and not the General Fund. The Airport is fully-funded from its own self-funded reserve and is not funded by the General Fund.

GENERAL TAXATION

At \$164 million over the next 10 years, General Taxation contributes to 16% of the General Fund capital investment. The City's capital program has increased to keep pace with the demands of a growing community while at the same time relying less on taxation as a primary funding source. Grants, user fees, reserves, and borrowing make-up a larger share of the funding for the capital program. For example, the capital program from five years ago was \$848 million and funded 18% from taxation whereas today the 10-Year Capital Plan is \$1.49 billion and funded 11% from taxation.



The general taxation funding for capital or Pay-as-you-go capital (PAYG), has decreased as a percentage of the overall tax demand from 21% to 8% from 2010 to 2021.

The financial impacts related to COVID-19 have long-term implications. Figure 6 shows the \$27 million decrease in PAYG between 2020 – 2030.

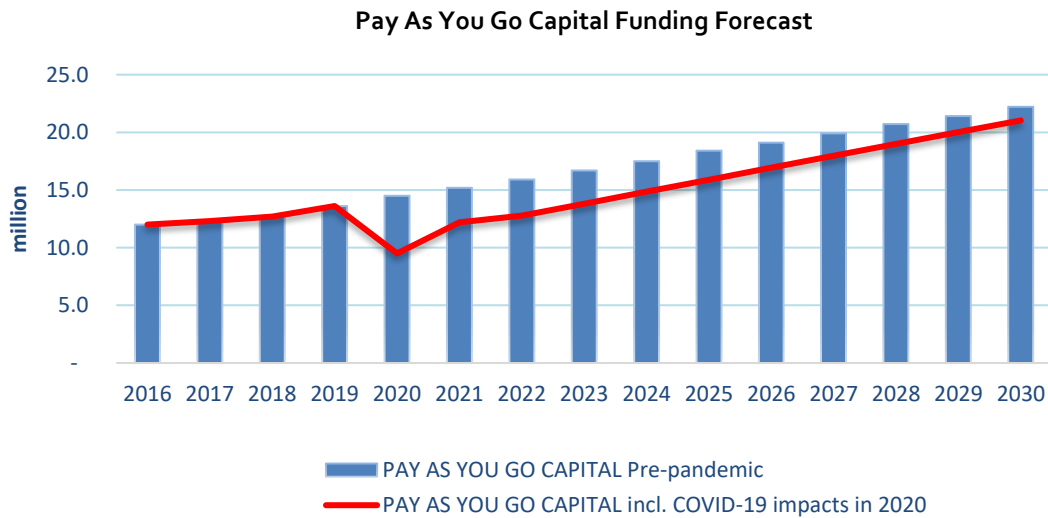


Figure 6. Pay as you go Capital impacts due to COVID-19 Pandemic.

INFRASTRUCTURE LEVY

The Infrastructure Levy was approved in 2019 with increases to occur in the 2020 budget, and ongoing thereafter. The amount to be contributed to the Infrastructure Levy reserve over the next 10 years is \$56.4 million (\$5.64 million annually).

Table 7. Projected appropriations from infrastructure levy (\$ million).

Cost Centre	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Parks	1.4	0.9	1.8	1.4	1.4	2.8	1.4	-	1.5	1.3	13.9
Transportation	2.8	3	2.3	1.7	2.3	1.3	4	4.2	4.1	4.4	30.1
Storm Drainage	1.4	1.6	1.9	2.6	1.9	3.3	-	-	-	-	12.7
Total	5.6	5.5	6.0	5.7	5.6	7.4	5.4	4.2	5.6	5.7	56.7*

**Total appropriations of \$56.7 million are net of the reserve opening balance and investment interest earned on the reserve funds.*

RESERVE/ SURPLUS

Reserve funds are used to fund infrastructure to prevent large fluctuations in annual general taxation requirements. There is a total of \$302 million in total general reserve funding. Community Works Fund reserve, which is funded from Gas Tax, accounts for \$78 million. The Solid Waste reserve accounts for \$61 million. The Municipal Works reserve was established in 2015 and will be used to fund \$22 million worth of Buildings renewal projects in the next 10 years.

DEVELOPMENT COST CHARGE

Development cost charge (DCC) funding accounts for \$273 million or 26% of the General Fund capital investment. The timing of DCC projects must coincide with the availability of DCC revenues. Should revenue not be realized, because of slower growth, the timing of DCC projects may need to be adjusted.

Kelowna's 10-Year Capital Plan helps create vibrant parks, playgrounds and beaches



DEBENTURE/BORROWING

Debenture borrowing of \$171 million is required to fund significant building projects. The debt analysis only reports on debt according to the General Fund and the taxation impact of these borrows.

Table 8. Infrastructure Projects that require borrowing.

Cost Centre	Project	Year	Borrowing (\$ million)
Buildings	PRC Building, Site Work/Field Relocation & Net-zero Carbon Emissions	2022	\$131.0
	Capital News Centre - Expansion, 2 Ice Sheets & Multi-use Facility	2024	\$23.0
	North Glenmore Fire Hall (Stn #5) - Construction	2024	\$3.0
	City Hall - Envelope Renewal	2025	\$5.0
	Mission Activity Centre - Construction	2025	\$5.0
	City Yards - New offices	2029	\$4.0
		Total	\$171.0

The cost for debt servicing for the above projects is recoverable through taxation based on a 20-year amortization period. Figure 7 shows projected debt servicing on the existing and projected expenditures as a percentage of the total taxation demand. The current policy of debt repayment is to not exceed 8% of the taxation demand for supported debt and 15% of City-owned source revenues. Debt servicing, as a percentage of taxation demand, is anticipated to remain below 8% for the duration of the planning horizon.

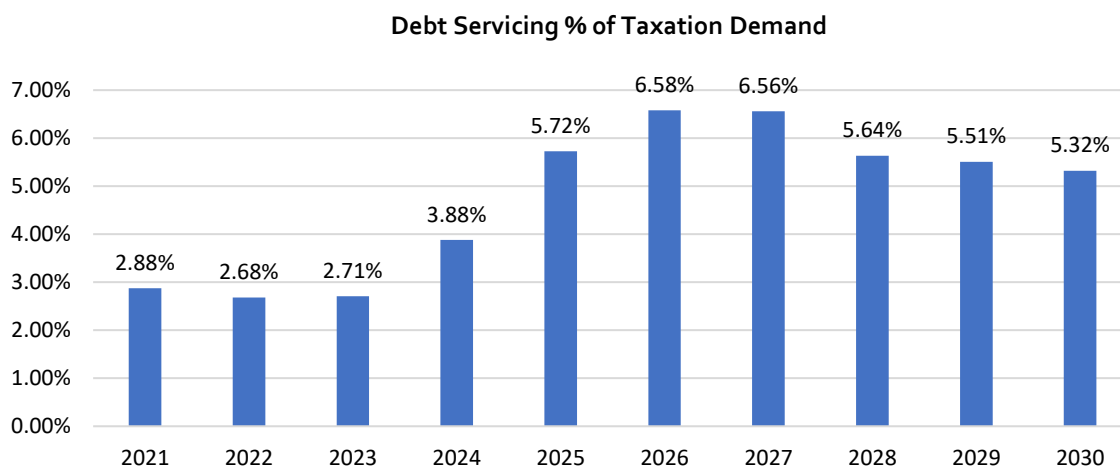


Figure 7. Annual debt servicing as a percentage of taxation demand.

FEDERAL/PROVINCIAL GRANTS

Consistent with the City's Financial Principles & Strategies, the 10-Year Capital Plan uses only confirmed grants as part of the financial strategy. As grants become available this will reduce reliance on taxation and other funding sources. A total of \$16.6 million is budgeted in the 10-Year Capital Plan to be funded from confirmed provincial/federal grants. The approved federal Disaster Mitigation and Adaptation Fund grant is up to \$22 million but requires the City to come up with its share of the funding to leverage the full amount.

Table 9. Federal/Provincial funding (\$ million).

Cost Centre	Project	Assumed Funding (\$ million)
Storm Drainage	Mill Creek Flood Protection	\$14.2
Airport	Mill Creek Realignment	\$2.4
Total		\$16.6

\$16.6 MILLION
CONFIRMED GRANT FUNDING

DEVELOPER/COMMUNITY/OTHER CONTRIBUTIONS

Developer/Community/Other Contributions provide \$112.5 million towards capital projects in this plan.

Table 10. Developer, Community, & Other Contributions (\$ million).

Cost Centre	Assumed Funding (\$ million)
Real Estate	\$2.3
Buildings	\$0.2
Parks	\$0.2
Transportation	\$55.6
Information Services	\$0.5
Vehicles & Equipment	\$1.0
Airport	\$44.0
Water	\$4.7
Wastewater	\$4.1
Total	\$112.5

UTILITY REVENUE

Water and Wastewater utility revenue funding provides \$7.1 million towards General Fund capital investment in this Plan. Airport utility revenue does not contribute to the General Fund capital investment.

Water and Wastewater

Water and Wastewater infrastructure is funded primarily from Utility, DCC reserves and Developer/Community/Other Contributions. The cost for Water and Wastewater capital projects is \$232.1 million and is funded from the following sources.

Table 11. Water & Wastewater Utility funding (\$ million).

Water and Wastewater Funding Source	Amount (\$ million)
Development Cost Charges	\$51.8
Dev/Community/Other Contributions	\$8.8
Utility Revenue	\$171.5
Total	\$232.1

Airport

The Airport's capital projects are split by business segment: Airside, Groundside, Terminal, and Airport Improvement Fee. Each segment maintains a reserve where the net of revenues and expenditures are contributed for future use of that business segment, including capital development.

In the event the capital funding required exceeds the funds available for capital development the Airport will reassess the timing and scope of the project as well as the ability to increase fees and the capacity to take on additional debt when determining the best way to fund the development.

During the 10-year term, additional debt is forecasted to be taken out for capital development within the Airport Improvement Fee (AIF) business segment. Airport debenture affects the overall debt capacity of the City and these impacts must be considered holistically.

Table 12. Airport Funding Sources 10-Year Capital Plan (\$ million).

Airport	Amount (\$ million)
Reserves	\$169.7*
Developer/Other	\$44.0
Grants	\$2.4
Total	\$216.1

**54.0 million will initially be funded through debt, with annual debt repayments funded through the AIF reserve.*



4 UNFUNDED PROJECTS

Infrastructure projects that are lower priority, and not fully funded, are deemed Priority 2 (P2) projects. P2 projects amount to \$626 million in the 10-Year Capital Plan and include projects to accommodate growth, enhance services, and renew existing assets. The value of P2 projects forecast for the next 10-years decreased by \$91 million compared to the previous 10-Year Capital Plan.

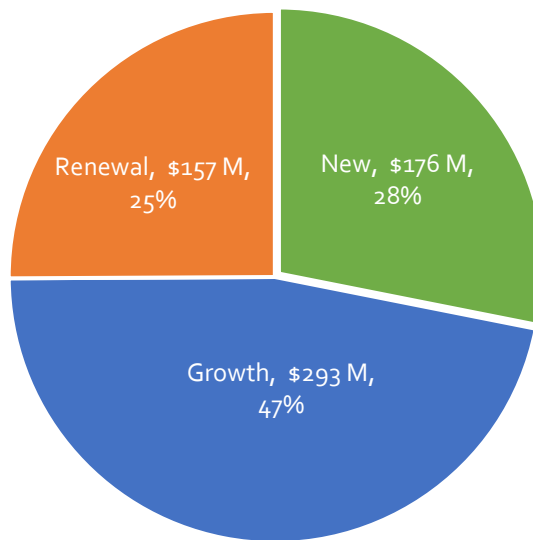


Figure 8. Unfunded new, growth, & renewal investment (\$ million).

FUNDING GAP

The Funding Gap is the available funding for P1 projects compared to the total funding needed for both P1 and P2 projects. Currently, the greatest unfunded area is the Buildings cost centre at \$217.0 Million. There are several large projects totaling \$181.4 Million. Specific projects are:

- Kelowna Community Theatre - \$75 million
- City Yards Replacement - \$60 million
- General Buildings Renewal - \$22 million
- Glenmore Recreation Centre - \$9.5 million
- H2O Renewal - \$ 8.6 million
- KLO Firehall - \$6.3 million

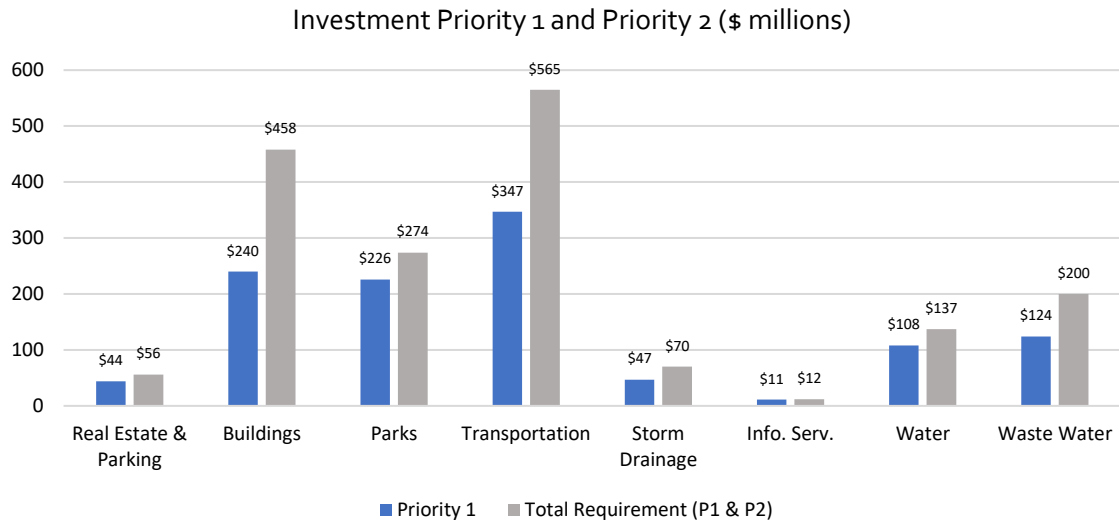


Figure 9. Investment Priority of funded projects versus funded & non-funded projects (\$ million).

The Transportation cost centre also has a large funding gap. However, this will change in future iterations of the 10-Year Capital Plan to align with the recommendations of the Transportation Master Plan.

Currently, Transportation’s funding deficit is \$219 million with several large projects and programs that do not have adequate funding including:

- Clement extension to Hwy 33 - \$60 million
- Lakeshore 3 - \$22 million
- Abbott 1 AT - \$7 million
- Hollywood 8 - \$5 million
- Renewal of roads, bridges, sidewalks, signals - \$60 million
- Master planned AT routes - \$14 million
- Transit upgrades (not including Transit facility) - \$22 million

Storm Drainage cost centre has several large unfunded projects related to flood protection along Mill Creek. The City received a \$22 million federal grant (Disaster Mitigation Adaptation Fund) that will support 40% of the Mill Creek work but the City has not secured the matching funds to take full advantage of this grant. The City has until 2028 to secure matching funds. The Wastewater cost centre is currently reviewing funding options to construct a large anaerobic digester to improve management of wastewater treatment biosolids in an environmentally responsible manner. A portion of the Digester should be recoverable through DCCs.

INFRASTRUCTURE DEFICIT

The Infrastructure Deficit is comprised of the City's share of funding for all the P2 projects net of the portion the portion to be funded from other sources including DCCs, grants, utilities and/or partnerships. The City's share of the P2 projects is \$430 million and represents the City's Infrastructure Deficit for the next 10-years.

Table 13. Infrastructure deficit for unfunded project for unfunded projects (\$ million).

Infrastructure Funding Category	Cost	Funding	
		City	Other*
Renewal	\$157	\$138	\$19
Growth	\$293	\$164	\$129
New (enhance service)	\$176	\$128	\$48
Total	\$626	\$430	\$196

*Other includes DCC's, Grants, Utilities and Partnerships.

DETAILED CHANGES FOR UNFUNDED PROJECTS

The total value of unfunded P2 projects have decreased by \$91 million to \$626 million in the updated 10-Year Capital Plan. The main drivers for the decrease are noted below. This list does not include many of the smaller changes related to cost increases and reductions, project additions and deletions and impacts related to changes in project timing.

- Real Estate and Parking
 - Overall net investment in Real Estate and Parking infrastructure has decreased by \$26 million.
 - New Parkades - Design and Construction - Net investment decrease of \$25 million due to project being pushed beyond the current 10-year planning horizon.
- Buildings
 - Overall net investment in Buildings infrastructure has decreased by \$47 million.
 - Net investment decrease due to projects being pushed beyond the current 10 year planning horizon:
 - Prospera Place – Renovations - Net decrease of \$10 million.
 - Memorial Arena - Adaptive Reuse - Net decrease of \$7 million.
 - Kelowna Museum - Replacement Construction - Net decrease of \$47 million.

- Increase from projects being added to the current 10-year planning horizon:
 - H₂O – Renewal –cost of \$8.7 million.
 - Critical Service Facility Air Quality Improvements (HVAC) - cost of \$4 million.
- Parks
 - Overall net investment in Parks infrastructure has increased by \$16 million.
 - Irrigation Renewal - Net investment increase of \$10.7 million.
 - Parking Renewal - Net investment increase of \$1.4 million.
 - Pedestrian Bridge Renewal - Project added at a cost of \$1.2 million.
- Transportation
 - Overall net investment in Transportation infrastructure has decreased by \$75 million.
 - Net investment decrease due to projects being pushed beyond the current 10-year planning horizon or funded through the operating budget:
 - Airport Way Interchange Proposed Partnership - Net decrease of \$35 million as delivery deferred beyond 2030.
 - Transit Operations and Maintenance Facility - Net decrease of \$41 million as facility will be a BC Transit asset annually funded through the operating budget.
- Storm Drainage
 - Overall net investment in Storm Drainage infrastructure has decreased by \$6 million.
 - Mill Creek Flood Protection - Net investment decrease of \$8 million resulting in a shift from P2 to P1 to align with federal grant timing.
 - Downtown drainage project - Project added at a cost of \$2 million.
- Information Services
 - Overall net investment in Information Services infrastructure has decreased by \$1 million.
 - Front Office Equipment - Net investment decrease of \$400 thousand.
- Water
 - Overall net investment in Water infrastructure has increased by \$18 million.
 - Increase from projects being to the current 10-year scope:

- Mission Creek South Connector - cost of \$13.2 million.
- Minor Interconnections - cost of \$3 million.
- Springfield Connector - cost of \$1.2 million.
- Wastewater
 - Overall net investment in Water infrastructure has increased by \$29 million.
 - Increase from projects being to the current 10-year scope:
 - New Harvey Downtown (Water St) Crossing - cost of \$11 million.
 - Wastewater New Treatment Process (+N Removal) - cost of \$10 million.

Kelowna's 10-Year Capital Plan invests in technology and innovation to be future-ready



5 APPENDIX

REAL ESTATE AND PARKING

Real Estate and Parking - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
300 - Real Estate and Parking	L1	General Land	Annual allocation for the purchase of land for general purposes. This may allow for acquiring properties at less than fair market value, creating land assembly opportunities, creating a revenue generating land bank and providing trade potential.	22,923,615
300 - Real Estate and Parking	L2	Road and Sidewalk Land Acquisition	To fund the purchase of land required for the widening of roads to accommodate road improvements and/or sidewalks.	761,133
300 - Real Estate and Parking	L3	Parking Infrastructure	Funding to renew parking infrastructure and to invest in efficient parking management technology.	17,458,000
300 - Real Estate and Parking	L4	Strategic Land Redevelopment	Funding to redevelop City owned land to improve public benefit and encourage economic development.	2,500,000
Grand Total				43,642,748

Real Estate and Parking - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
L1	General Land	1,460,000	2,946,256	2,156,600	2,355,348	2,417,579	2,175,483	2,219,334	2,232,136	2,382,554	2,578,325	22,923,615
L2	Road and Sidewalk Land Acquisition	150,000	25,000	25,000	142,559	127,866	68,588	51,208	62,792	47,496	60,624	761,133
L3	Parking Infrastructure	1,530,000	1,555,000	1,642,500	1,421,000	2,620,000	693,000	633,000	401,000	1,560,000	5,402,500	17,458,000
L4	Strategic Land Redevelopment	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
Total		3,390,000	4,776,256	4,074,100	4,168,907	5,415,445	3,187,071	3,153,542	2,945,928	4,240,050	8,291,449	43,642,748

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	525,500	2,716,256	1,544,753	1,242,907	1,290,445	989,071	1,015,542	1,039,928	1,175,050	1,383,949	12,923,401
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	2,780,000	1,805,000	2,274,347	2,671,000	3,870,000	1,943,000	1,883,000	1,651,000	2,810,000	6,652,500	28,339,847
Development Cost Charges	84,500	0	0	0	0	0	0	0	0	0	84,500
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	2,295,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	3,390,000	4,776,256	4,074,100	4,168,907	5,415,445	3,187,071	3,153,542	2,945,928	4,240,050	8,291,449	43,642,748

Real Estate and Parking - Categories
Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
L1	General Land	222,000	374,931	258,370	125,608	115,607	338,029	300,260	395,551	286,695	183,100	2,600,151
L2	Road and Sidewalk Land Acquisition	66,000	176,000	190,000	197,000	205,000	252,000	280,000	313,000	326,000	338,705	2,343,705
L3	Parking Infrastructure	0	0	0	0	7,700,000	0	0	0	0	0	7,700,000
L4	Strategic Land Redevelopment	0	0	0	0	0	0	0	0	0	0	0
Total		288,000	550,931	448,370	322,608	8,020,607	590,029	580,260	708,551	612,695	521,805	12,643,856

Funding Sources (Unfunded)

300 - Real Estate and Parking
L1 - General Land
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Land, Acquisition	1,460,000	2,691,256	1,901,600	2,100,348	2,162,579	1,920,483	1,964,334	1,977,136	2,127,554	2,323,325	20,628,615
Mission Creek Restoration	0	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	2,295,000
Total	1,460,000	2,946,256	2,156,600	2,355,348	2,417,579	2,175,483	2,219,334	2,232,136	2,382,554	2,578,325	22,923,615

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	460,000	2,691,256	1,519,753	1,100,348	1,162,579	920,483	964,334	977,136	1,127,554	1,323,325	12,246,768
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	1,000,000	0	381,847	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	8,381,847
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	255,000	2,295,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	1,460,000	2,946,256	2,156,600	2,355,348	2,417,579	2,175,483	2,219,334	2,232,136	2,382,554	2,578,325	22,923,615

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Land, Acquisition	222,000	374,931	258,370	125,608	115,607	338,029	300,260	395,551	286,695	183,100	2,600,151
Total	222,000	374,931	258,370	125,608	115,607	338,029	300,260	395,551	286,695	183,100	2,600,151

Funding Sources (Unfunded)

300 - Real Estate and Parking
L2 - Road and Sidewalk Land Acquisition
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
DCC Road Widening, Land Acquisition	100,000	0	0	0	0	0	0	0	0	0	100,000
Road & Sidewalk, Land Acquisition	50,000	25,000	25,000	142,559	127,866	68,588	51,208	62,792	47,496	60,624	661,133
Total	150,000	25,000	25,000	142,559	127,866	68,588	51,208	62,792	47,496	60,624	761,133

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	65,500	25,000	25,000	142,559	127,866	68,588	51,208	62,792	47,496	60,624	676,633
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	84,500	0	0	0	0	0	0	0	0	0	84,500
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	150,000	25,000	25,000	142,559	127,866	68,588	51,208	62,792	47,496	60,624	761,133

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
DCC Road Widening, Land Acquisition	0	120,000	140,000	160,000	180,000	200,000	220,000	240,000	260,000	280,000	1,800,000
Road & Sidewalk, Land Acquisition	66,000	56,000	50,000	37,000	25,000	52,000	60,000	73,000	66,000	58,705	543,705
Total	66,000	176,000	190,000	197,000	205,000	252,000	280,000	313,000	326,000	338,705	2,343,705

Funding Sources (Unfunded)

300 - Real Estate and Parking
L3 - Parking Infrastructure
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Chapman Parkade - Infrastructure Renewal (HVAC)	0	180,000	0	0	0	0	0	0	0	0	180,000
Cook Road Boat Launch – Asphalt Renewal	95,000	0	0	0	0	0	0	0	0	0	95,000
Downtown Parkades-Major Maintenance	760,000	300,000	150,000	880,000	50,000	340,000	310,000	0	60,000	0	2,850,000
Expansion of Parking Mgmt into New Areas	0	615,000	0	0	0	0	0	0	0	0	615,000
Land Acquisition - Parkades and Strategic Initiatives	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000
New Off-Street Parking - Purchase or Construction of Surface Stalls	0	0	1,200,000	0	2,000,000	0	0	0	0	0	3,200,000
New Parkades - Design and Construction	0	0	0	150,000	0	0	0	0	300,000	5,000,000	5,450,000
Parking Equipment and Facilities	575,000	360,000	192,500	291,000	470,000	253,000	223,000	301,000	1,100,000	302,500	4,068,000
Total	1,530,000	1,555,000	1,642,500	1,421,000	2,620,000	693,000	633,000	401,000	1,560,000	5,402,500	17,458,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	1,530,000	1,555,000	1,642,500	1,421,000	2,620,000	693,000	633,000	401,000	1,560,000	5,402,500	17,458,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	1,530,000	1,555,000	1,642,500	1,421,000	2,620,000	693,000	633,000	401,000	1,560,000	5,402,500	17,458,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
New Parkades - Design and Construction	0	0	0	0	7,700,000	0	0	0	0	0	7,700,000
Total	0	0	0	0	7,700,000	0	0	0	0	0	7,700,000

Funding Sources (Unfunded)

300 - Real Estate and Parking
 L4 - Strategic Land Redevelopment
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Strategic Land Servicing Requirements	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
Total	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

BUILDINGS

Buildings - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
301 - Buildings	B1	Parks and Recreation Buildings	An allocation for the development of new Parks and Recreation buildings as well as the redevelopment and expansion of existing ones in various locations throughout the City to keep pace with the increasing demand due to population growth and emerging trends. This category includes Parks Administration, Parks washrooms, field houses, arenas and pools.	167,595,000
301 - Buildings	B2	Community and Cultural Buildings	An allocation for the development of new community and cultural buildings as well as the redevelopment, renewal and expansion of existing ones. This category includes the theaters, libraries, senior centres, community halls, art gallery, museums and the RCA.	15,960,000
301 - Buildings	B3	Civic/Protective Service Buildings	Funding to support renewal, replacement and cost of new Protective Services buildings which include firehalls, police stations and City Hall.	23,775,000
301 - Buildings	B4	Transportation and Public Works Buildings	Funding to support renewal, replacement and new construction of new Transportation and Public Works Buildings throughout the City to keep pace increasing demand due to population growth and emerging trends. This category includes Public Works Yard, parkades, cemetery and WWTF administration.	6,920,000
301 - Buildings	B5	Heritage Buildings	Funding for the restoration of City-owned heritage buildings.	1,831,750
301 - Buildings	B6	Capital Opportunities and Partnerships	Funding for special projects including partnerships with the School District on community space as part of new school construction as well as funding to allow for capital projects that were not envisioned during the plan development, including partnerships.	300,000
301 - Buildings	B7	Building Renewal, Rehabilitation & Infrastructure Upgrades	An allocation for major repairs or replacement of existing building infrastructure such as roofs, windows, mechanical systems, lighting, electrical and water services, hazardous material abatement, and other major maintenance items.	23,959,758
Grand Total				240,341,508

Buildings - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
B1	Parks and Recreation Buildings	1,500,000	133,180,000	1,785,000	27,480,000	600,000	890,000	780,000	890,000	490,000	0	167,595,000
B2	Community and Cultural Buildings	0	0	0	900,000	10,070,000	0	0	0	660,000	4,330,000	15,960,000
B3	Civic/Protective Service Buildings	4,835,000	0	2,470,000	10,520,000	5,950,000	0	0	0	0	0	23,775,000
B4	Transportation and Public Works Buildings	0	0	0	0	0	0	0	0	6,920,000	0	6,920,000
B5	Heritage Buildings	0	0	0	0	0	852,250	0	979,500	0	0	1,831,750
B6	Capital Opportunities and Partnerships	0	100,000	0	100,000	0	0	0	100,000	0	0	300,000
B7	Building Renewal, Rehabilitation & Infrastructure Upgrades	3,891,300	1,750,000	1,750,000	2,160,000	2,389,024	2,350,000	2,296,028	2,630,006	2,286,328	2,457,072	23,959,758
Total		10,226,300	135,030,000	6,005,000	41,160,000	19,009,024	4,092,250	3,076,028	4,599,506	10,356,328	6,787,072	240,341,508

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	3,065,500	315,083	1,701,379	2,670,476	2,512,118	1,898,208	1,826,548	2,868,168	2,368,310	3,155,399	22,381,189
Community Works Fund	124,200	0	108,000	1,614,000	140,000	1,037,000	310,000	953,000	90,000	556,000	4,932,200
Reserves	6,736,600	3,542,190	4,203,029	10,835,400	5,805,000	1,166,000	946,000	790,000	4,075,520	3,087,000	41,186,739
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	131,180,000	0	26,053,200	10,560,000	0	0	0	3,830,000	0	171,623,200
Developer/Other	300,000	-7,273	-7,408	-13,076	-8,094	-8,958	-6,520	-11,662	-7,502	-11,327	218,180
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	10,226,300	135,030,000	6,005,000	41,160,000	19,009,024	4,092,250	3,076,028	4,599,506	10,356,328	6,787,072	240,341,508

Buildings - Categories

Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
B1	Parks and Recreation Buildings	477,000	890,000	1,350,000	4,300,000	0	0	0	0	670,000	2,270,000	9,957,000
B2	Community and Cultural Buildings	0	0	3,498,000	184,000	77,110,000	0	0	0	1,290,000	18,010,000	100,092,000
B3	Civic/Protective Service Buildings	0	0	330,000	3,290,000	0	360,000	4,190,000	5,730,000	0	0	13,900,000
B4	Transportation and Public Works Buildings	0	0	0	0	0	0	0	0	59,430,000	0	59,430,000
B5	Heritage Buildings	0	0	110,000	1,450,000	0	0	0	0	0	0	1,560,000
B6	Capital Opportunities and Partnerships	53,000	0	890,000	0	110,000	110,000	110,000	450,000	110,000	110,000	1,943,000
B7	Building Renewal, Rehabilitation & Infrastructure Upgrades	735,000	3,938,000	5,800,000	4,280,000	1,220,000	3,840,000	1,100,000	6,260,000	1,170,000	2,030,000	30,373,000
Total		1,265,000	4,828,000	11,978,000	13,504,000	78,440,000	4,310,000	5,400,000	12,440,000	62,670,000	22,420,000	217,255,000

Funding Sources (Unfunded)

301 - Buildings

B1 - Parks and Recreation Buildings

Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Capital News Centre - Expansion, 2 Ice Sheets & Multi-use Facility	0	0	1,785,000	26,590,000	0	0	0	0	0	0	28,375,000
Parkinson Rec Centre - Building Replacement	0	88,850,000	0	0	0	0	0	0	0	0	88,850,000
Parkinson Recreation Centre - Building replacement	1,420,000	0	0	0	0	0	0	0	0	0	1,420,000
Parkinson Recreation Centre - Net-zero Carbon Emissions	0	8,700,000	0	0	0	0	0	0	0	0	8,700,000
Parkinson Recreation Centre - Offsites	0	2,400,000	0	0	0	0	0	0	0	0	2,400,000
Parkinson Recreation Centre - Site work & field relocation	0	33,230,000	0	0	0	0	0	0	0	0	33,230,000
Parks Washrooms Renovations or Replacement	80,000	0	0	890,000	600,000	890,000	780,000	890,000	490,000	0	4,620,000
Total	1,500,000	133,180,000	1,785,000	27,480,000	600,000	890,000	780,000	890,000	490,000	0	167,595,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	1,500,000	0	0	480,000	460,000	523,000	470,000	477,000	262,480	0	4,172,480
Community Works Fund	0	0	0	410,000	140,000	367,000	310,000	413,000	0	0	1,640,000
Reserves	0	2,000,000	1,785,000	3,415,800	0	0	0	0	227,520	0	7,428,320
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	131,180,000	0	23,174,200	0	0	0	0	0	0	154,354,200
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	1,500,000	133,180,000	1,785,000	27,480,000	600,000	890,000	780,000	890,000	490,000	0	167,595,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Elks Stadium - Renovations	0	0	430,000	4,300,000	0	0	0	0	0	0	4,730,000
Knox Pavilion and Caretaker House Rehabilitation	0	0	250,000	0	0	0	0	0	0	0	250,000
Memorial Arena - Adaptive Reuse	0	0	0	0	0	0	0	0	0	720,000	720,000
Mission Recreation Field House - Construction (2019 Prov)	477,000	0	0	0	0	0	0	0	0	0	477,000
Parks Washrooms Renovations or Replacement	0	890,000	670,000	0	0	0	0	0	670,000	400,000	2,630,000
Prospera Place - Renovations	0	0	0	0	0	0	0	0	0	1,150,000	1,150,000
Total	477,000	890,000	1,350,000	4,300,000	0	0	0	0	670,000	2,270,000	9,957,000

Funding Sources (Unfunded)

301 - Buildings

B2 - Community and Cultural Buildings

Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Mission Activity Centre - Construction	0	0	0	900,000	10,070,000	0	0	0	0	0	10,970,000
Rotary Centre for the Arts Expansion	0	0	0	0	0	0	0	0	660,000	4,330,000	4,990,000
Total	0	0	0	900,000	10,070,000	0	0	0	660,000	4,330,000	15,960,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	570,000	1,473,000	2,043,000
Community Works Fund	0	0	0	600,000	0	0	0	0	90,000	556,000	1,246,000
Reserves	0	0	0	300,000	4,890,000	0	0	0	0	2,301,000	7,491,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	5,180,000	0	0	0	0	0	5,180,000
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	900,000	10,070,000	0	0	0	660,000	4,330,000	15,960,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Art Gallery Envelope Replacement	0	0	0	184,000	1,850,000	0	0	0	0	0	2,034,000
Cultural Hub - Construction	0	0	3,498,000	0	0	0	0	0	0	0	3,498,000
Glenmore Recreation Activity Centre - Development	0	0	0	0	0	0	0	0	860,000	8,650,000	9,510,000
Kelowna Community Theatre - Replacement Construction	0	0	0	0	75,260,000	0	0	0	0	0	75,260,000
Kelowna Museum - Replacement Construction	0	0	0	0	0	0	0	0	0	5,020,000	5,020,000
Rotary Art Centre - Expansion	0	0	0	0	0	0	0	0	430,000	4,340,000	4,770,000
Total	0	0	3,498,000	184,000	77,110,000	0	0	0	1,290,000	18,010,000	100,092,000

Funding Sources (Unfunded)

301 - Buildings
 B3 - Civic/Protective Service Buildings
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
City Hall - Envelope Renewal	0	0	0	0	5,950,000	0	0	0	0	0	5,950,000
City Hall - Renovations, Phase 5	1,625,000	0	0	0	0	0	0	0	0	0	1,625,000
City Hall, Phase IV - Renovations	3,060,000	0	0	0	0	0	0	0	0	0	3,060,000
Civic Accommodation	150,000	0	0	0	0	0	0	0	0	0	150,000
North Glenmore Fire Hall (Stn #5) - Construction	0	0	900,000	9,080,000	0	0	0	0	0	0	9,980,000
North Glenmore Fire Hall (Stn #5) - Land acquisition	0	0	1,430,000	0	0	0	0	0	0	0	1,430,000
Rutland Community Policing Office - Expansion	0	0	70,000	720,000	0	0	0	0	0	0	790,000
Rutland Fire Hall (Stn #3) - Renovation	0	0	70,000	720,000	0	0	0	0	0	0	790,000
Total	4,835,000	0	2,470,000	10,520,000	5,950,000	0	0	0	0	0	23,775,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	676,400	0	51,971	903,400	445,000	0	0	0	0	0	2,076,771
Community Works Fund	0	0	108,000	604,000	0	0	0	0	0	0	712,000
Reserves	4,158,600	0	2,310,029	6,133,600	125,000	0	0	0	0	0	12,727,229
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	2,879,000	5,380,000	0	0	0	0	0	8,259,000
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	4,835,000	0	2,470,000	10,520,000	5,950,000	0	0	0	0	0	23,775,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Kelowna Police Services Building - Expansion	0	0	0	0	0	360,000	3,620,000	0	0	0	3,980,000
KLO Fire Hall (Stn #6) - Construction	0	0	0	0	0	0	570,000	5,730,000	0	0	6,300,000
North Glenmore Community Policing Office - Construction	0	0	190,000	1,860,000	0	0	0	0	0	0	2,050,000
North Glenmore Fire Training Centre - Construction	0	0	140,000	1,430,000	0	0	0	0	0	0	1,570,000
Total	0	0	330,000	3,290,000	0	360,000	4,190,000	5,730,000	0	0	13,900,000

Funding Sources (Unfunded)

301 - Buildings
 B4 - Transportation and Public Works Buildings
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
City Yards - New offices	0	0	0	0	0	0	0	0	6,920,000	0	6,920,000
Total	0	0	0	0	0	0	0	0	6,920,000	0	6,920,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	27,000	0	27,000
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	3,063,000	0	3,063,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	3,830,000	0	3,830,000
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	6,920,000	0	6,920,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
City Yards - Replacement Construction	0	0	0	0	0	0	0	0	59,430,000	0	59,430,000
Total	0	0	0	0	0	0	0	0	59,430,000	0	59,430,000

Funding Sources (Unfunded)

301 - Buildings
 B5 - Heritage Buildings
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Heritage Asset Management Program	0	0	0	0	0	852,250	0	979,500	0	0	1,831,750
Total	0	0	0	0	0	852,250	0	979,500	0	0	1,831,750

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	182,250	0	439,500	0	0	621,750
Community Works Fund	0	0	0	0	0	670,000	0	540,000	0	0	1,210,000
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	852,250	0	979,500	0	0	1,831,750

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Brent's Grist Mill - Adaptive Reuse and Site Development	0	0	110,000	1,450,000	0	0	0	0	0	0	1,560,000
Total	0	0	110,000	1,450,000	0	0	0	0	0	0	1,560,000

Funding Sources (Unfunded)

301 - Buildings
 B6 - Capital Opportunities and Partnerships
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Capital Opportunities & Partnership Fund	0	100,000	0	100,000	0	0	0	100,000	0	0	300,000
Total	0	100,000	0	100,000	0	0	0	100,000	0	0	300,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	107,273	7,408	113,076	8,094	8,958	6,520	111,662	7,502	11,327	381,820
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	-7,273	-7,408	-13,076	-8,094	-8,958	-6,520	-11,662	-7,502	-11,327	-81,820
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	100,000	0	100,000	0	0	0	100,000	0	0	300,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Capital Opportunities & Partnership Fund	53,000	0	890,000	0	110,000	110,000	110,000	450,000	110,000	110,000	1,943,000
Total	53,000	0	890,000	0	110,000	110,000	110,000	450,000	110,000	110,000	1,943,000

Funding Sources (Unfunded)

301 - Buildings

B7 - Building Renewal, Rehabilitation & Infrastructure Upgrades

Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Building Infrastructure Renewal	0	0	0	2,160,000	2,389,024	2,350,000	2,296,028	2,630,006	2,286,328	2,457,072	16,568,458
Capital News Centre - Arena Chiller Replacement	350,000	0	0	0	0	0	0	0	0	0	350,000
Civic/Protective Service Buildings Infrastructure Renewal	355,100	0	0	0	0	0	0	0	0	0	355,100
Community and Cultural Buildings Infrastructure Renewal	212,200	0	0	0	0	0	0	0	0	0	212,200
H2O Centre Heat Recovery Chiller Replacement	600,000	0	0	0	0	0	0	0	0	0	600,000
Kelowna Community Theatre Renewal	630,000	0	0	0	0	0	0	0	0	0	630,000
KFY - Pool Mechanical Renewal	345,000	1,750,000	1,750,000	0	0	0	0	0	0	0	3,845,000
Library Boiler Replacement	350,000	0	0	0	0	0	0	0	0	0	350,000
Parks and Recreation Buildings Infrastructure Renewal	530,000	0	0	0	0	0	0	0	0	0	530,000
Rutland Arena (West) Chiller & Dehumidifer Replacement	424,000	0	0	0	0	0	0	0	0	0	424,000
Water St. Boat Launch Ramp Renewal	95,000	0	0	0	0	0	0	0	0	0	95,000
Total	3,891,300	1,750,000	1,750,000	2,160,000	2,389,024	2,350,000	2,296,028	2,630,006	2,286,328	2,457,072	23,959,758

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	889,100	207,810	1,642,000	1,174,000	1,599,024	1,184,000	1,350,028	1,840,006	1,501,328	1,671,072	13,058,368
Community Works Fund	124,200	0	0	0	0	0	0	0	0	0	124,200
Reserves	2,578,000	1,542,190	108,000	986,000	790,000	1,166,000	946,000	790,000	785,000	786,000	10,477,190
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	300,000	0	0	0	0	0	0	0	0	0	300,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	3,891,300	1,750,000	1,750,000	2,160,000	2,389,024	2,350,000	2,296,028	2,630,006	2,286,328	2,457,072	23,959,758

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Apple Bowl - Renewal	615,000	0	100,000	0	0	0	0	0	0	0	715,000
Ben Lee Park – Pergola Renewal	0	120,000	0	0	0	0	0	0	0	0	120,000
Capital News Centre - Renewal	0	0	950,000	1,000,000	0	250,000	0	0	100,000	0	2,300,000
City Hall - Chiller & Cooling Tower Renewal	0	900,000	0	0	0	0	0	0	0	0	900,000
City Yards - HVAC Renewal	0	0	1,500,000	0	0	0	0	0	0	0	1,500,000
City-wide Concessions – Exhaust & fire Renewal	0	60,000	0	0	0	0	0	0	0	0	60,000
Critical Service Facility Air Quality Improvements (HVAC)	0	0	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,000,000
Enterprise Fire Hall (Stn #1) – Dispatch Centre HVAC Renewal	0	115,000	0	0	0	0	0	0	0	0	115,000

Enterprise Fire Hall (Stn #1) – HVAC & dormitory Renewal	0	250,000	0	0	0	0	0	0	0	0	250,000
General Building Infrastructure Renewal	0	0	0	780,000	470,000	590,000	600,000	510,000	570,000	280,000	3,800,000
H2O - Renewal	0	400,000	0	2,000,000	0	1,250,000	0	5,000,000	0	0	8,650,000
H2O – Pool Tile Renewal	0	90,000	0	0	0	0	0	0	0	0	90,000
Kelowna Family Y Facility Renewal	0	0	0	0	0	1,250,000	0	0	0	1,250,000	2,500,000
Kelowna Police Services Building – UPS battery Renewal	0	75,000	0	0	0	0	0	0	0	0	75,000
Library – Elevator Renewal	0	350,000	0	0	0	0	0	0	0	0	350,000
Memorial arena – Electrical Renewal	0	105,000	0	0	0	0	0	0	0	0	105,000
Multiple Locations – CCTV Renewal	0	178,000	0	0	0	0	0	0	0	0	178,000
Multiple Locations – HVAC automation Renewal	0	250,000	0	0	0	0	0	0	0	0	250,000
Parkinson Rec Centre Boiler & Hot Water Tank Replacements	120,000	0	0	0	0	0	0	0	0	0	120,000
Parks Administration - HVAC and Envelope Renewal	0	250,000	2,500,000	0	0	0	0	0	0	0	2,750,000
Prospera - Renewal	0	350,000	250,000	0	250,000	0	0	250,000	0	0	1,100,000
Prospera Place – Condenser Renewal	0	375,000	0	0	0	0	0	0	0	0	375,000
Rotary Centre for the Arts – Roof Renewal	0	70,000	0	0	0	0	0	0	0	0	70,000
Total	735,000	3,938,000	5,800,000	4,280,000	1,220,000	3,840,000	1,100,000	6,260,000	1,170,000	2,030,000	30,373,000

Funding Sources (Unfunded)

PARKS

Parks - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
302 - Parks	P1	DCC Parkland Acquisition	Park acquisition program based on the residential growth in the City for the purchase of parkland (Neighbourhood, Community, Recreation and City-wide level parks) under the Development Cost Charge program (DCC). Funding is primarily allocated from developer revenue with general taxation covering both the assist factor and infill/conversion units and Land Use Contracts not required to pay DCC's.	107,118,000
302 - Parks	P2	Natural Area Parkland Acquisition	Park acquisition program for the purchase of Natural Areas not attributed to the DCC program.	800,000
302 - Parks	P3	Neighbourhood Park Development	An allocation to cover the development of neighbourhood level parks including off-site costs related to park development, but does not include buildings.	20,509,200
302 - Parks	P4	Community Park Development	An allocation to cover the development of community level parks including off-site costs related to park development, but does not include buildings.	23,810,000
302 - Parks	P5	Recreation Park Development	An allocation to cover the development of recreation level parks including off-site costs related to park development, but does not include buildings.	32,032,101
302 - Parks	P6	City-wide Park Development	An allocation to cover the development of city-wide level parks including off-site costs related to park development, but does not include buildings.	26,252,000
302 - Parks	P7	Linear/Natural Area Park Development	An allocation to cover the development of natural areas and linear parks/trails.	1,775,000
302 - Parks	P8	Park Renewal, Rehabilitation & Infrastructure Upgrades	An allocation for major repairs or replacement of existing park infrastructure such as sidewalks, hard-surfaced trails, parking lots, sport courts, lighting, electrical and water services, irrigation, fencing, bridges and other major structures.	12,325,271
302 - Parks	P9	Capital Opportunities Partnership	An allocation for various strategic investments into the park and open space system as well as funding to allow for capital projects that were not envisioned during the plan development, including partnerships.	890,000
302 - Parks	P10	Urban Streetscape and Urban Centres Development and Renewal	An allocation for urban centre improvements, enhanced streetscapes and walkways, and other urban spaces that are not defined parks.	68,900
			Grand Total	225,580,472

Parks - Categories

Priority 1 - Costs

Code	Name	DCC Parkland Acquisition	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
P1	DCC Parkland Acquisition	3,658,000	12,292,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	107,118,000
P2	Natural Area Parkland Acquisition	0	0	0	0	0	300,000	0	0	500,000	0	800,000
P3	Neighbourhood Park Development	1,999,200	0	2,790,000	4,350,000	3,650,000	3,010,000	1,150,000	960,000	1,640,000	960,000	20,509,200
P4	Community Park Development	0	6,400,000	3,220,000	0	0	0	0	0	11,755,900	2,434,100	23,810,000
P5	Recreation Park Development	4,390,000	2,120,000	6,180,000	1,360,000	2,660,000	4,035,318	8,709,315	2,577,468	0	0	32,032,101
P6	City-wide Park Development	2,222,000	0	0	8,000,000	4,480,000	2,760,000	0	0	0	8,790,000	26,252,000
P7	Linear/Natural Area Park Development	295,000	150,000	300,000	80,000	280,000	0	360,000	0	280,000	30,000	1,775,000
P8	Park Renewal, Rehabilitation & Infrastructure Upgrades	670,000	1,156,544	509,004	735,232	1,074,050	3,675,164	1,580,841	1,229,135	721,411	973,890	12,325,271
P9	Capital Opportunities Partnership	150,000	0	0	0	0	210,000	320,000	210,000	0	0	890,000
P10	Urban Streetscape and Urban Centres Development and Renewal	68,900	0	0	0	0	0	0	0	0	0	68,900
Total		13,453,100	22,118,544	24,395,004	25,921,232	23,540,050	25,386,482	23,516,156	16,372,603	26,293,311	24,583,990	225,580,472

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	2,341,600	3,804,433	5,699,253	4,416,682	4,788,835	4,146,611	6,304,156	3,977,541	4,641,859	5,181,787	45,302,757
Community Works Fund	762,000	0	0	0	25,000	0	25,000	0	0	0	812,000
Reserves	2,276,000	1,225,567	2,327,061	3,003,955	1,570,937	6,098,907	1,557,329	103,715	2,486,197	1,393,801	22,043,469
Development Cost Charges	8,073,500	17,106,171	16,395,096	18,131,058	17,177,581	15,160,176	15,658,995	12,309,776	19,186,762	18,032,410	157,231,525
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	-17,627	-26,406	369,537	-22,303	-19,212	-29,324	-18,429	-21,507	-24,008	190,721
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	13,453,100	22,118,544	24,395,004	25,921,232	23,540,050	25,386,482	23,516,156	16,372,603	26,293,311	24,583,990	225,580,472

Parks - Categories

Priority 2 - Costs

Code	Name	DCC Parkland Acquisition	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
tre	DCC Parkland Acquisition	0	0	0	0	0	0	0	0	0	0	0
P2	Natural Area Parkland Acquisition	0	0	0	0	0	0	0	0	0	0	0
P3	Neighbourhood Park Development	0	0	0	0	0	0	0	0	0	0	0
P4	Community Park Development	0	0	440,000	4,410,000	0	0	0	0	0	0	4,850,000
P5	Recreation Park Development	0	570,000	0	1,020,000	0	280,000	2,840,000	0	0	950,000	5,660,000
P6	City-wide Park Development	0	0	0	0	340,000	0	0	0	0	2,280,000	2,620,000
P7	Linear/Natural Area Park Development	100,000	280,000	110,000	150,000	150,000	430,000	150,000	210,000	210,000	210,000	2,000,000
P8	Park Renewal, Rehabilitation & Infrastructure Upgrades	400,000	1,910,000	2,377,311	2,010,000	1,960,000	1,560,000	1,410,000	1,560,000	2,016,105	1,560,000	16,763,416
P9	Capital Opportunities Partnership	0	110,000	110,000	1,060,000	110,000	110,000	0	0	110,000	0	1,610,000
P10	Urban Streetscape and Urban Centres Development and Renewal	270,000	0	0	5,950,000	6,430,000	1,800,000	0	0	0	0	14,450,000
Total		770,000	2,870,000	3,037,311	14,600,000	8,990,000	4,180,000	4,400,000	1,770,000	2,336,105	5,000,000	47,953,416

Funding Sources (Unfunded)

302 - Parks
P1 - DCC Parkland Acquisition
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
DCC Parkland Acquisition	3,658,000	12,292,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	107,118,000
Total	3,658,000	12,292,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	107,118,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	417,000	1,299,144	1,299,144	768,277	1,299,144	1,299,144	1,299,144	1,299,144	1,299,144	1,196,676	11,475,961
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	102,144	0	530,867	0	0	0	0	0	102,468	735,479
Development Cost Charges	3,241,000	10,890,712	10,096,856	10,096,856	10,096,856	10,096,856	10,096,856	10,096,856	10,096,856	10,096,856	94,906,560
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	3,658,000	12,292,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	11,396,000	107,118,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

302 - Parks
P2 - Natural Area Parkland Acquisition
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Natural Area Acquisition	0	0	0	0	0	300,000	0	0	500,000	0	800,000
Total	0	0	0	0	0	300,000	0	0	500,000	0	800,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	300,000	0	0	500,000	0	800,000
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	300,000	0	0	500,000	0	800,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

302 - Parks
P3 - Neighbourhood Park Development
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Ballou Park	1,568,600	0	0	0	0	0	0	0	0	0	1,568,600
Burne Park	0	0	1,900,000	0	0	0	0	0	0	0	1,900,000
Elliot Park	0	0	0	1,090,000	0	0	0	0	0	0	1,090,000
Kirschner Park #1	0	0	890,000	300,000	0	0	0	0	0	0	1,190,000
Marshall Park	0	0	0	1,080,000	0	0	0	0	0	0	1,080,000
Martin Park	0	0	0	0	0	1,480,000	0	0	0	0	1,480,000
Neighbourhood Park Development #1	0	0	0	0	3,010,000	0	0	0	0	0	3,010,000
Neighbourhood Park Development #2	0	0	0	0	640,000	0	0	0	0	0	640,000
Neighbourhood Park Development #3	0	0	0	0	0	450,000	0	0	0	0	450,000
Neighbourhood Park Development #4	0	0	0	0	0	1,080,000	0	0	0	0	1,080,000
Neighbourhood Park Development #5	0	0	0	0	0	0	1,150,000	0	0	0	1,150,000
Neighbourhood Park Development #6	0	0	0	0	0	0	0	960,000	0	0	960,000
Neighbourhood Park Development #7	0	0	0	0	0	0	0	0	1,640,000	0	1,640,000
Neighbourhood Park Development #8	0	0	0	0	0	0	0	0	0	960,000	960,000
Tower Ranch Park #1	430,600	0	0	0	0	0	0	0	0	0	430,600
Walrod Park	0	0	0	1,880,000	0	0	0	0	0	0	1,880,000
Total	1,999,200	0	2,790,000	4,350,000	3,650,000	3,010,000	1,150,000	960,000	1,640,000	960,000	20,509,200

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	50,000	0	763,760	524,710	596,160	198,569	131,100	105,725	618,772	5,189	2,993,985
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	220,900	0	23,400	768,968	23,717	311,407	0	3,715	0	104,251	1,456,358
Development Cost Charges	1,728,300	0	2,002,840	3,056,322	3,030,123	2,500,024	1,018,900	850,560	1,021,228	850,560	16,058,857
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	1,999,200	0	2,790,000	4,350,000	3,650,000	3,010,000	1,150,000	960,000	1,640,000	960,000	20,509,200

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

302 - Parks
P4 - Community Park Development
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Casorso Park	0	0	0	0	0	0	0	0	4,897,950	892,050	5,790,000
Dehart Park	0	6,400,000	3,220,000	0	0	0	0	0	0	0	9,620,000
Gallagher Park	0	0	0	0	0	0	0	0	6,857,950	1,542,050	8,400,000
Total	0	6,400,000	3,220,000	0	0	0	0	0	11,755,900	2,434,100	23,810,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	933,279	70,200	0	0	0	0	0	1,201,025	202,435	2,406,939
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	230,221	1,404,000	0	0	0	0	0	2,486,197	560,840	4,681,258
Development Cost Charges	0	5,236,500	1,745,800	0	0	0	0	0	8,068,678	1,670,825	16,721,803
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	6,400,000	3,220,000	0	0	0	0	0	11,755,900	2,434,100	23,810,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Pacific Court - Development	0	0	440,000	4,410,000	0	0	0	0	0	0	4,850,000
Total	0	0	440,000	4,410,000	0	0	0	0	0	0	4,850,000

Funding Sources (Unfunded)

302 - Parks
P5 - Recreation Park Development
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Glenmore Recreation - Future Phases	0	950,000	6,180,000	0	0	3,295,318	6,669,315	1,897,468	0	0	18,992,101
Lombardy Park, Protective Netting - Construction	140,000	0	0	0	0	0	0	0	0	0	140,000
Mission Recreation - Softball Diamonds	3,330,000	1,170,000	0	0	0	0	0	0	0	0	4,500,000
Mission Recreation - Youth Park, Plaza, & Trail System	0	0	0	0	2,210,000	740,000	0	0	0	0	2,950,000
Mission Recreational Park - Artificial Turf Replacement	920,000	0	0	0	0	0	0	0	0	0	920,000
Parkinson Recreation - Grass Soccer Field	0	0	0	1,360,000	450,000	0	0	0	0	0	1,810,000
Rutland Recreation - Soccer Fields	0	0	0	0	0	0	2,040,000	680,000	0	0	2,720,000
Total	4,390,000	2,120,000	6,180,000	1,360,000	2,660,000	4,035,318	8,709,315	2,577,468	0	0	32,032,101

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	358,000	457,839	3,018,858	9,600	987,268	384,522	2,898,747	1,215,108	0	0	9,329,942
Community Works Fund	552,000	0	0	0	0	0	0	0	0	0	552,000
Reserves	1,673,100	683,202	611,542	191,000	63,220	1,901,100	1,338,209	0	0	0	6,461,373
Development Cost Charges	1,806,900	978,959	2,549,600	1,159,400	1,609,512	1,749,696	4,472,359	1,362,360	0	0	15,688,786
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	4,390,000	2,120,000	6,180,000	1,360,000	2,660,000	4,035,318	8,709,315	2,577,468	0	0	32,032,101

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Mission Recreation Park - Development, Softball Diamond Lighting	0	570,000	0	0	0	0	0	0	0	0	570,000
Recreation Park Development - New Artificial Turf Field	0	0	0	0	0	280,000	2,840,000	0	0	0	3,120,000
Recreation Park Development - New Tennis Courts	0	0	0	1,020,000	0	0	0	0	0	950,000	1,970,000
Total	0	570,000	0	1,020,000	0	280,000	2,840,000	0	0	950,000	5,660,000

Funding Sources (Unfunded)

302 - Parks
P6 - City-wide Park Development
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
City Park - Improvements, Waterfront Promenade Phase 3	200,000	0	0	2,210,000	0	0	0	0	0	0	2,410,000
City Park - Playground Expansions & Additional Amenities	0	0	0	0	4,480,000	2,760,000	0	0	0	0	7,240,000
Kerry Park - Future Phases	571,700	0	0	5,400,000	0	0	0	0	0	0	5,971,700
Kerry Park - Hotel Interface Work	0	0	0	390,000	0	0	0	0	0	0	390,000
Pandosy Waterfront Park	1,450,300	0	0	0	0	0	0	0	0	0	1,450,300
Sutherland Bay Park	0	0	0	0	0	0	0	0	0	8,790,000	8,790,000
Total	2,222,000	0	0	8,000,000	4,480,000	2,760,000	0	0	0	8,790,000	26,252,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	959,100	0	0	2,458,400	634,910	0	0	0	0	2,910,447	6,962,857
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	32,000	0	0	1,404,000	1,404,000	1,946,400	0	0	0	491,964	5,278,364
Development Cost Charges	1,230,900	0	0	3,747,600	2,441,090	813,600	0	0	0	5,387,589	13,620,779
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	390,000	0	0	0	0	0	0	390,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	2,222,000	0	0	8,000,000	4,480,000	2,760,000	0	0	0	8,790,000	26,252,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Bluebird Beach Park	0	0	0	0	0	0	0	0	0	2,280,000	2,280,000
Sarson's Beach Park - Expansion	0	0	0	0	340,000	0	0	0	0	0	340,000
Total	0	0	0	0	340,000	0	0	0	0	2,280,000	2,620,000

Funding Sources (Unfunded)

302 - Parks
P7 - Linear/Natural Area Park Development
Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Knox Mountain Park - Improvements	220,000	150,000	300,000	0	280,000	0	280,000	0	280,000	0	1,510,000
Linear Park - DCC Program	75,000	0	0	80,000	0	0	80,000	0	0	30,000	265,000
Total	295,000	150,000	300,000	80,000	280,000	0	360,000	0	280,000	30,000	1,775,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	53,600	150,000	300,000	0	280,000	0	280,000	0	280,000	568	1,344,168
Community Works Fund	175,000	0	0	0	0	0	0	0	0	0	175,000
Reserves	0	0	0	9,120	0	0	9,120	0	0	2,852	21,092
Development Cost Charges	66,400	0	0	70,880	0	0	70,880	0	0	26,580	234,740
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	295,000	150,000	300,000	80,000	280,000	0	360,000	0	280,000	30,000	1,775,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Natural Area Development	100,000	0	110,000	150,000	150,000	150,000	150,000	210,000	210,000	210,000	1,440,000
Knox Mountain Park	0	280,000	0	0	0	280,000	0	0	0	0	560,000
Total	100,000	280,000	110,000	150,000	150,000	430,000	150,000	210,000	210,000	210,000	2,000,000

Funding Sources (Unfunded)

302 - Parks

P8 - Park Renewal, Rehabilitation & Infrastructure Upgrades

Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Irrigation Renewal	300,000	550,000	300,000	550,000	678,006	1,024,678	1,064,954	983,000	721,411	842,464	7,014,513
Park Infrastructure Renewal	0	0	38,196	185,232	266,044	860,486	205,887	246,135	0	131,426	1,933,406
Parking Renewal	0	0	0	0	50,000	0	100,000	0	0	0	150,000
Access For All Improvements	100,000	0	0	0	0	0	0	0	0	0	100,000
Kelowna Memorial Cemetery - Improvements	200,000	210,000	0	0	80,000	1,790,000	210,000	0	0	0	2,490,000
Pedestrian Bridge Renewal	0	275,000	0	0	0	0	0	0	0	0	275,000
Sport Courts/Water Parks/Skate Parks Renewal & Replacements	70,000	121,544	170,808	0	0	0	0	0	0	0	362,352
Total	670,000	1,156,544	509,004	735,232	1,074,050	3,675,164	1,580,841	1,229,135	721,411	973,890	12,325,271

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	435,000	946,544	220,885	635,232	969,050	1,735,164	1,345,841	1,129,135	721,411	842,464	8,980,726
Community Works Fund	35,000	0	0	0	25,000	0	25,000	0	0	0	85,000
Reserves	200,000	210,000	288,119	100,000	80,000	1,940,000	210,000	100,000	0	131,426	3,259,545
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	670,000	1,156,544	509,004	735,232	1,074,050	3,675,164	1,580,841	1,229,135	721,411	973,890	12,325,271

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Irrigation Renewal	0	1,450,000	1,817,311	1,450,000	1,450,000	1,000,000	1,000,000	1,000,000	1,506,105	1,000,000	11,673,416
Access For All Improvements	0	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	990,000
Kelowna Memorial Cemetery Improvements	0	0	50,000	50,000	50,000	50,000	0	50,000	0	50,000	300,000
Parking Renewal	400,000	250,000	250,000	250,000	200,000	250,000	150,000	250,000	250,000	250,000	2,500,000
Pedestrian Bridge Renewal	0	0	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,200,000
Playground Renewal	0	100,000	0	0	0	0	0	0	0	0	100,000
Total	400,000	1,910,000	2,377,311	2,010,000	1,960,000	1,560,000	1,410,000	1,560,000	2,016,105	1,560,000	16,763,416

Funding Sources (Unfunded)

302 - Parks
 P9 - Capital Opportunities Partnership
 Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Capital Opportunities and Partnership Fund	150,000	0	0	0	0	210,000	320,000	210,000	0	0	890,000
Total	150,000	0	0	0	0	210,000	320,000	210,000	0	0	890,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	17,627	26,406	20,463	22,303	229,212	349,324	228,429	21,507	24,008	939,279
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	150,000	0	0	0	0	0	0	0	0	0	150,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	-17,627	-26,406	-20,463	-22,303	-19,212	-29,324	-18,429	-21,507	-24,008	-199,279
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	150,000	0	0	0	0	210,000	320,000	210,000	0	0	890,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Capital Opportunities and Partnership Fund	0	110,000	110,000	110,000	110,000	110,000	0	0	110,000	0	660,000
Padosy Waterfront Park (future parking lot)	0	0	0	950,000	0	0	0	0	0	0	950,000
Total	0	110,000	110,000	1,060,000	110,000	110,000	0	0	110,000	0	1,610,000

Funding Sources (Unfunded)

302 - Parks

P10 - Urban Streetscape and Urban Centres Development and Renewal

Priority 1 Projects - Costs

DCC Parkland Acquisition

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Art Walk - Extension Doyle to Queensway (2019 Prov)	68,900	0	0	0	0	0	0	0	0	0	68,900
Total	68,900	0	0	0	0	0	0	0	0	0	68,900

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	68,900	0	0	0	0	0	0	0	0	0	68,900
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	68,900	0	0	0	0	0	0	0	0	0	68,900

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Art Walk - Extension Smith to Doyle	0	0	0	0	200,000	1,800,000	0	0	0	0	2,000,000
Bennett Plaza - Improvements (50% renewal) (2019 Prov)	270,000	0	0	280,000	2,830,000	0	0	0	0	0	3,380,000
Boat Launch - Land Acquisition and Facility Renewal (2019 Prov)	0	0	0	5,670,000	3,400,000	0	0	0	0	0	9,070,000
Total	270,000	0	0	5,950,000	6,430,000	1,800,000	0	0	0	0	14,450,000

Funding Sources (Unfunded)

TRANSPORTATION

Transportation - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
304 - Transportation	T1	DCC Roads	Allocation for design, land and construction costs associated with DCC Road projects.	183,243,506
304 - Transportation	T2	DCC Roads - Active Transportation	Allocation for design, land and construction costs associated with DCC Active Transportation projects. General taxation to cover 77.7% Assist.	66,027,533
304 - Transportation	T3	Non-DCC Roads	Infrastructure upgrades which are not part of the 20 Year Servicing Plan and Financing Strategy (collectors and local roads) and City initiated projects to upgrade streets to full urban standards including drainage, fillet paving, sidewalks and landscaped boulevards.	3,650,000
304 - Transportation	T4	Transportation System Renewal	Allocation for overlay and other processes, including micro asphaltting, for rehabilitation of City roads. Also includes renewal of curb and gutter, bike paths, retaining walls, handrails and stairways	59,797,814
304 - Transportation	T5	Bicycle Network	Allocation for bike network system additions and improvements.	7,820,000
304 - Transportation	T6	Sidewalk Network	Allocation required to complete the Non-DCC portion of the sidewalk network.	10,951,900
304 - Transportation	T7	Safety and Operational Improvements	Allocation to cover field reviews and capital improvements for safety improvements or to improve operational efficiency. This will include projects such as left turn bays, traffic control changes, safety barriers, signs, markings, handicap access improvements and retrofit medians.	6,020,000
304 - Transportation	T8	Traffic Control Infrastructure	This program is for construction of new traffic signal control infrastructure that is not part of the DCC program. This includes new traffic signals and pedestrian activated traffic signals, installation of new communication for the traffic signals system and where new development occurs install conduit for future traffic signals. Program also includes renewal of existing traffic signals.	5,791,893
304 - Transportation	T9	Transit Facilities	Construction of new and renewal of existing transit facilities, bus pullouts and shelters.	3,246,000
			Grand Total	346,548,646

Transportation - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
T1	DCC Roads	2,442,418	3,570,424	4,390,735	15,941,989	13,297,745	14,587,844	11,375,598	9,831,011	46,619,110	61,186,632	183,243,506
T2	DCC Roads - Active Transportation	3,699,700	4,531,549	4,003,530	4,470,183	579,200	4,457,971	7,307,200	6,184,500	8,807,700	21,986,000	66,027,533
T3	Non-DCC Roads	500,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	3,650,000
T4	Transportation System Renewal	5,782,400	3,656,348	5,139,729	4,001,959	12,001,548	4,771,551	5,420,533	6,103,121	6,663,891	6,256,734	59,797,814
T5	Bicycle Network	750,000	450,000	450,000	1,970,000	500,000	600,000	900,000	700,000	750,000	750,000	7,820,000
T6	Sidewalk Network	5,750,000	360,000	450,000	501,600	500,300	550,000	645,000	730,000	730,000	735,000	10,951,900
T7	Safety and Operational Improvements	470,000	420,000	570,000	590,000	640,000	540,000	660,000	710,000	710,000	710,000	6,020,000
T8	Traffic Control Infrastructure	330,000	450,000	743,926	467,967	50,000	800,000	800,000	1,200,000	500,000	450,000	5,791,893
T9	Transit Facilities	270,000	445,000	835,000	270,000	456,000	290,000	150,000	210,000	150,000	170,000	3,246,000
Total		19,994,518	14,233,321	16,932,920	28,563,698	28,374,793	26,947,366	27,608,331	26,018,632	65,280,701	92,594,366	346,548,646

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	5,293,200	4,305,824	3,104,604	3,874,644	4,043,991	8,268,322	7,363,415	9,357,598	10,134,326	9,073,104	64,819,028
Community Works Fund	6,011,100	1,874,365	6,297,159	7,723,675	8,874,376	4,123,762	4,025,306	3,301,256	8,370,180	19,450,007	70,051,186
Reserves	5,240,700	3,602,447	2,821,718	2,903,335	4,836,414	1,813,595	5,108,078	4,650,999	4,651,000	4,991,119	40,619,405
Development Cost Charges	2,949,518	4,135,717	4,297,068	11,806,625	10,261,088	10,747,840	8,978,909	6,630,523	30,110,729	25,582,120	115,500,137
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	500,000	314,968	412,371	2,255,419	358,924	1,993,847	2,132,623	2,078,256	12,014,466	33,498,016	55,558,890
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	19,994,518	14,233,321	16,932,920	28,563,698	28,374,793	26,947,366	27,608,331	26,018,632	65,280,701	92,594,366	346,548,646

Transportation - Categories
Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
T1	DCC Roads	0	0	0	600,750	2,128,000	60,265,288	0	0	2,898,255	26,019,689	91,911,982
T2	DCC Roads - Active Transportation	0	0	0	0	0	0	0	0	4,553,700	7,617,700	12,171,400
T3	Non-DCC Roads	0	1,500,000	0	0	0	0	0	4,000,000	0	0	5,500,000
T4	Transportation System Renewal	3,600,000	5,761,393	5,526,009	5,158,845	6,991,978	5,809,033	4,840,535	3,993,985	3,886,130	4,908,532	50,476,440
T5	Bicycle Network	2,150,000	1,000,000	1,500,000	1,500,000	3,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	16,650,000
T6	Sidewalk Network	625,000	450,000	425,000	400,000	375,000	391,110	592,019	300,000	275,000	750,000	4,583,129
T7	Safety and Operational Improvements	460,000	460,000	485,000	495,000	495,000	545,000	580,000	580,000	580,000	580,000	5,260,000
T8	Traffic Control Infrastructure	1,100,000	1,050,000	550,000	2,000,000	1,000,000	1,750,000	500,000	550,000	1,550,000	550,000	10,600,000
T9	Transit Facilities	0	1,170,000	2,500,000	11,050,000	1,050,000	3,000,000	1,600,000	300,000	0	960,000	21,630,000
	Total	7,935,000	11,391,393	10,986,009	21,204,595	15,039,978	73,260,431	9,612,554	11,223,985	15,243,085	42,885,921	218,782,951

Funding Sources (Unfunded)

304 - Transportation
T1 - DCC Roads
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Benvoulin 1 (Casorso - KLO)	0	50,000	0	0	0	0	773,491	2,470,471	2,470,471	2,664,234	8,428,667
Burtch 2 (Byrns - KLO)	0	0	0	673,172	6,114,828	0	0	0	0	0	6,788,000
Burtch 4 (Harvey - Sutherland)	0	0	0	0	59,149	593,851	0	0	0	0	653,000
Casorso 1 & Bridge (Swamp - Benvoulin)	0	50,000	0	0	0	0	400,501	0	3,526,833	0	3,977,334
Clement 1 (Ellis - Graham)	0	0	0	222,300	0	3,999,880	0	0	0	0	4,222,180
Clement 3 (COMC) Land only (Hwy 33 - McCurdy)	0	0	0	68,750	0	1,331,250	0	0	0	0	1,400,000
DeHart 2 (Lakeshore - Gordon)	0	0	0	0	0	0	0	0	0	2,094,000	2,094,000
Frost 1 (Killdeer - Chute Lake)	0	0	0	0	0	0	0	0	2,343,000	0	2,343,000
Gallagher 1 (Lago Vista - Gallagher)	0	0	0	0	0	0	0	0	12,003,000	0	12,003,000
Gordon 1 (Frost - South Perimeter)	258,953	258,953	258,953	258,953	258,953	258,953	258,953	258,953	0	0	2,071,624
Gordon Bridge @ Bellevue Creek	0	0	0	0	0	0	0	0	53,903	526,097	580,000
Guisachan 2 (Gordon - Nelson)	0	0	0	0	0	0	0	366,300	0	0	366,300
Guisachan 3 (Ethel - Gordon)	0	0	0	287,100	2,583,900	0	0	0	0	0	2,871,000
Hollywood 3 (McCurdy - Stremel)	0	0	60,000	0	0	0	364,382	1,880,618	0	0	2,305,000
Hollywood 4 (Stremel - Hwy 97 N)	0	0	60,000	0	0	0	1,646,250	4,117,750	0	0	5,824,000
Hollywood 5 (Hwy 97 - Rails with Trails)	0	0	60,000	368,550	0	1,414,200	0	0	0	0	1,842,750
Hollywood 5 Bridge @ Mill Creek	0	0	60,000	144,199	0	1,097,801	0	0	0	0	1,302,000
Hollywood 6 (Rails with Trails - Sexsmith Rd)	0	0	60,000	0	0	584,000	0	0	0	0	644,000
Hollywood 7 DCC (Sexsmith - Appaloosa), Road	0	0	0	190,000	0	3,610,000	0	0	0	0	3,800,000
Hollywood 8 (Appaloosa - Quail Ridge)	0	0	0	0	0	0	0	0	1,147,176	5,162,292	6,309,468
Hwy Link - Gordon (Sutherland - Bernard)	0	0	0	0	0	0	0	0	4,903,000	0	4,903,000
Hwy Link - Pandosy (Land)	0	0	0	0	0	0	0	0	1,000,000	0	1,000,000
Lakeshore 1 (DeHart - Vintage Terrace)	641,100	0	0	0	0	0	0	0	0	0	641,100
Lakeshore 1 Bridge @ Bellevue Creek	664,500	0	0	0	0	0	0	0	0	0	664,500
Lakeshore 1A (Vintage Terrace -Barnaby)	0	0	0	0	0	0	0	0	0	3,093,000	3,093,000
Lakeshore 2 (Old Meadows - DeHart)	0	0	0	0	0	0	0	0	881,787	7,910,213	8,792,000
Lakeshore 3 (Richter - Old Meadows)	0	0	0	0	0	0	0	0	2,898,255	0	2,898,255
Lakeshore 3 Bridge @ Wilson Creek	0	0	0	0	0	0	0	107,054	1,091,946	0	1,199,000
Lakeshore 4 DCC (Lanfranco - Richter), Road	0	0	0	0	90,469	398,063	5,169,999	0	0	0	5,658,531
Lone Pine (Hwy 33 - 500 m east)	0	0	0	0	0	0	0	0	4,331,000	0	4,331,000
McCulloch Area DCC (KLO/Hall/Spiers)	0	0	0	0	2,890,600	0	0	0	0	0	2,890,600
McCurdy 1 Land Only (Dilworth - COMC)	0	0	0	0	0	0	1,693,000	0	0	0	1,693,000
Pandosy 1 (Rose - Raymer)	0	0	0	334,990	669,981	669,981	0	0	0	1,339,961	3,014,913
Richter 1 (Sutherland - KLO)	0	200,000	2,816,700	6,572,300	0	0	0	0	0	0	9,589,000
Ridge 100% Development Construct (Cara Glen - Union)	0	0	0	0	0	0	0	0	0	30,341,000	30,341,000
Rose 1 (Pandosy - Ethel)	0	0	0	0	0	0	439,157	0	7,319,275	0	7,758,432
Sector B Roads Top Lift Paving DCC - Various Project	0	0	0	0	0	0	0	0	2,118,960	0	2,118,960

Sexsmith 5 (Longhill - Acland)	0	0	385,217	6,191,810	0	0	0	0	0	3,852,173	10,429,200
South Perimeter 1 DCC (Gordon Dr - Stewart 1), Road	629,865	629,865	629,865	629,865	629,865	629,865	629,865	629,865	629,865	530,504	5,569,424
Stewart 3 DCC (Crawford - Swamp), Road	248,000	2,381,606	0	0	0	0	0	0	0	4,203,662	6,833,268
Total	2,442,418	3,570,424	4,390,735	15,941,989	13,297,745	14,587,844	11,375,598	9,831,011	46,619,110	61,186,632	183,243,506

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	214,700	363,233	361,182	668,396	1,599,166	2,698,199	1,588,222	2,436,179	5,283,985	3,394,464	18,607,726
Community Works Fund	103,000	76,916	509,707	2,493,340	1,548,478	469,180	591,249	342,461	1,039,067	3,718,780	10,892,178
Reserves	0	0	0	0	0	344,943	0	0	383,830	88,662	817,435
Development Cost Charges	2,124,718	3,130,275	3,404,281	10,809,774	10,150,101	9,859,383	7,349,403	5,251,380	28,146,612	20,679,242	100,905,169
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	115,565	1,970,479	0	1,216,139	1,846,724	1,800,991	11,765,616	33,305,484	52,020,998
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	2,442,418	3,570,424	4,390,735	15,941,989	13,297,745	14,587,844	11,375,598	9,831,011	46,619,110	61,186,632	183,243,506

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Airport Way	0	0	0	0	0	0	0	0	0	1,872,000	1,872,000
Hollywood 8	0	0	0	0	0	0	0	0	0	5,156,532	5,156,532
Lakeshore 3	0	0	0	0	0	0	0	0	2,898,255	18,991,157	21,889,412
Clement 2- Hwy 33 Ext. (Clem & Hwy 33-1): Spall-Enterp.	0	0	0	0	0	58,934,038	0	0	0	0	58,934,038
Clement 3 (COMC) Land only (Hwy 33 - McCurdy)	0	0	0	68,750	0	1,331,250	0	0	0	0	1,400,000
Hollywood 5 (Hwy 97 - Rails with Trails) P2	0	0	0	532,000	2,128,000	0	0	0	0	0	2,660,000
Total	0	0	0	600,750	2,128,000	60,265,288	0	0	2,898,255	26,019,689	91,911,982

Funding Sources (Unfunded)

304 - Transportation
T2 - DCC Roads - Active Transportation
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Abbott 1 AT (Rose - Lakeshore)	0	0	0	0	0	0	0	0	1,486,300	6,080,300	7,566,600
Casorso 3 AT (KLO Rd - Barrera Rd)	167,000	935,120	2,064,080	0	0	0	2,208,800	0	0	0	5,375,000
Casorso 4 AT (Raymer - KLO)	666,000	0	0	0	0	0	0	0	0	0	666,000
Dilworth (Leckie 1, 2, 3) AT (Rails with Trails - Mission Creek Greenway)	0	85,000	1,217,950	4,308,950	0	0	0	0	0	0	5,611,900
Ethel 6 AT (Clement - Cawston)	0	111,000	721,500	0	0	0	0	0	0	0	832,500
Glenmore 3 AT (Clement - High)	0	100,000	0	0	0	0	0	0	632,300	4,065,300	4,797,600
Glenmore 4 AT (High - Dallas)	0	0	0	0	0	0	0	905,400	4,268,300	3,880,300	9,054,000
Glenmore 5 AT (Scenic - John Hindle)	0	0	0	0	0	526,600	2,632,900	0	0	0	3,159,500
Hollywood 10 AT (Hwy 33 - McCurdy)	0	0	0	0	0	0	0	0	203,100	1,762,900	1,966,000
Hollywood 11 AT (Springfield - Mission Creek Greenway)	0	0	0	0	0	0	0	0	0	84,000	84,000
Hollywood 3 AT (McCurdy - Stremel)	0	0	0	0	0	0	46,600	419,400	0	0	466,000
Hollywood 4 AT (Stremel - Hwy 97)	0	0	0	0	0	0	0	1,067,000	0	0	1,067,000
Hollywood 5 AT (Hwy 97 - Rails with Trails)	0	0	0	65,900	0	593,100	0	0	0	0	659,000
Hollywood 6 AT (Rails with Trails - Sexsmith)	0	0	0	29,700	0	267,300	0	0	0	0	297,000
Hollywood 8 AT (Appaloosa - Quail Ridge)	0	0	0	0	0	0	0	0	660,500	5,756,500	6,417,000
Hollywood 9 DCC (Hollydell - Hwy 33), ATC	0	0	0	0	0	0	494,300	3,792,700	0	0	4,287,000
Houghton 1 DCC (Nickel - Rails with Trails), ATC	2,651,000	0	0	0	0	0	0	0	0	0	2,651,000
Houghton 2 AT (Hollywood - Rutland)	0	2,918,929	0	0	0	2,042,071	0	0	0	0	4,961,000
KLO 1 AT (Abbott - Pandosy)	0	0	0	0	111,500	809,500	0	0	0	0	921,000
KLO 2 AT (Pandosy - Okanagan College)	0	0	0	0	0	193,200	1,688,800	0	0	0	1,882,000
Lake 1 AT (Pandosy - Abbott)	0	0	0	65,633	467,700	0	0	0	0	0	533,333
Lakeshore 1 AT (DeHart - Vintage Terrace)	215,700	0	0	0	0	0	0	0	0	0	215,700
Lakeshore 2 AT (Old Meadows - DeHart)	0	0	0	0	0	0	0	0	178,300	356,700	535,000
Lakeshore 3 AT (Richter - Old Meadows)	0	0	0	0	0	0	0	0	612,900	0	612,900
Lakeshore 4 AT (Lanfranco - Richter)	0	0	0	0	0	26,200	235,800	0	0	0	262,000
Rails with Trails DCC (Dilworth - Commerce Ave), ATC	0	381,500	0	0	0	0	0	0	0	0	381,500
Rose 1 AT (Ethel - Pandosy)	0	0	0	0	0	0	0	0	766,000	0	766,000
Total	3,699,700	4,531,549	4,003,530	4,470,183	579,200	4,457,971	7,307,200	6,184,500	8,807,700	21,986,000	66,027,533

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	778,000	1,622,993	976,634	550,751	271,633	1,522,500	1,625,874	3,091,848	635,901	2,357,885	13,434,019
Community Works Fund	2,096,900	1,508,066	2,134,109	2,922,581	115,080	1,268,644	3,293,372	1,713,509	5,712,310	13,271,810	34,036,381
Reserves	0	395,048	0	0	0	281,670	758,448	0	495,372	1,453,427	3,383,965
Development Cost Charges	824,800	1,005,442	892,787	996,851	110,987	888,457	1,629,506	1,379,143	1,964,117	4,902,878	14,594,968
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	81,500	496,700	0	0	0	0	578,200

Grants	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,699,700	4,531,549	4,003,530	4,470,183	579,200	4,457,971	7,307,200	6,184,500	8,807,700	21,986,000	66,027,533	

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Abbott 1 AT	0	0	0	0	0	0	0	0	4,553,700	2,678,700	7,232,400
Glenmore 3 AT	0	0	0	0	0	0	0	0	0	2,502,500	2,502,500
Glenmore 5 AT	0	0	0	0	0	0	0	0	0	2,119,500	2,119,500
Airport Way AT (Hollywood N - Hwy 97 N)	0	0	0	0	0	0	0	0	0	317,000	317,000
Total	0	0	0	0	0	0	0	0	4,553,700	7,617,700	12,171,400

Funding Sources (Unfunded)

304 - Transportation
T3 - Non-DCC Roads
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Roadway Urbanization	500,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	3,650,000
Total	500,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	3,650,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	35,032	53,194	65,060	72,576	68,992	64,101	72,735	101,150	157,468	690,308
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	500,000	314,968	296,806	284,940	277,424	281,008	285,899	277,265	248,850	192,532	2,959,692
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	500,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	3,650,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Clifton Road Upgrades	0	0	0	0	0	0	0	4,000,000	0	0	4,000,000
Lawrence/Leon upgrade (Abbott-Richter) upgrade	0	1,500,000	0	0	0	0	0	0	0	0	1,500,000
Total	0	1,500,000	0	0	0	0	0	4,000,000	0	0	5,500,000

Funding Sources (Unfunded)

304 - Transportation
T4 - Transportation System Renewal
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Bridge Rehabilitation - Renewal	325,000	400,000	400,000	400,000	325,000	350,000	400,000	400,000	400,000	400,000	3,800,000
KLO Rd Mission Creek Bridge Replacement	0	0	0	0	8,100,000	0	0	0	0	0	8,100,000
Road Renewal	4,400,000	2,517,348	3,934,705	2,788,959	2,721,548	3,497,369	4,068,533	4,709,121	5,251,891	4,810,734	38,700,208
Sidewalk & Bikeway Renewal	204,100	139,000	133,000	148,000	135,000	154,182	162,000	174,000	192,000	176,000	1,617,282
Street Light Pole and Wiring Renewal	223,300	230,000	262,024	230,000	240,000	240,000	240,000	250,000	250,000	250,000	2,415,324
Streetscaping in Urban Centers	300,000	0	0	0	0	0	0	0	0	0	300,000
Traffic Signal and Communications Upgrades and Renewals	220,000	250,000	250,000	275,000	300,000	300,000	300,000	300,000	300,000	300,000	2,795,000
Transit - Bus Stop Renewal	110,000	120,000	160,000	160,000	180,000	230,000	250,000	270,000	270,000	320,000	2,070,000
Total	5,782,400	3,656,348	5,139,729	4,001,959	12,001,548	4,771,551	5,420,533	6,103,121	6,663,891	6,256,734	59,797,814

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	2,458,800	604,566	191,147	218,837	1,300,816	1,986,631	1,080,218	906,836	2,023,290	1,418,287	12,189,428
Community Works Fund	186,200	289,383	2,511,864	1,065,787	6,373,318	1,885,938	140,685	695,286	1,018,803	1,559,417	15,726,681
Reserves	3,137,400	2,762,399	2,436,718	2,717,335	4,327,414	898,982	4,199,630	4,500,999	3,621,798	3,279,030	31,881,705
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	5,782,400	3,656,348	5,139,729	4,001,959	12,001,548	4,771,551	5,420,533	6,103,121	6,663,891	6,256,734	59,797,814

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Gravel shoulder paving, streetscaping in urban centers	0	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,500,000
Highway 97 Rapid Station Renewal	0	0	0	0	0	0	0	0	0	960,000	960,000
Transit Renewal - Mission Network Restructuring	0	200,000	0	0	0	0	0	0	0	0	200,000
Transportation Renewal	3,600,000	5,061,393	5,026,009	4,658,845	6,491,978	5,309,033	4,340,535	3,493,985	3,386,130	3,448,532	44,816,440
Total	3,600,000	5,761,393	5,526,009	5,158,845	6,991,978	5,809,033	4,840,535	3,993,985	3,886,130	4,908,532	50,476,440

Funding Sources (Unfunded)

304 - Transportation
T5 - Bicycle Network
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Abbott Protected Bike Route (Rose - West), ATC	250,000	0	0	0	0	0	0	0	0	0	250,000
Active Transportation Corridor/Bicycle Network Expansion	250,000	450,000	450,000	500,000	500,000	600,000	650,000	700,000	750,000	750,000	5,600,000
Bertram Overpass AT Approaches	0	0	0	1,000,000	0	0	0	0	0	0	1,000,000
Okanagan Rail Trail - Connection to Waterfront Park Pathway	250,000	0	0	0	0	0	0	0	0	0	250,000
Rails with Trails lighting (Commerce Ave to Hwy 97 Overpass), ATC	0	0	0	470,000	0	0	250,000	0	0	0	720,000
Total	750,000	450,000	450,000	1,970,000	500,000	600,000	900,000	700,000	750,000	750,000	7,820,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	475,000	450,000	75,000	1,520,000	0	100,000	900,000	150,000	150,000	150,000	3,970,000
Community Works Fund	275,000	0	375,000	450,000	500,000	500,000	0	550,000	600,000	600,000	3,850,000
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	750,000	450,000	450,000	1,970,000	500,000	600,000	900,000	700,000	750,000	750,000	7,820,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Active Transportation Corridor/Bicycle Network Expansion	150,000	0	0	0	0	0	0	0	0	0	150,000
Bertram Overpass AT Approaches	1,000,000	0	0	0	0	0	0	0	0	0	1,000,000
Glenmore (McKinley to Lake Country) Shoulder Widening	0	0	0	0	1,500,000	0	0	0	0	0	1,500,000
Master Planned Primary AT Routes	1,000,000	1,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	14,000,000
Total	2,150,000	1,000,000	1,500,000	1,500,000	3,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	16,650,000

Funding Sources (Unfunded)

304 - Transportation
T6 - Sidewalk Network
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Central Green Pedestrian Overpass	5,500,000	0	0	0	0	0	0	0	0	0	5,500,000
Sidewalk Network Expansion	250,000	360,000	450,000	501,600	500,300	550,000	645,000	730,000	730,000	735,000	5,451,900
Total	5,750,000	360,000	450,000	501,600	500,300	550,000	645,000	730,000	730,000	735,000	10,951,900

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	566,700	360,000	434,284	111,600	109,800	452,000	645,000	730,000	730,000	435,000	4,574,384
Community Works Fund	3,350,000	0	15,716	324,000	337,500	0	0	0	0	300,000	4,327,216
Reserves	1,833,300	0	0	66,000	53,000	98,000	0	0	0	0	2,050,300
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	5,750,000	360,000	450,000	501,600	500,300	550,000	645,000	730,000	730,000	735,000	10,951,900

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Sidewalk Network Expansion	625,000	450,000	425,000	400,000	375,000	391,110	592,019	300,000	275,000	750,000	4,583,129
Total	625,000	450,000	425,000	400,000	375,000	391,110	592,019	300,000	275,000	750,000	4,583,129

Funding Sources (Unfunded)

304 - Transportation
T7 - Safety and Operational Improvements
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Crosswalk Safety signals and flashers	100,000	100,000	200,000	200,000	200,000	150,000	200,000	250,000	250,000	250,000	1,900,000
Neighbourhood Traffic Calming	60,000	60,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	80,000	710,000
Road safety & operations Partnership with ICBC	250,000	200,000	250,000	250,000	300,000	250,000	300,000	300,000	300,000	300,000	2,700,000
Safe Routes to School Program	60,000	60,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	80,000	710,000
Total	470,000	420,000	570,000	590,000	640,000	540,000	660,000	710,000	710,000	710,000	6,020,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	470,000	420,000	570,000	590,000	640,000	540,000	660,000	710,000	710,000	710,000	6,020,000
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	470,000	420,000	570,000	590,000	640,000	540,000	660,000	710,000	710,000	710,000	6,020,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Crosswalk Safety signals and flashers	100,000	100,000	125,000	125,000	125,000	125,000	150,000	150,000	150,000	150,000	1,300,000
Road Safety & Operations Partnership with ICBC	300,000	300,000	300,000	300,000	300,000	350,000	350,000	350,000	350,000	350,000	3,250,000
Safe routes to school program	60,000	60,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	80,000	710,000
Total	460,000	460,000	485,000	495,000	495,000	545,000	580,000	580,000	580,000	580,000	5,260,000

Funding Sources (Unfunded)

304 - Transportation
T8 - Traffic Control Infrastructure
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Intelligent Transportation Systems	30,000	0	50,000	0	50,000	0	50,000	0	50,000	0	230,000
Traffic Signals and Roundabouts	300,000	450,000	693,926	467,967	0	800,000	750,000	1,200,000	450,000	450,000	5,561,893
Total	330,000	450,000	743,926	467,967	50,000	800,000	800,000	1,200,000	500,000	450,000	5,791,893

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	330,000	450,000	243,163	0	50,000	800,000	800,000	1,200,000	500,000	450,000	4,823,163
Community Works Fund	0	0	500,763	467,967	0	0	0	0	0	0	968,730
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	330,000	450,000	743,926	467,967	50,000	800,000	800,000	1,200,000	500,000	450,000	5,791,893

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Traffic Signals and Roundabouts	1,100,000	550,000	550,000	1,000,000	1,000,000	550,000	500,000	550,000	550,000	550,000	6,900,000
Transit priority measures (Technology, signal, Queue Jumpers, etc.)	0	500,000	0	1,000,000	0	1,200,000	0	0	1,000,000	0	3,700,000
Total	1,100,000	1,050,000	550,000	2,000,000	1,000,000	1,750,000	500,000	550,000	1,550,000	550,000	10,600,000

Funding Sources (Unfunded)

304 - Transportation
T9 - Transit Facilities
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Mission Rec Exchange	0	0	500,000	0	0	0	0	0	0	0	500,000
Rutland Park & Ride, Mobility Hub, Operations facility	0	280,000	0	0	200,000	0	0	0	0	0	480,000
Transit - Land Acquisition	150,000	115,000	245,000	50,000	116,000	50,000	0	60,000	0	0	786,000
Transit - New Bus Stops	120,000	50,000	90,000	220,000	140,000	240,000	150,000	150,000	150,000	170,000	1,480,000
Total	270,000	445,000	835,000	270,000	456,000	290,000	150,000	210,000	150,000	170,000	3,246,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	200,000	150,000	0	100,000	0	60,000	0	0	510,000
Community Works Fund	0	0	250,000	0	0	0	0	0	0	0	250,000
Reserves	270,000	445,000	385,000	120,000	456,000	190,000	150,000	150,000	150,000	170,000	2,486,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	270,000	445,000	835,000	270,000	456,000	290,000	150,000	210,000	150,000	170,000	3,246,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Capri-Landmark	0	0	0	0	0	0	0	300,000	0	0	300,000
Lakeshore/Pandosy Transit Priority	0	0	0	0	0	2,500,000	1,600,000	0	0	0	4,100,000
Midtown Transit Optimization	0	0	0	1,300,000	950,000	0	0	0	0	0	2,250,000
Mission Rec Exchange	0	0	2,400,000	0	0	0	0	0	0	0	2,400,000
Orchard Park Exchange	0	0	0	7,250,000	0	0	0	0	0	0	7,250,000
Queensway Operations Centre	0	0	0	0	0	500,000	0	0	0	0	500,000
Rapidbus Stop Replacement	0	0	0	0	0	0	0	0	0	960,000	960,000
Rutland network restructure	0	50,000	100,000	100,000	100,000	0	0	0	0	0	350,000
Rutland Park & Ride, Mobility Hub, Operations facility	0	1,120,000	0	0	0	0	0	0	0	0	1,120,000
YLW Transit Hub	0	0	0	2,400,000	0	0	0	0	0	0	2,400,000
Total	0	1,170,000	2,500,000	11,050,000	1,050,000	3,000,000	1,600,000	300,000	0	960,000	21,630,000

Funding Sources (Unfunded)

SOLID WASTE

Solid Waste - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
305 - Solid Waste	SW1	Equipment	Funding for new equipment and replacement of existing equipment.	8,043,000
305 - Solid Waste	SW2	Site Improvement	Funding for site improvements like buildings, roads, landscaping and fencing.	14,100,000
305 - Solid Waste	SW3	Gas Management	Required for design, installation and extension of gas management system and utilization of gas to energy.	5,300,000
305 - Solid Waste	SW4	Leachate Management	Required for installation and extension of leachate collection, treatment, recirculation network and pump facilities.	1,325,000
305 - Solid Waste	SW5	Drainage & Groundwater Management	Funding for design and installation of surface and groundwater systems, piping, storage and pump stations.	10,550,000
305 - Solid Waste	SW6	Recycling & Waste Management	Facilities and infrastructure to support waste management and recycling including composting, waste separation and diversion, last chance mercantile, and curbside bins.	300,000
305 - Solid Waste	SW7	Landfill Area Development	Required for planning, design and development of areas for filling to maximize available space.	15,208,000
305 - Solid Waste	SW8	Closure & Reclamation	Required for design and construction of final cover system and closure infrastructure and reclamation of disturbed areas to natural state.	2,050,000
305 - Solid Waste	SW9	Solid Waste Renewal	Renewal and replacement of site infrastructure and equipment.	5,750,000
			Grand Total	62,626,000

Solid Waste - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
SW1	Equipment	300,000	2,493,000	350,000	350,000	350,000	1,500,000	400,000	400,000	400,000	1,500,000	8,043,000
SW2	Site Improvement	1,100,000	2,600,000	7,725,000	100,000	1,100,000	100,000	950,000	225,000	100,000	100,000	14,100,000
SW3	Gas Management	450,000	450,000	450,000	450,000	450,000	450,000	450,000	1,250,000	450,000	450,000	5,300,000
SW4	Leachate Management	0	0	325,000	0	1,000,000	0	0	0	0	0	1,325,000
SW5	Drainage & Groundwater Management	0	250,000	1,400,000	300,000	4,900,000	0	500,000	2,900,000	50,000	250,000	10,550,000
SW6	Recycling & Waste Management	0	0	0	0	0	300,000	0	0	0	0	300,000
SW7	Landfill Area Development	3,558,000	0	4,550,000	2,200,000	2,050,000	1,800,000	0	0	250,000	800,000	15,208,000
SW8	Closure & Reclamation	0	0	250,000	0	800,000	0	1,000,000	0	0	0	2,050,000
SW9	Solid Waste Renewal	110,000	460,000	460,000	460,000	460,000	1,960,000	460,000	460,000	460,000	460,000	5,750,000
Total		5,518,000	6,253,000	15,510,000	3,860,000	11,110,000	6,110,000	3,760,000	5,235,000	1,710,000	3,560,000	62,626,000

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	5,518,000	6,253,000	15,510,000	3,460,000	11,110,000	6,110,000	3,760,000	5,235,000	1,710,000	2,760,000	61,426,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	400,000	0	0	0	0	0	800,000	1,200,000
Total	5,518,000	6,253,000	15,510,000	3,860,000	11,110,000	6,110,000	3,760,000	5,235,000	1,710,000	3,560,000	62,626,000

Solid Waste - Categories
Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
SW1	Equipment	0	0	0	0	0	0	0	0	0	0	0
SW2	Site Improvement	0	0	0	0	0	0	0	0	0	0	0
SW3	Gas Management	0	0	0	0	0	0	0	0	0	0	0
SW4	Leachate Management	0	0	0	0	0	0	0	0	0	0	0
SW5	Drainage & Groundwater Management	0	0	0	0	0	0	0	0	0	0	0
SW6	Recycling & Waste Management	0	0	0	0	0	0	0	0	0	0	0
SW7	Landfill Area Development	0	0	0	0	0	0	0	0	0	0	0
SW8	Closure & Reclamation	0	0	0	0	0	0	0	0	0	0	0
SW9	Solid Waste Renewal	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0

305 - Solid Waste
 SW1 - Equipment
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Automated Collection Curbside Carts	300,000	300,000	350,000	350,000	350,000	400,000	400,000	400,000	400,000	400,000	3,650,000
Equipment	0	650,000	0	0	0	1,000,000	0	0	0	1,000,000	2,650,000
Landfill Compactor	0	1,543,000	0	0	0	0	0	0	0	0	1,543,000
Landfill Equipment GPS Replacement	0	0	0	0	0	100,000	0	0	0	100,000	200,000
Total	300,000	2,493,000	350,000	350,000	350,000	1,500,000	400,000	400,000	400,000	1,500,000	8,043,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	300,000	2,493,000	350,000	350,000	350,000	1,500,000	400,000	400,000	400,000	1,500,000	8,043,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	300,000	2,493,000	350,000	350,000	350,000	1,500,000	400,000	400,000	400,000	1,500,000	8,043,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW2 - Site Improvement
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Site Works and Investigations	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000
Landfill Automation	0	0	125,000	0	0	0	0	125,000	0	0	250,000
Landfill Liner Design and Construction	0	0	7,500,000	0	1,000,000	0	850,000	0	0	0	9,350,000
Prep - Blasting, site Prep	1,000,000	2,500,000	0	0	0	0	0	0	0	0	3,500,000
Total	1,100,000	2,600,000	7,725,000	100,000	1,100,000	100,000	950,000	225,000	100,000	100,000	14,100,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	1,100,000	2,600,000	7,725,000	100,000	1,100,000	100,000	950,000	225,000	100,000	100,000	14,100,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	1,100,000	2,600,000	7,725,000	100,000	1,100,000	100,000	950,000	225,000	100,000	100,000	14,100,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW3 - Gas Management
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Landfill and Leachate Gas Headers Areas 2 and 3	0	0	0	0	0	0	0	800,000	0	0	800,000
Landfill Gas & Leachate Recirculation Laterals	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	4,500,000
Total	450,000	450,000	450,000	450,000	450,000	450,000	450,000	1,250,000	450,000	450,000	5,300,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	450,000	450,000	450,000	450,000	450,000	450,000	450,000	1,250,000	450,000	450,000	5,300,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	450,000	450,000	450,000	450,000	450,000	450,000	450,000	1,250,000	450,000	450,000	5,300,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW4 - Leachate Management
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Leachate Perimeter Pipe	0	0	225,000	0	0	0	0	0	0	0	225,000
Odour Control and Leachate Treatment	0	0	100,000	0	1,000,000	0	0	0	0	0	1,100,000
Total	0	0	325,000	0	1,000,000	0	0	0	0	0	1,325,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	325,000	0	1,000,000	0	0	0	0	0	1,325,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	325,000	0	1,000,000	0	0	0	0	0	1,325,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW5 - Drainage & Groundwater Management
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Drainage & Groundwater Management	0	0	0	50,000	250,000	0	0	0	50,000	250,000	600,000
Leachate LS - North East Corner - Pump Station (Area 3)	0	0	1,100,000	0	0	0	0	0	0	0	1,100,000
Stormwater Bypass System	0	250,000	300,000	250,000	4,650,000	0	500,000	2,900,000	0	0	8,850,000
Total	0	250,000	1,400,000	300,000	4,900,000	0	500,000	2,900,000	50,000	250,000	10,550,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	250,000	1,400,000	300,000	4,900,000	0	500,000	2,900,000	50,000	250,000	10,550,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	250,000	1,400,000	300,000	4,900,000	0	500,000	2,900,000	50,000	250,000	10,550,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW6 - Recycling & Waste Management
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Facility - Recycling Study	0	0	0	0	0	300,000	0	0	0	0	300,000
Total	0	0	0	0	0	300,000	0	0	0	0	300,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	300,000	0	0	0	0	300,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	300,000	0	0	0	0	300,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW7 - Landfill Area Development
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Mechanic Shop - Phase 2 (Enclosure and electrical build out)	0	0	0	400,000	0	0	0	0	0	0	400,000
Mechanic Shop - Phase 3 (Wash bay)	0	0	0	0	0	0	0	0	0	800,000	800,000
Road Construction	100,000	0	250,000	0	250,000	0	0	0	250,000	0	850,000
Stockpiles and Reprocessing Areas Relocation	3,458,000	0	4,300,000	1,800,000	1,800,000	1,800,000	0	0	0	0	13,158,000
Total	3,558,000	0	4,550,000	2,200,000	2,050,000	1,800,000	0	0	250,000	800,000	15,208,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	3,558,000	0	4,550,000	1,800,000	2,050,000	1,800,000	0	0	250,000	0	14,008,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	400,000	0	0	0	0	0	800,000	1,200,000
Total	3,558,000	0	4,550,000	2,200,000	2,050,000	1,800,000	0	0	250,000	800,000	15,208,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW8 - Closure & Reclamation
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Progressive Closure	0	0	250,000	0	800,000	0	1,000,000	0	0	0	2,050,000
Total	0	0	250,000	0	800,000	0	1,000,000	0	0	0	2,050,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	250,000	0	800,000	0	1,000,000	0	0	0	2,050,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	250,000	0	800,000	0	1,000,000	0	0	0	2,050,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

305 - Solid Waste
 SW9 - Solid Waste Renewal
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Infrastructure Renewal	110,000	460,000	460,000	460,000	460,000	1,960,000	460,000	460,000	460,000	460,000	5,750,000
Total	110,000	460,000	460,000	460,000	460,000	1,960,000	460,000	460,000	460,000	460,000	5,750,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	110,000	460,000	460,000	460,000	460,000	1,960,000	460,000	460,000	460,000	460,000	5,750,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	110,000	460,000	460,000	460,000	460,000	1,960,000	460,000	460,000	460,000	460,000	5,750,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

STORM DRAINAGE

Storm Drainage - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
306 - Storm Drainage	D1	Hydraulic Upgrading Program	Estimated expenditures to cover hydraulic improvements to the storm drainage system. These projects are taken directly from the area drainage plans (North, Rutland, Central, Downtown, South Mission and South East Kelowna). Projects are ranked according to priority.	43,038,274
306 - Storm Drainage	D2	Storm Drainage Quality Program	This program includes storm water quality projects taken from the area drainage plans and forms the overall work program. The program includes a hydrocarbon and sediment reduction program along high traffic/accident routes. The program considers priority sanding routes, environmental risk, accident rate and coordinated opportunities as criteria for location selection.	600,000
306 - Storm Drainage	D3	Storm Water Renewal	This program provides for the renewal and replacement of pipes, pump stations, and treatment facilities.	2,895,457
			Grand Total	46,533,731

Storm Drainage - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
D1	Hydraulic Upgrading Program	3,333,300	9,250,000	6,481,960	6,542,623	6,402,190	6,971,863	916,667	887,091	837,580	1,415,000	43,038,274
D2	Storm Drainage Quality Program	120,000	120,000	120,000	120,000	120,000	0	0	0	0	0	600,000
D3	Storm Water Renewal	380,000	310,000	360,000	340,000	340,000	320,000	543,690	101,517	84,862	115,388	2,895,457
Total		3,833,300	9,680,000	6,961,960	7,002,623	6,862,190	7,291,863	1,460,357	988,608	922,442	1,530,388	46,533,731

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	500,000	1,027,787	949,315	1,691,909	2,272,395	798,822	793,690	988,608	922,442	1,496,548	11,441,516
Community Works Fund	500,000	289,475	750,000	0	33,333	0	0	0	0	33,840	1,606,648
Reserves	1,600,000	4,837,738	2,969,861	2,973,665	2,283,586	3,704,296	400,000	0	0	0	18,769,146
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	933,300	3,300,000	2,292,784	2,337,049	2,272,876	2,788,745	266,667	0	0	0	14,191,421
Utilities	300,000	225,000	0	0	0	0	0	0	0	0	525,000
Total	3,833,300	9,680,000	6,961,960	7,002,623	6,862,190	7,291,863	1,460,357	988,608	922,442	1,530,388	46,533,731

Storm Drainage - Categories
Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
D1	Hydraulic Upgrading Program	0	3,229,900	4,188,040	3,875,513	3,344,653	865,000	1,800,000	1,825,000	850,000	2,040,000	22,018,106
D2	Storm Drainage Quality Program	0	0	0	0	0	120,000	120,000	120,000	120,000	120,000	600,000
D3	Storm Water Renewal	0	0	150,000	0	0	0	255,000	255,000	255,000	255,000	1,170,000
Total		0	3,229,900	4,338,040	3,875,513	3,344,653	985,000	2,175,000	2,200,000	1,225,000	2,415,000	23,788,106

Funding Sources (Unfunded)

306 - Storm Drainage
D1 - Hydraulic Upgrading Program
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Burtch Extension	0	0	0	0	720,000	0	0	0	0	0	720,000
Frost and Frazer Lake Stormwater Improvements	0	0	0	200,000	0	0	0	0	0	0	200,000
Gopher Creek (channel improvements)	0	0	0	0	0	0	100,000	0	0	0	100,000
Gopher Creek (Springfield - Old Joe Riche)	0	0	0	500,000	0	0	0	0	0	300,000	800,000
Knox Mountain Geotechnical Engineering	1,000,000	1,000,000	750,000	0	0	0	0	0	0	0	2,750,000
McKenzie Rd Channel Improvements	0	0	0	0	0	0	150,000	0	0	0	150,000
Mill Creek Flood Protection		8,250,000	5,731,960	5,842,623	5,682,190	6,971,863	666,667	887,091	837,580	0	34,869,974
Richter (Raymer - Birch)	0	0	0	0	0	0	0	0	0	625,000	625,000
Spiers Rd and Heimlich Rd Ph. 2 (Spiers Rd)	0	0	0	0	0	0	0	0	0	350,000	350,000
Thompson Creek Upgrades (Lakeshore)	0	0	0	0	0	0	0	0	0	140,000	140,000
Total	1,000,000	9,250,000	6,481,960	6,542,623	6,402,190	6,971,863	916,667	887,091	837,580	1,415,000	40,704,974

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	637,262	469,315	1,231,909	1,845,728	478,822	250,000	887,091	837,580	1,381,160	8,018,867
Community Works Fund	500,000	250,000	750,000	0	0	0	0	0	0	33,840	1,533,840
Reserves	1,600,000	4,837,738	2,969,861	2,973,665	2,283,586	3,704,296	400,000	0	0	0	18,769,146
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	933,300	3,300,000	2,292,784	2,337,049	2,272,876	2,788,745	266,667	0	0	0	14,191,421
Utilities	300,000	225,000	0	0	0	0	0	0	0	0	525,000
Total	3,333,300	9,250,000	6,481,960	6,542,623	6,402,190	6,971,863	916,667	887,091	837,580	1,415,000	43,038,274

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Brandt's Creek East (Bonn - Sexsmith)	0	0	0	0	0	0	150,000	0	0	0	150,000
Design Flood Protection Upgrades (Clement to Brandt's Creek)	0	0	0	500,000	0	0	0	0	0	0	500,000
Downtown drainage project	0	0	0	0	0	0	1,000,000	1,000,000	0	0	2,000,000
Francis Brook @ McKenzie / Gibson	0	0	0	0	145,000	0	0	0	0	0	145,000
Future Hydraulic Projects	0	0	0	0	0	95,000	0	0	0	70,000	165,000
Geotechnical program	0	0	0	500,000	0	0	0	0	500,000	500,000	1,500,000
Gopher Creek (Kloppenburg to Springfield)	0	0	0	365,000	248,510	0	0	0	0	0	613,510
Gordon Dr. (Laurier - Sutherland)	0	0	0	0	0	0	0	175,000	0	0	175,000
KLO Road (Mission Creek - Harvest Club)	0	0	0	150,000	0	0	0	0	0	0	150,000

Maquinna Rd	0	100,000	0	0	0	0	0	0	0	0	100,000
McCulloch Road (Harvest Club - Pooley)	0	0	0	325,000	0	0	0	0	0	0	325,000
Mill Creek Channel Dredging (Mouth to Richter)	0	0	0	0	0	0	0	0	0	250,000	250,000
Mill Creek Dredging	0	0	200,000	200,000	0	0	0	0	0	220,000	620,000
Mill Creek Flood Protection	0	2,979,900	3,518,040	1,685,513	1,901,143	0	0	0	0	0	10,084,596
Morrison/Moyer Pond	0	0	0	0	0	0	0	0	0	850,000	850,000
Rifle Road to Mill Creek	0	0	0	0	150,000	0	0	0	0	0	150,000
Small dam upgrades	0	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,350,000
Spiers Rd and Heimlich Rd Ph. 2 (Spiers Rd)	0	0	0	0	0	0	0	0	200,000	0	200,000
Springfield @ Gopher Creek / Belgo @ Clarissa	0	0	0	0	0	120,000	0	0	0	0	120,000
Storage Swainson Rd & McKenzie Rd	0	0	220,000	0	0	0	0	0	0	0	220,000
Sunset Dr Gate Valves	0	0	100,000	0	0	0	0	0	0	0	100,000
Swainson Road to McKenzie Rd.	0	0	0	0	250,000	0	0	0	0	0	250,000
Trench Place - Geotechnical	0	0	0	0	500,000	500,000	500,000	500,000	0	0	2,000,000
Total	0	3,229,900	4,188,040	3,875,513	3,344,653	865,000	1,800,000	1,825,000	850,000	2,040,000	22,018,106

Funding Sources (Unfunded)

306 - Storm Drainage
D2 - Storm Drainage Quality Program
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Belgo Road @Clarissa	120,000	0	0	0	0	0	0	0	0	0	120,000
Containment Devices	0	0	120,000	120,000	120,000	0	0	0	0	0	360,000
Redlich Pond (diversion, treatment, and overflow)	0	120,000	0	0	0	0	0	0	0	0	120,000
Total	120,000	120,000	120,000	120,000	120,000	0	0	0	0	0	600,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation		80,525	120,000	120,000	86,667	0	0	0	0	0	407,192
Community Works Fund	0	39,475	0	0	33,333	0	0	0	0	0	72,808
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	120,000	120,000	120,000	120,000	0	0	0	0	0	480,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Containment Devices	0	0	0	0	0	120,000	120,000	120,000	120,000	120,000	600,000
Total	0	0	0	0	0	120,000	120,000	120,000	120,000	120,000	600,000

Funding Sources (Unfunded)

306 - Storm Drainage
D3 - Storm Water Renewal
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Asset Renewal Projects	380,000	310,000	360,000	340,000	340,000	320,000	543,690	101,517	84,862	115,388	2,895,457
Total	380,000	310,000	360,000	340,000	340,000	320,000	543,690	101,517	84,862	115,388	2,895,457

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	380,000	310,000	360,000	340,000	340,000	320,000	543,690	101,517	84,862	115,388	2,895,457
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves		0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	380,000	310,000	360,000	340,000	340,000	320,000	543,690	101,517	84,862	115,388	2,895,457

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Asset Renewal Projects	0	0	150,000	0	0	0	255,000	255,000	255,000	255,000	1,170,000
Total	0	0	150,000	0	0	0	255,000	255,000	255,000	255,000	1,170,000

Funding Sources (Unfunded)

INFORMATION SERVICES

Information Services - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
308 - Info. Serv.	I1	Front Office Equipment	Information Services have been utilizing a 5 year replacement cycle for desktop equipment which includes computers, printers, monitors, scanners and software. It also includes work group equipment such as large format plotters and copiers.	4,068,831
308 - Info. Serv.	I2	Server & Data Storage	To provide equipment and software in City Hall data centre to support the various systems in place for staff and includes equipment for the Fire Hall data centre. Included are servers, disk storage, tape backups and the related software.	1,220,017
308 - Info. Serv.	I3	Major System Projects	Major systems projects include Class Registration Software Replacement and Online Platform Redevelopment.	4,118,938
308 - Info. Serv.	I4	Communications Systems	To provide a networking environment that interconnects the various places and spaces used by City staff, this budget will support the expansion of the City's fibre optic ring which will reduce need for leased communication lines. Network components that have reached the end of their serviceable life will also be replaced.	1,747,215
			Grand Total	11,155,001

Information Services - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
I1	Front Office Equipment	435,000	285,679	503,254	454,839	576,425	310,466	206,619	475,306	535,150	286,093	4,068,831
I2	Server & Data Storage	190,000	88,892	111,230	222,966	50,221	44,698	220,758	46,750	45,823	198,679	1,220,017
I3	Major System Projects	526,100	183,710	2,260,000	191,114	160,707	232,431	144,168	149,601	100,812	170,295	4,118,938
I4	Communications Systems	155,000	103,335	250,212	136,455	245,862	291,371	140,105	143,500	146,228	135,147	1,747,215
Total		1,306,100	661,616	3,124,696	1,005,374	1,033,215	878,966	711,650	815,157	828,013	790,214	11,155,001

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	455,700	611,616	814,696	955,374	983,215	828,966	661,650	765,157	778,013	740,214	7,594,601
Community Works Fund	187,500	0	0	0	0	0	0	0	0	0	187,500
Reserves	537,900	0	2,260,000	0	0	0	0	0	0	0	2,797,900
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	75,000	0	0	0	0	0	0	0	0	0	75,000
Total	1,306,100	661,616	3,124,696	1,005,374	1,033,215	878,966	711,650	815,157	828,013	790,214	11,155,001

Information Services - Categories

Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
I1	Front Office Equipment	0	56,213	0	44,949	0	36,823	22,689	33,037	48,776	66,702	309,189
I2	Server & Data Storage	0	61,108	0	22,034	0	5,302	24,242	3,250	4,177	46,321	166,434
I3	Major System Projects	100,000	226,290	0	18,886	0	27,569	15,832	10,399	9,188	39,705	447,869
I4	Communications Systems	0	36,665	0	8,545	0	28,629	9,895	6,500	8,772	19,853	118,859
	Total	100,000	380,276	0	94,414	0	98,323	72,658	53,186	70,913	172,581	1,042,351

Funding Sources (Unfunded)

308 - Information Services
 I1 - Front Office Equipment
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Front Office Equipment	435,000	285,679	503,254	454,839	576,425	310,466	206,619	475,306	535,150	286,093	4,068,831
Total	435,000	285,679	503,254	454,839	576,425	310,466	206,619	475,306	535,150	286,093	4,068,831

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	150,000	285,679	503,254	454,839	576,425	310,466	206,619	475,306	535,150	286,093	3,783,831
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	285,000	0	0	0	0	0	0	0	0	0	285,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	435,000	285,679	503,254	454,839	576,425	310,466	206,619	475,306	535,150	286,093	4,068,831

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Front Office Equipment	0	56,213	0	44,949	0	36,823	22,689	33,037	48,776	66,702	309,189
Total	0	56,213	0	44,949	0	36,823	22,689	33,037	48,776	66,702	309,189

Funding Sources (Unfunded)

308 - Information Services
 I2 - Server & Data Storage
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Server and Data Storage Equipment	190,000	88,892	111,230	222,966	50,221	44,698	220,758	46,750	45,823	198,679	1,220,017
Total	190,000	88,892	111,230	222,966	50,221	44,698	220,758	46,750	45,823	198,679	1,220,017

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	190,000	88,892	111,230	222,966	50,221	44,698	220,758	46,750	45,823	198,679	1,220,017
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	190,000	88,892	111,230	222,966	50,221	44,698	220,758	46,750	45,823	198,679	1,220,017

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Server and Data Storage Equipment	0	61,108	0	22,034	0	5,302	24,242	3,250	4,177	46,321	166,434
Total	0	61,108	0	22,034	0	5,302	24,242	3,250	4,177	46,321	166,434

Funding Sources (Unfunded)

308 - Information Services
 I3 - Major System Projects
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Asset Management System - Phase 3	325,000	0	0	0	0	0	0	0	0	0	325,000
Major Systems Projects	201,100	183,710	2,260,000	191,114	160,707	232,431	144,168	149,601	100,812	170,295	3,793,938
Total	526,100	183,710	2,260,000	191,114	160,707	232,431	144,168	149,601	100,812	170,295	4,118,938

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	65,700	183,710	0	191,114	160,707	232,431	144,168	149,601	100,812	170,295	1,398,538
Community Works Fund	187,500	0	0	0	0	0	0	0	0	0	187,500
Reserves	197,900	0	2,260,000	0	0	0	0	0	0	0	2,457,900
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	75,000	0	0	0	0	0	0	0	0	0	75,000
Total	526,100	183,710	2,260,000	191,114	160,707	232,431	144,168	149,601	100,812	170,295	4,118,938

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Major Systems Projects	100,000	226,290	0	18,886	0	27,569	15,832	10,399	9,188	39,705	447,869
Total	100,000	226,290	0	18,886	0	27,569	15,832	10,399	9,188	39,705	447,869

Funding Sources (Unfunded)

308 - Information Services
 I4 - Communications Systems
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Communications Networks Upgrades	105,000	53,335	200,212	86,455	195,862	241,371	90,105	93,500	96,228	85,147	1,247,215
Fibre Optic Service Line	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Total	155,000	103,335	250,212	136,455	245,862	291,371	140,105	143,500	146,228	135,147	1,747,215

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	50,000	53,335	200,212	86,455	195,862	241,371	90,105	93,500	96,228	85,147	1,192,215
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	55,000	0	0	0	0	0	0	0	0	0	55,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	155,000	103,335	250,212	136,455	245,862	291,371	140,105	143,500	146,228	135,147	1,747,215

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Communications Networks Upgrades	0	36,665	0	8,545	0	28,629	9,895	6,500	8,772	19,853	118,859
Total	0	36,665	0	8,545	0	28,629	9,895	6,500	8,772	19,853	118,859

Funding Sources (Unfunded)

VEHICLES

Vehicles - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
310 - Vehicles	V1	Additional Vehicles / Equipment	This budget supports the addition of new vehicles and equipment to the corporate fleet in response to increased service demand from population growth or additional services.	8,243,065
310 - Vehicles	V2	Vehicle / Equipment Renewal	As part of the City's vehicle replacement program, vehicles at the end of their service life cycles are replaced using funds from the equipment replacement reserve. Cars and light trucks have an average design life of 10 years.	42,152,479
			Grand Total	50,395,544

Vehicles - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
V1	Additional Vehicles / Equipment	636,000	898,745	754,537	753,479	1,178,450	1,077,018	773,606	722,936	673,002	775,292	8,243,065
V2	Vehicle / Equipment Renewal	3,357,900	3,096,000	3,738,420	3,925,341	4,121,608	4,327,688	4,544,073	4,771,277	5,009,840	5,260,332	42,152,479
	Total	3,993,900	3,994,745	4,492,957	4,678,820	5,300,058	5,404,706	5,317,679	5,494,213	5,682,842	6,035,624	50,395,544

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	11,000	0	0	0	0	0	0	0	0	0	11,000
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	3,982,900	3,336,008	3,919,810	4,062,313	4,427,491	4,441,105	4,629,355	4,850,831	5,090,922	5,341,351	44,082,086
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	59,932	87,008	98,599	102,973	97,162	99,945	102,826	130,159	192,803	971,407
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	598,805	486,139	517,908	769,594	866,439	588,379	540,556	461,761	501,470	5,331,051
Total	3,993,900	3,994,745	4,492,957	4,678,820	5,300,058	5,404,706	5,317,679	5,494,213	5,682,842	6,035,624	50,395,544

Vehicles - Categories

Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
V1	Additional Vehicles / Equipment	130,000	0	0	0	0	0	0	0	0	0	130,000
V2	Vehicle / Equipment Renewal	0	0	0	0	0	0	0	0	0	0	0
	Total	130,000	0	0	0	0	0	0	0	0	0	130,000

Funding Sources (Unfunded)

310 - Vehicles

V1 - Additional Vehicles / Equipment

Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Additional Vehicles/Equipment - Buildings	120,000	7,273	7,408	13,076	8,094	8,958	6,520	11,662	7,502	11,327	201,820
Additional Vehicles/Equipment - Parks	110,000	17,627	26,406	20,463	22,303	19,212	29,324	18,429	21,507	24,008	309,279
Additional Vehicles/Equipment - Real Estate	0	32,951	27,828	30,611	32,744	33,279	36,612	30,884	32,412	32,349	289,670
Additional Vehicles/Equipment - Solid Waste	350,000	207,057	153,562	106,361	273,139	80,138	48,670	48,670	48,670	48,670	1,364,937
Additional Vehicles/Equipment - Transportation	45,000	35,032	53,194	65,060	72,576	68,992	64,101	72,735	101,150	157,468	735,308
Additional Vehicles/Equipment - Wastewater	0	272,189	272,189	329,047	481,719	751,944	439,685	415,590	331,559	340,693	3,634,615
Additional Vehicles/Equipment - Water	0	326,616	213,950	188,861	287,875	114,495	148,694	124,966	130,202	160,777	1,696,436
Graffiti Eradication Power Washer Replacement	11,000	0	0	0	0	0	0	0	0	0	11,000
Total	636,000	898,745	754,537	753,479	1,178,450	1,077,018	773,606	722,936	673,002	775,292	8,243,065

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	11,000	0	0	0	0	0	0	0	0	0	11,000
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	625,000	240,008	181,390	136,972	305,883	113,417	85,282	79,554	81,082	81,019	1,929,607
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	59,932	87,008	98,599	102,973	97,162	99,945	102,826	130,159	192,803	971,407
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	598,805	486,139	517,908	769,594	866,439	588,379	540,556	461,761	501,470	5,331,051
Total	636,000	898,745	754,537	753,479	1,178,450	1,077,018	773,606	722,936	673,002	775,292	8,243,065

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Additional Vehicles/Equipment - Fire	40,000	0	0	0	0	0	0	0	0	0	40,000
Additional Vehicles/Equipment - Parks	90,000	0	0	0	0	0	0	0	0	0	90,000
Total	130,000	0	0	0	0	0	0	0	0	0	130,000

Funding Sources (Unfunded)

310 - Vehicles
V2 - Vehicle / Equipment Renewal
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Vehicle/Equipment Renewal	3,357,900	3,096,000	3,738,420	3,925,341	4,121,608	4,327,688	4,544,073	4,771,277	5,009,840	5,260,332	42,152,479
Total	3,357,900	3,096,000	3,738,420	3,925,341	4,121,608	4,327,688	4,544,073	4,771,277	5,009,840	5,260,332	42,152,479

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	3,357,900	3,096,000	3,738,420	3,925,341	4,121,608	4,327,688	4,544,073	4,771,277	5,009,840	5,260,332	42,152,479
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	3,357,900	3,096,000	3,738,420	3,925,341	4,121,608	4,327,688	4,544,073	4,771,277	5,009,840	5,260,332	42,152,479

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

Fire - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
311 - Fire	F1	Vehicle / Equipment Renewal	As part of the Fire Departments vehicle/equipment replacement program, vehicles and equipment at the end of their service life cycles are replaced using funds from the Fire Departments equipment replacement reserve.	8,262,643
311 - Fire	F2	Additional Vehicles / Equipment	This budget supports the addition of new vehicles and equipment to the Fire Department in response to increased service demand from population growth.	1,670,919
311 - Fire	F3	Communications Systems	To provide for radio system improvements or replacement, including dispatch requirements	2,898,796
			Grand Total	12,832,358

Fire - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
F1	Vehicle / Equipment Renewal	110,000	3,324,546	0	0	0	0	2,778,822	282,500	686,393	1,080,382	8,262,643
F2	Additional Vehicles / Equipment	0	86,133	87,855	177,275	91,405	93,233	95,097	126,942	557,461	355,518	1,670,919
F3	Communications Systems	0	450,000	230,000	581,000	625,000	229,600	30,000	66,000	452,233	234,963	2,898,796
Total		110,000	3,860,679	317,855	758,275	716,405	322,833	2,903,919	475,442	1,696,087	1,670,863	12,832,358

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	110,000	3,860,679	317,855	758,275	716,405	322,833	2,903,919	475,442	1,696,087	1,670,863	12,832,358
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	110,000	3,860,679	317,855	758,275	716,405	322,833	2,903,919	475,442	1,696,087	1,670,863	12,832,358

Fire - Categories
 Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
F1	Vehicle / Equipment Renewal	0	0	0	0	0	0	0	0	0	0	0
F2	Additional Vehicles / Equipment	0	0	0	0	0	0	0	0	0	0	0
F3	Communications Systems	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

311 - Fire
 F1 - Vehicle / Equipment Renewal
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
ATV	0	0	0	0	0	0	0	0	0	30,201	30,201
Bush Truck 1	0	0	0	0	0	0	0	282,500	0	0	282,500
Bush Truck 3	0	250,000	0	0	0	0	0	0	0	0	250,000
Bush Truck 5 (previously Engine 8)	0	325,000	0	0	0	0	0	0	0	0	325,000
Engine 1	0	952,000	0	0	0	0	0	0	0	0	952,000
Engine 2	0	0	0	0	0	0	923,635	0	0	0	923,635
Engine 4	0	0	0	0	0	0	923,635	0	0	0	923,635
Engine 5 (Glenmore)	0	0	0	0	0	0	0	0	0	1,050,181	1,050,181
Engine 7	0	597,546	0	0	0	0	0	0	0	0	597,546
Engine 9	0	0	0	0	0	0	0	0	686,393	0	686,393
Fire Equipment Replacement	110,000	0	0	0	0	0	0	0	0	0	110,000
Ladder 2	0	1,200,000	0	0	0	0	0	0	0	0	1,200,000
Rescue 1	0	0	0	0	0	0	931,552	0	0	0	931,552
Total	110,000	3,324,546	0	0	0	0	2,778,822	282,500	686,393	1,080,382	8,262,643

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	110,000	3,324,546	0	0	0	0	2,778,822	282,500	686,393	1,080,382	8,262,643
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	110,000	3,324,546	0	0	0	0	2,778,822	282,500	686,393	1,080,382	8,262,643

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

311 - Fire
 F2 - Additional Vehicles / Equipment
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Base Radio Upgrade	0	0	0	0	0	0	0	0	0	16,440	16,440
Extinguisher Training	0	0	0	0	0	0	0	0	0	39,703	39,703
Furniture - Communication System	0	0	0	0	0	0	0	0	0	100,000	100,000
GPS Unit	0	0	0	27,663	0	0	0	29,943	0	0	57,606
Pager Replacement	0	0	0	0	0	0	0	0	58,522	0	58,522
Phone System	0	0	0	0	0	0	0	0	400,000	0	400,000
Power Supply System & Generator	0	0	0	60,000	0	0	0	0	0	0	60,000
Replacement PA Amp	0	0	0	0	0	0	0	0	0	10,976	10,976
SCBA / Cylinders	0	86,133	87,855	89,612	91,405	93,233	95,097	96,999	98,939	100,918	840,191
Self Rescue Devices	0	0	0	0	0	0	0	0	0	87,481	87,481
Total	0	86,133	87,855	177,275	91,405	93,233	95,097	126,942	557,461	355,518	1,670,919

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	86,133	87,855	177,275	91,405	93,233	95,097	126,942	557,461	355,518	1,670,919
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	86,133	87,855	177,275	91,405	93,233	95,097	126,942	557,461	355,518	1,670,919

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

311 - Fire
 F3 - Communications Systems
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Annual Phone System Refresh	0	0	0	0	50,000	0	0	50,000	0	0	100,000
Annual Phone System Upgrades	0	0	30,000	30,000	0	30,000	30,000	0	30,000	30,000	180,000
Backup Dispatch Centre Renovations	0	0	0	35,000	0	0	0	0	0	0	35,000
Dispatch Centre - New	0	0	0	500,000	0	0	0	0	0	0	500,000
End User Radios - Replacement	0	0	0	0	0	50,000	0	0	422,233	174,963	647,196
Equipment - Communications Systems	0	0	0	0	0	20,000	0	0	0	0	20,000
FDM CAD Replacement	0	0	200,000	0	0	0	0	0	0	0	200,000
Furniture	0	0	0	0	0	129,600	0	0	0	0	129,600
NG911 Phone System	0	450,000	0	0	0	0	0	0	0	0	450,000
Radio Console System	0	0	0	0	575,000	0	0	0	0	0	575,000
UPS Upgrade	0	0	0	16,000	0	0	0	16,000	0	30,000	62,000
Total	0	450,000	230,000	581,000	625,000	229,600	30,000	66,000	452,233	234,963	2,898,796

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	450,000	230,000	581,000	625,000	229,600	30,000	66,000	452,233	234,963	2,898,796
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	450,000	230,000	581,000	625,000	229,600	30,000	66,000	452,233	234,963	2,898,796

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

Water - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
313 - Water	W1	DCC Pipes (Mains)	New water mains to accommodate growth.	30,842,000
313 - Water	W2	DCC Booster Stations & PRVs	New booster stations & PRV's to accommodate growth.	0
313 - Water	W3	DCC Water Treatment	New treatment capacity and facilities to accommodate growth.	350,000
313 - Water	W4	DCC Reservoirs & Filling Stations	New reservoirs and filling stations to accommodate growth.	9,785,000
313 - Water	W5	DCC Offsite & Oversize	The City's share of costs to oversize water infrastructure and to do work in excess of the developer's own needs.	1,172,000
313 - Water	W6	Network and Facility Renewal	Renewal of existing water mains, booster stations, PRVs, water treatment systems, reservoirs and filling stations that has reached the end of its service life.	43,675,000
313 - Water	W7	Network and Facility Improvements	Network and facility improvements to meet current standards. Contributed assets and water meters that are needed to support development and are funded from development.	11,270,000
313 - Water	W8	Irrigation Network Improvements	Network and Facility Improvements to meet current standards. Fire protection, upper watershed infrastructure, well stations and transmission mains are all included in this irrigation network.	10,950,000
Grand Total				108,044,000

Water - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
W1	DCC Pipes (Mains)	0	500,000	5,700,000	0	3,500,000	4,000,000	500,000	1,542,000	8,100,000	7,000,000	30,842,000
W2	DCC Booster Stations & PRVs	0	0	0	0	0	0	0	0	0	0	0
W3	DCC Water Treatment	350,000	0	0	0	0	0	0	0	0	0	350,000
W4	DCC Reservoirs & Filling Stations	0	0	0	0	0	0	6,600,000	0	3,185,000	0	9,785,000
W5	DCC Offsite & Oversize	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	1,172,000
W6	Network and Facility Renewal	3,350,000	4,050,000	3,450,000	4,500,000	5,400,000	4,450,000	3,500,000	3,750,000	6,300,000	4,925,000	43,675,000
W7	Network and Facility Improvements	422,000	1,215,000	513,000	695,000	150,000	150,000	150,000	150,000	150,000	7,675,000	11,270,000
W8	Irrigation Network Improvements	270,000	220,000	220,000	820,000	1,320,000	2,820,000	1,320,000	1,320,000	1,320,000	1,320,000	10,950,000
Total		4,509,200	6,102,200	10,000,200	6,132,200	10,487,200	11,537,200	12,187,200	6,879,200	19,172,200	21,037,200	108,044,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	30,000	750,000	0	0	0	0	0	0	0	12,525,000	13,305,000
Development Cost Charges	58,600	552,100	5,684,500	58,600	3,513,100	4,014,600	7,059,700	1,063,984	8,053,300	58,600	30,117,084
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	3,335,000	150,000	4,685,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	4,270,600	4,650,100	4,165,700	5,923,600	6,824,100	7,372,600	4,977,500	5,665,216	7,783,900	8,303,600	59,936,916
Total	4,509,200	6,102,200	10,000,200	6,132,200	10,487,200	11,537,200	12,187,200	6,879,200	19,172,200	21,037,200	108,044,000

Water - Categories

Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
W1	DCC Pipes (Mains)	0	0	0	0	0	0	5,332,800	0	0	0	5,332,800
W2	DCC Booster Stations & PRVs	0	0	0	0	0	0	0	0	0	0	0
W3	DCC Water Treatment	0	350,000	500,000	0	0	0	0	0	0	0	850,000
W4	DCC Reservoirs & Filling Stations	0	0	0	0	0	0	0	0	0	0	0
W5	DCC Offsite & Oversize	0	0	0	0	0	0	0	0	0	0	0
W6	Network and Facility Renewal	0	0	0	0	0	1,500,000	450,000	0	0	0	1,950,000
W7	Network and Facility Improvements	0	0	0	0	0	3,000,000	950,000	550,000	1,200,000	13,200,000	18,900,000
W8	Irrigation Network Improvements	0	0	0	1,500,000	0	0	0	0	0	0	1,500,000
Total		0	350,000	500,000	1,500,000	0	4,500,000	6,732,800	550,000	1,200,000	13,200,000	28,532,800

Funding Sources (Unfunded)

313 - Water
W1 - DCC Pipes (Mains)
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Cedar Creek Transmission System Stage 2	0	0	0	0	0	0	0	0	0	7,000,000	7,000,000
Clifton Main Upgrade 2 ---> from Grainger Rd. to Rio Dr. (formerly Skyline Supply Main)	0	0	0	0	0	0	0	1,542,000	0	0	1,542,000
Downtown Transmission Upgrades	0	500,000	0	0	0	0	0	0	0	0	500,000
Knox Mountain Transmission System Upgrades	0	0	0	0	0	4,000,000	0	0	0	0	4,000,000
Royal View TM - Gordon To Clifton	0	0	0	0	3,500,000	0	0	0	0	0	3,500,000
Royal View TM - Knox to Gordon	0	0	5,700,000	0	0	0	0	0	0	0	5,700,000
TM - Clifton to Dilworth	0	0	0	0	0	0	500,000	0	8,100,000	0	8,600,000
Total	0	500,000	5,700,000	0	3,500,000	4,000,000	500,000	1,542,000	8,100,000	7,000,000	30,842,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	7,000,000	7,000,000
Development Cost Charges	0	493,500	5,625,900	0	3,454,500	3,956,000	493,500	1,005,384	7,994,700	0	23,023,484
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	6,500	74,100	0	45,500	44,000	6,500	536,616	105,300	0	818,516
Total	0	500,000	5,700,000	0	3,500,000	4,000,000	500,000	1,542,000	8,100,000	7,000,000	30,842,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Poplar Point to Dilworth Mountain Transmission Upgrade Design (P2)	0	0	0	0	0	0	5,332,800	0	0	0	5,332,800
Total	0	0	0	0	0	0	5,332,800	0	0	0	5,332,800

Funding Sources (Unfunded)

313 - Water
W2 - DCC Booster Stations & PRVs
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

313 - Water
W3 - DCC Water Treatment
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Poplar Point UV	350,000	0	0	0	0	0	0	0	0	0	350,000
Total	350,000	0	0	0	0	0	0	0	0	0	350,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	350,000	0	0	0	0	0	0	0	0	0	350,000
Total	350,000	0	0	0	0	0	0	0	0	0	350,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Poplar Point UV (P2)	0	350,000	500,000	0	0	0	0	0	0	0	850,000
Total	0	350,000	500,000	0	0	0	0	0	0	0	850,000

Funding Sources (Unfunded)

313 - Water
W4 - DCC Reservoirs & Filling Stations
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Frost Pump Station and Reservoir System Upgrade	0	0	0	0	0	0	0	0	3,185,000	0	3,185,000
419 Storage upgrade	0	0	0	0	0	0	6,600,000	0	0	0	6,600,000
Total	0	0	0	0	0	0	6,600,000	0	3,185,000	0	9,785,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	6,507,600	0	0	0	6,507,600
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	3,185,000	0	3,185,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	92,400	0	0	0	92,400
Total	0	0	0	0	0	0	6,600,000	0	3,185,000	0	9,785,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

313 - Water
W5 - DCC Offsite & Oversize
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Offsite & Oversize - Water	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	1,172,000
Total	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	1,172,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	58,600	58,600	58,600	58,600	58,600	58,600	58,600	58,600	58,600	58,600	586,000
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	58,600	58,600	58,600	58,600	58,600	58,600	58,600	58,600	58,600	58,600	586,000
Total	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	117,200	1,172,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

313 - Water
W6 - Network and Facility Renewal
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Cast Iron Replacement Program	1,500,000	0	0	0	0	0	0	0	0	0	1,500,000
Clement Watermain	0	0	0	650,000	650,000	0	0	0	0	0	1,300,000
Ellis St (Knox Mtn - Clement)	0	550,000	1,200,000	0	0	0	0	0	0	0	1,750,000
Office Acoustic & Yard Security Items - Gulley Rd	100,000	0	0	0	0	0	0	0	0	0	100,000
PZ STRG UPGRADE PZ 530 Storage upgrade	0	0	0	0	0	0	0	0	1,500,000	0	1,500,000
SKYLINE PS - Station Upgrade - Safety Issues	1,250,000	0	0	0	0	0	0	0	800,000	1,000,000	3,050,000
Water Meter Replacement Program	500,000	1,500,000	1,500,000	1,300,000	1,750,000	1,000,000	0	0	0	0	7,550,000
Water Network and Facility Renewal	0	2,000,000	750,000	2,550,000	3,000,000	3,450,000	3,500,000	3,750,000	4,000,000	3,925,000	26,925,000
Total	3,350,000	4,050,000	3,450,000	4,500,000	5,400,000	4,450,000	3,500,000	3,750,000	6,300,000	4,925,000	43,675,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	30,000	0	0	0	0	0	0	0	0	0	30,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	3,320,000	4,050,000	3,450,000	4,500,000	5,400,000	4,450,000	3,500,000	3,750,000	6,300,000	4,925,000	43,645,000
Total	3,350,000	4,050,000	3,450,000	4,500,000	5,400,000	4,450,000	3,500,000	3,750,000	6,300,000	4,925,000	43,675,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Burtch (KLO - Raymer) Watermain	0	0	0	0	0	0	450,000	0	0	0	450,000
Burtch (Raymer - Byrns) Watermain	0	0	0	0	0	1,500,000	0	0	0	0	1,500,000
Total	0	0	0	0	0	1,500,000	450,000	0	0	0	1,950,000

Funding Sources (Unfunded)

313 - Water
W7 - Network and Facility Improvements
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Altura FF Upgrade	0	0	100,000	0	0	0	0	0	0	0	100,000
Capozzi FF - Truswell	0	0	263,000	0	0	0	0	0	0	0	263,000
Chemical Storage Tank Replacement – Kettle Valley UV Facility	100,000	0	0	0	0	0	0	0	0	0	100,000
Dam Surveillance & Watershed Monitoring	22,000	0	0	0	0	0	0	0	0	0	22,000
Eldorado Pump Station Removal	0	0	0	0	0	0	0	0	0	2,000,000	2,000,000
Fairway Cr & Eagle Dr FF	0	0	0	545,000	0	0	0	0	0	0	545,000
Hydro Excavator Parking Facility	100,000	0	0	0	0	0	0	0	0	0	100,000
KLO Connection Main - Rutland	0	0	0	0	0	0	0	0	0	5,525,000	5,525,000
KLO Crossing	0	750,000	0	0	0	0	0	0	0	0	750,000
Snow Runoff Hydrology	50,000	0	0	0	0	0	0	0	0	0	50,000
Water Meter - New Installations	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,500,000
Young and Hazel Rd Existing FF deficiency	0	315,000	0	0	0	0	0	0	0	0	315,000
Total	422,000	1,215,000	513,000	695,000	150,000	150,000	150,000	150,000	150,000	7,675,000	11,270,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	750,000	0	0	0	0	0	0	0	5,525,000	6,275,000
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,500,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	272,000	315,000	363,000	545,000	0	0	0	0	0	2,000,000	3,495,000
Total	422,000	1,215,000	513,000	695,000	150,000	150,000	150,000	150,000	150,000	7,675,000	11,270,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
KLO Connector	0	0	0	0	0	0	0	550,000	0	0	550,000
Minor Interconnections	0	0	0	0	0	3,000,000	0	0	0	0	3,000,000
Mission Creek South Connector	0	0	0	0	0	0	0	0	0	13,200,000	13,200,000
Rutland Connector	0	0	0	0	0	0	950,000	0	0	0	950,000
Springfield Connector	0	0	0	0	0	0	0	0	1,200,000	0	1,200,000
Total	0	0	0	0	0	3,000,000	950,000	550,000	1,200,000	13,200,000	18,900,000

Funding Sources (Unfunded)

313 - Water
W8 - Irrigation Network Improvements
Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Dam Repairs	250,000	0	0	0	500,000	2,000,000	500,000	500,000	500,000	500,000	4,750,000
Hydrants	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	200,000
Irrigation Mainline Renewal	0	0	0	500,000	500,000	500,000	500,000	500,000	500,000	500,000	3,500,000
PRV Upgrades	0	200,000	200,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	2,500,000
Total	270,000	220,000	220,000	820,000	1,320,000	2,820,000	1,320,000	1,320,000	1,320,000	1,320,000	10,950,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	270,000	220,000	220,000	820,000	1,320,000	2,820,000	1,320,000	1,320,000	1,320,000	1,320,000	10,950,000
Total	270,000	220,000	220,000	820,000	1,320,000	2,820,000	1,320,000	1,320,000	1,320,000	1,320,000	10,950,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Field Reservoir Add-on (Irrigation)	0	0	0	1,500,000	0	0	0	0	0	0	1,500,000
Total	0	0	0	1,500,000	0	0	0	0	0	0	1,500,000

Funding Sources (Unfunded)

WASTEWATER

Wastewater - Categories

Cost Centre	Category Code	Name	Description	Total Cost 2021-2030 (P1)
314 - Wastewater	WW1	DCC Pipes (Mains)	New wastewater mains to support growth.	22,295,000
314 - Wastewater	WW2	DCC Lift Stations	New wastewater lift stations to support growth.	6,241,500
314 - Wastewater	WW3	DCC Wastewater Treatment Facilities	New wastewater treatment facilities to support growth.	36,116,908
314 - Wastewater	WW4	DCC Oversize	The City's share of costs to oversize wastewater infrastructure and to do work in excess of the developer's own needs.	1,100,000
314 - Wastewater	WW5	Network and Facility Renewal	Renewal of existing wastewater mains, lift stations and existing treatment facilities that have reached the end of their service life.	55,150,000
314 - Wastewater	WW6	Network and Facility Improvements	Collection and facility improvements to meet current standards. Contributed assets that are needed to support development and are funded from development.	3,140,000
			Grand Total	124,043,408

Wastewater - Categories

Priority 1 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
WW1	DCC Pipes (Mains)	0	0	468,260	4,214,310	1,383,790	6,335,430	5,467,910	4,425,300	0	0	22,295,000
WW2	DCC Lift Stations	0	300,000	1,677,500	2,212,000	0	2,052,000	0	0	0	0	6,241,500
WW3	DCC Wastewater Treatment Facilities	1,000,000	800,000	14,320,000	12,760,000	7,236,908	0	0	0	0	0	36,116,908
WW4	DCC Oversize	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	1,100,000
WW5	Network and Facility Renewal	4,700,000	6,250,000	5,000,000	5,000,000	5,200,000	5,400,000	5,600,000	5,800,000	6,000,000	6,200,000	55,150,000
WW6	Network and Facility Improvements	190,000	100,000	1,250,000	190,000	910,000	100,000	100,000	100,000	100,000	100,000	3,140,000
Total		6,000,000	7,560,000	22,825,760	24,486,310	14,840,698	13,997,430	11,277,910	10,435,300	6,210,000	6,410,000	124,043,408

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	55,000	55,000	186,670	2,987,470	4,559,523	4,893,610	4,474,190	4,368,390	55,000	55,000	21,689,853
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	2,036,200	0	2,052,000	0	0	0	0	4,088,200
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	5,945,000	7,505,000	22,639,090	19,462,640	10,281,175	7,051,820	6,803,720	6,066,910	6,155,000	6,355,000	98,265,355
Total	6,000,000	7,560,000	22,825,760	24,486,310	14,840,698	13,997,430	11,277,910	10,435,300	6,210,000	6,410,000	124,043,408

Wastewater - Categories

Priority 2 - Costs

Code	Name	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Cost 2021-2030 (P2)
WW1	DCC Pipes (Mains)	0	0	0	0	0	0	0	0	1,221,100	11,992,200	13,213,300
WW2	DCC Lift Stations	0	0	1,188,100	1,040,400	0	0	0	0	165,000	4,485,000	6,878,500
WW3	DCC Wastewater Treatment Facilities	0	2,900,000	21,480,000	19,140,000	0	0	0	0	0	0	43,520,000
WW4	DCC Oversize	0	0	0	0	0	0	0	0	0	0	0
WW5	Network and Facility Renewal	0	0	0	0	0	0	0	0	0	10,000,000	10,000,000
WW6	Network and Facility Improvements	0	663,000	653,000	687,000	0	0	0	0	0	0	2,003,000
Total		0	3,563,000	23,321,100	20,867,400	0	0	0	0	1,386,100	26,477,200	75,614,800

Funding Sources (Unfunded)

314 - Wastewater
 WW1 - DCC Pipes (Mains)
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Byrns Baron Trunk Phase 2	0	0	0	0	1,059,600	3,178,800	3,178,800	3,178,800	0	0	10,596,000
Glenmore Connection - Glenmore Rd from Cross Rd to 200 m north of Scenic Rd	0	0	229,300	2,063,700	0	0	0	0	0	0	2,293,000
Lakeshore Trunk - (Cook - Gyro)	0	0	0	0	324,190	2,917,670	0	0	0	0	3,241,860
Lakeshore Trunk - (Gyro - KPCC (Swordy - Casorso))	0	0	238,960	2,150,610	0	0	0	0	0	0	2,389,570
Lakeshore Trunk - (Old Meadows - Lexington)	0	0	0	0	0	238,960	2,150,610	0	0	0	2,389,570
Rutland Trunk	0	0	0	0	0	0	138,500	1,246,500	0	0	1,385,000
Total	0	0	468,260	4,214,310	1,383,790	6,335,430	5,467,910	4,425,300	0	0	22,295,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	131,670	1,184,990	1,211,730	4,838,610	4,419,190	4,313,390	0	0	16,099,580
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	2,036,200	0	0	0	0	0	0	2,036,200
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	336,590	993,120	172,060	1,496,820	1,048,720	111,910	0	0	4,159,220
Total	0	0	468,260	4,214,310	1,383,790	6,335,430	5,467,910	4,425,300	0	0	22,295,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
New Harvey Downtown (Water St) Crossing	0	0	0	0	0	0	0	0	1,002,300	10,023,000	11,025,300
New Tolko LS 1100m twin FM to Brandt's Creek LS Direction	0	0	0	0	0	0	0	0	218,800	1,969,200	2,188,000
Total	0	0	0	0	0	0	0	0	1,221,100	11,992,200	13,213,300

Funding Sources (Unfunded)

314 - Wastewater
 WW2 - DCC Lift Stations
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Gyro Lift Station	0	0	0	2,212,000	0	0	0	0	0	0	2,212,000
Rose Avenue Lift Station	0	0	0	0	0	2,052,000	0	0	0	0	2,052,000
Water St Lift Station	0	300,000	1,677,500	0	0	0	0	0	0	0	1,977,500
Total	0	300,000	1,677,500	2,212,000	0	2,052,000	0	0	0	0	6,241,500

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	1,747,480	0	0	0	0	0	0	1,747,480
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	2,052,000	0	0	0	0	2,052,000
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	300,000	1,677,500	464,520	0	0	0	0	0	0	2,442,020
Total	0	300,000	1,677,500	2,212,000	0	2,052,000	0	0	0	0	6,241,500

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Hall Road Area KLO Bridge Crossing Lift Station	0	0	115,600	1,040,400	0	0	0	0	0	0	1,156,000
North Downtown	0	0	0	0	0	0	0	0	165,000	1,485,000	1,650,000
Water St Lift Station	0	0	1,072,500	0	0	0	0	0	0	3,000,000	4,072,500
Total	0	0	1,188,100	1,040,400	0	0	0	0	165,000	4,485,000	6,878,500

Funding Sources (Unfunded)

314 - Wastewater

WW3 - DCC Wastewater Treatment Facilities

Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Digestion Facility	400,000	800,000	14,320,000	12,760,000	0	0	0	0	0	0	28,280,000
Existing Compost Plant Expansion	0	0	0	0	7,236,908	0	0	0	0	0	7,236,908
Site Development and Preliminary Design	600,000	0	0	0	0	0	0	0	0	0	600,000
Total	1,000,000	800,000	14,320,000	12,760,000	7,236,908	0	0	0	0	0	36,116,908

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	3,292,793	0	0	0	0	0	3,292,793
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,000,000	800,000	14,320,000	12,760,000	3,944,115	0	0	0	0	0	32,824,115
Total	1,000,000	800,000	14,320,000	12,760,000	7,236,908	0	0	0	0	0	36,116,908

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Anaerobic Digestion	0	0	21,480,000	0	0	0	0	0	0	0	21,480,000
Biogas Utilization (PSA Upgrader)	0	0	0	3,120,000	0	0	0	0	0	0	3,120,000
Sidestream Nitrogen Removal	0	0	0	7,440,000	0	0	0	0	0	0	7,440,000
Sidestream Phosphorous Removal	0	0	0	8,580,000	0	0	0	0	0	0	8,580,000
Site Conveyance	0	2,900,000	0	0	0	0	0	0	0	0	2,900,000
Total	0	2,900,000	21,480,000	19,140,000	0	0	0	0	0	0	43,520,000

Funding Sources (Unfunded)

314 - Wastewater
 WW4 - DCC Oversize
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Offsite & Oversize - Wastewater	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	1,100,000
Total	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	1,100,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	550,000
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	550,000
Total	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	1,100,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
No Projects											
Total	0	0	0	0	0	0	0	0	0	0	0

Funding Sources (Unfunded)

314 - Wastewater
 WW5 - Network and Facility Renewal
 Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Burtch Crossing	0	1,250,000	0	0	0	0	0	0	0	0	1,250,000
Lift Station Renewal	700,000	714,000	728,280	742,850	0	0	0	0	0	0	2,885,130
Renewal - Wastewater mains and facilities	3,700,000	3,551,000	4,271,720	4,257,150	5,200,000	5,400,000	5,600,000	5,800,000	6,000,000	6,200,000	49,979,870
Renewal - Wastewater mains and facilities - SCADA	300,000	0	0	0	0	0	0	0	0	0	300,000
Sewer Lift Station SCADA & Communications Integration & Replacement	0	235,000	0	0	0	0	0	0	0	0	235,000
WWTF Blower Replacement	0	500,000	0	0	0	0	0	0	0	0	500,000
Total	4,700,000	6,250,000	5,000,000	5,000,000	5,200,000	5,400,000	5,600,000	5,800,000	6,000,000	6,200,000	55,150,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	4,700,000	6,250,000	5,000,000	5,000,000	5,200,000	5,400,000	5,600,000	5,800,000	6,000,000	6,200,000	55,150,000
Total	4,700,000	6,250,000	5,000,000	5,000,000	5,200,000	5,400,000	5,600,000	5,800,000	6,000,000	6,200,000	55,150,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Wastewater New Treatment Process (+N Removal)	0	0	0	0	0	0	0	0	0	10,000,000	10,000,000
Total	0	0	0	0	0	0	0	0	0	10,000,000	10,000,000

Funding Sources (Unfunded)

314 - Wastewater

WW6 - Network and Facility Improvements

Priority 1 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Emerging Issues	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000
KLO Rd Mission Creek Bridge Sanitary Main Crossing	0	0	0	90,000	810,000	0	0	0	0	0	900,000
Wastewater Treatment Facility Uninterruptible Power Supply Renewal	90,000	0	0	0	0	0	0	0	0	0	90,000
Wastewater Treatment Odour Control Media Replacement (NEW)	0	0	1,150,000	0	0	0	0	0	0	0	1,150,000
Total	190,000	100,000	1,250,000	190,000	910,000	100,000	100,000	100,000	100,000	100,000	3,140,000

Funding Sources

Fund	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
General Taxation	0	0	0	0	0	0	0	0	0	0	0
Community Works Fund	0	0	0	0	0	0	0	0	0	0	0
Reserves	0	0	0	0	0	0	0	0	0	0	0
Development Cost Charges	0	0	0	0	0	0	0	0	0	0	0
Borrowing	0	0	0	0	0	0	0	0	0	0	0
Developer/Other	0	0	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0	0	0
Utilities	190,000	100,000	1,250,000	190,000	910,000	100,000	100,000	100,000	100,000	100,000	3,140,000
Total	190,000	100,000	1,250,000	190,000	910,000	100,000	100,000	100,000	100,000	100,000	3,140,000

Priority 2 Projects - Costs

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030 Total
Okaview - Reserve Project - SCA 28 (Curlew Drive to Okaview Road)	0	184,000	0	0	0	0	0	0	0	0	184,000
Rutland Central - Reserve Project - SCA 22 - Husch Road	0	0	0	687,000	0	0	0	0	0	0	687,000
Rutland Central - Reserve Project - SCA 22 - Mallach Road	0	479,000	0	0	0	0	0	0	0	0	479,000
Rutland Central - Reserve Project - SCA 22 - Scarboro Road	0	0	653,000	0	0	0	0	0	0	0	653,000
Total	0	663,000	653,000	687,000	0	0	0	0	0	0	2,003,000

Funding Sources (Unfunded)



10-Year Capital Plan Update (2021 – 2030)

November 22nd , 2021



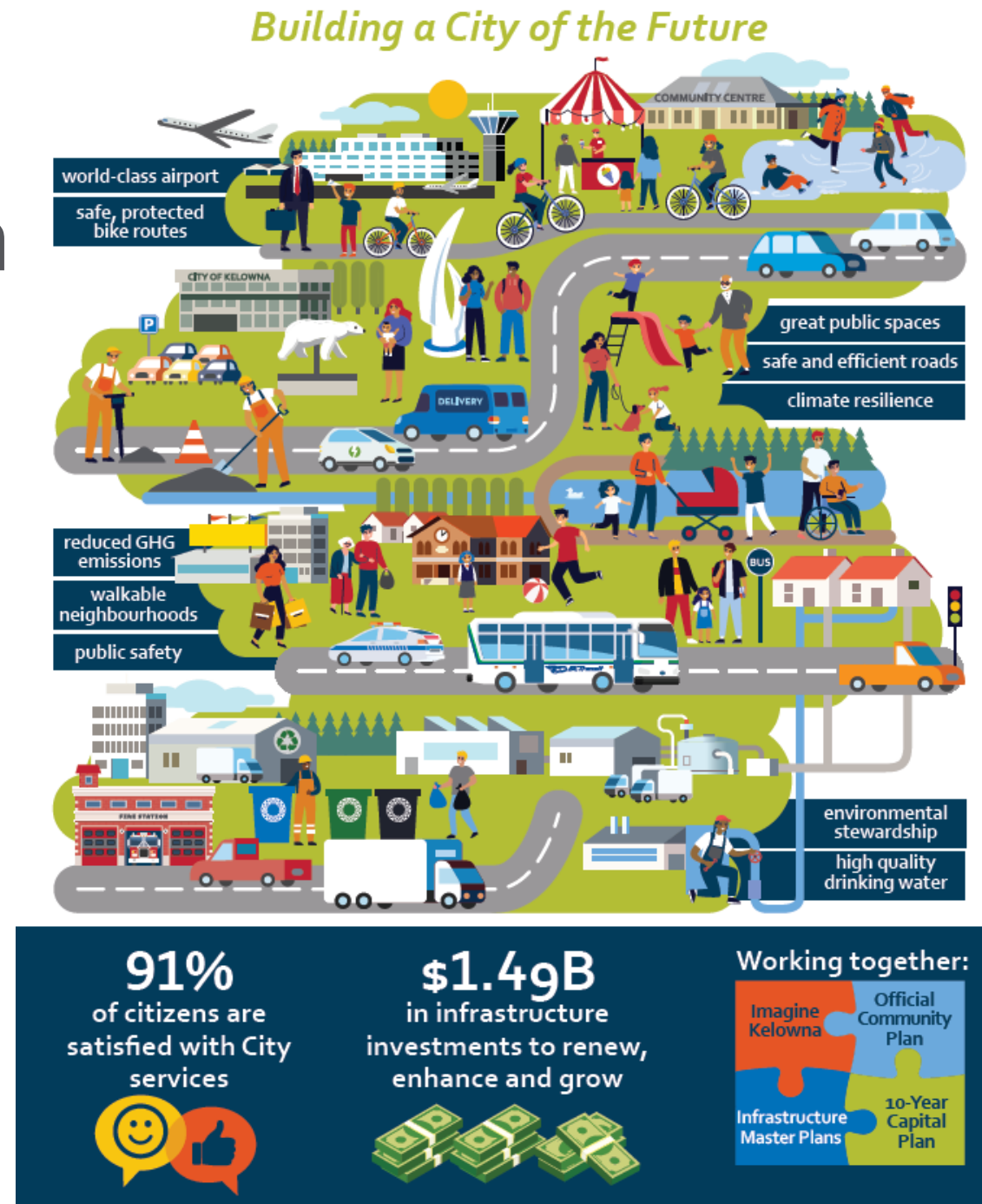
Meeting Agenda

- ▶ What are we investing in?
- ▶ What are we not investing in?
- ▶ Council Q&A



10-Year Capital Plan

- ▶ What are we investing in?
 - ▶ 370 P1 projects,
 - ▶ 12 capital cost centres,
 - ▶ \$1.49 billion.



10-Year Capital Plan

Cost Centre	Previous Plan (\$ million)	This Plan (\$ million)	Difference (\$ million)	Change
Real Estate and Parking	\$41	\$44	\$3	↑
Buildings	\$205	\$240	\$35	↑
Parks	\$220	\$226	\$6	↑
Transportation	\$338	\$347	\$9	↑
Solid Waste	\$50	\$63	\$13	↑
Storm Drainage	\$35	\$47	\$12	↑
Information Services	\$10	\$11	\$1	↑
Vehicle or Mobile Equipment	\$43	\$50	\$7	↑
Fire	\$13	\$13	\$0	-
Water	\$103	\$108	\$5	↑
Wastewater	\$124	\$124	\$0	-
Airport	\$208	\$216	\$8	↑
Total	\$1,390	\$1,488	\$98	↑

\$98 MILLION ↑
 FUNDED CAPITAL INVESTMENT TO
 SUPPORT NEW & EXPANDED SERVICES
 & MAINTAIN EXISTING INFRASTRUCTURE

Recreation, cultural and public facilities

- ▶ PRC Replacement,
- ▶ CNC Expansion,
- ▶ Kelowna Family Y renewal,
- ▶ North Glenmore Fire Hall,
- ▶ City Hall renovations,
- ▶ Heritage asset management.



Vibrant parks, playgrounds and beaches

- ▶ Parkland acquisition,
- ▶ City, Kerry, Sutherland Bay and Pandosy Parks,
- ▶ Glenmore, Parkinson, Rutland, Mission Rec. Parks,
- ▶ DeHart and Casorso Parks
- ▶ Knox Mountain,
- ▶ Linear parks and natural areas,
- ▶ Neighbourhood Parks.



Safer, healthier ways to move around the City

- ▶ Active transportation expansion,
- ▶ Sidewalk expansion,
- ▶ Major road improvements and renewal,
- ▶ Transit upgrades,
- ▶ New and emerging technology,
- ▶ Traffic signals, streetlights and communication.



Protection of the environment

- ▶ Extend service life of landfill by 75 years,
- ▶ Mill Creek Flood protection,
- ▶ Environmentally responsible wastewater collection and treatment,
- ▶ Safe, clean and reliable drinking water,
- ▶ Water conservation,
- ▶ Reduce GHGs.



Link Kelowna to the world

- ▶ Airport improvements:
 - ▶ Airside,
 - ▶ Groundside,
 - ▶ Terminal.



Technology and innovation to be future-ready

- ▶ Asset management,
- ▶ Major system upgrades,
- ▶ Communication Network upgrades.



Challenges

- ▶ COVID-19 pandemic impacts,
- ▶ Aging infrastructure,
- ▶ Growing community,
- ▶ Demand for more and improved services,
- ▶ Construction and land costs.

THE CITY
OWNS &
MAINTAINS
INFRASTRUCTURE
VALUED AT

**\$3.9
BILLION**

14% ↑
CONSTRUCTION
COSTS

40% ↑
LAND COSTS

10-Year Capital Plan

- ▶ What are we *not* investing in?
 - ▶ 160 P2 projects
 - ▶ Valued at - \$625 million
 - ▶ City Share - \$430 million

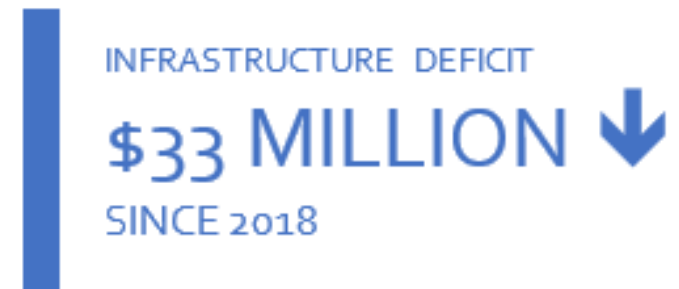
Infrastructure Deficit



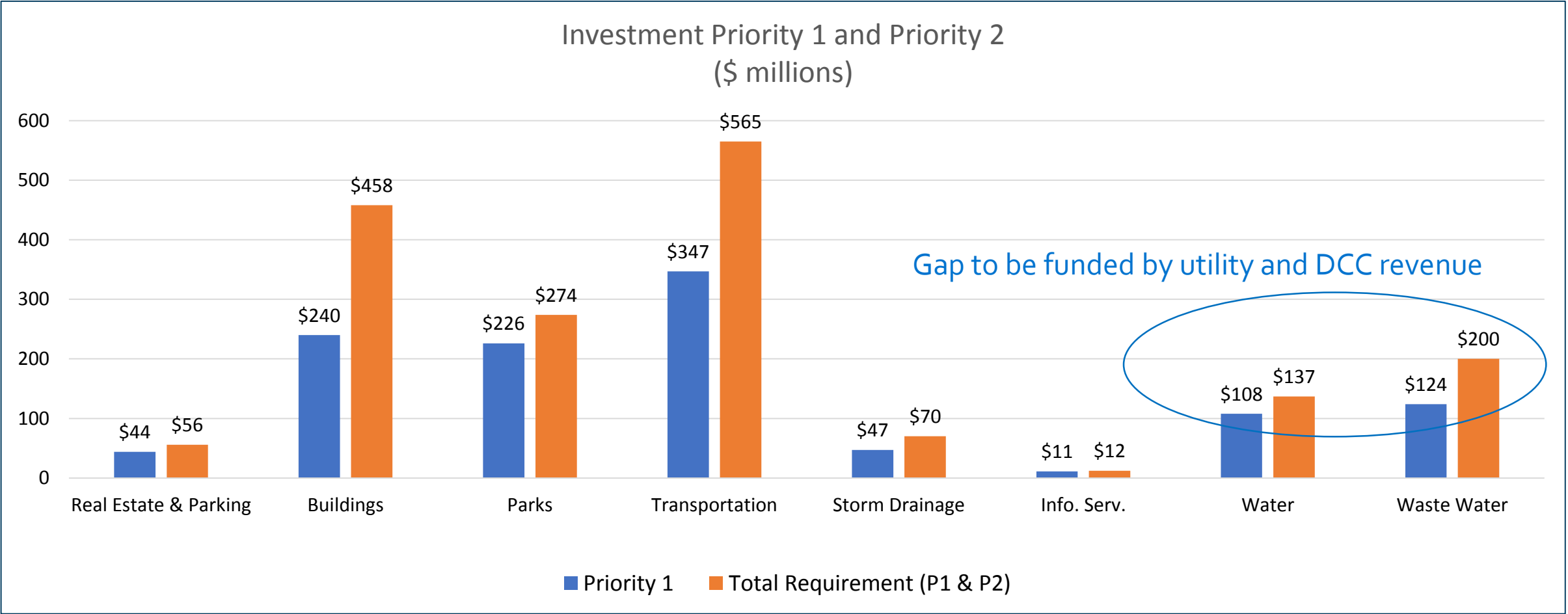
10-Year Capital Plan

► Infrastructure Deficit (\$ million)

2018	2019	2020	2021
\$463	\$396	\$388	\$430



Funding Gap



Next steps

- ▶ Next years update to 10-Year Capital Plan scheduled for June 2022,
- ▶ 2040 Infrastructure Plan
 - ▶ 20-Year Servicing Plan adoption – Q1 2022,
 - ▶ 2040 OCP adoption – Q1 2022,
 - ▶ 2040 TMP adoption – Q1 2022,



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: Boys and Girls Clubs – Management and Operating Agreement
Department: Real Estate & Active Living and Culture

Recommendation:

THAT Council receives, for information, the Boys and Girls Clubs – Management and Operating Agreement from the Real Estate and Active Living and Culture departments dated November 22, 2021;

AND THAT Council approves the City entering into a five (5) year Management and Operating Agreement with the Okanagan Boys and Girls Clubs, in the form attached to the Report of the Real Estate and Active Living and Culture Departments;

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

Purpose:

To approve the City entering into a five (5) year Management and Operations Agreement with the Okanagan Boys and Girls Clubs, for the City-owned properties at 645 Dodd Road, 1434 Graham Street, 1633 Richter Street, and for a portion of 2337 Richter Street.

Background:

Okanagan Boys & Girls Clubs (BGC) plays a critical role in the community by providing services to children and families starting with prenatal and infant support and continuing to young adulthood. Originally intended to provide safe spaces for children to go after school, BGC has evolved to provide comprehensive support for children, youth and families throughout the community. They focus on what a young person needs to thrive including all the wrap around supports and services that might be required. They are a key provider of youth employment & leadership opportunities, skill building programs, childcare and services for youth at risk.

Their programs are developed for all ages and stages of development and family dynamics. Below is a list of some of the programs they provide:

- Early years programming
 - Parent Tot programs
 - Licensed childcare and after school care
 - Preschool programming
- Youth programs
 - Recreation programs
 - Drop in programs
 - Leadership and career development
 - Counseling services
- Children & Youth with Special Needs
 - Life skills
 - Recreation program support
- Youth at Risk
 - Upstream Kelowna - designed to identify and support children who have multiple risk factors that may lead to youth homelessness or school disengagement.
 - Downtown Youth Centre and overnight shelter
 - Youth Restorative Justice - an alternative route to the criminal justice system.
 - Outreach Mental Health – for youth ages 12-18 who are unable or unwilling to access traditional mental health services.
 - Transitional housing
- Parent and Family programs
 - Community Kitchen – helping families to cook healthy meals together
 - Parenting programs including programs for foster parents
 - Family counseling

In 2020, BBC served the following groups out of City-owned facilities

Families	1,021
Participants 19+	111
Youth 13-18	580
Children 6-12	790
Children under 6	167

Partnership History:

The services provided by BGC are critical in the development of healthy children, youth, young adults and parents. The City has had a partnership that includes service delivery and lease of City space for over 60 years. The impact they have had on the community is invaluable. Over the past twelve months, the City’s investment in BGC, consisting of a \$363,000 operating grant and use of three civic facilities, has been leveraged into \$3.7 million worth of programming in Kelowna.

BGC operates out of three City facilities including Martin Ave Community Centre, Rutland Youth Center and Jaycee Downtown Youth Centre. Their programs are inclusive and intentional about meeting the needs of the youth in our community. They have been a steady partner with their ongoing service delivery and facility operations but also with special projects such as the Kelowna Youth and Family Services transition, the development of A Way Home Kelowna and the Child Care Needs Assessment. They are a trusted partner in dealing with issue management, community development and local insight.

In the 3 City owned Facilities, OBG had the following in 2020:	
BGC Provided Program Hours	114,530
Health Meals and Snacks	16,881
Staff Members	150
Club Visits	90,792

Community Collaborator:

BGC continues to be a collaborative partner to not just the City, but others such as the School District, MCFD, Journey Home Society/A Way Home, Ki-Low-Na Friendship Society, The Foundry, the Central Okanagan Child Care Council, the Central Okanagan Poverty Reduction Task Force, Central Okanagan Literacy Society and others. They put youth development and resiliency at the forefront of their operations which is reflective in their truly wholistic and inclusive approach to service delivery. They are a truly community-minded organization that goes above and beyond to serve the youth in our community.

Strategic Partnership Review:

Staff’s annual review of strategic partnerships confirms that BGC is a professional organization with an excellent management team and staff structure, and a strong skills-based Board of Directors. The organization undertakes regular planning and goal setting. The buildings they oversee are well maintained and operated. BGC has a strong record of compliance and works collaboratively with Building Services regarding building maintenance.

Agreement Summary:

Through the proposed Management and Operations agreement, the City and BGC seek to achieve the following shared objectives:

- a) Provision of a wide range of programs and services which enable the physical, social and mental health and well-being of children, youth and families through:
 - Recreation
 - Childcare
 - Leadership, growth and empowerment
 - Life skills
 - Counselling
 - Harm reduction

- Restorative justice
 - Learning and career development / employment support
 - Support for parents / foster parents
 - Emergency, supportive and transitional housing
- b) cost-effective, viable, and prudent long-term tenure, operation and maintenance of City-owned lands and buildings;
- c) increased leverage of City resources through the development of community partnerships and diverse funding sources including donations, sponsorship, grants, and fees; and
- d) contributing to the City's quality of life and social service ecosystem by addressing the unique needs of children, youth and families, including individuals who are vulnerable and at-risk.

A summary of the key details of the agreement is shown in the table below:

Boys and Girls Clubs Summary of Proposed Management and Operations Agreement	
Annual Grant	\$363,000, increased by BC CPI starting January 1, 2023
Term	Five (5) years
Lease	Jaycee Downtown Youth Centre – 1633 Richter St Rutland Youth Centre – 645 Dodd Rd Martin Ave Community Centre – 1434 Graham St
License of Occupation	A portion of Cameron Park for childcare building - 2337 Richter St
Rent	Nominal (\$1)
Maintenance	Annual contribution of \$36,000 (increased by BC CPI starting January 1, 2023) to building reserve

Staff have worked closely with BGC to strengthen the Management and Operations agreement in an effort to increase the clarity and expectation of both parties. The proposed agreement accomplishes the following major points:

- Indexes operational grant and building reserve contributions annually by BC CPI;
- Outlines the new maintenance requirements for the leased buildings; and
- Outlines the new annual reporting requirements as part of the new partnership reporting program.

Existing Policy:

Council's 2019-2022 priorities identified measures supporting staff's recommendations in this report. Specifically, relevant to this report:

- Residents feel safe
- Accessible and multi-purpose amenities; and
- Animated parks and public spaces.

The proposed non-market facility lease aligns with Council Policy 347 – Non-Market Leasing of Civic Lands and Buildings. For this reason, staff are recommending a non-market lease within this Management and Operations Agreement.

Internal Circulation:

Parks Planning
Parks Operations
Active Living & Culture Division
Communications
Finance

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Communications Comments:

Submitted by: J. Adamson, Manager, Property Management and Mariko Siggers

Approved for inclusion: J. Säufferer, Real Estate Department Manager

Attachments: 1. Schedule A - Okanagan Boys and Girls Club - Executive Summary
2. Schedule B - Management and Operations Agreement
3. Schedule C - PowerPoint Presentation

KELOWNA PROGRAMS



In 1959, a group of concerned citizens in Kelowna came together to see what they could do to develop a safe place for children to go after school. The same thing happened in Vernon in the 60's and Penticton in the 70's and the rest is history.

For 63 years, BGC Okanagan has been creating opportunities for millions of Canadian children, youth and families. As Canada's largest child and youth serving charitable organization, our Clubs open their doors to young people and their families at 775 locations nationwide.

During out-of-school hours in small and large cities and rural communities, our trained staff and volunteers provide programs and services that help young people realize positive outcomes in self-expression, academics, healthy living, physical activity, job readiness, mental health, leadership, and more. Opportunity changes everything.

Today BGC Okanagan offers 37 programs at 9 service location within the City of Kelowna with 3 of the locations being City owned facilities.

The past year was one like no other for BGC Okanagan. The COVID-19 pandemic required BGCO to pivot quickly in order to provide essential services in the communities we serve. Despite the challenges, we continued to provide programming and care to children, youth and families in Kelowna. This is due to the commitment from our staff and volunteers that allowed us to provide the needed supports to our community with the promise of providing the same benefits we have in years past.

The following information is a representation of the impact of BGC Okanagan programs in the City of Kelowna in 2020



KELOWNA IMPACTS

In the Downtown Youth Centre, Rutland & Martin Ave. Community Centres we had:

**OPPORTUNITY
CHANGES
EVERYTHING**

114,530

BGCO provided program hours

16,881

healthy meals & snacks served

150

staff members

90,792

Club visits

\$355,000 City contribution leveraged to create \$3.7 Million of services in Kelowna

OUR MISSION

The mission of BGC Okanagan is to provide a safe, supportive place where children and youth can experience new opportunities, overcome barriers, build positive relationships, and develop confidence and skills for life.

OUR VISION

All children and youth discover and achieve their dreams and grow up to be healthy, successful, and active participants in society.

Who We Serve

1,021	FAMILIES
111	PARTICIPANTS 19+
580	YOUTH 13-18
790	CHILDREN 6-12
167	CHILDREN UNDER 6

538

Disabilities

20

New Canadians

DIVERSITY

327

Indigenous

94

Homeless



**Lease and Operating Agreement
Between City of Kelowna and
Okanagan Boys and Girls Clubs**

January 2022

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Lease and Operating Agreement

THIS AGREEMENT made as of the 12 day of NOVEMBER, 2021

BETWEEN:

CITY OF KELOWNA, a municipality incorporated under the laws of the Province of British Columbia, having an office at 1435 Water Street, Kelowna, British Columbia, V1Y 1J4

(the "City")

AND:

OKANAGAN BOYS AND GIRLS CLUBS, (S-50098) a society duly registered pursuant to the *Society Act* of the Province of British Columbia, having its offices at 1434 Graham Street, Kelowna, British Columbia, V1Y 3A8

(the "Society")

WHEREAS:

A. The City is the registered owner in fee simple of the lands in the City of Kelowna, British Columbia, legally described as:

- PID: 028-277-171
Lot 1, Section 26, Township 26 ODYD Plan KAP91112
("Rutland Youth Centre");
- PID: 008-511-900
Lot A, District Lot 138, ODYD Plan 16898 except Plan KAP82234
("Jaycees Downtown Youth Centre");
- PID: 010-916-466
Lot 1, District Lot 138, ODYD Plan 3163
("Martin Avenue Community Centre");
- PID: 009-756-345
Lot A, District Lot 136, ODYD Plan 9012 Except Plans 9138 and 11487
("Cameron Park");

(collectively, the ("Lands") and the City owns the buildings, except the Childcare Building, located on the Lands (the "Buildings");

- B. The City, through various plans and policies, has committed to improving community health and quality of life for the City's residents, including children, youth and families;
- C. The Society is a not for profit society and wishes to lease the Buildings and the City wishes to grant a lease of the Buildings to the Society, on the terms and conditions set out in this Agreement to support the provision of recreational and support services that serve the needs of the City's children, youth and families; and
- D. In accordance with section 24 and 26 of the Community Charter, the City has published notice in a newspaper of its intention to enter into this Agreement and lease the Buildings to the Society for less than market value.

NOW THEREFORE THIS AGREEMENT is evidence that in consideration of the mutual promises and payments provided for in this Agreement and the payment of one dollar (\$1.00) from the Society to the City and other good and valuable consideration (the receipt and sufficiency of which the City hereby acknowledges) the parties covenant and agree as follows:

1 OBJECTIVES

1.1 Through this Agreement, the City and the Society seek to achieve the following shared objectives:

- a) Provision of a wide range of programs and services described in Schedule A ('Core Programs and Services'), which enable the physical, social and mental health and well-being of children, youth and families through:
 - Recreation
 - Childcare
 - Leadership, growth and empowerment
 - Lifeskills
 - Counselling
 - Harm reduction
 - Restorative justice
 - Learning and career development / employment support
 - Support for parents / foster parents
 - Emergency, supportive and transitional housing
- b) cost-effective, viable, and prudent long-term tenure, operation and maintenance of City-owned lands and buildings;

- c) increased leverage of City resources through development of community partnerships and diverse funding sources including donations, sponsorship, grants, and fees; and
- d) contributing to the City's quality of life and social service ecosystem by addressing the unique needs of children, youth and families, including individuals who are vulnerable and at-risk.

2 GENERAL DUTIES AND OBLIGATIONS

2.1 Society

In addition to the other covenants and obligations to be performed by the Society under this Agreement, the Society covenants and agrees that it will, at all times:

- a) continue to be a society registered and in good standing in the Province of British Columbia;
- b) perform promptly and safely all its obligations under this Agreement;
- c) be just and faithful in the performance of its obligations under this Agreement and in its dealing with the City under this Agreement; and
- d) not make substantive changes to its name and/or purposes in its constitution without the express written consent of the City; such consent not to be unreasonably withheld.

3 TERM

3.1 Term

The term of this Agreement shall be for five (5) years commencing on January 1, 2022 (the "Commencement Date") and expiring on December 31, 2027 (the "Term"), subject to earlier termination as provided herein (the "Term").

4 USE AND OCCUPATION OF BUILDINGS

4.1 Grant of Leases

The City hereby leases all of the Buildings to the Society (the "Lease") for the Term on the terms and conditions of this Agreement and for the purposes set out in this Agreement.

4.2 Licenses

The City hereby:

- a) grants to the Society a non-exclusive right and license to enter onto and use the Lands surrounding the Buildings for the sole purposes of accessing the Buildings, for

the Term, including, without limitation, the parking areas, playing fields and landscaped grounds outlined in yellow on the sketch maps attached hereto as Schedules "A-1", "A-2" and "A-3" (collectively, the "Grounds License Areas"); and

- b) grants to the Society a non-exclusive right and license to enter onto and use that portion of the Lands shown outlined in yellow on the sketch map attached hereto as Schedule "B" (the "Cameron Park License Area"), for the purposes of public vehicle parking for the Term;

(collectively, the "License Areas").

4.3 Permitted Uses

The Society will only use and occupy the Buildings and the License Areas for the purposes of providing the Core Programs and Services outlined in Schedule "A" attached to this Agreement and shall not use the Buildings or the License Areas for any other purposes. Notwithstanding the generality of the foregoing, the Society:

- a) may use only the Jaycees Downtown Youth Centre and not the other Buildings for overnight uses such as short-term shelter;
- b) may use any of the Buildings to provide meals, family support programs and other forms of support to children and youth at risk; and
- c) may use any of the Buildings for the purposes of operating a duly licensed childcare facility.

4.4 Acknowledgement and Agreements of the Tenant

The Society acknowledges and agrees that:

- a) the Society leases the Buildings and licenses the License Areas on an "as is" basis and the City has not made any representations, warranties or agreements as to the environmental condition of the Buildings or the Lands;
- b) it is the sole responsibility of the Society to satisfy itself with respect to the environmental conditions of the Buildings and the Lands, including, without limitation, by conducting any reports, inspections, tests, investigations, studies, audits, surveys and other inquiries as the Society, in its sole discretion, considers necessary in order to satisfy itself as to the environmental condition of the Buildings and the Lands; and

- c) the City has made no representations or warranties with respect to the Lands and the Buildings including, without limitation, with respect to the suitability of the Lands and the Buildings for the Society's intended use; and
- d) by entering into this Agreement, it is satisfied that the Buildings and License Areas are suitable for the Society's purposes.

4.5 Covenant to Operate

The Society shall ensure that, unless prevented by applicable regulatory authorities or for reasons of repair or maintenance, the Buildings and License Areas shall remain open to and accessible by the public throughout the Term, subject to the Society's right to close one or more of the Buildings and License Areas at the Society's discretion in accordance with the Society's published schedules and as the parties otherwise agree in writing.

4.6 Compliance with Laws

The Society shall carry on and conduct its activities on the Lands and in, on and from the Buildings in compliance with any and all statutes, laws, regulations enactments, bylaws and orders from time to time in force, to comply with the terms of any charges registered against title the Lands, and to obtain all required approvals and permits thereunder and not to do or omit to do anything in, on or from the Buildings or on or from the Lands in contravention thereof. The Society shall carry on and conduct its activities in compliance with any applicable Goods and Services Tax ("GST"), Provincial Sales Tax and other taxes as the statutes, laws and regulations in force dictate.

4.7 Public Safety

The Society shall take all reasonable precautions to ensure the safety of all persons using the Buildings.

4.8 No Waste or Nuisance

The Society shall not:

- a) commit, suffer or permit any wilful or voluntary waste, spoil or destruction of the Buildings or the License Areas; or
- b) do or permit to be done anything that may be or become a nuisance or annoyance in on or from the Buildings, License Areas, or on or from the Lands to the owners, occupiers or users of other parts of the Lands, adjoining lands or to the public, including the accumulation of rubbish or unused personal property of any kind.

4.9 Furniture and Equipment

The Society shall provide and purchase, repair and replace, at its sole expense, all furnishings and equipment that the Society considers necessary or desirable for using the Buildings and the License Areas for the purposes of this Agreement, without limitation, computers and licensed computer software.

4.10 Right to Inspect

The City or its authorized representative may enter the Buildings at all reasonable times for the purposes of inspection of the Building.

4.11 Emergency Use

The Society shall make all or part of the Buildings and the License Area available for use as an emergency reception centre in the event of a community emergency, as determined by the City in accordance with applicable enactments. The City shall solely be responsible for determining whether the Buildings and the License Area can safely be used for an emergency reception centre at the time of the emergency, and shall:

- a) be responsible for any direct expense incurred or damage caused to the Buildings and the License Area as a result of such use;
- b) be responsible for any and all liabilities, costs, expenses, suits, or claims arising as a result of such use;
- c) compensate the Society for all increased operating costs incurred during such use by the City; and
- d) compensate the Society for uninsured business losses arising out of such use, provided that the Society must act reasonably in re-arranging bookings and events to minimize the extent of any business losses during such use.

4.12 Vacant Building

If directed to cease services and operations by an applicable regulatory authority for public safety reasons such as natural disaster, pandemic, or other significant public concern, the Society shall continue to maintain responsibility of the Buildings and endeavour to take the necessary steps to ensure the Buildings are kept safe. This may include, but is not limited to, routine internal and external inspections of the Buildings. The Society may seek direction and support from the City as required.

4.13 Access for Telecommunication Antenna Systems

Upon request from the City, the Tenant shall grant access to the Buildings and the License Area for the installation and maintenance of Telecommunication Antenna Systems.

5 FEES AND EXPENSES FOR USE OF BUILDINGS

5.1 Rent

The Society shall pay to the City:

- a) annual rent in the amount of \$1.00, plus any and all applicable taxes, payable on the first day of the Term and each anniversary thereafter (the "Base Rent"); and
- b) all sums of money to be paid by the Society to the City under this Agreement (the "Additional Rent"),

(collectively, the "Rent"). The Society shall pay Additional Rent monthly, plus any and all applicable taxes, within 15 days of the Society's receipt of an invoice from the City.

5.2 Contributions to Reserve Fund

In addition to the Rent, the Society shall make monthly contributions to a building contingency reserve fund (the "Reserve Fund") in the amount of \$3,000 (\$36,000/year), to be adjusted annually starting January 1, 2023 by the BC CPI Annual average for the prior year. In any calendar year, should the CPI be a negative, no change shall occur (the "Reserve Fund Contribution"). The Reserve Fund Contribution will be held by the City in a reserve account and collected monthly from the Society using Pre-Authorized Debit (PAD).

The Reserve Fund will be used only by the City to fulfill its responsibility as a Landlord to perform capital improvements and maintain the building envelope.

Reserve funds collected and held by the Society for their obligations under previous agreements with the City for the Buildings will be transferred to the City's Reserve Fund at the time of executing this Agreement.

5.3 No Deductions

The Society shall pay the Base Rent, the Reserve Fund Contribution and the Additional Rent without deduction, abatement, set-off or withholding whatsoever, despite any law or statute now or in the future to the contrary. The Society's obligation to pay the Base Rent, the Reserve Fund Contribution and the Additional Rent survives the expiry or earlier termination of this Agreement.

5.4 Payment of Taxes, Utilities and other Expenses

The Society covenants and agrees with the City to pay all charges, costs, duties, expenses, rates, sums, assessments, taxes (including property taxes), telephone, electrical, gas water, sewage and garbage disposal and other utility charges and

payments for work and materials in any way relating to the Buildings and the License Areas and that to the extent of any such amounts remain unpaid after they come due, such amounts shall be deemed as Additional Rent and may be collected by the City as Rent. In addition, the Society agrees to pay the City any and all applicable taxes in respect of Base Rent, Additional Rent or any other services that may be paid from time to time.

6 FINANCIAL AND REPORTING OBLIGATIONS

6.1 Operating Grant from the City

The City will pay to the Society during the Term an annual operating grant of \$363,000.00 to be adjusted annually starting January 1, 2023 by the BC CPI Annual average for the prior calendar year (the "Operating Grant"). In any calendar year, should the CPI be a negative, no adjustment will occur. The Operating Grant will be payable in quarterly instalments. The City and the Society acknowledge and agree that the Operating Grant is provided to support the Society's programs and services which are delivered for a public purpose and the public good as set out in this Agreement.

6.2 Additional Funds

The Society will not seek or request additional operating grant funds from the City, except in accordance with Section 6.3, or in the case of unanticipated exceptional need or emergency the reason for which is to be fully stated. The Society is not precluded from applying for other City grants through established programs, provided that it meets program eligibility requirements.

6.3 Funding Increases Through Annual Budget Process

Through submission of a business case, the Society may seek from the City supplemental operating grant funds, in addition to the Operating Grant, for the purpose of delivering the Core Programs and Services. The City will, at its sole discretion, consider the business case in support of the supplemental funding request as part of its annual financial planning process for the following calendar year. The City has no obligation to approve the request for supplemental funds and approval of the request is at the sole discretion of City Council.

6.4 Annual Reporting – Format & Content

By March 31 of each year during the Term, the Society will provide to the City an annual report, in the City's prescribed format, which includes (but is not limited to) the following information relating to the prior calendar year (the "Annual Report"). The City will provide to the Society the prescribed format of the Annual Report no later than January 31.

- a) Professionally prepared audited annual financial statements, approved by the Society's Board of Directors, for the most recent fiscal year end.

- b) Internal financial statements containing a segmented schedule for the City of Kelowna-based programs and services;
- c) Proof of insurance as specified in Section 10;
- d) Current year revenue and expenditure budget, as approved by the Society's Board of Directors, with actuals or forecast to March 31;
- e) Program information, in a form acceptable to the City which includes;
 - i. List of City of Kelowna locations and programs and services
 - ii. Statistical summary of people served by the Society in the prior year which may take the form of registration, attendance, visitation, participation, membership or a combination thereof
 - iii. Highlights of particular achievements and successes in the prior calendar year with a focus on the impact of the Society's programs in the community
 - iv. Identification of active partnerships or collaborations, and the beneficial outcomes of same
- f) Governance and planning information which includes:
 - i. A list of the Society's directors
 - ii. An organizational chart indicating key management and staff roles and staffing levels
 - iii. Objectives for the current calendar year
 - iv. A realistic self-assessment, including identification of areas where improvements can be made in the areas of programming, organization governance and financial oversight, along with strategies and processes to achieve improvements. This may be in the form of a strategic plan, program evaluation, or consultant's report and may include information about trends, external threats or other factors which influence the Society's planning and results.
- g) For each of the Buildings, provide a:
 - i. Summary of operational expenses for gas, water and electrical utility data (as applicable) indicating consumption and costs;
 - ii. Summary of janitorial costs;
 - iii. List of maintenance and repair tasks carried out by the Society with costs and contractors/trades identified;
 - iv. Inspection reports as listed in Section 7.3 along with upcoming capital expenses/projects that the Society intends to undertake in the coming year;

- v. Inspection reports as listed in Schedule D;

The City may request, at its sole discretion, that the Society provide a public-in-attendance report to the City's Council in a prescribed format, which will reflect the reporting information listed in this section.

6.5 City Feedback on Reporting

Upon reviewing the Annual Report, in each calendar year the City may, at its sole discretion, make specific recommendations and requests to be fulfilled by the Society, which the Society shall implement within a reasonable period of time, upon receipt of such recommendations and requests. The City's feedback is intended to be constructive and offered in the spirit of learning and improvement. In the event the Society does not implement the said recommendations and requests, the City may at its sole discretion adjust any payments owed to the Society, including the Operating Fund, or terminate this Agreement in accordance with Section 12.

Recommendations and requests made by the City under this section or during the course of other discussions, meetings or communications between the Society staff, officers or board members and the City do not constitute direction or instructions by the City staff, agents or council. The Society is responsible for the direction and governance of all its operations.

6.6 Accounts

The Society shall, at all times during the Term:

- a) keep or cause to be kept true and accurate records and accounts, in accordance with generally accepted accounting principles, regarding management and operation of the Buildings, including without limitation:
 - Core Programs and Services records: financial reports and records, accident and incident reports, and program registration reports, customer comments,; and
 - Buildings record: any WorkSafeBC safety inspection records, energy consumption logs, emergency lighting inspection records, annual building inspection reports, health department inspections and reports, preventative maintenance records, fire and emergency drill records or other such similar records that the Society may acquire from time to time.
- b) on 72 hours' notice, permit the City, its accountants and other representatives, at the City's expense and at all reasonable times, to examine and make copies of any and all documents listed in this section, and any other documents under the control of the Society that relate to the Buildings and to audit the same; and

- c) upon termination or expiration of this Agreement and within the limitations of privacy legislation, surrender all records, except those relating to the Society's staff, to the City.

7 REPAIRS, MAINTENANCE AND CHANGES TO BUILDINGS

7.1 Routine Maintenance and Repairs

Throughout the Term, the Society shall, at its sole expense, clean, maintain and keep the Buildings and the License Areas, and all fixtures and appurtenances thereon, in good repair consistent with standards of repair generally accepted in British Columbia with respect to comparable premises. Maintenance and repair costs are defined as the costs incurred to bring an asset back to an earlier condition or to keep the asset operating at its present condition. The Society is responsible for and must do all routine maintenance, inspections and repairs according to Schedule D, and adhere to all Technical Safety BC regulations, with respect to the Buildings and the License Areas necessary for the Society's use, occupation and operation of the Buildings and the License Areas. Upon written notice from the City, the Society must make such repairs as are required by the City in the notice within a timely manner. If the Society fails to fulfil its maintenance responsibilities in accordance with any provision in this Agreement, the City may, at its sole discretion declare the Society to be in default of this agreement. At the end of the Term, the Society must surrender the Buildings and the License Areas to the City in good repair, excepting reasonable wear and tear.

7.2 Substantial Maintenance and Repairs

The City, in consultation with the Society, will maintain and repair the Leased Building's structural members, foundations, roofs, external facades, and windows using funds from the Reserve Fund described in Section 5.2 at the time of the proposed maintenance or repair.

7.3 Inspections Performed by the Society

The Society covenants and agrees to conduct, at a minimum, the inspections for the Buildings as outlined below:

a) Electrical

The Society shall act as the Field Safety Representative (FSR) and provide the City with an annual inspection report from the FSR or designate, as defined in Section 7.4, as part of the annual reporting process. The report should document the observed status of the electrical system, confirmation of completed preventative maintenance, and any recommended capital repairs.

b) **Plumbing**

The Society shall provide an annual inspection report from a contractor, as defined in Section 7.4, documenting the observed status of the plumbing systems, confirmation of completed preventative maintenance, and any recommended capital repairs.

c) **HVAC**

The Society shall provide an annual inspection report from a contractor, as defined in Section 7.4, documenting the observed status of the HVAC systems, confirmation of completed preventative maintenance, and any recommended capital repairs.

d) **Fire and Life Safety Inspection Reports**

The Society shall provide the Fire and Life Safety inspection reports as outlined in Schedule D.

All completed inspection reports under this section must be submitted to the City upon receipt by the Society and are also required to be submitted as part of the annual reporting process.

7.4 Contractors

The Society commits to engaging maintenance and repair contractors that have been selected by the City for Electrical, Plumbing and HVAC work. The City will provide an update list of the selected contractors annually.

Other contractors must be approved by the City and:

- a) be qualified to perform such work;
- b) carry a minimum of two million dollars of commercial liability insurance; and
- c) act as the Prime Contractor for all work to be done.

7.5 Restoration Work / Non-Fire Building Emergencies

The Society agrees to contact the City regarding a building emergency, for example, but not limited to, flooding or structural concerns. A City representative can be reached by calling the non-emergency line at fire department 250-469-8577, 24 hours a day, 7 days a week.

7.6 Minimum Work Standards

The Society must ensure that any repairs or work with respect to the Buildings and the License Areas done by or on behalf of the Society:

- a) do not affect any structural or foundation elements of the Buildings and the License Areas;
- b) meet or exceed the standards of material and construction employed in the original construction of the Buildings and the License Areas; and
- c) comply with all applicable laws, statutes, enactments, regulations, bylaws and orders from to time in force, including the applicable building code and bylaws of the City of Kelowna.

7.7 Annual Onsite Meeting

The Society and the City shall meet annually to conduct an inspection of each of the Buildings to identify items that require maintenance and future capital replacement.

7.8 Keys and Access

The Society is to provide the City access to each Building upon request within a reasonable time frame. The Society is to also provide the City with key(s) and necessary security information to each Building.

If in the City's sole opinion, the Society does not provide adequate Building access, the City reserves the right to take over the management of the keys and access to the Buildings. Should the City take over the management of the Building keys, the Society covenants that it will not change the locks on the building, copy the keys or hand them out. The City will maintain a record of the keys and who they have been issued to. If the locks need repair or replacement, the Society will inform the City.

7.9 Environmental Stewardship and Sustainability

The Society must strive to operate the building in an environmentally sensitive manner and implemented "green" initiatives and programs as expected by a reputable Society.

The Society covenants with the City:

- a) That the Society will co-operate with the City in the conservation of all forms of energy in the Buildings;
- b) that the Society will comply with all laws, bylaws regulations and orders relating to the conservation of energy and affecting the Buildings; and
- c) that the Society will at its own cost and expense comply with reasonable request and demand of the City made with a view of such energy conservation.

7.10 Energy Expense Reporting

The Society agrees to grant permission to the utility providers, ie FortisBC, to provide the City with all utility billing reporting information pertaining to the Buildings that are being managed by the Society under this agreement.

7.11 Capital Improvements and Use of the Reserve Fund

The Society and the City agree that the Reserve Fund may be used for capital improvements including maintenance or repair costs incurred by the City. The City agrees that it is obligated to consult with the Society for use of the Reserve Fund for the following purposes:

- a) any substantial maintenance or repair to the Leased Buildings to be performed by the City under Section 7.2;
- b) demolition of the Martin community Centre and site rehabilitation; and
- c) and landlord responsibilities.

7.12 Society's Construction of Buildings, Structures and Other Improvements

The Society must not construct, erect or install or cause to be constructed, erected or installed any buildings, structures, improvements, extensions, installations, alterations, additions, renovations or other constructions in, on, over, under, around and to the Buildings or the License Areas, or alter the existing state of the Buildings in any way, without the prior written consent of the City, which consent may be withheld for any reason at the City's sole discretion. If the City gives such consent, the Society must obtain the City's prior approval of drawings and specifications for such work, must do such work strictly in accordance with the approved drawings and specifications and must comply with any conditions the City imposes with that approval. The Society is responsible for applying for the required permits and requesting the necessary construction inspections, including the final sign off. The cost of construction and design of the improvements are solely the Society's.

7.13 Childcare Building and Cameron Park Licence Area

Notwithstanding Section 7.12, the City acknowledges and agrees that the Society has erected a prefabricated building on the Cameron Park Licence Area for the purpose of operating a childcare facility (the "Childcare Building"). The Society must keep the Childcare Building and all fixtures and appurtenances thereon, in good repair consistent with standards of repair generally accepted in British Columbia with respect to comparable premises and, the Society is responsible for and must do all routine inspections, maintenance and repairs with respect to the Childcare Building necessary for the Society's use, occupation and operation of the Childcare Building and upon written notice from the City the Society must make such repairs as required by the City in the notice.

The Society must not make any improvements to the building that would change the footprint of the building without the prior written consent of the City. If the City gives such consent, the Society must obtain the City's prior approval of drawings, must do such work strictly in accordance with the approved drawings and specifications and must comply with any conditions the Landlord imposes with that approval.

Upon expiry of the term or earlier termination of this Agreement, the Society will remove the Childcare Building on the Cameron Park License Area, unless the City and Society agree otherwise, in writing. Failing to do so, the City may, without notice or compensation to the Society, dispose of the Childcare Building as it sees fit and the Society shall reimburse the City for its costs of doing so (including a 15% administration fee plus any and all applicable taxes) within 21 days of receipt of an invoice from the City. The City's rights and the Society's obligations under this section shall survive the expiry or earlier termination of this Agreement.

7.14 Ownership of Improvements at Termination

At the expiry of the Term or earlier termination of this Agreement, any improvements, extensions, installations, alterations, renovations or additions to the Buildings, and the License Areas, whether done by or on behalf of the Society or not, are forfeited to and become the permanent property of the City.

7.15 Builders Liens

The Society shall promptly discharge any builders' lien or other lien or claim of lien which may be filed against title to the Lands relating to any improvements, work or construction that the Society undertakes on the Lands and to comply at all times with the *Builders Lien Act* (British Columbia) in respect of any improvements, work or construction undertaken on the Lands.

7.16 Demolition of Martin Avenue Community Centre

- a) The parties acknowledge and agree that the City's future plan for the Martin Avenue Community Centre on the Lands is to demolish all buildings and structures therein and repurpose the site for community use, which may or may not include construction of new buildings.
- b) The Society hereby acknowledges and agrees that at any time during the Term, the City may, in its sole discretion and upon providing at least twelve (12) months written notice to the Society, demolish the Martin Avenue Community Centre notwithstanding any other provision of this Agreement.
- c) If the City exercises its right to demolish in accordance with this section:

- the City will work collaboratively with the Society to review options for alternative locations but is under no obligation to provide the Society with alternative space;
- the Society will fully vacate and cease occupation of the facility to be demolished as per the date specified on the letter in Section 7.16(b);
- this Agreement will automatically be amended by deleting all references to the demolished facility, thereby terminating associated rights and obligations relating to the demolished facility, and provision of programs in the demolished facility; and
- all other terms and conditions of this Agreement shall remain in force and binding on the parties.

7.17 City's Construction of Buildings, Structures and Other Improvements

The Society acknowledges and agrees that the City may, in consultation with the Society, construct or cause to be constructed certain leasehold improvements in, on, over, under, around or to the Buildings ("Future Construction"), the design, construction and performance of which is in the sole discretion of the City. If the City undertakes any Future Construction, the Society:

- a) acknowledges and agrees that the Future Construction may be performed during the Term;
- b) shall grant full access to the Buildings by the City and its elected officials, officers, employees, contractors, agents and others for purposes relating to the Future Construction; and
- c) acknowledges and agrees that the Future Construction may result in the temporary closure, in whole or in part, of one or more of the Buildings and/or the License Areas and may require the interruption, disruption, rescheduling or cancellation of regularly scheduled programs and services offered at the Buildings.

7.18 Damage or Destruction of the Buildings

If during the Term one or more of the Buildings shall be damaged or destroyed by any cause whatsoever or if a major building system in one or more of the Building fails such that in the opinion of the City one or more of the Buildings is rendered unfit for use by the Society, the City may or may not, in its sole discretion, repair, rebuild or replace the building system or Buildings. If the City chooses not to repair, rebuild or replace the building system or Buildings then the City will work collaboratively with the Society to review options for alternative locations. If the City and the Society cannot come to an agreement regarding an alternative location, then the City may, in its sole discretion:

- a) provide three (3) months written notice to the Society that this Agreement is terminated, and the Society shall vacate all the Buildings as if this Agreement had expired or been terminated for cause; or
- b) negotiate the continuation of this Agreement deleting all references and obligations related to one or more of the destroyed Buildings and program provision.

7.19 No Capital Liabilities

Despite any other provision of this Agreement, nothing in this Agreement obligates the City to make any expenditure of a capital nature and nothing in this Agreement shall be interpreted in a manner that results in the City having expressly or implicitly incurred a 'liability of a capital nature' as that phrase is used in the *Municipal Liabilities Regulation*, B.C. Reg. 254/2004.

8 ENVIRONMENTAL MATTERS

8.1 Definitions

In Section 8, the following terms shall have the following meanings:

- a) **"Contaminants"** means
 - i. as defined in the *Environmental Management Act*: any biomedical waste, contamination, effluent, pollution, recyclable material, refuse, hazardous waste or waste and any radioactive materials, asbestos materials, urea formaldehyde, underground or above ground tanks, pollutants, contaminants, deleterious substances, dangerous substances or goods, hazardous, corrosive or toxic substances, special waste or waste of any kind or any other substance the storage, manufacture, disposal, treatment, generation, use, transport, remediation or Release into the Environment of which is now or hereafter prohibited, controlled or regulated under Environmental Laws;
- b) **"Environment"** includes the air (including all layers of the atmosphere), land (including soil, sediment deposited on land, fill and lands submerged under water) and water (including oceans, lakes, rivers, streams, ground water and surface water);
- c) **"Environmental Laws"** means any past, present or future common laws, enactments, statutes, laws, regulations, orders, bylaws, standards, guidelines, permits and other lawful requirements of any federal, provincial, municipal or other governmental authority having jurisdiction relating in any way to the Environment, environmental protection, health, occupational health and safety, product liability or transportation of dangerous goods, including the principles of common law and equity; and

- d) "Release" includes any release, spill, leak, pumping, pouring, emission, emptying, discharge, injection, escape, leaching, migration, disposal or dumping.

8.2 Society's Representations and Warranties

The Society represents and warrants to the City, and acknowledges that the City is relying on such representations and warranties in entering into this Agreement, that as of the date of this Agreement:

- a) except as disclosed to the City in writing, the Society is not, and has never been, subject to any charge, conviction, notice of defect or non-compliance, work order, pollution abatement order, remediation order or any other proceeding under any Environmental Laws; and
- b) except as disclosed to and approved in writing by the City, the Society's business at the Buildings, the License Areas or the Lands does not involve the sale, storage, manufacture, disposal, handling, treatment, generation, use, transport, refinement, processing, production, remediation, Release into the Environment of, or any other dealing with any Contaminants.
- c) that all resolutions and other corporate prerequisites for this Lease and Operating Agreement have been duly passed and the persons executing this Lease and Operating Agreement on its behalf are authorized to do so.

If any of the representations and warranties contained in this section are untrue or incorrect in any material respect, the same shall constitute a breach of this Agreement by the Society and shall be subject to the provisions of Section 12 of this Agreement.

8.3 Condition of Buildings

The Society acknowledges and agrees that the City has made no representations or warranties with respect to the environmental condition of the Buildings, the License Areas or the Lands and is leasing the Buildings to the Society under this Agreement on an "as is, where is" basis with respect to their environmental condition. Prior to taking possession of the Buildings under this Agreement, the Society has performed such investigations of the Buildings, the License Areas and the Lands as it considered appropriate and is satisfied as to their environmental condition.

8.4 Compliance with Environmental Laws and Use of Contaminants

The Society covenants and agrees with the City to:

- a) carry on and conduct its activities in, on and from the Buildings, the License Areas and the Lands in compliance with all Environmental Laws;

- b) not permit the storage, use, handling, manufacture, unloading, loading, treatment, disposal or introduction into the environment of any Contaminants in, on, under or from the Buildings, the License Areas or the Lands, except in compliance with all Environmental Laws;
- c) immediately notify the City of the occurrence of any of the following and provide the City with copies of all relevant documentation in connection therewith:
 - i. a release of Contaminants in, on or about the Buildings, the License Areas, the Lands or any adjacent land; or
 - ii. the receipt of any citation, directive, order, claim, litigation, investigation, proceeding, judgment, letter or other communication from any person that is related to any Environmental Law;
- d) promptly provide to the City a copy of any environmental site assessment, audit, report or test results relating to the Buildings, the License Areas or the Lands conducted at any time by or for the Society;
- e) if the City suspects that the Society has not complied with its obligations under this section, obtain from an independent environmental consultant approved by the City an environmental site assessment, audit, report or testing of the Buildings or the License Areas and conduct or cause to be conducted any additional investigations that the environmental consultant may recommend all in order to determine compliance of the Buildings, the License Areas or the Lands with Environmental Laws; and
- f) promptly remove any Contaminants arising from the Society's use or occupation of the Buildings, the License Areas or the Lands in a manner that conforms to Environmental Laws governing their removal.

8.5 Confidentiality of Environmental Reports

The Society shall maintain all environmental site investigations, assessments, audits and reports relating to the Buildings, the License Areas or the Lands in strict confidence and shall not disclose their terms or existence to any third party (including without limitation, any governmental authority) except as required by law, to the Society's professional advisers and lenders on a need to know basis or with the prior written consent of the City, which consent may be unreasonably withheld.

8.6 Authorizations

The Society shall promptly provide to the City on request such written authorizations as the City may require from time to time to make inquiries of any governmental authorities regarding the Society's compliance with Environmental Laws.

8.7 Ownership of Contaminants

Notwithstanding any rule of law to the contrary, any Contaminants or leasehold improvements or goods containing Contaminants brought onto, used at, or Released from, the Buildings, the License Areas or the Lands by the Society or any person for whom it is in law responsible shall be and remain the sole and exclusive property of the Society and shall not become the property of the City, notwithstanding the degree of their affixation to the Buildings, the License Areas or the Lands and notwithstanding the expiry or earlier termination of this Agreement. This section supersedes any other provision of this Agreement to the contrary.

8.8 Survival of Society's Obligations

The obligations of the Society under this Section 8 (including, without limitation, the Society's indemnity, its obligation to remove and remediate Contaminants and its covenant of confidentiality) shall survive the expiry or earlier termination of this Agreement.

9 MANAGEMENT OF BUILDINGS AND PROVISION OF SERVICES

9.1 No Discrimination

The Society acknowledges and agrees that it is in the community's best interest that recreation and community services be provided in a non-discriminatory manner. The Society hereby covenants and agrees to provide the Core Programs and Services and other services offered at the Buildings in accordance with the *Human Rights Code* (British Columbia).

9.2 Employee Standards

The Society shall hire, train, supervise and remunerate or cause to be hired, trained, supervised and remunerated, all employees, contractors and volunteers required for the provision of the Core Programs and Services. The Society must immediately discharge or cause to be discharged any employee, contractor or volunteer whose conduct or health is contrary to the provision of the Core Programs and Services in accordance with this Agreement or is detrimental to members of the public patronizing the Buildings or upon reasonable demand in writing from the City.

9.3 WorkSafe BC Coverage

The Society shall, in its use of and activities on the Buildings and the Lands, comply with the *Workers Compensation Act* (British Columbia) and all regulations and orders from time to time in force thereunder, including Occupational Health and Safety Regulations, and, upon request from the City, provide evidence of any required registration under that Act and evidence of compliance with any requirement under that Act to make any payments or pay assessments. In addition, the Society shall be the “prime contractor” for the Buildings under the *Workers Compensation Act* (British Columbia) and fulfill all of the “prime contractor’s” obligations under that Act, including by ensuring that the activities of any employers, workers and other persons on the Buildings relating to occupational health and safety are coordinated and by doing everything that is reasonably possible to establish and maintain a process that shall ensure compliance with that Act and regulations thereunder, including the Occupational Health and Safety Regulations.

9.4 City Use of Buildings

The City may book space at the Buildings at no charge, for City functions and staff and Council social activities, where and when space is available.

9.5 Incidental Rights

The Society may:

- a) offer programs and services at the Buildings in addition to the Core Programs and Services to reflect community needs or respond to unique market opportunities, provided that such programs and services are compatible with City policies and priorities;
- b) rent rooms within the Buildings to other non-profit organizations for periods not to exceed seven (7) consecutive days at rates approximate to market rents;
- c) rent rooms within the Buildings to organizations other than non-profit organizations or for periods in excess of seven (7) consecutive days only with the prior written consent of the City;
- d) rent a portion of the Martin Avenue Community Centre to the Society for Learning in Retirement (SLR) on a month to month basis provided that SLR conducts its activities and cares for its rented space in a manner consistent with this Agreement and that the Society provides appropriate oversight;

- e) enter into sponsorship, media or advertising agreements (“Endorsements”) involving the Buildings or the Core Programs and Services provided that the Endorsements are:
- appropriate for families and children;
 - consistent with the parties’ joint values of equality, accessibility, health, respect and the dignity of the individual;
 - respectful of the neighbourhoods surrounding the Buildings and all scheduled programs and services at the Buildings;
 - appropriate to the aesthetics of the Buildings; and
 - the Society is required to consult with the City and adhere to the requirements of Council Policy 376 – Corporate Sponsorship and Advertising and Council Policy 343 – Civic Community Facility Naming Policy, as amended from time to time, prior to entering into any naming agreement for any portion of any Buildings. This requirement does not apply to any interior room in any facility which was named prior to execution of this Agreement.
- f) undertake fundraising activities at the Buildings for the Society’s benefit only; and
- g) use the Buildings for the Society’s Kelowna office and headquarters during the Term.

9.6 City Acknowledgement

The Society will acknowledge the facility and/or operating support of the City based on the following:

- a) **Building contribution:** The City’s contributions to the Buildings or ownership of the Buildings as an asset will be acknowledged in the form of an external plaque or signage as determined and produced by the City. All costs associated with production and placement of external recognition signage is to be incurred by the City.

- b) **Operational grant contribution:** Financial contributions from the City funding operational needs of the Society (i.e. Operating Grants) should be recognized at a consistent level with all other major funding contributors on any internal collateral that is used to recognize financial contributors (i.e. donor wall, plaque or signage at information desk). The City can also work with the Society and discuss what is appropriate based on funding levels and available space within the each of the Buildings.

Example: The _____ gratefully acknowledges the financial assistance of City of Kelowna.

In addition, operational funding contributions from the City should be recognized on the organization's primary website as well as principal collateral (such as the organization's annual report, main brochure and any materials that would not otherwise be produced without the City's funding).

- c) **Project or program grant contribution:** Financial contributions from the City funding specific programs or projects (i.e. Project Grants) should be recognized at a consistent level with all other project or program funding contributors. This includes City recognition on any materials that are exclusively or primarily produced because of the funding that the City provides.

Example: This program/project is made possible from financial support from the City of Kelowna.

10 SOCIETY INSURANCE

10.1 Society to Provide

The Society shall procure and maintain during the Term, at its own expense and cost, the insurance policies listed in Section 10.2 of this Lease. For clarity, the insurance requirements set out in Section 10.2 are minimum requirements and are not to be interpreted in a manner that limits the Society's obligations under this Lease and the Society shall be responsible for obtaining and maintaining such additional insurance as would a prudent tenant having similar obligations to those of the Society under the terms of this Lease. Further, all insurance policies held pursuant to this Lease shall contain an undertaking by the insurer to notify the City in writing not less than 30 days before any material change, cancellation, or termination.

10.2 Society's Insurance Obligations

As a minimum, the Society shall, without limiting its obligations or liabilities under any other contract with the City, procure and maintain, at its own expense and cost, the following insurance policies:

- a) Directors and Officers Liability Insurance

- b) Comprehensive General Liability Insurance
 - i. providing for an inclusive limit of not less than \$5,000,000.00 for each occurrence or accident;
 - ii. providing for all sums which the Society shall become legally obligated to pay for damages because of bodily injury (including death at any time resulting there from) sustained by any person or persons or because of damage to or destruction of property caused by an occurrence or accident arising out of or related to this agreement, services and/or occupancy or any operations carried on in connection with this agreement;
 - iii. including coverage for Products/Completed Operations, Blanket Contractual, Contractor's Protective, Personal Injury, Contingent Employer's Liability, Broad Form Property Damage, and Non-Owned Automobile Liability;
 - iv. including a Cross Liability clause providing that the inclusion of more than one Insured shall not in any way affect the rights of any other Insured hereunder, in respect to any claim, demand, suit or judgement made against any other Insured.

- c) All risks (including flood and earthquake, as required by the City) property insurance (contents, tenant improvements, etc) in an amount equal to 100% of the full replacement cost.
 - i. insuring all property owned by the Society, or for which the Society is legally liable, or installed by or on behalf of the Society, and located within the Buildings including, but not limited to, fittings, installations, alterations, additions, partitions, and all other leasehold improvements;
 - ii. insuring the Society's inventory, furniture, and movable equipment to the extent that such insurance is commercially available; and
 - iii. naming the City as a loss payee as the City's interest may appear.

- d) Insurance upon all plate glass in or which forms a boundary of the Building in an amount sufficient to replace all such glass.

The policy(s) set out in Section 10.2 shall contain a waiver of any subrogation rights which the Society's insurer may have against the City. The Society hereby waives its rights of subrogation against the City.

10.3 City's Insurance Obligations

The City shall maintain, through the Term, in those reasonable amounts and with those reasonable deductions that a prudent owner of a similar property would maintain, having regard to the size, age, and location:

- a) All risks insurance on the Buildings and the License Area and machinery, boilers, and equipment contained in it and owned by the City (excluding property that the Society is required to insure pursuant to this Lease);
- b) General liability insurance with respect to the City's operations at the Buildings; and
- c) Whatever other forms of insurance the City considers advisable.

10.4 Automobile Liability Insurance

The Society shall procure and maintain insurance policies covering all motor vehicles, owned, operated and used or to be used by the Society directly or indirectly in the performance of this agreement, services and/or occupancy. The limit of liability shall not be less than \$5,000,000 inclusive, for loss or damage including personal injuries and death resulting from any one accident or occurrence.

10.5 The City Named As Additional Insured

The policies required by Section 10.2 shall provide that the City is named as an "Additional Insured" thereunder and that said policies are primary without any right of contribution from any insurance otherwise maintained by the City.

10.6 Society's Sub-contractors

The Society shall require each of its sub-contractors to provide comparable insurance to that set forth under Section 2 of Schedule E.

10.7 Certificates of Insurance

The Society agrees to submit Certificates of Insurance in the form attached as Schedule D for itself and all of its sub-contractors to the City prior to the commencement of this agreement, services and/or occupancy. No review or approval of any insurance certificate or insurance policy by the City derogates from or diminishes the City's rights under this Lease.

10.8 Other Insurance

After reviewing the Society's Certificates of Insurance, the City may require other insurance or alterations to any applicable insurance policies in force during the period of this contract and will give notifications of such requirement. Where other insurances or alterations to any insurance policies in force are required by the City and result in increased insurance premium, such increased premium shall be at the Society's expense.

10.9 Additional Insurance

The Society may take out such additional insurance, as it may consider necessary and desirable. All such additional insurance shall be at no expense to the City. The Society shall ensure that all of its sub-contractors are informed of and comply with the City's requirements set out in this Schedule E.

10.10 Insurance Companies

All insurance, which the Society is required to obtain with respect to this agreement, shall be with insurance companies registered in and licensed to underwrite such insurance in the Province of British Columbia.

10.11 Failure to Provide

If the Society fails to do all or anything which is required of it with regard to insurance, the City may do all that is necessary to effect and maintain such insurance in the name and at the expense of the Society and the Society shall repay any and all costs expended by the City within 21 days of receipt of an invoice. For clarity, the City has no obligation to obtain any insurance required to be maintained by the Society under this Lease.

10.12 Non-Payment of Losses

The failure or refusal to pay losses by any insurance company providing insurance on behalf of the Society or any sub-contractor shall not be held to waive or release the Society or sub-contractor from any of the provisions of the Insurance Requirements or this Lease, with respect to the liability of the Society otherwise. Any insurance deductible maintained by the Society or any sub-contractor under any of the insurance policies is solely for their account and any such amount incurred by the City will be recovered from the Society as stated in Section 10.11.

11 INDEMNITY

11.1 Society Indemnity

The Society must save harmless, release and indemnify the City against and its elected and appointed officials, officers, employees, agents, successors and assigns, from any and all liabilities, actions damages, claims, losses, costs and expenses whatsoever (including without limitation, the full amount of all legal fees, costs, charges and expenses whatsoever) in any way directly or indirectly arising from the occupation, use, activities or actions of the Society in, on or from the Buildings, License Areas or the Lands or any act or omission of the Society. The obligations of the Society under Section 11 shall survive the expiry or earlier termination of this Agreement.

12 DEFAULTS, TERMINATION AND EXPIRATION

12.2 City May Cure Default

If the Society fails to observe, comply with, keep or perform any of its covenants, agreements or obligations under this Agreement, the City may, but is not obliged to, at its discretion and without prejudice, take all steps considered necessary to rectify or cure the default and all costs of so doing, including the costs of retaining professional advisors, shall be payable immediately by the Society upon receipt of an invoice. Nothing in this Agreement obligates the City to rectify or cure any default of the Society but should the City choose to do so, the City shall not be liable to the Society for any act or omission in the course of rectifying or curing or attempting to rectify or cure any default.

12.3 Termination Due to Default

If and whenever:

- a) the Society does not fully observe, perform and keep each and every term, covenant, agreement, stipulation, obligation, condition and provision of this Agreement to be observed, performed and kept by the Society, and persists in such default for 30 days after written notice by the City;
- b) the Society ceases to exist as a non-profit society in good standing in the records of the British Columbia Corporate Registry;
- c) any proceedings towards dissolution or winding up of the Society;
- d) the term or any of the goods or chattels in the Buildings are at any time seized or taken in execution or attachment by any creditor of the Society or under bill of sale or chattel mortgage;
- e) a writ of execution issues against the goods and chattels of the Society;
- f) the Society makes any assignment for the benefit of creditors or becomes insolvent or bankrupt;
- g) the Society is in default in the payment of Rent, the Reserve Fund Contributions or any other amount payable under this Agreement and the default continues for 30 days after written notice by the City to the Society;

- h) the Buildings or the Lands, or any part of it, is destroyed or damaged by any cause so that in the opinion of the City the Buildings are no longer reasonably fit for use by the Society for the purposes set out in this Agreement for any period in excess of 60 days; or
- i) the Society vacates or abandons the Buildings or any part of it, or uses or permits or suffers the use of the Buildings for any purpose other than the purposes permitted by this Agreement, and such default persists for 14 consecutive days after written notice by the City,

then the City may, in its sole discretion, terminate this Agreement and the Rent, the Reserve Fund Contributions and all outstanding levies and charges shall become immediately due and payable and the Term shall immediately become forfeited and void and the Tenant must immediately cease all use and occupation of the Buildings and vacate and deliver up possession of the Buildings and the City may without notice or any form of legal process and without any adherence to public law duties or procedural fairness or the principles of natural justice, forthwith re-enter the Buildings and take possession of the Buildings.

12.4 Distress

If the Rent or Reserve Fund Contributions payable by the Society are in arrears, the City or a person authorized in writing by the City may enter upon or into the Buildings and seize any goods or chattels and may sell the same.

12.5 Termination Without Cause

Notwithstanding the rest of this Agreement, either party may terminate this Agreement upon at least six (6) months' written notice to the other party.

12.6 Return of Operating Grant

The Society shall immediately upon expiration of the Term or the earlier termination of this Agreement, release, relinquish and return any unused portion of the Operating Grant to the City.

12.7 Overholding

If the Society continues to occupy any or all of the Buildings after the expiration of the Term or the earlier termination of this Agreement, such holding over will not constitute a renewal of this Agreement. In such case, the City, at its option, may elect to treat the Society as one who has not vacated at the end of the Term and to exercise all of its remedies in that situation, or may elect to construe such holding over as a tenancy from

month to month subject to all the terms and conditions of this Agreement except as to the Term. For clarity, this section does not authorize or permit the Society to overhold.

12.8 Compensation Upon Termination

The Society shall not make any claim for compensation, in damages or otherwise, upon the termination or expiry of this Agreement. If the City terminates this Agreement, the City retains the right to proceed at law against the Society for all of the Rent and Reserve Fund Contributions and other loss or damage and costs, including all prospective losses or prospective damages suffered or to be suffered by the City arising from the default of the Society under this Agreement.

12.9 State of Buildings and Lands at Termination

If the Tenant fails to leave the Buildings, the Licence Areas, and the Childcare Building in a condition required by this Agreement, the City may do so on behalf the Society and the Society must, on demand, compensate the City for all costs incurred by the City.

12.10 Remedies Cumulative

No reference to or exercise of any specific right or remedy by the City prejudices or precludes the City from any other remedy, whether allowed at law or in equity or expressly provided for in this Agreement.

13 GENERAL TERMS

13.1 Assignment and Subleasing or Sublicensing

The Society shall not assign or sub-licence the Society's interest in or rights under this Agreement in whole or in part, without the prior written consent of the City, nor may the Society charge, mortgage, or encumber or purport to charge, mortgage or encumber the Society's interest in the Buildings, the License Areas or any part of the Buildings, the License Areas or this Agreement without the prior written consent of the City. The City may withhold such consents for any reason whatsoever. If the City consents to a sublease of the Buildings or any part of the Buildings, the City may grant such approval on condition that the Society and the proposed sublessee execute a sublease agreement in a form satisfactory to the City.

13.2 Society's Representations and Warranties

The Society represents and warrants that it:

- a) is a not for profit society validly incorporated and in good standing under the laws of British Columbia and does not conduct its activities with a view to obtaining, and does not distribute, profit or financial gain to its members;

- b) has the power and capacity to enter into and carry out its obligations under this Agreement; and
- c) has completed all necessary resolutions and other preconditions to the validity of this Agreement.

13.3 No City Representations or Warranties

The Society acknowledges and agrees that the City makes no representations or warranties with respect to the Buildings or the Lands including, without limitation, the suitability of the Buildings or the Lands for the Society's intended use or the condition of the Buildings or the Lands.

13.4 City's Powers Unimpaired

Nothing contained or implied in this Agreement affects or prejudices the City's rights, powers, duties or obligations in the exercise of its functions pursuant to the *Local Government Act* (British Columbia), the *Community Charter* (British Columbia) or its rights and powers under any enactment to the extent the same are applicable to the Lands or the Buildings, all of which may be fully and effectively exercised in relation to the Lands or the Buildings as if this Agreement had not been fully executed and delivered.

13.5 Freedom of Information

The parties acknowledge, agree and consent to the disclosure of this Agreement as a matter of public record and further acknowledge and agree that applicable laws may require disclosure of information provided by one party to the other pursuant to or in connection with this Agreement.

13.6 Entire Agreement

The provisions in this Agreement constitute the whole of the agreement between the parties and supersede all previous communications, representations, warranties, covenants and agreements, whether verbal or written, between the parties with respect to the subject matter of this Agreement.

13.7 Amendment

This Agreement may not be modified or amended except in writing signed by the City and the Society.

13.8 Enurement

This Agreement shall enure to the benefit of and be binding upon the City and the Society and their respective successors and permitted assigns, if any.

13.9 City Interests

The Society acknowledges and agrees that the City may assign, transfer, mortgage, subdivide and otherwise deal with its interests in the Buildings, the License Areas, Lands or any portion thereof, whether land or improvement, without the consent of the Society.

13.10 Attornment

If any person shall through the City succeed to the rights of the City under this Agreement or to ownership of the Buildings then, upon the request of the party succeeding to the City's rights hereunder, the Society shall attorn to and recognize the new owner(s) as the landlord of the Society under this Agreement and shall promptly execute and deliver any instrument that such party may reasonably request to evidence the attornment. In the event of any other transfer of interest of the City hereunder, upon the written request of the transferee and the City, the Society shall attorn to and recognize the transferee as the landlord of the Society under this Agreement and shall promptly execute and deliver any instrument that the transferee and the City may reasonably request to evidence the attornment provided that the transferee agrees with the Society to become the landlord hereunder and to assume the obligations of the City hereunder that are to be performed by the transferee after the transfer.

13.11 Certificates

The City and the Society agree that at any time and from time to time upon not less than thirty (30) days prior request by the other party, each will execute, acknowledge and deliver to the other a statement in writing certifying:

- a) that this Agreement is unmodified and in full force and effect or if there have been modifications that the same are in full force and effect as modified and identifying the modifications;
- b) the dates to which the Rent, Reserve Fund Contributions and other charges or fees have been paid;
- c) that, so far as the maker of the statement knows, without having conducted any searches or made any particular enquiries, the party who requests the statement is not in default under any provisions of this Agreement or, if in default, the particulars thereof; and
- d) any other reasonable information which is requested.

13.12 Not in Registrable Form

The Society acknowledges and agrees that the City is under no obligation to at any time to deliver this Agreement or any instrument creating this Agreement to the Society in a form registrable in the Land Title Office.

13.13 Notice

Any notice, request, direction or other communication (any of which is a "Notice") that is to be given or made by a party under this Lease, shall be in writing, and if to the City, either delivered to an executive officer of the City or delivered or mailed (by prepaid registered mail) to the City at the address set out on page 3 of this Agreement, or if the City has given the Society Notice of another address in Canada to which notices to the City under this Lease are to be given, then to the last such address of which the Society has been given Notice or sent by e-mail; and if to the Society, either delivered to the Society personally (or to a partner or officer of the Society if the Society is a firm or corporation) or delivered or mailed (by prepaid registered mail) to the Society at the Buildings or sent by email, addressed as follows:

- a) To the City:
City of Kelowna
E-mail Address: Propertymanagement@kelowna.ca
Attention: Manager, Property Management

- b) To the Society:
Boys and Girls Clubs
E-mail Address: jwelder@boysandgirlsclubs.ca
Attention: Jeremy Welder

Every such Notice shall be deemed to have been given when delivered or, if mailed as aforesaid, upon the third business day after the day of mailing thereof in Canada provided that if mailed, should there be a mail strike, slowdown, or other labour dispute which might affect delivery of such notice between the time of mailing and the actual receipt of notice, then such notice shall only be effective if actually delivered. Any Notice sent by e-mail is to be considered given on the day it is sent, if that day is a business day and if that day is not a business day, it is to be considered given on the next business day after the date it is sent.

13.14 Waivers

Waiver by a party of any default by the other party shall not be deemed to be a waiver of any subsequent default. A waiver is effective only if it is in writing.

13.15 Further Assurances

The parties shall execute and do all such further deeds, acts, things and assurances as may be reasonably required to carry out the intent of this Agreement.

13.16 Own Cost

The Society shall perform all of its obligations, covenants and agreements under this Agreement solely at its own cost.

13.17 Joint Venture

Nothing in this Agreement creates the relationship of principal and agent or partnership, joint venture or business enterprise or entity between the parties or gives the Society any power or authority to bind the City in any way.

13.18 Independent Contractor

The parties have entered into an arm's length contract for the provision of the services set out in this Agreement and the Society is an independent contractor, not an employee, of the City.

13.19 Legal Advice

The Society acknowledges and agrees that the City has recommended that it receive independent legal advice with respect to this Agreement, and that the City has provided the Society with adequate time to do so.

13.20 Time is of the Essence

Time is of the essence of this Agreement.

14 INTERPRETATION

14.1 Headings and Table of Contents

The division of this Agreement into sections, the insertion of headings and the provision of a table of contents are for convenience only and do not form a part of this Agreement and will not be used to interpret, define or limit the scope, extent or intent of this Agreement.

14.2 Schedules

The following schedules are attached to and form part of this Agreement:

- a) Schedule A – Core Programs and Services;

- b) Schedule "A-1"—Sketch Plan of Jaycees Downtown Youth Centre Grounds Licence Area

- c) Schedule "A-2"—Sketch Plan of Rutland Youth Centre Grounds Licence Area
- d) Schedule "A-3"—Sketch Plan of Martin Avenue Community Centre Grounds Licence Area
- e) Schedule "B"—Cameron Park Licence Area
- f) Schedule "C"—Legal Notations and Encumbrances
- g) Schedule "D"—Society Responsibility Checklist
- h) Schedule "E"—Insurance Certificate

14.3 Number and Gender

Unless otherwise specified, words importing the singular include the plural and vice versa and words importing gender include all genders.

14.4 Use of the Word "Including"

The word "including" when following any general term or statement will not be construed as limiting the general term or statement to the specific matter immediately following the word "including" or to similar matters, and the general term or statement will be construed as referring to all matters that reasonably could fall within the broadest possible scope of the general term or statement.

14.5 Governing Law

This Agreement and each of the documents contemplated by or delivered under or in connection with this Agreement are governed exclusively by, and are to be enforced, construed and interpreted exclusively in accordance with the laws applicable and in force in British Columbia.

14.6 Severability

If any portion of this Agreement is held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Agreement.

IN WITNESS WHEREOF the City and the Society have executed this Agreement on the date first above written.

CITY OF KELOWNA)
by its authorized signatories)
)
)
_____)
Mayor)
)
)
_____)
City Clerk)
)

OKANAGAN BOYS AND GIRLS CLUBS)
by its authorized signatories)
)
)
)
)
_____)
Authorized Signatory)
)
)
_____)
Authorized Signatory)
)

Schedule A – Core Programs and Services

At the time of entering into the lease, the Society's provide programs and services are summarized below. These programs may evolve as the Society responds to community need.

Early Years	<ul style="list-style-type: none"> • Childcare Programs • Family Resource Programs • Preschool Programs
Middle Childhood	<ul style="list-style-type: none"> • Breakfast Clubs • After school clubs • Summer, Spring and Winter Break Daycamps • Recreation Programs • Programs for Children with Special Needs
Youth	<ul style="list-style-type: none"> • Drop In Recreation Programs • Leadership Programs • Lifeskills Programs (Social Emotional Learning) • Lifeskills Programs for Youth with Special Needs • Specialized Services including: <ul style="list-style-type: none"> ○ Downtown Youth Centre- Drop In ○ Outreach Mental Health Program ○ Reconnect – Youth Counselling ○ Cultivate- Youth Justice ○ Youth Restorative Justice ○ Foster Parent Support/Emergency Placement Support ○ Employment Support ○ Upstream • Housing and Shelter <ul style="list-style-type: none"> ○ Emergency Overnight Shelter ○ Supportive Housing Program • Technology Labs <ul style="list-style-type: none"> ○ RBC Raise the Grade ○ Urban Systems Learning Lab
Families	<ul style="list-style-type: none"> • Family Support and Counselling • Parents Together • Community Kitchens <ul style="list-style-type: none"> ○
Boys and Girls Clubs of Canada Programs	<ul style="list-style-type: none"> • Physical health and safety including: <ul style="list-style-type: none"> ○ Jayscare, Cool Moves, Dunk for Diabetes, Kid Food Nation, Flex Your Head, Mind Over Mood, Tennis Canada Jr. League, Bounce Back League • Leadership, growth and empowerment <ul style="list-style-type: none"> ○ Lead Up, Torch Club • Learning and career development <ul style="list-style-type: none"> ○ Power Up, RBC Raise the Grade, Skilled for Success, Kid Tech Nation

SCHEDULE "A-1"

Jaycees Downtown Youth Centre Lease and License Area



SCALE: N.T.S.

MAILING ADDRESS: 1633 RICHTER ST

LEGAL DESCRIPTION: LOT NO. A PLAN NO. 16898

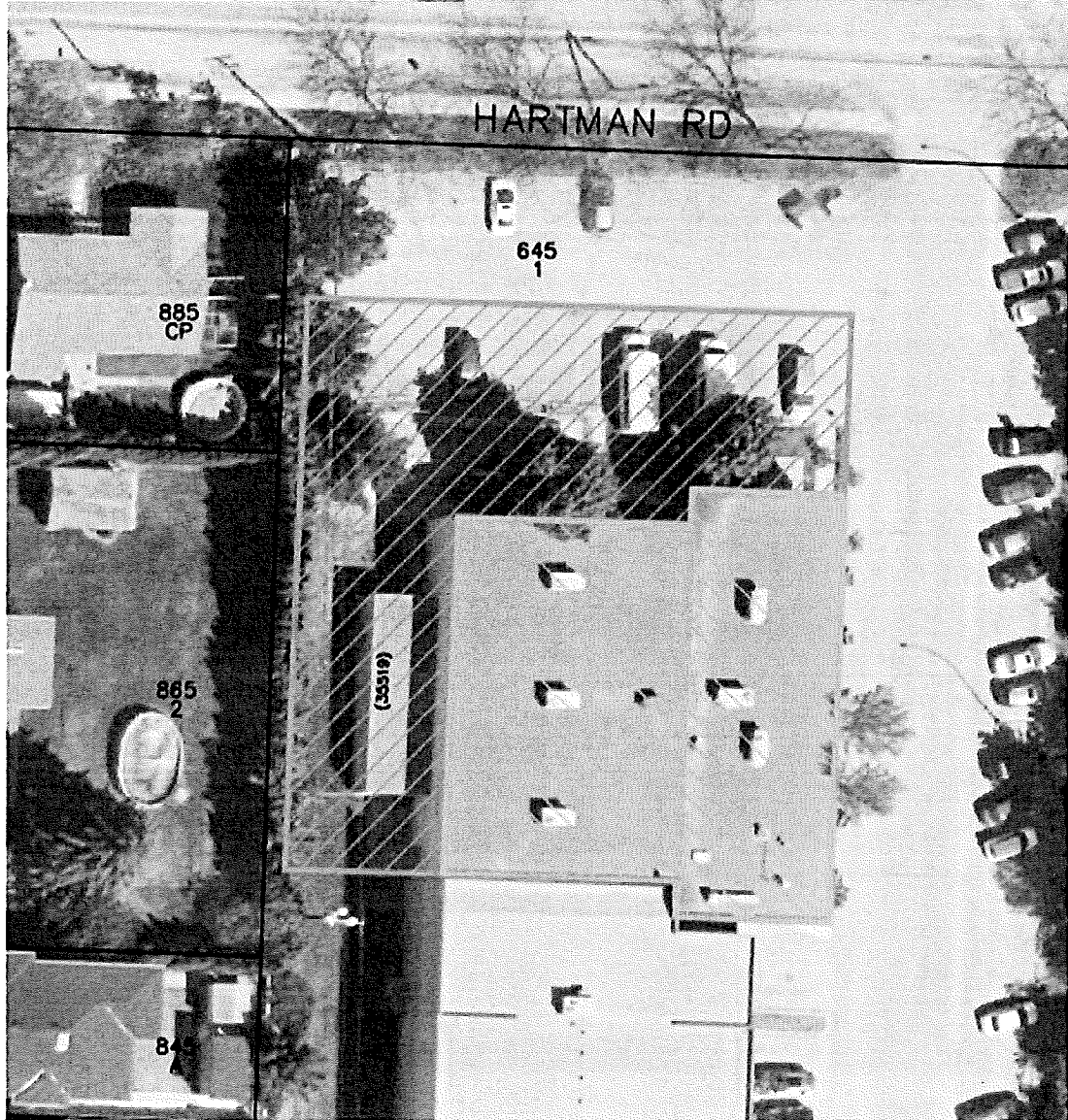
TWP. 25 SEC. 24

 PREMISES AREA - ±760m²

 LICENSE AREA - ±2820m²

SCHEDULE "A-2"

Rutland Youth Centre Grounds License Area





SCALE: N.T.S.

MAILING ADDRESS: 645 0000 RD

LEGAL DESCRIPTION: LOT NO. 1 PLAN NO. 91112

TWP. 26 SEC. 26

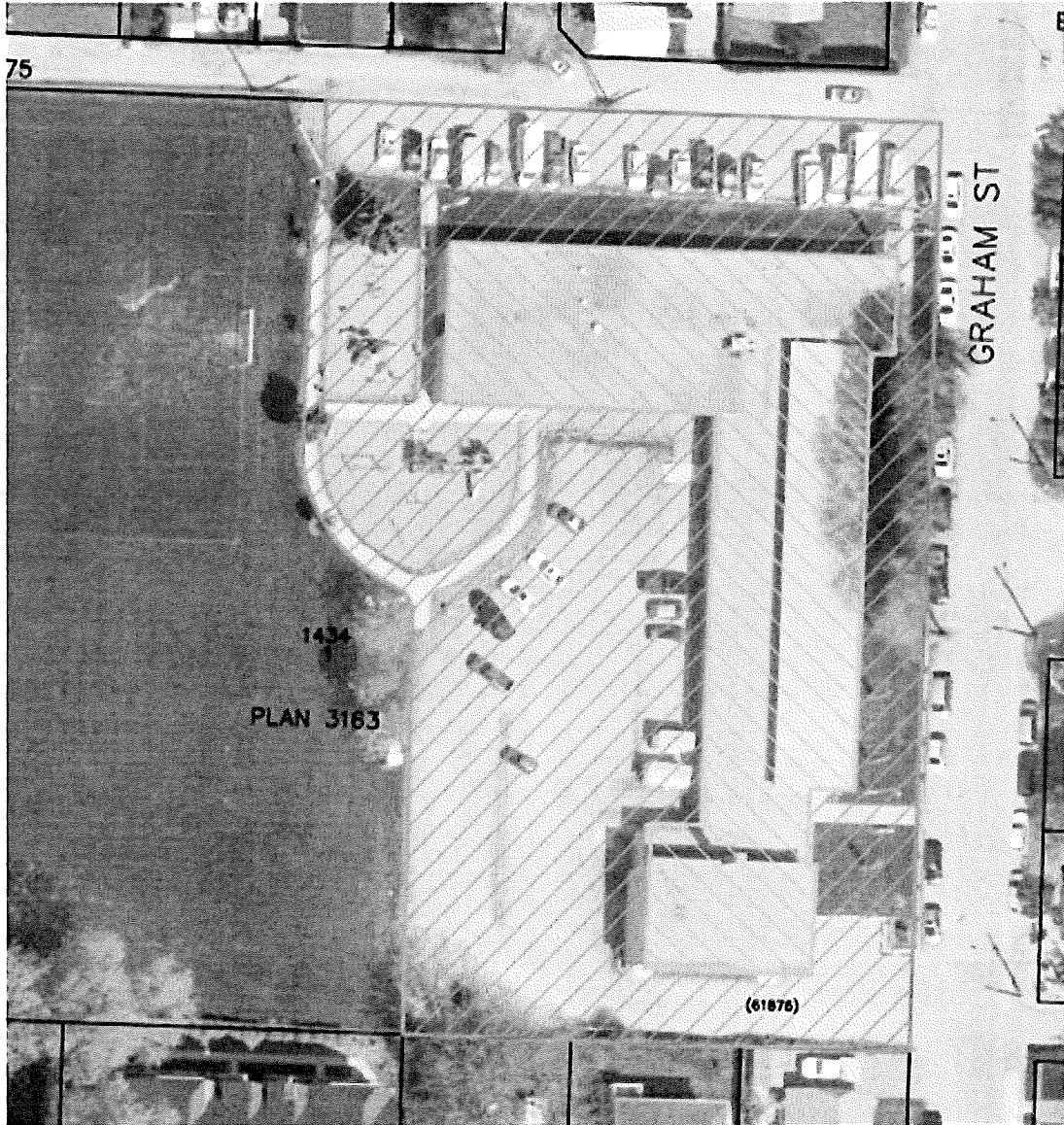
 PREMISES AREA = $\pm 890m^2$

 LICENSE AREA = $\pm 1014m^2$

PLEASE NOTE THAT THIS SKETCH IS FOR ILLUSTRATIVE PURPOSES ONLY. THE DEGREE OF ACCURACY OF THE AREA IS LIMITED

SCHEDULE "A-3"

Martin Avenue Community Centre Lease and License Area




SCALE: N.T.S.

MAILING ADDRESS: 1434 GRAHAM ST

LEGAL DESCRIPTION: LOT NO. 1 PLAN NO. 3163

TWP. 26 SEC. 19

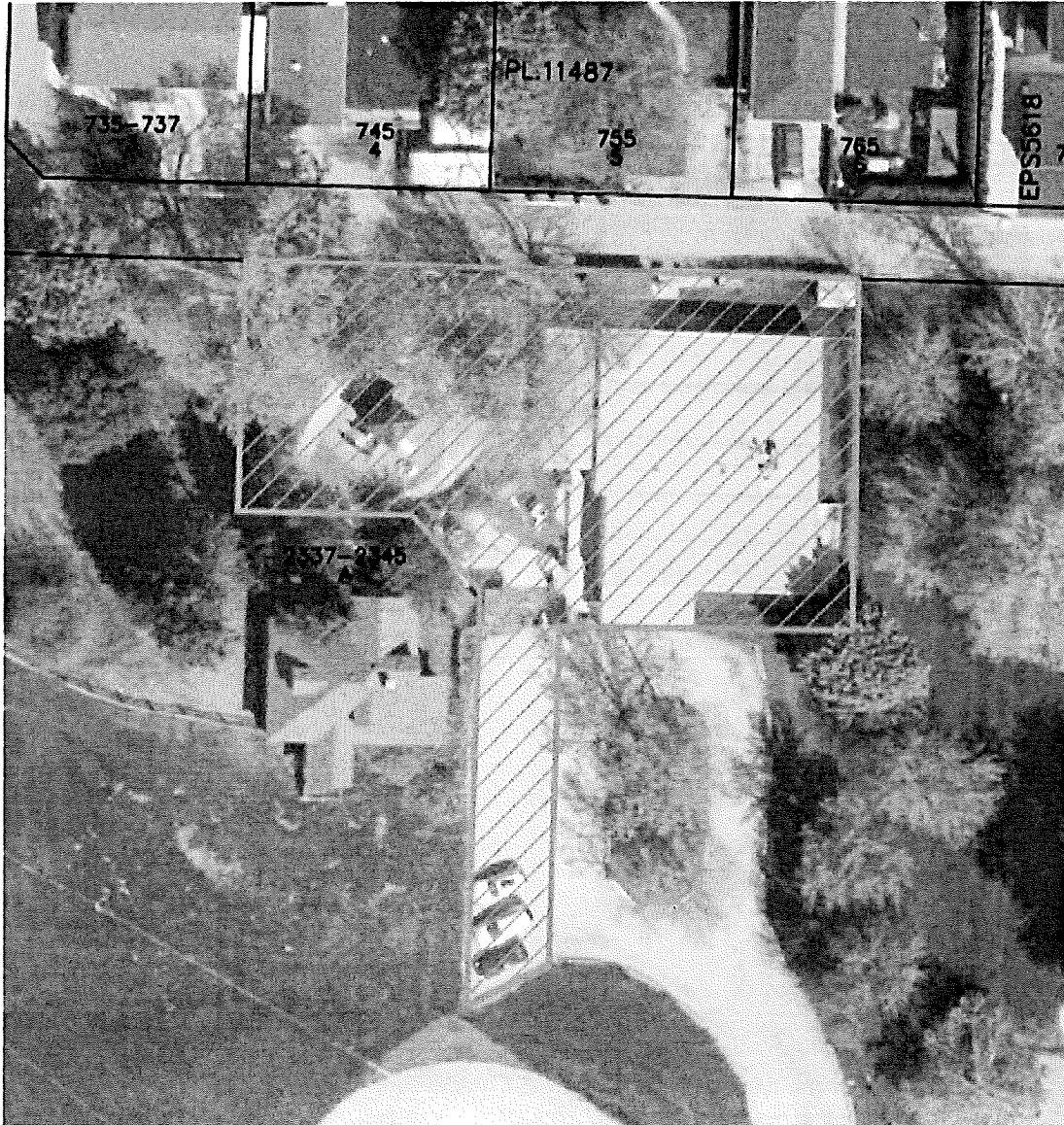
 PREMISES AREA = ±1914m²

 LICENSE AREA = ±4575m²

PLEASE NOTE THAT THIS SKETCH IS FOR ILLUSTRATIVE PURPOSES ONLY. THE DEGREE OF ACCURACY OF THE AREA IS LIMITED

SCHEDULE "B"

Cameron Park License Area



SCALE: N.T.S.

MAILING ADDRESS: 2337-2345 RICHTER ST

LEGAL DESCRIPTION: LOT NO. A PLAN NO. 9012

TWP. 26 SEC. 18



LICENSE AREA = $\pm 1404m^2$

PLEASE NOTE THAT THIS SKETCH IS FOR ILLUSTRATIVE PURPOSES ONLY. THE DEGREE OF ACCURACY OF THE AREA IS LIMITED

SCHEDULE "C" Legal Notices and Encumbrances

Jaycees Downtown Youth Centre

Heritage Status Notice KT21341

Statutory Right of Way KD63959

Statutory Right of Way LA145302

Rutland Youth Centre

Agricultural Land Commission Act Notification, Plan M11328

Local Government Act Part 26 Permit LA97693

Right of Way N49032

Statutory Right of Way X27104

Statutory Right of Way V54721

Statutory Right of Way LB426812

Statutory Right of Way LB426813

Martin Avenue Community Centre

Statutory Right of Way KM47176

Right of First Refusal KR122989

Cameron Park

Right of Way 101445E

Statutory Right of Way LB273038

SCHEDULE "D" Building Maintenance and Operations Responsibility Checklist

<p align="center">Building Maintenance and Operations Responsibility Checklist</p> <p align="center">OKANAGAN BOYS AND GIRLS CLUBS</p>	<p align="center">Rutland Youth Centre, Jaycees Downtown Youth Centre Martin Ave Community Centre</p>		
	<p align="center">Provided by the <u>City</u>, Cost borne by the <u>City</u></p>	<p align="center">Provided by the <u>Society</u>, Cost borne by the <u>Society</u></p>	<p align="center">Does Not Apply</p>
Backflow Preventor testing – Repair / Replacement		X	
Boiler operating permits		X	
Camera Systems		X	
Card Access		X	
Electrical Field Safety Representative (FSR)		X	
Electrical operating permit		X	
Electrical system – annual inspection report		X	
Electrical system - preventative maintenance		X	
Electrical system - repairs		X	
Electrical/lights - lamp & tube replacement		X	
Elevator equipment repairs		X	
Elevator maintenance contract		X	
Elevator operating permits		X	
Emergency lighting testing & repairs		X	
Exterior doors, windows, facades, etc.	X		

<p style="text-align: center;">Building Maintenance and Operations Responsibility Checklist</p> <p style="text-align: center;">OKANAGAN BOYS AND GIRLS CLUBS</p>	<p style="text-align: center;">Rutland Youth Centre, Jaycees Downtown Youth Centre Martin Ave Community Centre</p>		
	<p style="text-align: center;">Provided by the <u>City</u>, Cost borne by the <u>City</u></p>	<p style="text-align: center;">Provided by the <u>Society</u>, Cost borne by the <u>Society</u></p>	<p style="text-align: center;">Does Not Apply</p>
Fire alarm system repairs		X	
Fire alarm system testing & inspection contracts		X	
Fire extinguisher monthly & annual inspections		X	
Fire safety plan		X	
Fire safety drills		X	
Fire sprinkler system repairs		X	
Fire sprinkler system testing & inspection contracts		X	
Furnishings (maintain & replace)		X	
Garbage & recycling program		X	
Grease trap annual service		X	
HVAC – annual inspection report		X	
HVAC - preventative maintenance		X	
HVAC - repairs		X	
Insurance - automotive		X	
Insurance - liability		X	
Insurance - property, building	X		
Insurance - Society owned furnishings & fixtures		X	
Insurance - Society owned operational equipment, computers		X	

<p align="center">Building Maintenance and Operations Responsibility Checklist</p> <p align="center">OKANAGAN BOYS AND GIRLS CLUBS</p>	<p align="center">Rutland Youth Centre, Jaycees Downtown Youth Centre Martin Ave Community Centre</p>		
	<p align="center">Provided by the City, Cost borne by the City</p>	<p align="center">Provided by the Society, Cost borne by the Society</p>	<p align="center">Does Not Apply</p>
Interior walls, flooring, doors, ceilings, etc		X	
Internet		X	
Janitorial services & supplies in leased spaces		X	
Janitorial services & supplies in public washrooms		X	
Keys – providing City with master keys and emergency access contact information		X	
Keys & locks - repair & maintenance		X	
Kitchen equipment repair & maintenance - Landlord Owned			X
Kitchen equipment repair & maintenance - Tenant Owned		X	
Kitchen exhaust hood annual cleaning		X	
Kitchen exhaust hood repairs		X	
Kitchen hood fire suppression system preventative maintenance		X	
Kitchen hood fire suppression repairs		X	
Kitchen hood fire suppression testing		X	
Landscape maintenance	X		
Licences			
Business License		X	
Liquor License			X

Building Maintenance and Operations Responsibility Checklist OKANAGAN BOYS AND GIRLS CLUBS	Rutland Youth Centre Jaycees Downtown Youth Centre Martin Avenue Community Centre		
	Provided by the <u>City</u> , Cost borne by the <u>City</u>	Provided by the <u>Society</u> , Cost borne by the <u>Society</u>	Does Not Apply
IHA Food Operating Permit/ Food safe Certification		X	
Overhead Doors		X	
Painting - Exterior	X		
Painting - Interior		X	
Parking lots – parking lines, sweeping, asphalt, signage, etc.	X		
Pest control		X	
Playground Equipment – Maintenance (Martin Ave Community Centre only)	X		
Plumbing system – annual inspection report		X	
Plumbing system - preventative maintenance		X	
Plumbing system - repairs		X	
Property taxes		X	
Roof – annual inspection report	X		
Roof preventative maintenance and repairs	X		
Security system		X	
Signage		X	
Site drainage	X		

Building Maintenance and Operations Responsibility Checklist	Rutland Youth Centre Jaycees Downtown Youth Centre Martin Avenue Community Centre		
	OKANAGAN BOYS AND GIRLS CLUBS	Provided by the <u>City</u> , Cost borne by the <u>City</u>	Provided by the <u>Society</u> , Cost borne by the <u>Society</u>
Snow removal Society responsible for sidewalks and entrances at Martin Ave and Rutland Youth Centre, and inside the fence area of Jaycees Downtown City responsible for everything else	X	X	
Telephone		X	
Tenant improvements		X	
Tenant improvements – repair, maintenance & replacement		X	
Tree removal	X		
Utilities – electricity		X	
Utilities – natural gas		X	
Utilities – propane		X	
Utilities – water, sewer		X	
Vandalism (exterior)		X	
Vandalism (interior)		X	
Window cleaning (exterior)		X	
Window cleaning (interior)		X	

SCHEDULE "E"

Insurance Certificate

CERTIFICATE OF INSURANCE



<i>City staff to complete prior to circulation</i>	
City Dept.:	_____
Dept. Contact:	_____
Project/Contract/Event:	_____

Insured

Name:	_____
Address:	_____

Broker

Name:	_____
Address:	_____

Location and nature of operation and/or contract reference to which this Certificate applies:

--

Type of Insurance	Company & Policy Number	Policy Dates		Limits of Liability/Amounts
		Effective	Expiry	
Section 1 Comprehensive General Liability including: <ul style="list-style-type: none"> • Products/Completed Operations; • Blanket Contractual; • Contractor's Protective; • Personal Injury; • Contingent Employer's Liability; • Broad Form Property Damage; • Non-Owned Automobile; • Cross Liability Clause. 				Bodily Injury and Property Damage \$ <u>5,000,000</u> Inclusive \$ _____ Aggregate \$ _____ Deductible
Section 2 Automobile Liability				Bodily Injury and Property Damage \$ <u>5,000,000</u> Inclusive

- It is understood and agreed that the policy/policies noted above shall contain amendments to reflect the following:
1. Any Deductible or Reimbursement Clause contained in the policy shall not apply to the City of Kelowna and shall be the sole responsibility of the Insured named above.
 2. The City of Kelowna is named as an Additional Insured.
 3. 30 days prior written notice of material change and/or cancellation will be given to the City of Kelowna.

_____	_____	_____
Print Name	Title	Company (Insurer or Broker)
_____	_____	_____
Signature of Authorized Signatory		Date



Okanagan Boys & Girls Clubs Management and Operations Agreement

November 22, 2021

Okanagan Boys & Girls Clubs



Okanagan Boys & Girls Clubs

MISSION

To provide a safe, supportive place where children and youth can experience new opportunities, overcome barriers and build positive relationships, and develop confidence and skills for life.

VISION

All children and our discover and achieve their dreams and grow up to be healthy, successful, and active participants in the society

Partnership History

- ▶ BGC has had a partnership with City for over 60 years.
- ▶ BGC operates out of Martin Avenue Community Centre , Rutland Youth Centre, Jaycees Downtown Youth Centre
- ▶ City provides an operating grant, use 3 civic facilities and 1 license of occupation

In the Downtown Youth Centre, Rutland & Martin Ave. Community Centres we had:

114,530

BGCO provided
program hours

16,881

healthy meals &
snacks served

150

staff members

90,792

Club visits

Who BGC Serves from City Facilities

1,021	FAMILIES
111	PARTICIPANTS 19+
580	YOUTH 13-18
790	CHILDREN 6-12
167	CHILDREN UNDER 6

Examples of BGC Programming

Early years programming

- Parent Tot programs
- Licensed childcare and after school care
- Preschool programming

Youth programs

- Recreation programs
- Drop in programs
- Leadership and career development
- Counseling services



Examples of BGC Programming

Children & Youth with Special Needs

- Life skills
- Recreation program support

Youth at Risk

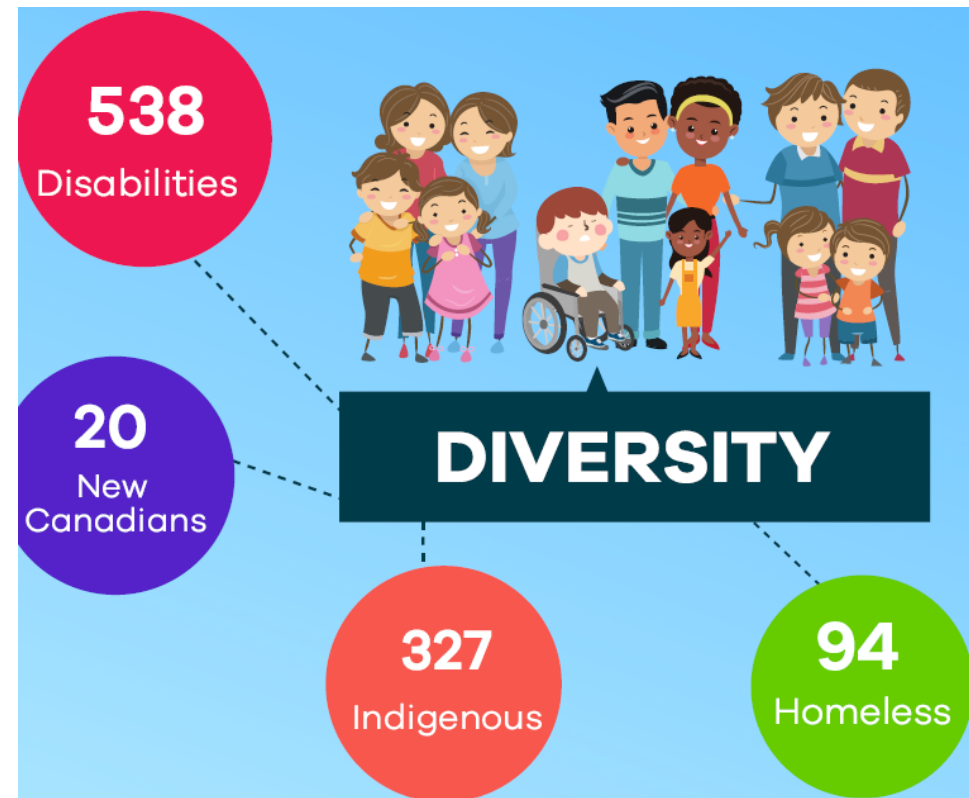
- Upstream Kelowna
- Downtown Youth Centre and overnight shelter
- Youth Restorative
- Outreach Mental Health Transitional housing



Examples of BGC Programming

Parent and Family programs

- Community Kitchen
- Parenting programs, including programs for foster parents
- Family counseling



Community Collaborator

BCG is heavily involved in the community and collaborates with other organizations such as:

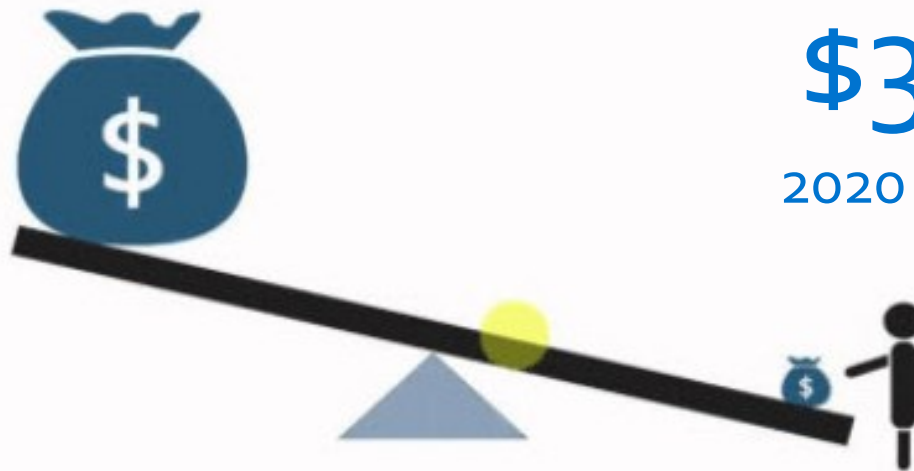
- ▶ School District
- ▶ Ministry of Child and Family Development
- ▶ Journey Home Society/A Way Home
- ▶ Ki-Low-Na Friendship Society
- ▶ The Foundry
- ▶ Central Okanagan Literacy Society



Leveraging City Dollars

\$3,7000,000

Services in Kelowna



\$355,000

2020 Operating Grant

Strategic Partnership Review

- ▶ BGC:
 - ▶ Is a strong organization;
 - ▶ Has an excellent management team;
- ▶ Has a strong skills-based Board of Directors; and
- ▶ Has professional oversight and maintenance of civic buildings



Agreement - Principal Objectives

- ▶ Provision of a wide range of programs;
- ▶ Prudent operations maintenance of City owned buildings;
- ▶ Increased leverage of City resources
- ▶ Contributing to the City's quality of life



Agreement - Summary

Okanagan Boys & Girls Clubs	
Civic Address of Premises	Rutland Youth Centre – 645 Dodd Rd Jaycees Downtown Youth Centre – 1633 Richter St Martin Avenue Community Centre – 1434 Graham St
License of Occupation	Portion of Cameron Park – 2337 Richter St
Commencement Date	January 1, 2022
Term	Five (5) years
Operational Grant (Annual)	\$363,000.00, increased annually by BC CPI
Rent	Nominal (\$1)
Building Reserve (Annual)	\$36,000.00, increased annually by BC CPI

Agreement - Improvements

- ▶ Indexes operational grant and building reserve contributions by BC CPI annually;
- ▶ Outlines the new maintenance requirements for the leased buildings; and
- ▶ Outlines the new annual reporting requirements as part of the new partnership reporting program.



Council Priorities

- ▶ Residents feel safe,
- ▶ Accessible and multi-purpose amenities, and
- ▶ Animated parks and public spaces.





Principle 1 Realize Civic Objectives *"The City's actions align with strategic objectives to achieve a range of short and long-term benefits for the municipality and the residents of Kelowna."*

City of Kelowna Land Strategy 2018



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: November 22, 2021
To: Council
From: City Manager
Subject: MFA Borrowing for LAS for South Okanagan Mission Agricultural Users
Department: Financial Planning

Recommendation:

THAT Council approves borrowing from the Municipal Finance Authority of British Columbia, as part of their 2022 spring issue, for \$441,000 as authorized through Loan Authorization Bylaw No. 11746 which authorized the Local Area Service for the South Okanagan Mission Agricultural Users.

AND THAT the Regional District of Central Okanagan be requested to prepare a security issuing bylaw with a 20-year term

Purpose:

To initiate long-term borrowing from the Municipal Finance Authority for a 20-year period for water works in the South Okanagan Mission Agricultural Users Local Area Service.

Background:

In the Fall of 2016, federal and provincial Clean Water and Wastewater Fund programs became available for local government applications. The City of Kelowna made application for water infrastructure upgrades to complete integration and improvements for South Okanagan Mission Agricultural Users. Senior government funding was announced in 2017 and are intended to cover costs related to the City's supply integration infrastructure.

In January of 2019, owners of the affected properties signed in favor of a Local Area Service petition for the construction of the water improvements/upgrades. On February 25th, 2019, Bylaw No. 11746 was read a first, second, and third time by Municipal Council. The approval of the Inspector of Municipalities was received on March 28th, 2019, and the approval of the Electors by an Owner Initiated process under the Community Charter was completed on February 13th, 2019. Bylaw No. 11746 was adopted by the Municipal Council of the City of Kelowna on April 8th, 2019.

The infrastructure improvements have now been completed and all costs related to the project have been captured. Pending Council approval, the Financial Services Department will initiate the borrowing process with the Municipal Finance Authority of British Columbia such that the expenditures related to this project can be recovered, and that payments can be recovered from the South Okanagan Agricultural users through the annual tax levy process.

Internal Circulation:

Divisional Director, Financial Services

Legal/Statutory Procedural Requirements:

Under the Community Charter, Section 182, *Municipal financing through regional district*, the authority for the Regional District to proceed with borrowing through the Municipal Finance Authority of British Columbia requires a Council resolution and the adoption of a municipal loan authorization bylaw by the Regional District.

Financial/Budgetary Considerations:

All costs related to this project of \$441,000 have been incurred and finalized. Borrowing will be initiated from the Municipal Finance Authority of BC, and payments from South Okanagan Agricultural users will be implemented under the Local Area Service.

Considerations not applicable to this report:

Existing Policy:

External Agency/Public Comments:

Communications Comments:

Submitted by:

K, Hughes CPA, CA
Financial Planning Manager

Approved for inclusion:

GD

CITY OF KELOWNA

BYLAW NO. 12310

Development Application and Heritage Procedures Bylaw

A bylaw to establish procedures for the processing of land development applications, including amendments to the Official Community Plan, to the Zoning Bylaw, or to a Land Use Contract; Permits under Part 14 of the Local Government Act or Temporary Farm Worker Housing Permits; Phased Development Agreements; heritage applications under Part 15 of the Local Government Act; and Agricultural Land Commission applications.

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

WHEREAS under the *Community Charter* and Parts 14 and 15 of the *Local Government Act*, the City of Kelowna may, by bylaw, delegate Council's powers and establish procedures for applications to: amend the Official Community Plan or the Zoning Bylaw, discharge a Land Use Contract, issue a land use permit, establish or amend a Phased Development Agreement, establish or amend a Heritage Designation Bylaw or Heritage Revitalization Agreement, issue a Heritage Alteration Permit, amend the Heritage Register, issue a Temporary Farm Worker Housing Permit, or the Agricultural Land Commission;

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

1.0 INTRODUCTION

1.1 Title

- 1.1.1 This Bylaw may be cited as “Development Application and Heritage Procedures Bylaw No. 12310”

1.2 Interpretation

- 1.2.1 Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto, as amended, revised, consolidated or replaced from time to time, and any bylaw referred to herein is a referenced to an enactment of the **Council** of the **City** of Kelowna, as amended, revised, consolidated or replaced from time to time.
- 1.2.2 If any section, subsection, sentence, clause or phrase of this bylaw is held to be invalid by a court of competent jurisdiction, that section, subsection, sentence, clause or phrase, as the case may be, will be severed and the validity of the remaining portions of the bylaw will not be affected.
- 1.2.3 The schedules attached to this bylaw form part of this bylaw.
- 1.2.4 The headings given to the sections and paragraphs in this bylaw are for convenience of reference only. They do not form part of this bylaw and will not be used in the interpretation of this bylaw.

1.3 Scope

- 1.3.1 This bylaw applies to an application:
- a) To amend the **Official Community Plan**;
 - b) To amend the **Zoning Bylaw**;
 - c) For issuance of a:
 - i) **Development Permit**;
 - ii) **Development Variance Permit**; or
 - iii) **Temporary Use Permit**;
 - d) To discharge a **Land Use Contract**;
 - e) To the **Agricultural Land Commission (ALC)** for one or more of the following:
 - i) To include land into the **Agricultural Land Reserve (ALR)**;
 - ii) To subdivide land within the **ALR**;
 - iii) To conduct a non-adhering residential use in the **ALR**; or
 - iv) To conduct a non-farm use in the **ALR**.
 - f) For a **Phased Development Agreement**;
 - g) For issuance of a **Temporary Farm Worker Housing Permit**;
 - h) To enter into or amend a **Heritage Revitalization Agreement**;
 - i) For protection under a **Heritage Designation Bylaw**;
 - j) A **Heritage Conservation Covenant** under Section 219 of the *Land Title Act*; or

- k) For issuance of a **Heritage Alteration Permit**; or
- l) For property to be added to or removed from the **Heritage Register**.

1.4 Definitions

1.4.1 In this Bylaw, unless the context otherwise requires:

'Agricultural Advisory Committee' means a committee established by **Council** to advise **Council** on agricultural matters in accordance with the Committee's Terms of Reference;

'Agricultural Land Commission' or **'ALC'** means the **Agricultural Land Commission** established by the *Agricultural Land Commission Act*;

'Agricultural Land Reserve' or **'ALR'** means the **Agricultural Land Reserve** designated by the *Agricultural Land Commission Act*;

'Building Permit' means a permit to perform work regulated by the **City** of Kelowna Building Bylaw No. 7245 as amended or replaced from time to time;

'Bylaw Enforcement Officer' means the employees appointed by **Council** as such;

'Certified Irrigation Designer' means an Irrigation Designer certified by the Irrigation Industry Association of British Columbia (IIABC) in good standing with that association and operating in accordance with its Code of Ethics;

'City' means the City of Kelowna;

'City Clerk' means the employee appointed by **Council** as such;

'City Manager' means the employee appointed by **Council** as such;

'Conceptual Landscape Plan' means a to-scale drawing identifying all landscape items being proposed within a development. The plan must clearly indicate where trees, shrubs, decorative paving, amenities, etc. are proposed. All Zoning Bylaw requirements related to landscaping are to be identified on the plan including buffers and fencing. Conceptual Landscape Plans are to reflect proposed grading including retaining walls and sloped areas;

'Coordinating Hillside Development Professional' means a registered professional planner, **landscape architect**, or engineer engaged to administer the application process and to ensure that the requirements established by the **City** in accordance with the Hillside Guidelines – including **lot** grading, drainage, and retaining are addressed;

'Council' means the Municipal Council of the **City** of Kelowna;

'Department Manager, Development Planning' means the person appointed as such and includes their selected designate(s);

'Development Application Fees Bylaw' means the **Development Application Fees Bylaw** No. 10560, as amended or replaced from time to time;

'Development Permit' means a permit authorized under Section 490 of the *Local Government Act*;

'Development Planning' means the **City** of Kelowna's Development Planning Department;

'Development Variance Permit' means a permit authorized under Section 498 of the *Local Government Act*;

'Direct Development Permit' means a **Development Permit** that may be issued by the **Department Manager, Development Planning** without **Council** consideration;

'Divisional Director, Planning & Development Services' means the person appointed as such and includes their selected designate(s);

'Early Consideration' means an application processed in accordance with Schedule '15' of this bylaw;

'**Heritage Advisory Committee**' means a committee established by **Council** to advise **Council** on heritage matters in accordance with the Committee's Terms of Reference;

'**Heritage Alteration Permit**' means a permit authorized under Section 617 of the *Local Government Act*;

'**Heritage Conservation Area**' means an area designated under Section 614 of the *Local Government Act* in the **City of Kelowna Official Community Plan**;

'**Heritage Conservation Covenant**' means a registered agreement between the **City** and the **owner** of heritage property pursuant to Section 219 of the *Land Title Act*;

'**Heritage Designation Bylaw**' means a bylaw adopted by the **City** pursuant to Section 611 of the *Local Government Act*;

'**Heritage Register**' means the community **Heritage Register** of the **City** as established under Section 598 of the *Local Government Act*;

'**Heritage Revitalization Agreement**' means an agreement between the **City** and the **owner** of heritage property pursuant to Section 610 of the *Local Government Act*;

'**Landscape Architect**' means a registered **Landscape Architect** in good standing with the British Columbia Society of **Landscape Architects** and acting in accordance with all applicable Acts and bylaws and policies of that Society;

'**Land Use Contract**' means a site specific, contractual arrangement between local governments and landowners. All land use contracts will be terminated as of June 30, 2024;

current **Land Use Contract** which is being discharged as per Section 546 of the *Local Government Act*;

'**Lot**' means a parcel of land, including crown land, which is legally described either by registered plan or description;

'**Major Direct Development Permit**' means a Natural Environment or Hazardous Conditions **Direct Development Permit** for development that:

- a) Does not meet the criteria for a **Minor Direct Development Permit**; and
- b) Is consistent with the environmental guidelines and policies of the **OCP**.

'**Minor Direct Development Permit**' means either a Natural Environment or Hazardous Conditions **Direct Development Permit** for development that meets the following criteria:

- a) Is consistent with the applicable guidelines and policies of the **OCP**; and
- b) 50m² or less of the development is situated within the designated **Development Permit** area.

'**Official Community Plan**' or '**OCP**' means Kelowna 2030 **Official Community Plan Bylaw** No. 10500, as amended or replaced from time to time;

'**Owner**' means, the registered owner of an estate in fee simple or his agent authorized in writing, and includes the tenant for life under a registered life estate, the registered holder of the last registered agreement for sale, and the hold or occupier of land held in the manner described in the *Local Government Act*;

'**Phased Development Agreement**' means an agreement authorized by Section 516 of the *Local Government Act*;

'**Policy & Planning Department Manager**' means the person appointed to the position and includes their designate;

'**Protected Heritage Property**' means a property subject to the agreement of a registered **Heritage Revitalization Agreement**, a **Heritage Conservation Covenant** or a **Heritage Designation Bylaw**;

'Public Hearing' means a **Public Hearing of Council** pursuant to Part 14, Division 3 of the *Local Government Act*;

'Qualified Environmental Professional' or **'QEP'** means an applied scientist or technologist acting alone or together with another **QEP**, if:

- a) The individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association (includes, but not limited to, Biologists, Foresters, Agrologists, Engineers, Geologists, Technicians and Technologists);
- b) The individual's area of expertise is recognized by the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal; and
- c) The individual is acting within their area of expertise.

'Qualified Heritage Professional' means a person who is experienced in the preparation of heritage assessments and is a member of the **BC Association of Heritage Professionals**;

'Qualified Professional' means a professional engineer, geoscientist, architect, biologist, planner or other professional licensed to practice in British Columbia with experience relevant to the applicable matter, as determined by the **Department Manager, Development Planning**;

'Site' means an area of land consisting of a **lot** or two or more abutting **lots**;

'Temporary Farm Worker Housing Permit Major' means a permit authorized by Section 488 (1)(c) of the *Local Government Act* for the protection of farming and for the accommodation of an employee(s) paid to work on a farm for no greater than ten months per calendar year.

'Temporary Farm Worker Housing Permit Minor Direct' means a permit authorized by Section 488 (1)(c) of the *Local Government Act* for the protection of farming, issued by the **Department Manager, Development Planning** that applies to development that meets the following criteria:

- a) Is for eight or fewer sleeping units in one or more temporary farm worker agricultural dwellings for the accommodation of an employee(s) paid to work on a farm for no greater than 10 months per calendar year; and
- b) Is consistent with the applicable guidelines and policies of the **OCP** and regulations of the **Zoning Bylaw**.

'Temporary Use Permit' means a permit authorized by Section 493 of the *Local Government Act*;

'Zoning Bylaw' means **City of Kelowna Zoning Bylaw No. 8000**, as amended or replaced from time to time.

2.0 GENERAL PROVISIONS

2.1 Making Applications

2.1.1 General Requirements for All Applications

In addition to application requirements found elsewhere in this bylaw, the following is required for all applications made under this bylaw:

- a) An application made pursuant to this bylaw will be made to the **Department Manager, Development Planning** in writing by the **owner(s)** of the land that is subject to the application, or by a person authorized by the **owner(s)**.

- b) If there is a change in ownership of a parcel of land that is the subject of an application pursuant to this bylaw, the **City** will require an updated State of Title and written authorization from the new **owner** prior to proceeding with the application.
- c) An application made pursuant to this bylaw will be submitted to the **City** on the prescribed application form approved by the **Department Manager, Development Planning** and will include an application fee, payable to the **City**, in accordance with the **Development Application Fees Bylaw**.

2.1.2 Application Requirements and Processing

- a) An application for amendment of an **Official Community Plan Bylaw** or **Zoning Bylaw** will be made and processed substantially as outlined in Schedule '2' of this bylaw.
- b) An application for a **Development Permit** will be made and processed substantially as outlined in Schedule '3' of this bylaw.
- c) An application for a **Development Variance Permit** will be made and processed substantially as outlined in Schedule '4' of this bylaw.
- d) An application for a **Temporary Use Permit** will be made and processed substantially as outlined in Schedule '5' of this bylaw.
- e) An application to discharge a **Land Use Contract** will be made and processed substantially as outlined in Schedule '6' of this bylaw.
- f) An application for land within the **Agricultural Land Reserve** will be made and processed substantially as outlined in Schedule '7' of this bylaw.
- g) An application for a **Phased Development Agreement** will be made and processed substantially in accordance with Schedule '8' of this bylaw.
- h) An application for a **Temporary Farm Worker Housing Permit** will be made and processed substantially in accordance with Schedule '9' of this bylaw.
- i) An application for a **Heritage Revitalization Agreement** will be made and processed substantially in accordance with Schedule '10' of this bylaw.
- j) An application for a **Heritage Designation Bylaw** will be made and processed substantially in accordance with Schedule '11' of this bylaw.
- k) An application for a **Heritage Conservation Covenant** will be made and processed substantially in accordance with Schedule '12' of this bylaw.
- l) An application for a **Heritage Alteration Permit** will be made and processed substantially in accordance with Schedule '13' of this bylaw.
- m) An application to add a building to or remove a building from the **Kelowna Heritage Register** will be made and processed substantially in accordance with Schedule '14' of this bylaw.
- n) An application for **Early Consideration** will be made and processed substantially in accordance with Schedule '15' of this bylaw.

2.2 Council Decisions

2.2.1 Bylaw Amendments

- a) Upon receipt of a report from the **City Manager** respecting an application under Schedule '2', **Council** may:
 - i. Proceed with the bylaw pursuant to the amendment application;
 - ii. Forward the amending bylaw or bylaws to a **Public Hearing** or waive the requirement for a **Public Hearing** as provided for in section 464 of the *Local Government Act*;
 - iii. Reject or refuse the application; or
 - iv. Defer or otherwise deal with the application.
- b) **Council** may consider final adoption of an amendment bylaw:
 - i. After three readings have been given;
 - ii. Where a **Development Permit** is required by the **Official Community Plan**, upon receipt of a report from the **City Manager** stating that the **Development Permit** has been prepared and is ready for **Council** consideration; and
 - iii. Where approval from the Ministry of Transportation and Infrastructure or another authority or body is required by statute or regulation, following receipt of written approval from the authority.
- c) Despite sub-Section 2.2.1(b), **Council** may consider final adoption of an amendment bylaw after three readings are given and where the bylaw is otherwise dealt with by **Council**.
- d) Notwithstanding Schedule '2' of this bylaw, **Council** may, by resolution, agree to postpone considering individual amendments to an **OCP Bylaw** or **Zoning Bylaw** until any major review that the bylaw is undergoing at the time of the request is complete.

2.2.2 Development Permits, Development Variance Permits, Temporary Use Permits, Temporary Farm Worker Housing Permits and Heritage Alteration Permits

Except for permits which may be issued by the **Department Manager**, **Development Planning** pursuant to Section 2.3 of this bylaw, **Council** may, upon receipt of a report from the **City Manager** respecting an application under Schedules '3', '4', '5', '9' and '13':

- a) Issue, amend, or refuse the permit;
- b) Impose requirements, and set conditions or standards;
- c) Impose conditions for the sequence and timing of construction;
- d) Require security; or
- e) Defer or otherwise deal with the permit application.

2.2.3 Early Consideration Applications

- a) Upon receipt of a report from the **City Manager** respecting an application under Schedule '15', **Council** may:
 - i. Proceed with the application in accordance with Schedule '1', '2', or '3' of this bylaw;

- ii. Reject or refuse the application; or
- iii. Defer or otherwise deal with the application.

2.2.4 **Agricultural Land Commission Applications**

In respect of applications subject to Sections 25(3) and 29(4) of the *Agricultural Land Commission Act*, **Council** may, upon receipt of a report from the **City Manager** respecting an application under Schedule '7':

- a) Authorize the application to proceed to the **ALC**; or
- b) Not authorize the application to proceed to the **ALC**.

2.2.5 **Phased Development Agreements**

Upon receipt of a report from the **City Manager** respecting an application under Schedule '8' of this bylaw, **Council** may:

- a) Authorize the preparation of a **Phased Development Agreement** subject to conditions;
- b) Proceed with the bylaw pursuant to the **Phased Development Agreement** application;
- c) Forward the bylaw to a **Public Hearing**; or
- d) Deny the application.

2.2.6 **Heritage Revitalization Agreements and Heritage Designation Bylaws**

- a) Upon receipt of a report from the **City Manager** respecting an application under Schedules '10' and '11', **Council** may:
 - i. Proceed with the bylaw pursuant to the application;
 - ii. Forward the bylaw or bylaws to a **Public Hearing**;
 - iii. Reject or refuse the application; or
 - iv. Defer or otherwise deal with the application.
- b) **Council** may consider final adoption of the bylaw:
 - i. After three readings have been given;
 - ii. Where a **Heritage Alteration Permit** is required by the **Official Community Plan**, upon receipt of a report from the **City Manager** stating that the **Heritage Alteration Permit** has been prepared and is ready for **Council** consideration; and
 - iii. Where approval from the Ministry of Transportation and Infrastructure or another authority or body is required by statute or regulation, following receipt of written approval from the authority.
- c) Despite sub-Section 2.2.5(b), **Council** may consider final adoption of a bylaw after three readings are given and where the bylaw is otherwise dealt with by **Council**.

2.2.7 **Heritage Conservation Covenants** and applications to include property in or delete property from the Kelowna **Heritage Register**

- a) Upon receipt of a report from the **City Manager** respecting an application under Schedules '12' and '14', **Council** may, by resolution:
 - i. Approve, amend, or refuse the application;

- ii. Impose requirements, and set conditions or standards;
- iii. Impose conditions for the sequence and timing of construction;
- iv. Require security; or
- v. Defer or otherwise deal with the permit application.

2.3 Delegation of Authority

Pursuant to Section 154(1)(b) of the *Community Charter*, **Council** delegates to the **Department Manager, Development Planning** the duties and powers of **Council** as follows:

2.3.1 Form and Content of Application Forms

The **Department Manager, Development Planning** may designate the form and content of application forms and may assign different forms for different categories of applications based on the nature of the application.

2.3.2 Development Approval Information

The powers of **Council** under Section 484 of the *Local Government Act* to require development approval information in respect of an application made under this bylaw. Development approval information required under this section will be provided by the applicant at the applicant's expense.

2.3.3 Performance Security

The powers of **Council** under Sections 502, 610(2)(c), and 318(2)(c) of the *Local Government Act* and Section 19 of the *Community Charter* to require security as a condition of the issuance of a **Development Permit, Development Variance Permit, Temporary Use Permit, Heritage Alteration Permit, Heritage Revitalization Agreement**, or a **Temporary Farm Worker Housing Permit** in accordance with Section 2.9 of this bylaw.

2.3.4 Issuance or Refusal of **Temporary Farm Worker Housing Permits**

The powers of **Council** under Section 15(1) of the *Community Charter* to issue, amend and set conditions for permits for the placement of dwellings for the accommodation of Temporary Farm Workers, in accordance with the *Agricultural Land Commission Act* and regulations.

2.3.5 **Development Permits**

- a) The powers of **Council** under Section 489 of the *Local Government Act* to issue, refuse and amend **Development Permits** in respect of **Development Permit** areas established by an **Official Community Plan**, subject to restrictions identified in Schedule '3' of this bylaw. This includes the powers of **Council** to require that the applicant provide security for the purposes of Section 502 of the *Local Government Act*, to establish the conditions of the permit, and to determine whether such requirements and conditions have been met.
- b) Amendments to **Development Permits** that are limited to minor design modifications that do not alter the overall form and character of development, and that do not reduce minimum setbacks, or increase height or density.

2.3.6 **Heritage Alteration Permits**

- a) Pursuant to Sections 590 and 617 of the *Local Government Act*, the **Department Manager, Development Planning** is hereby authorized to exercise the powers and perform the duties of **Council** in respect of the issuance of **Heritage Alteration Permits** subject to restrictions identified in Schedule '13' of this bylaw. These powers and duties shall include, but not be limited to, authorizing and approving the permit, rejecting the permit, establishing the

requirements and conditions of the permit, and determining whether such requirements and conditions have been met.

- b) Amendments to **Heritage Alteration Permits** that are limited to minor design modifications that do not alter the overall form and character of development, and that do not reduce minimum setbacks, or increase height or density.

2.4 Development Approval Information

2.4.1 Where an **OCP** bylaw specifies circumstances or designates areas of “development approval information”, the **Department Manager, Development Planning** may require in writing that the applicant provide development approval information in a report that is certified by a **Qualified Professional** that:

- a) Complies with and fully addresses terms of reference which are provided by the **Department Manager, Development Planning** in accordance with Section 2.4.2;
- b) Identifies and defines the context, interaction, scope and significance of the anticipated impacts of the activity or development on the community, as well as the data and methodological accuracy, assumptions, uncertainties, acceptability thresholds, and how anticipated impacts may cumulatively contribute to existing risks, stressors, and threats;
- c) Provides recommendations for requirements **Council** or the **Department Manager, Development Planning** may impose to mitigate or ameliorate the anticipated impacts; and
- d) Provides recommendations and details costs for modifications to the environment, or construction of works, to mitigate or ameliorate the anticipated impacts.

2.4.2 The terms of reference may require the applicant to provide information and/or a systematic detailed assessment of the proposed activity or development and:

- a) Compliance with the **Official Community Plan** and any other relevant **City** bylaw, plan or policy in preparation or adopted by **Council**;
- b) Compatibility with adjacent and community development in terms of land use, function, form, character, aesthetic and scale;
- c) Socio-economic impacts that may affect the day to day quality of life of people and communities, including, but not limited to, demographics, housing, local services, socio-cultural issues, and direct and indirect economic impacts;
- d) Land use impacts including, but not limited to, noise, vibration, glare and electrical interference;
- e) Landscaping and visual impacts including, but not limited to, the nature and magnitude of impacts on view corridors, shadows, visual envelope, prominent features, experiential characteristics, and landscape character;
- f) Transportation Demand Management strategies related to the proposal regarding, but not limited to, transportation, public transit, parking, safety, pedestrian, cyclist and vehicular traffic flow or operation, trip generation, **site** access and egress, network connectivity and accessibility;
- g) Retail impacts of a proposed commercial development, including, but not limited to, effects of additional competition, traffic impacts, effects on tenancy, and impacts to neighbourhood and sector stability;

- h) Air quality impacts including, but not limited to, pollution, dust, fumes, smoke and odours;
- i) Ground and surface water quality impacts, including, but not limited to, impacts on temperature, oxygen levels, acidity, nutrients, silts, pathogens and pollution;
- j) Agricultural impacts, including, but not limited to a soil assessment;
- k) Geotechnical conditions including, but not limited to, soil composition, profile, classification, agricultural suitability and capability, geologic processes and terrain stability;
- l) Hydrological and/or hydrogeological conditions including, but not limited to, infiltration, interception, groundwater and overland flow, accretion and erosion;
- m) Terrestrial and aquatic ecological conditions including, but not limited to, biodiversity, flora, fauna, habitat size, complexity, fragmentation or isolation, change to suitability or capability, restoration, creation and enhancement;
- n) Hazardous conditions including, but not limited to, mud flow, debris torrents, erosion, land slip, rock falls, subsidence, avalanche, wildfire, flood, and inundation, including appropriate construction elevations and setbacks;
- o) Historical, cultural and archaeological buildings, **sites** or assets;
- p) The timing and phasing of the activity or development;
- q) Compatibility with adjacent **City** owned land, rights of way, covenants and easements;
- r) Local infrastructure and **site** servicing including, but not limited to, drainage, water, sewer or other utilities;
- s) Community facilities and services including, but not limited to, schools, parks, recreation, emergency protective and health services;
- t) Any other topic in relation to which the **Department Manager, Development Planning** considers the proposed activity or development impacts the jurisdiction of the **City**.

2.4.3 Where applicable, an assessment required under this section must make recommendations on measures to mitigate and compensate for any impacts identified.

2.5 Council Reconsideration

2.5.1 Within ten business days of being notified in writing of the decision of the **Department Manager, Development Planning** to issue, to amend, or to refuse a permit, or to require Development Approval Information, the applicant may, and at no charge, request **Council** to reconsider the decision.

2.5.2 For a request under Section 2.5.1, the applicant must give notice in writing to the **City Clerk** setting out the grounds on which the **owner** considers the decision to be inappropriate, including the specific decision, and what decision **Council** should use as a substitute.

2.5.3 The **City Clerk** will notify the **Department Manager, Development Planning** of each request for reconsideration and the **Department Manager, Development Planning** will, prior to the date of the meeting at which the reconsideration will occur, provide a written report to **Council** setting out, at the level of detail the **Department Manager, Development Planning** considers appropriate, the rationale for their decision.

2.5.4 The **City Clerk** will place each request for reconsideration on the agenda of a meeting of **Council** to be held as soon as reasonably possible.

2.5.5 The **City Clerk** will notify the applicant of the date of the meeting at which reconsideration will occur.

2.5.6 **Council** will either confirm the decision of the **Department Manager, Development Planning**, or substitute its own decision, including any permit conditions.

2.6 Plans Completed by a Registered Architect

2.6.1 Where a development proposal indicates a building that meets the criteria of the Architectural Institute of British Columbia, all building plans, elevations and floor plans must be completed by a registered architect in good standing and licensed to practice in BC.

2.7 Heritage Property Applications

2.7.1 Pursuant to Sections 615 and 617 of the *Local Government Act*, a **Heritage Alteration Permit** must be issued prior to undertaking alterations or other actions on property within a **Heritage Conservation Area** or on **Protected Heritage Property**. Where a **Heritage Alteration Permit** and a **Building Permit** are both required, the **Heritage Alteration Permit** must be issued prior to or in conjunction with the issuance of the **Building Permit** when a **Building Permit** is necessary.

2.7.2 Withholding of Approvals

a) Pursuant to Sections 604 and 605 of the *Local Government Act*, approvals may be withheld for **Protected Heritage Property** as follows:

- i. The **Divisional Director, Planning & Development Services** may withhold the issuance of any **Building Permit** where the **Department Manager, Development Planning** is of the opinion that the **Building Permit** would authorize an alteration to **Protected Heritage Property**; and
- ii. The **Divisional Director, Planning & Development Services** may withhold the issuance of any **Building Permit** for the demolition of **Protected Heritage Property**

until a **Heritage Alteration Permit** and any other necessary approvals have been issued with respect to the proposed alterations.

- b) Pursuant to Sections 604 and 605 of the *Local Government Act*, approvals may be withheld for a building that is included on the **Heritage Register** as follows:
 - i. The **Divisional Director, Planning & Development Services** may withhold the issuance of any **Building Permit** where the **Department Manager, Development Planning** is of the opinion that the **Building Permit** would authorize an alteration to property that is included in the **Heritage Register**; and
 - ii. The **Divisional Director, Planning & Development Services** may withhold the issuance of any **Building Permit** for the demolition of a building included in the **Heritage Register** until a **Building Permit** and any other necessary approvals have been issued with respect to the proposed alterations.
- c) The **Divisional Director, Planning & Development Services** may not withhold the issuance of a **Building Permit** for the demolition or alteration of **Protected Heritage Property** or a building included in the **Heritage Register** where the demolition or alteration is reasonably required to mitigate a hazard to public safety.
- d) The **Divisional Director, Planning & Development Services** shall notify the applicant for a **Building Permit** withheld under this section that the matter of the issuance of the **Building Permit** will be considered by **Council** at a regular meeting. The date, time and location of the meeting shall be stated in the notice. The notice shall be sent by registered mail, unless the meeting date is within five days of the date on which the notice would be mailed, in which case the notice shall be given by personal service and not mailed. The applicant for the **Building Permit** being withheld shall be entitled to address **Council** when the matter is considered by **Council**.

2.8 Hillside Development

For all applications involving greater than three **lots** within the Intensive Residential – Hillside **Development Permit Area**, as designated in the **OCP**, proof of contract is required between the **owner(s)** and a **Coordinating Hillside Development Professional**.

2.9 Performance Security

2.9.1 Form of Security

Security required by permits will be in the form of a certified cheque, or an irrevocable letter of credit, effective for a period to be determined by the **Department Manager, Development Planning**. Such irrevocable letter of credit will be clean and unconditional, automatically renewing and redeemable at a local bank, and may be subject to additional conditions to be specified by the **Department Manager, Development Planning**.

2.9.2 Amount of Security

The amount of security will be calculated using:

- a) An estimate provided at an applicant's expense by a professional qualified to undertake or supervise the works for which the securities are required, which may be obtained by the applicant and submitted with the application. The estimate must provide a cost breakdown of all materials as well as labour, monitoring and maintenance required; or
- b) Methods prescribed by the **Department Manager, Development Planning**.

2.9.3 Conditions of Security

Where security is a condition of a permit:

- a) When a security for landscaping is a condition of a permit, the amount of the security will be 125%, or a minimum of \$7,000, of the cost of the works including inspections, monitoring and maintenance of all items included in the landscape plan and is to be paid in full prior to permit issuance.
- b) In the case of an unsafe condition that might result from a contravention of a permit condition, the amount of security will reflect the nature of the permit condition, the nature of the unsafe condition, and the cost to the **City** of entering on the land, undertaking work to correct the unsafe condition, including the cost of repairing any damage to land, and improvements that may have been caused by the unsafe condition or that may have occurred in connection with the repair work.
- c) In the case of damage to the natural environment that might result from a contravention of a permit condition, the amount will reflect the nature of the permit condition, the nature of the damage, and the cost to the **City** of entering on the land, correcting the damage to the environment, and restoring or enhancing the natural environment to compensate for the damage that was caused by the contravention of the permit condition.
- d) Where security is required as per Sections 2.9.3(b) and (c) of this bylaw, the **City** will return to the applicant 100% of the security deposit upon receipt of a Letter of Assurance from a **Qualified Professional** certifying that the unsafe condition or damage to the natural environment has been corrected.
- e) Where security is required as a condition of a Permit, except for Natural Environment Development Permits, the following will also apply:
 - i. The landscape works (including irrigation) will be considered substantially complete upon receipt of letters or Landscape Schedules of Assurance (L3) from a Landscape Architect and a Certified Irrigation Designer which certify that the landscape and irrigation works have been completed in accordance with the approved Development Permit, or as determined by the Department Manager, Community Planning.
 - ii. ii) Upon substantial completion, the City will return to the applicant ninety percent (90%) of the security deposit. The City will withhold the remaining ten percent (10%) for up to two (2) growing seasons.
 - iii. iii) At least of one (1) year after substantial completion of the landscape works, the City may return the remainder of the security deposit on the condition that a Letter of Assurance has been submitted by a Landscape Architect certifying that the landscaping remains in substantial compliance with the approved Development Permit.
- f) Where security is required as a condition of a Natural Environment **Development Permit**, the following will also apply:
 - iv. The landscape works will be considered substantially complete upon receipt of a letter from a **Qualified Professional** certifying that the landscape works have been

completed in accordance with the approved **Development Permit**, or as determined by the **Department Manager, Development Planning**.

- v. Upon substantial completion, the **City** will return 90% of the security deposit to the applicant. The **City** will withhold the remaining 10% or \$6,000, whichever is more, for up to five growing seasons.
 - vi. At least one year after substantial completion of the landscape works, the **City** may return the remainder of the security deposit on the condition that a Letter of Assurance has been submitted by a **Qualified Professional** certifying that the landscaping remains in substantial compliance with the approved **Development Permit**.
- g) If the landscape works are not completed in substantial compliance with the approved **Development Permit** by the date of expiry of the permit the **City** may cash the security deposit for the purposes of providing the funds to the current owner(s) of the subject property after completion of the landscape works to the specifications of the approved **Development Permit**. If an unsafe condition or damage to the natural environment has resulted as a consequence of the violation of the permit, the **City** may cash the security deposit for the purposes of completing the landscape works or undertaking works to the correct the unsafe condition or to correct the damage to the natural environment.

2.10 Notice of Decision

Written notice of a **Council** decision will be mailed or otherwise delivered by the **City Clerk** to an applicant at the address provided on the application form.

2.11 Incomplete Applications

If **Development Planning** staff determine that an application is incomplete, the applicant will be requested to provide the required information. If an applicant does not provide the required information within three months of the request, the application and fee will be returned.

2.12 Permit Renewals, Extensions and Lapse

2.12.1 Permit Renewals and Extensions

- a) Applications to renew or to extend a **Temporary Use Permit** under this bylaw must be made prior to the lapse of the permit.
- b) Applications to renew or to extend a **Temporary Use Permit** issued in accordance with this bylaw will be made and processed substantially in accordance with Schedule '5' of this bylaw.

2.12.2 Permit Issuance and Lapse

- a) A **Development Permit, Development Variance Permit, Temporary Farm Worker Housing Permit, or Heritage Alteration Permit** is considered to have been issued upon the date of authorization by **Council**, or, where applicable, by the **Department Manager, Development Planning**.
- b) Pursuant to Section 504 of the *Local Government Act*, in order for construction to be considered substantially started, the following minimum criteria will apply:
 - i. A valid **Building Permit** is issued;
 - ii. The **site** is completely fenced for construction purposes;

- iii. Excavation of the **site** (partially or entirely); and
 - iv. Greater than 50% of the approved **Development Permit** project's footing and foundation is poured; or
 - v. For an approved phased development, 100% of the footing and foundation of the first phase is poured.
 - vi. Except for **Phased Development Agreements** approved pursuant to Schedule '8' of this bylaw, upon receiving final occupancy for a phase of an approved phased development, subsequent phases must meet the criteria of Section 2.11.2(b) within twelve months or the permit will be deemed to have lapsed and will have no force or effect.
- c) A **Development Permit** or **Development Variance Permit** is considered to have lapsed in accordance with Section 504 of the *Local Government Act*, or as specified by the permit.
- d) A **Heritage Alteration Permit** is considered to have lapsed if construction has not substantially commenced within two years of the date of issuance, or as otherwise specified by the Permit.

2.13 Lapse of In-Stream Application

- 2.13.1 In the event that an application made pursuant to this bylaw is one year old or older and has been inactive for a period of six months or greater:
- a) The application will be deemed to be abandoned and the applicant will be notified in writing that the file will be closed;
 - b) Any bylaw that has not received final adoption will be of no force and effect; and
 - c) In the case of **OCP, Zoning, Heritage Revitalization Agreement and Heritage Designation Bylaw** applications, the **City Clerk** will add to a **Council** meeting agenda a motion to rescind all readings of the bylaw associated with that application.
- 2.13.2 Upon written request by the applicant prior to the lapse of the application, **Council** may extend the deadline for a period of up to twelve months by passing a resolution to that effect.
- 2.13.3 If applicable, a refund will be paid to the applicant in accordance with the **Development Application Fees Bylaw** for proposals that have lapsed.
- 2.13.4 In order for an application that has lapsed under Sections 2.13.1 to proceed, a new application, including fee, will be required.

2.14 Reapplication

Subject to Section 460 and Section 590 of the *Local Government Act*, where an application made pursuant to this Bylaw has been refused by **Council**, reapplication will not be accepted for a six-month period immediately following the date of refusal.

2.15 Enforcement

2.15.1 Inspection

The **Department Manager, Development Planning, Divisional Director, Planning & Development Services, Bylaw Enforcement Officers** and any other authorized representative of the **City** under their direction is authorized to enter any premises at all reasonable times to determine if the regulations and provisions of this bylaw are being, or have been met.

2.15.2 Offence

- a) Every person who violates a provision of this bylaw commits an offence and is liable on summary conviction to a penalty not exceeding \$50,000.00 and the costs of prosecution.
- b) Each day a violation of the provisions of this bylaw exists or is permitted to exist will constitute a separate offence.
- c) No person or **owner** will alter a building or land in a **Development Permit Area** as designated in the **OCP** unless they hold a valid **Development Permit** issued in accordance with this bylaw.
- d) No person or **owner** will interfere with or obstruct the entry of a **Bylaw Enforcement Officer** or any authorized **City** representative onto any land or into any building to which entry is made or attempted pursuant to the provisions of this bylaw.

3.0 APPLICATION FEES

3.1 Application Fee Requirement

- 3.1.1 At the time of application, the applicant will pay to the **City** any application fees required as per the **Development Application Fees Bylaw**.
- 3.1.2 Where a Public Information Meeting is required by **Council**, the applicant will pay all costs associated with the Public Information Meeting.
- 3.1.3 The fees prescribed in **Development Application Fees Bylaw** apply to each parcel of land for which the application is made, as follows:
- a) If an application involves two or more contiguous parcels of land, they will be treated as one application;
 - b) If an application involves two or more parcels of land that are not contiguous, they will be treated as separate applications and the fee prescribed in the **Development Application Fees Bylaw** applies to each parcel of land for which the application is made.

4.0 PUBLIC NOTIFICATION AND CONSULTATION

4.1 Public Notification and Consultation Requirement

All applications made pursuant to this bylaw will undertake the forms of public notification required by Section 4. Consultation requirements as identified in Council Policy No. 367 must also be undertaken prior to **Council** initial consideration of an application.

4.2 Public Notification

4.2.1 Giving Notice

- a) In accordance with the *Local Government Act*, the **City** will mail or otherwise deliver individual notices to all **owners** and tenants of the subject property for which an application is being made and all **owners** and tenants of properties that are within a 50 m radius or a minimum of four properties, whichever is greater, to which the application pertains, advising of:
 - i. A scheduled **Public Hearing** for an **OCP** amendment, **Zoning Bylaw** amendment, **Phased Development Agreement**, **Land Use Contract Discharge**, **Heritage Designation** bylaw or **Heritage Revitalization Agreement**;
 - ii. A scheduled Council meeting for considering a Heritage Designation bylaw;
 - iii. A scheduled **Council** meeting for considering a **Heritage Alteration Permit** with variances;
 - iv. A scheduled **Council** meeting for considering a **Development Variance Permit**; or
 - v. A scheduled **Council** meeting for considering a **Temporary Use Permit**.
- b) The notification outlined in sub-Section 4.2.1(a) is not required if 10 or more parcels owned by 10 or more persons are subject of the application.
- c) Individual notices will be mailed or otherwise delivered not less than ten days prior to **Council** consideration of a **Heritage Alteration Permit**, **Development Variance Permit**, or **Temporary Use Permit** and not less than ten days prior to a **Public Hearing** for an **OCP**

amendment, **Zoning Bylaw** amendment, **Land Use Contract** discharge, **Heritage Designation Bylaw**, or **Heritage Revitalization Agreement**.

4.2.2 Development Notice Signage

An applicant under this bylaw must, at their cost, post Development Notice Signage on the parcel of land which is the subject of the application, in accordance with the following.

a) Exemptions:

The following types of applications do not require Development Notice Signage:

- i. **Development Permit**
- ii. **Temporary Farm Worker Housing Permit**
- iii. **Heritage Conservation Covenant**
- iv. **Kelowna Heritage Register**
- v. **Heritage Alteration Permit** with no variance(s)
- vi. **OCP and Zoning Bylaw** amendment applications involving ten or more parcels owned by ten or more people

b) Timing:

For applications that require a statutory **Public Hearing**, Development Notice Signs will be posted a minimum of ten days prior to the **Public Hearing** for the application. For all other applications, Development Notice Signs will be posted a minimum of ten days prior to the **Council** meeting at which the application is scheduled for consideration.

Development Notice Signs must remain in place until the conclusion of the **Public Hearing**, until **Council** has considered the application as applicable, within 7 days of Council's further consideration of the application when the **Public Hearing** has been waived, or until the development application has been abandoned. Development Notice Signs must be removed within seven days of the conclusion of a **Public Hearing**.

c) Sign Location and Installation:

Development Notice Signs will be posted so that they are clearly visible from the street, up to three metres inside the property line. Development Notice Signs will be posted in a manner that does not interfere with pedestrian or vehicular traffic or obstruct visibility from streets, lanes or driveways and must be installed in a safe, sturdy manner capable of withstanding wind and weather.

d) Number:

One sign is required per 100 metres of road frontage. No more than three signs are required for any one **site**.

e) Sign Content:

Development Notice Signs will include the following information, as applicable:

- i. The **City's** application file number;
- ii. A brief project description;
- iii. The date of the relevant **Public Hearing** or **Council** meeting at which the application is to be considered, or the final date for receipt of public input if the **Public Hearing** has been waived; and

iv. Any additional information required by the **Department Manager, Development Planning**.

f) Sign Purchase:

Development Notice Signs will be purchased from a signage provider at the applicant's expense. The **City's** signage template must be used, and the signage content must be approved by **City** staff.

g) Photographic Evidence Required:

The applicant must provide the **Department Manager, Development Planning** with photographic evidence confirming that all Development Notice Signs required by this Bylaw have been installed on the subject property by the date required before the application will be considered at a **Public Hearing** or a regular **Council** meeting.

h) Failure to Post:

Failure to post the required Development Notice Signs in accordance with this bylaw will result in the postponement of consideration of the application by **Council**. All costs incurred by the **City** for public notification as a result of such postponement will be the responsibility of the applicant.

4.3 Agency Referral Process

4.3.1 For applications subject to this bylaw, the **Development Planning Department** will develop a referral list of agencies, organizations or levels of government to which the application must be sent for review.

4.3.2 Each agency, organization or level of government will be given a minimum of fifteen working days from receipt of the referral to provide any comments. If after a minimum of fifteen working days the agency, organization or level of government has not notified the **City** in writing about their concerns, they are considered to have no concerns.

5.0 REPEALED

The **City** of Kelowna "Development Application Procedures Bylaw No. 10540" and all amendments thereto, are repealed.

The **City** of Kelowna "Heritage Procedures Bylaw No. 11185" and all amendments thereto, are repealed.

6.0 EFFECTIVE DATE

This bylaw comes into force and takes effect on the date of adoption.

7.0 IRREGULARITY

The failure of **Council** or a committee to observe the provisions of this bylaw does not affect the validity of resolutions passed or bylaws enacted by **Council**.

Schedule '1' – Application Requirements

The information listed below will be required for applications under this bylaw in accordance with Schedules '2' to '14' of this bylaw:

- a) Application Form
- b) State of Title - including complete copies of any easements, rights-of-way, Section 219 covenants and other non-financial charges registered on Title. Must be printed within 30 days of making the application.
- c) Owner's Authorization Form – required if the applicant is not the registered owner(s) of the land subject to the application.
- d) Site Profile - in accordance with the Environmental Management Act.
- e) Zoning Analysis Table - illustrating how the proposal meets or deviates from Zoning Bylaw requirements.
- f) Project Rationale - explaining the project's conformity with relevant City policies including OCP policies and, where applicable, Development Permit Guidelines.
- g) Photographs - of the site and surrounding context (e.g. neighbouring properties, on-site structures, important features, etc.) in colour and at a legible size.
- h) Site Plan - 1:200 scale recommended, all units in metric, with north arrow, including:
 - Civic address and legal description
 - Property line and setbacks, accurately dimensioned
 - Easements, rights-of-way, and covenant areas
 - Outline of existing and proposed building(s), accurately dimensioned
 - Parking layout and allocation, including:
 - Stall dimensions
 - Drive aisle dimensions
 - Parking setbacks to property lines
 - Description of stall uses (ex. visitor stall, loading stall, and resident stall, etc.)
 - Site lighting
 - Location and dimensions of private open space
 - Site grading, including retaining walls and retention slopes
 - Existing geodetic elevations and proposed geodetic elevations

For Commercial, Industrial, and Multi-family applications, also include:

 - Location, number, and dimensions of bicycle parking spaces
 - Location, number, and dimensions of accessible parking spaces
 - Provisions for universal access
 - Location of any existing and/or proposed freestanding signage
 - Location of recycling and garbage enclosure
- i) Floor Plans - for each floor including basement, 1:200 scale recommended, all units in metric, with north arrow, including:
 - Layout and dimensions of all exterior and interior walls
 - Location of doors and windows
 - Use of each room (e.g. bedroom, bathroom, etc.)
 - Dimensions, including area, of each room

j) Elevation Drawings - 1:200 scale recommended, all units in metric, including:

- Exterior of subject building(s) - all elevations with direction labeled
- Dimensioned height from grade on all elevations
- Materials and proposed colour details (e.g. roof, trim, façade)

For Commercial, Industrial, and Multi-family applications, also include:

- Coloured elevation drawings
- Drawings of street elevation with relationship to buildings on adjacent properties
- Size and location of any proposed signage
- Coloured rendering(s) including complete building elevations and landscaping
 - For smaller-scale developments, a minimum of one coloured rendering is required; for larger-scale developments, photo realistic coloured renderings from multiple perspectives that show the details of finished materials are required
 - Additional renderings may be required at the discretion of the Department Manager, Development Planning

k) Materials Board - that can be duplicated (no physical samples) including:

- Roofing material and colour
- Exterior materials and colours
- Window, door, and trim materials and colours
- Any additional materials and colours (e.g. balconies, railings, etc.)

l) Landscape Plan

Conceptual Landscape Plan: for applications under Schedules '2' and '10' of this bylaw – to-scale plan including:

Landscape Plan - (1:200 scale recommended) in metric units with north arrow, detailing:

- Outline of existing and proposed building(s) with existing trees or treed areas
- Parking layout and surface treatment
- Soft landscaping (trees, hedges, planting beds, vines, lawn, etc.), including vegetation within public road right-of-way
- A preliminary plant list of trees, shrubs, perennials and ground covers including quantities, botanical and common names, planting sizes, on centre spacing
- Hard landscaping (precise pavers, brick, concrete, etc.) including materials within public road right-of-way • Landscape structures (fences, trellis, arbours, retaining walls, lighting, etc.)
- Location and size of amenity areas, play areas, and private open space, if applicable
- Where a Landscape Plan is required as a condition of a Natural Environment Development Permit, the Plan will be stamped and sealed by a Qualified Professional.

For Commercial, Industrial, Multi-family & Institutional applications, the following requirements must also be provided:

- A Landscape Plan signed and sealed by a Landscape Architect, and a Water Conservation Report prepared by a Landscape Architect in accordance with Water Regulation Bylaw No. 10480 (as amended or replaced from time to time), including:
 - Landscape Schedules of Assurance (BCSLA);
 - A landscape water budget;
 - A hydrozone plan;
 - An Irrigation Plan, certified by a Certified Irrigation Designer; and
 - A cost estimate, including all landscape and irrigation works.

Landscape costs must indicate topsoil, mulches, trees, plant material, structures, fencing, play equipment, Site furniture, etc.

- Location and treatment of garbage enclosure (including materials and dimensions)
 - Notation of any proposed boulevard trees
 - Notation of special treatments or retaining elements pertaining to grading
- m) Environmental Assessment Report - prepared, signed and sealed by a Registered Professional Biologist licensed to practice in BC, which assesses potential impacts of the proposed development and provides avoidance, mitigation and/or compensation methods as applicable. The assessment will include but is not limited to a biophysical inventory that stratifies and maps environmentally sensitive areas, a habitat balance sheet, a cumulative effects assessment, and a gap analysis.
- n) Habitat Restoration Plan - prepared, signed and sealed by a Qualified Professional, which identifies and recommends restoration areas and details measures necessary to restore the subject property(s) to a level acceptable to the City. The plan will include but is not limited to:
- A landscape plan that includes descriptions of all polygon treatments proposed, representative descriptions and images for each treatment type and a recommended inspection and maintenance schedule;
 - A cost estimate that includes the anticipated costs of implementing the landscape plan and provisions for inspections, maintenance and environmental effectiveness monitoring; and
 - An "as-built" report may be requested upon completion of the habitat restoration work as a condition of the Development Permit that describes and justifies any departures from the proposed restoration prescriptions, provides images and descriptions for each treatment type as completed, recommends additional mid- to long-term measures to enhance the success of the project, and includes a summary of final project costs.
- o) Environmental Monitoring Plan - prepared, signed and sealed by a Qualified Professional that assures project construction activities comply with environmental provisions defined in authorizations and permits, applicable legislation, City environmental management guidelines and policies and industry best management practices. An Environmental Monitoring Plan will assure that appropriate levels of protection are in place to prevent or minimize environmental impacts, will prepare timely, accurate and unbiased reporting, and will include a cost estimate for all monitoring and associated works.
- p) Information about the historical significance and architectural merit of a property. A statement of significance and / or heritage review, prepared by a Qualified Heritage Professional, may be required in accordance with terms of reference outlined by the Development Planning Department, at the discretion of Department Manager, Development Planning.

Schedule '2' – Applications to Amend an Official Community Plan Bylaw or a Zoning Bylaw

This Schedule describes the process applicants must follow to amend an OCP or Zoning Bylaw, including the application requirements and processing procedure. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

1.1. The following information is required for applications to amend an OCP or Zoning Bylaw. See Schedule '1' of this bylaw for a description of each application requirement.

a) Application Form	f) Project Rationale
b) State of Title	h) Site Plan
c) Owner's Authorization Form (if applicable)	i) Floor Plan (if available)
d) Site Profile (if applicable)	j) Elevation Drawings (if available)
e) Zoning Analysis Table	l) Conceptual Landscape Plan

1.2. Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately evaluate an amendment application.

2.0 PROCESSING PROCEDURE

An amendment application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) The applicant will complete public notification and consultation as required by Section 4 of this bylaw.
- f) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- g) Development Planning will prepare a staff report for consideration by Council. The applicant is encouraged to attend the Council meeting(s) at which the application will be considered.
- h) If Council decides to proceed with the application, an amending bylaw will be given first reading and conditions will be established, where appropriate. Council may alternatively decide to refer, table or deny the application.
- i) Should the amending bylaw receive first reading, a Public Hearing will be held to allow the public to comment on the application. Notice of a Public Hearing will be given pursuant to the Local Government Act. Should Council choose to waive the Public Hearing for an application to amend the Zoning Bylaw, notice of a waived Public Hearing will be given pursuant to the Local Government Act.

- j) Following the Public Hearing or waiving of the Public Hearing, Council will consider the amendment bylaw and may proceed with second and third readings, refer, table or deny the application. Upon third reading, an amendment bylaw may need to be sent to relevant provincial ministry(s) for approval before proceeding to adoption.
- k) When the applicant has adequately addressed all the conditions associated with the application, Council will consider the adoption of the bylaw(s), subject to Section 2.2.1(b) of this bylaw.
- l) Following reading consideration, the Office of the City Clerk will notify the applicant in writing of Council's decision.

Schedule '3' – Development Permit Applications

This Schedule describes the process applicants must follow for Development Permit applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 FORM AND CHARACTER & FARM PROTECTION DEVELOPMENT PERMITS

1.1. Form and Character & Farm Protection Direct Development Permits

1.1.1. Restriction on Delegation

Direct Development Permits are approved by the Department Manager, Development Planning. As a restriction on Section 2.3.5(a), the Department Manager, Development Planning may only issue Development Permits that meet the following criteria:

- a) Form and Character Development Permits not containing any residential uses, where:
 - i. The application does not require Ministry of Transportation and Infrastructure approval;
 - ii. The proposed development does not impact adjacent or abutting residential developments; and
 - iii. The proposed development is generally consistent with applicable Development Permit guidelines in the OCP.
- b) Form and Character Development Permits for Intensive Residential Development, applicable to properties in the Sensitive Infill Housing Development Permit Area, where:
 - i. The proposed development is generally consistent with the applicable Development Permit guidelines in the OCP.
- c) Farm Protection Development Permits, where:
 - i. The proposed development is generally consistent with the applicable Development Permit guidelines in the OCP.

Applications not eligible for issuance or amendment by the Department Manager, Development Planning must be considered by Council and are subject to the requirements listed in Schedule '3', Section 1.2 – Form and Character & Farm Protection Council Development Permits, below.

1.1.2. Application Requirements

- a) The following information is required for Form and Character and Farm Protection Direct Development Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

Direct Form and Character Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile (if applicable)
e) Zoning Analysis Table
f) Project Rationale
g) Photographs
h) Site Plan
i) Floor Plan
j) Elevation Drawings
k) Materials Board
l) Direct Landscape Plan

Direct Farm Protection Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile (if applicable)
e) Zoning Analysis Table
f) Project Rationale
g) Photographs
h) Site Plan
j) Elevation Drawings
l) Direct Landscape Plan

- b) Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately evaluate, issue, and/or deny a Development Permit application.

1.1.3. Processing Procedure

An Form and Character or Farm Protection Direct Development Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies. Where applicable, a staff design review will consider the merits of the proposal.
- e) Relevant referral agency comments will be considered by the Department Manager, Development Planning.
- f) Development Planning will notify the applicant in writing of the decision of the Department Manager, Development Planning.
- g) If authorized for issuance by the Department Manager, Development Planning, staff will prepare the required Development Permit and related schedules for signature and obtain the required security pursuant to Section 2.9 of this bylaw.
- h) Upon sign-off of the Development Permit by the Department Manager, Development Planning and receipt of the required security, the Development Permit will be issued and then registered against the title of the property(s) at the Land Title Office.

1.2. Form and Character & Farm Protection Council Development Permits

1.2.1. Application Requirements

- a) The following information is required for Form and Character and Farm Protection Council Development Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

Council Form and Character Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile (if applicable)
e) Zoning Analysis Table
f) Project Rationale
g) Photographs
h) Site Plan
i) Floor Plan
j) Elevation Drawings
k) Materials Board
l) Council Landscape Plan

Council Farm Protection Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile (if applicable)
e) Zoning Analysis Table
f) Project Rationale
g) Photographs
h) Site Plan
j) Elevation Drawings
l) Council Landscape Plan

- b) Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately make a recommendation to Council regarding a Development Permit application.

1.2.2. Processing Procedure

An Form and Character and Farm Protection Council Development Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies. Where applicable, a staff design review will consider the merits of the proposal.
- e) Development Planning will prepare a staff report and refer the application to any relevant Council Committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- f) Upon receipt of the recommendation of the Council committee and comments from other referral agencies, Development Planning will prepare a staff report and draft Development

Permit for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application is being considered.

- g) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- h) If authorized for issuance by Council, Development Planning staff will prepare the required Development Permit and related schedules for signature and obtain the required security, pursuant to Section 2.9 of this bylaw.
- i) Upon sign-off of the Development Permit by the Department Manager, Development Planning and receipt of the required security, the Development Permit will be issued and then registered on the State of Title of the subject property(s).

2.0 NATURAL ENVIRONMENT AND HAZARDOUS CONDITIONS DEVELOPMENT PERMITS

2.1. Restriction on Delegation

As a restriction on Section 2.3.5(a), the Department Manager, Development Planning may only issue or amend Natural Environment and Hazardous Conditions Development Permits that meet the following criteria:

- a) The permit is consistent with OCP Development Permit Guidelines; and
- b) No variances to the Zoning Bylaw are required.

Applications not eligible for issuance or amendment by the Department Manager, Development Planning must be considered by Council and are subject to the requirements listed in Schedule '3', Section 2.4 – Environment and Hazardous Conditions Council Development Permit, below.

2.2. Minor Direct Development Permit

2.2.1. Application Requirements

- a) The following information is required for Minor Direct Natural Environment and Hazardous Conditions Development Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

Minor Direct Natural Environment Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile
f) Project Rationale
g) Photographs
h) Site Plan
o) Environmental Monitoring Plan

Minor Direct Hazardous Conditions Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile (if applicable)
f) Project Rationale
g) Photographs
h) Site Plan

- b) For a Natural Environment Development Permit, proof of contract between the owner(s) and a Qualified Professional to prepare an Environmental Monitoring Plan and any associated work.
- c) For a Natural Environment Development Permit, a Letter of Authorization to Halt Work, signed by the owner(s) authorizing the contracted Qualified Professional to halt or modify

any construction activity necessary to ensure compliance with the requirements of the Development Permit and best management practices.

- d) Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately evaluate, issue, and/or deny a Development Permit application.

2.2.2. Processing Procedures

A Minor Direct Natural Environment or Hazardous Conditions Development Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all applicable City departments.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) Relevant technical comments will be considered by the Department Manager, Development Planning.
- f) Development Planning will notify the applicant in writing of the decision of the Department Manager, Development Planning.
- g) If authorized for issuance by the Department Manager, Development Planning, staff will prepare the required Development Permit and related schedules for signature, and obtain the required security, pursuant to Section 2.9 of this bylaw.
- h) Upon sign-off of the Development Permit by the Divisional Director, Planning & Development Services and receipt of the required security, the Development Permit will be issued and then registered on the State of Title of the subject property(s).

2.3. Major Direct Development Permit

2.3.1. Application Requirements

- a) The following information is required for Major Direct Natural Environment and Hazardous Conditions Development Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

Major Direct Natural Environment Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile
f) Project Rationale
g) Photographs
h) Site Plan
m) Environmental Assessment Report
n) Habitat Restoration Plan
o) Environmental Monitoring Plan

Major Direct Hazardous Conditions Development Permit
a) Application Form
b) State of Title
c) Owner's Authorization Form (if applicable)
d) Site Profile (if applicable)
f) Project Rationale
g) Photographs
h) Site Plan

- b) For a Natural Environment Development Permit, proof of contract between the owner(s) and a Qualified Professional to prepare an Environmental Monitoring Plan and any associated work.
- c) For a Natural Environment Development Permit, a Letter of Authorization to Halt Work, signed by the owner(s) authorizing the contracted Qualified Professional to halt or modify any construction activity necessary to ensure compliance with the requirements of the Development Permit and best management practices.
- d) Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately evaluate, issue, and/or deny a Development Permit application.

2.3.2. Processing Procedures

A Major Direct Natural Environment or Hazardous Conditions Development Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies. An internal staff development review will consider the merits of the proposal.
- e) Relevant technical comments will be considered by the Department Manager, Development Planning.
- f) Development Planning will notify the applicant in writing of the decision of the Department Manager, Development Planning.

- g) If authorized for issuance by the Department Manager, Development Planning, staff will prepare the required Development Permit and related schedules for signature, and obtain the required security, pursuant to Section 2.9 of this Bylaw.
- h) Upon sign-off of the Development Permit by the Divisional Director, Planning & Development Services and receipt of the required security, the Development Permit will be issued and then registered on the State of Title of the subject property(s).

2.4. Natural Environment and Hazardous Conditions Council Development Permit

2.4.1. Application Requirements

- a) The following information is required for Natural Environment and Hazardous Conditions Council Development Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

Council Natural Environment Development Permit	Council Hazardous Conditions Development Permit
a) Application Form	a) Application Form
b) State of Title	b) State of Title
c) Owner's Authorization Form (if applicable)	c) Owner's Authorization Form (if applicable)
d) Site Profile	d) Site Profile (if applicable)
f) Project Rationale	f) Project Rationale
g) Photographs	g) Photographs
h) Site Plan	h) Site Plan
m) Environmental Assessment Report	
n) Habitat Restoration Plan	

- b) For a Natural Environment Development Permit, proof of contract between the owner(s) and a Qualified Professional to prepare an Environmental Monitoring Plan and any associated work.
- c) For a Natural Environment Development Permit, a Letter of Authorization to Halt Work, signed by the owner(s) authorizing the contracted Qualified Professional to halt or modify any construction activity necessary to ensure compliance with the requirements of the Development Permit and best management practices.
- d) Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately make a recommendation to Council regarding a Development Permit application.

2.4.2. Processing Procedures

A Natural Environment or Hazardous Conditions Council Development Permit application submitted in accordance with this Bylaw will be processed as follows:

- a) Upon receipt of an application package submitted in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.

- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies. An internal staff development review will consider the merits of the proposal.
- e) Development Planning will prepare a staff report and refer the application to any relevant Council Committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- f) Upon receipt of the recommendation of the Council committee and comments from other referral agencies, Development Planning staff will prepare a staff report and draft Development Permit for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application is being considered.
- g) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- h) If authorized for issuance by Council, Development Planning staff will prepare the required Development Permit and related schedules for signature, and obtain the required security, pursuant to Section 2.9 of this bylaw.
- i) Upon sign-off of the Development Permit by the Department Manager, Development Planning and receipt of the required security, the Development Permit will be issued and then registered on the State of Title of the subject property(s).

Schedule '4' – Development Variance Permit Applications

This Schedule describes the process applicants must follow for Development Variance Permit applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

1.1. The following information is required for Development Variance Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

a) Application Form	g) Photographs
b) State of Title	h) Site Plan
c) Owner's Authorization Form (if applicable)	i) Floor Plan
d) Site Profile (if applicable)	j) Elevation Drawings
e) Zoning Analysis Table	l) Council Landscape Plan (if applicable)
m) Project Rationale	

1.2. Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately make a recommendation to Council regarding a Development Variance Permit application.

2.0 PROCESSING PROCEDURE

A Development Variance Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) The applicant will complete public notification and consultation as required by Section 4 of this bylaw.
- f) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- g) Upon receipt of the comments of other referral agencies, Development Planning staff will prepare a staff report and draft Development Variance Permit for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application is being considered.
- h) The Office of the City Clerk will notify the applicant in writing of the decision of Council.

- i) If authorized for issuance by the Council, Development Planning staff will prepare the required Development Variance Permit and related schedules for signature, and obtain any required security, pursuant to Section 2.9 of this bylaw.
- n) Upon sign-off of the Development Variance Permit by the Department Manager, Development Planning and receipt of required security, the Development Variance Permit will be issued and then registered on the State of Title of the subject property(s).

Schedule '5' – Temporary Use Permit Applications

This Schedule describes the process applicants must follow for Temporary Use Permit applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

- 1.1. The following information is required for Temporary Use Permit applications. See Schedule '1' of this bylaw for a description of each application requirement.

f) Application Form	k) Photographs
g) State of Title	l) Site Plan
h) Owner's Authorization Form (if applicable)	m) Floor Plan
i) Site Profile (if applicable)	n) Elevation Drawings
j) Zoning Analysis Table	o) Council Landscape Plan (if applicable)
p) Project Rationale	

- 1.2. Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately make a recommendation to Council regarding a Temporary Use Permit application.

2.0 PROCESSING PROCEDURE

A Temporary Use Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) The applicant will complete public notification and consultation as required by Section 4 of this bylaw.
- d) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- e) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- f) Development Planning staff will prepare a staff report for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application will be considered.
- g) Council will consider the staff report and may grant the requested permit, or may refer, table, direct back to the appropriate Council committee(s) or deny the application.
- h) The Office of the City Clerk will notify the applicant in writing of the decision of Council.

- j) If authorized for issuance by the Council, Development Planning staff will prepare the required Temporary Use Permit and related schedules for signature, and obtain any required security, pursuant to Section 2.9 of this bylaw.
- k) Upon sign-off of the Temporary Use Permit by the Department Manager, Development Planning and receipt of required security, the Temporary Use Permit will be issued and then registered on the State of Title of the subject property(s).

Schedule '6' – Land Use Contract Discharge Applications

This Schedule describes the process applicants must follow for Land Use Contract Discharge applications. Following the steps outlined below does not grant a right to development approval. The Provincial government enacted legislation stipulating that all land use contracts in British Columbia will be automatically terminated on June 30, 2024; therefore, this Schedule will no longer be of force and effect as of June 30, 2024.

1.0 DISCHARGING A LAND USE CONTRACT

1.1. Making Application and Processing Procedures

1.1.1. Land Use Contract Discharge applications will be made and processed substantially in accordance with Schedule '2' of this bylaw.

1.2. Notification and Consultation

1.2.1. Land Use Contract Discharge applications will be subject to the notification and consultation requirements established for the "Zoning Minor" category in Council Policy No. 367.

1.3. Council Decisions

1.3.1. Applications under this section will be subject to Council consideration in accordance with Section 2.2 of this bylaw.

Schedule '7' – Agricultural Land Commission Act Applications

This Schedule describes the process applicants must follow for Agricultural Land Commission Act applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

Agricultural Land Commission (ALC) applications are made directly to the ALC through the ALC's online application portal. Applications are then forwarded to the City. Review the Agricultural Land Commission's (ALC) "Applicant Information Package" (available at www.alc.gov.bc.ca) prior to submitting an application. This package contains details on ALC application requirements as well as the ALC process for issuing approvals.

2.0 PROCESSING PROCEDURE

An application under the Agricultural Land Commission Act submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an ALC application package submitted in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies and relevant provincial regulations, including, but not limited to, the Agricultural Land Reserve General Regulation and Agricultural Land Reserve Use Regulation.
- e) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- f) Development Planning staff will prepare a staff report for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application will be considered.
- g) If the proposal triggers Sections 25(3) or 29(4) of the Agricultural Land Commission Act, Council must provide a recommendation regarding the file, and as such will consider the staff report pursuant to Section 2.2 of this bylaw.
- h) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- i) If authorized, Development Planning will forward the complete application to the ALC with the staff report and Council resolution.
- j) If Sections 25(3) of the Agricultural Land Commission Act is not triggered by the proposal, Council may make a recommendation for ALC consideration. Development Planning will forward the complete application to the ALC with the staff report and Council recommendation.

Schedule '8' – Phased Development Agreement Applications

This Schedule describes the process applicants must follow for Phased Development Agreement applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

Prior to the preparation of any Phased Development Agreement documents, an applicant subject to this Schedule must first submit a request for Council's authorization to proceed with a Phased Development Agreement. The request must include, but will not be limited to, the following:

- a) A State of Title, printed within ninety days of making the application, for all properties subject to the application;
- b) Owner's Authorization Form (if applicable);
- c) A Letter of Request outlining the subject property(s), including legal descriptions;
- d) A map illustrating the subject property(s); and
- e) A Terms of Reference for the Phased Development Agreement addressing the items required under the applicable provisions of the Local Government Act.

2.0 PROCESSING PROCEDURES

A Phased Development Agreement application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will review the proposal and work with the applicant as necessary to prepare a report for Council's authorization to proceed with the preparation of a Phased Development Agreement.
- d) Council will consider the staff report and may consider whether to authorize, authorize with conditions, or deny the preparation of a Phased Development Agreement in accordance with Section 2.2.4 of this bylaw.
- e) If authorized, Development Planning will work with the applicant to prepare a draft Phased Development Agreement, which may require additional supporting information in accordance with goals and objectives established in the OCP.
- f) Development Planning will refer the draft Phased Development Agreement to all relevant City departments, as well as applicable government and external agencies, and the City solicitor.
- g) Development Planning will prepare a staff report, accompanied by the draft Phased Development Agreement bylaw, for Council consideration. The applicant is encouraged to attend the Council meeting at which the application will be considered.

- h) If Council decides to proceed with the application, the Phased Development Agreement bylaw will be given first reading, and conditions will be established, where appropriate. Council may alternatively decide to defer, table or deny the application.
- i) Should the bylaw receive first reading, it will be advertised in accordance with the Local Government Act and a Public Hearing will be held to allow the public to comment on the application. Notice of a Public Hearing will be given pursuant to the Local Government Act.
- j) Following the Public Hearing, Council will consider the bylaw and may proceed with second and third readings, defer, table or deny the application.
- k) Once the applicant has adequately addressed any conditions identified, Council will consider the adoption of the bylaw.
- l) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- m) If approved, notice of the Phased Development Agreement will be registered on the State of Title of the subject property(s).

Schedule 'g' – Temporary Farm Worker Housing Permit Applications

This Schedule describes the process applicants must follow for Temporary Farm Worker Housing applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

All Temporary Farm Work Housing must be approved by the Agricultural Land Commission. See Schedule '7' – of this bylaw for application requirements.

1.0 TEMPORARY FARM WORKER HOUSING PERMIT MINOR DIRECT

1.1. Restriction on Delegation

- 1.1.1. As a restriction on Section 2.3.4, the Department Manager, Development Planning may only issue or amend Temporary Farm Worker Housing Permits that meet the following criteria:
- a) The application is consistent with OCP Development Permit guidelines;
 - b) The application is proposed to authorize eight (8) or fewer sleeping units; and
 - c) No variances to the Zoning Bylaw are required.

Applications not eligible for issuance or amendment by the Department Manager, Development Planning must be considered by Council and are subject to the requirements listed in Schedule 'g', Section 2.0 – Temporary Farm Worker Housing Permit Major (Council), below.

1.2. Application Requirements

- 1.2.1. The following information is required for Temporary Farm Worker Housing Permit Minor Direct applications. See Schedule '1' of this bylaw for a description of each application requirement.

a) Application Form	g) Photographs
b) State of Title	h) Site Plan
c) Owner's Authorization Form (if applicable)	i) Floor Plan
d) Site Profile (if applicable)	j) Elevation Drawings
f) Project Rationale	l) Direct Landscape Plan

- 1.2.2. Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately evaluate, issue, and/or deny a Temporary Farm Worker Housing Permit Minor Direct application.

1.3. Processing Procedures

A Temporary Farm Worker Housing Permit Minor Direct application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all applicable City departments.

- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) Relevant referral agency comments will be considered by the Department Manager, Development Planning.
- f) Development Planning will notify the applicant in writing of the decision of the Department Manager, Development Planning.
- g) If authorized for issuance by the Department Manager, Development Planning, staff will prepare the required permit and related schedules for signature, and obtain the required security, pursuant to Section 2.9 of this bylaw.
- h) Upon sign-off of the Permit by the Department Manager, Development Planning and receipt of the required security, the permit will be issued and then registered on the State of Title of the subject property(s).

2.0 TEMPORARY FARM WORKER HOUSING PERMIT MAJOR (COUNCIL)

2.1. Application Requirements

2.1.1. The following information is required for Temporary Farm Worker Housing Permit Major applications. See Schedule '1' of this bylaw for a description of each application requirement.

a) Application Form	g) Photographs
b) State of Title	h) Site Plan
c) Owner's Authorization Form (if applicable)	i) Floor Plan
d) Site Profile (if applicable)	j) Elevation Drawings
h) Project Rationale	l) Council Landscape Plan

2.1.2. Additional Development Approval Information may be required by the Department Manager, Development Planning in accordance with Section 2.4 of this bylaw to adequately evaluate, issue, and/or deny a Temporary Farm Worker Housing Permit Major application.

2.2. Processing Procedures

A Temporary Farm Worker Housing Permit Major application submitted in accordance with this Bylaw will be processed as follows:

- a) Upon receipt of an application package submitted in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) The applicant will undertake the form(s) of public notification and consultation required in accordance with Section 4 of this bylaw.

- f) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee(s) will provide a recommendation to Development Planning staff.
- g) Upon receipt of the recommendation of the Council committee(s) and the comments of other referral agencies, Development Planning staff will prepare a staff report and draft permit for review by Council. The applicant is encouraged to attend the Council meeting at which the application will be considered.
- h) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- i) If authorized for issuance by Council, Development Planning staff will prepare the required permit and related schedules for signature, and obtain the required security, pursuant to Section 2.9 of this bylaw.
- j) Upon sign-off of the permit by the Department Manager, Development Planning and receipt of required security, the permit will be issued.

Schedule '10' – Heritage Revitalization Agreement Applications

This Schedule describes the process applicants must follow for Heritage Revitalization Agreement applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

1.1. The following information is required for Heritage Revitalization Agreement applications and applications to amend a Heritage Revitalization Agreement. See Schedule '1' of this bylaw for descriptions of application requirements.

a) Application Form	h) Site Plan
b) State of Title	i) Floor Plan
c) Owner's Authorization Form (if applicable)	j) Elevation Drawings
d) Site Profile (if applicable)	k) Materials Board
e) Zoning Analysis Table	l) Conceptual, Direct, or Council Landscape Plan (if applicable)
f) Project Rationale including proposed uses, density, and a description of proposed alterations, rehabilitation, and /or restoration of the heritage asset	p) Information about historical significance of the property
g) Photographs including photographs of each elevation of the property	

1.2. Other information that will assist in the evaluation of the application may be requested by the Department Manager, Development Planning to adequately make a recommendation to Council regarding a Heritage Revitalization Agreement application.

2.0 PROCESSING PROCEDURES

A Heritage Revitalization Agreement application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) The applicant will complete public notification and consultation as required by Section 4 of this bylaw.

- f) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee(s) will provide a recommendation to Development Planning staff.
- g) Upon receipt of the recommendation of the Council committee(s) and the comments of other referral agencies, Development Planning staff will prepare a staff report for review by Council. The applicant is encouraged to attend the Council meeting at which the application will be considered.
- h) If Council decides to proceed with the application, the bylaw will be given first reading and conditions will be established, where appropriate. Council may alternatively decide to refer, table or deny the application.
- i) Should the bylaw receive first reading, a Public Hearing, if required, will be held to allow the public to comment on the application. Notice of a Public Hearing will be given pursuant to the Local Government Act.
- j) Following the Public Hearing, Council will consider the bylaw and may proceed with second and third readings, refer, table or deny the application. Upon third reading, the bylaw may need to be sent to relevant provincial ministry(s) for approval before proceeding to adoption.
- k) When the applicant has adequately addressed all the conditions associated with the application, Council will consider the adoption of the bylaw(s), subject to Section 2.2.5(b).
- l) Following reading consideration, the Office of the City Clerk will notify the applicant in writing of Council's decision.
- m) Within 30 days of adoption the City Clerk will file notice in the Land Title Office in accordance with Local Government Act section 594 and give written notice to the Heritage Minister in accordance with Local Government Act section 595.

Schedule '11' – Heritage Designation Bylaw Applications

This Schedule describes the process applicants must follow for Heritage Designation Bylaw applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

1.1. The following information is required for Heritage Designation Bylaw applications. See Schedule '1' of this bylaw for descriptions of application requirements.

a) Application Form	h) Site Plan
b) State of Title	i) Floor Plan
c) Owner's Authorization Form (if applicable)	j) Elevation Drawings
d) Site Profile (if applicable)	k) Materials Board
e) Zoning Analysis Table	l) Council Landscape Plan (if applicable)
f) Project Rationale including a description of the property's current uses, details of building features to be protected, details of landscape features to be protected	p) Information about historical significance of the property
g) Photographs including photographs of each elevation of the property	

1.2. Other information that will assist in the evaluation of the application may be requested by the Department Manager, Development Planning to adequately make a recommendation to Council regarding a Heritage Designation Bylaw application.

2.0 PROCESSING PROCEDURES

A Heritage Designation Bylaw application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies.
- e) The applicant will complete public notification and consultation as required by Section 4 of this bylaw.
- f) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee

meeting(s) at which the application is being considered. The Council committee(s) will provide a recommendation to Development Planning staff.

- g) Upon receipt of the recommendation of the Council committee(s) and the comments of other referral agencies, Development Planning staff will prepare a staff report for review by Council. The applicant is encouraged to attend the Council meeting at which the application will be considered.
- h) If Council decides to proceed with the application, the bylaw will be given first reading and conditions will be established, where appropriate. Council may alternatively decide to refer, table or deny the application.
- i) Should the bylaw receive first reading, a Public Hearing, if required, will be held to allow the public to comment on the application. Notice of a Public Hearing will be given pursuant to the Local Government Act.
- j) Following the Public Hearing, Council will consider the bylaw and may proceed with second and third readings, refer, table or deny the application. Upon third reading, the bylaw may need to be sent to relevant provincial ministry(s) for approval before proceeding to adoption.
- k) When the applicant has adequately addressed all the conditions associated with the application, Council will consider the adoption of the bylaw(s), subject to Section 2.2.5(b).
- l) Following reading consideration, the Office of the City Clerk will notify the applicant in writing of Council's decision.
- m) Within 30 days of adoption the City Clerk will file notice in the Land Title Office in accordance with Local Government Act section 594 and give written notice to the Heritage Minister in accordance with Local Government Act section 595.

Schedule '12' – Heritage Conservation Covenant Applications

This Schedule describes the process applicants must follow for Heritage Conservation Covenant applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

1.0 APPLICATION REQUIREMENTS

- 1.1. The following information is required for Heritage Conservation Covenant applications. See Schedule '1' of this bylaw for descriptions of application requirements.

a) Application Form	h) Site Plan
b) State of Title	i) Floor Plan
c) Owner's Authorization Form (if applicable)	j) Elevation Drawings
d) Site Profile (if applicable)	k) Materials Board
e) Zoning Analysis Table	l) Council Landscape Plan
f) Project Rationale including a description of the property's current uses, details of building features to be protected, details of landscape features to be protected	p) Information about historical significance of the property
g) Photographs including photographs of each elevation of the property	

- 1.2. Other information that will assist in the evaluation of the application may be requested by the Department Manager, Development Planning to adequately make a recommendation to Council regarding a Heritage Conservation Covenant application.

2.0 PROCESSING PROCEDURES

A Heritage Conservation Covenant application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee(s) will provide a recommendation to Development Planning staff.
- e) Upon receipt of the comments of other referral agencies, Development Planning staff will prepare a staff report for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application will be considered.

- f) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- g) If approved by Council, Development Planning staff will work with the applicant to prepare the required Heritage Conservation Covenant.
- h) The Heritage Conservation Covenant will be registered on the State of Title of the subject property(s).

Schedule '13' – Heritage Alteration Permit Applications

This Schedule describes the process applicants must follow for Heritage Alteration Permit applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

If a Heritage Alteration Permit application requires a variance to the provisions of the Zoning Bylaw, the variance request is to be included in the Heritage Alteration Permit application; a separate Development Variance Permit application is not required.

1.0 HERITAGE ALTERATION PERMITS (DIRECT)

1.1. Restriction on Delegation

As a restriction on Section 2.3.6(a), the Department Manager, Development Planning may only issue Heritage Alteration Permits that meet the following criteria:

- a) Protected Heritage Property:
 - i. The application is for non-structural alterations to a heritage building located on Protected Heritage Property, including the replacement of windows, doors, roofing materials or minor repairs/alterations of this nature; or
 - ii. The application is for changes to the exterior finish of a heritage building located on Protected Heritage Property, such as repainting, the addition of period lighting on the structure and replacement of decorative details; or
 - iii. The application is for site alteration requests for Protected Heritage Property such as the addition or removal of site vegetation, or the relocation of required parking; and
 - iv. The application does not require a variance to the provisions of the Zoning Bylaw.
- b) Heritage Conservation Areas:
 - i. The application is for development on a property that is zoned for single or two dwelling housing within a Heritage Conservation Area; and
 - ii. The application does not require a variance to the provisions of the Zoning Bylaw.

Applications not eligible for issuance or amendment by the Department Manager, Development Planning must be considered by Council.

1.2. Application Requirements

- a) The following information is required for direct Heritage Alteration Permit applications and applications to amend a direct Heritage Alteration Permit. See Schedule '1' of this bylaw for descriptions of application requirements.

a) Application Form	h) Site Plan
b) State of Title	i) Floor Plan
c) Owner's Authorization Form (if applicable)	j) Elevation Drawings
d) Site Profile (if applicable)	k) Materials Board
e) Zoning Analysis Table	l) Landscape Plan for Direct Permits
f) Project Rationale including proposed uses, density, and a description of proposed alterations, rehabilitation, and /or restoration of the heritage asset	p) Information about historical significance of the property

g) Photographs including photographs of each elevation of the property	
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- b) Other information that will assist in the evaluation of the application may be requested by the Department Manager, Development Planning to adequately make a recommendation regarding a Heritage Alteration Permit application.

1.3. Processing Procedure

A direct Heritage Alteration Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies. Where applicable, a staff design review will consider the merits of the proposal.
- e) Development Planning will prepare a staff report and refer the application to any relevant Council Committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- f) Upon receipt of the recommendation of the Council committee and comments from other referral agencies, Development Planning will prepare a draft Heritage Alteration Permit for consideration by the Department Manager, Development Planning.
- g) Development Planning will notify the applicant in writing of the decision of the Department Manager, Development Planning.
- h) If authorized for issuance by the Department Manager, Development Planning, staff will prepare the required Heritage Alteration Permit and related schedules for signature and obtain the required security pursuant to Section 2.9 of this bylaw.
- i) Upon sign-off of the Heritage Alteration Permit by the Department Manager, Development Planning and receipt of the required security, the Heritage Alteration Permit will be issued.

2.0 HERITAGE ALTERATION PERMITS (COUNCIL)

2.1. Application Requirements

- a) The following information is required for Council Heritage Alteration Permit applications and applications to amend a Council Heritage Alteration Permit. See Schedule '1' of this bylaw for a description of each application requirement.

a) Application Form	h) Site Plan
b) State of Title	i) Floor Plan

c) Owner's Authorization Form (if applicable)	j) Elevation Drawings
d) Site Profile (if applicable)	k) Materials Board
e) Zoning Analysis Table	l) Landscape Plan for Council Permits
f) Project Rationale including proposed uses, density, and a description of proposed alterations, rehabilitation, and /or restoration of the heritage asset	p) Information about historical significance of the property
g) Photographs including photographs of each elevation of the property	

- b) Other information that will assist in the evaluation of the application may be requested by the Department Manager, Development Planning to adequately make a recommendation to Council regarding a Heritage Alteration Permit application.

2.2. Processing Procedure

A Council Heritage Alteration Permit application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, staff will issue a fee receipt to the applicant.
- b) Development Planning will review the application for completeness. If the application is incomplete, staff will request the required information from the applicant. Staff will only process the file when the application package is complete.
- c) Development Planning will refer the application to all relevant City departments, as well as applicable government and external agencies.
- d) Development Planning will evaluate the proposal for compliance with relevant City bylaws and policies. Where applicable, a staff design review will consider the merits of the proposal.
- e) If the Heritage Alteration Permit requires one or more variances, the applicant will complete public notification and consultation as required by Section 4 of this bylaw.
- f) Development Planning will prepare a staff report and refer the application to any relevant Council Committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- g) Upon receipt of the recommendation of the Council committee and comments from other referral agencies, Development Planning will prepare a staff report and draft Heritage Alteration Permit for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application is being considered.
- h) The Office of the City Clerk will notify the applicant in writing of the decision of Council.
- i) If authorized for issuance by Council, Development Planning staff will prepare the required Heritage Alteration Permit and related schedules for signature and obtain the required security, pursuant to Section 2.9 of this bylaw.
- j) Upon sign-off of the Heritage Alteration Permit by the Department Manager, Development Planning and receipt of the required security, the Heritage Alteration Permit will be issued.

Schedule '14' – Kelowna Heritage Register Applications

1.0 Processing Procedure

- 1.1.** The registered owner of real property within the City of Kelowna, or an agent authorized in writing, may submit a written request to add a building(s) to or remove a building(s) from the Kelowna Heritage Register pursuant to Section 598 of the Local Government Act.
- 1.2.** Written requests will be reviewed by the Policy & Planning Department on an annual basis, unless special circumstances require otherwise at the discretion of the Policy & Planning Department Manager.
- 1.3.** The Policy & Planning Department will compile background information on the subject building(s) and the request and information will be forwarded to the Heritage Advisory Committee for review.
- 1.4.** The Heritage Advisory Committee will evaluate the historical, architectural and contextual qualities of the subject building(s) and prepare a recommendation regarding the request.
- 1.5.** The recommendation of the Heritage Advisory Committee will be forwarded to Council for consideration.
- 1.6.** Upon receipt of the recommendation of the Council, the Policy & Planning Department will prepare a staff report for consideration by Council. The applicant is encouraged to attend the Council meeting at which the application is being considered.
- 1.7.** Within 30 days of Council's decision, the Office of the City Clerk will notify the applicant in writing of Council's decision and will give written notice to the Heritage Minister in accordance with Local Government Act section 595.

Schedule '15' – Early Consideration Applications

This Schedule describes the process applicants must follow for Early Consideration applications, including application requirements and processing procedures. Following the steps outlined below does not grant a right to development approval.

Early Consideration of an application is limited to those projects with a scope and that does not meet current policy and objectives of pertinent bylaws. This is not intended to be a means for applications to circumvent standard application processes as outlined in this bylaw.

1.0 APPLICATION REQUIREMENTS

1.1. Submission of a complete application in accordance with Schedules '1', '2' and '3' of this bylaw.

2.0 PROCESSING PROCEDURES

An Early Consideration application submitted in accordance with this bylaw will be processed as follows:

- a) Upon receipt of an application package submitted to the City in accordance with the requirements of this bylaw, Development Planning may bring forward a report to Council at the discretion of the Department Manager, Development Planning.
- b) Development Planning will evaluate the proposal for compliance with relevant City bylaws, policies and one or more of the following general criteria:
 - i. The creation of 250 or more new dwelling units;
 - ii. Involves a major change to the Future Land Use class (including, but not limited to, Residential to Commercial, Commercial to Industrial, Resource Protection to Residential) of the applicable parcels(s) or portions thereof;
 - iii. Involves a change of two (2) increments within a Future Land Use class (including, but not limited to, Single / Two Unit Residential to Multiple Unit Residential (Medium Density)).
 - iv. Involves a major change in land use intensity (including, but not limited to, local to urban centre commercial, or business to heavy industrial).
 - v. The creation of a Comprehensive Development zone; or
 - vi. The project is not considered to meet relevant City bylaws or policies.
- c) Development Planning will prepare a staff report and refer the application to any relevant Council committee(s). The applicant is encouraged to attend any Council committee meeting(s) at which the application is being considered. The Council committee will provide a recommendation to Development Planning staff.
- d) Development Planning will prepare a staff report for consideration by Council. The applicant is encouraged to attend the Council meeting(s) at which the application will be considered.
- e) If Council decides to proceed with the application, the application will proceed as outlined in Schedule '2' or '3' of this bylaw. Council may alternatively decide to refer, table or deny the application.

Read a first time by the Municipal Council this 15th day of November, 2021.

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