

City of Kelowna

Regular Council Meeting

AGENDA



Monday, April 25, 2022
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 face coverings, a mask or face covering must be worn in the gallery of Council Chambers except when presenting to Council.

This Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

5 - 12

PM Meeting - April 11, 2022

3. Development Application Reports & Related Bylaws

3.1. Hwy 97 N 7820-7840 - LUCT20-0016 (BL12349) - 464263 British Columbia Ltd., Inc.No. BCo464263

13 - 25

To proceed with early termination of Land Use Contract 76-1055 and to revert the parcel to the underlying A1 – Agriculture 1 zone.

3.2. Hwy 97 N 7820-7840 - BL12349 (LUCT20-0016) - 464263 British Columbia Ltd., Inc.No. BCo464263

26 - 26

To give Bylaw No. 12349 first reading in order to proceed with early termination of Land Use Contract 76-1055.

3.3. Ellis St 1070-1130 - Z21-0108 (BL12362) - Waterscapes Homes Ltd Inc. No. BCo767408

27 - 54

To rezone the subject property from RM6 – High Rise Apartment Housing and the C4 – Urban Centre Commercial zones to C7 – Central Business Commercial zone to facilitate the development of multiple dwelling housing.

- | | | |
|-------|---|---------|
| 3.4. | Supplemental Report - Wardlaw Ave 640 - Z21-0077 (BL12345) - Innascore Developments Inc., Inc. No. BC1161787 | 55 - 56 |
| | To receive a summary of notice of first reading for Rezoning Bylaw No. 12345 and to give the bylaw further reading consideration. | |
| 3.5. | Wardlaw Ave 640 - BL12345 (Z21-0077) - Innascore Developments Inc., Inc. No. BC1161787 | 57 - 57 |
| | To give Bylaw No. 12345 first, second and third reading in order to rezone the subject property from the RU6 - Two Dwelling Housing zone to the RM3 - Low Density Multiple Housing zone. | |
| 3.6. | Supplemental Report - Nickel Rd 285-287 - Z21-0089 (BL12346) - CHHAT Holdings Ltd, Inc. No. BC1267993 | 58 - 59 |
| | To receive a summary of notice of first reading for Rezoning Bylaw No. 12346 and to give the bylaw further reading consideration. | |
| 3.7. | Nickel Rd 285-287 - BL12346 (Z21-0089) - CHHAT Holdings Ltd., Inc. No. BC1267993 | 60 - 60 |
| | To give Bylaw No. 12346 first, second and third reading in order to rezone the subject property from the RU6 - Two Dwelling Housing zone to the RM3 - Low Density Multiple Housing zone. | |
| 3.8. | Supplemental Report - Bertram St 1319, 1325, 1329 - Z21-0022 (BL12348) - Bertram– Mission Group Rentals Ltd., Inc. No. BC1268483 | 61 - 62 |
| | To receive a summary of notice of first reading for Rezoning Bylaw No. 12348 and to give the bylaw further reading consideration. | |
| 3.9. | Bertram St 1319, 1325, 1329 - BL12348 (Z21-0022) - Bertram - Mission Group Rentals Ltd., Inc No BC1268483 | 63 - 63 |
| | To give Bylaw No. 12348 first, second and third reading in order to rezone the subject properties from the RM5 – Medium Density Multiple Housing zone to the C7r – Central Business Commercial (Residential Rental Tenure Only) zone. | |
| 3.10. | Belaire Ave 1365 and Chandler St 1840-1850 - OCP20-0011 (BL12126) Z20-0045 (BL12127) - 1291224 BC Ltd., Inc No. BC1291224 | 64 - 65 |
| | To rescind all three readings given to Official Community Plan Map Amendment Bylaw No. 12126 and extend the deadline for adoption of Rezoning Bylaw No. 12127 to January 19, 2023. | |
| 3.11. | Belaire Ave 1365 and Chandler St 1840-1850, BL12126 (OCP20-0011) - 1291224 B.C. Ltd | 66 - 67 |
| | Requires a majority of all members of Council (5). | |
| | To rescind all three readings given to Bylaw No. 12126. | |

3.12.	Joe Riche Rd 1788 - Z20-0087 (BL12157) - Balraj Singh Sidhu and Gurinderjeet Kaur Sidhu	68 - 69
	To extend the deadline of adoption of Rezoning Bylaw No. 12157 to February 22, 2023.	
4.	Non-Development Reports & Related Bylaws	
4.1.	2022 Financial Plan - Final Budget Volume	70 - 174
	To present the 2022 Final Budget Volume submissions, the 2022-2026 Financial Plan and related bylaws to Council for their consideration and approval.	
4.2.	BL12338 - Five Year Financial Plan Bylaw 2022-2026	175 - 180
	To give Bylaw No. 12338 first, second and third reading.	
4.3.	BL12339 - Tax Structure Bylaw 2022	181 - 181
	To give Bylaw No. 12339 first, second and third reading.	
4.4.	BL12340 - Annual Tax Rate Bylaw 2022	182 - 184
	To give Bylaw No. 12340 first, second and third reading.	
4.5.	BL12341 - Development Cost Charge Reserve Fund Expenditure Bylaw, 2022	185 - 185
	To give Bylaw No. 12341 first, second and third reading.	
4.6.	BL12342 - Sale of City-Owned Land Reserve Fund Expenditure 2022	186 - 186
	To give Bylaw No. 12342 first, second and third reading.	
4.7.	Sterile Insect Release Parcel Tax	187 - 194
	To authorize the 2022 Sterile Insect Release parcel tax levy on specified property tax rolls within the City of Kelowna.	
4.8.	BL12350 - Sterile Insect Release Program Parcel Tax Bylaw 2022	195 - 211
	To give Bylaw No. 12350 first, second and third reading.	
4.9.	Vehicle Idling Control Proposal	212 - 287
	To update Council on regional objectives and actions towards vehicle idling control, the merits, and the potential for regulating idling within City of Kelowna corporate limits and municipal authority.	

4.10.	Black Mountain Irrigation District (BMID) Boundary Inclusion - East Side	288 - 300
	To consider a water service area boundary modification request by the Black Mountain Irrigation District.	
4.11.	2022 Meet Me on Bernard	301 - 318
	To update Council on activities related to the 2022 Meet Me on Bernard program	
4.12.	Annual Housing Report 2021	319 - 348
	To introduce the 2021 Annual Housing Report, which provides updated information about Kelowna's housing system and Healthy Housing Strategy progress.	
4.13.	Amendment No. 2 to Soil Removal and Deposit Regulation Bylaw No, 9612	349 - 358
	To provide clarification on the application of fees to soil deposit and removal permits.	
4.14.	BL12351 - Amendment No. 2 to Soil removal & Deposit Bylaw No. 9612	359 - 359
	To give Bylaw No. 12351 first, second and third reading.	
5.	Bylaws for Adoption (Non-Development Related)	
5.1.	BL12335 - Amendment No. 1 to the Five Year Financial Plan 2021-2025	360 - 361
	To adopt Bylaw No. 12335.	
5.2.	BL12352 - Amendment No. 11 to Council Remuneration Bylaw No. 7547	362 - 362
	To adopt Bylaw No. 12352.	
6.	Mayor and Councillor Items	
7.	Termination	



City of Kelowna Regular Council Meeting Minutes

Date:	Monday, April 11, 2022
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Deputy Mayor Gail Given, Councillors Maxine DeHart, Ryan Donn, Brad Sieben, Luke Stack and Loyal Wooldridge
Members participating Remotely	Councillors Charlie Hodge and Mohini Singh
Members Absent	Mayor Colin Basran
Staff Present	City Manager, Doug Gilchrist; Deputy City Clerk, Laura Bentley; Divisional Director, Planning & Development Services, Ryan Smith*; Development Planning Department Manager, Terry Barton*; Acting Urban Planning Manager, Lydia Korolchuk*; Divisional Director, Corporate and Protective Services, Stu Leatherdale*; Divisional Director, Active Living & Culture, Jim Gabriel*; Community Safety Director, Darren Caul*; Crime Prevention Supervisor, Colleen Cornock*; Planner, Barbara Crawford*; Planner Specialist, Adam Cseke*; OCP Project Manager, Robert Miles*; Planner, Aaron Thibeault*; Budget Supervisor, Jennifer Grills*; Controller, Jackie Dueck*; Revenue Supervisor, Patrick Gramiak*
Staff participating Remotely	Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Deputy Mayor Given called the meeting to order at 1:38 p.m.

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

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

2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

R0242/22/04/11 THAT the Minutes of the Regular Meetings of April 4, 2022 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Reid Rd 3223-3257 - FH21-0004 - Partap Singh Shergill and Satvinder Kaur Shergill

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor DeHart

R0243/22/04/11 THAT Agricultural Land Reserve Application No. A21-0011 for Lot B Section 15 Township 26 ODYD Plan KAP76792 located at 3223-3257 Reid Rd, Kelowna, BC for a Non-Adhering Residential Use Permit pursuant to Section 25 of the Agricultural Land Commission Act, be supported by Council;

AND THAT the Council directs Staff to forward the subject application to the Agricultural Land Commission for consideration;

AND THAT Council authorizes the issuance of Temporary Farm Working Housing Permit No. FH21-0004 for Lot B Section 15 Township 26 ODYD Plan KAP76792 located at 3223-3257 Reid Rd, Kelowna, BC subject to the following:

1. Approval by the Agricultural Land Commission of Non-Adhering Residential Use Permit Application A21-0011;
2. The dimensions and siting of the building to be constructed on the land in accordance with Schedule A;
3. Registration of a Section 219 Restrictive Covenant on the Title that states:
 - a. The dwellings will be used for temporary farm workers only;
 - b. The owner will remove the dwellings if the farm operation changes such that if they are no longer required;
 - c. The dwellings will only be used for farm workers for a maximum of ten (10) months of the year;
 - d. The maximum number of accommodations permitted on this farm unit within this City sector is 60 workers; and,
 - e. The temporary farm worker housing building footprint is a maximum of 0.3ha.

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

Carried

3.2 Bertram St 1319, 1325, 1329 - Z21-0022 (BL12348) - Bertram - Mission Group Rentals Ltd., Inc No BC1268483

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor Singh

R0244/22/04/11 THAT Rezoning Application No. Z21-0022 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of:

- LOT 15 DISTRICT LOT 139 OSOYOOS DIVISION YALE DISTRICT PLAN 2085, located at 1329 Bertram Street, Kelowna, BC;
- LOT 16 DISTRICT LOT 139 OSOYOOS DIVISION YALE DISTRICT PLAN 2085, located at 1325 Bertram Street, Kelowna, BC; and
- LOT 17 DISTRICT LOT 139 OSOYOOS DIVISION YALE DISTRICT PLAN 2085, located at 1319 Bertram Street, Kelowna, BC

from the RM5 – Medium Density Multiple Housing zone to the C7r - Central Business Commercial (Residential Rental Tenure Only) zone, be considered by Council;

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 April 11, 2022;

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 property.

Carried

3.3 Clement Ave 1089-1095 - Z20-0070 (BL12140) - Rescindment of Bylaw Readings

Moved By Councillor Stack/Seconded By Councillor Wooldridge

R0245/22/04/11 THAT Council receives, for information, the Report from the Development Planning Department dated April 11, 2022 with respect to Rezoning Application No. Z20-0070 for the property located at 1089-1095 Clement Ave.

AND THAT Bylaw No. 12140 be forwarded for rescindment consideration and the file be closed.

Carried

3.4 Clement Ave 1089 1095 - BL12140 (Z20-0070) - Karambir Singh Kler and Amarjit Kaur Kler

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0246/22/04/11 THAT first, second and third reading of Bylaw No. 12140 be rescinded and the file closed.

Carried

3.5 Richter St 1875 - BL12289 (Z21-0055) - 1243978 BC Ltd., Inc. No. BC1243978

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R0247/22/04/11 THAT Bylaw No. 12289 be amended at third reading by deleting from the legal description that read:

"Lot B, District Lot 138, ODYD, Plan 4495"

And replacing it with:

"Lot1, District Lot 138, ODYD, Plan EPP117925"

Carried

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R0248/22/04/11 THAT Bylaw No. 12289, as amended, be adopted.

Carried

3.6 Richter St 1875 - DP21-0119 - 1243978 BC LTD., Inc. No. BC1243978

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R0249/22/04/11 THAT Council hear from the Applicant regarding DP21-0119, 1875 Richter Street.

Carried

Paul Schuster, Innovation Architecture, Byrns Road

- Responded to questions from Council.
- Spoke to the building accessibility and the bylaw requirement to have a van accessible parking stall to be designated to the accessible ground floor unit if utilized by someone that had accessible needs.
- Made comment on retaining a large mature tree that straddles the property lines; cannot remove without authorization of the neighbouring property. The parking garage was set back beyond the side yard setbacks to accommodate tree roots.
- The only public feedback through social media was regarding the lack of parking, however, all parking bylaws are being met.
- Confirmed garbage disposal containers are stepped back from the laneway with privacy screening.

Moved By Councillor Stack/Seconded By Councillor Sieben

R0250/22/04/11 THAT Rezoning Bylaw No. 12289 be amended at third reading to revise the legal description of the subject property from Lot B District Lot 138 ODYD Plan 4495 to Lot 1 District Lot 138 ODYD Plan EPP117925;

AND THAT final adoption of Rezoning Bylaw No. 12289 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP21-0119 for Lot 1 District Lot 138 ODYD Plan EPP117925, located at 1875 Richter Street, Kelowna, subject to the following:

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

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

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

Carried

4. Bylaws for Adoption (Development Related)

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

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0251/22/04/11 THAT Bylaw No. 12302 be adopted.

Carried**4.2 Knowles Rd 549 - BL12324 (Z21-0104) - Neil J. Roe & Lyndsay C. Roe**Moved By Councillor Stack/Seconded By Councillor DeHartR0252/22/04/11 THAT Bylaw No. 12324 be adopted.Carried**5. Non-Development Reports & Related Bylaws****5.1 Community Safety Plan**

Staff:

- Introduced and thanked the Steering Committee members who collaborated on this initiative and commented on the Plan's development.
- Displayed a PowerPoint Presentation summarizing the Community Safety Plan.
- Spoke to the Plan's background, context and development process.
- Presented the key themes, priorities, recommendations and actions.
- Spoke to the implementation governance model, monitoring, evaluating and reporting.
- Responded to questions from Council.

Moved By Councillor Hodge/Seconded By Councillor DeHartR0253/22/04/11 THAT Council receives, for information, the report from the Community Safety Department dated April 11, 2022, with respect to the Community Safety Plan;

AND THAT Council endorse the Community Safety Plan as attached to the report of the Community Safety Department dated April 11, 2022;

AND THAT Council direct staff to begin implementation of the recommendations and actions.

Carried**5.2 2022 Strengthening Communities Services' Program Grant Application**

Staff:

- Provided an overview of the grant application for the second phase of the Kelowna Outdoor Sheltering Strategy.

Moved By Councillor Stack/Seconded By Councillor SiebenR0254/22/04/11 THAT Council receives, for information, the report from the Community Safety Department dated April 11th with respect to the UBCM Local Government Program Services for the 2022 Strengthening Communities' Services Program funding opportunity;

AND THAT Council directs staff to apply for grant funding for the evolution of the Kelowna Outdoor Sheltering Strategy through the UBCM Local Government Program Services for the Strengthening Communities' Services Program;

AND THAT Council support the current proposed activities and endorse staff to provide overall grant management;

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

Carried

The meeting recessed at 2:50 p.m.

The meeting reconvened at 2:57 p.m.

5.3 City of Kelowna New Zoning Bylaw - Consultation Results

Staff:

- Displayed a PowerPoint Presentation summarizing the results of the public and stakeholder consultation efforts and next steps.
- Outlined the consultation process, strategy and key themes.
- Responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Donn

R0255/22/04/11 THAT Council receives, for information, the report from the Development Planning Department, dated April 11, 2022, that outlines the public and stakeholder consultation efforts for the new Zoning Bylaw.

Carried

5.4 North End Plan - Phase 2 Update

Staff:

- Displayed a PowerPoint Presentation providing an update on the North End Plan process and summary of public engagement.
- Spoke to vision and objectives.
- Responded to questions from Council.

Moved By Councillor Hodge/Seconded By Councillor Singh

R0256/22/04/11 THAT Council receives, for information, the report from the Policy & Planning Department, dated April 11, 2022, regarding the North End Plan;

AND THAT Council endorses in principle the draft Vision & Objectives for the North End Plan included as Attachment A in the report from the Policy & Planning Department, dated April 11, 2022.

Carried

5.5 Amendment No. 1 to the Five Year Financial Plan 2021-2025

Staff:

- Displayed a PowerPoint Presentation summarizing the 2021 Financial Plan amendments.

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0257/22/04/11 THAT Council receives, for information, the Report from Financial Services dated April 11, 2022 with respect to amendments to the Five Year Financial Plan 2021-2025 Bylaw;

AND THAT Bylaw No. 12335 being Amendment No. 1 to the Five Year Financial Plan 2021-2025 Bylaw No. 12198 be advanced for reading consideration.

Carried

5.6 BL12335 - Amendment No. 1 to the Five Year Financial Plan 2021-2025

Moved By Councillor DeHart/Seconded By Councillor Stack

R0258/22/04/11 THAT Bylaw No. 12335 receive first, second and third reading.

Carried

5.7 2022 Tax Distribution

Staff:

- Displayed a PowerPoint Presentation outlining distribution of taxation demand among property classes that will result in the 2022 tax rate.

Moved By Councillor Stack/Seconded By Councillor Donn

R0259/22/04/11 THAT Council approve a Municipal Tax Distribution Policy as outlined in the Report dated April 11, 2022, for the year 2022 that will result in a modification of the 2021 Tax Class Ratios to reflect the uneven market value changes which have been experienced between property classes, as follows:

Property Class	2021 Tax Class Ratios	2022 Tax Class Ratios
Residential/Rec/NP/SH	1.0000:1	1.0000:1
Utilities	4.9179:1	6.0783:1
Major Industrial	5.8504:1	7.5328:1
Light Industrial/Business/Other	2.2556:1	2.5451:1
Farmland	0.1639:1	0.2052:1
Farm Improvements	0.5081:1	0.4905:1

AND THAT Council approve development of 2022 tax rates to reflect the 2022 assessment changes in property market values

Carried

5.8 BIA-DKA Council Report Bylaw 11645

Staff:

- Displayed a PowerPoint Presentation outlining the 2022 budget and levy for the Downtown Kelowna Association Business Improvement Area.

Moved By Councillor Sieben/Seconded By Councillor Wooldridge

R0260/22/04/11 THAT Council approves the Downtown Kelowna Association 2022 Budget as attached to the report of the Revenue Supervisor dated April 11, 2022.

AND THAT Council approves the 2022 levy of \$1,137,572 on Class 5 and Class 6 properties located within the boundaries of the Kelowna Downtown Business Improvement Area.

Carried

5.9 BIA-URBA Council Report Bylaw 11504

Staff:

- Displayed a PowerPoint Presentation outlining the 2022 budget and levy for the Uptown Rutland Business Improvement Area.

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0261/22/04/11 THAT Council approve the Uptown Rutland Business Association 2022 Budget as attached to the report of the Revenue Supervisor dated April 11, 2022;

AND THAT Council approve the 2022 levy of \$204,172 on the Class 5 and Class 6 properties located within the boundaries of the Uptown Rutland Business Improvement Area.

Carried

5.10 Amendment to Council Remuneration and Expense Bylaw

Moved By Councillor Sieben/Seconded By Councillor Donn

R0262/22/04/11 THAT Council receives, for information, the report from the Office of the City Clerk dated April 11, 2022 with respect to a bylaw amendment for Council benefits;

AND THAT Bylaw No. 12352, being Amendment No. 11 to Council Remuneration and Expense Bylaw No. 7547 be forwarded for reading consideration.

Carried

Moved By Councillor Sieben/Seconded By Councillor Donn

R0263/22/04/11 THAT Council direct staff to bring forward information regarding remuneration packages of comparable municipalities for the position of Mayor.

Carried

5.11 BL12352 - Amendment No. 11 to Council Remuneration Bylaw No. 7547

Moved By Councillor Stack/Seconded By Councillor DeHart

R0264/22/04/11 THAT Bylaw No. 12352 receive first, second and third reading.

Carried

6. Mayor and Councillor Items

Councillor Hodge:

- Spoke to their attendance at the Downtown Kelowna Association meeting last week.

Councillor Stack:

- Wished all citizens a Happy Easter.

7. Termination

This meeting was declared terminated at 4:32 p.m.

Deputy Mayor Given

/acm

Deputy City Clerk

REPORT TO COUNCIL



Date: April 25, 2022

To: Council

From: City Manager

Department: Development Planning

Application: LUCT20-0016

Owner: 464263 British Columbia Ltd.,
Inc.No. BCo464263

Address: 7820 - 7840 Hwy 97 N

Applicant: The City of Kelowna

Subject: Land Use Contract Termination Application

Existing OCP Designation: R-AGR – Rural – Agricultural and Resource

Existing Zone: A1 – Agriculture 1

1.0 Recommendation

THAT Land Use Contract Termination Application No. LUCT20-0016 to terminate LUC76-1055 from Lot A Section 34 Township 23 ODYD Plan 9139 Except Plan 40621 and Lot 2 Section 34 Township 23 ODYD Plan 28654 Except Plans 40618 and KAP57009, located at 7820 Hwy 97 N and 7840 Hwy 97 N, Kelowna, BC, be considered by Council;

AND THAT Council waive the development sign requirement under Public Notification & Consultation for Development Applications Council Policy No. 367;

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

2.0 Purpose

To proceed with early termination of Land Use Contract 76-1055 and to revert the parcel to the underlying A1 – Agriculture 1 zone.

3.0 Development Planning

Staff are recommending support for the proposed Land Use Contract Termination to terminate LUC76-1055 from the subject property. The current LUC affects two properties at 7820 and 7840 Hwy 97 N and restricts the property to 1976's Zoning Bylaw 4500's A1 (Rural) zone and additionally the use of sale and rental of new and used recreational vehicles and storage and sales of propane gas. The underlying zone of A1 – Agriculture 1 is the most appropriate zone, as it meets the Future Land Use Designation, however, the

existing business on site will be put into a legal non-conforming status. The business is permitted to remain in a non-conforming status as long as it is not discontinued for a continuous period of 6 months.

4.0 Proposal

4.1 Background

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

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

4.2 Notification

Local governments must provide notice to each owner that the termination of land use contract is occurring and must provide notice of what the new zoning regulations apply to the land. The municipality must also send an additional letter within 30 days of adoption, informing the owners and providing information about the Board of Variance. Staff are recommending Council Notification Policy #367 development signage requirements be waived for this Land Use Contract Termination application. Development Signs, in this case, are not recommended as the Land Use Contract is a City initiative, and the land use is not subject to major change.

4.3 Site Context

The subject properties are located on Highway 97 N. The property and the surrounding are has been designated as Rural – Agricultural and Resource in the Official Community Plan.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	A1 – Agriculture 1	Agriculture
East	FNR – First Nations Reserve	Residential
South	A1 – Agriculture 1	Residential
West	A1 – Agriculture 1	Vacant

Subject Property Map: 7820-7840 Hwy 97 N



5.0 Current Development Policies

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

Council Policy No. 282. Includes the following statement:

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

6.0 Application Chronology

Date of Application Received: December 9th, 2020
Date of Owner Notification: December 18th, 2020 & March 29th, 2022

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Dean Strachan, Community Planning & Development Manager

Reviewed by: Terry Barton, Development Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services



LUCT20-0016

7820 Hwy 33 W & 7840 Hwy 33 W

Land Use Contract Termination



Proposal

- ▶ To terminate the Land Use Contract (LUC76-1055) from the subject property and revert the parcel to the underlying A1 – Agriculture 1 zone.

Development Process

Dec 9, 2020

LUC Termination Initiated by Staff



Dec 18, 2020 &
Mar 29, 2022

Owner Notification Completed



Apr 25, 2022

Initial Consideration



Public Hearing (LUCT)
Second & Third Readings

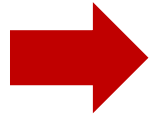


Final Reading



LUC Eliminated (1 year later)

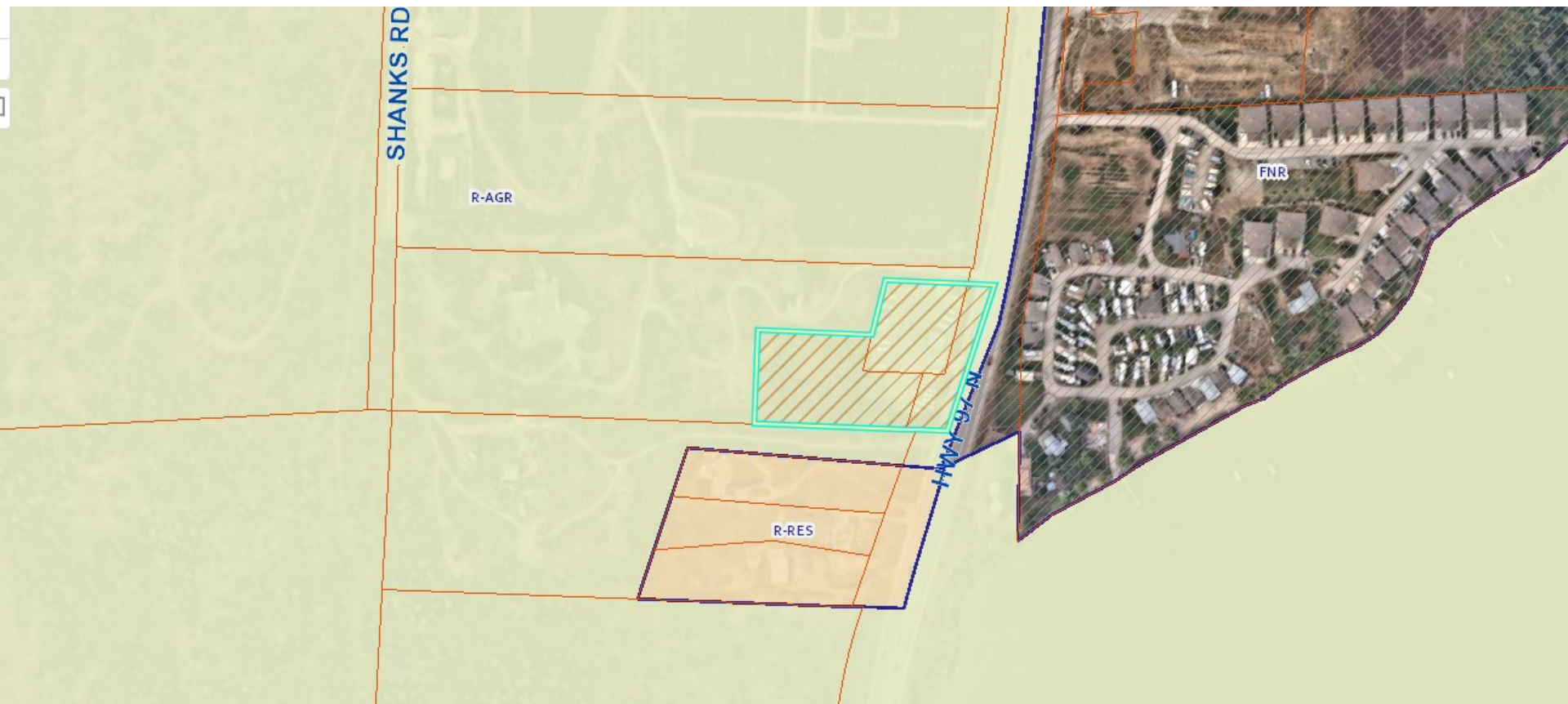
Council
Approvals



Context Map



OCP Future Land Use



Background

- ▶ Land Use Contracts: 1970's tool
- ▶ Allow local governments to grant development rights above and beyond current zoning
- ▶ Exchange for commitments from developers to help infrastructure costs
- ▶ BC Government requires all contracts to be discharged and/or terminated by 2024 and the appropriate zoning in place by 2022.

Project Details

- ▶ Staff initiated the termination of LUC76-1055.
- ▶ Staff are proposing to revert the parcel back to the A1 – Agriculture 1 zone to match the Future Land Use Designation.
- ▶ This will leave the existing business in a legal non-conforming status.
- ▶ If successful, the property will get the full use of current A1 zone, one year after termination date.

Public Notification Policy #367

- ▶ Staff sent a letter to the property owner of the Proposed Land Use Contract Termination on December 18th, 2020.
 - ▶ A copy of the A1 zone was included in the letter.
- ▶ Staff also restarted the notification process on March 29th, 2022.

Staff Recommendation

- ▶ Development Planning Staff recommend **support** for the proposed land use contract termination:
 - ▶ The underlying zone is appropriate for the existing use and matches the surrounding area.
 - ▶ Province of BC requires all LUC's to be discharged/terminated.



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12349

LUCT20-0016

Early Termination of Land Use Contract - LUC76-1055 7820 and 7840 Highway 97 North

WHEREAS a land use contract (the "Land Use Contract LUC76-1055") is registered at the Kamloops Land Title Office under the charge number M29957 against lands in the City of Kelowna particularly known and described as Lot A Section 34 Township 23 ODYD Plan 9139 Except Plan 40621 and Lot 2 Section 34 Township 23 ODYD Plan 28654 Except Plans 40618 and KAP57009 (the "Lands"), located on Highway 97 North, Kelowna, B.C.;

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

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

1. This Bylaw may be cited for all purposes as "Bylaw No. 12349 - Early Termination of Land Use Contract LUC76-1055";
2. John Edward McGowan Land Use Contract Authorizing By-Law, 1976, No. 4179 establishing Land Use Contract LUC76-1055 and all amendments thereto, are hereby repealed and the Land Use Contract is terminated as of the date of adoption; and
3. This bylaw will come into force and effect one year after the adoption date.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by Municipal Council this

Adopted by the Municipal Council this

Mayor

City Clerk

REPORT TO COUNCIL



Date: April 25, 2022

To: Council

From: City Manager

Department: Development Planning

Application: Z21-0108

Owner: Waterscapes Homes Ltd.,
Inc.No. BC0767408

Address: 1070 – 1130 Ellis St

Applicant: Dan Giordano

Subject: Rezoning Application

Existing OCP Designation: UC – Urban Centre

Existing Zone: RM6 – High Density Multiple Housing
C4 – Urban Centre Commercial

Proposed Zone: C7 – Central Business Commercial

1.0 Recommendation

THAT Rezoning Application No. Z21-0108 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2, DL 139, ODYD, Plan KAP86331, located at 1070 – 1130 Ellis St Kelowna, BC from the RM6 – High Rise Apartment Housing and the C4 – Urban Centre Commercial zones to the C7 – Central Business Commercial zone be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated April 25, 2022;

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

2.0 Purpose

To rezone the subject property from RM6 – High Rise Apartment Housing and the C4 – Urban Centre Commercial zones to C7 – Central Business Commercial zone to facilitate the development of multiple dwelling housing.

3.0 Development Planning

Development Planning recommends support for the proposed rezoning application as is consistent with the 2040 Official Community Plan Future Land Use of UC – Urban Centre, which supports the C7 – Central Business Commercial Zone. Policies within Chapter 4 – Urban Centres of the 2040 Official Community Plan (OCP) support this rezoning application. This includes the objective to direct medium and high density residential development to Urban Centres to provide a greater mix of housing near employment and to maximize use of existing and new infrastructure, services and amenities.

Staff continue to work with the applicant on their Development Permit and Development Variance Permit Applications. Should Council support this rezoning, Staff will bring forward a Development Permit and Development Variance Permit for the form and character and heights of the proposed multiple dwelling housing in the form of a tower development.

The applicant has completed a Public Information Session virtually on March 18th, 2022, in accordance with Council Policy #367. A summary of the Public Information Session is attached as Attachment “C”.

4.0 Proposal

4.1 Background

The subject property is part of a Phased Development known as Waterscapes. The initial Waterscapes Development commenced in 2007. This application represents the final phase of this development.

The subject property is currently vacant.

4.2 Project Description

This application is to rezone the subject property to the C7 – Central Business Commercial zone, which would facilitate the development of multiple dwelling housing. The proposal consists of high-density residential units in the form of towers atop a parkade podium. Initial variances are being tracked for height and at-grade commercial components.

4.3 Site Context

The subject properties are in Kelowna’s North End Neighbourhood on Ellis St between One Water and Waterscapes. This area has a mix of industrial, commercial, and residential uses established in the area. An upcoming North End Neighbourhood Plan will help to guide future development in this area.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	I4 – Central Industrial	Industrial/Commercial
East	C7 – Central Business Commercial I4 – Central Industrial	Industrial/Commercial
South	C7 – Central Business Commercial	Mixed-use Residential/Commercial
West	RM6 – High Rise Apartment Housing	Apartment Housing

Subject Property Map: 1070 – 1130 Ellis St**5.0 Current Development Policies****5.1 Kelowna Official Community Plan (OCP)**

Objective 4.1 Strengthen the Urban Centres as Kelowna's primary hubs of activity	
Policy 4.1.2. Urban Centre Hierarchy.	Focus the greatest intensity of uses and scale of development Downtown in recognition of its role as the largest Urban Centre. Scale development in other Urban Centres in accordance with Figure 4.1 and based on their anticipated context, supporting infrastructure and amenities. <i>The proposed C7 - Central Business Commercial zone is an appropriate zone for the scale of development envisioned within the Downtown Urban Centre.</i>
Objective 4.1 Strengthen the Urban Centres as Kelowna's primary hubs of activity	
Policy 4.1.6. High Density Residential Development.	Direct medium and high density residential development to Urban Centres to provide a greater mix of housing near employment and to maximize use of existing and new infrastructure, services and amenities. <i>The proposed rezoning is considered high density residential development and is envisioned within the Downtown Urban Centre.</i>

6.0 Technical Comments**6.1 Development Engineering Department**

Please see Attachment "A": City of Kelowna Memorandum

7.0 Application Chronology

Date of Application Accepted: December 20, 2021
Date Public Information Session: March 18, 2022
Date Neighbourhood Notification Confirmed: March 28, 2022

Report prepared by: Trisa Atwood, Planner II
Reviewed by: Lydia Korolchuk, Urban Planning Manager
Reviewed by: Terry Barton, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director of Planning & Development Services

Attachments:

Attachment A: Development Engineering Memorandum
Attachment B: Draft Site Plan
Attachment C: Neighbourhood Consultation Summary

CITY OF KELOWNA

MEMORANDUM

Date: January 18, 2022
File No.: Z21-0108
To: Community Planning (LK)
From: Development Engineering Manager (NC)
Subject: 1070-1130 Ellis St. RM6-C4 to C7

The Development Engineering Department has the following comments and requirements associated with this Rezoning application to rezone the subject properties from RM6 – High Density Multiple Housing and C4 – Urban Centre Commercial to C7 – Central Business Commercial to facilitate the development of multiple dwelling housing. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Ryan O’Sullivan

1. General.

a) The following are requirements as laid out in this Engineering Memo for this rezoning application for a 4 residential tower.


- i. Frontage Improvements on Ellis Street
- ii. Water service upgrade
- iii. Sanitary service upgrade
- iv. Sanitary down stream analysis from the development to the Raymer Road Treatment Plant
- v. Landscape requirements on Ellis St.
- vi. A Site Preparation Security Agreement needs to be completed and signed.

b) Provide easements as may be required.

c) The following requirements are valid for two (2) years from the reference date of this memo, or until the application has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.

d) The proposed development may require the installation of centralized mail delivery equipment. Please contact Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC, V1Y 2K0, to obtain further information and to determine suitable location(s) within the development.

e) The proposed development triggers a traffic impact assessment. The applicant's transportation engineer shall contact the City's Development Engineering group to determine the terms of reference for the study. Recommendations from the Traffic Impact Analysis (TIA) will become requirements of the building permit release.

ATTACHMENT		A
This forms part of application # Z21-0108		
Planner Initials	TA	
		City of Kelowna DEVELOPMENT PLANNING

2. Geotechnical Study

- a. Provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: **NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.**
- b. The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.
 - i. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - ii. Site suitability for development.
 - iii. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - iv. Any special requirements for construction of roads, utilities, and building structures.
 - v. Recommendations for items that should be included in a Restrictive Covenant.
 - vi. Recommendations for roof drains and perimeter drains.
 - vii. Recommendations for erosion and sedimentation controls for water and wind.
 - viii. Any items required in other sections of this document.
- c. Should any on-site retaining walls surpass the following limits, an Over Height Retaining Wall Permit will be required:
 - i. "Retaining walls on all lots, except those required as a condition of subdivision approval, must not exceed a height of 1.2 m measured from natural grade on the lower side, and must be constructed so that any retaining walls are spaced to provide a 1.2 m horizontal separation between tiers. The maximum number of tiers is two with a maximum total height of 2.4 m. Any multi-tier structure more than 2 tiers must be designed and constructed under the direction of a qualified professional engineer."

The design of all retaining walls is to conform with Engineer & Geoscientists British Columbia's Professional Practice Guidelines for Retaining Wall Design. Submission requirements for the Over Height Retaining Wall Permit include Engineer of Record documents (Appendix A of Retaining Wall Design Guideline) and any necessary independent reviews (as per EGBC's Documented Independent Review of Structural Designs).

- d. Any modified slopes having a finished slope greater than 2H:V1 (50%) and an elevation change greater than 1.2 m must be installed under the direction of a qualified professional engineer.

- e. Any exposed natural rock surface on a lot that has the potential for materials to displace causing a hazardous condition, must be reviewed by a qualified professional engineer with the appropriate and measures undertaken as prescribed by the engineer. For adequate Rockfall Protection adjacent to walls and rock cuts, please consider BC MoTI Supplement to TAC Geometric Design Guide 440, page 440-8, which outlines a ditch bottom width depending on wall height. Sidewalks and utilities should be kept out of this protection area. Additional ROW may be required.

Where walls are on the high side, the City's preference is that the walls remain setback and on private property. Where the walls hold up a public road, the City's preference is that additional dedication be provided, and the walls be owned by the City. Please design any geogrids or tie-backs so that they do not encroach into the required road ROW.

3. Domestic Water and Fire Protection

- a. Provide an adequately sized domestic water and fire protection system. The water system must be capable of supplying domestic and fire flow demands for the project in accordance with the Subdivision, Development & Servicing Bylaw. Provide water calculations for this property to confirm this. Ensure every building site is located at an elevation that ensures water pressure is within the bylaw pressure limits.
- b. The Developer's Consulting Mechanical Engineer will determine the fire protection requirements of this proposed development and establish hydrant requirements and service needs. All fire flow calculations are to be shared with the Development Engineering Branch upon submittal of off-site civil engineering drawings.
- c. The property is located within the City of Kelowna service area. This property currently has 3 water services. Only one service will be permitted to the site. The applicant, at his cost, will arrange for the removal of the existing services and the installation of one new larger metered water service.
- d. An approved backflow protection device must also be installed on site as required by the City Plumbing Regulation and Water Regulation bylaws.
- e. A water meter is mandatory for this development and must be installed inside a building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the city at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at their cost.

4. Sanitary Sewer

- a. Our records indicate that this property is currently serviced with a 100mm-200mm and a 250mm diameter sanitary sewer service. The applicant's consulting mechanical engineer will determine the requirements of the proposed development and establish the service needs. Only one service will be permitted for this development. The applicant will arrange for the removal and disconnection of the existing services and the installation of one new service at the applicant's cost.

- b. Any site compaction, pre-loading or base densification requires all underground municipal infrastructure to be video' d, survey elevations etc. on all sides prior to said work and again after works are done to determine if any damage is caused as a result.
- c. Investigate water, sanitary and storm main capacity and age of pipe on Ellis St determine if size or material should be upgraded.

5. Drainage

- a. The property is located within the City of Kelowna drainage service area. For on-site disposal of drainage water, a hydrogeotechnical report will be required, complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems.
- b. Provide the following drawings:
 - i. A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii. A detailed Stormwater Management Plan for this subdivision; and,
 - iii. An Erosion and Sediment Control Plan is to be prepared by a Professional Engineer proficient in the field of erosion and sediment control. The plan is to be prepared as per section 3.14 of Schedule 4 of Bylaw 7900. If a line item for ESC is not included in the Engineer's cost estimate for off-site work, then an additional 3% will be added to the performance security based on the total off-site construction estimate.
- c. On-site detention systems are to be compliant with Bylaw 7900, Schedule 4, Section 3.11.1 *Detention Storage*.
- d. As per Bylaw 7900, Schedule 4, Section 3.1.3 *Climate Change*, the capacity of storm works will include an additional 15 percent (15%) upward adjustment, and applied to the rainfall intensity curve stage (IDF) in Section 3.7.2.
- e. Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.
- f. Register right of ways on private properties for all the storm water infrastructure carrying, conveying, detaining and/or retaining storm water that is generated from the public properties, public road right of ways, and golf course lands.
- g. Identify clearly on a contour map, or lot grading plan, all steep areas (>30 %). Provide cross sections for all steep areas at each property corner and at locations where there are significant changes in slope. Cross sections are to be perpendicular to the contour of the slope. Show the proposed property lines on the cross sections. Not all areas have a clear top of bank; and therefore, field reconnaissance by City staff and the applicant may be needed to verify a suitable location for property lines.
- h. If individual lot connections are required, ensure that payment of connection fees has been completed (please provide receipt).

- i. Where structures are designed or constructed below the proven high groundwater table, permanent groundwater pumping will not be permitted to discharge to the storm system. The City will approve designs that include provisions for eliminating groundwater penetration into the structure, while addressing buoyancy concerns. These design aspects must be reviewed and approved by the City Engineer.

6. Road Improvements

- a. Ellis St. fronting this development site is urbanized but the existing curb and sidewalk are in a deteriorated state. The upgrades to Ellis St. that are required are new sidewalk removal and reconstruction, repaving Ellis St. from Center Line to Gutter line as well as the re-location or adjustment of any existing utility appurtenances if required to accommodate the upgrading construction. A modified SS-R5 cross section will be used and provided at the time of design. The design should include up to centreline of the Ellis Street ROW.
- b. A transit stop facility would like to be placed somewhere on the north half of the property.
- c. All Landscape and Irrigation plans require design and inspection by a Qualified Professional registered with the BCSLA and the IIABC, are to be included as a line item in the estimate for the Servicing Agreement performance security. Landscape and irrigation plans require approval by the Development Engineering Branch at the same time as other “issued for construction” drawings.
- d. Streetlights must be installed on all public roads. All streetlighting plans are to include photometric calculations demonstrating Bylaw 7900 requirements are met and approval by the Development Engineering Branch at the same time as other “issued for construction” drawings.

7. Development Permit and Site Related Issues

- a. By Registered plan to provide the following
 - i. Grant statutory rights-of-way or dedicate lands if required for utility services and/or pedestrian access.
- b. All vehicle access to the development will be via private laneway and existing parkade.
- c. Truck turning movements are needed to show that a truck can access the loading bays along private lane.
- d. a Perimeter access must comply with the BC Building Code. Fire Truck access designs and proposed hydrant locations will be reviewed by the Fire Protection Officer.

8. Power and Telecommunication Services and Street Lights

- a. All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road or laneway immediately adjacent to the site, are to be relocated and installed underground.
- b. Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.

9. Design and Construction

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

10. Servicing Agreements for Works and Services

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

11. Bonding and Levy Summary

- a. Development Cost Charges (DCC's) are payable.
- b. Fees per the "Development Application Fees Bylaw" include:
 - i) Street Marking/Traffic Sign Fees: at cost (to be determined after detailed design completed).
 - ii) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - iii) Engineering and Inspection Fee: 3.5% of construction value (plus GST).



Nelson Chapman, P. Eng.
Development Engineering Manager

RO

CITY OF KELOWNA
MEMORANDUM

Date: January 18, 2022
File No.: DP21-0277
To: Planning and Development Officer (LK)
From: Development Engineering Manager (NC)
Subject: 1070-1130 Ellis St. Form and Character

The Development Engineering Branch has no comments or requirements associated with this Development Permit application for the form and character Development Permit for multiple dwelling housing (4 towers).

All works and services requirements related to this development are addressed in the Development Engineering memo for rezoning under file Z21-0108.



Nelson Chapman P.Eng.
Development Engineering Manager

RO

CITY OF KELOWNA
MEMORANDUM

Date: January 18, 2022
File No.: DVP21-0278
To: Planning and Development Officer (LK)
From: Development Engineering Manager (NC)
Subject: 1070-1130 Ellis St Height and Space

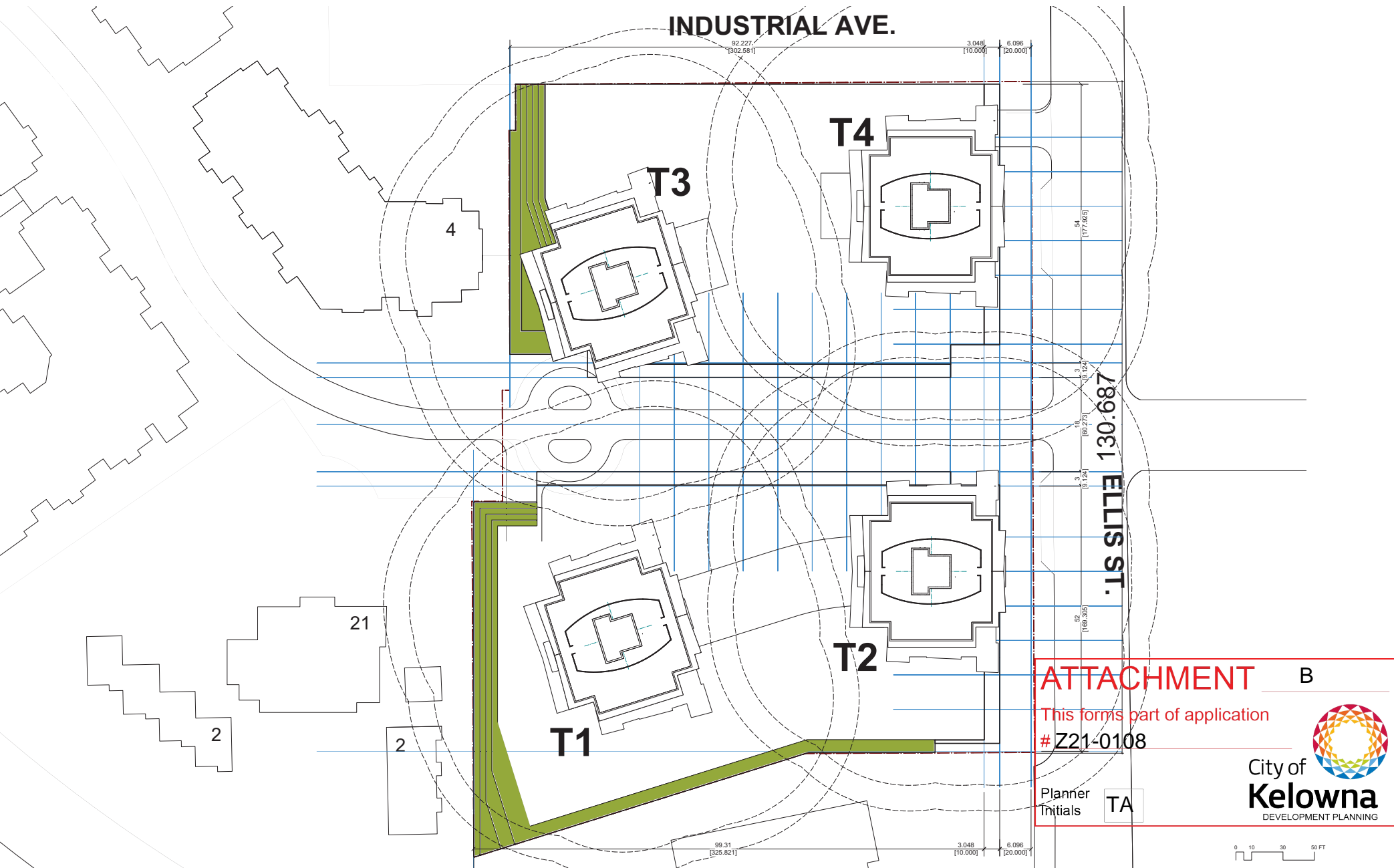
The Development Engineering Branch has no comments or requirements associated with this Development Variance permit to vary the maximum building heights from 26 m & 8 storeys to 115 m & 36 storeys, 109.5 m & 34 storeys, 104 m & 32 storeys and 92 m & 28 storeys and to vary the amount of functional commercial, civic or cultural space, or ground-oriented residential use on the first floor from 75% required to 70% provided for building 2.

All works and services requirements related to this development are addressed in the Development Engineering memo for rezoning under file Z21-0108



Nelson Chapman P. Eng.
Development Engineering Manager

RO





LEDINGHAM McALLISTER

3rd Floor, 1285 West Pender Street, Vancouver, BC, V6E 4B1 t: (604) 662-3700 f: (604) 684-9004

March 28th, 2022

City of Kelowna
Current Planning Department
1435 Water Street
Kelowna, BC, V1Y 1J4

Attn: Lydia Korolchuk, Planner Specialist, Planning and Development Services

RE: Public Notification & Consultation Summary Report - Waterscapes Phase II Rezoning Application (RZ #Z21-0108)

Dear Lydia,

On behalf of Ward McAllister and our team at Ledingham McAllister, we are excited to submit a Public Notification and Consultation Summary Report for our Waterscapes II Rezoning Application (RZ #Z21-0108). On Friday March 18th, 2022, from 7:00am to 6:00pm, Ledingham McAllister hosted a Virtual Public Information Meeting as an opportunity for the public to learn and provide feedback on the proposed Rezoning. As outlined in City of Kelowna Council Policy 367, the enclosed report summarizes the notification methods used to inform the public of the Rezoning Application, as well as feedback received at the Virtual Public Information meeting.

We look forward to continued collaboration through the application process with you and your team on this exciting development.

Sincerely,

Dan Giordano, P.Eng., MBA, LEED AP
Vice President, Development

ATTACHMENT		C
This forms part of application # Z21-0108		
Planner Initials	TA	

CITY OF KELOWNA
BYLAW NO. 12362
Z20-0108
1070-1130 Ellis Street

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 2 District Lot 139, ODYD, Plan KAP86331 located on Ellis Street, Kelowna, BC from the RM6 – High Rise Apartment Housing and the C4 – Urban Centre Commercial zones to the C7– Central Business Commercial 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, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



Z21-0108

1070 – 1130 Ellis St

Rezoning Application



Proposal

- ▶ To rezone the subject property from RM6 – High Density Multiple Housing and C4 – Urban Centre Commercial to C7 – Central Business Commercial to facilitate the development of multiple dwelling housing.

Development Process

December 20, 2021

Development Application Submitted



Staff Review & Circulation



March 28, 2022

Public Notification Received



 April 25, 2022

Initial Consideration



First, Second & Third Readings



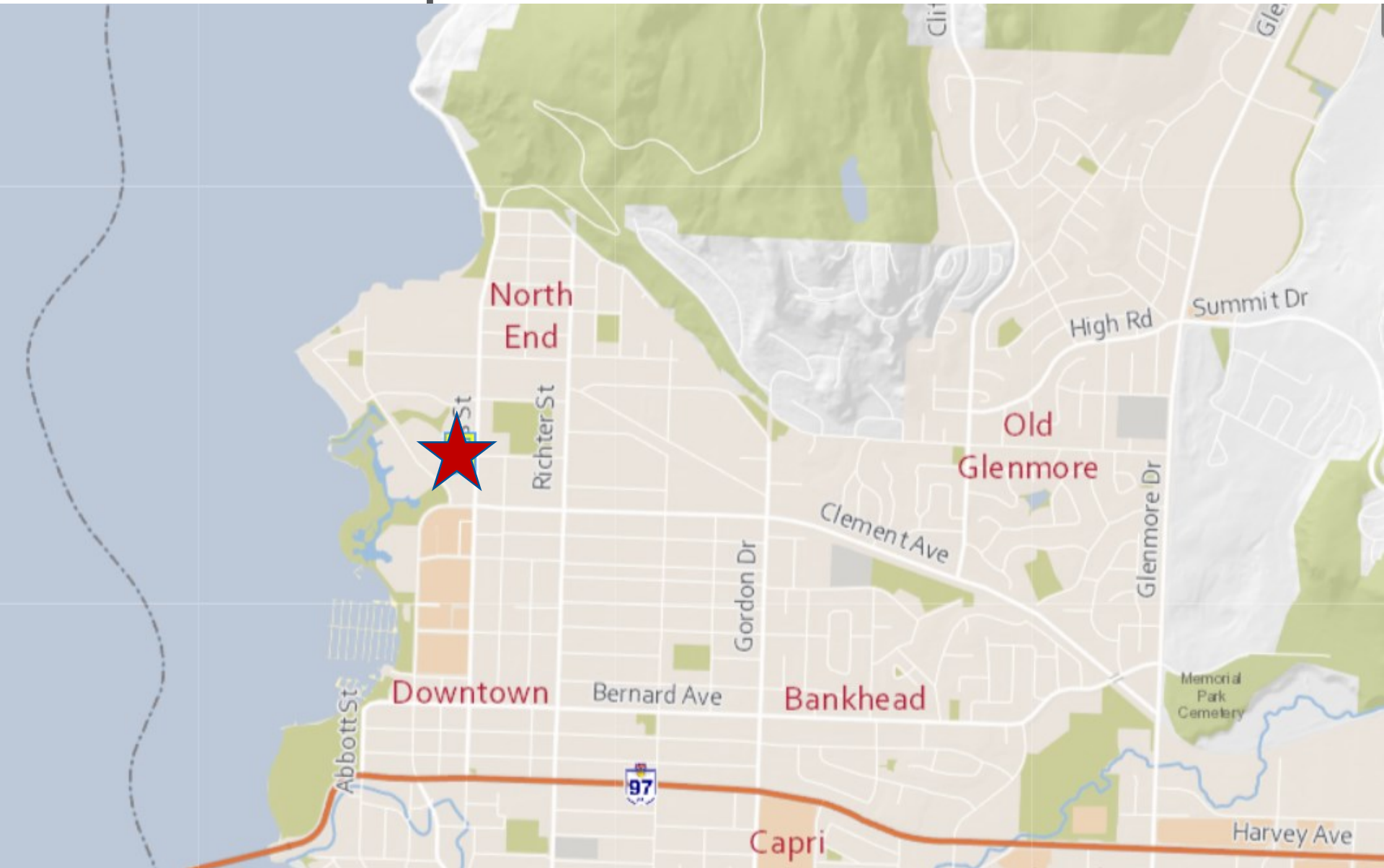
Final Reading



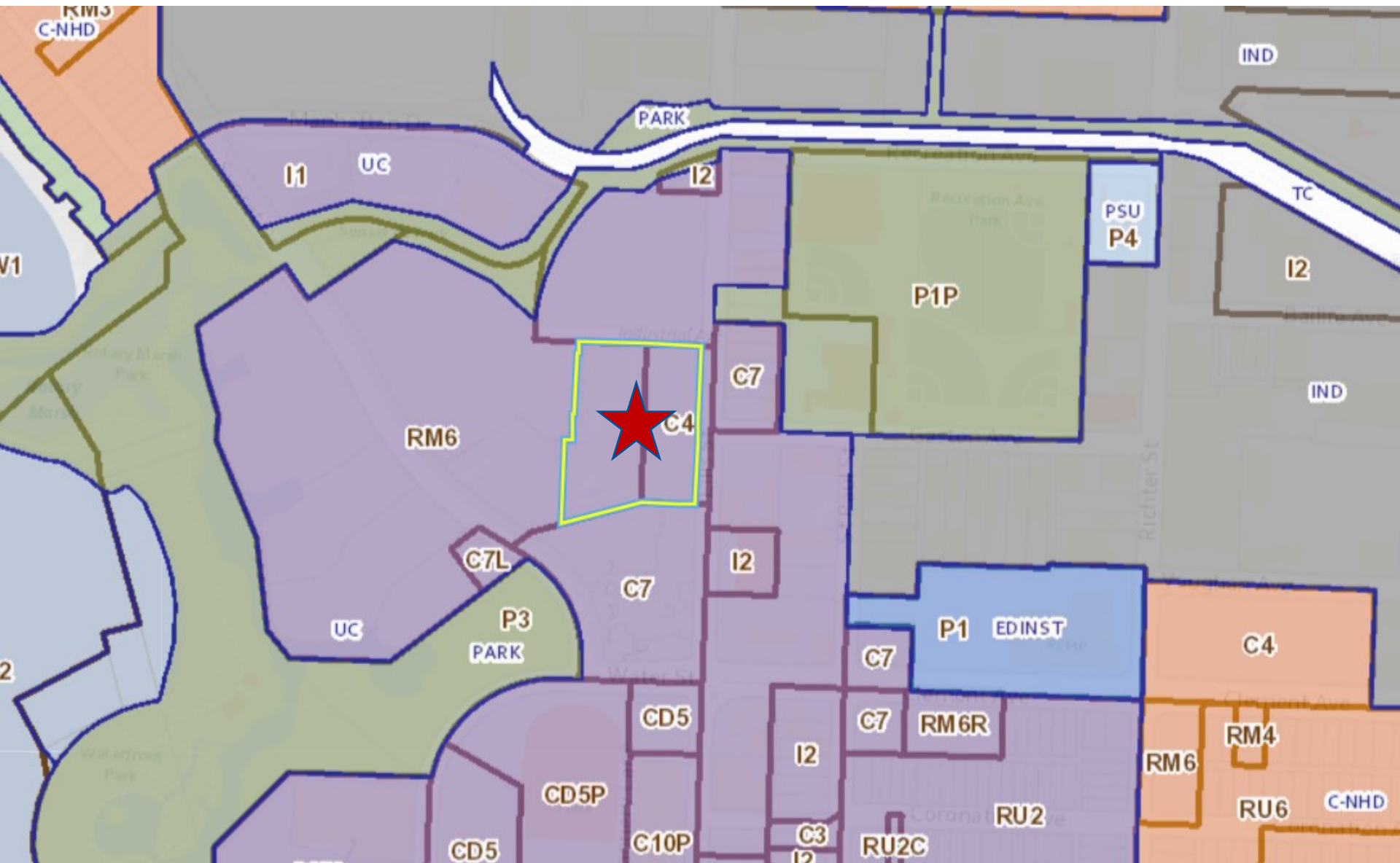
Building Permit

Council
Approvals

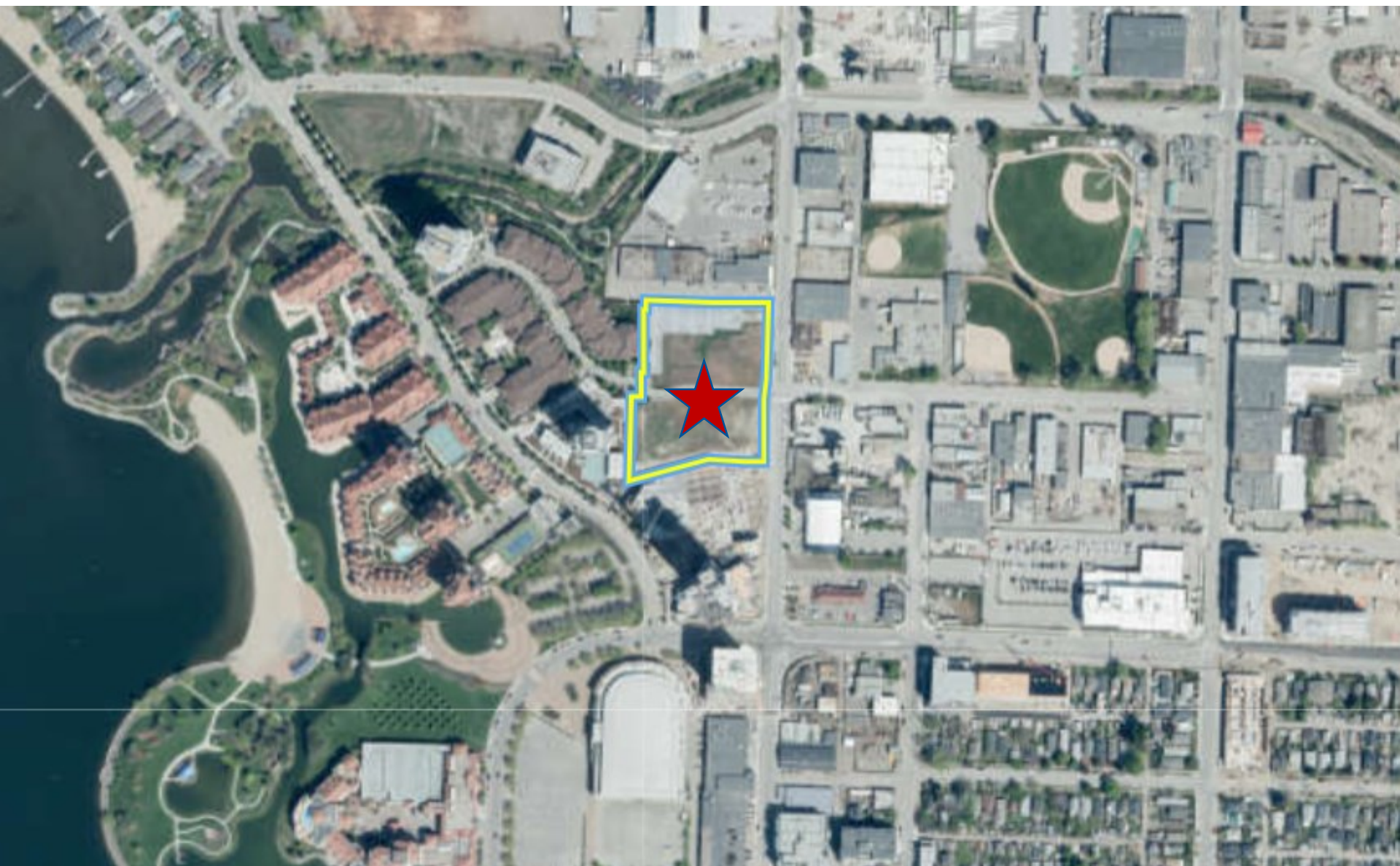
Context Map



OCP Future Land Use / Zoning



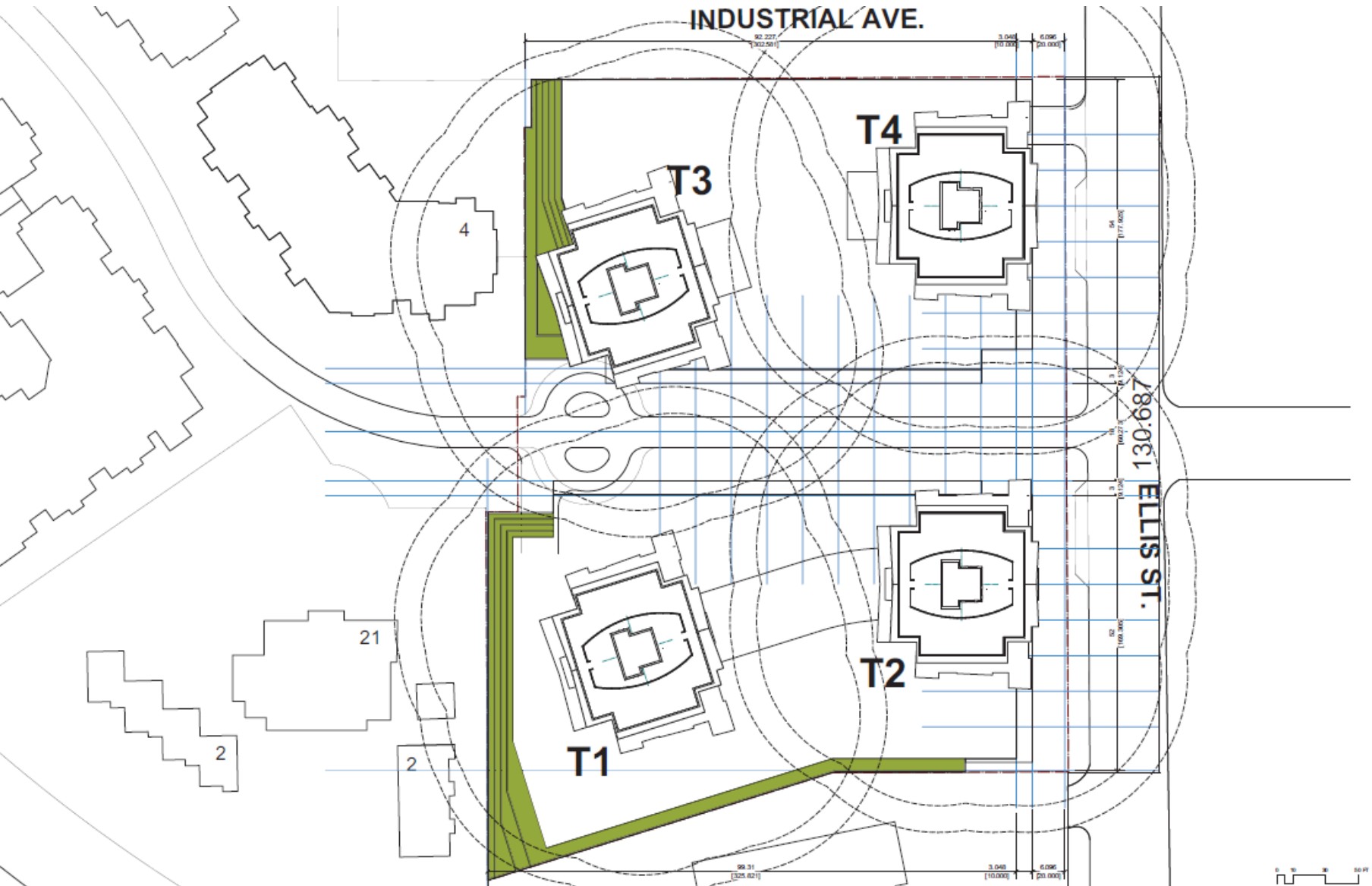
Subject Property Map



Project Details

- ▶ Proposed Zone: C7 – Central Business Commercial Zone
- ▶ Phase II of Waterscapes (Phase I commenced 2007)
- ▶ High density residential units
- ▶ Form of residential towers atop parkade podium
- ▶ Development Permit and Development Variance Permit required
 - ▶ Staff are working with applicant on the DP & DVP
 - ▶ Variances for height and at-grade commercial components

Site Plan



Development Policy

- ▶ OCP Policy 4.1.2:
 - ▶ Urban Centre Hierarchy
 - ▶ Focus greatest intensity of uses and scale of development Downtown.
- ▶ OCP Policy 4.1.6:
 - ▶ High Density Residential Development
 - ▶ Direct medium and high density residential development to Urban Centres.

Public Notification Policy #367

- ▶ The applicant provided confirmation of Public Consultation as follows:
 - ▶ 926 Notices Mailed out March 2, 2022
 - ▶ Signage on site March 7, 2022
 - ▶ Newspaper Advertisements March 4 & March 11, 2022
 - ▶ Public Information Session March 18, 2022 (virtual)

Staff Recommendation

- ▶ Development Planning Staff recommend support for the proposed rezoning:
 - ▶ Consistent with Future Land Use of Urban Centre
 - ▶ Supported by OCP Policies – Chapter 4, Urban Centres



Conclusion of Staff Remarks

Report to Council



Date: April 25, 2022

To: Council

From: City Manager

Department: Office of the City Clerk

Application: Z21-0077 **Owner:** Innascore Developments Inc.,
Inc. No. BC1161787

Address: 640 Wardlaw Avenue **Applicant:** Innascore Developments Inc.

Subject: Rezoning Bylaw No. 12345 for Z21-0077 Supplemental Report to Council

Existing OCP Designation: C-NHD - Core Area Neighbourhood

Existing Zone: RU6 – Two Dwelling Housing

Proposed Zone: RM3 – Low Density Multiple Housing

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated April 25, 2022 with respect to Zoning Bylaw No. 12345;

AND THAT Rezoning Bylaw No.12345 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaw No. 12345 and to give the bylaw further reading consideration.

Background:

Zoning bylaws that are consistent with the OCP do not require a public hearing. Public notice is given before first reading with signage on the subject property, newspaper advertisements, and mailouts in accordance with the Local Government Act and Development Application & Heritage Procedures Bylaw No. 12310.

Discussion:

Rezoning Application Z21-0077 for 640 Wardlaw Avenue was brought forward to Council for initial consideration on [April 4, 2022](#). Notice of first reading was completed as outlined above.

Rezoning Application Z21-0077 received zero pieces of correspondence through Mayor & Council correspondence. Development Planning staff received zero pieces of correspondence with concerns about the rezoning application.

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 notice of first reading, staff are recommending that Council give Rezoning Bylaw No. 12345, located at 640 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, Council may choose to:

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

Considerations not applicable to this report:***Existing Policy:******Financial/Budgetary Considerations:******External Agency/Public Comments:******Communications Comments:***

Submitted by: S. Woods, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc:

Development Planning

CITY OF KELOWNA
BYLAW NO. 12345
Z21-0077
640 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 26 District Lot 14, ODYD, Plan 3249 located on Wardlaw Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM3 – Low Density Multiple 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, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: April 25, 2022

To: Council

From: City Manager

Department: Office of the City Clerk

Application: Z21-0089 **Owner:** CHHAT HOLDINGS LTD, INC.NO. BC1267993

Address: 285-287 Nickel Road **Applicant:** New Town Architecture + Engineering Ltd.

Subject: Rezoning Bylaw No. 12346 for Z21-0089 Supplemental Report to Council

Existing OCP Designation: C-NHD – Core Area Neighbourhood

Existing Zone: RU6 – Two Dwelling Housing

Proposed Zone: RM3 – Low Density Multiple Housing

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated April 25, 2022 with respect to Zoning Bylaw No. 12346;

AND THAT Rezoning Bylaw No.12346 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaw No. 12346 and to give the bylaw further reading consideration.

Background:

Zoning bylaws that are consistent with the OCP do not require a public hearing. Public notice is given before first reading with signage on the subject property, newspaper advertisements, and mailouts in accordance with the Local Government Act and Development Application & Heritage Procedures Bylaw No. 12310.

Discussion:

Rezoning Application Z21-0089 for 285-287 Nickel Road was brought forward to Council for initial consideration on [April 4, 2022](#). Notice of first reading was completed as outlined above.

Rezoning Application Z21-0089 received zero pieces of correspondence through Mayor & Council correspondence. Development Planning staff received zero pieces of correspondence with concerns about the rezoning application.

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 notice of first reading, staff are recommending that Council give Rezoning Bylaw No. 12346, located at 285-287 Nickel 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, Council may choose to:

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

Considerations not applicable to this report:***Existing Policy:******Financial/Budgetary Considerations:******External Agency/Public Comments:******Communications Comments:***

Submitted by: S. Woods, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc:

Development Planning

CITY OF KELOWNA

BYLAW NO. 12346

Z21-0089

285-287 Nickel 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 A Section 27, Township 26, ODYD, Plan 12644 located on Nickel Road, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM3 – Low Density Multiple 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, second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: April 25, 2022

To: Council

From: City Manager

Department: Office of the City Clerk

Application: Z21-0022 **Owner:** Bertram – Mission Group Rentals Ltd., Inc. No. BC1268483

Address: 1319, 1325, 1329 Bertram Street **Applicant:** Mission Group

Subject: Rezoning Bylaw No. 12348 for Z21-0022 Supplemental Report to Council

Existing OCP Designation: UC – Urban Centre

Existing Zone: RM5 – Medium Density Multiple Housing

Proposed Zone: C7r - Central Business Commercial (Residential Rental Tenure Only)

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated April 25, 2022 with respect to Zoning Bylaw No. 12348;

AND THAT Rezoning Bylaw No.12348 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaw No. 12348 and to give the bylaw further reading consideration.

Background:

Zoning bylaws that are consistent with the OCP do not require a public hearing. Public notice is given before first reading with signage on the subject property, newspaper advertisements, and mailouts in accordance with the Local Government Act and Development Application & Heritage Procedures Bylaw No. 12310.

Discussion:

Rezoning Application Z21-0022 for 1319, 1325 and 1329 Bertram Street was brought forward to Council for initial consideration on [April 11, 2022](#). Notice of first reading was completed as outlined above.

Rezoning Application Z21-0022 received zero pieces of correspondence through Mayor & Council correspondence. Development Planning staff received zero pieces of correspondence with concerns about the rezoning application.

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 notice of first reading, staff are recommending that Council give Rezoning Bylaw No. 12348, located at 1319, 1325 and 1329 Bertram Street, 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, Council may choose to:

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

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: S. Woods, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc:

Development Planning

CITY OF KELOWNA
BYLAW NO. 12348
Z21-0022
1319, 1325 and 1329 Bertram Street

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:
 - a) Lot 15 District Lot 139 ODYD Plan 2085, located at Bertram Street, Kelowna, BC;
 - b) Lot 16 District Lot 139 ODYD Plan 2085, located at Bertram Street, Kelowna, BC; and
 - c) Lot 17 District Lot 139 ODYD Plan 2085, located at Bertram Street, Kelowna, BCfrom the RM5 – Medium Density Multiple Housing zone to the C7r – Central Business Commercial (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, second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: April 25, 2022

To: Council

From: City Manager

Department: Development Planning

Application: OCP20-0011/Z20-0045

Owner: 1291224 B.C. Ltd., Inc.No.
BC1291224

Address: 1365 Belaire Ave
1840-1850 Chandler St

Applicant: Pacific West Architecture Inc.

Subject: Rezoning Application Extension

Existing OCP Designation: UC – Urban Centre

Existing Zone: RU6 – Two Dwelling Housing

Proposed Zone: RM6 – High Rise Apartment Housing

Recommendation:

THAT Bylaw No. 12126 be forwarded for rescindment consideration and the file be closed.

AND THAT in accordance with Development Application and Heritage Procedures Bylaw No. 12310, the deadline for the adoption of Rezoning Bylaw No. 12127, be extended from January 19, 2022 to January 19, 2023.

AND FURTHER THAT Council direct Staff to not accept any further extension requests.

Purpose:

To rescind all three readings given to Official Community Plan Map Amendment Bylaw No. 12126 and extend the deadline for adoption of Rezoning Bylaw No. 12127 to January 19, 2023.

Discussion:

The OCP Map Amendment Bylaw No. 12126 and the Rezoning Bylaw No. 12127 received second and third readings at a Regular Meeting of Council held on January 19, 2021. The bylaw to amend the 2030 OCP can be rescinded because the 2040 OCP has been adopted, and the proposal is consistent with the

new 2040 OCP. Final adoption of the zone amendment bylaw is subject to the applicant meeting the requirements of the Schedule "A": City of Kelowna Memorandum, as well as consolidating the lots. The applicant has been working with Staff on the Development Permit application, however there was recently an ownership change. The new owner has requested additional time to complete any outstanding requirements. Staff are recommending that Council supports extending the deadline for the adoption for the Rezoning Bylaw No. 12127 by one year to January 19, 2023, with no further extension requests granted.

Subject Property Map:



Application Chronology:

Date of Application Accepted:	May 12, 2020
Date of Second and Third Readings:	January 19, 2021
Date of Extension Application Received:	April 8, 2022

Submitted by:	Kimberly Brunet, Planner II
Approved for inclusion:	Terry Barton, Development Planning Department Manager

CITY OF KELOWNA

BYLAW NO. 12126

Official Community Plan Amendment No. OCP20-0011 – 1840 – 1850 Chandler Street and 1365 Belaire Avenue

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

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

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "Kelowna 2030 – Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of:
 - a) Strata Lot 1 and Strata Lot 2 District Lot 137 Osoyoos Division Yale District Strata Plan K25 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1, located on Chandler Street, Kelowna, B.C.; and
 - b) Lot 21 District Lot 137 Osoyoos Division Yale District Plan 10011, located on Belaire Avenue, Kelowna, B.C.from the MRM – Multiple Unit Residential (Medium Density) designation to the MRH – Multiple Unit Residential (High Density) designation as per Map "A" attached to and forming part of this bylaw.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 7th day of December, 2020.

Considered at a Public Hearing on the 19th day of January, 2021.

Read a second and third time by the Municipal Council this 19th day of January, 2021.



Rescind first, second and third readings by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



MAP "A" OCP Amendment
File: OCP20-0011

-  Subject Properties
-  MRM - Multiple Unit Residential (Medium Density) to MRH - Multiple Unit Residential (High Density)

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.

0 12.5 25 Metres

Rev. 11/30/2020



AC

Report to Council



Date: April 25, 2022

To: Council

From: City Manager

Department: Development Planning

Application: Z20-0087

Owner: Balraj Singh Sidhu &
Gurinderjeet Kaur Sidhu

Address: 1788 Joe Riche Road

Applicant: NAI Commercial Okanagan
Ltd.

Subject: Rezoning Application Extension

Existing Zone: A1 – Agriculture 1

Proposed Zone: RU6 – Two Dwelling Housing

Recommendation:

THAT in accordance with Development Application and Heritage Procedures Bylaw No. 12310, the deadline for the adoption of Rezoning Bylaw No. 12157, be extended from February 22, 2022, to February 22, 2023.

AND THAT Council direct Staff to not accept any further extension requests.

Purpose:

To extend the deadline of adoption of Rezoning Bylaw No. 12157 to February 22, 2023.

Discussion:

Rezoning Bylaw No. 12157 received second and third readings at a Monday PM Meeting on February 22nd, 2021. Final adoption of the zone amendment bylaw is subject to the applicant meeting the requirements of the Schedule "A": Development Engineering Memorandum. The applicant has been working with Staff on the development plan for the site and has made progress on the rezoning application, however, at this time the applicant has not yet met all of the engineering requirements. Staff are recommending that Council supports extending the deadline for adoption for the Rezoning Bylaw no. 12157 by one year to February 22nd, 2023, with no further extension requests granted.

Subject Property Map:



Application Chronology:

Date of Application Accepted:	June 6 th , 2020
Date of Second and Third Readings:	February 22 nd , 2021
Date of Extension Application Received:	April 6 th , 2022

Submitted by: Tyler Caswell, Planner

Approved for inclusion: Terry Barton, Development Planning Department Manager

Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: 2022 Financial Plan – Final Budget Volume
Department: Financial Planning

Recommendation:

THAT Council adopts the 2022-2026 Financial Plan;

AND THAT Council approves the formulation of 2022 Property Tax Rates that will raise the required funds in 2022, from General Taxation, in the amount of \$167,107,316 resulting in an average net property owner impact of 3.94 per cent;

AND THAT Bylaw No. 12338 being the 2022-2026 Five-Year Financial Plan, 2022 be advanced for reading consideration;

AND THAT Bylaw No. 12339 being the Tax Structure Bylaw, 2022 be advanced for reading consideration;

AND THAT Bylaw No. 12340 being the Annual Tax Rates Bylaw, 2022 be advanced for reading consideration;

AND THAT Bylaw No. 12341 being the DCC Reserve Fund Expenditure Bylaw, 2022 be advanced for reading consideration;

AND FURTHER THAT Bylaw No. 12342 being the Sale of City Owned Land Reserve Fund Expenditure Bylaw, 2022 be advanced for reading consideration.

Purpose:

To present the 2022 Final Budget Volume submissions, the 2022-2026 Financial Plan and related bylaws to Council for their consideration and approval.

Background:

Council approved the 2022 Financial Plan – Preliminary volume on December 9, 2021 and the addition of the 2022 Financial Plan – Carryover Budget volume on March 21, 2022. The 2022 Financial Plan - Final Budget volume includes emergent, legislated or Council directed requests. The three volumes provide the 2022 portion of the 2022-2026 Five Year Financial Plan. Depending on the nature of the item being considered within Final Budget, the adjustments could cause the final tax demand to increase or decrease.

The City of Kelowna's strong financial management and clear budgeting practices continue to allow the delivery of essential services residents expect while maintaining, expanding, and building infrastructure that makes Kelowna a great place to live. The 2022 Final Budget as proposed, reflects a net municipal property tax increase of 3.94 per cent, a 0.3% increase to the Preliminary Budget tax requirement approved in December 2021, of 3.64 per cent.

Final Budget requests affecting taxation can be attributed to the RCMP contract increase which is offset by an increase in new construction revenue and the FortisBC franchise fee revenue. Information about the requested changes are included in the attached 2022 Final Budget Volume.

A tax rate of 3.94 per cent means the owner of a residential property with an average assessed value of \$888,420 will pay \$2,286 which is an increase of \$86 from the prior year for the municipal portion of their property taxes.

Considerations applicable to this report:

Legal/Statutory Authority:

In Section 165 of the Community Charter regarding Financial Plans, adoption of a 5 Year Financial Plan bylaw is required prior to the annual property tax bylaw. Under the Annual Property Tax Bylaw Section 197 of the Community Charter, Council must establish tax rates by bylaw after adoption of the financial plan but before May 15th.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by:

K. Hughes, CPA, CA Financial Planning Manager

Approved for inclusion: G. Davidson, CPA, CMA Divisional Director Financial Services

Attachment:

- 1: 2022 Financial Plan – Final Budget Volume
- 2: 2022-2026 Five-Year Financial Plan
- 3: 2022 Financial Plan Presentation

2022

Financial Plan

Kelowna, British Columbia
Final Budget - Volume 3





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Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: 2022 Financial Plan – Final Budget Volume
Department: Financial Planning

Recommendation:

THAT COUNCIL adopts the 2022-2026 Financial Plan;

AND THAT Council approves the formulation of 2022 Property Tax Rates that will raise the required funds in 2022, from General Taxation, in the amount of \$167,107,316 resulting in an average net property owner impact of 3.94 per cent;

AND THAT Bylaw No. 12338 being the 2022-2026 Five-Year Financial Plan, 2022 be advanced for reading consideration;

AND THAT Bylaw No. 12339 being the Tax Structure Bylaw, 2022 be advanced for reading consideration;

AND THAT Bylaw No. 12340 being the Annual Tax Rates Bylaw, 2022 be advanced for reading consideration;

AND THAT Bylaw No. 12341 being the DCC Reserve Fund Expenditure Bylaw, 2022 be advanced for reading consideration;

AND FUTHER THAT Bylaw No. 12342 being the Sale of City Owned Land Reserve Fund Expenditure Bylaw, 2022 be advanced for reading consideration.

Purpose:

To present the 2022 Final Budget Volume submissions, the 2022-2026 Financial Plan and related bylaws to Council for their consideration and approval.

Background:

Council approved the 2022 Financial Plan – Preliminary volume on December 9, 2021 and the addition of the 2022 Financial Plan – Carryover Budget volume on March 21, 2022. The 2022 Financial Plan - Final Budget volume includes emergent, legislated or Council directed requests. The three volumes provide the 2022 portion of the 2022-2026 Five Year Financial Plan. Depending on the nature of the item being considered within Final Budget, the adjustments could cause the final tax demand to increase or decrease.

The City of Kelowna's strong financial management and clear budgeting practices continue to allow the delivery of essential services residents expect while maintaining, expanding, and building infrastructure that makes Kelowna a great place to live. The 2022 Final Budget as proposed, reflects a net municipal property tax increase of 3.94 per cent, a 0.3% increase to the Preliminary Budget tax requirement approved in December 2021, of 3.64 per cent.

Final Budget requests affecting taxation can be attributed to the RCMP contract increase which is offset by an increase in new construction revenue and the FortisBC franchise fee revenue. Information about the requested changes are included in the attached 2022 Final Budget Volume.

A tax rate of 3.94 per cent means the owner of a residential property with an average assessed value of \$888,420 will pay \$2,286 which is an increase of \$86 from the prior year for the municipal portion of their property taxes.

Considerations applicable to this report:

Legal/Statutory Authority:

In Section 165 of the Community Charter regarding Financial Plans, adoption of a 5 Year Financial Plan bylaw is required prior to the annual property tax bylaw. Under the Annual Property Tax Bylaw Section 197 of the Community Charter, Council must establish tax rates by bylaw after adoption of the financial plan but before May 15th.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by:

K. Hughes, CPA, CA Financial Planning Manager

Approved for inclusion: G. Davidson, CPA, CMA Divisional Director Financial Services

Attachment:

- 1: 2022 Financial Plan – Final Budget Volume
- 2: 2022-2026 Five-Year Financial Plan
- 3: 2022 Financial Plan Presentation

FINANCIAL SUMMARIES

The 2022 Final Budget Volume includes requests that are emergent, required by legislation or have been directed by City Council. This volume is consolidated with the first two volumes, 2022 Preliminary Volume and the 2022 Carryover Volume, to create the 2022 Financial Plan and the 2022-2026 Five-Year Financial Plan.

The 2022 Financial Plan results in a Final Tax Demand of \$167.1M. This represents an increase of \$689k relative to the 2022 Preliminary Financial Plan, and an increase of \$220k of taxation revenue from new construction.

The impact to the average property owner is 3.94 per cent.

Final Budget summaries

Analysis of tax demand (\$ thousands)

The 2021 final tax demand was \$157.7M and had a 4.04 per cent net property owner impact. The final 2022 gross department operating expenditures have increased by 11.41 per cent over 2021 and net department revenues by increased by 19.27 per cent. The net general debt decreased by 3.32 per cent while capital expenditures from general taxation increased by 13.44 per cent and general revenue increased by 4.54 per cent for a total gross tax demand increase of \$9.3M.

	2021	2022	Change	% change
Gross departmental operating expenditures	267,701	298,253	30,553	11.41%
Net departmental revenue	(114,809)	(136,935)	(22,126)	19.27%
Net departmental operating expenditure	152,892	161,318	8,427	5.51%
Net general debt	4,453	4,305	(148)	(3.32%)
Capital expenditures from general taxation	12,071	13,693	1,622	13.44%
General revenue	(11,680)	(12,209)	(530)	4.54%
Gross tax demand	157,736	167,107	9,371	5.94%
Less estimated new construction revenue	(2,880)	(3,160)		
Net property owner impact	4.04%	3.94%		(0.10%)

Note: Totals may not add due to rounding



General Fund tax demand (\$ thousands)

The tax demand established at Preliminary Budget was \$166.4M. The estimated new construction revenue was \$2.9M, based on BC Assessment preliminary roll information, resulting in a 3.64 per cent net property owner impact.

Final Budget requests for net general fund operating and capital expenditures of \$689k have increased the total tax demand to \$167.1M. Final new construction revenues, based on the revised assessment roll, increased by \$220k to \$3.16M increasing the net property owner impact to 3.94 per cent.

Preliminary Budget Tax Demand			166,418
Final Budget Submissions			
General Revenues	(159)		
Operating Requests	<u>848</u>	689	
Capital Project Requests		<u>0</u>	
Total Final Budget Additions			689
Final Gross Tax Demand			167,107
Less new construction revenue			(3,160)
Final Net Tax Demand			163,947
Net Property Owner Impact			
Preliminary Budget		3.64%	
Financial Plan - Final Budget			3.94%

Note: Totals may not add due to rounding

Airport and Utility Funds – Final Budget (\$ thousands)

Final Budget requests for the water utility totals \$149k funded from current year water utility revenues while the Final budget net operating requests for the Airport, contribute excess revenue to applicable Airport reserves.

Final Budget Submissions			
Revenue	0		
Operating Requests	<u>149</u>	149	
Capital Project Requests		<u>0</u>	
Total Final Budget Additions			149

Note: Totals may not add due to rounding

Analysis of total revenues

The total revenue budget is \$658.6M with \$385M from operating sources and \$273.6M from capital sources.

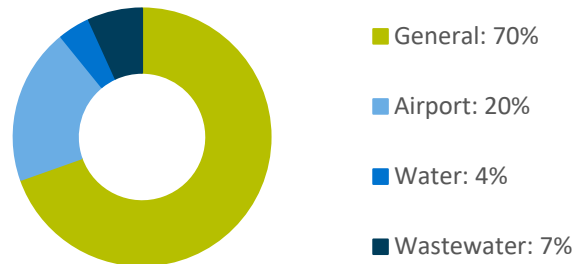
The tables below summarize the total operating and capital revenue by fund, including the prior year's carryover amounts, and the same revenue information by revenue source.

Revenues by Fund (\$ thousands)

	Operating	Capital
General	303,941	154,408
Airport	47,878	81,062
Water	16,804	9,755
Wastewater	16,385	28,334
	<u>385,008</u>	<u>273,559</u>

Total **658,566**

Note: Totals may not add due to rounding

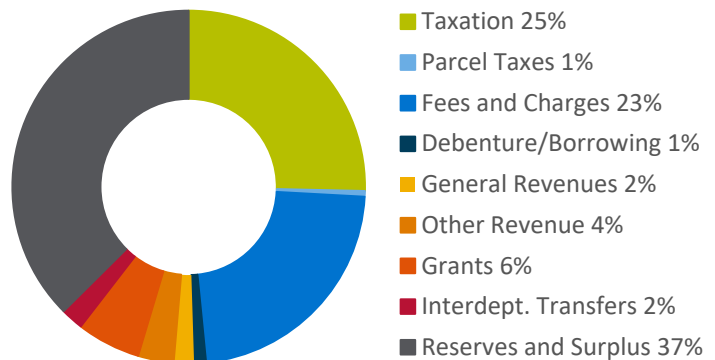


Total \$658.6M

Revenues by Type (\$ thousands)

Taxation	167,107
Parcel Taxes	3,421
Fees and Charges	148,398
Debenture/Borrowing	7,159
General Revenues	12,209
Other Revenue	21,496
Grants	38,488
Interdept. Transfers	13,628
Reserves and Surplus	246,660
Total	658,566

Note: Totals may not add due to rounding



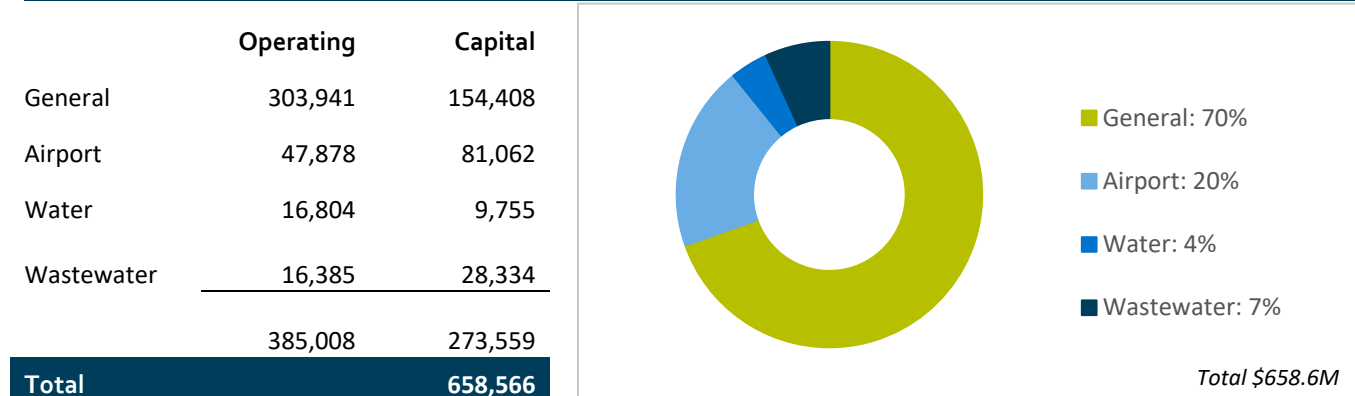
Total \$658.6M

Analysis of total expenditures

The total expenditure budget requirement is \$658.6M with \$385M for operating needs and \$273.6M for the 2022 capital program.

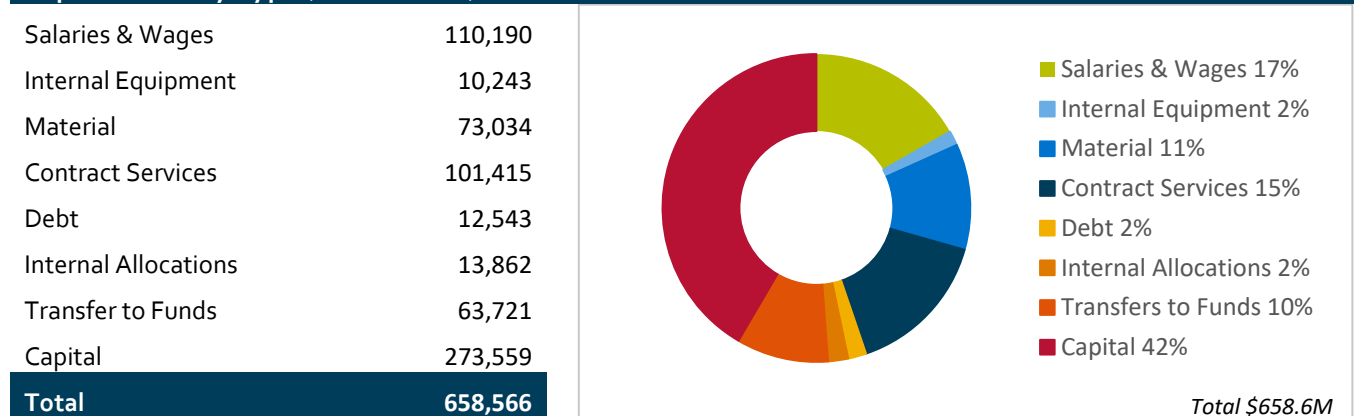
The tables below summarize the total operating and capital expenditures by fund, including the prior year's carryover amounts, and the same total operating and capital expenditure information by expenditure type.

Expenditures by Fund (\$ thousands)



Note: Totals may not add due to rounding

Expenditures by Type (\$ thousands)



Note: Totals may not add due to rounding

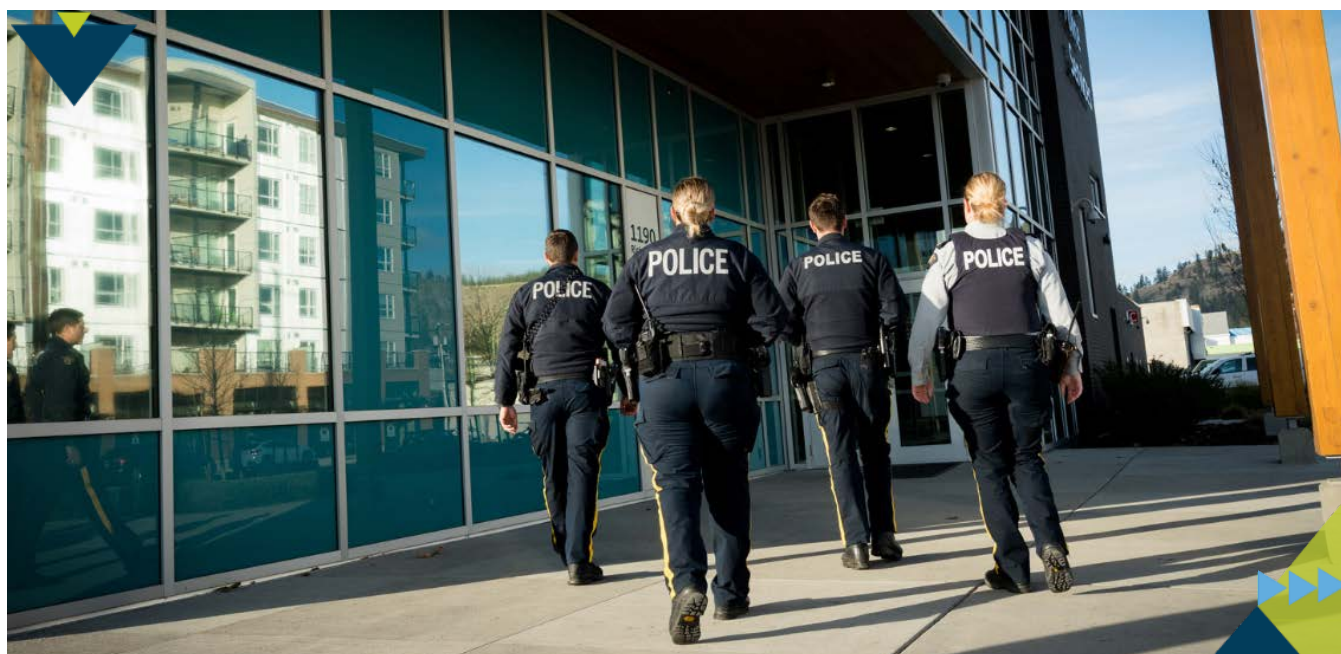
Use of tax dollar by service area

The table below highlights the cost by service area and the resulting total municipal taxes for the average residential property in Kelowna for 2022. Note the municipal portion of taxes does not include amounts collected on behalf of other taxing authorities or applicable business improvement areas such as: Regional District of Central Okanagan, BC Assessment, Okanagan Regional Library, Minister of Finance – School Tax, Downtown Kelowna Business Improvement Area or Uptown Rutland Business Improvement Area. The average assessed value of a residential property is \$888,420 in 2022, as obtained from BC Assessment. The service area with the highest cost is Community Safety, including RCMP, at 35 per cent, followed by the Fire Department at 13 per cent and Parks Services at 13 per cent.

Service area	\$ Cost	2022 %	2021 %
Community Safety	791.92	35	31
Fire Department	304.37	13	15
Infrastructure			
Street Lights	28.70	1	1
Parks Services	295.53	13	13
Transportation Services	243.08	11	10
Utility Services	55.68	2	2
Planning & Development	237.26	10	10
Active Living & Culture Services	113.62	5	5
Regional Programs	10.60	1	1
Public Transit	96.51	4	7
Debt	62.57	3	3
Grants or transfers to external organizations/individuals	46.53	2	2
Total Municipal portion of taxes	\$ 2,286.38	100 %	100 %

Based on the 2022 average residential property assessed property value of \$888,420

Note: Totals may not add due to rounding



Ongoing budget impacts

Below is a projection of the next five years net property owner impacts using the best information available at the time of preparation of this volume. As with any planning exercise, the level of certainty and detail is most appropriately found in the current year. For the years after 2022, budgets have been adjusted for current one-time projects, changes in operating budgets from previously approved requests, new capital projects included in the Council endorsed 10-Year Capital Plan, 2021-2030 (10YCP), growth and/or inflationary rates, and other key assumptions. Although this forward looking information is based on what is believed to be reasonable assumptions, there can be no assurance that this information will prove to be accurate as actual results and future events could differ materially from the anticipated information contained in this forecast.

Specific assumptions in the preparation of the years 2023-2026 included in the forecasted increases below:

- Growth rates of 1.59 per cent for 2023 to 2025, 1.47 per cent in 2026.
- Inflation rates of 2 per cent for most operating expenses and certain revenues, rate increase to 4 per cent in 2023 for materials expense.
- Annual allocation for new RCMP members.
- Debt impacts have been split over the expected construction years to match required cash flow and to spread the debt repayment impacts. Included in the plan with significant impacts, are the Parkinson Recreation Centre and the Capital News Centre – Expansion projects.

Additional details on all assumptions are provided in the Five-Year Financial Plan (2022-2026).

	2022	2023	2024	2025	2026
General revenues	(12,209)	(12,480)	(12,758)	(13,049)	(13,332)
Net operating budget	165,624	177,006	188,221	200,144	209,919
Pay-as-you-go capital	13,693	14,996	16,338	17,718	19,083
Taxation demand	167,107	179,522	191,802	204,814	215,670
New construction tax revenue	(3,160)	(3,257)	(3,354)	(3,450)	(3,411)
Net property owner impact	3.94%	5.48%	4.97%	4.99%	3.64%

Note: Totals may not add due to rounding.



Financial Plan 2022 - 2026

The table below outlines the City's Five-Year forecast for all funds revenues and expenditures for 2022-2026. The years 2027-2030 are included in summary to match the term of the 20-Year Servicing Plan. For detailed divisional information see the Five-Year Financial Plan section of the 2022 Financial Plan.

	2022	2023	2024	2025	2026	2027-2030
Revenue						
Property Value Tax	167,107,316	179,522,375	191,801,552	204,813,609	215,669,897	940,159,269
Library Requisition	7,044,023	7,184,903	7,328,602	7,475,174	7,624,677	32,054,448
Parcel Taxes	3,420,974	3,941,636	3,965,038	3,804,203	3,456,841	12,662,470
Fees and Charges	150,005,535	213,977,187	225,910,172	239,006,280	246,465,323	1,063,681,066
Borrowing Proceeds	7,158,600	0	26,053,200	10,560,000	0	3,830,000
Other Sources	77,169,881	70,729,573	59,588,315	55,953,135	60,148,606	276,738,529
	411,906,329	475,355,674	514,646,879	521,612,401	533,365,344	2,329,125,782
Transfer between Funds						
Reserve Funds	2,319,917	1,018,987	1,018,987	1,018,987	1,018,987	4,075,949
DCC Funds	37,425,860	28,264,914	34,031,463	36,559,002	35,863,936	165,616,918
Surplus/Reserve Accounts	206,914,336	78,307,796	52,726,789	65,029,541	56,828,498	207,146,830
	246,660,113	107,591,697	87,777,239	102,607,530	93,711,421	376,839,697
Total Revenues	658,566,442	582,947,371	602,424,118	624,219,931	627,076,765	2,705,965,479
Expenditures						
Municipal Debt						
Debt Interest	3,694,690	4,162,325	6,044,860	8,532,854	10,050,872	39,490,366
Debt Principal	8,847,932	7,654,270	7,885,874	10,911,346	13,248,530	48,035,228
Capital Expenditures	273,558,700	155,020,452	154,084,439	148,709,078	133,443,167	576,459,501
Other Municipal Purposes						
General Government	35,548,877	39,501,887	40,473,724	41,466,844	42,621,132	182,734,891
Planning, Development & Building Services	33,173,416	26,023,038	26,596,068	27,400,651	27,371,013	119,155,373
Community Services	99,961,295	103,041,317	106,205,449	109,481,906	112,688,935	485,206,409
Protective Services	90,581,801	84,395,912	89,607,971	94,403,331	98,854,158	430,467,334
Utilities	25,659,161	23,515,668	24,184,209	25,281,998	25,981,311	111,405,897
Airport	19,974,967	30,114,952	31,423,042	32,757,421	35,275,058	150,430,052
	591,000,839	473,429,821	486,505,636	498,945,430	499,534,177	2,143,385,050
Transfers between Funds						
Reserve Funds	28,603,562	30,285,675	30,427,080	30,193,089	31,158,937	124,289,996
DCC Funds	0	0	0	0	0	0
Surplus/Reserve Accounts	38,962,041	79,231,875	85,491,402	95,081,412	96,383,651	438,290,433
	67,565,603	109,517,550	115,918,482	125,274,501	127,542,588	562,580,429
Total Expenditures	658,566,442	582,947,371	602,424,118	624,219,931	627,076,765	2,705,965,479

Note: Totals may not add due to rounding.



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2022 Operating Requests

Final Budget

Summary - General Fund

Page	Description	Cost	Reserve	Borrow	Grant/Other	Revenue	Utility	Taxation	Cat
Corporate & Protective Services									
<i>Corporate Services</i>									
Maintain									
J1	Recovery Coordinator Term Position	24,000	(24,000)	0	0	0	0	0	OG
	Total Maintain	24,000	(24,000)	0	0	0	0	0	
Department Priority 1 Total									
	Department Priority 1 Total	24,000	(24,000)	0	0	0	0	0	
Corporate & Protective Services									
<i>Community Safety</i>									
Maintain									
J1	RCMP Contract Services	848,000	0	0	0	0	0	(848,000)	OG
	Total Maintain	848,000	0	0	0	0	0	(848,000)	
Department Priority 1 Total									
	Department Priority 1 Total	848,000	0	0	0	0	0	(848,000)	
Corporate & Protective Services									
<i>Fire Department</i>									
Maintain									
E1	Emergency Manager - Regional Emergency Operations Position	119,100	0	0	0	(119,100)	0	0	OG
	Total Maintain	119,100	0	0	0	(119,100)	0	0	
Growth									
E1	Emergency Social Services Supervisor - Regional Emergency Operations Position	57,200	0	0	0	(57,200)	0	0	OG
	Total Growth	57,200	0	0	0	(57,200)	0	0	
Department Priority 1 Total									
	Department Priority 1 Total	176,300	0	0	0	(176,300)	0	0	
Corporate Strategic Services									
<i>Information Services</i>									
Growth									
K1	Cyber Security Enhancements	155,000	(155,000)	0	0	0	0	0	OG
	Total Growth	155,000	(155,000)	0	0	0	0	0	
Department Priority 1 Total									
	Department Priority 1 Total	155,000	(155,000)	0	0	0	0	0	

Page	Description	Cost	Reserve	Borrow	Grant/Other	Revenue	Utility	Taxation	Cat
Financial Services									
<i>Debt & Other</i>									
Maintain									
J1	Transmission of Taxes - BIA's and Other Governments	123,546,700	0	0	0	(123,546,700)	0	0	OT
	Total Maintain	123,546,700	0	0	0	(123,546,700)	0	0	
Department Priority 1 Total									
	Department Priority 1 Total	123,546,700	0	0	0	(123,546,700)	0	0	
Financial Services									
<i>General Revenue</i>									
Maintain									
J1	FortisBC Operating Fee	0	0	0	0	(159,000)	0	159,000	OG
	Total Maintain	0	0	0	0	(159,000)	0	159,000	
Department Priority 1 Total									
	Department Priority 1 Total	0	0	0	0	(159,000)	0	159,000	
Total Priority 1 Operating									
	Total Priority 1 Operating	124,750,000	(179,000)	0	0	(123,882,000)	0	(689,000)	

2022 Operating Request Details

Division:	Corporate & Protective Services	Priority: 1	Maintain
Department:	Risk Management		ON-GOING
Title:	Recovery Coordinator Term Position		FINAL

Justification:

This term position will support recovery efforts associated with property damage, project deficiencies, development deficiencies and emergency responses caused by third-parties. Over the last 10 years, the City has recovered more than \$2M. With a dedicated staff resource, additional recoveries can be pursued and realized before timelines expire. This will allow the City to reduce tax dollars currently being spent to correct errors or repair damage caused by others. This position will prioritize recovery activities to maximize recouping financial losses and hold those responsible accountable.

Strategic Direction: Financial management - Non-tax revenues are increasing

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	24,000	(24,000)	0	0	0	0	0	0
2023	89,800	(89,800)	0	0	0	0	0	0
2024	89,800	(89,800)	0	0	0	0	0	0

Division:	Corporate & Protective Services	Priority: 1	Maintain
Department:	Community Safety		ON-GOING
Title:	RCMP Contract Services		FINAL

Justification:

This request is for the 2022 contract increase for the RCMP. When the 2022 preliminary budget was prepared, the RCMP had not communicated their financial plan incorporating the impacts of the ratified collective agreement. An updated financial plan was received from the RCMP in March 2022.

Strategic Direction: Other - Supports Base Business

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	848,000	0	0	0	0	0	0	(848,000)
2023	848,000	0	0	0	0	0	0	(848,000)
2024	848,000	0	0	0	0	0	0	(848,000)

2022 Operating Request Details

Division:	Corporate & Protective Services	Priority: 1	Maintain
Department:	Fire Department		ON-GOING
Title:	Emergency Manager - Regional Emergency Operations Position		FINAL

Justification:

An Emergency Manager position is requested for the Fire Communications & Emergency Management branch of KFD to support the Regional District of Central Okanagan (RDCO) Emergency Program, with funding from RDCO. The RDCO Emergency Operations Centre (EOC) has remained busy over the last five years with increased quantity and scope of response and recovery disasters such as the 2017 & 2018 Freshet Events, the COVID-19 pandemic response, and various fires throughout the region. With this high level of activity, the importance of the Emergency Manager role has escalated. This position will be part of the KFD management team and as a Duty Chief as part of a four-person rotation providing 24/7 coverage for the City.

Strategic Direction: Other - Supports Base Business

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	119,100	0	0	0	0	(119,100)	0	0
2023	158,800	0	0	0	0	(158,800)	0	0
2024	158,800	0	0	0	0	(158,800)	0	0

Division:	Corporate & Protective Services	Priority: 1	Growth
Department:	Fire Department		ON-GOING
Title:	Emergency Social Services Supervisor - Regional Emergency Operations Position		FINAL

Justification:

An Emergency Social Services (ESS) Supervisor position is requested for the Fire Communications & Emergency Management branch of KFD to support the Regional District of Central Okanagan (RDCO) Emergency Program, with funding from RDCO. The RDCO Emergency Operations Centre (EOC) has remained busy over the last five years with increased quantity and scope of response and recovery disasters such as the 2017 & 2018 Freshet Events & 2021 Atmospheric River Event, the COVID-19 pandemic response, and various fires throughout the region. With this high level of activity, the importance of the ESS Supervisor role has escalated.

Strategic Direction: Other - Supports Base Business

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	57,200	0	0	0	0	(57,200)	0	0
2023	114,300	0	0	0	0	(114,300)	0	0
2024	114,300	0	0	0	0	(114,300)	0	0

2022 Operating Request Details

Division:	Corporate Strategic Services	Priority: 1	Growth
Department:	Information Services		ON-GOING
Title:	Cyber Security Enhancements		FINAL

Justification:

The threat of cyber security incidents is a constant threat to organizations. Budget is requested to further strengthen the City's security posture in response to these types of attacks.

Strategic Direction:	Other - Extraordinary or Unforeseen Obligation							
	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	155,000	(155,000)	0	0	0	0	0	0
2023	155,000	0	0	0	0	0	0	(155,000)
2024	155,000	0	0	0	0	0	0	(155,000)

Division:	Financial Services	Priority: 1	Maintain
Department:	Financial Services		ONE-TIME
Title:	Transmission of Taxes - BIA's and Other Governments		FINAL

Justification:

To establish the receipt and disbursement of taxes to Business Improvement Areas (BIA) and other governments: Regional District of Central Okanagan (RDCO) (\$12,946,600); RDCO SIR Land Levy (\$744,900); RDCO SIR Parcel Tax (\$276,700); BC Assessment Authority (\$2,483,100); School Tax (\$81,851,200); Additional School Tax (\$2,988,100); Kelowna Downtown BIA (\$1,137,600); Uptown Rutland BIA (\$204,200); Regional Hospital (\$13,870,300); and Okanagan Regional Library (\$7,044,000). The total amount to be collected for all other taxing authorities is \$123,546,700

Strategic Direction:	Financial management - Cost to deliver services is quantified							
	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	123,546,700	0	0	0	0	(123,546,700)	0	0

2022 Operating Request Details

Division:	Financial Services	Priority: 1	Maintain
Department:	Financial Services		ON-GOING
Title:	FortisBC Operating Fee		FINAL

Justification:

This request is to adjust the franchise fee revenue due from FortisBC up to \$1,604,720 from the 2022 Preliminary budget amount of \$1,445,720. The fee is based on 3 per cent of the gross revenue for the provision and distribution of all gas consumed within the City of Kelowna during the 2021 calendar year.

2022 Base Budget: \$1,445,720

Strategic Direction: Financial management - Non-tax revenues are increasing

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility	Taxation
2022	0	0	0	0	0	(159,000)	0	159,000
2023	0	0	0	0	0	(159,000)	0	159,000
2024	0	0	0	0	0	(159,000)	0	159,000

2022 Operating Requests

Final Budget

Summary - Utility Funds

Page	Description	Cost	Reserve	Borrow	Grant/Other	Revenue	Utility	Cat
Water								
Maintain								
I1	Water Operations Supply and Maintenance	149,000	0	0	0	0	(149,000)	OG
	Total Maintain	149,000	0	0	0	0	(149,000)	
Department Priority 1 Total								
	Department Priority 1 Total	149,000	0	0	0	0	(149,000)	
Airport								
Growth								
E1	Airport Operations	858,300	542,700	0	0	(1,401,000)	0	OG
	Total Growth	858,300	542,700	0	0	(1,401,000)	0	
New								
E1	Airport Finance Manager Position	65,500	(65,500)	0	0	0	0	OG
E1	Airport Senior Project Manager Position	58,000	(58,000)	0	0	0	0	OG
	Total New	123,500	(123,500)	0	0	0	0	
Department Priority 1 Total								
	Department Priority 1 Total	981,800	419,200	0	0	(1,401,000)	0	
Total Priority 1 Operating								
	Total Priority 1 Operating	1,130,800	419,200	0	0	(1,401,000)	(149,000)	

2022 Operating Request Details

Division:	Infrastructure	Priority: 1	Maintain
Department:	Utility Services		ON-GOING
Title:	Water Operations Supply and Maintenance		FINAL

Justification:

There has been significant price increases to parts and materials related to the operations and maintenance of the water supply and treatment systems for the City's water utility. Quotes received from established suppliers for various equipment, chemicals and critical spare parts show price increases of 16% to 100% due to the current economic conditions. These equipment and parts are vital to continue to safely maintain the water utility systems, and it is anticipated that these price increases will be ongoing.

2022 Base Budget: \$478,000

Strategic Direction: Other - Supports Base Business

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2022	149,000	0	0	0	0	0	(149,000)
2023	149,000	0	0	0	0	0	(149,000)
2024	149,000	0	0	0	0	0	(149,000)

Division:	Airport	Priority: 1	Growth
Department:	Airport		ON-GOING
Title:	Airport Operations		FINAL

Justification:

The increase in revenues and expenditures is due to the commencement of the Airport's recovery from the COVID-19 pandemic and the receipt of grants awarded to help support the Airport during its recovery from the COVID-19 pandemic. Preliminary budget was based on forecasted passenger numbers of 1.67M for 2022 and final budget is based on forecasted passenger numbers of 1.73M for 2022.

Revenues are contributed to and expenditures are appropriated from the applicable Airport reserves.

Strategic Direction: Economic resiliency - Key economic sector impact is increasing

	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2022	858,300	542,700	0	0	0	(1,401,000)	0
2023	841,300	559,700	0	0	0	(1,401,000)	0
2024	841,300	559,700	0	0	0	(1,401,000)	0

2022 Operating Request Details

Division:	Airport	Priority: 1	New
Department:	Airport Finance & Corporate Services		ON-GOING
Title:	Airport Finance Manager Position		FINAL

Justification:

The COVID-19 pandemic and the commencement of the recovery from the COVID-19 pandemic has highlighted the importance for the Airport Finance team to remain focused on strategic initiatives, be able to pivot quickly, and to have business continuity measures in place. The hiring of an Airport Finance Manager will allow additional strategic initiatives to move forward, allow the Airport Finance Team to pivot more quickly, and further improve business continuity for the Airport Finance team. The Airport Finance Manager would report into the Senior Airport Finance and Corporate Services Manager and would manage the Airport Financial Analyst, Airport Accounting Technician and Airport Accounting Assistants.

Strategic Direction:	Economic resiliency - Key economic sector impact is increasing
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	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2022	65,500	(65,500)	0	0	0	0	0
2023	125,600	(125,600)	0	0	0	0	0
2024	125,600	(125,600)	0	0	0	0	0

Division:	Airport	Priority: 1	New
Department:	Airport Finance & Corporate Services		ON-GOING
Title:	Airport Senior Project Manager Position		FINAL

Justification:

The Airport has commenced its recovery from the COVID-19 pandemic, has experienced a significant increase in commercial development opportunities, and has received grant funding to move certain strategic projects forward. As a result, the Development team is struggling to ensure the correct level of effort and oversight is applied to all of the Airport's projects with the current resource levels.

The hiring of a Senior Program Manager will increase the time available for the Project Managers to properly execute projects, as well as provide additional leadership and directional capabilities to the City of Kelowna and contracted Project Managers. This position will help ensure YLW strategically and effectively executes on these regionally important projects. It also allows for growth and succession planning for YLW's Development team to ensure the Airport is supported in its current and future growth, and that YLW's staff have growth opportunities at the Airport.

Strategic Direction:	Economic resiliency - Key economic sector impact is increasing
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	Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Revenue	Utility
2022	58,000	(58,000)	0	0	0	0	0
2023	110,500	(110,500)	0	0	0	0	0
2024	110,500	(110,500)	0	0	0	0	0



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Capital Budget





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2022 Capital Requests

Final Budget

CAPITAL BUDGET Summary - General Fund

Page	Type	Description	Asset Cost	Reserve	Borrow	Grant	Other	Utility	Taxation
Real Estate and Parking Capital - Priority 1									
1	New	City Parkades - Roof Level Vehicle Gate Installation	79,000	(79,000)	0	0	0	0	0
1	New	City Parkades - Snow Chute Installation	200,000	(200,000)	0	0	0	0	0
		L3 - Parking Infrastructure	279,000	(279,000)	0	0	0	0	0
Cost Center Totals			279,000	(279,000)	0	0	0	0	0
Parks Capital - Priority 1									
1	Growth	DeHart Park Deferral	(627,000)	627,000	0	0	0	0	0
		P4 - Community Park Development	(627,000)	627,000	0	0	0	0	0
1	Growth	Pandosy Waterfront Park, DCC City-wide Park Development Phase 1	627,000	(627,000)	0	0	0	0	0
		P6 - City-wide Park Development	627,000	(627,000)	0	0	0	0	0
Cost Center Totals			0	0	0	0	0	0	0
Transportation Capital - Priority 1									
1	Growth	Frost 1 DCC (Killdeer - Chute Lake)	120,000	(120,000)	0	0	0	0	0
		T1 - DCC Roads	120,000	(120,000)	0	0	0	0	0
1	Growth	Commonwealth Rd (Hwy 97 - Jim Bailey)	540,000	(540,000)	0	0	0	0	0
		T3 - Non-DCC Roads	540,000	(540,000)	0	0	0	0	0
1	Growth	Hwy. 97/Leckie Road Intersection Improvement	445,500	(229,900)	0	0	(215,600)	0	0
		T4 - Transportation System Renewal	445,500	(229,900)	0	0	(215,600)	0	0
Cost Center Totals			1,105,500	(889,900)	0	0	(215,600)	0	0
Grand Total			1,384,500	(1,168,900)	0	0	(215,600)	0	0

2022 Capital Request Details

Department:	Capital Projects	Priority: 1	New
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: Not included L3	
Title:	City Parkades - Roof Level Vehicle Gate Installation		FINAL

Justification:

City parkades are open 24/7 and regularly experience undesirable activities and damage, especially in the evening, late night and weekend periods. Much of this activity is currently occurring on the top/roof levels. Staff believe that restricting vehicle access to roof levels during periods when the extra capacity is not required will help to prevent damage and reduce impacts on the surrounding neighborhood. This budget will allow for the design and installation of card access/timer controlled vehicle gates on the two parkades where the majority of issues are occurring. The operation and maintenance budget impact associated with this request will be minimal and will be accommodated within the Parking Services operating budget.

Project Driver: Asset preservation (renewal and replacement to achieve anticipated service life).

Strategic Direction: Community Safety - Crime rates are decreasing

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
79,000	(79,000)	0	0	0	0	0

Department:	Capital Projects	Priority: 1	New
Cost Center:	Real Estate and Parking Capital	10 Yr Cap Plan Ref: Not included L3	
Title:	City Parkades - Snow Chute Installation		FINAL

Justification:

With more frequent and compounding snow events in recent years, staff engaged a structural engineer to undertake a review of parkade snow storage and removal practices as it relates to reducing the risk of general liability, facility damage and maintaining near full capacity on roof levels of downtown parkades. This report confirmed that two city parkades are not designed for any significant snow loading and the third has limited capacity. Staff are now evaluating options to install snow chutes on two parkades for direct removal of snow following an event. This budget is requested to allow for detailed design and installation. Depending on final design, additional funding may be required in future years. The operation and maintenance budget impact associated with this request will be minimal and will be accommodated within the Parking Services operating budget.

Project Driver: Asset preservation (renewal and replacement to achieve anticipated service life).

Strategic Direction: Environmental protection - Resiliency & adaptability to climate change

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
200,000	(200,000)	0	0	0	0	0

2022 Capital Request Details

Department:	Capital Projects	Priority: 1	Growth
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2022 P4 - \$6.4M	
Title:	DeHart Park Deferral		FINAL

Justification:

A deferral to the 2022 DeHart Park project budget is requested in order to fund eligible DCC expense increases identified with the Pandosy Waterfront Park. Refer to the Capital budget request under that name. As identified in the 10-Year Capital Plan, a budget request is anticipated in 2023 for the balance of the project funding. This deferral will be included with that request. The works are anticipated to be constructed as a single project over two or more years.

Project Driver: Maintenance of Council approved levels of service (usually to accommodate growth).

Strategic Direction: Vibrant neighbourhoods - Animated parks & public spaces

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
(627,000)	627,000	0	0	0	0	0

Department:	Capital Projects	Priority: 1	Growth
Cost Center:	Parks Capital	10 Yr Cap Plan Ref: 2021 P6 - \$1.45M	
Title:	Pandosy Waterfront Park, DCC City-wide Park Development Phase 1		FINAL

Justification:

Additional budget is requested to cover an increase in project costs due to the discovery of a native artifact during geotechnical investigation, as well as contract pricing 12% above the engineer estimate. Archaeological investigation and reporting resulted in the project being delayed a year, which added additional consulting, and monitoring work. Construction costs have also continued to rise during this delay. Cost savings have been made to the project design, and this request is to cover the remaining difference. A second Capital budget request for a deferral to the DeHart Park budget has been requested to maintain capacity within the DCC Reserve. There are no operation and maintenance budget impacts associated with this request.

Project Driver: Maintenance of Council approved levels of service (usually to accommodate growth).

Strategic Direction: Vibrant neighbourhoods - Animated parks & public spaces

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
627,000	(627,000)	0	0	0	0	0

2022 Capital Request Details

Department:	Capital Projects	Priority: 1	Growth
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Not included T1	
Title:	Frost 1 DCC (Killdeer - Chute Lake)		FINAL

Justification:

Budget is requested to undertake preliminary design update cost estimates for the Frost 1 DCC project. This project will extend Frost Rd from Treadgold Ct eastward towards Chute Lake Rd (350m) and develop a new controlled intersection (roundabout) at Frost / Chute Lake / Okaview. This will provide a major road connection between the Chute Lake / Kettle Valley and Gordon / Ponds corridors/neighbourhoods, improving access within the Upper Mission and access to commercial services and schools. Design is anticipated to be complete by Q2 of 2023. There are no operation and maintenance budget impacts associated with this request.

Project Driver: Maintenance of Council-approved levels of service (usually to accommodate growth).

Strategic Direction: Transportation & mobility - Travel times are optimized

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
120,000	(120,000)	0	0	0	0	0

Department:	Capital Projects	Priority: 1	Growth
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: Not included T3	
Title:	Commonwealth Rd (Hwy 97 - Jim Bailey)		FINAL

Justification:

Budget is requested for preliminary design and costing for upgrades of Commonwealth Road, serving both residential and industrial traffic, between Highway 97 and Jim Bailey Road. This project is part of a recent Memorandum of Understanding between Okanagan Indian Band, District of Lake Country and City of Kelowna. Project scope includes traffic projections for Commonwealth and the surrounding network, assessing existing infrastructure, preliminary design - including intersections at Highway 97 and Jim Bailey, cost estimates and consultation with stakeholders and the adjacent community. Coordination with the province would be required and potential cost-sharing pursued. This project phase will define the issues, scope, and cost of the overall project, at the preliminary design level, to inform future project phases. Design is anticipated to be complete by Q4, 2023. There are no operation and maintenance budget impacts associated with this request.

Project Driver: Maintenance of Council-approved levels of service (usually to accommodate growth).

Strategic Direction: Transportation & mobility - Travel times are optimized

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
540,000	(540,000)	0	0	0	0	0

2022 Capital Request Details

Department:	Capital Projects	Priority: 1	Growth
Cost Center:	Transportation Capital	10 Yr Cap Plan Ref: 2021 T4	
Title:	Hwy.97/Leckie Road Intersection Improvement		FINAL

Justification:

Additional budget is requested to complete construction of the road improvements at Highway 97 and Leckie Road. The improvements are to be delivered by the City as part of the partnership between the City, a developer and the Ministry of Transportation and Infrastructure. Construction is to be completed Q3, 2022. There are no operation and maintenance budget impacts associated with this request.

Project Driver: Level of service enhancements (functional efficiency and levels of service increases).

Strategic Direction: Economic resiliency - Key economic sector impact is increasing

Asset Cost	Reserve	Borrow	Fed/Prov	Dev/Com	Utility	Taxation
445,500	(229,900)	0	0	(215,600)	0	0



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2022

Financial Plan

Kelowna, British Columbia

Five-Year Financial Plan 2022-2026





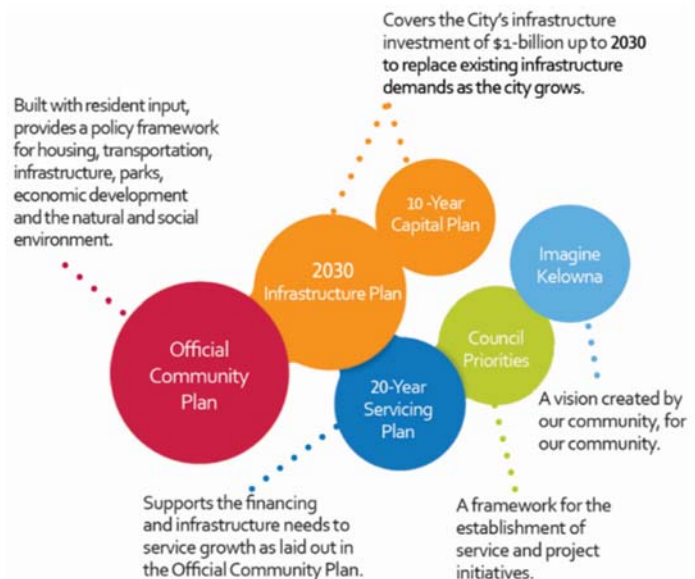
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FINANCIAL PLAN

The City of Kelowna has developed a comprehensive Financial Plan providing a five-year summary of general revenues, operating expenditures, and capital expenditures to help guide the City throughout the next five years. The format of the plan keeps the General Fund separate from the Utility Funds to clearly identify taxation requirements for the five-year period.

Kelowna continues to recover from the COVID-19 pandemic and its economic impacts. Through strong financial management and clear budgeting practices, the City of Kelowna is well positioned in its post-pandemic economic recovery. Top priority continues to be the delivery of essential services residents expect while maintaining, expanding and building infrastructure that makes Kelowna a great place to live.

The Financial Plan attempts to provide a 'snapshot' of the future using current standards and service levels. Despite the financial challenges resulting from the COVID-19 pandemic, the City is committed to delivering programs, services and infrastructure in a manner that respects the community vision identified through Imagine Kelowna. The community input received through Imagine Kelowna, the availability of funding from other sources (Federal, Provincial, and Community), the Official Community Plan, 20 Year Servicing Plan, the 2030 Infrastructure Plan and the 10-Year Capital Plan, all affect the programs included in the future years of the plan. The Council endorsed 10-Year Capital Plan, 2021-2030, and the 2030 Infrastructure Plan, have provided a guideline for future capital through to 2030 in this Financial Plan. The Financial Plan is intended to provide guidance and information upon which to base current and future expenditure decisions. It will aid in the understanding of the City's financial position and financing capabilities over the next five years.



The development of the Financial Plan follows the 2022 budget process which includes:

- Preliminary Budget – approved by Council December 9, 2021
- Carryover Requests – approved by Council March 21, 2022
- Final Budget – approved by Council on April 25, 2022

Although most of this plan is devoted to the Preliminary Budget details, the changes made by Council at Preliminary, Carryover, and Final Budget, together, provide the 2022 portion of the Financial Plan.

For the years after 2022, the operating budget is adjusted for current one-time projects, changes in operating requirements from approved prior years, and from new capital projects included in the Council endorsed 10-Year Capital Plan, growth and/or inflation factors depending on the nature of the revenue or expenditure, and other key assumptions. As with any planning exercise, the level of certainty and detail is most appropriately found in the current year. Future year assumptions are required to project general revenues, incremental operating expenditures to support new capital, debt servicing and ongoing departmental revenues and expenditures.

Assumptions used in the preparation of the years 2023 to 2026 in the Financial Plan projections include:

- An inflation rate of 2 per cent for most of the operating costs and for some revenues. An inflation rate of 4 per cent was used in 2023 only for materials expenses, due to higher expected rates of cost escalation for these items. The Bank of Canada aims to keep inflation at the 2 per cent midpoint of an inflation-control target range of 1 to 3 per cent.
- A growth rate of 1.59 per cent per year for 2023 to 2025 and 1.47 per cent per year for 2026 per the Official Community Plan was used for various revenues and expenditures and for incremental taxation revenue. Growth rates for the utilities are based on servicing expectations over the next five years which may include existing residential or commercial units.
- MFA amortization schedules and estimated rates are used as a basis for projected principal and interest where applicable.
- Approval to borrow for all priority one capital projects funded through debt as presented in the Council endorsed 10-Year Capital Plan, 2021-2030.
- An annual allocation for new RCMP members.
- There is no change in current service levels except as provided for in the capital program.
- Reserve funding is used for one-time operating and capital programs to reduce the requirement for increased taxation.

The Financial Plan summary can be found on page 589 and is used in the Financial Plan bylaw. The final column of the Financial Plan, years 2027 to 2030, is included at the request of the Ministry of Municipal Affairs and Housing for information to support the City of Kelowna's 20 Year Servicing Plan.

Revenue sources & trends summary

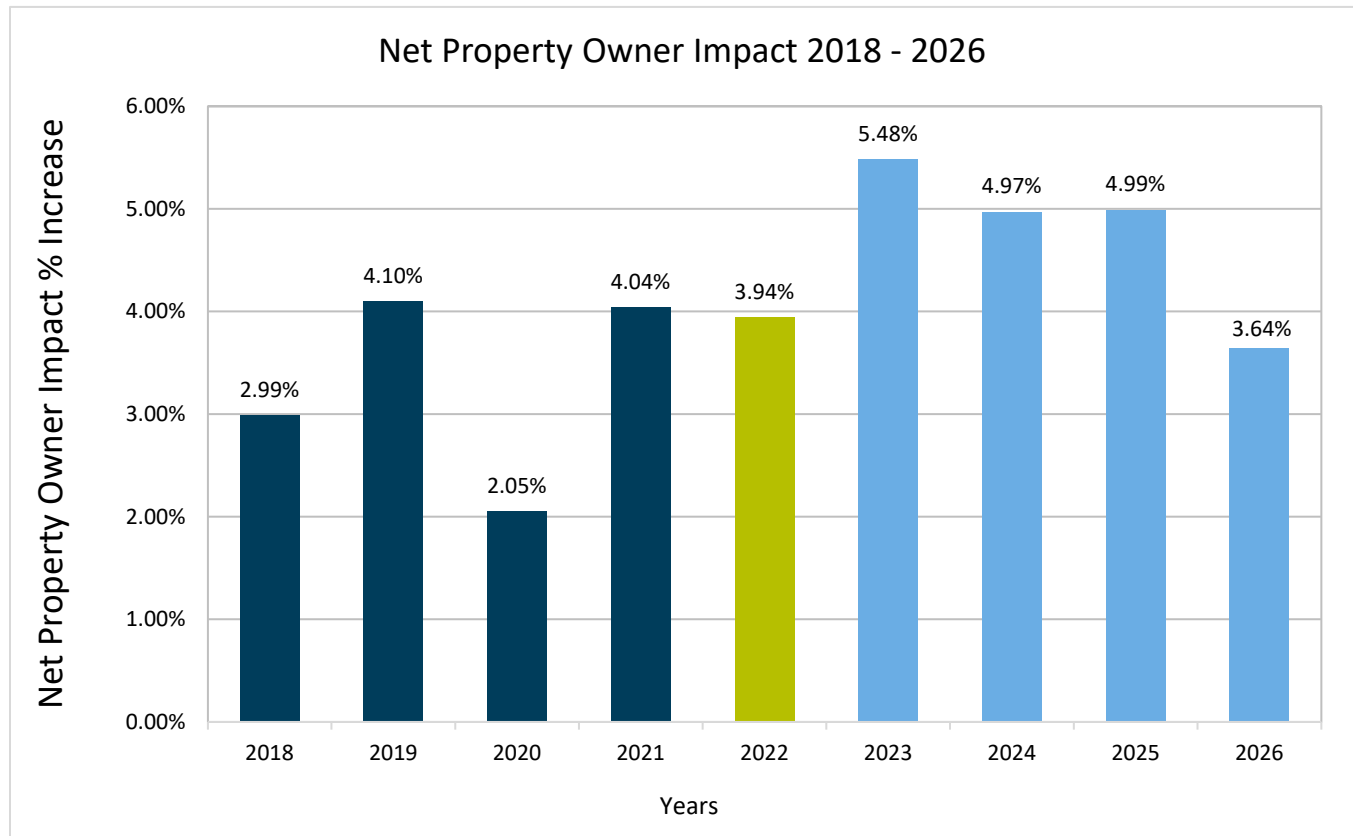
The City defines financial strength and stability as "the ability to acquire and manage a portfolio of financial and physical assets that meet the current and future needs of our community." This is the goal. To guide future financial planning, the City uses the Council adopted Principles and Strategies for Financial Strength and Stability. The principles and strategies set out in this document guide decision-making within the City and help to realize this goal and, ultimately, the vision for Kelowna. While some of these strategies focus on a particular component of the financial balance – revenues and costs – they are all interrelated and work together to provide a broad framework for managing the City's overall finances.

Taxation

The City strives to ensure property taxes are sufficient to meet the community's short and long-term needs. Taxation is a major revenue source in the General Fund and accounts for 25 per cent of the 2022 Financial Plan's total revenue estimate of \$658.6M.



Kelowna continues to be below the average taxes paid by property owners in British Columbia. Historical tax rate increases from 2018 to 2022 are shown in the graph below beside the projected increases for 2023 to 2026. Future year increases are estimated using projected growth, average inflation, annualization of budget requests previously approved by Council, capital projects included in the Council endorsed 10-Year Capital Plan, debt changes, and other key assumptions.



Note: Rates presented in the graph above for years 2023 to 2026 have not been approved by Council and are subject to change.

The forecasted increases for 2023 to 2026 assumes approval to borrow for all priority one capital projects funded through debt as presented in the Council endorsed 10-Year Capital Plan, 2021-2030 (10YCP). Although the 10YCP presents full project budgets in one year, debt impacts have been split over the expected construction years to match required cash flow and to spread the debt repayment impacts. Included in this plan with a significant impact, is the replacement of the Parkinson Recreation Centre and the Capital News Centre - Expansion.

Parcel Taxes

Parcel taxes are taxes levied through bylaw on the unit, frontage or area of a property that receive a specific service. The majority of the \$3.4M in the 2022 Financial Plan parcel tax budget is made up of Water Utility parcel taxes and Sewer Specified Area debt recoveries.

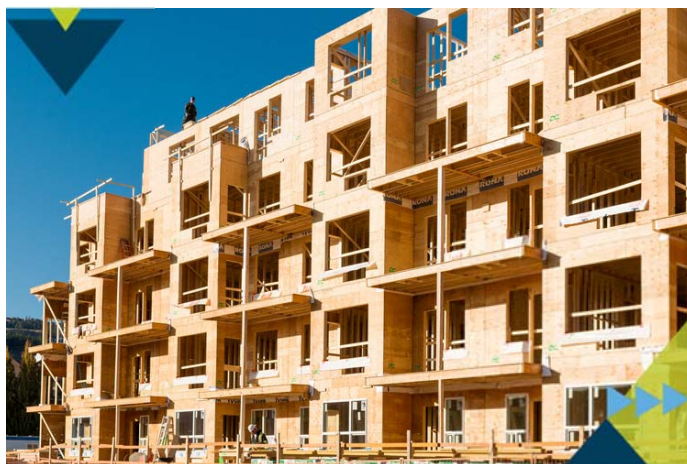
Fees & Charges

General fund

Fees and charges are another way that the City of Kelowna raises revenues and is currently the second largest source of revenue for the general fund at 23 per cent. Fees and charges are useful because those that benefit from a service bear the cost of it. The City's objective is to ensure user fees and charges are sufficient to meet the City's needs.

General fund fees & charges revenues can be attributed to several Divisions:

- Planning & Development Services generates revenue in the form of development, subdivision, permit and inspection fees along with other service revenues. Most future fees and charges revenue in Planning and Development are estimated using growth projections alone as there is a direct relationship between development revenue and community growth.
- The Partnerships & Investments Division generates revenues in rental fees from properties owned by the City and from parking throughout the City. Future revenues have been factored by inflation alone as there is little anticipated growth in the inventory of these real estate assets.
- The Infrastructure Division budget includes Fleet Services, Parks, Public Works and Utility Services which generates the largest proportion of revenue from fees & charges. This revenue is collected through internal equipment charges, cemetery fees, landfill tipping fees and waste collection charges. Estimates of future fees and charges revenue generation are factored for inflation. This Division also includes Regional Transit. Future transit revenues are factored for growth as ridership is expected to recover.
- Active Living & Culture generates revenue from a wide variety of services including facility rentals and sales revenues along with program revenue and recreation facility use revenues. Estimates of future fees and charges revenue generation are factored for inflation and growth to recognize the expected increase in service demand due to community growth.
- Corporate & Protective Services generates revenue through Bylaw fines, Police Services such as criminal record checks, and the sale of Fire Dispatch Services to other municipalities and regional districts within the Province. Estimates of future fees and charges revenue generation for Corporate & Protective Services are factored for inflation.



Airport and Utility funds

The Kelowna International Airport (YLW) is the largest municipally owned and operated airport in Canada. YLW operates on a financially self-sufficient basis generating all funding required for services and infrastructure from several sources including airport improvement fees, landing & terminal fees, and parking fees. As the Airport continues to recover from the COVID-19 pandemic, passenger numbers are expected to increase to 1.73M in 2022.

The City of Kelowna operates two utility funds: the Water Utility and the Wastewater Utility. Included in the 2022 Financial Plan is a budgeted 6 per cent rate increase for water rates, 2 per cent for the Water Quality Enhancement Fee and a 3 per cent rate increase for wastewater rates.

The City Water Utility is currently limited in growth in that service area boundaries are not citywide. In 2019, the boundaries increased with the amalgamation of the South East Kelowna Irrigation District (SEKID). Future revenue estimates are factored for both growth and inflation.

The City Wastewater Utility operates citywide. Future growth potential is limited by infrastructure cost and the availability of Provincial capital support funding. Future local service areas have been identified and the number of sewer customers and amount of revenue generated is scheduled to increase slightly over the next five years. Future revenue estimates are factored for both growth and inflation.

Borrowing Proceeds

Debt is a common tool that municipalities use to finance capital expenditures over the medium and long term. Debt is viewed as a fair way of financing a project since those who are paying the principal and interest charges are benefitting from the service. The City strives to ensure debt financing is used strategically to maintain the City's financial strength and stability.

There are no new borrowing requirements in the Financial Plan for 2022, but the City does anticipate working through the alternative approval process in 2023 to obtain approval to borrow for the replacement of the Parkinson Recreation Centre. Projects that were funded, or are planned to be, through borrowing include:

- 2017: Police Services Building, Memorial Parkade and the Airport Outbound Baggage System
- 2023: Parkinson Recreation Centre Replacement
- 2023: Capital News Centre - Expansion
- 2024: North Glenmore Fire Hall
- 2024: Mission Activity Centre
- 2025: City Hall Envelope Renewal
- 2029: City Yards – New Offices



Reserves and Surplus

Reserves

Saving money for future projects and unexpected expenditures is an important planning consideration for the City of Kelowna. Reserves provide a financial mechanism for saving money to finance all or part of future infrastructure, equipment, and other requirements. Reserve funds can also provide a degree of financial stability, by reducing reliance on indebtedness to finance capital projects and acquisitions, or flexibility to leverage opportunities as they arise.

This revenue source is mainly used in the capital programs for major works. A balance must be maintained between expenditure levels and reserve replenishment to ensure the sustainability of this funding source. The 2030 Infrastructure Plan relies on surplus funds being contributed to reserve on an annual basis. Reserve funding requirements vary significantly depending on the annual capital programs. In the 2022 Financial Plan, it is the largest source of revenue at 37 per cent largely due to the addition of carryover budgets as the majority of carryover projects are funded through reserves.

Surplus

Surplus funds generated in the General Fund, as well as the Utility Funds of Water and Wastewater, are contributed to the accumulated surplus annually. The Council adopted Principles & Strategies for Financial Strength and Stability document includes a strategy that restricts the use of these funds to emergencies such as fires and floods.

Other sources

General revenues

General revenues include revenues not associated directly with any one City division or service. Examples of this revenue include investment interest, penalties on taxes and utility accounts, traffic fine revenue sharing and 1% payment in lieu of taxes for private utilities. These revenues are anticipated to increase by growth and/or inflation in the coming years. Over the next five years, total general revenues are anticipated to increase by approximately 2.2 per cent in 2023 and 2024, and 2.3 per cent in 2025 and 2.2 per cent in 2026.

Government grants and contributions

Grants are a useful tool in a municipality's financial toolbox and can be used strategically to offset costs to taxpayers and ratepayers. However, a reliance on grants to fund capital projects and services will undermine a community's ability to attain financial strength and stability. The City's objective is to pragmatically leverage grant opportunities.

Some of the most significant operating grants in 2022 include the transit partnership with the Province of British Columbia which provides 47 per cent funding for conventional transit costs and 67 per cent funding for custom transit costs, the Government of Canada and the Province of British Columbia's Strengthening Communities Grant supporting unsheltered homeless populations and helping address related community impacts and the Government of Canada Health Canada Grant supporting the PEOPLE Peer Navigators Capacity Building project.

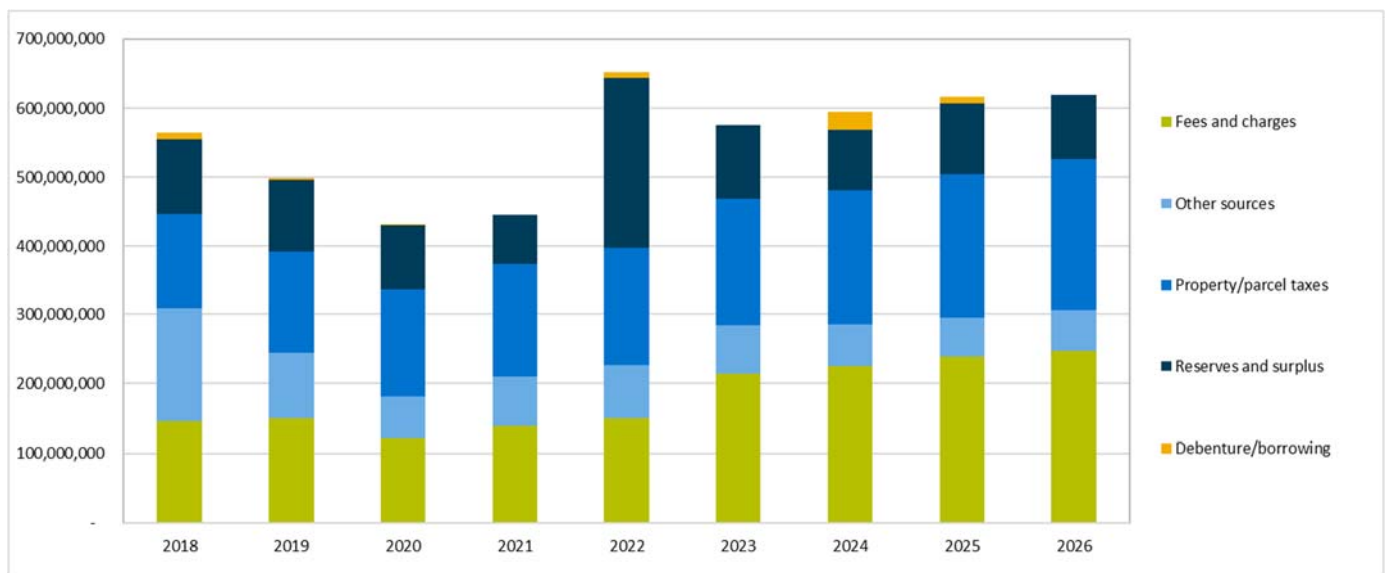
Gaming revenue is still recovering from the COVID-19 pandemic. BC Gaming Centers were re-opened in the summer of 2021 with provincial health restrictions on attendance in place. With restrictions being lifted in 2022, gaming revenues are not expected to fully recover until 2023. The budget for gaming revenues in 2022 is 19 per cent lower than the pre-COVID 2019 levels. The loss of gaming revenue has been offset by grant funds received from Province of BC's Safe Restart plan. This budget is included in the RCMP budget as they are applied against police costs.

The city continues to receive funding from the Canada Community-Building Fund, formerly the federal Gas Tax Fund. This fund provides predictable, long-term and stable funding for investment in infrastructure and capacity building projects to local governments in British Columbia. In 2022, the City of Kelowna expects to receive \$5.7M.

The City of Kelowna will continue to apply for Federal and Provincial Grants during the year. Successful grants will be added to the 2022 Financial Plan through the budget amendment process.

Summary of revenue sources (\$ thousands)

The following graph summarizes the City's revenue sources by type. The years 2018 to 2021 are based on actual amounts received. Years 2022 to 2026 are forecasted values calculated using the assumptions discussed above.



Note: Reserve funding totals in the chart above are higher in 2022 due to carry-over projects.

Five-Year Financial Plan Summaries

Financial Plan 2022-2026

	2022	2023	2024	2025	2026	2027-2030
Revenue						
Property Value Tax	167,107,316	179,522,375	191,801,552	204,813,609	215,669,897	940,159,269
Library Requisition	7,044,023	7,184,903	7,328,602	7,475,174	7,624,677	32,054,448
Parcel Taxes	3,420,974	3,941,636	3,965,038	3,804,203	3,456,841	12,662,470
Fees and Charges	150,005,535	213,977,187	225,910,172	239,006,280	246,465,323	1,063,681,066
Borrowing Proceeds	7,158,600	0	26,053,200	10,560,000	0	3,830,000
Other Sources	77,169,881	70,729,573	59,588,315	55,953,135	60,148,606	276,738,529
	411,906,329	475,355,674	514,646,879	521,612,401	533,365,344	2,329,125,782
Transfer between Funds						
Reserve Funds	2,319,917	1,018,987	1,018,987	1,018,987	1,018,987	4,075,949
DCC Funds	37,425,860	28,264,914	34,031,463	36,559,002	35,863,936	165,616,918
Surplus/Reserve Accounts	206,914,336	78,307,796	52,726,789	65,029,541	56,828,498	207,146,830
	246,660,113	107,591,697	87,777,239	102,607,530	93,711,421	376,839,697
Total Revenues	658,566,442	582,947,371	602,424,118	624,219,931	627,076,765	2,705,965,479
Expenditures						
Municipal Debt						
Debt Interest	3,694,690	4,162,325	6,044,860	8,532,854	10,050,872	39,490,366
Debt Principal	8,847,932	7,654,270	7,885,874	10,911,346	13,248,530	48,035,228
Capital Expenditures	273,558,700	155,020,452	154,084,439	148,709,078	133,443,167	576,459,501
Other Municipal Purposes						
General Government	35,548,877	39,501,887	40,473,724	41,466,844	42,621,132	182,734,891
Planning, Development & Building Services	33,173,416	26,023,038	26,596,068	27,400,651	27,371,013	119,155,373
Community Services	99,961,295	103,041,317	106,205,449	109,481,906	112,688,935	485,206,409
Protective Services	90,581,801	84,395,912	89,607,971	94,403,331	98,854,158	430,467,334
Utilities	25,659,161	23,515,668	24,184,209	25,281,998	25,981,311	111,405,897
Airport	19,974,967	30,114,952	31,423,042	32,757,421	35,275,058	150,430,052
	591,000,839	473,429,821	486,505,636	498,945,430	499,534,177	2,143,385,050
Transfers between Funds						
Reserve Funds	28,603,562	30,285,675	30,427,080	30,193,089	31,158,937	124,289,996
DCC Funds	0	0	0	0	0	0
Surplus/Reserve Accounts	38,962,041	79,231,875	85,491,402	95,081,412	96,383,651	438,290,433
	67,565,603	109,517,550	115,918,482	125,274,501	127,542,588	562,580,429
Total Expenditures	658,566,442	582,947,371	602,424,118	624,219,931	627,076,765	2,705,965,479

Note: Totals may not add due to rounding.

General Fund Tax Impact Summary

	2022	2023	2024	2025	2026
General revenues	(12,209,498)	(12,479,992)	(12,757,541)	(13,048,718)	(13,332,445)
Net operating budget	165,624,014	177,006,367	188,221,093	200,144,327	209,919,342
Pay-as-you-go capital	13,692,800	14,996,000	16,338,000	17,718,000	19,083,000
Taxation demand	167,107,316	179,522,375	191,801,552	204,813,609	215,669,897
New construction tax revenue	(3,160,000)	(3,257,000)	(3,354,000)	(3,450,000)	(3,411,000)
Net property owner impact	3.94%	5.48%	4.97%	4.99%	3.64%

Note: Totals may not add due to rounding.

General Revenue

	2022	2023	2024	2025	2026
Licences					
Dog Licences	3,100	3,100	3,100	3,100	3,100
	3,100	3,100	3,100	3,100	3,100
Franchise fee					
Fortis Gas	1,604,720	1,662,329	1,722,007	1,783,827	1,845,726
	1,604,720	1,662,329	1,722,007	1,783,827	1,845,726
Interest & penalties					
Interest on Investments	4,764,000	4,839,748	4,916,700	4,994,876	5,068,301
Tax Arrears & Delinquent	165,000	167,624	170,289	172,997	175,540
Penalties on Taxes	1,200,000	1,219,080	1,238,463	1,258,155	1,276,650
Penalties Utility Accounts	90,000	91,431	92,885	94,362	95,749
Interest on Accounts Receivable	69,000	69,000	69,000	69,000	69,000
	6,288,000	6,386,883	6,487,337	6,589,390	6,685,240
Miscellaneous revenues					
Work Order Administration	40,000	41,436	42,924	44,465	46,008
Local Improvement Prepayments	18,750	18,750	18,750	18,750	18,750
Discounts Earned & Misc	136,079	140,964	146,025	157,627	169,095
Risk to Roll	(310,000)	(321,129)	(332,658)	(344,600)	(356,558)
	(115,171)	(119,979)	(124,959)	(123,758)	(122,705)
Federal contributions					
Grants in Lieu of Taxes	144,638	147,531	150,481	153,491	156,561
Provincial contributions					
Grants in Lieu of Taxes	444,969	453,868	462,946	472,205	481,649
Traffic Fine Revenue Sharing	1,540,553	1,565,048	1,589,932	1,615,212	1,638,956
Climate Action Rev Incentive	-	-	-	-	-
Certificate of Recognition Rebate	143,000	143,000	143,000	143,000	143,000
Appropriation to Reserves	(143,000)	(143,000)	(143,000)	(143,000)	(143,000)
	1,985,522	2,018,916	2,052,878	2,087,417	2,120,605
Taxes - private utilities					
1% in Lieu of Taxes	2,298,689	2,381,212	2,466,697	2,555,251	2,643,918
Total General Revenues	12,209,498	12,479,992	12,757,541	13,048,718	13,332,445
Property taxation	167,107,316	179,522,375	191,801,552	204,813,609	215,669,897
Total General Revenue & taxation	179,316,814	192,002,367	204,559,093	217,862,327	229,002,342

Note: Totals may not add due to rounding.

Operating Summary - General Fund

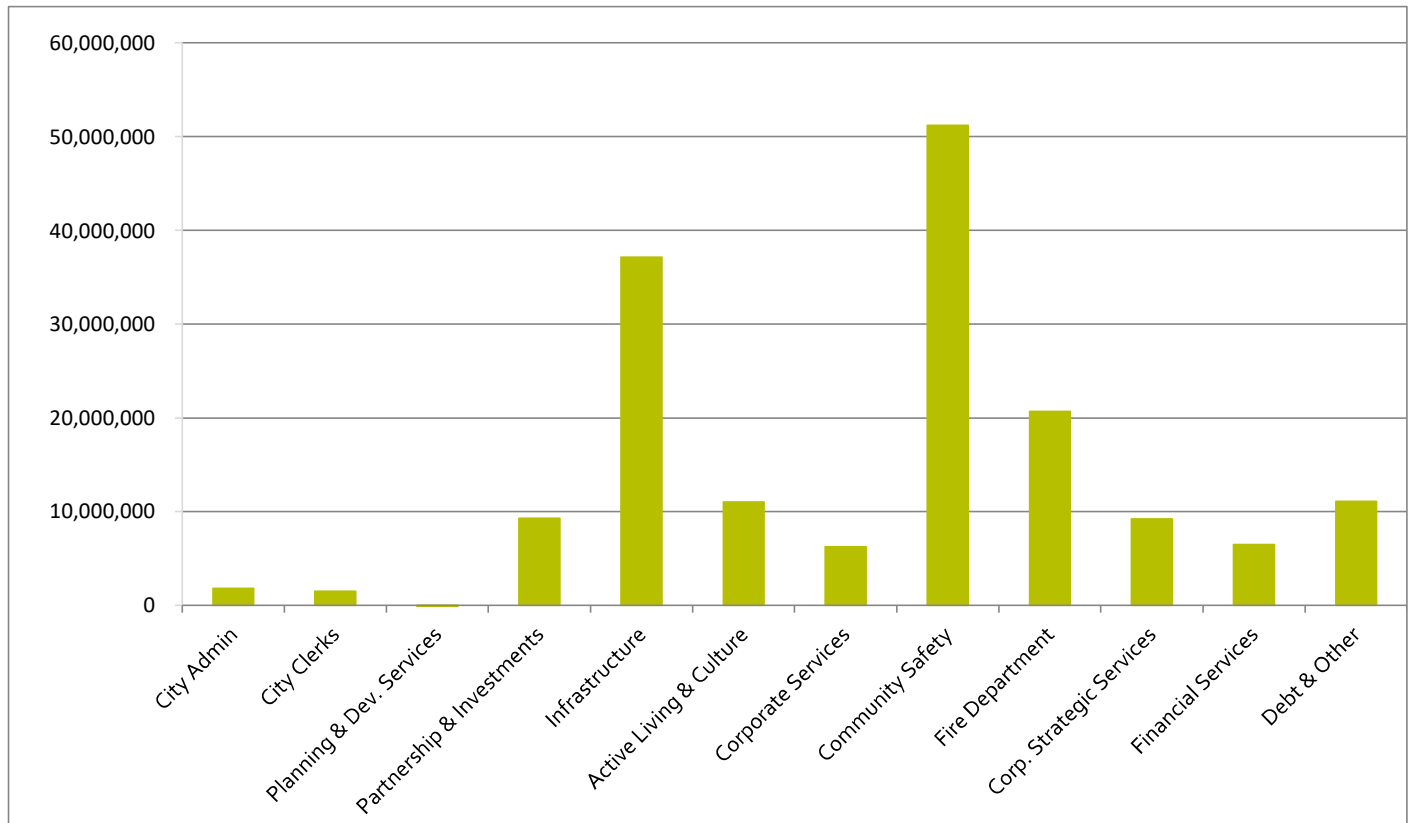
Revenues/Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Library Requisition	(7,044,023)	(7,184,903)	(7,328,602)	(7,475,174)	(7,624,677)
Parcel Tax	(142,448)	(142,448)	(142,448)	(142,448)	(142,448)
Fees and Charges	(68,556,615)	(70,781,919)	(72,243,061)	(73,596,826)	(75,077,242)
Sales of Service	(56,479,877)	(58,296,249)	(59,482,070)	(60,544,391)	(61,724,152)
Other	0	0	0	0	0
User Fees	(12,076,738)	(12,485,670)	(12,760,991)	(13,052,435)	(13,353,090)
Other Revenue	(40,955,462)	(36,180,166)	(36,776,071)	(37,510,645)	(37,294,944)
Interest	(376,190)	(383,714)	(391,388)	(399,216)	(407,200)
Grants	(18,727,400)	(15,961,880)	(16,086,130)	(16,360,378)	(16,625,240)
Other	0	0	0	0	0
Services to Other Governments	(9,432,829)	(9,443,981)	(9,645,762)	(9,852,075)	(10,061,673)
Interdepartment Transfer	(12,419,043)	(10,390,591)	(10,652,791)	(10,898,976)	(10,200,831)
Interfund Transfer	0	0	0	0	0
Transfers from Funds	(21,618,457)	(3,483,627)	(2,238,187)	(2,148,387)	(2,148,387)
Special (Stat Reserve) Funds	(2,319,917)	(1,018,987)	(1,018,987)	(1,018,987)	(1,018,987)
Development Cost Charges	(1,449,270)	(1,449,270)	(795,400)	(795,400)	(795,400)
Accumulated Surplus	(17,849,270)	(1,015,370)	(423,800)	(334,000)	(334,000)
Total Revenue	(138,317,005)	(117,773,063)	(118,728,369)	(120,873,480)	(122,287,698)
Expenditures					
Salaries and Wages	94,975,182	98,904,326	102,151,998	105,619,348	109,188,208
Internal Equipment	8,598,479	9,018,911	9,372,570	9,689,941	10,008,165
Material and Other	53,657,170	43,790,531	44,453,029	45,365,955	46,366,465
Contract Services	100,105,482	96,915,861	102,573,090	107,744,962	112,574,875
Debt Interest	2,463,543	2,918,277	4,801,929	7,168,075	8,400,932
Debt Principal	5,922,253	4,574,129	4,806,918	6,868,481	8,006,764
Internal Allocations	5,773,825	4,332,525	4,332,525	4,332,525	3,397,525
Interdepartment Transfer	5,773,825	4,332,525	4,332,525	4,332,525	3,397,525
Interfund Transfer	0	0	0	0	0
Transfer to Funds	32,445,085	34,324,870	34,457,403	34,228,520	34,264,106
Special (Stat Reserve) Funds	28,447,252	30,129,365	30,270,770	30,036,779	31,002,627
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	3,997,833	4,195,505	4,186,633	4,191,741	3,261,479
Total Expenditures	303,941,019	294,779,430	306,949,462	321,017,807	332,207,040
Net Operating Expenditures	165,624,014	177,006,367	188,221,093	200,144,327	209,919,342

Note: Totals may not add due to rounding.

General Fund - operating summary by division

2022 Net Operating Expenditure



Net Operating Expenditure by Year

	2022	2023	2024	2025	2026
City Administration	1,830,164	1,884,571	1,933,083	1,982,637	2,032,721
City Clerks	1,518,242	1,547,265	1,596,048	1,646,104	1,696,395
Planning & Development Services	(182,645)	(147,773)	16,417	189,668	373,062
Partnerships & Investments	9,312,474	9,879,677	10,032,353	10,305,182	10,574,277
Infrastructure	37,141,022	40,904,143	43,260,771	45,049,401	46,859,468
Active Living & Culture	11,019,364	11,328,342	11,285,190	11,509,761	11,655,636
Corporate & Protective Services					
Corporate Services	6,244,974	6,523,536	6,701,838	6,885,549	7,068,909
Community Safety	51,187,952	54,616,149	58,883,472	62,703,752	66,175,244
Fire Department	20,708,103	21,603,151	22,449,874	22,972,807	23,746,165
Corporate Strategic Services	9,219,880	9,841,603	10,091,545	10,328,904	10,632,856
Financial Services	6,504,391	6,792,433	7,035,008	7,322,110	7,585,007
Debt & Other	11,120,093	12,233,270	14,935,494	19,248,452	21,519,602
Total Division Net Operating Expenditures	165,624,014	177,006,367	188,221,093	200,144,327	209,919,342

City Administration

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	0	0	0	0	0
Sales of Service	0	0	0	0	0
User Fees	0	0	0	0	0
Other Revenue	0	0	0	0	0
Interest	0	0	0	0	0
Grants	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Transfers from Funds	0	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Revenue	0	0	0	0	0
Expenditures					
Salaries and Wages	1,086,018	1,117,889	1,150,761	1,184,668	1,218,793
Internal Equipment	15,090	15,392	15,700	16,014	16,334
Material and Other	382,626	397,931	406,196	414,320	422,606
Contract Services	346,430	353,359	360,426	367,635	374,988
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	0	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Expenditures	1,830,164	1,884,571	1,933,083	1,982,637	2,032,721
Net Operating Expenditures	1,830,164	1,884,571	1,933,083	1,982,637	2,032,721

Note: Totals may not add due to rounding.

City Clerk

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(10,000)	(10,359)	(10,731)	(11,116)	(11,501)
Sales of Services	(1,900)	(1,968)	(2,039)	(2,112)	(2,185)
User Fees	(8,100)	(8,391)	(8,692)	(9,004)	(9,316)
Other Revenue	(80,000)	(81,600)	(83,232)	(84,897)	(86,595)
Interest	0	0	0	0	0
Grants	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(80,000)	(81,600)	(83,232)	(84,897)	(86,595)
Transfers from Funds	(260,400)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(260,400)	0	0	0	0
Total Revenue	(350,400)	(91,959)	(93,963)	(96,013)	(98,096)
Expenditures					
Salaries and Wages	1,021,385	1,111,402	1,151,301	1,192,633	1,234,017
Internal Equipment	0	0	0	0	0
Material and Other	751,797	430,453	439,393	448,181	457,145
Contract Services	95,460	97,369	99,317	101,303	103,329
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	0	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Expenditures	1,868,642	1,639,224	1,690,011	1,742,117	1,794,491
Net Operating Expenditures	1,518,242	1,547,265	1,596,048	1,646,104	1,696,395

Note: Totals may not add due to rounding.

Planning & Development Services

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(10,246,372)	(10,470,549)	(10,640,451)	(10,813,123)	(10,976,676)
Sales of Services	(10,246,372)	(10,470,549)	(10,640,451)	(10,813,123)	(10,976,676)
User Fees	-	0	0	0	0
Other Revenue	(439,700)	(84,150)	0	0	0
Interest	0	0	0	0	0
Grants	(388,600)	(84,150)	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(51,100)	0	0	0	0
Transfer from Funds	(1,228,000)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(1,228,000)	0	0	0	0
Total Revenue	(11,914,072)	(10,554,699)	(10,640,451)	(10,813,123)	(10,976,676)
Expenditures					
Salaries and Wages	8,912,702	8,548,000	8,766,344	9,081,056	9,396,169
Internal Equipment	127,487	133,709	136,383	139,111	141,893
Material and Other	2,292,428	1,325,031	1,352,551	1,379,602	1,407,194
Contract Services	68,810	70,186	71,590	73,022	74,482
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	55,000	55,000	55,000	55,000	55,000
Interdepartment Transfer	55,000	55,000	55,000	55,000	55,000
Interfund Transfer	0	0	0	0	0
Transfer to Funds	275,000	275,000	275,000	275,000	275,000
Special (Stat Reserve) Funds	275,000	275,000	275,000	275,000	275,000
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Expenditures	11,731,427	10,406,926	10,656,868	11,002,791	11,349,738
Net Operating Expenditures	(182,645)	(147,773)	16,417	189,668	373,062

Note: Totals may not add due to rounding.

Partnerships & Investments

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(9,161,444)	(9,358,899)	(9,548,451)	(9,751,491)	(9,963,698)
Sales of Services	(7,217,256)	(7,373,535)	(7,521,006)	(7,671,426)	(7,824,855)
Other	0	0	0	0	0
User Fees	(1,944,188)	(1,985,364)	(2,027,445)	(2,080,065)	(2,138,843)
Other Revenue	(419,377)	(336,373)	(280,676)	(286,290)	(292,016)
Interest	0	0	0	0	0
Grants	(90,000)	(61,200)	0	0	0
Other	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(329,377)	(275,173)	(280,676)	(286,290)	(292,016)
Interfund Transfer	-	-	-	-	-
Transfer from Funds	(1,961,700)	(42,800)	0	0	0
Special (Stat Reserve) Funds	(766,800)	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(1,194,900)	(42,800)	0	0	0
Total Revenue	(11,542,521)	(9,738,072)	(9,829,127)	(10,037,781)	(10,255,714)
Expenditures					
Salaries and Wages	5,339,592	5,728,374	5,723,160	5,928,621	6,134,344
Internal Equipment	285,752	308,603	314,775	321,071	327,492
Material and Other	7,784,831	6,029,474	6,128,161	6,250,724	6,375,738
Contract Services	2,778,860	2,834,085	2,911,533	2,991,276	3,071,705
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	578,030	578,030	578,030	578,030	578,030
Interdepartment Transfer	578,030	578,030	578,030	578,030	578,030
Interfund Transfer	0	0	0	0	0
Transfer to Funds	4,087,930	4,139,183	4,205,821	4,273,241	4,342,682
Special (Stat Reserve) Funds	3,587,720	3,638,973	3,705,611	3,773,031	3,842,472
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	500,210	500,210	500,210	500,210	500,210
Total Expenditures	20,854,995	19,617,749	19,861,480	20,342,963	20,829,991
Net Operating Expenditures	9,312,474	9,879,677	10,032,353	10,305,182	10,574,277

Note: Totals may not add due to rounding.

Infrastructure

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(39,696,400)	(40,467,355)	(41,253,364)	(41,954,762)	(42,762,722)
Sales of Service	(33,283,624)	(33,928,083)	(34,585,095)	(35,154,944)	(35,829,293)
User Fees	(6,412,776)	(6,539,272)	(6,668,269)	(6,799,818)	(6,933,429)
Other Revenue	(18,334,387)	(16,827,926)	(17,156,711)	(17,492,824)	(17,818,351)
Interest	0	0	0	0	0
Grants	(12,063,800)	(11,448,890)	(11,631,137)	(11,816,285)	(11,990,265)
Services to Other Governments	(2,276,437)	(2,144,462)	(2,200,251)	(2,257,653)	(2,315,363)
Interdepartment Transfer	(3,994,150)	(3,234,574)	(3,325,323)	(3,418,886)	(3,512,723)
Transfers from Funds	(3,770,071)	(769,571)	(410,071)	(410,071)	(410,071)
Special (Stat Reserve) Funds	(395,471)	(76,071)	(76,071)	(76,071)	(76,071)
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(3,374,600)	(693,500)	(334,000)	(334,000)	(334,000)
Total Revenue	(61,800,858)	(58,064,852)	(58,820,146)	(59,857,657)	(60,991,144)
Expenditures					
Salaries and Wages	21,864,472	22,844,601	23,770,507	24,522,350	25,373,276
Internal Equipment	7,623,998	8,004,131	8,337,494	8,634,163	8,931,272
Material and Other	16,473,724	14,045,801	14,446,765	14,833,004	15,222,854
Contract Services	37,523,808	38,574,852	40,047,146	41,484,839	42,924,363
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	4,872,817	3,431,517	3,431,517	3,431,517	2,496,517
Interdepartment Transfer	4,872,817	3,431,517	3,431,517	3,431,517	2,496,517
Interfund Transfer	0	0	0	0	0
Transfer to Funds	10,583,061	12,068,093	12,047,488	12,001,185	12,902,330
Special (Stat Reserve) Funds	9,666,409	11,147,269	11,122,036	11,070,625	11,967,032
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	916,652	920,824	925,452	930,560	935,298
Total Expenditures	98,941,880	98,968,995	102,080,917	104,907,058	107,850,612
Net Operating Expenditures	37,141,022	40,904,143	43,260,771	45,049,401	46,859,468

Note: Totals may not add due to rounding.

Active Living & Culture

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(4,812,940)	(5,653,673)	(5,867,371)	(6,078,010)	(6,288,917)
Sales of Service	(3,327,990)	(4,066,208)	(4,222,916)	(4,374,519)	(4,526,315)
Other	-	-	-	-	-
User Fees	(1,484,950)	(1,587,465)	(1,644,455)	(1,703,491)	(1,762,602)
Other Revenue	(599,400)	(177,684)	(181,238)	(184,863)	(188,561)
Interest	0	0	0	0	0
Grants	(535,200)	(112,200)	(114,444)	(116,733)	(119,068)
Other	-	-	-	-	-
Services to Other Governments	-	-	-	-	-
Interdepartment Transfer	(64,200)	(65,484)	(66,794)	(68,130)	(69,493)
Interfund Transfer	-	-	-	-	-
Transfers from Funds	(1,012,600)	(10,000)	-	-	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(1,012,600)	(10,000)	-	-	0
Total Revenue	(6,424,940)	(5,841,357)	(6,048,609)	(6,262,873)	(6,477,478)
Expenditures					
Salaries and Wages	6,844,583	7,354,634	7,618,633	7,892,142	8,076,850
Internal Equipment	194,400	198,288	202,254	206,299	210,425
Material and Other	5,153,239	4,420,124	4,247,726	4,325,541	4,412,052
Contract Services	4,360,178	4,091,249	4,173,282	4,256,748	4,341,883
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	891,904	1,105,404	1,091,904	1,091,904	1,091,904
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	891,904	1,105,404	1,091,904	1,091,904	1,091,904
Total Expenditures	17,444,304	17,169,699	17,333,799	17,772,634	18,133,114
Net Operating Expenditures	11,019,364	11,328,342	11,285,190	11,509,761	11,655,636

Note: Totals may not add due to rounding.

Corporate & Protective Services - Corporate Services

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(61,000)	(62,220)	(63,464)	(64,733)	(66,028)
Sales of Service	(5,000)	(5,100)	(5,202)	(5,306)	(5,412)
User Fees	(56,000)	(57,120)	(58,262)	(59,427)	(60,616)
Other Revenue	(283,260)	(288,925)	(294,704)	(300,598)	(306,610)
Interest	0	0	0	0	0
Grants	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(283,260)	(288,925)	(294,704)	(300,598)	(306,610)
Transfers from Funds	(550,840)	(184,940)	(89,800)	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(550,840)	(184,940)	(89,800)	0	0
Total Revenue	(895,100)	(536,085)	(447,968)	(365,331)	(372,638)
Expenditures					
Salaries and Wages	2,836,793	3,077,196	3,085,574	3,105,363	3,213,119
Internal Equipment	900	918	936	955	974
Material and Other	3,130,645	2,806,736	2,865,030	2,922,331	2,980,778
Contract Services	1,171,736	1,174,771	1,198,266	1,222,231	1,246,676
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	0	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Expenditures	7,140,074	7,059,621	7,149,806	7,250,880	7,441,547
Net Operating Expenditures	6,244,974	6,523,536	6,701,838	6,885,549	7,068,909

Note: Totals may not add due to rounding.

Corporate & Protective Services - Community Safety

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(885,102)	(907,469)	(930,450)	(954,064)	(977,939)
Sale of Service	(733,674)	(752,062)	(770,950)	(790,354)	(809,978)
User Fees	(151,428)	(155,407)	(159,500)	(163,710)	(167,961)
Other Revenue	(6,681,700)	(5,547,372)	(5,658,320)	(5,771,487)	(5,886,916)
Interest	0	0	0	0	0
Grants	(5,415,100)	(4,255,440)	(4,340,549)	(4,427,360)	(4,515,907)
Services to Other Governments	(1,083,213)	(1,104,877)	(1,126,975)	(1,149,515)	(1,172,505)
Interdepartment Transfer	(183,387)	(187,055)	(190,796)	(194,612)	(198,504)
Transfers from Funds	(9,225,000)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(9,225,000)	0	0	0	0
Total Revenue	(16,791,802)	(6,454,841)	(6,588,770)	(6,725,551)	(6,864,855)
Expenditures					
Salaries and Wages	10,838,463	11,260,464	11,664,715	12,083,478	12,502,775
Internal Equipment	171,129	174,552	178,043	181,604	185,236
Material and Other	3,501,553	867,561	873,902	891,380	909,208
Contract Services	53,468,609	48,768,413	52,755,582	56,272,841	59,442,880
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	0	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Expenditures	67,979,754	61,070,990	65,472,242	69,429,303	73,040,099
Net Operating Expenditures	51,187,952	54,616,149	58,883,472	62,703,752	66,175,244

Note: Totals may not add due to rounding.

Corporate & Protective Services - Fire Department

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(2,655,511)	(2,786,957)	(2,842,696)	(2,899,550)	(2,957,541)
Sales of Service	(819,360)	(835,747)	(852,462)	(869,511)	(886,901)
User Fees	(1,836,151)	(1,951,210)	(1,990,234)	(2,030,039)	(2,070,640)
Other Revenue	(409,056)	(417,237)	(425,582)	(434,094)	(442,776)
Interest	0	0	0	0	0
Grants	0	0	0	0	0
Services to Other Governments	(409,056)	(417,237)	(425,582)	(434,094)	(442,776)
Interdepartment Transfer	0	0	0	0	0
Transfers from Funds	(181,800)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(181,800)	0	0	0	0
Total Revenue	(3,246,367)	(3,204,194)	(3,268,278)	(3,333,644)	(3,400,317)
Expenditures					
Salaries and Wages	20,744,777	21,588,754	22,363,790	23,166,650	23,970,533
Internal Equipment	167,343	170,690	174,104	177,586	181,138
Material and Other	1,441,936	1,360,773	1,389,036	1,416,817	1,445,153
Contract Services	247,991	204,705	208,799	212,975	217,235
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	1,352,423	1,482,423	1,582,423	1,332,423	1,332,423
Special (Stat Reserve) Funds	900,000	1,050,000	1,150,000	900,000	900,000
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	452,423	432,423	432,423	432,423	432,423
Total Expenditures	23,954,470	24,807,345	25,718,152	26,306,451	27,146,482
Net Operating Expenditures	20,708,103	21,603,151	22,449,874	22,972,807	23,746,165

Note: Totals may not add due to rounding.

Corporate Strategic Services

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(134,400)	(137,088)	(139,830)	(142,627)	(145,480)
Sales of Service	(2,400)	(2,448)	(2,497)	(2,547)	(2,598)
User Fees	(132,000)	(134,640)	(137,333)	(140,080)	(142,882)
Other Revenue	(347,732)	(115,293)	(117,598)	(119,950)	(122,349)
Interest	0	0	0	0	0
Grants	(234,700)	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(113,032)	(115,293)	(117,598)	(119,950)	(122,349)
Transfers from Funds	(222,500)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(222,500)	0	0	0	0
Total Revenue	(704,632)	(252,381)	(257,428)	(262,577)	(267,829)
Expenditures					
Salaries and Wages	6,072,103	6,396,748	6,626,391	6,864,278	7,102,468
Internal Equipment	6,500	6,630	6,763	6,898	7,036
Material and Other	3,669,389	3,514,086	3,539,299	3,543,785	3,614,661
Contract Services	0	0	0	0	0
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Interfund Transfer	0	0	0	0	0
Transfer to Funds	176,520	176,520	176,520	176,520	176,520
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	176,520	176,520	176,520	176,520	176,520
Total Expenditures	9,924,512	10,093,984	10,348,973	10,591,481	10,900,685
Net Operating Expenditures	9,219,880	9,841,603	10,091,545	10,328,904	10,632,856

Note: Totals may not add due to rounding.

Financial Services

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(508,301)	(526,549)	(545,452)	(526,549)	(525,939)
Sales of Service	(508,301)	(526,549)	(545,452)	(526,549)	(525,939)
User Fees	0	0	0	0	0
Other Revenue	(1,073,254)	(995,258)	(1,018,995)	(1,045,447)	(1,078,472)
Interest	0	0	0	0	0
Grants	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(1,073,254)	(995,258)	(1,018,995)	(1,045,447)	(1,078,472)
Transfers from Funds	(514,500)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(514,500)	0	0	0	0
Total Revenue	(2,096,055)	(1,521,807)	(1,564,447)	(1,571,996)	(1,604,411)
Expenditures					
Salaries and Wages	7,133,870	7,513,973	7,783,725	8,063,161	8,342,953
Internal Equipment	5,880	5,998	6,118	6,240	6,365
Material and Other	1,362,118	725,419	740,485	755,295	770,401
Contract Services	43,600	13,872	14,149	14,432	14,721
Debt Interest	0	0	0	0	0
Debt Principal	0	0	0	0	0
Internal Allocations	54,978	54,978	54,978	54,978	54,978
Interdepartment Transfer	54,978	54,978	54,978	54,978	54,978
Interfund Transfer	0	0	0	0	0
Transfer to Funds	0	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	0	0	0	0	0
Total Expenditures	8,600,446	8,314,240	8,599,455	8,894,106	9,189,418
Net Operating Expenditures	6,504,391	6,792,433	7,035,008	7,322,110	7,585,007

Note: Totals may not add due to rounding.

Financial Services - Debt & Other

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Library Requisition	(7,044,023)	(7,184,903)	(7,328,602)	(7,475,174)	(7,624,677)
Parcel Tax	(142,448)	(142,448)	(142,448)	(142,448)	(142,448)
Fees and Charges	(385,145)	(400,801)	(400,801)	(400,801)	(400,801)
Sales of Service	(334,000)	(334,000)	(334,000)	(334,000)	(334,000)
User Fees	(51,145)	(66,801)	(66,801)	(66,801)	(66,801)
Other Revenue	(12,287,596)	(11,308,348)	(11,559,015)	(11,790,195)	(11,072,298)
Interest	(376,190)	(383,714)	(391,388)	(399,216)	(407,200)
Grants	0	0	0	0	0
Services to Other Governments	(5,664,123)	(5,777,405)	(5,892,954)	(6,010,813)	(6,131,029)
Interdepartment Transfer	(6,247,283)	(5,147,229)	(5,274,673)	(5,380,166)	(4,534,069)
Transfers from Funds	(2,691,046)	(2,476,316)	(1,738,316)	(1,738,316)	(1,738,316)
Special (Stat Reserve) Funds	(1,157,646)	(942,916)	(942,916)	(942,916)	(942,916)
Development Cost Charges	(1,449,270)	(1,449,270)	(795,400)	(795,400)	(795,400)
Accumulated Surplus	(84,130)	(84,130)	0	0	0
Total Revenue	(22,550,258)	(21,512,816)	(21,169,182)	(21,546,934)	(20,978,540)
Expenditures					
Salaries and Wages	2,280,424	2,362,291	2,447,097	2,534,948	2,622,911
Internal Equipment	0	0	0	0	0
Material and Other	7,712,884	7,867,142	8,024,485	8,184,975	8,348,675
Contract Services	0	733,000	733,000	747,660	762,613
Debt Interest	2,463,543	2,918,277	4,801,929	7,168,075	8,400,932
Debt Principal	5,922,253	4,574,129	4,806,918	6,868,481	8,006,764
Internal Allocations	213,000	213,000	213,000	213,000	213,000
Interdepartment Transfer	213,000	213,000	213,000	213,000	213,000
Interfund Transfer	0	0	0	0	0
Transfer to Funds	15,078,247	15,078,247	15,078,247	15,078,247	14,143,247
Special (Stat Reserve) Funds	14,018,123	14,018,123	14,018,123	14,018,123	14,018,123
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	1,060,124	1,060,124	1,060,124	1,060,124	125,124
Total Expenditures	33,670,351	33,746,086	36,104,676	40,795,386	42,498,142
Net Operating Expenditures	11,120,093	12,233,270	14,935,494	19,248,452	21,519,602

Note: Totals may not add due to rounding.

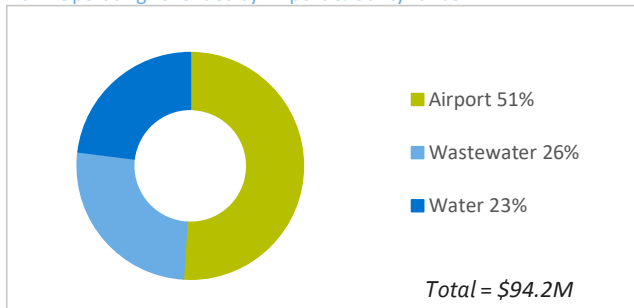
Operating Summary - Airport & Utility Funds

Revenues and Expenditures by Year

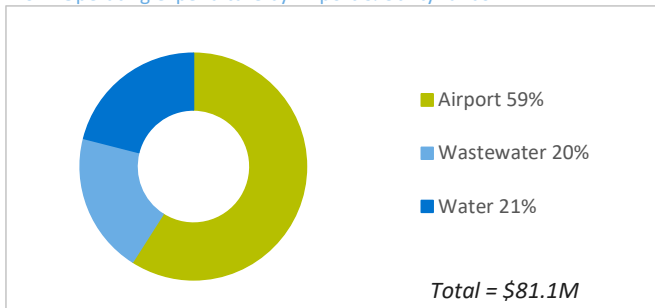
	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	(3,278,526)	(3,799,188)	(3,822,590)	(3,661,755)	(3,314,393)
Fees and Charges	(79,841,100)	(141,529,839)	(151,942,004)	(163,622,527)	(169,539,255)
Sales of Service	(77,952,650)	(137,509,120)	(147,831,559)	(159,294,307)	(165,255,496)
User Fees	(1,888,450)	(4,020,719)	(4,110,445)	(4,328,220)	(4,283,759)
Other Revenue	(2,014,041)	(3,378,356)	(3,323,174)	(3,251,729)	(2,745,020)
Interest	(506,372)	(1,369,379)	(1,270,187)	(1,202,489)	(757,550)
Grants	(298,385)	(277,840)	(277,840)	(228,679)	(121,996)
Other	0	(556,408)	(565,255)	(574,243)	(582,684)
Interdepartment Transfer	(1,209,284)	(1,174,729)	(1,209,892)	(1,246,318)	(1,282,790)
Transfers from Funds	(9,022,156)	(11,487,896)	(7,598,689)	(252,310)	(252,310)
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	(252,310)	(252,310)	(252,310)	(252,310)
Accumulated Surplus	(9,022,156)	(11,235,586)	(7,346,379)	0	0
Total Revenue	(94,155,823)	(160,195,279)	(166,686,457)	(170,788,321)	(175,850,978)
Expenditures					
Salaries and Wages	15,214,436	15,353,476	15,881,778	16,759,794	17,324,988
Internal Equipment	1,644,578	1,707,824	1,742,147	1,777,161	1,812,879
Material and Other	19,377,282	28,751,764	29,546,853	30,438,879	31,263,469
Contract Services	1,309,530	1,435,626	1,473,251	1,511,893	1,551,238
Debt Interest	1,231,147	1,244,048	1,242,931	1,364,779	1,649,940
Debt Principal	2,925,679	3,080,141	3,078,956	4,042,865	5,241,766
Internal Allocations	8,088,302	6,381,930	6,963,222	7,551,692	9,303,795
Interdepartment Transfer	6,701,185	6,293,875	6,874,003	7,461,281	9,212,163
Interfund Transfer	1,387,117	88,055	89,219	90,411	91,632
Transfer to Funds	31,275,769	75,192,680	81,461,079	91,045,981	93,278,482
Special (Stat Reserve) Funds	156,310	156,310	156,310	156,310	156,310
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	31,119,459	75,036,370	81,304,769	90,889,671	93,122,172
Total Expenditures	81,066,723	133,147,489	141,390,217	154,493,045	161,426,558
Net Operating Expenditures	(13,089,100)	(27,047,790)	(25,296,240)	(16,295,276)	(14,424,420)

Note: Totals may not add due to rounding.

2022 Operating revenues by Airport & Utility funds



2022 Operating expenditure by Airport & Utility funds



Airport Fund

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	0	0	0	0	0
Fees and Charges	(41,052,460)	(102,282,937)	(110,743,976)	(120,358,140)	(124,109,892)
Sales of Service	(39,210,510)	(98,409,648)	(106,781,910)	(116,179,267)	(119,976,467)
User Fees	(1,841,950)	(3,873,289)	(3,962,066)	(4,178,873)	(4,133,425)
Other Revenue	(222,730)	(149,292)	(150,103)	(150,933)	(151,784)
Interest	(107,230)	(33,792)	(34,603)	(35,433)	(36,284)
Grants	(115,500)	(115,500)	(115,500)	(115,500)	(115,500)
Other	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	0	0	0	0	0
Transfers from Funds	(6,602,956)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(6,602,956)	0	0	0	0
Total Revenue	(47,878,146)	(102,432,229)	(110,894,079)	(120,509,073)	(124,261,676)
Expenditures					
Salaries and Wages	5,995,161	6,271,063	6,473,305	6,682,069	6,897,566
Internal Equipment	31,050	41,728	42,729	43,755	44,805
Material and Other	11,279,630	20,645,544	21,141,037	21,648,422	22,167,984
Contract Services	1,096,360	1,169,223	1,197,285	1,226,019	1,255,444
Debt Interest	584,250	584,250	584,250	785,850	1,138,900
Debt Principal	1,897,188	1,897,191	1,897,191	2,968,296	4,471,196
Internal Allocations	1,572,766	1,987,394	2,568,686	3,157,156	4,909,259
Interdepartment Transfer	1,525,386	1,938,876	2,519,004	3,106,282	4,857,164
Interfund Transfer	47,380	48,518	49,682	50,874	52,095
Transfer to Funds	25,421,741	69,835,836	76,989,596	83,997,506	83,376,522
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	25,421,741	69,835,836	76,989,596	83,997,506	83,376,522
Total Expenditures	47,878,146	102,432,229	110,894,079	120,509,073	124,261,676
Net Operating Expenditures	0	0	0	0	0
Surplus/(Deficit) (Included Above)	18,818,785	69,835,836	76,989,596	83,997,506	83,376,522

Note: Totals may not add due to rounding.

The Surplus/(Deficit) is the overall surplus/(deficit) budgeted for the fund during the year.

Water Fund

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	(1,982,964)	(2,811,319)	(2,834,721)	(2,859,594)	(2,884,120)
Fees and Charges	(17,918,640)	(17,622,536)	(18,813,851)	(20,093,579)	(21,444,156)
Sales of Service	(17,872,140)	(17,575,106)	(18,765,472)	(20,044,232)	(21,393,822)
User Fees	(46,500)	(47,430)	(48,379)	(49,347)	(50,334)
Other Revenue	(394,564)	(812,098)	(821,906)	(831,871)	(841,229)
Interest	(130,820)	(60,446)	(61,407)	(62,384)	(63,301)
Grants	0	0	0	0	0
Other	0	(556,408)	(565,255)	(574,243)	(582,684)
Interdepartment Transfer	(263,744)	(195,244)	(195,244)	(195,244)	(195,244)
Transfers from Funds	(1,207,700)	0	0	0	0
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	(1,207,700)	0	0	0	0
Total Revenue	(21,503,868)	(21,245,953)	(22,470,478)	(23,785,044)	(25,169,505)
Expenditures					
Salaries and Wages	4,594,941	4,758,863	4,929,707	5,106,683	5,283,885
Internal Equipment	700,967	720,698	735,112	749,814	764,810
Material and Other	4,341,647	4,410,966	4,573,990	4,738,196	4,902,611
Contract Services	117,500	167,298	173,304	179,526	185,756
Debt Interest	296,541	260,934	259,817	259,288	259,288
Debt Principal	335,363	341,636	340,450	339,740	339,740
Internal Allocations	2,640,625	1,415,325	1,415,325	1,415,325	1,415,325
Interdepartment Transfer	2,081,638	1,375,788	1,375,788	1,375,788	1,375,788
Interfund Transfer	558,987	39,537	39,537	39,537	39,537
Transfer to Funds	3,776,184	5,004,534	4,119,173	4,172,372	4,645,490
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	3,776,184	5,004,534	4,119,173	4,172,372	4,645,490
Total Expenditures	16,803,768	17,080,253	16,546,878	16,960,944	17,796,905
Net Operating Expenditures	(4,700,100)	(4,165,700)	(5,923,600)	(6,824,100)	(7,372,600)
Surplus/(Deficit) (Included Above)	328,244	2,638,289	157,458	470,977	4,216,260

Note: Totals may not add due to rounding.

The Net Operating Expenditures total is the amount of funding required for capital expenditures in the specific year. The Surplus/(Deficit) is the overall surplus/(deficit) budgeted for the fund during the year.

Wastewater Fund

Revenues and Expenditures by Year

	2022	2023	2024	2025	2026
Revenue					
Parcel Tax	(1,295,562)	(987,869)	(987,869)	(802,161)	(430,273)
Fees and Charges	(20,870,000)	(21,624,366)	(22,384,177)	(23,170,808)	(23,985,207)
Sales of Service	(20,870,000)	(21,524,366)	(22,284,177)	(23,070,808)	(23,885,207)
User Fees	0	(100,000)	(100,000)	(100,000)	(100,000)
Other Revenue	(1,396,747)	(2,416,966)	(2,351,165)	(2,268,925)	(1,752,007)
Interest	(268,322)	(1,275,141)	(1,174,177)	(1,104,672)	(657,965)
Grants	(182,885)	(162,340)	(162,340)	(113,179)	(6,496)
Other	0	0	0	0	0
Services to Other Governments	0	0	0	0	0
Interdepartment Transfer	(945,540)	(979,485)	(1,014,648)	(1,051,074)	(1,087,546)
Transfers from Funds	(1,211,500)	(11,487,896)	(7,598,689)	(252,310)	(252,310)
Special (Stat Reserve) Funds	0	0	0	0	0
Development Cost Charges	0	(252,310)	(252,310)	(252,310)	(252,310)
Accumulated Surplus	(1,211,500)	(11,235,586)	(7,346,379)	0	0
Total Revenue	(24,773,809)	(36,517,097)	(33,321,900)	(26,494,204)	(26,419,797)
Expenditures					
Salaries and Wages	4,624,334	4,323,550	4,478,766	4,971,042	5,143,537
Internal Equipment	912,561	945,398	964,306	983,592	1,003,264
Material and Other	3,756,005	3,695,254	3,831,826	4,052,261	4,192,874
Contract Services	95,670	99,105	102,662	106,348	110,038
Debt Interest	350,356	398,864	398,864	319,641	251,752
Debt Principal	693,128	841,315	841,315	734,830	430,831
Internal Allocations	3,874,911	2,979,211	2,979,211	2,979,211	2,979,211
Interdepartment Transfer	3,094,161	2,979,211	2,979,211	2,979,211	2,979,211
Interfund Transfer	780,750	0	0	0	0
Transfer to Funds	2,077,844	352,310	352,310	2,876,103	5,256,470
Special (Stat Reserve) Funds	156,310	156,310	156,310	156,310	156,310
Development Cost Charges	0	0	0	0	0
Accumulated Surplus	1,921,534	196,000	196,000	2,719,793	5,100,160
Total Expenditures	16,384,809	13,635,007	13,949,260	17,023,029	19,367,977
Net Operating Expenditures	(8,389,000)	(22,882,090)	(19,372,640)	(9,471,175)	(7,051,820)
Surplus/(Deficit) (Included Above)	1,725,534	(15,477,772)	(26,115,578)	2,990,884	4,796,201

Note: Totals may not add due to rounding.

The Net Operating Expenditures total is the amount of funding required for capital expenditures in the specific year. The Surplus/(Deficit) is the overall surplus/(deficit) budgeted for the fund during the year.

Capital Summary - General Fund

Cost Centre	2022	2023	2024	2025	2026
300 Real Estate & Parking	6,289,800	4,074,100	4,168,907	5,415,445	3,187,071
301 Buildings	16,470,400	6,005,000	41,160,000	19,009,024	4,092,250
302 Parks	44,413,500	24,395,004	25,921,232	23,540,050	25,386,482
304 Transportation	44,804,000	16,932,920	28,563,698	28,374,793	26,947,366
305 Solid Waste	9,095,000	15,510,000	3,860,000	11,110,000	6,110,000
306 Storm Drainage	16,084,900	6,961,960	7,002,623	6,862,190	7,291,863
308 Information Services	3,419,600	3,124,696	1,005,374	1,033,215	878,966
310 Vehicle & Mobile Equipment	9,844,800	4,492,957	4,678,820	5,300,058	5,404,706
311 Fire	3,986,300	317,855	758,275	716,405	322,833
	154,408,300	81,814,492	117,118,929	101,361,180	79,621,537

Funding Sources:

General Taxation	13,692,800	14,996,000	16,338,000	17,718,000	19,083,000
Surplus/Reserves	84,520,370	42,576,840	38,519,610	41,865,541	28,607,498
Development Cost Charges	34,059,030	20,692,164	29,937,683	27,438,669	25,908,016
Debenture/Borrowing	7,158,600	0	26,053,200	10,560,000	0
Federal/Provincial Funding*	11,125,800	2,292,784	2,337,049	2,272,876	2,788,745
Dev/Comm/Other Contributions	2,570,100	770,565	3,015,479	736,500	2,367,839
Utility Revenue	1,281,600	486,139	917,908	769,594	866,439
	154,408,300	81,814,492	117,118,929	101,361,180	79,621,537

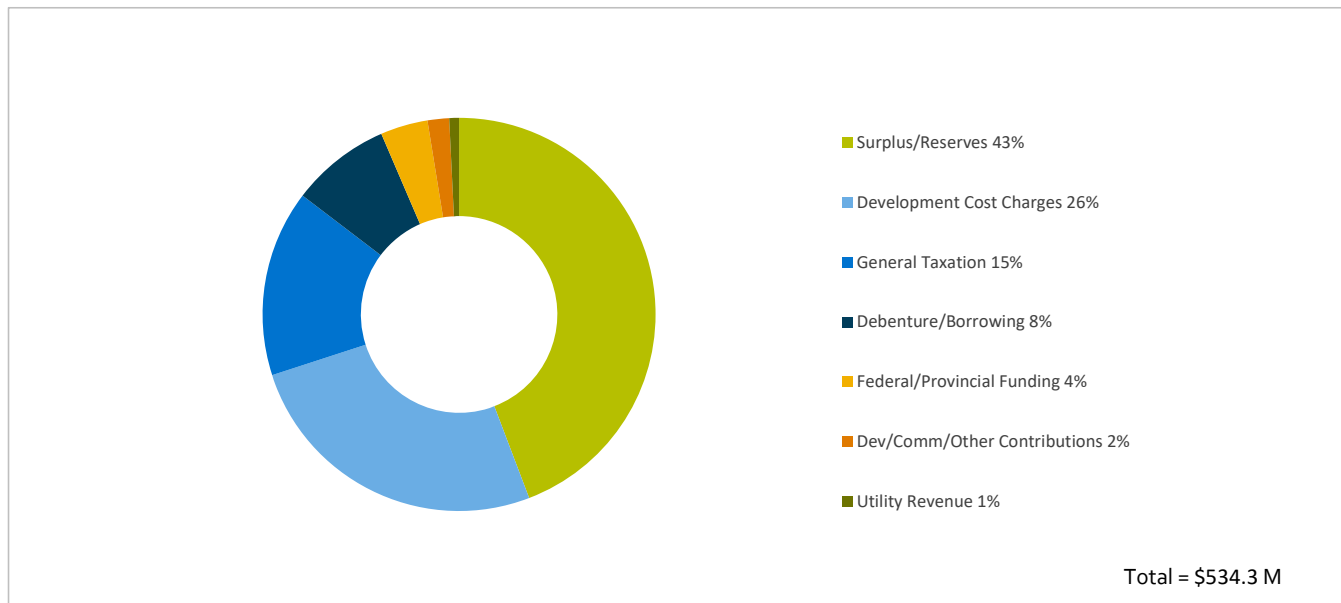
Total Five-Year Capital Program

534,324,438

* 10-Year Capital Plan only includes confirmed Federal and Provincial Funding

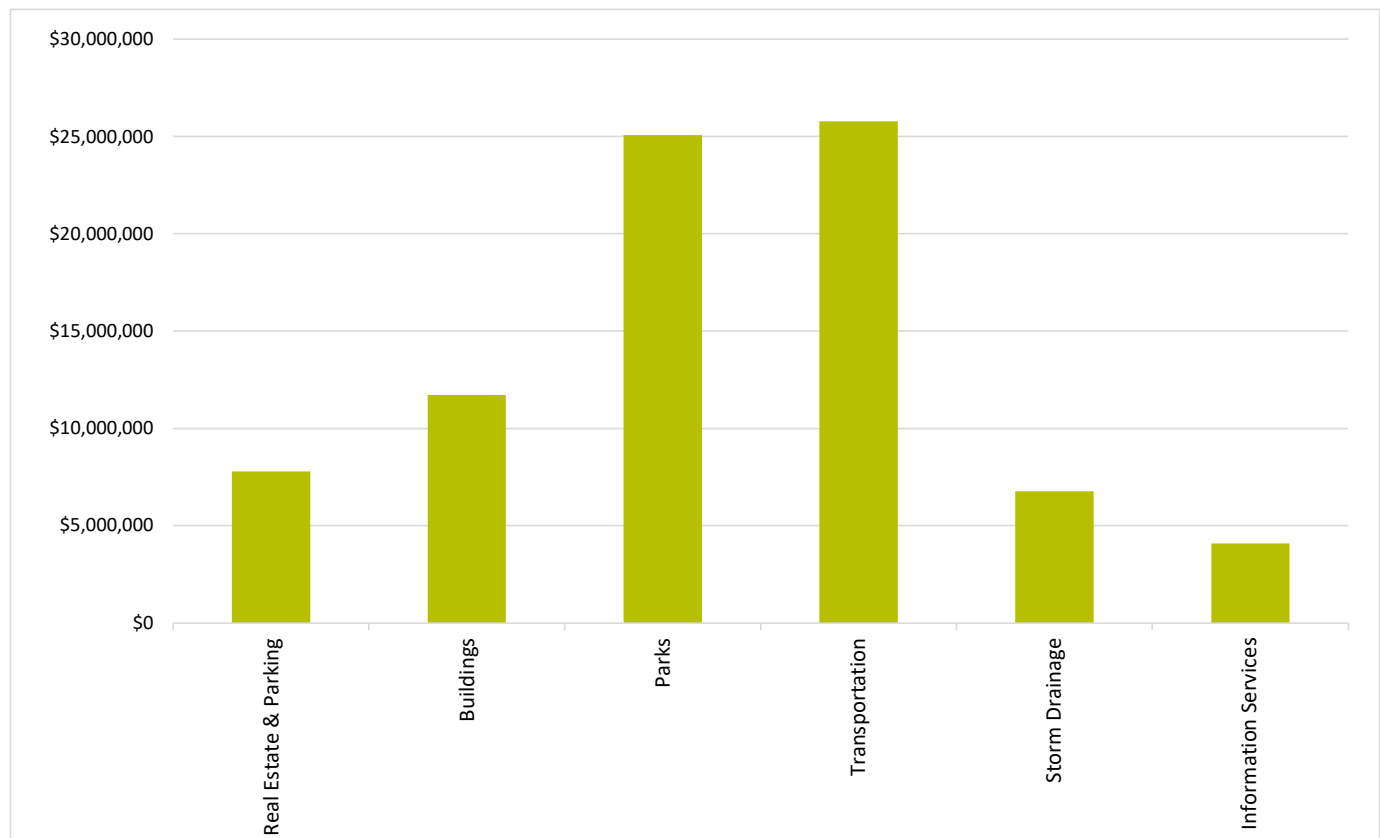
Note: Totals may not add due to rounding.

General Fund Capital Funding 2022 to 2026



Capital Funding Summary by Cost Centre

General Fund 2022 to 2026 - Taxation



Cost Centre		Total \$	%	General Fund Taxation	%
300	Real Estate & Parking	23,135,323	4	7,783,176	10
301	Buildings	86,736,674	16	11,712,648	14
302	Parks	143,656,268	27	25,073,300	31
304	Transportation	145,622,777	27	25,774,242	32
305	Solid Waste	45,685,000	9	0	0
306	Storm Drainage	44,203,536	8	6,758,141	8
308	Information Services	9,461,851	2	4,085,551	5
310	Vehicle & Mobile Equipment	29,721,341	6	640,742	1
311	Fire	6,101,668	1	0	0
Total Five-Year Program		534,324,438	100.0	81,827,800	100.0

Note: Totals may not add due to rounding.

Real Estate & Parking Capital

Plan No.	Plan Description
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.
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.
L3	Parking Infrastructure Funding to renew parking infrastructure and to invest in efficient parking management technology.
L4	Strategic Land Redevelopment Funding to redevelop City owned land to improve public benefit and encourage economic development.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
L1	General Land	3,848,200	2,156,600	2,355,348	2,417,579	2,175,483	12,953,210
L2	Road & Sidewalk Land Acquisition	25,000	25,000	142,559	127,866	68,588	389,013
L3	Parking Infrastructure	2,166,600	1,642,500	1,421,000	2,620,000	693,000	8,543,100
L4	Strategic Land Redevelopment	250,000	250,000	250,000	250,000	250,000	1,250,000
		6,289,800	4,074,100	4,168,907	5,415,445	3,187,071	23,135,323

Funding Sources							
	General Taxation	2,716,000	1,544,753	1,242,907	1,290,445	989,071	7,783,176
	Surplus/Reserves	3,573,800	2,274,347	2,671,000	3,870,000	1,943,000	14,332,147
	Development Cost Charges	0	0	0	0	0	0
	Debenture/Borrowing	0	0	0	0	0	0
	Federal/Provincial Funding	0	0	0	0	0	0
	Dev/Comm/Other Contributions	0	255,000	255,000	255,000	255,000	1,020,000
	Utility Revenue	0	0	0	0	0	0
		6,289,800	4,074,100	4,168,907	5,415,445	3,187,071	23,135,323

Note: Totals may not add due to rounding.

Building Capital

Plan No.	Plan Description
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.
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.
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.
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.
B5	Heritage Buildings Funding for the restoration of City-owned heritage 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.
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.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
B1	Parks and Recreation Buildings	4,678,100	1,785,000	27,480,000	600,000	890,000	35,433,100
B2	Community and Cultural Buildings	86,200	0	900,000	10,070,000	0	11,056,200
B3	Civic/Protective Service Buildings	4,913,700	2,470,000	10,520,000	5,950,000	0	23,853,700
B4	Transportation and Public Works Buildings	0	0	0	0	0	0
B5	Heritage Buildings	0	0	0	0	852,250	852,250
B6	Capital Opportunities and Partnerships	4,600	0	100,000	0	0	104,600
B7	Building Renewal, Rehab. & Infra. Upgrades	6,787,800	1,750,000	2,160,000	2,389,024	2,350,000	15,436,824
		16,470,400	6,005,000	41,160,000	19,009,024	4,092,250	86,736,674

Funding Sources							
	General Taxation	752,000	2,087,971	3,152,736	3,113,024	2,606,917	11,712,648
	Surplus/Reserves	15,343,400	3,917,029	11,954,064	5,336,000	1,485,333	38,035,826
	Development Cost Charges	0	0	0	0	0	0
	Debenture/Borrowing	0	0	26,053,200	10,560,000	0	36,613,200
	Federal/Provincial Funding	0	0	0	0	0	0
	Dev/Comm/Other Contributions	375,000	0	0	0	0	375,000
	Utility Revenue	0	0	0	0	0	0
		16,470,400	6,005,000	41,160,000	19,009,024	4,092,250	86,736,674

Note: Totals may not add due to rounding.

Parks Capital

Plan No.	Plan Description
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.
P2	Natural Area Parkland Acquisition Park acquisition program for the purchase of Natural Areas not attributed to the DCC program.
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.
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.
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.
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.
P7	Linear/Natural Area Park Development An allocation to cover the development of natural areas and linear parks/trails.
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.
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.
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.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
P1	DCC Parkland Acquisition	13,340,500	11,396,000	11,396,000	11,396,000	11,396,000	58,924,500
P2	Natural Area Parkland Acquisition	0	0	0	0	300,000	300,000
P3	Neighbourhood Park Development	1,898,500	2,790,000	4,350,000	3,650,000	3,010,000	15,698,500
P4	Community Park Development	11,418,500	3,220,000	0	0	0	14,638,500
P5	Recreation Park Development	5,474,700	6,180,000	1,360,000	2,660,000	4,035,318	19,710,018
P6	City-Wide Park Development	7,074,400	0	8,000,000	4,480,000	2,760,000	22,314,400
P7	Linear/Natural Area Park Development	2,934,500	300,000	80,000	280,000	0	3,594,500
P8	Park Renew., Rehab. & Upgrades	1,817,600	509,004	735,232	1,074,050	3,675,164	7,811,050
P9	Capital Opportunities Partnership	386,200	0	0	0	210,000	596,200
P10	Urban Streetscape and Urban Centres Dev.	68,600	0	0	0	0	68,600
		44,413,500	24,395,004	25,921,232	23,540,050	25,386,482	143,656,268

Funding Sources							
	General Taxation	3,894,300	6,066,847	4,891,555	5,375,532	4,845,066	25,073,300
	Surplus/Reserves	10,795,270	1,933,061	2,508,619	986,937	5,381,240	21,605,127
	Development Cost Charges	26,683,930	16,395,096	18,131,058	17,177,581	15,160,176	93,547,841
	Debenture/Borrowing	0	0	0	0	0	0
	Federal/Provincial Funding	3,040,000	0	0	0	0	3,040,000
	Dev/Comm/Other Contributions	0	0	390,000	0	0	390,000
	Utility Revenue	0	0	0	0	0	0
		44,413,500	24,395,004	25,921,232	23,540,050	25,386,482	143,656,268

Note: Totals may not add due to rounding.

Transportation Capital

Plan No.	Plan Description
T1	Development Cost Charge (DCC) Roads Allocation for design, land and construction costs associated with DCC Road projects.
T2	DCC Roads - Active Transportation Allocation for design, land and construction costs associated with DCC Active Transportation projects. General taxation to cover 77.7 per cent Assist.
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.
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.
T5	Bicycle Network Allocation for bike network system additions and improvements.
T6	Sidewalk Network Allocation required to complete the Non-DCC portion of the sidewalk network.
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.
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.
T9	Transit Facilities Construction of new and renewal of existing transit facilities, bus pullouts and shelters.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
T1	Development Cost Charge Roads	13,249,200	4,390,735	15,941,989	13,297,745	14,587,844	61,467,513
T2	DCC Roads - Active Transportation	11,389,200	4,003,530	4,470,183	579,200	4,457,971	24,900,084
T3	Non-DCC Roads	2,206,600	350,000	350,000	350,000	350,000	3,606,600
T4	Transportation System Renewal	8,181,400	5,139,729	4,001,959	12,001,548	4,771,551	34,096,187
T5	Bicycle Network	1,611,400	450,000	1,970,000	500,000	600,000	5,131,400
T6	Sidewalk Network	5,653,100	450,000	501,600	500,300	550,000	7,655,000
T7	Safety and Operational Improvements	1,003,800	570,000	590,000	640,000	540,000	3,343,800
T8	Traffic Control Infrastructure	858,500	743,926	467,967	50,000	800,000	2,920,393
T9	Transit Facilities	650,800	835,000	270,000	456,000	290,000	2,501,800
		44,804,000	16,932,920	28,563,698	28,374,793	26,947,366	145,622,777

Funding Sources						
General Taxation	4,526,500	3,445,410	4,304,920	4,580,415	8,916,997	25,774,242
Surplus/Reserves	20,819,600	8,724,877	10,131,674	13,101,790	5,219,690	57,997,631
Development Cost Charges	7,375,100	4,297,068	11,806,625	10,261,088	10,747,840	44,487,721
Debenture/Borrowing	7,158,600	0	0	0	0	7,158,600
Federal/Provincial Funding	3,041,000	0	0	0	0	3,041,000
Dev/Comm/Other Contributions	1,883,200	465,565	2,320,479	431,500	2,062,839	7,163,583
Utility Revenue	0	0	0	0	0	0
	44,804,000	16,932,920	28,563,698	28,374,793	26,947,366	145,622,777

Note: Totals may not add due to rounding.

Solid Waste Capital

Plan No.	Plan Description
SW1	Equipment Funding for new equipment and replacement of existing equipment.
SW2	Site Improvement Funding for site improvements like buildings, roads, landscaping and fencing.
SW3	Gas Management Required for design, installation and extension of gas management system and utilization of gas to energy.
SW4	Leachate Management Required for installation and extension of leachate collection, treatment, recirculation network and pump facilities.
SW5	Drainage & Groundwater Management Funding for design and installation of surface and groundwater systems, piping, storage and pump stations.
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.
SW7	Landfill Area Development Required for planning, design and development of areas for filling to maximize available space.
SW8	Closure & Reclamation Required for design and construction of final cover system and closure infrastructure and reclamation of disturbed areas to natural state.
SW9	Solid Waste Renewal Renewal and replacement of site infrastructure and equipment.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
SW1	Equipment	300,000	350,000	350,000	350,000	1,500,000	2,850,000
SW2	Site Improvement	3,653,800	7,725,000	100,000	1,100,000	100,000	12,678,800
SW3	Gas Management	622,300	450,000	450,000	450,000	450,000	2,422,300
SW4	Leachate Management	166,900	325,000	0	1,000,000	0	1,491,900
SW5	Drainage & Groundwater Management	343,000	1,400,000	300,000	4,900,000	0	6,943,000
SW6	Recycling & Waste Management	511,500	0	0	0	300,000	811,500
SW7	Landfill Area Development	2,614,400	4,550,000	2,200,000	2,050,000	1,800,000	13,214,400
SW8	Closure & Reclamation	0	250,000	0	800,000	0	1,050,000
SW9	Solid Waste Renewal	883,100	460,000	460,000	460,000	1,960,000	4,223,100
		9,095,000	15,510,000	3,860,000	11,110,000	6,110,000	45,685,000

Funding Sources							
General Taxation	0	0	0	0	0	0	0
Surplus/Reserves	8,416,600	15,510,000	3,460,000	11,110,000	6,110,000	44,606,600	
Development Cost Charges	0	0	0	0	0	0	0
Debenture/Borrowing	0	0	0	0	0	0	0
Federal/Provincial Funding	0	0	0	0	0	0	0
Dev/Comm/Other Contributions	261,900	0	0	0	0	261,900	
Utility Revenue	416,500	0	400,000	0	0	816,500	
	9,095,000	15,510,000	3,860,000	11,110,000	6,110,000	45,685,000	

Note: Totals may not add due to rounding.

Storm Drainage Capital

Plan No.	Plan Description
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.
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.
D3	Storm Water Renewal This program provides for the renewal and replacement of pipes, pump stations, and treatment facilities.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
D1	Hydraulic Upgrading Program	15,204,000	6,481,960	6,542,623	6,402,190	6,971,863	41,602,636
D2	Storm Drainage Quality Program	251,500	120,000	120,000	120,000	0	611,500
D3	Storm Water Renewal	629,400	360,000	340,000	340,000	320,000	1,989,400
		16,084,900	6,961,960	7,002,623	6,862,190	7,291,863	44,203,536

Funding sources						
General Taxation	1,045,700	949,315	1,691,909	2,272,395	798,822	6,758,141
Surplus/Reserves	9,526,100	3,719,861	2,973,665	2,316,919	3,704,296	22,240,841
Development Cost Charges	0	0	0	0	0	0
Debtenture/Borrowing	0	0	0	0	0	0
Federal/Provincial Funding	5,044,800	2,292,784	2,337,049	2,272,876	2,788,745	14,736,254
Dev/Comm/Other Contributions	0	0	0	0	0	0
Utility Revenue	468,300	0	0	0	0	468,300
	16,084,900	6,961,960	7,002,623	6,862,190	7,291,863	44,203,536

Note: Totals may not add due to rounding.

Information Services Capital

Plan No.	Plan Description
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.
I2	Server and 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.
I3	Major System Projects Major systems projects include Class Registration Software Replacement and Online Platform Redevelopment.
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.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
I1	Front Office Equipment	310,200	503,254	454,839	576,425	310,466	2,155,184
I2	Server and Data Storage	150,000	111,230	222,966	50,221	44,698	579,115
I3	Major System Projects	2,694,700	2,260,000	191,114	160,707	232,431	5,538,952
I4	Communications Systems	264,700	250,212	136,455	245,862	291,371	1,188,600
		3,419,600	3,124,696	1,005,374	1,033,215	878,966	9,461,851

Funding Sources							
	General Taxation	503,300	814,696	955,374	983,215	828,966	4,085,551
	Surplus/Reserves	2,724,100	2,260,000	0	0	0	4,984,100
	Development Cost Charges	0	0	0	0	0	0
	Debenture/Borrowing	0	0	0	0	0	0
	Federal/Provincial Funding	0	0	0	0	0	0
	Dev/Comm/Other Contributor	50,000	50,000	50,000	50,000	50,000	250,000
	Utility Revenue	142,200	0	0	0	0	142,200
		3,419,600	3,124,696	1,005,374	1,033,215	878,966	9,461,851

Note: Totals may not add due to rounding.

Vehicle & Mobile Equipment Capital

Plan	Plan Description
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.
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.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
V1	Additional Vehicles/Equipment	1,095,100	754,537	753,479	1,178,450	1,077,018	4,858,584
V2	Vehicle/Equipment Renewal	8,749,700	3,738,420	3,925,341	4,121,608	4,327,688	24,862,757
		9,844,800	4,492,957	4,678,820	5,300,058	5,404,706	29,721,341

Funding Sources							
	General Taxation	255,000	87,008	98,599	102,973	97,162	640,742
	Surplus/Reserves	9,335,200	3,919,810	4,062,313	4,427,491	4,441,105	26,185,919
	Development Cost Charges	0	0	0	0	0	0
	Debenture/Borrowing	0	0	0	0	0	0
	Federal/Provincial Funding	0	0	0	0	0	0
	Dev/Comm/Other Contributions	0	0	0	0	0	0
	Utility Revenue	254,600	486,139	517,908	769,594	866,439	2,894,680
		9,844,800	4,492,957	4,678,820	5,300,058	5,404,706	29,721,341

Note: Totals may not add due to rounding.

Fire Capital

Plan No.	Plan Description
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.
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.
F3	Communications Systems To provide for radio system improvements or replacement, including dispatch requirements

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
F1	Vehicle/Equipment Renewal	3,536,300	0	0	0	0	3,536,300
F2	Additional Vehicles/Equipment	0	87,855	177,275	91,405	93,233	449,768
F3	Communications Systems	450,000	230,000	581,000	625,000	229,600	2,115,600
		3,986,300	317,855	758,275	716,405	322,833	6,101,668

Funding Sources	2022	2023	2024	2025	2026	Five-Year Total
General Taxation	0	0	0	0	0	0
Surplus/Reserves	3,986,300	317,855	758,275	716,405	322,833	6,101,668
Development Cost Charges	0	0	0	0	0	0
Debenture/Borrowing	0	0	0	0	0	0
Federal/Provincial Funding	0	0	0	0	0	0
Dev/Comm/Other Contributions	0	0	0	0	0	0
Utility Revenue	0	0	0	0	0	0
	3,986,300	317,855	758,275	716,405	322,833	6,101,668

Note: Totals may not add due to rounding.

Capital Summary - Airport & Utility Funds

Cost Centre	2022	2023	2024	2025	2026
312 Airport	81,062,100	39,480,000	6,437,000	22,830,000	28,287,000
313 Water	9,754,500	10,000,200	6,132,200	10,487,200	11,537,200
314 Wastewater	28,333,800	23,725,760	24,396,310	14,030,698	13,997,430
	119,150,400	73,205,960	36,965,510	47,347,898	53,821,630

Funding Sources:					
Water Utility Operating	4,700,100	4,165,700	5,923,600	6,824,100	7,372,600
Wastewater Utility Operating	8,389,000	22,882,090	19,372,640	9,471,175	7,051,820
Reserves/Surplus	95,522,540	23,480,000	6,437,000	22,830,000	27,887,000
Development Cost Charges	1,917,560	5,871,170	3,046,070	8,072,623	8,908,210
Debenture Borrowing	0	0	0	0	0
Federal/Provincial Contributions	8,336,600	657,000	0	0	400,000
Dev/Comm/Other Contributions	284,600	16,150,000	2,186,200	150,000	2,202,000
	119,150,400	73,205,960	36,965,510	47,347,898	53,821,630

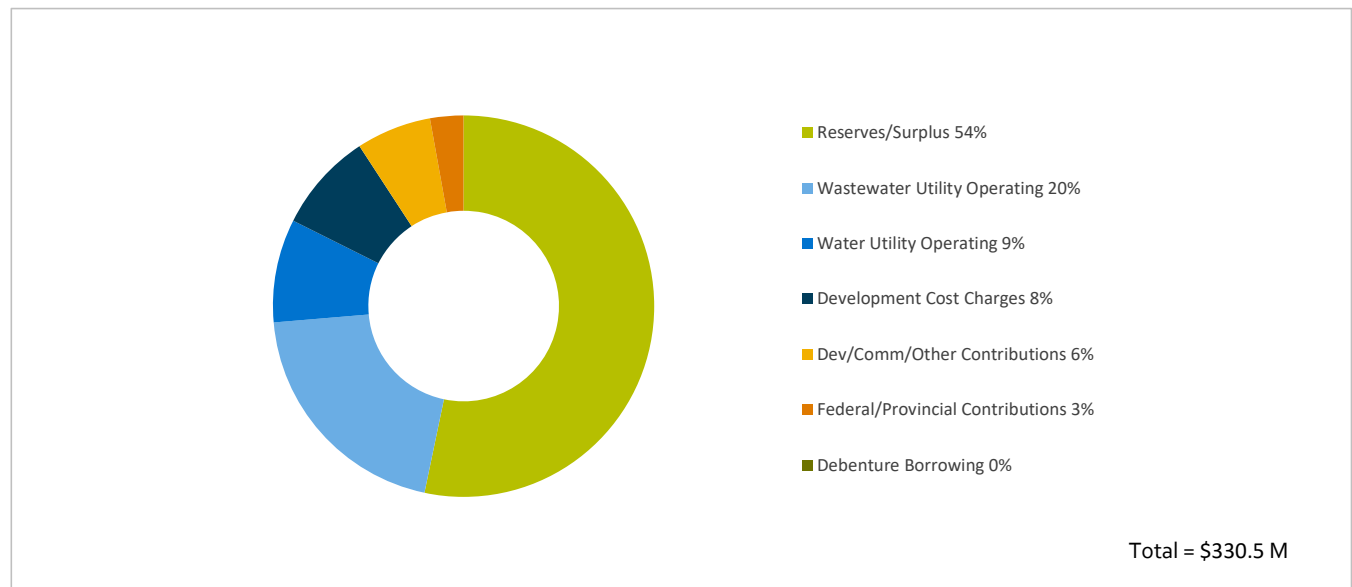
Total Five-Year Capital Program

330,491,398

* 10-Year Capital Plan only includes confirmed Federal and Provincial Funding

Note: Totals may not add due to rounding.

Airport & Utility Funds Capital Funding 2022 to 2026



Airport Capital

Plan No.	Plan Description
A1	Airside Funding for East Lands roads and servicing, stormwater infrastructure, and other small capital projects
A2	Groundside Funding for Airport roadways, hotel and parking development, rental car quick turnaround facility, land purchases, West Lands roads and servicing, and other small capital projects.
A3	Terminal Funding for Airport terminal building renovations, technology, bridge upgrades, and other small capital projects.
A4	Airport Improvement Fees Funding for the terminal expansion, Apron 1 South expansion, combined operations building, airside pavement rehabilitation, runway end safety area, airside equipment, and other capital projects.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
A1	Airside	370,000	50,000	50,000	373,000	550,000	1,393,000
A2	Groundside	2,871,600	18,950,000	70,000	4,355,000	11,710,000	37,956,600
A3	Terminal	3,893,900	725,000	807,000	400,000	776,000	6,601,900
A4	Airport Improvement Fees	73,926,600	19,755,000	5,510,000	17,702,000	15,251,000	132,144,600
		81,062,100	39,480,000	6,437,000	22,830,000	28,287,000	178,096,100

Funding Sources:						
General Taxation	0	0	0	0	0	0
Surplus/Reserves	81,062,100	23,480,000	6,437,000	22,830,000	27,887,000	161,696,100
Development Cost Charges	0	0	0	0	0	0
Debenture/Borrowing	0	0	0	0	0	0
Federal/Provincial Funding	0	0	0	0	400,000	400,000
Dev/Comm/Other Contributions	0	16,000,000	0	0	0	16,000,000
Utility Revenue	0	0	0	0	0	0
	81,062,100	39,480,000	6,437,000	22,830,000	28,287,000	178,096,100

Note: Totals may not add due to rounding.

Water Capital

Plan No.	Plan Description
W1	DCC Pipes (Mains) New water mains to accommodate growth.
W2	DCC Booster Stations and PRV's New booster stations & PRV's to accommodate growth.
W3	DCC Water Treatment New treatment capacity and facilities to accommodate growth.
W4	DCC Reservoirs and Filling Stations New reservoirs and filling stations to accommodate growth.
W5	DCC Offsite and Oversize The City's share of costs to oversize water infrastructure and to do work in excess of the developer's own needs.
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.
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.
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.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
W1	DCC Pipes (Mains)	793,100	5,700,000	0	3,500,000	4,000,000	13,993,100
W2	DCC Booster Stations and PRV's	0	0	0	0	0	0
W3	DCC Water Treatment	0	0	0	0	0	0
W4	DCC Reservoirs and Filling Stations	284,300	0	0	0	0	284,300
W5	DCC Offsite and Oversize	117,200	117,200	117,200	117,200	117,200	586,000
W6	Network and Facility Renewal	5,105,300	3,450,000	4,500,000	5,400,000	4,450,000	22,905,300
W7	Network and Facility Improvements	2,470,000	513,000	695,000	150,000	150,000	3,978,000
W8	Irrigation Network Improvements	984,600	220,000	820,000	1,320,000	2,820,000	6,164,600
		9,754,500	10,000,200	6,132,200	10,487,200	11,537,200	47,911,300

Funding Sources							
General Taxation	0	0	0	0	0	0	0
Surplus/Reserves	3,825,390	0	0	0	0	0	3,825,390
Development Cost Charges	1,060,410	5,684,500	58,600	3,513,100	4,014,600		14,331,210
Debenture/Borrowing	0	0	0	0	0	0	0
Federal/Provincial Funding	0	0	0	0	0	0	0
Dev/Comm/Other Contributions	168,600	150,000	150,000	150,000	150,000		768,600
Utility Revenue	4,700,100	4,165,700	5,923,600	6,824,100	7,372,600		28,986,100
	9,754,500	10,000,200	6,132,200	10,487,200	11,537,200		47,911,300

Note: Totals may not add due to rounding.

Wastewater Capital

Plan No.	Plan Description
WW1	DCC Pipes (Mains) New wastewater mains to support growth.
WW2	DCC Lift Stations New wastewater lift stations to support growth.
WW3	DCC Wastewater Treatment Facilities New wastewater treatment facilities to support growth.
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.
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.
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.

Plan No.	Plan Description	2022	2023	2024	2025	2026	Five-Year Total
WW1	DCC Pipes (Mains)	0	468,260	4,214,310	1,383,790	6,335,430	12,401,790
WW2	DCC Lift Stations	1,500,000	1,677,500	2,212,000	0	2,052,000	7,441,500
WW3	DCC Wastewater Treatment Facilities	1,762,800	14,320,000	12,760,000	7,236,908	0	36,079,708
WW4	DCC Oversize	418,700	110,000	110,000	110,000	110,000	858,700
WW5	Network and Facility Renewal	13,182,300	5,000,000	5,000,000	5,200,000	5,400,000	33,782,300
WW6	Network and Facility Improvements	11,470,000	2,150,000	100,000	100,000	100,000	13,920,000
		28,333,800	23,725,760	24,396,310	14,030,698	13,997,430	104,483,998

Funding Sources:						
General Taxation	0	0	0	0	0	0
Surplus/Reserves	10,635,050	0	0	0	0	10,635,050
Development Cost Charges	857,150	186,670	2,987,470	4,559,523	4,893,610	13,484,423
Debenture/Borrowing	0	0	0	0	0	0
Federal/Provincial Funding	8,336,600	657,000	0	0	0	8,993,600
Dev/Comm/Other Contributions	116,000	0	2,036,200	0	2,052,000	4,204,200
Utility Revenue	8,389,000	22,882,090	19,372,640	9,471,175	7,051,820	67,166,725
	28,333,800	23,725,760	24,396,310	14,030,698	13,997,430	104,483,998

Note: Totals may not add due to rounding.



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2022

FINANCIAL PLAN Final Budget Volume Five-Year Financial Plan

April 25, 2022
Council Chambers

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Agenda

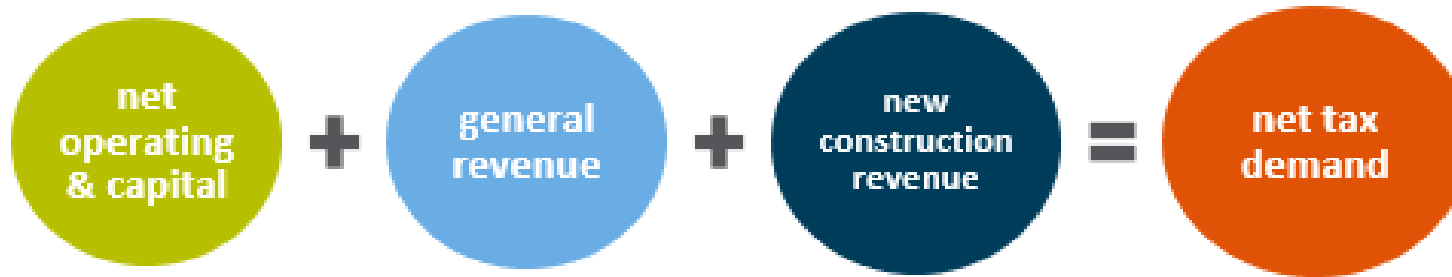
- ▶ Preliminary Volume - Well Positioned
- ▶ Proposed Final budget tax demand
- ▶ Final Budget Operating requests
- ▶ Final Budget Capital requests
- ▶ Taxation impacts
- ▶ Five-Year Financial Plan (2022-2026)



2022 Preliminary - Well Positioned

- ▶ Investments in Safety
- ▶ Reviving vibrancy and community spaces post pandemic
- ▶ Investing in parks and green spaces

2022 Preliminary budget volume



Net Operating + Capital	\$178.5M	
General revenues	+(12.1)	
New Construction Revenue	<u>+(2.9)</u>	
2022 Net tax demand	\$163.5M	→ 3.64%

2022 Final Budget Volume

- ▶ Emergent projects
- ▶ Required by Legislation
- ▶ Council directed





2022 Proposed tax demand

Preliminary gross tax demand \$166.4M

Final budget volume:

General revenues (159k)

Operating requests 848k

Capital requests 0

2022 Final gross tax demand	\$167.1M
------------------------------------	-----------------

New construction revenue (3.2M)

Net property owner impact	3.94%
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Note: Totals may not add due to rounding



Operating Requests – General Fund

Request: Recovery Coordinator Term Position

Justification: This term position will support recovery efforts associated with property damage, project deficiencies, development deficiencies and emergency responses caused by third-parties.

Amount: \$24,000

**Taxation
Impact:** No Taxation Impact



Operating Requests – General Fund

Request: RCMP Contract Services

Justification: This request is for the 2022 contract increase for the RCMP. When the 2022 preliminary budget was prepared, the RCMP had not communicated their financial plan incorporating the impacts of the ratified collective agreement. An updated financial plan was received from the RCMP in March 2022.

Amount: \$848,000

Taxation Impact: \$848,000 Increase to Taxation Demand



Operating Requests – General Fund

Request:	Emergency Manager - Regional Emergency Operations Position
Justification:	An Emergency Manager position is requested for the Fire Communications & Emergency Management branch of KFD to support the Regional District of Central Okanagan (RDCO) Emergency Program.
Amount:	\$119,100
Taxation Impact:	No Taxation Impact



Operating Requests – General Fund

Request: Emergency Social Services Supervisor - Regional Emergency Operations Position

Justification: An Emergency Social Services (ESS) Supervisor position is requested for the Fire Communications & Emergency Management branch of KFD to support the Regional District of Central Okanagan (RDCO) Emergency Program.

Amount: \$57,200

Taxation Impact: No Taxation Impact



Operating Requests – General Fund

Request: Cyber Security Enhancements

Justification: Cyber security incidents are a constant threat to organizations. Budget is requested to further strengthen the City's security posture in response to these types of attacks.

Amount: \$155,000

**Taxation
Impact:** No Taxation Impact



Operating Requests – General Fund

Request:	Transmission of Taxes – BIA's and Other Governments
Justification:	To establish the receipt and disbursement of taxes to Business Improvement Areas (BIA) and other taxing authorities (OTA's).
Amount:	\$124,409,100
Taxation Impact:	No Taxation Impact



Operating Requests – General Fund

Request: FortisBC Operating Fee

Justification: This request is to adjust the franchise fee revenue due from FortisBC up to \$1,604,720 from the 2022 Preliminary budget amount of \$1,445,720. The fee is based on 3 per cent of the gross revenue for the provision and distribution of all gas consumed within the City of Kelowna during the 2021 calendar year.

Amount: \$159,000

Taxation Impact: \$159,000 Decrease to Taxation Demand ongoing



Operating Requests – Water Fund

Request: Water Operations Supply and Maintenance

Justification: Significant price increases have occurred to parts and materials related to the operations and maintenance of the Water Supply and Treatment Systems for the City's Water Utility. Quotes received from established suppliers for various equipment, chemicals and critical spare parts show price increases of 16% to 100% due to the current economic conditions.

Amount: \$149,000 Water Utility

**Taxation
Impact:** No Taxation Impact



Operating Requests – Airport Fund

Request: Airport Operations

Justification: Preliminary budget was based on forecasted passenger numbers of 1.67M for 2022. Final budget is based on forecasted passenger numbers of 1.73M for 2022. The increase in budgeted Airport expenditures is due to cost required to help generate additional revenues at the Airport.

Amount: \$858,300 funded from Airport revenues

**Taxation
Impact:** No Taxation Impact



Operating Requests – Airport Fund

Request: Airport Finance Manager Position

Justification: Airport Finance Manager Position will allow additional strategic initiatives to move forward and to help the Airport Finance Team to pivot more quickly, and further improve business continuity for the Airport Finance team.

Amount: \$65,500 funded from Airport reserves

Taxation Impact: No Taxation Impact



Operating Requests – Airport Fund

Request: Airport Senior Project Manager Position

Justification: Airport Senior Project Manager position will increase the time available for the Project Managers to properly execute projects, as well as provide additional leadership and directional capabilities to the City of Kelowna and contracted Project Managers.

Amount: \$58,000 funded from Airport reserves

**Taxation
Impact:** No Taxation Impact



Real Estate and Parking Capital request

Request:	City Parkades Vehicle Gate and Snow Chute Install
Justification:	<p>Roof Level Vehicle Gate Installation - budget will allow for the design and installation of card access/timer-controlled vehicle gates on two parkades to mitigate after hour issues.</p> <p>Snow Chute – budget will allow for detailed design and installation of roof top snow chutes to direct removal of snow following a snow event on two downtown Parkades.</p>
Amount:	\$79,000 and \$200,000
Taxation Impact:	No Taxation Impact



Parks Capital Request

Request: DeHart Park Deferral

Justification: A deferral to the 2022 DeHart Park project budget is requested in order to fund eligible DCC expense increases identified with the Pandosy Waterfront Park.

Amount: (\$627,000)

Taxation Impact: No Taxation Impact



Parks Capital Request

Request:	Pandosy Waterfront Park, DCC City-wide Park Development Phase 1
Justification:	Additional budget is requested to cover an increase in project costs due to the discovery of a native artifact during geotechnical investigation, as well as contract pricing 12% above the engineer estimate. Archaeological investigation and reporting resulted in the project being delayed a year, which added additional consulting, and monitoring work. The DeHart Deferral project is funding the increase in costs.
Amount:	\$627,000
Taxation Impact:	No Taxation Impact



Transportation Capital Request

Request: Frost 1 DCC (Killdeer - Chute Lake)

Justification: Budget is requested to undertake preliminary design update cost estimates for the Frost 1 DCC project. This will provide a major road connection between the Chute Lake / Kettle Valley and Gordon / Ponds corridors/neighbourhoods, improving access within the Upper Mission and access to commercial services and schools.

Amount: \$120,000

Taxation Impact: No Taxation Impact



Transportation Capital Request

Request: Commonwealth Rd (Hwy 97 - Jim Bailey)

Justification: Budget is requested for preliminary design and costing for upgrades of Commonwealth Road, serving both residential and industrial traffic, between Highway 97 and Jim Bailey Road.

Amount: \$540,000

**Taxation
Impact:** No Taxation Impact



Transportation Capital Request

Request: Hwy.97/Leckie Road Intersection Improvement

Justification: Additional budget is requested to complete construction of the road improvements at Highway 97 and Leckie Road. The improvements are to be delivered by the City as part of the partnership between the City, a developer and the Ministry of Transportation and Infrastructure.

Amount: \$445,500

Taxation Impact: No Taxation Impact



Taxation Impact - Summary

\$888,420

average residential property

\$2,286

Municipal Portion of taxes

\$86

\$ increase from prior year

3.94%

% increase from prior year

What do tax dollars pay for:



35 %

Community
Safety

32 %

Infrastructure

13 %

Fire
Department

10 %

Planning
and
Development

5%

Other
Programs

5%

Active Living
and Culture

City of Kelowna

Five-Year Financial Plan

	2022	2023	2024	2024	2025
General revenues	(12,209)	(12,480)	(12,758)	(13,049)	(13,332)
Net operating budget	165,624	177,006	188,221	200,144	209,919
Pay-as-you-go capital	13,693	14,996	16,338	17,718	19,083
Taxation demand	167,107	179,522	191,802	204,814	215,670
New construction tax revenue	(3,160)	(3,257)	(3,354)	(3,450)	(3,411)
Net property owner impact	3.94%	5.48%	4.97%	4.99%	3.64%

Note: Totals may not add due to rounding

(In thousands)



2022

FINANCIAL PLAN Final Budget Volume Five-Year Financial Plan

April 25, 2022
Council Chambers

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CITY OF KELOWNA

BYLAW NO. 12338

Five-Year Financial Plan 2022-2026

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

1. Schedule "A" attached hereto and forming part of this bylaw is hereby declared to be the Five-Year Financial Plan of the City of Kelowna for the period January 1, 2022 to and including December 31, 2026.
2. Schedule "B" attached hereto and forming part of this bylaw is hereby declared to be the Statement of Objectives and Policies in accordance with Section 165 (3.1) of the *Community Charter*.
3. This bylaw may be cited for all purposes as the "Five-Year Financial Plan Bylaw, 2022-2026, No. 12338".

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"
Financial Plan 2022 - 2026

	2022	2023	2024	2025	2026	2027-2030
Revenue						
Property Value Tax	167,107,316	179,522,375	191,801,552	204,813,609	215,669,897	940,159,269
Library Requisition	7,044,023	7,184,903	7,328,602	7,475,174	7,624,677	32,054,448
Parcel Taxes	3,420,974	3,941,636	3,965,038	3,804,203	3,456,841	12,662,470
Fees and Charges	150,005,535	213,977,187	225,910,172	239,006,280	246,465,323	1,063,681,066
Borrowing Proceeds	7,158,600	0	26,053,200	10,560,000	0	3,830,000
Other Sources	77,169,881	70,729,573	59,588,315	55,953,135	60,148,606	276,738,529
	411,906,329	475,355,674	514,646,879	521,612,401	533,365,344	2,329,125,782
Transfer between Funds						
Reserve Funds	2,319,917	1,018,987	1,018,987	1,018,987	1,018,987	4,075,949
DCC Funds	37,425,860	28,264,914	34,031,463	36,559,002	35,863,936	165,616,918
Surplus/Reserve Accounts	206,914,336	78,307,796	52,726,789	65,029,541	56,828,498	207,146,830
	246,660,113	107,591,697	87,777,239	102,607,530	93,711,421	376,839,697
Total Revenues	658,566,442	582,947,371	602,424,118	624,219,931	627,076,765	2,705,965,479
Expenditures						
Municipal Debt						
Debt Interest	3,694,690	4,162,325	6,044,860	8,532,854	10,050,872	39,490,366
Debt Principal	8,847,932	7,654,270	7,885,874	10,911,346	13,248,530	48,035,228
Capital Expenditures	273,558,700	155,020,452	154,084,439	148,709,078	133,443,167	576,459,501
Other Municipal Purposes						
General Government	35,548,877	39,501,887	40,473,724	41,466,844	42,621,132	182,734,891
Planning, Development & Building Services	33,173,416	26,023,038	26,596,068	27,400,651	27,371,013	119,155,373
Community Services	99,961,295	103,041,317	106,205,449	109,481,906	112,688,935	485,206,409
Protective Services	90,581,801	84,395,912	89,607,971	94,403,331	98,854,158	430,467,334
Utilities	25,659,161	23,515,668	24,184,209	25,281,998	25,981,311	111,405,897
Airport	19,974,967	30,114,952	31,423,042	32,757,421	35,275,058	150,430,052
	591,000,839	473,429,821	486,505,636	498,945,430	499,534,177	2,143,385,050
Transfers between Funds						
Reserve Funds	28,603,562	30,285,675	30,427,080	30,193,089	31,158,937	124,289,996
DCC Funds	0	0	0	0	0	0
Surplus/Reserve Accounts	38,962,041	79,231,875	85,491,402	95,081,412	96,383,651	438,290,433
	67,565,603	109,517,550	115,918,482	125,274,501	127,542,588	562,580,429
Total Expenditures	658,566,442	582,947,371	602,424,118	624,219,931	627,076,765	2,705,965,479

Note: Totals may not add due to rounding.

Schedule "B"
Statement of Objectives and Policies

In accordance with Section 165(3.1) of the *Community Charter*, municipalities are required to include in the Five-Year Financial Plan, objectives and policies regarding each of the following:

- (a) For each of the funding sources described in Section 165(7) of the *Community Charter*, the proportion of total revenue that is proposed to come from that funding source;
- (b) The distribution of property value taxes among the property classes that may be subject to taxes;
- (c) The use of permissive tax exemptions.

Funding Sources

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2022. Property taxes and fees and charges are two of the largest sources of revenue. Both have advantages in that they are stable, relatively simple to administer and are generally understood by citizens. The City of Kelowna also utilizes funds from reserves and surplus as another main source of financial support. Reserve funds are closely managed to ensure and protect the current and future financial viability of the municipality. Other sources of revenue may be variable and fluctuate from year to year depending on the economic influences and capital programs undertaken by the City.

Objectives

- Investigate other potential funding sources and securing opportunities for additional revenues.
- Begin to decrease the municipality's reliance on property taxes and explore opportunities to increase the percent of total revenue received from user fees and charges and senior government grants.
- Maintain a fees and charges structure whereby increases are applied on a regular basis in line with inflation, while ensuring that service levels remain competitive and affordable.

Policies

- Pursue non-property tax revenues whenever possible through applying for government grants and charging user fees at appropriate levels.
- Perform regular reviews of revenue generating areas for appropriate application of rate increases.
 - Planning and Development Fees.
 - Active Living & Culture Fees and Charges – application of BC Consumer Price Index.
 - Utility Revenues – ensure Utilities operate as self-supporting enterprise funds.
- Increase provincial and federal grant revenue through maximum utilization of the City's Grant Manager position.

Table 1: Sources of Revenue

Revenue Source	Revenue \$ (000's)	% of Revenue
Property Value Tax	167,107	25%
Library Requisition	7,044	1%
Parcel Taxes	3,421	1%
Fees and Charges	150,005	23%
Borrowing Proceeds	7,159	1%
Other Sources	77,170	12%
Reserve Funds/Accounts	246,660	37%
Total	658,566	100%

Distribution of Property Tax Rates

Table 2 outlines the council approved municipal tax distribution policy for 2022 and the relative proportion of tax revenues. Projected revenues from the combined residential, recreational and Non-Profit classes, provides the largest proportion of property tax revenue. This cumulative class represents the largest tax assessment base and hence utilizes the majority of City services.

Objectives

- Provide an effective tax change that is the same for all property classes.
- Ensure that business and light industry property tax ratios remain below the average of BC municipalities with populations greater than 75,000.
- Allow for a maximum ratio cap of 3:1 for the Light Industrial/Business class.

Policies

- Council will annually review and modify tax class ratios to provide an effective tax change that is the same for all classes.
- The impacts on other property classes from administering a ratio cap on the Light Industrial/Business classes will be reported to Council during the annual Tax Distribution Policy review.
- Regularly review and compare the City's relative position in terms of distribution of taxes to other similarly sized municipalities in British Columbia.

Table 2: Tax Class Ratios and Projected Revenues

Property Class	Description	2022 Tax Class Ratios	Tax Revenue \$ (000's)	2021 Tax Class Ratios
01/08/03	Res/Rec/NP/SH	1.0000:1	116,612	1.0000:1
02	Utilities	6.0783:1	762	4.9179:1
04	Major Industrial	7.5328:1	0	5.8504:1
05/06	Light Ind/Bus/Other	2.5451:1	49,048	2.2556:1
09	Farm Land	0.2052:1	12	0.1639:1
91	Farm Improvements	0.4905:1	674	0.5081:1
	Total Revenues		167,108	

Property Tax Exemptions

The City has an existing permissive tax exemption policy which guides the administration and approval of permissive tax exemptions. Some of the eligibility criteria for permissive tax exemptions that are outlined in the policy include the following:

- The applicant must qualify for an exemption under the provisions of the Community Charter.
- The organization receiving an exemption must be a registered non-profit society or registered charity, as the support of the municipality will not be used for commercial and private gain.
- The tax exemption must demonstrate benefit to the community and residents of the City by enhancing the quality of life (spiritually, educationally, socially and culturally), while delivering services economically to the citizens within the community.

The value of tax exemptions provided by Council for 2022 (based on 2021 assessment totals and tax rates) is \$4,406,882. The following breaks down the total into various exemption categories and the exemption value for the category:

Places of Worship - \$ 412,616

Private schools - \$ 282,879

Hospitals - \$ 20,129

Special Needs Housing - \$ 63,730

Social Services - \$ 317,280

Public Park, Athletic or Recreational - \$ 439,356

Cultural - \$ 449,713

Partnering, Heritage or Other Special Exemptions Authority - \$ 395,649

Revitalization - \$2,025,530

In order to encourage the restoration and preservation of commercial, industrial and institutional building, properties that meet the criteria outlined in the Heritage Building Tax Incentive Program policy can receive a tax exemption.

The establishment of the Revitalization Tax Exemption policy allows qualifying properties within the Downtown Urban Centre and Rutland Urban Centre areas to receive a tax exemption.

Objectives

- Continue to provide permissive tax exemptions to support qualifying organizations that improve the well-being of the community.
- The municipality will continue to provide heritage and revitalization tax exemptions for qualifying properties.

Policies

- Permissive tax exemptions will be considered to encourage activities that: (a) are consistent with the quality of life objectives of the municipality; (b) provide direct access and benefit to the public; and (c) would otherwise be provided by the municipality.

- To meet the city's commitment to the ongoing restoration, preservation and maintenance of buildings and structures on its Heritage Register, eligible properties will be considered for a tax exemption.
- To support the city's revitalization program of the Downtown Urban Centre and Rutland Urban Centre, qualifying properties will be considered for a tax exemption.

CITY OF KELOWNA
BYLAW NO. 12339
2022 Tax Structure Bylaw

WHEREAS the Letters Patent of the City of Kelowna provide that the municipality may be divided into two (2) or more taxation areas by bylaw adopted prior to the adoption of the Annual Budget Bylaw;

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

1. **Taxation Area 1**
All lands and improvement thereon classified for assessment purposes as "Farm".
2. **Taxation Area 2**
All lands and improvements thereon not included in Taxation Area 1.
3. This bylaw shall be applicable for the 2022 taxation year.
4. This bylaw may be cited for all purposes as "Tax Structure Bylaw, 2022 No. 12339".

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

CITY OF KELOWNA

BYLAW NO. 12340

Annual Tax Rates Bylaw, 2022

WHEREAS the Letters Patent dated the Twenty-fifth day of April, 1973 for the City of Kelowna provides for differing levels of taxation taking into consideration the extent of level of services being provided to different areas within the municipality.

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

1. The following rates are hereby imposed and levied for the taxation year 2022:
 - (a) For all lawful General purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "A" of Schedule 1 of this Bylaw;
 - (b) For Debt purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "B" of Schedule 1 of this Bylaw;
 - (c) For purposes of the Okanagan Regional Library on the assessed value of land and improvements taxable for Regional Library purposes, rates appearing in column "C" of Schedule 1 of this Bylaw;
 - (d) For Hospital purposes on the assessed value of land and improvements taxable for Regional Hospital District purposes, rates appearing in column "D" of Schedule 1 of this Bylaw;
 - (e) For purposes of the Regional District of Central Okanagan on the assessed value of land and improvements taxable for Regional District purposes, rates appearing in column "E" of Schedule 1 of this Bylaw;
 - (f) For purposes of the Regional District of Central Okanagan on the assessed value of land only for the Regional District of Central Okanagan Sterile Insect Release Program, rates appearing in column "F" of Schedule 1 of this Bylaw; and
 - (g) For Local Service Area purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in columns "A" and "B" of Schedule 2 of this Bylaw.
2. This bylaw may be cited as "Annual Tax Rates Bylaw, 2022 No. 12340".

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 1

CITY OF KELOWNA

**GENERAL MUNICIPAL, DEBT, HOSPITAL AND REGIONAL DISTRICT
TAX RATES - 2022**

PROPERTY CLASS		TAX RATES (DOLLAR OF TAX PER \$1,000 TAXABLE VALUE)					TAXABLE LAND ONLY
		A	B	C	D	E	F
		GENERAL MUNICIPAL	DEBT	LIBRARY	REGIONAL HOSPITAL DISTRICT	REGIONAL DISTRICT	REGIONAL DISTRICT SIR
01	Residential	2.5054	0.0682	0.1083	0.2109	0.1967	0.0217
02	Utilities	15.2284	0.4143	0.6581	0.7382	0.6883	0.0759
03	Supportive Housing	2.5054	0.0682	0.1083	0.2109	0.1967	0.0217
04	Major Industrial	18.8726	0.5134	0.8156	0.7171	0.6687	0.0737
05	Light Industrial	6.3765	0.1735	0.2756	0.7171	0.6687	0.0737
06	Business/Other	6.3765	0.1735	0.2756	0.5167	0.4818	0.0531
08	Recreation/Non-Profit	2.5054	0.0682	0.1083	0.2109	0.1967	0.0217
09	Farm:						
	a) Land	0.5083	0.0140	0.0177	0.2109	0.1967	0.0217
	b) Improvements	1.2289	0.0334	0.0531	0.000	0.0000	0.0000

SCHEDULE 2

CITY OF KELOWNA

2022 LOCAL SERVICE AREA TAX RATES

PROPERTY CLASS	A	B
	DOWNTOWN BUSINESS IMPROVEMENT AREA	UPTOWN RUTLAND BUSINESS IMPROVEMENT AREA
1. RESIDENTIAL	0	0
2. UTILITY	0	0
4. INDUSTRIAL – MAJOR	0	0
5. INDUSTRIAL – LIGHT	1.2486	0.9539
6. BUSINESS	1.2486	0.9539
7. TREE FARM	0	0
8. SEASONAL	0	0
9. FARM		
a) LAND	0	0
b) IMPROVEMENT	0	0

CITY OF KELOWNA

BYLAW NO. 12341

Development Cost Charge Reserve Fund Expenditure Bylaw, 2022

WHEREAS, there is an unappropriated balance in the Development Cost Charge Reserve Fund of One Hundred and Twenty Four Million, Five Hundred and Eighty Five Thousand, Three Hundred and Seventy Three dollars (\$ 124,585,373) as at January 1, 2022.

AND WHEREAS, it is deemed desirable to expend a portion of the monies set aside under said Development Cost Charge Reserve Fund for the purpose of utility, road and land improvement and additions;

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

1. The sum of One Hundred and Twenty Four Million, Five Hundred and Eighty Five Thousand, Three Hundred and Seventy Three dollars (\$ 124,585,373) is hereby appropriated from the Development Cost Charge Reserve Fund to be expended in 2022 for the following purposes:

Land for Park Purposes	\$ 21,428,144
Park Development	\$ 15,036,989
Road Construction	\$ 71,191,065
Wastewater Trunks, Plant & Debt Repayment	\$ 805,085
Water Mains, Pump Stations & Reservoir Construction	\$ 16,124,090

\$ 124,585,373

2. The expenditure to be carried out by the monies hereby appropriated shall be more particularly specified and authorized by resolution of Council.
3. Should any of the above remain unexpended after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the Development Cost Charge Reserve Fund.
4. This bylaw may be cited as the "Development Cost Charge Reserve Fund Expenditure Bylaw, 2022, No. 12341".

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

CITY OF KELOWNA

BYLAW NO. 12342

Sale of City-Owned Land Reserve Fund Expenditure Bylaw, 2022

WHEREAS, there is an unappropriated balance in the Sale of City-Owned Land Reserve Fund of Five Million, Nine Hundred Forty Eight Thousand, Two Hundred Seventeen Dollars (\$5,948,217) as at January 1, 2022.

AND WHEREAS, it is deemed desirable to expend a portion of the monies set aside under said Sale of City-Owned Land Reserve Fund for the purpose of land purchases and enhancements set out below;

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

1. The sum of Five Million, Nine Hundred Forty Eight Thousand, Two Hundred Seventeen Dollars (\$5,948,217) as at January 1, 2022 is hereby appropriated from the Sale of City-Owned Land Reserve Fund to be expended in 2022 for the following purposes:

General Land	\$ 4,628,660
Parks Land	\$ 1,069,291
Housing Opportunity	\$ 250,266
	<u>\$ 5,948,217</u>

2. The expenditure to be carried out by the monies hereby appropriated shall be more particularly specified and authorized by resolution of Council.
3. Should any of the above remain unexpended after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the City-Owned Land Reserve Fund.
4. This bylaw may be cited as the "Sale of City-Owned Land Reserve Fund Expenditure Bylaw, 2022, No. 12342".

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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: 2022 Sterile Insect Release (SIR) parcel tax
Department: Financial Services - Controller

Recommendation:

THAT Council approve the Sterile Insect Release Program as outlined in the report of the Revenue Supervisor dated April 25, 2022, charging the 2022 Sterile Insect Release (SIR) Parcel Tax to individual property tax rolls in accordance with the 2022 SIR Parcel Tax Assessment Roll provided to the City of Kelowna by SIR administration.

AND THAT Bylaw No. 12350 being the Sterile Insect Release Program Parcel Tax Bylaw 2022 be forwarded for reading consideration.

Purpose:

To authorize the 2022 Sterile Insect Release parcel tax levy on specified property tax rolls within the City of Kelowna.

Background:

The SIR Program is an area wide codling moth management program operating in key growing areas of the Okanagan, Similkameen and Shuswap Valleys, in commercial orchards and urban areas. The SIR Board governs the service provided through bylaws of the Okanagan Similkameen, Central Okanagan, North Okanagan and Columbia Shuswap Regional Districts. Funding is requisitioned through a land value tax paid by all property owners in the service area and a parcel tax levied against planted host tree acreage. The SIR Program provides enforcement of area wide management and control of codling moth infestation as well as the rearing and releasing of sterile codling moths throughout orchards. This environmentally friendly technique reduces the need for reliance on pesticides. Sterile insect technology allows for greater opportunities for sustainable agricultural practices such as integrated pest management controls of orchard pests. A reduction in chemical sprays benefits the entire community through less environmental impact to the air, water and soil quality, benefiting public health as well as producing quality fruit.

The program consists of two separate levies. The first levy is based on the assessed value of the land and a tax rate for each class of property (residential, utility, major and light industrial, recreational,

business, and farmland), and is provided by the Regional District of Central Okanagan. It applies, generally, to all property tax rolls within the City of Kelowna.

The second levy is a parcel tax applicable to all properties that are 0.30 acres or more and contain 20 or more codling moth host trees (apple, pear, crab apple, and quince). The 2022 charge of \$150.40 per assessed acre will be applied to all property tax rolls on the list provided by SIR administration and are attached to Bylaw 12350.

The following chart lists the historical annual budget figures levied on property within the City of Kelowna as well as the year over year percentage change.

	2018	2019	2020	2021	2022
General Levy on All Properties	\$738,469	\$744,305	\$747,829	\$734,153	\$745,361
Percentage Change from Prior Year	0.98%	0.79%	0.47%	-1.83%	1.53%
Parcel Tax Levy	\$319.07	\$307,121	\$292,855	274,229	\$276,676
Percentage Change from Prior Year	-1.09%	-3.75%	-4.65%	-6.36%	0.89%
Per Acre Charge for Parcel Tax	\$139.26	\$139.26	\$139.26	\$139.26	\$150.40
Percentage Change from Prior Year	0.00%	0.00%	0.00%	0.00%	8.00%

Internal Circulation:

Office of the City Clerks

Legal/Statutory Authority:

Section 200 of the Community Charter provides that Council may, by bylaw, impose a parcel tax in accordance with Part 7 Division 4 – Parcel Taxes to provide all or part of the funding for a service.

Financial/Budgetary Considerations:

While the SIR program is run across the 4 participating regional districts, each municipality has tax authority over their own specific area. Each municipality deals with the parcel tax and then passes on the funds to the Regional District, who then uses the funds to pay for the SIR Program.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

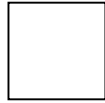
Communications Comments:

Alternate Recommendation:

Submitted by:

Patrick Gramiak, Revenue Supervisor

Approved for inclusion:



Genelle Davidson, Divisional Director, Financial Services



Sterile Insect Release (SIR) Program 2022

SIR Program

- ▶ The Central Okanagan joined the SIR program in 2002
- ▶ Current participants include the Okanagan Similkameen, Central and North Okanagan and the Columbia Shuswap region
- ▶ It's a codling moth management program that is environmentally friendly and controls the risk of codling moth infestation in commercial orchards and urban areas
- ▶ SIR board is requesting a tax levy of \$1,022,037 to cover the 2022 program budget

Part 1: Levy on Land Only

- ▶ A general levy of 0.0270 cents per thousand of assessed value of land on all classes.
 - ▶ For example: \$2.70 would be levied on land that is assessed at \$100,000

Part 2: Levy on Parcels

- ▶ All parcels of land that are greater than **0.3** of an acre and contain 20 or more codling moth host trees are charged \$150.40 per assessed acre.
- ▶ Bylaw 12350 adjusts the Parcel Tax levy for 2022



Questions?

For more information, visit kelowna.ca.

CITY OF KELOWNA

BYLAW NO. 12350

Sterile Insect Release Program Parcel Tax Bylaw 2022

A bylaw pursuant to Section 200 of the *Community Charter* to impose and levy a Parcel Tax upon the owners of land or real property within the City of Kelowna being served by the Sterile Insect Release Program.

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

1. A Parcel Tax shall be and is hereby imposed and levied upon the owners of land or real property as shown on Schedule "A" attached to and forming part of this bylaw, being served by the Sterile Insect Release Program.
2. The Parcel Tax shall be levied for the 2022 tax year on each parcel of land aforementioned, and the amount of such Parcel Tax shall be One Hundred and Fifty Dollars and Forty Cents (\$150.40) per assessed acre.
3. This bylaw shall be known for all purposes as the "Sterile Insect Release Program Parcel Tax Bylaw 2022 No. 12350".

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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule A

Regional District of Central Okanagan
ROLL

2022 OKSIR PARCEL TAX
Jurisdiction 217

Folio	Property Address	Legal Description	Adjusted Acres	x\$150.40
21703108010	1355 LATTA, KELOWNA	Lot 10, Plan KAP1611, Section 1, Township 23, Osoyoos Div of Yale Land District, Except Plan 39146	6.26	\$941.50
21703121000	2355 MCKENZIE, KELOWNA	Lot A, Plan KAP15859, Section 1, Township 23, Osoyoos Div of Yale Land District	3.04	\$457.22
21703121010	2295 MCKENZIE, KELOWNA	Lot 2, Plan KAP33255, Section 1, Township 23, Osoyoos Div of Yale Land District	15.39	\$2,314.66
21703205000	2635 SEXSMITH, KELOWNA	Lot 1, Plan KAP12772, Section 3&33, Township 23, Osoyoos Div of Yale Land District, & TWP 26	8.01	\$1,204.70
21703210125	2517 SEXSMITH, KELOWNA	Lot 10, Plan KAP21431, Section 3&4, Township 23, Osoyoos Div of Yale Land District	6.84	\$1,028.74
21703210210	705 VALLEY, KELOWNA	Lot B, Plan KAP31659, Section 3, Township 23, Osoyoos Div of Yale Land District	4.97	\$747.49
21703236002	770 PACKINGHOUSE, KELOWNA	Lot 1, Plan EPP68383, Section 3,4,9, Township 23, Osoyoos Div of Yale Land District	1.27	\$191.01
21703245000	590 BRENDA, KELOWNA	Lot 25, Block 5, Plan KAP896, Section 4&9, Township 23, Osoyoos Div of Yale Land District	4.85	\$729.44
21703255321	1982 UNION, KELOWNA	Lot A, Plan KAP75150, Section 4, Township 23, Osoyoos Div of Yale Land District	1.00	\$150.40
21703255322	1980 UNION, KELOWNA	Lot B, Plan KAP75150, Section 4, Township 23, Osoyoos Div of Yale Land District	1.00	\$150.40
21703262000	2389 LONGHILL, KELOWNA	Lot 13, Block 9, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District, & SEC 33 TWP 26	6.29	\$946.02
21703263000	2206 LONGHILL, KELOWNA	Lot 2, Block 17, Plan KAP1068, Section 4&34, Township 23, Osoyoos Div of Yale Land District, & TWP 26	7.33	\$1,102.43
21703264000	185 VALLEY, KELOWNA	Lot 3, Block 17, Plan KAP1068, Section 4&34, Township 23, Osoyoos Div of Yale Land District, & TWP 26	3.77	\$567.01
21703266000	143 VALLEY, KELOWNA	Lot 5, Block 17, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District, Except Plan 20854	3.84	\$577.54
21703267000	1 - 127 VALLEY, KELOWNA	Lot 6, Block 17, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District	9.27	\$1,394.21
21703268000	2214 BONN, KELOWNA	Lot 7, Block 17, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District, Except Plan 22394	4.51	\$678.30
21703269000	115 VALLEY, KELOWNA	Lot 8, Block 17, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District	10.16	\$1,528.06

21703271000	220 MAIL, KELOWNA	Lot 12, Block 17, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District	8.45	\$1,270.88
21703272000	180 MAIL, KELOWNA	Lot 13, Block 17, Plan KAP1068, Section 4, Township 23, Osoyoos Div of Yale Land District	7.02	\$1,055.81
21703274000	135 VALLEY, KELOWNA	Lot H, Plan KAP1636, Section 4, Township 23, Osoyoos Div of Yale Land District	3.80	\$571.52
21703278000	800 PACKINGHOUSE, KELOWNA	Lot 3, Plan KAP1884, Section 4&9, Township 23, Osoyoos Div of Yale Land District	1.00	\$150.40
21703279000	2160 SCENIC, KELOWNA	Lot 4, Plan KAP1884, Section 4&9, Township 23, Osoyoos Div of Yale Land District, AMD LOT (DD 79128F)	3.38	\$508.35
21703410000	1250 GLENMORE, KELOWNA	Lot 1, Block 11, Plan KAP1068, Section 9, Township 23, Osoyoos Div of Yale Land District, Except Plan KAP85917	2.24	\$336.90
21703645000	2434 GALE, KELOWNA	Lot 2, Plan KAP1453, Section 23, Township 23, Osoyoos Div of Yale Land District	1.77	\$266.21
21703650000	2801 DRY VALLEY, KELOWNA	Lot 7, Plan KAP1453, Section 23, Township 23, Osoyoos Div of Yale Land District	1.00	\$150.40
21703664000	2155 PIER MAC, KELOWNA	Lot 1, Plan KAP2257, Section 23, Township 23, Osoyoos Div of Yale Land District	2.33	\$350.43
21703664514	2855 DRY VALLEY, KELOWNA	Lot A, Plan KAP37471, Section 23, Township 23, Osoyoos Div of Yale Land District, MOBILE ON GALE RD, Manufactured Home Reg.# 4566	3.56	\$535.42
21703664516	2849 DRY VALLEY, KELOWNA	Lot B, Plan KAP37471, Section 23, Township 23, Osoyoos Div of Yale Land District	10.66	\$1,603.26
21703884000	3310 MATHEWS, KELOWNA	Lot 63, Plan KAP1247, Section 3&34, Township 26, Osoyoos Div of Yale Land District, & TWP 29	5.56	\$836.22
21703905104	4236 SPIERS, KELOWNA	Lot B, Plan KAP92871, Section 3, Township 26, Osoyoos Div of Yale Land District	4.44	\$667.78
21703906000	4233 SPIERS, KELOWNA	Lot 119, Plan KAP1247, Section 3, Township 26, Osoyoos Div of Yale Land District, Except Plan A1060	1.13	\$169.95
21703907000	4221 SPIERS, KELOWNA	Lot 120, Plan KAP1247, Section 3, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 72661	11.20	\$1,684.48
21703908000	4215 SPIERS, KELOWNA	Lot 121, Plan KAP1247, Section 3, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21703912000	3030 GRIEVE, KELOWNA	Lot 125, Plan KAP1247, Section 3, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# B13027	5.50	\$827.20
21703913001	3015 GRIEVE, KELOWNA	Lot 126, Plan KAP1247, Section 3, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 068492	6.53	\$982.11
21703913100	3145 GULLEY, KELOWNA	Lot 127, Plan KAP1247, Section 3, Township 26, Osoyoos Div of Yale Land District	8.42	\$1,266.37
21703949320	4280 SPIERS, KELOWNA	Lot B, Plan KAP34609, Section 3, Township 26, Osoyoos Div of Yale Land District	8.63	\$1,297.95
21703949340	4207 SPIERS, KELOWNA	Lot B, Plan KAP47098, Section 3, Township 26, Osoyoos Div of Yale Land District	3.07	\$461.73
21703949390	3480 WATER,	Lot A, Plan KAP71707, Section 3, Township 26, Osoyoos Div of Yale	4.16	\$625.66

	KELOWNA	Land District		
21703950000	3965 TODD, KELOWNA	Parcel B, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP44155, ASSIGNED PCL B (D.D.191005F) OF L 154	8.67	\$1,303.97
21703952062	3865 SPIERS, KELOWNA	Lot 138, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District, Except Plan H15296 & 39975	6.75	\$1,015.20
21703956000	4201 SPIERS, KELOWNA	Lot 142, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District	6.18	\$929.47
21703960000	2699 SAUCIER, KELOWNA	Lot 145, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District, EX W 320 FT	1.35	\$203.04
21703965000	4175 TODD, KELOWNA	Lot 150, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District, & OF W 1/2 OF SEC 33	8.33	\$1,252.83
21703968000	4067 TODD, KELOWNA	Lot 153, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District	5.34	\$803.14
21703971501	2177 WARD, KELOWNA	Lot 157, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP78689, KAP88849	1.25	\$188.00
21703971503	2287 WARD, KELOWNA	Lot B, Plan KAP78689, Section 4, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP88849	35.85	\$5,391.84
21703971504	3974 TODD, KELOWNA	Lot 1, Plan KAP88849, Section 4, Township 26, Osoyoos Div of Yale Land District	1.23	\$184.99
21703973000	3980 TODD, KELOWNA	Lot 159, Plan KAP1247, Section 4, Township 26, Osoyoos Div of Yale Land District	2.41	\$362.46
21703979000	2715 HEWLETT, KELOWNA	Lot 3, Plan KAP1656, Section 4, Township 26, Osoyoos Div of Yale Land District, Except Plan B7338	8.30	\$1,248.32
21703981000	2570 SAUCIER, KELOWNA	Parcel A, Plan KAP6018B, Section 4, Township 26, Osoyoos Div of Yale Land District, PCL A OF L 1 PL 1656 S/O PL B6018 (DD 127007F)	1.18	\$177.47
21703985000	2675 HEWLETT, KELOWNA	Lot A, Plan KAP12142, Section 4, Township 26, Osoyoos Div of Yale Land District	4.83	\$726.43
21703990002	3950 SPIERS, KELOWNA	Lot E, Plan KAP12142, Section 4, Township 26, Osoyoos Div of Yale Land District, Except Plan 27157 28923 KAP65455	1.37	\$206.05
21703995027	3920 TODD, KELOWNA	Lot B, Plan KAP21140, Section 4, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21703995159	3955 SPIERS, KELOWNA	Lot A, Plan KAP56989, Section 4, Township 26, Osoyoos Div of Yale Land District	1.40	\$210.56
21703995172	2620 HEWLETT, KELOWNA	Lot 2, Plan KAP92520, Section 4, Township 26, Osoyoos Div of Yale Land District	14.25	\$2,143.20
21703997000	4200 STEWART, KELOWNA	Lot 237, Plan KAP1247, Section 5, Township 26, Osoyoos Div of Yale Land District, & SEC 32 TWP 29	7.79	\$1,171.62
21704008004	4025 CASORSO, KELOWNA	Lot 1, Plan EPP72879, Section 5, Township 26, Osoyoos Div of Yale Land District	5.60	\$842.24
21704008005	4100 TODD, KELOWNA	Lot 2, Plan EPP72879, Section 5, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704014004	3896A CASORSO, KELOWNA	Lot A, Plan KAP92331, Section 5, Township 26, Osoyoos Div of Yale Land District	7.81	\$1,174.62

21704016000	3877 CASORSO, KELOWNA	Lot 4, Plan KAP2243, Section 5, Township 26, Osoyoos Div of Yale Land District	1.51	\$227.10
21704021000	3995 CASORSO, KELOWNA	Lot 8, Plan KAP2243, Section 5, Township 26, Osoyoos Div of Yale Land District	4.94	\$742.98
21704023001	1989 WARD, KELOWNA	Lot 1, Plan EPP95434, Section 5, Township 26, Osoyoos Div of Yale Land District	8.96	\$1,347.58
21704029000	4153 BEDFORD, KELOWNA	Lot 1, Plan KAP15793, Section 5, Township 26, Osoyoos Div of Yale Land District, (DD D29970) SEC 32 TWP 29	5.77	\$867.81
21704031000	4122 BEDFORD, KELOWNA	Lot 4, Plan KAP15793, Section 5, Township 26, Osoyoos Div of Yale Land District	1.88	\$282.75
21704032158	3860 CASORSO, KELOWNA	Lot 2, Plan KAP89549, Section 5, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704084000	2090 WARD, KELOWNA	Lot B, Plan KAP1780, Section 8, Township 26, Osoyoos Div of Yale Land District	13.48	\$2,027.39
21704118205	1950 WARD, KELOWNA	Lot A, Plan KAP48946, Section 8, Township 12, Osoyoos Div of Yale Land District	12.00	\$1,804.80
21704118206	1990 WARD, KELOWNA	Lot B, Plan KAP48946, Section 8, Township 12, Osoyoos Div of Yale Land District	1.76	\$264.70
21704121000	3677 SPIERS, KELOWNA	Lot 1, Block 2, Plan KAP1072, Section 9, Township 26, Osoyoos Div of Yale Land District, Except Plan B5219 14900	7.25	\$1,090.40
21704127000	3663 SPIERS, KELOWNA	Lot 2, Plan KAP1765, Section 9, Township 26, Osoyoos Div of Yale Land District, Except Plan 19631 KAP45040 KAP70726	7.25	\$1,090.40
21704151030	3769 SPIERS, KELOWNA	Lot 1, Plan KAP23684, Section 9, Township 26, Osoyoos Div of Yale Land District	1.66	\$249.66
21704151105	2190 GULLEY, KELOWNA	Lot A, Plan KAP26008, Section 9, Township 26, Osoyoos Div of Yale Land District	7.69	\$1,156.58
21704151140	3664 SPIERS, KELOWNA	Lot A, Plan KAP28797, Section 9, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP64833	4.93	\$741.47
21704151150	3668 SPIERS, KELOWNA	Lot B, Plan KAP28797, Section 9, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704151155	3678 SPIERS, KELOWNA	Lot C, Plan KAP28797, Section 9, Township 26, Osoyoos Div of Yale Land District	6.48	\$974.59
21704151192	2777 K.L.O., KELOWNA	Lot A, Plan KAP43297, Section 9&10, Township 26, Osoyoos Div of Yale Land District	9.55	\$1,436.32
21704151195	3740 HART, KELOWNA	Lot 6, Plan KAP29282, Section 9, Township 26, Osoyoos Div of Yale Land District	11.79	\$1,773.22
21704151200	2452 GULLEY, KELOWNA	Lot 7, Plan KAP29282, Section 9, Township 26, Osoyoos Div of Yale Land District	20.34	\$3,059.14
21704151210	2725 K.L.O., KELOWNA	Lot A, Plan KAP45934, Section 9 & 10, Township 26, Osoyoos Div of Yale Land District	23.06	\$3,468.22
21704151260	2295 K.L.O., KELOWNA	Lot 2, Plan KAP33463, Section 9, Township 26, Osoyoos Div of Yale Land District	4.16	\$625.66
21704151265	3551 SPIERS, KELOWNA	Lot 3, Plan KAP33463, Section 9, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP44147	2.86	\$430.14

21704151292	2202 GULLEY, KELOWNA	Lot A, Plan KAP44147, Section 9, Township 26, Osoyoos Div of Yale Land District	3.85	\$579.04
21704152000	3690 POOLEY, KELOWNA	Section 10, Township 26, Osoyoos Div of Yale Land District, N 10 CHAINS OF E 1/2 OF NE 1/4	16.99	\$2,555.30
21704156000	3455 ROSE, KELOWNA	Lot 4, Plan KAP355, Section 10, Township 26, Osoyoos Div of Yale Land District	12.19	\$1,833.38
21704157051	3480 FITZGERALD, KELOWNA	Lot 5, Plan KAP355, Part E1/2, Section 10, Township 26, Osoyoos Div of Yale Land District, Except Plan 30818	10.07	\$1,514.53
21704159000	3030 MCCULLOCH, KELOWNA	Lot 4, Plan KAP790, Section 10, Township 26, Osoyoos Div of Yale Land District, Except Plan 11840	3.81	\$573.02
21704160001	3090 MCCULLOCH, KELOWNA	Lot 5, Plan KAP790, Section 10, Township 26, Osoyoos Div of Yale Land District, Except Plan 18708 33271	5.64	\$848.26
21704161000	3641 HART, KELOWNA	Lot 7, Plan KAP790, Part N1/2, Section 10, Township 26, Osoyoos Div of Yale Land District	3.11	\$467.74
21704167000	3286 MCCULLOCH, KELOWNA	Lot 3, Plan KAP978, Section 10, Township 26, Osoyoos Div of Yale Land District	6.46	\$971.58
21704171000	3131 POOLEY, KELOWNA	Lot 2, Plan KAP1517, Section 10, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704173000	3020 MCCULLOCH, KELOWNA	Lot 3, Plan KAP1517, Section 10, Township 26, Osoyoos Div of Yale Land District, Except Plan B1212 B5633	1.47	\$221.09
21704174002	3099 MCCULLOCH, KELOWNA	Lot B, Plan KAP71621, Section 10, Township 26, Osoyoos Div of Yale Land District	2.91	\$437.66
21704176000	3591 HART, KELOWNA	Lot 3, Plan KAP1589, Section 10, Township 26, Osoyoos Div of Yale Land District	3.33	\$500.83
21704179000	3635 REEKIE, KELOWNA	Lot A, Plan KAP2038, Section 10, Township 26, Osoyoos Div of Yale Land District	11.36	\$1,708.54
21704180000	3695 FITZGERALD, KELOWNA	Lot B, Plan KAP2038, Section 10, Township 26, Osoyoos Div of Yale Land District	22.54	\$3,390.02
21704181000	3520 REEKIE, KELOWNA	Lot 1, Plan KAP2398, Section 10, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 73821	3.95	\$594.08
21704183000	3680 REEKIE, KELOWNA	Lot 2, Plan KAP2398, Section 10, Township 26, Osoyoos Div of Yale Land District	6.11	\$918.94
21704184000	3096 MCCULLOCH, KELOWNA	Lot 1, Plan KAP2957, Section 10, Township 26, Osoyoos Div of Yale Land District, Except Plan 10713 & KAP46590	1.00	\$150.40
21704194000	3275 MCCULLOCH, KELOWNA	Lot 1, Plan KAP6530, Section 10, Township 26, Osoyoos Div of Yale Land District	12.18	\$1,831.87
21704198000	3524 ROSE, KELOWNA	Lot A, Plan KAP11840, Section 10, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 078725	9.18	\$1,380.67
21704199100	3564 ROSE, KELOWNA	Lot A, Plan KAP18708, Section 10, Township 26, Osoyoos Div of Yale Land District	11.96	\$1,798.78
21704199156	3269 MCCULLOCH, KELOWNA	Lot 2, Plan KAP90496, Section 10, Township 26, Osoyoos Div of Yale Land District	2.06	\$309.82
21704199180	3301 MCCULLOCH, KELOWNA	Lot 2, Plan KAP28811, Section 3, Township 26, Osoyoos Div of Yale Land District, & SEC 10	14.83	\$2,230.43

21704199252	3630 FITZGERALD, KELOWNA	Lot B, Plan KAP30817, Section 10, Township 26, Osoyoos Div of Yale Land District, EX MH OCCUPIER (SEE 217-04199-253)	10.10	\$1,519.04
21704199256	3661 HART, KELOWNA	Lot A, Plan KAP31613, Section 10, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704199278	3565 ROSE, KELOWNA	Lot A, Plan KAP38325, Section 10, Township 26, Osoyoos Div of Yale Land District	7.87	\$1,183.65
21704199308	3665 HART, KELOWNA	Lot 1, Plan EPP74364, Section 10, Township 26, Osoyoos Div of Yale Land District	3.89	\$585.06
21704209000	2502 BELGO, KELOWNA	Lot 6, Block 16, Plan KAP1380, Section 11, Township 26, Osoyoos Div of Yale Land District, Except Plan B1528 H17537, Manufactured Home Reg.# 46438	6.51	\$979.10
21704214000	2605 BELGO, KELOWNA	Lot 3, Block 17, Plan KAP1380, Section 11, Township 26, Osoyoos Div of Yale Land District, Except Plan H17537, EXC R/S 7534 .153 AC	8.54	\$1,284.42
21704215000	2505 BELGO, KELOWNA	Lot 4, Block 17, Plan KAP1380, Section 11, Township 26, Osoyoos Div of Yale Land District, Except Plan H17537 KAP68946 KAP76995	6.51	\$979.10
21704220000	3950 BORLAND, KELOWNA	Plan KAP1862B, Section 11, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP70445	2.92	\$439.17
21704222000	3527 BEMROSE, KELOWNA	Lot 2, Plan KAP2005, Section 11, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 70201	3.17	\$476.77
21704223000	3835 BORLAND, KELOWNA	Lot A, Plan KAP2645, Section 11, Township 26, Osoyoos Div of Yale Land District	4.08	\$613.63
21704228000	3625 BEMROSE, KELOWNA	Lot A, Plan KAP4553, Section 11, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP59561	7.45	\$1,120.48
21704232000	3647 BEMROSE, KELOWNA	Lot 1, Plan KAP5787, Section 11, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 72602	2.94	\$442.18
21704234000	4010 SENGHER, KELOWNA	Lot A, Plan KAP6005, Section 11, Township 26, Osoyoos Div of Yale Land District	25.25	\$3,797.60
21704235000	3975 SENGHER, KELOWNA	Lot A, Plan KAP6633, Section 11, Township 26, Osoyoos Div of Yale Land District	2.62	\$394.05
21704237120	2149 BELGO, KELOWNA	Lot 1, Block 17, Plan KAP31521, Section 11&14, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP69980 & KAP73861	10.04	\$1,510.02
21704237130	2327 BELGO, KELOWNA	Lot 1, Plan KAP33009, Section 11, Township 26, Osoyoos Div of Yale Land District, Except Plan H17537, EPP30052	9.29	\$1,397.22
21704237137	3547 BEMROSE, KELOWNA	Lot 1, Plan KAP71097, Section 26, Township 11, Osoyoos Div of Yale Land District	1.00	\$150.40
21704237138	2547 BELGO, KELOWNA	Lot A, Plan KAP76995, Section 11, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704237139	3567 BEMROSE, KELOWNA	Lot A, Plan KAP77725, Section 11, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704243000	2455 WALBURN, KELOWNA	Lot B, Plan KAP3238B, Section 12, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP68575, PT L B OF PL 1639 S/O ON PL B3238	6.94	\$1,043.78
21704245051	2601 WALBURN, KELOWNA	Lot 2, Plan KAP62978, Section 12, Township 26, Osoyoos Div of Yale Land District	2.11	\$317.34

21704247000	1190 LEWIS, KELOWNA	Lot 9, Block 9, Plan KAP1380, Section 13, Township 26, Osoyoos Div of Yale Land District, Except Plan 10873, Manufactured Home Reg.# 70462	8.08	\$1,215.23
21704248000	2290 GARNER, KELOWNA	Lot 2, Block 18, Plan KAP1380, Section 13, Township 26, Osoyoos Div of Yale Land District	7.52	\$1,131.01
21704249000	2148 WALBURN, KELOWNA	Lot 4, Block 18, Plan KAP1380, Section 13, Township 26, Osoyoos Div of Yale Land District	10.44	\$1,570.18
21704254000	1093 TEASDALE, KELOWNA	Lot 8, Block 20, Plan KAP1380, Section 13&14, Township 26, Osoyoos Div of Yale Land District	5.17	\$777.57
21704258000	1404 LEWIS, KELOWNA	Lot 2, Plan KAP1926, Section 13, Township 26, Osoyoos Div of Yale Land District, Except Plan H16654, Manufactured Home Reg.# 52828	9.97	\$1,499.49
21704261000	1839 WALBURN, KELOWNA	Lot 7, Plan KAP1926, District Lot 508, Section 13, Township 26, Osoyoos Div of Yale Land District	5.61	\$843.74
21704269002	2015 WALBURN, KELOWNA	Lot 2, Plan KAP4119, Section 13, Township 26, Osoyoos Div of Yale Land District, Except Plan 20534, 34516, Manufactured Home Reg.# 76344	1.00	\$150.40
21704270003	1959 WALBURN, KELOWNA	Lot B, Plan KAP91170, Section 13, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704310500	2021 WALBURN, KELOWNA	Lot A, Plan KAP34516, Section 13, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704315000	3855 EAST KELOWNA, KELOWNA	Lot 13, Plan KAP665, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan 20082 & KAP44096	4.96	\$745.98
21704317000	2075 BELGO, KELOWNA	Lot 9, Block 17, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan 19507 & KAP69980	3.07	\$461.73
21704318001	1865 BELGO, KELOWNA	Lot 11, Block 17, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan 32086	8.04	\$1,209.22
21704319000	2280 HOLLYWOOD, KELOWNA	Lot 12, Block 17, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan H13888 KAP52999	1.67	\$251.17
21704324000	1650 GEEN, KELOWNA	Lot 3, Block 19, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District	1.64	\$246.66
21704325001	1390 GEEN, KELOWNA	Lot A, Plan KAP90868, Section 14, Township 26, Osoyoos Div of Yale Land District	5.27	\$792.61
21704327004	1595 TEASDALE, KELOWNA	Lot B, Plan EPP32484, Section 14, Township 26, Osoyoos Div of Yale Land District	2.87	\$431.65
21704329000	1409 TEASDALE, KELOWNA	Lot 8, Block 19, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan 18554	1.00	\$150.40
21704330000	1555 TEASDALE, KELOWNA	Lot 10, Block 19, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District, EX PT INCL IN PL ATTACHED TO DD188738F	1.04	\$156.42
21704334001	1225 TEASDALE, KELOWNA	Lot 6, Block 20, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan 23119	3.66	\$550.46
21704335000	1103 TEASDALE, KELOWNA	Lot 7, Block 20, Plan KAP1380, Section 14, Township 26, Osoyoos Div of Yale Land District	2.17	\$326.37
21704343000	2270 HOLLYWOOD, KELOWNA	Lot A, Plan KAP1845, Section 14, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40

21704344000	2015 BELGO, KELOWNA	Lot B, Plan KAP1845, Section 14, Township 26, Osoyoos Div of Yale Land District, Except Plan EPP76229	8.87	\$1,334.05
21704345000	1525 GEEN, KELOWNA	Lot A, Plan KAP1846, Section 14, Township 26, Osoyoos Div of Yale Land District	1.45	\$218.08
21704350000	1469 TEASDALE, KELOWNA	Lot 1, Plan KAP4384, Section 14, Township 26, Osoyoos Div of Yale Land District	7.19	\$1,081.38
21704351000	1429 TEASDALE, KELOWNA	Lot 2, Plan KAP4384, Section 14, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704360093	3754 EAST KELOWNA, KELOWNA	Lot B, Plan KAP84170, Section 14, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 14820	6.87	\$1,033.25
21704360267	1708 GEEN, KELOWNA	Lot 1, Plan KAP82075, Section 14, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 103088	2.18	\$327.87
21704360268	1605 GEEN, KELOWNA	Lot 2, Plan KAP82075, Section 14, Township 26, Osoyoos Div of Yale Land District	6.99	\$1,051.30
21704360354	1950 BELGO, KELOWNA	Lot 2, Plan KAP25528, Section 14, Township 26, Osoyoos Div of Yale Land District	14.26	\$2,144.70
21704360527	3795 EAST KELOWNA, KELOWNA	Lot A, Plan KAP58793, Section 14, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 64814	1.72	\$258.69
21704364000	2995 DUNSTER, KELOWNA	Lot 6, Plan KAP187, Section 15, Township 26, Osoyoos Div of Yale Land District, N 378 FT L 6	1.00	\$150.40
21704365000	3098 EAST KELOWNA, KELOWNA	Lot 6, Plan KAP187, Part N1/2, Section 15, Township 26, Osoyoos Div of Yale Land District, Portion EXC NLY 378 FT	1.08	\$162.43
21704366000	3002 EAST KELOWNA, KELOWNA	Lot 6, Plan KAP187, Section 15, Township 26, Osoyoos Div of Yale Land District, W 1/2 OF THE S 1/2 OF L 6	2.39	\$359.46
21704367000	2855 DUNSTER, KELOWNA	Lot 7, Plan KAP187, Part N1/2, Section 15, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP77776	15.87	\$2,386.85
21704368000	3152 EAST KELOWNA, KELOWNA	Lot 7, Plan KAP187, Part S1/2, Section 15, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 11658	13.29	\$1,998.82
21704369000	2795 DUNSTER, KELOWNA	Lot 8, Plan KAP187, Part N1/2, Section 15, Township 26, Osoyoos Div of Yale Land District	17.25	\$2,594.40
21704370002	3250 EAST KELOWNA, KELOWNA	Lot B, Plan EPP54381, Section 15, Township 26, Osoyoos Div of Yale Land District	13.16	\$1,979.26
21704372000	3208 REID, KELOWNA	Lot 18, Plan KAP187, Section 15, Township 26, Osoyoos Div of Yale Land District, N 740.8 FT L 18	6.07	\$912.93
21704375000	3350 POOLEY, KELOWNA	Lot 20, Plan KAP187, Section 15, Township 26, Osoyoos Div of Yale Land District, Except Plan B1536 B1720 5512	3.62	\$544.45
21704379000	3073 DUNSTER, KELOWNA	Lot 12, Plan KAP665, Section 16, Township 26, Osoyoos Div of Yale Land District	3.89	\$585.06

21704380000	3502 EAST KELOWNA, KELOWNA	Lot 11, Plan KAP187, Section 15, Township 26, Osoyoos Div of Yale Land District, Portion SHOWN ON PL B716	8.21	\$1,234.78
21704381000	2947 EAST KELOWNA, KELOWNA	Lot 1, Plan KAP736, Section 15, Township 26, Osoyoos Div of Yale Land District	7.42	\$1,115.97
21704382000	2981 EAST KELOWNA, KELOWNA	Lot 2, Plan KAP736, Section 15, Township 26, Osoyoos Div of Yale Land District	5.78	\$869.31
21704385000	3072 EAST KELOWNA, KELOWNA	Lot 6, Plan KAP821B, Section 15, Township 26, Osoyoos Div of Yale Land District, E 1/2 OF S 1/2 OF L 6 PL 187 S/O PL B821	1.33	\$200.03
21704386002	3652 EAST KELOWNA, KELOWNA	Lot 12, Plan KAP187, Part E1/2, Section 15, Township 26, Osoyoos Div of Yale Land District, Portion (PL B900)	1.07	\$160.93
21704387000	3183 DUNSTER, KELOWNA	Plan KAP187, Section 15, Township 26, Osoyoos Div of Yale Land District, N 1/2 OF S 1/2 OF LOT 5 SHOWN ON PL B1156, Manufactured Home Reg.# 15739	2.74	\$412.10
21704394000	3582 EAST KELOWNA, KELOWNA	Lot B, Plan KAP1670, Section 15, Township 26, Osoyoos Div of Yale Land District	2.19	\$329.38
21704396000	2960 MCCULLOCH, KELOWNA	Lot B, Plan KAP1703, Section 15, Township 26, Osoyoos Div of Yale Land District, Except Plan B4658	4.42	\$664.77
21704400000	3430 POOLEY, KELOWNA	Lot B, Plan KAP1725, Section 15, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP53451	10.32	\$1,552.13
21704402000	3251 EAST KELOWNA, KELOWNA	Lot 1, Plan KAP3379, Section 15, Township 26, Osoyoos Div of Yale Land District	3.89	\$585.06
21704404000	3260 POOLEY, KELOWNA	Lot 3, Plan KAP3379, Section 15, Township 26, Osoyoos Div of Yale Land District	9.13	\$1,373.15
21704412000	3288 REID, KELOWNA	Lot A, Plan KAP4618, Section 15, Township 26, Osoyoos Div of Yale Land District, Except Plan B7432	11.02	\$1,657.41
21704416000	3329 EAST KELOWNA, KELOWNA	Lot 1, Plan KAP5512, Section 15, Township 26, Osoyoos Div of Yale Land District	2.47	\$371.49
21704418000	3375 DALL, KELOWNA	Lot 1, Plan KAP6585, Section 15, Township 26, Osoyoos Div of Yale Land District	3.44	\$517.38
21704420000	3060 POOLEY, KELOWNA	Lot 2, Plan KAP6585, Section 15, Township 26, Osoyoos Div of Yale Land District, Except Plan EPP90643	2.15	\$323.36
21704423190	3350 EAST KELOWNA, KELOWNA	Lot 1, Plan KAP30593, Section 15, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704423192	3310 EAST KELOWNA,	Lot 2, Plan KAP30593, Section 15, Township 26, Osoyoos Div of Yale Land District	11.89	\$1,788.26

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21704423194	3410 POOLEY, KELOWNA	Lot A, Plan KAP34483, Section 15, Township 26, Osoyoos Div of Yale Land District	1.65	\$248.16
21704423198	3120 POOLEY, KELOWNA	Lot B, Plan KAP34888, Section 15, Township 26, Osoyoos Div of Yale Land District	9.08	\$1,365.63
21704423205	3480 POOLEY, KELOWNA	Lot A, Plan KAP53451, Section 15, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21704423207	3367 REID, KELOWNA	Lot B, Plan KAP55650, Section 15, Township 26, Osoyoos Div of Yale Land District	1.86	\$279.74
21704423209	3360 REID, KELOWNA	Lot 2, Plan KAP56635, Section 15, Township 26, Osoyoos Div of Yale Land District	4.48	\$673.79
21704428000	3395 NEID, KELOWNA	Lot 26, Plan KAP187, Section 16, Township 26, Osoyoos Div of Yale Land District, Except Plan B129, S 1/2 OF LOT, Manufactured Home Reg.# B02269	1.00	\$150.40
21704432000	3194 DUNSTER, KELOWNA	Lot 5, Plan KAP665, Section 16, Township 26, Osoyoos Div of Yale Land District	1.94	\$291.78
21704433000	3172 DUNSTER, KELOWNA	Lot 6, Plan KAP665, Section 16, Township 26, Osoyoos Div of Yale Land District	1.17	\$175.97
21704436000	1 - 3042 DUNSTER, KELOWNA	Lot 9, Plan KAP665, Section 16, Township 26, Osoyoos Div of Yale Land District	1.67	\$251.17
21704525228	2877 EAST KELOWNA, KELOWNA	Lot B, Plan KAP33697, Section 16, Township 26, Osoyoos Div of Yale Land District	1.26	\$189.50
21704525503	2690 BEWLAY, KELOWNA	Lot 1, Plan KAP56199, Section 16, Township 26, Osoyoos Div of Yale Land District	3.20	\$481.28
21704574000	2990 DUNSTER, KELOWNA	Plan KAP1353B, Part SE1/4, Section 21, Township 26, Osoyoos Div of Yale Land District, THAT PART OF THE FRACTIONAL	9.71	\$1,460.38
21704591000	2934 DUNSTER, KELOWNA	Lot C, Plan KAP1700, Section 22, Township 26, Osoyoos Div of Yale Land District	7.88	\$1,185.15
21704805214	2960 DUNSTER, KELOWNA	Lot 1, Plan KAP73437, Section 22, Township 26, Osoyoos Div of Yale Land District	12.04	\$1,810.82
21704825001	1 - 1368 TEASDALE, KELOWNA	Lot 3, Plan KAP2329, Section 23, Township 26, Osoyoos Div of Yale Land District, Except Plan 4697, 34964, H12752	21.74	\$3,269.70
21704898001	879 HIGHWAY 33, KELOWNA	Lot 1, Plan EPP32580, Section 23&24, Township 26, Osoyoos Div of Yale Land District	5.75	\$864.80
21705479000	3363 SPRINGFIELD, KELOWNA	Lot 5, Plan KAP1802, Section 24, Township 26, Osoyoos Div of Yale Land District, Except Plan H8383, H12752, KAP88622	1.00	\$150.40
21705502130	811 HIGHWAY 33, KELOWNA	Lot A, Plan KAP23321, Section 24, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP88565	1.21	\$181.98
21705502305	1151 LEWIS, KELOWNA	Lot A, Plan KAP33567, Section 24, Township 26, Osoyoos Div of Yale Land District	1.57	\$236.13
21705502310	881 HIGHWAY 33, KELOWNA	Lot B, Plan KAP33567, Section 24, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP89364, EPP7143	8.43	\$1,267.87

21705503005	688 WEBSTER, KELOWNA	Lot 1, Plan KAP92447, Section 25, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21705510000	920 HARTMAN, KELOWNA	Lot 3, Plan KAP731, Section 25, Township 26, Osoyoos Div of Yale Land District, C OF T 143842F	5.77	\$867.81
21705511000	1130 HARTMAN, KELOWNA	Lot 4, Plan KAP731, Section 25, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP78162	1.09	\$163.94
21705512000	690 MUGFORD, KELOWNA	Lot 3, Plan KAP603, Section 25, Township 26, Osoyoos Div of Yale Land District, Portion SHOWN ON PL B797	4.32	\$649.73
21705513004	1120 GIBSON, KELOWNA	Lot B, Plan EPP11757, Section 25, Township 26, Osoyoos Div of Yale Land District	4.28	\$643.71
21705514000	1145 MORRISON, KELOWNA	Lot 2, Plan KAP1515, Section 25, Township 26, Osoyoos Div of Yale Land District	1.63	\$245.15
21705519002	1610 SWAINSON, KELOWNA	Lot 1, Plan KAP77945, Section 25 & 30, Township 26, Osoyoos Div of Yale Land District, & SEC 27	10.30	\$1,549.12
21705524000	1308 MCKENZIE, KELOWNA	Lot 12, Plan KAP1760, Section 25, Township 26, Osoyoos Div of Yale Land District, Except Plan B4687 & KAP77650	4.42	\$664.77
21705530000	1550 SWAINSON, KELOWNA	Lot 1, Plan KAP77944, Section 25 & 30, Township 26, Osoyoos Div of Yale Land District, & TWP 27	13.42	\$2,018.37
21705548000	1090 MCKENZIE, KELOWNA	Lot 2, Plan KAP4586, Section 25, Township 26, Osoyoos Div of Yale Land District, Except Plan B7112 19263 20308	26.74	\$4,021.70
21705561000	690 HARTMAN, KELOWNA	Lot A, Plan KAP5499, Section 25, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP60758, KAP87365	16.60	\$2,496.64
21705579469	1045 EL PASO, KELOWNA	Lot 22, Plan KAP22986, Section 25, Township 26, Osoyoos Div of Yale Land District	5.95	\$894.88
21705579575	839 HARTMAN, KELOWNA	Lot 2, Plan KAP29183, Section 25, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP58413	11.16	\$1,678.46
21705579684	837 HARTMAN, KELOWNA	Lot A, Plan KAP35135, Section 25, Township 26, Osoyoos Div of Yale Land District	2.66	\$400.06
21706374002	563 VALLEY, KELOWNA	Lot 1, Plan EPP32871, Section 32, Township 26, Osoyoos Div of Yale Land District, & SEC'S 28 & 33	1.00	\$150.40
21706470000	483 VALLEY, KELOWNA	Lot 1, Block 9, Plan KAP896, Section 32, Township 26, Osoyoos Div of Yale Land District	5.47	\$822.69
21706471000	463 VALLEY, KELOWNA	Lot 2, Block 9, Plan KAP896, Section 32&33, Township 26, Osoyoos Div of Yale Land District	1.55	\$233.12
21706499001	445 VALLEY, KELOWNA	Lot 3, Block 9, Plan KAP896, Section 33, Township 26, Osoyoos Div of Yale Land District, Except Plan 13784 23545	3.75	\$564.00
21706501000	2224 ROJEM, KELOWNA	Lot 4, Block 9, Plan KAP896, Section 33, Township 26, Osoyoos Div of Yale Land District	2.06	\$309.82
21706502000	389 VALLEY, KELOWNA	Lot 5, Block 9, Plan KAP896, Section 33, Township 26, Osoyoos Div of Yale Land District	5.05	\$759.52
21706507000	2429 LONGHILL, KELOWNA	Lot 14, Block 9, Plan KAP1068, Section 33, Township 26, Osoyoos Div of Yale Land District	7.01	\$1,054.30
21706508000	2449 LONGHILL, KELOWNA	Lot 15, Block 9, Plan KAP1068, Section 33, Township 26, Osoyoos Div of Yale Land District, Except Plan B6691	1.46	\$219.58

21706510000	120 MAIL, KELOWNA	Lot 15, Block 17, Plan KAP1068, Section 33&34, Township 26, Osoyoos Div of Yale Land District	7.80	\$1,173.12
21706511000	102 MAIL, KELOWNA	Lot 16, Block 17, Plan KAP1068, Section 33&34, Township 26, Osoyoos Div of Yale Land District, Except Plan 18945	8.44	\$1,269.38
21706515000	545 RIFLE, KELOWNA	Lot 7, Block 21, Plan KAP1249, Section 33&34, Township 26, Osoyoos Div of Yale Land District	6.11	\$918.94
21706524000	30 - 2300 SILVER, KELOWNA	Lot 8, Block 22, Plan KAP1249, Section 33, Township 26, Osoyoos Div of Yale Land District	3.43	\$515.87
21706527000	2255 ROJEM, KELOWNA	Lot 11, Block 22, Plan KAP1249, Section 33, Township 26, Osoyoos Div of Yale Land District	4.42	\$664.77
21706528000	2309 ROJEM, KELOWNA	Lot 12, Block 22, Plan KAP1249, Section 33, Township 26, Osoyoos Div of Yale Land District	4.36	\$655.74
21706529000	2323 ROJEM, KELOWNA	Lot 13, Block 22, Plan KAP1249, Section 33, Township 26, Osoyoos Div of Yale Land District	1.04	\$156.42
21706533000	2379 ROJEM, KELOWNA	Lot 17, Block 22, Plan KAP1249, Section 33, Township 26, Osoyoos Div of Yale Land District, Except Plan B6651	1.97	\$296.29
21706554140	2400 LONGHILL, KELOWNA	Lot A, Plan KAP26592, Section 4&33, Township 23, Osoyoos Div of Yale Land District, & TWP 26	2.41	\$362.46
21706554197	530 RIFLE, KELOWNA	Lot 2, Plan KAP33461, Section 33, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21706557002	2710 LONGHILL, KELOWNA	Lot B, Plan KAP88097, Section 34, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21706612470	2512 LONGHILL, KELOWNA	Lot A, Plan KAP26258, Section 33&34, Township 26, Osoyoos Div of Yale Land District, Except Plan 40166, Manufactured Home Reg.# 85193	13.49	\$2,028.90
21706612672	2614 LONGHILL, KELOWNA	Lot 1, Plan KAP40166, Section 34, Township 26, Osoyoos Div of Yale Land District	2.17	\$326.37
21706645000	610 MOYER, KELOWNA	Lot 26, Plan KAP425, Section 35&36, Township 26, Osoyoos Div of Yale Land District	3.61	\$542.94
21706647000	610 CORNISH, KELOWNA	Lot 28, Plan KAP425, Section 35, Township 26, Osoyoos Div of Yale Land District, & SEC 36	7.94	\$1,194.18
21706658000	355 CORNISH, KELOWNA	Lot 41, Plan KAP425, Section 35, Township 26, Osoyoos Div of Yale Land District	3.64	\$547.46
21706661000	298 CORNISH, KELOWNA	Lot 45, Plan KAP425, Section 35, Township 26, Osoyoos Div of Yale Land District	4.31	\$648.22
21706723000	310 FITZPATRICK, KELOWNA	Lot 2, Plan KAP9092, Section 35, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21706773003	1685 RUTLAND, KELOWNA	Lot 3, Plan KAP18313, Section 35, Township 26, Osoyoos Div of Yale Land District	2.05	\$308.32
21706773440	585 CORNISH, KELOWNA	Lot 1, Plan KAP19142, Section 35, Township 26, Osoyoos Div of Yale Land District	3.86	\$580.54
21706774244	245 CORNISH, KELOWNA	Lot B, Plan KAP43294, Section 35, Township 26, Osoyoos Div of Yale Land District	2.16	\$324.86
21706776850	2105 MORRISON, KELOWNA	Lot 1, Plan KAP425, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP77337	7.05	\$1,060.32

21706776900	1990 MCKENZIE, KELOWNA	Lot 2, Plan KAP425, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP78155, KAP92012	10.53	\$1,583.71
21706777000	1900 MCKENZIE, KELOWNA	Lot 3, Plan KAP425, Part N1/2, Section 36, Township 26, Osoyoos Div of Yale Land District	5.20	\$782.08
21706778000	1893 MORRISON, KELOWNA	Lot 3, Plan KAP425, Part S1/2, Section 36, Township 26, Osoyoos Div of Yale Land District	2.63	\$395.55
21706788000	1304 MORRISON, KELOWNA	Lot 10, Plan KAP425, Section 36, Township 26, Osoyoos Div of Yale Land District	7.59	\$1,141.54
21706789000	819 MOYER, KELOWNA	Lot 11, Plan KAP425, Section 36, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 82699	3.98	\$598.59
21706792000	2062 MORRISON, KELOWNA	Lot 14, Plan KAP425, Section 36, Township 26, Osoyoos Div of Yale Land District	4.79	\$720.42
21706794000	2 - 685 OLD VERNON, KELOWNA	Lot 16, Plan KAP425, Section 35 & 36, Township 26, Osoyoos Div of Yale Land District	3.98	\$598.59
21706796000	745 CORNISH, KELOWNA	Lot 18, Plan KAP425, Section 35 & 36, Township 26, Osoyoos Div of Yale Land District	6.35	\$955.04
21706799510	1425 MORRISON, KELOWNA	Lot B, Plan EPP15301, Section 36, Township 26, Osoyoos Div of Yale Land District	7.41	\$1,114.46
21706803000	1350 HORNING, KELOWNA	Lot 20, Plan KAP1760, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP53546	14.63	\$2,200.35
21706805005	1920 MCCURDY, KELOWNA	Lot 3, Plan KAP91486, Section 31, Township 27, Osoyoos Div of Yale Land District	8.19	\$1,231.78
21706806000	1431 LATTA, KELOWNA	Lot 24, Plan KAP1760, Section 36&31, Township 26, Osoyoos Div of Yale Land District, & TWP 27	1.00	\$150.40
21706807001	1305 LATTA, KELOWNA	Lot 25, Plan KAP1760, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan B4218 & 33998	7.55	\$1,135.52
21706810002	1341 LATTA, KELOWNA	Lot 28, Plan KAP1760, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan 31944	9.96	\$1,497.98
21706814007	1448 LATTA, KELOWNA	Lot 3, Plan KAP91485, Section 31, Township 27, Osoyoos Div of Yale Land District, & OF SEC 36 TWP 26	17.21	\$2,588.38
21706817001	1331 MCCURDY, KELOWNA	Lot 1, Plan KAP4060, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan 30660 KAP67186	19.59	\$2,946.34
21706819000	1545 MCCURDY, KELOWNA	Lot 3, Plan KAP4060, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP56029 & KAP63091	15.92	\$2,394.37
21706820000	1445 LATTA, KELOWNA	Lot 25, Plan KAP4218B, Section 36, Township 26, Osoyoos Div of Yale Land District	5.18	\$779.07
21706828500	1750 MCKENZIE, KELOWNA	Lot B, Plan KAP25654, Section 36, Township 26, Osoyoos Div of Yale Land District, Except Plan KAP90335	10.24	\$1,540.10
21706828524	1700 MCKENZIE, KELOWNA	Lot D, Plan KAP25654, Section 36, Township 26, Osoyoos Div of Yale Land District	7.36	\$1,106.94
21706828642	837 MCCURDY, KELOWNA	Lot 2, Plan EPP14181, Section 36, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40
21706828644	833 MCCURDY, KELOWNA	Lot 3, Plan EPP14181, Section 36, Township 26, Osoyoos Div of Yale Land District	1.00	\$150.40

21706886003	1 - 2025 TREETOP, KELOWNA	Lot 1, Plan KAP1760, Section 19, Township 27, Osoyoos Div of Yale Land District, Except Plan 26646, & SEC 30 & EXC PL 30907, Manufactured Home Reg.# 13479	9.58	\$1,440.83
21706960185	5681 LAKESHORE, KELOWNA	Lot 1, Plan EPP37698, Section 16, Township 28, Similkameen Div of Yale Land District	1.00	\$150.40
21707143000	559 BARNABY, KELOWNA	Lot 3, Plan KAP1743, Section 25, Township 28, Similkameen Div of Yale Land District	1.00	\$150.40
21707161000	4860 LAKESHORE, KELOWNA	Parcel A, Plan KAP1722, Section 25, Township 29, Similkameen Div of Yale Land District, SHOWN ON PL B5804 OF LOT 3	3.21	\$482.78
21707212625	4870 CHUTE LAKE, KELOWNA	Lot 1, Plan KAP78562, Section 24 & 25, Township 28, Osoyoos Div of Yale Land District	1.00	\$150.40
21707264002	1456 DEHART, KELOWNA	Lot 1, Plan KAP1837, Section 31&32, Township 29, Osoyoos Div of Yale Land District, Except Plan 21254 28408	11.58	\$1,741.63
21707269000	999 CRAWFORD, KELOWNA	Lot 1, Plan KAP13170, Section 31, Township 29, Osoyoos Div of Yale Land District, Except Plan 20569	11.85	\$1,782.24
21707270072	1265 CRAWFORD, KELOWNA	Lot 2, Plan KAP21104, Section 31, Township 29, Osoyoos Div of Yale Land District	1.00	\$150.40
21707270074	1285 CRAWFORD, KELOWNA	Lot 3, Plan KAP21104, Section 31&32, Township 29, Osoyoos Div of Yale Land District	1.00	\$150.40
21707278000	4551 STEWART, KELOWNA	Lot 220, Plan KAP1247, Section 32, Township 29, Osoyoos Div of Yale Land District	2.89	\$434.66
21707287000	4335 STEWART, KELOWNA	Lot 229, Plan KAP1247, Section 32, Township 29, Osoyoos Div of Yale Land District, Except Plan EPP89865	3.02	\$454.21
21707290000	4285 STEWART, KELOWNA	Lot 232, Plan KAP1247, Section 32, Township 29, Osoyoos Div of Yale Land District, Except Plan EPP89865	6.85	\$1,030.24
21707291000	4202 BEDFORD, KELOWNA	Lot 233, Plan KAP1247, Section 32, Township 29, Osoyoos Div of Yale Land District, Except Plan H9875	9.74	\$1,464.90
21707293000	4250 STEWART, KELOWNA	Lot 238, Plan KAP1247, Section 32, Township 29, Osoyoos Div of Yale Land District	1.63	\$245.15
21707296000	1475 DEHART, KELOWNA	Lot 246, Plan KAP1247, Section 32, Township 29, Osoyoos Div of Yale Land District, Except Plan 6779	1.00	\$150.40
21707304000	4132 BEDFORD, KELOWNA	Lot 3, Plan KAP15793, Section 32, Township 29, Osoyoos Div of Yale Land District	6.38	\$959.55
21707304010	1485 DEHART, KELOWNA	Lot 1, Plan KAP20969, Section 32, Township 29, Osoyoos Div of Yale Land District	1.21	\$181.98
21707351000	4305 JAUD, KELOWNA	Lot 5, Plan KAP6171, Section 34, Township 29, Osoyoos Div of Yale Land District	11.06	\$1,663.42
21707362338	2950 BALDOCK, KELOWNA	Lot 10, Plan KAP74510, Section 34, Township 29, Osoyoos Div of Yale Land District	1.00	\$150.40
21709533000	2517 GALE, KELOWNA	Lot 2, Plan KAP10810, District Lot 32A, Osoyoos Div of Yale Land District, Except Plan 19044, H15414	6.08	\$914.43
21709533052	2499 GALE, KELOWNA	Lot C, Plan KAP19044, District Lot 32A, Osoyoos Div of Yale Land District	1.00	\$150.40
21709533053	2475 GALE,	Lot D, Plan KAP19044, District Lot 32A, Osoyoos Div of Yale Land	1.00	\$150.40

	KELOWNA	District		
21709533054	2449 GALE, KELOWNA	Lot E, Plan KAP19044, District Lot 32A, Osoyoos Div of Yale Land District	1.00	\$150.40
21709533055	2427 GALE, KELOWNA	Lot F, Plan KAP19044, District Lot 32A, Osoyoos Div of Yale Land District	1.00	\$150.40
21709533057	2555 GALE, KELOWNA	Lot A, Plan EPP65442, District Lot 32A, Osoyoos Div of Yale Land District	1.39	\$209.06
21710392000	2240 MAYER, KELOWNA	Lot 1, Plan KAP2332, District Lot 128, Osoyoos Div of Yale Land District	20.16	\$3,032.06
21710393000	2050 BYRNS, KELOWNA	Lot 1, Plan KAP2830, District Lot 128, Section 17, Township 26, Osoyoos Div of Yale Land District, Manufactured Home Reg.# B00730	19.86	\$2,986.94
21710410000	1756 BYRNS, KELOWNA	Lot 23, Plan KAP415, District Lot 129, Osoyoos Div of Yale Land District, EX E 4.14 CHNS, Manufactured Home Reg.# 49222	11.34	\$1,705.54
21710411000	1890 BYRNS, KELOWNA	Lot 23, Plan KAP415, District Lot 129, Section 19, Township 26, Osoyoos Div of Yale Land District, E 4.14 CHNS L 23	4.35	\$654.24
21710414000	1756 BYRNS, KELOWNA	Lot 26, Plan KAP415, District Lot 129, Osoyoos Div of Yale Land District, EX E 4.14 CHNS	10.62	\$1,597.25
21710518000	1650 BYRNS, KELOWNA	Lot 2, Plan KAP78759, District Lot 129, Osoyoos Div of Yale Land District	3.61	\$542.94
21710519852	2225 SPALL, KELOWNA	Lot B, Plan KAP40808, District Lot 129, Osoyoos Div of Yale Land District	13.03	\$1,959.71
21710519854	1980 BYRNS, KELOWNA	Lot C, Plan KAP40808, District Lot 129, Osoyoos Div of Yale Land District, Manufactured Home Reg.# 20597	10.95	\$1,646.88
21710519856	1990 BYRNS, KELOWNA	Lot D, Plan KAP40808, District Lot 129, Osoyoos Div of Yale Land District	1.00	\$150.40
21710531000	1909 BYRNS, KELOWNA	Lot 15, Plan KAP415, District Lot 130, Osoyoos Div of Yale Land District, E 10 ACRES OF L 15	6.34	\$953.54
21710543001	2589 BENVOLIN, KELOWNA	Lot 1, Plan KAP3357, District Lot 130, Osoyoos Div of Yale Land District, Except Plan 15515 20646 23696	5.66	\$851.26
21710549000	2029 BYRNS, KELOWNA	Lot 2, Plan KAP8615, District Lot 130, Osoyoos Div of Yale Land District, Except Plan 16912	7.94	\$1,194.18
21710589113	1909 BYRNS, KELOWNA	Lot B, Plan KAP67173, District Lot 130, Osoyoos Div of Yale Land District	23.50	\$3,534.40
21711501711	4345 HOBSON, KELOWNA	Lot 25, Plan KAP27559, District Lot 167, Osoyoos Div of Yale Land District, Except Plan KAP64149 KAP68293 KAP73487 EPP16570 EPP46682	1.00	\$150.40
21711502309	4340 HOBSON, KELOWNA	Lot A, Plan KAP69885, District Lot 167, Osoyoos Div of Yale Land District	1.00	\$150.40
21712185870	2225 SAUCIER, KELOWNA	Lot 180, Plan KAP1247, Section 33, Township 29, Osoyoos Div of Yale Land District	1.00	\$150.40
21712185880	4488 SALLOWS, KELOWNA	Lot 183, Plan KAP1247, District Lot 359, Section 33, Township 29, Osoyoos Div of Yale Land District, Except Plan 12214 15748	5.15	\$774.56
21712185885	4485 SALLOWS, KELOWNA	Lot 184, Plan KAP1247, District Lot 359, Section 33, Township 29, Osoyoos Div of Yale Land District	2.04	\$306.82

21712199082	4380 WALLACE HILL, KELOWNA	Lot 2, Plan KAP39632, District Lot 360, Osoyoos Div of Yale Land District	4.70	\$706.88
21712199103	2740 HARVARD, KELOWNA	Lot 14, Plan KAP62784, District Lot 360, Osoyoos Div of Yale Land District	3.11	\$467.74
313			1839.60	\$276,675.84

Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: Vehicle Idling Control Proposal
Department: Integrated Transportation

Recommendation:

THAT Council receives for information, the report from Integrated Transportation dated April 25, 2022, regarding the proposed vehicle idling control policy for the City of Kelowna;

AND THAT Council direct staff to come forward for Council consideration with an Anti-Idling Bylaw and accompanying Education Program during Q3 2022.

Purpose:

To update Council on regional objectives and actions towards vehicle idling control, the merits, and the potential for regulating idling within City of Kelowna corporate limits and municipal authority.

Background:

Transportation is the largest contributor to greenhouse gas (GHG) emissions within Kelowna. Vehicle emissions also directly contribute harmful emissions into the city's air supply. Idling control is an action to reduce GHG emissions and improve air quality from the transportation sector. Reducing unnecessary idling is identified as a recommended action in Kelowna's Community Climate Action Plan and the Central Okanagan Clean Air Strategy. Overall, an idling control bylaw is an effective and low-cost method to build awareness for climate objectives and to reduce local emissions by changing driver practice.

Administration's recommendations seek to deliver on Imagine Kelowna's goals to "protect land, water and air" (Principle 4-Responsible) and to "take action in the face of climate change" (Principle 2-Smarter). Also, this would support one of Council's Environment protection priorities, "Greenhouse gas emissions are decreasing"¹.

As the air has no boundaries, all Clean Air Strategies have been discussed and evaluated with a regional approach. The Central Okanagan Air Quality Technical Committee, a working group of air quality experts from federal, provincial, and local agencies, supports implementing an idling control bylaw to improve local air quality.

¹ Imagine Kelowna: vision into action, Council priorities 2019-2022, Results summary, Pg. 7

Considered a municipal environmental best practice², an idling control regulation would align the City of Kelowna in line with 30 British Columbia municipalities that have implemented similar bylaws. Attached as Appendix 1 is a sample for review and discussion titled “Central Okanagan Idling Control Technical Report”.

Previous Council Resolution:

Over the past 12 years, the City has acted to study, consult, and coordinate on an idling control policy. On multiple occasions Council has endorsed recommendations to implement an anti-idling bylaw.

- On January 11, 2010, Council discussed implementing an idling control regulation, but opted to defer to the Regional District of Central Okanagan (RDCO) for discussion by the Regional District's Okanagan Similkameen Airshed Coalition (OSAC), who could comment on idling control with respect to both corporate and community carbon and air quality issues. Following the Council resolution, the former Okanagan Similkameen Airshed Coalition (OSAC) made two motions at their Feb. 24, 2010, meeting: 1. Consider a social marketing program for anti-idling, and 2. Request regional and municipal governments forward any anti-idling policies to the Okanagan Similkameen Airshed Coalition (OSAC) for their review.
- In 2011 Council approved a Climate Action Plan which recommends implementing an anti-idling bylaw.
- In 2011, anti-idling policies were compiled and shared with regional partners, there was an educational program in the Central Okanagan through public awareness campaigns, school-based initiatives, signage, city websites, media releases and social media. Two hundred anti-idling signs provided by the provincial government were installed throughout the region to support public awareness. The RDCO, Lake Country, City of Kelowna, West Kelowna, and Peachland have all adopted municipal fleet anti-idling policies.
- In 2015 Council approved a Clean Air Strategy including Action 3.2 which recommended implementing an anti-idling bylaw.
- The 2018 Community Action Plan includes recommended action T9, implementing an anti-idling bylaw.
- In 2019, a Regional Idling Control regulation proposal was presented to the RDCO, and staff received direction from the RDCO to present the idling control regulation proposal to interested municipalities within the region.
- On February 10, 2020, Council directed staff to report back on the status of a Regional Anti-Idling Bylaw, and options to regulate idling, including number of complaints, pros, and cons of enforcement.
- On October 19, 2020, city staff presented options to resource accelerated climate action which included “develop and adopt an anti-idling bylaw” as was a recommended action in the Kelowna’s Community Climate Action Plan³.
- On May 13, 2021, an Air Quality service update report was presented to the RDCO Governance and Services Committee for their information. The report included actions related to idling control. Staff indicated their intention to bring an idling control proposal to City of Kelowna Council as a pilot program for the region.
- On January 24, 2022, City Council approved the Transportation Master Plan (TMP). TMP Policy 7.2, states “Recognize that vehicle idling creates noise, odour, and harmful emissions. Work to reduce vehicle idling in Kelowna in alignment with the Central Okanagan Clean Air Strategy”.

² [Cracking Down on Idling \(nrcan.gc.ca\)](https://nrcan.gc.ca/cracking-down-on-idling)

³ [Community climate action plan june 2018 final.pdf \(kelowna.ca\)](#)

Discussion:

Idling

Vehicle idling occurs when a vehicle's engine is in operation but not propelling the vehicle. The engine is creating unnecessary emissions. Natural Resources Canada^{4 5} states that idling for more than 10 seconds uses more fuel and produces more CO₂ than restarting the engine. However, to balance factors such as fuel savings, emissions and component wear, 60 seconds is the recommended interval.

Idling occurs in many places including on and off roadways. On-roadway idling occurs when vehicles are stopped at traffic signals or stopped in traffic congestion. Off-roadway idling is associated with truck stops and rest areas, bus terminals, restaurant drive-throughs, tourist attractions, landfill, car washes, school zones or simply in front of people's homes.

Results from a 2016 survey of 276 respondents in the Central Okanagan showed that respondents' top five reasons for idling were waiting in traffic, waiting for passengers, waiting to park, warming up or cooling down a vehicle, as well as waiting in drive-throughs⁶. Most respondents agreed steps should be taken to change idling behaviours (78%) and agreed that their municipality should implement an idling control bylaw (60%). The Air Quality program received on average 147 complaints/inquiries per year (2018-2020), and 20% were related to vehicle idling. Some examples of idling concerns are included in Appendix 2.

Other Jurisdictions

Vehicle idling bylaws in B.C. cover 35% of the B.C. population. Vehicle idling bylaws are in place in 30 municipalities within 15 regional districts. Idling bylaws tend to be in place in urban areas and densely populated municipalities where vehicle idling can become a significant source of local air pollution⁷. The most common time limit prohibits idling for more than 3 minutes. Recently updated and adopted bylaws are moving towards a one-minute bylaw to align with Natural Resources Canada's recommended interval (British Columbia Ministry of Environment, 2015). Any reduction in permitted idling time will increase ease and efficacy of enforcement.

Canadian National initiatives

Vehicle manufactures around the world are adopting automatic stop-start components in new vehicles at all price points to meet increasingly strict emissions and fuel conservation targets. A vehicle start-stop system automatically shuts down and restarts the internal combustion engine to reduce the amount of time the engine spends idling, thereby reducing fuel consumption and emissions. These systems are engineered into all system components and the engine control software. The Ford F-150 pick-up, Canada's #1 selling vehicle, has had stop-start technology as standard equipment since 2017. The benefits of this new technology will take years to accumulate as the new vehicles replace older vehicles currently on Kelowna's roads. The benefits of auto stop-start will be most significant towards traffic congestion related idling.

⁴ [Natural Resource Canada-Idle-Free Zone](#)

⁵ [Which Is Greener: Idle, or Stop and Restart?](#)

⁶ [Central Okanagan Idling and Air Quality Attitudinal Study](#)

⁷ [Status of Air Quality Bylaws in BC-2017](#)

Potential for Reducing Greenhouse Gas Emissions in Kelowna

According to the latest Sixth Assessment Report (AR6) by the Intergovernmental Panel on Climate Change (ICPP); *“Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and, in particular, their attribution to human influence, has strengthened since AR5. From a physical science perspective, limiting human-induced global warming to a specific level requires limiting cumulative CO₂ emissions, reaching at least net zero CO₂ emissions, along with strong reductions in other greenhouse gas emissions. Strong, rapid and sustained reductions in CH₄ emissions would also limit the warming effect resulting from declining aerosol pollution and would improve air quality”*.⁸

Every ton of CO₂ adds to global warming and City of Kelowna residents could help reduce local emissions. We will see a shift to zero-emission vehicles in the coming decades, however most recent ICBC data shows that only 7% of registered vehicles are either fully electric or hybrid (2012-2020). Auto industry data estimates that only 42% of new vehicles (Model 2020) are equipped with start-stop technology⁹. Considering data from the 2018 Okanagan Household Travel Survey, it is estimated that on a typical weekday there are 62,993 gas and diesel engine vehicles on the road in Kelowna that potentially idle. If every drive in Kelowna were to avoid idling for one minute a day, the positive impact to improving air quality would be the same as if 345 vehicles were removed from the road for a year. Residents could reduce emissions between 1,586 (1 min/day) to 9,518 (6 min/day) tonnes of carbon dioxide (CO₂) per year.

Health Benefits

Idling creates smog that can seriously affect residents' health. For every litre of gasoline used, a vehicle produces about 2.3 kilograms of CO₂. Vehicles produce additional emissions, such as volatile organic compounds (VOCs), carbon monoxide (CO) and oxides of nitrogen (NO_x), these are criteria air contaminants (CACs). Benefits of reducing air pollution can be measured by the prevention of premature deaths. Improving the conditions for pedestrians and bicyclists in areas where idling frequently occurs is vital (e.g., school areas, street parking).

Options for idling restrictions

Experience from municipalities across Canada has shown that rather than being mutually exclusive, bylaws and voluntary approaches can be seen as complementary and as a continuum of education and implementation¹⁰. The intent is compliance and behavior change not issuing fines. For example:

- Education and outreach campaigns conducted before a bylaw is enacted can:
 - Build awareness about idling, and in turn build support for actions taken on idling.
- A bylaw can support and reinforce an education and outreach campaign by:
 - Highlighting idling as a serious health and climate issue.
 - Sustaining public awareness and behavioural change.
 - Empowering employers, property owners, and agencies in requesting reduced idling.
- A bylaw without an education campaign will likely be ineffective because:
 - If residents do not know about the bylaw, then they will be unlikely to comply with it.
 - People are likely to resist a bylaw that they do not understand and may feel it is unwarranted, and

⁸ [Climate Change 2021. The Physical Science Basis- Summary for policymakers](#)

⁹ [Highlights of the Automotive Trends Report-Figure ES-5](#)

¹⁰ [Natural Resource Canada](#)-Reflect on “Carrot” versus “Stick” Approaches

- A bylaw on its own does not address the barriers that prevent motorists from idling their vehicles less, whereas an education campaign can seek to break these barriers down.

Lessons learned by other municipalities across Canada indicate that an idling control regulation supported by a comprehensive public awareness campaign is the most effective way to reduce unnecessary vehicle idling.¹¹

Proposed regulation

Implementing an idling bylaw demonstrates the commitment of municipal government to change damaging environmental behaviors while significantly raising public awareness and compliance. An idling bylaw aligns well with Council's priorities respecting climate change, which is also inclusive of green fleet policies, employee trip reductions, improved public transit, energy conservation, among other.

The Central Okanagan Air Quality Technical Committee recommends a one-minute idling maximum regulation with the least number of exemptions. It is important to note that this proposed regulation would not apply to zero emissions vehicles and partial-emissions vehicles or those with start-stop technology while the electric motor/generator assists the gas engine. It also not applies to vehicles when they are in traffic. Instead, the regulation would apply to vehicles idling while parked in a:

- parking lot
- drop-off zone
- street
- driveway
- laneway
- pick-up zone or drive-thru

The proposed regulation would apply to all drivers of motor vehicles on highway, municipal, private, and commercial property within city limits of Kelowna. Table 1 summarizes typical provisions of an idling bylaw.

Table 1. Typical general idling bylaw provisions

Section	Contents
Part 4. General regulation	6. A person must not cause or permit a motor vehicle to idle for more than one-minute (60 seconds)
Part 5. Exemptions	7. The one-minute limit does not apply to the following situations, except where idling is substantially for the convenience of the operator or passengers of the motor vehicle: <ul style="list-style-type: none"> a) police, fire, ambulance, while engaged in operational activities. b) armoured motor vehicle, used to transport money or valuables, in which a person remains to guard the contents, in the course of the loading or unloading of such money or valuables. c) motor vehicles with power take-off and mobile work vehicles while they are in the course of being used for their basic function. d) Motor vehicle while engaged in a mechanical test or maintenance procedure. e) Motor vehicle in the course of a parade approved by an authorized person. f) Motor vehicle forced to remain motionless because of highway traffic, an emergency, or mechanical difficulties over which the driver has no control. g) Motor vehicles that must remain idling so as to power a heating or refrigeration system or any ancillary equipment for the preservation of perishable cargo, but not when idling disturbs the quiet, peace, rest, enjoyment or convenience of a neighborhood or of persons in the vicinity. h) Transit vehicles while its passengers are in the course of embarking or disembarking.

¹¹ [Cracking Down on Idling \(nrcan.gc.ca\)](http://Cracking Down on Idling (nrcan.gc.ca))

Complaint-based impact

As with the majority of the City's bylaws, an idling regulation would be complaint-based. Other complaint-based bylaws receive a considerable number of complaints per year, but only a few are directed to a bylaw officer for investigation and possible enforcement. As with these other bylaws, to effectively reduce vehicle idling, a two-pronged approach that includes both regulation and education is recommended

Complaints could be handled using an educational approach, like the way water restriction complaints are handled. In this case, when a complaint reaches the service request system, notices are sent to make residents cognizant of their water usage and to reduce their daily demand. A similar example is Regional Bylaw 773, which handles smoke complaints regarding indoor wood burning appliances. It receives around 30 complaints annually (2018-2020); however, only 2 complaints per year were sent to a bylaw officer during the same period.

The City's Service Request system is well suited for managing complaints and responsibilities for actions. For example, when an idling complaint is made, it would automatically be directed to Air Quality staff who could provide the first point of contact via educational materials with a warning. Repeat offenders would eventually escalate to bylaw enforcement. Data could be collected for internal use to track idling hotspots and direct educational resources or enforcement to specific areas or locations receiving complaints. All complaints would be handled first by the regional Air Quality Coordinator, as is done with all regional indoor and outdoor smoke complaints, reducing the time and resources required from City bylaw officers.

The existence of a bylaw can itself be a useful behavior change tool. Other individuals including general staff, and members of the public, are able to point to the bylaw. For example, the Traffic Safety Officer would be able to inform those idling their vehicles around schools that it is not only an undesirable action but indeed is an unlawful one. This is similar to other City bylaws like non-smoking in Parks and Public Spaces which is used regularly by the City's Security Contractor without the need for Bylaw staff assistance.

Educational Campaign

The Regional Air Quality Program is proposed to account for educational campaigns, marketing material, sign production costs and advertising to increase awareness of any new regulation. It is recommended the regulation come into force 180 days after the date of adoption to allow time for an extensive public educational campaign before any enforcement might begin.

A "phased-in" approach is recommended; starting with a public education period followed by a period of "warnings" prior to considering enforcement actions. A six-month public education campaign will increase awareness of any regulation and promote behaviour change over time, where turning off one's vehicle when parked for more than one minute is considered a social norm by the time the regulation is enforced:

- The cost of similar campaigns in other municipalities is \$8000-10,000. The Regional Air Quality program has resources available and there are no additional financial commitments needed by the City.
- A communication plan and an innovative digital campaign will be designed to increase idling awareness; through website, social media, downloadable/printable materials, signs, videos, etc.

Enforcement Perspective

Many municipalities regard the bylaw, together with signage and public information on the problems of idling, as necessary and sufficient deterrent to idling behaviors, and do not regard active enforcement as necessary or desirable. Summaries of experiences of other B.C. communities with an idling bylaw in place are included in Appendix 1. Based on data from other municipalities with one-minute idling bylaws in place, it is estimated that approximately 9 complaints per year could be attended by an enforcement officer. A set fine of \$150 is proposed as a reasonable yet significant enough penalty to encourage compliance.

While the number of complaints requiring reactive enforcement is easily managed within existing bylaw resources, it is noted that proactive enforcement will not be feasible with existing Bylaw Services, and RCMP, resourcing. A detailed overview of enforcement considerations follows:

- Idling requires “*catching in the act*” and “*staking out*” specific areas where complaints are received. Investigations with a view of considering potential charges include more than simply obtaining a license number, but a statement from a witness willing to testify in a court / adjudication proceeding. Out of province vehicles create considerable impediments for enforcement.
- Bylaw Services is not empowered with regulatory authorities to enforce “moving violations” with respect to the operation of motor vehicles on streets / highways. Operationally, this means that once an idling vehicle is in motion, Bylaw Services can not intervene to enforce.
- While the police are duly empowered, idling complaints would not meet a “priority” threshold for response and officer attendance would not occur in a timely enough manner to affect enforcement.
- Seasonal considerations would become prominent for safety reasons with the operation of air conditioning / heat for clearing windshield frost. Although, even in winter, the overall stationary recommended warm-up period for light duty vehicles is just 30 seconds and drivers are also expected to scrape their windows and not rely solely on the defrost/defog function in vehicles.
- While any new legislation brings about desired behaviour changes through general compliance, legislation with inherent enforcement challenges, proactive or reactive, typically includes a measure of consequences. Specifically, legislation that is not proactively enforced and/or is perceived to be inadequately prioritized/ actioned by police or bylaw officers can be expected to invite public complaints and criticism.

It is envisioned the Air Quality Coordinator would be the recipient of all idling complaints, with only the most egregious of complaints (repeat offenders) being forwarded to Bylaw Services for follow-up. Such complaints are anticipated to be <10 annually. A common approach in reacting to complaints will involve speaking with offenders, providing information on the bylaw, and asking for voluntary compliance.

Conclusion:

This report has explored options for reducing and regulating vehicle idling in Kelowna. An idling control regulation could be a cost-effective way to achieve Council objectives including reducing GHG emissions, improve air quality, and consequently improve human health, and align with the goals of Imagine Kelowna.

Staff recommend that a one-minute idling control bylaw regulation with the proposed least number of exemptions. The overall intent is to legitimize a correct action by the public through regulation and

therefore foster a cultural change towards eliminating unnecessary vehicle idling. To supplement the proposed bylaw, a comprehensive education program is proposed with an enforcement strategy that is largely educational in nature.

Next Steps:

Following Council direction, staff could prepare a draft City Idling Control Bylaw and accompanying education public education campaign, returning to Council on June 27, 2022.

Internal Circulation:

Bylaw Services
City Clerk
Communications
Corporate Strategy & Performance
Development Planning
Fleet Services
Parking Services
Policy & Planning

Considerations applicable to this report:

Existing Policy:

- City Idling fleet policy has been in place since 2004
- Kelowna's Community Climate Action Plan Action T9 (Implement an anti-idling bylaw as outlined in the Clean Air Strategy), Action 03 (continue to implement the action of the Clean Air Strategy)
- Central Okanagan Clean Air Strategy
- Official Community Plan Policy 6.2.1 GHG Reduction Target and Actions

Financial/Budgetary Considerations

In addition to allocation of existing staff resources, other potential costs for implementing an anti-idling bylaw include educational campaigns, marketing material and advertising to make people aware of new bylaw. These estimated costs could be covered by the current Regional Air Quality Program budget.

Considerations not applicable to this report:

Legal/Statutory Authority:
External Agency/Public Comments:
Legal/Statutory Procedural Requirements:
External Agency/Public Comments:

Submitted by: N. Mora Castro, Regional Air Quality Program Coordinator

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1 - Appendix 1- Central Okanagan Idling Control Bylaw Technical Report
Attachment 2 - Appendix 2- Examples of Idling concerns from City of Kelowna residents
Attachment 3 - Idling Control Regulation Proposal Presentation

cc: City Clerk

Divisional Director, Corporate and Protective Services
Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services

Central Okanagan Idling Control Technical Report

REGIONAL AIR QUALITY PROGRAM
MARCH 2022



ACKNOWLEDGEMENTS

This report was compiled by Nancy Mora Castro, Regional Air Quality Coordinator and is the outcome of a collaborative process involving RDCO, local government staff, and an active group of air quality experts who all volunteered their time to provide advice, assistance and information in shaping this document. Special thanks to all the members of the Air Quality Technical Committee and the following stakeholders (alphabetical by first name):

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The 2015 Central Okanagan Clean Air Strategy identified 16 strategies for implementation over the next few years. As part of the strategies, a working group of air quality experts from federal, provincial and local agencies was formed to discuss best practices for integrating clean air goals into community plans, regulations, and policies. Developing an Idling control regulation is one of the recommended actions to support the clean air vision and targets in the area.

The Central Okanagan Air Quality Technical Committee endorses an Idling Control regulation to help ensure that the health, safety, and well-being of Central Okanagan residents and their environment are protected. A regulation would put the Central Okanagan in line with 30 other British Columbia municipalities (including Vancouver, Victoria, Whistler, Kamloops and Duncan) that have implemented similar regulations, reinforcing the Central Okanagan as a progressive and green region.

The proposed one-minute maximum idle time regulation supports the vision of clean and healthy air for current and future generations and could be used as an education tool to change idling behavior over time. Considered a municipal environmental best practice, the committee believes an Idling Control regulation will help improve air quality and progress the region's climate change commitments.



Figure 1. Central Okanagan Clean Strategies

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WHAT IS IDLING?

Vehicle idling occurs when a vehicle is in operation but not in motion. Although the vehicle is stopped, the engine is still running and creating unnecessary emissions. Natural Resources Canada states that idling for more than 10 seconds uses more fuel and produces more CO₂ than restarting the engine (Natural Resource Canada, 2017), (US Energy Department, n.d.). However, to balance factors such as fuel savings, emissions and component wear, **60 seconds is the recommended interval**. The message is: If you're going to be stopped for more than 60 seconds – except in traffic – turn the engine off.

Excessive idling can damage engine components, including the cylinders, spark plugs and the exhaust system. Natural Resources Canada also describes idling prevention as “one easy way to cut fuel consumption, save money, and reduce Greenhouse gases (GHGs)”. Work by the federal government and other Canadian municipalities indicates that an idling control regulation would be influential in improving public awareness, education programs and enforcement to reduce unnecessary vehicle idling.

IDLING REGULATIONS AROUND CANADA AND THE WORLD

In Europe, the recommended guidelines for turning engines off are 10 seconds. In the United States, the Environmental Protection Agency's Smartway and Drive Wise programs both recommend turning the engine off if you are stopped for more than 30 seconds. Copenhagen, the city with the highest rating in the European Green City Index, has had a one-minute idling bylaw since 1989. A summary of idling regulations indicates that, depending on the jurisdiction, American bylaws limit idling to as little as 2 minutes (in Philadelphia), and up to 15 minutes (several jurisdictions).¹ Regulations around the world are shown in Table 1.

Table 1. Idling regulations

Place	Description
Canada	82 cities have idling regulations; 97 Community Outreach
Switzerland	Some Regulations - turn off engines while in traffic
USA	31 states with bylaws
England and Scotland	Fines
Italy, France, Copenhagen, Germany, Holland, Hong Kong, Japan and Singapore	Different idling time limits

¹ IdleBase: Engine Idling laws and ordinances for all classes of on-road vehicles, Clean Cities, U. S Department of Energy- https://cleancities.energy.gov/files/docs/idlebox_idlebase_database.xlsx

Vehicle idling regulations in B.C. cover 35% of the B.C. population. Vehicle idling regulations are in place in 30 municipalities within 15 regional districts. Idling regulations tend to be in place in urban areas and densely populated municipalities where vehicle idling can become a significant source of local air pollution². These are implemented as stand-alone regulations or as provisions in other bylaws (noise, nuisance, parking, etc.) with enforcement through fines or summons issued by respective agencies (bylaw enforcement, parking enforcement, police, and public health inspector).

Of the 30 local governments in B.C. with vehicle idling regulations, the majority state idling for more than a specified amount of time is prohibited. All anti-idling regulations and street, traffic, noise control, nuisance, good neighbour and smoking and idling control bylaws were included if they contained the following provisions for improving air quality: idling restrictions must apply to all vehicle types, idling rules do not allow a vehicle to idle longer than 3 minutes and the bylaw applies to all areas of the municipality (residential and commercial). The most common time limit prohibits idling for more than 3 minutes. Yet, recently updated regulations are moving towards a one-minute regulation to be aligned with Natural Resources Canada. (British Columbia Ministry of Environment, 2015)

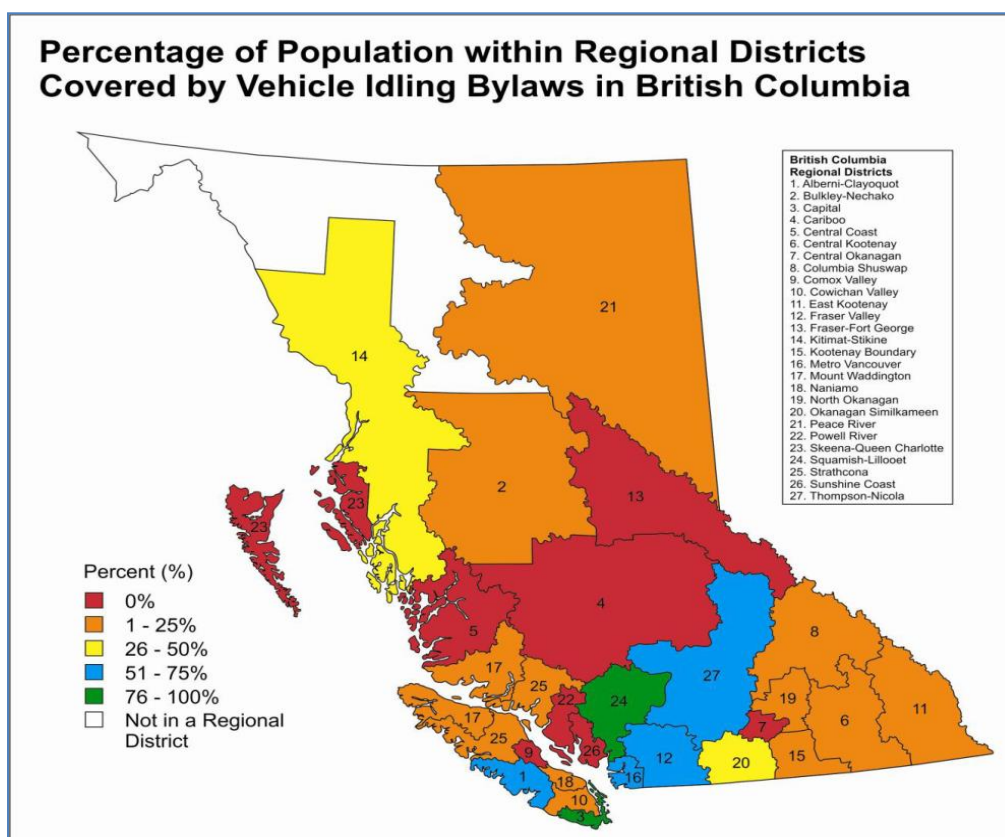


Figure 2. Percentage of population covered by vehicle idling bylaws in British Columbia

In addition to the 30 B.C. local governments with regulations, covering 35% of BC's population, another 30 local governments have adopted vehicle idling policies. While most of these pertain to municipal vehicle fleets only, some target all citizens. Furthermore, various local governments mention the use of signage in idling hot spots to create awareness.

² [Status of Air Quality Bylaws in B.C.](#)

REASONS FOR IDLING

Idling occurs in many places including but not limited to roadways, truck stops and rest areas, bus terminals, restaurant drive-throughs, tourist attractions, landfill and ferry lineups, car washes, company terminals or distribution centres, and school's zones. Warming up or cooling down a vehicle is the most common reason given for idling. Surveys show that Canadians also idle their vehicles for other reasons that include:

- waiting for passengers
- stopping at railway crossings
- waiting to park
- running quick errands
- waiting to refuel or to have their car washed
- stopping to talk to an acquaintance or friend
- preparing to leave the house
- sitting in drive-through lanes

Research shows some interesting trends. For example, the amount of idling a driver does tends to increase with the number of people in the household. A driver living with children is more likely to idle than one without children. As well, the frequency of idling appears to decrease as a person age – a retiree is the least likely to idle. A person living in a rural area is more likely to idle than a driver living in an urban centre. Regionally, a person in British Columbia is the least likely to idle a vehicle (Natural Resource Canada, 2017).

MISCONCEPTIONS ABOUT IDLING

ENGINE WEAR AND TEAR

Many people are concerned that frequent restarts could damage components of their car, such as the starter and the battery. For most light-duty vehicles, the **wear and tear cost** of frequently turning the vehicle off and back on is estimated at about **\$10 per year**. The cost is more than outweighed by the fuel savings gained by reducing idling. The United States Environmental Protection Agency and Natural Resources Canada indicate that for heavy-duty vehicles, unnecessary idling increases maintenance costs for vehicles and reduces the time period between engines rebuilds as well reduces the warranty period if warranty is based on engine hours. (Environmental Protection Agency, n.d.).

When a gasoline or diesel engine idles for prolonged periods, the engine oil becomes contaminated more quickly than when the vehicle is being driven. Prolonged idling typically reduces the operating life of engine oil by 75%, from 600 engine-hours to 150 engine-hours. Additionally, idling produces carbon deposits and unburned fuel residues that accumulates and can damage the engine at several vital points. Idling trucks excessively can result in more frequent servicing of spark plugs, fuel injectors, valve seats and piston crowns. (City of Toronto, 2009).

THE NEED TO WARM UP

Excessively long vehicle warm-ups cost money, waste fuel and generate unnecessary greenhouse gas emissions that contribute to air pollution and climate change. Excessive idling is not an effective way to warm up a vehicle, even in cold weather. **The best way to warm up a vehicle is to drive it.** In fact, with today's computer-controlled engines, even on cold winter days, the recommended idling times are minimum; **just 30 seconds** for light duty vehicles. For newer diesel engines can be up to three minutes (Indiana Department of Environmental Management, n.d.). For specific warm-up times it is recommended to follow the vehicle owner's manual. Test results showed that with a 5-minute warm-up total fuel consumption (and resulting CO₂ emissions) increased by 7% to 14% and with a 10-minute warm-up total fuel consumption increased by 12% to 19%.

FUEL USE

Natural Resources Canada suggests that idling for more than 10 seconds uses more fuel than shutting off the engine and restarting. Canadians own about 19 million light-duty vehicles including cars, vans and light-duty trucks, and typically drive more than 300 billion kilometers per year. With close to one vehicle for every two Canadians, we have one of the highest ratios of car ownership in the world.

Inefficient driving behaviors, such as unnecessarily idling and speeding, and failing to properly maintain our vehicles (for example, neglecting to properly inflate the tires) means that great amounts of fuel are wasted in Canada; each driver could save hundreds of dollars per year in fuel and maintenance costs by adopting fuel-efficient practices. Since the time spent idling determines fuel use, idling also contributes to fuel waste. Individual fuel use and possible fuel cost reductions are listed below:

Table 2. Individual fuel use estimations

If each driver³:	Idle Fuel use (litres/year) (3 L engine vehicle)	Idle fuel costs (\$/year) @ 1.42 \$/litre of fuel (average –Jan 2021- Dec 2021)
Idles for 1 min a day	11	\$16
Idles for 3 min a day	33	\$47
Idles for 6 min a day	66	\$93

Community fuel use and possible fuel cost savings:

Table 3. Community fuel use estimations

If all drivers in the Central Okanagan	Idle Fuel use (litres/year) (3 L engine vehicle)	Idle fuel costs (\$/year) @ 1.42 \$/litre of fuel (average –Jan 2021- Dec 2021)
Idle for 1 min a day	1,087,004	\$ 1,541,155
Idle for 3 min a day	3,261,013	\$ 4,623,465
Idle for 6 min a day	6,522,027	\$ 9,246,929

Considering the household survey data 2018, it is estimated that 99,270 vehicles are on the road in the region on a typical weekday (fueled only with gas and diesel). As a community we could avoid the use of millions of litres of fuel by turning off our vehicles.

AIR QUALITY AND HEALTH RISK

Air pollutants of greatest concern to human and environmental health in the Central Okanagan are particulate matter and ground level ozone. Recent emissions data shows that vehicle emissions are responsible for 32% of the sources of smog-forming pollution in the Central Okanagan and personal and commercial vehicles are responsible for 61% of total primary sources of greenhouse gas emissions from community activities in the region (Figure 3). In the Central Okanagan, the total greenhouse gasses emitted from community activities in 2010 were estimated to be 1.2 million tonnes. (Ministry of Environment and Climate Change, 2014).

³ [Natural Resources Canada](#)

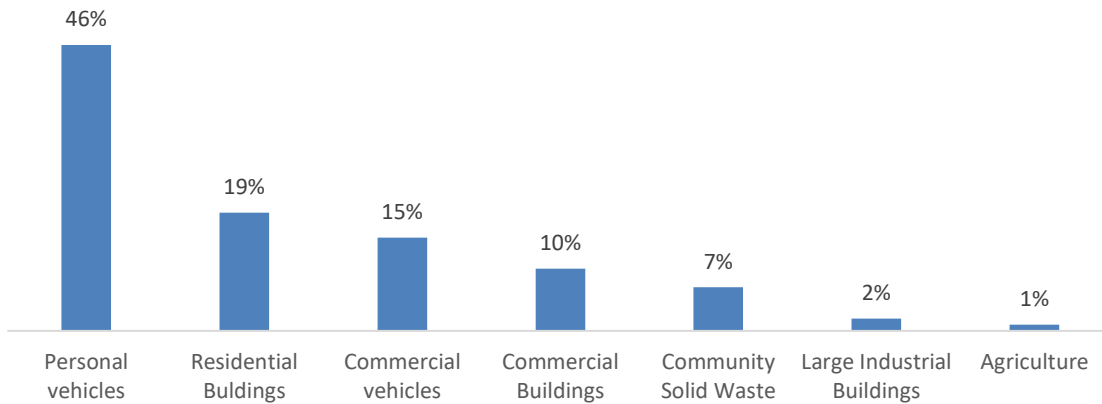


Figure 3. Sources of GHG emissions in the Central Okanagan, 2010

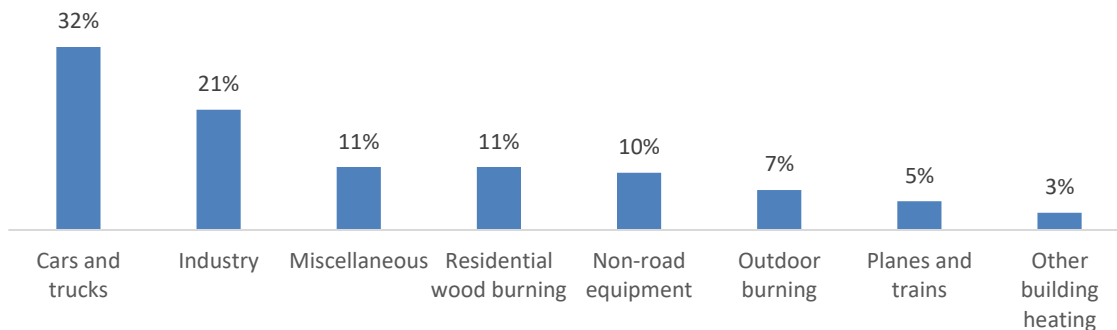


Figure 4. Sources of smog forming pollution

An operating vehicle emits a range of gases from its tailpipe into the atmosphere, one of which is carbon dioxide (CO₂), the principal greenhouse gas that contributes to climate change. **Each litre of gasoline** that is used **produces about 2.3 kg of CO₂** (Natural Resources Canada, 2017). Vehicles produce other emissions, such as volatile organic compounds (VOCs), carbon monoxide (CO) and oxides of nitrogen (NO_x). All these emissions are known to contribute toward air pollution and smog (a combination of fine particulate matter, nitrogen oxides, sulphur oxides, volatile organic compounds, and ammonia, which react in the presence of sunlight to form ozone, vapours and particles).

Smog forming pollutants seriously affect human health, causing cardiovascular disease, cardiovascular mortality, respiratory disease, and lung cancer, and have negative impacts on our local environment and the economy. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks and premature deaths among those suffering from respiratory problems. Since children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles (World Health Organization). Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children.

Health Canada, in collaboration with colleagues at Environment and Climate Change Canada, updated estimates of health impacts of air pollution. Using the Air Quality Benefits Assessment Tool, they estimate that 1,600 premature deaths in B.C. in 2015 can be linked to above-background air pollution (fine particulate matter, nitrogen dioxide and ozone) from all sources, with an economic valuation of \$11.5B per year.

Nationally, the health burden of air pollution was estimated at 14,600 premature deaths, 2.7 million asthma symptom days, and 35 million acute respiratory symptom days, with a total economic valuation equal to \$114B per year⁴. Previous research states sustained air quality improvements yield substantial cumulative benefits associated with the annual avoided health costs and other impacts.

For example, the assessed quantifiable annual benefits associate with a **10% improvement** in PM_{2.5} and Ozone (O₃) in the Central Okanagan are **\$16,646,630 and 1,833,540, respectively** (Parker, 2006). Recent estimations state Air Quality regulations **cost benefit ratio is 4:1 to 30:1** (Office of Management and Budget, USA, 2015). This means per each dollar spent on programs or air quality regulations, between \$4 to \$30 will be returned in health care associated costs and undervalued impacts like tourism industry (recreation), visibility improvements and other effects difficult to quantify (i.e., long-term cancer risk associated with toxic pollutants). Such estimates highlight the value of not only reducing the extreme air quality events, but also focusing on ensuring air quality always remains at the highest possible level (Hasselback & Taylor, 2010). The specific health effects of nitrogen dioxides, volatile organic compounds and diesel can be found in Appendix 1.

AIR QUALITY HEALTH INDEX

The Air Quality Health Index is a scale designed to help the public understand what the air quality around them means to their health. The scale ranges from 1 to 10.

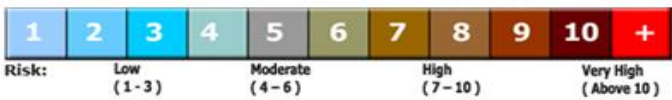


Figure 5. Air Quality Health Index Scale

According to the 2010 report, Air Quality Health Index Variation across British Columbia⁵, all communities monitored from 2000-2006, including Kelowna, are in the Low Health Risk category most of the time. However, **over 95% of negative health outcomes** attributable to poor air quality **occur on days** that would be **considered Low or Moderate** Health Risk.

This supports the premise that air pollutants at even relatively low concentrations can still trigger health problems. For this reason, irrespective of the air quality in a community, continuous efforts should be made to improve the air quality in our communities to reduce the negative health outcomes in both the short-term and over longer time periods. Short-term health risks of concern are predominantly the exacerbation of pulmonary disorders and the impacts on cardiac function. A report prepared by the Interior Health’s Medical Health Officer office (April 9, 2015) states; “A general increasing trend of Chronic Obstructive Pulmonary Disease (COPD) can be observed across the Interior Health region, as shown in Figure 6. Rates of COPD appear to be slightly higher in the Interior Health catchment area compared to B.C.

⁴ [B.C. State of the Air Report-2020](#)
⁵ [Air Quality Health Index Variation across British Columbia \(gov.bc.ca\)](#)

Asthma and COPD rates are highly influenced by smoking behaviors and/or exposure to second-hand smoke. The data shown in Figure 6 is not controlled for exposure to tobacco smoke or other environmental contaminants that may impact incidence of respiratory illnesses. It is very difficult to separate the impact of different exposures without conducting a research study that allows for control of these factors”.

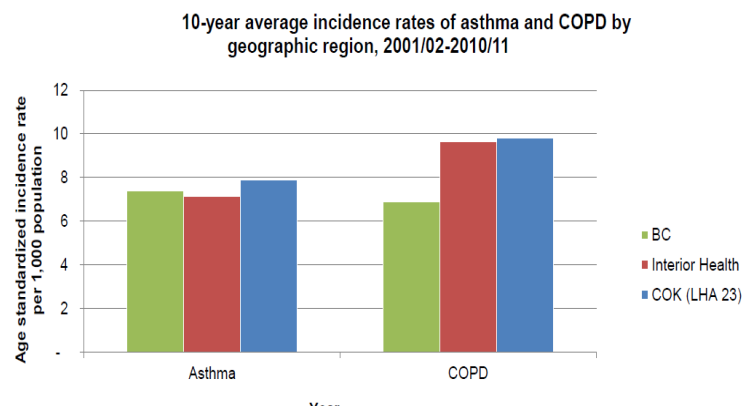


Figure 6. 10- year average incidence rates of Asthma and COPD

Children, the elderly, and population who have asthma, lung and heart conditions are more sensitive to air pollution (i.e., idling cars, etc.), therefore, any efforts to improve the air quality in the region will increase their well-being. According to the provincial Chronic Disease Registry, approximately 12% of persons aged 5-54 years in the Central Okanagan have asthma and approximately 9% of persons aged 45 years and older have Chronic Obstructive Pulmonary Disease (COPD) (Interior Health, 2017).

IDLING CONTRIBUTION TO GREENHOUSE GAS EMISSIONS

Calculations drawn from a Canadian survey of driving habits and behavior suggest that in the peak of winter, many Canadian motorists idle their vehicles for about eight minutes a day, resulting in a combined total of more than 75 million minutes of idling a day. This alone uses over 2.2 million litres of fuel and produces over five million kilograms of greenhouse gases (GHGs) per day and is equal to the amount of fuel required to drive over 1,100 vehicles for a year. One easy way to cut fuel consumption, save money and reduce GHGs is to avoid unnecessary idling. If all drivers avoided unnecessary idling for three minutes a day, we would save over \$630 million per year (assuming a fuel cost of \$1/litre). Moreover, collectively, we would prevent 1.4 million tonnes of carbon dioxide (CO₂) from entering the atmosphere daily (Natural Resource Canada, 2017).

According to the latest Sixth Assessment Report (AR6) by the Intergovernmental Panel on Climate Change (ICPP); “Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and their attribution to human influence, has strengthened since AR5. From a physical science perspective, limiting human-induced global warming to a specific level requires limiting cumulative CO₂ emissions, reaching at least net zero CO₂ emissions, along with strong reductions in other greenhouse gas emissions. Strong, rapid and sustained reductions in CH₄ emissions would also limit the warming effect resulting from declining aerosol pollution and would improve air quality”.⁶

⁶ [Climate Change 2021. The Physical Science Basis- Summary for policymakers](#)

Each municipality in the Central Okanagan has set ambitious targets to reduce community greenhouse gas emissions by 33% from 2007 levels by 2020 (OCPs). And the Regional District has set targets to reduce emissions by 80% from 2007 levels by 2050 (RGS, 2014). Idling reduction can be one way to help reduce emissions as described in the 2018 Kelowna's Community Climate Action Plan. (City of Kelowna, 2018). According to the Greenhouse Gas Implications of Land-Use Scenarios for the Regional Growth Strategy, 2012, scenario 1 (Sustainability Solutions Group, 2012) it was estimated that to reach 33% GHG reduction by 2020, 796,835 Tonnes of CO_{2e} should be reduced through several actions. Idling control policies and regulations are a practical way to help reduce vehicle emissions, as they will help to: eliminate unnecessary idling and reduce the amount of fuel consumed by vehicles and reduce emissions of toxic air contaminants and greenhouse gases. Kelowna has the highest per capita vehicle ownership of 33 Canadian municipalities (Transportation Association of Canada, 2010). With information provided by the Insurance Corporation of British Columbia, it was estimated that the total number of registered vehicles (including passenger, commercial) in the Central Okanagan was 156,773 (ICBC 2019).

Every tonne of CO₂ adds to global warming and Central Okanagan residents could help reduce local emissions. In Kelowna, most recent ICBC data shows that 7% of registered vehicles are either electric or hybrid (2012-2020). Even now, industry estimates that only 42% of new vehicles (Model 2020) are equipped with start-stop technology, resulting in most of the registered vehicles not having this technology⁷. A downside, is that some vehicles have also the option to disengage or turn off the system. Therefore, about 93% of the vehicles in the region are still fueled with gasoline and diesel and the shift to zero or partial zero-emission vehicles will take several years. As stated by Natural Resources Canada, the average Canadian idles between 6 to 8 minutes a day. The Individual CO₂ possible reductions are:

Table 4. Individual CO₂ reduction estimations

If each driver ⁸ :	Idle CO ₂ emissions per vehicle (Kg/year)
Avoids Idling for 1 min a day	25
Avoids Idling for 3 min a day	76
Avoids Idling for 6 min a day	151

Table 5. Community CO₂ reduction estimations in Kelowna

If all drivers in Kelowna:	CO ₂ savings (Ton/year)	Number of vehicles off the road in Kelowna
Avoid Idling for 1 min a day	1,580	344
Avoid Idling for 3 min a day	4,741	1,031
Avoid Idling for 6 min a day	9,482	2,061

Considering the 2018 Okanagan Travel Survey it is estimated that:

- Approximately 112,000 drivers (gas, diesel, electric, hybrids, etc.,) are on the road in the Central Okanagan on a typical weekday:
 - 62,750 vehicles (gas and diesel) are on the road in Kelowna
 - 36,520 vehicles (gas and diesel) are on the road in Lake Country, West Kelowna, and Peachland.

⁷ US Environmental Protection Agency, ES-5 [Highlights of Automotive Trends Report](#) consulted July 7, 2021.

⁸ [Natural Resources Canada](#)

The City of Kelowna could reduce between 1,580 to 9,482 tonnes CO₂/year. District of Lake Country, City of West Kelowna and District of Peachland CO₂ savings could be between 920 to 5,519 tonnes/year. Estimations of CO₂ idling reductions for the entire region are:

Table 6. Community CO₂ reduction estimations in Central Okanagan

If all drivers in Central Okanagan	CO₂ savings (Ton/year)	Number of vehicles off road in Central Okanagan
Avoid Idling for 1 min a day	2,500	544
Avoid Idling for 3 min a day	7,500	1,631
Avoid Idling for 6 min a day	15,001	3,261

GHG estimations are described in Appendix 4.

CENTRAL OKANAGAN IDLING POLICIES

The major benefit of the idling policies and regulations is the reduced amount of pollution being created. The long-term goal of anti-idling measures is to create societal change, where unnecessary idling is seen as an unacceptable behavior. Also, the implementation of regulations seems to be the most cost-efficient type of initiative because they introduce a more powerful motivation than simple educational programs alone.

Anti-idling strategies are usually implemented through employee protocols, educational programs and regulations. The Central Okanagan region has been taking the necessary actions through several steps before the proposed regulation. In January 11, 2010, Council discussed implementing an idling control regulation, but opted to refer to the Regional District of Central Okanagan for discussion by the Regional District's Okanagan Similkameen Airshed Coalition (OSAC), who could comment on idling control with respect to both corporate and community carbon and air quality issues. Following the Council resolution, the former Okanagan Similkameen Airshed Coalition (OSAC) made two motions at the Feb. 24, 2010, meeting: *1. Consider a social marketing program for anti-idling, and 2. Request regional and municipal governments forward any anti-idling policies to the Okanagan Similkameen Airshed Coalition for their review.*

Subsequent to these recommendations, anti-idling policies were compiled and shared with the regional partners. In 2011, there was an educational program in the Central Okanagan through public awareness campaigns, school-based initiatives, signage, city websites, media releases and social media. Two hundred anti-idling signs provided by the provincial government were installed through the region to support public awareness. In 2004, the RDCO, the District of Lake Country and City of Kelowna and in 2012 West Kelowna and District of Peachland, adopted municipal anti-idling policies as a practical way to help reduce vehicle emissions from municipal vehicle fleets (Table 7). Westbank First Nation currently does not have an anti-idling policy.

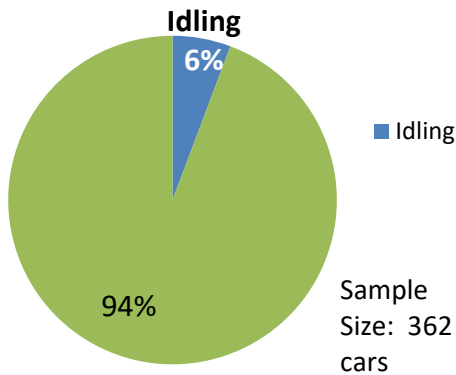
Table 7. Summary of municipal anti-idling policies

Municipality	Policy	Effective
Kelowna	No operator of a City Vehicle shall permit the engine of that vehicle to idle for more than three (3) consecutive minutes except as provided in under the “Exemptions” listed below.	February 17, 2004
City of West Kelowna	All operators of District of West Kelowna vehicles shall ensure that vehicles are not idling for more than 5 minutes except in the following situations:	June 19, 2012
District of Peachland	No operator of a District of Peachland vehicle shall permit the engine of that vehicle to idle for more than one minute , except as provided in “Exemptions” of this Policy.	August 28, 2012
District of Lake Country	No operator of a District of Lake Country vehicle shall permit the engine of that vehicle to idle for more than three (3) consecutive minutes except as provided in Section 3 (Exemptions) of this ordinance.	February 24, 2004
RDCO	No operator of an RDCO vehicle shall permit the engine of that vehicle to idle for more than three (3) consecutive minutes except as provided in Section 3 (Exemptions) of this ordinance.	February 9, 2004

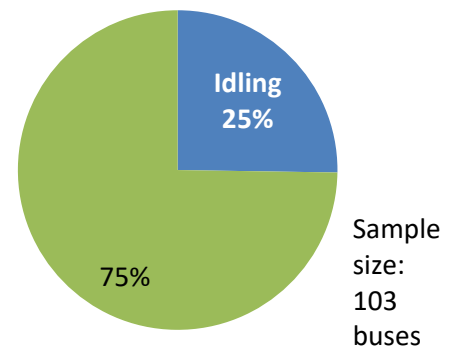
When implementing an idling control regulation or policy a **regional approach is recommended** to avoid inconsistent provisions in neighbouring municipalities (Clean Air Partnership, 2006). Experience from other municipalities across Canada indicates that an idling control regulation that supports a comprehensive public awareness campaign is the most effective way to reduce unnecessary vehicle idling. The duplication of various municipalities discussing and researching the issue of idling control initiatives can be avoided, reducing costs, and sending a unified message to Central Okanagan residents: “Turn your engine off”.

It's safe to say that most Canadian motorists do some idling. However, to collect baseline data, staff performed idling observations at four locations where idling behavior was expected: an elementary school, the airport, a drive-through and the Queensway Transit Exchange. The observations were made for half an hour each morning and afternoon for three days at each location during May and June 2015. The percentages of drivers who idle for more than one minute at those locations are shown below:

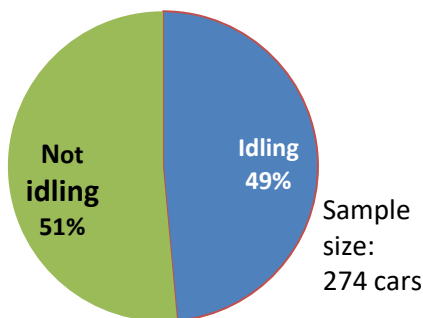
Raymer Elementary



Queensway-Bus



Airport



Drive-through- Gordon & Hwy 97

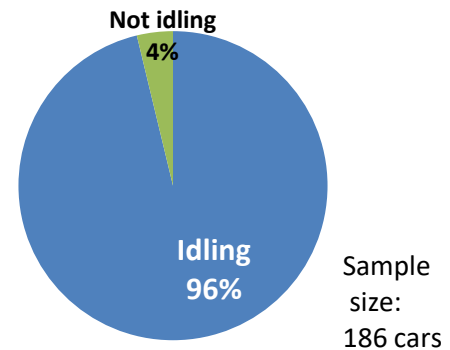


Figure 7. Idling observations in Central Okanagan -May-June 2015.

The average idling time at the drive-through was 4 minutes 12 seconds. The average idling time at the airport was 3 minutes 46 seconds and the average idling time at Queensway station for buses was 5 minutes, and 3 minutes for cars at the same station. The average morning temperature was 19°C and the afternoon temperature was 29°C. Although this is not a statistically valid survey of idling behaviour in the region, it provides baseline data to measure the impact of any educational programs/campaigns implemented in conjunction with a possible idling regulation.

The District of Peachland and City of Kelowna have incorporated many green principles into managing their operations. With a Geotab fleet manager system in place they can track idling of their respective fleets.

City of Kelowna has a three-minute idling policy, and the average idling time is 6 minutes/day/vehicle. District of Peachland has a one-minute idling policy and recently implemented its fleet management system; the average idling time is 8 minutes per day/vehicle. This baseline data could be also used for comparison after any educational programs/campaigns are implemented. The potential impact a workplace idling initiative would have if employees were committed to reducing idling of their vehicles is shown in the table below:

Table 8. Potential impact for City fleet idling policy

Potential Impact for fleet Idling Policy							
	# Min idling	# Drivers	Litres of fuel reduced /year	Money saved/ year (\$1.42/litre-2021 average)	Reduce GHG (kg)/ year	Equal to taking X vehicles off the road	Total each driver would save annually
Kelowna	6	177	11,629	\$16,280	26746	8	66 litres fuel \$92 in fuel cost 151 kg of GHG
District of Peachland	8	24	2,102	\$2,943	4,836	2	88 litres of fuel \$123 in fuel costs 201 kilograms of GHG
Westbank First Nation	8	32	2,803	\$3,924	6,447	2	As above
City of West Kelowna	8	51	4,468	\$6,254	10,275	3	As above
District of Lake Country	8	56	4,906	\$6,867	11,283	4	As above
RDCO	8	44	3,854	\$5,396	8,865	3	As above
Total Region			21,762	\$41,667	68,425	21	

In the provisions of existing regulations several weaknesses make enforcement difficult, time-consuming, or costly. These include:

- Large number of exemptions;
- Lengthy allowable idling period;
- Temperature exemptions;
- Allowed idling times for transit vehicles on layover or stopover;
- Absence of a set fine;
- Drive-Through Lanes
- Warm-up time and pets

LARGE NUMBER OF EXEMPTIONS

Most of the existing by-laws have between 10 and 12 exemptions that allow vehicles to idle beyond the prescribed 1, 3 or 5-minute limits. While most of the exemptions are reasonable when examined individually, the effect of having many exemptions is to create a patchwork law that is unevenly applied to some vehicles in some circumstances. Some enforcement officers report that this frustrates citizens who call to lay a complaint about idling vehicles in their communities, only to discover that the vehicles are exempted from the provisions of the regulation for one reason or another. Municipalities that wish to make their bylaws more credible and enforceable should consider reducing the number of exemptions.

Several Canadian jurisdictions have included fewer exemptions in their bylaws. For example, Victoria's includes 8, and Duncan's bylaw includes 9. Most jurisdictions have incorporated exemptions addressing idling by vehicles in traffic, emergency vehicles, armoured vehicles, mobile workshops, transit vehicles while passengers get on and off, and during repairs.

LENGTHY ALLOWABLE IDLING PERIOD

One-minute was the recommended timeline for the "model idling bylaw" (The Clean Air Partnership, 2005) identified in a report commissioned by Natural Resources Canada in 2005, to balance emissions, fuel use and potential extra wear and tear for the car components. Any reduction in permitted idling time will increase ease and efficacy of enforcement officers, so that they do not need to wait for three or more minutes prior to writing a ticket. Natural Resources Canada message is: **If you're going to be stopped for more than 60 seconds – except in traffic – turn the engine off.**

TEMPERATURE EXEMPTIONS

Most of the existing anti-idling bylaws exempt vehicles from idling prohibitions when temperatures are higher than 27°C or lower than 5°C, so that drivers can operate air conditioners or heaters to maintain passenger comfort in the vehicle. Three municipalities in Canada exempt vehicles whose interior temperature is greater than 27°C or less than 5°C. The justification for this is that a vehicle standing in a sunny location might get quite hot inside even though the outside temperature is cooler. However, most municipalities that have adopted this exemption have applied it to the outside temperature rather than the temperature on the interior of the vehicle. That is because bylaw enforcement officers do not have the right to enter a vehicle to check the temperature, which makes the provision difficult to enforce.

Both the inside and outside temperature exemptions allow for unlimited idling for a large part of the year in much of Canada. Even more problematic, allowing vehicles to idle when the temperature is above 27°C means that unlimited idling is permitted on most smog days. Recognizing these enforcement problems, the Greater Vancouver Regional District did not include a temperature exemption in its model bylaw, neither did Whistler, Victoria, and Gibson in their respective idling bylaws. In Ontario, several municipalities have excluded temperature exemptions in their original idling bylaw, including Bracebridge, Guelph, Markham, Orillia, Peterborough, Pickering, and Whitchurch-Stouffville. Toronto removed the temperature exemption from its idling bylaw in 2010. Other municipalities including Huntsville and London indicated that they might also consider changes to the temperature exemption in their idling bylaws.⁹ The Air Quality Technical Committee, recommended the Central Okanagan Idling Control Regulation should not include any temperature exemptions.

ALLOWED IDLING TIMES FOR TRANSIT VEHICLES ON LAYOVER OR STOPOVER

Most existing anti-idling bylaws allow transit vehicles to idle for 10 or even 15 minutes on layover or stopover, except where idling is substantially for the convenience of the operator. This is usually justified on the grounds of providing a comfortable environment for passengers. However, a 10 or 15-minute allowable idling period makes enforcement problematic as Toronto learned from experience. They updated their anti-idling bylaw in 2010 from three to a one-minute maximum idling time, removed the layover and stopover past provisions and now exempt transit vehicles only while passengers are embarking or disembarking, allowing for efficient enforcement. Transit vehicles are of particular concern because diesel vehicles – especially those with older or poorly maintained engines – are particularly dirty when idling, emitting particulates as well as greenhouse gases and other pollutants. Emissions from idling buses can become problematic in bus terminals or other partially enclosed areas. BC Transit has an anti-idling policy (BC Transit, 2018):

" This procedure is not intended to conflict with local by-laws. Where no by-law currently exists, or one exists that is less stringent, follow the BC Transit Idling Policy. When operating a bus in the outdoor temperature range of zero degrees Celsius (0 C°) and thirty degrees Celsius (30 C°) and upon arriving at a terminus, timing point or layover, and it is anticipated that the bus will be parked for a period beyond one (1) minute, you are required to shut off the engine unless loading or unloading passengers. On some buses, shutting off the power will cause the door(s) to close automatically, potentially endangering customers boarding or departing the bus. Outside these specified temperature ranges the requirements of the local by-laws apply."

Since a policy is already in place, a smooth transition is expected from their internal policy to a Local/Regional Regulation. According to the BC Transit 2014 Carbon Neutral Action Report, (BC Transit, 2016) BC Transit will work with local governments to reduce harmful greenhouse gas emissions by limiting idling; therefore, this possible Idling control regulation is a great opportunity to achieve our common goals.

The approach for tour buses is usually the same as with any motor vehicle: no specific exemptions for those vehicles are included in most bylaws. According to tour bus manufacturers, businesses and automobile clubs, there is no technical or economical reason to leave a well-maintained engine idling over a longer period. If the bus is left to idle for a longer period it is usually due to convenience and comfort, for example to maintain the temperature of the bus's interior. In a standby mode a bus consumes an average 3-4 litres of fuel per hour. If the air conditioning system is additionally operated, it uses 8-10 litres, when connecting a heater, it uses even more, about 12 litres of fuel per hour (The Official Website of Berlin, 2018). Efforts should be made to avoid the use of tour vehicles as mobile hotel rooms and prevent unnecessary fuel waste and exhaust emissions into our local airshed.

⁹[Cracking Down on Idling.](#)

LACK OF A SET FINE

Bylaws with set fines are easier to enforce. An enforcement officer can write a ticket for an idling infraction, and the offending driver in most cases simply pays the fine in the same way they would pay a parking ticket, with the option to go to court if they wish to contest the charge. In establishing a set fine, municipalities must also consider a penalty that is perceived as "fair" in relation to the damage inflicted on the environment and public health. Currently, most set fines for idling range between \$100 and \$155. These are considered significant penalties and strong deterrents. The recommended fine for the Central Okanagan Idling Control Regulation is \$150.

DRIVE-THROUGH LANES

The purpose of a drive-through lane is to use one's vehicle to obtain a service, the consequences are the pollution caused by idling and traffic problems, particularly during rush hour when lineups spill into turning lanes. The intention of the Idling Control Regulation has always been to address *unnecessary* idling. The term "*unnecessary*" refers to when the device is not put into operation immediately after turning on the motor. For some municipalities, vehicles in drive-through lanes are similar to vehicles in traffic congestion and are exempted. However, traffic congestion, emergency and mechanical difficulties are exemptions set mainly because the driver has no control over those situations; **idling by choice** on a drive-through lane is for the convenience of the driver and **can be avoided** if they park and go into the building. While it is true that drive-through lanes provide an important service for the disabled, elderly or parents with children in car seats, they all can avoid unnecessary idling **by turning off the engine while waiting**, avoiding unnecessary pollution and fuel waste. Municipalities in the region are trying to support urban and rural land uses that provide affordable, effective, and efficient services and infrastructure that conserve land, water and energy resources, increased density of settlement areas, building form and urban design¹⁰. By their very nature drive-throughs do not lend themselves to this type of intensity and building form. Municipalities in Ontario, British Columbia and Nova Scotia have considered banning new drive-throughs to deal with idling. As part of the Clean Air Strategies, the Central Okanagan Air Quality Committee will later discuss a possible ban on the future construction of drive-throughs in the region. In the meantime, it is recommended the Central Okanagan Idling Control regulation should also apply to drive-throughs.

WARM-UP TIME AND PETS

It should be emphasized that the proposed regulation addresses *unnecessary* idling. One should only need to idle a vehicle during the **warm-up time recommended by engine manufacturers**. However, the overall stationary warm-up period for light duty vehicles is **just 30 seconds**, even in winter and for some heavy-duty diesel vehicles could be up to 3-5 minutes. To help speed up the warming up process, drivers can use a block heater (used for up to 2 hours, not all night) and should consider installing a winter front cover on the car to reduce the amount of cold air reaching the radiator. During winter, drivers are also expected to scrape their windows and not rely solely on the defrost/defog function in vehicles. One of the most common concerns about driving a car before it warms up is the potential for the windows to fog up and make it difficult to see. There are several things that drivers can do to avoid this problem:

- When park a vehicle, leave a window open just a few millimeters. This allows hot air and moisture inside the car to escape before it forms frost on the window.
- Clear away the snow from the air intake (in front of the windshield area).

¹⁰ [Regional District of Central Okanagan Regional Growth Strategy](#)

- Once inside the vehicle open the windows a little bit. It may seem counter intuitive, but opening the window allows some of the moisture from the drivers' breath to escape and not condense on the windows.

It is also expected vehicle owners do not leave children or any pets inside of an unattended idling car at any time, due to the risk of carbon monoxide poisoning and high pollution levels of toxic substances (measured to be 10x higher than outside). A published review of death certificates indicates that auto exhaust caused 6,600 unintentional CO poisoning deaths in the United States during 1979–1988 (Marr, Morrison, Nazaroff, & Harley, 2011).

Furthermore, RDCO Bylaw 1343 in section 33 states: "No Owner shall cause or permit his or her dog to be confined to an enclosure or vehicle without adequate ventilation...."; while some pet owners could dispute that they leave the car idling to provide adequate ventilation, an unattended and idling car represents a safety issue and must not be permitted; pets will be safe and more comfortable if left at home.

EFFECTIVE ENFORCEMENT

An effective enforcement program should have a clear and enforceable law, resources to administer and implement the law, appropriate penalties, and an enforcement plan. Municipalities with a separate parking enforcement office or agency should seriously consider assigning responsibility for idling control bylaw enforcement to this department. Parking enforcement officers are an appropriate group to enforce idling control bylaws because:

- There are comparatively large numbers of parking enforcement officers, and they have fewer competing responsibilities than general by-law enforcement staff.
- Parking enforcement departments often have a more pro-active enforcement mandate than general by-law enforcement personnel.
- Parking enforcement officers are usually on the streets looking for infractions (whereas other bylaw enforcement typically depends on complaints or permitting systems to alert them to a potential concern or violation); and
- Many idling infractions occur in areas where parking officers regularly patrol, and they are more likely to spot and be able to respond to these misdemeanors.

A thoughtful enforcement planning can ensure that enforcement resources are used to the best effect; areas where idling compliance may be a problem, should be identified so that education and enforcement efforts are appropriately targeted. The enforcement or legal action to compel compliance and impose penalties for violating the law may include:

- Complaints-based enforcement.
- Pro-active blitzes of hotspots (usually connected to idling control campaigns).
- On-going proactive enforcement.
- Some combination of the above.

Most municipalities recognize that there is an enforcement challenge when it comes to idling bylaws. However, a combination of regulations and public education campaigns has often been adopted for effective idling behaviour change. Details about idling campaigns can be found in the Natural Resources Canada website.

Natural Resources Canada's recommends shorter allowable idling times. Toronto and Burlington have had bylaws in effect for some time and recently reduced their bylaw to a one-minute restriction. The City of Burlington (population 205,000+), updated their bylaw in 2009 from three-minutes to one-minute and stated that it has brought positive changes:

- *"It is much easier for parking enforcement officers to enforce the bylaw, instead of standing around for 3 minutes watching a parked car idle.*
- *They can issue the ticket against the vehicle license and not the driver; this eases the ability of the officer to issue the ticket (doesn't have to ask the driver for personal information).*
- *Increased the number of tickets issued. Under the old bylaw, one or two tickets might have been issued. The warnings are in the form of a bookmark that the officers can hand out.*
- *The fine was lowered from \$150 to \$120".*

Table 9. Idling tickets & warnings issued in Burlington

Environment staff from Burlington registered approximately 57 tickets for unnecessary idling from 2015 to 2020. Complaints resulted in mailing 30 letters to residents or businesses and seven patrols by Parking Bylaw Officers. To keep the costs of enforcement to a minimum, officers now enforce the bylaw on a complaints basis and as they come across idling vehicles while conducting their normal work duties of issuing parking tickets. As part of their normal enforcement routine, officers also visit locations where complaints were previously reported on a quarterly basis to ensure compliance with the Idling Control Bylaw. There are currently only two Parking Bylaw Officers, the warnings are in the form of a bookmark that the officers can hand out. As of Apr. 1, 2017, tickets for unnecessary idling are \$120.

Year	# Tickets	#Warnings
2015	9	3
2016	21	0
2017	8	0
2018	9	0
2019	9	0
2020 (Oct 31)	1	0

Table 10. Idling tickets & warnings issued in Toronto

In 2010, Toronto (population 2.93 million), changed the idling bylaw from a three-minute restriction to a one-minute and removed the temperature exceptions to be consistent with neighboring municipalities and for easier enforcement. They follow a complaints-based system. Enforcement is done by 40 municipal bylaw officers (who have many other responsibilities) and the Toronto Police. They receive a complaint through the 311 system (the witness provides a picture of the car or license plate), bylaw officers trace the license plate and send a warning to the vehicle's owner stating that if a second complaint is received a fine will be issued.

Year	# Tickets	# Warnings
2015	1	995
2016	0	1148
2017	0	2041
2018	2	1800
2019	29	1555
2020	5	337

The bylaw provides for fines from \$105 (plus \$25 provincial surcharge and a \$5 court fee) up to a maximum of \$5000 for infractions of the bylaw¹¹. If drivers are caught in the act the officer's approach them, provide a brochure, explain the bylaw and give them a warning. So far, the complaints-based system satisfies the public. The tickets and warnings issued in Toronto are shown in Table 10.

¹¹ [City of Toronto- Idling Website](#)

B.C. Municipalities that have adopted idling control regulations in the past five years, such as Duncan, Lions Bay and Whistler, also have a one-minute restriction. Duncan has issued less than 10 warnings and two tickets in the last 5 years (2015-2020). The two tickets were disputed. One lady left the vehicle idling for 20 minutes while banking with a dog inside the vehicle and the other was during wintertime; a car was left 25 minutes idling because the owner didn't want to get in a cold car. A temperature provision will be revised by Duncan's staff in the future to address these issues. Some experiences of other B.C. communities with an idling regulation in place are outlined in Table 11:

Table 11. Idling experience in other B.C. communities

Community	Population	Idle Time	Tickets	Warning	Experience
Kamloops	90,000+	3-min	2018-1 2019-0 2020-0	2018-6 2019-9 2020-12	Enforced by Bylaw officers"-Council voted on June 26, 2018, to adopt the amended Good Neighbour Bylaw. The bylaw prohibits all motor vehicles within city boundaries from idling for more than three consecutive minutes and includes exceptions for necessary idling. Enforcement occurs through education first around expectations. Proactive or reactive enforcement may also occur. Enforcement of the prior Anti-idling Noise Control Bylaw was based on complaints. In 2016-2017, an idling reduction campaign was implemented with City staff, using community-based social marketing techniques, including information and awareness and securing pledges from drivers". In 2018, a wider community idling reduction campaign was launched, with widespread educational messaging on social media, on billboards, and on the back of buses. We created resources to assist Bylaws staff in engaging with residents about idling. These resources were placed in all Bylaws vehicles. The anti-idling bylaw is mostly educational to us and to date we only issued one ticket in 2018."
Vancouver FOI	675,000+	3-min	(2014- 2017) -323	2014-68 2015-89 2016- 77 2017- 89	Enforced by Vancouver police Department" Parking Enforcement Officers are deployed in vehicles, on bikes, and on foot. While Officers will enforce this bylaw on their own or routine patrol, in most cases, they respond to complaints/ requests from the public. All Officers are responsible for enforcing this by-law; however, as they are more mobile, vehicles are utilized to respond to complaints. The City received 76 requests for the enforcement of the Anti-Idling By-law in 2016 and 119 in 2017." ¹²
Victoria	92,000+	3-min			The City invested in a substantial public education and awareness campaign leading up to the adoption of and implementation of this bylaw. During this grace period, warnings were issued and information provided. Fines were imposed after Feb 1 2009. ¹³ February 1, 2008 – July 31, 2008 – Public Education August 1, 2008 – January 31, 2009 – Warnings February 1, 2009 - Effective Date of Bylaw Enforcement
Other municipality	11,000+	1-min	2018-6 2019-6 2020-1	2018-5 2019-0 2020-1	Enforced by Bylaw officers- "Beyond ticketing, the existence of the idling ticket allows Bylaw Officers the ability to verbally educate drivers who they observe idling their vehicles, even if they have not observed them idling longer than the prescribed idling time limit. This not only reduces the number of idling vehicles but also educates drivers. The idling regulation also empowers the public to educate drivers who they observe idling. Together everything helps work towards making shutting of your engine the social norm, which is usually the most successful route to compliance."
Grand Forks	4000+	3-min	(2017- 2020) -0	2017- 2020) -3	Enforced by bylaw-"The idling bylaw has not proven to be an onerous enforcement concern. We proactively install signs at all the local hot spots, usually requested by business owners, and people tend to pay attention. Given that our bylaw is not applicable when temperatures are below freezing, it is rare that offences occur. Grand Forks residents by and large are aware of the bylaw, and agree with it. Awareness is everything!"

¹² [FOI records-City of Vancouver](#)

¹³ [Idling Control Bylaw across Canada](#)

In Kelowna, other complaint-based bylaws receive a considerable number of complaints per year, but only a few are directed to a bylaw officer for investigation and possible enforcement. For example, the Regional Bylaw 773, which handles smoke complaints regarding indoor wood burning appliances, receives around 30 complaints annually (2018-2020); however, only 2 complaints per year were sent to a bylaw officer during the same period.

The City of Kelowna Pesticide Bylaw receives 3 to 5 complaints per year. Most complaints are unfounded as the issue is exempt in the bylaw and bylaw officers have attended a valid bylaw situation 4 times over 5 years (2015-2020) where only warnings were issued. No one has ever been ticketed.

Most people living in Canada are law abiding citizens and, with education, want to do the right thing. To effectively reduce idling, we need a two-pronged approach which includes regulations and education. Education alone won't make a significant change. Adding regulation and enforcement will help change people's behaviours over time.

CENTRAL OKANAGAN AIR QUALITY TECHNICAL COMMITTEE CONSULTATION

The Central Okanagan Air Quality Technical Committee and guests met on June 30, 2015, and June 10, 2016, to discuss the idling bylaw among other clean air strategies. After a thorough review of the most recent anti-idling bylaws in Canada and internationally, a proposed regulation and an updated policy were drafted by the Air Quality Coordinator and presented to the Central Okanagan Air Quality Technical Committee for their input. The committee members and general input to this proposed regulation are listed in Appendix 2. The proposed idling control model regulation and policy will be presented to each City Council for their consideration.

PROPOSED REGULATION CONTENT

The Central Okanagan Air Quality Technical Committee is recommending the Regional District of Central Okanagan and all partners to adopt a **one-minute (60 seconds) idling maximum bylaw**. It is recommended a Regional Idling Control Regulation to avoid inconsistent provisions in neighboring municipalities (Clean Air Partnership, 2006). The main content of the proposed regulation is outlined in Table 12. It is important to note that this regulation would not apply to vehicles zero or partial emissions neither to vehicles when they are in traffic. This regulation would apply to all drivers of motor vehicles on highway, municipal, private, and commercial property. It is recommended the proposed one-minute Idling Control Regulation to be adopted within the jurisdictions to which the Regional District of the Central Okanagan provides an air quality program service; the City of Kelowna, the District of Lake Country, the District of Peachland, the Regional District of Central Okanagan, the City of West Kelowna, Central Okanagan West Electoral Area and Central Okanagan East Electoral Area and Westbank First Nation.

Air Quality Public Inquiries (2018-2020)

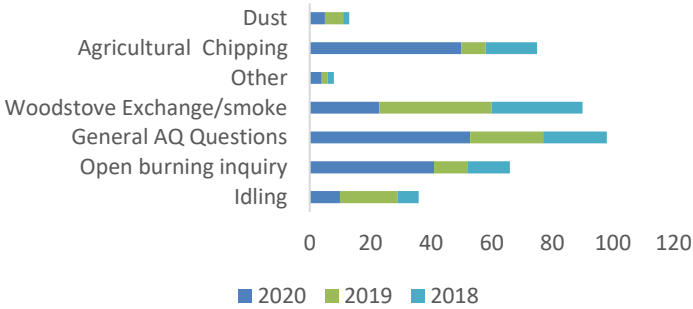


Figure 8. Air Quality inquiries/complaints (2018-2020)

Table 12. Proposed general idling bylaw provisions

Section	Contents
Part 4. General regulation	6. A person must not cause or permit a motor vehicle to idle for more than one-minute (60 seconds) .
Part 5. Exemptions	<p>7. The one-minute (60 seconds) limit does not apply to the following situations, except where idling is substantially for the convenience of the operator or passengers of the motor vehicle:</p> <ul style="list-style-type: none"> a) police, fire, ambulance, while engaged in operational activities, including training activities. b) armoured motor vehicle, used to transport money or valuables, in which a person remains to guard the contents, in the course of the loading or unloading of such money or valuables. c) motor vehicles with power take-off while they are in the course of being used for their basic function. d) Motor vehicle while engaged in a mechanical test or maintenance procedure. e) Motor vehicle in the course of a race or parade the City Council or authorized person has approved; f) Motor vehicle forced to remain motionless because of highway traffic, an emergency, or mechanical difficulties over which the driver has no control. g) Motor vehicles that must remain idling so as to power a heating or refrigeration system or any ancillary equipment for the preservation of perishable cargo, but not when idling disturb the quiet, peace, rest, enjoyment or convenience of a neighborhood or of persons in the vicinity. h) Transit vehicles while its passengers are in the course of embarking or disembarking.
Part 6. Use of Alternatives Technologies	8. As an alternative to idling the primary engine, motor vehicles may, as an option, be equipped with Idle Reduction Technologies.

While the use of heating and refrigeration systems for the preservation of perishable cargo are excluded in most Canadian idling bylaws and fleet operations, the compulsory use of alternatives to idling should be encouraged and proposed by the federal government to avoid province to province differences (Reaj , 2010). In the meantime, bylaw officers often receive idling complaints regarding commercial vehicles with sleeper's cabs and can only respond according to noise bylaws. As suggested by bylaw officers in the region, with the addition of g), drivers can no longer allow a vehicle to idle if they are disturbing the peace and quiet of a neighborhood or persons in the vicinity. Officers could then request to move the vehicle further away and this could give them an opportunity to educate fleet operators and trucking companies to install alternative forms of heating/cooling. If not for the benefits of reducing unnecessary emissions, then for their own comfort, convenience and to reduce operation costs.

Also, to help bylaw officers deal with both noise and idling concerns, educational materials would be available about the use of **Idling Reduction Technologies**, which are **not compulsory at this time**, but it could be encouraged as a step forward to minimize vehicle emissions. The installation of alternative technologies can be anywhere from \$9,000 to \$12,000 US and the payback periods could be from 18-37 months¹⁴. The SmartWay Verified List of Idling Reduction Technologies¹⁵ (IRTs) for Trucks and School Buses can be found in the EPA website (Environmental Protection Agency, n.d.).

¹⁴ Idle Free Systems - Costs provided by email to Air Quality on June 1st 2016.

¹⁵ [SmartWay Verified List of Idling Reduction Technologies-EPA](#)

FINANCIAL/BUDGETARY CONSIDERATIONS

Commonly, the main concern is the staff time required for enforcement and its financial impact. However, with the use of the City of Kelowna's Service Request System the time and resources required from bylaw officers could be significantly reduced. The City of Kelowna's System Request (SR) software has the capability to set-up an "vehicle idling" request with detailed questions and mapping for internal use.

As any other request from the public, when an idling complaint is made through the system, it would be directed first to Air Quality staff, who could support bylaw officers by providing the first point of contact via educational materials with a warning. When a second complaint is received for the same license plate or address, the complaint could be redirected to the appropriate bylaw officer for enforcement. Residents could keep and later present video as evidence, if requested, to accelerate the enforcement process. Allowing the air quality coordinator being the first point of contact and later assign the request to other departments – are all capable functions from the existing SR System.

An idling map for internal use could be a convenient tool to track idling hotspots and redirect resources to specific areas. It is recommended that the regulation be enforced by bylaw officers, and if possible, with the support of other staff (parking enforcement), through both a complaints-based enforcement process and/or publicized campaigns of proactive enforcement at areas of concern (schools, hospitals, etc.) or locations receiving complaints. Other potential costs include staff time for signage installation. The Regional Air Quality Program budget will account for educational campaigns, marketing material and advertising to make people aware of the possible new regulation. All material design and sign production costs will be accounted for by the Regional Air Quality Program budget. In Canadian communities with a population between 50,000-150,000 the average budget for an idling regulation/community outreach campaign is between \$8,000-\$ 10,000.

ENFORCEMENT/PERSONNEL IMPLICATIONS

The mandate for the Regional Air Quality Program Service includes public education, as well as development and implementation of regulations. If a regulation is adopted, some activities would include:

- Update the Idling section on the RDCO [Air Quality Website](#); reasons for idling, myths and facts, FAQ, etc.
- Develop content and design downloadable/printable materials, signage for the public and fleet drivers.
- Arrangements to set and develop an idling service request. Appendix 3 includes an example of the idling complaint form and educational material.

The Central Okanagan Air Quality Technical Committee recommended the proposed idling control regulation should be enforced by bylaw officers and parking officers (whenever possible) from the respective municipalities with the support of the Regional Air Quality Coordinator. The Regional Air Quality Coordinator will oversee, manage, and maintain a complaints-based enforcement process, respond to first-time reported offences, and organize proactive educational campaigns at areas of concern (schools, hospitals, etc.) or locations receiving multiple complaints. Bylaw officers from the respective municipalities could enforce the second and further complaints from the same vehicle or address. To reduce complexity of region-wide enforcement, a "mirror" regulation in each municipality/District could be implemented in parallel.

Once the regional or local regulation is updated, the idle-free policy of each local government should also be updated. A Regional Idling Control Regulation is preferred as will lessen the financial impact to each municipality/District as the educational resources (brochures, signage, etc.) would be standardized through the region.

When necessary, bylaw enforcement officers, district parking staff/ contractors could issue idling information and/or fines to the offender through the respective Bylaw Notice of Enforcement. A set fine of \$150 is recommended.

The Communications Strategy could be developed by the City of Kelowna's Communication Department. The personnel involvement is summarized in the following table:

Table 13. Personnel Implications

	Educational Period	Regulation Adopted	
		First Complaint	Second Complaint/Enforcement
Air Quality	✓	✓ (Educational material)	✓ (As needed)
Communication-City/RDCO	✓	✓ (As needed)	✓ (As needed)
Bylaw Officers	✓		✓ (Notice of enforcement)

EXTERNAL AGENCY/BYLAWS STAFF COMMENTS

The idling proposal was sent and discussed with BC Transit staff and their input was added in this section. Kelowna Transit System- Rob Williams, BC Transit – email communication on April 25 after teleconference meeting with BC staff April 22, 2016. *"Thanks for all who have been able to be part of this idling discussion. There have since been further internal discussions at BC Transit regarding anti-idling and would like to inform you that a notice was distributed to all transit operators across the province clarifying the procedure and expectation regarding bus idling, see attachment. In summary, local governments have the authority to enact specific Bylaws within their jurisdiction and BC Transit has created an idling procedure with provincial application. Local anti-idling Bylaws can be stricter or lax than BC Transit's procedure with compliance required accordingly. Please keep us in the loop on any new anti-idling Bylaws the City of Kelowna adopts."*

During May 2016, Regional staff met with bylaw staff from all local governments to present the initiative. All Bylaw enforcement officers stated a general support to the one-minute Idling Regulation. The complaints-based proposed approach and specially the support from the Air Quality coordinator as the first point of contact and education are crucial in adopting this type of Regulation. Their comments and suggestions are included in Appendix 2.

PUBLIC ENVIRONMENTAL ANALYSIS

In order to provide supplementary information to the Regional District of Central Okanagan Board of Directors or City Councils, so they may be better equipped to pass judgment on an idling control regulation, a Public Environmental Analysis¹⁶ was performed in January-February 2016 by a student researcher from Okanagan College (Fullerton, 2016). The research followed these main objectives:

- To identify RDCO citizens' perceptions of idling, air pollution, and air quality.
- To identify if RDCO citizens are aware that idling contributes to poor air quality, climate change, and adverse health effects.

¹⁶ [Idling and Air Quality Attitudinal Study](#)

- To identify if RDCO citizens are willing to change their idling behaviours.
- To identify if RDCO citizens would be receptive of an anti-idling bylaw; and
- To identify which communication channels and tools would be effective in providing RDCO citizens with information about change in idling policy.

A survey instrument was used to collect primary data. The survey was managed in person and online. The online version was promoted through Facebook¹⁷, municipal websites, media,^{18, 19} and communication channels such as CBC radio One 88.9FM, who interviewed the researcher and promoted the survey on January 18, 2016, as well as other participating organizations. The in-person survey was administrated at major shopping centres. Central Okanagan citizens 18 years of age or older were valid for participating in the survey. In order to be 95% confident that the sample is representative of the population, within $\pm 5.9\%$ margin of error, a sample of 276 is needed.

Survey Responses by Municipality 2016

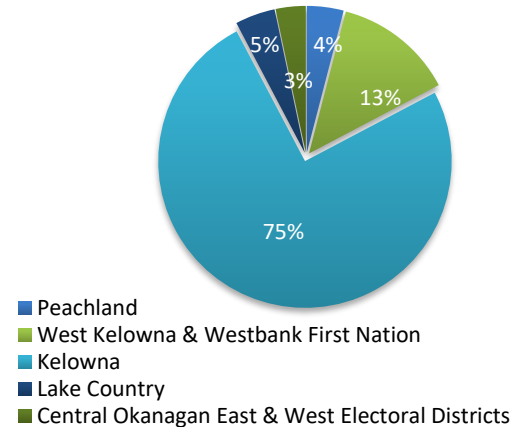


Figure 9. Survey Responses by Municipality-2016

A total of 276 respondents participated in the survey. In this analysis, respondents were grouped based on four different grouping variables: age, gender, majority of life, and municipality:

Survey by Gender

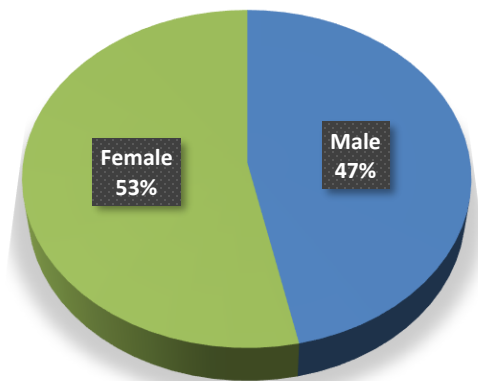


Figure 10. Respondents by gender

Age Group distribution

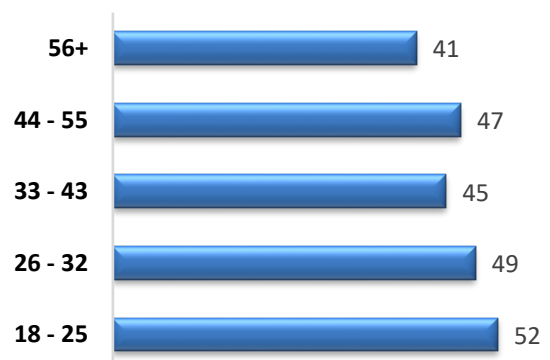


Figure 11. Respondents by age

Central Okanagan citizens' top five idling behaviours based on frequency are:

¹⁷ [Air Quality Survey-Central Okanagan](#)

¹⁸ https://www.kelownanow.com/watercooler/news/news/Central_Okanagan/16/01/11/Student_Research_on_Idling_Could_Change_Local_Bylaws/

¹⁹ http://www.kelownadailycourier.ca/news/local_news/article_9cf1190e-bc10-11e5-8321-03e758937a6d.html

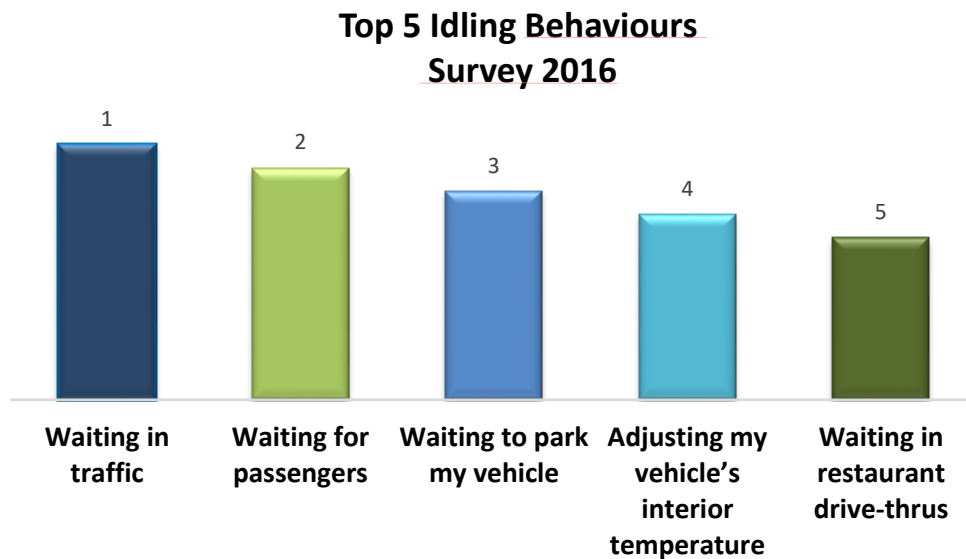


Figure 12. Top five Idling behaviours in Central Okanagan

On a scale of zero to five, citizens think idling has an above average impact on air quality, climate change, and adverse health effects and 77.6% agree their municipality should take steps to limit its air pollution.

My municipality should take steps to limit its air pollution Survey 2016

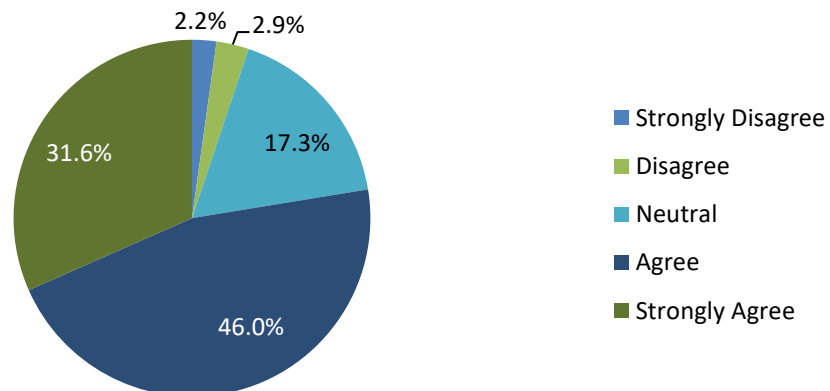


Figure 13. My municipality should take steps to limit its air pollution- Survey 2016

78.3% of respondents agree steps should be taken to change idling behaviours, 82.6% are willing to reduce idling behaviours and 66% desire access to anti-idling resources.

Steps should be taken to change idling behaviours

Survey 2016

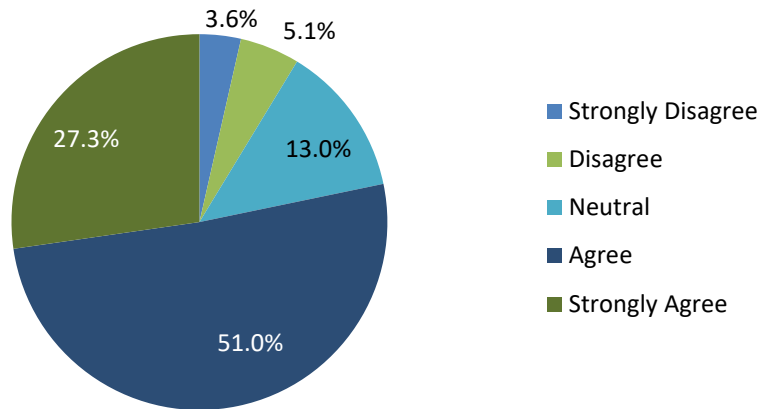


Figure 14. Steps should be taken to change idling behaviours- Survey 2016

59.8% of respondents agree that their municipality should implement an anti-idling bylaw and 22.8% are neutral to that statement; only 17.3% disagree. There is a significant difference between male and females' perceptions as to whether their municipality should implement an anti-idling regulation.

There should be an anti-idling by-law in my municipality

Survey 2016

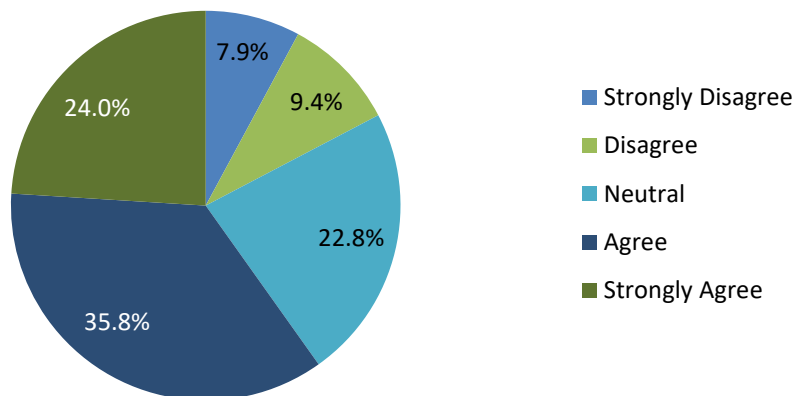


Figure 15. There should be an anti-idling by-law in my municipality

Respondents feel that an anti-idling bylaw would be best communicated (in order of preference) through traffic signs, social media, radio, billboards, and TV. Due to small response rates from each municipality, except Kelowna, these results cannot be generalized to each municipality individually because of underrepresentation in the study. However, this research can be generalized to the Central Okanagan population. Respondents were surveyed mainly through electronic means which may skew results for effective communication channels.

An analysis of the communications strategies used in the successful implementation of idling control bylaws in other jurisdictions will be studied to determine best practices. For example, a 2001 community-based social marketing anti-idling campaign²⁰ in Mississauga, Ont., used posters, banners, cling vinyl window decals, air fresheners, information cards, and ambassadors to raise awareness about idling at the gas station level. More recently, Burlington ON, produced posters, bookmarks and stickers as part of a [school campaign](#), and in London, UK a [vehicle idling action](#) is in place, and also [Natural Resources Canada](#) provides other examples.

Other tactics the RDCO could use include a social and mass media educational campaign; anti-idling education aimed at elementary, high school and post-secondary school students; press releases and a region-wide campaign themed around catchphrases, such as: “Idling gets you nowhere”, “[It’s your turn, turn it off](#)”, “[Be idle free. A minute or less is best](#)”, “Let’s clear the air”, “[Engines Off. Every Stop](#)”, “Idle Less. Clear the Air”, “Turn the key. Be idle free”, “Idle Free Zone. Turn engine Off”, among others.

RECOMMENDATION

The Central Okanagan Air Quality Technical Committee reviewed and analyzed the available information and possible options for the region and recommends that the Regional District of the Central Okanagan and all municipal partners consider **adopting a one-minute idling control regulation** with the least number of exemptions.

It is also recommended the regulation come into force one hundred and eighty (180) days after the date of adoption to run a six-month public education campaign. This educational campaign would aim to increase awareness of the regulation and promote behaviour change over time, where turning off one’s vehicle when parked for more than one minute is considered a social norm by the time the regulation is enforced.

Natural Resources Canada’s national guideline for idle-reduction suggests that shutting engines off after one-minute balances issues such as emissions, fuel costs, and wear and tear on the vehicle. Hence, this regulation could help reduce greenhouse gas emissions, improve local air quality, and decrease urban noise pollution in the Central Okanagan. This regulation would support the regional vision and goals of clean and healthy air for current and future generations.

²⁰ [Anti-Idling Campaign-Natural Resources Canada](#)

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Health Effects of Nitrogen Dioxides

Nitrogen dioxide (NO₂) belongs to a group of nitrogen-containing substances called nitrogen oxides (NO_x). NO_x are released into the atmosphere from high-temperature combustion processes such as car engines, power plants and industrial processes. Although primarily emitted as nitric oxide (NO), NO₂ is rapidly formed when NO reacts with ozone (O₃) and volatile organic compounds (VOCs). The major sources of NO₂ in Canada are on-road and off-road vehicles, the oil and gas industry, and the use of fuel for electricity generation and heating. It is a precursor to fine particulate matter (PM_{2.5}). In the Okanagan, 68% of NO_x comes from vehicles.

Nitrogen dioxide can irritate the lungs and lower resistance to respiratory infections such as influenza and increase susceptibility to allergens for people with asthma. The effects of short-term exposure are still unclear, but continued or frequent exposure to concentrations that are much higher than those normally found in the ambient air may cause increased incidence of acute respiratory illness in children. Nitrogen oxides contribute to ozone formation and NO_x in the air can significantly contribute to several environmental effects such as acid rain and eutrophication in coastal waters.

Health Effects Volatile Organic Compounds (VOCs)

In the Central Okanagan, 37% of Volatile Organic Compounds (VOCs) come from on-road and off-road vehicles. VOCs are of interest due to the environmental and health impacts associated with their release to the atmosphere.

Health effects can include eye, nose, and throat irritation, headaches, loss of coordination, nausea, and damage to the liver, kidney, and central nervous system. The ability of organic chemicals to cause health effects varies greatly from those that are highly toxic to those with no known health effect. As with other pollutants, the extent and nature of the health effect will depend on many factors including level of exposure and length of time exposed. Eye and respiratory tract irritation, headaches, dizziness, visual disorders, and memory impairment are among the immediate symptoms that some people have experienced soon after exposure to some organics. Many organic compounds are known to cause cancer in animals; some are suspected of causing or are known to cause cancer in humans.

Health Effects of Diesel Exhaust

Compared to emissions of gasoline vehicles, diesel exhaust is considered particularly harmful to health. Diesel exhaust is a complex mixture of particles and gases containing several hundred different organic and inorganic components, including many substances that have been designated as toxic. While the specific components of diesel exhaust depend on factors such as the age and type of diesel vehicle, many of the constituents of diesel exhaust, such as particulate matter, NO_x and air toxins are common to all diesel vehicles and are like those emitted from other vehicles.

Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat and lungs, and it can cause coughs, headaches, lightheadedness and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.²¹

²¹ Office of Environmental Health Hazard Assessment (OEHHA) <https://oehha.ca.gov/>

APPENDIX 2-CENTRAL OKANAGAN AIR QUALITY COMMITTEE MEMBERS AND GENERAL INPUT

Name	Institution/ Government	Position
Tarek Ayache	BC Government	Environmental Quality-Meteorologist
Greg Baytalan	Interior Health	Air Quality Specialist
Lou Wilde	Kelowna Fire Department	Deputy Chief
Janelle Taylor	RDCO	Planner
Corine Gain	District of Peachland	Director of Planning & Development Services
Jamie McEwan	District of Lake Country	Community Development Manager
Danielle Johnston Jarod Kawalle	City of West Kelowna	Engineering Technologist
Graeme Dimmick Jayden Riley	West Bank First Nation	Senior Planner Planner
Tracy Guidi	City of Kelowna	Sustainability Coordinator Policy & Planning
Rafael Villarreal Cameron Tylor-Noonan	STPCO	Regional Planning Manager Regional Planning
Jerry Dombowsky	City of Kelowna	Transit and Programs Manager
Nancy Mora	City of Kelowna/RDCO	Regional Air Quality Coordinator
Doug Lundquist/ Andre Besson	Environment Canada	Warning Preparedness Meteorologist

Guests

Name	Institution/ Government	Position
Julie Steffler	Interior Health	Community Health Facilitator
Jim Vanderwal	Fraser Basin Council	Senior Manager
Timothy Atkinson	Infrastructure Division	Co-Op Student
Markus Kellerhals	B.C. Government	Air Quality Science Officer

The Central Okanagan Air Quality Technical Committee Input during planning process

- We should exclude hybrids/mild hybrids because their technology already turns the engine off while stopped.
- Keep the bylaw as high level as possible to permit/accommodate new technologies and coordinate with existing bylaw definitions.
- Diesel vehicles need a cool down period (intercooled turbo chargers); the recommended shut-down idle time of diesel engines is 10 to 30 seconds. Therefore, they can comply with a 1-minute restriction.
- Include boats with a very specific description on when they cannot idle. Not practical for enforcement on the lake, maybe only within marinas. Maybe initially we could exclude boats as it would be easier to enforce the bylaw. Rationale for including or excluding boats: exclusion-if represent small percentage of the problem. Inclusion- why should motorboats be an exception?
- Include boats because they have a combustion motor and use fuel (gasoline or diesel) and have a significant greenhouse footprint similar to vehicles on the road (16,000 boats were on the lake in 40 days). If the main goal is behavioural change over time, boat users should also be included. For enforcement purposes we could add an exemption: “Boats, unless the boat is at anchor or tied to a dock”. However, adding that exemption will allow unlimited idle to boat users and that shouldn’t be encouraged.
- Bylaw should be regional, with clear specification of authority to ticket; too confusing otherwise. A regional bylaw set standard for equity.
- Include drive-throughs and partner with businesses to install visible signage. Agreed to later work and discuss to ban future construction of drive-throughs in the region. However, this would have a negative economical impact.
- An educational period of six months is recommended; sustainability of the communication plan and limit the time to create bad habits rooted in no enforcement. Time is needed for the population to adjust to this bylaw. Key stakeholders need to buy in through consultation.
- A mock ticket in drive-throughs, a reminder pamphlet on the windscreen, school boards and school initiatives and resources could be given to students to take home. Schools’ involvement can also be achieved through the Clean Air and Safe Routes 4 School programs with participant’s schools.
- Concerns about staff for enforcement and to send mock tickets. Using an idling hotspot map on the Air Quality website for public involvement to send mock tickets through the website is an option during the educational period.
- Review Waste Reduction Compliance letter to check how system is going.
- If education is the main objective, we have to send the right message. We already know that idling for more than 10 seconds uses more fuel than it takes to restart the vehicle but the break-even time to make up for any potential incremental maintenance costs to the starter or battery is under 60 seconds. Therefore, a one-minute idling limit should be recommended.
- Through enforcement procedures/protocols bylaw officers may be cautioned not to ticket a 90-year-old citizen for using AC during 38°C degree weather.
- Transit bus drivers are stewards of anti-idling, take ownership and provide incentives to general public (e.g. to every 100th person to ride the bus and or uses a bike). Also, more training and continuing education is needed. BC Transit has a one-minute anti-idling policy in place since 2009. Provide information/training to fleet users not just transit drivers.
- All municipals’ policies should be updated to a one-minute idle limit. A 10 second rule for city fleets could be a further step.
- A \$150 fine for offence is recommended.
- Collaborative effort with businesses to install signage (e.g., municipalities pay for the sign and business for installation). Design and provide through the Air Quality website downloadable/printable materials for their use. Consistency in signage through out the region.
- This Bylaw may be enforced by any Bylaw Enforcement Officer by complaint and the Police parking enforcement units should also be considered to do this the job. Bylaw should not apply on road or in an active transportation lane.

- Concerns about pets in the summer. RDCO Bylaw 1343 in section 33 states. “No Owner shall cause or permit his or her dog to be confined to an enclosure or vehicle without adequate ventilation...”; However, leaving a car unattended and idling to provide adequate ventilation represents a safety issue and must not be encouraged.
- Has anybody banned remote starters? Education is needed to not overuse the remote starter.
- I think the ban should be more around remote starters that do not have built-in timers. So that the behavior of setting a time falls into place. This would influence the manufacturers over time to only build remote starters that have built-in timers.
- Enforcement of bylaw -Mention complaint only, how does that work? (If someone calls in a complaint by time bylaw responds they are either no longer there or have turned off their vehicle).
- Education/Communication - What has been done in other communities? What is successful?
- Costs. What costs are associated with implementing a bylaw. What have other BC communities had to do?
- Successes. Have other B.C. communities found success in having their bylaws? Do they notice a reduction in idling?
- Where it is mentioned where idle hot zones are you might want to include, landfill lineups, car washes and ferry lineups?

Bylaw staff Input during planning process

- Agree with Idling bylaw, we support the one-minute bylaw for education purposes.
- We support the initiative, but definitely our local government requires support for the first point of education.
- Should verify a possible ICBC account through RDCO to track BC license plates.
- Very difficult to track license plates from Alberta and other specific provinces, but we can track within BC.
- Supported one minute- If Regional- the Revenue could stay in the municipality where the complaint was originated.
- Need support for the first point of education-possible ICBC account to track license plates-ask RDCO.
- Supported 1- min & Educational period 6 months. Agreed with first point of education through AQ.
- Information sharing Agreements could be necessary for the Service request. Internal procedures for enforcement (mindful with seniors)- Preferred Municipal Bylaw for easier enforcement.
- They would like to consider not to exempt the perishable cargo. Regular complaints about idling vehicles all night long.
- WFN needs a minimum 120 days to write a law
- WFN would need to sign an agreement with RDCO/Infrastructure Division -Similar to False Alarm
- Progressive fines for repeat violations
- I suggest that the Anti-Idling Bylaw simply make reference to the Bylaw Notice Enforcement Bylaw so as to avoid having to amend two bylaws should the fee need to be changed over time.
- Each community will need to adopt their own bylaw to allow the municipality’s officers to respond to complaints.
- We do not issue warning tickets; we issue Bylaw Notices that allow early payment options.
- You suggest a fine of \$150.00 is an early payment option with a reduction to \$100.00 if paid within fourteen days. Is a penalty if not paid within 30 days a consideration?
- Can we take a disputed ticket to adjudication?
- Our Bylaw Officers can issue MTI tickets that require court time if the MTI is disputed. We have no desire to write tickets that require our Bylaw Officers to attend Court in Kelowna.
- Signage. Are you expecting to produce generic signage that would be uniform throughout the Regional District? If so, do you have a format & a cost per sign or a price for larger numbers?
- Cost for different sized signage for business owners who may wish to install signage.
- Are removable signs that could be placed inside windows on business properties a consideration?
- Are there costs associated with the use of the Kelowna based website/information?

Complaint Form Example

Unnecessary idling wastes fuel and pollutes the air.

If you see a vehicle idling, report it! [Service Request- Air Quality](#)

Be aware this Idling Control Bylaw X does not apply to full electric cars and motor vehicles are exempted during traffic and in the following situations- *(Redirect to new window with exemptions and link to the original bylaw)*

What & Where-Already part of the City of Kelowna Service Request System

Service request - Air Quality

For urgent requests, call the Customer Service line at 250-469-8600. For emergencies, call 911.

Request details

Location *

1473 Water Street		FIND ON MAP
-------------------	---	-------------

Enter an address or place marker on map.

What type of air quality issue are you reporting? *

Vehicle Idling	▼
----------------	---

Additional information

--

 ATTACH AN IMAGE...
--

File is restricted to an image format (JPG, GIF, PNG, etc.)

The City does not accept anonymous service requests. Please provide a name and contact information.

First name *

Last name *

Business name

Phone

Email *

Required if you would like to receive a confirmation email, or view the status of your service request online.

Address

☐ If you need to provide additional information and would like someone to contact you, please check

☐

Proposed additional information to be included in the City of Kelowna Service Request System:

License Plate Number

Model Make

Company Name (if visible)

Duration of Idling

If available, keep video evidence for consideration.

* Is this a chronic problem?:	<input type="radio"/> Yes
	<input type="radio"/> No
* Type of vehicle(s) idling::	<input type="checkbox"/> Delivery vehicle
	<input type="checkbox"/> School bus
	<input type="checkbox"/> Tour bus
	<input type="checkbox"/> Transit bus
	<input type="checkbox"/> Tractor trailer
	<input type="checkbox"/> Mobile food vendor
	<input type="checkbox"/> Private car/Truck
	<input type="checkbox"/> Passenger vehicle
	<input type="checkbox"/> Other
* What days of the week does the problem tend to happen? (Check all that apply.):	<input type="checkbox"/> Monday
	<input type="checkbox"/> Tuesday
	<input type="checkbox"/> Wednesday
	<input type="checkbox"/> Thursday
	<input type="checkbox"/> Friday
	<input type="checkbox"/> Saturday
	<input type="checkbox"/> Sunday
	<input type="checkbox"/> Only happened once
* What time of the day does the problem tend to happen?	<input type="radio"/> Before 6 PM
	<input type="radio"/> 6 PM or later



**1 MIN IDLING LIMIT
IDLING POLLUTES AND IS ILLEGAL**



Idling: Facts & Myths



If you're going to be stopped for more than 60 seconds - **stop**! In traffic - turn the engine off.

myth Shutting off and restarting your vehicle is harder on your engine and uses more gas than if you leave it running.

fact Natural Resources Canada has proven that idling for as little as 10 seconds uses more fuel and produces more GHG emissions than stopping and restarting your engine. Frequent restarting has little impact on engine components like battery and starter motor. Wear caused by restarting is estimated to add \$10 per year to the cost of driving, which is money likely recovered several times over in fuel savings when you aren't idling your car.

myth Idling my car doesn't cost me money or waste fuel.

fact Inefficient driving behaviors, such as unnecessarily idling and speeding, plus failing to properly maintain vehicles (for example, neglecting to properly inflate tires) means that large amounts of fuel are wasted. Each driver could save hundreds of dollars per year in fuel and maintenance costs by adopting these fuel-efficient practices. Since the time spent idling determines fuel use, idling also contributes to fuel waste. If each driver in the Central Okanagan avoids idling for at least 6 min a day, each driver would save 50.81 litres of fuel or \$50.81 in fuel costs a year.



1 Litre of fuel used = 2.3 kg of CO₂

myth The engine should be warmed up for long periods before driving and cooled down afterwards.

fact Idling is not an effective way to warm up your vehicle, even in colder weather. The best way to warm up the lubricants in transmission etc. is to drive your vehicle. Even diesel engines in very cold weather require no more than 30 seconds of idling before starting to drive. Idling causes unnecessary emissions.

CO + NO_x + VO_c = Vehicle Emissions

myth Idling doesn't affect my health.

fact Vehicle exhaust can have severe health implications for children, the elderly, persons that work outside, and residents of urbanized areas are particularly vulnerable. Exhaust from gasoline and diesel engines contains many toxins and can be inhaled into the deepest parts of the lungs where it can enter the bloodstream. This contributes to an increase in premature death, asthma attacks, and emergency-room visits and can increase the symptoms of asthma as well as other chronic obstructive pulmonary diseases, including bronchitis and emphysema.

myth Idling is good for the engine.

fact Excessive idling can actually damage engine components, including cylinders, spark plugs and the exhaust system. That's because an idling engine is not operating at its peak temperature, which means that fuel combustion is incomplete. Excessive idling can also allow water to condense in the vehicle's exhaust, which can lead to corrosion and reduce the life of the exhaust system.

myth Even if I stop idling, my contribution is insignificant.

fact Every day there are approximately 123,000 drivers on the road. If each of those drivers stopped idling for 6 minutes per day, the region would save 15,142 tonnes of CO₂ per year, which represents 1.9% of the 55% GHG reduction target by 2020.

For more information, please visit www.rdcok.com/airquality



ICBC Kelowna 2020 ²²	
Passenger vehicles	78,278
Commercial vehicles	28,614
Total (Passenger+ commercial)	106,892
Passenger Cars with start stop tech (2012-2020)	6,522
Passenger Car Electric + hybrids (2019)	1731
New Tech (Start-stop+ electric+hybrids)	8,253
Total Cars registered in Kelowna ICBC (Total-New Tech)	98,639
Percentage cars bylaw applies (Total cars in Kelowna/Total)	92.3%

According to Household Survey 2018	
Estimated Daily Vehicles on the Road in Kelowna	68,000
Estimated Daily Vehicles on the Road in Kelowna. Apply percentage of 92.3%	62,750

Natural Resources Canada states residents idle between 6-8 minutes a day. Considering there are daily 62,750 vehicles on the road in Kelowna and 36,520 in West Kelowna, District of Peachland and District of Lake Country to which this bylaw could apply (Household travel survey data). 1-minute idling=10.95 L fuel/year 2.3 kg of CO₂ emitted/L fuel 25.185 kg of CO₂/ vehicle

If drivers:	CO ₂ savings (Ton/year) Kelowna	CO ₂ savings (Ton/year) West Kelowna, District of Peachland and District of Lake Country	Total CO ₂ savings (Ton/year) in the Central Okanagan	Total Number of vehicles off road in Central Okanagan
Avoid Idling for 1 min	1,580	920	2,500	544
Avoid Idling for 3 min	4,741	2,759	7,500	1,631
Avoid Idling for 6 min	9,482	5,519	15,001	3,261

Description	2020	2019	2018	2017	2016	2015	2014	2013	2012	Total	%
Electric vehicles	526	369	184	106	67	29				1281	
Hybrid vehicles	1581	1362	1177	1055	951	57	80	72	75	6410	
Total Electric + Hybrid	2,107	1,731	1,361	1,161	1,018	86	80	72	75	7691	7%

²² GHG Idling reduction estimations.xlsx- [SharePoint-Air Quality-Standards Bylaws and Policies](#) (internal use)

**Central Okanagan Idling Control Technical Report
March 2022**

Questions or concerns should be directed to:

Regional Air Quality Program

www.rdco.com/airquality

airquality@kelowna.ca

250-469-8408

Appendix 2- Examples of Idling concerns from City of Kelowna residents

Idling Concerns (2016-2020)
My Neighbor idles for 15 min. Please let me know what can be done.
While at CNC this weekend, I noticed this Idle Free sign from the RDCO on the building. I am curious about the possibility of getting some of these signs for our parking lot. Am I able to order them directly from you, and what would be the cost. Appreciate the help.
Given the growth of Kelowna, I think it is time to have an anti-idling bylaw instituted. The number of idling cars is staggering, with no conscience for our air quality. Other municipalities already have this in place. When do we get on board? When we can't breathe outside anymore? It is time. I read the anti-idling page within the Regional District website. I think the behaviours in Kelowna are appalling ... I try to educate drivers on the things you list on this page but people are very selfish and ignorant. Mostly I get stares, sometimes rude words, even from bus drivers. Can you tell me which initiatives you have launched to educate people living in Kelowna on the harm caused by idling, both to air quality and their cars? Also, while we are working on the general population, I think that buses and RCMP cars are terrible in this regard as well. I have always been told that buses can only idle for 3 minutes but fact is that the drivers do not care at all about this rule. They take 20 min breaks with their engine idling (and not at -20 or +30 degrees!) and many many emails from me to the transit company have not changed anything. This happens at H2O or UBCO, into the faces of young students and kids. In addition, when I see RCMP cars idling while the police is checking for speeding on Highway 33 for hours I cringe. Surely, the half second it takes to start the car cannot be critical at all but the damage they cause by literally idling for HOURS is immense! Is there anything that can be done? Regards
Hello, Could you please clarify for me if there is an anti-idling bylaw in Kelowna/Lake Country? I have a neighbor who has a large 350 Ford that he starts every morning about 6:50 to about 7:15 or 7:20 when they leave for work. In the afternoon they come home, then idle their vehicle again about an hour later to take their daughter somewhere. Often at night if they go out or if they go shopping they idle again. Today they have idled 4 times going in and out. Sometimes they will stop the vehicle after 20 minutes then restart it. Often their idling is much longer than 30 minutes. Trouble is, I swear that it's making me sick. Their driveway is very close to our house, and I work at my desk downstairs which is ground level. I am starting to put two and two together. I know once before they parked right beside my house (illegal renter's driveway) and left their vehicle idling for about 35 minutes to which my basement was FULL of fumes, and I was extremely dizzy and sick feeling. In summer, they idle their vehicle to cool it down, or just because for some reason they like it idling. It idles every day, at least 2 or 3 sometimes 4 times a day for about 20 minutes to half hour. I swear it's making me sick and the CO2 is being sucked into our air exchange. My hubby doesn't understand. He says because my CO2 alarm doesn't go off that that is not the case, but I believe it is. Anyway, they are not nice neighbors and I dread going to ask them to stop idling, since they do it every day and I'm sure he'll be angry at me. He is an angry neighbor and I have to tip toe around him. What can I do? and what is the regulations for this? Thank you
Hello, I just wanted to enquire if there was anything being done to improve/regulate the pollution coming from the BC transit buses. I often see buses accelerating from the bus tops and a large amounts of diesel particulate coming from the exhausts. As these vehicles stop and start so frequently this is serious amount of pollution we are talking about. Diesel engine produce the most emissions when aggressively accelerating from idle. From a mechanical perspective, I can tell you some of these buses are definitely in need of maintenance and emission system checks... Is BC transit required to meet any regulations standards such as tier 4 final? .Thanks for taking the time to read this
Good afternoon, There is a cement truck that often uses Gordon Drive at the northern end that is causing significant pollution by its emitting heavy black smoke from its exhausts. This truck has no company marks that are discernable and its general upkeep is not good. Is there a city department that could follow-up on this complaint? Thank you.
Hello, I'm visiting your beautiful city from Calgary. I'm very concerned about your worker who takes care of a beach in the area of Manhattan Dr. (Lake Breeze and ogopogo b&b places). While he is here (about an hour) the engine of his car is working polluting the air for no reason. This is irresponsible and unacceptable. I have a headache because of it, but most importantly it is a big contribution to a climate change. You guys in BC are very progressive about protecting our environment which is great. So please let the company responsible for that know about this.
Good morning: I just called regarding my landlords diesel truck that is idling everyday at the residence of # W. Road for over 10 minutes. My family are being affected by this due to having to keep our windows open because of no air conditioning. I have nicely asked them over and over again to not idle the truck and they refuse to keep my family and our children's lungs healthy. The fumes from this truck lingers in our living room for over 20 minutes causing instant headaches, stomach issues causing severe nausea for all of us. Thank you for your understanding regarding this matter, as I feel this is a health concern for our family. Respectfully yours,
My neighbour idles his truck every day for a number of minutes, I'd say over five minutes, each time he leaves in the morning. It doesn't matter the weather, he idles. What can be done about this, please? Thank you,
Good morning: Are there any bylaws or regulations with respect to idling vehicles? We have some neighbours who idle each morning for 15 minutes and we would like to politely request that they stop doing this. But I would like to know if the City has any regulations or if you perhaps have any information about the value of idling a vehicle (ie is it beneficial or harmful to the vehicle). This is all assuming that idling a vehicle is in fact harmful for the environment. Take care
Most mornings around 8:00am a white cube truck idles and spews thick toxic exhaust that fills 2 blocks of the neighbourhood
Truck spewing diesel fumes on Harvey
Excess of idling -use of remote start- vehicle unattended at X road
Hello, I am inquiring if there is a bylaw in place regarding excessive vehicle emissions. We recently had new neighbors move to the neighbourhood and he often sits in his truck with it running for hours at a time. He does this nearly everyday- one day it was running for over a 5 hour period. This seems excessive and bad for air quality. Am I able to report this? Thank you in advance for your assistance with this.
Petrol station allows trucks to park and idle for 8 hours. Need help!



CLEAN AIR STRATEGY

Idling Control Technical Report and Regulation Proposal

Nancy Mora, P. Eng. MSc. PMP
Regional Air Quality Coordinator
April 25, 2022

Outline

- Kelowna GHG commitments
- Idling Report Process
 - Survey & Public Analysis
 - Education
 - Financial
- Timeline



Clean Air Strategy

Regional greenhouse
gas emissions are
minimized

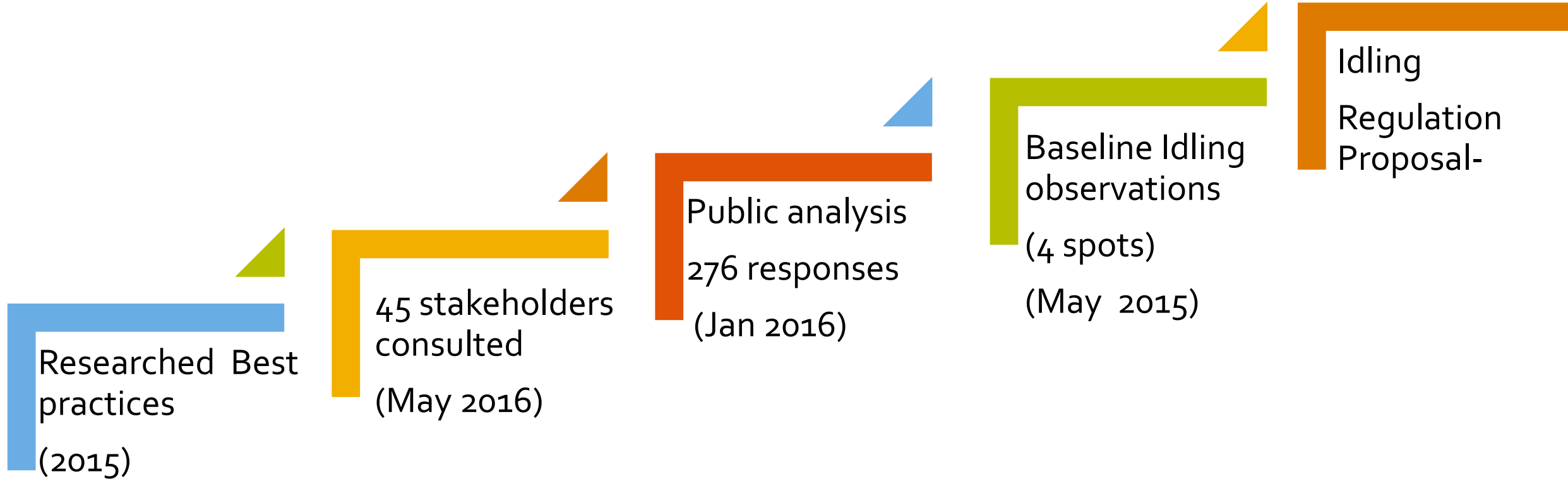
Citizens and visitors
enjoy clear views of the
region's stunning
landscape

The health of citizens
and the environment is
protected

Clean and healthy air
for current and future
generations

- Clean Air Strategy #3.2
- Municipal Official Community Plans (OCPs)
- Imagine Kelowna: “protect land, water and air” and “take action in the face of climate change”
- Council Priorities – Environmental Protection

Idling Control Report-Process

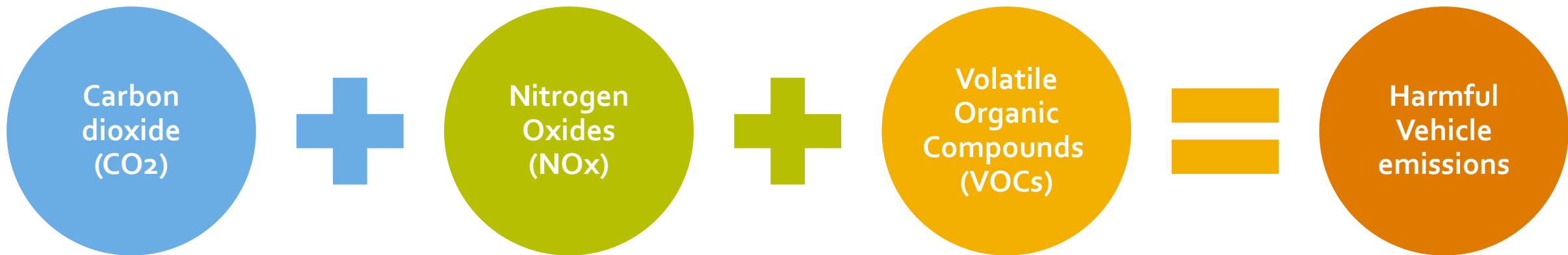


Idling

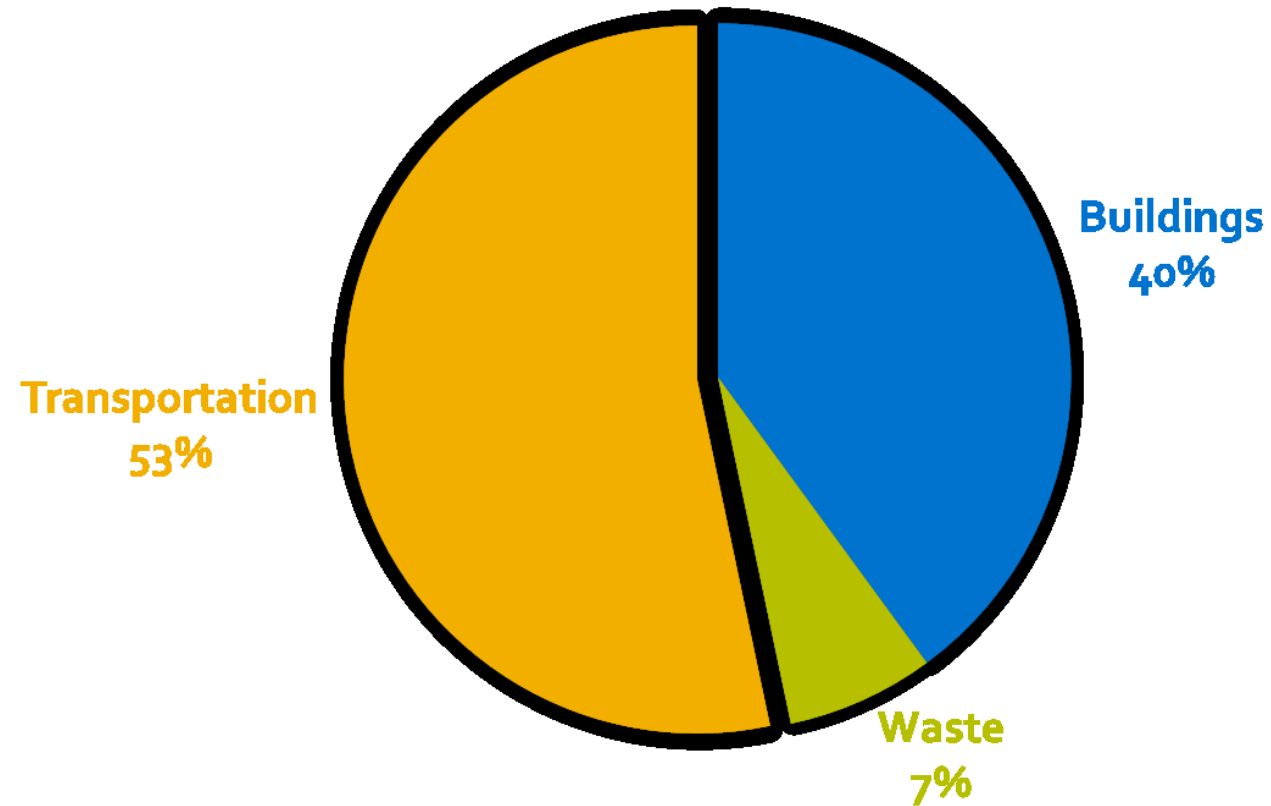
- Occurs when a vehicle is in operation but not in motion.



60 second rule



Sources of GHG Kelowna (2017)



Health Impacts

- Health impacts of air pollution:
 - 1,600 premature deaths in BC
 - \$11.5B per year
 - Vehicle exhaust – known carcinogen
 - People at higher risk are more sensitive to air pollution



Images: Reuters

Benefits of Idling Regulation

Cleaner local
environment

Simple, cost-effective
way to reduce GHG
emissions

Public awareness of
climate change and
local air quality

Overall health of residents

Local government
taking a leadership
role

• Improved conditions
for pedestrians and
bicyclists

Anti-idling in Canada and around the world

Place	Description
Canada	More than 80 cities have Bylaw; 30 municipalities and 15 Regional Districts in BC
Switzerland	Bylaw: turn off their engines while in traffic
USA	31 states with bylaws
England and Scotland	Fines
Italy, France, Copenhagen, Germany, Holland, Hong Kong, Japan and Singapore	Different idling time limits



- 7% of vehicles are electric, hybrid, or have “Auto-Stop” start-stop technology (2012-2020).
- +62,000 gas/diesel vehicles on the road in Kelowna

Possible community savings, GHG & fuel reduction

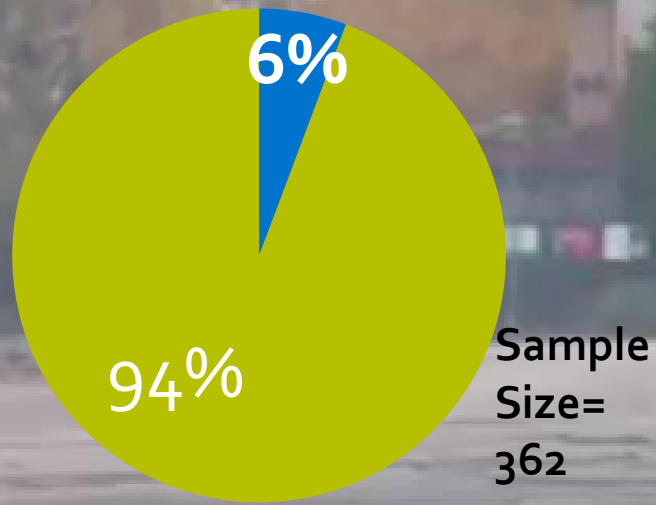
Canadians idle 6-8 min per day

If drivers in Kelowna avoid Idling	CO ₂ savings (Ton/year)	Number of vehicles off the road	Idle Fuel saved (litres/year) (3 L engine vehicle)	Idle Fuel costs savings (\$/year) \$1.8 / L	Individual fuel costs savings/year
1 min	1,580	344	687,110	\$ 1,236,799	\$20
3 min	4,741	1,031	2,061,331	\$ 3,710,396	\$59
6 min	9,482	2,061	4,122,663	\$ 7,420,793	\$118

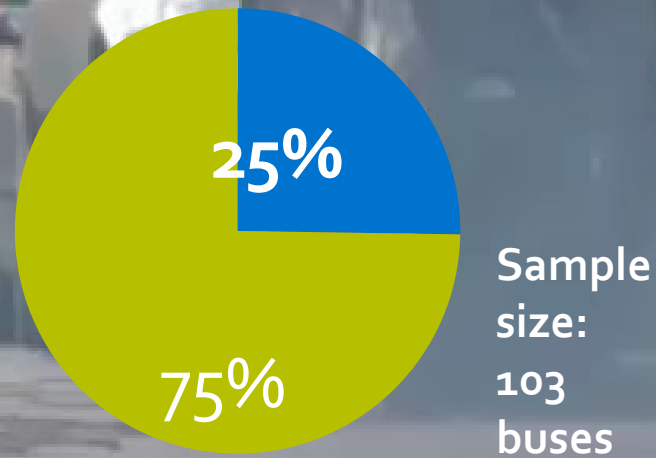
Baseline Idling Survey

- ▶ 4 locations/ 3 days/ 1 hr-morning and afternoon data

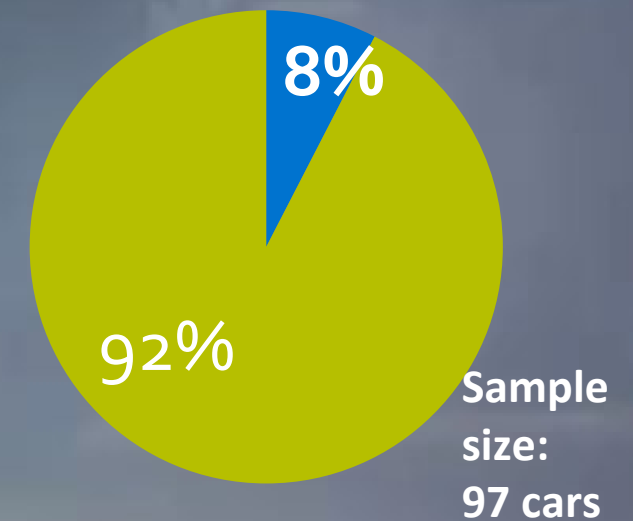
Elementary School



Queensway –Bus



Queensway –Cars



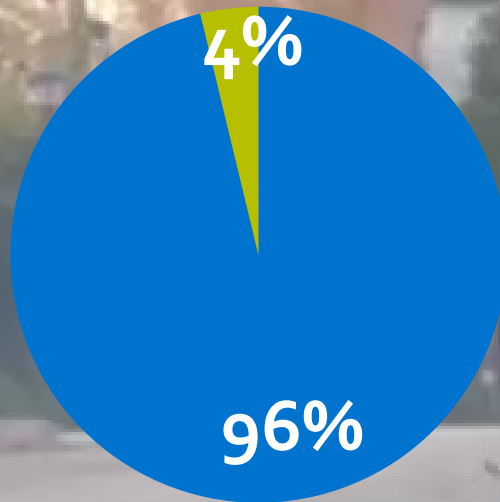
- Idling
- No Idling

Average idling
Queensway:

- 5min for buses
- 3min for cars

Baseline Idling Survey

Drive-thru

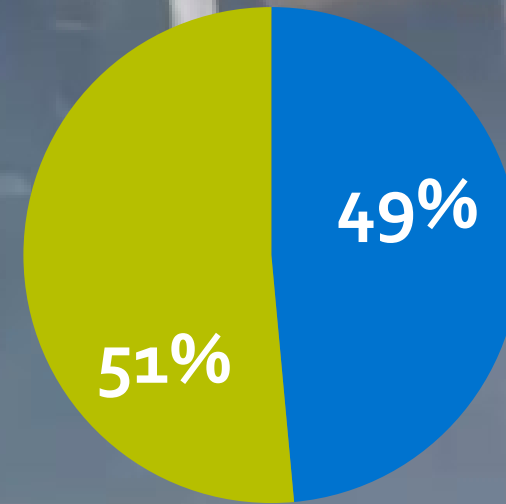


Sample
size:
186 cars

Average time idling: 4min 12s

- Idling
- No Idling

Airport



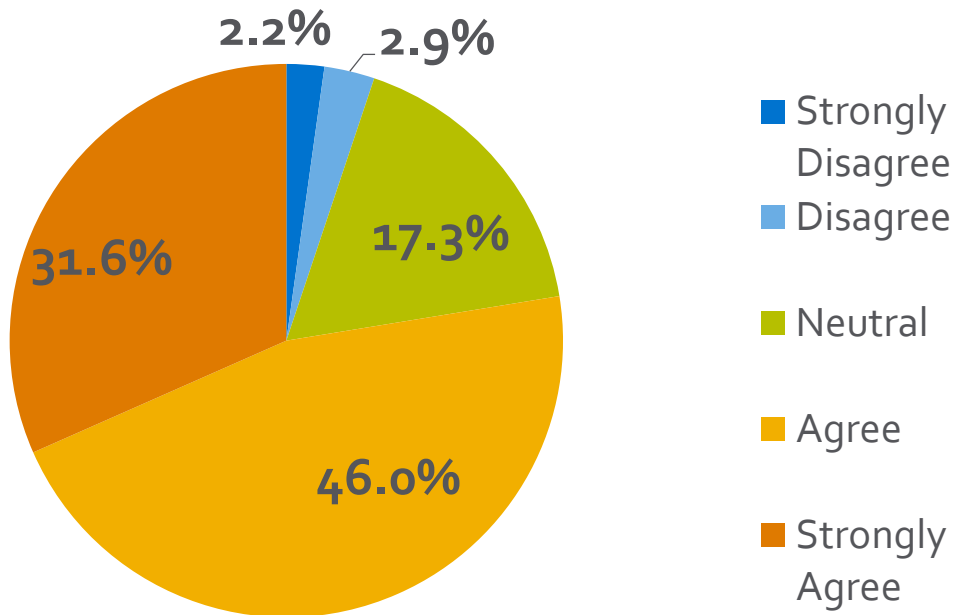
Sample
size:
274 cars

Average time idling: 3min 46s

Public Environmental Analysis

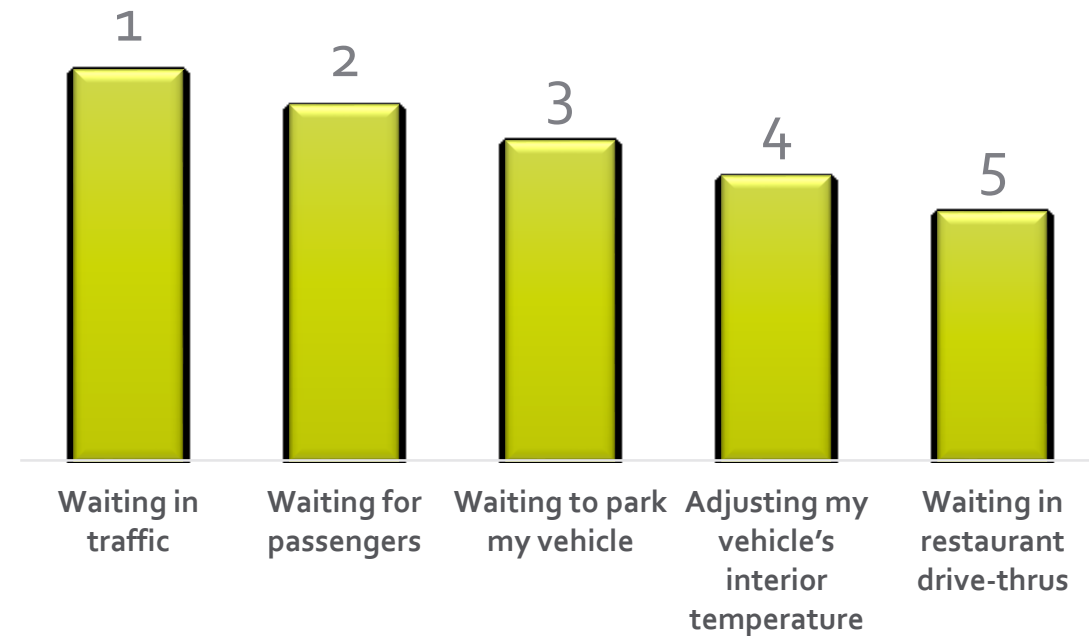
January-February 2016

My municipality should take steps to limit its air pollution



YES: 78%

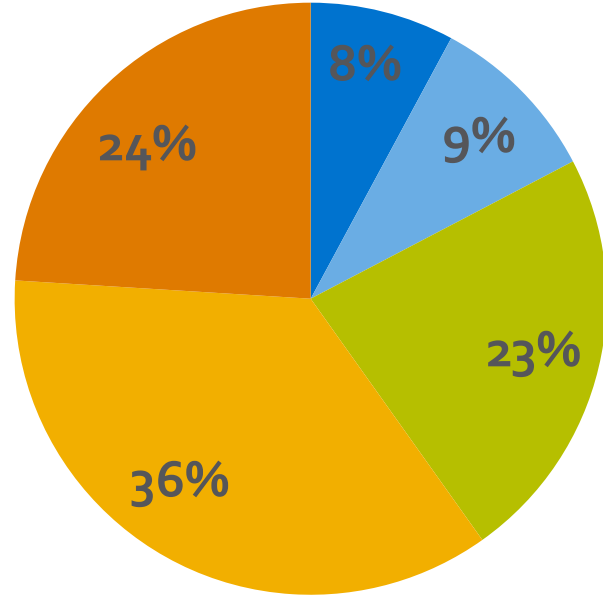
Top 5 Idling Behaviours in Central Okanagan



Public Consultation Findings

There should be an anti-idling bylaw in my municipality

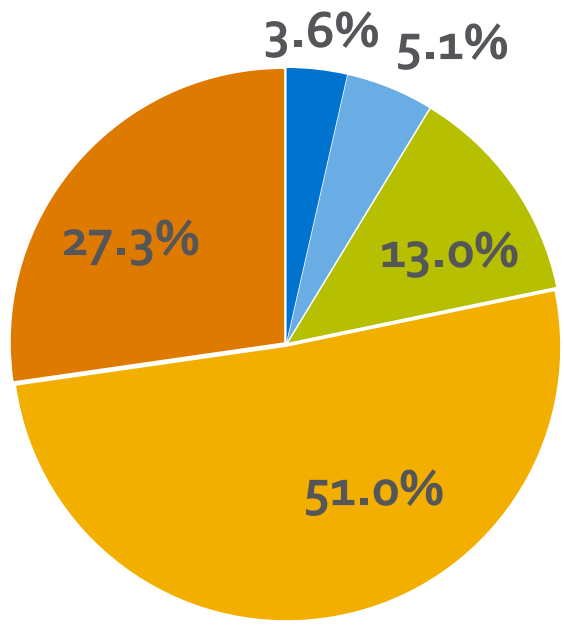
- Strongly Disagree
- Disagree
- Neutral
- Agree
- Strongly Agree



YES: 60%

Steps should be taken to change idling behaviours

- Strongly Disagree
- Disagree
- Neutral
- Agree
- Strongly Agree



YES: 78%

Bylaw Departments input & Air Quality Technical Committee recommendations

**One-minute
regulation**

**(If feasible)
regional**

**zero and
partial emissions
vehicles excluded**

**Drive-thrus
included**

**Does not apply in
traffic**



**Educational
period**

**Complaints-based
enforcement**

\$150 fine

Idling Control Regulation Proposal

*A person must not cause or permit a motor vehicle to idle for more than **one-minute**.*

	<p>Applies:</p> <p>Public garages, parking lots, drive thrus, pick-up/drop-off, street, etc.</p>	<p>Does not apply to:</p> <ul style="list-style-type: none">- Zero emission vehicles- Vehicles partial-emissions while the electric motor/generator assists the gas engine- Vehicles when they are in traffic	

Exemptions

The idling limit does not apply to the following situations, except where idling is substantially for the convenience of the operator or passengers of the motor vehicle:

Police, fire,
ambulance...

Armoured
vehicle...

with power take-
off...

mechanical test
or maintenance ...

race or parade...

an emergency or
mechanical
difficulties ...

heating or
refrigeration
perishable
cargo...

Transit vehicles while
embarking or
disembarking...

Educational period

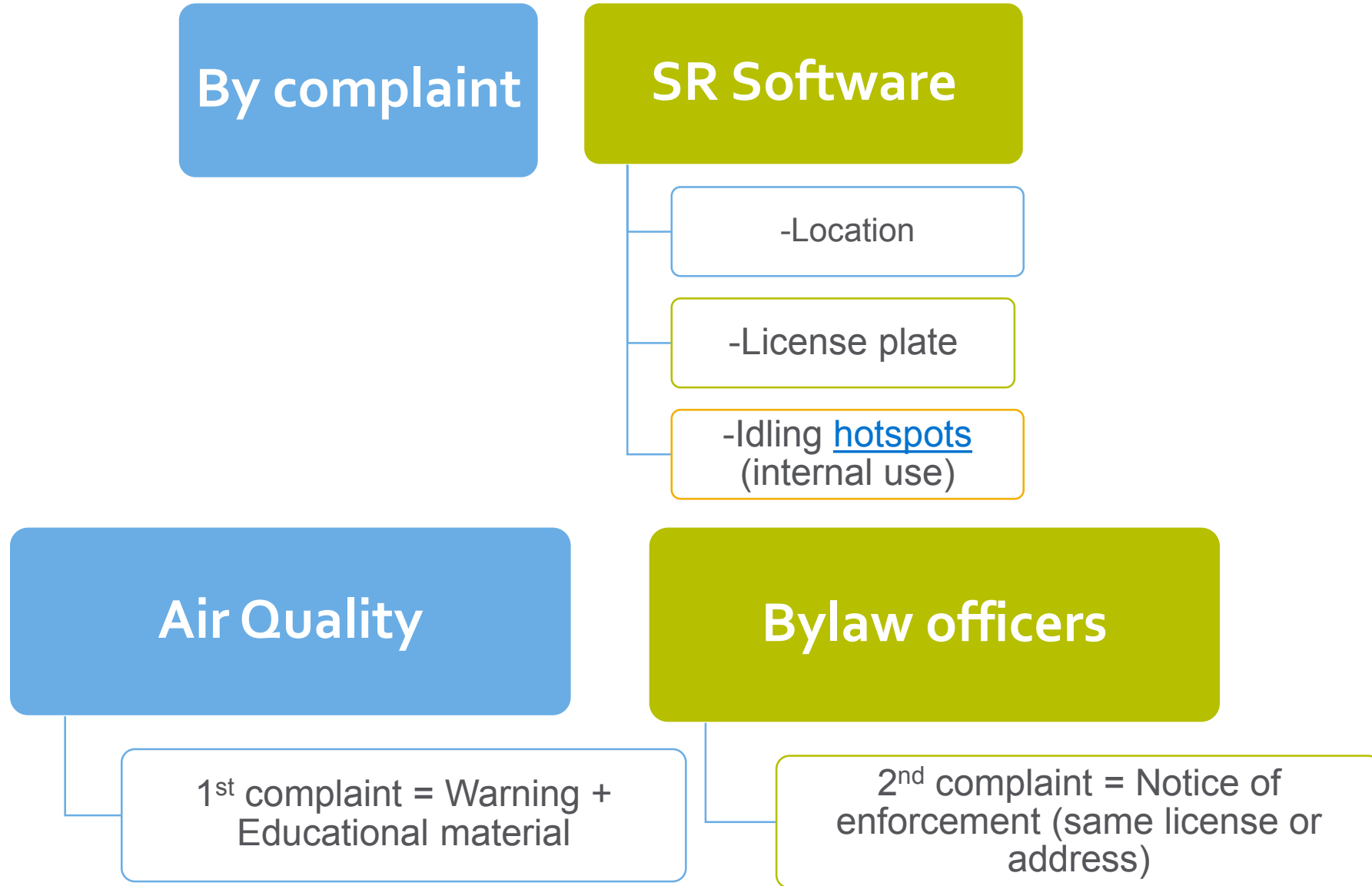
Implement Communication Plan Idling awareness

6 months prior to
enforcement

Warning letters

- Produce idling signs, materials
- Campaigns

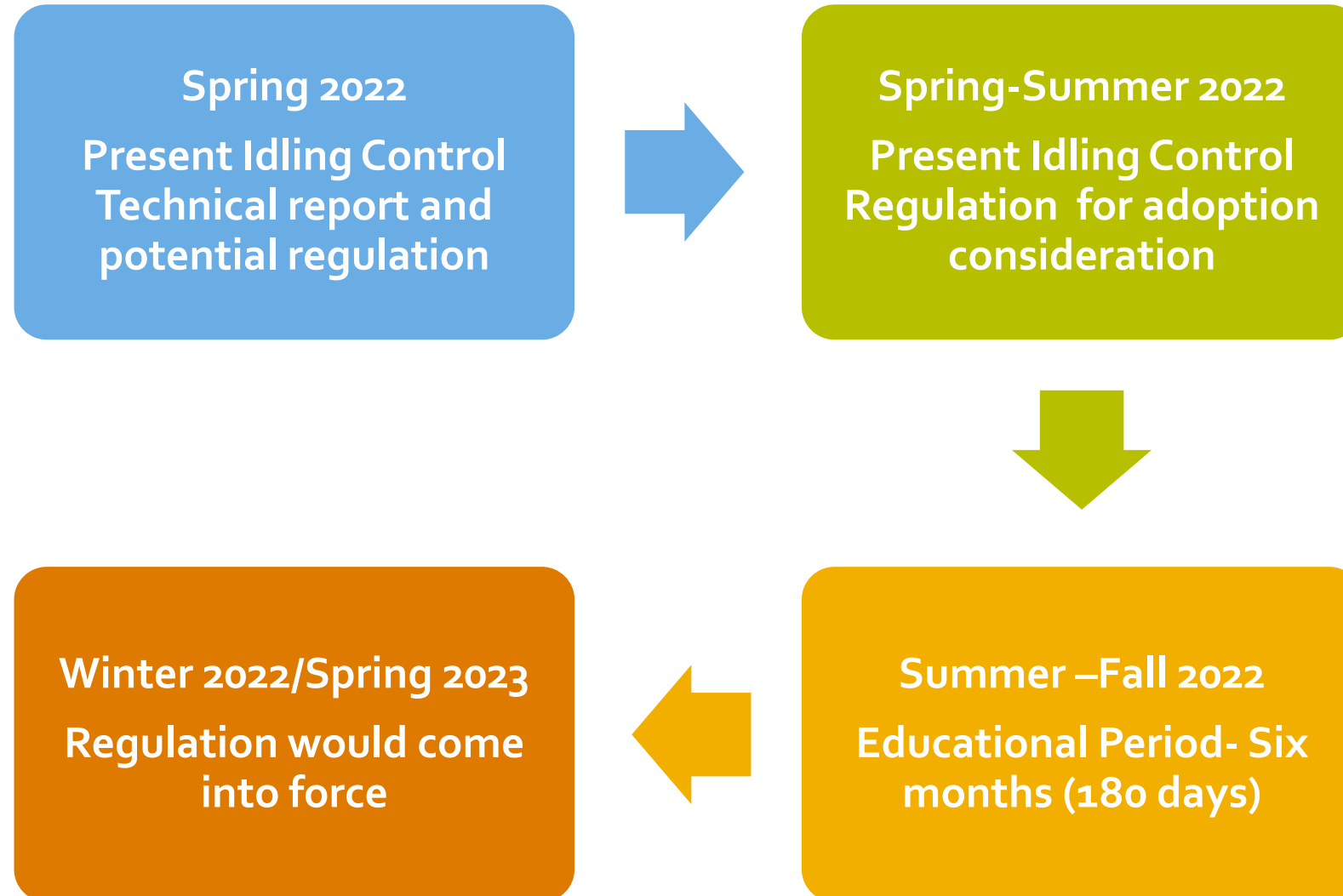
Enforcement



Financial considerations



Proposed Timeline





Questions?

Report to Council



Date: April 25, 2022

To: Council

From: City Manager

Subject: Black Mountain Irrigation District (BMID) Boundary Adjustment Request

Department: Infrastructure - Utility Services

Recommendation:

THAT Council receives for information, the report from Utility Services dated April 25, 2022, regarding the Black Mountain Irrigation District (BMID) Boundary adjustment request;

AND THAT Council support the request by the BMID to amend its water service area boundary to add approximately 763 hectares (1,885 acres) acres of land, including 115 hectares within the City of Kelowna, as outlined in the report;

AND THAT the Mayor, on behalf of Council, write a letter to the Province recommending the development of a holistic watershed plan for Mission Creek as outlined in the report.

Purpose:

To consider a water service area boundary modification request by the Black Mountain Irrigation District.

Background:

The city has received a request from the Black Mountain Irrigation District (BMID) to support a boundary adjustment that would increase the land area under BMID's letters patent by approximately 763 hectares (1,885 acres) of which 115 hectares falls within the city. BMID's service area is currently 3,425 hectares therefore the expansion represents an overall service area growth of about 22%. The rest of the proposed expansion (648 hectares) falls within the jurisdiction of the Regional District of Central Okanagan (RDCO). The BMID request is supported by signed petitions from the landowners of 25 properties that are not currently serviced by BMID, 20 of which are all or partially in the requested expansion area.

The decision to approve the boundary adjustment rests with the Province. Provincial policy requires the City, and the RDCO, to support the boundary adjustment and confirm that the local government(s) are not able and willing to provide the service:

*"The B.C. government does not generally create new improvement districts, add new service responsibilities or consider major boundary extensions where there is a local government willing and able to provide the service."*¹

The City envisions, over time, a city-wide integrated water system that delivers clean, safe, reliable drinking water to all citizens at equitable rates, and offers an affordable, reliable and sustainable water supply for agricultural users (Council Policy 378). While there is no timeline for this vision, consideration of such requests must be considered towards incrementally achieving the vision.

The unique feature of this request is that the expanded service area is generally agricultural and would be supplied with untreated, non-potable water using the existing irrigation licenses held by the BMID. BMID has signed a memorandum of understanding with a farm developer for water supply to support proposed agricultural development of approximately 75% of the expansion area. This development is the major driver for the proposed boundary expansion. Additional landowners have provided BMID signed petitions to include their parcels within an expanded BMID service area. A map of the proposed expansion area is provided as Attachment 1. A list of parcels within the City of Kelowna affected by this boundary adjustment is provided as Attachment 2.

The expanded service area is proposed to receive water from a new intake structure on Belgo Creek, along with the construction of approximately 14 km of large diameter water transmission main from the intake, heading west to the mid-point of the new agricultural development and the new BMID service area. This main, along with the new intake, would be funded by the Developer with possible assistance from benefiting latecomers. The BMID plan identifies the potential to extend this supply main further west, allowing for a non-potable irrigation supply to agricultural properties within the City. The proposed water supply would not run through any existing BMID water treatment infrastructure and would not be suitable for domestic use.

The BMID plan states that the responsibility of water supply would remain with the BMID through their existing storage license capacity in the Mission Creek watershed. A cost or permitting solution for any additional storage has not been provided to the City at this stage.

The RDCO Board considered the BMID application on April 14th and passed the resolutions identified under "External Agencies" below.

Discussion:

The City supports the active cultivation of agricultural land, the supply of irrigation water to that land, and the financial opportunities that agriculture provides. The City also supports the supply of high-quality drinking water to all citizens and customers.

¹ [Improvement Districts Boundary Changes & Dissolutions - Province of British Columbia \(gov.bc.ca\)](https://www2.gov.bc.ca/gov/content/speical/improvement-districts-boundary-changes-dissolutions)

Agricultural expansion should be undertaken within a holistic watershed management plan. The Province is considering a policy shift to Watershed Security Planning. Obtaining such security likely includes consideration of other needs within the Mission Creek watershed, such as: future supply needs, critical flow needs for fish, demand from Indigenous communities, archaeological limitations, supply resiliency, as well as considerations for flood protection, conservation flows, increased storage and the anticipated impacts of climate change. The City needs to be a partner in the water security planning process as prescribed by the Province. These elements are captured initially within the City's draft Area Based Water Management Plan currently under development; and at a policy level are now incorporated in the 2040 Official Community Plan.

The first stage of a three stage Area Based Water Management Plan will be presented to Council this year. Stage two would begin following the Province's direction on a Watershed Security Plan and Fund expected this fall.

The BMID boundary adjustment and need for additional storage licensing can be a catalyst for holistic planning of the Mission Creek watershed and is an opportune time for the Province to support and promote the development of a Water Security plan for Mission Creek. The plan could involve the Province, First Nations, the City, the Regional District, BMID, and the Okanagan Basin Water Board. With a holistic approach staff feel that there may be opportunities for partnership between the water provider and local governments on a plan that can allow access to grant funding that might otherwise be unattainable by an Improvement District.

Upon review of the BMID submission, staff believe that this project and its potential benefits should be pursued with an eye towards the future full integration of the water systems in Kelowna. We therefore recommend supporting the boundary adjustment. The project will require Provincial approvals for increasing storage in the upper watershed in a changing regulatory environment.

Conclusion:

It is critical to the City that any long-term commitments by BMID to the applicants not compromise the City's vision for a common community water system in the future. In the interim, the City wishes to work alongside the BMID and RDCO to achieve a successful outcome as well as a long-term regional water security strategy.

Internal Circulation:

City Clerk
Planning and Development Services
Communications Department
Financial Planning
Real Estate Development
Utility Planning
Water Operations
Sustainability Coordinator

External Agency/Public Comments:

On April 14th, 2022 the Board of the RDCO passed the following resolution:

“THAT the Regional Board receive the Referral – BMID Boundary Amendment Application report from the Director of Corporate Services dated April 14, 2022;

AND THAT the Regional Board provide conditional support for the proposed Black Mountain Irrigation District application to the Province of B.C. for a boundary amendment that would include fifteen (15) parcels within the Regional District of the Central Okanagan, subject to the following five conditions:

1. Include referral comments from key regional stakeholders, being the Okanagan Basin Water Board, Westbank First Nation and Okanagan Nation Alliance; and
2. Environmental impacts of the expansion of the BMID irrigation system are considered and appropriately addressed to safeguard water supplies for the region’s natural environment and for communities drinking water needs; and
3. Address Philpott Trail Community Park impacts, trail restoration improvements, and additional recreational trail alignment and connections; and
4. Ensure continuing access through Pyman Road/Black Knight Forest Service Road to Black Mountain-sntsk’il’nten Regional Park; and
5. Include mitigation methods related to slope stability and adjacent farming operation impacts on Black Mountain-sntsk’il’nten Regional Park and users.”

Existing Policy:

2040 OCP:

- **Policy 13.4.1 A Sustainable Water Utility.** Continue to provide a cost-effective, resilient and sustainable supply of safe and high-quality water to all utility customers...
- **Policy 13.4.2 Kelowna Water Integration Plan.** Continue to promote the long-term integration of potable water systems to provide a cost-effective, resilient and sustainable supply of safe and high-quality water to all citizens and customers. The Plan includes the interconnection and long-term viability of non-potable and disinfected water for agriculture from upland watersheds.
- **Policy 13.4.4 Water Availability for Agriculture.** Collaborate with stakeholders to ensure the delivery of sufficient quantities and the efficient use of water for agricultural productivity.
- **Policy 13.4.7 Environmental Flow Needs.** Ensure that our creeks and lakes have adequate flow and temperature conditions to support a thriving and resilient aquatic habitat.
- **Policy 13.5.2 Area Based Water Management.** Collaborate with external agencies, municipalities and senior government to apply best practices for watershed management to maintain and improve water quality from natural sources.

Agriculture Plan:

- Action 2f: Continue to work towards ensuring sustainable, redundant and secure water for all agriculture.

Considerations not applicable to this report:

Communications Comments:

Financial/Budgetary Considerations:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

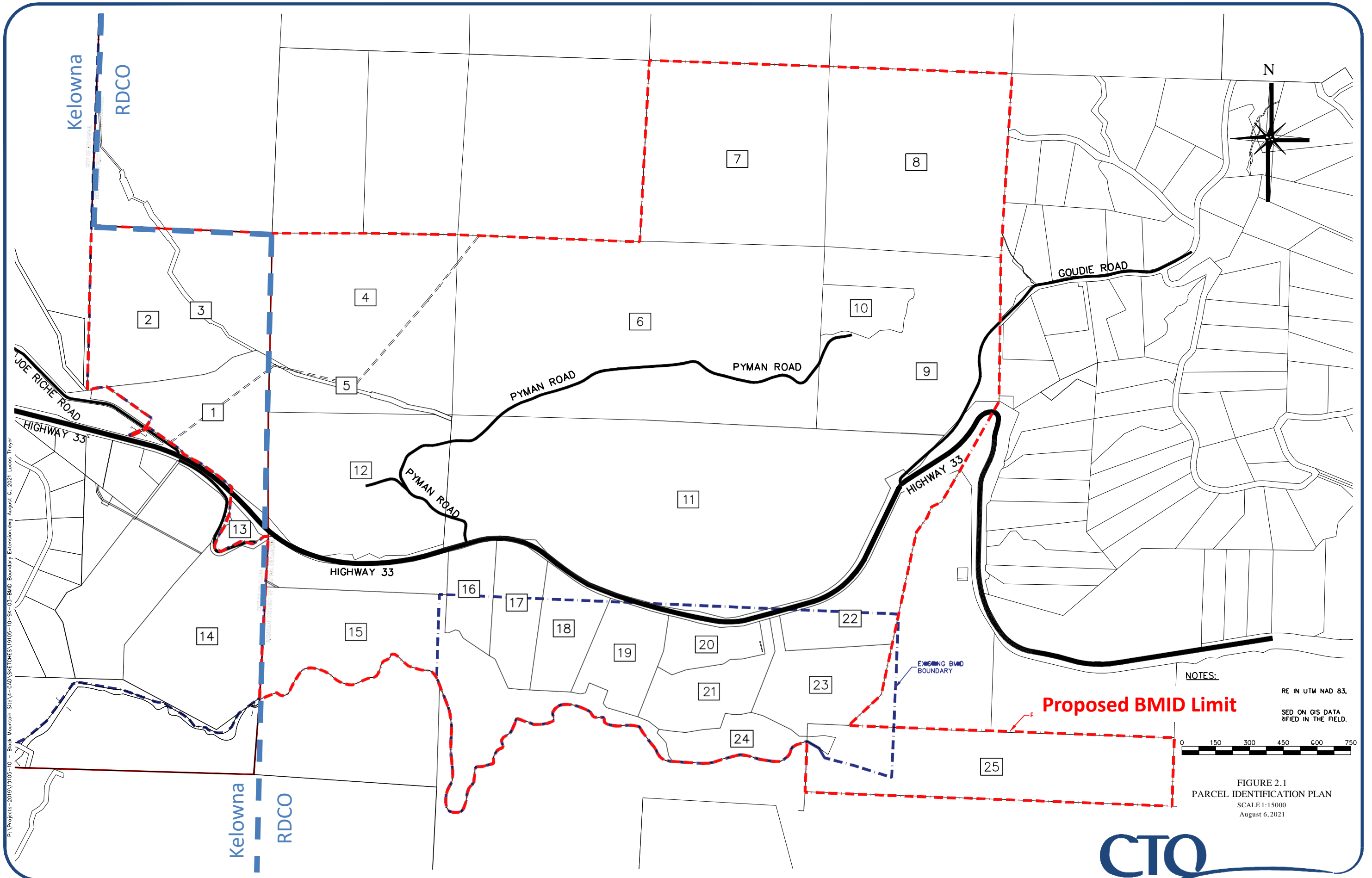
Submitted by: K Van Vliet, Utility Services Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1, Proposed BMID Boundary adjustment

Attachment 2, Summary of Properties directly impacted

cc: Divisional Director, Corporate Strategic Services
Divisional Director, Planning and Development Services
Divisional Director, Financial Services



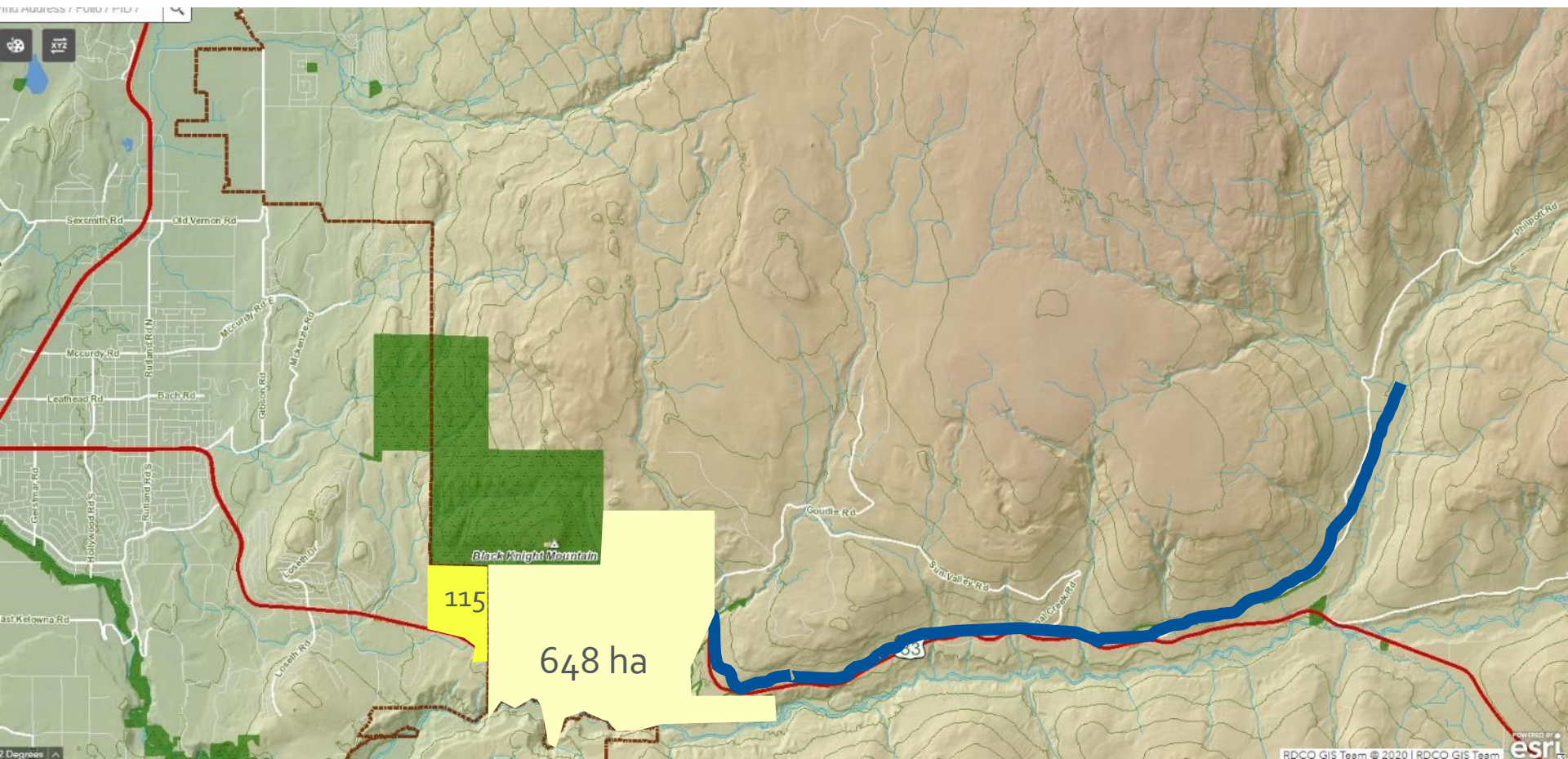
Attachment 2 Parcels in Kelowna

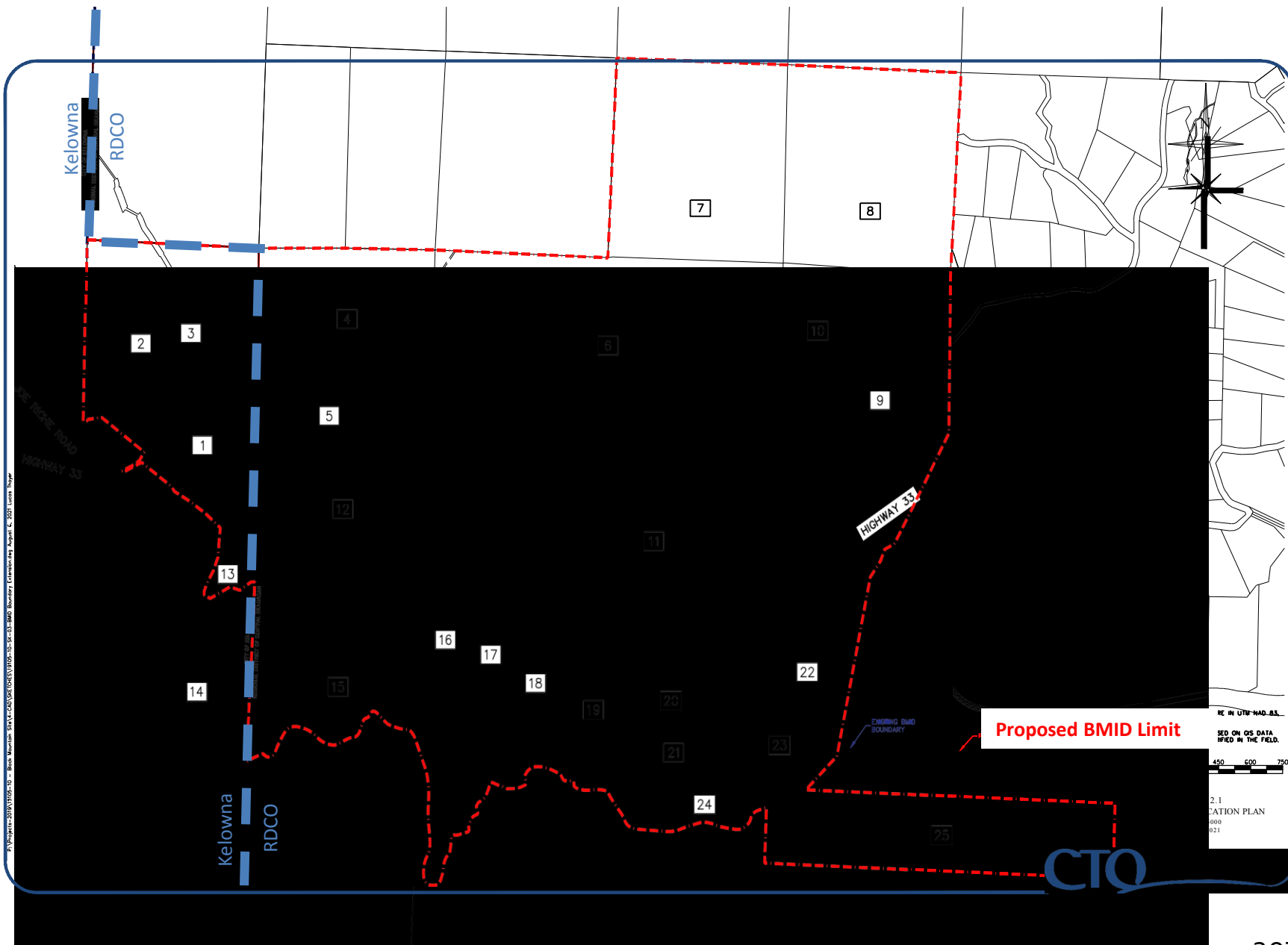
I.D.	Address	Legal	Area (Acres)
1	3050 Hwy 33 E	Lot B, Plan KAP 92045, Twnshp 27	62.8
2	2460 Joe Riche Rd	Lot 9, Plan 1991, Twnshp 27	126.0
3	Joe Riche Road	Parcel 15, Plan KAP237A, Part 1, NW Section 17, Township 27	3.1
13	3205 Hwy 33 E	Lot A Plan KAP20065	5.3



BMID Boundary Extension

April 25, 2022





Opportunities

- ▶ Opportunity to grow agricultural economy
- ▶ Creates a Non-potable irrigation system in BMID
- ▶ Requires more watershed storage
- ▶ Catalyst for holistic watershed plan
 - ▶ Watershed Security Plan
 - ▶ BC; CoK; RDCO; OBWB; First Nations;

Recommendations

- ▶ Support the boundary adjustment
- ▶ Recommend Province use this opportunity to develop holistic watershed plan for Mission Creek



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: 2022 Meet Me on Bernard
Department: Sport and Event Services Department

Recommendation:

THAT Council receive for information, the report from the Event Development Supervisor, dated April 25, 2022, regarding activities related to the 2022 Meet Me on Bernard program.

Purpose:

To update Council on activities related to the 2022 Meet Me on Bernard program

Background:

During the summer months of 2020, the 200-500 blocks of Bernard Avenue were closed to vehicular traffic and Kelowna's 'main street' was transformed into a public plaza that extended restaurant patios and expanded social space to allow pedestrians to safely enjoy downtown during ongoing provincial health orders. The participating businesses on the 200 and 300 blocks were pleased with the initiative whereas the businesses on the 400-500 blocks expressed concerns due to the lack of restaurants and animation that resulted in 'empty spaces', highlighting the need for additional programming.

In response to feedback from Bernard businesses, the public, and key stakeholders - animating the four blocks of Bernard Avenue became a primary focal point in 2021. Planning such activities was a challenging task as many potential contributors were hesitant to be involved given the uncertainties of the COVID-19 pandemic and associated restrictions. However, despite this challenge, a number of initiatives were able to be carried out that demonstrated a collaborative effort among key stakeholders that enhanced the vibrancy of the street. These initiatives included:

Animation

- **Patio Extension Program:** A total of 23 restaurants took advantage of the patio extension program to expand capacity and give customers the opportunity to socialize and enjoy outside dining.

- **Beautification:** flowered planters and park benches were dispersed throughout the pedestrian corridor that supplemented existing hanging pots, trees, and rest stops.
- **Public art:** a total of seven pieces of augmented reality paintings, curated by the Alternator Centre for Contemporary Art, provided a creative escape for the public's viewing pleasure, while twelve decorated sono-tubes featuring inspirational expressions of recovery written by women in the NOW Canada program added to the aesthetics of the streetscape.
- **Parklets:** a total of seven parklets, designed and created by local landscape architect firms, provided innovative spaces for the public to visit, sit, and relax.
- **Entertainment:** a schedule of musical performers and acts, delivered by Festivals Kelowna and OK Collective, attracted residents and visitors to the downtown core to enjoy local talent while taking in the shops.
- **Activations and programs:** The weekly Farmers Market and other events and programs such as 'Arts on the Avenue', street games, and Tourism Kelowna's mobile visitor centre gave the public a variety of programmed options to engage in.
- **Indigenous Art Gallery:** the 'iArt' mobile gallery, sponsored by the Rotary Centre for the Arts and Thompson Okanagan Tourism Association, provided viewing of Indigenous art featuring artists from around the world such as Maureen Gruben (Inuvialuk), Christine Howard Sandoval (Obispeno Chumash & Hispanic) and Krista Belle Stewart (Syilx).

Operational Logistics

- **Traffic Management:** a comprehensive traffic management plan that considered safety measures, accessible parking, educational signage, and transportation alternatives was implemented through the involvement of several City departments and external stakeholders.
- **Ambassadors:** regular presence by the DKA's Downtown On-Call team (DOC), Tourism Kelowna's mobile visitor centre, and a team of summer students helped educate the public and contributed to the overall safety of MMOB.
- **Marketing:** A combined promotional effort that included MMOB branding, signage, contests, and onsite ambassadors helped spread the word and further activated the MMOB program and more broadly, Kelowna's vibrant downtown.
- **Street Cleanliness:** Shared duties by City crews, DKA's Downtown Clean Team, and summer students contributed to the overall cleanliness, waste management, and COVID sanitizing measures throughout the program.

Unfortunately, provincial health orders, an extreme heat wave, and excessive smoke limited many of the activities that were able to occur during the 2021 MMOB season. Nonetheless, the program proceeded and was considered a success in terms of collaboration and deliverables under challenging circumstances.

Discussion:

The MMOB committee, comprised of the Downtown Kelowna Association (DKA), Tourism Kelowna, and City staff, recognize that open spaces are important for physical, mental, and social health, and have combined resources to deliver a concept that will enhance the vibrancy of our downtown core and have a positive impact for local businesses.

2022 Meet Me on Bernard

In order to focus the various resources necessary to make the program a success and to maximize participation by retailers and other stakeholders, the 2022 Meet Me on Bernard program, including the patio extension program, is scheduled to run from July 1st to September 5th. An earlier opening date for the patio extension program has been discussed however is not being pursued in 2022 based on lifted COVID restrictions, and challenging operational logistics and resources to deliver. 2023 plans will involve a comprehensive review of the MMOB program and will consider an earlier opening date option.

The key objective for the 2022 MMOB program will once again focus on animating the four blocks on Bernard Avenue and look to refine certain deliverables that will improve the overall experience and operations of the program. To help guide this objective, the MMOB committee endorsed the following core principles:

- encourage active healthy lifestyles
- build strong & vibrant neighbourhoods
- enhance social sustainability
- support local businesses and associations
- provide an inclusive and accessible atmosphere
- enhance cultural vitality

Building upon the feedback and successes of the 2021 program, the MMOB committee will introduce new initiatives, programs, and activations that will further contribute to the vibrancy, safety, and prosperity of the downtown core. Although 2021 was significantly impacted by external factors such as provincial health restrictions, high temperatures, and excessive smoke, the MMOB committee is cautiously optimistic that a robust event schedule can be implemented for 2022. Current plans include:

Animation & Activations

- Patio Extension Program: currently, a total of 21 businesses have registered for the patio extension program to expand service and add vibrancy to the street.
- Farmers Market: The Kelowna Farmers & Crafters Market will be returning with their satellite market on the 400 & 500 blocks of Bernard Avenue every Sunday.
- Live Music: in addition to a wide range of buskers, Festivals Kelowna and OK Collective are scheduled to provide weekly performances from local talent that will attract residents to the area.
- Events: special events such as Arts on the Avenue, DKA Block Party, and opening & closing day festivities will offer residents more reasons to visit the downtown core.
- Community Programs: free drop-in programs such as 'Try it Tuesdays' and other weekly activations will offer people of all ages fun and educational experiences while shopping downtown.
- Pop-Up Businesses: space will be provided for businesses not located on Bernard Avenue to participate in the MMOB experience.
- Street games: building on the popularity of 2021, street games such as chess, giant checkers, and Jenga will be available for all who have that competitive spirit.

Furniture & Public Art

- Parklets: parklets will once again adorn Bernard Avenue to provide visitors with a unique setting to visit and relax. Currently, there are eight landscape architect firms registered to show-off their innovative designs.
- Public Art: The Alternator for Contemporary Art is back on board to curate augmented reality pieces to provide a creative and extraordinary viewing experience that will add to the aesthetics of Bernard Avenue.
- Flowers & Benches: planters and benches will be strategically placed to enhance the beauty of Bernard Avenue while serving as attractive resting spots and doubling as traffic management infrastructure.
- Tables & Chairs: The 400 & 500 blocks will be furnished with a combination of Adirondack chairs and bistro sets for those who want to share a bite, visit, or have a game of chess.

Logistics

- Parking & delivery zones: as part of the traffic management plan, considerations have been addressed to allow for the creation of delivery zones and to relocate all accessible parking stalls.
- Cleaning: a more collaborative approach has been taken to improve the cleanliness of MMOB through innovative practices and resource sharing.
- Communications: building upon a successful program from 2021, a redesigned signage program, dedicated website, and social media presence will better serve the public's informational needs.
- COVID planning: in the case of any unforeseen provincial health orders, the MMOB committee is prepared to adapt the program as needed to continue the delivery of the program.
- Safety: MMOB's safe and vibrant atmosphere will be bolstered through the services of the Downtown Kelowna's on-call team and student ambassadors. In addition, regular Event Services Committee members such as the RCMP and Bylaw Services will be engaged to help foster a positive social environment.

Program Funding

Funding for the 2022 MMOB program will be cost shared between organizations of the committee and is anchored by the MMOB program budget (\$25K) and other revenues generated by several City of Kelowna sources, such as, the patio expansion program, temporary public art program, and contributing operational budgets. In addition, DKA and Tourism Kelowna provide substantial staff time and financial contributions through their own related budgets. Staff are also currently in the process of renewing and securing new sponsorship partners and alternate funding sources that are key to the successful delivery of the MMOB program.

Conclusion:

The Meet me on Bernard program is an initiative to stimulate local economic and social wellness through collaboration and innovation. The MMOB committee will continue to engage local businesses, community organizations, and the public to deliver a successful program that transforms Bernard Avenue from a vehicular corridor to an urban park, offering pedestrians a fun and vibrant setting to enjoy a variety of activities and to explore local shops and restaurants.

City staff will continue to monitor all aspects of the program and gather feedback from key stakeholders to support the ongoing success and sustainability of the Meet me on Bernard program.

Internal Circulation:

Active Living & Culture

Communications

Sponsorships & Advertising

Considerations applicable to this report:

Existing Policy: Council's 2019-2022 priorities identified focus areas supporting staff recommendations in this report, including:

- Vibrant Neighbourhoods
- Social & Inclusive
- Economic Resiliency
- Transportation & Mobility
- Community Safety

Additionally, the 'Meet me on Bernard' program aligns with key objectives of the Event Strategy Framework and other planning documents including the Kelowna Community Sport Plan, Cultural Plan, Community for All Action Plan and Journey Home Strategy.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: Chris Babcock, Event Development Supervisor, Active Living & Culture

Approved for inclusion: Jim Gabriel, Divisional Director, Active Living & Culture



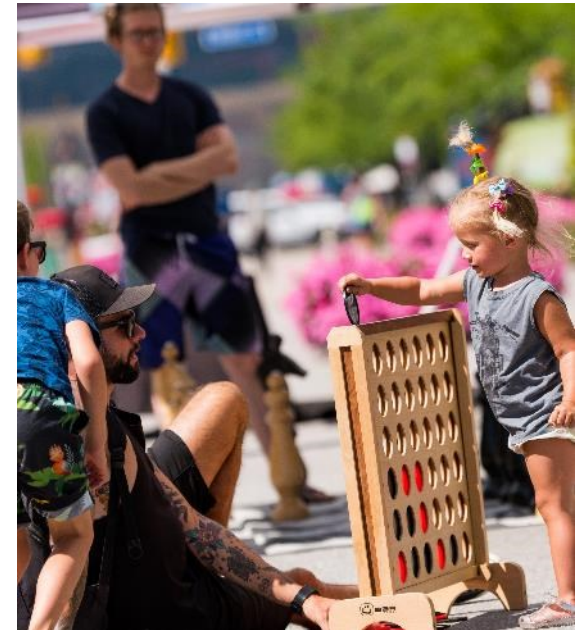
April 25, 2022



2021 Public Art & Beautification



2021 Parklets



2021 Activations & Programs



2021 MMOB Marketing

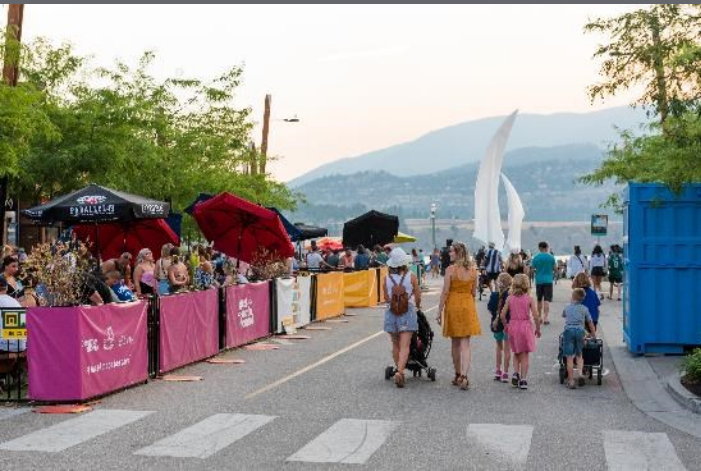


2021 Operational Logistics



2022 Meet me on Bernard

- Encourage active healthy lifestyles
- Build strong & vibrant neighbourhoods
- Enhance social sustainability
- Support local businesses and associations
- Provide an inclusive and accessible atmosphere
- Enhance cultural vitality

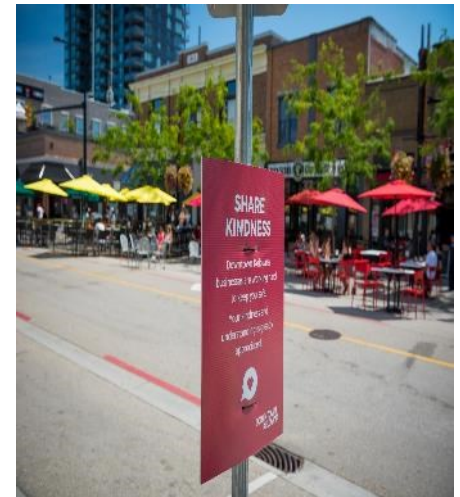




2022 Animation & Activations



2022 Streetscape and Public Art



2022 Operational Logistics

Program Funding

- \$25k MMOB program budget
- City programs/budgets
- Sponsorship
- Partner Organizations



**DOWNTOWN
KELOWNA**





2022 Meet me on Bernard



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: Annual Housing Report – 2021 Update
Department: Policy & Planning

Recommendation:

THAT Council receives, for information, the report from Policy & Planning dated April 25, 2022, with respect to Kelowna's Annual Housing Report.

Purpose:

To introduce the 2021 Annual Housing Report, which provides updated information about Kelowna's housing system and Healthy Housing Strategy progress.

Background:

Each year, the City's Annual Housing Report (AHR) summarizes key data and insights about Kelowna's housing system. The 2021 AHR (Attachment A) is structured around the City's Housing Wheelhouse, which was updated in 2021. Using the Housing Wheelhouse as a reporting tool helps link the AHR to other City documents related to housing, including the *Housing Needs Assessment* and the *Healthy Housing Strategy*. Additionally, using the Wheelhouse makes it easier to see relationships between different housing types and better understand how housing functions as a system. For each segment of the Wheelhouse, a commentary on recent data, City actions, and relationships to other parts of the Wheelhouse is provided.

The AHR provides an overview of demographic and economic trends that affect Kelowna's housing system, followed by an analysis of quantitative and qualitative data related to housing. The AHR incorporates data from various sources including City of Kelowna, Statistics Canada, Canadian Mortgage and Housing Corporation, and BC Assessment, to provide a comprehensive review of each segment of the Wheelhouse.

Discussion:

Kelowna remains a highly desirable place to live with a strong demand for housing – this demand was reflected in home price and rental rate increases in 2021. In Kelowna and across Canada, wages are not rising as quickly as housing and living costs, and housing affordability remains a key concern. Key takeaways from the 2021 AHR include:

- **Strong growth:** Kelowna experienced recovery from COVID-19 over the course of 2021, with above average population growth – particularly due to people moving to Kelowna from other provinces – as well as a comparatively low unemployment rate
- **Progress on data integration:** Real-time data on homelessness and emergency shelter housing remains an ongoing challenge – the City is working with the Central Okanagan Journey Home Society to address this data gap through the Data Roadmap
- **Complex needs advocacy:** While there was a modest increase in new supportive housing units in 2021 compared to 2020, there is ongoing need for additional supportive housing units – the *Complex Needs Advocacy Paper* was endorsed by Council in 2021 to advocate for additional complex needs housing
- **Investment in purpose-built rental:** Although rental rates increased and the vacancy rate decreased, there was an increase in the number of new purpose-built market rental units in 2021 compared to 2020, with many more units currently in the development approval process
- **Home ownership increasingly out of reach:** 2021 saw record home sales and support for increased housing diversity through the 2040 OCP and the Infill Challenge 2.0; however, there was a large increase in median home prices, and the median multiple – a measure of unaffordability – hit a 10-year high

Looking forward, the strong demand for housing in Kelowna is expected to continue into the coming years. As home ownership prices rise, it is anticipated that there will be more demand for rental housing. Furthermore, may be more demand for lower-cost and subsidized rental housing, and potentially more pressure on the emergency shelter system.

There were a record number of building permits issued in 2021, and there is a significant amount of housing in the development approval process. Approximately 60 per cent in the form of apartment housing, 20 per cent townhouse or houseplex housing, and 20 per cent single dwelling housing.

Conclusion:

The AHR provides foundational information about Kelowna’s housing system and acknowledges the significant action being taken by the City and our partners to address housing challenges including supporting the Journey Home Strategy, providing incentives for rental housing, moving forward on the Affordable Housing Land Acquisition Strategy, and supporting housing diversity. Despite these actions, there is still need for more housing that is attainable for a larger proportion of Kelowna residents, including housing options across all the Housing Wheelhouse segments. City staff will continue to bring forward tools and initiatives to give Council new options to meet community housing needs.

Internal Circulation:

Policy & Planning
Planning and Development Services
Real Estate Services
Active Living and Culture
Communications

Submitted by: A. Janousek, Planner

Approved for inclusion: J. Moore, Long Range Policy Planning Manager

Attachments: Attachment A: Kelowna Annual Housing Report 2021



KELOWNA ANNUAL HOUSING REPORT

PREPARED BY POLICY & PLANNING DEPARTMENT - APRIL 2022



EXECUTIVE SUMMARY

The *Annual Housing Report* explores Kelowna's housing system based on the City's Housing Wheelhouse, which was updated in 2021 (see page 4). Kelowna is a desirable place to live, and in 2021 the City had high population growth and a relatively low unemployment rate. These factors, along with historically low interest rates, contributed to increased demand for housing in 2021, with prices for ownership housing in particular rising significantly compared to 2020.

Over the course of 2021, there were several positive developments related to housing in Kelowna including:

- Council's endorsement of the [Complex Needs Advocacy Paper](#) to advocate for additional complex needs housing
- The City's ongoing work with the Central Okanagan Journey Home Society on a Data Roadmap to improve access to data on homelessness and emergency shelter housing
- The issuance of a record number of residential building permits, about 80 per cent of which are for multi-family housing, which is more attainable than single dwelling housing
- An increase in the number of new supportive housingⁱ units compared to 2020 (183 units vs. 158 units)
- An additional 440 units of subsidized rental housing in the development application process
- An increase in the number of new purpose-built market rental units, with 3,296 additional units in the development application process

ⁱ Supportive housing is stable housing with supports that may be short- or long-term and is typically offered by non-profit and other housing providers.

Table 1: Kelowna Median Home Price and Vacancy Rate

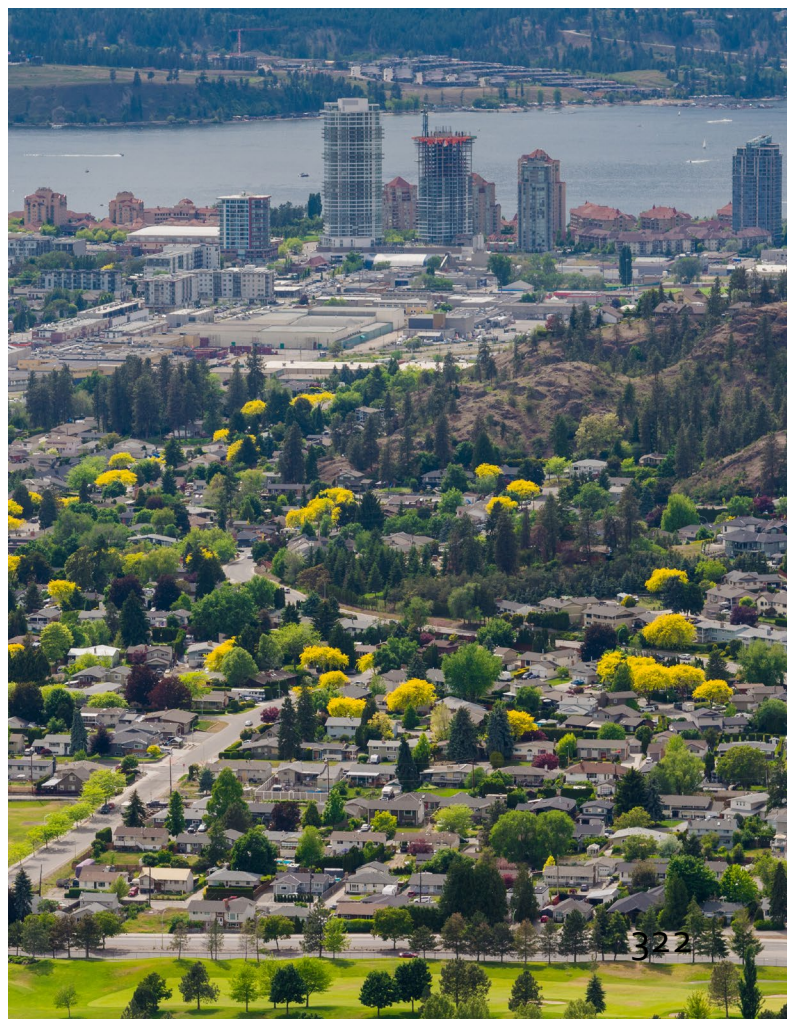
Type	2020 Median Price	2021 Median Price	% Increase
Apartment	\$364,300	\$405,000	10.1%
Townhouse	\$501,100	\$579,950	13.6%
Single Detached	\$735,000	\$892,000	17.6%
Overall rental vacancy rate decreased from 2.1% in 2020 to 0.6% in 2021			

Source: BC Assessment Authority and CMHC.

That said, Kelowna is facing ongoing challenges related to housing including:

- The number of people experiencing homelessness appears to be increasing despite additional units coming online
- A low primary market vacancy rate of 0.6 per cent and rising rental rates
- Kelowna's median multiple, a measure of unaffordability, hit a 10 year high meaning it became even more challenging to purchase a home in 2021

The City, in collaboration with our partners, is taking many actions to address housing affordability and encourage additional housing supply across the Wheelhouse. We continue to support the Journey Home Strategy and provide incentives for supportive housing, subsidized rental housing, and market rental housing. The City also contributes land for subsidized rental housing through the *Affordable Housing Land Acquisition Strategy* and encourages diverse housing options through initiatives such as the [2040 Official Community Plan](#) and the [Infill Challenge 2.0](#). See Appendix A for a summary of housing projects that the City has partnered on.



INTRODUCTION

Each year, the *Annual Housing Report* provides key data and insights about Kelowna's housing system. Like the [2020 Annual Housing Report](#), the 2021 report is structured around the City's Housing Wheelhouse (see page 4). Using the Housing Wheelhouse as a reporting tool helps link the Annual Housing Report to other City documents related to housing, including the [Housing Needs Assessment](#) and the [Healthy Housing Strategy](#). For each segment of the Wheelhouse, we provide a review of recent data, comment on City actions, and explore relationships to other parts of the Wheelhouse.

KELOWNA CONTEXT 2021

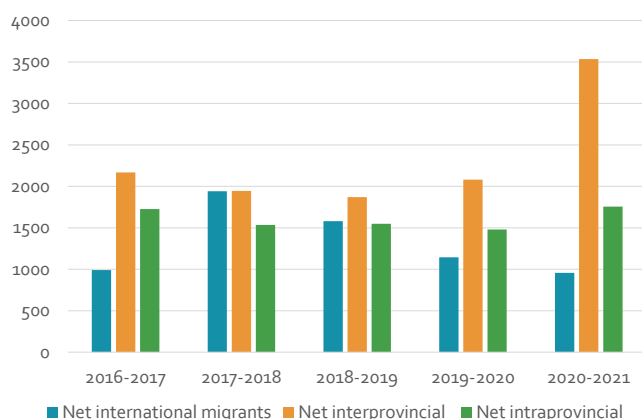
Population and economic trends help to provide an understanding of what's happening in the housing system. When the population and economy grow, like we're seeing in Kelowna, the demand for housing typically increases too. Monetary policy, especially interest rates, also plays a role in demand for housing, as outlined below.

POPULATION

From 2016-2021, the City's population grew rapidly, increasing by 14 per cent, and the Kelowna Census Metropolitan Area was the fastest growing region in Canadaⁱ. Population growth accelerated further in 2021, with a net population increase of over 5,000 people. The largest migration group in 2021 was interprovincial migration – people moving to Kelowna from within Canada but outside of British Columbia (Figure 1). These figures show that Kelowna continues to offer an attractive environment in which to live and work.

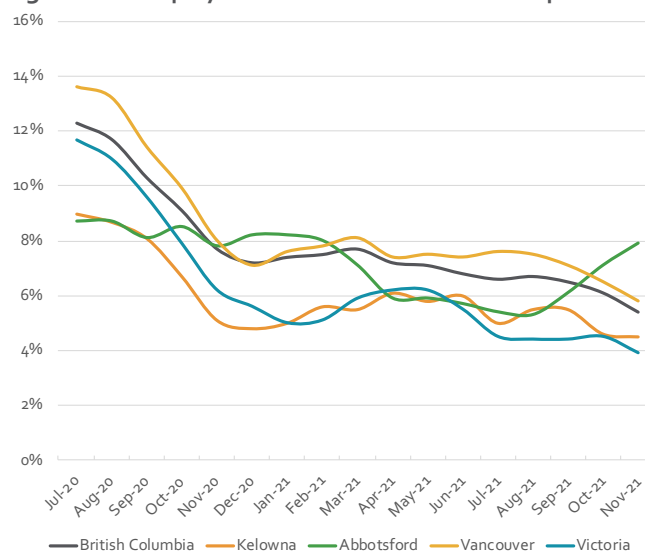
ⁱ Statistics Canada. 2022. Canada tops G7 growth despite COVID. <https://www150.statcan.gc.ca/n1/daily-quotidien/220209/dq220209a-eng.htm>

Figure 1: Annual Migration to Kelowna CMA 2016-2021 (Number of People)



Source: Statistics Canada, *Components of Population Change*.

Figure 2: Unemployment Rate in BC Census Metropolitan Areas



Source: Statistics Canada, *Labour Force Characteristics, unadjusted for seasonality*.

ECONOMY

Although COVID-19 continues to impact our day-to-day lives, Kelowna's unemployment rate is much lower than it was at the peak of the pandemic (Figure 2). The unemployment rate and the number of people employed has remained stable over the course of 2021, indicating that the economy has stabilized following the most intense COVID-19 impacts. Additionally, Kelowna's unemployment rate remains lower than many other Census Metropolitan Areas in BC.

Notably, 2021 saw the highest number of residential building permits ever issued in Kelowna, demonstrating a high level of developer confidence in Kelowna's housing market and a strong post-pandemic recovery of the development and construction industries.

MONETARY POLICY

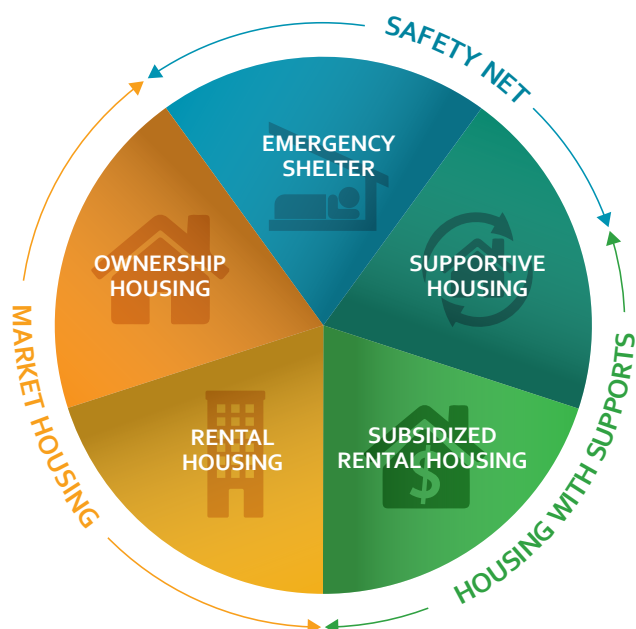
Monetary policy, including interest rates, impacts the housing system. High interest rates mean that it is more expensive to take out a mortgage; therefore, higher interest rates tend to lower the demand for housing. Low interest rates, in contrast, mean that it is more affordable to borrow more money for a mortgage, and tend to correlate with increased demand for housing. In recent years, we've seen record low interest rates in Canada, making real estate a more viable and attractive option for both buyers and investors. The Bank of Canada interest rate currently remains low but was increased in early 2022 and is forecasted to increase further in response to high levels of inflation seen in 2021 – reduced interest rates may also reduce demand for housingⁱⁱ.

ⁱⁱ Global News. (2022). <https://globalnews.ca/news/8654004/canada-interest-rate-hike-march-2022/>

HOUSING WHEELHOUSE REPORTING

The City of Kelowna completed a [Housing Needs Assessment](#) in 2017, and through that process established the housing Wheelhouse (Figure 3). The Wheelhouse shows the variety of housing needed for a healthy community housing system. Additionally, the Wheelhouse promotes equity and inclusion by recognizing that people may move from segment to segment of the Wheelhouse throughout their lives. The *Annual Housing Report* uses the Wheelhouse as a framework to assess and report on housing.

Figure 3: The Housing Wheelhouse



The City's Housing Wheelhouse was updated in 2021 to better reflect Kelowna's current housing system (Figure 3). The key change was that "short-term supportive housing" and "long-term supportive housing" were combined into a general "supportive housing" category. This update is to acknowledge that supportive housing cannot necessarily be neatly divided into short-term and long-term housing. Rather, supportive housing is a complex category that provides a variety of supports and services to many different populations over various time frames.

The Housing Wheelhouse has three broad housing categories:

- **Safety net housing:** non-profit organizations provide housing and other services to those experiencing a lack of housing or inadequate housing. This includes supportive housing for people who are transitioning out of or are at risk for homelessness.
- **Housing with supports:** non-profit and other housing providers offer stable housing that may be short- or long-term. Supports and services are aligned with residents' needs and may include physical, cognitive, and financial supports. The level of support varies, ranging from low support, such as rental assistance, to moderate support, such as assisted living, to full support, such as residential care.
- **Market housing:** most of the housing in Kelowna falls under the category of market housing. Market housing is privately owned and does not include any forms of support, financial or otherwise.

These broad categories are further divided into five segments: emergency shelter, supportive housing, subsidized rental, market rental, and ownership. Each segment is reported on below.





EMERGENCY SHELTER

Emergency shelters offer temporary shelter and other supportive services – including food, clothing, connections to healthcare and community services – for people experiencing a lack of housing or inadequate housing.

WHAT'S THE DATA TELLING US?

Point-in-time counts provide a snapshot of homelessness in our community. While point-in-time counts provide a way to measure progress, they are generally considered an undercount. The most recent point-in-time count on the number of people experiencing homelessness in Kelowna was completed by the Central Okanagan Foundation on March 10, 2020ⁱ. At least 297 people were found to be experiencing homelessness, a 4 per cent increase from 2018. The point-in-time count found that emergency shelters had capacity for approximately 240 people, and therefore would not have had enough capacity to accommodate all people experiencing homelessness.

As point-in-time counts are only conducted every two years, there is no quantitative update available for 2021. Over the past two years, fluctuating COVID-19 protocols impacted, and at times reduced, the number of emergency shelter beds available, resulting in more people sheltering outside. Late in 2021, local shelters took innovative approaches to bring their capacities up to pre-pandemic levels. BC Housing also funded three additional temporary shelters in Kelowna, for a total of approximately 280 beds in 2021. However, despite the significant number of people that have been housed, the number of people experiencing unsheltered homelessness appears to be increasing.

ⁱ Central Okanagan Foundation. (2020). Community Report: Point in Time Count.

WHAT'S THE CITY DOING?

The [Journey Home Strategy](#) is Kelowna's plan to address homelessness and is supported by the City. The strategy provides a roadmap for improving systems and practices to support housing for people who are transitioning out of or are at risk of homelessness. The Central Okanagan Journey Home Society (COJHS) was established to implement the *Journey Home Strategy*, and through a Memorandum of Understanding with the City is working towards the goal of achieving a functional end to homelessness in Kelowna.

The City invests in and supports the *Journey Home Strategy*, particularly in the areas of systems planning, capacity building, advocacy, and data integration. For example, the City is currently working with COJHS to finalize a Community Emergency Shelter plan and Shelter Location Criteria. These planning documents will help to clearly articulate Kelowna's vision for emergency shelter housing and allow for advocacy to the provincial government for investment in emergency shelter services. Additionally, the City works to build relationships with other organizations on the topic of homelessness and supports advocacy projects such as an anti-stigma campaign.

Getting better data about emergency shelter housing is also a priority for the City. See the Project Spotlight box below for more information about how the City is working in partnership with COJHS on this topic.

THE BIG PICTURE...

Costs for both rental and ownership housing have been rising consistently in Kelowna, and 2021 was no exception. For those at risk of homelessness – people without access to social and financial supports – increasing housing costs may result in homelessness. Providing adequate, affordable housing with the right supports is critical to reducing the demand for emergency shelter services in Kelowna.

PROJECT SPOTLIGHT

Data on homelessness and emergency shelters currently spans multiple ministries and agencies – accessing this data is an ongoing challenge. Because there is currently no mechanism to collect and integrate comprehensive, system-wide, real-time data about individuals experiencing homelessness, we don't have a clear understanding of the level of need or our progress.

The City has been working with COJHS since 2020 to address the lack of integrated data, starting with a Data Integration Requirements Exercise which informed a Data Roadmap. The Roadmap is designed to support the establishment of one comprehensive, real-time, person-specific list of everyone currently experiencing homelessness in our community. This single source of data will provide an accurate understanding of individuals who are experiencing homelessness, how to find them, and what their housing and support needs are. Integrated data is a critical component for developing local solutions to homelessness and will also help the City of Kelowna better advocate to senior levels of government.



SUPPORTIVE HOUSING

Supportive housing is stable housing with supports that may be short- or long-term and is typically offered by non-profit and other housing providers. Supports and services are aligned with residents' needs and may include physical, cognitive, and financial supports. The level of support varies, ranging from lower support, such as assisted living, to full support, such as residential care.

Supportive housing has two broad streams: housing for people transitioning out of or at risk of homelessness who need supports, and housing for seniors who need supports. These two types of housing both provide supports for residents, but they are generally developed, funded, and operated by two different systems.

WHAT'S THE DATA TELLING US?

Demand for supportive housing is difficult to quantify with the data currently available; however, demand appears to be increasing. We know that there is urgent and significant need in Kelowna for housing for people that experience complex and overlapping health conditionsⁱⁱ. Additionally, the median age in Kelowna is rising, meaning the need for supportive housing for seniors is likely to increase over time.

In terms of supply, there was a slight increase in number of supportive housing units that became available in 2021 (183 new units) compared to 2020 (158 new units).

ii City of Kelowna. (2021). Complex Needs Advocacy Paper.

Table 2: New Supportive Housing Units

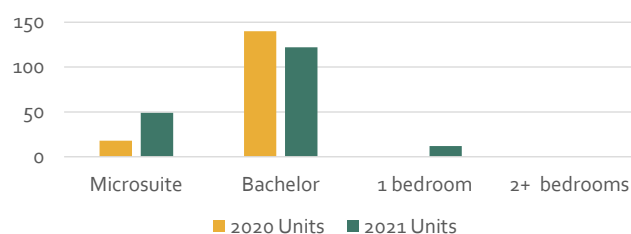
Year	Number of New Units Occupied
2020	158 units
2021	183 units

Most of the 183 supportive housing units that became available in 2021 were microsuite and bachelor units (Table 2, Figure 4). Approximately 25 per cent of the supportive housing units were oriented towards people who are transitioning out of homelessness and approximately 75 per cent were oriented towards seniors. There are currently no supportive housing projects in the development approval process.

WHAT'S THE CITY DOING?

The City supports the development of supportive housing through collaboration with partner organizations (see Appendix A for examples). We also offer financial incentives, such as rental housing grants and tax exemptions for supportive housing. One specific area of supportive housing that the City is focusing on is known as complex needs housing. Complex needs housing is for people with overlapping health conditions such as substance use disorders, co-morbid developmental disabilities, acquired brain injuries, and fetal alcohol spectrum disorder. The pandemic has increased the demand for complex needs housing, with service providers noting deteriorating medical and mental health, as well as increased substance use in Kelowna.

Figure 4: New Supportive Housing Units 2020 vs. 2021



Source: City of Kelowna.

The City has taken a leadership role in advocating for complex needs housing. In 2021, the [Complex Needs Advocacy Paper](#) was endorsed by Kelowna City Council. The advocacy paper provides a roadmap for how different organizations can work together to deliver an effective system of care and housing for people with complex needs.

THE BIG PICTURE...

Supportive housing helps to provide stable housing for people with a variety of complex and overlapping needs, such as financial, mental, physical, and social needs. As housing becomes less affordable, individuals that are ready to leave supportive housing to live independently may find it increasingly difficult to do so. As a result, waitlists for supportive housing may grow and people seeking supportive housing may become "stuck" in the emergency response system. This creates increased pressure on emergency shelters and contributes to people living in inadequate housing conditions.

PROJECT SPOTLIGHT



McCurdy Place, located at 130 McCurdy Road, was completed in 2021. This supportive housing project was developed by BC Housing and is operated by the Canadian Mental Health Association. The development offers 49 secure homes for adults who were formerly homeless or at risk of homelessness and who need supports.

On-site supports are tailored to residents' needs and may include wellness checks, life skills training, employment assistance, and referral to community servicesⁱ. One floor of the project is dedicated to supporting young adults, a first for Kelowna. Staff are available to residents 24-hours a day through an expanded care model.

i BC Housing. letstalkhousingbc.ca.



SUBSIDIZED RENTAL HOUSING

Subsidized rental housing, also called affordable rental housing, is generally operated by non-profit housing providers. In this segment of the Wheelhouse, rent is subsidized through monthly subsidies or capital grants. Subsidized rental units cost approximately 65-80 per cent of market ratesⁱⁱⁱ.

WHAT'S THE DATA TELLING US?

Rising rents indicate that demand for subsidized rental housing is increasing in Kelowna. While there is no centralized waitlist for subsidized rental housing in Kelowna, the BC Housing waitlist – a waitlist for *some* of the affordable housing in Kelowna – provides an indication of demand. In 2021, there were approximately 300 individuals on the BC Housing waitlist in Kelowna. About half of the people waiting for subsidized rental housing are seniors.

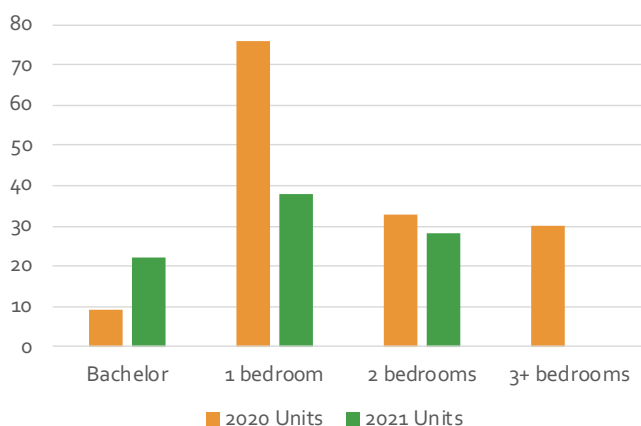
Of the 88 new subsidized rental units that were occupied in 2021, most were 1- and 2-bedroom units (Table 3, Figure 5). There was also an increase in new bachelor units and a decrease in new 3-bedroom units in 2021 compared to 2020.

ⁱⁱⁱ Based on estimate provided by the Society of Hope.

Table 3: New Subsidized Rental Housing Units

Year	Number of New Units Occupied
2020	148 units
2021	88 units

Figure 5. New Subsidized Rental Units 2020 vs. 2021



Source: City of Kelowna.

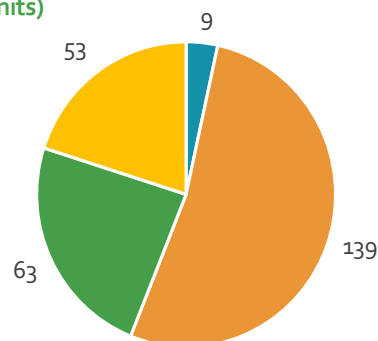
Approximately 440 additional units of subsidized rental housing are in the development approval process in Kelowna and are anticipated to be built over the coming years (Table 4, Figures 6-7). At the time of reporting, subsidized rental housing projects make up 10 – 15 per cent of all the proposed rental housing in Kelowna, with the remaining 85 – 90 per cent being market rental units.

Table 4: Subsidized Rental Housing Units in Process

Stage of Development Process	Number of Units	Occupancy Timeline
Under construction (approved)	264 units	1-3 years
In-stream (not yet approved)*	176 units	3-5 years
TOTAL	440 units	

* Estimate, subject to change.

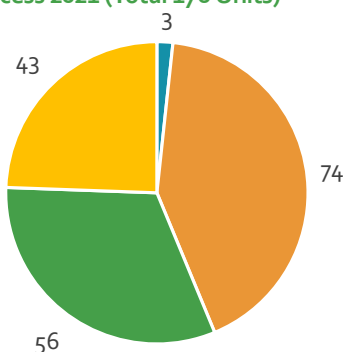
Figure 6. Subsidized Rental Units Under Construction 2021 (Total 264 Units)



■ Bachelor ■ 1 bedroom ■ 2 bedrooms ■ 3+ bedrooms

Source: City of Kelowna.

Figure 7. Subsidized Rental Units in Development Application Process 2021 (Total 176 Units)



■ Bachelor ■ 1 bedroom ■ 2 bedrooms ■ 3+ bedrooms

Source: City of Kelowna.

PROJECT SPOTLIGHT



Source: ROV Engineering Consultants.

In 2021, 40 new affordable rental homes became available at 1060 Cawston Avenue. These units were built to serve Kelowna residents with low to moderate incomes in Kelowna – especially women, single-parent families, and seniors¹. The four-storey building has a mix of studio, one-, two-, and three-bedroom homes with monthly rents ranging from \$375 to approximately \$1,835, depending on the size of the unit and tenant income.

The project boasts solar panels on the roof, improving sustainability and lowering tenants' energy costs. Additionally, the location of the project is close to amenities such as schools, shopping, transit, and other day-to-day services. This project was made possible by collaboration between the NOW Canada Society, the City, and significant financial contributions from senior levels of government.

i BC Housing. Forty affordable homes open in Kelowna.

WHAT'S THE CITY DOING?

The City is seeking to increase and optimize land acquisition for affordable housing through the [Affordable Housing Land Acquisition Strategy](#). The City also continues to track new subsidized and market rental projects through the [Rental Housing Inventory](#). Additionally, we provide ongoing incentives for subsidized rental housing grants and tax exemptions. Between incentives and grants, the City provided over \$500,000 in financial support to two subsidized rental projects in 2021 which together have over 150 units.

THE BIG PICTURE...

Renters are proportionally more likely than homeowners to spend more of their income on housing costs. The most recent data available indicates that approximately 47 per cent of Kelowna renters spend over 30 per cent of their income on housing, meaning their housing costs are considered unaffordable. Coupled with 2021's rising rents and stagnant wages, affordability has not improved over the past year. Without a healthy supply of subsidized rental units, those earning low to moderate incomes will struggle to find housing they can afford. Subsidized rental housing a critical alternative to market housing that helps to ensure that people who can't afford market housing do not have to rely on emergency shelter housing or face homelessness.





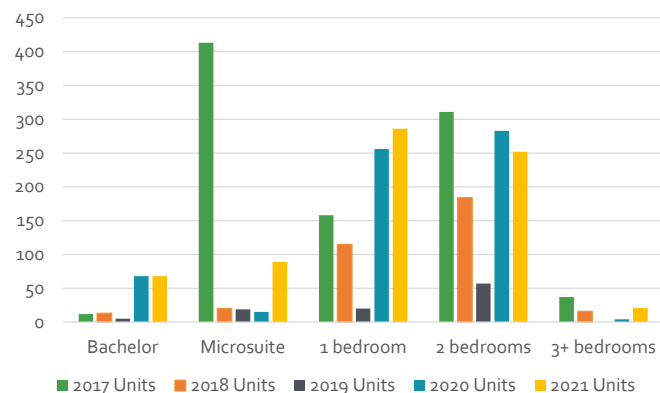
MARKET RENTAL HOUSING

Market rental housing refers to both primary and secondary rental market housing. Primary rental housing generally consists of five or more units that are constructed as purpose-built rental housing. The secondary rental market includes many forms of private rental housing such as secondary suites, carriage homes, privately owned apartments, and single detached homes.

WHAT'S THE DATA TELLING US?

In the primary rental housing market, there were 716 new purpose-built rental units occupied in 2021. In 2020 and 2021 combined, over 1300 new purpose-built rental units were occupied, representing a significant increase in the amount of purpose-built rental units in Kelowna. In 2021, 1- and 2-bedroom units were the most common, and there was also an increase in new microsuite units and 3-bedroom units compared to 2020 (Figure 8).

Figure 8. New Purpose-Built Market Rental Units 2017 to 2021



Source: City of Kelowna.

Investment in purpose-built market rental housing is anticipated to continue in Kelowna over the coming years (Table 5, Figures 9-10). About half of the in-stream units are 1-bedroom units, followed by 2-bedroom units.

While the number of purpose-built rental units is increasing year-over-year in Kelowna – particularly since 2017 – the City's vacancy rate remains low. Between three and five per cent is considered a healthy vacancy rate; however, in 2021 Kelowna's vacancy rate dipped to 0.6 per cent, the lowest since 2017 (Figure 11)ⁱ. The vacancy rate for bachelor units decreased from 6.4 per cent in 2020 to 0.1 per cent in 2021 – this is likely an outcome of students returning to in-person education and needing rental accommodation. Vacancy rates for 1- and 2-bedroom units also dropped to below 1 per cent in 2021. The 2021 vacancy rate for 3+ bedroom units remained similar to 2020 at 1.4 per cent. Overall, low vacancy rates indicate that there is more demand for rental units than is currently available.

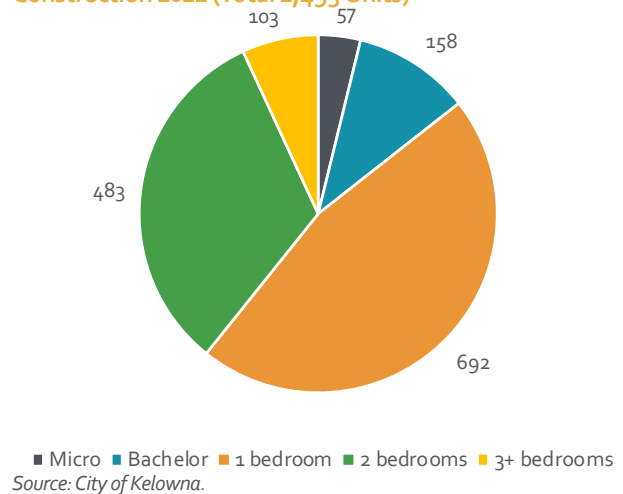
ⁱ CMHC 2021 Rental Survey. Kelowna CMA. Includes private rental structures with at least 3 rental units, which have been on the market for at least 3 months.

Table 5: Purpose-Built Market Rental Housing Units in Process

Stage of Development Process	Number of Units	Occupancy Timeline
Under construction (approved)	1,493 units	1-3 years
In-stream (not yet approved)*	1,803 units	3-5 years
TOTAL	3,296 units	

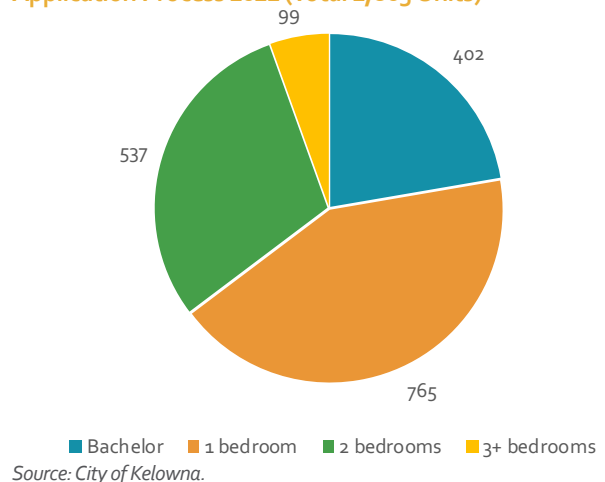
* Estimate, subject to change.

Figure 9. Purpose-Built Market Rental Units Under Construction 2021 (Total 1,493 Units)



Source: City of Kelowna.

Figure 10. Purpose-Built Market Rental Units in Development Application Process 2021 (Total 1,803 Units)



Source: City of Kelowna.

Rental rates also rose in Kelowna from 2020 to 2021 (Figure 12). As per the Canada Mortgage and Housing Corporation, Kelowna's overall rental rate increased 4.8 per cent from \$1,255 in 2020 to \$1,315 in 2021ⁱⁱ. CMHC provides the overall average of rent paid, which is lower than rental rates of currently available units. Rental rate changes were not distributed equally among different unit types: bachelor units decreased by 2 per cent, one-bedroom units increased by 4 per cent, 2-bedroom units increased by 6 per cent, and 3-bedroom units increased by 7 per cent.

ⁱⁱ CMHC 2021 Rental Survey. Kelowna CMA. Includes private rental structures with at least 3 rental units, which have been on the market for at least 3 months.

In terms of the secondary rental market, advertised rental rates for secondary rental units were higher than primary rental units with the median 1-bedroom rate at \$1,700, 2-bed room at \$2,600, and 3-bedroom at \$2,900ⁱⁱⁱ. Furthermore, data from KNEW Realty Research indicates that new purpose-built rental units are renting for lower rates than existing secondary market rental units (Figure 13). Additionally in 2021, 169 occupancy permits and a further 343 building permits were issued for secondary suites and carriage houses in Kelowna.

WHAT'S THE CITY DOING?

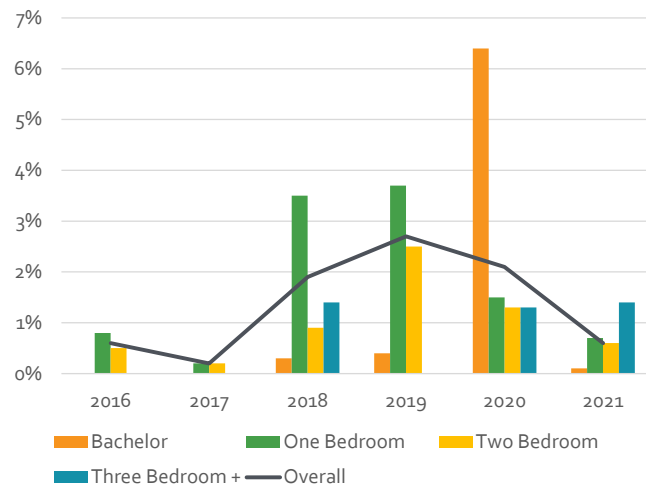
Overall, low vacancy rates, high rents, and a growing population reinforce the importance of ongoing investment in purpose-built rental housing. The City provides significant support for purpose-built rental housing through the rental housing tax exemption program. The total estimated future tax exemption for all rental units from 2022 to 2031 is approximately \$16.5 million, accounting for about 2,600 rental housing units across 30 buildings^{iv}. In 2021 specifically, the City provided tax exemption support to over 300 units of purpose-built rental housing. The Zoning Bylaw also has rental incentives in the form of parking reductions for developers who commit to rental only zoning.

THE BIG PICTURE...

While Kelowna has brought on a record number of rental units in recent years, there is still unmet demand for rental housing due to strong population growth and decreasing vacancy rates. Additionally, rising home ownership costs are expected to further increase demand for rental housing. If rental rates continue to rise and the gap between market rental rates and subsidized rental rates becomes too large, it will become more difficult for people to move from subsidized rental housing into market rental housing or home ownership. Overall, an adequate supply of market rental housing that aligns with local incomes is critical to provide relief from expensive home ownership and to reduce pressure on subsidized rental housing.

iii KNEW Realty Research. Existing Rental Market Data, October 2021.
iv Estimate subject to change as buildings join and leave the program during their 10 year exemption period; includes both market and subsidized rental housing units.

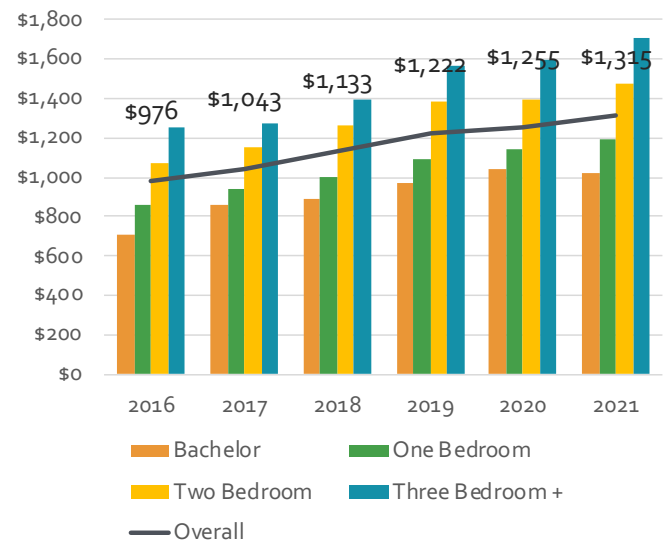
Figure 11: Vacancy Rate by Unit Type 2016-2021



Source: CMHC 2020 Kelowna Rental Survey.

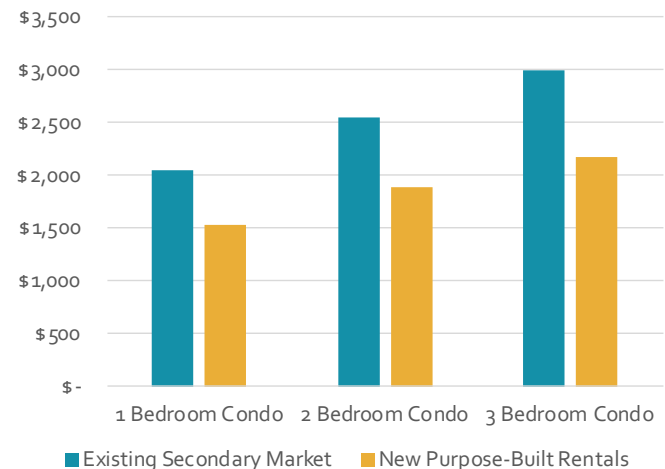


Figure 12: Average Rent by Unit Type 2016-2021



Source: CMHC 2020 Kelowna Rental Survey.

Figure 13: Kelowna Median Rental Rates, Existing Secondary Market vs. New Purpose-Built Rental Market, September 2021



Source: KNEW Realty Research. New purpose-built rental data includes new purpose-built market rental projects that have taken occupancy within the last 36 months.



OWNERSHIP HOUSING

Ownership Housing refers to privately owned homes and housing units. Ownership housing comes in different forms, including apartments, townhomes, and single-detached homes (SDH).

WHAT'S THE DATA TELLING US?

Kelowna is a highly desirable place to purchase a home. Despite the COVID-19 pandemic, 2020 and 2021 saw above an average number of home sales and a large increase in median home prices. In 2021 specifically, there were 5,314 homes sold in Kelowna, which is higher than the 10-year average of 3,517ⁱ. There was also a 3.3 per cent increase in new listings in the Central Okanagan (10,562 listings in 2021 compared to 10,229 listings in 2020) – this is still slightly below pre-pandemic levelsⁱⁱ. Sales activity was strongest in the spring and early summer.

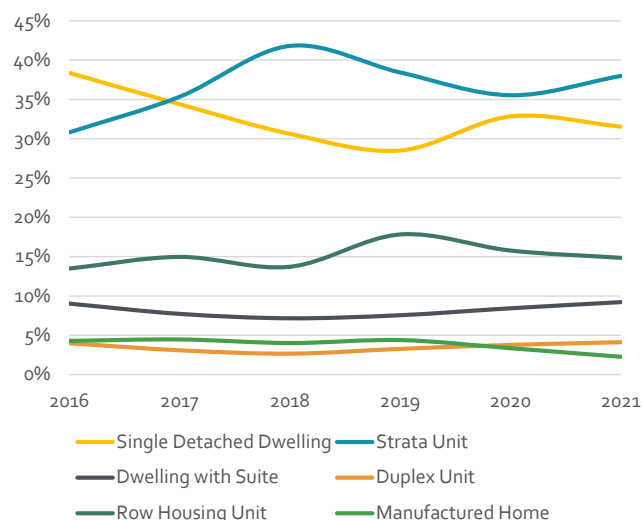
Home prices continued to rise in 2021, and the overall median home price rose significantly from \$543,000 in 2020 to \$650,000ⁱⁱⁱ in 2021 (Figure 14). The median SDH price increased 21.4 per cent from \$735,000 in 2020 to \$892,000 in 2021 and the median townhouse price increased 15.8 per cent from \$501,000 in 2020 to \$579,950 in 2021. Strata units also saw a large increase of 11.2 per cent from \$364,300 in 2020 to 405,000 in 2021.

Regarding the type of housing being purchased, SDH trended downwards in terms of proportion of home sales compared to 2020. Strata units, in comparison, trended upwards (Figure 15).

Regarding new construction, most of the housing units that became available in 2021 were apartment units (64 per cent), followed by SDHs (19 per cent) and townhouse and houseplex units (17 per cent) (figure 16).

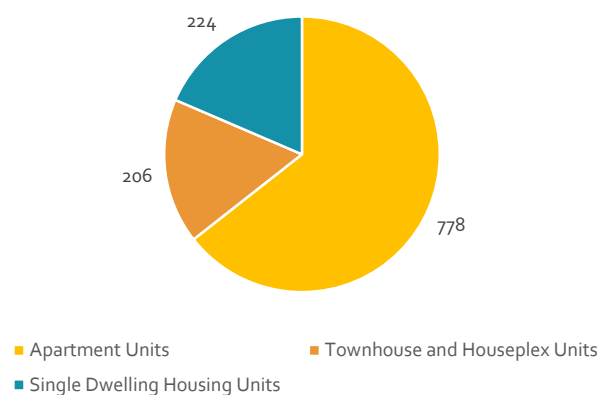
- i BC Assessment Authority, sales data.
- ii Association of Interior Realtors, market stats.
- iii BC Assessment Authority. Boundary: City of Kelowna

Figure 15. Kelowna Percentage of Home Sales by Type 2016-2021



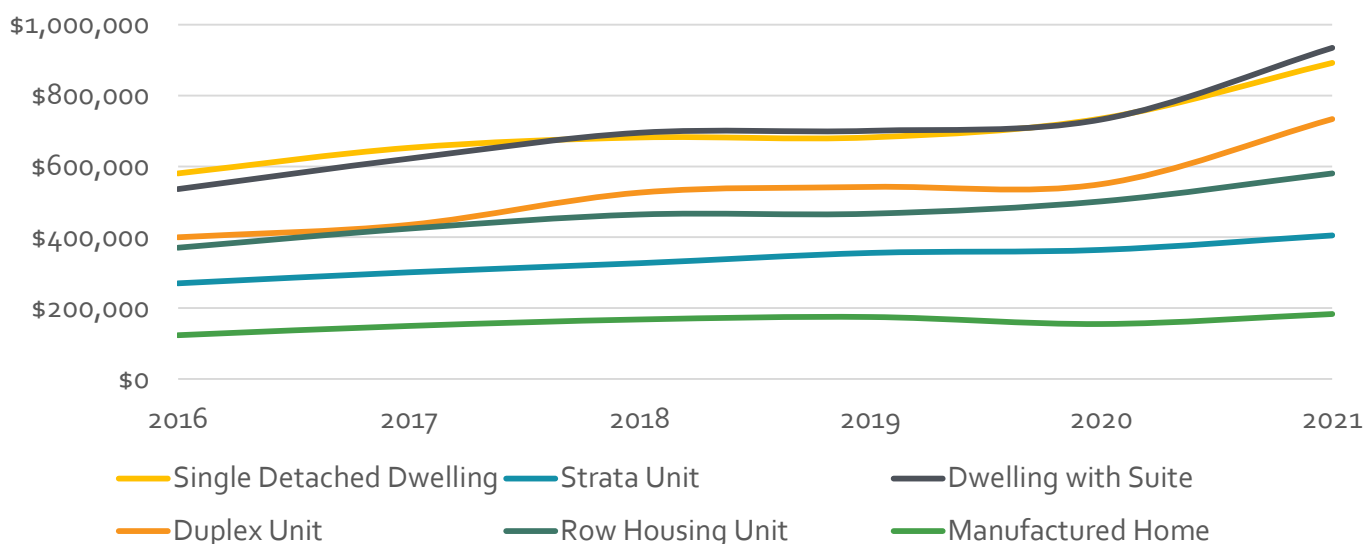
Source: BC Assessment Authority, sales data.

Figure 16. Residential Occupancy Permits Issued by Home Type 2021



Source: BC Assessment Authority, sales data.

Figure 14. Kelowna Median Home Price by Type 2016-2021



Source: BC Assessment Authority, sales data.

WHAT'S THE CITY DOING?

The City recognizes the growing unaffordability of single detached homes and supports increased diversity in home ownership forms throughout key policy documents. Kelowna's [2040 Official Community Plan](#) was finalized in 2021, and it promotes increased residential density in Urban Centres, more housing variety, and increased housing attainability. Additionally, the City encourages infill housing in existing neighbourhoods through initiatives like RU7 zoning and the [Infill Challenge 2.0](#).

THE BIG PICTURE...

Overall, home ownership affordability decreased in 2021 for all housing types, and especially for SDH. Affordability can be measured with the median multiple, as shown in Figure 17. The median multiple shows the ratio of median house price to median household income. In Kelowna, the median multiple has been well above the target of 3.5 over the last 10 plus years, and reached new levels of unaffordability in 2021 with a median multiple of 8.73.

Building the right mix of housing, including a focus on apartments and missing middle housing forms like townhomes, is one way to help ensure that there are more attainable options for Kelowna residents. If home prices continue to rise without corresponding wages increases, fewer people will be able to purchase homes, and it is likely that other segments of the Wheelhouse will see more demand, particularly market rental housing.

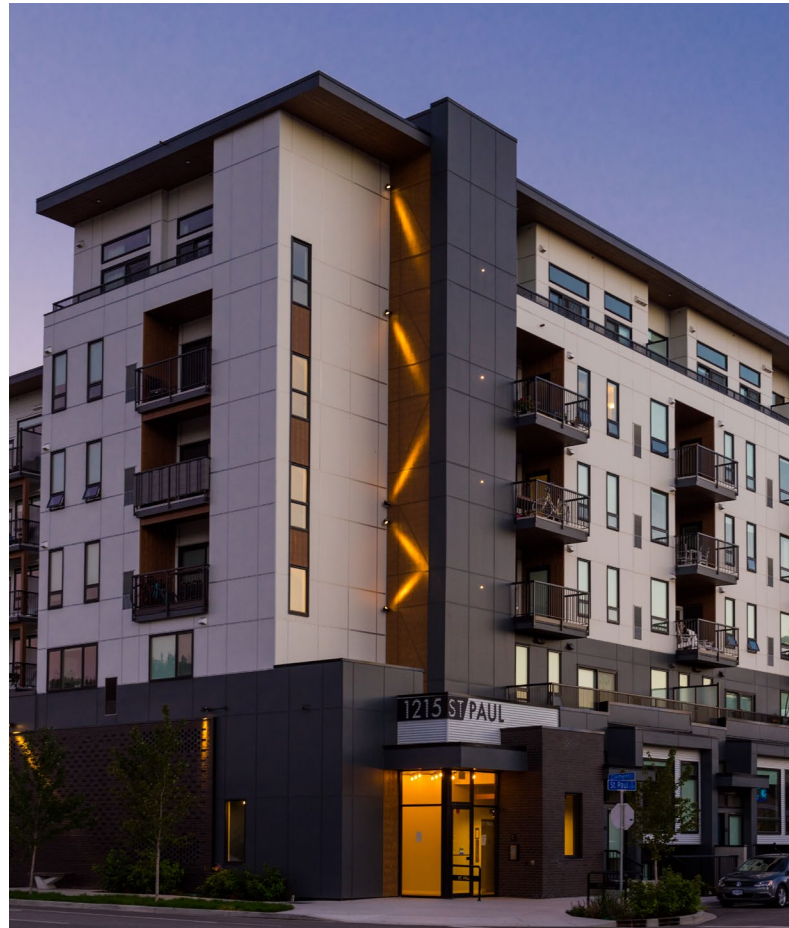
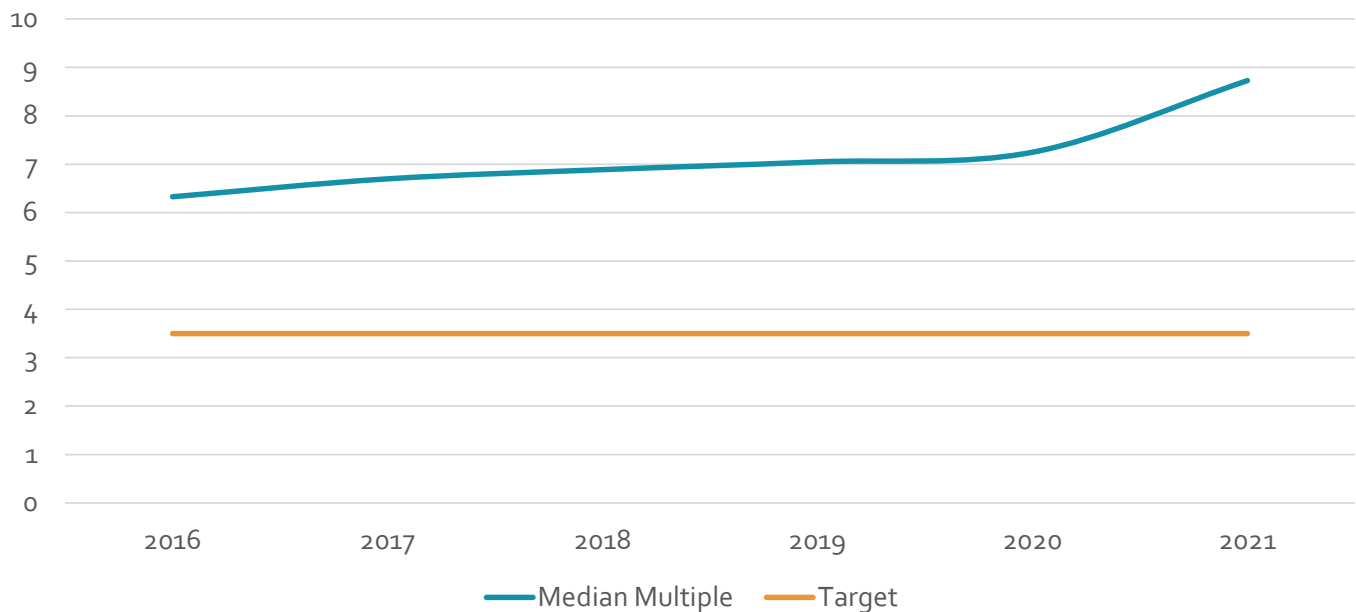


Figure 17. Kelowna Median Multiple 2016-2021



Source: Environics Analytics, BC Assessment sales data.

CONCLUSION

Kelowna is a desirable city that's experiencing strong population growth. Kelowna's economy is also growing, and has fared better than other comparable areas when it comes to COVID-19 recovery. In combination with historically low interest rates, these factors mean that the City is facing a high demand for housing, and housing affordability and attainability remain key concerns.

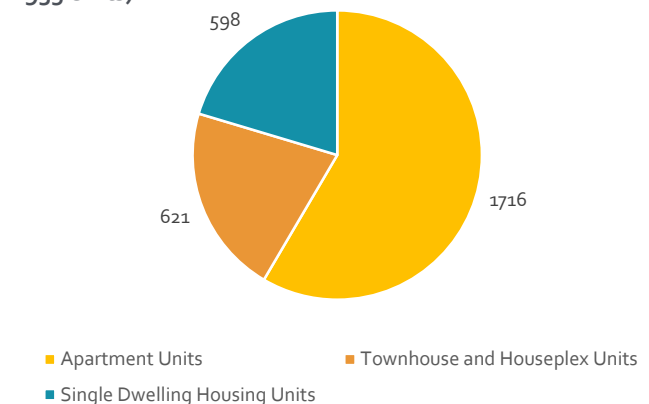
The City, in collaboration with our partners, is taking actions to support housing across the Wheelhouse (Figure 18). We're also working to increase and expedite housing supply by reviewing and updating processes including: implementing items from the provincial Development Approval Process Review report, waiving public hearings for development proposals that are compliant with the Official Community Plan, and adopting zoning bylaw changes to allow supportive housing, emergency shelters, secondary suites, and carriage houses in more areas of the City. Many of our initiatives are yielding results: in 2021, a record number of residential building permits were issued, about 80 per cent of which are for multi-family housing, which will increase the housing supply over the coming years (Figure 19).

Despite ongoing effort to support housing supply, the growth – and associated housing demand – that Kelowna is experiencing is beyond what we have seen in past years. There are many factors that contribute to housing demand that cannot be controlled locally. Spikes in population are particularly difficult for the housing system to respond to in real time as developing significant amounts of housing, especially in the form of large projects, can take years to accomplish. Forecasted

interest rate increases may temper some of the demand for housing; however, if population growth continues to rise at the pace seen in 2021, high housing demand will likely persist.

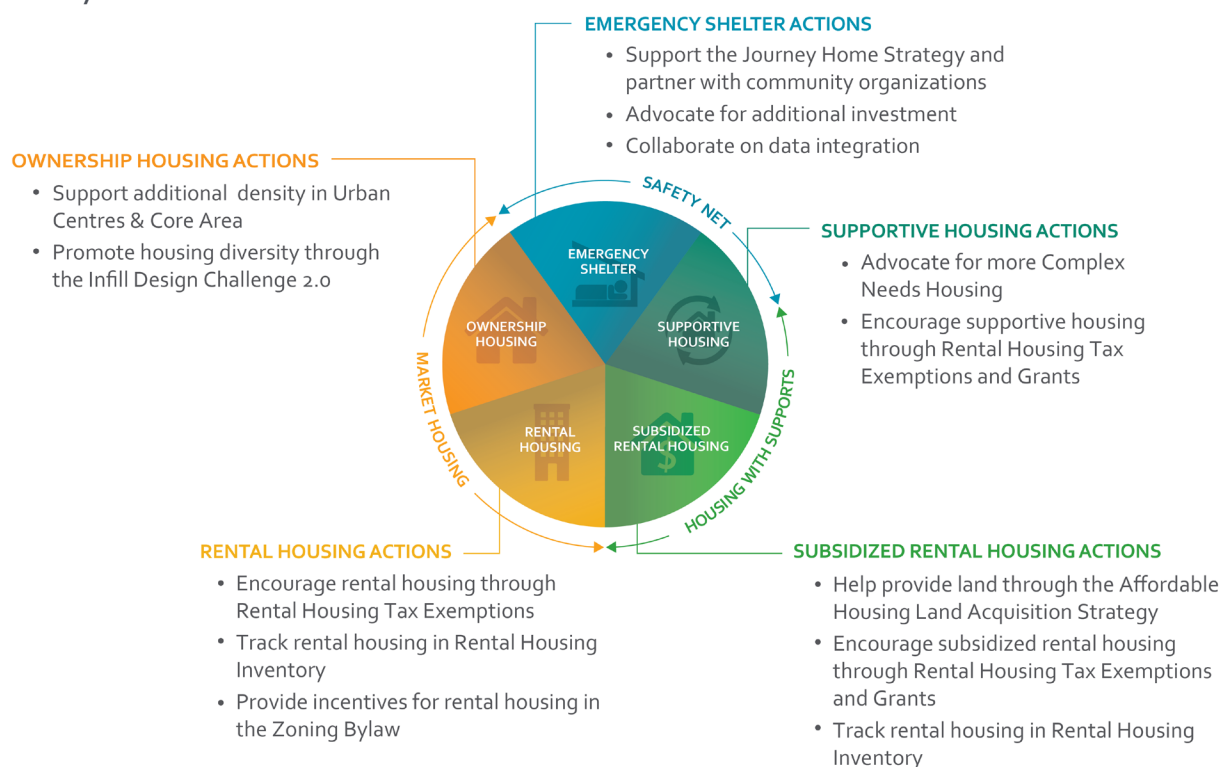
While challenges in the housing system are beyond the scope of the City to solve singlehandedly, we have a significant role to play in shaping our community's housing system. There is no one solution that will solve all the challenges that we are collectively facing related to housing, but rather a suite of tools – such as policies, regulations, and planning initiatives – that can be used to help support housing across the Wheelhouse today and into the years and decades to come.

Figure 19. Residential Building Permits Issued 2021 (Total 2935 Units)



Source: City of Kelowna, includes rental housing.

Figure 18. City of Kelowna Actions Across the Wheelhouse



APPENDIX A

The City of Kelowna and BC Housing are committed to collaborating together on Kelowna-based BC Housing initiatives. The City's role ranges, and includes activities such as facilitating conversations between community partners, helping to identify housing opportunities, guiding site location, and providing long term leases on municipal land to BC Housing.

City of Kelowna Summary of Housing Project Initiatives

Project	Status	Year	Units	Wheelhouse Alignment
Winter 2020/21	Under Consideration	-	-	Emergency Shelter Housing
1469 Bertram	Under Consideration	Late 2022 Start	+/- 162	Subsidized Rental Housing
175 Kneller	Under Consideration	-	40	Subsidized Rental Housing
Pleasantvale – Phase II	Under Consideration	-	-	Subsidized Rental Housing
Complex Needs	Under Consideration	-	-	Supportive Housing - Complex Needs
555 Fuller Avenue	Construction	2022	68	Subsidized Rental Housing
McCurdy	Construction	2021	49	Supportive Housing
1055 Ellis	Complete	Nov 2020	38	Supportive Housing
Agassiz Road	Complete	Aug 2020	52	Supportive Housing
Curling Rink	Complete	2020	40	Emergency Shelter Housing
280 McIntosh	Complete	2020	50	Supportive Housing
555 Fuller Avenue	Complete	2020	40	Emergency Shelter Housing / Supportive Housing
Welcome Inn @ Metro	Complete	2019	20	Emergency Shelter Housing
Providence Boulevard	Complete	2019	21	Subsidized Rental Housing
Heath House	Complete	2019	40	Supportive Housing
Hearthstone	Complete	2018	46	Supportive Housing
Gordon Place	Complete	2017	44	Supportive Housing
Ki-Low-Na Friendship Society	Complete	2016	86	Subsidized Rental Housing
Pleasantvale – Phase 1	Complete	2015	70	Subsidized Rental Housing
New Gate Apartments	Complete	2012	49	Supportive Housing
NOW Canada	Complete	2011	60	Supportive Housing
Willowbridge Transitional	Complete	2010	40	Supportive Housing
Cardington Apartments	Complete	2008	30	Supportive Housing



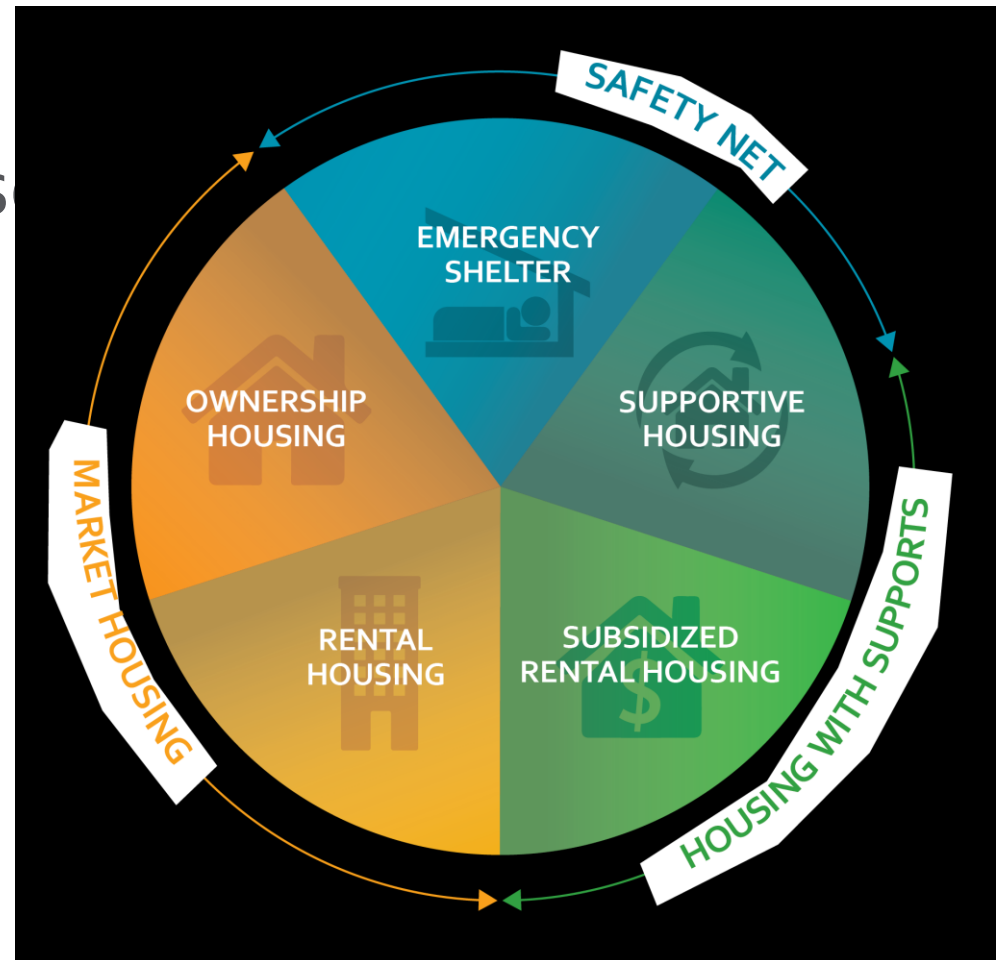
Annual Housing Report

April 25, 2022



Reporting Structure

- ▶ Context
- ▶ Housing Wheelhouse
- ▶ Conclusions



Demographic & Economic Context

CANADA

Kelowna, B.C. the fastest growing metropolitan area in Canada



By **Kathy Michaels**
Posted February 9, 2

Housing sales boom in Okanagan surges ahead

No relief in prices coming soon based on Century 21 Canada

CANADA

Kelowna surpasses \$1 billion in building permits for 2021

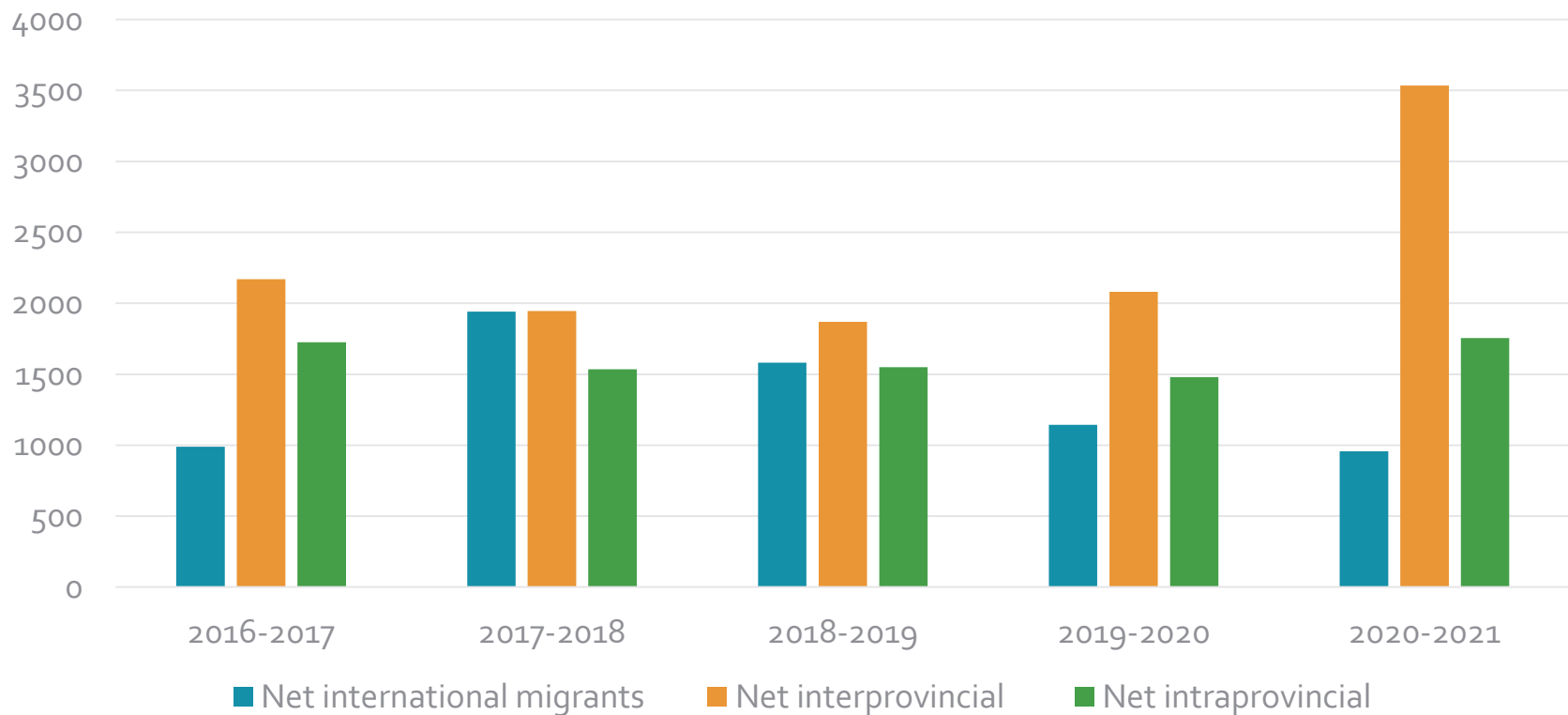


By **Darrian Matassa-Fung** • Global News

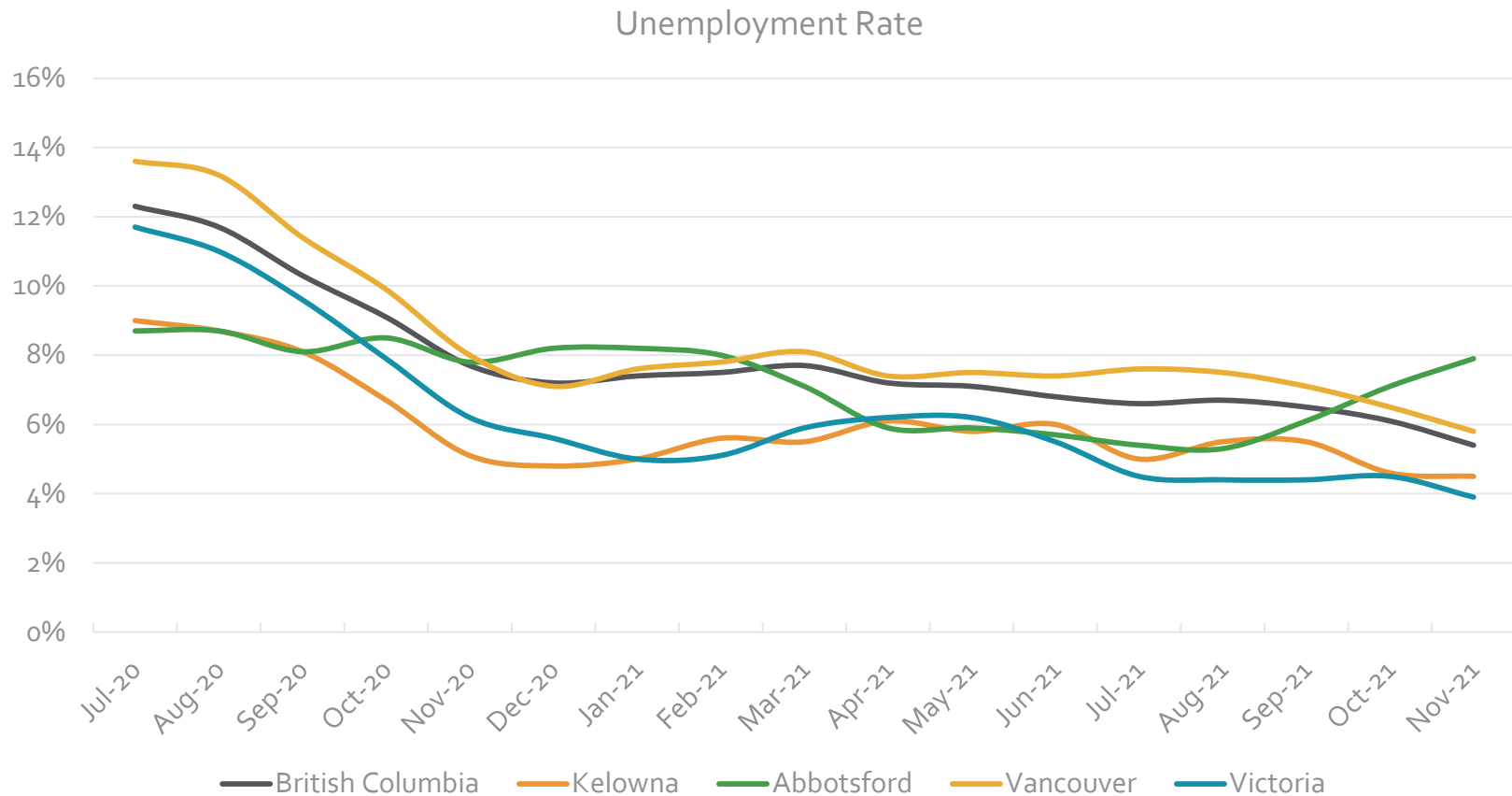
Posted October 29, 2021 4:31 pm • Updated October 29, 2021 4:39 pm

Demographic & Economic Context

Migration to Kelowna

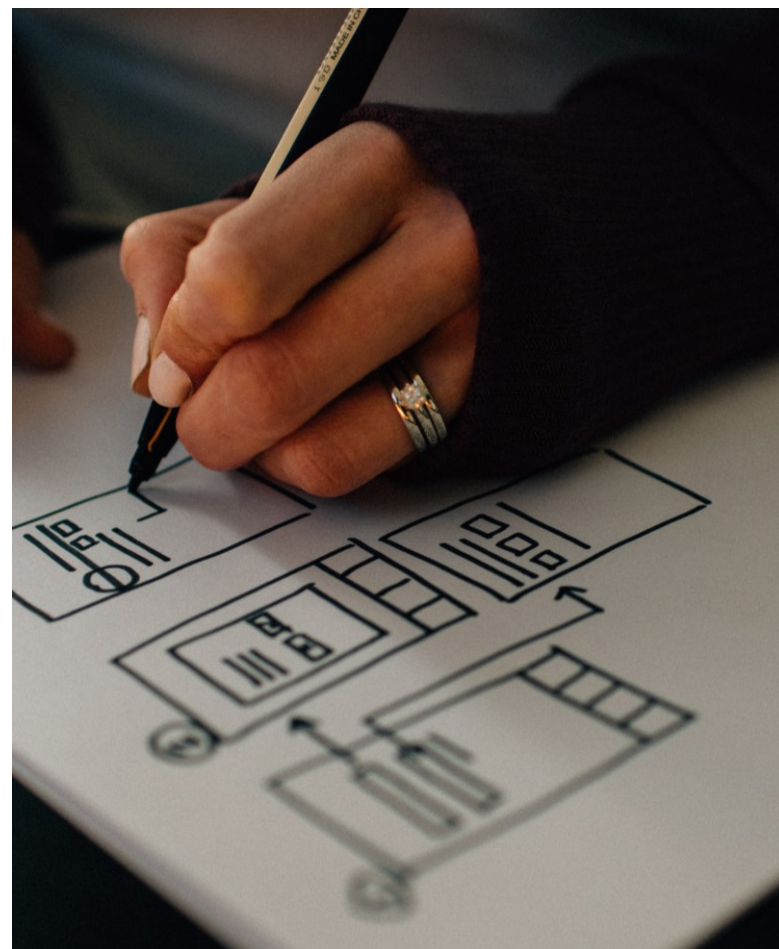


Demographic & Economic Context



Integrating Data on Homelessness

- ▶ Despite additional shelter units, number of people experiencing homelessness seems to be increasing
- ▶ Access to data an ongoing challenge
 - ▶ Data Roadmap

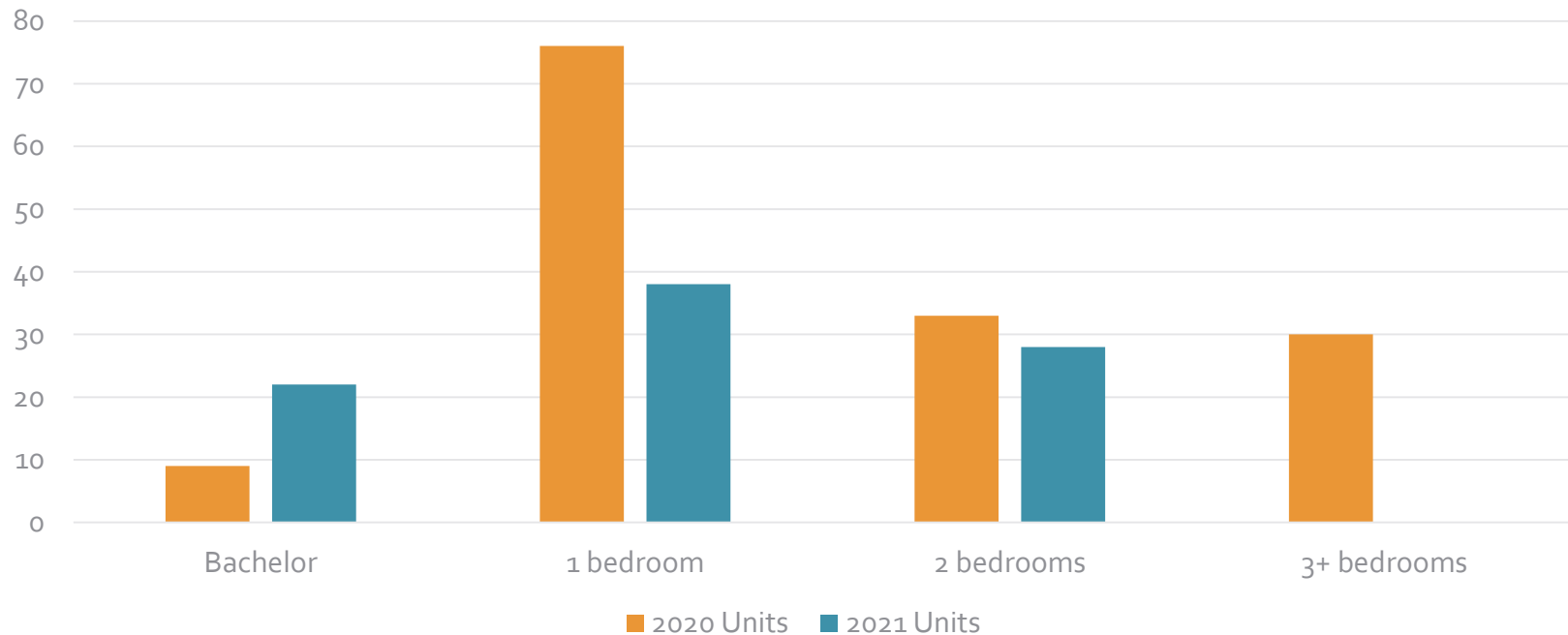


Need for Supportive Housing



Subsidized Rental on the Way

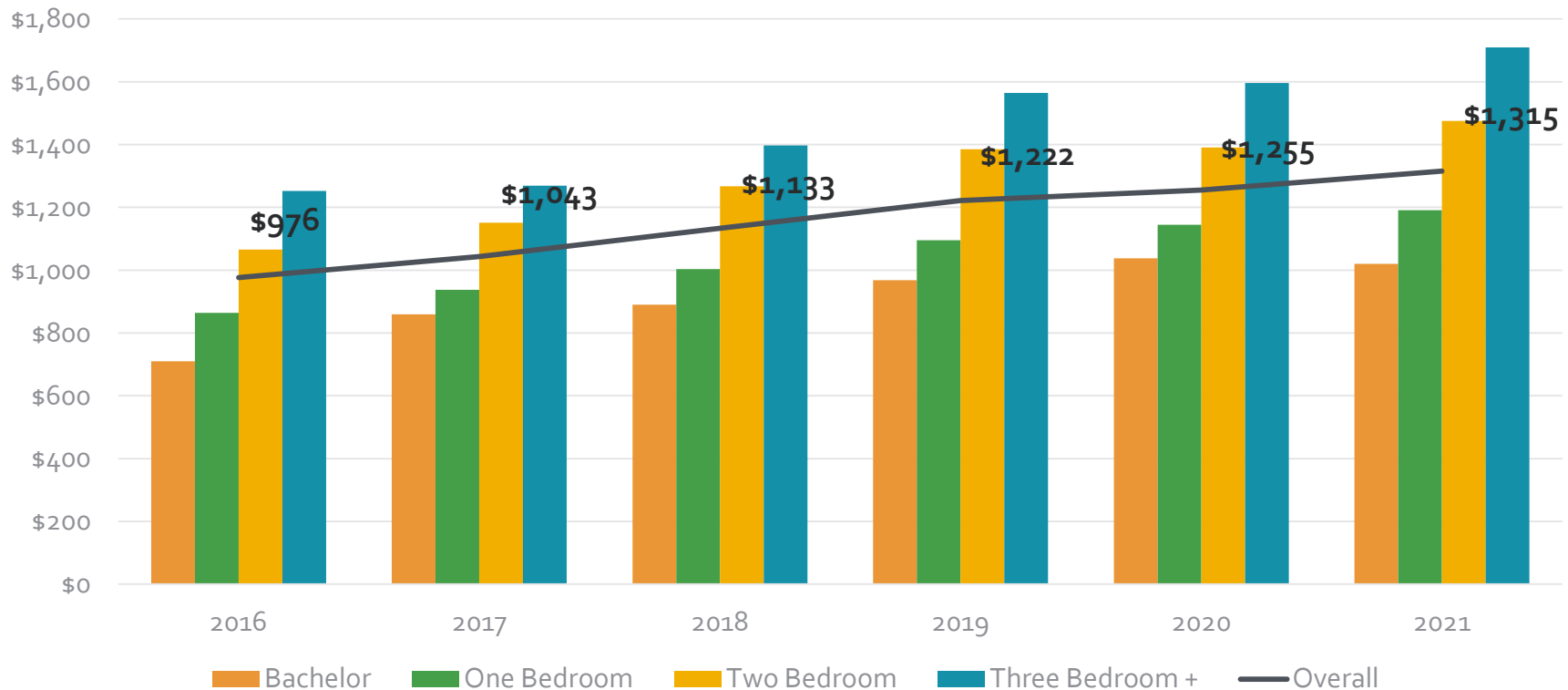
New Subsidized Rental Units 2020 vs. 2021



88 new units in 2021, ~440 units in process

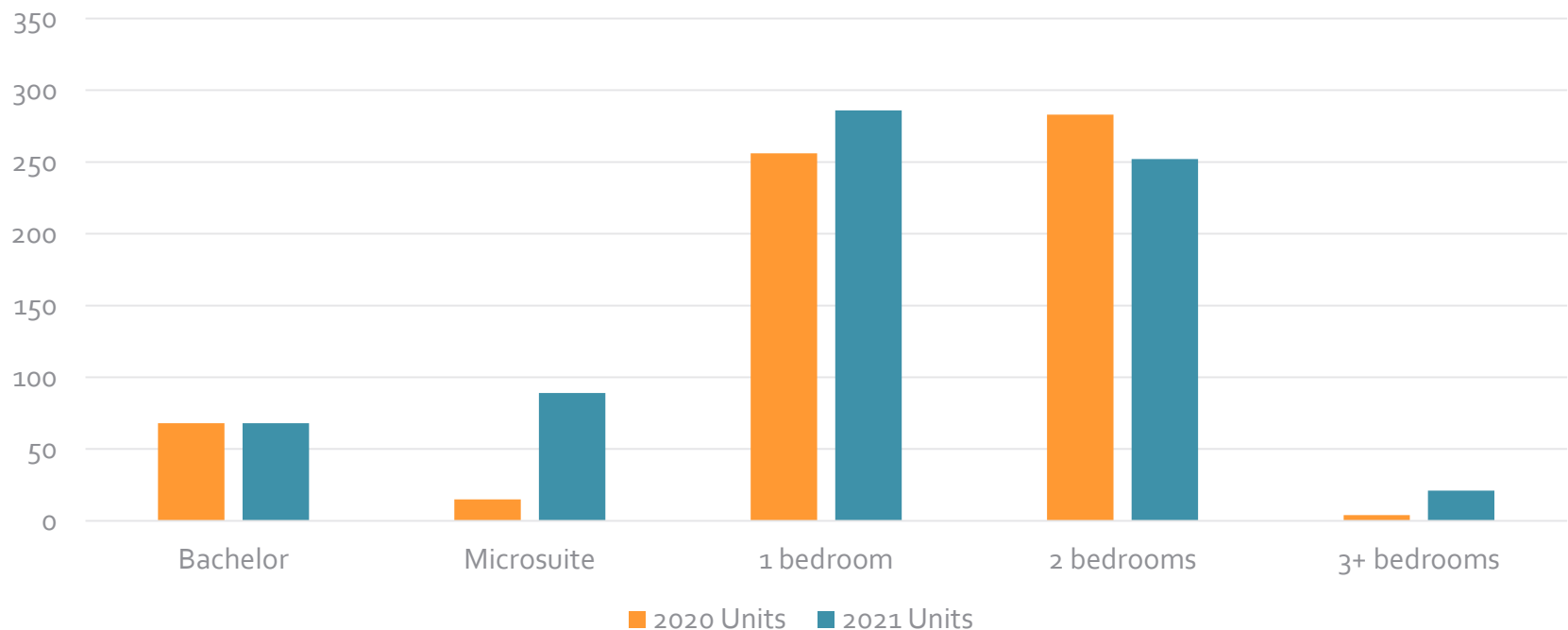
Increased Demand for Market Rental

Rental Rate by Unit Type



Ongoing Investment in Market Rental

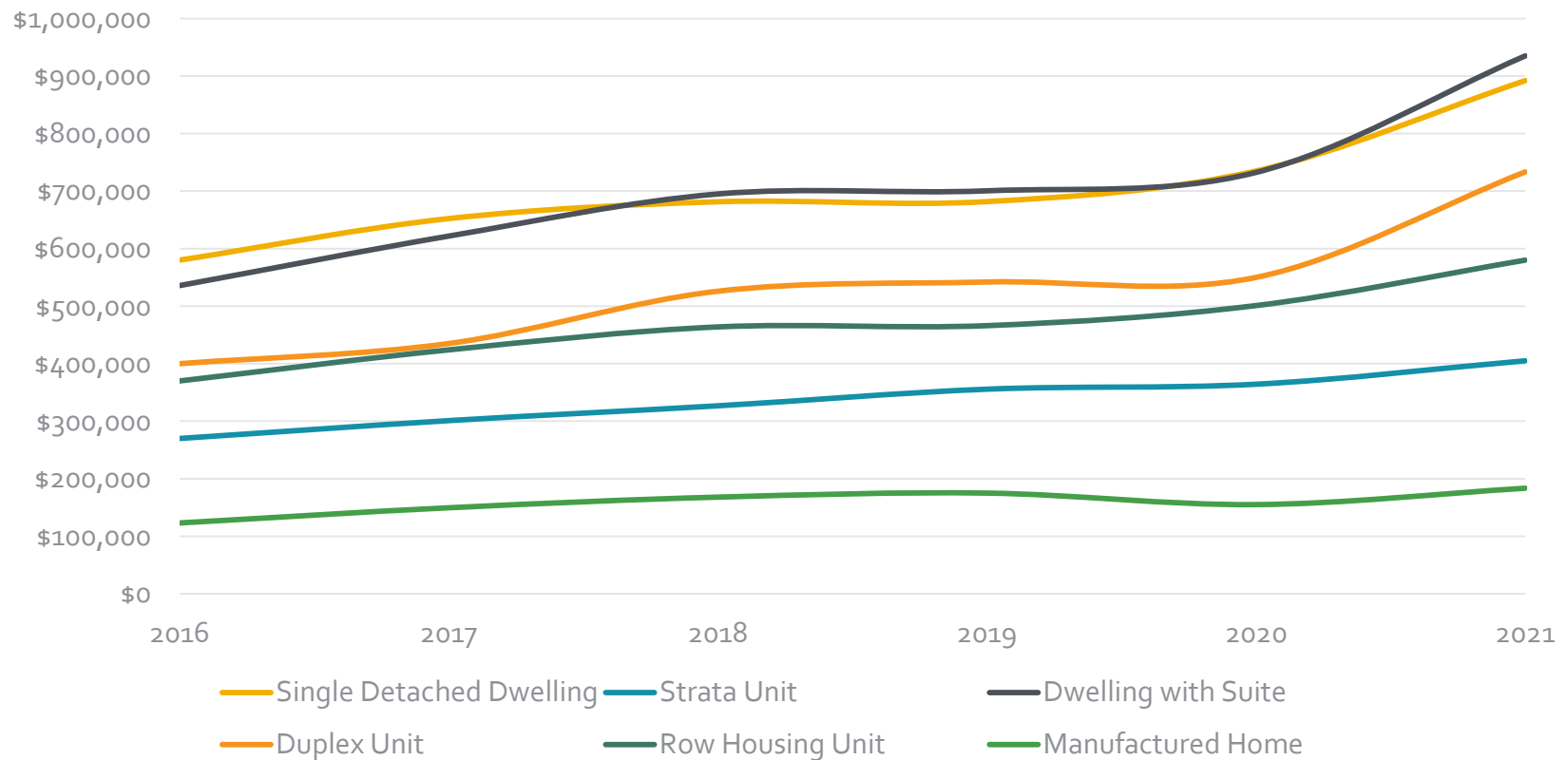
New Purpose-Built Market Rental Units 2020 vs. 2021



716 new units in 2021, ~3,300 units in process

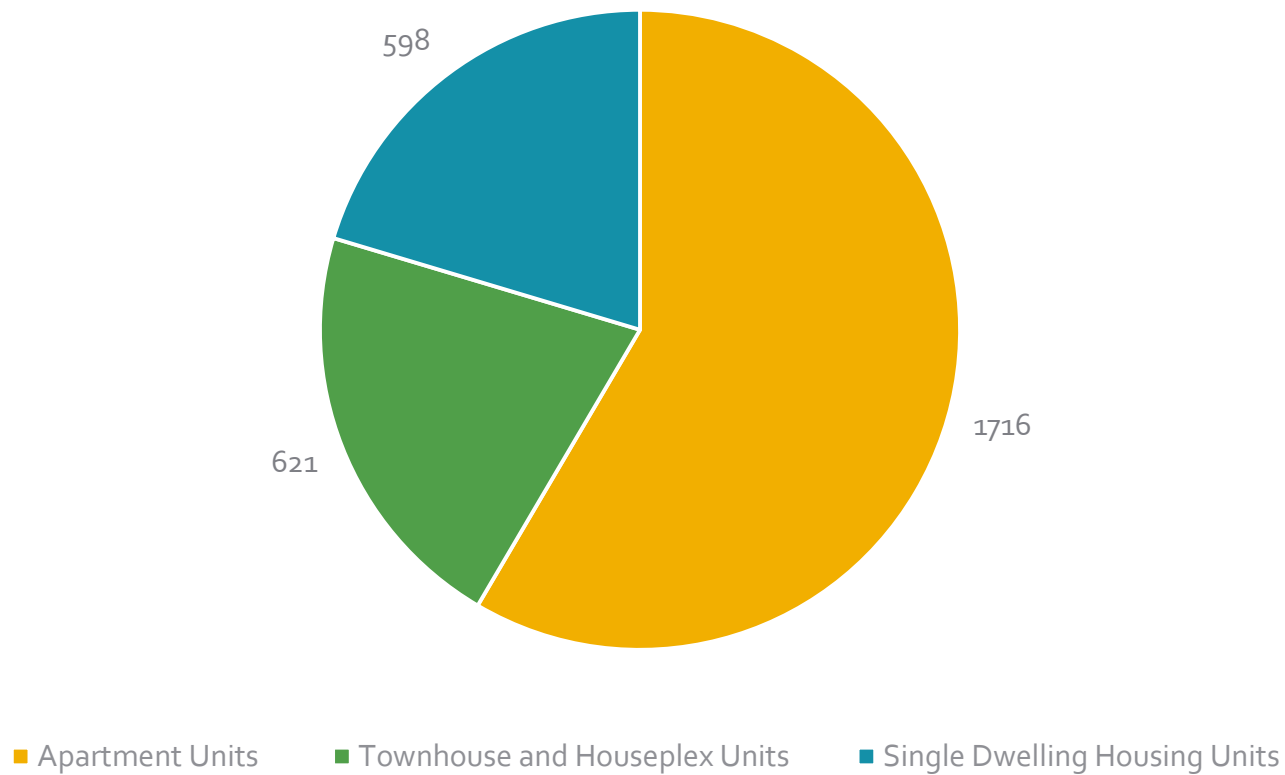
Homeownership Increase

Median Home Price by Type



Looking Forward

Residential Building Permits Issued 2021



Conclusions

- ▶ Population growth, economic growth, and low interest rates means high housing demand
- ▶ Despite ongoing actions, high demand for housing likely to persist
- ▶ Staff will continue work on existing initiatives and plan bring forward new initiatives to help provide more housing options in our community

Conclusions

OWNERSHIP HOUSING ACTIONS

- Support additional density in Urban Centres & Core Area
- Promote housing diversity through the Infill Design Challenge 2.0

EMERGENCY SHELTER ACTIONS

- Support the Journey Home Strategy and partner with community organizations
- Advocate for additional investment
- Collaborate on data integration

SUPPORTIVE HOUSING ACTIONS

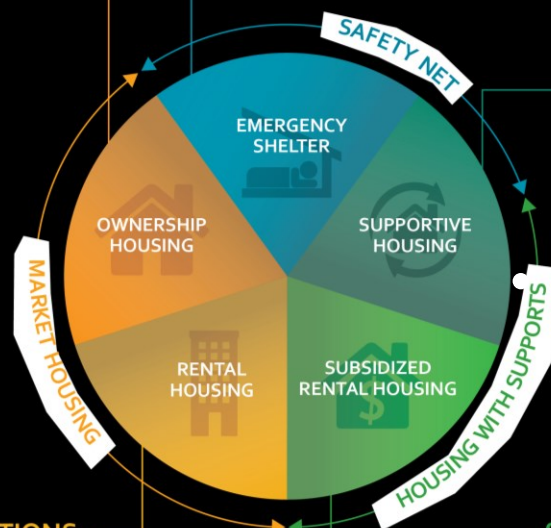
- Advocate for more Complex Needs Housing
- Encourage supportive housing through Rental Housing Tax Exemptions and Grants

RENTAL HOUSING ACTIONS

- Encourage rental housing through Rental Housing Tax Exemptions
- Track rental housing in Rental Housing Inventory
- Provide incentives for rental housing in the Zoning Bylaw

SUBSIDIZED RENTAL HOUSING ACTIONS

- Help provide land through the Affordable Housing Land Acquisition Strategy
- Encourage subsidized rental housing through Rental Housing Tax Exemptions and Grants
- Track rental housing in Rental Housing Inventory



Report to Council



Date: April 25, 2022
To: Council
From: City Manager
Subject: Soil Removal and Deposit Regulation Bylaw Text Amendment
Department: Development Planning

Recommendation:

THAT Council receives, for information, the report from the Development Planning Department dated April 25, 2022, with respect to updating the Soil Removal and Deposit Regulation Bylaw No. 9612;

AND THAT Bylaw No. 12351, being Bylaw Amendment No. 2 to the Soil Removal and Deposit Regulation Bylaw No. 9612 be forwarded for reading consideration.

Purpose:

To provide clarification on the application of fees to soil deposit and removal permits.

Discussion:

Staff have identified amendments to this bylaw to address an inconsistency between Bylaw No. 9612 and Development Application Fees Bylaw No. 10560. When originally adopted in 2010, no fee was required for permits to move soil or blast rock, to encourage participation in the new permit process. Over time, permitting for these activities has become standard practice and fees are recognized as necessary to act as both deterrent to undesirable activities, the excessive disturbance of soil and slopes, and aid in recovering the costs to monitor the permitted activities.

Soil permits are considered an important tool for municipalities to protect the public interest with respect to safety and ecological service protection. Permits allow staff the opportunity to intervene in grading activities and support the proper planning of soil movement to discourage the negative impacts of moving large amounts of soil: the creation of unstable grades or fill areas, unstable retaining walls, soil degradation on agriculturally valuable (ALR) lands, and the disturbance of environmentally sensitive areas.

Blasting activities have obvious public safety impacts and are highly regulated through provincial certifications. The City of Kelowna permit process supports local monitoring of adherence to blasting safety and community notification requirements. Retaining walls are another significant safety concern

that this permitting process aids in managing. Discouraging the removal of soil is important for promoting ecosystem health.

Conclusion:

This amendment will resolve the inconsistency between the current wording of Section 6.3 of Bylaw No. 9612 and the existing fees being applied to permits via Bylaw No. 10560. As a fees bylaw, requiring pricing accuracy, equity across fees, and timely updates, staff have already included the fee for Bylaw No. 9612 within the Development Application Fees Bylaw for several years with the expectation that the source bylaw would be updated when staff capacity allowed. Schedule "A" provides an explanation of the proposed clarification.

Internal Circulation:

City Clerk
Building and Permitting
Bylaw Services

Considerations applicable to this report:

Legal/Statutory Authority:

Section 195 (1) of the Community Charter, 2003, c.26 provides that Council for the City of Kelowna may impose rates or levels of fees for a permit required under a municipal bylaw. Sections 8(3)(m) and 9(1)(e) of the Community Charter allows for the regulation by Council of the removal or deposit of soil or other material.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: J. Miles, Environmental Coordinator

Approved for inclusion:



D. Strachan, Community Planning and Development Manager

Attachments:

Schedule "A": Summary of Changes

Schedule A – Proposed Text Amendments

Section	Current Wording	Proposed Wording	Reason for Change
Section 6 Permit Requirements Subsection 6.3	<p>A Permit shall allow the holder thereof to deposit on land described in the Permit for a period of time, and subject to the conditions outlined in the Permit. There is no fee for the Permit if applied for prior to soil placement or removal. A Permit fee of \$250 will be applicable to those who apply for a Permit after soil removal or deposit activities have already commenced.</p>	<p>The Permit will identify conditions, including the time period and location of the activities being allowed by the Permit. A Permit fee is required as per the Development Application Fees Bylaw, as amended from time to time. Permit applications made after soil removal or deposit activities have commenced will be charged an application fee levied at twice the current year's application fee.</p>	<p>Necessary to eliminate inconsistency with Application Fee Bylaw.</p>



Bylaw No. 12351 Soil Removal and Deposit Regulation Bylaw Amendment



Purpose

- ▶ To provide clarification on the application fees for soil deposit and removal permits.



Background

- ▶ Staff currently charge a permit application fee based on Bylaw No. 10560 (Schedule "A")
- ▶ Housekeeping amendment is needed to update existing bylaw by removing old fee reference

Schedule "A" Development Application Fees – Table 2 FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT

- All fees and charges include relevant provincial and federal taxes unless otherwise stated.
- Annual fee increases are permitted until this bylaw is further amended or replaced.
- The fees and charges as noted in Schedule A will increase by two percent (2%) on January 1 each year with the exception of the Subdivision and Development Engineering Inspections administration fee (3.5%).
- All fees and charges shall be rounded down to the nearest five (5) dollars.
- All applications from 2021 onwards include a \$50.00 administration fee. Applications and fees noted with an asterisk (*) are exempt from the admin fee.

Subdivision Category ⁵	2020 Fee	2021 Fee	2022 Fee	2023 Fee
Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review) Subdivision where less than 3 new lots are being proposed	\$2,160 base fee	\$2,250 base fee	\$2,290 base fee	\$2,330 base fee
Fee Simple Subdivision and Bare Land Subdivisions (Preliminary Layout Review) Subdivision where 3 or more new lots are being proposed	\$2,160 base fee (lots 1-2) + \$110/ additional lot	\$2,250 base fee (lots 1-2) + \$110/lot additional lot	\$2,290 base fee (lots 1-2) + \$115/lot additional lot	\$2,330 base fee (lots 1-2) + \$115/lot additional lots
Technical Subdivision Approval	\$370	\$425	\$430	\$435
Phased Strata Development *	\$160	\$160	\$165	\$165
Form P	\$320	\$375	\$380	\$385
Preliminary Layout Review (PLR) Renewal and Strata Conversion Renewal	\$270/ year	\$325/ year	\$330/ year	\$335/ year
Subdivision, Bare Land Strata, Phased Strata & Form E Final Re-Approval Fee *	\$160	\$160	\$165	\$165
Building Strata Conversions	\$1,080 + \$110/ unit (over 5 units)	\$1,150 + \$110/ unit (over 5 units)	\$1,170 + \$115/ unit (over 5 units)	\$1,190 + \$115/ unit (over 5 units)
Overheight Retaining Wall Permit	\$270	\$325	\$330	\$335
Road Renaming Applications	\$540	\$600	\$610	\$620



Supporting Policy

- ▶ Soil permits are considered an important tool for municipalities to protect the public interest with respect to safety and ecological service protection.

Proposed Amendment

6.3 Soil Removal and Deposit Regulation Bylaw No. 9612

Section	Current Wording	Proposed Wording	Reason for Change
6.3	A Permit shall allow the holder thereof to deposit on land described in the Permit for a period of time, and subject to the conditions outlined in the Permit . There is no fee for the Permit if applied for prior to soil placement or removal. A Permit fee of \$250 will be applicable to those who apply for a Permit after soil removal or deposit activities have already commenced.	The Permit will identify conditions, including the time period and location of the activities being allowed by the Permit . A Permit fee is required as per the Development Application Fees Bylaw, as amended from time to time. Permit applications made after soil removal or deposit activities have commenced will be charged an application fee levied at twice the current year's application fee.	Necessary to eliminate inconsistency with Application Fee Bylaw.



Staff Recommendation

- ▶ Staff are recommending support for the proposed amendment in order to improve clarity in this regulation.



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12351

Amendment No. 2 to Soil Removal and Deposit Regulation Bylaw No. 9612

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Soil Removal and Deposit Regulation Bylaw No. 9612 be amended as follows:

1. THAT **Section 6 PERMIT REQUIREMENTS;** 6.3 be deleted in its entirety that reads:

"A **Permit** shall allow the holder thereof to deposit on land described in the **Permit** for a period of time, and subject to the conditions outlined in the **Permit**. There is no fee for the **Permit** if applied for prior to soil placement or removal. A **Permit** fee of \$250 will be applicable to those who apply for a **Permit** after soil removal or deposit activities have already commenced.;"

and replace it with

"The **Permit** will identify conditions, including the time period and location of the activities being allowed by the **Permit**. A **Permit** fee is required as per the Development Application Fees Bylaw, as amended from time to time. **Permit** applications made after soil removal or deposit activities have commenced will be charged an application fee levied at twice the current year's application fee."

2. This bylaw may be cited for all purposes as "Bylaw No.12351 being Amendment No. 2 to Soil Removal and Deposit Regulation Bylaw No.9612."

3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 12335

Amendment No. 1 to the Five Year Financial Plan 2021-2025 Bylaw No. 12198

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

1. THAT the Five Year Financial Plan 2021-2025 Bylaw No. 12011 be amended by deleting Schedule "A" in its entirety and replacing with them new Schedule "A" as attached to and forming part of this bylaw;
2. This bylaw may be cited for all purposes as Bylaw No. 12335 being "Amendment No. 1 to the Five Year Financial Plan Bylaw, 2021-2025, No. 12198."

Read a first, second and third time by the Municipal Council this 11th day of April, 2022

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule "A"

Financial Plan 2021 - 2025

	2021 Amended Budget	2021	2022	2023	2024	2025	2026-2030
Revenue							
Property Value Tax	157,735,983	157,735,983	169,205,678	180,116,559	189,700,310	198,190,895	1,090,891,060
Library Requisition	6,926,600	6,926,600	7,065,132	7,206,435	7,350,564	7,497,575	39,798,035
Parcel Taxes	3,195,727	3,195,727	3,422,977	3,446,741	3,470,144	3,309,310	13,431,141
Fees and Charges	113,587,561	109,997,186	138,915,319	150,938,199	157,982,369	160,220,846	881,407,825
Borrowing Proceeds	7,158,600	7,158,600	17,805,940	21,700,000	2,742,540	10,061,293	3,646,873
Other Sources	83,836,983	67,535,274	50,713,865	50,086,080	55,678,976	52,206,130	349,939,336
	372,441,454	352,549,370	387,128,911	413,494,014	416,924,903	431,486,049	2,379,114,271
Transfer between Funds							
Reserve Funds	2,335,317	2,164,376	1,607,774	1,018,046	1,018,046	1,018,046	5,090,230
DCC Funds	27,426,600	27,455,260	22,749,126	31,614,637	28,975,450	36,132,347	188,554,781
Surplus/Reserve Accounts	193,195,527	187,605,634	42,896,550	64,009,793	59,487,250	52,358,826	285,394,007
	222,957,444	217,225,270	67,253,450	96,642,476	89,480,746	89,509,219	479,039,018
Total Revenue	595,398,898	569,774,640	454,382,361	510,136,490	506,405,649	520,995,268	2,858,153,289
Expenditures							
Municipal Debt							
Debt Interest	3,728,439	3,728,439	5,266,286	7,025,695	7,813,907	7,851,686	33,267,080
Debt Principal	9,770,591	9,762,977	10,555,605	12,340,084	13,843,506	13,952,658	55,498,330
Capital Expenditures	246,521,113	238,360,450	104,896,152	142,250,238	122,121,840	127,596,432	715,188,831
Other Municipal Purposes							
General Government	32,843,688	31,883,709	30,836,885	31,686,895	32,585,805	33,510,415	181,912,914
Planning, Development & Building Services	33,195,008	31,729,092	25,471,518	25,685,213	26,445,831	27,242,444	147,813,478
Community Services	95,505,411	93,067,468	96,372,824	97,799,320	100,370,889	103,387,067	558,930,773
Protective Services	75,369,470	72,202,231	76,409,427	80,426,322	84,969,627	89,572,078	498,302,342
Utilities	25,877,124	25,865,914	22,504,022	22,868,555	23,879,546	24,519,526	132,273,909
Airport	16,127,716	15,915,345	16,917,094	17,925,228	19,474,505	18,019,242	107,298,110
	538,938,560	522,515,625	389,229,813	438,007,550	431,505,456	445,651,548	2,430,485,767
Transfers between Funds							
Reserve Funds	34,330,014	25,971,978	26,312,594	27,575,765	27,595,506	27,606,240	142,651,153
DCC Funds	-	-	-	-	-	-	-
Surplus/Reserve Accounts	22,130,324	21,287,037	38,839,954	44,553,175	47,304,687	47,737,480	285,016,369
	56,460,338	47,259,015	65,152,548	72,128,940	74,900,193	75,343,720	427,667,522
Total Expenditures	595,398,898	569,774,640	454,382,361	510,136,490	506,405,649	520,995,268	2,858,153,289

CITY OF KELOWNA

BYLAW NO. 12352

Amendment No. 11 to Council Remuneration and Expense Bylaw No. 7547

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Council Remuneration and Expense Bylaw No. 7547 be amended as follows:

1. THAT Section 6. **Benefits**, 6.1 be amended by adding the following after the word "dependants" that reads:
"with the full cost of the premium paid for by the City";
2. AND THAT Section 6. **Benefits**, 6.1(a) be deleted in its entirety that reads:
" Effective January 01, 2012, the City is hereby authorized to enter into an agreement for a benefit package for the Mayor and his/her dependants, with 50% of the premium coverage paid for by the City.";
3. AND THAT Section 6. **Benefits**, 6.2 be amended by deleting "any or all of" from the following:
"Participation in any or all of the benefit plans shall be at the member's option;"
4. AND THAT Section 6. **Benefits**, 6.3 be deleted in its entirety that reads:
"With the exception of Section 6.4, members shall be responsible for the full costs of premiums as charged to the City.";
5. AND FURTHER THAT Section 6. **Benefits**, 6.4 be deleted in its entirety that reads:
"Accident Insurance Coverage to an amount of \$100,000.00 shall be extended to all members, and the costs of such coverage shall be borne by the City."
6. This bylaw may be cited for all purposes as "Bylaw No. 11352, being Amendment No. 11 to Council Remuneration and Expense Bylaw No. 7547."
7. This bylaw shall come into full force and effect and is binding on all persons as of the date of adoption.

Read a first, second and third time by the Municipal Council this 11th day of April, 2022.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk