

**City of Kelowna**  
**Regular Council Meeting**  
**AGENDA**



Monday, March 10, 2025  
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.

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**

4 - 11

PM Meeting - March 3, 2025

**3. Reports**

**3.1 RCMP 2024 Year End Report**

12 - 26

To present Council with the 2024-year-end service, public safety, and crime data.

**4. Development Application Reports & Related Bylaws**

**4.1 Rezoning Bylaws Supplemental Report to Council**

27 - 28

To receive a summary of notice of first reading for Rezoning Bylaws No. 12747, 12753, 12754, 12755 and 12756 and to give the bylaws further reading consideration.

**4.2 Rezoning Applications**

To give first, second and third reading to rezoning applications.

The following bylaws will be read together unless Council wants to separate one of the bylaws.

**4.2.1 Glenmore Dr 1210, 1220, and 1226 - BL12747 (Z24-0059) - City of Kelowna**

29 - 29

To give Bylaw No. 12747 first, second and third reading in order to rezone the subject properties from the MF1 – Infill Housing zone to the MF3r – Apartment Housing Rental Only zone.

- 4.2.2 Hwy 97 N 3699 - BL12754 (Z24-0061) - University Business Park Ltd., Inc.No. 431185** 30 - 30

To give Bylaw No. 12754 first, second and third reading in order to rezone the subject property from the C2 - Vehicle Oriented Commercial zone to the C2rcs - Vehicle Oriented Commercial Retail Cannabis Sales zone.

- 4.2.3 Dougall Rd N 465-495 - BL12756 (Z24-0062) - 1470626 B.C. Ltd., Inc.No. BC1470626** 31 - 31

To give Bylaw No. 12756 first, second and third reading in order to rezone the subject property from the UC4 – Rutland Urban Centre zone to the UC4r – Rutland Urban Centre Rental Only zone.

#### **4.3 Rezoning Applications**

To give first, second and third reading and adopt rezoning applications.

The following bylaws will be read together unless Council wants to separate one of the bylaws.

- 4.3.1 Patterson Rd 350 - BL12753 (Z24-0063) - Gurjit Kaur Bhullar and Harsimran Singh Bhatti** 32 - 32

To give Bylaw No. 12753 first, second and third reading and adopt in order to rezone the subject property from the MF1 – Infill Housing zone to the MF1cc – Infill Housing with Child Care Centre, Major zone.

- 4.3.2 Gordon Dr 5091 - BL12755 (Z24-0030) - Highstreet Canyon Falls Apartments Ltd., Inc.No. BC1311111** 33 - 33

To give Bylaw No. 12755 first, second and third reading and adopt in order to rezone the subject property from the RR1 - Large Lot Rural Residential zone to the MF2 - Townhouse Housing zone.

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

- 5.1 Content Changes - BL12742 (TA24-0021) - City of Kelowna** 34 - 37

To adopt Bylaw No. 12742 in order to amend Zoning Bylaw No. 12375 by updating the following sections: Section 5 - Definitions & Interpretations, Section 6 – General Development Regulations, Section 7 – Site Layout, Section 10 – Agriculture & Rural Residential Zones, Section 12 – Mobile Home and Camping Zones, Section 13 – Multi-Dwelling Zones, and Section 14 – Core Area & Other Zones.

- 5.2 Secondary Suites in Townhouses - BL12751 (TA24-0017) - City of Kelowna** 38 - 42

To adopt Bylaw No. 12751 in order to amend the Zoning Bylaw by allowing secondary suites as a permitted use in Townhouses.

<b>6.</b>	<b>Non-Development Reports &amp; Related Bylaws</b>	
6.1	<b>Urban Centres Community Trends Report</b>	43 - 88
	To inform Council on Thriving Urban Centres and upcoming public engagement.	
6.2	<b>Housing Dashboard Overview</b>	89 - 91
	To provide an overview of the recently launched Housing Dashboard.	
6.3	<b>2025 Financial Plan - Carryover Budget - Volume 2</b>	92 - 140
	To present the 2025 Financial Plan – Carryover Budget – Volume 2 to Council for approval and inclusion into the 2025 Financial Plan.	
6.4	<b>Update on the Redevelopment of Parkinson Recreation Centre</b>	141 - 184
	To update Council on reaching major milestones as part of the Building a Stronger Kelowna initiative, specific to the Redevelopment of Parkinson Recreation Centre.	
<b>7.</b>	<b>Resolutions</b>	
7.1	<b>Councillor Singh - Draft Resolution re: North Glenmore Sector Development Study</b>	185 - 185
<b>8.</b>	<b>Mayor and Councillor Items</b>	
<b>9.</b>	<b>Termination</b>	



**City of Kelowna  
Regular Council Meeting  
Minutes**

Date:	Monday, March 3, 2025
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Deputy Mayor Luke Stack, Councillors Ron Cannan, Maxine DeHart, Mohini Singh, Rick Webber and Loyal Wooldridge
Members Participating Remotely	Councillor Gord Lovegrove*
Members Absent	Mayor Tom Dyas**, Councillor Charlie Hodge**
Staff Present	City Manager, Doug Gilchrist; City Clerk, Laura Bentley; Divisional Director, Planning, Climate Action and Development Services, Ryan Smith*; Development Planning Department Manager, Nola Kilmartin*; Development Planning Manager, Alex Kondor*; Planner Specialist, Barbara Crawford*; Planner, Sara Skabowski*; Planner, Jason Issler*; Planner Specialist, Mark Tanner*; Project Manager, Arlene Janousek*; Planner Specialist, Ahmed Mustafa*; Long Range Planning Manager, Robert Miles*; General Manager, Infrastructure, Mac Logan*; Housing Policy and Programs Manager, James Moore*; Emergency Program Manager, Brittany Seibert*; Community Safety Services Manager, Kevin Duggan*; Community Safety Advisor, Paul Selzer*; General Manager, People and Protective Services, Stu Leatherdale*; General Manager, Corporate Services, Joe Sass*; Deputy Chief Financial Officer, Marina Warrender*; Purchasing Supervisor, Tamba Lamin*; Legislative Coordinator Confidential (FOI), Rebecca Van Huizen*
Staff Participating Remotely	Legislative Coordinator Confidential, Arlene McClelland

(\* Denotes partial attendance; \*\* Denotes leave of absence)

**1. Call to Order**

Deputy Mayor Stack called the meeting to order at 1:30 p.m.

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

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## 2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Cannan

THAT the Minutes of the Regular Meetings of February 24, 2025 be confirmed as circulated.

Carried

## 3. Development Application Reports & Related Bylaws

### 3.1 Lakeshore Rd 5570 - OCP24-0011 Z24-0036 - Peter A. Stalenhoef and Janet C. Stalenhoef

Staff:

- Displayed a PowerPoint Presentation summarizing the application and reasons for non-support.

Steven Stalenhoef, Lakeshore Rd, Applicant:

- Displayed a PowerPoint Presentation.
- Commented on the uniqueness of the application with the hooked nature of the property with different zoning for each side.
- Proposing to subdivide into 2 lots; this would allow the development of a family home next to grandparents.
- Commented that there is low environmental sensitivity with no encroachment on riparian areas.
- Commented that the application removes no agricultural capacity.
- Commented that there has been positive support from neighbours in the community
- The proposal is consistent with the form and character of the neighbourhood.

Councillor Lovegrove joined the meeting at 1:52 p.m.

Staff:

- Responded to questions from Council.

Applicant:

- Responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Webber

THAT Official Community Plan Map Amendment Application No. OCP24-0011 to amend Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of portions of Lot B Section 15 Township 28 Similkameen Division Yale District Plan KAP59239 Except Plan KAP88453, located at 5570 Lakeshore Rd, Kelowna, BC from the R-AGR – Rural – Agricultural & Resource designation to the S-RES – Suburban - Residential designation, as shown on Map "A" attached to the Report from the Development Planning Department dated March 3, 2025, be considered by Council;

AND THAT Rezoning Application No. Z24-0036 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of portions of Lot B Section 15 Township 28 Similkameen Division Yale District Plan KAP59239 Except Plan KAP88453, located at 5570 Lakeshore Rd, Kelowna, BC from the A2 – Agriculture/Rural Residential zone to the RR2 – Small Lot Rural Residential zone as shown on Map "B" attached to the Report from the Development Planning Department dated March 3, 2025, be considered by Council;

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

AND THAT final adoption of the Official Community Plan Amending Bylaw and Rezoning Bylaw be considered subsequent to an application to amend the Official Community Plan and rezone the portion of property to be consolidated with the subject property;

AND THAT the applicant be required to complete a Subdivision Application prior to permits being issued for site works and construction on the site;

AND FURTHER THAT the final adoption of the Official Community Plan and Rezoning Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer.

**Carried**

**3.2 Pacific Ave 1239 - Z25-0001 (BL12760) - 1309118 B.C. Ltd., Inc .No. BC1309118**

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Webber

THAT Rezoning Application No. Z25-0001 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 1 District Lot 137 ODYD PLAN EPP113649, located at 1239 Pacific Avenue, Kelowna, BC from the UC2 – Capri-Landmark Urban Centre zone to the UC2r – Capri-Landmark Urban Centre Rental Only zone, be considered by Council;

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

**Carried**

**3.3 Wilson Ave 908 - LL25-0002 - Kelowna (British Columbia/Yukon Command No. 26) Branch of the Royal Canadian Legion**

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Cannan/Seconded By Councillor DeHart

THAT Council directs Staff to forward the following Recommendation to the Provincial Liquor and Cannabis Regulation Branch (LCRB):

In accordance with Division 9 (71) of the Liquor Control and Licensing Regulation and Council Policy 359, BE IT RESOLVED THAT:

1. Council recommends support of an application from Royal Canadian Legion, Branch No. 26 (209384) for a liquor primary licence for Lot A District Lot 138 ODYD Plan 34419 Except Plan EPP61996, located at 908 Wilson Ave, Kelowna, BC for the following reasons:
  - o Council Policy 359 recommends supporting hours of operations no later than 2:00am within the Central Area when the capacity does not exceed 500 persons. The proposed hours, indoor and patio, as well as the increased capacity requests comply with this policy.
2. Council's comments on LCRB's prescribed considerations are as follows:
  - o The location of the establishment:

The proposed location is suitable for a medium size liquor primary licence establishment as the property is located on two Active Transportation Corridors and has transit adjacent to the subject property with servicing two different bus routes.

- o The proximity of the establishment to other social or recreational facilities and public buildings:

The subject property is not located within close proximity to other social, recreational facilities or public buildings.

- o The person capacity and hours of liquor service of the establishment:

The person capacity is 213 persons and the hours are until 1:00 am. Both the capacity and hours are consistent with Council Policy 359.

- o The number and market focus or clientele of liquor-primary licence establishments within a reasonable distance of the proposed location:

The location of the subject property is located two blocks south of the Brewery District and other Liquor Primary establishments.

- o The impact of noise on the community in the immediate vicinity of the establishment:

The potential impact for noise is minimal as the applicant has provided a noise mitigation plan which includes building upgrades, event management, communicating member conduct expectation, and proactive community engagement.

- o The impact on the community if the application is approved:

The potential for negative impacts is minimal as proposal is consistent with Council Policy 359 which was structured to minimize impact on the community.

3. The views of residents are summarized in the Staff report for the subject application. The methods used to gather views of residents were as per Council Policy #359 "Liquor Licensing Policy and Procedures."

**Carried**

#### **3.4 Union Rd 1975 - Z21-0056 (BL12481) - Rescind Rezoning Bylaw**

Staff:

- Provided an overview of the application and reasons to rescind the bylaw readings.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Council receives, for information, the Report from the Development Planning Department dated March 3, 2025 with respect to Rezoning Application No. Z21-0056 for the property located at 1975 Union Rd.

AND THAT Bylaw No. 12481 be forwarded for rescindment consideration and the file be closed.

**Carried**

#### **3.5 Union Rd 1975 - BL12481 (Z21-0056) - Multiple Owners**

Moved By Councillor Webber/Seconded By Councillor Cannan

THAT first, second and third readings given to Bylaw No. 12481 be rescinded.

**Carried**

### 3.6 Updates to Short-Term Rental Regulations - City of Kelowna

Councillor DeHart declared a conflict of interest as they own short term rental properties and work for a local Hotel and departed the meeting at 2:12 p.m.

Staff:

- Displayed a PowerPoint Presentation outlining the amendments to short term rental regulations and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Cannan

THAT Zoning Bylaw Text Amendment Application No. TA25-0001 to amend the City of Kelowna Zoning Bylaw No. 12375 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated March 3, 2025 be considered by Council;

AND THAT final adoption of the Zoning Bylaw Text Amending Bylaw be considered subsequent to the approval of the Ministry of Transportation and Transit.

Carried  
Councillor Webber - Opposed

Councillor DeHart returned to the meeting at 2:25 p.m.

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

##### 4.1 HAF Transit Supportive Corridor Planning Pilot Project

Staff:

- Displayed a PowerPoint Presentation providing an overview of Phase 1 of the Transit Supportive Corridor Pilot Project, provided comment on land use concepts for the corridors, and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Wooldridge

THAT Council receives, for information, the report from the Long Range Planning Department and Housing Policy and Programs Department, dated March 3, 2025, regarding the Housing Accelerator Fund Transit Supportive Corridor Pilot Project;

AND THAT Council directs staff to proceed with Phase 2 of the project as outlined in the report from the Long Range Planning Department and Housing Policy and Programs Department dated March 3, 2025.

Carried  
Councillor Cannan - Opposed

The meeting recessed at 3:15 p.m.

The meeting reconvened at 3:25 p.m.

##### 4.2 Tenant Protection - Next Steps

Staff:

- Displayed a PowerPoint Presentation outlining proposed tenant protection measures as well as steps for implementation and responded to questions from Council.



Moved By Councillor Wooldridge/Seconded By Councillor Cannan

THAT Council receives, for information, the report from the Housing Policy and Programs Department dated March 3, 2025 with respect to tenant protection.

Carried

Moved By Councillor Webber/Seconded By Councillor Wooldridge

THAT Council directs staff to report back to Council with further information on terms for a Tenant Relocation Plan and implementation strategy.

Carried

**4.3 Grant Resolution - UBCM CEPF Emergency Operations Centre Regional Application**

Staff:

- Spoke to the grant application for the Regional District to manage the Regional Emergency Operation Centre.

Moved By Councillor Cannan/Seconded By Councillor Singh

THAT Council receives, for information, the report from Kelowna Fire Department dated March 3, 2025, with respect to UBCM Regional Grant Funding Application Emergency Operations Centre Equipment and Training Funding;

AND THAT Council approved the Regional District of Central Okanagan applying for, receiving, and managing the 2025 UBCM Community Emergency Preparedness Fund grant, under the Emergency Operations Centre Equipment and Training stream on behalf of the City of Kelowna.

Carried

**4.4 Deterrent Spray Bylaw**

Staff:

- Displayed a PowerPoint Presentation outlining the proposed regulations regarding the sale of deterrent sprays from businesses and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Council receives, for information, the report from the Community Safety Services Branch dated February 24, 2025, regarding the creation of a Sale of Deterrent Spray Bylaw No. 12678;

AND THAT Bylaw No. 12678, being Sale of Deterrent Spray Bylaw, be forwarded for reading consideration;

AND THAT Bylaw No. 12679, being Amendment No. 39 to Bylaw Notice Enforcement Bylaw No. 10475, be forwarded for reading consideration;

AND FURTHER THAT Council directs staff to give notice by placing a newspaper advertisement to allow written comments from the public to be submitted to the Community Safety Services Manager no later than 4 p.m. on March 19, 2025.

Carried

#### 4.5 BL12678 - Sale of Deterrent Spray

Moved By Councillor Cannan/Seconded By Councillor Webber

THAT Bylaw No. 12678 be read a first, second and third time.

Carried

#### 4.6 BL12679 - Amendment No. 39 to Bylaw Notice Enforcement Bylaw No. 10475

Moved By Councillor Cannan/Seconded By Councillor Wooldridge

THAT Bylaw No. 12679 be read a first, second and third time.

Carried

#### 4.7 City of Kelowna Tariff Response Update

Staff:

- Provided an overview of the City's preparations and response to implementation of tariffs from the United States and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

THAT Council receives for information the City of Kelowna Tariff Response Update report.

Carried

### 5. Mayor and Councillor Items

Deputy Mayor Stack:

- Provided comments on International Women's Day on March 8, 2025 and noted that the City of Kelowna has issued a Proclamation to mark International Women's Day.

Councillor Wooldridge:

- Spoke to their attendance at the Pink Shirt Day Breakfast event on February 26, 2025.
- Commented on the pending United State tariffs and encouraged citizens to buy local and Canadian.

Councillor Singh:

- Spoke to their attendance at the Safe Schools meeting last week.
- Will be attending the BC General Employees' Union and will read, on behalf of the Mayor, the Proclamation for International Women's Day.

Councillor Cannan:

- Commented on Safe Schools and the Child Advocacy Centre being a great resource.
- Commented on their ride along with RCMP on Saturday, March 1, 2025.
- Reminder of the YLW Spring Travel Show held on Saturday, March 8, 2025.
- Thanked Brier volunteers.

Councillor DeHart:

- Will be speaking at one of the International Women's Day events.
- Spoke to their attendance at the Pink Shirt Day Breakfast event on February 26, 2025.
- Spoke to their attendance at the Brier events and encouraged residents to attend.
- Spoke to their attendance at the Vancouver Alzheimer's Society Breakfast event.
- Spoke to their attendance at the Chamber Business After Hours event held at UBC Okanagan and advised that the next Chamber President is Derek Gratz from UBC Okanagan.
- Will be attending Uptown Rutland Business Association meeting this week.

6. Termination

This meeting was declared terminated at 4:18 p.m.

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

/acm



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

DRAFT

# Report to Council



**Date:** March 10, 2025  
**To:** Council  
**From:** City Manager  
**Subject:** RCMP 2024 Year End Report  
**Department:** RCMP Superintendent

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**Recommendation:**

THAT Council receive the RCMP 2024-year-end Key Performance Indicator Report from the Acting Officer in Charge, Kelowna RCMP Detachment, dated March 10, 2025.

**Purpose:**

To present Council with the 2024-year-end service, public safety, and crime data.

**Council Priority Alignment:**  
**Crime & Safety**

**Background:**

In April 2024, Council updated and refined the priorities, and goals for its contracted police services as per the provisions in the Municipal Police Unit Agreement (MPUA). City Council identified the following priorities for the RCMP:

- Ensure responsiveness to calls;
- Increase visibility on traffic behavior and crime;
- Strengthen police-community relations and public safety awareness; and
- Advance alternate call response and flexible deployment models.

Appendix A contains a set of Key Performance Indicators (KPIs), strategically selected for Kelowna’s public safety context, and a further breakdown of crime incidence.

**Summary Analysis:**

The Kelowna RCMP remains dedicated to public safety as a top priority and continually seeks ways to enhance efficiency and effectiveness through proactive policing, operational excellence, and innovation. By utilizing data-driven analysis, targeted frontline traffic enforcement and specialized programs for repeat offenders, these key strategies, implemented last year, continue to yield positive results.

In 2024, Kelowna RCMP responded to 34,537 calls for service per 100K population. By comparison, this is roughly twice the calls per service of Richmond, which recorded 17,286 calls for service per 100K population and two and a half times higher than Coquitlam which had 13,877 calls per 100K population.

### Ensure responsiveness to calls:

While police nationally continue to grapple with labour market pressures impacting recruitment and occupancy rates, our strategic and data-led deployment models enabled maintenance of critical response times; Average response times to Priority 1 and 2 calls decreased from 2023; 7.7 and 9.4 minutes, respectively. The Police and Operational Communications Centre prioritize calls systematically based on their urgency:

- **Priority 1 Calls:** Immediate dispatch-for life-threatening incidents;
- **Priority 2 Calls:** Urgent response to situations with potential for escalation; and
- **Priority 3 Calls:** Routine calls addressed as soon as reasonably possible.

Non-urgent matters may have longer response times and callers may not always see police attendance if the issue is resolved beforehand. To help manage resources and ensure timely responses to critical incidents, we encourage the community to use the [RCMP Online Crime Reporting](#) system for non-urgent matters. It should be noted that the historical methodology for calculating police response times is being reviewed by RCMP "E" Division to ensure validity, reliability and comparability province-wide. This work will be completed in Q2 2025, and the outcomes shared with Council in the next report to Council.

As part of our ongoing commitment to continuously improving our service to citizens, the percentage of complainants that received a call-back from the investigating officer improved to 76 per cent in 2024, compared to 70 per cent in 2023 and 51 per cent in 2022. Recently, we established an ambitious target of 95 per cent call-back and expect to see considerable progress made in 2025.

### Increase visibility on traffic behavior and crime:

#### Property Offences Overall

In 2024, we experienced an overall decline in property crime offences, with business break and enters and bike theft showing the most significant reductions; 19 per cent and 16 per cent respectively compared to 2023 and, notably, 55 per cent and 49 per cent reductions since 2022. This progress is in part due to proactive, data-driven strategies that focus on high-risk locations and repeat offenders, along with initiatives such as the summer Bike Valet. As a provincial leader in the Repeat Violent Offending Intervention Initiative and our local Repeat (Property) Offender Management Program, these initiatives continued to significantly impact local crime throughout 2024. By relentlessly targeting known repeat offenders, we are optimistic that these reduced property crime rates can be sustained.

In 2024, prioritization of crimes affecting businesses and improved capacity enabled the Community Safety Unit to collaborate closely with Loss Prevention Officers and businesses to target shoplifting, one of our most prevalent crime types. These focused operations led to:

- 81 Arrests;
- 49 Charges being forwarded to Crown;
- 13 Referrals to Restorative Justice; and
- 15 Endorsed / Unendorsed Warrants being executed.

While reported crime generally decreased in 2024, arson increased by 54 per cent compared to 2023, largely due to reporting procedures and lack of information to rule out arson. We continue to work closely with the Kelowna Fire Department and the Community Safety Services Branch to investigate these cases and promote community education on fire safety. Our goal is to reduce arson occurrences and enhance public safety.

### Persons Offences Overall

In 2024, theft with violence (robbery) increased by 15 per cent compared to 2023, although it remained lower (12 per cent) compared to 2022. Comparatively, assaults also increased in 2024 by six per cent. Many of these robberies and assaults take place in non-residential, non-commercial areas and often involve individuals affected by vulnerabilities such as homelessness, mental health challenges and substance use.

While relatively marginal or potentially positive changes were noted in 2024 in respect to reported intimate partner violence and sexual offences, both remained 17 per cent higher in 2024 compared to 2022 and are being closely monitored. We continue to work closely with our partners in Community Based Victim Services (E-Fry) and we meet regularly with Interior Health's Sexual Assault Response Team. This team has recently updated their processes and standardized their approach across the region to better serve victims of sexual violence.

### Traffic

In recent years, Kelowna RCMP has heard about the need for increased traffic enforcement/education delivering mixed results driven by available resources and the number of major traffic investigations ongoing at any given time. In 2024, there were 3,902 traffic interactions (tickets and warnings); a third lower than 2023 but nearly double that of 2022.

We remain committed to working alongside the City of Kelowna and the Province to enhance road safety through education and enforcement. Our approach includes proactive initiatives supported by public awareness campaigns to influence driver behaviour, with a focus on distracted, impaired, and aggressive driving.

In 2024, in response to recommendation from the Mayor's Task Force on Crime Reduction, we refreshed the volunteer Speed Watch Program. Since its resumption, the new team has monitored over 4,000 vehicles, identifying 10 per cent exceeding the speed limit by 11-20 km/hr and 2 per cent speeding over 21 km/hr. With twice the number of volunteers, the Program will resume this in the spring when conditions are safe for operations and for our volunteers.

In addition to improving safety outcomes, proactive traffic enforcement also serves to disrupt the local drug trade. In the fall of 2024, frontline officers intensified proactive traffic enforcement which led to significant seizures of weapons and drugs, enhancing community safety.

### **Strengthen police-community relations and public safety awareness:**

The Kelowna RCMP remain committed to building strong relationships with the community and promoting public safety awareness. The detachment actively engages in various community events, and we take pride in our volunteerism of our police service personnel who contribute to countless community activities such as caroling during the holidays and volunteering for sports such as volleyball, softball, hockey, and skiing, among others.

Our involvement with partners of KOAST, Community Safety Plan and the Property Compliance Standards Team reflects our commitment to ensuring the right agencies respond to and address police calls for service proactively.

In the fall of 2024, we provided body worn camera presentations to community groups. As these cameras become the national standard, we are proud to be among the first to implement the program in the

province. Body worn cameras represent a significant step in modernizing policing by improving public interactions, enhancing evidence collection, building trust in law enforcement, resolving public complaints more efficiently and supporting officer safety. We are excited to equip our officers with this innovative technology and bring its benefits to our community.

### **Advance alternate call response and flexible deployment models**

The Police will continue to *promote the right providers for mental health and addictions care and housing needs*. The RCMP - Community Safety Unit, through the Integrated Community Response Team, pairs a nurse with a police officer to respond to calls involving individuals in crisis. This collaborative approach ensures that people in need receive the appropriate care and support, addressing both their immediate safety and their long-term well-being. We continue to track repeated use of these services and look forward to working with our partners to continue to advance alternate response providers. For example, the percentage of mental health-related calls where police are co-responders are all calls for service that had a mental health component.

Further, the RCMP continues to work in support of the [Community Safety Plan](#) (CSP), and provincial partners to advance initiatives that focus on getting the right professionals to the right calls, while reserving finite police resources for priority calls. Among other CSP initiatives, we have been actively working with the City to advance Action 1.2 for the “...creation of alternative, community-based (non-police) responses to police calls involving people in crisis” (i.e., the provincial [Peer Assisted Care Team](#)).

### **Conclusion:**

The metrics and data in this report are continuously monitored and utilized to inform evidence-based policing strategies and responses to crime and public safety in Kelowna. This data also supports advocacy efforts for systemic changes at the Provincial and National levels. The Officer in Charge is committed to driving transformative changes with a focus on sustainable workloads, appropriate staffing levels, and the overall wellness of all police professionals. By prioritizing the well-being of our people and leveraging intelligence and data-led targeted enforcement, we remain dedicated to ‘Policing for Greater Impact’ in our community.

### **Internal Circulation:**

Community Safety Department  
Communications Department

### **Considerations applicable to this report:**

**Legal/Statutory Authority:** Article 5.3 Municipal Police Unit Agreement (April 2012)

Submitted by: Inspector C. Goebel, Acting Superintendent, Kelowna RCMP Detachment

**Approved for inclusion:** S. Leatherdale, General Manager, People & Protective Services

cc: D. Caul, Public Safety and Policing Policy Director  
T. White, Police Services Branch Manager

**Appendix A: RCMP Year to Date (January 1 to December 31) Service KPIs and Crime Statistics**

<b>Crimes Against Property</b>		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>% Change</b>	
	Total Property Offences	11,104	9,385	9,216	-2%	↓
1a	Property crime rate per 100,000	6,890	5,823	5,718	-2%	↓
	Auto Theft	592	376	382	2%	↑
	Theft from Motor Vehicle	2,116	1,495	1,451	-3%	↓
	Break & Enter – Business	857	476	385	-19%	↓
	Shoplifting	1,639	1,760	1,666	-5%	↓
	Break & Enter – Residential	237	257	243	-5%	↓
	Bike Theft	604	366	306	-16%	↓
	Fraud	1,344	1,236	1,217	-2%	↓
	Mischief	1,744	1,713	1,617	-6%	↓
	Arson	101	110	169	53%	↑
	Persons recommended for Charges	1,895	2,174	1,915	12%	↓
<b>Crimes Against Persons</b>		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>% Change</b>	
	Total Persons Offences	3,177	3,307	3,416	3%	↑
	Assault (Common)	1,184	1,227	1,296	6%	↑
	Intimate Partner Violence	742	845	865	2%	↑
	Sex Offences	179	233	210	-10%	↓
	Theft with Violence (known as robbery)	106	81	93	15%	↑
	Assaults with Weapon	429	513	446	-13%	↓
<b>Traffic Safety</b>		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>% Change</b>	
1b	Traffic Interactions	2062	5864	3902	-33%	↓
1c	Collisions with Injuries	205	236	290	23%	↑
<b>Community Involvement</b>		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>% Change</b>	
2a	Number of police-led presentations, meetings and posts	<i>Data not available</i>	<i>Data not available</i>	293	<i>Data not available</i>	
2b	Number of community meetings police participate in	<i>Data not available</i>	<i>Data not available</i>	303	<i>Data not available</i>	
<b>Police Responsiveness and Deployment</b>		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>% Change</b>	
3a	Response Time for Priority 1 Calls (in minutes)	8.1	8.1	7.7	5 %	↓
3b	Response Time for Priority 2 Calls (in minutes)	10.2	10	9.4	8 %	↓
3c	Response Time for Priority 3 Calls (in minutes)	72.0	59.3	54.2	9 %	↓
3d	% of Calls for Service receiving Callback	51%	70%	76%	8%	↑
4a	Total Calls for Service per 100,000	36,324	34,184	34,537	1%	↓
4b	Percent of files completed by alternate personnel <sup>1</sup>	6.2%	5.8%	6.3%	9%	↑
4c	Percent of mental health-related calls where police are co-responders <sup>2</sup>	59%	53%	57%	5%	↑

<sup>1</sup> Watch Support Officer files include but not limited to B&E and thefts

<sup>2</sup> Mental health-related calls are calls with a mental health flag and files with a mental health component. These files mainly consisted of cause disturbance, assault – common, uttering threats, and unspecified assistance





# Kelowna RCMP Service Key Performance Indicators 2024 Year in Review

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Presented by:  
Inspector Chris Goebel  
A/Officer in Charge, Kelowna Central Okanagan Detachment

# Purpose



**To equip Council with the 2024 Year in Review, Key Performance Indicators for Kelowna RCMP service**



# Service Priorities

Indicators reflect Council's Crime and Safety objectives and Kelowna RCMP's corresponding Strategic Plan

## KELOWNA 2024 - 2026 RCMP STRATEGIC PLAN



### TARGET

recurring property theft



### PRESENT

in districts and neighbourhoods to deter crime and improve road safety



### PROMOTE

the right providers for mental health and addictions care and housing needs



### EMPOWER

policing professionals to advance prevention and response



### RESULTS

through teamwork and initiative

SERVE WITH EXCELLENCE | TAKE RESPONSIBILITY | DEMONSTRATE COMPASSION | ACT WITH INTEGRITY | SHOW RESPECT



*Policing for Greater Impact*



## Crime & Safety

### Council Priority Actions

1. Advance implementation of Mayor's Task Force on Crime Reduction recommendations, including Business Improvement Area support
2. Reduce property crime; including break and enters and theft
3. Demonstrate effectiveness of visibility on high-risk traffic behaviour (e.g. speeding, texting) and crime
4. Support retention of current policy restricting use of drugs in public spaces
5. Partner with ministries responsible for mental health and addictions on initiatives (i.e. Community Safety Plan) that improve local conditions, including alternative response models and advocacy

### How we measure progress on the priority

- Business break and enters and thefts are decreasing (reported # of property crime)
- Resident sense of safety in our community is increasing (% residents that feels safe).
- Public safety resources are increasing (e.g. police, bylaw and fire)

### The results we want to see

- # or % of residents who feel safe in Kelowna increases.
- Decrease in business break and enters and thefts.
- Public safety resources keep pace with community growth (e.g. police, bylaw and fire).

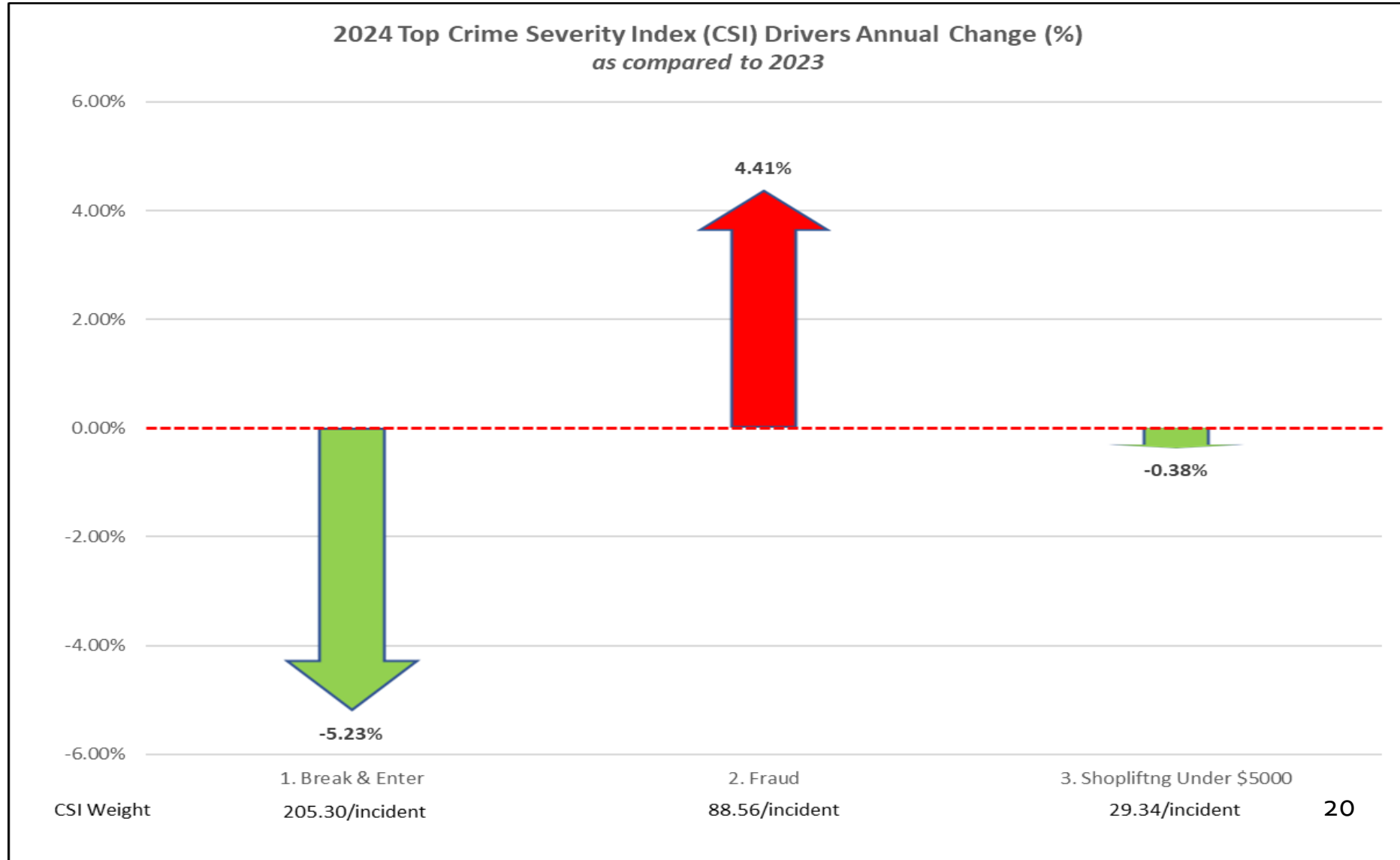
# Crime Severity Index (2024)

Insights into factors behind the index that publicly spotlights change in crime

Crime  
Severity  
Index

↓ 7%

decline  
2023 to  
2024



# Property Crime Rate (2024)

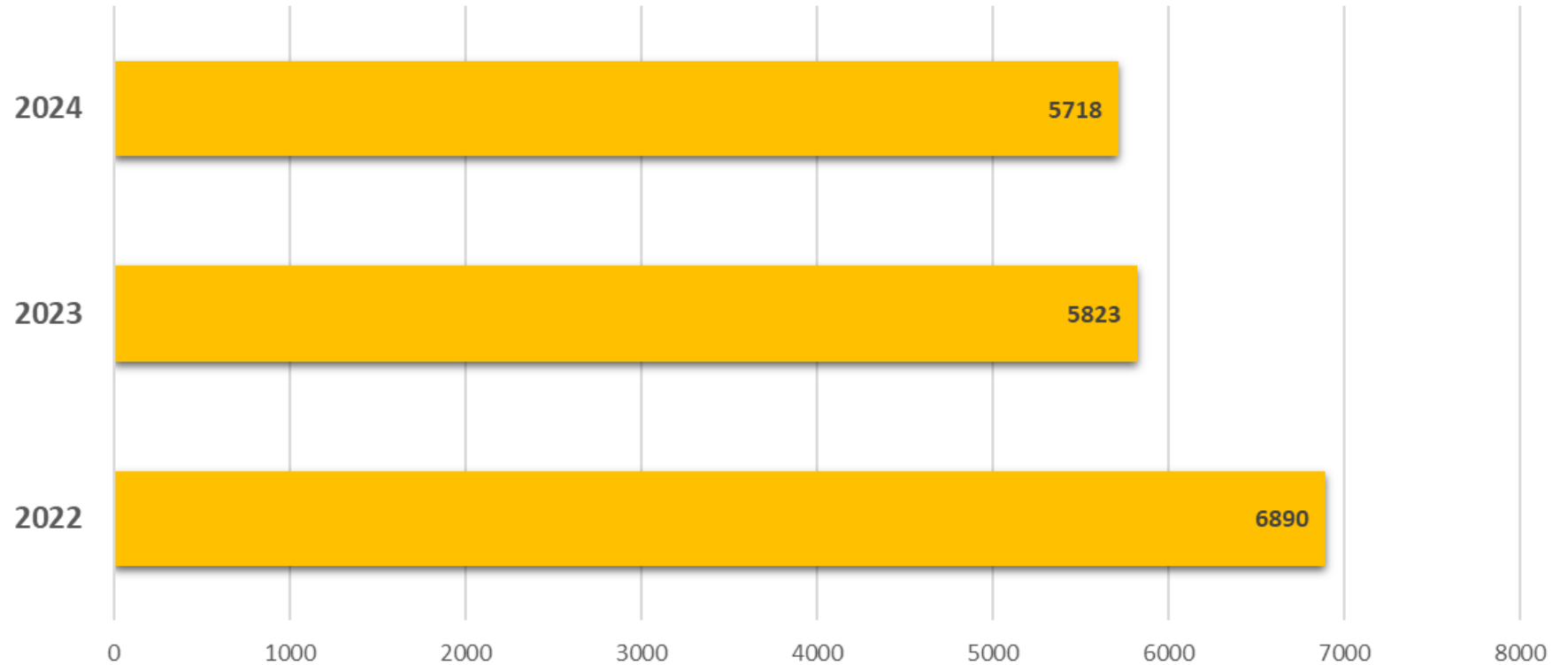
Insights into factors behind the index that publicly spotlights change in crime

**Kelowna's Property  
Crime Rate**

**↓ 2%**

**decline from 2023  
to 2024**

**Crime Rate = # of criminal code incidents/population x 100,000**



# Traffic Interactions & Collisions with Injuries (2024)

Monitors the impact of increased visibility and enforcement on traffic behaviour & crime

**3,902**

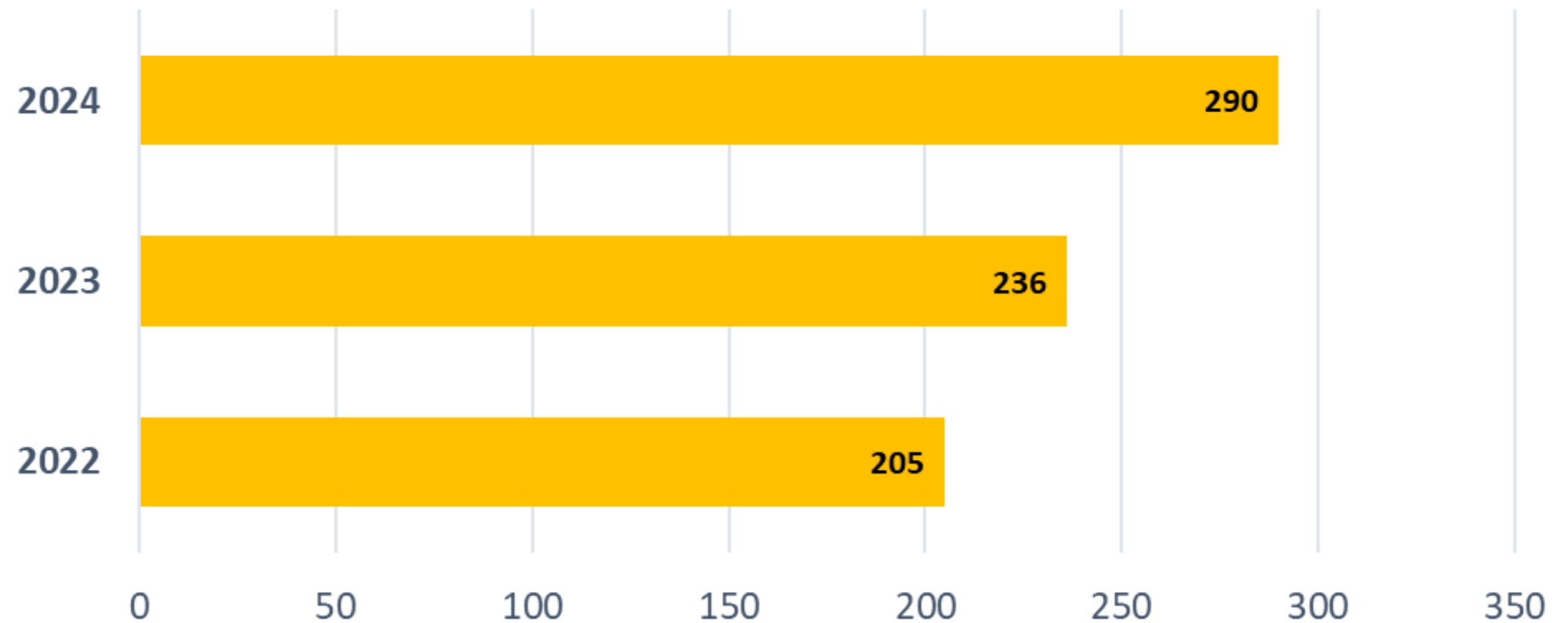
**Traffic Interactions**  
(warnings, tickets)

**↓ 33%** from 2023

**↑ 89%** from 2022



## Motor Vehicle Collisions with Injuries



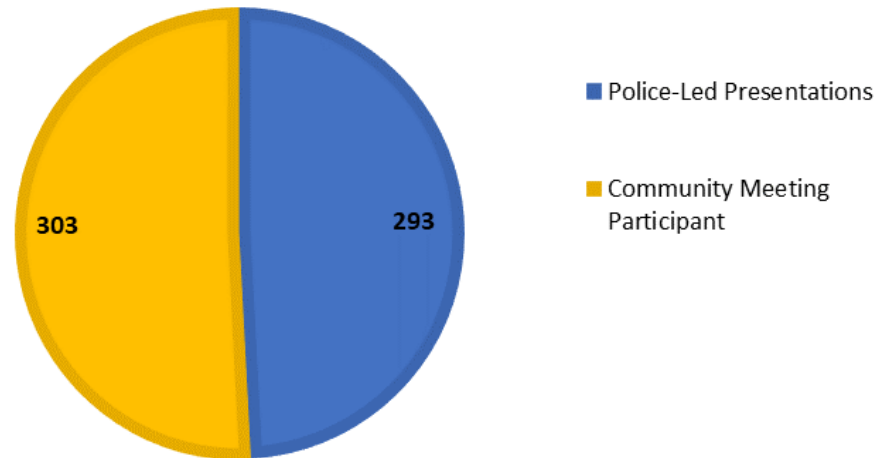
# Police-Community Relations (2024)

Signals efforts to strengthen police-community relations and public safety awareness

## Community Relations

- ❖ Rutland Winter Light UP
- ❖ Citizen Ceremony
- ❖ Okanagan Jewish Community
- ❖ Vaisakhi Parade
- ❖ Ride for Pride
- ❖ BC Prosecution Service
- ❖ School District 23
- ❖ Work Safe BC
- ❖ Tim Horton's Camp Day
- ❖ Okanagan Dream Car Rally

POLICE COMMUNITY RELATIONS



# Responsiveness (2024)

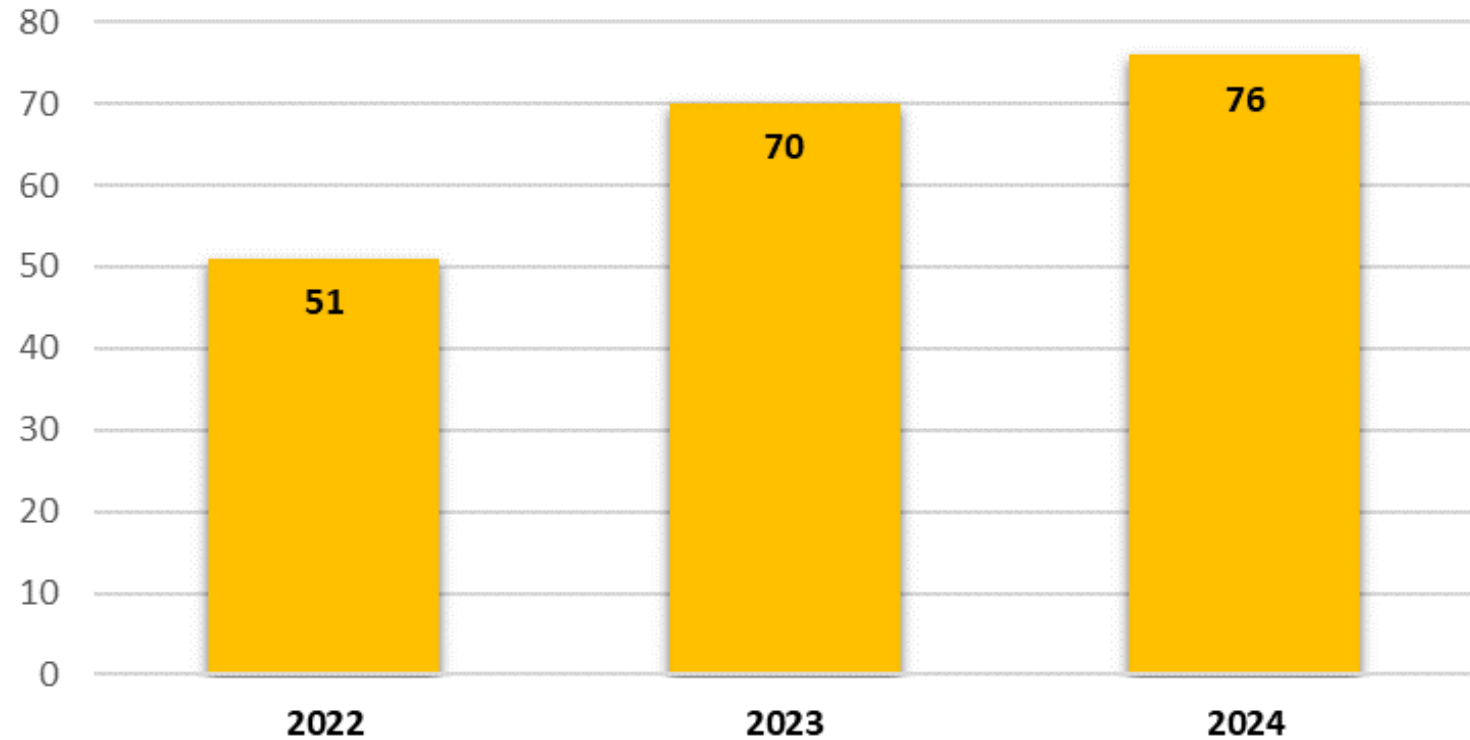
Indicates timeliness of response to calls



 **8%**

increase 2023 to 2024

## % of Calls for Service receiving Callback

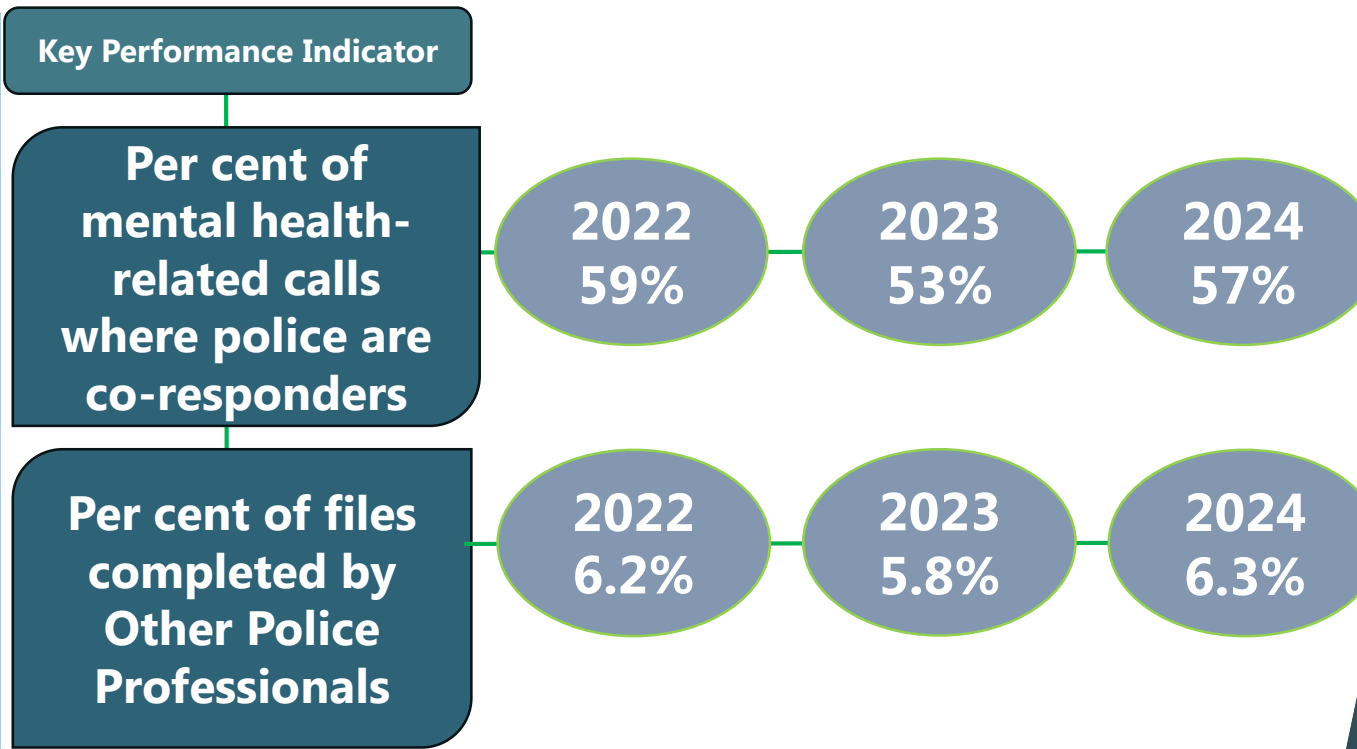




# Right Response to the Right Call (2024)

Kelowna RCMP's progress towards stated objectives that can help improve its capacity

**Kelowna RCMP's 2024-2026 Strategic Plan outlines objectives for ensuring the right response while improving its capacity for proactive policing and call response**



# Discussion

A police officer in a yellow vest with "POLICE" written on the back is walking away from the camera on a sidewalk. The scene is outdoors, with a street and several parked cars visible in the background. The image is overlaid with a large, semi-transparent orange and blue graphic that frames the text.

# Report to Council



**Date:** March 10, 2025  
**To:** Council  
**From:** City Manager  
**Department:** Office of the City Clerk  
**Subject:** Rezoning Bylaws Supplemental Report to Council

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**Recommendation:**

THAT Council receives, for information, the report from the Office of the City Clerk dated March 10, 2025 with respect to five rezoning applications;

AND THAT Rezoning Bylaws No. 12747, 12753, 12754, 12755 and 12756 be forwarded for further reading consideration.

**Purpose:**

To receive a summary of notice of first reading for Rezoning Bylaws No. 12747, 12753, 12754, 12755 and 12756 and to give the bylaws further reading consideration.

**Background:**

A public hearing cannot be held for zoning bylaws for residential development that are consistent with the OCP. A public hearing is not required for all other zoning bylaws that are consistent with the OCP. 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:**

The five Rezoning Applications were brought forward to Council for initial consideration on February 10 and February 24, 2025. Notice of first reading was completed as outlined above.

Correspondence was received as per the following table:

Address	Application	Bylaw	Public Hearing Option	Recommended Readings	Correspondence Received
<a href="#">1210, 1220, 1226 Glenmore Dr</a>	Z24-0059	12747	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	3
<a href="#">350 Patterson Rd</a>	Z24-0063	12753	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , adopt	1
<a href="#">3699 Hwy97 N</a>	Z24-0061	12754	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	0
<a href="#">5091 Gordon Dr</a>	Z24-0030	12755	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , adopt	0
<a href="#">465-495 Dougall Rd N</a>	Z24-0062	12756	No	1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup>	1

These applications were brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaws.

**Conclusion:**

Following notice of first reading, staff are recommending that Council give Rezoning Bylaws No. 12743, 12753, 12754, 12755 and 12756 further reading consideration.

**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,
- defeat the bylaw, or
- for non-residential bylaws, give a bylaw first reading and advance the bylaw to a Public Hearing.

**Considerations not applicable to this report:**

**Existing Policy:**

**Financial/Budgetary Considerations:**

**External Agency/Public Comments:**

**Communications Comments:**

Submitted by: L Klaamas, Legislative Technician

Approved for inclusion: Laura Bentley, City Clerk

cc: Development Planning

**CITY OF KELOWNA**

**BYLAW NO. 12747**

**Z24-0059**

**1210, 1220, and 1226 Glenmore Drive**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
  - a. Lot 2 Section 29 Township 26 ODYD Plan 25524, located on Glenmore Dr;
  - b. Lot 1 Section 29 Township 26 ODYD Plan 25524, located on Glenmore Dr; and
  - c. Lot A Section 29 Township 26 ODYD Plan 39467, located on Glenmore Drfrom the MF<sub>1</sub> – Infill Housing zone to the MF<sub>3r</sub> – Apartment Housing Rental 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

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk

**CITY OF KELOWNA**

**BYLAW NO. 12754**

**Z24-0061**

**3699 Hwy 97 N**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 3 Section 35 Township 26 ODYD Plan KAP57139 Except Plan EPP54134 located on Hwy 97 N, Kelowna, BC from the C2 - Vehicle Oriented Commercial zone to the C2rcs - Vehicle Oriented Commercial Retail Cannabis Sales 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 pursuant to section 52(3)(a) of the Transportation Act this

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For Minister of Transportation & Transit

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk

**CITY OF KELOWNA**  
**BYLAW NO. 12756**  
**Z24-0062**  
**465-495 Dougall Road N**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot A Section 26 Township 26 ODYD Plan EPP125056, located on Dougall Road N, Kelowna, BC from the UC<sub>4</sub> – Rutland Urban Centre zone to the UC<sub>4r</sub> – Rutland Urban Centre Rental 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 pursuant to section 52(3)(a) of the Transportation Act this

---

For Minister of Transportation & Transit

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

---

City Clerk

**CITY OF KELOWNA**

**BYLAW NO. 12753**

**Z24-0063**

**350 Patterson Road**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 15 Section 26 Township 26 ODYD Plan 22239 located on Patterson Road, Kelowna, BC from the MF<sub>1</sub> – Infill Housing zone to the MF<sub>1cc</sub> – Infill Housing with Child Care Centre, Major 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

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Mayor

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City Clerk



**CITY OF KELOWNA**

**BYLAW NO. 12755**

**Z24-0030**

**5091 Gordon Drive**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 4 District Lot 579 Similkameen Division Yale District Plan EPP118981 located on Gordon Drive, Kelowna, BC from the RR1 – Large Lot Rural Residential zone to the MF2 – Townhouse 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

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Mayor

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City Clerk

**CITY OF KELOWNA**  
**BYLAW NO. 12742**  
**TA24-0021 – Content Changes**

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A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that City of Kelowna Zoning Bylaw No. 12375 be amended as follows:

1. THAT **Section 5 – Definitions & Interpretations, 5.3 – General Definitions, AUTOMOTIVE AND EQUIPMENT** be amended by deleting "4100 kilograms, motorhomes with a length less than 6.7 metres, or motorhomes with a gross vehicle weight less than 5500 kilograms." and replacing it with "5,500 kilograms and any motorhome shall be less than 6.7 metres in length.";
2. AND THAT **Section 5 – Definitions & Interpretations, 5.3 – General Definitions, AUTOMOTIVE AND EQUIPMENT, INDUSTRIAL** be amended by deleting "4100 kilograms, motorhomes with a length of more than 6.7 metres, or motorhomes with a gross vehicle weight of more than 5500 kilograms." and replacing it with "5,500 kilograms including motorhomes with a length greater than 6.7 metres.";
3. AND THAT **Section 5 – Definitions & Interpretations, 5.3 – General Definitions** be amended by adding **VISUAL EXAMPLES OF CORNER LOT SETBACK (Figure 9.11.1)** outlined **Schedule A** as attached to and forming part of this bylaw in its appropriate location;
4. AND THAT **Section 6 – General Development Regulations, 6.2 – Projections Into Yards, 6.2.2** be amended by deleting "and Single & Two Dwelling Zones." and replacing it with "Suburban Residential zones containing two or less dwelling units, and any residential Core Area lot containing two or less dwelling units.";
5. AND THAT **Section 7 – Site Layout, 7.2 – Landscaping Standards** be amended by deleting subsection 7.2.7 in its entirety and replacing it with the following new subsection 7.2.7:  
  
"7.2.7 Unless part of a Natural Hazard or Environmentally Sensitive Area (as defined by the OCP), landscape areas will be graded to maintain safe access according to the Canadian Landscape Standards (CLS), for efficient maintenance, and to collect storm water for plant watering where City stormwater regulations allow.";
6. AND THAT **Section 7 – Site Layout, 7.3 – Refuse and Recycling Bins, 7.3.3** be amended by adding ", yard waste," after "All garbage";
7. AND THAT **Section 9 – Specific Use Regulations, 9.2 – Home-Based Business, Section 9.2 - Home Based Business Regulations** be amended by deleting "4,100" in the "Commercial Vehicle Restriction" row and replacing it with "5,500";

8. AND THAT **Section 9 – Specific Use Regulations, 9.11 – Tall Building Regulations, Table 9.11 – Tall Building Regulations** be amended by deleting “See visual example figure 9.11.1.” under the “Regulation” column and replacing it with “See visual example of Corner Lot Setback (figure 9.11.1).”;
9. AND THAT **Section 9 – Specific Use Regulations, 9.11 – Tall Building Regulations, Figure 9.11.1 - Visual Examples of Corner Lot Setback** be deleted in its entirety;
10. AND THAT **Section 10 – Agriculture & Rural Residential Zones, Section 10.5 – A1 Agricultural and Development Regulations, FOOTNOTES, <sup>1</sup>** be amended by deleting “40,000m<sup>2</sup>” and replacing it with “400,000m<sup>2</sup>”;
11. AND THAT **Section 12 – Mobile Home and Camping Zones, Section 12.1 – Zone Purposes** be amended by:
  - a) Deleting “MH1 – Mobile Home and Camping” under the “Zones” column and replacing it with “MH1 – Mobile Home”; and
  - b) Deleting “The purpose is to provide a zone for mobile homes on individual mobile homes spaces in a mobile home park setting and for campsites.” under the “Purpose” column and replacing it with “The purpose is to provide a zone for mobile homes on individual mobile homes spaces in a mobile home park setting.”;
12. AND THAT **Section 12 – Mobile Home and Camping Zones, Section 12.2 – Permitted Land Uses** be amended by deleting the “Campsites” row in its entirety;
13. AND THAT all references throughout the bylaw of “Section 12 – Mobile Home and Camping Zones” be deleted and replaced with “Section 12 – Mobile Home Zones”;
14. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.3 – Permitted Land Uses** be amended by deleting “.4” under the “MF3” column in the “Stacked Townhouses” row;
15. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.3 – Permitted Land Uses, FOOTNOTES, <sup>4</sup>** be amended by deleting “and/or stacked townhouses”;
16. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.5 – Development Regulations, FOOTNOTES, <sup>9</sup>** be amended by deleting “For all apartment buildings, at least 75 m<sup>2</sup> of the required portion of common area shall be configured indoors.” and replacing it with “Any apartment building with 25 or more dwelling units must have at least 75 m<sup>2</sup> of the required common area configured indoors.”;
17. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.5 – Development Regulations, FOOTNOTES, <sup>11</sup>** be amended by adding “However, any lot greater than 2,000 m<sup>2</sup> that is building an apartment building shall develop using the MF3 Development Regulations.” after “MF3 Development Regulations apply.”;

18. AND THAT **Section 14 – Core Area & Other Zones, Section 14.11 – Commercial and Urban Centre Zone Development Regulations, FOOTNOTES**, <sup>3</sup> be deleted in its entirety and replaced with “<sup>3</sup> Except it is 3.0 m when the lot is on Conlin Ct, Lowe Ct, or Bouvette St. The side yard setback is 3.0 metres when the lot is abutting a Core Area Neighbourhood (C-NHD), Suburban - Residential (S-RES), Suburban - Multiple Unit (S-MU), or an Education / Institutional (EDINST) future land use designation as outlined in the Official Community Plan”;
19. AND THAT **Section 14 – Core Area & Other Zones, Section 14.11 – Commercial and Urban Centre Zone Development Regulations, FOOTNOTES**, <sup>11</sup> be amended by adding “Any apartment building with 25 or more dwelling units must have at least 75 m<sup>2</sup> of the required common area configured indoors.” after “50% of the total space required.”;
20. AND THAT **Section 14 – Core Area & Other Zones, Section 14.14 – Density and Height** be amended by:
- a) Adding “<sup>16</sup>” after “1.0 FAR” in the “P2” row, under the “Min. Density (if applicable) & Max. Base Density FAR <sup>1, 7</sup>” column; and
  - b) Adding “<sup>16</sup>” after “3 storeys & 13.5 m” in the “P2” row, under the “Max. Base Height <sup>3, 7, 14</sup>” column;
21. AND FURTHER THAT **Section 14 – Core Area & Other Zones, Section 14.14 – Density and Height, FOOTNOTES** be amended by adding the following footnote in its appropriate location:
- “<sup>16</sup> Any P2 zoned lot within an Urban Centre shall use that Urban Centre zone’s maximum base density and maximum base height.”;
22. 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 24<sup>th</sup> day of February, 2025.

Approved pursuant to section 52(3)(a) of the Transportation Act this 28<sup>th</sup> day of February 2025.

James Outhwaite

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for Minister of Transportation & Transit

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

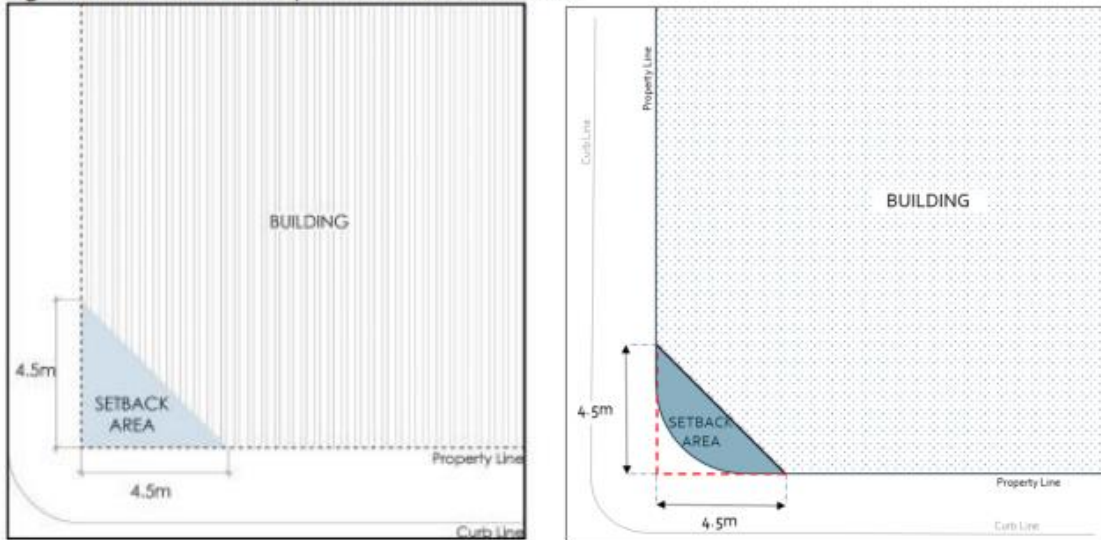
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City Clerk

Schedule A

**VISUAL EXAMPLES OF CORNER LOT SETBACK (Figure 9.11.1)** means the following figures:

**Figure 9.11.1 - Visual Examples of Corner Lot Setback**



# CITY OF KELOWNA

## BYLAW NO. 12751

### TA24-0017 – Secondary Suites in Townhouses

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that City of Kelowna Zoning Bylaw No. 12375 be amended as follows:

1. THAT **Section 8 – Parking and Loading, 8.3 – Required Off-Street Parking Requirements, Table 8.3 – Required Residential Off-Street Parking Requirements** be deleted in its entirety and replaced with Table 8.3 as outlined in **Schedule A** attached to and forming part of this bylaw;
2. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.3 – Permitted Land Uses** be amended by deleting the "Secondary Suites" row in its entirety and replacing it with the following new row:

"

Secondary Suites	S <sup>.11</sup>	S <sup>.11</sup>	-	S <sup>.11</sup>
------------------	------------------	------------------	---	------------------

";

3. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.3 – Permitted Land Uses, FOOTNOTES** be amended by adding the following footnote in its appropriate location:

"<sup>.11</sup> Secondary Suites are only permitted within Single Detached Housing, Semi-Detached Housing and Townhouses.";

AND FURTHER THAT **Section 14 – Core Area & Other Zones, Section 14.9 – Principal and Secondary Land Uses, FOOTNOTES**,<sup>.15</sup> be amended by adding "and Townhouses. The maximum net floor area of a Secondary Suite is 90 m<sup>2</sup>" after "Single Detached Housing".

4. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this 24<sup>th</sup> day of February, 2025

Approved pursuant to section 52(3)(a) of the Transportation Act this 27<sup>th</sup> day of February 2025.

Audrie Henry  
\_\_\_\_\_  
for Minister of Transportation & Transit

Adopted by the Municipal Council of the City of Kelowna this

\_\_\_\_\_  
Mayor

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

Schedule A

Table 8.3 – Required Residential Off-Street Parking Requirements					
Location of Residential Development	Required Parking by Unit Type				Visitor Parking Required <sup>.1, .2</sup>
	Studio Units	1 – bedroom Units	2 – bedroom Units	3 – bedroom or more Units	
Dwelling Units within an Urban Centre Zone <sup>.5, .8</sup>	Min 0.8 spaces & Max 1.25 spaces per studio	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom	Min 1.0 space & Max 1.5 spaces per 2 bedroom	Min 1.0 space & Max 1.5 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within a Village Centre Zone	Min 0.9 spaces <sup>.12</sup> & Max 1.25 spaces per studio	Min 1.0 space <sup>.12</sup> & Max 1.25 spaces per 1 bedroom	Min 1.1 spaces <sup>.12</sup> & Max 1.6 spaces per 2 bedroom	Min 1.4 spaces <sup>.12</sup> & Max 2.0 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within the MF1 Zone <sup>.8</sup>	Min 1.0 space & Max 1.5 spaces per studio <sup>.10</sup>	Min 1.0 space & Max 1.5 spaces per 1 bedroom <sup>.10</sup>	Min 1.0 space & Max 1.5 spaces per 2 bedroom <sup>.10</sup>	Min 1.0 space & Max 2.0 spaces per 3 bedroom <sup>.10</sup>	n/a
Dwelling Units for lots fronting a Transit Supportive Corridor <sup>.8, .9</sup>	Min 0.9 spaces <sup>.12</sup> & Max 1.25 spaces per studio	Min 1.0 space <sup>.12</sup> & Max 1.25 spaces per 1 bedroom	Min 1.1 spaces <sup>.12</sup> & Max 1.6 spaces per 2 bedroom	Min 1.4 spaces <sup>.12</sup> & Max 2.0 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units for lots within the Core Area <sup>.8, .9</sup>	Min 1.0 space <sup>.12</sup> & Max 1.25 spaces per studio	Min 1.2 spaces <sup>.12</sup> & Max 1.6 spaces per 1 bedroom	Min 1.4 spaces <sup>.12</sup> & Max 2.0 spaces per 2 bedroom	Min 1.6 spaces <sup>.12</sup> & Max 2.2 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units for lots outside the Core Area with 4 or less dwelling units	Min 1.25 space & Max 1.5 spaces per studio <sup>.10</sup>	Min 1.25 space & Max 1.5 spaces per 1 bedroom <sup>.10</sup>	Min 1.25 space & Max 1.5 spaces per 2 bedroom <sup>.10</sup>	Min 1.25 space & Max 2.0 spaces per 3 bedroom <sup>.10</sup>	n/a
Dwelling Units for lots outside the Core Area with 5 or more dwelling units	Min 1.0 space <sup>.12</sup> & Max 1.25 spaces per studio <sup>.10</sup>	Min 1.25 <sup>.12</sup> spaces & Max 1.6 spaces per 1 bedroom <sup>.10</sup>	Min 1.5 spaces <sup>.12</sup> & Max 2.0 spaces per 2 bedroom <sup>.10</sup>	Min 2.0 spaces <sup>.12</sup> & Max 2.6 spaces per 3 bedroom <sup>.10</sup>	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within A1, A2,	Min 2.0 spaces per dwelling unit <sup>.12</sup> & Max is n/a				Min 0.0 <sup>.13</sup> spaces &



Table 8.3 – Required Residential Off-Street Parking Requirements					
Location of Residential Development	Required Parking by Unit Type				Visitor Parking Required <sup>.1, .2</sup>
	Studio Units	1 – bedroom Units	2 – bedroom Units	3 – bedroom or more Units	
RR1, & RR2 Zones					Max n/a
Dwelling Units within the CD20 Zone	Min 1.0 space per dwelling unit, except 0.15 spaces per student only residences & Max 1.5 spaces per dwelling unit				Min 0.14 spaces <sup>.11</sup> & Max 0.2 spaces per dwelling unit
Dwelling Units within the CD22 zone	Min 0.75 spaces & Max 1.0 space per studio	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom	Min 1.0 space & Max 1.6 spaces per 2 bedroom	Min 1.1 spaces & Max 2.0 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within the CD26 zone	Min 1.0 space & Max 1.5 space per studio	Min 1.0 space & Max 1.5 spaces per 1 bedroom	Min 1.0 space & Max 1.5 spaces per 2 bedroom	Min 1.0 space & Max 1.5 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Congregate Housing, Group Homes, & Supportive Housing <sup>.8</sup>	Min 0.35 spaces per sleeping unit; Plus a Min 0.5 spaces per non-resident on-duty employee or a Min of 3.0 spaces (whichever is greater) & Max 2.0 spaces per sleeping unit				Min 0.14 spaces & Max 0.2 spaces per dwelling unit

FOOTNOTES (Table 8.3):

<sup>.1</sup> Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

<sup>.2</sup> Regardless of the parking rate (spaces per unit). The minimum number of dwelling units when the first visitor parking space is required is seven (7) dwelling units. For example, a lot with six (6) dwelling units does not require a visitor parking space.

<sup>.3</sup> [Deleted]

<sup>.4</sup> [Deleted]

<sup>.5</sup> All lots in the areas identified as 3 storeys in Map 4.1 within the OCP (UC1 Downtown) shall not be required to meet any vehicle parking space requirements if the height of the buildings on the lot are 4 storeys or less and 15.0 metres or less.

<sup>.6</sup> [Deleted]

<sup>.7</sup> [Deleted]

<sup>.8</sup> Lots in a Transit Oriented Area (identified in Map 8.3.a, Map 8.3.b, Map 8.3.c, or Map 8.3.d) have no minimum residential parking requirement. However, there is a minimum number of accessible parking spaces required in all new developments (See Section 8.2.17 Accessible Parking Standards).

<sup>.9</sup> This category does not apply to any lots that are zoned MF1, UC1, UC2, UC3, UC4, UC5, or VC1.

**Table 8.3 – Required Residential Off-Street Parking Requirements**

Location of Residential Development	Required Parking by Unit Type				Visitor Parking Required <sup>.1, .2</sup>
	Studio Units	1 – bedroom Units	2 – bedroom Units	3 – bedroom or more Units	
<p><sup>.10</sup> There is no maximum when a lot contains two or fewer dwelling units.</p> <p><sup>.11</sup> The minimum visitor parking is 0.05 <b>spaces</b> per student only residences.</p> <p><sup>.12</sup> Except <b>secondary suites</b> and <b>carriage houses</b> only require 1.0 <b>space</b> per <b>dwelling unit</b>.</p> <p><sup>.13</sup> Within a residential strata with five or more <b>dwelling units</b> the visitor parking requirement is 0.14 <b>spaces</b> per <b>dwelling unit</b>.</p>					

# Report to Council



**Date:** March 10, 2025  
**To:** Council  
**From:** City Manager  
**Subject:** Thriving Urban Centres: Project Update and Trends Report  
**Department:** Long Range Planning

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**Recommendation:**

THAT Council receives, for information, the report from Long Range Planning dated March 10, 2025, with respect to Thriving Urban Centres: Project Update and Trends Report.

**Purpose:**

To receive an update on Thriving Urban Centres and upcoming public engagement.

**Council Priority Alignment:**

- Affordable Housing
- Economy
- Climate and Environment
- Transportation

**Background:**

Thriving Urban Centres (formerly called the Urban Centres Framework) aims to provide a new, more resource efficient approach to neighbourhood planning for Kelowna’s five Urban Centres: Downtown, Pandosy, Capri-Landmark, Midtown and Rutland. Funded largely through a UBCM Complete Communities grant, the project aims to provide more responsive guidance sooner with more real time data than can be achieved in a traditional Urban Centre plan.

Launched in late 2023 with the approval of the UBCM grant, Thriving Urban Centres is now well underway and the following three key deliverables will be completed by this summer as illustrated in Figure 1:

1. A trends report outlining the status of our Urban Centres today;
2. An interactive online mapping and dashboard tool to assist with future decision making; and
3. A report on future directions to make Kelowna’s Urban Centres thrive.

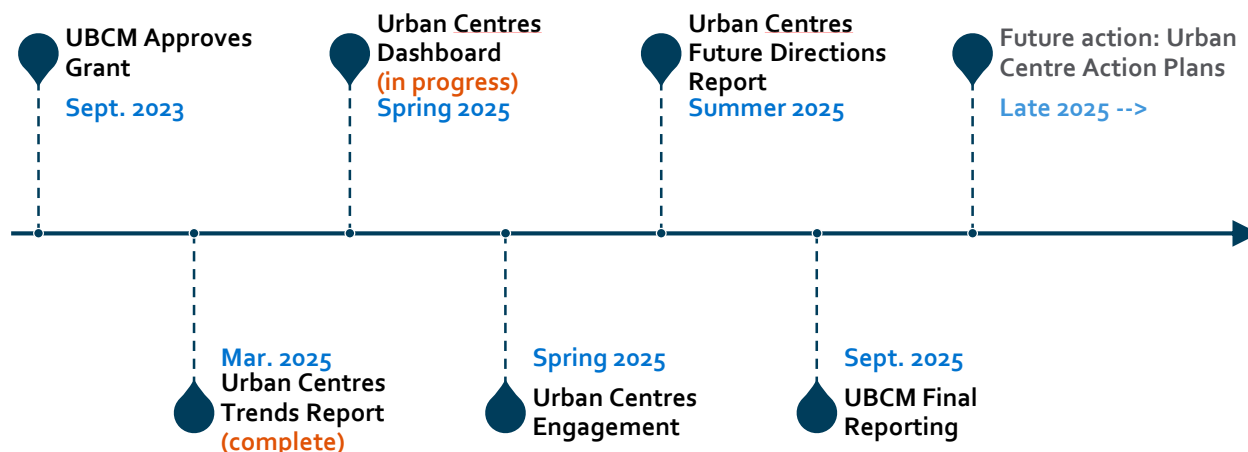


Figure 1: Thriving Urban Centres project timeline

Previous Council Resolution

Resolution	Date
THAT Council receive the report dated September 11, 2023 regarding the Urban Centre Planning Framework, for information.	September 11, 2023

Discussion:

Growing Kelowna’s Urban Centres into vibrant hubs of activity is one of the major goals of Imagine Kelowna and the 2040 OCP. For Kelowna’s Urban Centres to thrive as they grow, they must provide a high quality of life for residents and be vibrant destinations for visitors and workers. Attachment A, *Thriving Urban Centres: 2024 Trends in Urban Centres* report, provides a snapshot in time of each of the five Urban Centres, examining the people, housing, daily needs, transportation, and climate and environment. The report also looks at current trends in growth and highlights potential future influences.

Some of the key findings of the report include:

- **Urban Centres are positioned for continued growth.** Over the past five years, the populations of Urban Centres have increased more rapidly than the city’s overall growth rate. Rapid residential development in Urban Centres has accompanied this growth, with nearly 47 per cent of all residential building permits issued between 2021 and 2024 being in Urban Centres which is consistent with the OCP’s growth strategy. Analysis of building permits, development applications and residential development potential demonstrates that Urban Centres will continue to be areas of significant growth in the coming decades.
- **Urban Centres are significant hubs for employment.** Over 40 per cent of all Kelowna daytime workers (who work at a fixed location) are employed in Urban Centres. Downtown employs the most workers, while Rutland employs the least, indicating that future employment policy will need to be context sensitive to ensure a balance between residents and jobs.
- **Urban Centres have gaps in access to support daily needs.** Urban Centres do not currently provide consistent access to all daily necessities (such as work, schools, daycare, groceries, recreation and social and cultural necessities) to support those who live, work and visit. For example, Midtown and Downtown don’t have easy access to schools and Capri-Landmark only has one full-service grocery store.

- **Urban Centres travel habits are different.** Urban Centres have more infrastructure to support walking, cycling and transit, and as a result these areas see a higher percentage of people using these modes compared to other areas of the city. These alternative transportation options, along with more energy efficient multi-unit homes, allow for Urban Centres to play a pivotal role in helping reduce community GHG emissions.
- **Urban Centre households are less affluent.** The median household income in Urban Centres is nearly 23 per cent lower than the citywide median. Urban Centres, however, have more rental housing and home purchase prices tend to be less expensive compared to the city overall. Together with the ability to be less reliant on vehicles (as employment, services and amenities are in closer proximity) often make Urban Centres a more affordable option than their suburban counterparts.
- **Urban Centres need more trees.** Urban Centres, characterized by extensive pavement and developed surfaces, are more susceptible to urban heat island effects compared to suburban and natural areas. Urban Centres, however, have lower tree canopy coverage than the rest of the community, and some lack park and green space. Trees and green space act as cooling sinks for neighbourhoods, while also offering places to bring community together, beauty and a sense of place.
- **Urban Centres are influenced by adjacent growth.** New provincial housing legislation, City planning initiatives and developments adjacent to or between Urban Centres will all influence how Urban Centres continue to develop. For example, the proposed Burtch/Harvey Area Redevelopment Plan will see significant development adjacent to Capri-Landmark; the Hospital Transit Oriented Area could see higher density development between Pandosy and Downtown, and the Richter Corridor study is assessing ways to improve people-moving capacity along the corridor and will provide direction on how to enhance linkages between Downtown and Pandosy. These types of initiatives suggest that future Urban Centre planning will need to explore directions beyond the Urban Centre boundaries and consider visions for larger corridors.

While the key findings listed above highlight the trends of all Urban Centres, diving deeper into the Trends Report reveals that Urban Centres are not all the same. There are substantial differences in how each contributes to providing a high quality of life for residents, workers and visitors. In the coming weeks, staff will bring forward two additional reports highlighting the uniqueness of each of the five Urban Centres.

#### **Next steps:**

With the completion of the Trends report, staff are now focusing efforts on other aspects of Thriving Urban Centres including:

- **Urban Centres Dashboard:** ESRI Canada has been retained to assist with the development of an interactive web-based dashboard to provide guidance on land use, transportation and infrastructure projects ahead of more detailed Urban Centre planning work. This new tool will leverage the City's existing data, policy and mapping to provide the most-up-to-date information available on things such as current and future development, demographics, housing, climate and amenities. The dashboard is anticipated to be available for use later this spring.
- **Urban Centres Engagement:** An engagement process will be launched this spring to help understand the community's perspective on strengths, challenges and opportunities across the five Urban Centres. The information provided will build on the quantitative information collected for the Trends Report and will help inform new directions for policies and projects.
- **Urban Centres Future Directions Report:** This final report to meet UBCM commitments, is targeted for summer 2025, and will outline proposed new policy directions alongside actions that are necessary to continue to grow Urban Centres into complete communities. The Future

Directions Report will be informed by the Trends Report, the Dashboard, community engagement and additional analysis that is underway including:

- *Growth projections:* A revised growth scenario is being developed as part of the provincially mandated 2025 OCP update and will determine where Kelowna will be able to accommodate this growth. Based on the existing zoned capacity of the five Urban Centres, they are well poised to accept a significant share of our city's growth.
- *Employment projections:* An analysis is being completed to understand the types and amount of employment growth that can be anticipated in each Urban Centre. This work also includes research to examine future potential employment densities and will consider policy options to support Urban Centre employment growth. This work is being coordinated with the outcomes of the recently released Regional Employment Lands Inventory by RDCO.
- **Urban Centre Action Plans** (to be completed post project): Thriving Urban Centres will be used to inform future Urban Centre Action Plans. These Action Plans will focus on implementation tools that can help the City respond to the evolving growth context of each Urban Centre.

### **Conclusion:**

Kelowna's approach to Urban Centre planning is adapting to reflect the changing context of how Kelowna is growing, with strong evidence that Urban Centres are in high demand. The work completed and to come as outlined in this report will deliver a planning process that makes more efficient use of staff time and resources, while leveraging tools like ModelCity to make data-driven decisions supplemented with input and direction from the community.

### **Internal Circulation:**

Climate Action & Environment  
 Communications  
 Cultural Services  
 Development Planning  
 Housing Policy and Programs  
 Integrated Transportation  
 Parks Planning & Design  
 Real Estate  
 Social Development  
 Urban Forestry

### **Considerations applicable to this report:**

#### **Existing Policy:**

- 2040 Official Community Plan
  - Objective 4.1 Strengthen the Urban Centres as Kelowna's primary hubs of activity.
  - Objective 4.4 Reinforce Downtown as the Urban Centre with the greatest diversity and intensity of uses in the City
  - Objective 4.5 Promote more residential development to balance employment uses in the Capri-Landmark Urban Centre
  - Objective 4.6 Support infill and redevelopment to promote housing diversity and enhanced services and amenities in the Pandosy Urban Centre
  - Objective 4.7 Focus new development in Rutland strategically to create a new high-density business and residential hub to support improved services and amenities

- Objective 4.8 Support modest residential development to transition Midtown into a transit-supportive neighbourhood
- Policy 16.3.1 OCP Implementation Actions.
  - Action 17 – Develop a Rutland Urban Centre Plan (short term)
  - Action 18 – Develop a Pandosy Urban Centre Plan (short term)
  - Action 19 Develop a Midtown Urban Centre Plan (long term)
- 2023-2026 Council Priorities
  - The Urban Centres framework outlined in this report would further advance Council’s 2023-2026 priorities, particularly:
    - Affordable Housing: Urban Centre planning advances and streamlines processes to accelerate housing in the areas where 50% of future housing units are targeted.
    - Transportation: The Urban Centres Dashboard will inform upcoming transportation projects.
    - Climate and Environment: Urban Centre planning will explore opportunities to make our Urban Centres low-emission and more resilient to the effects of climate change.
    - Economy: Urban Centre planning allows for a strategic approach to growing employment in Kelowna’s busiest activity hubs.

***Financial/Budgetary Considerations:***

The City has received \$149,500 of grant funding from the Complete Communities Program, administered by the Union of BC Municipalities (UBCM) to assist with this process. These funds supplement the \$75,000 of annual funding for Urban Centre Planning identified in the Long Range Planning base budget.

***Consultation and Engagement:***

Public engagement will help inform the final deliverable of the Thriving Urban Centres process. The public will be able to provide input on actions that could improve quality of life in each of the Urban Centres through a mix of online survey and inperson engagement opportunities. In addition to public engagement, staff will also be hosting workshops and meetings to gather input from a variety of interested and affected parties including those representing development and building; economic development; major employers; and service providers.

***Communications Comments:***

Engagement opportunities will be posted on the City’s [Get Involved Kelowna](#) site and promoted using a variety of City-owned channels, digital ads, print ads, and social media.

**Considerations applicable to this report:**

***Legal/Statutory Authority:***

***Legal/Statutory Procedural Requirements:***

Submitted by: T. Guidi, Planner Specialist

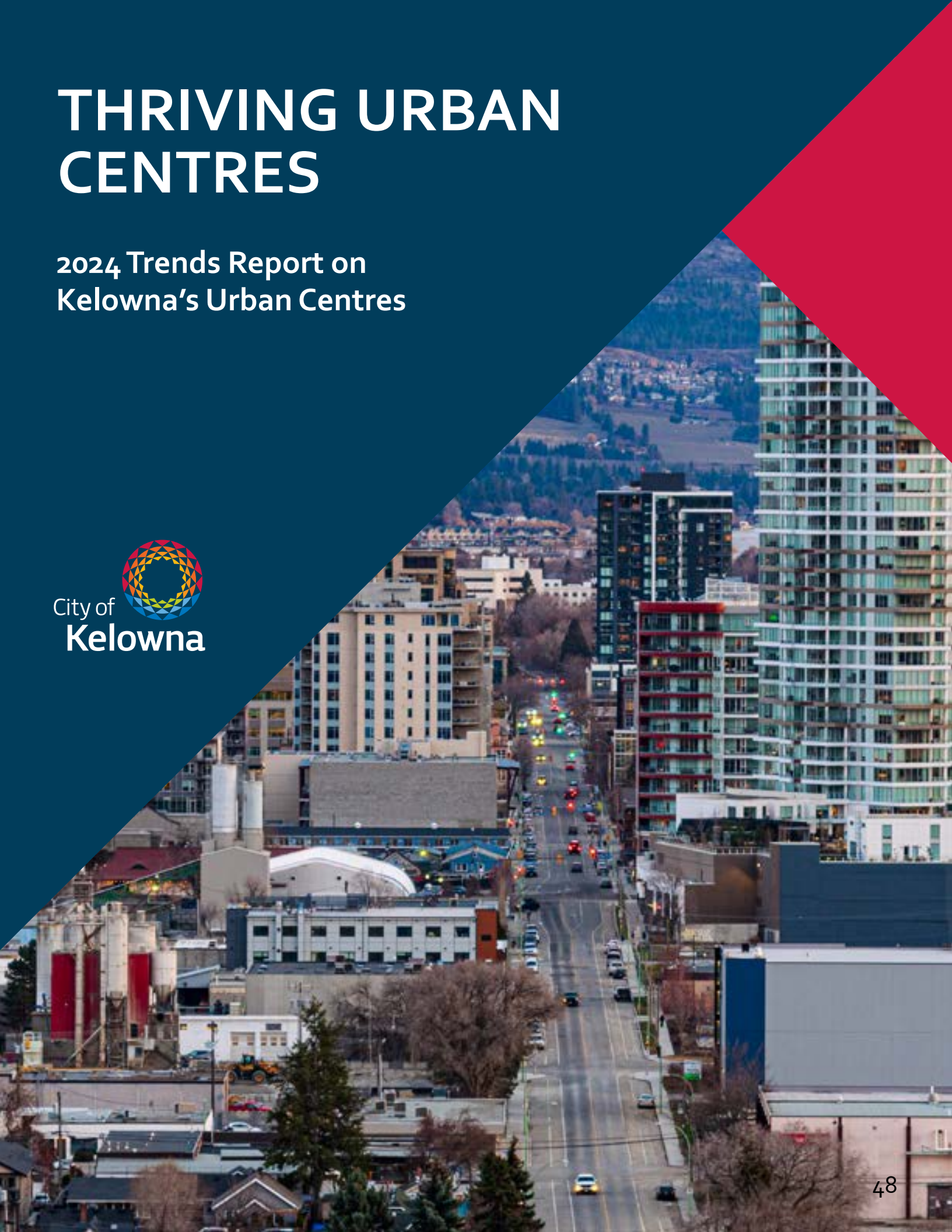
Approved for inclusion: R. Miles, Long Range Planning Department Manager

**Attachments:**

Attachment A: Thriving Urban Centres: 2024 Trends in Urban Centres

# THRIVING URBAN CENTRES

2024 Trends Report on Kelowna's Urban Centres





# OVERVIEW

*The City of Kelowna acknowledges with respect and gratitude that the five Urban Centres reviewed in this report, like all of Kelowna, are situated on the traditional, ancestral, and unceded territory of the syilx/Okanagan Peoples.*

*We also recognize and acknowledge the Métis Nation and the many other Indigenous nations represented among Kelowna's Urban Indigenous population. It is with humility that we continue our journey towards Truth and Reconciliation with the First Nation, Métis and Inuit peoples of this land.*

Growing Kelowna's five Urban Centres – Downtown, Pandosy, Capri-Landmark, Midtown, and Rutland – into vibrant complete communities is a major goal of both Imagine Kelowna and the 2040 Official Community Plan (OCP). Investing in more compact urban neighbourhoods offers a high quality of life for residents and workers, with lower infrastructure costs<sup>i</sup> and fewer climate and environmental impacts than suburban sprawl. These places are where work, live and play mix to build great neighbourhoods that are greater than the sum of each part.

By 2040, many more of Kelowna's new homes will be in Urban Centres, which are also evolving as the largest employment and activity hubs in Kelowna.<sup>ii</sup> As outlined in the following pages, these expectations are quickly becoming a reality with building permits issued for over 5,600 units in Urban Centres in the first four years of the OCP's life. This is 47 per cent of all building permits issued citywide over the same time. Further, these areas are currently home to over 40 per cent of the citywide daytime jobs.

For Urban Centres to thrive as they grow, they must provide a high quality of life for residents and be vibrant destinations for visitors and workers. Ingredients for great neighbourhoods include a variety of public and private amenities, local shops and services, a range of transportation options, recreation and culture choices, and job opportunities,<sup>iii</sup> all of which must consider diversity, equity, and inclusion. This report provides a snapshot in time of how each of the Urban Centres are delivering on these key ingredients. It examines the people, housing, daily needs, transportation, growth, climate and environment that currently contribute to these evolving areas. The report also looks at current trends in growth and highlights future influences of the Urban Centres.

## *A new approach to Urban Centre planning....*

Urban Centre Plans have traditionally provided policy guidance for these areas. However, these plans, which range from five to twenty-five years old, are time-consuming and resource-intensive to develop and can quickly become outdated due to Kelowna's rapid pace of change. To address this, the *Thriving Urban Centres* program is being developed as a more responsive approach to Urban Centre planning. This Trends Report is an important first step in the framework, providing the current state of Kelowna's Urban Centres. Future work includes an Urban Centres Dashboard, an online interactive, data-driven tool that can provide guidance on land use, transportation, and infrastructure decisions. Building upon these fundamentals, Urban Centre Action Plans will be developed to respond more quickly to each Urban Centre's unique context to deliver on a higher quality of life for those living, working and visiting these areas.

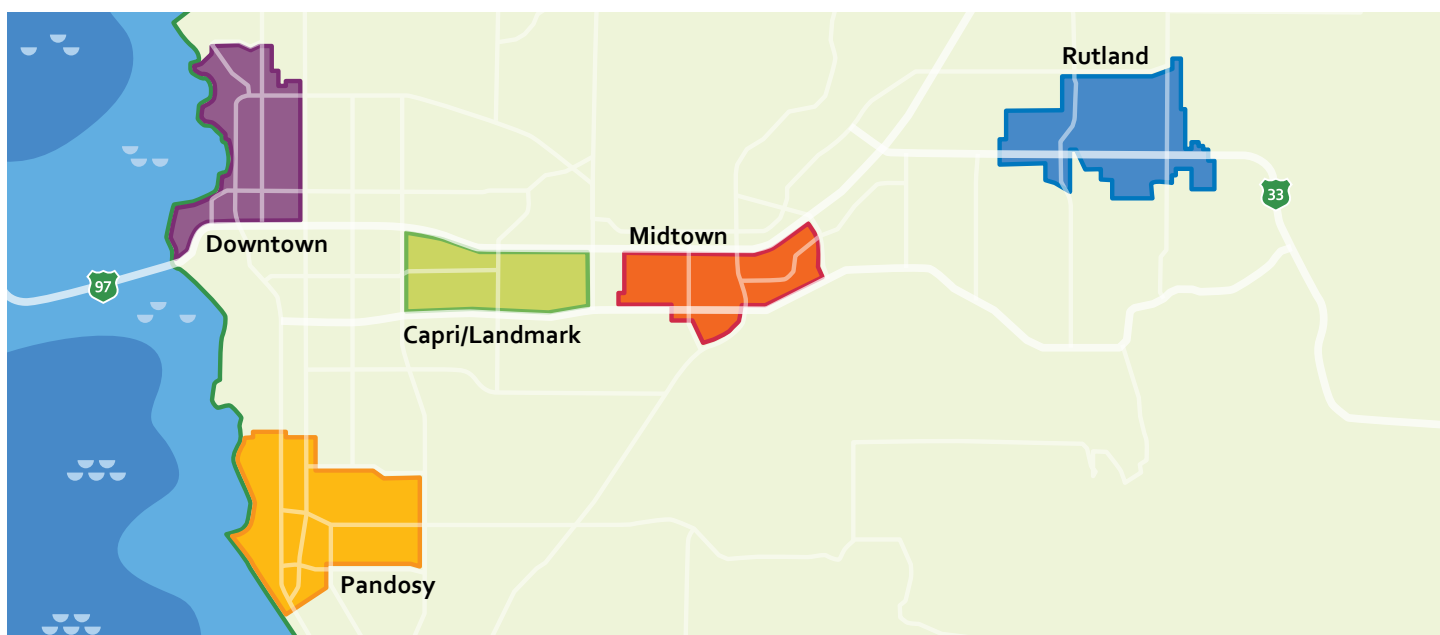


Figure 1: Kelowna's five Urban Centres

## Urban Centres Overview

### Urban Centres are in different stages of maturity

Each Urban Centre is at a different stage in its progression toward the OCP's vision of dense, amenity rich, mixed-use, and walkable places as illustrated in Figure 2. Downtown for instance, has a strong sense of identity and many of the elements that contribute to great Urban Centres. Midtown, has significant employment, but is not as easily recognizable as a distinct urban neighbourhood. Different policies, actions and investments are necessary to respond to the different phases of Urban Centre evolution.<sup>iv</sup>

### Urban Centre populations are getting younger

Overall, Urban Centres populations have an older median age than the city as whole, but there are significant differences between each. Capri-Landmark is the youngest demographic, while the median age of Midtown's population is nearly 20 years older. A common trend across all Urban Centres, however, is that populations are getting younger more quickly when compared to the citywide population. The median age dropped across the city by nearly four per cent between 2019 and 2024, but the age decline was nearly double that in Urban Centres.

### Urban Centre households are less affluent

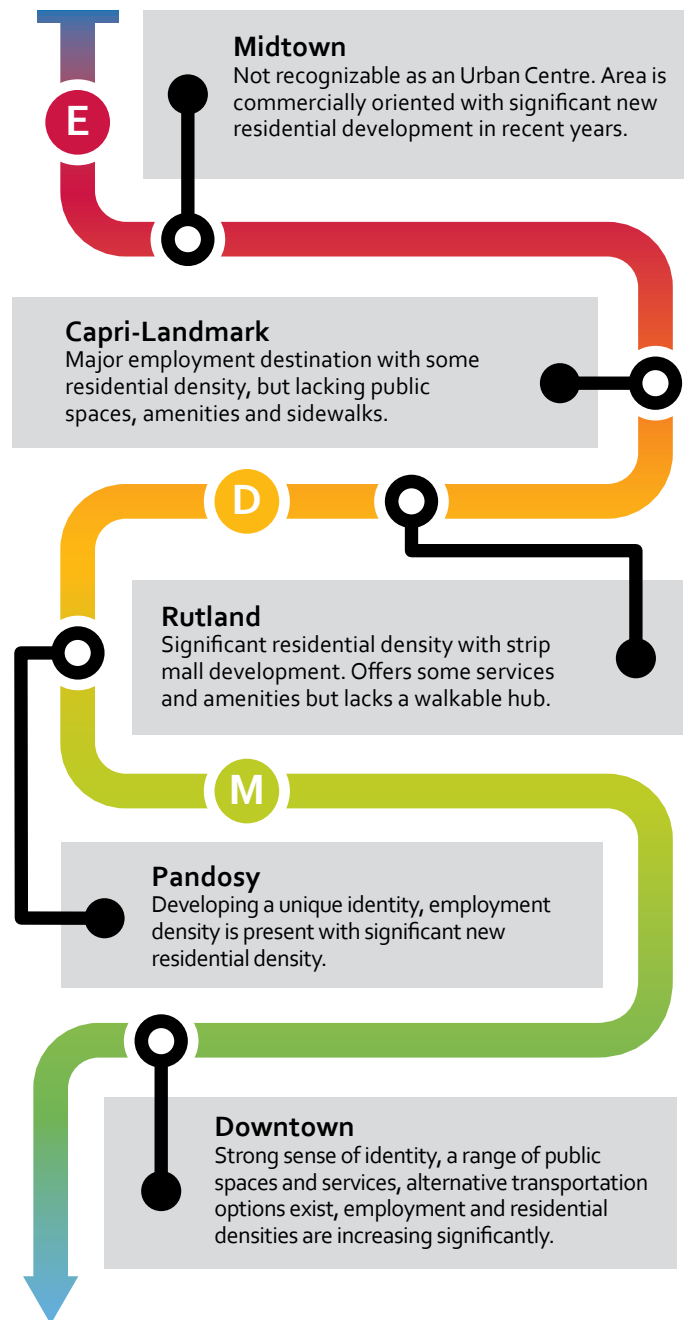
The median household income in Urban Centres is nearly 23 per cent lower than the citywide median. The number varies between each Urban Centre, with Capri-Landmark being the least affluent with median household incomes nearly \$34,000 less than the citywide median. This illustrates the need for continued support of affordable rental and ownership housing options in our Urban Centres.

### Renting is more common

Those living in Urban Centres are more likely to rent when compared to community averages, with Capri-Landmark and Downtown having the highest percentage of renters compared to the other Urban Centres. People are also much more likely to live in an apartment than a ground-oriented home in Urban Centres than they are in other parts of the community.

### 40 per cent of daytime jobs are in Urban Centres

Over 40 per cent of all Kelowna daytime workers (who work at a usual place) are employed in an Urban Centre. As Urban Centres continue to develop, future employment policy that is context sensitive will need to be developed to ensure a balance between residents and jobs.



- ▶ **Early.** Urban Centres in their nascent stage of development may hardly be recognizable as distinct centres. They may simply be significant concentrations of employment.
- ▶ **Developing.** Urban Centres showing clear signs of moving towards becoming vibrant engaging places. While there may be significant process to be made yet, there have been both public and private investments are beginning to transform the Urban Centre.
- ▶ **Mature.** Mature Urban Centres have achieved high standards in many, if not most, of the key elements of what makes great Urban Centres. They demonstrate many of the hallmarks of what people associate with the term "downtown".

Figure 2: Urban Centre stages of maturity

## Population and employment density

### 4 to 10 times higher in Urban Centres

Population and employment densities are much higher in each of the five Urban Centres but are still lower than what is seen in many large cities. While often associated, high rises don't necessarily correlate with high population density. For instance, Rutland, where low rise buildings are more common, has the highest population density of the five Urban Centres, influenced by numerous low rise apartment buildings and less park and institutional land compared to other Urban Centres.

### There are gaps in access to daily necessities

To ensure our Urban Centres develop as complete communities, the people that live in, work in or visit them need easy access to daily necessities. However, some of our Urban Centres are missing key elements of what makes a great neighbourhood, such as a grocery store, park or a school within an easy walk. Downtown and Midtown, for instance, don't have access to schools; Capri-Landmark only has one full-service grocery store; and Capri-Landmark and Midtown have very minimal park space in place today. Efforts are needed to ensure that more of these elements emerge as these neighbourhoods grow.

### Urban Centre travel habits are different

Overall, Urban Centres are more walkable and bikeable than other parts of the community. This correlates with households that drive less often and shorter distances than those living in other parts of the community. Continuing to improve and expand infrastructure, such as sidewalks, active transportation corridors and transit, is critical so residents and visitors in all Urban Centres have easy access to shops and services without relying on a vehicle, offering lower household transportation costs, while also reducing greenhouse gas emissions.

## Urban Centres need more trees

With extensive pavement and developed surfaces, our Urban Centres see some of the largest urban heat island impacts in the community, and this is expected to increase in the coming decades. Correlating with this, our Urban Centres have fewer trees and some lack green space that act as cool sinks to cool these neighbourhoods.

### Rapid growth continues in our Urban Centres

Over the past five years, the population of our Urban Centres grew 23 per cent, significantly more than the 15 per cent population increase the whole community experienced. We are seeing a faster pace of residential development in these areas than was anticipated in the 2040 OCP. While our OCP and Zoning Bylaw are well positioned to deliver more housing in these areas, we need to make sure that our transportation and utility infrastructure can serve these neighbourhoods.

### Equity must be considered

As Urban Centres become even more desirable places to live, the demand for housing in these amenity-rich areas will continue to increase. For Urban Centres to support live, work, and play in close proximity they must be inclusive of people with diverse backgrounds and incomes. Essential components include encouraging housing options for a range of ages and incomes; limiting displacement of residents during redevelopment; supporting transportation modes to connect with health and social services; providing equitable access to green space; and ensuring diverse options to meet residents' daily needs.

### External factors will influence Urban Centres

There are several external factors that could influence how our Urban Centres will continue to develop. These include: increasing attention and interest in development opportunities in areas near or between our Urban Centres; transportation planning initiatives that focus on corridor plans that will shape how people travel to, from and between Urban Centres; and new Provincial legislation for transit oriented areas and single staircase for units, all of which will need to be considered moving forward.



# URBAN CENTRE COMPARISON

## DOWNTOWN



**FASTEST GROWING POPULATION** OVER THE PAST **FIVE YEARS**

**HIGHEST MEDIAN HOUSEHOLD INCOME** (still **8% lower** when compared to citywide)



**FEW GROCERY STORES** AND **NO PUBLIC SCHOOLS** WITHIN THE BOUNDARY



**MOST PARKS** (by number and area) AND **HIGHEST STREET TREE PER KILOMETRE AVERAGE**



**LARGEST EMPLOYMENT CENTRE** WITH THE **HIGHEST DAYTIME WORK FORCE**

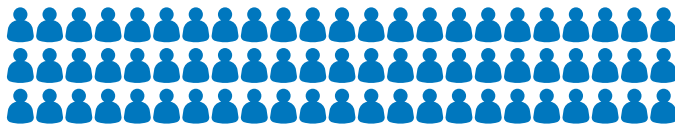


**HIGHEST REDEVELOPMENT POTENTIAL**



RATED **MOST WALKABLE & BIKEABLE**, WITH HIGHEST MODE SHARE OF WALKERS AND CYCLISTS

## PANDOSY



**LARGEST POPULATION**

BUILDING PERMITS ISSUED FOR **MORE UNITS** THAN EXPECTED IN 2040 OCP



**SECOND HIGHEST** COMMERCIAL BUILDING PERMITS ISSUED BY SQUARE FEET

**ONLY URBAN CENTRE** WITH PUBLIC SCHOOL ACCESS FOR **ALL GRADE LEVELS**



**LOWEST COMMERCIAL LAND USE**

**HIGHEST TREE CANOPY COVERAGE** (but **well below** citywide average)



## CAPRI-LANDMARK



**YOUNGEST MEDIAN AGE** WITH A HIGH PERCENTAGE OF POPULATION **20-44 YEARS OLD**

**LOWEST MEDIAN INCOME** WITH A SIGNIFICANTLY HIGHER PERCENTAGE OF THE POPULATION WITH LOW AND MODERATE INCOMES



**HIGHEST** COMMERCIAL BUILDING PERMITS ISSUED BY SQUARE FEET



**FEWEST** RESIDENTIAL BUILDING PERMITS ISSUED BY SQUARE FEET



HIGHEST PERCENTAGE OF POPULATION THAT **RENTS**

**SECOND LARGEST EMPLOYMENT CENTRE**



## MIDTOWN

  
LOWEST POPULATION

 OLDEST MEDIAN AGE WITH A HIGH PERCENTAGE OF THOSE AGED 65 +

 HIGHEST COMMERCIAL LAND USE BY AREA

HIGHEST PERCENTAGE OF POPULATION THAT ARE IMMIGRANTS



 LIMITED GREEN SPACE WITH ONLY ONE PARK AND THE LOWEST TREE CANOPY COVERAGE

NO PUBLIC SCHOOLS OR MEDICAL SERVICES AVAILABLE TO ALL WITHIN ITS BOUNDARY




## RUTLAND

HIGHEST YOUTH POPULATION (but still lower than citywide average)



 LOWEST SIDEWALK COMPLETENESS AND HIGHEST AUTOMOBILE USE

 HIGHEST PERCENTAGE OF POPULATION RESIDING IN GROUND-ORIENTED HOMES (still significantly lower than citywide average)

SIGNIFICANTLY FEWER STREET TREES PER KILOMETRE THAN ANY OTHER URBAN CENTRE



HIGHEST PERCENTAGE OF POPULATION IDENTIFYING AS INDIGENOUS OR AS A VISIBLE MINORITY



 DENSEST POPULATION PER HECTARE



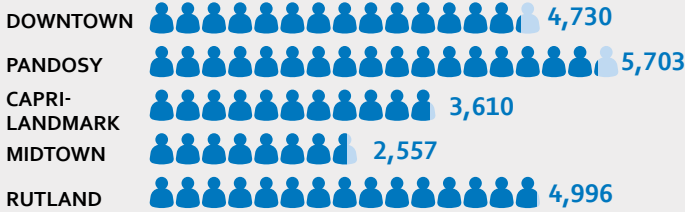
HIGHEST RESIDENTIAL LAND USE BY AREA



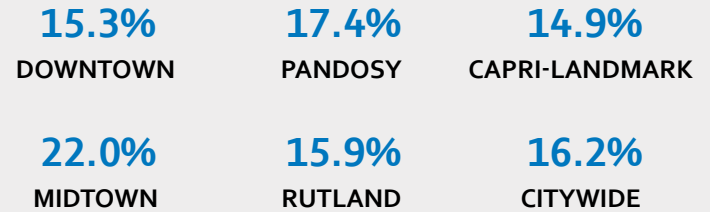
SMALLEST DAYTIME WORK FORCE

# PEOPLE & DEMOGRAPHICS

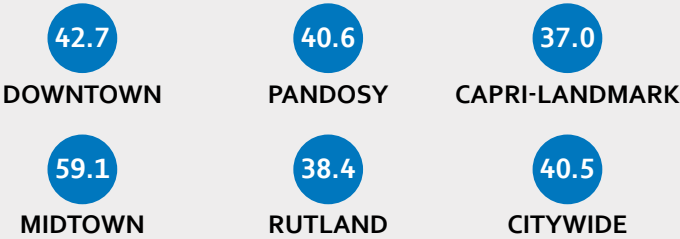
## NUMBER OF RESIDENTS CITYWIDE 165,907



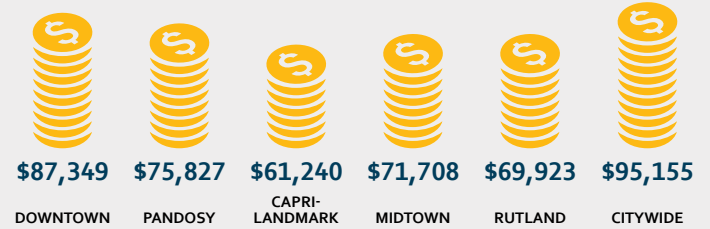
## PERCENTAGE OF IMMIGRANTS



## MEDIAN AGE (YEARS)



## MEDIAN HOUSEHOLD INCOME



Gaining insights into the demographics of Urban Centres is essential for understanding the characteristics of their residents and how these may differ from those in other parts of the community. This knowledge aids in identifying key equity considerations as these centres of activity continue to evolve.

### 13 per cent of population lives in an Urban Centre

Over 13 per cent of Kelowna’s population called one of our five Urban Centres home in 2024. This proportion is expected to increase as Urban Centres experience more rapid population growth over the coming decade compared to other areas of the city (see *Growth* section for further details).

### Rutland is the most diverse with highest percentage of Indigenous Peoples

Census analysis has shown significant growth of the Indigenous population in Kelowna over the past two decades, similar to national trends.<sup>v</sup> Rutland far exceeds the citywide average with nearly 8.5 per cent of that population identifying as Indigenous.

Examining the per cent of Indigenous and visible minority population together (Figure 3) provides some initial insight into the overall diversity of each Urban Centre. In these respects, our Urban Centres have less diversity compared to the city average except for Rutland, where nearly one in

four of the population identifies as Indigenous or as a visible minority. Of note, while the Midtown population has a similar Indigenous and visible minority make up as citywide, there are a higher percentage of immigrants that reside there compared to other Urban Centres and across the community.

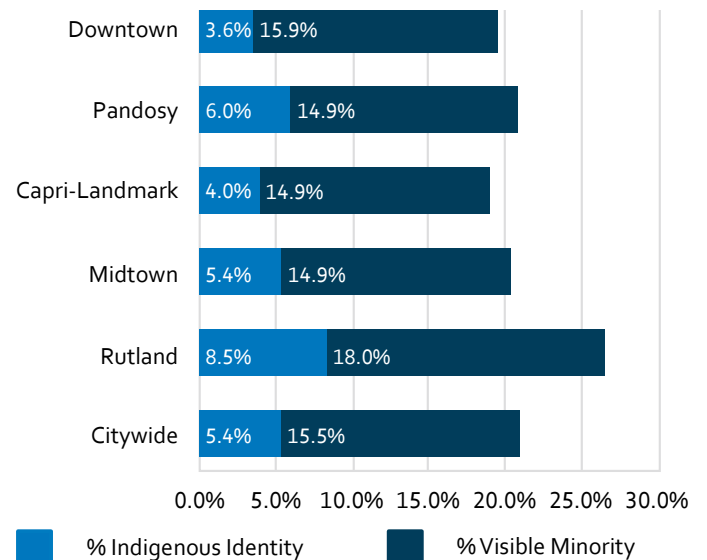


Figure 3: Per cent of Urban Centre population identifying as Indigenous or visible minority (EnviroNics)

## Urban Centre populations are getting younger more quickly

Capri-Landmark and Rutland have a younger median age, while the remaining Urban Centres skew older when compared to the entire city. Midtown is an extreme outlier, with the population having a median age nearly 20 years older than the citywide median.

Kelowna, however, is shifting when it comes to age, seeing a decline in recent years.<sup>vi</sup> This decline in median age is happening more quickly in our Urban Centres compared to the whole community. Over the past five years, the median age across the community declined nearly four per cent, while the median age of Urban Centres declined at almost double that rate. As shown in Figure 4, this is noted in the higher percentage of 20 to 44 year olds that choose to reside in almost all Urban Centres (with the exception of Midtown).

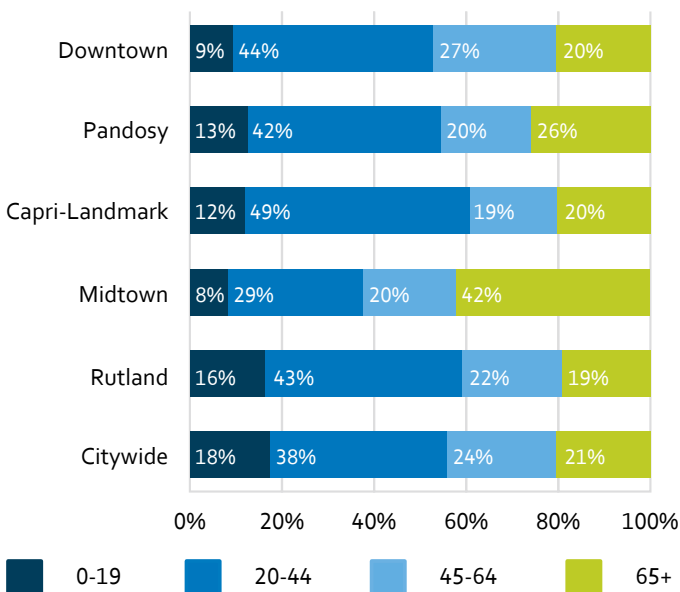


Figure 4: Population distribution by age cohort (Environics)

## Youth more common in Rutland UC

When comparing to the whole community, Urban Centres have smaller proportion of youth (aged 0 to 19) as illustrated in Figure 4. Only Rutland is close to approximating city averages in this age category, indicating more families with children live in Rutland compared to other Urban Centres. In contrast, both Downtown and Midtown have the smallest percentage of youth, with less than half of what is seen citywide.

## Capri-Landmark population is the least affluent

People residing in Urban Centres are less affluent compared to the city as a whole. The median household income is nearly 23 per cent lower than it is citywide, with significantly more low and moderate incomes as illustrated in Figure 5.

Capri-Landmark is the least affluent Urban Centre, with the population having a median income nearly 36 per cent lower than the city median. This is because over one quarter of households earn less than \$40,000, in addition to significant proportion of the households also only earning moderate incomes.

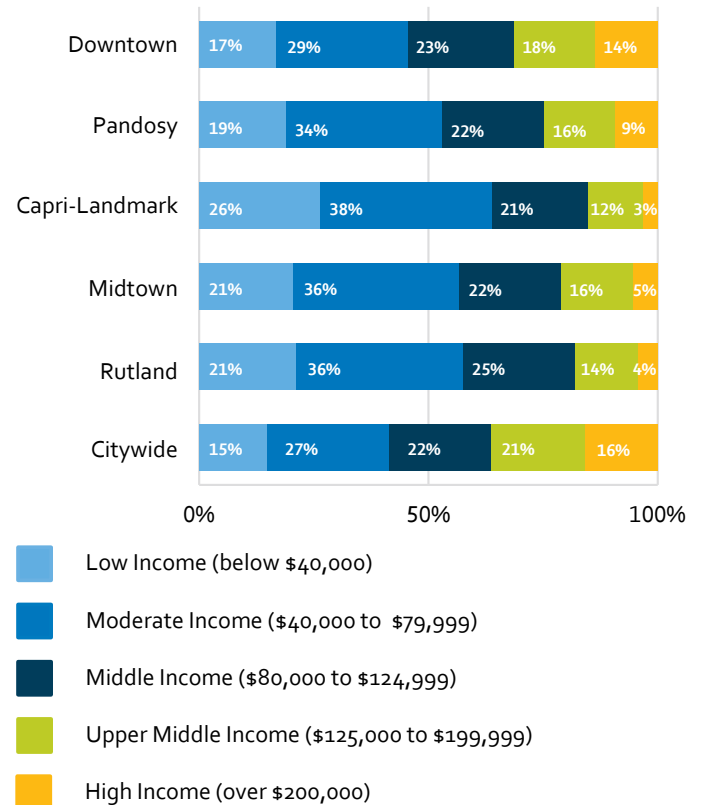


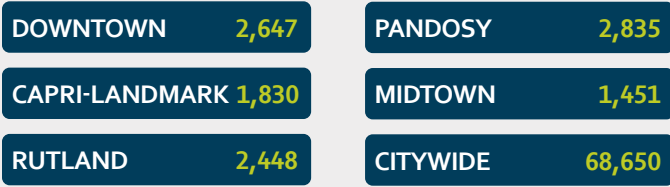
Figure 5: Urban Centre Income Distribution (Environics)





# HOUSING

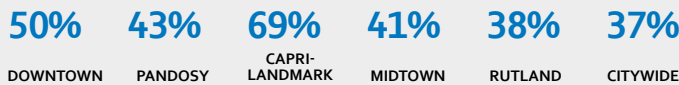
## NUMBER OF HOUSEHOLDS



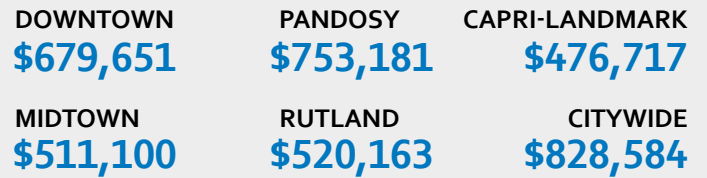
## PEOPLE PER HOUSEHOLD



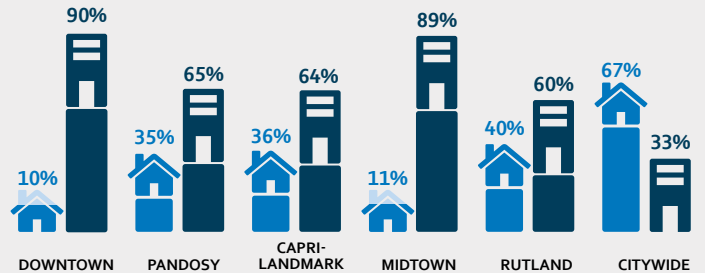
## % HOUSEHOLDS WHO RENT



## AVERAGE 2023 HOUSING UNIT SALE PRICE



## HOUSING FORM GROUND ORIENTED / APARTMENT



A variety of types and tenures of housing are offered to those who choose to reside in an Urban Centre. Prioritizing a diverse range of housing options helps people stay in their communities longer, which can help build connections, improve social and mental well-being and improve their ability to afford other basic needs such as nutritious food, transportation and other living costs.<sup>vii</sup>

### Majority of Urban Centre residents live in apartments

Our Urban Centres are home to Kelowna’s tallest buildings, so it is not surprising that nearly three-quarters of the residential units in Urban Centres are apartments. This is notably different when compared to the rest of the city, where ground-oriented forms such as single family, duplex, and townhomes, are much more common than apartment units. This number skyrockets in Downtown and Midtown where nearly nine out of ten homes are in apartments. While Pandosy, Capri-Landmark and Rutland still see a significant percentage of apartments, these Urban Centres still have large areas of older, single-family homes. As noted later in this report, there is a growing demand for apartment units in amenity rich Urban Centres. As they continue to develop, the share of those living in apartments will continue to grow, and attention will be needed as to what additional services and amenities are required to support this shift.

### Urban Centres have smaller household size

On average, the size of Urban Centres households are 20 per cent smaller when compared to the whole community. Downtown has the second highest number of households, despite having the third highest population. This discrepancy is due to the much smaller household size that is seen in this area.



## Nearly half of homes in Urban Centres are rented

Rental is much more common than home ownership in Urban Centres than it is throughout the whole community, with almost half of all Urban Centre residents renting. Capri-Landmark has the highest proportion of residents that rent coinciding with the highest number of purpose-built market and subsidized rental units offered.

The proportion of rental housing is anticipated to grow substantially in all Urban Centres as there are many purpose-built rental projects in various stages of development as illustrated in Figure 6, which compares these to current rental stock in each Urban Centre. For example, market and subsidized rental offerings in Midtown could increase by a factor of six if all the proposed rental projects in this Urban Centre reach completion.

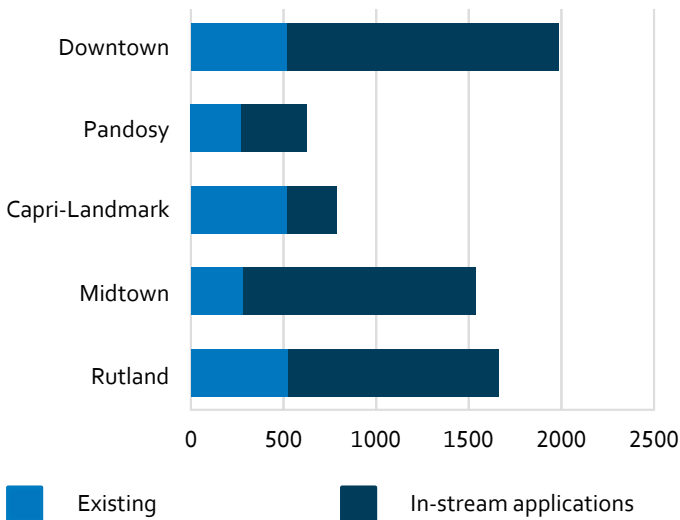
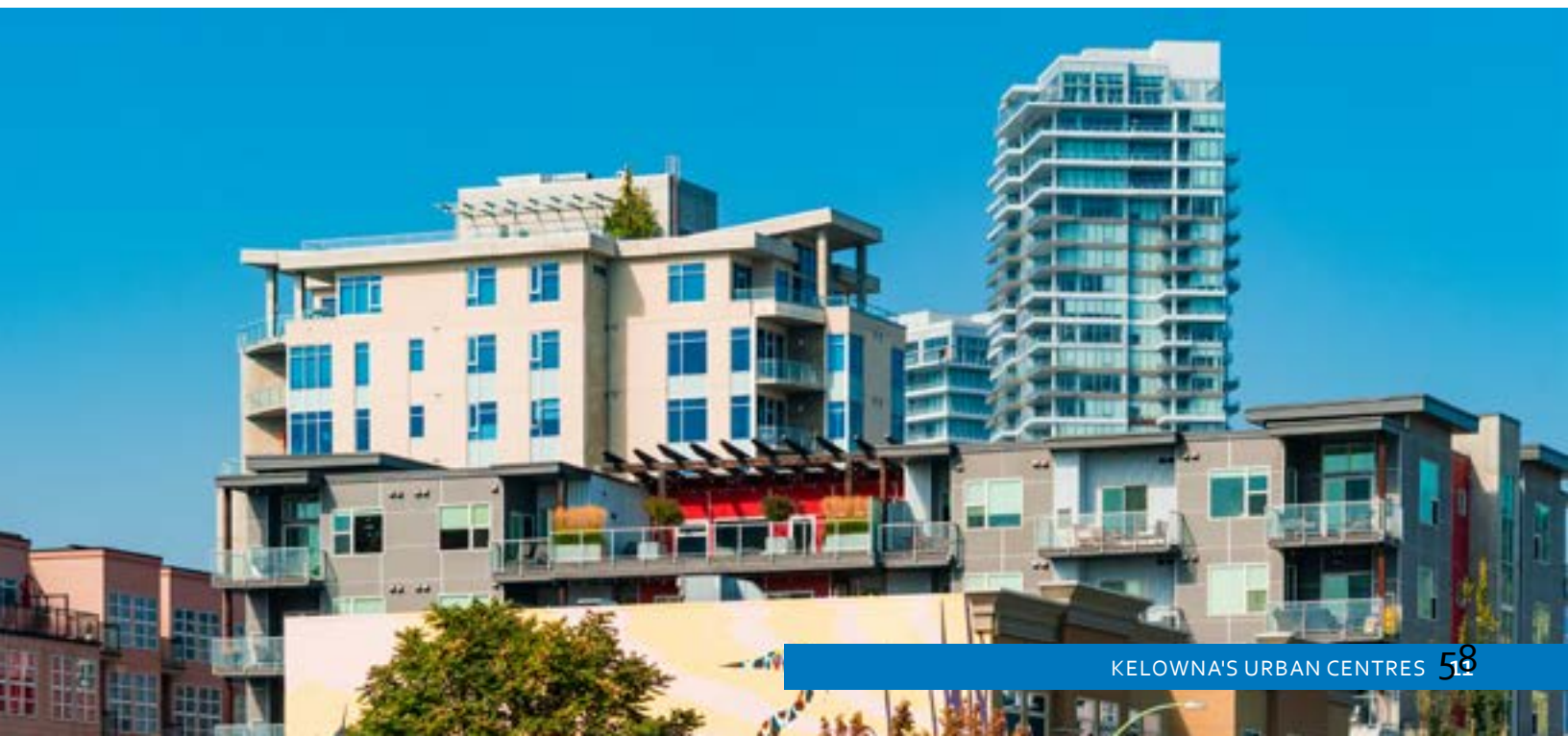


Figure 6: Existing purpose built rental stock compared to in-stream applications at various stages for purpose built rental units (market, subsidized, supportive, shelter and co-op) (as of Fall, 2024)

## Urban Centres have less expensive home prices

BC Assessment data for 2023 home sales show that on average housing units in Urban Centres are 24 per cent less expensive to purchase compared to the citywide average. Part of this difference is because there are more apartment and multi-family purchase options within Urban Centres which tend to be less expensive than single detached and other ground-oriented options found outside Urban Centres. Combine this with being able to be less reliant on vehicles due to employment, services and amenities being in closer proximity, makes Urban Centres a more affordable option than their suburban counterparts.

Capri-Landmark had the least expensive purchase price for homes. This could be due in part to the housing stock in Capri-Landmark being considerably older than other areas of the city.<sup>viii</sup> The value of homes sold in the Pandosy Urban Centre, on the other hand, was closer to the citywide price average.



# GROWTH

## POPULATION GROWTH (2019-2024)



<b>42%</b> DOWNTOWN	<b>23%</b> PANDOSY	<b>26%</b> CAPRI-LANDMARK
<b>25%</b> MIDTOWN	<b>7%</b> RUTLAND	<b>15%</b> CITYWIDE

## COMMERCIAL / INSTITUTIONAL BUILDING PERMITS (2019-2023)



<b>139,486 ft<sup>2</sup></b> DOWNTOWN	<b>252,561 ft<sup>2</sup></b> PANDOSY	<b>309,891 ft<sup>2</sup></b> CAPRI-LANDMARK
<b>196,251 ft<sup>2</sup></b> MIDTOWN	<b>46,365 ft<sup>2</sup></b> RUTLAND	<b>3,135,980 ft<sup>2</sup></b> CITYWIDE

Growth is influenced by a variety of factors including City policy direction, as well as factors outside of the City’s realm of influence. Historically, Kelowna has experienced periods of high and low growth influenced by things like inflation, cost and availability of skilled trades, and mortgage and lending rates. These factors will continue to influence how Urban Centres grow in the future.

### Population of Urban Centres growing at a faster rate than the city

Kelowna is a rapidly growing city, with a population that has consistently grown at a faster pace than the Province and similar sized cities over the past 20 years.<sup>ix</sup> We have seen the populations of all Urban Centres, except Rutland, increase more rapidly than the overall City growth rate. Over the past five years, for instance, the Downtown’s population increased at rate nearly triple that of the whole city.

### Urban Centres realizing OCP growth strategy

Rapid growth in Urban Centres is consistent with the OCP’s growth strategy, which anticipated that between now and 2040, 48 per cent of all new residential units (12,100 units) would be accommodated in one of the five Urban Centres.<sup>x</sup> The past four years has seen the growth strategy direction realized with 47 per cent of all residential building permits issued between 2021 and 2024 in Urban Centre locations.

### Residential development exceeding expectations in almost all Urban Centres

In the first three years since the OCP was adopted building permits have already been issued for 46 per cent of units the OCP’s growth scenario projected for Urban Centres. As illustrated in Figure 7, building permits in some Urban Centres are being issued at an even quicker pace. For example, if all the current building permits issued in the first four years in Pandosy reach occupancy, this Urban Centre would exceed the OCP’s projected residential growth to 2040 by 31 per cent. Building permits have been issued for 41 per cent of Downtown’s anticipated growth. While this rate is low compared to Pandosy, the volume is the highest of all Urban Centres. In fact, it represents nearly 16 per cent of all residential building permit units issued across the City between 2021 and 2024. Capri-Landmark is the lone outlier, issuing permits for just 16 per cent of total anticipated units by end of 2024.



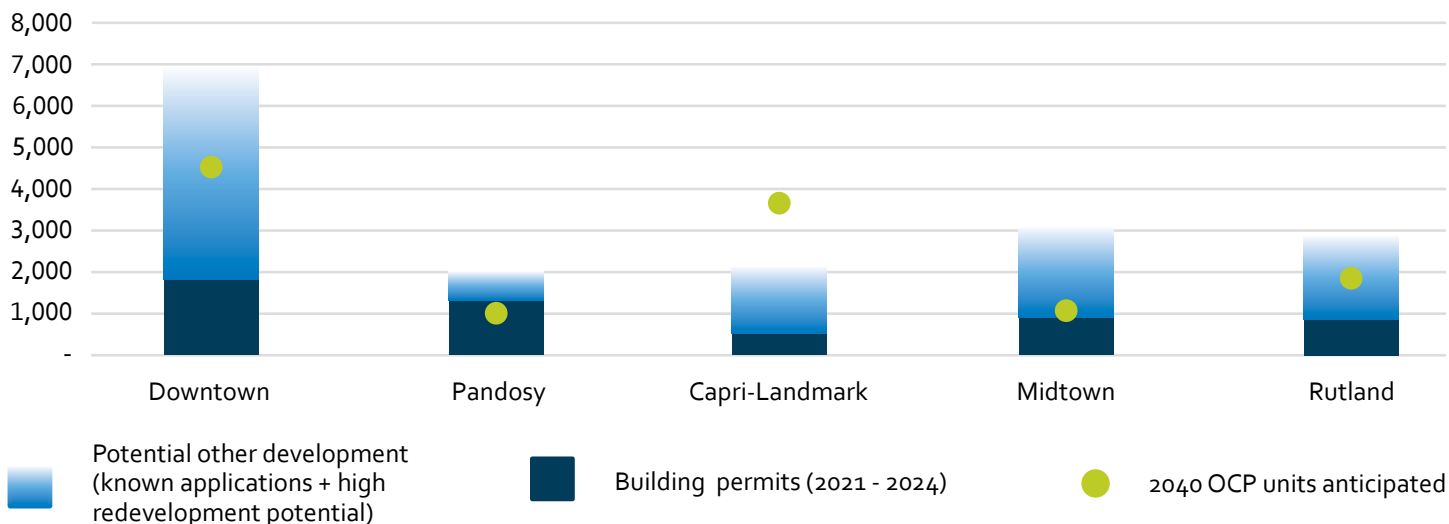


Figure 7: Development potential compared to OCP anticipated growth to 2040

### Significant development to continue in Urban Centres

While it may be unlikely that the pace of growth will continue each year as it has (2024 saw fewer building permits than recent years), new BC Stats projections show that Kelowna’s population will grow faster than the OCP anticipates.<sup>xi, xii</sup> In addition to building permits, Figure 7 also shows other future residential unit development potential from development applications and those properties that have a high likelihood of redevelopment. Urban Centres are well positioned to support this growth as they already have a variety of employment, services, amenities, and transportation options. Expansion of these services and amenities will need to keep pace with growth to continue to support the new population.

### Occupancy is taking longer to realize in Urban Centres

While we have seen significant residential building permits issued, units reaching occupancy lag behind, as illustrated in Figure 8. This could be due in part to the size of residential development that is being constructed in addition to challenges that have been experienced with supply chains and labour force availability. More low-rise buildings are being constructed in Rutland which can be completed more quickly than the high rise buildings being built in places like Downtown and Pandosy, which may take multiple years to reach occupancy from the issuance of a building permit. Most Urban Centres are currently on track to meet or exceed the number of units estimated in the OCP by 2040 if the same rate of occupancy continues. Capri-Landmark is the lone outlier, but saw an uptick in building permits last year which will translate to occupancy in the next few years.

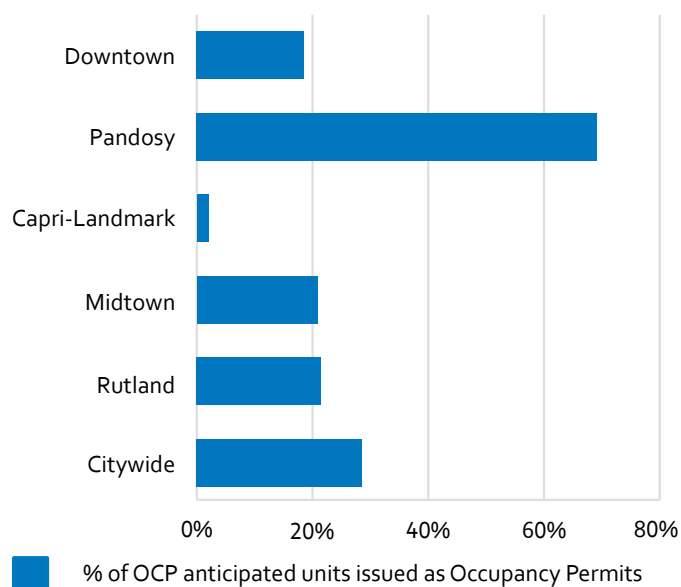


Figure 8: Per cent of occupancy permits issued (2021 – 2023) compared to OCP projected residential unit growth anticipated 2021 – 2040

### 30 per cent of commercial and institutional growth happening in Urban Centres

Between 2019 and 2023 (the most recent year of data available), building permits were issued for over 3.1 million square feet commercial and institutional space across the City, over 30 per cent of which were issued for locations in Urban Centres. Capri-Landmark accounted for the biggest percentage of this with the recently completed Landmark 7 tower, while the recently completed Block office tower is responsible for much of Downtown’s commercial and institutional growth. At the time of writing, the building permit for UBC’s Downtown Campus had not been issued, but once complete will add significantly to institutional growth in Downtown.



## Growing interest in development between and around Urban Centres

While the OCP focuses nearly half of the city's future residential growth into the Urban Centres, it also identifies other areas for growth in the Core Area, including Village Centres, Transit Supportive Corridors and Special Study Areas. These areas, often adjacent to or between Urban Centres, are seeing increasing development interest including:

- ▶ **Adjacent to Downtown:** The North End Plan including the Mill Site Area Redevelopment Plan;
- ▶ **Adjacent to Capri-Landmark:** The Burtch / Harvey Area Redevelopment Plan; and
- ▶ **Adjacent to Pandosy:** The Casorso Area Redevelopment Plan lands (initially explored in 2023).

The opportunities and interest in these areas suggest that future Urban Centre planning initiatives will need to explore directions beyond the Urban Centre boundaries and consider visions for larger corridors, such as along Highway 97 or along Pandosy, Richter, and Lakeshore Roads. The value and opportunities of this approach would be explored to inform the Urban Centres Action Plans.

## New Transit Oriented Areas will influence growth many Urban Centres

The recent implementation of Provincial housing legislation has shifted the context in which we plan as the Provincial designation of Transit Oriented Areas (TOAs) impacts four of the five Urban Centres:

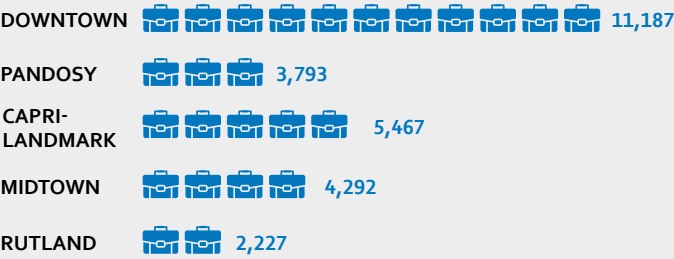
- ▶ **Rutland Exchange & Okanagan College Exchange:** The additional height and density signaled in these TOAs may prompt an examination of supporting local services to meet additional demand in the Pandosy and Rutland Urban Centre;
- ▶ **Orchard Park Exchange:** This TOA introduces higher density residential uses adjacent to Midtown's boundary (the area north of Highway 97) which may influence demand for services;
- ▶ **Hospital Exchange:** While not within an Urban Centre, the high level of employment at Kelowna General Hospital in conjunction with additional residential density is already generating development interest within this TOA and will need to be considered in planning efforts for Pandosy and Downtown Urban Centres; and
- ▶ **Future TOAs:** The Province has signaled that they may identify more TOAs in the future, and additional Urban Centres would be likely given their high access to transit.

## Single egress staircase regulations could allow apartments on smaller lots

In August 2024, the Province announced a significant change to the BC Building Code, allowing for buildings up to six storeys to be served with a single staircase, coupled with additional requirements for fire safety. This change allows for new and more diverse unit layouts in apartments and allows for more apartment projects to move ahead without costly and time-consuming lot consolidation processes. The impacts of this change on how our Urban Centres grow may need to be explored as part of Urban Centre planning processes moving forward.

# DAILY NEEDS

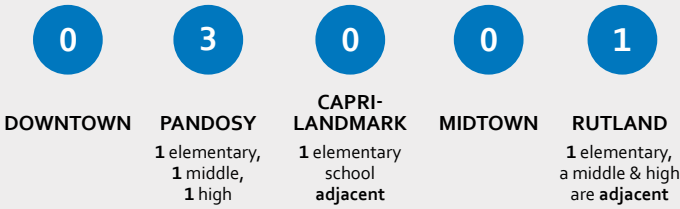
## DAYTIME WORK POPULATION (usual place only) CITYWIDE 63,910



## MEDICAL SERVICES (with access for all) CITYWIDE N/A



## 27 PUBLIC SCHOOLS 19 elementary, 5 middle, 3 high citywide



## GROCERY STORES CITYWIDE N/A



Our Urban Centres are envisioned as complete communities, developing into primary hubs of activity where all daily necessities (work, schools, daycare, groceries, recreation, and social and cultural necessities) can be accessed within a short walk or cycle for those that live, work and visit these vibrant areas.

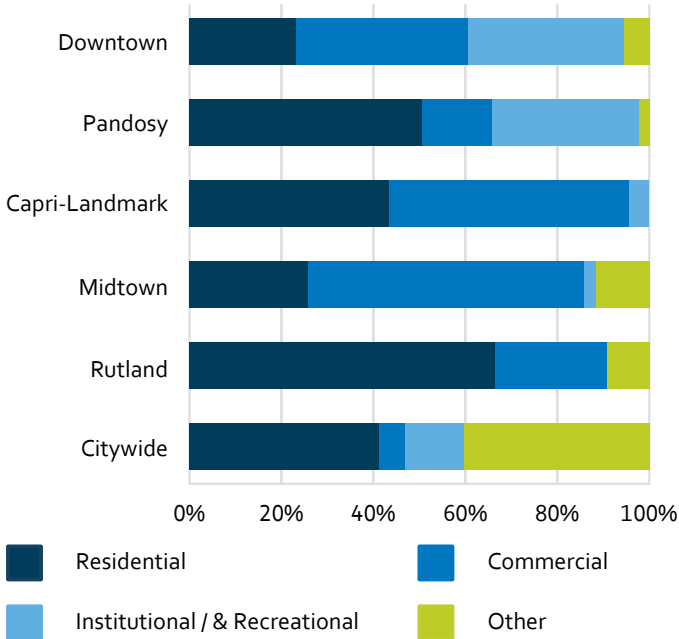


Figure 9: Distribution of land uses based on BC Assessment

### Commercial land use dominates Midtown

Comparing the current use of the land base in each Urban Centre (as seen in Figure 9) reveals significant differences. Two-thirds of Rutland’s land base, for instance, is currently residential, significantly higher than any of the other Urban Centres. Midtown, on the other hand, has 60 per cent of its current land base used for commercial businesses, many of which are regional destinations such as Orchard Park Mall, Costco, and Superstore. Only 26 per cent of the land base in Midtown is currently used for residential, providing homes for the smallest population of the five urban centres.

### Rutland has highest population density

The population density of each of the Urban Centres is three to five times higher than the citywide average as illustrated in Figure 10. While these population densities may seem high, when looked at comparatively to other regions it is still relatively low. For example, Vancouver has an average population density nearly 1.5 times higher than our most population dense Urban Centre, and many of Vancouver’s more densely populated neighbourhoods are more than 2.5 times as dense.

Higher densities don’t necessarily correlate to high-rise residential buildings. Despite more intensive residential high-rise towers being associated with other Urban Centres like Downtown, Rutland currently has the highest population density of the five Urban Centres, which may change as

Urban Centres continue to develop. Rutland's higher population density is due to the many low-rise apartments in Rutland combined with a smaller proportion of institutional, recreational and commercial lands that typically make up larger proportions of other Urban Centres.

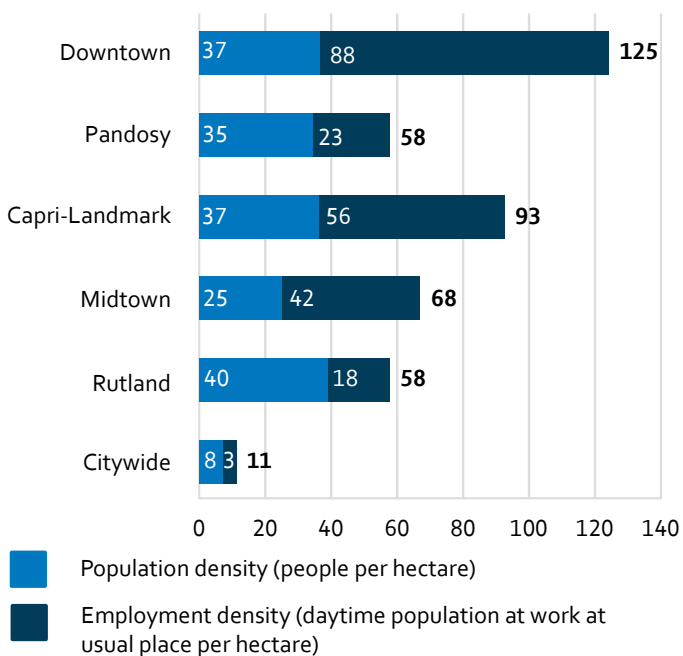


Figure 10: Population and employment density

### Over 40 per cent of daytime jobs are in an Urban Centre

Urban Centres provide a diversity of employment opportunities ranging from professional, retail, health and accommodation and food services. In fact, over 40 per cent of all Kelowna daytime workers who work at a fixed location are employed in an Urban Centre.

Downtown employs the most people. Rutland, however, has the fewest jobs, despite having the second highest population. This illustrates the vast differences between different Urban Centres from an employment perspective and reinforces that future employment policy will need to be context sensitive to ensure a balance between residents and jobs.

### Downtown has highest resident and job density

Population and employment density is an important metric for understanding the viability of various services within an area, such as transit service, retail services and community facilities. The OCP targets a combined 150 to 250 residents and jobs per hectare in Urban Centres to help support a rich array of services and a balanced transportation system that supports efficient travel between Urban Centres. As illustrated in Figure 10, the Downtown Urban Centre is approaching the lower end of this threshold. Capri-Landmark is surprisingly not far behind, with employment in the Landmark Towers contributing to the second highest employment numbers.

### Pandosy is the only Urban Centre to provide K-12 public school access

Having access to schools, in particular elementary schools, makes it easier for families to reside in an Urban Centre. Only two Urban Centres have public schools within their boundaries, and only one of those, Pandosy, has access to all grade levels. One elementary school is within the Rutland Urban Centre, but there is also relatively easy access to a middle and a high school adjacent to its boundary. Capri-Landmark doesn't have any schools, but an elementary school is located immediately west of its boundary. Downtown and Midtown, however, have no public schools within or adjacent to their boundaries making it particularly challenging for those families with young children to have convenient access to education.

### Midtown has most grocery options

Easy access to fresh produce, whole foods, and culturally appropriate food is linked to improved health outcomes.<sup>xiii</sup> All Urban Centres have access to at least one full-service grocery store (i.e. offering fresh dairy, produce, proteins and grains). While Midtown has the smallest population of the five Urban Centres, it has the most full-service grocery stores, which as mentioned previously have been designed to attract shoppers from across the region and not just to serve Midtown residents. Complementing Rutland's two full-service grocery stores are numerous food stores designed to serve its culturally diverse population. Finally, while Capri-Landmark only has one full-service grocery store, it does host the Kelowna's Farmers Market twice weekly from April to October offering diverse food options and the opportunity for social connection.

## Indoor public space lacking in all Urban Centres except Downtown

Public spaces provide a significant role in enhancing community life and can provide many benefits. Access to public space can foster social connections, improve health and well-being, and provide opportunities for physical activity and recreation. Private recreation, culture and amenities complement the public spaces, offering more options to Urban Centre residents and visitors.

Downtown has a wide range of indoor public spaces available for residents and visitors. These include arenas, museums, art galleries, theatres, and the library. All other Urban Centres, however, do not have access to these same types of public amenities, except for Rutland where Okanagan Regional Library has a branch. Rutland and Capri-Landmark, however, benefit from indoor public recreation and activity space immediately adjacent to their boundaries. Further, a new activity centre is being planned within the Rutland Urban Centre beside Lions Park.

Kelowna's Indigenous Peoples have access to supports Downtown at the Ki-Low-Na Friendship Society, and in Rutland, at the Métis Community Services Society.

Information on Urban Centre parks, another important aspect of public space, can be found in the Climate and Environment section of this document



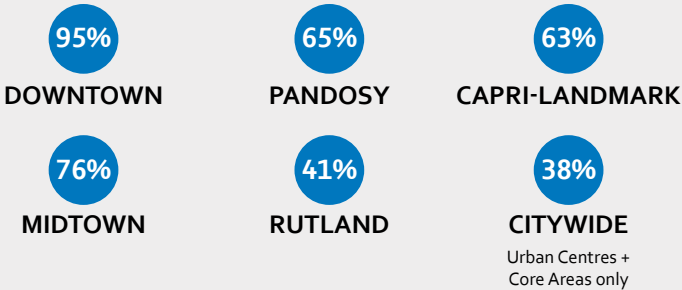


# TRANSPORTATION

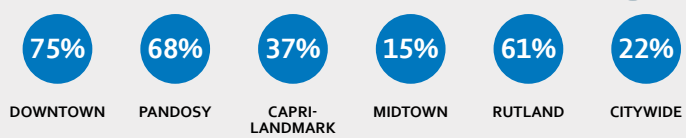
## WALK SCORE CITYWIDE 35



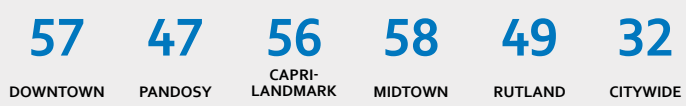
## SIDEWALK COMPLETENESS



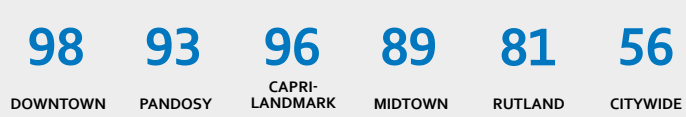
## % OF RESIDENTS WITHIN 200 METERS OF ATC



## TRANSIT SCORE



## BIKE SCORE



\*Note: Walk Score, Bike Score and Transit Score are all provided by WalkScore.com which uses a combination of data sources and community contributions to calculate numbers.

The variety of amenity and employment opportunities available in Kelowna's Urban Centres generally generate shorter trips for people living there. These trips can more easily be accommodated using low-carbon transportation options such as walking, biking and transit. As our Urban Centres continue to grow and evolve, these modes will become the most efficient and sustainable way for people to move.<sup>xv</sup> These modes, however, will only be successful if they are safe and pleasant to use and connect people to their destinations. With 36 per cent of residents using sustainable modes of transport, Downtown is already showing that we can make these modes the preferred choice.

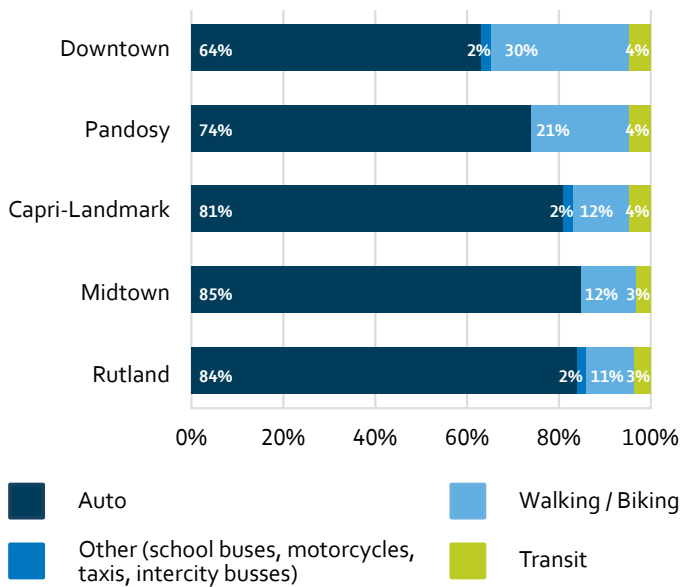


Figure 11: Mode share for people residing in Urban Centres (notes: Capri-Landmark and Midtown presented together due to limited data for these areas; "Other" includes motorcycles, school buses, taxis, etc.; graph is based on latest available data from 2018)

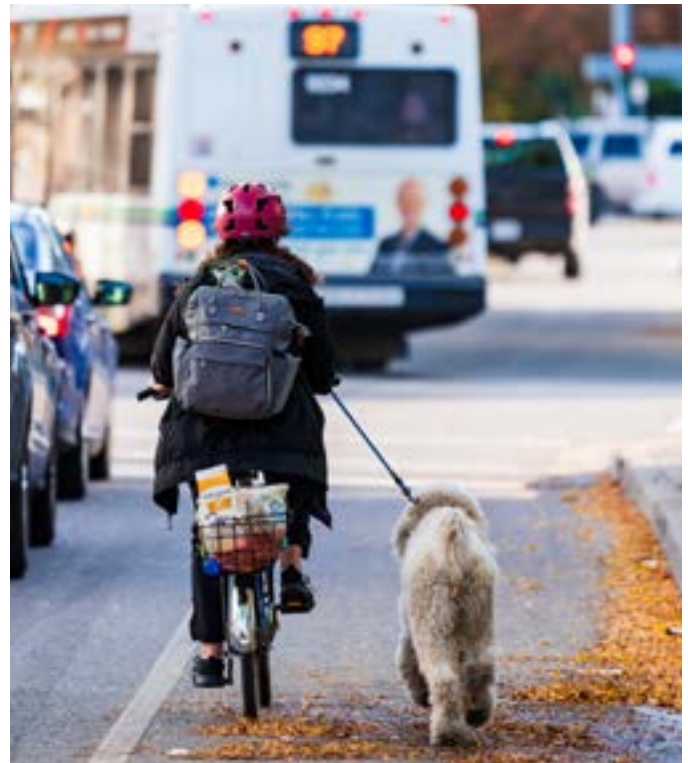
## Walking, cycling and transit are much more common in Downtown and Pandosy Urban Centres

Urban Centre households drive less often and shorter distances than those living in suburban or rural areas of the city.<sup>xvi</sup> Coinciding with this, walking, cycling and transit are seen to be used more frequently when compared to Kelowna averages (as illustrated in Figure 11), partially due to the proximity of services and employment to residents. The degree to which people select these modes, however, highly varies between each Urban Centre, with these options used more often in the Downtown and Pandosy Urban Centres. Rutland, Capri-Landmark and Midtown have lower rates of people utilizing these modes, indicating other factors besides proximity may influence shifts away from vehicles.

## Infrastructure influences higher walking and cycling in Urban Centres

Proximity may not be enough to encourage people to use alternative modes. The travel experience (i.e. the level of safety and comfort) also influences choice. The availability of infrastructure such as sidewalks, bike lanes, and active transportation corridors (ATCs) as well as connections between trip origins and destinations can help influence this experience.<sup>xvii</sup>

While [walkscore.com](https://walkscore.com) rates all the Urban Centres as very walkable and bikeable, only Downtown and Pandosy have significant mode shares for walking and biking. This difference may be due in part to the infrastructure differences in each Urban Centre. Downtown, for instance, has the highest walking and cycling mode share (30 per cent) together with the highest sidewalk completeness (sidewalks on both sides of the street) and the highest percentage of population near an active transportation corridor. Pandosy, the next highest mode share (21 per cent), has fewer streets with sidewalks on both sides but still a large portion of the population has access to an ATC. Comparatively, lower walking and cycling modes in other Urban Centres could be influenced by the lower sidewalk completeness (Rutland has the lowest), longer distances to employment centres, and fewer people with easy access to active transportation corridors, particularly in Midtown and Capri-Landmark.



## Downtown and Midtown Urban Centres most connected by transit

Transit service provides an alternative to driving to connect people to other Urban Centres and other destinations. It provides an option to move the most people within the available street space.

[Walkscore.com](https://walkscore.com) indicates better transit options in Urban Centres compared to the entire city, with scores indicating Urban Centres have nearby public transportation options.<sup>xviii</sup> Downtown and Midtown have the highest ratings as they are serviced by the most transit routes through the Queensway Transit Exchange (offering 1 rapid, 4 frequent and 5 community transit routes) and Orchard Park Transit Exchange (offering 1 rapid, 3 frequent and 5 community transit routes). Capri-Landmark scores similarly due to its location which has access to bus rapid and frequent transit routes on Gordon, Springfield and Highway 97.<sup>xix</sup> Pandosy and Rutland rank lowest for transit by [walkscore.com](https://walkscore.com) despite strong ridership on routes servicing the area. Neither of these Urban Centres have access to rapid transit yet. A new route, the 98, was introduced in fall 2024, offering increased service to and from Rutland. Service levels on the route will be increased significantly in the years ahead.

Of note, the #8 University transit route, which has the highest ridership in the regional transit system, connects four of the five Urban Centres, offering convenient service to employment, shopping and schools.



## Equity is an important consideration for Urban Centre transportation options

Transportation is often people's next biggest expense after housing.<sup>xx</sup> Further, low-income residents, visible minorities, people without access to vehicles, and/or non-drivers are more likely to rely on public transit, walking and cycling for transportation.<sup>xxi</sup> All of Kelowna's Urban Centres have significantly lower median household incomes compared to the citywide median. Further, some Urban Centres, like Rutland, are more diverse with higher percentages of Indigenous and visible minority residents. Continuing to expand and improve transit, cycling and walking experiences can make living in an Urban Centre more affordable, while connecting residents to employment, health, social services and recreation. It also supports residents to build and maintain social connections and be more involved in the community.

## Corridor planning for new ways to get around is proceeding

While new opportunities for growth are being explored, transportation planning initiatives are focusing more and more on larger corridor plans that will shape how people travel to and from our Urban Centres.

With the completion of the Central Okanagan Integrated Transportation Study, BC's Ministry of Transportation & Infrastructure is initiating the Harvey Avenue Corridor study to develop detailed rapid transit options along that corridor, directly influencing the Downtown, Capri-Landmark, Midtown and to a lesser extent, Rutland Urban Centres.

The City's Richter Corridor Study, expected to be complete in 2025, is looking to improve people moving capacity along this key corridor. This will improve linkages between the Downtown and Pandosy Urban Centres as well as Kelowna General Hospital, Okanagan College and other key destinations.

The University of British Columbia is researching other modes of transportation that could utilize the Okanagan Rail Trail, linking the university's main campus, Kelowna International Airport and Downtown. The project included a public engagement process in summer 2024. Future transportation uses along that corridor will also influence how those areas evolve.

# CLIMATE & ENVIRONMENT

## NATURAL ENVIRONMENT FEATURES



DOWNTOWN	PANDOSY	CAPRI-LANDMARK	MIDTOWN	RUTLAND
Okanagan Lake Rotary Marsh Brandt's Creek	Okanagan Lake Fascieux Creek Fascieux Creek Wetland	Mill Creek Ritchie Brook (piped) Ground-water aquifers	Ground-water aquifers	Rutland Bluff Ground-water aquifers Gopher creek (piped)

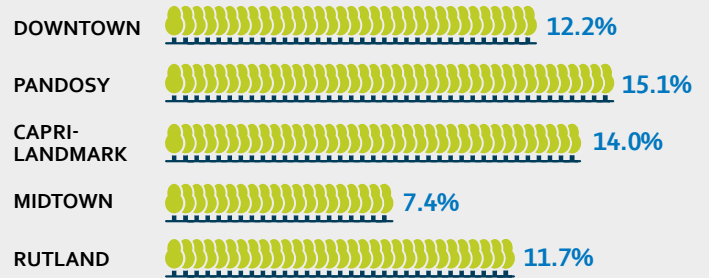


## DEVELOPED PARKS

<b>10</b> (27 ha)	<b>9</b> (10 ha)	<b>2</b> (1.6 ha)
<b>DOWNTOWN</b>	<b>PANDOSY</b>	<b>CAPRI-LANDMARK</b>
<b>1</b> (0.4 ha)	<b>4</b> (5 ha)	<b>187</b> (1,630 ha)
<b>MIDTOWN</b>	<b>RUTLAND</b>	<b>CITYWIDE</b>

## TREE CANOPY COVERAGE

CITYWIDE **22.1%**



## STREET TREES PER KM



The climate landscape has changed significantly in recent years, demanding aggressive greenhouse gas GHG emissions reduction now and a stronger focus on climate resilience for the future.<sup>xxii</sup>

Urban Centres can play a pivotal role in helping reduce GHG emissions from more efficient multi-unit homes combined with less vehicle travel to jobs, schools and shopping. Integrating nature, however, will be critical to help our Urban Centres become more resilient to climate change while also improving liveability. In addition to improving biodiversity, natural features such as trees, parks, lakes, and creeks provide services that offset the need for conventional infrastructure in our Urban Centres by intercepting rainfall, reducing runoff, providing shade and natural cooling, and filtering pollutants to improve water quality.<sup>xxiii</sup> Providing access to parks and natural spaces can encourage physical activity, promote better mental health, bring diverse communities together, and reduce stress<sup>xxiv</sup> all while creating a more resilient landscape to climate change.

## Natural features are part of all Urban Centres

All of Kelowna's Urban Centres benefit from at least one significant natural environment feature. While Okanagan Lake is a prominent and defining feature of both the Downtown and Pandosy Urban Centres, creeks and wetlands also contribute to this natural network. The natural environment connection isn't always obvious: sub-surface ground water aquifers in Rutland and Midtown, for instance, are not something people can go and enjoy but are relied on for drinking water and sustaining flows in nearby creeks and wetlands.<sup>xxv</sup>



## Capri-Landmark and Midtown lack park space, other Urban Centres have gaps

Demand for park space in Urban Centres is increasing, however, acquisition and development of new parks and green spaces is challenging to keep pace with development and population growth. All Urban Centres have access to some park space, but the number, size and types of parks vastly differs between each. Midtown and Capri-Landmark have the fewest parks (accounting for less than half a per cent and two per cent of their land bases respectively as shown in Figure 12). A 0.41 ha parcel of land was recently acquired in Capri-Landmark for future park to help fill this gap as part of the implementation of the Capri Landmark Urban Centre Plan. The purchase price of 12.3 million<sup>xxvi</sup> demonstrates the costly challenge of expanding park space in Urban Centres.

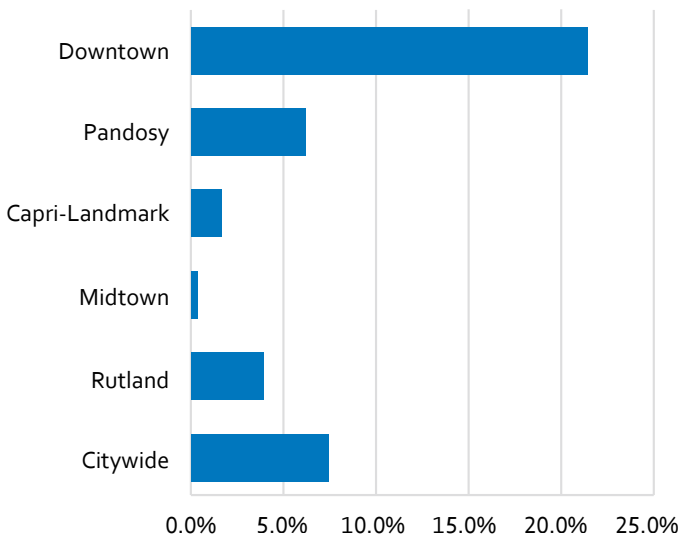


Figure 12: Per cent of Urban Centre Land Base that is Active Park

Downtown has the highest percentage of land base in parks, however, most of this park area is concentrated along the waterfront making easy neighbourhood access challenging for those living on the east side of the Urban Centre. Having easy, convenient access to parks for all residents is a challenge noted in all the Urban Centres. Some Urban Centres have parkland immediately adjacent to their boundaries. For example, Mission Creek Park is adjacent to Midtown, Millbridge Park is adjacent to Capri-Landmark, and Ben Lee Park is adjacent to Rutland, however quick and easy access may be challenging particularly if pedestrian crossings are limited on roads such as Gordon and Springfield.

How to secure more parkland must be a key consideration of Urban Centre planning. Participants in the Parks Master Plan engagement process felt that smaller and more frequent neighbourhood parks, pocket parks and green streets are needed to better serve residents who live in higher density multi-unit dwellings<sup>xxvii</sup> offering space for play and social connections. The City's Local Street Urbanization Program collects funds to build sidewalks and plant street trees in older neighbourhoods where these amenities were not originally built, introducing nature and providing more pedestrian connections to these areas.

## Shortage of trees in Midtown

The urban forest is the collection of planted or naturally occurring trees on both public and private property. Our Urban Centres have significantly less tree canopy coverage (the percent of land covered by trees when viewed from above) when compared to the average tree canopy citywide. Further, tree canopy coverage is highly variable between Urban Centres. Midtown is the lowest (7.4 per cent) while Pandosy is over double that.



Outside of parks, street trees are an important component of the Urban Centres public realm, offering cooling for those walking and cycling, shading for buildings – reducing the overall urban heat island effect for our city – and providing beauty and sense of place. The number of street trees, however, doesn't provide a direct correlation to canopy coverage, as numbers of trees and their size influences this metric. For example, Rutland has less than half the street trees per kilometre compared to Midtown, but higher overall canopy coverage, indicating that a lot of canopy coverage in Rutland is provided by trees on private property, which will need to be considered as this Urban Centre evolves.

Public and private tree planting would benefit all Urban Centres, however, the tree-equity analysis completed for the 2024 Sustainable Urban Forest Strategy –which considers social vulnerability indicators, temperature and canopy coverage – identified Midtown, Rutland and Capri-Landmark as priority areas.<sup>xxviii</sup> Finding plantable sites can be challenging in the more developed areas of these Urban Centres. The cost to install street trees is also a major challenge that needs new approaches.

### Urban Centres are hotter than surrounding areas

Urban heat island (UHI) is caused when surfaces such as concrete and pavement hold and retain heat during the day and then radiate that heat through the night. The UHI can impact people's mental and physical health, increase air pollution and exacerbate heat waves. Research has shown that a lack of cooling can increase the risk of death due to extreme heat, particularly for seniors, those with compromised immune systems and/or those living alone.<sup>xxix</sup>

Extensive pavement; developed surfaces; lack of green spaces and cool sinks; and the reduced ability for air to circulate and escape to the atmosphere all contribute to increased UHI.<sup>xxx</sup> Figure 13 shows night-time temperature mapping from an extreme heat event in June 2021 and illustrates the impact UHI can have in Urban Centres, along highway corridors and areas with extensive parking lots, being up to 15 degrees warmer compared to rural, vegetated and natural areas.<sup>xxxi</sup> This highlights the critical importance of urban greening (trees, parks and natural features) to help reduce the UHI effect. Cool roofs, cool and permeable pavements, and engineered shade are other aspects that should be considered in our growing Urban Centres.<sup>xxxii</sup>

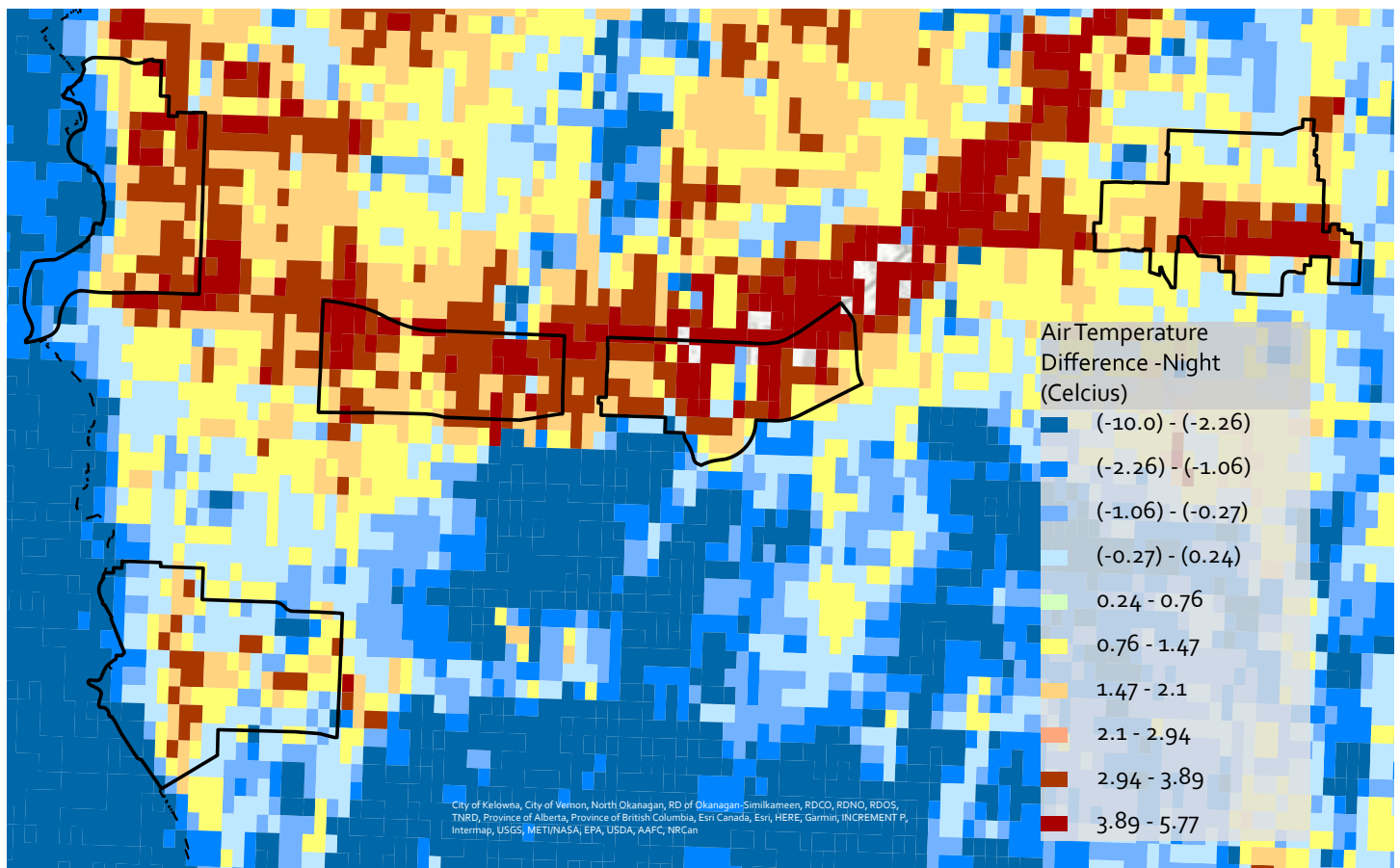


Figure 13: Nighttime surface temperature variation during the June 29, 2021 heat dome. Temperature is relative to the Kelowna Weather Station.

# NEXT STEPS IN URBAN CENTRE PLANNING

Understanding the current state of each of our Urban Centres is a crucial first step in future Urban Centre planning. It is recognized that undertaking a plan for each Urban Centre can be a time and resource intensive process. Therefore, new ways to make the planning process for Urban Centres more efficient and responsive are being evaluated and include the following actions, some of which are currently in progress:

## A new growth scenario to respond to population growth

The 2040 OCP projected Kelowna's population to reach approximately 180,000 by 2040. As presented earlier, Kelowna is already nearing this population, and BC Stats projects the population will reach nearly 230,000 during the same time, an increase of almost 50,000 residents. A revised growth scenario is being developed as part of the provincially mandated 2025 OCP update and will determine where Kelowna will be able to accommodate this growth. With the existing zoned capacity of the five Urban Centres, they are well poised to accept a significant share of this growth.

## Better understanding of employment growth in the Urban Centres

The Regional District of Central Okanagan recently completed a Regional Lands Employment Inventory together with projections for future employment in the region. A more detailed analysis is being completed to understand potential for the types and amount of employment growth in each Urban Centre. This work also includes research to examine future potential employment densities (jobs per unit of floorspace) and consider policy options to support Urban Centre employment growth.

## A new dashboard to provide immediate guidance for decision-making

An Urban Centres Dashboard is being developed as an online, interactive, data-driven mapping tool to provide immediate guidance for decision making on land use, transportation and infrastructure projects in Urban Centres ahead of more detailed Urban Centre planning work. This Dashboard will draw on data and information from ModelCity, Statistics Canada, and other data sources complemented with existing policy from the Official Community Plan, Zoning Bylaw and other plans and strategies. The dashboard will help inform decisions on Urban Centre strengths and challenges; identify gaps in key livability ingredients such as services, groceries and tree canopy; transportation and infrastructure; and show how we are progressing on our residential and employment density targets to name a few.

## Focused implementation plans to respond to changing context

While the Trends report and Urban Centres Dashboard will provide a broader context for all Urban Centres, dedicated planning exercises tailored to each specific Urban Centre are still needed. Building on the fundamentals of the Urban Centres Dashboard, Urban Centre Plans will be repurposed as Urban Centre Action Plans. Following completion of the other items, Action Plans will begin to be developed, the scale of which would depend on the context of the Urban Centre itself. These focused implementation plans for each Urban Centre could be updated more regularly, responding to changing contexts and will address topics specific to each Urban Centre such as policy and regulation updates; refined land use direction including adjacent lands; transportation and infrastructure improvements; climate resiliency and equity and inclusion.



# Endnotes

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- iii City of Kelowna, 2023. Report to Council: Urban Centre Planning Framework. filestream.ashx (escribemeetings.com)
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- v City of Kelowna, 2022. Community Trends: A changing Kelowna: findings from the 2021 census. <https://kelownapublishing.escribemeetings.com/filestream.ashx?DocumentId=43078>
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- vii BCCDC, 2018. Health Built Environment Linkages Toolkit.
- viii City of Kelowna, 2019. Capri-Landmark Urban Centre Plan
- ix City of Kelowna, 2022. Community Trends: A changing Kelowna: findings from the 2021 Census.
- x City of Kelowna, 2021. 2040 Official Community Plan – Chapter 2 Planning Context.
- xi City of Kelowna, 2021. 2040 Official Community Plan – Chapter 2 Planning Context.
- xii BC Statistics, 2024. Population Projections
- xiii Provincial Health Services Authority, 2018. Health Built Environment Linkages Toolkit.
- xiv BC Ministry of Housing, 2023. British Columbia Complete Communities Guide (gov.bc.ca)
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- xvii BC Ministry of Housing, 2023. British Columbia Complete Communities Guide (gov.bc.ca)
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- xix BC Transit, 2024. Kelowna Regional Transit System Schedules and Maps
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- xxiv Provincial Health Services Authority, 2018. Health Built Environment Linkages Toolkit.
- xxv City of Kelowna, 2021. 2040 Official Community Plan – Chapter 21 Natural Environment Development Permit Area
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- xxvii City of Kelowna, 2023. Kelowna Parks Master Plan Phase 2 Public Engagement Summary
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- xxx Kolokotsa, D., Lilli, K., Gobakis, K., Mavrigiannaki, A., Haddad, S., Garshasbi, S., ... & Santamouris, M. (2022). Analyzing the impact of urban planning and building typologies in urban heat island mitigation. *Buildings*, 12(5), 537.
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City of  
**Kelowna**

# Thriving Urban Centres: Project Update and Trends Report

March 10, 2025

# A changing context



Population  
Growth



Council  
Priorities



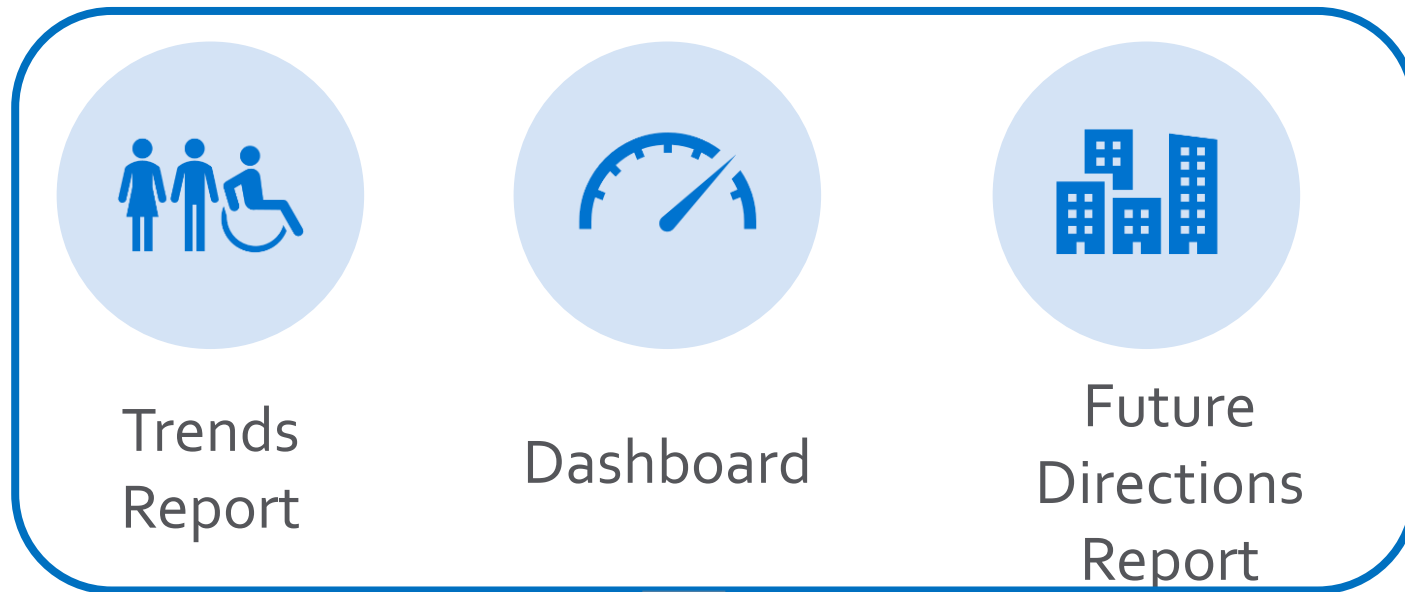
New policy &  
regulations



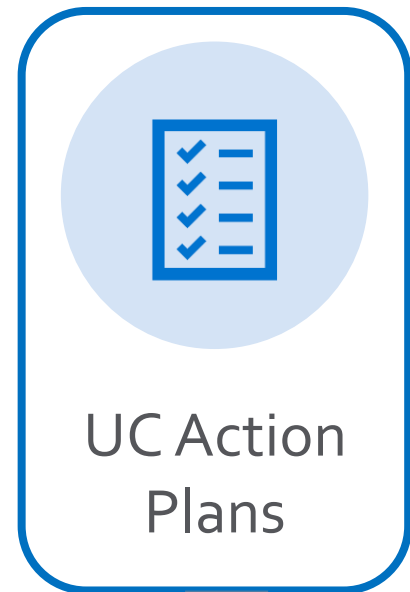
New plans  
& initiatives



# Thriving Urban Centres



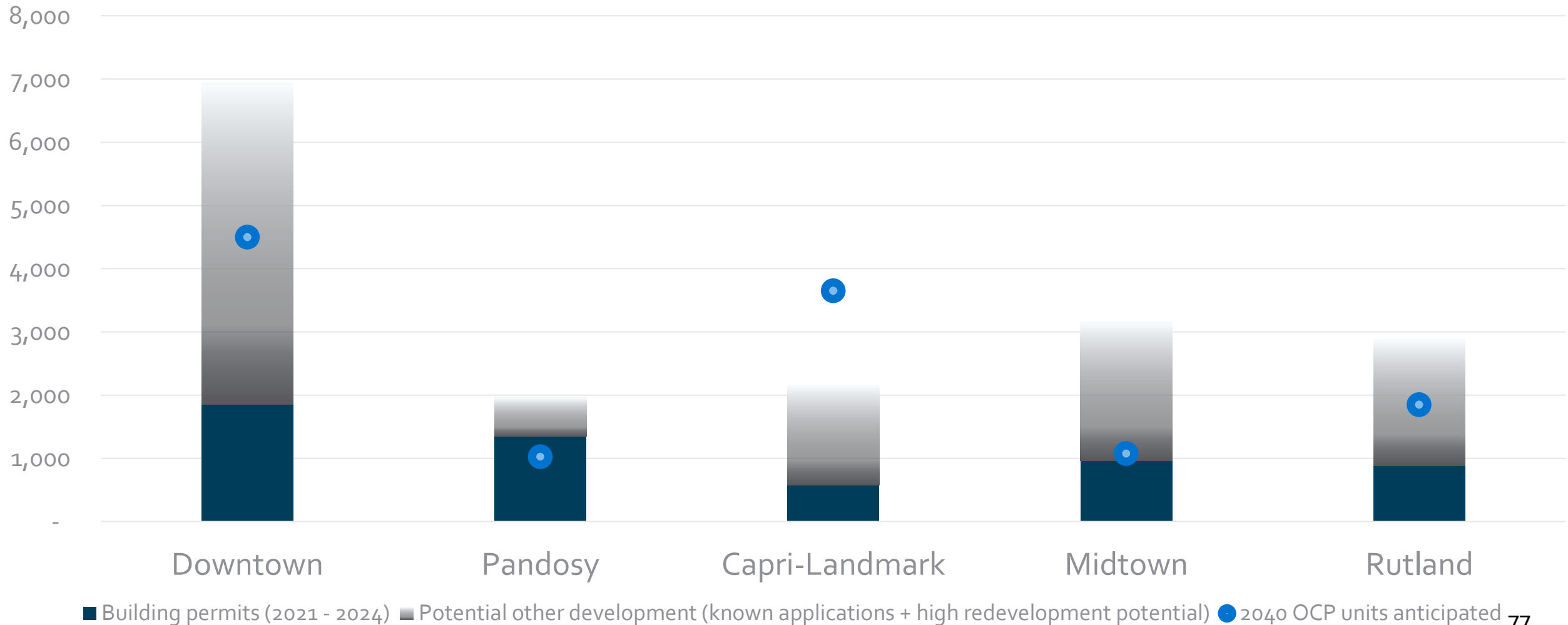
Immediate guidance for decision making across [all Urban Centres](#)



Downstream implementation actions in [specific Urban Centres](#)

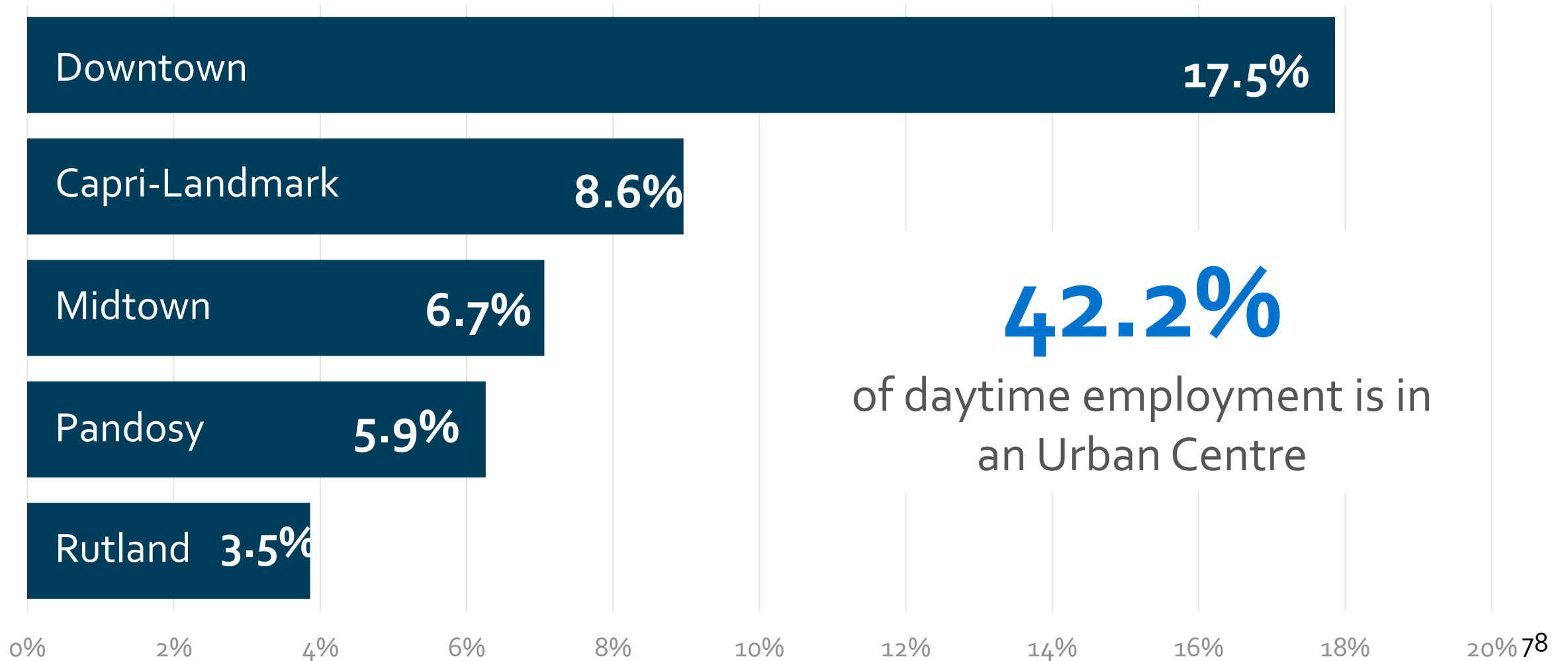
Highlights:

# Urban Centres positioned for continued growth



Highlights:

# Urban Centres are significant hubs for employment



Highlights:

# Urban Centres have gaps in access to daily needs



**2 out of 5**

Urban  
Centres have  
**PUBLIC  
SCHOOLS**



**5 out of 5**

Urban  
Centres have  
**FULL SERVICE  
GROCERY STORES**



**3 out of 5**

Urban  
Centres have  
**MEDICAL  
FOR ALL**

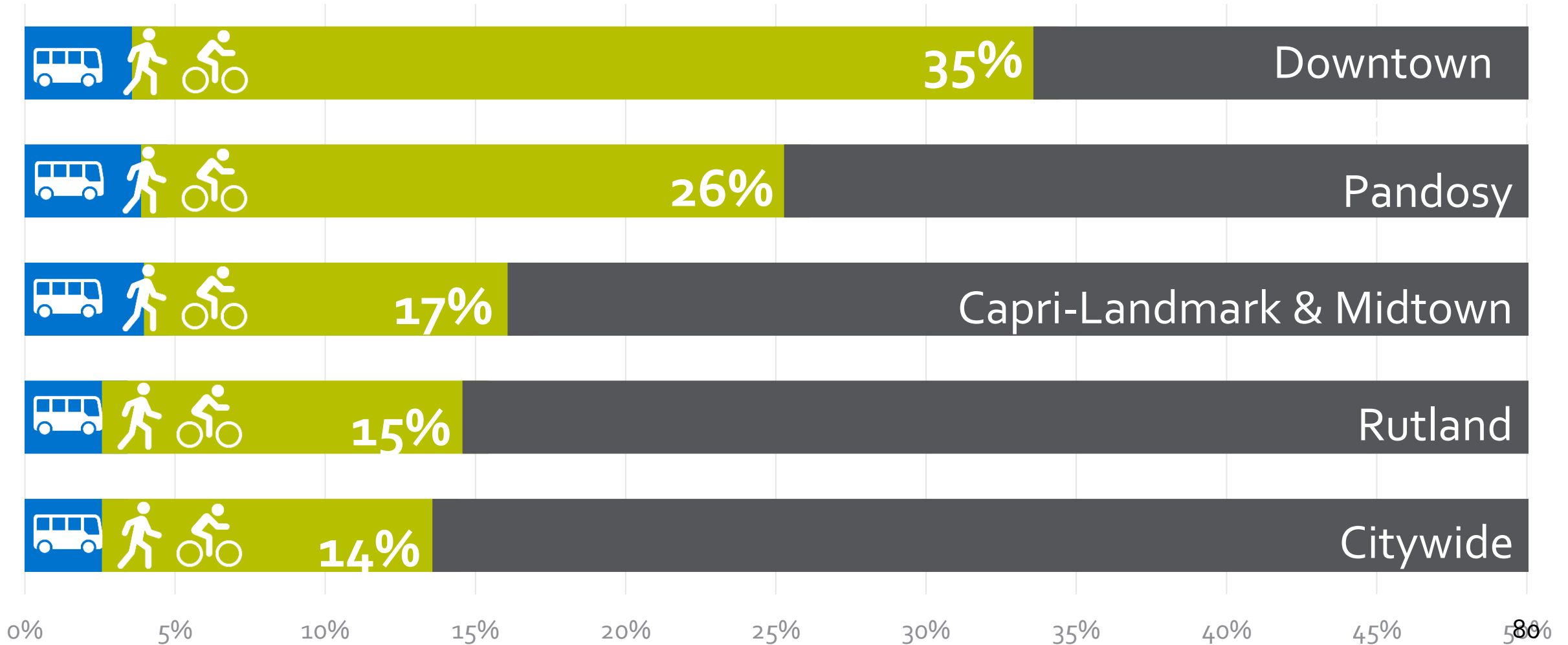


**2 out of 5**

Urban  
Centres have  
**INDOOR  
PUBLIC SPACE**

Highlights:

# Urban Centre residents have different travel habits





Highlights:

# Urban Centres are less affluent

URBAN CENTRES

CITYWIDE



% of households with low to moderate household income (<\$80,000)

55%

40%



2023 average home sale price

\$630,774

\$828,584



% of households who rent

48%

37%

Highlights:

## Urban Centres need more trees

Urban Centre tree canopy coverage

**12%**



Citywide tree canopy coverage

**22%**

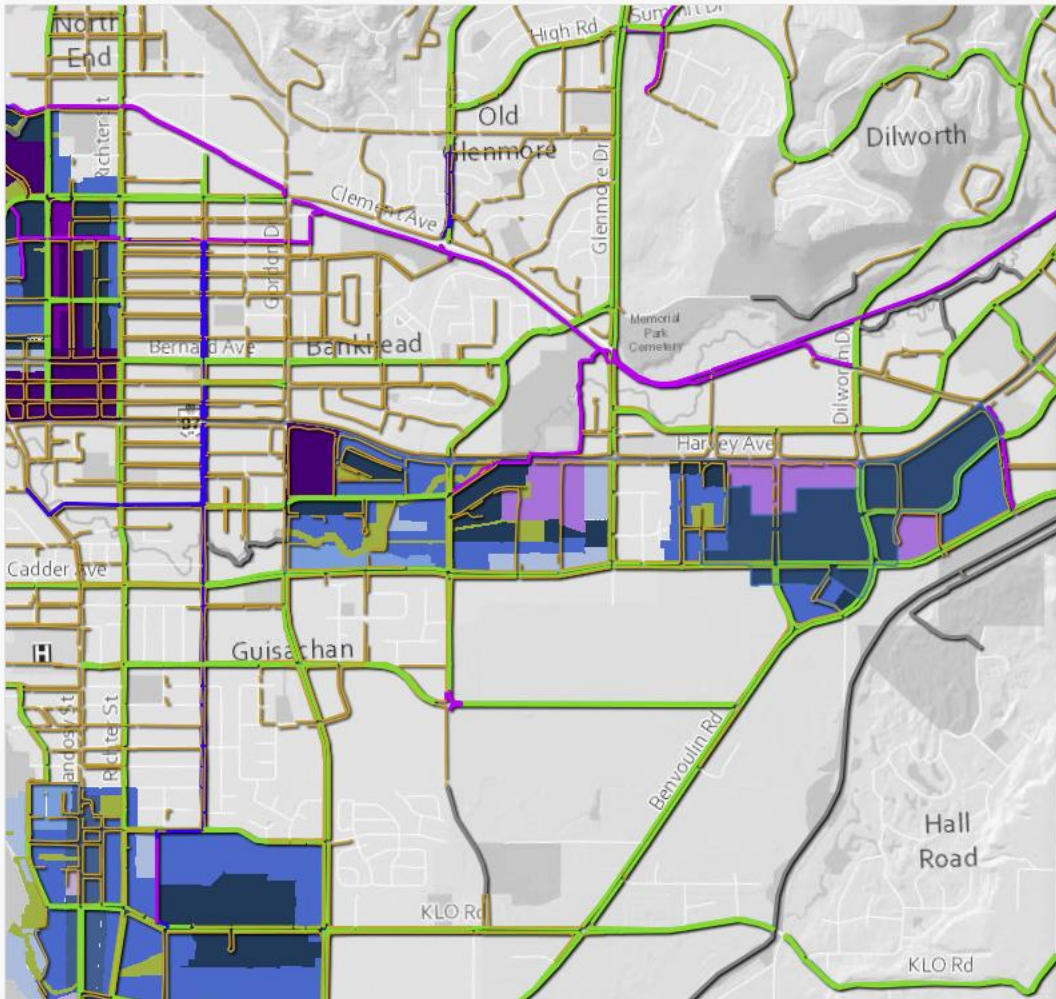
Highlights:  
**Urban Centres are influenced by adjacent growth and external factors**



# Next steps: Dashboard

Sample dashboard, under development

Select Urban Centre  
Capri Landmark, Midtown 2



2040 OCP Urban Centre Building Height - OCP 2040 Urban Centre Building Heights: Midtown

Zoom to Pan

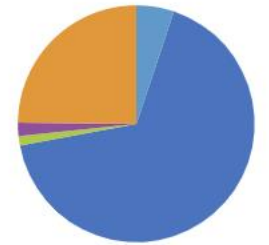
BuildingHeight	12 storeys
Shape.STArea()	528,691.04
Shape.STLength()	4,791.69
Urban Centre	Midtown

Active Transportation Network - Active Transportation Existing

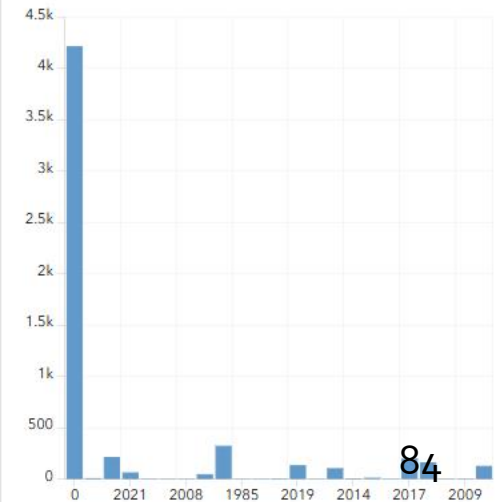
- Cycle Track
- Shared-Use Pathway, Paved
- Shared-Use Pathway, Unpaved
- Bike Lane
- Sidewalk

2040 OCP Urban Centre Building Height - OCP 2040 Urban Centre Building Heights

- 26 storeys
- 20 storeys
- 18 storeys
- 14 storeys
- 12 storeys
- 8 storeys
- 6 storeys
- 4 storeys
- 3 storeys
- Park
- Pandosy Lakeshore Corridor



Shared-Use Pathway, Paved	290	Sidewalk	3.8k
Shared-Use Pathway, Unpaved	72	Cycle Track	103



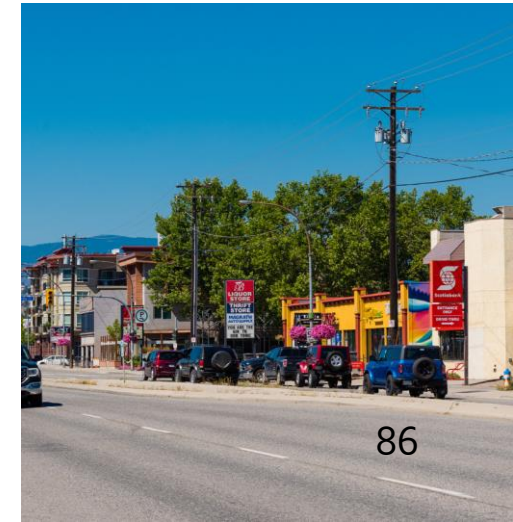
# Next steps: Engagement

- Get Involved, Kelowna virtual survey and interactive ideas board
- Open houses and displays
- Workshops with interested and affected parties

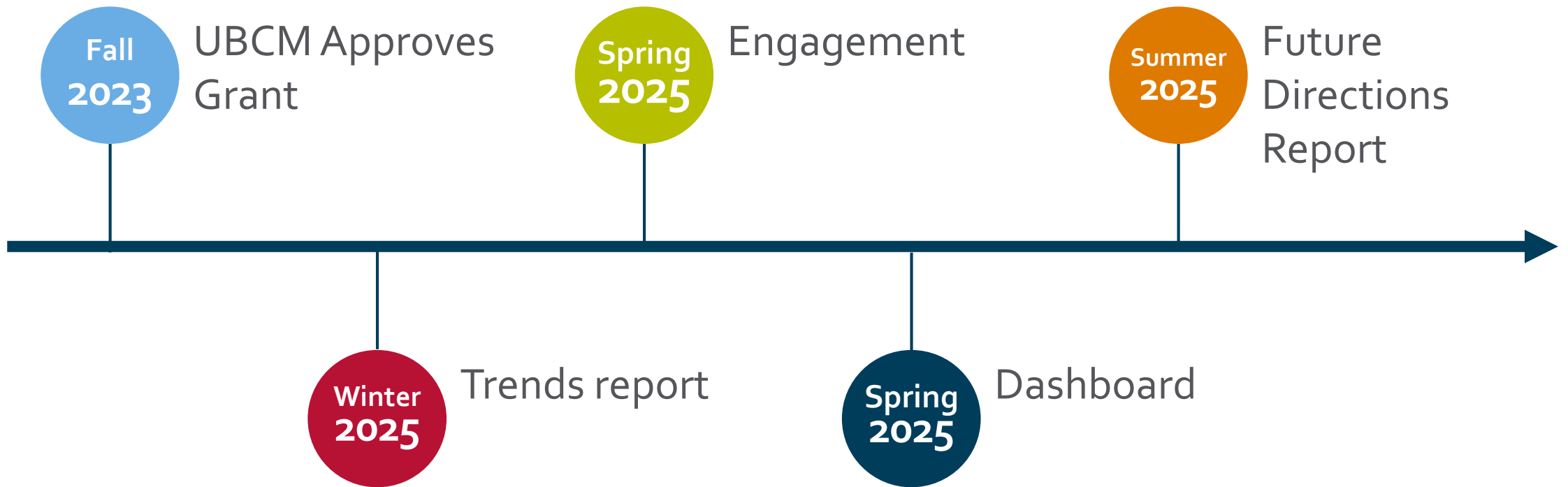


# Next steps: Individual Urban Centre presentations

1. Rutland, Midtown and Capri-Landmark
2. Pandosy and Downtown



# Timeline



An aerial photograph of a city skyline, likely Vancouver, British Columbia, Canada. The foreground shows a mix of low-rise commercial and residential buildings, including a large white industrial-style building and a street with traffic. The middle ground is dominated by several modern high-rise apartment or office buildings with glass facades and balconies. In the background, a large, forested mountain range stretches across the horizon under a clear sky. The word "Questions?" is overlaid in large white text in the center of the image.

Questions?



# Report to Council



**Date:** March 10, 2025  
**To:** Council  
**From:** City Manager  
**Subject:** Housing Dashboard Overview  
**Department:** Housing Policy & Planning

---

**Recommendation:**

THAT Council receives for information the report from the Housing Policy & Programs Department, dated March 10, 2025, regarding the Housing Dashboard.

**Purpose:**

To provide an overview of the recently launched Housing Dashboard.

**Background:**

The state of the housing system can change rapidly, and up-to-date, reliable information is vital to support decisions and direction for City staff, Council, businesses and residents. Staff have been working to improve the ease of access to and the quality of housing data available to Council, industry and to residents in general.

The [Housing Dashboard](#) is the first effort by the City to produce a dynamic, accessible source of reliable housing data. It is part of a multi-year effort to modernize the City’s development processing and data collection systems. The Dashboard relies on data produced by these systems.

**Discussion:**

Housing data is used across the City and around the community daily. Whether supporting the decisions of individual renters and home owners, or the long-term strategic plans for businesses and Council, access to up-to-date, reliable housing data is critical.

Kelowna Housing Dashboard is the City’s first effort in creating a live, dynamic and publicly accessible source of housing data. Council, staff and the public can access the data on the city’s [website](#). Housing Dashboard users can expect to find data on the following subjects:

- **New home construction** – includes information about how many homes in Kelowna are being issued Building Permits and Occupancy Permits.
- **Housing targets** – illustrates current progress towards the City’s official housing targets.

- **Sales volumes and prices** – shows the number of housing sales in Kelowna, as well as average and median home sales price.
- **Rental vacancy** – provides information about rental housing, including annual and quarterly vacancy rate estimates.
- **Rental prices** – provides information about rental housing cost in the primary and secondary rental markets.

Housing Dashboard users can access data not previously available to the public, including rents in the primary and secondary markets updated every quarter, and rental vacancy estimates every quarter. In addition, the Dashboard provides the ability to drill down into the data to gather more relevant, fine-grained information, whether the user is looking for historical trends, specific housing forms (e.g.: apartment, duplex, etc.) or information about tenure (e.g.: rental, ownership).

This initial version of the Housing Dashboard will evolve over time. Staff have started with a limited set of data so that we can ensure that the system functions well and that the data available meets our quality standards. Areas where the Dashboard is expected to expand this year include:

- New homes under development application
- Improved historical data
- Forecasting housing construction timelines

Looking ahead, improving how we manage and access housing data, like with the Housing Dashboard, will help the City succeed in digital transformation. By investing in housing data, the City can use advanced data analytics and AI to find patterns and predict future trends. This will help make better decisions and plan strategically. For example, AI tools can help predict housing demand and supply, identify at-risk populations, and make administrative processes more efficient. Better data access and management will also help departments work together, support new ideas in housing, and ensure the City meets the changing needs of its residents. This will improve housing policies and programs.

Following the overview of the Housing Dashboard to Council, the tool will be promoted more broadly over time, primarily through social media and direct industry engagement. It is also this engagement that will help staff refine the Dashboard to ensure it meets the needs of users.

#### **Conclusion:**

In a rapidly changing housing market, high-quality, dynamic housing data is essential. The [Housing Dashboard](#) is the City's first effort in providing a simple, accessible source of up-to-date housing data. This will support improved decision making to better meet the housing needs of the community. As more and better data becomes available, and users provide feedback, the Dashboard will grow and evolve.

#### **Considerations applicable to this report:**

##### ***Communications Comments:***

The Housing Dashboard is accessible on the City's website via the [www.kelowna.ca/housing](http://www.kelowna.ca/housing) main page. Following Council's overview of the Dashboard, social media posts will share the Housing Dashboard with the community. Additionally, staff will present the dashboard directly to industry groups over the coming months.

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

Legal/Statutory Authority

Legal/Statutory Procedural Requirements  
Existing Policy  
Financial/Budgetary Considerations  
Consultation and Engagement

Submitted by:

J. Moore, MCIP, RPP  
Housing Policy & Programs Department Manager

**Approved for inclusion:** R. Smith, Div. Dir., Planning, Climate Action and Development Services

# Report to Council



**Date:** March 10, 2025  
**To:** Council  
**From:** City Manager  
**Subject:** 2025 Financial Plan – Carryover Budget – Volume 2  
**Department:** Financial Planning

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**Recommendation:**

THAT the 2025 Financial Plan be increased by \$4,918,600 for operating carryover projects and \$43,508,000 for capital carryover projects as summarized in the 2025 Financial Plan – Carryover Budget – Volume 2.

**Purpose:**

To present the 2025 Financial Plan – Carryover Budget – Volume 2 to Council for approval and inclusion into the 2025 Financial Plan.

**Background:**

The operating and capital projects listed in the 2025 Financial Plan – Carryover Budget – Volume 2 represent projects that were not completed in 2024 or were originally planned to be completed over multiple years. These projects were previously approved by Council, and therefore do not add to the taxation demand for 2025. Funding sources for these projects include reserves, debt, utility, and other contributions, including grants.

The City is in the process of transitioning from full project budgeting to cash flow budgeting. Cash flow budgeting focuses on the timing of cash inflows and outflows, ensuring that an organization has the liquidity to meet its financial obligations as they arise, and aligns annual property tax collection with anticipated spending. As this new methodology is adopted, it is expected that the number of carryover projects will be significantly reduced.

Corporate financial policy and guidelines were established in 2021 to provide a consistent framework for an incomplete operating and/or capital project budget to be considered for carryover into the following budget year, where funding is available. This policy applies to all operating and capital budget items whose underspending in a budget year is a result of timing, scope change, or is a multi-year undertaking and is requiring a carryover to the following budget year to complete the project. This underspending, if not carried forward into the following budget year, would not allow for the completion of the project and the lapsed funding would flow into the City’s annual surplus.

To be eligible for budget carryover a request must be justified and meet one of the following criteria:

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

For 2025, the carryover criteria Multi-Year makes up 40 per cent of the overall carryover counts, representing projects previously approved to be completed over multiple years. With respect to the remainder of the projects, 33 per cent are projects delayed by unanticipated external events including contractor delays, 23 per cent were delayed due to internal scheduling challenges, 3 per cent caused by design delays, and 1 per cent are Council approved or have a policy that direct the carryover of remaining budget.

**Considerations applicable to this report:**

***Financial/Budgetary Considerations:***

A consolidated 2025-2029 Five-Year Financial Plan will be brought to Council for adoption by bylaw at Final Budget on April 28, 2025. This will precede adoption of the 2025 property tax bylaw, in accordance with Section 165 of the Community Charter.

**Considerations not applicable to this report:**

***Legal/Statutory Authority:***

***Legal/Statutory Procedural Requirements:***

***Existing Policy:***

***Consultation and Engagement:***

***Communications Comments:***

Submitted by:

M. Antunes, CPA, Financial Planning Manager

**Approved for inclusion:** J. Sass, CPA, CA, General Manager Corporate Services

**Attachments:**

Attachment A: 2025 Financial Plan – Carryover Budget – Volume 2

Attachment B: 2025 Financial Plan – Carryover Budget – Volume 2 Presentation



# FINANCIAL PLAN

Kelowna, BC Canada  
Carryover Budget

# 2025

Volume 2



# Report to Council



**Date:** March 10, 2025

**To:** Council

**From:** City Manager

**Subject:** 2025 Financial Plan – Carryover Budget - Volume 2

**Department:** Financial Planning

## Recommendation:

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- Design Option: A one-time operating or capital project that is waiting for a design decision or is being re-scoped due to a change in circumstances.
- External Event: A one-time operating or capital project that is delayed due to an unanticipated external event.
- Multi-Year: A one-time operating or capital project that is planned over multiple years and has been identified as such in the original budget request.
- Scheduling: A one-time operating or capital project that is delayed due to internal scheduling conflicts.
- Awaiting Grant Information: A one-time operating or capital project that is on hold pending grant approval.
- Program: An operating or capital project that is part of a larger annual program that has a list of projects that exceed the annual budget.
- Council Approved: An operating project with a base budget that has been approved by Council to be used as funding for a project on a one-time basis.

- Policy: An operating project with a base budget that has a Council-endorsed policy to support a carryover.

For 2025, the carryover criteria Multi-Year makes up 40 per cent of the overall carryover counts, representing projects previously approved to be completed over multiple years. With respect to the remainder of the projects, 33 per cent are projects delayed by unanticipated external events including contractor delays, 23 per cent were delayed due to internal scheduling challenges, 3 per cent caused by design delays, and 1 per cent are Council approved or have a policy that direct the carryover of remaining budget.

A detailed discussion of projects included in this volume is not planned. Should Council have questions regarding any specific carryover and would like it discussed at the March 10, 2025, meeting, please advise the City Manager in advance and he will arrange for a service area representative to attend the Council meeting.

**Considerations applicable to this report:**

***Financial/Budgetary Considerations:***

A consolidated 2025-2029 Five-Year Financial Plan will be brought to Council for adoption by bylaw at Final Budget on April 28, 2025. This will precede adoption of the 2025 property tax bylaw, in accordance with Section 165 of the Community Charter.

**Considerations not applicable to this report:**

***Legal/Statutory Authority:***

***Legal/Statutory Procedural Requirements:***

***Existing Policy:***

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

***Communications Comments:***

Submitted by:

M. Antunes, CPA, Financial Planning Manager

**Approved for inclusion:** J. Sass, CPA, CA, General Manager Corporate Services

**Attachments:**

Attachment A: 2025 Financial Plan – Carryover Budget – Volume 2

Attachment B: 2025 Financial Plan – Carryover Budget – Volume 2 Presentation



# ▶ CARRYOVER BUDGET

The Carryover budget volume represents the incomplete projects, due to various reasons, from the 2024 budget year. These incomplete projects are being requested for carryover to 2025 with the intention of completion, or continuation in the case of multiple year projects. The total value of the 2025 Carryover volume is \$48.4 million, increasing the 2025 operating program by \$4.9 million and capital program by \$43.5 million with no effect on taxation as these projects were previously approved by Council.

## CARRYOVER REQUEST THREE-YEAR COMPARISON (\$ millions)

The City is transitioning from full project budgeting to cash flow budgeting. Starting in 2025, multi-year projects will have annual budgets based on planned cash flows instead of requesting full project budgets upfront and carrying them over yearly for the duration of the project. The 2025 Carryover value has decreased from 2024, particularly in the capital requests. As this new budget method is adopted, carryover projects are expected to decrease further.

The table below splits the last three years of carryovers between operating and capital.

	2025	2024	2023
Total Carryover	\$48M	\$279M	\$237M
Operating	\$5M = 10%	\$9M = 3%	\$19M = 8%
Capital	\$44M = 90%	\$270M = 97%	\$218M = 92%

## CARRYOVER PROJECTS BY REASON TYPE

There are several reasons why operating and capital projects are requested to be carried over. Corporate financial policy requires all budget carryover requests to meet one of the following criteria.

### External Event

A one-time operating or capital project delayed due to an unanticipated external event, the event was beyond City control and includes an expectation the project is to continue in the next year with a completion date. Examples of 2025 carryover projects with the External Event reason code include DeHart Park at \$4.0 million, Bertram Multiuse Overpass at \$3.5 million, and Non-Potable Water Network & Facilities at \$3.2 million.

### Design Option

A one-time operating or capital project that is waiting for a design decision or is being re-scoped due to a change in circumstances. The 2025 carryover projects with the Design Option reason code include Potable Water Network & Facilities at \$220,000, Capital Planning Process Review at \$49,000 and Non-Potable Improvements at \$46,000.



### Multi-Year

A one-time operating or capital project that is planned to be completed over multiple years and has been identified as such in the original budget request. The adoption of cash flow budgeting is expected to have the greatest impact on multi-year carryovers. Examples of 2025 carryover projects with the Multi-Year reason code category include Wastewater System Upgrades at \$3.3 million, Burne Park at \$2.4 million, and Wastewater Network & Facilities at \$1.8 million.

### Scheduling Demands

A one-time operating or capital project that is delayed due to internal scheduling conflicts. Examples of 2025 carryover projects with the Scheduling Demands reason code category include Solid Waste Infrastructure & Facilities at \$2.8 million and Equipment and Vehicle (Growth) at \$1.7 million.

### Awaiting Grant Information

A one-time operating or capital project that is on hold pending grant approval. There are no 2025 carryover projects on hold due to grant funding approval.

### Program

An operating or capital project that is part of a larger annual program that has a list of projects that exceed the annual budget. There are no 2025 carryover projects with the Program reason code category.

### Council Approved

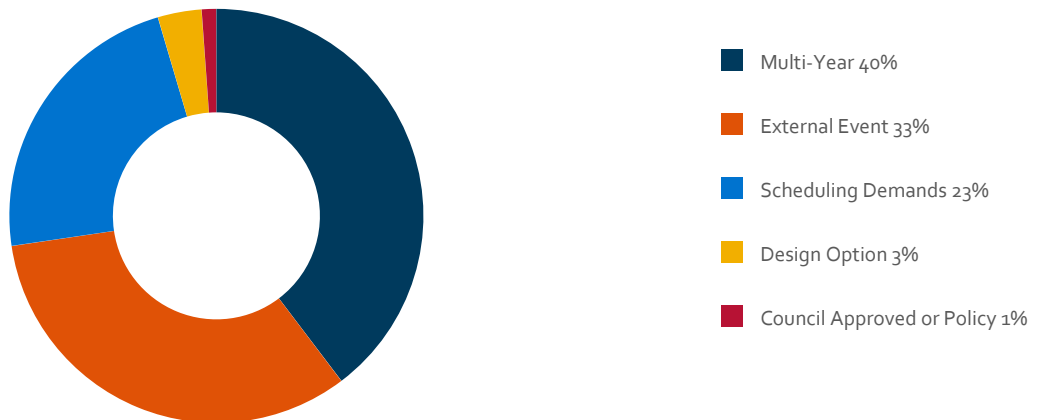
An operating project with a base budget that has been approved by Council to be used as funding for a project on a one-time basis. There are no 2025 carryover projects with the Council Approved reason code category.

### Policy

An operating project with a base budget that has a Council endorsed policy to support a carryover. The 2025 carryover projects with the Policy reason code category include Event Support Policy at \$193,000.

The graph below displays the carryover reason types by percentage of total number of carryover requests for 2025. The Multi-Year carryover category makes up the greatest proportion of requests, due to many large projects requiring more than one year to complete. External Event was the second most common reason for carryover, largely due to supply chain issues including contractor availability or capacity constraints.

Carryover Reason Codes



Total Requests: 87

The funding sources for carryover requests align with the funding source of the previously approved projects and do not impact taxation demand. The graph below displays the funding strategy of 2025 carryover requests by total dollar value of each funding type. General, statutory, and DCC reserve funding accounts for a total of 89 per cent of the total carryover dollar value, with the remainder being funded by grants, revenue, utility funds, and borrowing.

Funding Strategy



Total: \$48.4M



## SUMMARY OF MULTI-YEAR REQUESTS

The City is in the process of transitioning from full project budgeting to cash flow budgeting, meaning that annual budgets for multi-year projects are based on cash flow in each budget year rather than budgeted in full in the first year. This has significantly reduced the multi-year carryover requests for 2025. The details of multi-year carryover requests are not presented in the Financial Plan as they were identified as multi-year projects when the original request was approved by Council. Multi-year operating and capital projects requested for carryover in 2025 are summarized in the table below.

2025 Carryover Multi-Year Requests	Project Amount	Funding Source	Original Budget Year	Expected Completion	Operating/ Capital
<b>Airport</b>					
Airport - Hotel and Parkade Enabling Works	\$ 482,000	RES	2022	2025	Capital
Airport - Lifecycle Replacement & Upgrades	\$ 1,240,000	RES	2020	2025	Capital
<b>Airport Total</b>	<b>\$ 1,722,000</b>				
<b>Community Safety &amp; Bylaw</b>					
Community Safety Plan Implementation	\$ 445,100	RES	2021	2027	Operating
Building Safer Communities Grant	\$ 189,500	GRA	2022	2026	Operating
Outdoor Overnight Sheltering	\$ 276,400	RES/OTH	2021	2025	Operating
<b>Community Safety &amp; Bylaw Total</b>	<b>\$ 911,000</b>				
<b>Fire Safety</b>					
NG911 Implementation	\$ 716,000	GRA	2023	2026	Capital
<b>Fire Safety Total</b>	<b>\$ 716,000</b>				
<b>Wastewater Utility</b>					
Wastewater Network & Facilities	\$ 1,763,000	RES	2024	2025	Capital
Wastewater System Upgrades	\$ 3,328,000	RES/DCC	2024	2026	Capital
Wastewater Treatment	\$ 784,000	RES/OTH	2021	2025	Capital
<b>Wastewater Utility Total</b>	<b>\$ 5,875,000</b>				
<b>Stormwater &amp; Flood Protection</b>					
Area Based Water Management Plan	\$ 100,000	RES/UTIL	2020	2025	Operating
<b>Stormwater &amp; Flood Protection Total</b>	<b>\$ 100,000</b>				
<b>Water Utility</b>					
Water Supply Wildfire Mitigation	\$ 25,500	RES	2024	2025	Operating
Potable Water System Upgrades	\$ 843,000	RES/DCC	2024	2025	Capital
<b>Water Utility Total</b>	<b>\$ 868,500</b>				
<b>Solid Waste &amp; Landfill</b>					
Composting System Expansion	\$ 1,189,000	RES	2023	2025	Capital
<b>Solid Waste &amp; Landfill Total</b>	<b>\$ 1,189,000</b>				
<b>Transportation</b>					
Pandosy Richter Study	\$ 74,700	RES	2023	2025	Operating
Employer Commute Trip Reduction Program - Pilot Implementation	\$ 99,400	RES	2024	2026	Operating
Transportation Accessibility Strategy	\$ 77,700	RES	2024	2025	Operating
Downtown Transportation Review	\$ 100,000	RES	2023	2025	Operating
Travel Demand Model Update - Phase I	\$ 90,600	OTH	2024	2025	Operating
Road Network	\$ 1,134,000	RES/DCC	2024	2025	Capital
<b>Transportation Total</b>	<b>\$ 1,576,400</b>				

<b>Transit</b>						
YLW Transit Hub	\$ 44,000	RES	2024	2025	Capital	
<b>Transit Total</b>	<b>\$ 44,000</b>					
<b>Parks</b>						
2024 CRI Firesmart Community Funding	\$ 50,600	GRA	2024	2025	Operating	
Burne Park	\$ 2,359,000	RES/DCC	2023	2027	Capital	
Rutland Recreation Park	\$ 311,000	BOR	2024	2026	Capital	
<b>Parks Total</b>	<b>\$ 2,720,600</b>					
<b>Arts &amp; Culture</b>						
Accessibility and Disability Justice (ADJ) Competency Training	\$ 18,000	GRA	2024	2026	Operating	
<b>Arts &amp; Culture Total</b>	<b>\$ 18,000</b>					
<b>Community Development</b>						
Climate and Environment Initiatives	\$ 433,600	RES	2024	2026	Operating	
Urban Center Planning Framework	\$ 146,000	GRA	2023	2025	Operating	
<b>Community Development Total</b>	<b>\$ 579,600</b>					
<b>Enabling Services</b>						
Asset Management Consulting Support	\$ 67,500	RES/UTIL	2023	2026	Operating	
Next Generation 911 Initiative	\$ 45,000	GRA	2023	2025	Operating	
Diversity, Equity & Inclusion	\$ 100,000	RES	2024	2025	Operating	
Strategic Facilities Master Plan	\$ 205,000	RES	2021	2025	Operating	
Prospera Place Partnership Initiative	\$ 147,300	RES	2024	2025	Operating	
Strategic Land Development Projects	\$ 72,700	RES	2024	2025	Operating	
Apple Bowl Improvements	\$ 53,000	RES	2023	2025	Capital	
Island Stage Rejuvenation	\$ 687,000	RES/GRA	2023	2025	Capital	
<b>Enabling Services Total</b>	<b>\$ 1,377,500</b>					
<b>Total multi-year projects</b>	<b>\$17,697,600</b>					

*Funding Source Legend:**RES = Reserve**GRA = Grant**DCC = Development Cost Charge Reserve**OTH = Other Revenue**BOR = Borrow**UTIL = Utility*

## SUMMARY OF OTHER REQUESTS

Operating and capital projects requested for carryover in 2025 with reason codes other than Multi-year are summarized in the table below and subsequently presented in detail.

2025 Carryover Requests	Project Amount	Funding Source	Original Budget Year	Expected Completion	Operating/Capital
<b>Airport</b>					
Airport - Terminal Lifecycle Replacement & Upgrades	\$ 1,355,000	RES	2024	2025	Capital
Airport - Carbon Neutral Initiatives	\$ 175,000	RES	2024	2025	Capital
<b>Airport Total</b>	<b>\$ 1,530,000</b>				
<b>Fire Safety</b>					
Fire Vehicles & Equipment	\$ 16,000	RES	2024	2025	Capital
<b>Fire Safety Total</b>	<b>\$ 16,000</b>				
<b>Wastewater Utility</b>					
Commonage - Leachate Reuse	\$ 83,200	RES/OTH	2024	2025	Operating
Commonage Odour Management Plan Update	\$ 25,000	RES/OTH	2023	2025	Operating
<b>Wastewater Utility Total</b>	<b>\$ 108,200</b>				
<b>Stormwater &amp; Flood Protection</b>					
Clifton Rd Stormwater Pond Study	\$ 29,900	RES	2024	2025	Operating
Stormwater Utility Business Case - Phase 2	\$ 135,200	RES	2024	2025	Operating
Stormwater Basin Plan - Central Area	\$ 25,400	RES	2023	2025	Operating
<b>Stormwater &amp; Flood Protection Total</b>	<b>\$ 190,500</b>				
<b>Water Utility</b>					
HVAC Improvements - Water Supply Shop	\$ 50,000	RES	2024	2025	Operating
Non-Potable Improvements	\$ 45,600	RES	2024	2025	Operating
Pump Station & Reservoir Improvements	\$ 215,700	RES	2024	2025	Operating
Non-Potable Water Network & Facilities	\$ 3,237,000	RES/GRA	2020	2026	Capital
Potable Water Network & Facilities	\$ 220,000	RES	2024	2026	Capital
<b>Water Utility Total</b>	<b>\$ 3,768,300</b>				
<b>Solid Waste &amp; Landfill</b>					
Solid Waste Infrastructure & Facilities	\$ 2,849,000	RES	2024	2025	Capital
<b>Solid Waste &amp; Landfill Total</b>	<b>\$ 2,849,000</b>				
<b>Transportation</b>					
Active Transportation - Abbott St	\$ 357,000	RES/DCC	2024	2025	Capital
Active Transportation - Ethel St (Rail Trail - Cawston)	\$ 66,000	RES/DCC	2022	2025	Capital
Bertram Multiuse Overpass	\$ 3,453,000	RES	2020	2025	Capital
Roads - Frost Rd Upgrades (w/utilities)	\$ 1,261,000	RES/DCC	2022	2025	Capital
Roads - Glenmore Rd Upgrades	\$ 183,000	RES/DCC	2023	2025	Capital
Roads - Richter St Upgrades	\$ 200,000	RES/DCC	2022	2025	Capital
Roads - Sutherland Rd Upgrades	\$ 228,000	RES/DCC	2023	2025	Capital
Active Transportation - Casorso 3	\$ 170,000	RES	2023	2025	Capital
<b>Transportation Total</b>	<b>\$ 5,918,000</b>				

<b>Parks</b>						
Greenhouse Expansion	\$ 33,000	RES	2024	2025	Operating	
Hwy 97 & McCurdy Rd Tree Planting	\$ 75,400	RES	2022	2025	Operating	
Parks Masterplan	\$ 65,800	RES	2024	2025	Operating	
Cook Road Boat Launch - Provincial Approvals	\$ 23,300	OTH	2022	2025	Operating	
Parkland Acquisition	\$ 2,377,000	RES/DCC	2024	2025	Capital	
City Park	\$ 1,373,000	RES	2024	2026	Capital	
DeHart Park	\$ 4,041,000	RES/DCC	2022	2025	Capital	
Kelowna's Newest Waterfront Park	\$ 1,973,000	RES/DCC	2024	2026	Capital	
Mission Recreation Park	\$ 519,000	RES	2021	2025	Capital	
Park Infrastructure & Facilities	\$ 384,000	RES/GRA/OTH	2024	2026	Capital	
<b>Parks Total</b>	<b>\$10,864,500</b>					
<b>Sports &amp; Recreation</b>						
Event Support Policy	\$ 192,700	RES	2020	2025	Operating	
<b>Sports &amp; Recreation Total</b>	<b>\$ 192,700</b>					
<b>Arts &amp; Culture</b>						
Indigenous Community Engagement Framework	\$ 61,000	RES/GRA	2022	2025	Operating	
<b>Arts &amp; Culture Total</b>	<b>\$ 61,000</b>					
<b>Parking</b>						
Curb Space Management Strategy - Development	\$ 40,000	RES	2022	2025	Operating	
Recreation Parks and Facilities & Capri-Landmark Parking Studies	\$ 76,400	RES	2024	2025	Operating	
Parking Infrastructure & Facilities	\$ 477,000	RES	2024	2025	Capital	
<b>Parking Total</b>	<b>\$ 593,400</b>					
<b>Partnership Office</b>						
Partnerships Office Consulting	\$ 106,100	RES	2024	2025	Operating	
<b>Partnership Office Total</b>	<b>\$ 106,100</b>					
<b>Enabling Services</b>						
Kelowna Integrated Water Asset Management	\$ 9,500	UTIL	2017	2025	Operating	
20 Year Servicing Plan and DCC Bylaw Update	\$ 83,100	RES/UTIL	2018	2026	Operating	
2040 Infrastructure Plan Consulting Support	\$ 61,000	RES/UTIL	2022	2025	Operating	
Fleet Repair Garage - Hardy St. Facility Upgrades	\$ 50,000	RES	2024	2026	Operating	
Accessibility Improvements at Okanagan Heritage Museum	\$ 69,600	RES/GRA	2023	2025	Operating	
Furniture & Equipment - City Hall & Police Services Building	\$ 51,100	RES	2024	2025	Operating	
Provision of Shelter Services - Optimization of Physical Locations	\$ 21,000	RES	2020	2025	Operating	
4690 Hwy 97 Agricultural Considerations	\$ 381,600	RES	2022	2025	Operating	
Housing Accelerator Grant Program	\$ 94,400	GRA	2024	2025	Operating	
Capital Planning Process Review	\$ 49,000	RES	2022	2025	Operating	
Equipment and Vehicle (Growth)	\$ 1,660,000	RES/UTIL	2024	2025	Capital	
Building Systems & Infrastructure	\$ 37,000	RES	2024	2025	Capital	

Server & Data Storage	\$ 342,000	RES	2024	2025	Capital
Major Systems	\$ 468,000	RES	2024	2025	Capital
Property Acquisition	\$ 1,154,000	RES	2024	2025	Capital
<b>Enabling Services Total</b>	<b>\$ 4,531,300</b>				

<b>Total projects</b>	<b>\$30,729,000</b>
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*Funding Source Legend:*

*RES = Reserve*

*GRA = Grant*

*DCC = Development Cost Charge Reserve*

*OTH = Other Revenue*

*BOR = Borrow*

*UTIL = Utility*



### 2025 Carryover Request Details

Service Area:	Airport	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Airport - Terminal Lifecycle Replacement & Upgrades		

**Justification:**

Five Airport Terminal Building improvement projects were not completed in 2024 due to contractor capacity restraints, supply chain issues, and competing priorities. A carryover is requested to allow for finalizing the installation of the first phase roof top unit replacement, delivery and installation of the second phase of the roof top unit replacement, baggage belt upgrades, PC virtualization, and to receive delivery of critical inventory.

2024 Budget:	2,640,000	Expected Completion:	Dec 2025
2024 Expenditures:	975,000		
2024 Budget Not Required:	<u>310,000</u>		
Carryover requested:	1,355,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	1,355,000	(1,355,000)	—	—	—	—	—

Service Area:	Airport	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Airport - Carbon Neutral Initiatives		

**Justification:**

A carryover is requested to complete the installation of phase 2 of the air terminal building LED lighting upgrades and of the level one vehicle charging stations in the Airport's valet lots, aligned with the Airport's goal to be carbon neutral by 2030. These projects were not completed before the end of the year due to peak period operational constraints.

2024 Budget:	936,000	Expected Completion:	Dec 2025
2024 Expenditures:	733,000		
2024 Budget Not Required:	<u>28,000</u>		
Carryover requested:	175,000		

Strategic Direction: Climate & Environment - Reduce corporate and community GHG emissions

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	175,000	(175,000)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Fire Safety	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Fire Vehicles & Equipment		

**Justification:**

Carryover is requested to outfit a 2024 fire vehicle with ancillary equipment. Work was not completed in 2024 due to timing of receiving the equipment.

2024 Budget:	101,000	Expected Completion:	Mar 2025
2024 Expenditures:	85,000		
2024 Budget Not Required:	—		
Carryover requested:	16,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	16,000	(16,000)	—	—	—	—	—

Service Area:	Wastewater Utility	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Commonage - Leachate Reuse		

**Justification:**

Carryover is requested to continue the planning and design work for the Regional Biosolids Commonage facility beneficial leachate reuse project. The project has been delayed due to internal scheduling challenges. The preliminary design was completed in 2024, and detailed design work is planned for 2025.

2024 Budget:	90,000	Expected Completion:	Dec 2025
2024 Expenditures:	6,800		
2024 Budget Not Required:	—		
Carryover requested:	83,200		

Strategic Direction: Climate & Environment -Protect and restore natural areas

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	83,200	(55,500)	—	—	—	(27,700)	—

## 2025 Carryover Request Details

Service Area:	Wastewater Utility	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Commonage Odour Management Plan Update		

### Justification:

Carryover is requested for the Odour Management Plan Update which is a Ministry of Environment Permit Requirement. It must follow an odour monitoring system renewal, which was impacted by supply chain issues in previous years, causing a delay in initiating this project. The contractor experienced unforeseen challenges that slowed work in 2024. A draft plan is anticipated in early 2025, with final completion also expected in 2025. The cost is shared with the City of Vernon and the City's Wastewater Utility.

2024 Budget:	43,000	Expected	Dec 2025
2024 Expenditures:	3,200		
2024 Budget Not Required:	<u>14,800</u>		
Carryover requested:	25,000		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	25,000	(16,600)	—	—	—	(8,400)	—

Service Area:	Stormwater & Flood Protection	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Clifton Rd Stormwater Pond Study		

### Justification:

Carryover is requested to continue the investigation of the possibility of reconfiguring two stormwater ponds at the intersection of Clifton Rd and Highpointe Dr that was not completed in 2024 due to scheduling challenges. A 2025 capital budget request was approved as part of the 2025 Preliminary Budget volume for construction of the proposed reconfiguration.

2024 Budget:	30,000	Expected Completion:	Dec 2025
2024 Expenditures:	100		
2024 Budget Not Required:	<u>—</u>		
Carryover requested:	29,900		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	29,900	(29,900)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Stormwater & Flood Protection	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Stormwater Utility Business Case - Phase 2		

**Justification:**

Carryover is requested to continue with the stormwater utility business case and implementation, focusing on community alignment, public engagement, and a detailed rate structure analysis. A workshop with Council is scheduled for March 2025 to decide the project's future, with potential additional budget consideration through a 2025 budget amendment.

2024 Budget:	334,700	Expected Completion:	Dec 2025
2024 Expenditures:	199,500		
2024 Budget Not Required:	—		
Carryover requested:	135,200		

Strategic Direction: Active Financial Management -Increase non-tax revenues to minimize the reliance on taxes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	135,200	(135,200)	—	—	—	—	—

Service Area:	Stormwater & Flood Protection	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Stormwater Basin Plan - Central Area		

**Justification:**

Carryover is requested for the completion of this planning project that supports urban development efforts and ensures that localized flooding is avoided. The final report is expected by Q2 of 2025.

2024 Budget:	178,900	Expected Completion:	Jul 2025
2024 Expenditures:	153,500		
2024 Budget Not Required:	—		
Carryover requested:	25,400		

Strategic Direction: Climate & Environment -Include climate impact lens in City decision making

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	25,400	(25,400)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Water Utility	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	HVAC Improvements - Water Supply Shop		

**Justification:**

Carryover is requested for the purchase and installation of HVAC equipment to ensure proper cooling of the Water Supply Shop to ensure a proper working environment for staff and potential for flexible workspaces. Project was delayed in 2024 due to other higher priority projects taking precedence. Resourcing is now available and project completion is anticipated by Q4 2025.

2024 Budget:	50,000	Expected Completion:	Dec 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>50,000</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	50,000	(50,000)	—	—	—	—	—

Service Area:	Water Utility	Reason:	<b>DESIGNOPT OPERATING CARRYOVER</b>
Title:	Non-Potable Improvements		

**Justification:**

Carryover is requested to continue consulting services and design work due to scope change on the McCulloch Spillway channel maintenance project. This project is to increase efficiency of water released from McCullough lake and ensure that the McCullough spillway is appropriately restored to insure dam safety. In addition, regulatory and water management efficiency work continues on the Hydraulic Creek intake bypass project with anticipated completion Q4 2025.

2024 Budget:	135,000	Expected Completion:	Dec 2025
2024 Expenditures:	89,400		
2024 Budget Not Required:	—		
Carryover requested:	<u>45,600</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	45,600	(45,600)	—	—	—	—	—

**2025 Carryover Request Details**

Service Area:	Water Utility	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Pump Station & Reservoir Improvements		

Justification:

A carryover is requested to facilitate the completion of multiple pump station and reservoir projects. The Timberline and Rio Reservoir electrical upgrade projects have been delayed due to property and easement-related issues. The Grainger Reservoir drain work will be completed as part of the capital reservoir upgrade project, while the Dilworth altitude valve project has been prolonged due to delays in delivery of replacement hatches necessary for project completion.

2024 Budget:	219,400	Expected Completion:	Dec 2025
2024 Expenditures:	3,700		
2024 Budget Not Required:	—		
Carryover requested:	<u>215,700</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	215,700	(215,700)	—	—	—	—	—

Service Area:	Water Utility	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Non-Potable Water Network & Facilities		

Justification:

Carryover is requested for this annual program to ensure reliable irrigation water service delivery and fire protection for City customers connected to the non-potable system. Carryover items for consideration may include, but are not limited to, renew existing mainlines, hydrants, pump stations, reservoirs, dams and pressure reducing valves (PRVs). Work was not completed in 2024 because of external contractor delays.

2024 Budget:	3,510,000	Expected Completion:	Jul 2026
2024 Expenditures:	273,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>3,237,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	3,237,000	(517,000)	—	—	(2,720,000)	—	—

### 2025 Carryover Request Details

Service Area:	Water Utility	Reason:	<b>DESIGNOPT CAPITAL CARRYOVER</b>
Title:	Potable Water Network & Facilities		

**Justification:**

Carryover is requested for this annual program to ensure reliable safe drinking water service delivery and fire protection for City customers connected to the potable system. Carryover items for consideration may include, but are not limited to, renew existing mainlines, hydrants, pump stations, reservoirs, and pressure reducing valves (PRVs). Work was not completed in 2024 due to design options.

2024 Budget:	400,000	Expected Completion:	Dec 2026
2024 Expenditures:	30,000		
2024 Budget Not Required:	<u>150,000</u>		
Carryover requested:	220,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	220,000	(220,000)	—	—	—	—	—

Service Area:	Solid Waste & Landfill	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Solid Waste Infrastructure & Facilities		

**Justification:**

Carryover is requested for this annual program for solid waste infrastructure and facilities. Carryover items include, but are not limited to, site works and investigations, progressive closure and landfill gas and leachate recirculation laterals. Work was not completed in 2024 due to internal scheduling challenges.

2024 Budget:	3,568,000	Expected Completion:	Dec 2025
2024 Expenditures:	719,000		
2024 Budget Not Required:	<u>—</u>		
Carryover requested:	2,849,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	2,849,000	(2,849,000)	—	—	—	—	—

**2025 Carryover Request Details**

Service Area:	Transportation	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Active Transportation - Abbott St		

Justification:

Carryover is requested to complete the design of the Abbott Active Transportation Corridor from Cedar Ave to Walnut St and for small-scale land acquisitions between Walnut St and Watt Rd. Construction in 2025 will allow coordination with adjacent park frontage upgrades. Work was not completed in 2024 because of internal scheduling.

2024 Budget:	454,000	Expected Completion:	Dec 2025
2024 Expenditures:	97,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>357,000</u>		

Strategic Direction: Transportation - More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	357,000	(273,000)	(84,000)	—	—	—	—

Service Area:	Transportation	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Active Transportation - Ethel St (Rail Trail - Cawston)		

Justification:

Carryover is requested to complete the detailed design of the Ethel Active Transportation Corridor between Cawston St and the Okanagan Rail Trail. Work was not completed in 2024 because of internal scheduling.

2024 Budget:	83,000	Expected Completion:	Sep 2025
2024 Expenditures:	17,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>66,000</u>		

Strategic Direction: Transportation - More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	66,000	(57,000)	(9,000)	—	—	—	—



**2025 Carryover Request Details**

Service Area:	Transportation	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Bertram Multiuse Overpass		

Justification:

Carryover is requested to complete the construction of the Bertram Multiuse Overpass. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	10,928,000	Expected Completion:	Jun 2025
2024 Expenditures:	7,475,000		
2024 Budget Not Required:	—		
Carryover requested:	3,453,000		

Strategic Direction: Transportation - More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	3,453,000	(3,453,000)	—	—	—	—	—

Service Area:	Transportation	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Roads - Frost Rd Upgrades (w/utilities)		

Justification:

Carryover is requested for this project to complete the construction of Frost Rd (Killdeer to Chute Lake) including a new roundabout at Chute Lake Rd. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	1,985,000	Expected Completion:	Dec 2025
2024 Expenditures:	724,000		
2024 Budget Not Required:	—		
Carryover requested:	1,261,000		

Strategic Direction: Transportation - Capacity and traffic flow is enhanced on major road corridors

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	1,261,000	(202,000)	(1,059,000)	—	—	—	—

**2025 Carryover Request Details**

Service Area:	Transportation	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Roads - Glenmore Rd Upgrades		

Justification:

Carryover is requested to complete the Glenmore Active Transportation Corridor (Dallas to Yates). Work was not completed in 2024 because of external contractor delays.

2024 Budget:	1,315,000	Expected Completion:	Mar 2025
2024 Expenditures:	1,132,000		
2024 Budget Not Required:	—		
Carryover requested:	183,000		

Strategic Direction: Transportation - More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	183,000	(148,000)	(35,000)	—	—	—	—

Service Area:	Transportation	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Roads - Richter St Upgrades		

Justification:

Carryover is requested to undertake preliminary design for the Richter Corridor. Work is expected to commence following the completion of the Richter Corridor Study. Work was not completed in 2024 because of internal scheduling.

2024 Budget:	200,000	Expected Completion:	Dec 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	200,000		

Strategic Direction: Transportation - Capacity and traffic flow is enhanced on major road corridors

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	200,000	(45,000)	(155,000)	—	—	—	—

**2025 Carryover Request Details**

Service Area:	Transportation	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Roads - Sutherland Rd Upgrades		

Justification:

Carryover is requested to continue designing the Sutherland Avenue extension between Mill Creek and Spall. Work was not completed in 2024 because of additional stakeholder engagement.

2024 Budget:	525,000	Expected Completion:	Dec 2025
2024 Expenditures:	297,000		
2024 Budget Not Required:	—		
Carryover requested:	228,000		

Strategic Direction: Transportation - Capacity and traffic flow is enhanced on major road corridors

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	228,000	(48,000)	(180,000)	—	—	—	—

Service Area:	Transportation	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Active Transportation - Casorso 3		

Justification:

Carryover is requested to complete the construction at Casorso 3 (KLO Rd - Lanfranco Rd) active transportation corridor. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	539,000	Expected Completion:	Apr 2025
2024 Expenditures:	369,000		
2024 Budget Not Required:	—		
Carryover requested:	170,000		

Strategic Direction: Transportation - More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	170,000	(170,000)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Parks	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Greenhouse Expansion		

**Justification:**

Carryover is requested for the installation of temporary fencing and a water service to expand staging and assembly areas outside of the Parks yard, to support the forecasted expansion of greenhouse operations. Scheduling challenges delayed the start of this project, which is now underway and expected to be completed in Q1 2025.

2024 Budget:	33,000	Expected Completion:	Mar 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>33,000</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	33,000	(33,000)	—	—	—	—	—

Service Area:	Parks	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Hwy 97 & McCurdy Rd Tree Planting		

**Justification:**

Carryover is requested for the Hwy 97 Tree Planting & Black Mountain Tree Planting projects. There was a delay in securing contractors for these projects, which are now in progress expected to be completed in Q1 of 2025.

2024 Budget:	75,500	Expected Completion:	Mar 2025
2024 Expenditures:	100		
2024 Budget Not Required:	—		
Carryover requested:	<u>75,400</u>		

Strategic Direction: Climate & Environment -Include climate impact lens in City decision making

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	75,400	(75,400)	—	—	—	—	—

## 2025 Carryover Request Details

Service Area:	Parks	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Parks Masterplan		

### Justification:

Carryover is requested to continue work on the final stage of the Parks Masterplan. Progress was delayed in 2024 due to provincial legislative changes and rapid growth, requiring new population and residential growth predictions. Revised numbers for the Parks Master Plan were received in late 2024. The remaining work includes updating the parks model based on new data and addressing urban core park deficiencies. The project is expected to be completed by December 2025.

2024 Budget:	75,000	Expected Completion:	Dec 2025
2024 Expenditures:	9,200		
2024 Budget Not Required:	—		
Carryover requested:	<u>65,800</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	65,800	(65,800)	—	—	—	—	—

Service Area:	Parks	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Cook Road Boat Launch - Provincial Approvals		

### Justification:

Carryover is requested for ongoing consultant services associated with the Provincial approvals submitted for improvements to the Cook Road boat launch. This is a multi-year project relating to a complex Provincial Section 11 approval and a resolution is anticipated in 2025. Costs are shared with the partnering developer.

2024 Budget:	72,600	Expected Completion:	Dec 2025
2024 Expenditures:	49,300		
2024 Budget Not Required:	—		
Carryover requested:	<u>23,300</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	23,300	—	—	—	—	(23,300)	—

### 2025 Carryover Request Details

Service Area:	Parks	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Parkland Acquisition		

**Justification:**

Carryover is requested for parkland acquisitions initiated in late 2024 with completion dates in 2025.

2024 Budget:	7,472,000	Expected Completion:	Dec 2025
2024 Expenditures:	5,095,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>2,377,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	2,377,000	(261,000)	(2,116,000)	—	—	—	—

Service Area:	Parks	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	City Park		

**Justification:**

Carryover is requested for multiple projects at City Park, including the dog run at City Park, Kerry Park improvements and City Park Phase 2 final clean up. Work was not completed in 2024 due to external contractor delays and weather.

2024 Budget:	2,562,000	Expected Completion:	Jun 2026
2024 Expenditures:	1,189,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>1,373,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	1,373,000	(1,373,000)	—	—	—	—	—

## 2025 Carryover Request Details

Service Area:	Parks	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	DeHart Park		

**Justification:**

Carryover is requested to continue construction of DeHart Park which includes the washroom and pump track. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	11,180,000	Expected Completion:	Sep 2025
2024 Expenditures:	7,139,000		
2024 Budget Not Required:	—		
Carryover requested:	4,041,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	4,041,000	(3,326,000)	(715,000)	—	—	—	—

Service Area:	Parks	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Kelowna's Newest Waterfront Park		

**Justification:**

Carryover is requested for the continued work at Kelowna's Newest Waterfront Park which includes parks road frontage and completion of landscaping around the Kelowna Paddle Centre (KPC). Work was not completed in 2024 due to delays experienced by project partners.

2024 Budget:	2,059,000	Expected Completion:	Dec 2026
2024 Expenditures:	86,000		
2024 Budget Not Required:	—		
Carryover requested:	1,973,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	1,973,000	(1,360,000)	(613,000)	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Parks	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Mission Recreation Park		

**Justification:**

Carryover is requested to install protective netting at the Mission Recreation Park softball diamonds. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	2,634,000	Expected Completion:	Apr 2025
2024 Expenditures:	2,115,000		
2024 Budget Not Required:	—		
Carryover requested:	519,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	519,000	(519,000)	—	—	—	—	—

Service Area:	Parks	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Park Infrastructure & Facilities		

**Justification:**

Carryover is requested for this annual program to maintain and enhance park infrastructure and facilities. Carryover items include, but are not limited to, parks washrooms, accessibility improvements, irrigation renewal, playgrounds and other park improvements. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	642,000	Expected Completion:	Dec 2026
2024 Expenditures:	258,000		
2024 Budget Not Required:	—		
Carryover requested:	384,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	384,000	(337,000)	—	—	(36,000)	(11,000)	—



## 2025 Carryover Request Details

Service Area:	Sport & Recreation	Reason:	<b>BASE POL OPERATING CARRYOVER</b>
Title:	Event Support Policy		

### Justification:

Per the Event Support Policy No. 381, funds not expended in a focus area in any given year will be automatically carried over and retained for use in the same focus area in the subsequent year.

2024 Budget:	192,700	Expected Completion:	Dec 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>192,700</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	192,700	(192,700)	—	—	—	—	—

Service Area:	Arts & Culture	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Indigenous Community Engagement Framework		

### Justification:

Throughout 2024, with the guidance of consultants and in collaboration with Westbank First Nation, significant progress has been made toward developing a Memorandum of Understanding (MOU) and a Commitment to Reconciliation. Activities undertaken included staff and council forums, as well as the development of a draft document. These foundational steps have set the stage for deeper engagement. The ongoing focus is on finalizing the MOU and creating a Commitment to Reconciliation that reflects the values of all parties involved. Delays in the project timeline have arisen due to the need for careful and respectful relationship-building.

2024 Budget:	87,700	Expected Completion:	Dec 2025
2024 Expenditures:	26,700		
2024 Budget Not Required:	—		
Carryover requested:	<u>61,000</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	61,000	(51,000)	—	—	(10,000)	—	—

**2025 Carryover Request Details**

Service Area:	Parking	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Curb Space Management Strategy - Development		

Justification:

Carryover is requested to allow for development of a curb space management strategy. Staff were unable to launch this project in 2024 due to internal resource limitations and the reprioritization of projects. This strategy will support the effective management of curb space to enhance mobility and access for people and goods, particularly within town centres. In recent years, the demand for this space has continued to grow and broaden to accommodate new forms of mobility that require access.

2024 Budget:	40,000	Expected Completion:	Dec 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>40,000</u>		

Strategic Direction: Transportation -More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	40,000	(40,000)	—	—	—	—	—

Service Area:	Parking	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Recreation Parks and Facilities & Capri-Landmark Parking Studies		

Justification:

Phase 1 of the Parking study for recreation Parks and facilities is assessing increased parking demand at various city recreational facilities resulting from the Building a Stronger Kelowna (BSK) project bundle. It will recommend methods to manage demand, particularly during peak periods. The overall intent is to maximize the use of capital assets and protect valuable parkland for other amenities. This project was carried over to 2025 to better align with key milestones associated with BSK projects. The continuation of the parking study for the Capri-Landmark area is being done in conjunction with this project.

2024 Budget:	76,800	Expected Completion:	Dec 2025
2024 Expenditures:	400		
2024 Budget Not Required:	—		
Carryover requested:	<u>76,400</u>		

Strategic Direction: Transportation -More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	76,400	(76,400)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Parking	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Parking Infrastructure & Facilities		

**Justification:**

Carryover is requested for this annual program of parking infrastructure and facilities. Carryover items for consideration may include, but are not limited to, major maintenance to parkades, electric vehicle infrastructure and strategic initiatives, parking equipment and new off street parking. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	1,128,000	Expected Completion:	Dec 2025
2024 Expenditures:	517,000		
2024 Budget Not Required:	<u>134,000</u>		
Carryover requested:	477,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	477,000	(477,000)	—	—	—	—	—

Service Area:	Partnerships Office	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Partnerships Office Consulting		

**Justification:**

Carryover is requested for consulting services budget that was not utilized in 2024 due to scheduling conflicts, positions being filled late in the year and consulting contract delays. Significant projects are planned for 2025 including consulting services for UNESCO, MOU's and legal fees for significant partnerships, site analysis for strategic partnerships, P3 partnership exploration, strategy development for research development with academia partnerships and implementation strategies for current research partnerships. These projects are planned to commence in Q1/Q2 of 2025 with many consultants hired in contracts to start in early 2025.

2024 Budget:	448,100	Expected Completion:	Sep 2025
2024 Expenditures:	342,000		
2024 Budget Not Required:	<u>—</u>		
Carryover requested:	106,100		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	106,100	(106,100)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Kelowna Integrated Water Asset Management		

**Justification:**

Carryover is requested to continue collecting and updating the asset information. A consultant was retained in 2024 and work progressed but was not completed due to staffing challenges and shifting priorities. The remaining budget will be used to complete the final phase of updating the related asset inventories.

2024 Budget:	26,000	Expected Completion:	Dec 2025
2024 Expenditures:	16,500		
2024 Budget Not Required:	—		
Carryover requested:	9,500		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	9,500	—	—	—	—	—	(9,500)

Service Area:	Enabling Services	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	20 Year Servicing Plan and DCC Bylaw Update		

**Justification:**

These carryover funds from the previous DCC update will be used for an upcoming DCC update in 2025 to respond to new growth forecasts, infrastructure demand and changes to DCC legislation. This work was not completed in 2024 because new growth forecasts and clarification on legislation were not available.

2024 Budget:	87,300	Expected Completion:	Jun 2026
2024 Expenditures:	4,200		
2024 Budget Not Required:	—		
Carryover requested:	83,100		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	83,100	(76,200)	—	—	—	—	(6,900)

### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	2040 Infrastructure Plan Consulting Support		

**Justification:**

Carryover is requested to continue the work on the 2040 Infrastructure Plan. The 2040 Infrastructure Plan will be the City's updated asset management plan and set the direction for infrastructure investment until 2040. This is a multi-year project that was scheduled to be completed in 2024. Work was not completed due to staffing challenges and reprioritization of initiatives. Budget is for consultant support for this staff-led initiative to be completed in 2025.

2024 Budget:	92,200	Expected Completion:	Dec 2025
2024 Expenditures:	31,200		
2024 Budget Not Required:	—		
Carryover requested:	<u>61,000</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	61,000	(45,800)	—	—	—	—	(15,200)

Service Area:	Enabling Services	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Fleet Repair Garage - Hardy St. Facility Upgrades		

**Justification:**

Carryover is requested to fund facility upgrades to the aging Fleet Repair shop space including safety and technology improvements. Work planned for 2024 was delayed due to longer than anticipated lead times for necessary parts and equipment and is expected to progress in 2025 with completion planned for Q4 2026.

2024 Budget:	50,000	Expected Completion:	Dec 2026
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>50,000</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	50,000	(50,000)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Accessibility Improvements at Okanagan Heritage Museum		

**Justification:**

Carryover is requested to complete planned accessibility improvements at the Okanagan Heritage Museum. Delays occurred due to contractor availability. Completion is expected in Q2 2025.

2024 Budget:	109,600	Expected Completion:	Jun 2025
2024 Expenditures:	40,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>69,600</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	69,600	(28,700)	—	—	(40,900)	—	—

Service Area:	Enabling Services	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Furniture & Equipment - City Hall & Police Services Building		

**Justification:**

Carryover is requested for workstations and furniture to support remaining new staff positions that were not filled in 2024. Expected completion Q3 2025.

2024 Budget:	113,000	Expected Completion:	Sep 2025
2024 Expenditures:	61,900		
2024 Budget Not Required:	—		
Carryover requested:	<u>51,100</u>		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	51,100	(51,100)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	Provision of Shelter Services - Optimization of Physical Locations		

**Justification:**

The City is working with various organizations and community groups to improve the delivery of shelter services through coordinated efforts. Carryover is requested to allow continued exploration of land acquisition opportunities and related review of shelter site models and resource allocations.

2024 Budget:	21,000	Expected Completion:	Jun 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>21,000</u>		

Strategic Direction: Homelessness -Fewer people living on streets with mental health and/or addictions

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	21,000	(21,000)	—	—	—	—	—

Service Area:	Enabling Services	Reason:	<b>EXT EVENT OPERATING CARRYOVER</b>
Title:	4690 Hwy 97 Agricultural Considerations		

**Justification:**

The City is planning several measures to address the agricultural impacts related to the proposed exclusion of Agricultural Land Reserve property at 4690 Hwy 97, to facilitate the construction of a new transit centre in partnership with BC Transit. The project has experienced delays related to archaeological assessments and procedural requirements, and is expected to be completed in 2025.

2024 Budget:	472,600	Expected Completion:	Dec 2025
2024 Expenditures:	91,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>381,600</u>		

Strategic Direction: Transportation -More trips by alternative transportation modes

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	381,600	(381,600)	—	—	—	—	—

**2025 Carryover Request Details**

Service Area:	Enabling Services	Reason:	<b>SCHED OPERATING CARRYOVER</b>
Title:	Housing Accelerator Grant Program		

Justification:

Various Housing Accelerator Fund (HAF) initiatives were approved by council during 2024. Multiple initiatives had unforeseen delays due to staff and partnership constraints. Carryover is requested to complete these initiatives.

2024 Budget:	480,700	Expected Completion:	Dec 2025
2024 Expenditures:	386,300		
2024 Budget Not Required:	—		
Carryover requested:	94,400		

Strategic Direction: Affordable Housing -Increase affordable housing supply options

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	94,400	—	—	—	(94,400)	—	—

Service Area:	Enabling Services	Reason:	<b>DESIGNOPT OPERATING CARRYOVER</b>
Title:	Capital Planning Process Review		

Justification:

Following the Value for Money Audit (VFM) in early 2024 that included recommendations for capital planning and delivery processes to increase the City's infrastructure delivery capacity, staff implemented internal improvements and monitored the changes through the entire capital planning cycle. This budget will be used to support recommended improvements from the VFM and incorporate lessons learned through the past capital planning cycle.

2024 Budget:	50,000	Expected Completion:	Dec 2025
2024 Expenditures:	1,000		
2024 Budget Not Required:	—		
Carryover requested:	49,000		

Strategic Direction: Other -Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	49,000	(49,000)	—	—	—	—	—



### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Equipment and Vehicle (Growth)		

**Justification:**

Carryover is requested for both equipment and vehicles that were approved in 2024 but will be invoiced and delivered in 2025. These were delayed for various reasons including internal scheduling, vendor availability, and review of design options. These are for Growth vehicles/equipment and ordering is often tied to timing of recruitment of new staff.

2024 Budget:	1,660,000	Expected Completion:	Dec 2025
2024 Expenditures:	—		
2024 Budget Not Required:	—		
Carryover requested:	<u>1,660,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	1,660,000	(1,277,000)	—	—	—	—	(383,000)

Service Area:	Enabling Services	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Building Systems & Infrastructure		

**Justification:**

Carryover is requested for this annual program of building systems and infrastructure. Carryover items for consideration may include, but are not limited to, replacing end of life equipment, energy efficiency improvements and general building renewal items. Work was not completed in 2024 because of external contractor delays.

2024 Budget:	300,000	Expected Completion:	Jun 2025
2024 Expenditures:	263,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>37,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	37,000	(37,000)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Server & Data Storage		

**Justification:**

Carryover is requested for this annual program for server and data storage. Carryover items for consideration may include, but are not limited to, advance the implementation of disaster recovery infrastructure and aids the cyber security program in safeguarding the City's digital assets. Work was not completed in 2024 because of internal scheduling.

2024 Budget:	860,000	Expected Completion:	Jun 2025
2024 Expenditures:	518,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>342,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	342,000	(342,000)	—	—	—	—	—

Service Area:	Enabling Services	Reason:	<b>SCHED CAPITAL CARRYOVER</b>
Title:	Major Systems		

**Justification:**

Carryover is requested for this annual program for major systems. Carryover items for consideration may include, but are not limited to, modernization of legacy applications, analytic solutions, and dashboards. Work was not completed in 2024 because of internal scheduling.

2024 Budget:	1,372,000	Expected Completion:	Dec 2025
2024 Expenditures:	904,000		
2024 Budget Not Required:	—		
Carryover requested:	<u>468,000</u>		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	468,000	(468,000)	—	—	—	—	—

### 2025 Carryover Request Details

Service Area:	Enabling Services	Reason:	<b>EXT EVENT CAPITAL CARRYOVER</b>
Title:	Property Acquisition		

**Justification:**

Carryover is requested for property acquisitions initiated in late 2024 that were not completed until 2025.

2024 Budget:	3,455,000	Expected	Dec 2025
2024 Expenditures:	2,301,000		
2024 Budget Not Required:	—		
Carryover requested:	1,154,000		

Strategic Direction: Other - Supports Base Business

Year	Cost	Reserve	DCC Reserve	Borrow	Grant	Other Revenue	Utility
2025	1,154,000	(1,154,000)	—	—	—	—	—



# 2025 Financial Plan

## Carryover Budget – Volume 2

# Agenda

- ▶▶ What is a carryover?
- ▶▶ Cash flow budgeting
- ▶▶ Three-year comparison
- ▶▶ 2025 Carryover volume





# What is a Carryover?

- Movement of budget for projects delayed or planned as multi-year
- Municipal budgets are approved on an annual basis
- Project budgets must be added to the next budget year to continue
- Corporate financial policy and guidelines
- Request must be justified and meet eligibility criteria



# Cash Flow Budgeting

- Transitioning from full project budgeting to cash flow budgeting
- Multi-year capital projects based on cash flow in each budget year
- Cash flow budgeting:
  - Improves financial planning
  - Stabilizes the tax rate
  - Supports informed decisions
  - Enables real-time budget monitoring and adjustments
  - Reduces carryover projects

# Three Year Comparison (\$ millions)

	2025	2024	2023
Total Carryover	\$48M	\$279M	\$237M
Operating	\$5M = 10%	\$9M = 3%	\$19M = 8%
Capital	\$44M = 90%	\$270M = 97%	\$218M = 92%
Number of requests	87	269	262





## FINANCIAL PLAN

Kelowna, BC Canada  
Carryover Budget

# 2025

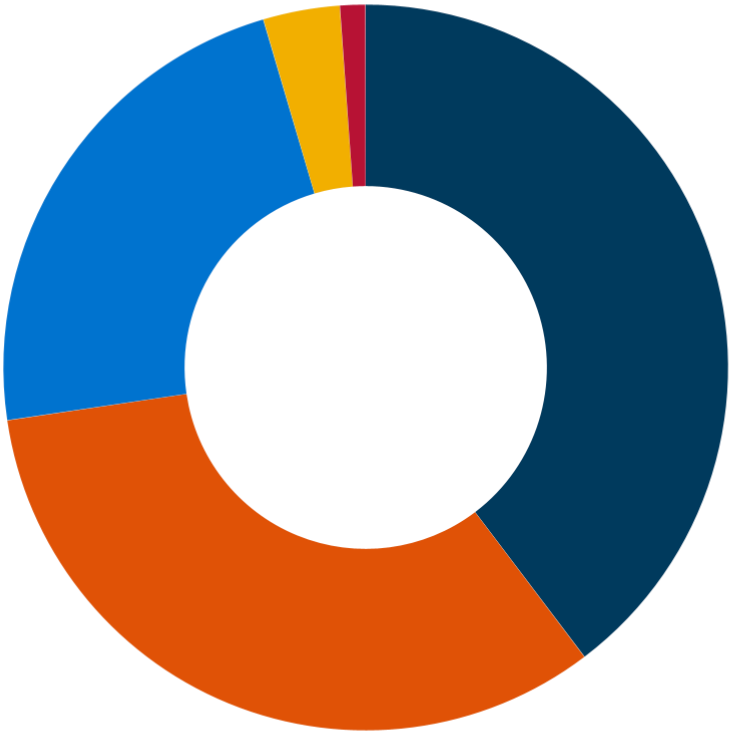
Volume 2



# 2025 Carryover Volume

- Total carryover value \$48.4M
  - Operating \$4.9M
  - Capital \$43.5M
- Carryover Reason Codes
  - External Event
  - Scheduling Demands
  - Multi-Year
  - Program
  - Design Options
  - Council Approval
  - Council Policy
  - Awaiting Grant Information

# 2025 Carryover Reasons

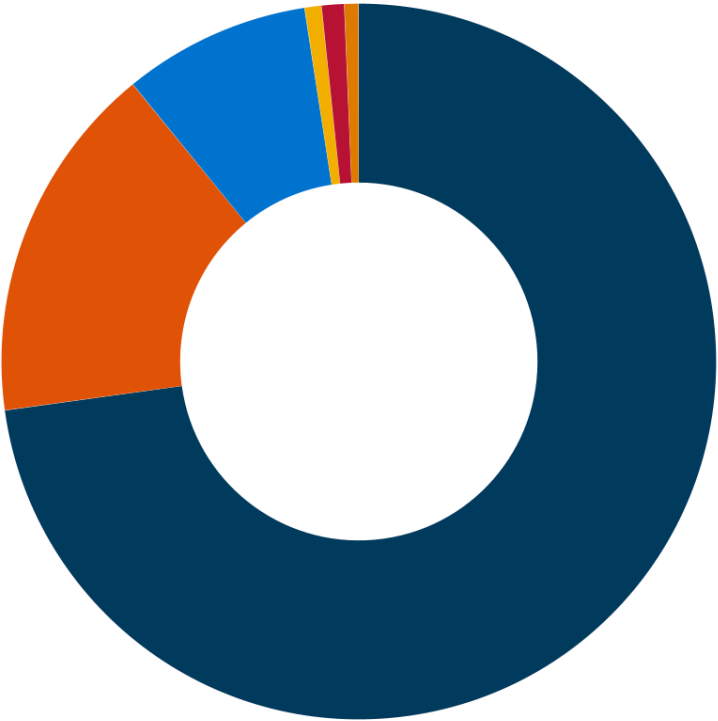


- Multi-Year 40%
- External Event 33%
- Scheduling Demands 23%
- Design Option 3%
- Council Approved or Policy 1%

**Total Requests: 87**



# 2025 Carryover Funding



- Reserve 73%
- DCC Reserve 16%
- Grant 8%
- Other Revenue 1%
- Utility 1%
- Borrow 1%

**Total Requests: \$48.4M**





Questions?

# Report to Council



**Date:** March 10, 2025  
**To:** Council  
**From:** City Manager  
**Subject:** Update on the Redevelopment of Parkinson Recreation Centre

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**Recommendation:**

THAT Council receives for information this report, dated March 10, 2025, for the Redevelopment of Parkinson Recreation Centre.

**Purpose:**

To update Council on reaching major milestones as part of the Building a Stronger Kelowna initiative, specific to the Redevelopment of Parkinson Recreation Centre.

**Background:**

The Redevelopment of Parkinson Recreation Centre has been a priority for the City of Kelowna for over a decade. The [Indoor Recreation Facilities Strategy](#) identified the Redevelopment of Parkinson Recreation Centre as an important investment to meet the wellness needs of the community.

In 2023, Council endorsed funding to plan, design, and construct the Building a Stronger Kelowna Initiative that included the Redevelopment of the Parkinson Recreation Centre. Following funding approval, plans were immediately set in motion to support the comprehensive planning and delivery of each element of the initiative.

**Project Status**

A dedicated project team has been formed to oversee the Redevelopment of Parkinson Recreation Centre, employing an Integrated Project Delivery (IPD) model. This model fully integrates project teams to leverage the combined skillset in a contractual agreement to maximize the project outcome, mitigate risks, reduce waste, and enhance operational efficiency. The Integrated Project Delivery Team, consisting of 10 partner organizations, spent the past nine months intensively refining the design plans, constructability and schedule influence for the Redevelopment of the Parkinson

Recreation Centre, resulting in comprehensive plans for a state-of-the-art facility that meets Kelowna’s needs and reflects the Okanagan region. This design process involves all key parties —such as architects, engineers, and trade partners (builders) in a co-location environment to establish collaboration to review and confirm that the project goals and plans meet the agreed-upon objectives that have been confirmed to meet the details outlined in the Council adopted functional plan. An executive summary of the design plans is attached.

In addition to the design plans a Form and Character Development Permit for the project has been submitted. Form and character guidelines ensure developments occur in a way consistent with the Official Community Plan. They cover the outward facing elements of a building, including landscaping, site layout, circulation and access as well as building shape and the exterior design and finishes.

### Redevelopment of Parkinson Recreation Centre Design Highlights

The design process is highly collaborative and substantiates that what is delivered to the community is to the right standard for service and accessibility needs, securing competitions and events, and will meet community needs within the necessary budget and timeline.

The Redevelopment of Parkinson Recreation Centre will include an aquatics program, gymnasium, fitness centre, childcare, multi-purpose activity rooms, and general administrative spaces. The park amenities include sports fields, courts, plazas, playgrounds, and walking/cycling trails.

The design plans for the Redevelopment of Parkinson Recreation Centre achieve all of the goals identified in the functional plan endorsed by Council in April 2023. The functional plan asked for amenities that were inclusive, accessible, and welcoming. The design plans for the centre will be 3.2x larger – accommodating Kelowna’s growth, offering more swimming, gym space, courts, and multi-use areas for events, tournaments, and community wellness. Amenity highlights include:

### Facility Amenities

Athletic Program	5x larger	Three full-sized gyms for recreation and competition	✓
		Walking/running track	✓
		Enhanced fitness centre	✓
Aquatic Program	2.5x larger	10 lane x 25m lap pool	✓
		Leisure pool	✓
		Family hot pool	✓
		Wellness area	✓
Athletic/Aquatic Support	1.7x larger	Change rooms	✓
		Equipment storage	✓
		Tournament room	✓
		Administration	✓
Customer Service/Partners	2.2x larger	Lobby and reception welcome users and connect visitors	✓
		Gathering spaces	✓
		Multi-purpose rooms	✓

		Community kitchen	✓
		Childcare and youth areas	✓
		ORL express library	✓
Building Operations	1.7x larger	Mechanical/electrical	✓
Overall Building	3.2x larger	LEED Gold	✓
		Zero Carbon Building Design	✓

### Park Amenities

Apple Bowl Commons	Public space link between Apple Bowl, RPRC and future SD23 school	✓
Plaza (outdoor event space)	An open space designed to integrate inside/outside programming, events and celebrations	✓
Sports Fields	6 sports fields	✓
Sport Courts	24 pickleball courts	✓
	4 Tennis courts	✓
Multi-Sport Box	Supports hockey, lacrosse, dry-land training, and special events	✓
Outdoor Fitness	Circuit training for seniors	✓
Children's Play Space	Two accessible playgrounds	✓
	Dedicated space for childcare	✓
Walking and Cycling Trails	A cycle track will connect to the Okanagan Rail Trail	✓
	Multi-use pathways will connect to Mill Creek	✓
Cultural Gathering Space	A cultural gathering space will be on the north bank of Mill Creek.	✓

### Development Permit for Form and Character

A Form and character permit has been submitted to ensure consistency of this landmark facility with Official Community Plan guidelines. The submission package has been received by staff and include details about the outward facing elements of a building, including landscaping, siting, circulation and access as well as building shape and the exterior design and finishes.

The Redevelopment of Parkinson Recreation Centre is expected to have use of natural materials that reflect the rolling hills, flowing lake, and rich textures of the Okanagan Valley, shaped in collaboration with syilx/Okanagan members of the Westbank First Nation.

Themes are expressed in the exterior cladding and building structure and timber elements used in the entry and extensive canopies. An expansive timber roof will unite the facility, with an extensive canopy to the west entry, supported by 13 columns, reflective of the seasons of the sylix 13-moon lunar calendar. Additional features include:

- **Park Amenities** - The campus integrates with the building, supporting the Mill Creek restoration, sports fields, courts, and the Apple Bowl.
- **Transportation Connections** - A cycle track will connect to the Okanagan Rail Trail with multi-use pathways linking to Mill Creek, new bus stop amenities will improve transit access and three parking lots with approximately 700 spaces, conveniently located near entrances, outdoor amenities, and the childcare area for drop-offs/pick-ups, as well as secure bike parking.
- **Building Placement and Relationship to Mill Creek** - Located near the north end of Parkinson Park, south of the Apple Bowl, and close to Mill Creek, the redeveloped Parkinson Recreation Centre integrates into the park. The L-shaped, 2-storey building features a gymnasium in the north wing and aquatics in the south wing. The design creates a porch-like area opening towards the playing fields and connecting to Mill Creek.
- **Sustainable Building Operations that meet Sustainability Goals** - The building will achieve both LEED Gold and Zero Carbon Building Design certifications.
- **Accessibility** - The Redevelopment of Parkinson Recreation Centre design is working to achieve Rick Hansen Foundation (RHF) Accessibility Certified Gold.
- **Facility Longevity that is Thoughtfully Designed** - The Redevelopment of Parkinson Recreation Centre has been meticulously planned to ensure each building component and system provides long-term efficiency and effectiveness, benefiting residents for decades.

### Next Steps

With the design plans for the Redevelopment of Parkinson Recreation Centre agreed upon by all partners, and the Form and Character Development Permit submitted, these milestones initiate site mobilization and the start of construction.

The Form and Character Development Permit for the Redevelopment of Parkinson Recreation Centre is anticipated to be considered by Council in April, followed by Building Permits.

A formal groundbreaking event is anticipated this spring.

Detailed design, procurement and documentation will be ongoing. Coordination and completion of many major design tasks, site preparations and construction will run concurrently for efficiency in project delivery.

Following the successful completion of all construction and commissioning activities, the Redeveloped Parkinson Recreation Centre is anticipated to open in 2027 with the demolition of the existing Parkinson Recreation Centre in 2028.



**Internal Circulation:**

Partnership &amp; Investments

Active Living &amp; Culture

Infrastructure

Financial Services

Communications

**Existing Policy:**

[The Indoor Recreation Facilities Strategy](#) identified RPRC as an important investment in meeting the wellness needs of the community.

[Imagine Kelowna](#) helps shape our priorities and provides the foundation for future strategies and Projects.

[2040 OCP](#) sets a strategic course for the next 20 years as to how our city should grow.

[The Kelowna Community Sport Plan](#) guides collaboration between the City of Kelowna and the sport community.

**Considerations not applicable to this report:****Legal/Statutory Authority:****Legal/Statutory Procedural Requirements:****Financial/Budgetary Considerations:****Personnel Implications:****External Agency/Public Comments:**

Submitted by: D. Edstrom, Divisional Director, Partnerships & Investments

**Attachments:**

Attachment 1: Redevelopment of Parkinson Recreation Centre Design Plans Executive Summary

Attachment 2: Letters of Support

- Diamond Schmitt Architects Inc. in support of Rick Hansen Foundation (RHF) Accessibility Gold Certification
- Indigenous Collaborators from Westbank First Nation
- Interior Health
- Kelowna Aquajets
- Pacific Sport
- Special Olympics Kelowna
- Swim BC
- Tourism Kelowna
- UBCO Heat Athletics & Recreation
- UBCO, School of Exercises Sciences



# Redevelopment of Parkinson Recreation Centre Design Plans Executive Summary



## Project Overview

Inspired by Council endorsed guiding principles established for prioritizing program needs and amenities.

### Council Endorsed Principles



People  
Focused



Good  
Stewards



Innovative



Cultivate  
Partnerships



Sustainable

The Redeveloped Parkinson Recreation Centre will reside on a 19.4-hectare site, equivalent to 20 CFL football fields. The park will be easily accessible to pedestrians, cyclists, transit users, and link to the Okanagan Rail Trail. The park will connect to the Apple Bowl, Parkinson Activity Centre (PAC), and Mill Creek.

The Redeveloped Parkinson Recreation Centre will include an aquatics program, gymnasium, fitness and training rooms, multi-purpose spaces, activity rooms, and general administration spaces. Park amenities include sports fields, courts, plazas, playgrounds, and walking and cycling trails.



### Integrated Project Delivery (IPD)

The IPD team used Lean Project Delivery practices to guide their work.

The team embraced the intentional integration of design and construction practices to optimize permitting and streamline operations. Demonstrating the true intention of Lean, they pushed boundaries by removing silos and function as one team. This foundation supports adaptive, agile planning and keeps the project on track.

Overall, the IPD team has embraced this collaborative project management process. The Project Management Team (PMT) and Senior Management Team (SMT) are supportive of the objectives surrounding the joint governance process.



### Project Scope Summaries

The project scope for the Redevelopment of Parkinson Recreation Centre follows the development of the Facility Performance Requirements completed in 2024 and clarified by the team with extensive reviews with City staff, establishing the Functional Program, as part of this process. The facility will include several key areas; athletics, aquatics, general program areas, customer service and administration, as well as building operations to support the facility.



## Athletics

The athletic program consists of a triple gymnasium. The gym will be constructed of a sprung hardwood floor, capable of supporting competition basketball, volleyball, pickleball, badminton as well as recreation drop-in activities. One main court will allow for event viewing for approximately 1000 spectators with movable retractable seating. Each gymnasium will have accessible storage rooms for equipment. The gymnasium will be surrounded by an elevated 4-lane running/walking track with curved corners. An open fitness area will provide strength training, cardiovascular and functional fitness amenities. Two group fitness studios next to the fitness area will provide space for classes such as aerobics, yoga or dance, in rooms supported with sprung floors and generous storage areas. The fitness area will be supported with a coordinators office as well as an interview room to provide private assessments for patrons. An outdoor fitness area will be provided, accessible from the open fitness area.



## Aquatics

The aquatics program includes three areas; the lane pool, the leisure pool, and the wellness area, which includes hot and cold plunge pools as well as steam room and sauna. The lane pool will be a 10-lane x 25 metre pool with lane dividers, starting blocks, and timing devices. It will accommodate competition events as well as water polo training, aquacise and swimming lessons.

The leisure pool will support recreation activities for children and families as well as provide space for teaching and fitness. The leisure pool will include a gradual stepped entry as well as an accessible ramp and includes a connected three lane pool to support competition and other programs. The leisure pool will have various spray water features and a winding lazy river. Connected to the leisure pool will be a family hot pool. The wellness area will include both an adult hot pool and a cold plunge pool located next to the steam room and sauna for therapy and recreational use.

The aquatics administration area will include a control room, aquatics office, guard change room and first aid room. Pool support and mechanical space will be provided at deck level for efficient maintenance access.



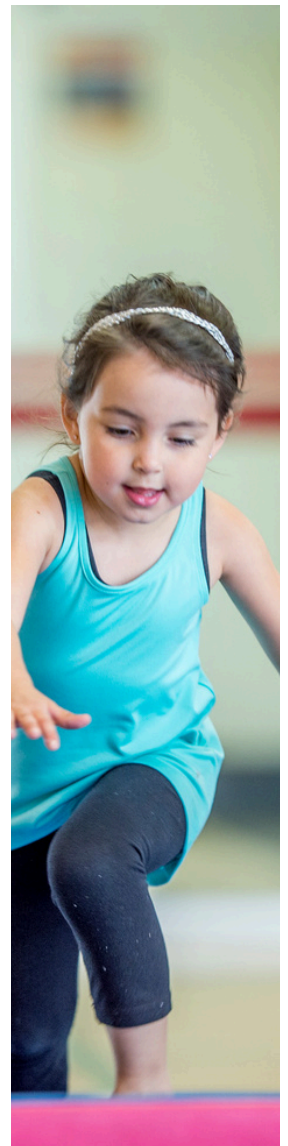
### General Program

A variety of amenities will support community events and activities. A large multipurpose room can host large and small events and be subdivided with acoustic partitions, with access to outdoor space. Next to it, a community teaching kitchen can function independently or connect to the event space. Three additional multipurpose rooms, including a creative arts space for creative activities, will accommodate smaller groups.

A multi-use/tournament room will be provided, able to be subdivided into three separate rooms, to accommodate registration, officials and breakout meetings.

The Okanagan Regional Library will have a public-facing and flexible 'express branch'.

There will also be two dedicated Childcare and Out of School Care (OOSC) program spaces with 24 spaces for K-1, and 30 spaces for 2-5. The licensed Childcare will provide space for 37 children with an associated outdoor playground space as well as provide additional multipurpose room space.





### **Customer Service**

The main public lobby will serve as the facility's hub, connecting all program elements upon entry. It will offer clear wayfinding, space to relax, and views of activities. A reception area will be located next to the lobby to welcome patrons, support programs and memberships, and ensure security for controlled areas like fitness and aquatics. The lobby will feature displays on Central Okanagan sports history and Hall of Fame members. A concession will provide refreshments, while informal gathering spaces throughout the facility will foster community interaction, lounging, and socializing.



### **Administration**

A dedicated facility administration space will be provided with a mix of offices and open workstations, complemented with meeting space, storage and support.



### **Building Operations**

A dedicated shipping and receiving area as well as garbage and recycling and a maintenance shop will be provided to ensure the efficient handling, storage and maintenance of materials and equipment. Ease of access to the exterior as well as efficient distribution through the building will be a consideration. Custodial rooms will be efficiently distributed throughout the building.



### **Site & Landscape**

The landscape master plan strives to capture the spirit and essence of the existing Parkinson Recreation Centre through the preservation of the natural open park character while enhancing connectivity, active sport, multi-use open space and opportunities for culturally significant experiences.

The program is comprised of the following elements:

- Transportation alignment of vehicle, pedestrian and cyclist networks
- Connection to the Apple Bowl that supports events and allows for future expansion
- New parking lots and adjustment of existing parking lots to meet parking needs
- Integration of the existing Parkinson Activity Centre into the overall master plan
- Six sports fields
- Twenty-four pickle ball courts and four tennis courts
- Multi-court box
- Multi-use grass areas for community events, informal training, cultural and social activities
- Accessible playgrounds to replace existing
- Integration with Mill Creek restoration project
- Childcare outdoor space
- Relocation of existing outdoor fitness equipment



## Indigenous Collaboration Approach

From the project's inception, the inclusion of Indigenous perspectives has been integral in shaping a facility that is both respectful and reflective of the rich cultural heritage of the syilx/Okanagan people. This collaborative approach has been essential in fostering unity and mutual respect, which are key to the project's success and long-term sustainability. The consultation process has been rooted in meaningful dialogue with Indigenous leaders, Elders, and community members. Their valuable insights and traditional knowledge have been thoughtfully incorporated into the design and functionality of the facility. Key elements of the collaboration include:

- **Creation of Culturally Inclusive Spaces:** Thoughtful design ensures that the facility includes spaces for cultural ceremonies, storytelling, and educational workshops, making it welcoming for all community members.
- **Design Inspired by Indigenous Collaboration:** An intentional effort was made to avoid designing a building that looked and felt institutional. Instead, materials inspired by the natural environment were chosen. The shape and curvature of the building are welcoming and organic, with hard lines removed. Materials like wood were celebrated for their texture and finish. Design elements like the shape of the roof, material choices, such as exterior cladding that features vertical patterning reflective of tule reeds, the natural ventilation system that mimics traditional pit houses, organic shapes of the campus landscape design, and the connection to water with Mill Creek reflect the living history of syilx/Okanagan people
- **Commitment to Environmental Stewardship:** Reflecting Indigenous values, the redevelopment prioritizes sustainability and environmental responsibility.
- **Incorporation of Indigenous Art and Symbolism:** The facility will feature Indigenous art and symbolism, creating a connection to Indigenous ways of knowing and being.





### Project Delivery Summary

The Integrated Project Delivery Team began the design process in May 2024 and completed it in February 2025. Site preparations are anticipated this spring (2025) with construction beginning this summer (2025). Design and documentation are ongoing with coordination and completion of many major design tasks, site preparations and construction will run concurrently while detailed design is carried out and completed throughout 2025. Following the successful completion of all construction and commissioning activities, the Redeveloped Parkinson Recreation Centre is anticipated to open in 2027 with the demolition of the existing Parkinson Recreation Centre in 2028.



**Building a  
Stronger  
Kelowna**

Community, Sport &  
Wellness Facilities





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www.dsai.ca  
info@dsai.ca

City of Kelowna  
1435 Water Street  
Kelowna, BC V1Y1J4

**Attn: Derek Edstrom, Divisional Director, Partnerships & Investments**

Dear Derek,

The Redevelopment of the Parkinson Recreation Centre and Campus is working to achieve Rick Hansen Foundation (RHF) Accessibility Certified Gold. This rating system is designed to measure and certify the level of meaningful access of buildings and sites.

As an RHFAC Professional, I have worked alongside the design partners within the project team to provide feedback on design decisions that impact accessibility. A preliminary RHFAC Rating Survey v4.0 was developed during Validation to confirm within the project team a pathway to certification and identify priority accessibility features including:

- Accessible access to all program areas and facility features
- Barrier-free entrances and exits
- Accessible washrooms and change facilities
- Clear and easy-to-read signage which incorporates tactile elements and Braille
- Elevators and ramps where necessary
- Wide pathways, corridors, and doorways to accommodate a variety of mobility devices
- Enhanced lighting levels at exterior lit pathways
- Sensory quiet rooms

As the design continues to develop, the Rating Survey will be refined to reflect these updates. Together, as a team, we are confident in the project's ability to achieve RHFAC Gold and the team's ability to build a facility and campus that exemplifies the City of Kelowna's dedication to creating an environment that is accessible, user-friendly, and accommodating to people of all abilities.

Thank you,



Caroline Inglis  
Architect AIBC  
CPHD, LEED AP BD+C®  
RHFAC Professional

February 10, 2025

City of Kelowna  
1435 Water Street  
Kelowna BC, V1Y1J4

Attention: Amy Johnston, Senior Project Architect

Re: Letter of Support for the Redevelopment of Parkinson Recreation Centre (PRC)

We are writing as Indigenous Collaborators working alongside the *Building a Stronger Kelowna* project team, with the approval of Westbank First Nation (WFN) and the Okanagan Nation Alliance (ONA), to represent Indigenous perspectives and the syilx/Okanagan living history of the region.

We wish to express our strong support for the outstanding efforts in Indigenous integration, collaboration, and consultation that have been fundamental to the planning and design of the redeveloped Parkinson Recreation Centre.

Our collaboration with the City of Kelowna on this redevelopment has evolved from visioning workshops to a more formalized role as Indigenous Collaborators. Together, we are working to design a space that not only honors syilx/Okanagan culture but also fosters a deep sense of belonging for all community members.

From the project's inception, the inclusion of Indigenous perspectives has been integral in shaping a facility that is both respectful and reflective of the rich cultural heritage of the syilx/Okanagan people. This collaborative approach has been essential in fostering unity and mutual respect, which are key to the project's success and long-term sustainability.

The consultation process has been rooted in meaningful dialogue with Indigenous leaders, Elders, and community members. Their invaluable insights and traditional knowledge have been thoughtfully incorporated into the design and functionality of the facility.

Key elements of the redevelopment include:

- **Creation of Culturally Inclusive Spaces:** Thoughtful design ensures that the facility includes spaces for cultural ceremonies, storytelling, and educational workshops, making it welcoming for all community members.
- **Commitment to Environmental Stewardship:** Reflecting Indigenous values, the redevelopment prioritizes sustainability and environmental responsibility.
- **Incorporation of Indigenous Art and Symbolism:** The facility will feature Indigenous art and symbolism, creating a connection to Indigenous ways of knowing and being.

The redeveloped PRC will serve as a vibrant community hub where residents can come together to connect, learn, and build stronger relationships. This state-of-the-art, sustainable facility is designed with a strong emphasis on accessibility and inclusivity, ensuring it meets the needs of individuals of all ages, abilities, and backgrounds.

We commend the City of Kelowna and all partners involved in this meaningful project and look forward to seeing the continued positive impact of this collaborative effort.

Sincerely,

*LTeichroeb*

Llana Teichroeb  
Westbank First Nation Elder

*KKosik*

Kim Kosik  
Westbank First Nation Member

February 4, 2025

City of Kelowna  
1435 Water Street  
Kelowna, BC V1Y1J4

Attention: Mariko Siggers, Community & Neighbourhood Services Manager

**Re: Letter of Support for the Redevelopment of Parkinson Recreation Centre (PRC)**

Dear Mariko,

I am writing to express my enthusiastic support for the redevelopment of PRC. This project represents a significant opportunity to enhance the health and well-being of our community and region.

Interior Health's mission is to promote healthy lifestyles and provide needed health services in a timely caring and efficient manner, to the highest professional and quality standards. As a public recreation facility, PRC is a cornerstone in providing programs and services which address chronic disease prevention and management, maintenance of health and improved quality of life inclusive to all community members. The redeveloped PRC will provide Interior Health with a state-of-the-art space to program, in collaboration with the City of Kelowna, initiatives that will directly support community health and wellness. Specialized exercise classes like PWR!Moves for Parkinson's, FAME (Fitness and Mobility Exercise) for stroke survivors, and Minds in Motion for individuals with early dementia not only provide physical benefits but also foster a strong sense of community, offering participants a supportive environment to connect with others facing similar challenges. By combining exercise with social engagement, these classes empower individuals to improve their quality of life and create a sense of belonging in a positive and encouraging space.

Beyond the physical benefits, the redeveloped PRC will serve as a vibrant social center where individuals and families can gather, build relationships, and strengthen community connections. Social interactions within this space are crucial for mental well-being, as they help to reduce feelings of isolation and loneliness. By providing a welcoming environment for social engagement, the facility will play a vital role in nurturing a supportive and inclusive community.

Interior Health would like to recognize and acknowledge the traditional, ancestral, and unceded territories of the Dākelh Dené, Ktunaxa, Nlaka'pamux, Secwépemc, St'át'imc, syilx, and Tšilhqot'in Nations where we live, learn, collaborate and work together.

In conclusion, the redevelopment of PRC is a transformative project that will significantly benefit our community. It will offer innovative programs, promote social connections, and contribute to the overall well-being of individuals and families in our region. I strongly support this initiative and look forward to the positive impact it will have on our community.

Please do not hesitate to reach out if you have any questions.

Sincerely,



Laura Dyck BScPT  
Allied Health Manager Central Okanagan  
Email: [laura.dyck@interiorhealth.ca](mailto:laura.dyck@interiorhealth.ca)

Interior Health would like to recognize and acknowledge the traditional, ancestral, and unceded territories of the Dākelh Dené, Ktunaxa, Nlaka'pamux, Secwépemc, St'át'imc, Syilx, and Tšilhqot'in Nations where we live, learn, collaborate and work together.



On behalf of the coaches, swimmers and parents I would like to convey our full support for the redevelopment of the Parkinson Recreation Centre (PRC)

The redevelopment of the PRC presents an exciting opportunity for added growth for the Aquajets and offer more kids in the community the opportunity to improve their swimming abilities and move on to Local, Regional, National and Olympic level competitions.

The club motto, "Dedication, Determination, and Pride," is on the back of every KAJ t-shirt and reflects our commitment to developing well-rounded individuals, both in and out of the pool.

The new PRC would offer an expanded opportunity for KAJ to continue building a culture where commitment, teamwork and excellence are embraced, where every individual achievement is celebrated, and teamwork is promoted. KAJ believes swimming is a lifelong sport, recognizing that each swimmer's growth and development is individual, aiming to provide a path for each swimmer to keep their love for the sport and continue to swim for life and the new PRC will form an integral part of this legacy.

Beyond swimming athletes at KAJ learn confidence, leadership, and sportsmanship, while having fun and getting the technical and tactical skills needed to succeed as a competitive swimmer laying a solid foundation for their future built around patience, resilience and competition.

Regards

Grant Donnelly

President Kelowna Aquajets

**Kelowna AquaJets Swim Club**

P.O. Box 29215, Kelowna, British Columbia V1W 4A7 **t** 250.769.1322 **w** [kelownaaquajets.com](http://kelownaaquajets.com)



To Whom It May Concern,

**Re: Redevelopment of Parkinson Recreation Centre**



As Executive Director for PacificSport Okanagan, I am pleased to provide a letter of support for the City of Kelowna's redevelopment plan of Parkinson Recreation Centre.



PacificSport Okanagan works in collaboration with local, regional, and national partners to promote quality sport by encouraging practices that make sport programs more accessible, inclusive safe, and technically sound. Our organization provides dedicated support to more than 100 registered athletes and coaches, in addition to hosting community sport programs and event for youth to adults. Through partnerships with recreation departments, school districts, health authorities and local sport organizations, PacificSport Okanagan delivers programming for the Canadian Sport for Life movement, improving the quality of sport and physical activity in Canada.



PacificSport Okanagan has a long standing and collaborative relationship with the City of Kelowna with shared goals of increasing access to sport and recreation in creating healthy and active communities. We can see through our own programming the continued need to prioritize increased access to recreation facilities in Kelowna. It is our understanding that this planned development will serve to increase access to a variety of programming and support healthy and active lifestyles. The goal is to provide a safe, accessible, and inclusive space to participants in our community.



Fraser Valley  
Interior BC  
Northern BC  
Okanagan  
Vancouver Island

Thank you for your time and consideration of this project.

Sincerely,



**Michelle Webster, MBA**  
Executive Director, PacificSport Okanagan







305–4420 Chatterton Way  
Victoria BC. V8X 5J2

(778) 430-9100  
www.swimbc.ca

February 20, 2025

Doug Nicholas  
Sports and Events Services Manager,  
City of Kelowna,  
Kelowna, BC V1Y 1J4  
DNicholas@kelowna.ca

Re: Letter of Support for the Redevelopment of the Parkinson Recreation Centre

On behalf of Swim BC, I am pleased to provide this letter of support for the redevelopment of the Parkinson Recreation Centre, including the much-needed expansion of the aquatic facilities. This project represents a significant investment in the community, ensuring greater access to aquatic programming and strengthening Kelowna's ability to support both grassroots and competitive swimming.

The planned expansion from a 6-lane, 25-metre pool to a 10-lane, 25-metre tank will offer enhanced training and development opportunities for local athletes, including members of the Kelowna AquaJets Swim Club. This increased capacity will allow for more efficient training sessions, better accommodating the needs of both competitive and recreational swimmers. Furthermore, the upgraded facility will provide Kelowna and the broader Interior region with the infrastructure required to host Provincial Divisional-level competitions—an important step in growing the sport of swimming outside major metropolitan centres.

Swim BC strongly supports investments in high-quality aquatic infrastructure that enable swimmers of all levels to develop their skills, pursue excellence, and participate in a sport that fosters lifelong fitness and well-being. This redevelopment will not only benefit local athletes but will also contribute to the broader swimming community by expanding competition opportunities and increasing engagement in the sport.

We commend the City of Kelowna for its commitment to enhancing aquatic sport opportunities and urge all stakeholders to support this important project. Should you require any further information or support from Swim BC, please do not hesitate to reach out.

Sincerely,

Ken Radford  
Executive Director

Swim BC acknowledges the financial support of the Province of British Columbia





Kelowna City Council  
1435 Water St, Kelowna BC

February 27, 2025

Dear Council Members

Please let this letter serve as our unquestionable support for the building of the new Parkinson Recreation Centre. Special Olympics Kelowna is the largest Local in British Columbia. We currently have 205 athletes, participating in 17 sports. Finding accessible and inclusive venues is challenging, and while the City Staff has always been fantastic at facilitating our needs, the proposed new infrastructure would make our programming/scheduling better, allowing us to continue expanding. Although our enrollment looks good on paper, we know we are only reaching a fraction of the Kelowna population that could benefit from our programs.

A new, larger, state of the art facility is desperately needed in our community. With the growing population, competition for the limited available rentals is becoming worse each year. We are the fastest growing City in Canada, and I feel that in order to keep up with the community's recreational desires, building new infrastructure is timely.

We hope that our City Council will provide the necessary approvals to keep this project moving forward. Our dream would be that the new Parkinson Recreation Center will be the training facility for Special Olympics Kelowna for years to come.

Respectfully

Leo Rutledge – Local Coordinator  
Special Olympic Kelowna  
250-991-9759  
kelowna@specialolympics.bc.ca

February 23, 2025

Attn: Doug Nicholas  
Sport & Event Services Manager | City of Kelowna

**Re: Letter of Support for the Redevelopment of Parkinson Recreation Centre**

On behalf of Tourism Kelowna, we are pleased to formally express our support for the redevelopment of Parkinson Recreation Centre (PRC). As Kelowna's destination marketing organization, Tourism Kelowna understands the significant impact that sporting events and sport tourism have on local communities and economies.

Sport tourism plays a vital role in Kelowna, significantly contributing to the physical, social, cultural, and economic well-being of our community. The redevelopment of PRC presents an excellent opportunity to enhance sports tourism, which is a \$7.2 billion industry in Canada, and to firmly establish Kelowna's brand reputation as a premier destination for major sporting events.

Kelowna has long been recognized for its active lifestyle and was named Canada's top mid-size city for sport hosting by Sport Tourism Canada in 2019 and 2020. The redevelopment of the PRC will bolster these strengths by providing state-of-the-art facilities that can accommodate local and regional tournaments, training camps, and special events.

We are confident that the redevelopment of the PRC will provide long-term benefits for residents and visitors alike, making Kelowna an even more desirable place to live, visit, and compete. Tourism Kelowna looks forward to continuing to support and promote initiatives that enhance our community's tourism and economic development.

*Lisanne Ballantyne*

Lisanne Ballantyne  
President & CEO, Tourism Kelowna,



**Athletics & Recreation**  
3211 Athletics Court  
Kelowna, BC Canada V1V 1V7

GoHeat.ca  
GoHeat.ca/Recreation

February 25, 2025

Doug Nicholas  
Sport & Event Services Manager | City of Kelowna

Subject: Letter of Support for the Redevelopment of Parkinson Recreation Centre

Hello Doug,

I am writing to express my continuing support for the redevelopment of the Parkinson Recreation Centre (PRC). This initiative represents a transformative investment in the health and well-being of our community by providing an amazing space and place for physical activity, social interaction, and personal growth.

At UBCO Heat Athletics & Recreation, we are committed to championing sport, physical activity, and well-being as fundamental pillars to holistic development. Our mission is to foster a sense of belonging and community among UBCO students, student-athletes, faculty, and staff, while strengthening our connection to the broader Okanagan community. The redevelopment of PRC aligns seamlessly with this mandate, offering an innovative and inclusive space that will enhance opportunities for engagement in sport and recreation for people of all ages and backgrounds, inclusive of our campus community.

The new PRC will serve as a dynamic hub for Kelowna and the Okanagan, delivering substantial benefits in key areas, including:

- **Health and Well-being:** By promoting active lifestyles and wellness, the redeveloped PRC will empower individuals to achieve improved physical and mental health.
- **Community and Social Engagement:** This state-of-the-art facility will provide a welcoming environment that fosters meaningful social connections and inclusivity.
- **Youth Development:** With enhanced recreational and training facilities, the PRC will inspire the next generation of athletes and community leaders.

The redevelopment of the Parkinson Recreation Centre is a crucial step toward ensuring a brighter, healthier future for our community. As a central hub for recreation and engagement, the new facility will provide unparalleled opportunities for residents to thrive physically, socially, and economically.

We commend the City of Kelowna for its vision and leadership in advancing this vital project and strongly encourage continued efforts to bring it to fruition. Thank you for your dedication to the well-being of our community. We look forward to seeing the positive impact this redevelopment will have for years to come and collaborating as partners for the community.

All the best,

Tom (Huisman)  
Director, Athletics & Recreation



February 05, 2025

P#: 250.807.9904 F#: 250.807.9865

City of Kelowna  
1435 Water Street  
Kelowna, BC V1Y1J4

Attention: Mariko Siggers, Community & Neighbourhood Services Manager

**Re: Letter of Support for the Redevelopment of Parkinson Recreation Centre (PRC)**

Thank you for the opportunity to submit this letter of support for the Redevelopment of PRC. The School of Health and Exercise Sciences at the University of British Columbia Okanagan (UBCO) want to express their enthusiastic support for the redevelopment of PRC, which promises to be a transformative asset to our community and students. The new PRC will serve as a vibrant hub for physical activity, social interaction, and personal growth, fostering a healthier, happier, and more connected community for all.

For over 10 years PRC has provided highly valuable and practical experiences for our students via a community placement. Students have been able to interact with community members and co-deliver a variety of programming alongside PRC and City of Kelowna staff. The new PRC will not only continue to provide such experiences but increased opportunities to partner on new programming to enhance the health and wellbeing of the broader community. More specifically, in 2022 we revised our curriculum to provide students with more competency-based skills and a community-based practicum where students commit up to 180 volunteer hours in the community. Thus, the redevelopment of PRC provides an exciting opportunity to work together to co-develop and co-deliver programming that is greatly needed in our growing City. We welcome the opportunity to have students complete their community practicums at the redeveloped PRC so that there is increased capacity to deliver a large variety of health and exercise focused and/or specialized programming for the community. In addition, in recent months our conversations with Interior Health have also recognized the extensive value the redevelopment of PRC will have in being able to provide the needed specialized exercise programming for individuals in the community living with chronic health conditions.

In conclusion, the redeveloped PRC is a project that will significantly enhance the quality of life in our community and we look forward to contributing to the success of this new facility in a variety of ways through student and faculty engagement. Its comprehensive approach to promoting physical health, social engagement, youth development, economic prosperity, and environmental sustainability will ensure a brighter and more cohesive future for all residents. We fully support the redeveloped PRC and look forward to the positive impacts the facility and campus will have on our community.

Sincerely,

Tanya Forneris, Ph.D.  
Associate Director  
School of Health and Exercise Sciences  
University of British Columbia Okanagan  
tanya.forneris@ubc.ca



# **Building a Stronger Kelowna**

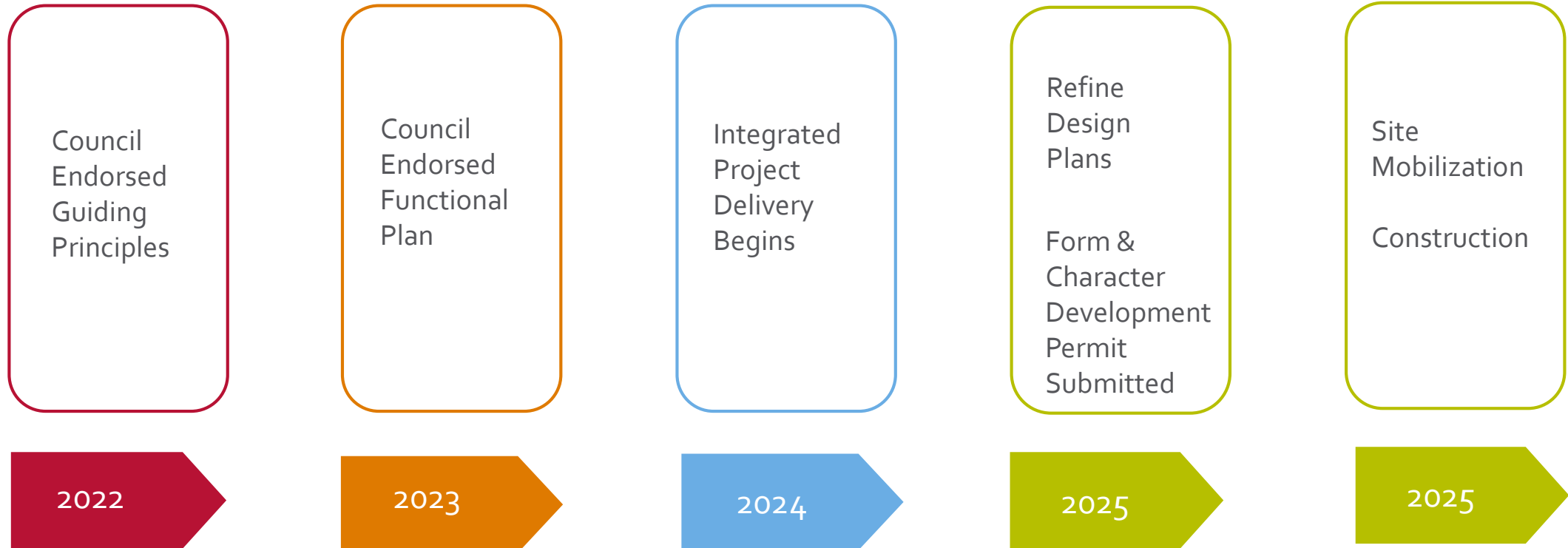
Community, Sport & Wellness Facilities



# Project Status

- Design plans agreed upon by all partners
  - Team
  - Budget
  - Timing
- Form and Character Development Permit
  - Submitted

# Project Milestones





# Functional Plan Summary

---

Athletic Program	5x larger	<ul style="list-style-type: none"><li>• Enhanced fitness centre.</li><li>• Triple gym complex with spectator seating to host competitions.</li><li>• More space for more indoor activities.</li></ul>	✓
Aquatic Program	2.5x larger	<ul style="list-style-type: none"><li>• Pool has increased from 6 lanes to 10 lanes.</li><li>• More aquatic space for more classes including rehabilitation programs.</li></ul>	✓
Athletic/Aquatic Support	1.7x larger	<ul style="list-style-type: none"><li>• More change rooms, washrooms, and equipment storage.</li></ul>	✓
Customer Service	2.2x larger	<ul style="list-style-type: none"><li>• Multi-purpose spaces to meet a wide range of needs.</li></ul>	✓
Building Operations	1.7x larger	<ul style="list-style-type: none"><li>• Larger spaces for operations, mechanical, and electrical.</li></ul>	✓
Overall Building	3.2x larger	<ul style="list-style-type: none"><li>• More space to meet the needs of the community</li></ul>	✓ 169



Aquatics





# Athletics








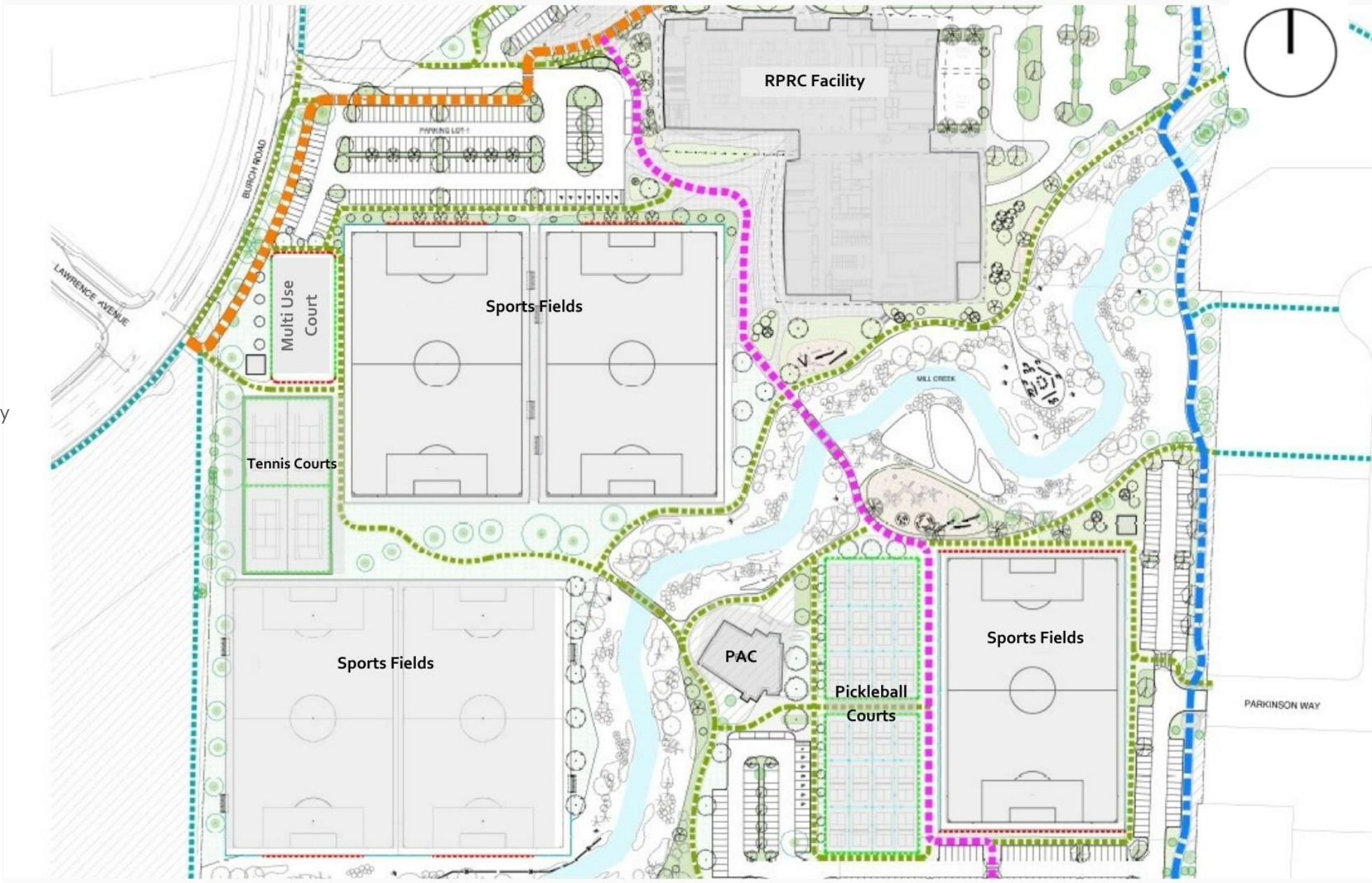


Park



# Site Plan

-  Future multi-use pathway
-  Future wheelchair accessible pathway
-  Existing multi-use pathway
-  Existing multi-use pathway
-  Future pedestrian pathway

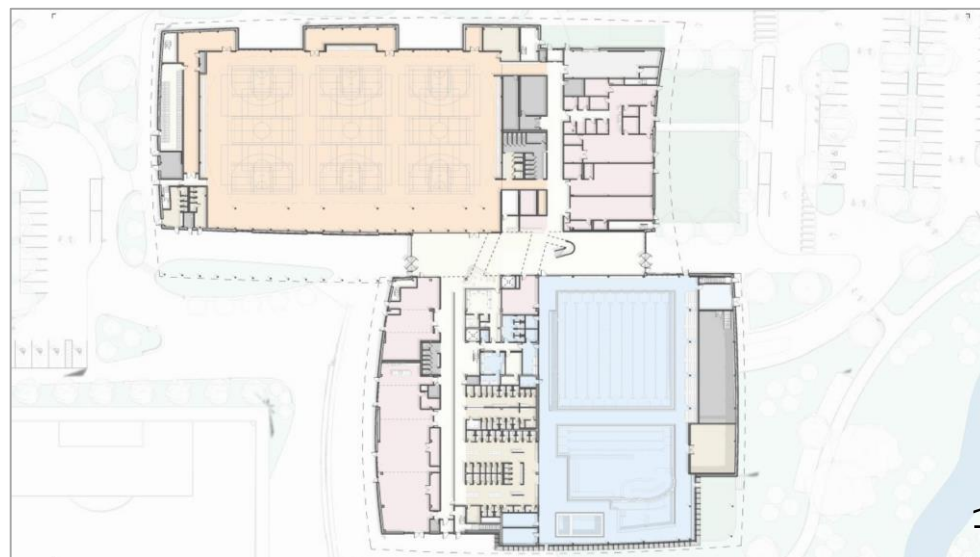
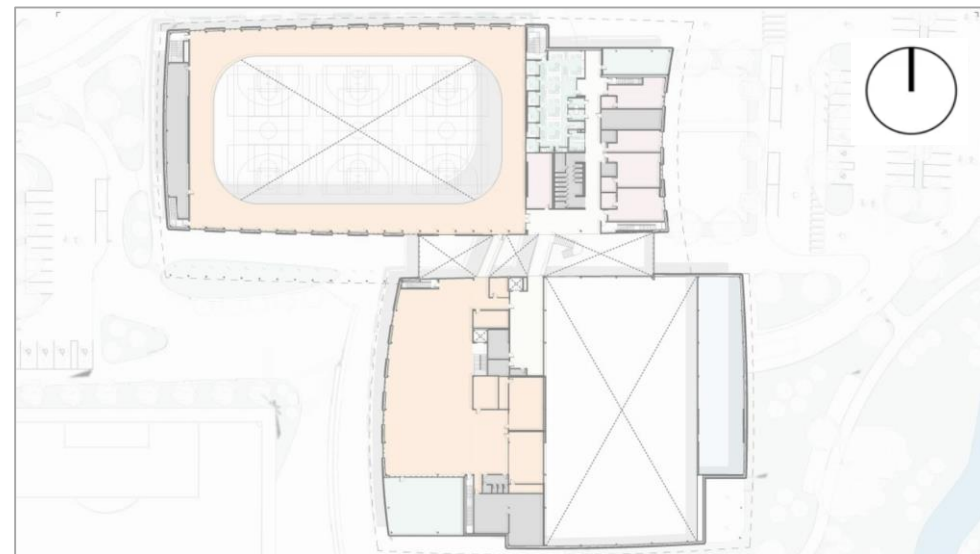




# Mill Creek Interface

- Naturalization of Mill Creek with clear views to the water from the building
- Direct relationship with Mill Creek to the east, grounding the facility within the Parkinson Recreation Park
- Cultural gathering space located north bank of Mill Creek.

# Layouts

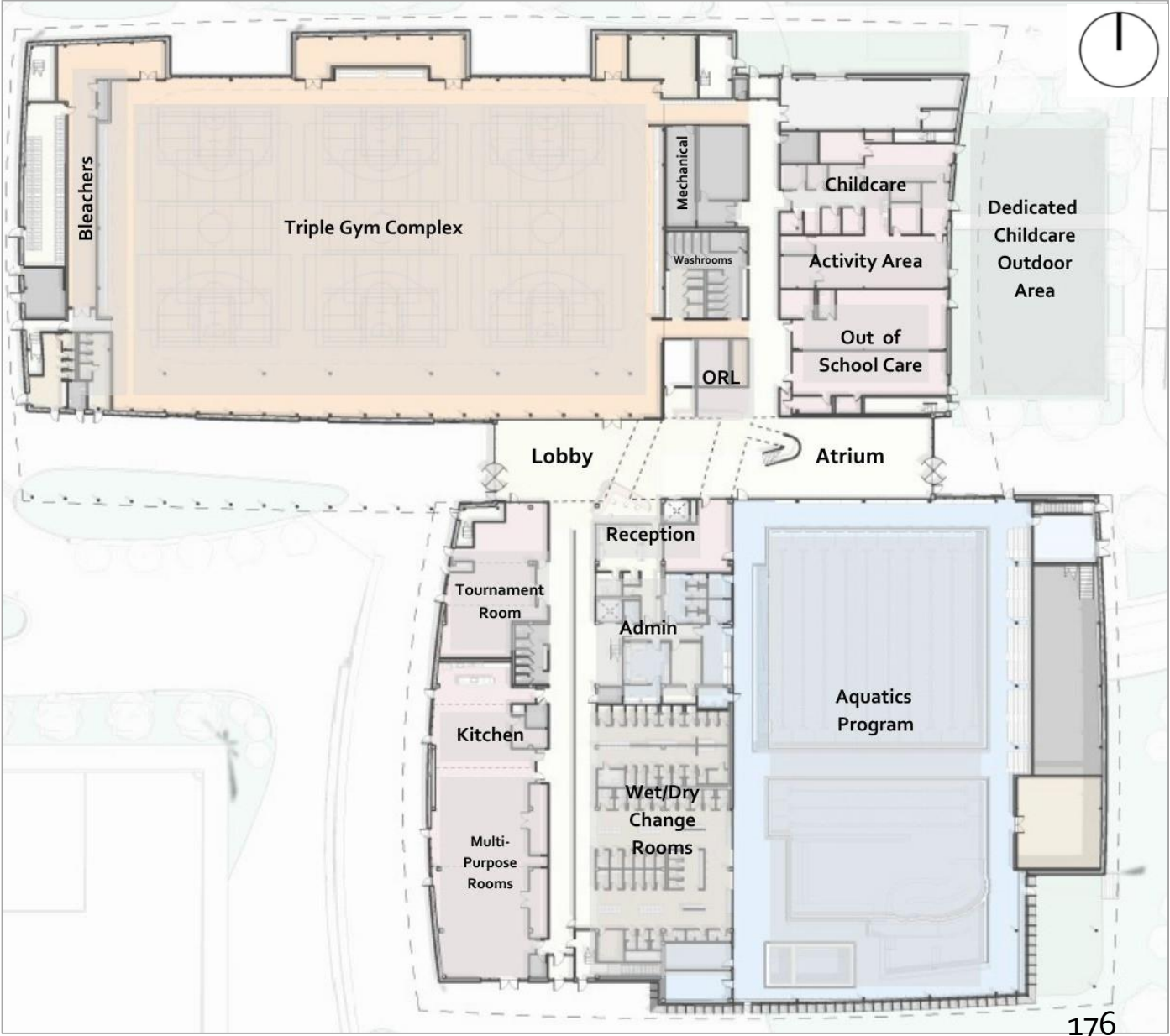


# Site Interior First Floor

Pool



Gym



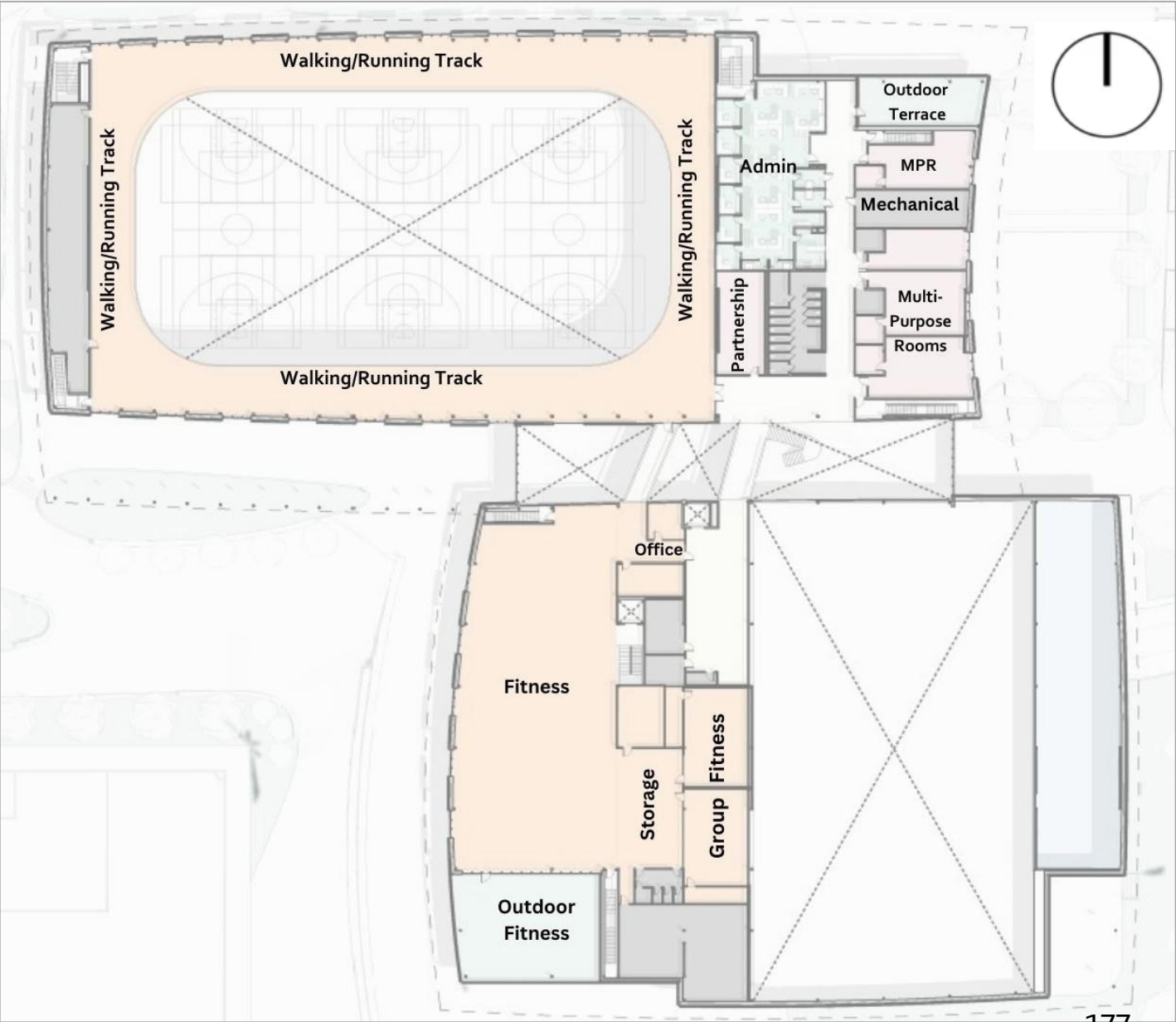


# Site Interior Second Floor

Lobby



Running/Walking Track



From the project's inception, the inclusion of Indigenous perspectives has been integral in shaping a facility that is both respectful and reflective of the rich cultural heritage of the syilx/Okanagan people. This collaborative approach has been essential in fostering unity and mutual respect, which are key to the project's success and long-term sustainability.

Llana Teichroeb  
Westbank First Nation Elder

Kim Kosik  
Westbank First Nation Member

The RPRC is a transformative project that will significantly benefit our community. It will offer innovative programs, promote social connections, and contribute to the overall well-being of individuals and families in our region. I strongly support this initiative and look forward to the positive impact it will have on our community.

Laura Dyck BScPT  
Allied Health Manager Central Okanagan  
Interior Health

On behalf of the coaches, swimmers and parents I would like to convey our full support for the RPRC.

The RPRC presents an exciting opportunity for added growth for the Aquajets and offer more kids in the community the opportunity to improve their swimming abilities and move on to Local, Regional, National and Olympic level competitions.

Beyond swimming athletes at Kelowna Aquajets learn confidence, leadership, and sportsmanship, while having fun and getting the technical and tactical skills needed to succeed as a competitive swimmer laying a solid foundation for their future built around patience, resilience and competition.

Grant Donnelly  
President, Kelowna Aqua Jets

PacificSport Okanagan has a long standing and collaborative relationship with the City of Kelowna with shared goals of increasing access to sport and recreation in creating healthy and active communities. We can see through our own programming the continued need to prioritize increased access to recreation facilities in Kelowna. It is our understanding that this planned development will serve to increase access to a variety of programming and support healthy and active lifestyles.

Michelle Webster, MBA  
Executive Director, PacificSport Okanagan

Together, as a team, we are confident in the project's ability to achieve Rick Hansen Foundation Accessibility Certified (RHFAC) Gold and the team's ability to build a facility and campus that exemplifies the City of Kelowna's dedication to creating an environment that is accessible, user-friendly, and accommodating to people of all abilities.

Caroline Inglis  
Architect AIBC  
RHFAC Professional

The RPRC provides an exciting opportunity to work together to co-develop and co-deliver programming that is greatly needed in our growing City. We welcome the opportunity to have students complete their community practicums at the RPRC so that there is increased capacity to deliver a large variety of health and exercise focused and/or specialized programming for the community.

We fully support the RRPRC and look forward to the positive impacts the facility and campus will have on our community

Tanya Forneris, Ph.D  
Associate Director  
School of Health and Exercise Science  
UBCO

Sport tourism plays a vital role in Kelowna, significantly contributing to the physical, social, cultural, and economic well-being of our community. The RPRC presents an excellent opportunity to enhance sports tourism, which is a \$7.2 billion industry in Canada, and to firmly establish Kelowna's brand reputation as a premier destination for major sporting events.

Kelowna has long been recognized for its active lifestyle and was named Canada's top mid-size city for sport hosting by Sport Tourism Canada in 2019 and 2020. The RPRC will bolster these strengths by providing state-of-the-art facilities that can accommodate local and regional tournaments, training camps, and special events.

Lisanne Ballantyne  
President & CEO, Tourism Kelowna

The RPRC is a crucial step toward ensuring a brighter, healthier future for our community. As a central hub for recreation and engagement, the new facility will provide unparalleled opportunities for residents to thrive physically, socially, and economically.

We commend the City of Kelowna for its vision and leadership in advancing this vital project and strongly encourage continued efforts to bring it to fruition. Thank you for your dedication to the well-being of our community. We look forward to seeing the positive impact this redevelopment will have for years to come and collaborating as partners for the community.

Tom Huisman  
Director, Athletics & Recreation, UBCO

This project represents a significant investment in the community, ensuring greater access to aquatic programming and strengthening Kelowna's ability to support both grassroots and competitive swimming. The planned expansion from a 6-lane, 25-metre pool to a 10-lane, 25-metre tank will offer enhanced training and development opportunities for local athletes, including members of the Kelowna AquaJets Swim Club. This increased capacity will allow for more efficient training sessions, better accommodating the needs of both competitive and recreational swimmers.

Ken Radford  
Executive Director, SwimBC

Special Olympics Kelowna is the largest Local in British Columbia. We currently have 205 athletes, participating in 17 sports. Finding accessible and inclusive venues is challenging, and while the City Staff has always been fantastic at facilitating our needs, the proposed new infrastructure would make our programming/scheduling better, allowing us to continue expanding.

We currently have 205 athletes, participating in 17 sports. Finding accessible and inclusive venues is challenging, and while the City Staff has always been fantastic at facilitating our needs, the proposed new infrastructure would make our programming/scheduling better, allowing us to continue expanding.

Our dream would be that the RPRC will be the training facility for Special Olympics Kelowna for years to come.

Leo Rutledge - Local Coordinator  
Special Olympics Kelowna

# How to Stay Informed

- Sign up for the quarterly e-bulletin
  - visit [kelowna.ca](http://kelowna.ca) and search for e-subscribe notifications
  - fill out the form
  - select Building a Stronger Kelowna



Community, Sport & Wellness Facilities



City of Kelowna

Project e-newsletter update

### Build It Video

Watch our latest video and get inspired about our Building a Stronger Kelowna initiative.

<https://youtu.be/Owo51aQ-iaM>

By planning, designing, and building facilities we are investing in you. We all deserve a space to connect, learn, move, and grow.


### Maximizing Value and Minimizing Risk - Finalizing the Plans for the Redevelopment of Parkinson Recreation Centre

- Visit [kelowna.ca/strongerkelowna](http://kelowna.ca/strongerkelowna)

## Building a Stronger Kelowna Initiative

[Home](#) > [Our community](#) > [Planning & projects](#) > [Building a Stronger Kelowna Initiative](#)

The Building a Stronger Kelowna initiative is a group of projects that work together to build deeper community connections across our city. Stay up to date with the latest plans and progress through the [Building a Stronger Kelowna quarterly e-update](#).



- Redevelopment of Parkinson Rec Centre
- All-Ages Activity Centre at Mission Rec Park
- All-Ages Activity Centre at Glenmore Rec Park
- All-Ages Activity Centre at Rutland Lions Park
- Sports Fields in Rutland Recreation Park
- Strengthening Community Partnerships



# Next Steps

- April: Council Report – Form & Character Development Permit
- Spring: Construction Fencing and Signage
- Spring: Groundbreaking Event



**Building a  
Stronger Kelowna**

Community, Sport & Wellness Facilities



## DRAFT RESOLUTION

Re: North Glenmore Sector Development Study

THAT Council directs staff to report to Council on initiating the North Glenmore Sector Development Study ahead of the long-term timeline identified in the Official Community Plan.

### BACKGROUND:

Councillor Singh indicated their intent to bring forward a resolution regarding the North Glenmore Sector Development Study on March 3, 2025.

The North Glenmore Sector Development Study is currently identified as a long-term (5-10 years following OCP adoption) action in the Official Community Plan ([Action 26](#)).

### COUNCILLOR SINGH'S COMMENTS:

As a city we had planned to study the North Glenmore plan as described in the city's OCP. I'd like to propose the study be moved from a long term study project to be an active planning study. The reason being the expansion of our industrial park and the expansion of the city's gateway lands. There will be a need for housing as our airport expands now we have the opportunity to have this group of property owners to do the study with senior planning staff playing a key role in monitoring the study. As well, there is no commitment on our part to approve or not their recommendations.

The best it won't cost tax payers anything.

Date: March 10, 2025