



District of Coldstream
Council - Regular Meeting Agenda for June 22, 2026
Municipal Hall, 9901 Kalamalka Road, Coldstream, BC
6:00 PM

1. AGENDA

1.a. Motions to Amend and Approve the Agenda

Recommendation

THAT the agenda be approved as amended by moving item 8.a. to follow section 2.c.

2. DELEGATIONS AND PRESENTATIONS

7 - 11

2.a. Agricultural Municipality Initiative

- Mayor Doug Holmes, District of Summerland, will be in attendance to speak to this matter.

[Mayor of Summerland AMI Presentation](#)

Comment

This presentation is provided for information.

13 - 21

2.b. Okanagan Basin Water Board

- Melissa Tesche, Executive Director, Okanagan Basin Water Board will be in attendance to speak to this matter

[OBWB 2026 Tour Presentation](#)

Comment

This presentation is provided for information. See item 9.a.

23 - 39

2.c. BC Transit - Transit Fare Review

- Mr. Bart Walman, BC Transit, Government Relations Manager for the Okanagan Region, will be in attendance to speak to this matter.

[BC Transit Fare Review Presentation](#)

Comment

Pursuant to section 35(4) of the Council Procedures Bylaw No. 1742, this matter will be brought forward for consideration at the July 13, 2026, Council meeting. See item 9.b.

3. LAND APPLICATIONS AND PUBLIC INPUT

None.

4. PUBLIC OPPORTUNITY TO ADDRESS COUNCIL

4.a. Addressing Council in person or via electronic video conference.

A total of ten (10) minutes is allotted for Council to hear comments regarding matters listed in sections 6 through 10 of this agenda only.

Council will NOT hear comments regarding Land Use matters or bylaws for which a public hearing has either been prohibited by the *Local Government Act* or has been held and subsequently closed or for which there is a procedural opportunity to provide input.

In-person attendance: State your name and the item number you wish to speak to.

Electronic attendance: Use the "Raise your Hand" feature on the meeting management software and you will be called upon to state your name and the item number you wish to speak to.

In consideration of others who may wish to speak, please limit your comments to two (2) minutes and to information not already provided/heard by Council.

If you wish to address a matter that is not on the agenda, please contact the Corporate Officer for assistance.

Agendas are published in advance of meetings and we encourage you to contact staff to address any questions/concerns in regard to those agenda items.

5. MINUTES

41 - 50

5.a. Minutes for Adoption
[June 8, 2026 unadopted Council meeting minutes](#)

Recommendation

THAT the June 8, 2026, Council meeting minutes be adopted as circulated.

6. BYLAWS

51

6.a. "District of Coldstream Public Notice Bylaw No. 1873, 2026"- (Adoption)

- Public Notice Bylaw No. 1873, 2026
[Bylaw No. 1873, 2026-Public Notice Bylaw](#)

Recommendation

THAT "District of Coldstream Public Notice Bylaw No. 1873, 2026", a bylaw to provide an alternative means of public notification, be adopted, this 22nd day of June, 2026.

- 53 - 55 6.b. "District of Coldstream Parks and Public Spaces Regulation Amendment Bylaw No. 1879, 2026, Amendment No. 17" (Adoption)
- Bylaw No. 1879, 2026, Amendment No. 17
[Bylaw 1879 - Parks Public Spaces Amdmt No 17](#)

Recommendation

THAT "District of Coldstream Parks and Public Spaces Regulation Amendment Bylaw No. 1879, 2026, Amendment No. 17", a bylaw to amend Schedule A to include off-leash dogs in a designated area of Pumphouse Beach, be adopted this 22nd day of June, 2026.

7. REPORTS – UNFINISHED BUSINESS

- 57 - 87 7.a. Traffic Calming on Kidston Road - Delegation
- Report from the Director of Infrastructure Services dated June 22, 2026
 - Correspondence re: Additional information on Traffic Calming Proposals on Kidston Road from Mr. Mike Wiberski dated June 17, 2026
- [Council Report -Delegation Response](#)
[Attach A-Traffic Calming on Kidston-Delegation Presentation](#)
[Attach B-PW43 Traffic Calming](#)
[Correspondence re: Traffic Calming Proposals on Kidston Road dated June 17, 2026](#)

Recommendation

THAT the report titled "Traffic Calming Kidston Road – Delegation" dated June 22, 2026, submitted by Director of Infrastructure Services be received;

AND THAT Council direct Administration to bring forward amendments to policy PW43 – Traffic Calming to a future Committee of the Whole meeting.

8. REPORTS – NEW BUSINESS

- 89 - 91 8.a. BC Transit Fare Review
- Memorandum from the Director of Financial Administration dated June 22, 2026
[Council Memo-BC Transit Fare Review](#)

Recommendation

THAT the memorandum titled "BC Transit Fare Review" dated June 22, 2026, submitted by the Director of Financial Administration, be received;

AND THAT Council defer a decision on changes proposed in the BC Transit delegation's presentation and accompanying report until the next meeting of Council on July 13, 2026.

- 93 - 95 8.b. Infrastructure Services Update – June 2026
- Memorandum from the Director of Infrastructure Services dated June 22, 2026
[Council Report-June 2026-Capital Update](#)

Recommendation

THAT the memorandum titled "Infrastructure Services Update – June 2026" dated June 22, 2026, submitted by the Director of Infrastructure Services, be received for information and filed.

9. CORRESPONDENCE

- 97 - 112 9.a. Okanagan Basin Water Board (OBWB) - 5 Year Strategic Direction 2026-2030
- Report from the OBWB - 5 Year Strategic Direction
[OBWB-Strategic Direction](#)

Recommendation

THAT the Okanagan Basin Water Board 5 Year Strategic Direction 2026-2030 be received for information and filed.

- 113 - 137 9.b. Vernon Regional Transit System Fare Review Report
- Report from BC Transit dated June 2026
[Vernon Fare Review Report June 2026-Final](#)

Recommendation

THAT the correspondence from BC Transit titled Vernon Regional Transit System Fare Review Report dated June 2026 be received for information and filed.

- 139 - 181 9.c. Draft Regional Agricultural Plan - 2026 Update
- Report from the Regional District North Okanagan dated June 18, 2026
[RDNO-Draft Regional Agricultural Plan](#)

Comment

Does Council wish to forward comments to the RDNO before July 31, 2026 deadline?

- 183 - 259 9.d. ALC Provincial Agricultural Land Commission - Annual Report 2024-2025
- 2024-2025 Annual Report from the Agricultural Land Commission (ALC)
[ALC-Annual-Report-2024-2025](#)

Recommendation

THAT Council direct Administration to circulate a link to the Agricultural Land Commission (ALC) Annual Report 2024-2025 on the District's social media page(s) and include the link in the District's June 22, 2026 "Council Highlights".

10. COMMITTEE RECOMMENDATIONS

None.

11. REPORTS FROM COMMITTEES

Board Appointed Committees:

- Regional District of North Okanagan
- Greater Vernon Advisory Committee
- Okanagan Regional Library

Committees of Council:

- (CoW) Committee of the Whole
- Finance Committee

Other Reports

12. RESOLUTION TO ADJOURN TO IN CAMERA

- 12.a. Reminder: late additions to the in camera agenda must be indicated in the resolution to adjourn. If there are in-camera reports not already on the in camera agenda, these must be noted in the resolution to adjourn.

Recommendation

THAT Council adjourn to an in camera meeting to discuss issues related to the following paragraph(s) under Section 90(1) of the *Community Charter*:

- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; **(RDNO Board Report)**
- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*; and **(Coldstream)**
- (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public. **(Coldstream), (RDNO Board Report)**

13. REPORT FROM THE IN CAMERA MEETING

- 13.a. Declassified Motions from the April 27, 2026, In Camera Meeting

Resolution No. INC2026-45 re: Recreation Facilities 'Fee for Service' Agreement

THAT the Mayor and Chief Administrative Officer be authorized to execute the Agreement as substantially presented;

AND THAT, upon the agreement being fully executed, a joint media release from parties to the agreement be released and the authorizing motion be reported in the following open meeting of Council.

14. ADJOURNMENT



Agricultural Municipality Initiative



Mayor Doug Holmes, District of Summerland

1




Summerland, 2025:

- \$12.5m collected in property taxes (total)
 - \$660,000 from ALR lands (all classes)
 - » **\$64,437 from Class 9** (0.52% total)
- \$2.03m to service ALR properties (excluding water)
 - increase from \$1.63m in 2021

For every \$1 collected from ALR, costs \$3 to service
 - ratio increasing as infrastructure costs increase

2



Resort Municipality Initiative (RMI)

- \$13m/yr to 14 resort towns
- helps pay for infrastructure and amenities for tourism (capital and operations)
- tourism puts strain on infrastructure beyond what local tax base can support


3



Agricultural Municipality Initiative (AMI)
- proposed

- 12 small municipalities with 2,000+ ha land in ALR
- need help to pay for infrastructure in rural areas
- farming puts strain on infrastructure beyond what our tax bases can support

4

 **Potential AMI muni's**

Municipality	Pop. (2021)	Hectares total	Hectares in ALR	% of ha. in ALR
Central Saanich	17,989	4,508	2,980	66%
Coldstream	11,171	7,654	3,920	45%
100 Mile House	1,928	5,425	4,320	80%
Houston	3,052	7,071	3,640	51%
Kent	6,300	18,402	6,460	35%
Lake Country	15,817	12,330	4,770	39%
North Cowichan	31,990	19,244	6,250	33%
Pitt Meadows	21,892	8,008	6,920	86%
Salmon Arm	19,432	16,584	6,370	38%
Spallumcheen	5,307	26,357	14,370	55%
Summerland	12,042	6,713	2,010	31%
Vanderhoof	4,346	5,763	3,330	58%

5

 **Provincial response**



- Three mayors met with Min. Popham (April 27)
- Supportive but no money
- Commitment to raise with Minister of Finance, meet group at UBCM

We need to keep working at it from our end!

6



Next steps for us

- Shift from Summerland's initiative to Group's
- Collate tax-vs-cost analysis from 12 municipalities
- Hire consultant to draft policy/funding formula
- Continue to advocate
 - Support received from BC Ag Council & BC Fruit Growers Assoc.
- UBCM meeting with Minister Popham
- Joint submission to Select Standing Committee on Finance budget consultation (2027)

Goal: to have program in place before next Prov election

7



Request(s) to you

- Conduct analysis of taxation received from ALR lands vs operational and capital maintenance costs


- Participate in UBCM meeting with Minister Popham
- Advocate locally (MLA, farming community, others)
- Contribute to policy draft
- Participate in joint submission to Select Standing Committee on Finance budget consultation (2027)

8



Thank you!

Your formal support will strengthen our collective advocacy and help demonstrate to the Province the need to recognize the role of small municipalities in providing the infrastructure required to ensure the sustainability of agriculture.



Okanagan Basin
WATER BOARD


WATER: THE KEY TO LIFE IN THE OKANAGAN

Melissa Tesche
OBWB Executive Director
melissa.tesche@obwb.ca

1

GAME PLAN

- What's the OBWB?
- What do they do?
- Why does it matter?
- What's in it for your community?
- What can you expect from OBWB in the next 5 years?



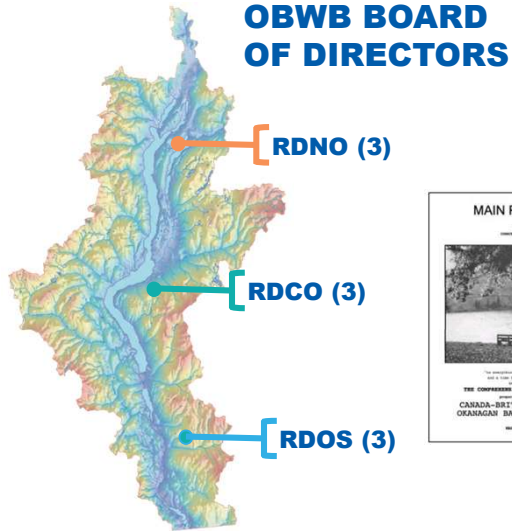
2

OBWB: WORKING TOGETHER SINCE 1969

- *Municipalities Enabling and Validating Act (No. 138), 1969*
 - Defines taxation authority
 - Defines service area

- Supplementary Letters Patent
 - 3 Regional Districts

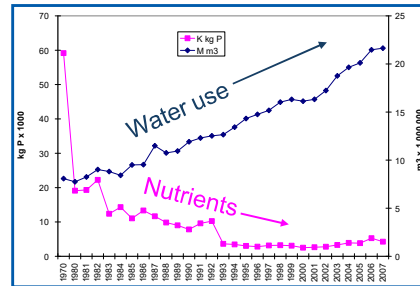
- Laundry List of a Mandate!
 - Ultimately agreed on two...



3

THE OBWB OG's

- Two Original (Great) Programs
 - Sewage facilities assistance grants
 - Invasive milfoil control



4

2003: A SCARY TURNING POINT



(Gary Nylander/Kelowna Daily Courier/Canadian Press)

- “Harsh Realizations”
- “Culture Shift Towards Working Together”
- Led to conversations about revisiting original mandate:
 - Added Basin-Wide Board Seats
 - Okanagan Nation Alliance
 - Water Supply Association of BC
 - Okanagan Water Stewardship Council (technical advisory body to the Board)
 - **Water Management Program (2006)**

5

SUPPORTING ^ WATER MANAGEMENT PROGRAM

- ~~X Manage water~~
- ~~X Provide drinking water~~
- ~~X Water treatment~~
- ~~X Control dams or lake levels~~
- ~~X Issue water licences or allocations~~
- ~~X Apply water restrictions~~



6

OK, BUT THEN WHAT DO YOU DO?

A LOCAL GOVERNMENT ORGANIZATION WITH AN ADVISORY MANDATE...

...AND A FOCUS ON PROJECTS AND PROGRAMS THAT BENEFIT THE WATERSHED AS A WHOLE.

7

OK, BUT WHY?

- Water doesn't respect jurisdictional boundaries.
- Infinite quantity and quality challenges.
- Too big and too many for any one community to tackle alone.

8

OK, BUT WHAT'S IN IT FOR US?

MESSAGE FROM THE BOARD

Water is key to life in the Okanagan. It connects our communities, sustains the ecosystems that define this region, and underpins our economy.

The context for water in the Okanagan is changing rapidly. Climate variability and population growth are increasing the pressure on our watershed, a region already challenged with water quantity and quality concerns. At the same time, budget pressures and costs are increasing. This makes coordination, efficiencies, shared understanding, and a valley-wide perspective more important than ever.

The Okanagan Basin Water Board (OBWB) exists to support local governments through that work. We are not a regulatory or decision-making body. Our role is to convene, to support, to provide credible information, to advise, and to educate. Over nearly six decades, the OBWB has built a strong track record in this role — bringing communities together, advancing science, and supporting a coordinated, valley-wide approach to water. This 2026-2030 Strategic Direction provides a framework for future projects, programs, and partnerships, reflecting the OBWB's strengths and focusing on where it will have the greatest impact.

Collectively, our current Board brings many decades of experience with government, water science, and the OBWB, and we have seen firsthand the value the organization provides. Local government election cycles bring innovation every four years, but the challenges facing our watershed are ongoing. Meeting these challenges to protect water for generations to come requires continuity, long-term and valley-wide thinking, and working together on proactive, sustained actions. These are the demonstrated strengths of the OBWB. It has been our pleasure to work together to develop this Strategic Direction. The OBWB remains committed to supporting our communities as they navigate water challenges in the years ahead.

"It's our communities that are on the front lines of water in the Okanagan. The OBWB's role is to support them — by convening partners, advancing science, and helping ensure a coordinated, long-term, valley-wide approach to water — an approach we have built and strengthened over decades."

— Chair Blair Ireland

Blair Ireland Chair Blair Ireland
Rick Barkin Director Rick Barkin
Sue McArthur Director Sue McArthur
Doug Helms Vice Chair Doug Helms
Kern Katt Director Kern Katt
Tim Leard Director Tim Leard
Blair Guy Director Blair Guy
Rex Cassan Director Rex Cassan
Bob Hawks Director Bob Hawks
Bill Fleming Director Bill Fleming
Schirva Moushfi Director Schirva Moushfi
Shanna Spencer Director Shanna Spencer

2026-2030 Strategic Direction

“It’s our communities that are on the front lines of water in the Okanagan. The OBWB’s role is to support them—by convening partners, advancing science, and helping ensure a coordinated, long-term, valley-wide approach to water—an approach we have built and strengthened over decades.”
 - OBWB Chair Blair Ireland

Advancing Science, Environmental Monitoring, and Information Management

Building Partnerships and Capacity in the Watershed

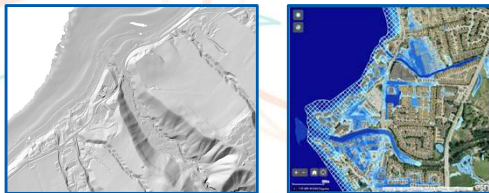
Educating, Advocating, and Advising on Good Policy

9

SCIENCE AND DATA YOUR COMMUNITY NEEDS

■ Select Key Projects:

- Ongoing Hydrometric project w/ ONA
- Cyanobacteria Monitoring & Early Warning
- Determining Groundwater Interactions
- Water Supply and Demand Modelling
- Valley-wide LIDAR for Flood Mapping
- E-DNA for Invasive Mussel Detection



Advancing Science, Environmental Monitoring, and Information Management

10

2026-2030 PRIORITIES

- Strengthen Okanagan-Based Research
- Expand Basin-wide Monitoring and Modelling
- Protect and Responsibly Manage Data
- Advance Innovation and Continuous Learning



Advancing Science,
Environmental
Monitoring,
and Information
Management

11

PARTNERSHIPS AND CAPACITY BUILT IN YOUR COMMUNITY

- Select Key Projects:
 - Okanagan Water Stewardship Council
 - Provide Financial Help: Sewage Grant Program
 - Provide Seed Funds: Small Grants Program
 - Secure Provincial Funds: Gas Tax (SPF)
 - Secure Federal Funds: Eco-Action
 - Source Water Protection Toolkit
 - Groundwater Bylaws Toolkit
 - Invasive Mussel Infrastructure Vulnerability Guide
 - **Water Infrastructure Support Project**



12

2026-2030 PRIORITIES

- Strengthen the Water Stewardship Council
- Leverage and Secure Funding
- Build Capacity Across the Watershed
- Advance Reconciliation Through Relationship



Building
Partnerships
and Capacity in
the Watershed

13

WORKING AND PUSHING FOR YOUR COMMUNITY

- Select Key Projects:
 - Public: Don't Move a Mussel
 - Lobbying: Invasive Mussel Prevention
 - Public: Make Water Work
 - Advocacy: Canada Water Agency Funding
 - Locally Relevant Drought Bulletins
 - Participate in Provincial and Federal Consultations
 - Lobbying: Bill M216
 - **Policy: Septic Regulation Review Project**



Educating,
Advocating,
and Advising
on Good Policy

14

2026-2030 PRIORITIES

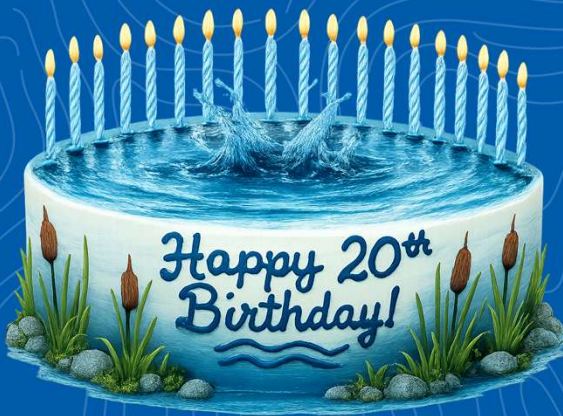
- Foster a Shared Water Ethic
- Elevate Okanagan Water Issues
- Translate Science into Policy Advice
- Strengthen Regional Water Communications



Educating,
Advocating,
and Advising
on Good Policy

15

YOU'RE INVITED!



SAVE THE DATE
20th Anniversary Celebration

Friday, Sept. 11
Manteo Resort, Kelowna



Join us to celebrate 20 years
of working together to steward
our shared waters.

16

Thank You!

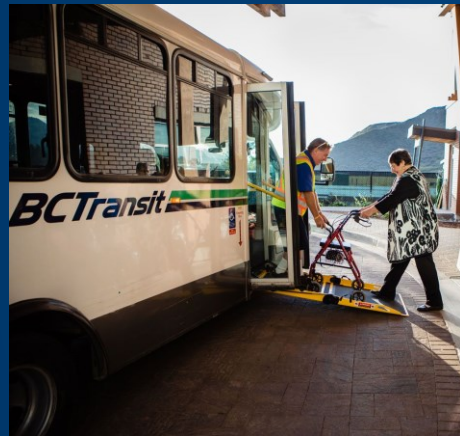


2026 Joint Board and Okanagan Water Stewardship Meeting

www.obwb.ca

Fare Review Vernon Regional Transit System

June 22, 2026



Fare Review Objectives

Improve cost recovery

Inflationary adjustments

Introduce new pre-paid fare programs into the system

Align with BC Transit Fare Strategy Guidelines

Increase ease for passengers and boost ridership

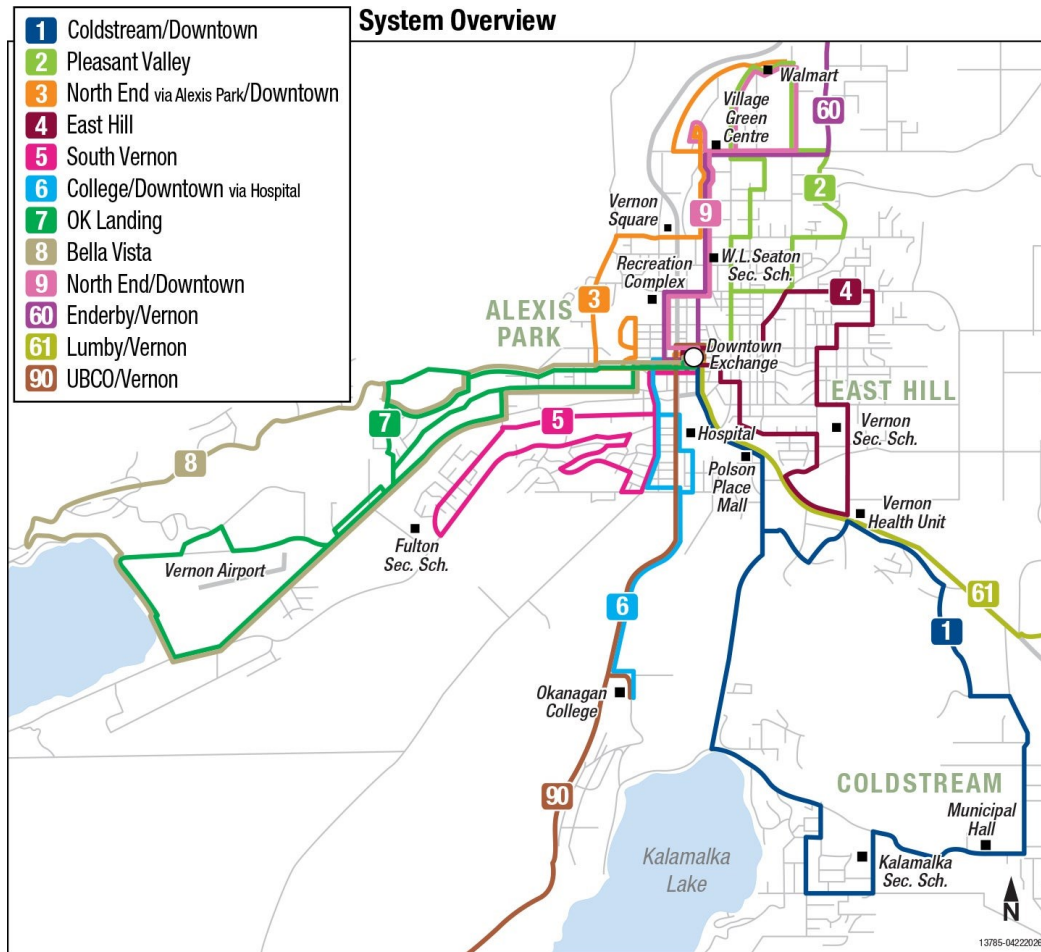
Simplify interoperability between Kelowna and Vernon Fare Products

Maximize use of Umo

Evaluate subsidized travel for youth

Equity considerations

Vernon Regional Transit System Overview



- **Four Service Types**

- Local Fixed-Route Service (Routes 1-9)
- Rural Community Bus to Lumby or Enderby (60/61)
- Regional Route Vernon to UBCO (90)
- Custom (handyDART)

- **Three Fare Structures**

- Local Service (Routes 1-9, 60/61)
- Regional Service (Route 90)
- Custom (HandyDART)

- **Decision Authority**

- City of Vernon
- District of Coldstream
- Regional District of the North Okanagan

Vernon Revenue Breakdown 25/26

Vernon Routes 1-9, 60/61, Regional Route 90, and handyDART

Local Fares

Children 12 and under	Free
Single Ride*	\$ 2.50
DayPASS**	6.00
10 Rides*	22.50
Adult 30-Day Pass	55.00
Concession 30-Day Pass***	40.00
Semester Pass***	120.00

90 UBCO – Vernon to UBCO

Cash Fare

Children 12 and under	Free
All Fares	\$ 5.00

Vernon Regional 30-Day Pass and DayPASS are accepted on Kelowna Regional Transit buses at no extra cost.

Kelowna U-PASS, ProPASS and 30-Day Pass are accepted on **90 UBCO/Vernon**, but not valid on other Vernon Regional Transit System routes.

BC Bus Passes are valid on the Kelowna Regional and Vernon Regional Transit Systems.

handyDART

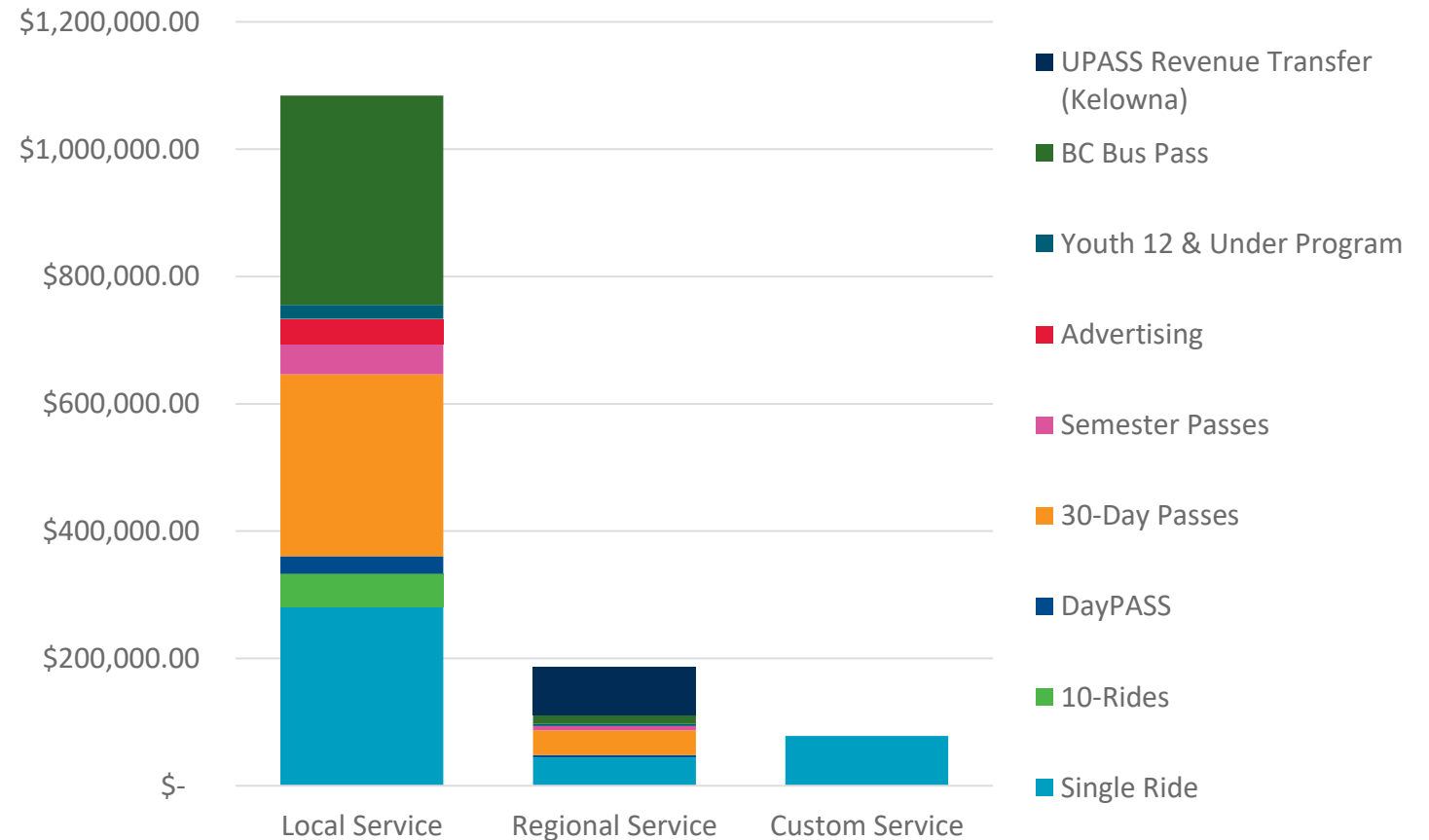
One way fare	\$ 2.50
Attendant	Free
Tickets (5)	12.50

*Includes one local transfer within 90 minutes. If paying with cash, request a paper transfer from the driver at the start of your very first trip.

**A DayPASS can be pre-purchased for unlimited travel in a single day within the Vernon Regional Transit System and on 90 UBCO/Vernon.

***Concession fare valid for youth aged 13-18, persons 65 and over, and full-time post-secondary students with valid ID.

Revenue by Product Type 2025/26



Total System Revenue (2025/26) = \$1.35M



Current Prices for Local Transit Systems

Average Adult Cash Fare in 2023 for 102 Transit Agencies across Canada is **\$3.50**

Conventional Transit System	Last Fare Change	Scheduled Hours	Ridership	Single Ride Fare	DayPASS	Adult 30-Day Pass	Concession 30-Day Pass*
Vernon Transit System	2018	34,652	671,228	\$2.50	\$6.00	\$55	\$40
Kelowna Transit System	2025	184,370	6,540,465	\$3.00	\$6.00	\$80	\$55
South Okanagan Similkameen (Penticton, BC)	2017	22,939	378,543	\$2.25	\$4.50	\$45	\$35
Shuswap Regional Transit (Salmon Arm, BC)	2006	12,949	127,656	\$1.50	\$3.75	\$45	\$30
Comox Valley Transit System	2026	38,319	894,167	\$2.75	\$5.50	\$60	\$40

*Reduced fare with valid I.D. for persons 65 or over and students to Grade 12. If multiple concession products were available, an average was used



Current Prices for Regional Transit Systems

Transit System	KM Travelled	Single Ride Fare	DayPASS	Adult 30-Day Pass	Concession 30-Day Pass	Dual Zone Pass
Vernon Regional Route 90 Vernon to UBCO	41	\$5	\$6	\$55	\$40	\$55 Adult / \$40 Concession (both Vernon locally and regional route 90)
South Okanagan Similkameen Regional Routes 10, 20, 30, 40, 50	20 -113	\$4	\$8	\$60	\$40	\$60 Adult / \$40 Concession (Includes Local and Regional routes)
Fraser Valley Express Chilliwack to Burnaby	65	\$5	-	\$100	\$85	N/A
Pemberton Valley Pemberton to Whistler	33	\$4.50	\$12	\$95	\$75	\$130 30-Day (Pemberton Local, Regional, and Whistler Local routes)
Nanaimo Regional Nanaimo to Cowichan Express (NCX)	50	\$5	-	\$125	-	\$175 30-Day (Nanaimo local, Cowichan Valley local, and the Regional route)
Victoria Cowichan to Victoria Express/ Shawinigan Lake to Victoria Express (CVX/SVX)	60	\$10	-	\$204	-	\$246 30-Day (Victoria local, Cowichan Valley local, and the Regional route)

Recommendation 1: Approve Fare Capping Policy (Automatic DayPASS)

Current policy: 90-Minute Transfer

Vernon Transit allows riders to travel on the next connecting bus within 90 minutes of trip departure without an additional fare.

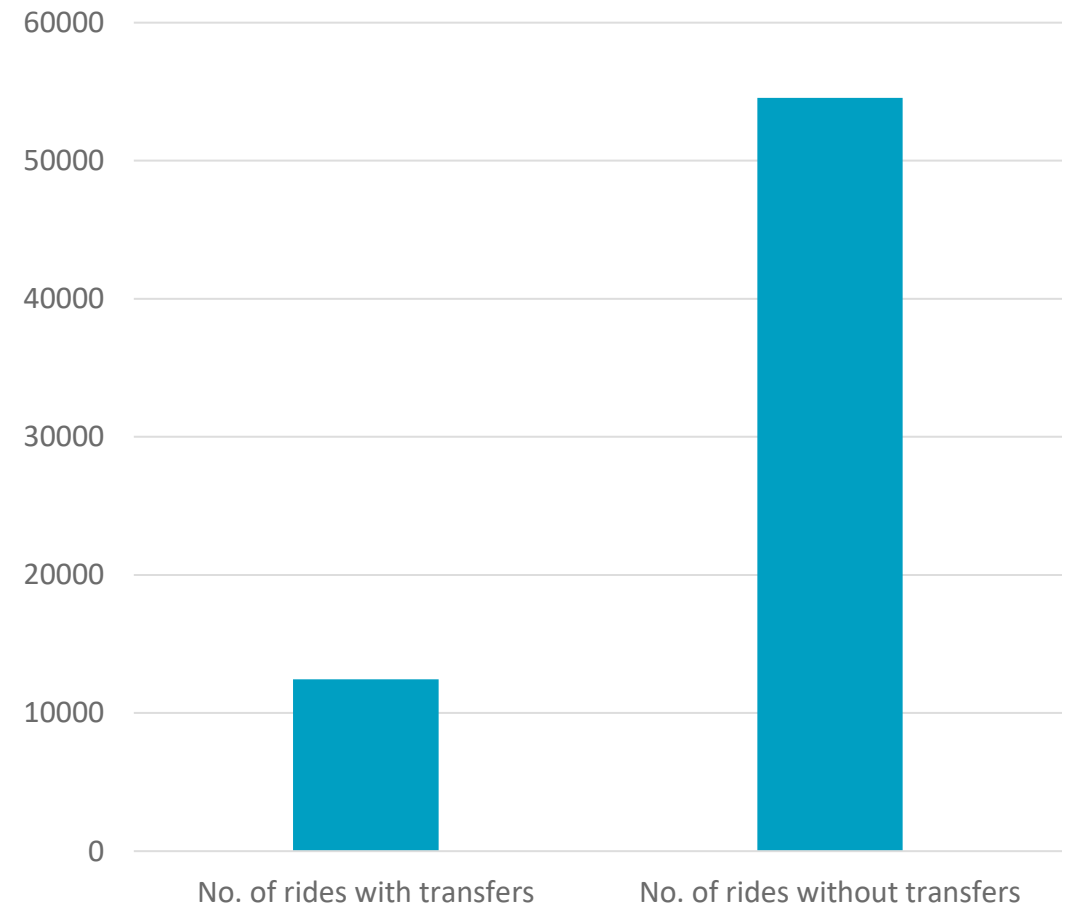
- Cash users receive a paper transfer from driver
- Paper transfer is difficult to validate for drivers
- Umo users have a transfer automatically applied

Proposed policy: Automatic DayPASS

Replacing transfers with automatic DayPASS which allows for unlimited rides all day, for two Single Ride fares

- Provides increased value and ease of use for riders
 - Umo utilizes fare capping to automatically apply DayPASS fare for Umo cash balance users
 - Riders using cash can purchase a paper DayPASS from their bus driver at the time of boarding
- To allow for fare capping and simplify fare structure 10-Rides and pre-purchased DayPASS product would be phased out

Umo Transfers FY25/26



Recommendation 2: Implement a Local and Regional Fare Structure

	Local Fare Structure	Regional Fare Structure
Passes	<ul style="list-style-type: none"> New Vernon-only passes that are a more affordable options for local travel (30-Day Passes, Semester Passes) 	<ul style="list-style-type: none"> Regional passes that work across all Vernon and Kelowna fixed-route services priced in alignment with comparable Regional structures
Transfers	<ul style="list-style-type: none"> Unlimited transfers within the local system using local passes or via Automatic DayPASS 	<ul style="list-style-type: none"> Unlimited transfers within the local system, regional route and Kelowna system using Regional Passes No transfers with a Regional Single Ride (no change)

Recommendation 2: Approve Option 3 - Phased Fare Change

Routes	Fare Product	Current	Option 1 BCT Guidelines	Option 2 Align with Region	Recommended: Option 3 Phased fare change		
					Fall 2026	April 2028	April 2029
Local (Route 1-9, 60/61)	Single Ride	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
	DayPASS <small>*Automatic Fare Capping</small>	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00
	10 Rides	\$22.50	Discontinued				
	30 Day Pass – Adult	\$55	\$75	\$80	\$65	\$70	\$75
	30 Day Pass – Concession <small>High School, Post-Secondary, and Seniors</small>	\$40	\$65	\$65	\$55	\$60	\$65
	Semester Pass (4 Month) <small>High School and Post-Secondary</small>	\$120	\$208	\$208	\$165	\$180	\$190
	Youth Travel Program	Free 12 & Under	Free 18 & Under				

Recommendation 2: Approve Option 3 - Phased Fare Change

Routes	Fare Product	Current	Option 1 BCT Guidelines	Option 2 Align with Region	Recommended: Option 3 Phased fare change		
					Fall 2026	April 2028	April 2029
Regional *Includes all-access travel on all Vernon and Kelowna routes	Single Ride	\$5.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00
	DayPASS	\$6.00	Discontinued				
	30 Day Pass – Adult	\$55	\$120	\$80	\$80	\$80	\$90
	30 Day Pass – Concession High School, Post-Secondary, and Seniors	\$40 27% discount	\$100	\$65	\$65	\$65	\$75
	Youth Travel	Free 12 & Under	Free 12 & Under				

Recommendation 2: Custom Transit Fares Align with Conventional

Routes	Fare Product	Current	Fall 2026
Custom (handyDART)	Single Ride	\$2.50	\$3.00
	Tickets (5)	\$12.50	\$15.00



Recommendation 3: Interoperability within the Region

Vernon Fare Products	Valid on Vernon Local Routes 1-9, 60, 61	Valid on Regional Vernon – Kelowna Route 90	Valid on Kelowna Local Routes
DayPASS – Fare Capped & Paper DayPASS	✓	-	-
30-Day Pass (Adult and Concession) (Local-only)	✓	-	-
Semester Pass) (Local-only)	✓	-	-
30-Day Pass (Adult and Concession) (Regional Pass)	✓	✓	✓

Recommendation 4: New Pre-Paid Fare Programs - ProPASS

- **ProPASS**
 - **Annual program** available to employees through employer facilitated payroll deductions
 - To qualify employers must have at least five employees willing to enroll for a one-year period.
- **Recommended pricing:** Adult Pass Rate less 15 per cent



Enrolled employees receive unlimited travel in their local transit system at a discounted rate, to further incentivize transit usage

Employers reduce parking demands and costs, demonstrate action on climate, and improve recruitment and retention

Recommendation 4: New Pre-Paid Fare Programs - UPASS



- **U-PASS**

- Discounted transit pass program available for students at partnering post-secondary institutions for unlimited access to travel on all Vernon Transit services during their enrolled term.
- The fee for a U-PASS is included in a student's tuition payment.

- **Recommended pricing:** 120 Day Semester Pass priced at a 30-Day Adult Pass Rate

- **Note:** Requires further agreements with Post Secondary Institutions

Enrolled students receive unlimited travel in their local transit system at a discounted rate, to further incentivize transit usage and build future transit riders

Transit System receives guaranteed income as most students will be enrolled

Incentivizing Youth Travel

- Youth 18 and Under Ride Free on all Vernon Local routes
- 30-Day Pass available with 15% Discount for Post-Secondary Students
- 4-Month Semester Pass available with additional 25% discount for Post-Secondary Students
- Impact analysis:
 - Estimated Revenue Loss: - \$85.4K
 - Estimated Ridership Gain: + 11.5K
 - Impact to Cost Recovery: -1%
 - Service Impact: Minimal



Vernon Matters file photo

POTENTIAL FREE TRANSIT FOR YOUTH PILOT

By Liam Verster

Vernon moving ahead with exploring free transit for youth

Oct 14, 2025 | 4:34 PM

Financial Impact

Fare Structure	Projected Annual Impact	Current	Year 1	Year 2	Year 3
Local Fare Structure (Route 1-9, 60/61)	Impact to Fare Revenue	-	+ \$58,000 (11%)	+ \$16,000 (3%)	+ \$15,000 (2%)
	Total Projected Revenue	-	\$1,184,000	\$1,198,000	\$1,230,000
	Cost Recovery	17%	20%	21%	21%
	Ridership Projections		-31,752 (-6%)	-3,655 (-1%)	-3,282 (-1%)
Regional Structure *Includes all-access travel on all Vernon and Kelowna routes	Impact to Fare Revenue	-	+ \$72,000 (39%)	-	+ \$20,000 (8%)
	Total Projected Revenue	-	\$213,000	\$215,000	\$219,000
	Cost Recovery	19%	21%	21%	21%
	Ridership Projections		-15,619 (-12%)	-	-3,104 (-2%)
Custom HandyDART	Impact to Fare Revenue	-	+ \$15,600 (16%)	-	-
	Total Projected Revenue	-	\$93,600	\$93,600	\$93,600
	Cost Recovery	5%	6%	6%	6%

Projected Annual Impact Share	Year 1	Year 2	Year 3
City of Vernon	+ \$72,000	+ \$11,300	+ \$28,600
Regional District of North Okanagan	+ \$44,000	+ \$1,700	+ \$4,300
District of Coldstream	+ \$4,000	+ \$600	+ \$1,600

Summary of Changes and Policy Recommendations

01

Replace the existing transfer policy with the Automatic DayPASS system

02

Implement a Local and Regional Fare Structure

03

Align interoperability within the Region

04

Implement New Pre-Paid Fare Programs

District of Coldstream

Council - Regular Meeting Minutes - June 8, 2026

CALL TO ORDER: Mayor Hoyte called the meeting to order at 6:00 pm.

PRESENT: Councillors Cochrane, Garlick, Hoffman, Levy (arrived at 6:02 pm) and Runyan

ABSENT: Councillor Dirk

STAFF: A. Stewart, Acting Chief Administrative Officer and Director of Financial Administration
N. Cressman, Director of Corporate Administration
J. Netzel, Director of Infrastructure Services
R. Roycroft, Director of Development Services
J. Keith, Community Facilities Manager

ALSO PRESENT: 4 attending in person
1 attending electronically

1. **AGENDA**

1.a. Approval of the Agenda

Moved by Hoffman, seconded by Runyan,

THAT the agenda be approved as presented.

No. REG2026-201 CARRIED

Councillor Levy arrived to the meeting at 6:02 pm.

2. **DELEGATIONS AND PRESENTATIONS**

2.a. Vertical Traffic Calming on Kidston Road

- Mr. M. Waberski, will be in attendance to speak to this matter

Mr. Waberski, a resident of Coldstream, provided a presentation to Council requesting that Council reconsider their decision to install a crosswalk and speed bumps on Kidston Road for traffic calming and presented his arguments to support his request.

Mr. Waberski then answered questions of Council.

3. **LAND APPLICATIONS AND PUBLIC INPUT**

None.

4. **PUBLIC OPPORTUNITY TO ADDRESS COUNCIL**

None.

5. **MINUTES**

5.a. Minutes for Adoption

Moved by Runyan, seconded by Hoffman,

THAT the May 25, 2026, Council meeting minutes be adopted as circulated.

No. REG2026-202 CARRIED

5.b. UNADOPTED Committee Minutes for Information

Moved by Hoffman, seconded by Garlick,

THAT the unadopted June 1, 2026 Committee of the Whole meeting minutes be received for information.

No. REG2026-203 CARRIED

6. **BYLAWS**

6.a. "District of Coldstream Zoning Amendment Bylaw No. 1868, 2026, Amendment No. 2" - (Adoption)

Moved by Runyan, seconded by Levy,

THAT "District of Coldstream Zoning Amendment Bylaw No. 1868, 2026, Amendment No. 2", a bylaw to provide housekeeping and updates amending the District of Coldstream Zoning Bylaw No. 1838, 2024, be adopted, this 8th day of June 2026.

No. REG2026-204 CARRIED

6.b. Proposed Public Notice Bylaw No. 1873, 2026

- Report from the Director of Corporate Administration dated June 8, 2026
- Public Notice Bylaw No. 1873, 2026

Moved by Levy, seconded by Cochrane,

THAT the report titled "Proposed Public Notice Bylaw No 1873, 2026" dated June 8, 2026, submitted by the Director of Corporate Administration be received;

AND THAT "Public Notice Bylaw No. 1873, 2026" be read a first, second and third time, by title only, this 8th day of June, 2026.

No. REG2026-205 CARRIED

7. REPORTS – UNFINISHED BUSINESS

7.a. Pumphouse Beach

- Pumphouse Beach - End of Pilot Project
 - Report by the Director of Infrastructure Services dated June 8, 2026
- "District of Coldstream Parks and Public Spaces Regulation Amendment Bylaw No. 1879, 2026, Amendment No. 17"
 - Report by the Bylaw Compliance Officer dated June 8, 2026
 - Amendment Bylaw No. 1879, 2026 Amdnmt No. 14
- Pumphouse Beach - Fencing
 - Report by the Director of Infrastructure Services dated June 8, 2026

Moved by Levy, Seconded by Garlick,

THAT the report titled "Pumphouse Beach – Fencing" dated June 8, 2026, submitted by the Director of Infrastructure Services, be received;

AND THAT Council authorize Administration to delineate a portion of Pumphouse Beach for dogs using materials available at the Public Works yard for the remainder of 2026;

AND THAT Council authorize the expenditure of up to \$6,000 for the purchase and installation of new off-leash dog beach signs, the purchase of a garbage receptacle complete with a waste-bag dispenser, and to have the environmental and archaeology permits prepared, to be funded through the Lake Access Reserve;

AND THAT the 2026 Financial Plan be amended;

AND FURTHER THAT Council direct Administration to include the cost for the installation of a 4-foot-high chain-link fence, based on the proposed alignment provided in this report, and a floating fence at Pumphouse Beach in the 2027 budgeting discussions at a future Finance Committee meeting.

Before the question was called, it was

Moved by Garlick, seconded by Levy,

THAT the main motion be amended by replacing the following, in the fifth and final paragraph:
"*... in the 2027 budgeting discussion at a future Finance Committee meeting.*",

with the following:

"...immediately following obtaining the applicable environmental and archeological permits, at a future meeting of Council."

No. REG2026-206 Amendment to the Motion CARRIED with Hoffman opposed.

Moved by Levy, Seconded by Garlick,

THAT the report titled "Pumphouse Beach – Fencing" dated June 8, 2026, submitted by the Director of Infrastructure Services, be received;

AND THAT Council authorize Administration to delineate a portion of Pumphouse Beach for dogs using materials available at the Public Works yard for the remainder of 2026;

AND THAT Council authorize the expenditure of up to \$6,000 for the purchase and installation of new off-leash dog beach signs, the purchase of a garbage receptacle complete with a waste-bag dispenser, and to have the environmental and archaeology permits prepared, to be funded through the Lake Access Reserve;

AND THAT the 2026 Financial Plan be amended;

AND FURTHER THAT Council direct Administration to include the cost for the installation of a 4-foot-high chain-link fence, based on the proposed alignment provided in this report, and a floating fence at Pumphouse Beach immediately following obtaining the applicable environmental and archeological permits, at a future meeting of Council.

Before the question on the main motion as amended was called, it was

Moved by Runyan, seconded by Levy,

THAT the main motion be further amended by adding the following between the fourth and fifth paragraphs:

"AND THAT Council direct Administration to investigate fencing options that do not disturb the ground or require an Archeological permit, and related costing, to delineate a portion of Pumphouse Beach for dogs and report back to Council;"

No. REG2026-207 Amendment to the Motion CARRIED with Hoffman opposed.

Moved by Levy, seconded by Garlick,

THAT the report titled “Pumphouse Beach – Fencing” dated June 8, 2026, submitted by the Director of Infrastructure Services, be received;

AND THAT Council authorize Administration to delineate a portion of Pumphouse Beach for dogs using materials available at the Public Works yard for the remainder of 2026;

AND THAT Council authorize the expenditure of up to \$6,000 for the purchase and installation of new off-leash dog beach signs, the purchase of a garbage receptacle complete with a waste-bag dispenser, and to have the environmental and archaeology permits prepared, to be funded through the Lake Access Reserve;

AND THAT the 2026 Financial Plan be amended;

AND THAT Council direct Administration to investigate fencing options that do not disturb the ground or require an Archeological permit, and related costing, to delineate a portion of Pumphouse Beach for dogs and report back to Council;

AND FURTHER THAT Council direct Administration to include the cost for the installation of a 4-foot-high chain-link fence, based on the proposed alignment provided in this report, and a floating fence at Pumphouse Beach immediately following obtaining the applicable environmental and archeological permits, at a future meeting of Council.

No. REG2026-208 Main Motion as Amended CARRIED with Hoffman and Cochrane opposed

Moved by Cochrane, seconded by Garlick,

THAT the report titled “Pumphouse Beach – End of Pilot Project” dated June 8, 2026, submitted by the Director of Infrastructure Services, be received;

AND THAT Council declare the end of the Pumphouse Dog Beach Pilot Project and designate a portion of Pumphouse Beach as an off-leash dog park.

No. REG2026-209 CARRIED with Cochrane and Hoffman opposed.

Moved by Cochrane, seconded by Garlick,

THAT the report titled “Amendment to Parks and Public Spaces Bylaw – Dog Regulations at Pumphouse Beach” dated June 8, 2026, submitted by the Bylaw Compliance Officer, be received;

AND THAT the “District of Coldstream Parks and Public Spaces Regulation Amendment Bylaw No. 1879, 2026, Amendment No. 17”, a bylaw to amend Schedule A to include off-leash dogs in a designated area of Pumphouse Beach, be read a first, second, and third time, by title only, this 8th day of June 2026.

No. REG2026-210 CARRIED with Cochrane and Hoffman opposed

8. REPORTS – NEW BUSINESS

8.a. OBWB Water Conservation & Quality Improvement Grant Final Report

- Report from the Director of Infrastructure Services dated June 8, 2026

Moved by Levy, seconded by Garlick,

THAT the report titled “OBWB Water Conservation & Quality Improvement Grant Final Report”, dated June 8, 2026, submitted by the Director of Infrastructure Services be received;

AND THAT Council direct Administration to provide a phasing plan to repair the inlet structure at a future Council meeting.

No. REG2026-211 CARRIED

Moved by Garlick, seconded by Runyan,

THAT Administration be directed to approach Greater Vernon Water to request funding to assist in implementing the phased plan for the Lavington Wetland Project.

No. REG2026-212 CARRIED

8.b. Community Hall First Quarter Update - January to March 2026

- Memo from the Community Facilities Manager dated June 8, 2026

Moved by Levy, seconded by Garlick,

THAT the memorandum titled “Community Hall First Quarter Update – January-March 2026” dated June 8, 2026, submitted by the Community Facilities Manager be received for information and filed.

No. REG2026-213 CARRIED

8.c. Building Report for the Month of May 2026

- Memorandum from the Building Clerk dated June 8, 2026

Moved by Cochrane, seconded by Levy,

THAT the memorandum titled "Building Report for the Month of May 2026" dated June 8, 2026, submitted by the Building Clerk, be received for information and filed.

No. REG2026-214 CARRIED

8.d. October 13, 2026 - Council Meeting

- Verbal report from the Director of Corporate Services

Moved by Levy, seconded by Hoyte,

THAT the Council meeting scheduled for October 13, 2026 be cancelled.

No. REG2026-215 **CARRIED with Councillor Cochrane opposed.**

8.e. June 15, 2026 - Committee of the Whole Meeting

Moved by Hoffman, seconded by Levy,

THAT the Committee of the Whole meeting scheduled for June 15, 2026 be cancelled.

No. REG2026-216 **CARRIED**

The Community Facilities Manager left the meeting at 7:08 pm.

9. CORRESPONDENCE

9.a. Request for Dedicated Provincial Funding to Support Municipalities That Achieve Provincially Mandated Housing Targets

- Correspondence from the District of Central Saanich Mayor Ryan Windsor

Moved by Levy, seconded by Cochrane,

THAT the Correspondence from Mayor Ryan Windsor, District of Central Saanich, regarding the "Request for Dedicated Provincial Funding to Support Municipalities That Achieve Provincially Mandated Housing Targets", dated May 21, 2026, be received for information and filed.

No. REG2026-217 **CARRIED**

9.b. BC Local Government Climate Action Program (LGCAP) - Funding Continuation

- Correspondence from the District of Saanich dated May 19, 2026

Moved by Cochrane, seconded by Hoffman,

THAT the correspondence from Mayor Dean Murdock, District of Saanich, dated May 19, 2026, regarding the BC Local Government Climate Action Program (LGCAP) - Funding Continuation be received for information and filed.

No. REG2026-218 **CARRIED**

9.c. Vertical Traffic Calming on Kidston Road

- Correspondence from L. Dohm, Coldstream Resident dated June 8, 2026

Moved by Hoffman, seconded by Garlick,

THAT the correspondence from L. Dohm, Coldstream resident dated June 8, 2026, in regards to Vertical Traffic Calming on Kidston Road be received for information and filed.

No. REG2026-219 **CARRIED**

10. COMMITTEE RECOMMENDATIONS

10.a. Committee of the Whole Meeting - June 1, 2026

Re: 8505 Kalavista Drive - Log House Property

- Report from the Director of Infrastructure Services dated June 1, 2026 (previously circulated)

Moved by Hoffman, seconded by Levy,

THAT Council direct Administration to maintain the property at 8505 Kalavista Drive as passive greenspace for the remainder of 2026;

AND THAT Council authorize the Mayor to include a 'call-to-action', in the upcoming June Coldstream Newsletter, for interested non-profit user groups/clubs who may be interested in using the space at 8505 Kalavista Drive for the storage of non-motorized watercraft and meeting space or 'group-hub' to gather for non-motorized water activities.

No. REG2026-220 **CARRIED**

The meeting recessed at 7:34 pm and reconvened at 7:36 pm.

11. REPORTS FROM COMMITTEES

11.a. Greater Vernon Advisory Committee

Mayor Hoyte reported that at the recent Greater Vernon Advisory Committee meeting, the Committee discussed the following:

- Received an update on current water supply and water restrictions and stressed the critical lack of water supply
 - Mayor Hoyte provided Council with a copy of the water supply and restrictions PowerPoint presentation given to the Committee
- Received an update on the progress of the Cultural Centre

11.b. Other Reports - Tolko Industries (Lavington)

Mayor Hoyte reported that at the recent quarterly meeting with Tolko Industries (Lavington Mill), the following was discussed:

- Tolko thanked Council for providing a letter of support to the province for assistance with funding the purchase of equipment to diversify their operations
- Demonstrated the diversified products created with upgraded equipment including some finished flooring; and,
- Addressed Council's concerns about retaining Tolko employees when they upgrade equipment to flooring.

12. RESOLUTION TO ADJOURN TO IN CAMERA

Moved by Levy, seconded by Cochrane,

THAT Council adjourn to an in camera meeting to discuss issues related to the following paragraph(s) under Section 90(1) of the *Community Charter*:

- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; **(GVAC Report)**
- (g) litigation or potential litigation affecting the municipality; **(GVAC Report)**
- (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public; **(Coldstream) (GVAC Report)**

No. REG2026-221 CARRIED

The meeting recessed at 7:42 pm and when it reconvened at 7:55 pm, the Director of Infrastructure Services was not present.

13. REPORT FROM THE IN CAMERA MEETING

None.

14. ADJOURNMENT

Moved by Hoffman, seconded by Hoyte,

THAT the meeting of Council held June 8, 2026 be adjourned at 7:58 pm.

No. REG2026-222

CARRIED

CERTIFIED CORRECT

Corporate Officer

Mayor

UNADOPTED

**DISTRICT OF COLDSTREAM
BYLAW NO. 1873, 2026**

A BYLAW TO PROVIDE AN ALTERNATIVE MEANS OF PUBLIC NOTIFICATION

The Council of the District of Coldstream, in open meeting assembled, enacts the following:

TITLE

1. This Bylaw may be cited as “DISTRICT OF COLDSTREAM PUBLIC NOTICE BYLAW NO. 1873, 2026”.

INTERPRETATION

2. Unless otherwise provided in this Bylaw, words and phrases used herein have the same meanings as in the *Community Charter, Local Government Act* and the *Interpretation Act* as the context and circumstances may require.
3. A reference to an Act in this Bylaw refers to a statute of British Columbia, and a reference to any statute, regulation, bylaw or other enactment refers to that enactment as it may be amended or replaced from time to time.
4. Headings are for convenience only and must not be construed as defining or limiting the scope or intent of the provisions.

SEVERABILITY

5. If any part of this Bylaw is held to be invalid by a court of competent jurisdiction, the invalid part is severed and the remainder of the Bylaw continues to be valid.

ALTERNATIVE MEANS OF PUBLIC NOTIFICATION

6. In accordance with the Community Charter, alternative means of publication for the purpose of public notice shall be:
 - (1) District of Coldstream website (www.coldstream.ca).
 - (2) District of Coldstream Email Subscription Service (www.coldstream.ca/subscribe)

READ A FIRST TIME this	8 th	day of	June	2026
READ A SECOND TIME this	8 th	day of	June	2026
READ A THIRD TIME this	8 th	day of	June	2026
ADOPTED this		day of		2026

Corporate Officer

Mayor

**DISTRICT OF COLDSTREAM
BYLAW NO.1879, 2026**

**A BYLAW TO AMEND SCHEDULE A -DOG PARKS IN THE
PARKS AND PUBLIC SPACES REGULATION BYLAW NO. 1651, 2014**

The Council of the District of Coldstream, in open meeting assembled, enacts that the District of Coldstream Parks and Public Spaces Regulation Bylaw No. 1651, 2014 be amended as follows:

TITLE

1. This Bylaw may be cited as “DISTRICT OF COLDSTREAM PARKS AND PUBLIC SPACES REGULATION AMENDMENT BYLAW NO.1879, 2026, AMENDMENT NO. 17”.

INTERPRETATION

2. Unless otherwise provided in this Bylaw, words and phrases used herein have the same meanings as in the *Community Charter*, *Local Government Act* and the *Interpretation Act* as the context and circumstances may require.
3. A reference to an Act in this Bylaw refers to a statute of British Columbia, and a reference to any statute, regulation, bylaw or other enactment refers to that enactment as it may be amended or replaced from time to time.
4. Words in the singular include the plural, and words in the plural include the singular.
5. Headings are for convenience only and must not be construed as defining or limiting the scope or intent of the provisions.

SEVERABILITY

6. If any part of this Bylaw is held to be invalid by a court of competent jurisdiction, the invalid part is severed and the remainder of the Bylaw continues to be valid.

AMENDMENT

7. The District of Coldstream Parks and Public Spaces Regulation Bylaw No. 1651, 2014 is hereby amended as shown in **RED** in “Schedule A”, attached to and forming part of this bylaw.

READ A FIRST TIME this	8 th	day of	June	2026
READ A SECOND TIME this	8 th	day of	June	2026
READ A THIRD TIME this	8 th	day of	June	2026
ADOPTED this		day of		2026

Corporate Officer

Mayor

Attachment: Schedule A –Schedule A from the Parks and Public Spaces Regulation Bylaw No. 1651, 2014 (as consolidated) Amendments shown in **RED**

Schedule A – Dog Parks

The following parks are designated Dog Parks:

Off-Leash Dog Parks

1. **Coldstream Valley Estates**, intersection of Upland Drive and Ridgemont Drive
2. **Creekside Park**, bounded by Kalamalka Road, Kidston Road, Quirk Drive and Coldstream Creek
3. **Lavington Park**, 6401 Lavington Way
4. **Stenquist Park**, 9255 Heritage Lane off Paisley Drive
5. **Vi-Morphet Dog Park**, 8309 Buchanan Road
6. **Pumphouse Beach**, 13210 Westkal Road – in designed area only

On-Leash Dog Parks

7. **Lochhaven Park**, 30 Lochhaven Court and 11515 Wyatt Court
8. **Grey Canal Trail**, off Cypress Drive
9. **McKergow Meadows Park**, surrounding Mud Lake on Middleton Mountain
10. **Middleton Mountain Park**, bounded by Mt. Thor Drive, Mt. York Drive, Mt. Tod Drive and Mt. Ida Drive on Middleton Mountain
11. **Westkal Beach**, 7615 Westkal Road



DISTRICT OF COLDSTREAM REPORT TO COUNCIL

FILE: 5460-06
DATE: June 22, 2026
FROM: Infrastructure Services
SUBJECT: Traffic Calming Kidston Road – Delegation

1. PURPOSE

To provide a response to the requests made by Mr. Waberski in his presentation to Council on June 8, 2026.

2. RECOMMENDATION

THAT the report titled “Traffic Calming Kidston Road – Delegation” dated June 22, 2026, submitted by Director of Infrastructure Services be received;

AND THAT Council direct Administration to bring forward amendments to policy PW43 – Traffic Calming to a future Committee of the Whole meeting.

3. PREVIOUS COUNCIL MOTION / COMMITTEE RESOLUTION(S)

At their meeting held April 13, 2026 Council passed the following resolution:

“THAT the report titled “Kidston Road Traffic Calming” dated April 13, 2026, submitted by the Director of Infrastructure Services be received;

AND THAT Council authorize the expenditure of up to \$34,000 for the installation of two speed tables and a road level cross walk complete with a flashing pedestrian crossing light, to be funded from the Canada Community Building Fund;

AND THAT Council directs Administration to amend the 2026 Financial Plan to include this expenditure.”

4. DISCUSSION/ANALYSIS

Mr. Waberski provided a presentation to Council, at the June 8, 2026 regular Council Meeting that discussed Policy PW43 – Traffic Calming (Policy), and the development thereof, and the impacts of speed tables to neighboring residents. In all, he provided a list of seven (7) requests:

1. That Kidston Road be designated as a Major Collector (route)
2. The Traffic Calming Policy be amended to fix the contradictions on vertical calming
3. The Traffic Calming Policy be amended to include the missing Appendices
4. That the 2 two proposed vertical deflections be cancelled
5. That the District follows the consultation requirements of the policy going forward
6. That the District considers implementing the Vernon Vertical Measures Policy for Coldstream
7. That Council reconsider the 2021 petition to remove the existing speed table on Kidston Road by Red Gate.

1. Kidston Road Reclassified.

Whether Kidston Road is a major or minor collector, both levels of collector roads allow for speed tables per the Policy. It should also be noted, that in most municipalities, major collectors are roads with over 5000 vehicles per day and minor collectors at over 3000 vehicles per day. Kidston Road count, south of Coldstream Creek Road, had an average count of just over 1,600 at the end of May 2025. Even if this does not reflect the full traffic impact during July and August, Kidston Road would not be classified as a major collector outside of Coldstream. When researching online what infrastructure should be avoided for a major collector, this information may not readily apply to the classifications used for Coldstream roads.

2. Contradictions on Vertical Calming

While the Policy does recommend that traffic calming on major collectors should be limited to technological, signage and horizontal solutions, it does not say that vertical calming must not be used. There are instances where vertical deflections have proven to be absolutely necessary, such as the speed tables in the school zones on both Kalamalka and School Roads, both of which are classified as major collectors. Amending the Policy for this item is not recommended by Administration.

3. Include the Missing Appendices from the draft Policy

The 'missing' appendices were not part of the Policy, they were appendices to the Policy report submitted to Council and they do not fit with the flow chart that was ultimately adopted as part of the Policy; however, the Policy does speak to criteria that must be met for traffic calming to take place. Administration will always look for passive alternatives for traffic calming before recommending speed tables.

4. Rescind the Resolution for the Construction of the Two Speed Tables on Kidston, South of Coldstream Creek Road

The speed tables on Kidston Road were supported by the neighboring properties. Residents were worried for the safety of their children and their property because of the number of times speeding vehicles left the road and ended up in their yards. Vehicles have also damaged the fence separating Kidston Road from the multi-use path, so often that concrete barriers were installed. The residents highlighted the need to slow traffic as a priority over the signaled crosswalk. Widening the shoulder to Coldstream Creek Road could be completed, removing the need for the crosswalk, but the speeding was beyond what can be controlled with reducing the posted speed in that area and the speed tables are still warranted. The traffic data collected for the curve scored 60 points on the Traffic Calming Point Assessment (Appendix B of the Policy), 52 points is the trigger for traffic calming.

To date, Administration has ordered and paid for the signaled pedestrian (\$8,750) crossing lights and reached out to local paving contractors for estimates. The works have not yet been scheduled.

5. Consultation Requirements

While there are no consultation requirements defined in the Policy, Administration does provide notification through online platforms, the monthly infrastructure update, and the Council Highlights publication. Projects are also brought forward to Council at public meetings where residents have an opportunity to speak to items on the agenda. Council may wish to request community input; however, Council ultimately must make decisions for the greater good when public safety is at risk. Public Consultation takes considerable staff and Council resources and should be used for significant traffic calming solutions where major and/or costly infrastructure changes are proposed – such as narrowing roads with curb extensions or chicanes, rerouting traffic patterns, or installation of sidewalks.

6. Instituting Vertical Traffic Calming Measure Similar to the City of Vernon (Vernon)

Vernon has several advantages for traffic calming over Coldstream, with the main one being suitably sized road rights-of-ways that allow for horizontal traffic control. Many of Coldstream's collector roads do not have adequate space for shoulders or storm systems to incorporate infrastructure such as curb extensions, median islands or chicanes. Vernon also favors traffic calming measures that have an obstruction component, meaning traffic is calmed by halting specific traffic movement, such as left turns or other directional closures. This method is doable in municipalities with grid-style road systems and plenty of alternative routes through subdivisions and the downtown core. Coldstream is somewhat limited in its traffic calming options and speed tables, while a nuisance, are suitable for the volume of traffic observed on our roads. However, there are other traffic calming measures that Administration does use, if deemed suitable, prior to speed tables, and this includes the deployment of the mobile radar signs, permanent radar signs, reducing the posted speed, installing warnings for corners, signaled crosswalks, and stop signs.

7. Reconsideration of the 2021 Petition to Remove the Red Gate Raised Crosswalk

Administration does not support the removal of the raised crosswalk at the Red Gate. The crosswalk connects the multi-use path to the Kal Lake Park trail head located at Red Gate. This is a busy park and the crosswalk is an important safety feature.

There are a few additional points that Administration would like to highlight regarding traffic calming. Speed alone, does not trigger traffic calming in the policy. The policy also takes volume, surrounding pedestrian generators, collision history, and current road features, such as sidewalks, into consideration. Also, regardless of the posted speed or other traffic calming devices installed, there will always be those who choose to ignore the posted limits; care needs to be taken to ensure that the poor behaviors of a few do not cause an inconvenience to the majority. Each investigation requires Administration to understand all the variables involved as each situation is unique. The Traffic Calming Point Assessment (Appendix B of the Policy) allows the potential issues to be summarized to determine if a minimum threshold is reached.

Responding to Mr. Waberski's presentation to Council required that Administration take a hard look at how the Policy may be interpreted. As such Administration is recommending that potential amendments to the Policy be brought to a future Committee of the Whole meeting for discussion.

5. STRATEGIC OBJECTIVES

N/A

6. LEGISLATIVE AUTHORITY

N/A.

7. FINANCIAL IMPLICATIONS

There are no financial implications with this report; however, \$8,750 has been spent to date on the 2026 Kidston Road Speed Tables project. While the pedestrian lights could be used elsewhere in Coldstream, the connection of the cross walk to the multi-use path allowed for the use of the Canada Community Building Fund to be used for the project. Deploying the pedestrian lights elsewhere may require that an alternative funding source be identified, most likely an operational budget, which would then require a shifting of priorities.

8. EXTERNAL CONSULTATION

This report is in response to a delegation presentation by Mr. Waberski, on June 8, 2026.

9. ALTERNATIVES & IMPLICATIONS

Alternative #1: Council approves one or more of Mr. Waberski's requests

Should Council wish to choose this option, the following motion is recommended:

"THAT the report titled "Kidston Road Traffic Calming" dated April 13, 2026, submitted by the Director of Infrastructure Services be received;

AND THAT Council direct Administration to implement the following requests from Mr. Waberski and amend Policy PW43 – Traffic Calming as required:

- **ITEMS TO BE CITED BY COUNCIL;**

AND FURTHER THAT the amended policy be brought to a future Committee of the Whole meeting."

Alternative #2: Status Quo

Should Council wish to choose this option, the following recommendation is suggested:

"THAT the report titled "Kidston Road Traffic Calming" dated April 13, 2026, submitted by the Director of Infrastructure Services be received for information and filed"

10. ATTACHMENTS

- A. Delegation Presentation from June 8, 2026.
- B. PW43 – Traffic Calming

Prepared by:

Reviewed and Approved for submission to Council:

Janis Netzel

Director of Infrastructure Services
Director of Infrastructure Services

Keri-Ann Austin, MMC
Chief Administrative Officer

REVIEWED WITH:

DATE:

Financial Admin

Corporate Admin

Infrastructure Services

Development Services

Other: _____

06/17/26

ATTACHMENT 'A'

OBJECTION TO VERTICAL DEFLECTION TRAFFIC CALMING ON KIDSTON ROAD

Presented to
Coldstream Council
by
Mike Waberski
June 8, 2026

- TRAFFIC CALMING POLICY
- PROCESS FOR IMPLIMENTING CALMING MEASURES
- HISTORY OF TRAFFIC CALMING



1

Traffic calming measures coming to Coldstream's Kidston Road

Published 12:00 pm Thursday, April 16, 2026

By Brendan Shykora

Moved by Hoffman, seconded by Levy,

THAT the report titled "Kidston Road Traffic Calming" dated April 13, 2026, submitted by the Director of Infrastructure Services be received;

AND THAT Council authorize the expenditure of up to \$34,000 for the installation of two speed tables and a road level cross walk complete with a flashing pedestrian crossing light, to be funded from the Canada Community Building Fund;

AND THAT Council directs Administration to amend the 2026 Financial Plan to include this expenditure



The District of Coldstream will be adding traffic calming measures on Kidston Road between Coldstream Creek Road and Kinloch Drive, council decided Monday, April 13, 2026. (Google Street View)

2

DISTRICT OF COLDSTREAM

REPORT/RECOMMENDATION TO COUNCIL

FROM: Michael Baker
Infrastructure Services

FILE NO.: 5460

DATE: February 11, 2020

SUBJECT: Traffic Calming Policy

Objectives: The objectives of this policy are:

- 1) To establish **standard principles of practice to determine where implementation of traffic calming measures should occur** (identify the problem).
- 2) To establish what specific standard traffic calming measures (controls) are to be implemented (determine the proper method to resolve the problem).
- 3) To establish protocols for responding to individual resident requests for traffic calming measures.
- 4) To communicate the value of a consistent and structured approach to implementing traffic calming on a **District wide basis**.

DISTRICT OF COLDSTREAM

MUNICIPAL POLICY

APPENDIX "A"

NO. PW43

Title	TRAFFIC CALMING POLICY		
Purpose of Policy	To provide guidance on traffic calming measures for the community		
Approved By	Municipal Council	Date	February 10, 2020
Supersedes	N/A	Prepared by	Director of Infrastructure Services
POLICY STATEMENT	This policy is subject to any specific provision of the Local Government Act, Community Charter, or other relevant legislation or Union Agreement.		

Policy Statement:
The provision of traffic calming measures (where warranted) supports public safety; risk management objectives of the District; and any other agencies having jurisdiction. Further, appropriately applied traffic calming measures benefit the public as a whole, by reducing traffic speeds and encouraging driver diligence on District roadways.

Purpose:
This policy is intended to provide direction to staff on the administration, planning, design, and implementation of traffic calming in the District. The policy presents a consistent vision for how traffic calming is applied to provide clarity to the community, staff, and Council. It also seeks to limit liability and risk by giving appropriate guidance on the application of traffic calming.

Objectives:
The objectives of this policy are:

- 1.) To establish standard principles of practice to determine where implementation of traffic calming measures should occur (identify the problem).
- 2.) To establish what specific standard traffic calming measures (controls) are to be implemented (determine the proper method to resolve the problem).
- 3.) To establish protocols for responding to individual resident requests for traffic calming measures.
- 4.) To communicate the value of a consistent and structured approach to implementing traffic calming on a District wide basis.

Policy:
1.1) What is Traffic Calming?
Traffic calming is defined by the Institute of Transportation Engineers (ITE) as the combination of mainly physical measures that reduce the negative effects of motor vehicle use; alter driver behaviour and improve conditions for non-motorized street users.

PW43 Traffic Calming Policy

Page 1 of 9
Page 57 of 69

3

Traffic Calming Technique	Road Class	
	Local Road	Minor Collector
Passive and Mitigating Measures		
Education	YES	YES
Community Entrance Sign	YES	YES
Textured Crosswalk	YES	YES
Targeted Enforcement	YES	YES
Speed Display (PEEP)	YES	YES
On Street Parking	YES	YES
Road Diet	YES	YES
Physical Vertical Deflection		
Speed Cushion	YES	YES
Raised Intersection	YES	YES
Raised Crosswalk	YES	YES
Speed Table	YES	YES
Speed Hump	YES	NO
Physical Horizontal Deflection		
Curb Extension	YES	YES
Curb Radius Reduction	YES	YES
Neighbourhood Traffic Circle	YES	YES
Centre Island Median	YES	YES
One-Lane Chicane	YES	YES
Lateral Shift	YES	YES
Roundabout	NO	YES
Physical Obstruction		
Sectional Closure	YES	YES
Medial Through Section	YES	YES
Right-Out Island	YES	YES
Channelization	YES	YES
	YES	NO
	YES	NO

MAJOR COLLECTORS DEFINED IN THE POLICY

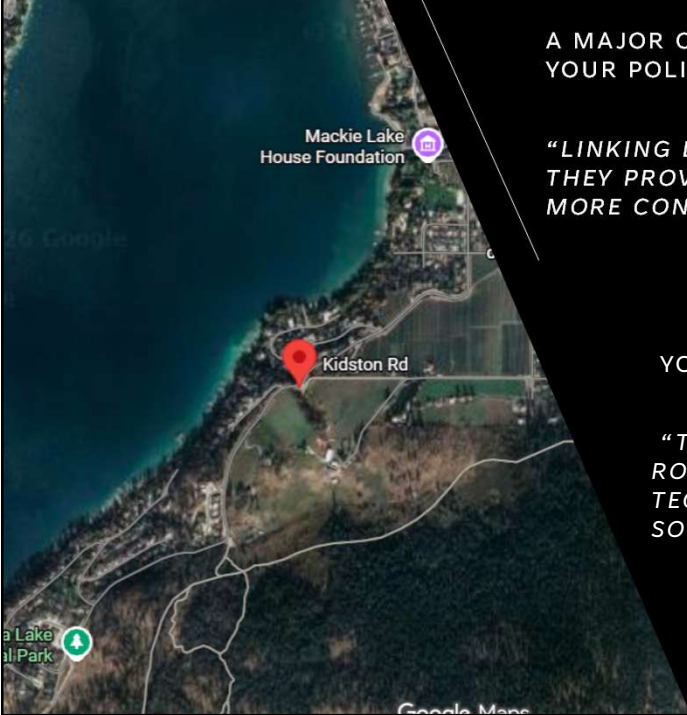
Major Collectors Include:

- Kalamalka Rd,
- Aberdeen Rd,
- Middleton Way,
- College Way,
- Buchanan Rd,
- School Rd,
- Learmouth Dr

4

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2



A MAJOR COLLECTOR ROAD WHICH IS DEFINED BY YOUR POLICY DOCUMENT ON PAGE 3 AS:

“LINKING LOCAL ROADWAYS WITH ARTERIAL ROADS. THEY PROVIDE MORE ACCESS OPPORTUNITIES AND MORE CONTINUOUS ROUTES.”

YOUR POLICY GOES ON TO STATE:

“TRAFFIC CALMING ON MAJOR COLLECTOR ROADS SHOULD BE LIMITED TO TECHNOLOGICAL, SIGNAGE AND HORIZONTAL SOLUTIONS.”

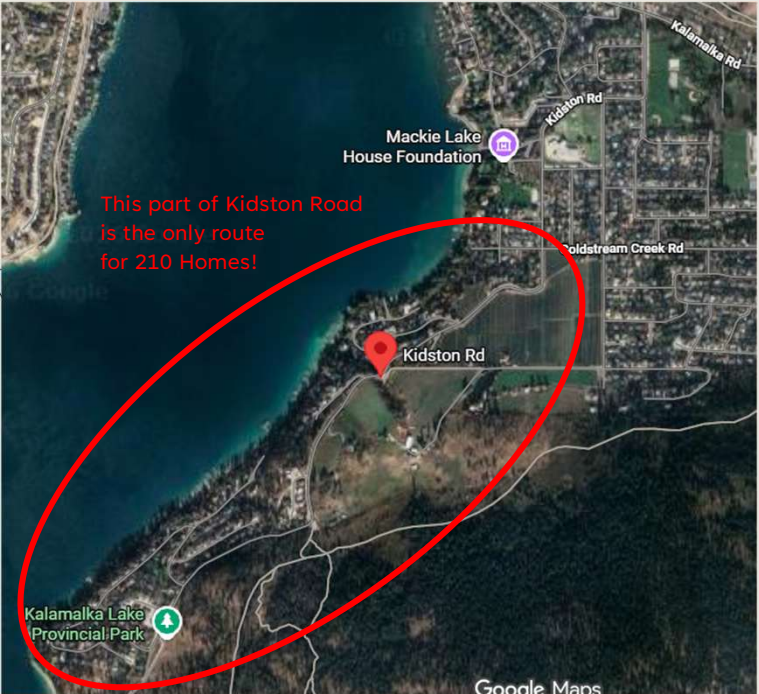
NOTE THAT VERTICAL DEFLECTIONS ARE NOT RECOMMENDED

5


VEHICLE USE

*“The average daily count for cars on Kidston Road, south of Coldstream Creek Road, was **1,645** with the peak hours occurring between 3:30 and 5:00 pm.”*
(From May 17 to June 3, 2025)

Day use of Kal Park as reported by BC Parks was **309,000** in 2017 and **283,000** person days in 2018.
185 parking spaces available from Kidston access




6



District of
Coldstream

District of Coldstream
Finance Committee Meeting Agenda for February 4, 2019
Municipal Hall, 9901 Kalamalka Road, Coldstream, BC
6:00 PM



DISTRICT OF COLDSTREAM
REPORT/RECOMMENDATION TO COUNCIL

FROM: Michael Baker
Infrastructure Services

FILE NO. 5460

DATE January 30, 2019

SUBJECT: 2018 Traffic Calming Requests

Kidston Road
Designated as a collector road within the District of Coldstream's OCP, the road is generally flat and is narrow with little walking shoulder along the Northern section. A request for speed humps has been received for the section that runs east-west between Coldstream Park and Kidston Elementary .
Staff would not recommend speed humps along this section of Kidston Road. Council could direct staff to obtain a design for sidewalk construction and begin property negotiations for land acquisition. The design is estimated to cost \$15,000.

7

Committee of the Whole Agenda
Tuesday, February 18, 2020
25 - 69 3.b. Traffic Calming Policy

<https://coldstream.civicweb.net/document/65483/>

27 Pages for Appendix's B to F

- Report from the Director of Infrastructure Services dated February 11, 2020
- 200211 report - Traffic Calming Policy
- Appendix A - draft Traffic Calming Policy
- Appendix B - types of traffic calming
- Appendix C - District letter to adjacent residents re petition process for traffic calming REVIEW
- Appendix D - petition form signed by adjacent residents requesting REVIEW of traffic calming
- Appendix E - District letter to adjacent residents re petition process for traffic calming REMOVAL
- Appendix F - petition form signed by adjacent residents requesting REMOVAL of existing traffic calming

Recommendation
THAT the Committee of the Whole recommends to Council that staff be directed to amend the draft Traffic Calming Policy, prior to public input;
AND THAT the amended policy be brought back to Committee of the Whole for further discussion.

8

COUNCIL - REGULAR MEETING MINUTES FOR FEBRUARY 24, 2020

10.b. CoW re: Traffic Calming Policy

- Traffic Calming Policy PW43, as amended, per the Committee of the Whole recommendation below
- Moved by Taylor, seconded by Hoffman,
- THAT the draft Traffic Calming Policy be approved with the following amendments to the Appendix "A" flowchart:
- Under the "If No" column, delete the two flowchart boxes "No further action" and "District response to request notifying that the threshold for traffic calming has not been met"; and
- 2. Insert a flowchart box "Report to Council" when the petition has been submitted, to assess if the 50% household approval has been achieved. If "yes", proceed to assess conditions; if "no", Council direction is required;
- AND THAT staff be directed to amend the petition form, attached to the report from the Director of Infrastructure Services dated February 11, 2020 regarding Traffic Calming Policy, by including a section where residents can suggest traffic calming solutions in their neighbourhood.

9

PHYSICAL VERTICAL DEFLECTION

Vertical traffic calming measures provide an obstruction that vehicles are able to travel over. The change in pavement height (and sometimes pavement material) can cause discomfort to the occupant of a vehicle and exceeding the design speed of the traffic calming measure. It should be noted that most vertical traffic calming measures are not permanent and measures that are emergency vehicle ready or to reduce the amount of pavement height, vertical traffic calming measures should be used in situations where permanent measures provided by the Institute of Transportation Engineers (ITE) Localized Neighborhood Traffic Calming (LNK).

Vertical traffic calming measures typically perform better when they are installed in series, as opposed to single isolated measures. The installation and operation of a vehicle, while negotiating a series of vertical traffic calming measures, is dependent on the number and spacing of the installations.

The implementation of vertical traffic calming measures can result in some traffic slowing over the device. This naturally means the cut through portion of a vehicle. Consideration should be given to the impact of the implementation of vertical traffic calming measures.

Vertical traffic calming measures include speed cushions, speed tables, raised crosswalks, raised intersections, and raised crossings.

Speed Cushion

Speed cushions are raised areas of pavement that are typically installed in the center of each travel lane. Speed cushions typically are 12 to 18 inches in height. Speed cushions typically range in length between 10 and 15 feet. As a result, speed cushions will reduce speed cushions in the same manner as a speed cushion. Emergency vehicles are able to travel over speed cushions due to their wider axles. This means that emergency vehicles can not travel over much of a cushion.

Advantages:

- More expensive than speed humps
- Effective in reducing vehicle speed
- Effective in reducing emergency vehicle response time as much as speed humps

Disadvantages:

- Increases noise and air pollution in neighbourhood
- Emergency vehicles with larger axles may be able to travel the speed cushions
- May be damaged by snowplows

Speed Table

Speed tables are raised areas of pavement which are rounded on top and placed across the entire street. Speed tables typically measure between 75 and 100 millimeters in height and 10m in length. The height and length of the speed table determine how fast it can be negotiated without causing discomfort to the driver. Discomfort increases as the speed of the vehicle traveling over the hump increases.

Advantages:

- Low Cost
- Effective in reducing vehicle speed

Disadvantages:

- Increases response time for emergency vehicles
- Negative impact on Transit buses
- Non-responsive to conditions in high-traffic areas
- May be damaged by snowplows

Speed Hump

Speed humps are raised areas of pavement which are rounded on top and placed across the entire street. Speed humps typically measure between 75 and 100 millimeters in height and 10m in length. The height and length of the speed hump determine how fast it can be negotiated without causing discomfort to the driver. Discomfort increases as the speed of the vehicle traveling over the hump increases.

Advantages:

- More expensive than speed humps
- Increases response time for emergency vehicles
- Increases noise and air pollution in neighbourhood

Disadvantages:

- More expensive than speed humps
- Increases response time for emergency vehicles
- Increases noise and air pollution in neighbourhood
- May be damaged by snowplows

Notes: Use of elevated infrastructure may result in a raised crosswalk but raised crosswalks can be constructed without the presence of sidewalks, complete street building where with desirable walking trips on both sides.

APPENDIX B

5 Pages on PHYSICAL VERTICAL DEFLECTION

- * Speed Cushion
- * Raised Intersection
- * Raised Crosswalk
- * Speed Table
- * Speed Hump

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10

SUMMARY OF VERTICAL DEFLECTION METHODS

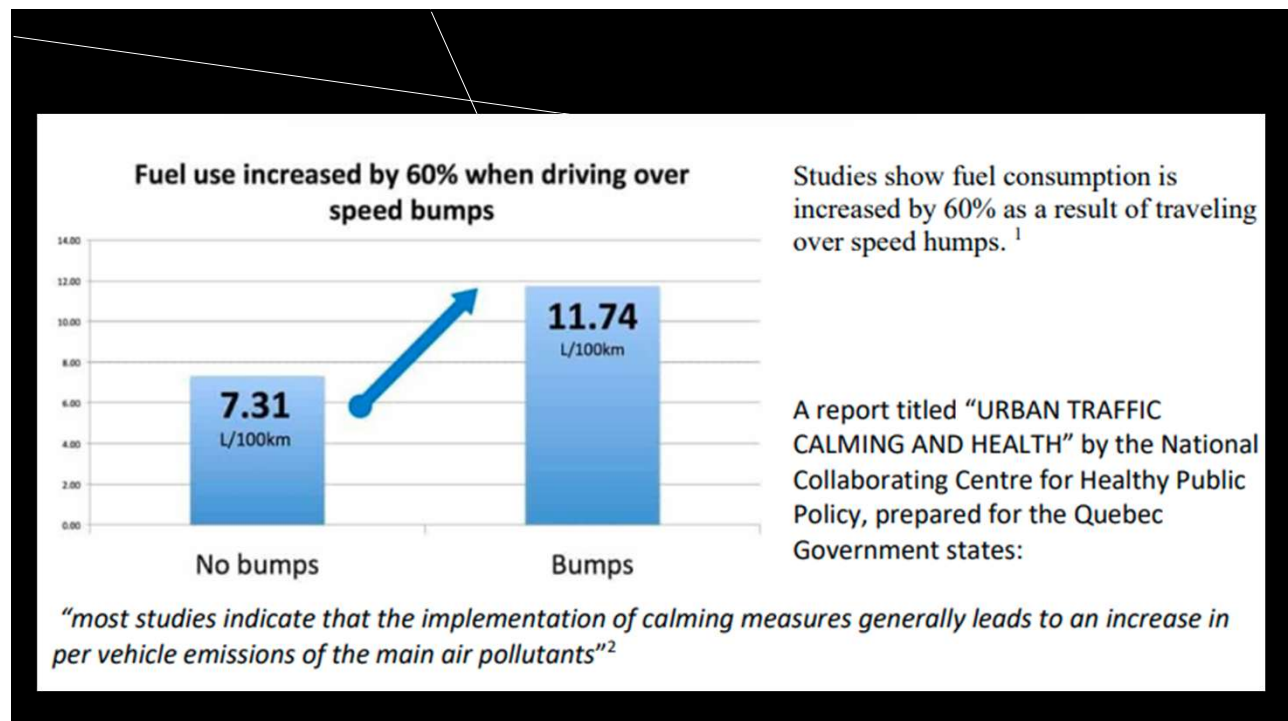
Disadvantages:

- Passenger vehicles with larger axle widths may be able to straddle the speed cushions
- May be damaged by snowplows
- Increases response time for emergency vehicles
- Could create drainage impacts
- Negative impact on Transit buses
- **Increases Noise and Air Pollution in Neighbourhoods**



11





11



12

FROM APPENDIX "C"

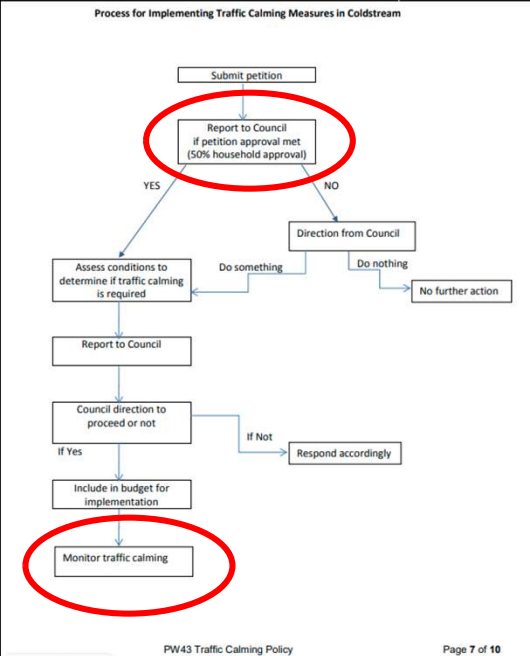
"The results of the petition must show support from at least 50% of the households with direct frontage onto the roadway to be investigated."

FROM APPENDIX "C"

"If the outcome of the District's 1 year review indicates the problem still exists then physical traffic calming measures are warranted, all affected residents (households), as determined by the District, will have the opportunity to indicate whether or not they support any future proposed physical traffic calming measures. "

13



Process for Implementing Traffic Calming Measures in Coldstream

```

graph TD
    A[Submit petition] --> B[Report to Council if petition approval met (50% household approval)]
    B -- YES --> C[Assess conditions to determine if traffic calming is required]
    B -- NO --> D[Direction from Council]
    D -- Do something --> C
    D -- Do nothing --> E[No further action]
    C --> F[Report to Council]
    F --> G[Council direction to proceed or not]
    G -- If Yes --> H[Include in budget for implementation]
    G -- If Not --> I[Respond accordingly]
    H --> J[Monitor traffic calming]
  
```

FROM APPENDIX "C"

After the District develops a traffic calming plan, the District will conduct a public meeting to explain the plan, at which point residents will have the opportunity to provide their input. Following the public meeting, the traffic calming plan will be modified, as required, and the District will then deliver a Community Support Survey to all affected residents to determine the level of support for the specific traffic calming plan.

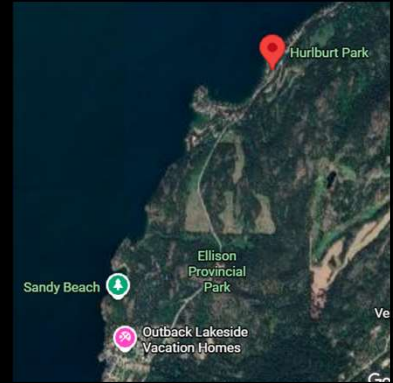
14

HOW MANY VERTICAL DEFLECTIONS ARE THERE IN THE CITY OF VERNON?



ONE

The only speed bump in Vernon is on Eastside Road at Hurlburt Park



VERNON CALMING POLICY STATES:

"4.5 VERTICAL MEASURES

Vertical measures are those which create vertical motion in a vehicle when it is driven over.

Vertical measures *will only be considered on local streets in the Historic Downtown Core.*"

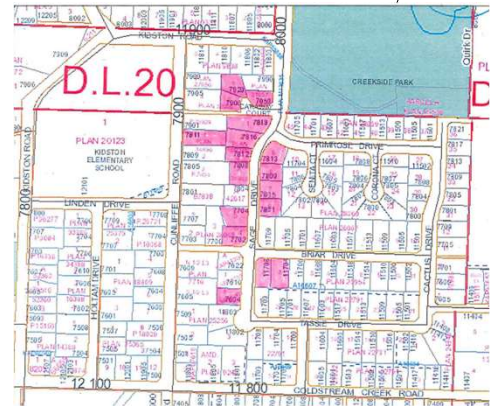
15

Council - Regular Meeting Agenda for June 26, 2017

FROM: Michael Baker FILE NO. 5460 Director of Infrastructure Services DATE June 20, 2017 SUBJECT: Speed Control on Sage Drive

A Petition from Mr. Bodnar representing 17 home owners

Option 2 - Install Speed Humps Generally two speed humps are installed to create a slower speed zone. Speed humps slow traffic at all times of the day. Often, speeding occurs around the reduced speed zone for vehicular traffic to "make up time" and may change traffic patterns increasing traffic loading through school zones at both Kidston Elementary and Kalamalka Secondary. There are also some operational challenges with snow removal. As a tool for traffic calming, speed humps have low installation and maintenance costs.



16

Council - Regular Meeting Agenda for June 26, 2017

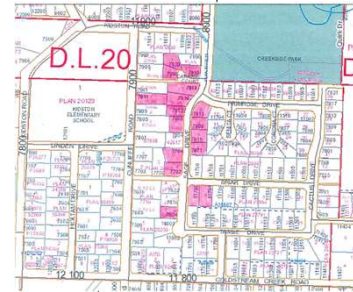
At their meeting held on June 26, 2017 Council passed the following resolution: THAT staff are directed to proceed with Option #2, Install speed humps on Sage Drive in the general vicinity of Briar Drive and Primrose Drive as outlined in the report from the Director of Infrastructure Services dated June 20, 2017.

On July 24, 2017 A Petition (Numbers Unknown) from Mr. Townsley representing homeowners was presented opposing the installation of speed bumps

NO SPEED HUMPS WERE INSTALLED

On November 23, 2020, Mr. Bodnar made a presentation to council again.

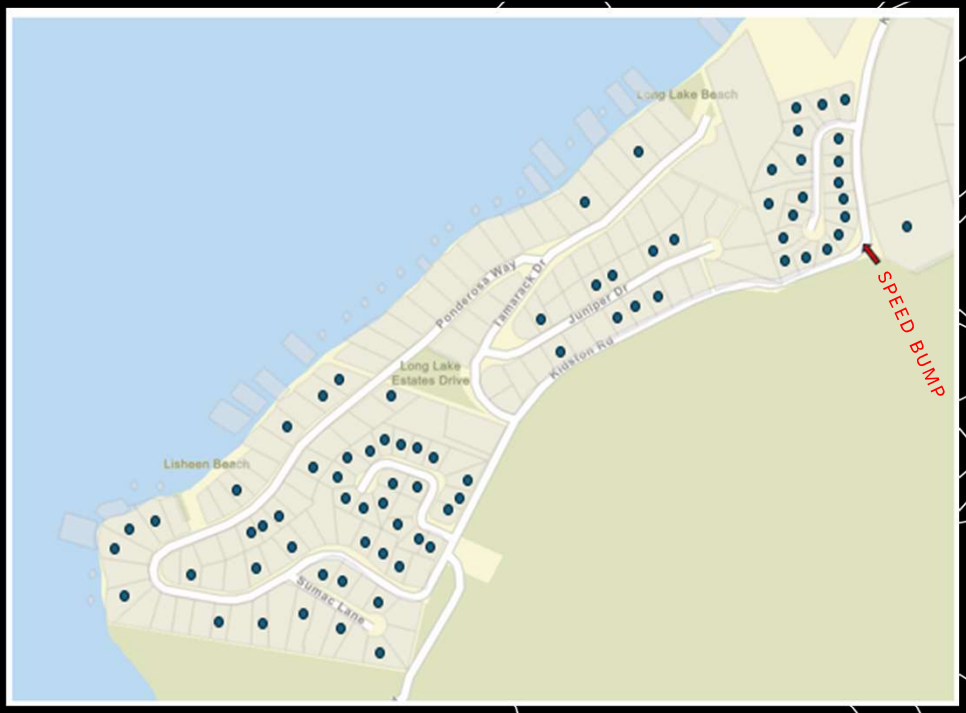
On December 14, 2020, Council approved additional stop signs.



17

PETITION TO REMOVE THE SPEED TABLE AT THE RED GATE

JULY 26, 2021



18

PETITION TO REMOVE THE SPEED TABLE AT THE RED GATE

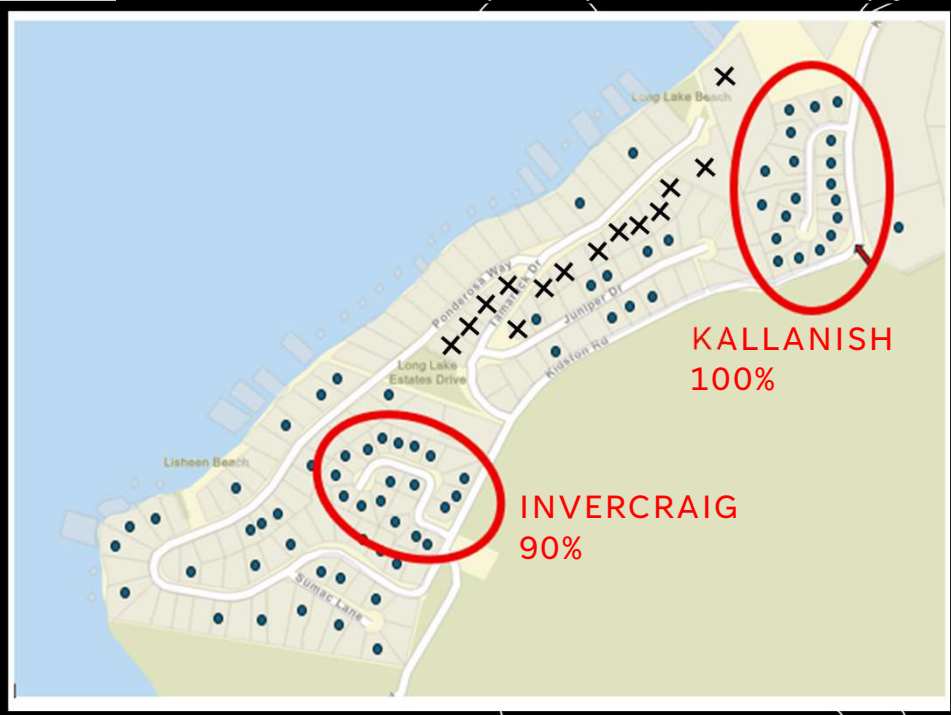
July 26, 2021

76 Petitioners

150 total Residents

50% in favour of removal

100% within 100 metres



19

THE ASKS:

- That Kidston Road be designated as a Major Collector
- The Traffic Calming Policy be amended to fix the contradictions on vertical calming
- The Traffic Calming Policy be amended to include the missing Appendices
- That the 2 two proposed vertical deflections be cancelled
- That the District follows the consultation requirements of the policy going forward
- That the District considers implementing the Vernon Vertical Measures Policy for Coldstream

AND.....

20

THANK YOU



RECONSIDER THE 2021 PETITION ASKED THAT YOU PLEASE REMOVE THE EXISTING SPEED TABLE ON KIDSTON ROAD

21



DISTRICT OF COLDSTREAM MUNICIPAL POLICY

Title	TRAFFIC CALMING POLICY		
Purpose of Policy	To provide guidance on traffic calming measures for the community		
Approved By	Municipal Council	Date	February 24, 2020
Supersedes	N/A	Prepared by	Director of Infrastructure Services
POLICY STATEMENT		This policy is subject to any specific provision of the Local Government Act, Community Charter, or other relevant legislation or Union Agreement.	

Policy Statement:

The provision of traffic calming measures (where warranted) supports public safety; risk management objectives of the District; and any other agencies having jurisdiction. Further, appropriately applied traffic calming measures benefit the public as a whole by reducing traffic speeds and encouraging driver diligence on District roadways.

Purpose:

This policy is intended to provide direction to staff on the administration, planning, design, and implementation of traffic calming in the District. The policy presents a consistent vision for how traffic calming is applied to provide clarity to the community, staff, and Council. It also seeks to limit liability and risk by giving appropriate guidance on the application of traffic calming.

Objectives:

The objectives of this policy are:

- 1) To establish standard principles of practice to determine where implementation of traffic calming measures should occur (identify the problem).
- 2) To establish what specific standard traffic calming measures (controls) are to be implemented (determine the proper method to resolve the problem).
- 3) To establish protocols for responding to individual resident requests for traffic calming measures.
- 4) To communicate the value of a consistent and structured approach to implementing traffic calming on a District wide basis.

Policy:

1. What is Traffic Calming?

Traffic calming is defined by the Institute of Transportation Engineers (ITE) as the combination of mainly physical measures that reduce the negative effects of motor vehicle use; alter driver behaviour and improve conditions for non-motorized street users.

Traffic calming is a series of features coordinated to address a known or anticipated neighbourhood issue of speed; short-cutting or safety. Traffic calming features generally fall into five (5) categories:

Obstructions: Features that obstruct specific vehicle movements. Obstructions discourage shortcutting, reduce conflicts, and enhance the neighbourhood environment. They are typically applied to intersections, but can be used mid-block.

Vertical Deflections: Features that require a motorist to reduce speed due to varied surface level. Vertical deflections have the primary benefit of reduced vehicle speeds, and can result in decreased volumes, reduced conflicts, and enhanced pedestrian conditions.

Horizontal Deflections: Features that require a motorist to alter their direction or choose an entirely different route. Horizontal deflections can be applied to reduce neighbourhood short-cutting, reduce vehicle speeds, or reduce conflicts.

Signage: Features that regulate traffic movements within a neighbourhood. Signage requires police enforcement and in many cases can be replaced with self-enforcing features.

Technology: Features that utilize newer technologies to communicate a message to motorists, such as driver awareness signs and in-road lighting.

2. Why Calm Traffic?

Many existing District roads were constructed with wide travel lanes and clear sightlines. While these wide roads and clear sightlines increase a driver's ability to respond to incidents or conflicts, other unforeseen circumstances may also encourage speeding. This can result in reducing the actual perceived safety of residents and users. Policing of traffic in neighbourhoods has also decreased over the past few decades due to other demands, allowing undesirable driving behavior to continue.

The basic function of a street is to provide varying levels of both movement and access depending on the road classification. Traffic calming is used on roads to retain their intended functions, and is typically installed to achieve one or more of the following objectives:

- Reduce vehicle travel speeds
- Reduce traffic volumes
- Discourage neighbourhood short-cutting
- Minimize conflicts between vehicles and other street users
- Improve the neighbourhood environment

3. Traffic Calming and the Transportation Network

The District of Coldstream's Road Network Plan identifies various road classifications from the latest version of the District of Coldstream's Master Transportation Plan that provide for different anticipated traffic types and volumes within the overall road network. Traffic calming should be planned in consideration of a road's classification, its purpose and the larger network context. The roadway classifications are:

Highways are roads that provide for continuous vehicle travel at higher speeds within and beyond the District's boundary. Highway 6 is the only highway in the District of Coldstream and is under Ministry of

Transportation and Infrastructure’s jurisdiction. Only technological traffic calming is applicable on this class of roadway.

Major Collector Roads link local roadways with arterial roads. They provide more access opportunities and more continuous routes. Traffic calming on major collector roads should be limited to technological, signage and horizontal solutions.

Minor Collector Roads are primarily long local residential roads which provide access to at least 50 residential dwellings or have the potential to develop over 50 single family dwellings. These roads function similar to local roadways therefore application of traffic calming measures may include technological, horizontal/vertical deflections, signage, or combinations thereof.

Local Roads are intended to provide local access to adjacent properties (not intended for continuous travel and high speeds). Traffic calming measures are most often applied to local roads, which can incorporate technological, horizontal/vertical deflections, obstructions, signage, or combinations thereof.

4. Process Principals

The process to develop a traffic calming plan that will utilize the following principals:

Identify the Real Problem. The perceived nature may be different from the real problem and a solution to fix a perceived problem may make the real problem worse.

Quantify the Problem. Collect the appropriate data to confirm the suspected issues, which may include traffic counts, vehicle classification counts, speed studies, license plate surveys, and collision statistics.

Consider the Surrounding Network First. Determine the source of short-cutting problems (which are often the result of another problem on a higher order street). Implementation of alternative (lower cost) measures to improve operation/function of the connecting road network should be considered in advance of traffic calming on local roads, as these options may eliminate the need for local traffic calming.

Traffic Calm Sites and not Areas. Traffic calming must be considered on a local site-by-site basis rather than a neighbourhood approach. This may not avoid shifting an issue from one location to another (by implementing site specific traffic calming without considering the larger area).

Avoid Restricting Access. Diverters, barriers and closures typically restrict access to residences and businesses. Proposed traffic calming solutions should integrate well with the surrounding community needs (i.e. retain access for neighbouring residential, commercial and/or industrial lands).

Accommodate Service Vehicles. Service vehicles have unique maneuvering requirements that must be accommodated when traffic calming is considered. Traffic calming designs should consider day-today services, such as transit, garbage collection, snow plowing, street cleaning, and emergency services (police, fire, and ambulance).

Use Self-Enforcing Measures. Some traffic calming measures require police presence to ensure compliance. Motorists recognize this and often fail to abide by the measure, compromising the effectiveness of the traffic calming solution. Self-enforcing measures require motorist compliance and do not need constant enforcement (i.e. consider a traffic circle in place of a 4-way stop sign, speed humps in place of posted speed limits, and diverters in place of limiting turn movements with signs).

Public Education. This policy is intended to educate the community about traffic calming improvements; why traffic calming is used and implemented; how it works and the benefits to the community as a whole.

Monitor and Follow-Up. Traffic calming measures are not universally applicable; it is important to monitor applications to identify the successes and failures of specific initiatives in the District. This must involve data collection (before and after implementation), and constant feedback from the community.

5. Approaches to Traffic Calming

Applied appropriately, traffic calming can provide solutions for issues related to traffic, safety, and community livability. This policy identifies three (3) scenarios where traffic calming may be applied, as follows:

Concurrent with New Development. Traffic calming may be applied in situations where typical roadway design standards are expected to result in high speeds, short-cutting, or generally unsafe conditions. This approach allows the District to anticipate potential issues before they arise and provides an opportunity to incorporate any required traffic calming measures through the land development planning process.

Response to a Local Resident Request. Traffic calming may be considered in response to a resident along the roadway where a traffic calming request is made. In this policy only those requests related to safety are pursued.

On Minor/Major Collector Roads. All traffic calming on minor/major collector roads will be planned by District staff (in consultation with local road authorities) as these roads function to serve the broader community, rather than only the adjacent land uses. This ensures that these streets continue to function as intended.

6. Traffic Calming – Higher-Order Roadways (Implementation Procedures)

The application of traffic calming measures on minor/major collector roadways must be considered carefully since calming traffic may improve conditions in a particular neighbourhood but decrease the roadway's function or service level in other areas. Traffic calming on these higher order roads may be appropriate under the following circumstances:

- To address a location of high collision frequency;
- To improve an area with poor pedestrian conditions;
- To improve modal integration; and
- To improve compatibility with adjacent land uses.

In all instances, consideration of traffic calming initiatives on higher-order roadways should be carried out in direct consultation with the local road authority. It is further anticipated that any such requests for traffic calming on higher-order roadways would be identified with appropriate referral to other affected agencies and authorities.

7. Traffic Calming – Responding to a Local Resident Request (Implementation Procedures)

In responding to traffic requests the following process applies:

Step 1: Submit Request to District Staff

A resident wanting to submit a request for traffic calming measures to be installed in their neighbourhood should provide a letter stating the location and nature of the concern; submit a petition with signatures from at least 50% of the households on the affected roadway. If a petition or a traffic study has been previously undertaken 5 years prior to the new request; the District will not proceed to Step 2: Assess Conditions.

Step 2: Assess Conditions

Upon receipt of a formal request and the requisite petition, the District will consider the traffic calming request. Staff will review technical information (i.e. ICBC collision data/immediacy of the risk) to determine the priority of the request in relation to other traffic calming initiatives or capital works projects in process.

Step 3: Determine the Required Action

After an assessment of the technical data has been completed there are two courses of action:

- i. Locations with collision history should be considered priority and eligible for implementing traffic calming measures (as necessary and in accordance with this policy).
- ii. Requests for traffic calming at locations with no collisions recorded should be documented and considered when capital works projects are undertaken.

Step 4: Construction

Traffic calming measures considered for construction will be dependent on Council approved budget for the following year from the time a required action is determined.

8. Evaluation Criteria Matrix for District Roads/Streets

See Appendix “B” – Traffic Calming Point Assessment

9. Standard Design Options/Alternatives

Standard design details (schematic diagrams) for each option are referenced in the latest design standards from the Canadian Guide to Neighbourhood Traffic Calming published jointly by the Transportation Association of Canada and the Institute of Transportation Engineers. Additionally, specific local design treatments, (temporary) may be incorporated by the District.

10. Ongoing Monitoring and Reporting

After the implementation of any traffic calming measures, monitoring and follow up reporting is required. Data should be collected at various intervals after implementation to monitor short, medium and long term changes.

Data should be collected:

1. Immediately after installation.
2. Approximately 6 months after installation.
3. Approximately 1 year after installation.
4. Or 'as needed' after 1 year after installation.

All data should be collected as close as reasonably possible to the pre-implementation locations. The first year of data collection will be summarized and reported back to Council. Ideally this will occur within 18 months of completion of the project.

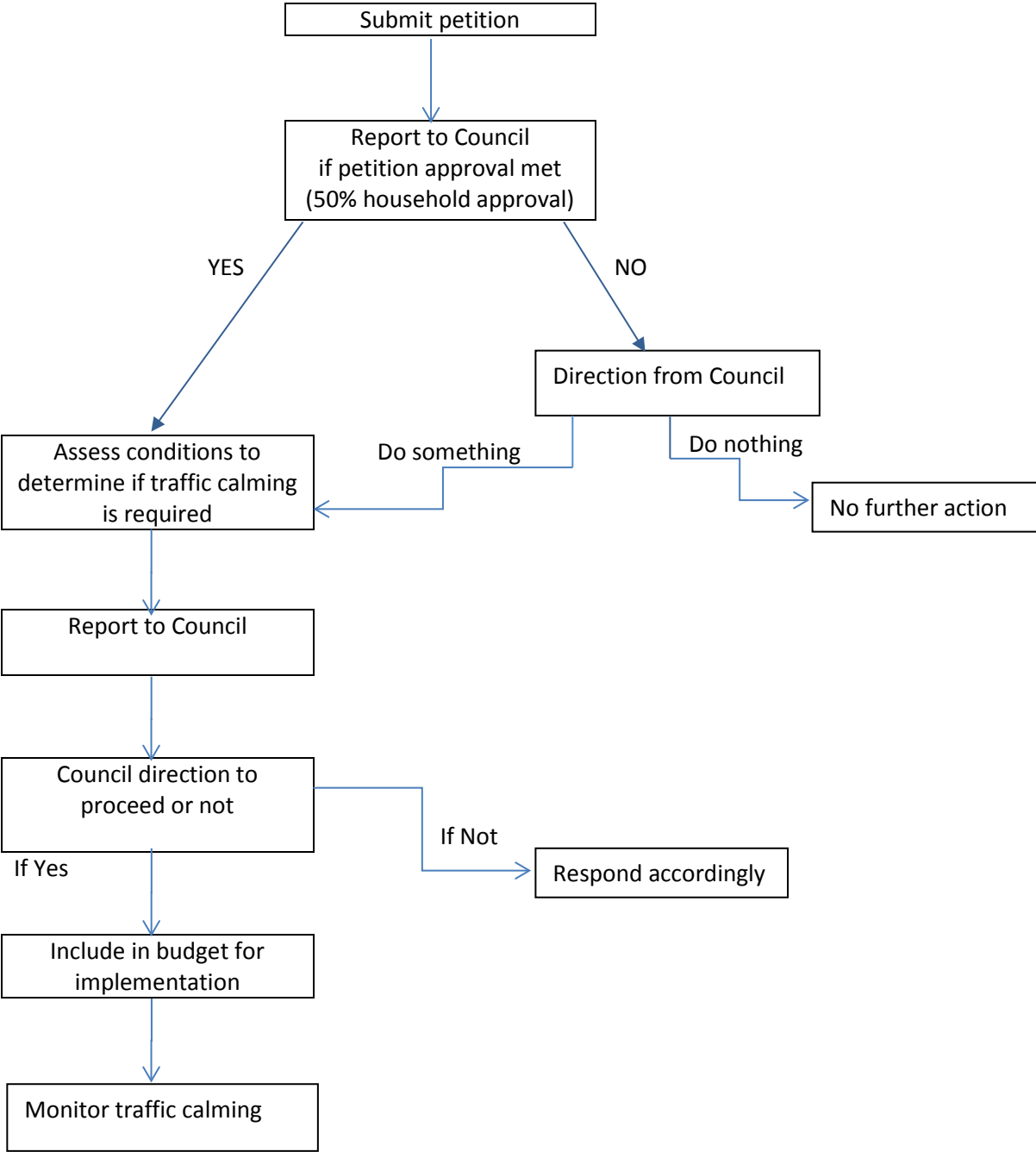
Driver awareness signs (re-locatable and permanent) should be moved to various locations within the District as identified by Staff or Traffic Studies on an operational basis to ensure ongoing traffic calming involvement within the community as a whole.

APPENDICES

1. Appendix "A" – Process for Implementing Traffic Calming Measures in Coldstream (Flowchart)
2. Appendix "B" – Traffic Calming Point Assessment
3. Appendix "C" – Applicability of Traffic Calming Measures in Coldstream
4. Appendix "D" – Cost Estimates of Traffic Calming Measures in Coldstream

District of Coldstream – Traffic Calming Program

Process for Implementing Traffic Calming Measures in Coldstream





District of Coldstream
 9901 Kalamalka Road
 Coldstream, BC V1B 1L6
 Phone: (250) 545-5304 Fax: (250) 545-4733
 Email: info@districtofcoldstream.ca

TRAFFIC CALMING POINT ASSESSMENT				
Location:			Date Compiled:	
Roadway Type:		<input type="checkbox"/> Local	<input type="checkbox"/> Collector	
Traffic Data				
	Feature	Range	Criteria	Total
1a.	Speed	0 to 35	5 points for every 2 km/h that the 85 th percentile speed is greater than 10 km/hr over the speed limit	
1b.	High Speed	0 to 5	5 points if minimum of 5% of daily traffic exceeds posted speed by 15-20 km/hr	
2.	Volume	0 to 20	Local Roadways: 5 points for every 1,500 ADT Collector Roadways: 5 points for every 2,000 ADT	
3.	Short-Cutting Traffic	0 to 15	5 points if there is a presence of 25% or more short-cutting traffic, additional 5 points for every 10% increment above 25%	
4.	Collisions	0 to 10	1 point for every 2 collisions/year over a 3 year period	
Road Characteristics				
	Feature	Range	Criteria	Total
5.	Sidewalks	0 to 10	10 points for no sidewalks with evidence of pedestrian activity, 5 points for sidewalks on only one side	
6.	Pedestrian Generators	0 to 15	5 points for each nearby* pedestrian generator such as a school, playground, community centre, libraries, retail centres, etc.	
Total				
Does the location meet the minimum requirements				
<ul style="list-style-type: none"> Local roadway = minimum 35 points Collector roadway = minimum 52 points 				
			<input type="checkbox"/> YES	<input type="checkbox"/> NO

District of Coldstream – Traffic Calming Program

Applicability of Traffic Calming Measures in Coldstream

Traffic Calming Technique	Measure Applicable On:			
	Road Classification			Other Considerations
	Local Road	Minor Collector	Major Collector	Transit Route
Passive and Mitigating Measures				
Education	YES	YES	YES	YES
Community Entrance Sign	YES	YES	YES	YES
Textured Crosswalk	YES	YES	YES	YES
Targeted Enforcement	YES	YES	YES	YES
Speed Display (PEEP)	YES	YES	YES	YES
On Street Parking	YES	YES	YES	YES
Road Diet	YES	YES	YES	YES
Physical Vertical Deflection				
Speed Cushion	YES	YES	YES	YES
Raised Intersection	YES	YES	YES	YES
Raised Crosswalk	YES	YES	YES	YES
Speed Table	YES	YES	YES	YES
Speed Hump	YES	NO	NO	NO
Physical Horizontal Deflection				
Curb Extension	YES	YES	YES	YES
Curb Radius Reduction	YES	YES	NO	NO
Neighbourhood Traffic Circle	YES	YES	NO	NO
Centre Island Median	YES	YES	YES	YES
One-Lane Chicane	YES	YES	NO	NO
Lateral Shift	YES	YES	YES	YES
Roundabout	NO	YES	YES	YES
Physical Obstruction				
Directional Closure	YES	YES	NO	NO
Raised Median Through Intersection	YES	YES	YES	YES
Right-In/Right-Out Island	YES	YES	YES	NO
Intersection Channelization	YES	YES	YES	YES
Diverter	YES	YES	NO	NO
Full Closure	YES	YES	NO	NO

*Major Collectors Include: Kalamalka Rd, Aberdeen Rd, Middleton Way, College Way, Buchanan Rd, School Rd, Learmouth Dr.

District of Coldstream – Traffic Calming Solution Costs

Cost Estimates of Traffic Calming Measures in Coldstream

Traffic Calming Technique	Measure Applicable On:		
	Road Classification		
	Local Road	Minor Collector	Major Collector
Passive and Mitigating Measures			
Education	Minimal	Minimal	Minimal
Community Entrance Sign	\$500	\$500	\$1,000
Textured Crosswalk	\$10-20,000	\$10-20,000	\$15-25,000
Targeted Enforcement	Minimal	Minimal	Minimal
Speed Display (PEEP)	Minimal	Minimal	Minimal
On Street Parking	Minimal	Minimal	Minimal
Road Diet	Varies	Varies	Varies
Physical Vertical Deflection			
Speed Cushion	\$5,000	\$8,000	\$10,000
Raised Intersection	\$50,000	\$60,000	\$70,000
Raised Crosswalk	\$10,000	\$12,000	\$15,000
Speed Table	\$8,000	\$10,000	\$12,000
Speed Hump	\$5,000	\$5-10,000	\$5-10,000
Physical Horizontal Deflection			
Curb Extension	\$15,000	\$18,000	\$20,000
Curb Radius Reduction	\$10,000	\$12,000	\$15,000
Neighbourhood Traffic Circle	\$20,000	\$30,000	N/A
Centre Island Median	\$12,000	\$15,000	\$20,000
One-Lane Chicane	Varies	Varies	N/A
Lateral Shift	Varies	Varies	Varies
Roundabout	N/A	\$250-1,000,000	\$250-1,000,000
Physical Obstruction			
Directional Closure	\$15,000	\$20,000	N/A
Raised Median Through Intersection	\$15,000	\$20,000	\$25,000
Right-In/Right-Out Island	\$15,000	\$20,000	\$20,000
Intersection Channelization	\$15,000	\$20,000	\$20,000
Diverter	\$15,000	\$20,000	N/A
Full Closure	\$20,000	\$25,000	N/A

*Major Collectors Include: Kalamalka Rd, Aberdeen Rd, Middleton Way, College Way, Buchanan Rd, School Rd, Learmouth Dr.

** Costs do not include traffic calming review, follow-up, community engagement, or engineering design.

Via email clerk@coldstream.ca
rhyte@coldstream.ca
kaustin@coldstream.ca

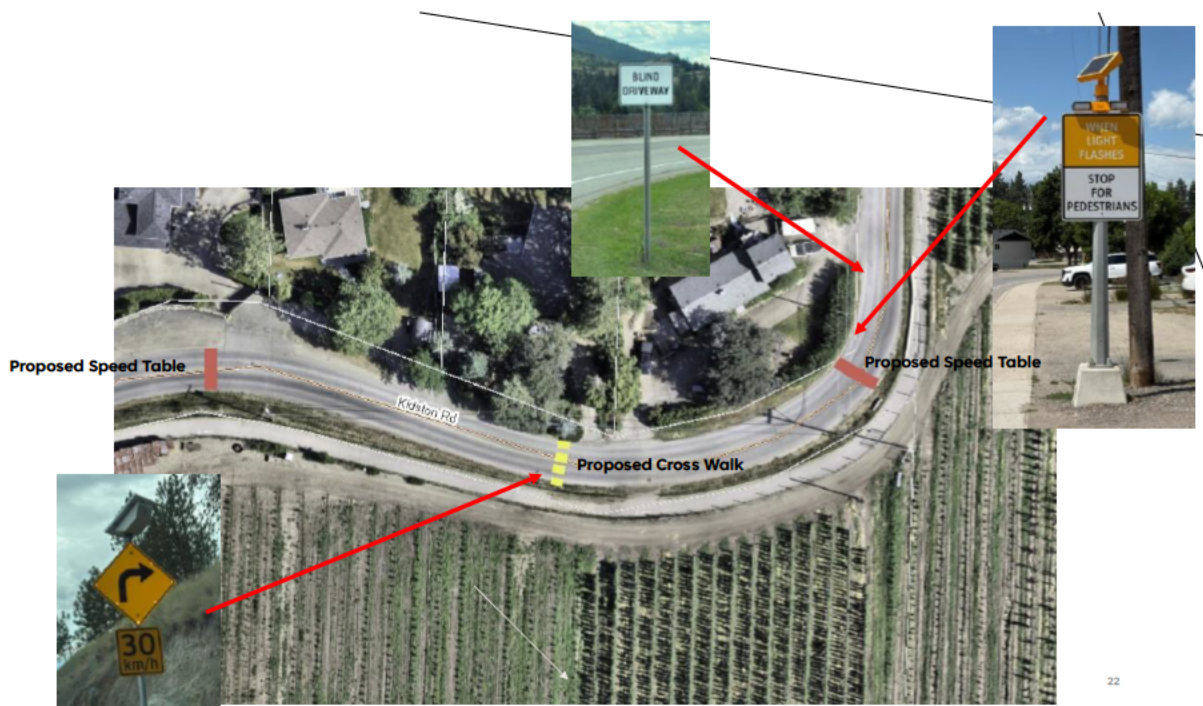
Mayor Hoyte and Coldstream Council

Re: Traffic Calming Proposals on Kidston Road, Additional Information

Dear Mayor Hoyte and Council

After my presentation at the council meeting of June 8, 2026, I listened to Councillor Runyan near the end of the meeting express her concerns on the proposal and requested that other options be considered. The choice to use speed humps are almost always made with misdirected high expectations that the results will solve their problems. My concerns are:

- 1) This request appears to be made by and benefit the 5 residents living on the north side of Kidston at 7306, 12205, 12301, 12305 and 12403 Kidston Rd. The initial proposal had a \$15,000 budget which has grown to \$34,000 on April 13th for the benefit of 5 homes, a substantial investment per home.
- 2) Ms. Runyan raised the fact that the residents of 7402 and 7406 (the two homes just south of the 4-Way Stop) would see no safety improvement from the proposal as is.
- 3) To contribute to the discussions of other options, I submit that these for consideration to have potential to address the concerns:



3A) add a sign noting “Blind Driveways” for the traffic traveling south

3B) add a sign ahead of the curve for southbound traffic with flashing lights when the crossing is activated. This approach is used by Vernon on Pleasant Valley Road where a crosswalk is just after the curve.

3C) Make the 30KM Yellow Curve sign facing the north bound traffic illuminated with flashing LED lights. Vernon uses this method on a curve of Tronsen Road. My memory is that most accidents were northbound traffic entering the curve inappropriately. You may wish to do this for the southbound lane as well, but signs 3A and 3B may be there as well.

3D) There is no posted speed limit on Kidston as you travel south until you reach Sovereign Park, just before the 4-Way stop on Coldstream Creek Road, and that speed is 50KM/HR. Most of the southbound traffic to that point is controlled by school zone limits and multiple crosswalks. That 50 KM sign seems to signal “time to accelerate” only to have to stop a short block further, if at all, (Ms. Runyan expressed concerns about running the stop sign). Consider posting Kidston at 40KM/HR right at the beginning at Kalamalka Road. With the activity from Creekside Park, the school, and the entrance to Sovereign Park it would seem to be a prudent speed. That speed would be also posted instead of the 50KM sign before the 4-Way Stop. If you choose to return to 50, do so after the proposed crosswalk where a 50KM sign presently sits.

3E) The 4-Way Stop was mentioned at the meeting as another Vertical Deflection by installing a Raised Intersection.

My obvious objection to this measure aside, I offer an alternate way to make the stop sign more visible along Kidston; add a flashing red light.





3F) If speed is the issue, consider installing speed monitors

3G) Setting a Precedent: what do you say to the next request for speed control along Kidston Road at 12509, 12601 and 12605 or elsewhere in Coldstream demanding similar safer pedestrian access?

In closing I recommend those seeking speed hump solutions view the videos listed below to understand the impacts that such measures bring to a neighbourhood.

REFERENCE VIDEOS

Windward Hawaii USA residents say relatively new speed humps causing more harm than good <https://www.youtube.com/watch?v=USK5nfUgiXc>

British Video: Loud Speed Bumps Drive Residents to Despair: "I Can't Sleep"

https://www.google.com/search?sca_esv=2c335ba9186fa769&rlz=1C1GCEA_enCA1178CA1178&sxsrf=ANbLn4Wfl4z6yhGdgjLiLTaU6ToW9Z_8Q:1780692401890&q=Youtube+video+of+noise+from+speed+bumps&sa=X&ved=2ahUKEwizqMaQ_PCUAxWELzQIHWNKBKQQ1QJ6BAgmEAE&biw=1536&bih=695&dpr=1.25#fpstate=ive&vld=cid:de7242f9,vid:Gadnbd-MJ94,st:0

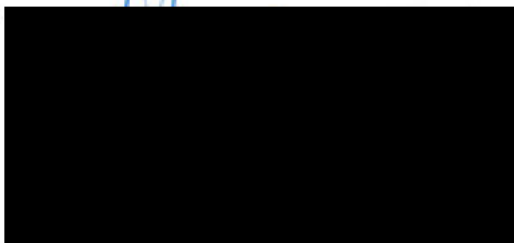
100 Videos of, These Closely-Placed Speed Bumps Are Still Launching Cars in California A Fresno YouTube channel has posted 100 videos of cars launching over the same two speed bumps, and the city still hasn't addressed the problem (June 5, 2026)

<https://www.carscoops.com/2026/06/two-speed-bumps-placed-too-close-to-each-other-send-cars-flying/>

Thank you for considering alternatives to speed bumps.

Regards

Mike Waberski #6 13341 Kidston Road Coldstream BC





DISTRICT OF COLDSTREAM MEMORANDUM

FILE: 8500-01
DATE: June 22, 2026
FROM: Financial Administration
SUBJECT: BC Transit Fare Review

Council Meeting
 Committee:
Choose an item.
 In Camera

During the delegation portion of Council's regular meeting on June 22, 2026, Council will receive a presentation from Bart Walman, BC Transit's Government Relations Officer. Mr. Walman will present the results of the recently completed fare review for the Vernon Regional Transit system.

This presentation was given to City of Vernon Council on June 8, 2026, and will be presented to the Regional District of North Okanagan (RDNO) Board during their meeting on June 17, 2026. At the time of this memorandum being prepared the RDNO presentation has not yet transpired. Mr. Walman communicated to me the results of the City of Vernon presentation. City of Vernon Council were supportive of all the recommended changes with the following additions:

1. Accelerated Implementation Timelines

BC Transit presented an implementation date for the changes of approximately April 2027; however, City of Vernon Council would like to see the changes implemented for September/October 2026.

2. Free Transit Youth 13-18

City of Vernon Council are supportive of offering free transit for youth aged 13-18 years old. Mr. Walman will discuss the impacts of this change during his presentation.

During their regular meeting of Council on May 25, 2026, Council resolved to send correspondence to the City of Vernon and the Regional District of the North Okanagan to express interest to investigate further the offering of free ridership for ages 13-18 within the Vernon Regional Transit system. Letters were sent shortly after the meeting to each local government.

Implementing these changes for September/October 2026 will be a challenge for BC Transit, as such they are looking for decisions from RDNO and the District of Coldstream as to the proposed changes at the conclusion of their presentations.

Administration's recommendation is to follow Council Procedure Bylaw section 35(4) and not act on a request from a delegation until the next regular meeting. However, should Council agree with the proposed fare changes by BC Transit, and support the additional changes proposed by the City of Vernon, Council could propose a motion to waive section 35(4) of their procedure bylaw. If successful, Council could then propose a motion to support the fare review changes presented by BC Transit, and the expedited timelines and free transit for youth aged 13-18 as approved by City of Vernon Council. Council could also propose a motion not to support the fare review changes or the additional items proposed by the City of Vernon, if Council is not supportive. The alternative recommendation uses the same language the City of Vernon Council approved.

Providing Coldstream’s direction at their meeting on June 22, 2026 will give BC Transit the information they need to be able to start working on the changes immediately in hopes of being able to roll out the new fare structure for September/October 2026.

RECOMMENDATION:

THAT the memorandum titled “BC Transit Fare Review” dated June 22, 2026, submitted by the Director of Financial Administration, be received;

AND THAT Council defer a decision on changes proposed in the BC Transit delegation’s presentation and accompanying report until the next meeting of Council on July 13, 2026.

ALTERNATIVE RECOMMENDATION:

THAT the memorandum titled “BC Transit Fare Review” dated June 22, 2026, submitted by the Director of Financial Administration, be received;

AND THAT Council waive section 35(4) of the “District of Coldstream Council Procedure Bylaw No. 1742, 2019” to consider the delegate’s request at the same meeting as the delegate’s presentation;

AND THAT the existing transfer policy within the Vernon Regional Transit System be replaced with the DayPASS Program and Automatic DayPASS fare capping system as outlined in Recommendation 1 of the Vernon Regional Transit System Fare Review (VRTSFR) report;

AND THAT a local and regional fare structure for the Vernon Regional Transit System be approved as outlined in Table 2: Recommended Local Fare Structure, Table 3: Recommended Regional Fare Structure, and Table 4: Recommended Fare Structure for Vernon Custom Transit System; outlined in Recommendation 2 of the VRTSFR report;

AND THAT interoperability of approved fare products between the Vernon Regional Transit System and neighbouring BC Transit systems be maintained as outlined in Recommendation 3 of the VRTSFR report;

AND THAT implementation of new pre-paid fare programs, including changes to the U-PASS Program and introduction of ProPASS fare products, be approved as outlined in Recommendation 4 of the VRTSFR report;

AND THAT fare-free transit for youth aged 13 to 18 years be implemented on local routes 1 through 9 and regional routes 60 and 61, excluding Route 90 service to UBC Okanagan/Kelowna as outlined in Recommendation 5 of the VRTSFR report;

AND THAT the proposed fare structure changes be implemented as soon as possible;

AND FURTHER that a fare review be conducted in 2028.

Prepared by:

Reviewed and Approved for submission to Council:

Aaron Stuart

Aaron Stuart, CPA, CA, CIM, BCom
Director of Financial Administration

Keri-Ann Austin

Keri-Ann Austin, MMC
Chief Administrative Officer



DISTRICT OF COLDSTREAM MEMORANDUM

FILE: 5210-01
DATE: June 22, 2026
FROM: Infrastructure Services
SUBJECT: **Infrastructure Services Update – June 2026**

Council Meeting
 Committee:
Choose an item.
 In Camera

The purpose of this memorandum is to provide Council with an update on current Infrastructure Projects.

June 2026 Project Updates

1. **Pavement Management Program – School Road**

The construction contract has been awarded to Bear Paw Earthworks, a company local to Coldstream. Construction is scheduled to begin on July 6, 2026 and is expected to take 12 weeks. The project includes isolated repairs to the road base, drainage improvements, and a new asphalt surface. The road will be widened similarly to the north section that was constructed in 2024 to improve safety for pedestrians.

2. **Aberdeen Sewer**

The project continues to advance north from Wisbey Drive, with some unknown old storm sewer culverts being discovered along the way. Where necessary, the culverts are being reinstated.

During construction, the road will be closed to thru traffic from Highway 6 or Middleton Drive to Kalamalka Road. Local traffic will be allowed.

A pedestrian route will be available through the site to allow for children to get to school.

Construction is expected to extend into November, with paving wrapping up mid-October. Once the paving is completed, crews will still be on site finishing up driveway and landscape restoration, line painting, and clean up.

A project webpage has been set up on the Coldstream website to provide updates on the project and information will also be shared on Coldstream's social media platforms and through media releases.

3. **Kalavista Tennis Courts**

This project includes the removal of the existing surface, repairs and regrading of the subbase material, new base gravels, new asphalt surface and a new acrylic surface. The project will be scheduled once the contract is awarded, with construction happening in 2026.

4. **Kidston Traffic Calming**

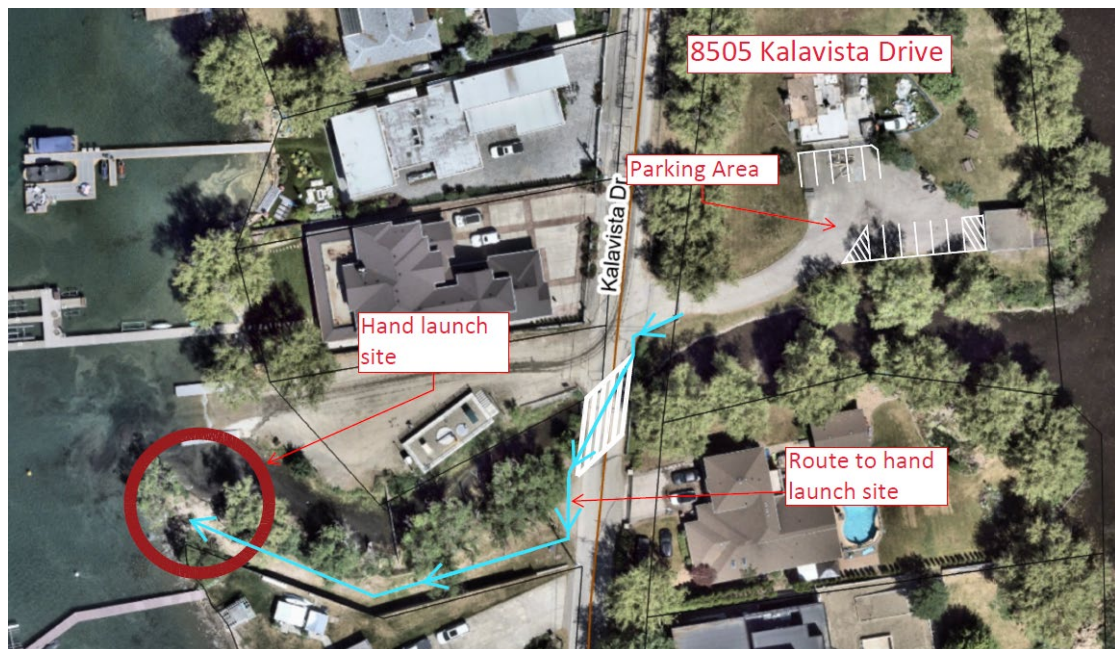
Council has directed Administration to install two speed tables and a crosswalk to the Kidston Road Multi-use Path, approximately 120m south of Coldstream Creek Road, near 12301 Kidston Road. This work will be scheduled for this summer or early fall, depending on the

availability of local paving contractors. Flashing signaled pedestrian crossing lights have been ordered and delivery is expected soon.

5. Log House Parking Improvements

Council directed staff to allow day-use parking on the existing paved area at the Log House property (8505 Kalavista Drive). Parking is available to visitors wishing to visit the park or hand launch non-motorized watercraft at Kalavista Boat Launch. The number of spaces is limited and there is to be no parking on the grass or driveway entrance. Additionally, parking of boat trailers will not be allowed.

Hand launching of watercraft will not be permitted in the main boat launch area. Line painting of the crosswalk and parking stalls is complete; the crossing light and signs have been ordered and are expected to be installed in June.



6. Lavington Wetland – Risk Mitigation Project

The Lavington Wetland – Risk Mitigation Report has been presented to Council and Administration will include a phasing plan and budget information in the draft 2027 Financial plan for consideration.

7. Partner Projects with the Okanagan Indian Band

Administration is engaging with the Okanagan Indian Band on two projects:

- Historical story boards reflecting the indigenous history of Kalamalka Beach.
- Installation of an Okanagan Indian Band flag in Cenotaph Park.

The Flagpole has been ordered and the flag raising will occur on September 29, 2026, as part of a Community to Community (C2C) event.

8. Paving Church Parking Lot

Paving of the Church parking lot will be scheduled for later in 2026 to ensure minimal impact to the Church and Community Hall functions. Bear Paw Earthworks will be completing the project.

RECOMMENDATION:

THAT the memorandum titled “Infrastructure Services Update – June 2026” dated June 22, 2026, submitted by the Director of Infrastructure Services, be received for information and filed.

ATTACHMENTS

N/A

Prepared by:

Reviewed and Approved for submission to Council:

Janis Netzel

Janis Netzel, P. Eng

Director of Infrastructure Services

Keri-Ann Austin

Keri-Ann Austin, MMC

Chief Administrative Officer



Okanagan Basin
WATER BOARD

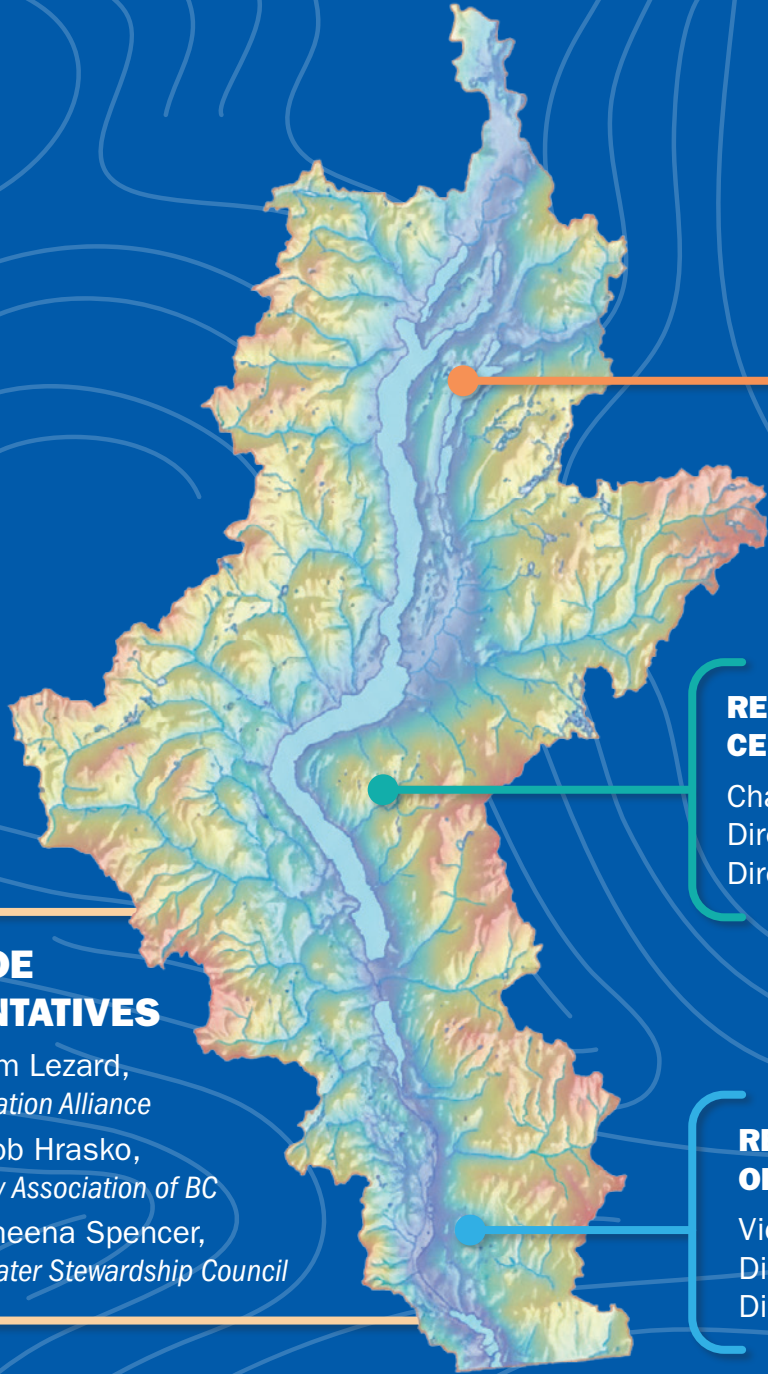
5 Year

STRATEGIC DIRECTION

2026–2030

● Providing Local Government Leadership to Steward Shared Water

2026 BOARD OF DIRECTORS



REGIONAL DISTRICT OF NORTH OKANAGAN

Director Brian Guy
Director Bob Fleming
Director Rick Fairbairn

REGIONAL DISTRICT OF CENTRAL OKANAGAN

Chair Blair Ireland
Director Kevin Kraft
Director Ron Cannan

BASIN-WIDE REPRESENTATIVES

- Director Tim Lezard, Okanagan Nation Alliance
- Director Bob Hrasko, Water Supply Association of BC
- Director Sheena Spencer, Okanagan Water Stewardship Council

REGIONAL DISTRICT OF OKANAGAN-SIMILKAMEEN

Vice Chair Doug Holmes
Director Subrina Monteith
Director Sue McKortoff

LAND ACKNOWLEDGEMENT

We acknowledge that we work on the traditional, ancestral, and unceded tmx'wíla?xw land of the syilx Okanagan people who have resided here since time immemorial. We honour and respect this land and the siwlk water which flows through the valley and connects us all.

MESSAGE FROM THE BOARD

Water is key to life in the Okanagan. It connects our communities, sustains the ecosystems that define this region, and underpins our economy.

The context for water in the Okanagan is changing rapidly. Climate variability and population growth are increasing the pressure on our watershed, a region already challenged with water quantity and quality concerns. At the same time, budget pressures and costs are increasing. This makes coordination, efficiencies, shared understanding, and a valley-wide perspective more important than ever.

The Okanagan Basin Water Board (OBWB) exists to support local governments through that work. We are not a regulatory or decision-making body. Our role is to convene, to support, to provide credible information, to advise, and to advocate. Over nearly six decades, the OBWB has built a strong track record in this role — bringing communities together, advancing science, and supporting a coordinated, valley-wide approach to water. This 2026–2030 Strategic Direction provides a framework for future projects, programs, and partnerships, reflecting the OBWB’s strengths and focusing on where it will have the greatest impact.

Collectively, our current Board brings many decades of experience with government, water science, and the OBWB, and we have seen firsthand the value the organization provides. Local government election cycles bring transition every four years, but the challenges facing our watershed are ongoing. Meeting these challenges to protect water for generations to come requires continuity, long-term and valley-wide thinking, and working together on proactive, sustained actions. These are the demonstrated strengths of the OBWB.

It has been our pleasure to work together to develop this Strategic Direction. The OBWB remains committed to supporting our communities as they navigate water challenges in the years ahead.

“It’s our communities that are on the front lines of water in the Okanagan. The OBWB’s role is to support them — by convening partners, advancing science, and helping ensure a coordinated, long-term, valley-wide approach to water — an approach we have built and strengthened over decades.”

- Chair Blair Ireland


Chair Blair Ireland


Director Rick Fairbairn


Director Sue McKortoff


Vice Chair Doug Holmes



Director Kevin Kraft


Director Tim Lezard



Director Brian Guy


Director Ron Cannan


Director Bob Hrasko


Director Bob Fleming


Director Subrina Monteith


Director Sheena Spencer

UNDERSTANDING THE CURRENT REALITY OF OUR REGION



OUR LANDSCAPE IS NATURALLY DRY:

The Okanagan is one of the most water-stressed regions in Canada. It has a semi-arid climate, the lowest average annual precipitation in southern Canada, and the lowest per person water availability in Canada.



WE EXPERIENCE SEVERE WEATHER WHIPLASH:

We can move from droughts to floods to wildfires in rapid succession. Historically, winter snowpack functioned as natural water storage, accumulating in the mountains and melting gradually through the spring and early summer to feed our creeks and recharge our aquifers. We are seeing a shift from snow to rain that is reducing natural storage and increasing variability in water supply.



OKANAGAN SALMON HAVE RETURNED HOME:

Prior to channelization and damming, the Okanagan River system supported significant populations of large-bodied salmon like Sockeye and Chinook. Through sustained leadership by the Okanagan Nation Alliance and its partners, salmon are once again returning to Okanagan lakes and tributaries. Their continued recovery depends on careful water management to ensure adequate flows and suitable temperatures during key migration and spawning periods.



OUR POPULATION IS INCREASING QUICKLY:

The Okanagan is a highly desirable place to live, and its population has grown from approximately 115,000 residents in 1970 to more than 400,000 today. Continued growth is projected, with estimates suggesting an increase of 30–50% over the next two decades. This expansion will increase demand on water supplies and infrastructure, requiring thoughtful land-use planning to accommodate new residents while protecting environmental systems.



THE OKANAGAN IS A TOP VACATION DESTINATION:

Long recognized for its beaches and agricultural production, the Okanagan has evolved into a four-season destination: skiing, wineries, farm-to-table dining, golf, arts and cultural events, and outdoor recreation. Tourism is a multi-billion dollar sector that depends on the health and beauty of the watershed. Maintaining clean, reliable water is essential to sustaining both the visitor economy and the quality of life that supports it.



WE HAVE SOME OF THE BEST GROWING CONDITIONS IN CANADA:

The Okanagan has a long history of agricultural production, made possible through irrigation. The Agricultural Land Reserve protects the land base required to sustain local food production. The agricultural landscape also contributes significantly to the character of the valley, attracting residents and visitors who value its orchards, vineyards, and open spaces.



INVASIVE MUSSELS THREATEN EVERYTHING:

The impacts of invasive mussels are well documented in Eastern Canada and the US. Invasive mussels fill beaches with razor-sharp shells, drastically change water chemistry, and rapidly colonize water intake pipes and damage infrastructure. Maintenance requirements and costs can reach millions of dollars annually. Because eradication is not feasible once established, prevention through coordinated inspection, monitoring, and public awareness is essential to safeguarding the Okanagan's water systems.

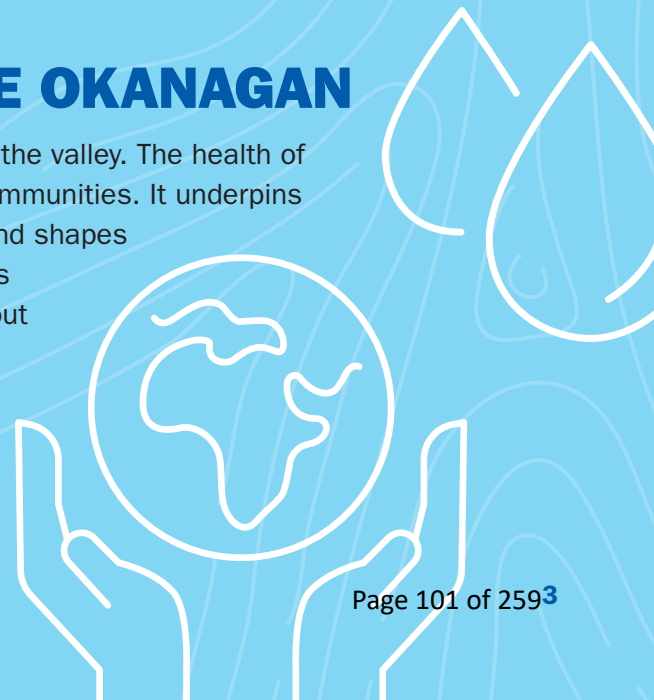


OUR HEADWATERS HELP STORE AND RELEASE WATER — AND THEY'RE CHANGING:

The hillsides surrounding the valley's lakes and creeks form the headwaters of the streams that supply water to our communities. These upland landscapes — including forests, grasslands, and shrub-steppe — act as natural reservoirs, storing snowpack and rainfall before slowly releasing water into creeks, lakes, and aquifers. Over the past two decades, large wildfires, mountain pine beetle outbreaks, recreation, and forestry have altered many of these areas. These changes can affect how quickly water moves through the system and may influence both water quantity and water quality.

WATER IS KEY TO LIFE IN THE OKANAGAN

Okanagan shared water connects everyone and everything in the valley. The health of the watershed cannot be separated from the health of our communities. It underpins our economy, protects our communities from flood and fire, and shapes the beauty of the landscape that defines this valley. Decisions made in one part of the watershed affect conditions throughout the valley, reinforcing the need for coordination and collaboration. The choices we make today will determine the resilience of our valley tomorrow.



IMAGINING A FUTURE WHERE...

From the headwaters to the lakeshores and Okanagan River, every Okanagan resident understands that Okanagan water sustains everyone of us and acts with care to protect it.



VISION

The Vision of the OBWB is a future where all Okanagan communities unite around a shared water ethic to ensure healthy water for generations to come, supporting thriving ecosystems, vibrant communities, and sustainable local food production.



MISSION

The OBWB's mission is to provide leadership to protect and enhance quality of life in the Okanagan Basin by advising on and supporting sustainable water management.



OUR FOUNDATIONS

The foundation of OBWB's 2026-2030 Strategic Direction is built on:

- ▶ **Our legislated mandate**
- ▶ **Our core values and their corresponding operating principles, and**
- ▶ **Our commitment to reconciliation.**

OBWB's Legislated Mandate

The OBWB's mandate was established in legislation in 1969 through the Municipalities Enabling and Validating Act, with Supplementary Letters Patent to the Okanagan regional districts to:

- Organize or receive proposals from private interests, organizations or agencies and all levels of governments regarding best practices for water use and management;
- Define water problems and priorities, economic feasibility of solutions, responsibility, necessary legislation and required action;
- Communicate and coordinate between levels of government and their agencies about water use and management;
- Present proposals and recommendations to local or senior governments, according to jurisdiction and responsibility;
- Participate financially or otherwise, in surveys, investigations or projects on behalf of Okanagan local governments;
- Coordinate implementation of the **Okanagan Basin Study** (1974)
 - for water management activities that affect the Valley as a whole;
- Advise local or senior government agencies when proposed actions, regulations or bylaws are contrary to the Okanagan Basin Study or OBWB recommendations; and
- Participate in an aquatic weed control program for Okanagan lakes.

The OBWB was founded in 1970 as a collaborative, inter-regional local government agency to identify and resolve critical water issues in the Okanagan. We bring people and ideas together — catalyzing water initiatives throughout the valley.

OBWB'S COMMITMENT TO RECONCILIATION

The Okanagan Valley — and the watershed that sustains every community within it — lies within the traditional and unceded territory of the Syilx Okanagan People. For the Syilx Nation, *siw̓tk̓w* water is a living relative that connects generations. As expressed in the *Syilx siw̓tk̓w Strategy: We Will Protect the Water* published by the Okanagan Nation Alliance in 2021:

“The Syilx Okanagan People flow with *siw̓tk̓w* as it connects us to one another and our ancestors... This ancient and inherent bond has sustained our People for countless generations and is a cornerstone of our material, cultural, and spiritual identity.”

The document goes on to invite “everyone who shares our remarkable Territory to recognize the essential role that *siw̓tk̓w* plays in all of our lives. Non-indigenous stakeholders and governments must build capacity to learn how to work respectfully with the Syilx Okanagan Nation and understand our own governance.”

From our locally driven and funded origins in 1968, the OBWB has recognized that water is key to life in the Okanagan. Yet our institutional history reflects the colonial framework within which we were created. Indigenous voices were not included in the federal and provincial *1974 Basin Study** that guided our work, and meaningful inclusion and partnership have evolved slowly over time. We acknowledge that reconciliation requires honesty about our own history, and that trust is built through consistent, respectful action.

As a local government organization with an advisory mandate, our role is to convene, to support, to provide credible information, to advise, and to advocate. In that role, we commit to continue:

- Recognizing the essential role that *siw̓tk̓w* water holds for the Syilx Okanagan Nation — ecologically, culturally, spiritually, and economically, across the Territory;
- Building our own capacity to understand Indigenous water relations, laws, and rights, consistent with the Truth and Reconciliation Commission’s Calls to Action and the principles affirmed in UNDRIP;
- Learning how to work respectfully with the Syilx Okanagan Nation, taking responsibility for our own education and intercultural competencies;
- Valuing Indigenous knowledge systems as autonomous and legitimate, supporting collaborations with Western science in ways that acknowledge power imbalances and respect differing world views; and,
- Supporting collaborative governance approaches between Indigenous and non-Indigenous decision-making parties where priorities align, recognizing that progress will occur at the pace of relationship and trust.

* Canada-British Columbia Consultative Board. (1974). Main report of the Consultative Board: March 1974. Prepared under the Canada-British Columbia Okanagan Basin Agreement. Office of the Study Director. <https://www.obwb.ca/library/1974-okanagan-basin-study/>

To equate the word ‘siwłk^w’ with ‘water’ is to greatly oversimplify the meaning.

“siwłk^w comes from siw and łk^w

siw comes from the word for when a human drinks — siwłk^w: to sip

łk^w comes from the word for when an animal drinks — łk^witkw: to lap

Together, the two parts form siwłk^w — embedding within the word itself the Syilx ethic that the right to water is equal for humans and animals.”

- From the *Syilx siwłk^w Strategy: We Will Protect the Water* (Okanagan Nation Alliance, 2021)



OBWB’s Journey to Date

OBWB recognizes that reconciliation is not a destination, it is an ongoing commitment that must be advanced through continuous learning and re-learning, relationship-building, and consistent action. The OBWB has been working to deepen its relationships with the Okanagan Nation Alliance and individual Syilx member Bands, and to embed the spirit of reconciliation into how the organization operates.

A significant milestone came in 2021, when the OBWB and Okanagan Nation Alliance jointly developed *Advancing the OBWB and Okanagan Nation Alliance Relationship*, which outlined concrete ways to strengthen the partnership and begin reflecting the principles of UNDRIP in the Board’s work. Since then, meaningful steps have been taken: the ONA Director’s voting authority has been made equal to that of local government Directors, and all Syilx member Bands and the ONA have been invited to appoint representatives as members of the Okanagan Water Stewardship Council, with financial support available to enable their participation.

Building internal capacity for reconciliation has been a priority. Staff and Board members have engaged in a range of learning opportunities, including kinSHIFT’s Elements of Truth, the

Indigenous Engagement Institute’s workshops, the nsylxcən beginner language course at the Sncəwips Heritage Museum, and university courses at UBC Okanagan and the University of Alberta. Additionally, the Okanagan Water Stewardship Council has established a subcommittee grounded in Gwen Bridge’s Ethical Space framework, and the Board and Council have hosted presentations on Indigenous water law, perspectives, and ethical space.

In practice, partnership with the Okanagan Nation Alliance continues to shape the OBWB’s work. This includes co-leading the Okanagan Hydrometric Program; supporting Syilx-led salmon restoration through grants; advancing the science of environmental flow needs and fish habitat; and working together on issues of shared concern, including chemical use in lakes and invasive mussels.

While progress has been made, this remains ongoing work that will require sustained efforts, humility, and a willingness to learn and adapt. Both the Board and staff are committed to advancing this work, and the OBWB looks forward to continuing to strengthen its relationships with the Okanagan Nation Alliance, Syilx member Bands, and their communities.

OBWB'S CORE VALUES



Three core values guide the OBWB's work and define our role in strengthening water sustainability across the Okanagan: **ONE VALLEY, ONE WATER; CREDIBILITY;** and **ACCOUNTABILITY**. Our operating principles describe how we put these values into action.

One Valley, One Water.

We recognize that all water in the Okanagan is shared and connecting all who live in the valley.

- **WHOLE-WATERSHED THINKING.** OBWB projects and programs focus on activities with a broad geographic scope.
- **COLLABORATION.** We seek collaborative solutions to water concerns, coordinating resources and efforts, and working to build relationships and shared understandings.
- **LONG-TERM STEWARDSHIP.** We look ahead to protect water for future generations, considering the needs of our children and grandchildren as we consider the needs of today.

Credibility.

We are a trusted source of water science and information, grounded in expertise and committed to thoughtful, balanced approaches.

- **INFORMED ACTION.** We are guided by the best available science and community expertise.
- **BALANCE.** We take a balanced approach, recognizing the environmental, social, cultural, and economic dimensions of water management.
- **NON-PARTISAN.** We support best practices and sound policies in the long-term interest of the watershed, independent of political affiliation.

Accountability.

We are responsible stewards of our mandate and resources, and we communicate clearly about our progress.

- **TRANSPARENCY.** Our actions and decisions will be transparent and open.
- **SHARING.** We share the knowledge and data generated through our publicly funded work so that communities across the valley can benefit.
- **INNOVATION.** We are committed to continuously improving our work, seeking new ideas and approaches while respecting experience and established knowledge.





WE REAFFIRM OUR COMMITMENT TO ONGOING GOALS

For more than 55 years, the Okanagan Basin Water Board has adapted to meet the evolving needs of the region. The goals set out in previous strategic plans remain foundational to our work. This Strategic Direction does not replace those commitments; it reinforces them and clarifies how OBWB will continue advancing them over the next five years.

1) **DELIVERING OUR MANDATE ACROSS ALL PROJECTS AND PROGRAMS**

As the Okanagan grows and changes, OBWB must remain both stable and adaptable while providing organizational excellence. We will continue to anticipate emerging trends while providing the consistency and credibility our communities depend on.

2) **WATER MANAGED FOR ALL NEEDS UNDER ALL CONDITIONS**

The Okanagan faces increasing variability: drought, flood, and changing snowpack patterns. Many conflicts over water quantity concerns can be avoided through careful management and planning.

3) **MAINTAINING EXCELLENT WATER QUALITY**

Water quality protection requires vigilance across upper watersheds, agricultural lands, and urban areas. Healthy riparian areas, wetlands, invasive species prevention, and source protection remain critical.

4) **ADVANCING PARTNERSHIPS WITH OKANAGAN INDIGENOUS COMMUNITIES**

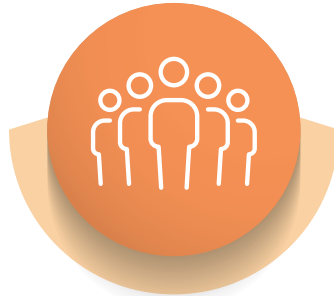
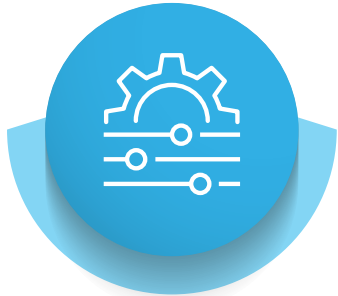
OBWB remains committed to building respectful relationships with the Okanagan Nation Alliance and individual Syilx Bands and to supporting collaborative approaches to water planning and management across the basin.

OBWB'S STRATEGIC PRIORITIES 2026-2030

Over the past two decades, there has been increasing recognition of the watershed's importance and a corresponding growth in the number of organizations working for the betterment of the watershed. This is both positive and necessary in our rapidly changing region. However, increased activity makes coordination, clear communication, and alignment more important than ever to ensure efforts are complementary rather than fragmented or duplicative.

The 2026–2030 Strategic Direction outlines how OBWB can best contribute within its legislated mandate in this evolving landscape. It builds on OBWB's demonstrated strengths and successes and provides a clear framework to guide the use of time and resources. This is not a detailed work plan, but a strategic framework that enables flexibility to respond to emerging needs, partner readiness, and funding opportunities.

These Strategic Priorities build on OBWB's strengths and guide our work over the next five years:



**Advancing Science,
Environmental
Monitoring,
and Information
Management**

**Building
Partnerships
and Capacity in
the Watershed**

**Educating,
Advocating,
and Advising
on Good Policy**

Strategic Priority 1:

Advancing Science, Environmental Monitoring, and Information Management

OBWB invests in research, monitoring, modelling, and data stewardship to ensure the Okanagan has the knowledge and tools needed to adapt to climate variability, population growth, and economic change. These investments provide decision-makers with credible evidence to assess risk and inform water quantity and quality decisions.

▶ **STRENGTHEN OKANAGAN-BASED RESEARCH**

Identify knowledge gaps, build partnerships with post-secondary institutions and research partners to advance applied research that responds to real-world water challenges in the basin.

▶ **EXPAND BASIN-WIDE MONITORING AND MODELLING**

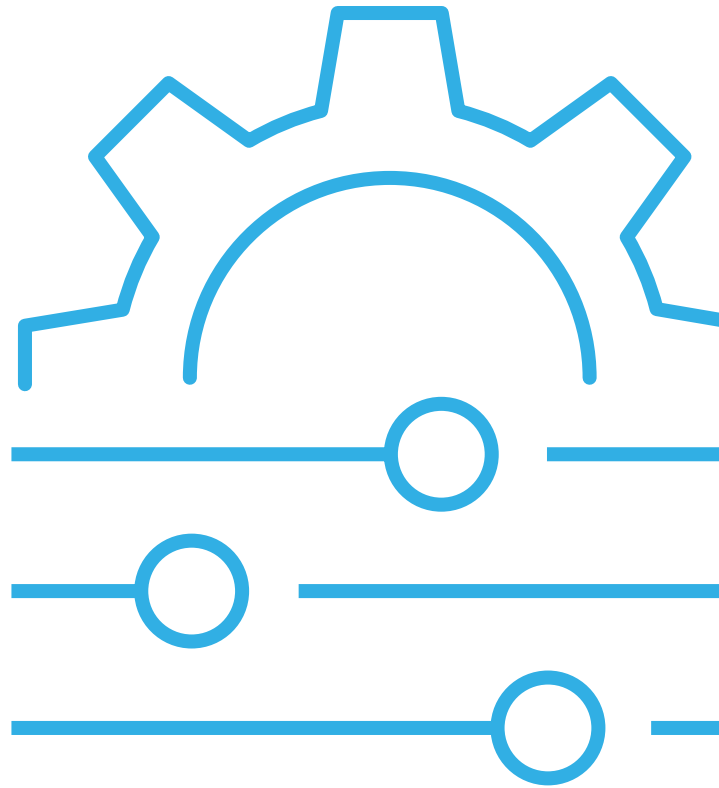
Invest in hydrometrics, groundwater monitoring, and modelling tools to ensure the Okanagan has the science needed to adapt to climate variability, economic shifts, and population growth.

▶ **PROTECT AND RESPONSIBLY MANAGE WATER DATA**

Safeguard long-term water data and ensure information generated through OBWB initiatives is preserved, responsibly managed, and accessible to partners and the public.

▶ **ADVANCE INNOVATION AND CONTINUOUS LEARNING**

Identify and evaluate solutions and technologies from other water-stressed regions, as well as locally developed innovations, to determine their relevance and applicability in the Okanagan.



Elinor McGrath and team working on the Environmental Flow Needs (EFN) Project

Strategic Priority 2: Building Partnerships and Capacity in the Watershed

Strong water management depends on strong relationships. OBWB builds partnerships, strengthens local capacity, and supports and coordinates collective action across governments, Indigenous communities, water suppliers, researchers, and community partners.

▶ **STRENGTHEN THE WATER STEWARDSHIP COUNCIL**

Continue to invest in the Water Stewardship Council as the Board's independent technical advisory body and as a respected forum for learning and collaboration. Evolve Council structures and practices to ensure both technical expertise and community perspectives are reflected and effectively connected to the Board.

▶ **LEVERAGE AND SECURE FUNDING**

Attract and leverage provincial, federal, and other funding to support water initiatives in the Okanagan, using OBWB's convening power and grant programs to maximize regional impact, create economies of scale, and reduce financial pressure on local communities.

▶ **BUILD CAPACITY ACROSS THE WATERSHED**

Support local governments, Indigenous governments, water suppliers, and place-based groups by coordinating efforts, sharing expertise, and strengthening the collective capacity to address complex water challenges.



*The Environmental Flows Conference 2024
held March 13-15, 2024 in Kelowna, B.C.*

▶ **ADVANCE RECONCILIATION THROUGH RELATIONSHIP**

Build respectful, ongoing relationships with the Okanagan Nation Alliance and individual Syilx Bands. Work collaboratively to support coordinated approaches to watershed planning and water management and serve as a resource to evolving co-governance efforts in the basin.

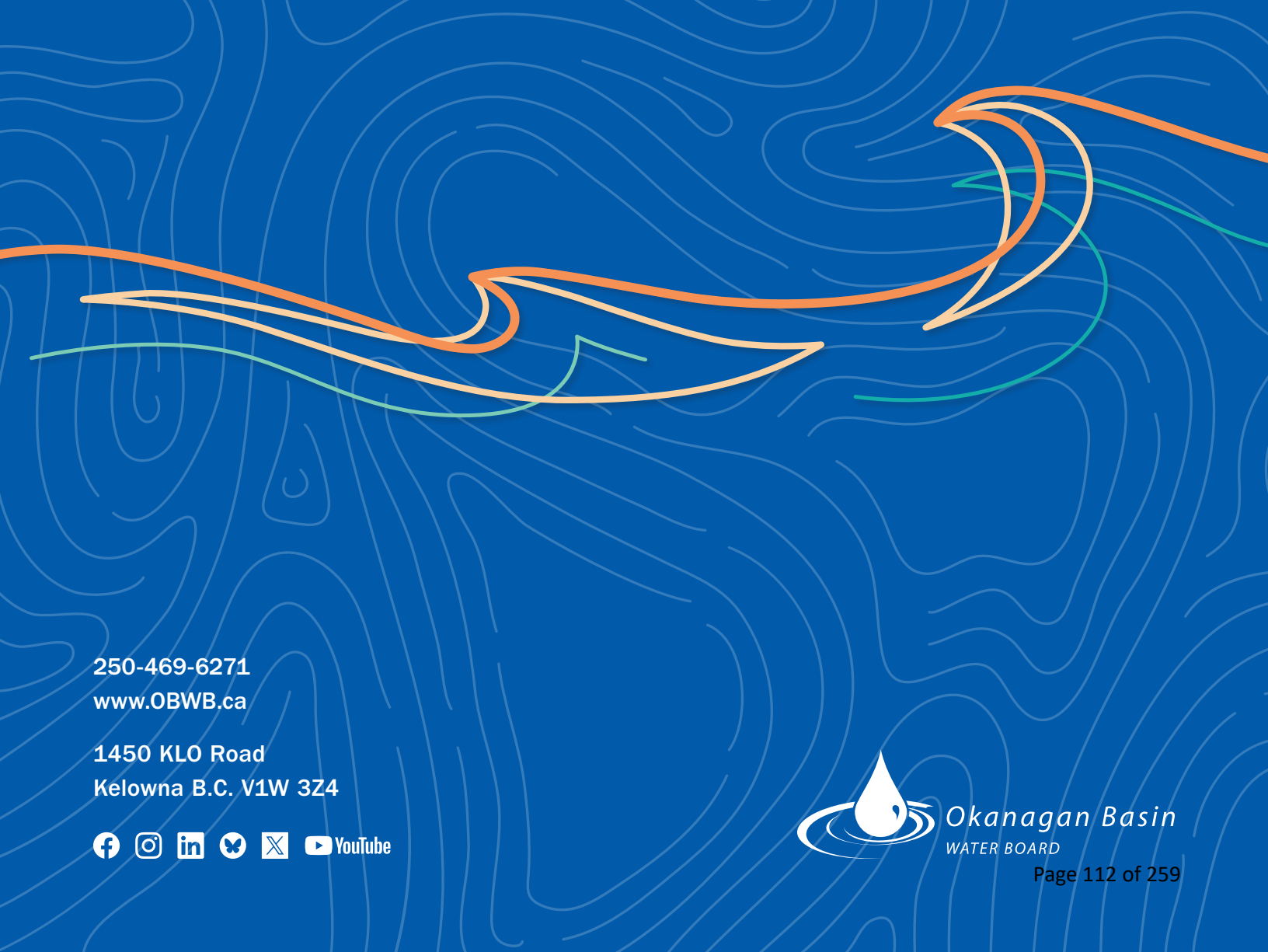
Strategic Priority 3: Educating, Advocating, and Advising on Good Policy

Water sustainability depends on informed communities and effective public policy. OBWB works to strengthen water literacy, provides evidence-based policy advice, and elevates Okanagan water priorities with senior governments.

- ▶ **FOSTER A SHARED WATER ETHIC**
Strengthen public understanding of the Okanagan’s water reality and cultivate a shared water ethic that supports responsible water use, long-term stewardship and restoration.
- ▶ **ELEVATE OKANAGAN WATER ISSUES**
Increase OBWB’s influence with provincial and federal governments, raise the profile of Okanagan water priorities, and invest in dedicated government relations capacity to advance regional interests.
- ▶ **TRANSLATE SCIENCE INTO POLICY ADVICE**
Monitor emerging legislation and consultations that affect the watershed, translate science and local knowledge into practical policy advice, and provide informed, non-partisan recommendations to support sound water management.
- ▶ **STRENGTHEN REGIONAL WATER COMMUNICATIONS**
Provide clear, credible, and timely communication about the state of water in the Okanagan, reinforcing OBWB’s role as a trusted regional voice and helping communities understand risks, trade-offs, and solutions.



TOP: Make Water Work, Plant FireSmart™ campaign launch on May 21, 2025 in Armstrong, B.C. BOTTOM: Second-annual meeting of the Okanagan-Interior Invasive Mussel Working Group held Nov. 14, 2025 in Kelowna.



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Okanagan Basin
WATER BOARD



Vernon Regional Transit System Fare Review Report

June 2026

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1.0 Summary

As requested by regional local governments, BC Transit conducted a comprehensive fare review for the Vernon Regional Transit System. The current fare structure has been unchanged since 2018, and rising operating costs driven by inflation and post-pandemic pressures have created a need for a review of system revenues and products. The introduction of Umo, BC Transit's electronic fare system, in 2024 also provides the foundation for expanded fare products and improved data collection.

The objective of the fare review is to develop a fare structure that: maximizes revenue to support long-term system sustainability, ensures simple interoperability within the region, aligns with BC Transit Fare Guidelines, and improves financial performance in a balanced and reasonable manner.

The review was led in partnership with the City of Vernon, the Regional District of North Okanagan, and the District of Coldstream, with local priorities shaping the scope and direction throughout. Those priorities include regional interoperability, youth fare-free transit (18 and under), new revenue sources in the form of pre-paid programs (ProPASS, UPASS), and equity between conventional and handyDART services.

BC Transit Fare Guidelines provided a framework of fare-related best practices, allowing local priorities to guide the recommendations contained within the report. Vernon's adult single-ride fare of \$2.50 has remained below the 2023 Canadian average of \$3.50 and has lost an estimated 26% of its real value to inflation since 2018. Accordingly, this report presents recommendations for a fare structure that is intended to be clear, sustainable, and customer-focused while reflecting the priorities of the communities we serve.

As fare revenue is shared among regional partners under existing agreements, implementation will require approval from all three local government partners.

1.1 Fare Review Outcomes

Policy Recommendation 1: Replace the existing transfer policy with the DayPASS system

- Replace the 90-minute transfer policy with automatic DayPASS fare capping, simplifying fare policy and improving fairness for customers making multiple trips. Riders using Umo stored value or contactless payment would automatically receive a DayPASS after paying two single fares in a day. Cash-paying riders would have the option to purchase a paper DayPASS onboard at twice the base fare.
- Moving to the DayPASS system requires discontinuing pre-purchased DayPASS and 10-Ride fare products.

Policy Recommendation 2: Implement a Local and Regional Fare Structure

- Separate the existing fare structure into two distinct categories:
 - ✓ a Local Fare Structure applicable to Vernon Local Routes (Routes 1–9 and 60/61); and
 - ✓ a Regional Fare Structure applicable to fare products valid across the broader regional network, including Route 90 – Vernon/UBCO.

Policy Recommendation 3: Confirm Interoperability within the Region

- Endorse continued interoperability between the Vernon and Kelowna Regional Transit Systems, confirming that Vernon pass products remain valid on Kelowna routes, and that select Kelowna pass products are valid on Vernon routes.
- Align Vernon pass pricing more closely with the region’s fare structure to reduce inconsistencies across interconnected systems and minimize opportunities for fare misuse or avoidance.

Policy Recommendation 4: Implement New Pre-Paid Fare Programs

- Introduce U-PASS, providing students at participating post-secondary institutions with unlimited transit access for the duration of their enrolled term, incorporated into student tuition fees to ensure stable and predictable fare revenue.
- Introduce ProPASS, a workplace transit program offering employees a 15% discount off the Adult 30-Day Pass rate through employer-facilitated payroll deductions.

Fare Structure and Cost Changes

The following tables summarize the recommended fare changes under Option 3. Fares are proposed to take effect in the Fall of 2026, with pass pricing phased incrementally over three years to minimize immediate impacts on riders while progressively improving alignment with BC Transit Fare Guidelines and regional comparators.

Table 1 – Recommended Fare Structure for Vernon Local Transit System (Routes 1-9, 60/61)

Fare Product	Current	Fall 2026	April 2028	April 2029
Single Ride	\$2.50	\$3.00		
DayPASS *Automatic Fare Capping	\$6.00	\$6.00		
30 Day Pass – Adult	\$55	\$65	\$70	\$75
30 Day Pass – Concession Post-Secondary Students and Seniors	\$40	\$55	\$60	\$65
Semester Pass (4 Month) Post-Secondary Students	\$120	\$165	\$180	\$190
Youth Travel Program	Free 12 & Under	Free 18 & Under		

Table 2 – Recommended Fare Structure for Vernon Regional Transit System (Route 90 to UBCO)

Fare Product	Current	Fall 2026	April 2028	April 2029
Single Ride	\$5.00	\$6.00		
30 Day Pass – Adult*	\$55	\$80	\$80	\$90
30 Day Pass – Concession* High School, Post-Secondary, and Seniors	\$40	\$65	\$65	\$75

* All Regional Passes will be available for unlimited use on all local Vernon and Kelowna routes.

Table 3 – Recommended Fare Structure for Vernon Custom Transit System (HandyDART)

Fare Product	Current	Fall 2026
Single Ride	\$2.50	\$3.00
Tickets (5)	\$12.50	\$15.00

Please note that the estimates presented in this report are based on budgeted financial assumptions and observed impacts from fare changes in other communities. Any future changes to Annual Operating Agreement (AOA) ridership or financial projections may affect the estimates included in this report.

Incentivise Youth Travel

As part of the fare review process, the Councils of the Vernon and Coldstream requested that opportunities be explored to encourage greater transit use among youth through targeted incentives and fare policies.

In response, BC Transit recommends maintaining an enhanced discount for students purchasing longer-term Semester Passes (4-month duration), currently priced at 25% below the already discounted Concession 30-Day Pass rate. This approach supports affordability while encouraging regular transit use among post-secondary riders on Vernon local routes.

In addition, an analysis was conducted to assess the financial implications of introducing free transit for youth aged 13–18. Based on the relatively small youth population within the region, combined with the objective of increasing ridership and improving accessibility for young riders, all fare structure options have been developed with consideration for the introduction of free transit for youth aged 13–18 on Vernon local routes. Free youth travel would not apply to Regional Route 90 to UBCO.

1.2 Summary of Recommendations

BC Transit has the following recommendations as an outcome of this fare review:

1. Approve the separation of the fare structure into distinct Local and Regional categories
2. Approve the Local and Regional Fare Structure schedules under Option 3, effective Fall 2026
3. Approve the aligned fare change schedule for Custom Transit (handyDART) services
4. Approve replacement of the 90-minute transfer policy with automatic DayPASS fare capping through Umo, and discontinuation of pre-purchased DayPASS and 10-Ride fare products
5. Endorse continued regional interoperability between the Vernon and Kelowna Transit Systems
6. Approve the introduction of the U-PASS and ProPASS programs

2.0 BC Transit Fare Strategy

Since its introduction, BC Transit’s Fare Strategy has guided decision making in transit systems towards improving the net yield of fare revenues. That is, the revenue collected after the costs of revenue collection are deducted. The fare strategy was developed through collaboration with local government partners and accounts for both local considerations and BC Transit corporate priorities. To improve the net yield of fare revenues, fare structure decisions are made considering the following four key objectives:

1. The fare structure is attractive to customers and encourages ridership.
2. The fare structure is marketable and is easy to produce and sell.
3. The fare structure has low costs of operation and debt service.
4. The fare structure is secure.

With these objectives in mind, any changes to the fare structure should be made with the intent of simplification. This is to make it easier for customers to comprehend and purchase the correct fare and is easier and less costly to administer. To help accomplish these objectives, BC Transit developed the fare structure guidelines found in **Table 4** below. For reference, the adult cash fare is the base from which other fares are calculated.

Table 4 BC Transit Fare Structure Guidelines

Fare Product	Audience	BC Transit Fare Guideline
Single-Ride	All	Base
DayPASS	All	Two Times Base Fare
10-Rides	All	9 Times Base Fare
Adult 30-Day Pass	All	20 to 30 Times Base Fare
Concession 30-Day Pass	Students and Seniors	Adult 30-Day Pass less 15%
Semester Pass (4 Months)	Students	4 times Concession 30-Day Pass less 20%
No Fare Transfers		

The BC Transit Fare Strategy has been used to guide fare reviews in several BC Transit conventional transit systems to increase revenue from ridership. While outcomes are unique to each transit system, the results observed in systems that have implemented aligned fare structures indicate the positive benefits that can be anticipated when making similar changes.

3.0 Fare Collection Technology

BC Transit launched Phase 1 of its digital fare payment platform, Umo, in the Vernon Regional Transit System in March 2024. Umo enables customers to pay fares and access transit services through an account-based system using either the Umo mobility app on their mobile phone or a reloadable Umo card for contactless payment. This new technology has the following benefits:

1. Improved user experience
2. Decreased need for physical fare products
3. Increased revenue security
4. Improved data on fares and travel behaviours
5. Increased ability for BC Transit to support fare programs in regional transit systems.

Through Umo, customers can purchase and reload 30-Day Passes and Semester Passes online or at participating vendor locations. The system also provides improved boarding and usage data to better understand ridership patterns and customer behaviour.

In December 2024, legacy pre-purchased paper fare products, including monthly and Semester Passes, were phased out from vendor point-of-sale locations to streamline fare product distribution. These products are now available exclusively through the Umo card or Umo mobility app. Cash continues to be accepted onboard for single ride fares.

In May 2026, BC Transit enabled contactless tap-to-pay functionality, allowing riders to pay fares directly onboard using debit or credit cards. This enhancement improves convenience and accessibility for occasional and infrequent transit users.

Umo has also simplified fare administration and strengthened BC Transit's ability to support programs such as ProPASS. Upon approval of an automatic fare capping policy, BC Transit will implement automatic DayPASS fare capping for customers using Umo cash balance or contactless payment methods, ensuring customers automatically receive the best value for their travel.

4.0 Fare History and Current Conventional Fare Structure

The current Vernon Regional Transit System fare structure has been in effect for the past eight years, since April 2018, as outlined in **Table 5**. The only notable changes since 2018 are as follows:

- Children ride free: Children under 5 have ridden free since before 2005. In September 2021, this policy was expanded to include youth aged 12 and under, as part of a provincial mandate supported by additional funding.

Previously, the system operated with two zones, and had pricing for local routes, and multi-zone routes. Beyond this change, fares have remained fairly similar to current fares since 2005.

Table 5 Current Fares for the Vernon Regional Transit System

Fare Product	Riders	Current Fares	Functionality
Single Ride (Local)	All	\$2.50	Vernon Local Routes (1-9 and 60/61)
10-Rides	Adult	\$22.50	Vernon Local Routes (1-9 and 60/61)
DayPASS	Adult	\$6.00	Valid on all Vernon and Kelowna Routes
30-Day Pass (Adult)	Adult	\$55.00	Valid on all Vernon and Kelowna Routes
30-Day Pass (Concession)	Student/Senior	\$40.00	Valid on all Vernon and Kelowna Routes
Semester Pass (4 Months)	Student	\$120.00	Valid on all Vernon and Kelowna Routes
Single Ride (Regional Route)	All	\$5.00	Regional Route 90

Local Single Ride and 10-Rides are valid on Vernon Local Routes (1-9 and 60-61). All pass products are valid across all Vernon Local Routes in addition to the Regional Route (90) to UBCO. The Regional Route operates under a separate single ride fare structure.

When compared to the BC Transit Fare Guidelines in **Table 4**, the current fare structure has the following opportunities for alignment:

- The DayPASS is priced at 2.4 times the Local Single Ride fare and 1.2 times the Regional Single Ride fare, which is both above and below the guideline threshold of twice the single ride fare.
- The discount provided on the concession 30-Day pass is greater than the recommended 15% off the adult monthly pass fare (currently 27% discount).
- The discount provided on the Semester Pass is greater than the recommended 20% off the discounted concession 30-Day pass fare (currently 25% discount).
- The 30-Day Passes are recommended to be priced at 20-30 times the Single Ride Fare; current pricing equates to 22 times the Local Single Ride fare and 11 times the Regional Single Ride fare.

5.0 Fare-Related Considerations

In addition to the standard fare options described above, BC Transit has reviewed the implications of adjustments to transfer policies, considered options for supporting seamless travel across the region and at the request of the City of Vernon, has analyzed the implications of offering free fares for youth 18 and under. Additional supportive programs to support transit access for select user groups, is outlined in **Appendix 1**.

5.1 DayPASS-on-Board, Fare Capping, and Transfer Policy Changes

BC Transit recommends the introduction of the DayPASS-on-Board program for cash paying users and fare capping for Umo card holders to generate an automatic DayPASS to simplify fare structures, improve customer experience, and align with best practices outlined in the Fare Guidelines.

Existing Transfer Policy

Currently, passengers within the Vernon Regional Transit System are permitted to transfer to a connecting bus within 90 minutes without paying an additional fare. However, the administration and enforcement of transfer policies can be subjective, which may contribute to fare disputes, inconsistent application, and potential fare evasion. These challenges can negatively impact both the customer experience and operator interactions.

During the 2025/26 fiscal year, approximately 12,450 transfer trips were recorded through Umo, compared to more than 67,000 boardings using transfer-eligible fare products (Single Ride, Stored Value, and 10-Ride products), and more than 218,000 total system boardings over the same period. This suggests that replacing the existing transfer policy with a DayPASS-on-Board and Fare Capping model would have a relatively limited impact on overall ridership behaviour. Further analysis indicates that approximately 80% of passengers would either experience a positive impact or no material change under the proposed approach.



DayPASS-on-Board

Under this model, passengers paying cash can purchase a DayPASS directly from the operator by paying twice the base fare. The paper DayPASS grants unlimited travel for the remainder of the day, streamlining fare collection and eliminating ambiguity around transfer validity.

Fare Capping

In parallel, Fare Capping will be introduced for riders using Umo stored value or contactless payments (credit or debit tap). Once a rider pays the equivalent of two single fares in one day, the system automatically provides unlimited travel for the rest of the day—effectively issuing a DayPASS without requiring pre-purchase. This approach supports affordability, encourages spontaneous travel, and has been shown to increase both ridership and revenue in systems where it has been implemented.

Required Fare Policy Adjustments

Implementation of the DayPASS-on-Board and Automatic Fare Capping model would require the following fare policy changes:

- Elimination of the existing 90-minute transfer policy.
- Discontinuation of pre-purchased DayPASS and 10-rides fare products.

These adjustments would simplify the overall fare structure, reduce fare-related disputes, and better align the system with the capabilities of the Umo platform.

The existing pre-purchased DayPASS currently accounts for less than 2.7% of fare revenue and ridership, indicating minimal anticipated disruption to current users. DayPASS-on-Board and Automatic Fare Capping models have already been implemented in more than 15 BC Transit systems, including the Kelowna Regional Transit System, where they have supported increased ridership, reduced operational friction, and improved customer experience outcomes. While these changes may initially result in customer concerns due to adjustments to previously established fare policies, they are expected to modernize the fare experience, improve equity and accessibility, and support the long-term sustainability of the transit system.

5.2 Interoperability within the Region

The Kelowna Regional Transit System offers 30-Day Passes, Semester Passes, a ProPASS program, and a U-PASS program valid across all Kelowna local routes, as well as Vernon's Regional Route 90 to UBCO. The system does not rely on traditional transfers; instead, it applies an Automatic Fare Capping model through the Umo platform, whereby passengers paying a single-ride fare are automatically capped at the DayPASS rate for unlimited travel on Kelowna local routes.

In comparison, the Vernon Regional Transit System provides 30-Day Passes and Semester Passes valid across all Vernon local routes, Regional Route 90 to UBCO, and all Kelowna routes. The 10-Ride fare product is limited to Vernon local routes only. Transfers are available for passengers using 10-Ride or single-ride fares on local routes; however, they are not valid on Regional Route 90. The Vernon DayPASS provides unlimited travel across Vernon local, regional, and Kelowna routes; however, its current pricing is significantly below the implied value of the product relative to its system-wide validity.

Tables 6 and 7 summarize the validity of each fare product across both transit systems. Current conditions are indicated by checkmarks for validity and "X" indicators for non-validity.

Table 6 – Current State inter-operability of Fare Products in the Kelowna Transit System

Transit System	Fare Product	Valid on Vernon Local Routes 1-9, 60, 61	Valid on Vernon – Kelowna Route 90	Valid on Kelowna Local Routes
Kelowna Transit System	DayPASS – Fare Capped & Paper DayPASS	✗	✗	☑
	30-Day Pass (Adult and Concession)	✗	☑	☑
	U-Pass (UBCO)	✗	☑	☑
	Semester Pass	✗	☑	☑

Table 7 – Current State inter-operability of Fare Products in the Vernon Transit System

Transit System	Fare Product	Valid on Vernon Local Routes 1-9, 60, 61	Valid on Vernon – UBCO Route 90	Valid on Kelowna Local Routes
Vernon Transit System	DayPASS – Pre-Purchased	☑	☑	☑
	30-Day Pass (Adult and Concession)	☑	☑	☑
	Semester Pass	☑	☑	☑
	Transfers	☑	✗	✗
	10 Rides / Stored Value	☑	✗	✗

Given that the Kelowna Regional Transit System currently accepts Vernon pass products on its routes, maintaining a reciprocal arrangement has been identified as an important consideration to support inter-system consistency and preserve travel benefits for Vernon Regional Transit System passengers.

In alignment with Kelowna’s fare structure approach, it is also recommended that the Vernon Regional Transit System transition away from pre-purchased DayPASS products, 10-Ride products, and the existing transfer policy in favour of an Automatic Fare Capping model at the DayPASS rate.

Under the proposed future-state fare structure, passengers travelling on Vernon local routes would receive unlimited travel once the equivalent DayPASS threshold has been reached, consistent with the Automatic Fare Capping policy currently implemented within the Kelowna Regional Transit System.

In addition, pass product validity across both transit systems would be adjusted to support more seamless travel between the Vernon and Kelowna regional transit systems.

Green shading within **Table 8** identifies the recommended adjustments to improve alignment, inter-system consistency, customer value, and long-term revenue stability.

Table 8 – Future State inter-operability of Fare Products in Kelowna and Vernon

Transit System	Fare Product	Valid on Vernon Local Routes 1-9, 60, 61	Valid on Vernon – Kelowna Route 90	Valid on Kelowna Local Routes
Kelowna Transit System	DayPASS – Fare Capped & Paper DayPASS	✗	✗	☑
	30-Day Pass (Adult and Concession)	☑	☑	☑
	U-Pass (UBCO)	☑	☑	☑
	Semester Pass	✗	☑	☑
Vernon Transit System	DayPASS – Fare Capped & Paper DayPASS	☑	✗	✗
	30-Day Pass – Regional Pass (Adult and Concession)	☑	☑	☑
	30-Day Pass – Local Only (Adult and Concession)	☑	✗	✗
	Semester Pass – Local Only	☑	✗	✗

5.3 Fare-free transit analysis for Youth 18 and Under

Free transit fares for youth aged 18 and under have been requested by the City of Vernon and District of Coldstream as part of broader efforts to advance strategic objectives related to transportation equity, youth mobility, and sustainable travel behaviour. In response to this request, the following potential benefits and considerations have been identified:

- Improved transportation equity: Reduced financial barriers, particularly benefiting low-income youth who may face disproportionate access constraints.
- Increased access to opportunities: Enhanced ability for youth to access education, employment, recreation, and social activities, supporting broader participation in community life.
- Ridership development: Potential increase in youth transit use, contributing to long-term ridership growth.
- Long-term mode shift potential: Supports the development of a “ridership pipeline” by encouraging early adoption of transit use that may carry into adult fare categories.
- Reduced barriers to participation: Improves mobility and independence for youth, supporting greater engagement in school and community activities.
- Sustainable transportation outcomes: Provides a safe and reliable alternative for youth who are not yet eligible to operate motorized vehicles (e.g., e-bikes or cars), supporting reduced reliance on private vehicle trips.

Financial Considerations

Fare revenue generated by high school students on local routes in Vernon is estimated at approximately \$85,375 in the 2025/26 fiscal year, representing approximately 6% of total conventional transit system revenues last year. The introduction of free fares for youth aged 13–18 would result in a reduction in farebox revenue, which would need to be offset through alternative funding sources including additional fare revenue from other rider segments and/or increased operating subsidies from property taxes in order to maintain current service levels.

Program Options

Umo offers several program options to facilitate fare validation for a fare-free program including the provision of unique benefit codes or photo ID RFID cards. If free transit is introduced for youth within the Vernon Regional Transit System, it is recommended that a fare validation process be implemented, to support the monitoring of appropriate fare eligibility and usage. Such a process would help ensure compliance with eligibility requirements and enable the collection of more accurate data to assess changes in demand and inform potential service adjustments.

5.4 New Pre-Paid Fare Programs

To support additional fare revenue and long-term system sustainability, BC Transit may introduce pre-paid fare programs that offer bulk purchase pricing to encourage ridership and generate more stable and predictable revenue streams while supporting system growth.

ProPASS

ProPASS is a workplace transit program that provides employees with discounted unlimited transit access through employer-administered payroll deductions. Payments are automatically deducted from employee paycheques, simplifying participation for both employers and employees. Eligibility requires a minimum of five participating employees under a one-year commitment and provides a 15% discount off the Adult 30-Day Pass fare. Participating employers may choose to offer additional subsidies to increase the incentive.

The program benefits employers by reducing parking demand and associated costs, while supporting climate action and sustainable transportation objectives. It may also enhance employee recruitment and retention. For transit systems, ProPASS generates stable, prepaid fare revenue and supports ridership growth.

BC Transit recommends this program be approved for implementation in the Vernon Regional Transit System at the regional pass rate to support increased transit use and long-term funding sustainability for the transit system.

U-PASS

The U-PASS program provides post-secondary students with unlimited transit access for the duration of their academic term. It improves affordability, increases student mobility, and provides a stable, predictable revenue stream.

As the fee is collected through mandatory student tuition, the program ensures consistent revenue while improving access to transit. Institutions benefit from a bulk pricing model that provides cost-effective transportation for students.

U-PASS fees are typically aligned with the equivalent cost of an Adult 30-Day Pass over a four-month semester period, with revenue generated through full-time student enrolment.

The program has demonstrated strong performance within the Kelowna Regional Transit System through its partnership with the University of British Columbia Okanagan (UBCO). A similar model in Vernon may support expanded post-secondary partnerships in the North Okanagan region, which could see significant additional revenue.

5.5 Comparing Transit Fares: Vernon vs. National Trends

Vernon's adult single-ride fare, which last increased to \$2.50 in 2018, is projected to reach an equivalent value of \$3.15 by 2026 based on an average annual inflation rate of 2.93%. This represents a 26% increase over 8 years, as calculated using the Bank of Canada's Inflation Calculator.

The average adult single-ride fare across Canada was \$3.50 in 2023, according to the Canadian Transit Statistics Dashboard compiled by CUTA. This comparison highlights that Vernon’s fares remain well below the national average despite inflationary pressures, emphasizing the need for strategic fare adjustments to support system sustainability.

Table 9 below outlines fare pricing within comparable transit systems located either within the region or operating at a similar service scale, providing a benchmark for current transit fare structures.

The Kelowna Regional Transit System recently increased fares to \$3.00 for a Single Ride and \$80.00 for an Adult 30-Day Pass. Fares within Penticton are also currently under review and are anticipated to align with a similar \$3.00 Single Ride fare, alongside corresponding increases to pass pricing.

Table 9 – Local Transit System Comparisons

Conventional Transit System	Last Fare Change	Scheduled Hours	Ridership	Single Ride Fare	DayPASS	Adult 30-Day Pass	Concession 30-Day Pass
Vernon Transit System	2018	34,652	671,228	\$2.50	\$6.00	\$55	\$40
Comox Valley Transit System	2026	38,319	894,167	\$2.75	\$5.50	\$60	\$40
Kelowna Transit System	2025	184,370	6,540,465	\$3.00	\$6.00	\$80	\$55
South Okanagan Similkameen (Penticton, BC)	2017	22,939	378,543	\$2.25	\$4.50	\$45	\$35
Shuswap Regional Transit (Salmon Arm, BC)	2006	12,949	127,656	\$1.50	\$3.75	\$45	\$30

A review of comparable transit systems operating regional routes, as seen in **Table 10** below, indicates that the Vernon Regional Transit System’s regional pass products are priced significantly lower than those in other systems offering similar regional services. Several regional transit systems operate under separate fare structures for local and regional services, where regional fare products do not include transferability or validity on local transit routes. Examples include the Regional Route 70 to Kelowna, the Nanaimo–Cowichan Express, the Victoria–Cowichan Express and Fraser Valley Express.

Some Regional Transit Systems offer both a dedicated regional fare structure and an integrated “dual-system” pass product that permits unlimited travel across two local transit systems and the connecting

regional service. Examples of this model can be found in systems such as Pemberton, Nanaimo, Cowichan Valley, and Victoria.

Based on this comparison, there is an opportunity for the Vernon Regional Transit System to increase regional fare pricing to better align with comparable systems and BC Transit Fare Guidelines. This is particularly evident in the pricing of the Adult 30-Day Pass, which is currently priced at \$55.00, equivalent to only 11 times the \$5.00 Regional Single Ride fare. BC Transit Fare Guidelines recommend that monthly pass products be priced within a range of 20–30 times the applicable single ride fare, which would equate to a regional monthly pass price of at least \$100 under the current Regional Single Ride fare structure.

It should also be noted that fare structures for regional routes within the South Okanagan–Similkameen Transit System are currently under review.

Table 10 – Regional Transit System Comparisons

Regional Transit System	KM Travelled	Single Ride Fare	DayPASS	Adult 30-Day Pass	Concession 30-Day Pass*	Dual System Pass
Vernon Regional Route 90 Vernon to UBCO	41	\$5	\$6	\$55	\$40	\$55 Adult / \$40 Concession (includes Vernon Local and Regional Route 90)
Pemberton Valley Pemberton to Whistler	33	\$4.50	\$12	\$95	\$75	\$130 30-Day (Pemberton Local, Regional, and Whistler Local routes)
South Okanagan Similkameen Regional Routes 10, 20, 30, 40, 50	20 -113	\$4	\$8	\$60	\$40	\$60 Adult / \$40 Concession (Includes Local and Regional routes)
South Okanagan Similkameen Route 70 Penticton to Kelowna	63	\$5	N/A	\$100	\$85	N/A
Nanaimo Regional Nanaimo to Cowichan Express (NCX)	50	\$5	N/A	\$125	-	\$175 30-Day (Nanaimo locally, Cowichan Valley locally, and the Regional route)
Victoria Cowichan to Victoria Express/ Shawinigan Lake to Victoria Express (CVX/SVX)	60	\$10	N/A	\$204	-	\$246 30-Day (Victoria local, Cowichan Valley local, and the Regional route)

6.0 Proposed Conventional Fare Structure

BC Transit recommends the following fare structure adjustments for phased implementation. These recommendations are intended to improve alignment with inflationary pressures and increasing service delivery costs, while continuing to support affordability, accessibility, and ridership growth within the Vernon Regional Transit System.

A key recommendation is to separate the existing fare structure into two distinct categories:

- a Local Fare Structure applicable to Vernon Local Routes; and
- a Regional Fare Structure applicable to fare products valid across the broader regional network.

6.1 Vernon Local Fare Structure Recommendations

BC Transit recommends the following adjustments for Vernon Local Routes (Routes 1–9 and 60/61):

- Increase the Local Single Ride fare to \$3.00 to improve alignment with fare levels across the Okanagan region. The current single ride fare has remained unchanged since 2018.
- Maintain the existing 25% discount on the Semester Pass for post-secondary students valid on Vernon Local Routes.
- Introduce a lower-cost Local 30-Day Pass to provide a more affordable monthly option for riders travelling exclusively on local services compared to the regional fare options.
- Implement an Automatic Fare Capping policy on Vernon Local Routes and discontinue traditional transfer products, pre-purchased DayPASS products, and 10-Ride fare products. This approach would simplify the fare structure while improving customer convenience and supporting modernization of the fare system.

Out of the options considered, a phased implementation approach as outlined in Option 3, is recommended.

See **Table 11** for proposed options.

Table 11 – Proposed Local Fare Structure Recommendation

Fare Product	Current	Option 1 BCT Guidelines	Option 2 Align with Region	Option 3 Phased fare change		
				Fall 2026	April 2028	April 2029
Single Ride	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
DayPASS *Automatic Fare Capping	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00
10 Rides	\$22.50	Discontinued				
30 Day Pass – Adult	\$55 22x	\$75 23x	\$80 27x	\$65 22x	\$70 23x	\$75 23x
30 Day Pass – Concession High School, Post- Secondary Students, and Seniors	\$40 27% discount	\$65 15% discount	\$65 19% discount	\$55 15% discount	\$60 15% discount	\$65 15% discount
Semester Pass (4 Month) High School and Post- Secondary Students	\$120 25% discount	\$208 20% Discount	\$208 20% Discount	\$165 25% discount	\$180 25% discount	\$190 25% Discount
Youth 13-18	\$2.50	Free	Free	Free		

*DayPASS-on-Board and Fare Capping to generate automatic DayPASS.

6.2 Proposed Regional Fare Structure

The following recommendations are intended to improve regional fare consistency, support revenue sustainability, and simplify the customer fare experience.

- Increase the Regional Single Ride Fare to \$6 to align with inflation. The single ride fare has remained unchanged since 2018.
- Introduce regional pass products aligned with Kelowna fare pricing to improve inter-system consistency and reduce opportunities for fare misuse or arbitrage. Given that Vernon and Kelowna pass products are valid across both systems, aligning pricing is required to avoid discrepancies between systems and ensure consistent value across the regional network. While proposed pricing remains below BC Transit's guideline range of 20–30 times the single ride fare, a phased approach is recommended to avoid a significant step change from current fare levels, with Kelowna's updated fare structure effectively serving as an interim benchmark for alignment.

Table 12 – Proposed Regional Fare Structure Recommendation

Fare Product	Current	Option 1 BCT Guidelines	Option 2 Align with Region	Option 3 Phased fare change		
				Fall 2026	April 2028	April 2029
Single Ride	\$5.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00
DayPASS	\$6.00	Discontinued				
30 Day Pass – Adult*	\$55 11x	\$120 20x	\$80 13x	\$80 13x	\$80 13x	\$90 15x
30 Day Pass – Concession* High School, Post-Secondary, and Seniors	\$40 27% discount	\$100 15% discount	\$65 19% discount	\$65 19% discount	\$65 19% discount	\$75 17% discount

*Includes all-access travel on all Vernon and Kelowna routes

6.3 Proposed Custom Transit (HandyDART) Fare Structure

The following table outlines the current fare structure for Custom Transit (HandyDART) services, where the single-ride fare is currently \$2.50 within the City of Vernon. It is recommended that Custom Transit fares increase at the same rate as Conventional fares over time to maintain alignment and ensure consistency and ease of understanding across both systems. This approach is consistent with BC Transit’s custom fare strategy, which ensures equitable treatment for riders with mobility challenges while maintaining proportional fare adjustments between service types.

Table 13 – Proposed Custom Fare Structure Recommendation

Fare Product	Current	Fall 2026
Single Ride	\$2.50	\$3.00
Tickets (5)	\$12.50	\$15.00

7.0 Quantitative Impacts

The projected revenue and ridership impacts of the proposed fare structure are based on an elasticity model, which assesses price sensitivity using the previous year’s ridership and revenue data for the Vernon Regional Transit System. Transit demand is generally considered inelastic; therefore, fare adjustments are expected to have a relatively limited impact on overall ridership levels.

Option 1 in **Table 15** is associated with a higher projected impact due to the magnitude of the proposed changes, including pass price increases exceeding 50%. As a result, a phased implementation approach as outlined in Option 3 is recommended to mitigate potential price shock and support gradual customer adjustment.

The elasticity model’s ridership and revenue impact projections are outlined in **Table 14** and **15** below.

Total annual revenue for the Vernon Regional Transit System (including Local Routes 1–9, 60/61, and Regional Route 90) is approximately \$1.3M. Of this, fare-based revenue is estimated at \$519K from local routes and \$186K from Regional Route 90, while approximately \$483.5K is not directly affected by fare structure changes, including funding from the Youth 12 & Under program, BC Bus Pass, advertising revenue, and transferred revenue from the Kelowna U-PASS program.

Total annual ridership is estimated at approximately 800.3K boardings across all Vernon routes, with approximately 490K boardings on local routes and 126K boardings on Regional Route 90 using Vernon fare products. This excludes estimated ridership associated with youth aged 12 and under, as well as riders using the BC Bus Pass.

The following assumptions were identified to model projected changes to revenue and ridership.

Assumptions

- Operating expenses and costs remain constant over the analysis period.
- Revenues from Youth aged 12 and under program, BC Bus Pass program, and advertising is assumed to remain unchanged.
- The forecasted revenue loss associated with providing free transit to youth aged 13–18 is assumed to average approximately **\$85.4K** on Vernon Local Routes.
- For the ProPASS program, it is assumed that one organization participates in the first year, enrolling 10 employees under a 12-month commitment. Further, ProPASS revenue is allocated between local and regional services using an 88% local / 12% regional split.
- All pass revenue is allocated between local and regional services using an 88% local / 12% regional split.
- Ridership does not benefit from year over year increases due to population growth, which typically occurs.

Table 14 – Local Vernon Fare Structure - Quantitative Analysis Based on Price Elasticity

Quantitative Analysis Projected Annual Impact	Current	Option 1	Option 2	Option 3		
				Year 1	Year 2	Year 3
Fare Revenue	\$540,175	+ \$87,459 (16%)	+ \$93,064 (17%)	+ \$58,409 (11%)	+ \$16,070 (3%)	+ \$15,179 (2%)
Ridership (# of rides)	489,278	-24,349 (-5%)	-9,624 (-6%)	-31,752 (-6%)	-3,655 (-1%)	-3,282 (-1%)
Cost Recovery	17%	21%	21%	20%	21%	21%

Table 15 – Regional Vernon Fare Structure Quantitative Analysis Based on Price Elasticity

Quantitative Analysis Projected Annual Impact	Current	Option 1	Option 2	Option 3		
				Year 1	Year 2	Year 3
Fare Revenue	\$186,026	+ \$107,642 (58%)	+ \$72,477 (39%)	+ \$72,477 (39%)	-	+ \$20,162 (8%)
Ridership (# of rides)	125,731	-34,155 (-27%)	-15,619 (-12%)	-15,619 (-12%)	-	-3,104 (-2%)
Cost Recovery	19%	21%	21%	21%	21%	21%

The projections outlined in **Table 14** include the estimated revenue loss associated with providing free transit for youth aged 13–18. If free transit for this age group is not implemented, cost recovery is

projected to improve by approximately 1%. Additionally, cost recovery outcomes may vary slightly depending on adjustments to revenue allocation across regional pass products in both tables.

8.0 Implementation

As with any notable change associated with transit service, BC Transit will provide a full-scale marketing, and communications plan to inform the public on how their transit experience will change. This would include a mix of digital, print and radio advertising, media advisories, social media promotion and on-bus information as best suited for transit audiences in Vernon, Coldstream, and the North Okanagan Region.

9.0 Recommendations

BC Transit has the following recommendations as an outcome of this fare review:

- 1 Approve the separation of the fare structure into distinct Local and Regional categories
- 2 Approve the Local and Regional Fare Structure schedules under Option 3, effective Fall 2026
- 3 Approve the aligned fare change schedule for Custom Transit (handyDART) services
- 4 Approve replacement of the 90-minute transfer policy with automatic DayPASS fare capping through Umo, and discontinuation of pre-purchased DayPASS and 10-Ride fare products
- 5 Endorse continued regional interoperability between the Vernon and Kelowna Transit Systems
- 6 Approve the introduction of the U-PASS and ProPASS programs

Appendix 1– Supportive Transit Programs

To ensure that transit is accessible to all, a range of supportive programs have been implemented to assist individuals facing financial or mobility challenges. The following initiatives, available in the Vernon Regional Transit System and across British Columbia, are designed to help those in need access essential services and stay connected to their communities. These programs aim to make public transit more inclusive and equitable. Please note, these programs are shared for your awareness, and no changes will be made as part of this fare review.

Get on Board Program - Free Transit for Youth 12 and Under

The Get on Board program was introduced in September 2021 and allows children aged 12 and under to ride conventional and handyDART buses for free. The program is designed to make public transit more accessible to young people, encouraging them to use the system independently and confidently. Eligibility includes:

- **Children aged 6 to 12:** Can ride unaccompanied without requiring a fare product or ID.
- **Children aged 5 and under:** Must be accompanied by someone 12 years or older and must board and depart at the same stop as their guardian.

This initiative is funded by the BC Ministry of Transportation and Transit with the goal of not only increasing ridership but also fostering a sense of independence and familiarity with public transit among youth. By making transit free for children, the program aims to instill lifelong habits of sustainable transportation use.

BC Bus Pass

The BC Bus Pass Program provides unlimited transit access to low-income seniors (\$45/year) and individuals on disability assistance (free). Designed to ensure affordable and accessible transportation, it helps participants stay connected to their communities. Registration is available online, by phone, email, mail, or fax. The program is funded by the BC Ministry of Social Development and Poverty Reduction, is available across all BC transit systems.

Emergency Transit Assistance Program

The Emergency Transit Assistance Program (ETAP) in Vernon is a partnership between United Way BC and the City of Vernon, providing single-use bus tickets to non-profit agencies that support low-income residents in the region facing transportation barriers. United Way distributes the tickets or Umo benefit codes on a regular basis to non-profit agencies who regularly support those with medical and/or emergency transportation. This program has enhanced these residents' access to employment, healthcare, social services, food, and shelter by ensuring reliable transit options for those in need.



REGIONAL DISTRICT NORTH OKANAGAN

MEMBER MUNICIPALITIES:

CITY OF ARMSTRONG

CITY OF ENDERBY

DISTRICT OF COLDSTREAM

VILLAGE OF LUMBY

CITY OF VERNON

TOWNSHIP OF SPALLUMCHEEN

ELECTORAL AREAS:

"B" – SWAN LAKE

"C" – BX DISTRICT

"D" – LUMBY (RURAL)

"E" – CHERRYVILLE

"F" – ENDERBY (RURAL)

OFFICE OF: PLANNING DEPARTMENT

OUR FILE No.: 3045.01.02

June 18, 2026

- City of Armstrong
- District of Coldstream
- City of Enderby
- Village of Lumby
- Township of Spallumcheen
- City of Vernon
- Electoral Area Advisory Committee
- Regional Growth Management Advisory Committee
- Okanagan Indian Band
- Splotsin
- BC Fruit Growers, Kamloops Okanagan Dairy Association, BC Cattlemen's Association, Small-Scale Meat Producers Association, Organic BC, Land to Table
- Ministry of Agriculture
- Agricultural Land Commission

To Whom It May Concern:

Re: Draft Regional Agricultural Plan – 2026 Update

At the June 17, 2026, Board of Directors meeting, the Board passed the following resolution:

That staff be directed to forward the draft Regional Agricultural Plan to Member Municipalities, First Nations, Agricultural Associations, the Regional Growth Management Advisory Committee and Provincial Ministries for their review and comment.

The revised Regional Agricultural Plan (RAP) contains 77 actions that support and enhance the economic sustainability and resilience of the North Okanagan's agricultural industry. Staff have completed the review and update of the plan, highlighting actions and opportunities within the scope of local government while incorporating a more substantial economic component and a local food systems lens.

This updated RAP builds on existing content to address agricultural issues in the foreseeable future, the most prominent being water and climate change impacts. RDNO planning staff have reviewed and evaluated the 2015 RAP, conducted research, facilitated engagement, and drafted the revised Plan. The revised RAP has a new format, focusing on actions within the purview of local governments vs those that will require a more collaborative effort.

The RDNO appreciates your review and feedback on this important guiding document. While not legislatively required, the RAP serves as strategic policy guidance intended to inform the RDNO's future administration and Board of Directors on agricultural issues. It includes specific recommendations for the RDNO and partner agencies to pursue. Implementing the Agricultural

From: Planning Department
Subject: Draft Regional Agricultural Plan

File No.: 3045.01.02
Dated: June 18, 2026
Page 2 of 2

Plan will support regional food and agriculture sectors, enable the RDNO to serve as a sector partner, and help build greater resiliency in the food system.

The draft Regional Agricultural Plan is attached (Attachment1), and comments and feedback will be accepted/considered until July 31, 2026, with the intent that the final Plan be endorsed by the Board in September.

If you have any questions, feel free to contact me, Laura Frank, Planning Manager at 250-550-3768 or laura.frank@rdno.ca

Yours truly,



Laura Frank
Planning Manager
Enc. Attachment 1 – Draft Regional Agricultural Plan

REGIONAL DISTRICT NORTH
OKANAGAN

REGIONAL AGRICULTURAL PLAN



2026

Acknowledgments

In 2015, the Regional Agricultural Plan (RAP), a strategy and policy framework document, was developed to support and enhance the economic sustainability and resilience of the agricultural industry in the North Okanagan. A Consulting Team, composed of four consultants, led the original planning process for the Regional District.

The Regional Agricultural Advisory Committee (RAAC), comprised of elected officials and members of the farm community, was essential for providing technical advice and input on the planning process and serving as a liaison within the regional agricultural community. Funding from the Investment Agriculture Foundation was secured to offset the costs of this comprehensive planning process.

Funding provided by:







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}

the "Consulting Team"

2025 Review

In 2025, the RDNO launched a review and update of the Regional Agricultural Plan. This work was carried out by RDNO staff in collaboration with the Regional Agricultural Advisory Committee, the Regional Growth Management Advisory Committee and members of the farming community and general public.

Through this consultation, it was confirmed that the seven priorities and sub-goals remained relevant. The original RAP contained 105 actions. After the review was complete, the Plan now contains 77 actions. From the original 2015 plan, 49 actions were retained, 24 revised, 34 removed because they were either complete or no longer relevant, and 4 new actions were created.

A notation of any revised or new policies is provided to give greater context to the evolution of this plan.





INTRODUCTION

Agriculture defines the history and identity of the North Okanagan. The Agricultural Land Reserve (ALR) is present throughout the region, and each community has supporting agricultural designations and policies in their Official Community Plans (OCPs) and zoning bylaws. Agriculture provides not only local and regional economic benefits but also opportunities for local access to agricultural products.

The original Regional Agricultural Plan (RAP) is the culmination of a Background Report, Market Opportunities Analysis, and extensive consultation with the agricultural community. The Background Report presented an overview of the regional context, the results of the Agricultural Land Use Inventory (ALUI), the Census of Agriculture analysis, and community consultation and issue identification. The Market Opportunities Analysis provided a high-level assessment of opportunities and challenges facing the North Okanagan agricultural sector. This RAP is a refresh of the original document. It combines that information with feedback from the community to present a **revised vision statement**, key priorities and recommended actions towards planning for agriculture in the North Okanagan.

Regional Agricultural Plans are intended to support the highest and best use of agricultural land and to develop strategies/actions to ensure a viable agricultural industry at the regional level. The RAP considers agriculture in its regional context and attempts to identify and anticipate future changes and challenges. The RAP, although developed by the Regional District of North Okanagan, acknowledges that the participation of local governments, senior levels of government, agricultural businesses, community organizations, and the public is essential to realize a resilient, sustainable and profitable regional agricultural sector.





2025 Vision Statement

Agriculture is central to the North Okanagan's identity- past, present, and future. Farms of all sizes thrive with affordable, long-term land access, supportive policies, and sustainable practices that ensure climate resilience and a diverse, healthy food supply. A strong local food system and proud regional identity of 'Okanagan Grown' connect residents and visitors to the land, the farmers, and the food that define this region.



It is important to note that, while the RAP has been developed for the RDNO, it is not solely the RDNO's responsibility to accept, adopt, endorse, implement, or accommodate any or all of the recommendations included within the plan. The RDNO's role is to raise educational awareness through policy and plan development, and the RAP is therefore a community endeavour and will require the effort of many individuals and organizations within the region to succeed.

Potential lead organizations and agencies are identified in the recommendation tables and grouped by jurisdiction. The recommendations and associated implementation strategy are put forward with the understanding that collaboration will be required in order to achieve success. Furthermore, the scope of this plan is regional; therefore, the provincial and federal levels are addressed to some degree, but are not the main focus of the report.

The North Okanagan is fortunate to be home to many organizations that support local agriculture either directly or indirectly. They include:

Producer Groups

- BC Agricultural Council
- BC Association of Abattoirs
- BC Fruit Growers Association
- BC Grape Growers Association
- BC Poultry Association
- BC Young Farmers – Okanagan
- Interior Greenhouse Growers Association
- Kamloops Okanagan Dairymen Association (KODA)
- Lumby Range/Livestock Association
- North Okanagan Beekeepers Association
- North Okanagan Cattlemen Association
- North Okanagan Organic Association
- Okanagan North Growers Co-op
- Okanagan Shuswap Sheep Producers Association
- Okanagan Tree Fruit Cooperative
- Okanagan-Kootenay Cherry Growers Association

Community Groups

- Armstrong Food Initiative Society
- Enderby Food Action for Today and Tomorrow (FACT) committee
- Kamloops/Okanagan 4-H Regional Council
- Land to Table
- North Okanagan Food Action Society (FASNO)
- Seed Savers
- Vernon Permaculture
- Vernon Pigeon and Poultry Club
- Young Agrarians

COMMUNITY CONSULTATION

The following seven priorities emerged from the 2013 community consultation and were reconfirmed and prioritized in 2026.

1. **Protecting farmland and farmers**
2. **Managing clean, accessible, and affordable water**
3. **Encouraging sustainable agricultural practices and climate change resilience**
4. **Strengthening the local agricultural economy**
5. **Ensuring farmland availability for emerging and multigenerational farmers**
6. **Creating supportive government policies and regulations**
7. **Raising awareness through education and celebration of agriculture**



The priorities are further explained and a series of recommended actions are provided in table format in the following pages. The issue of climate change arose repeatedly, and it is felt that each priority is vulnerable to its effects (both known and unknown). Particular focus on climate change is afforded in Priority #3.

The tables include a list of suggested key players (including lead agency and supporting partners), along with priority level, timeframe, funding requirements and potential funding sources. A new implementation column has been added to highlight which actions have been initiated over the years and their status. It is important to note that the inclusion of any organization or agency in this list does not constitute a commitment on their part to participate; rather, it suggests the appropriate type of leadership and support required for each action to succeed.

The overall responsibility for implementing the RAP rests with the RDNO, and therefore, some of the actions are steps the Regional District can take. However, this is truly a community-based plan, and members of the farming community and supporting organizations are expected to take a lead role in many of the actions.

Priority Area			
A. Goal	Key Players	Resource Requirements & Potential Sources	Implementaiton Status

PRIORITY 1: PROTECTING FARMLAND AND FARMERS



The RDNO spans about 750,000 hectares, with 68,853 hectares in the ALR—primarily in valley bottoms where development pressure is highest. Since 2016, only 3.9 hectares have been excluded, reflecting strong support for farmland protection. Beyond the ALR, nearly 20,000 hectares are actively farmed, supporting jobs and contributing to 5.1% of regional employment (6.0% including food and beverage manufacturing). In 2021, 970 farms generated about \$182.2 million in operating revenue. These economic benefits to the region underscore the importance of protecting farmland through policies that limit non-agricultural development, reduce land-use conflicts, and ensure land remains available for agriculture.

Subthemes that emerged within the recommended actions in this priority include:

- Protecting the Farmland Base
- Strengthening the ALR: Non-ALR Edge
- Information Availability
- Taxation Tools and Incentives



Priority 1: Protecting Farmland and Farmers

Protecting the Farmland Base	Key Players	Resource Requirements & Potential Sources	Implementation Status
<p>1.1 Protect current ALR boundaries as stable in planning documents, recognizing that amending the ALR boundary results in speculation, urban development pressure, and the reduction of agricultural activity on adjoining farmland.</p>	<p>Lead: RDNO, member municipalities</p> <p>Supporting: ALC, MoAg, MoTI</p>	<p>Requirements: Low to Moderate Staff time</p> <p>Source: RDNO, member municipalities</p>	
<p>1.2 Encourage the RAAC to review all North Okanagan ALR-related decisions on an annual basis to explore the cumulative impact of applications on the farmland base. These would include exclusion, inclusion, subdivision, non-farm use, and major urban development applications adjacent to the ALR.</p>	<p>Lead: RDNO, member municipalities</p>	<p>Requirements: Low to Moderate Staff time</p> <p>Source: RDNO, member municipalities</p>	<p>2016 Priority that is done annually and will continue into the future.</p>
<p>1.3 (revised) Support the development of Home Plate standards (siting and size of residential uses) in the ALR. See the Ministry of Agriculture’s Discussion Paper and Bylaw Standard (2011).</p>	<p>Leads: RDNO, member municipalities</p> <p>Supporting: MoAg, ALC</p>	<p>Requirements: Low to Moderate (\$5,000 - \$10,000)</p> <p>Sources: RDNO</p>	
Strengthening the ALR : Non-ALR Edge	Key Players	Resource Requirements & Potential Sources	Implementation Status
<p>1.4 (revised) In collaboration with the Ministry of Agriculture and farmers, continue to educate and encourage farmers, non-farming neighbours and the general public to deal with issues of conflict using an issue-based approach.</p>	<p>Leads: RDNO, MoAg, member municipalities</p>	<p>Requirements: Moderate (\$10,000 - \$15,000)</p> <p>Sources: RDNO, member municipalities</p>	<p>In 2021, this action shifted from creating a Good Neighbour Policy to focusing on dispute resolution education, supported by an Agriculture in Your Community webpage featuring the Township of Spallumcheen’s “Living in Agriculture” resource.</p>

Priority 1: Protecting Farmland and Farmers

Strengthening the ALR : Non-ALR Edge	Key Players	Resource Requirements & Potential Sources	Implementation Status
<p>1.5 (<i>revised</i>) Support the creation of a DPA for Farmland Protection in Fringe Areas/borders of municipalities with lands adjacent to the ALR. The DPA maps would identify ALR areas that may require buffering from non-farm land uses. Consider including buffers on land located adjacent to farms that are not in the ALR.</p>	<p>Leads: RDNO, member municipalities</p>	<p>Requirements: Moderate to high (>\$15,000)</p> <p>Sources: RDNO, member municipalities</p>	
Information Availability	Key Players	Resource Requirements & Potential Sources	
<p>1.6 (<i>revised</i>) Use the 2026 ALUI results and the most recent Agricultural Census data to update the baseline of agricultural information and State of the Region Indicators to continue to monitor and support the agricultural sector.</p>	<p>Lead: RDNO, MoAg</p> <p>Supporting: Member municipalities</p>	<p>Requirements: Moderate (\$15,000 - \$20,000)</p> <p>Sources: RDNO, member municipalities</p>	
Taxation Tools and Incentives	Key Players	Resource Requirements & Potential Sources	Implementation Status
<p>1.7 Encourage farmers and property owners leasing their land to farmers to apply for farm tax status through the BCAA. This will reduce the annual tax rate and create more affordability in land access.</p>	<p>Leads: RDNO</p> <p>Supporting: Real Estate Industry, MoAg, ALC</p>	<p>Requirements: Staff time (information session or factsheet or other communications piece).</p>	<p>2018 Priority- Staff worked with the RDNO Communicaitons Officer to include a “Did you Know” and general awareness campaign.</p>

Priority 1: Protecting Farmland and Farmers

Information Availability	Key Players	Resource Requirements & Potential Sources	Implementation Status
<p>1.8 Consider conducting a deeper level of investigation into how farmers wish to expand their operations in the next few years. This information will better help decision-makers plan for and facilitate changes to the local agricultural sector.</p>	<p>Leads: UBCO, Okanagan College</p> <p>Supporting: RDNO, ALC, MoAg</p>	<p>Requirements: Moderate. (\$15,000 - \$20,000)</p> <p>Possible summer student position.</p> <p>Sources: IAF, REF, other grants.</p>	
Taxation Tools and Incentives	Key Players	Resource Requirements & Potential Sources	Implementation Status
<p>1.9 (revised) Continue to advocate to the BCAA to consider whether the sale of value-added products could be included in determining primary production gross income. Currently, only the sale of raw farm products is included in income calculations, and this threshold is often too high for small farms to qualify for farm status for tax purposes.</p>	<p>Leads: MoAg, BCAA</p> <p>Supporting: RDNO</p>	<p>Requirements: Negligible</p>	<p>In 2018, BC Assessment Authority provided a presentation to RAAC on Farm Classification. A letter was sent to the Ministry of Agriculture and BC Assessment in February 2020 requesting a review and update to provincial legislation and farm tax class thresholds to further support farming in the region.</p>

PRIORITY 2: MANAGING CLEAN, ACCESSIBLE, AND AFFORDABLE WATER

Farmers consistently identify irrigation access and seasonal water scarcity as major challenges, ranking among the top challenges in both 2015 and 2026. Concerns include water costs, access for new producers to water licenses, and on-farm storage, as summer demand continues to exceed historic annual averages. As climate change further reduces flows, efforts to expand reclaimed water use—currently about 10%—along with strategies such as on-farm storage, efficient irrigation, and drought-tolerant crops can reduce pressure on water systems.

Ongoing research and tools, such as the Agricultural Water Demand Model, support better water management, while broader regional planning efforts will require collaboration with the farming community.

Subthemes that emerged within the recommended actions in this priority include:

- Policies and strategies that support the management of water quality and quantity
- Innovative on-farm water use and conservation
- Water governance and agriculture



Priority 2: Managing clean, accessible, and affordable water

A. Policies and strategies that support management of water quality and quantity	Key Players	Funding Requirements and Sources	Implementation Status
2.1 Continue to support the implementation of actions outlined in the OBWB Okanagan Sustainable Water Strategy	Lead: RDNO, member municipalities Supporting: OBWB	Requirements: Low to Significant Sources: OBWB, RDNO	
2.2 Collaborate with senior levels of government on coordinated solutions to surface and groundwater issues that may impact the agricultural sector, such as water quality, fisheries management, flooding, drainage and inter-basin water transfers.	Leads: RDNO, farmers Supporting: Fisheries and Oceans Canada, MoE, MoAg		
2.3 Continue to consider agricultural water supply and drainage needs, including irrigation and livestock watering, in all land use, surface water management, and groundwater management plans.	Leads: RDNO Supporting: member municipalities	Requirements: Negligible	
Innovative on-farm water use and conservation	Key Players	Funding Requirements and Sources	Implementation Status
2.4 Encourage the continued development, implementation, and support for the use of non-potable water for some farm activities.	Lead: RDNO, member municipalities, farmers Supporting: MoAg, agricultural supply industry	Requirements: Low (<\$5,000) Staff time Source: RDNO, water utilities	

Priority 2: Managing clean, accessible, and affordable water

Water governance and agriculture	Key Players	Funding Requirements and Sources	Implementation Status
<p>2.5 Collaborate with the farming community to discuss water governance and rates. This could be done by hosting a forum to discuss water affordability within the current governance and rate structure.</p>	<p>Leads: Greater Vernon Water, other local water utilities, OBWB, farmers</p> <p>Supporters: RDNO, member municipalities</p>	<p>Requirements: Low to Moderate (\$10,000 - \$15,000)</p>	
<p>2.6 Continue to collaborate with the farming community to maintain access to adequate quantities of water at appropriate rates for farm operators.</p>	<p>Leads: Greater Vernon Water, other local water utilities, OBWB, farmers</p>	<p>Requirements: Low to Significant</p>	



Priority 2: Managing clean, accessible, and affordable water

Policies and strategies that support management of water quality and quantity	Key Players	Funding Requirements and Sources	Implementation Status
2.7 (revised) Participate in the creation of Drought Management Plans, as the agriculture sector is a major component.	Lead: OBWB/Water Authorities Supporting: MoE, MoAg, farmers, RDNO, member municipalities, IHA	Requirements: Significant (> \$20,000) Sources: OBWB MoE, IHA, participating local governments	
Innovative on-farm water use and conservation	Key Players	Funding Requirements and Sources	Implementation Status
2.8 Review current groundwater inventory and mapping and assess potential opportunities for irrigation from aquifer sources.	Leads: OBWB, MoE, UBCO Supporting: member municipalities, RDNO, NRCan	Requirements: Significant (> \$20,000) Sources: MoE, OBWB	
2.9 (revised) Encourage farmers to participate in AgriService BC workshops on water efficiency (e.g., sprayer calibration workshops) and on-farm technology adoption programs.	Leads: Farmers, MoAg, AAFC Supporting: consultants	Requirements: Negligible	
2.10 (revised) Continue to support projects that improve water intake systems and storage of water. Encourage farm tours of producers who have successfully created on-farm water storage.	Leads: MoAg, MoE, CAI Supporting: RDNO, member municipalities agricultural supply industry	Requirements: Low (<\$5,000) In-kind staff support Sources: RDNO	
2.11 (revised) Promote the implementation of BMPs for irrigation and water conservation on farms through the EFP program and Investment Agriculture Foundation.	Leads: MoE, MoAg, farmers Supporting: RDNO	Requirements: Negligible to Significant depending on the BMP Sources: ARDCorp	

Priority 2: Managing clean, accessible, and affordable water

Innovative on-farm water use and conservation	Key Players	Funding Requirements and Sources	Implementation Status
2.12 (revised) Encourage the use of the BC Irrigation Scheduling Calculator, as developed by the BC Ministry of Agriculture, and the AgConnect tool, as developed by Greater Vernon Water, to maximize water efficiency.	Leads: MoAg, farmers, GVW Supporting: RDNO	Requirements: Negligible	
2.13 Utilize programs, such as the EFP program, to assist with funding the construction of livestock exclusion fencing and ensuring healthy riparian buffer areas to protect surface water from manure runoff.	Leads: MoAg, farmers Supporting: RDNO	Requirements: Negligible to Significant depending on the size of the project Sources: ARDCorp, OBWB	



PRIORITY 3: ENCOURAGING SUSTAINABLE AGRICULTURAL PRACTICES AND CLIMATE CHANGE RESILIENCE

The North Okanagan is a highly productive agricultural region, with farmers committed to sustainable practices and residents supportive of continued environmental improvements. While agriculture will need to continue contributing to reducing emissions, it shares this responsibility with all sectors, and the RDNO will work with senior governments on climate strategies.

As the impacts of Climate Change are felt, farmers face challenges such as high irrigation needs, difficult soils and invasive species. Climate change is expected to increase risks, such as drought, underscoring the importance of emergency preparedness and local food resilience. Programs like the Environmental Farm Plan help farmers adopt sustainable technologies through financial incentives and encourage the adoption of best management practices, which can help reduce these risks and improve resource efficiency.

Subthemes that emerged within the recommended actions in this priority include:

- Climate change adaptation and emergency planning
- Implementation of sustainable farm practices and technologies
- Wildlife and livestock interaction management
- Control of invasive species and mitigation of their effects



INCREASED
**HEAT
STRESS**



INCREASED RISK OF
FLOODING



INCREASED RISK OF
WILDFIRE



INCREASED RISK
OF MORE
**EXTREME
WEATHER**



INCREASED
RISK
TO VULNERABLE
PEOPLE



**SHIFTING
ECOSYSTEMS**

Priority 3: Encouraging sustainable agricultural practices and climate change resilience

Climate change adaptation and emergency planning	Key Players	Funding Requirements and Sources	Implementation Status
3.1 (revised) Create awareness and support implementation of the <i>Environment and Climate Regional Guidebook for the Okanagan</i> , prepared by the Ministry of Agriculture and Food.	<p>Leads: RDNO, member municipalities, OBWB, farmers</p> <p>Supporting: MoAg, BC Emergency Response</p>	<p>Requirements: Low to Moderate</p> <p>Sources: MoAg, CAI, IAF, OBWB</p>	
3.2 Collaborate with the Ministry of Agriculture on a pilot project that would develop site-specific climate change mitigation plans for individual farms.	<p>Leads: RDNO, CAI, farmers</p> <p>Supporting: MoAg, BC Emergency Response</p>	<p>Requirements: High (>\$20,000)</p> <p>Sources: CAI, MoAg, RDNO</p>	
3.3 Assist in producer education around climate change adaptation by hosting discussions and workshops on: crop tolerance to drought, insurance, integrated management of pests and disease, habitat for pollinators, re-introduction of native grasses for pasturing, and using technologies that protect crops from weather damage.	<p>Leads: RDNO, CAI, member municipalities</p> <p>Supporting: MoAg, UBC Okanagan, Okanagan College</p>	<p>Requirements: Low to Moderate (\$5,000 - \$10,000)</p> <p>Sources: MoAg, CAI</p>	
3.4 (revised) Ensure that agriculture is integrated into regional emergency preparedness, response, and recovery plans, with specific attention to mass carcass disposal and animal relocation during emergency events.	<p>Leads: RDNO, CAI, member municipalities, groundwater representative(s)</p> <p>Supporting: MoAg</p>	<p>Requirements: Moderate to High (\$15,000 - >\$20,000)</p> <p>Sources: MoAg, RDNO, CAI</p>	

Priority 3: Encouraging sustainable agricultural practices and climate change resilience

Implementation of sustainable farm practices and technologies	Key Players	Funding Requirements and Sources	Implementation Status
<p>3.5 Support the health of pollinators through habitat preservation and adoption of agro-ecological principles. E.g. distribution of bee nest boxes and the planting of wildflowers in public parks and other public spaces.</p>	<p>Lead: RDNO, member municipalities</p> <p>Supporting: local food organizations, public</p>	<p>Requirements: Low – Moderate (\$5,000 - \$15,000)</p>	
Wildlife and livestock interaction management	Key Players	Funding Requirements and Sources	
<p>3.6 Participate in initiatives to seek management solutions to deter wildlife (e.g., bighorn sheep, coyotes, bears, deer, starlings) from damaging crops and livestock and spreading diseases.</p>	<p>Leads: RDNO, MoE, MoAg, OCCP, member munis</p> <p>Supporting: SPCA, Bear Aware, EFP program</p>	<p>Requirements: Will depend on initiatives</p> <p>Sources: MoE, ARDCorp, IAF, non-profit grants</p>	
Control of invasive species and mitigation of their effects	Key Players	Funding Requirements and Sources	
<p>3.7 (revised) Continue to support the reduction of invasive species and noxious weeds through grants from the North Okanagan Conservation Fund and the Invasive Species Council of BC. Collaborate with the agricultural community to identify high-priority areas.</p>	<p>Leads: RDNO, farmers</p> <p>Supporting: MoE, MoAg, member municipalities</p>	<p>Requirements: Staff time (bylaw enforcement)</p>	<p>The RDNO continues to provide funding to the Invasive Species Council of BC's Action teams to protect and restore the region's landscapes from invasive species.</p>

Priority 3: Encouraging sustainable agricultural practices and climate change resilience

Implementation of sustainable farm practices and technologies	Key Players	Funding Requirements and Sources	Implementaiton Status
<p>3.8 (revised) Encourage farmers to participate in the Environmental Farm Plan (EFP) Program, which is voluntary, confidential, and free. This program identifies opportunities to adapt and respond to emerging environmental, regenerative agriculture, and climate challenges and changing environmental conditions.</p>	<p>Lead: MoAg, ARDCorp, farmers</p> <p>Supporting: RDNO, member municipalities</p>	<p>Requirements: Low</p> <p>Sources: MoAg, ARDCorp</p>	<p>Presentation was made to RAAC by Peter Spencer from the Environmental Farm Plan Program, and a Letter was sent from the RDNO to the Ministry of Agriculture and BC Agriculture Research and Development Corp requesting additional funds be put toward EFP implementation.</p>
<p>3.9 Develop a food system and agriculture speaker series at Okanagan College, with a focus on topical issues on food and the environment.</p>	<p>Lead: Okanagan College, farmers</p> <p>Supporting: local food organizations, public</p>	<p>Requirements: Variable, depending on length and depth of the speaker series.</p> <p>Sources: Okanagan College</p>	
Wildlife and livestock interaction management	Key Players	Funding Requirements and Sources	Implementation Status
<p>3.10 Distribute research and other information on current ungulate migratory pathways and wildlife corridors regionally. Include strategies to reduce livestock interactions with wildlife. The MoE and the IAF have many publications available on these topics.</p>	<p>Leads: OCCP</p> <p>Supporting: IAF, MoE</p>	<p>Requirements: Low (< \$5,000)</p> <p>Sources: MoE, IAF</p>	
<p>3.11 Communicate information to farmers about the provincial crop insurance program.</p>	<p>Lead: MoAg, farmers</p> <p>Supporting: RDNO, member municipalities</p>	<p>Requirements: Low</p> <p>Sources: MoAg</p>	

Priority 3: Encouraging sustainable agricultural practices and climate change resilience

Control of invasive species and mitigation of their effects	Key Players	Funding Requirements and Sources	Implementation Status
<p>3.12 Encourage coordination between MoE, MOTI, FLNRO and AGRI to manage noxious weeds on Crown range land. This will help to ensure farmland availability for the long term.</p>	<p>Leads: MoAg, MoE, FLNRO, MoTI</p> <p>Supporting: farmers, RDNO</p>	<p>Requirements: Low</p> <p>Sources: MoAg</p>	

PRIORITY 4: STRENGTHENING THE LOCAL AGRICULTURAL ECONOMY



North Okanagan farmers produce a wide range of crops and livestock, including fruit, vegetables, grapes, ground crops, beef, poultry and dairy. Despite \$182 million in farm receipts (2021), much of this revenue leaves the region for processing, aggregation and distribution. Over \$300 million is spent annually on food within the region, highlighting an opportunity to retain more local dollars. Although farm profitability has increased slightly (from 11% in 2011 to 12% in 2021), margins remain tight, limiting expansion and investment in efficiency.

Efforts to improve food system connectivity have seen some success, but financial, administrative, and regulatory barriers remain. Reducing provincial and federal regulatory hurdles would help farmers bring products to market more easily. Supporting both new and existing farms is key to strengthening the sector and enabling economies of scale. Initiatives like the Food Shed are improving distribution by connecting producers with community organizations, though many small-scale growers still lack the volume for consistent retail or export markets. Meanwhile, much of the region's dairy production is exported, highlighting the need for more local processing and value-added opportunities. Overall, there is strong support for further localizing and strengthening the regional food system.

Subthemes that emerged within the recommended actions in this priority include:

- Economic viability of local operations
- Regional marketing opportunities
- Creation, distribution, and sales of value-added farm products



PRIORITY 4: STRENGTHENING THE LOCAL AGRICULTURAL ECONOMY

It has been acknowledged that collaboration is required to assist producers in improving regional sector viability. Innovation enhances profitability and allows farmers to develop entrepreneurial ideas, gain useful marketing and business management skills, and access capital.

In 2022, the Township of Spallumcheen initiated a feasibility study and Business Case Assessment for a Regional Agricultural Support Area. A multitude of socio-economic benefits were identified for the region, if this collective vision were successful, including economic growth, job creation, community well-being and environmental sustainability. The first tenant of this site, the North Okanagan Butcher Hub, became operational in 2025, providing a much-needed service to the region's livestock producers. There is continued interest in supporting additional processing facilities at this location, including processing for Dairy, Poultry, Cold Storage, and a Community Commercial Kitchen & Community Food Storage/Distribution.

Additional agri-economic development strategies for specific sectors would provide clear, well-supported direction for local agricultural enterprises and attract innovative business models tailored to RDNO's specific situation, needs, and values.



sncəməłqtñ Agricultural Park



Priority 4: Strengthening the Local Agricultural Economy

Economic viability of local operations	Key Players	Resource Requirements & Sources	Implementation Status
4.1 (<i>revised</i>) Continue to support the objectives of the Regional Employment Lands Action Plan that align with the intent of the Regional Agricultural Plan.	Leads: RDNO, member municipalities	Requirements: Staff time Sources: RDNO	
4.2 (<i>new</i>) Advocate for a review and modernization of agricultural regulations by engaging provincial and federal policy makers. The current framework is burdensome and adds costs and delays to innovation and the expansion of agricultural operations. Look to other countries where agriculture thrives, for example, the Netherlands.	Leads: RDNO Supporting: MoAg, CFIA, IHA	Requirements: Staff time Sources: RDNO, Provincial and Federal staff	
4.3 (<i>new</i>) Support community and regional food planning by developing policies that increase local food procurement, support local food events, and increase capacity of the agri-food value chain. This could include an asset-mapping project.	Leads: RDNO, member municipalities	Requirements: Staff time Sources: RDNO	Land to Table (L2T) has begun discussions on local food procurement, identifying key challenges such as tight cost margins, centralized vendor requirements, and the need for consistent supply volumes. L2T will continue exploring opportunities but sees greater potential at smaller institutions (e.g., cafeterias, seniors' centres) that bypass intermediaries. L2T remains committed to expanding local food access and, in 2021, partnered with UBCO on a project that successfully increased direct sourcing from local farmers. The Food Shed initiative is another current example of connecting local food and farmers with area residents.

Priority 4: Strengthening the Local Agricultural Economy

Creation, distribution, and sales of value-added farm products	Key Players	Resource Requirements & Sources	Implementation Status
<p>4.4 (<i>revised</i>) Continue to support opportunities to develop or expand processing infrastructure within the region, including packing, sorting, processing and cold storage. Efforts should be made to focus this infrastructure on the Regional Agricultural Support Area site within the Township of Spallumcheen, as it would connect agricultural sectors and bring the industry together, capitalizing on economies-of-scale opportunities for aggregation and supporting locally grown food.</p>	<p>Leads: Producer groups (KODA, etc.), RDNO</p> <p>Supporting: MoAg</p>	<p>Requirements: Staff time</p>	<p>A “Support Food Processors” working group was established through the Growing the Local Food Economy forum in 2018. The group consisted mostly of small to medium scale food processors for a variety of food products. The Land to Table non-profit continues to support and receive funding from the RDNO for the food shed initiative (aggregation and distribution of local food).</p>
<p>4.5 (<i>revised</i>) Continue working with local farmers, agricultural operators, senior levels of government, member municipalities, and IHA on solutions that would facilitate and lessen the regulatory burden for local food processing.</p>	<p>Leads: RDNO, member municipalities, IHA, ALC, MoAg</p>	<p>Requirements: Staff time</p>	<p>In 2020, RDNO contributed \$10,000 to partner with Community Futures on the REACH agricultural business accelerator. In October 2021, the Province introduced modernized inspection categories, transitioning Class D and E slaughter licences to Farmgate and Farmgate Plus. In March 2022 and 2023, the committee supported RDNO’s role in developing the Regional Agri-hub Planning process, aligning with Action 4.4 to expand local food processing.</p>



Priority 4: Strengthening the Local Agricultural Economy

Economic viability of local operations	Key Players	Resource Requirements & Sources	Implementation Status
4.6 Continue to support efforts by the City of Vernon’s Economic Development Department to explore opportunities to promote agricultural business development and initiatives through economic development planning, including the identification of funding opportunities.	Leads: City of Vernon	Requirements: Staff time Sources: CoV/RDNO	
4.7 Host a skills and knowledge-building workshop series to discuss successful farm business models. Include topics such as winter business models, becoming wholesale-ready, food processing and value-added, marketing boards, small-scale alternative green energy projects, production quotas, and food safety.	Leads: Community Futures, and other agri-organizations Support: RDNO, MoAg	Requirements: Moderate (\$5,000 - \$10,000) Sources: Non-profit grants	
4.8 (revised) Work with industry associations and economic development groups to increase the market for regionally grown agricultural products.	Leads: Farmers, Community Futures, Support: RDNO (RAAC)	Requirements: Staff time	

Priority 4: Strengthening the Local Agricultural Economy

Economic viability of local operations	Key Players	Resource Requirements & Sources	Implementation Status
<p>4.9 (<i>revised</i>) Support the adoption of online software systems and the work of local organizations that connect producers to food retailers and wholesalers to improve communication and ease of ordering, logistics, locating local products, direct purchasing connections, and the number of business relationships with regional producers.</p>	<p>Leads: Regional producers, Retailers, wholesalers, chefs</p> <p>Supporting: Farmers</p>	<p>Requirements: Moderate (\$10,000 - \$15,000)</p> <p>Sources: IAF, local economic development organizations</p>	
<p>4.10 Build upon online and print resources that showcase regional farmers and food businesses, as well as maps of local food restaurants, farm tours, wineries, breweries, and cheese-makers, among others. Currently, several directories overlap in their listings, but many are not kept up to date, and others are incomplete. One streamlined local food guide or directory, similar to what is produced in the Comox Valley, would assist not only the public but also farmers to get to know what types of activities are occurring in their area and potentially create opportunities for collaboration and cooperation.</p>	<p>Leads: Vernon Tourism, Okanagan and Shuswap Chefs Association.</p> <p>Supporting: RDNO, Member municipalities, BCAF, Community Futures</p>	<p>Requirements: Moderate (\$10,000)</p> <p>Requires ongoing maintenance and renewal.</p> <p>Sources: Advertisers, Tourism BC, REF</p>	

Priority 4: Strengthening the Local Agricultural Economy

Regional marketing opportunities	Key Players	Resource Requirements & Sources	Implementation Status
<p>4.11 (revised) Work with the community and province in the development of a common local identity, logo, or brand that can be used to highlight North Okanagan farms and products, differentiating them from other regions.</p>	<p>Leads: EDC, Farmers Institutes, BC Tourism</p> <p>Supporting: BCAFM, CSR</p>	<p>Requirements: Moderate (\$10,000 - \$15,000)</p> <p>Sources: IAF, RDN, graphic designer in-kind, other grants</p>	
<p>4.12 (revised) Support opportunities for year-round indoor farmers' markets or storefronts with regular hours.</p>	<p>Leads: BCAFM, farmers, development community</p> <p>Supporting: RDNO, member municipalities</p>	<p>Requirements: Significant (> \$20,000)</p> <p>Cost will depend on location and management model.</p> <p>Sources: Vendor fees, grants, credit unions</p>	
<p>4.13 (revised) Explore additional partnership opportunities to further promote North Okanagan agri-tourism, including enhanced promotion of the local initiatives.</p>	<p>Leads: City of Vernon, Shuswap Tourism</p> <p>Supporting: RDNO, Vernon Tourism, BC Tourism</p>	<p>Requirements: Moderate to Significant (\$15,000 - \$20,000)</p> <p>Sources: BC Tourism, farmers (in-kind), BCAFM (in-kind), chamber of commerce, local media.</p>	

Priority 4: Strengthening the Local Agricultural Economy

Creation, distribution, and sales of value-added farm products	Key Players	Resource Requirements & Sources	Implementation Status
4.14 Facilitate connections between local farmers and organizations such as the Small Scale Food Processors Association, small scale meat processing, and existing cold storage facilities.	Leads: Farmers and agri-organizations Support: SSFPA	Requirements: Negligible	
4.15 Encourage producers to build upon the success of existing production of niche and specialty products to create collaborative marketing opportunities both within and external to the region.	Leads: Farm businesses, processing agencies	Requirements: Negligible	
4.16 Support and improve other Shuswap and Okanagan farmer-owned brokerage firms or co-ops to: <ul style="list-style-type: none"> - Co-ordinate production and on-stream timing, - Provide a central order desk for local retailers, - Provide information about sources of supply and on-farm markets, - Co-ordinate transportation of inputs and goods for sale - Facilitate connections between local farmers and chefs to increase the amount of local food offered in restaurants, cafeterias, schools, etc. and to help farmers plan what and how much to grow of various crops in order to meet demand. 	Leads: Farmers, Retailers, Distribution companies, L2T Supporting: RDNO	Requirements: Depends on how the program is carried out. Could be low – moderate. Sources: Co-op Assoc. of BC, Farmers Institutes (in-kind)	
4.17 Identify potential mechanisms by which farming workshops, demonstrations, and educational courses can be offered on a regular basis, including possible collaboration with academic institutions.	Lead: IHA, academic institutes, farmers, RDNO Supporting: MoAg,	Requirements: Negligible	

Priority 4: Strengthening the Local Agricultural Economy

Economic viability of local operations	Key Players	Resource Requirements & Sources	Implementation Status
<p>4.18 Actively facilitate connections between producers who need skilled labour and existing employment programs (e.g. agri labour pool; student summer job program; Step-Up; and SOIL apprenticeships).</p>	<p>Leads: MoAg, Service Canada, farmers</p> <p>Support: Post secondary institutes, employment service organizations</p>	<p>Requirements: Low (<\$5,000) These programs exist - it is just a matter of connecting producers to them.</p> <p>Sources: MoAg (in kind), Service Canada</p>	<p>Community Futures plays a key role in linking farm operators with employees. There are a number of Labour and Hiring Programs to support farmers and other major economic sectors within the region. Joy Magnell, Employment Advisor, Community Futures, presented at the May 6, 2021, RAAC meeting on the various programs and online opportunities that are currently available. eg. WorkBC and Futuresbc Business Programs.</p>

PRIORITY 5: ENSURING FARMLAND AVAILABILITY FOR EMERGING AND MULTIGENERATIONAL FARMERS

The cost of farmland in most regions of BC is prohibitive: not only for new farmers but also for those who are taking over longstanding family farm businesses. Whether a producer is just starting out or coming from a long family history of farming, the question of whether and how to obtain land is challenging. While most of the North Okanagan's ALR lands (and some farmland outside the ALR) have been cleared, large capital costs may still be required to convert or prepare land to be productive. Sometimes a family's younger generation of farmers may decide to switch crop varieties, upgrade equipment, or modernize practices. These activities all entail investment costs. With appropriate policies and community initiatives in place, some of the burden of accessing land can be alleviated.

Subthemes that emerged within the recommended actions in this priority include:

- Farmland access options
- Succession planning
- Alternative land access options



Priority 5: Ensuring farmland availability for emerging and multigenerational farmers

A. Farmland access options	Key Players	Funding Requirements and Sources	Implementation Status
<p>5.1 (<i>new</i>) Create awareness for new farmers and landholders about legal, collaborative, trust-based models that counter high land costs and ensure long-term tenure. This can include Farmland Trusts & Stewardship, promotion of land-matching programs, and community farm models.</p>	<p>Lead: RDNO, member municipalities</p> <p>Supporting: MoAg, ALC</p>	<p>Requirements: Low</p> <p>Sources: RDNO</p>	
Alternative Land access options	Key Players	Funding Requirements and Sources	Implementation Status
<p>5.2 Consider putting publicly-owned ALR properties into a Regional Farmland Trust or Agricultural Parks for new and emerging farmers, a community allotment gardening program, an incubator farm program, or an agricultural demonstration site.</p>	<p>Leads: RDNO, Member municipalities</p>	<p>Requirements: Low to Significant</p>	

Priority 5: Ensuring farmland availability for emerging and multigenerational farmers

A. Farmland access options	Key Players	Funding Requirements and Sources	Implementation Status
5.3 Continue to create and share resources such as farmland access agreement reports and decision-making guides. Share links to the resources on local government websites.	Lead: Young Agrarians, Farm Folk / City Folk Supporting: RDNO, member municipalities	Requirements: Low (\$5,000 - \$10,000) Sources: non-profit grants	
5.4 Provide leadership regarding the distribution of information on financing options. This may include hosting events to share examples of successful farm business plans, grant or loan applications, or alternative financing opportunities.	Lead: Community Futures, Real Estate Industry, lending agencies Supporting: Young Agrarians, MoAg	Requirements: Moderate (\$10,000) Sources: IAF, REF	
5.5 Encourage realtors to become more knowledgeable regarding farmland access types.	Leads: Real estate industry	Requirements: Negligible	
Succession planning	Key Players	Funding Requirements and Sources	
5.6 Provide access to research and information regarding alternative business arrangements such as stratas, cooperatives, and corporations and alternative land ownership/tenure models. These may assist families in succession planning.	Leads: Young Agrarians, MoAg Supporting: RDNO, member municipalities, farmers	Requirements: Low (< \$5,000) Sources: REF	

Priority 5: Ensuring farmland availability for emerging and multigenerational farmers

C. Alternative land access options	Key Players	Funding Requirements and Sources	
5.7 Continue to update and promote land-linking and mentorship programs to match land with people who want to farm.	<p>Leads: Young Agrarians</p> <p>Supporting: RDNO, member municipalities, realtors</p>	<p>Requirements: Low (<\$5,000)</p> <p>Sources: various NGO funding</p>	
5.8 Offer assistance and workshops on options for family farm succession planning. This may include fostering a mentorship program for those without anyone to pass the farm to within the family.	<p>Leads: MoAg, ALC, Growing Forward</p> <p>Supporting: RDNO, member municipalities, realtors</p>	<p>Requirements: Moderate (\$10,000 to \$15,000)</p> <p>Sources: ARDCorp, FIRB</p>	
5.9 Support apprenticeships, mentorships, incubator farms, and other farm-based employment programs. This could include: industry-based training programs (e.g. for dairy technicians); Step-Up - a federal mentoring program; and Okanagan College's Culinary Arts Program. This will assist new/emerging farmers to gain experience prior to renting or purchasing land.	<p>Leads: Community Futures, Okanagan College, UBCO, Young Agrarians, ag industry, AAFC</p> <p>Supporting: farmers, Farm Folk / City Folk, RDNO, member municipalities,</p>	<p>Requirements: Low (<\$5,000)</p> <p>In-kind staff support. Established programs are self-funded.</p> <p>Sources: SIDIT, Western Diversification,</p>	

PRIORITY 6: CREATING SUPPORTIVE GOVERNMENT POLICIES AND REGULATIONS

Local governments regulate land use under the Community Charter and Local Government Act, including zoning and subdivision powers. RDNO growth management plans and Official Community Plans recognize agriculture as essential to the region's landscape, identity, and economy. Zoning bylaws influence agricultural land through parcel sizes, building limits, setbacks, secondary dwellings, and subdivision rules. Together, these policies support preserving agricultural land, strengthening the rural economy, and promoting a diverse, resilient local food system.



Agricultural activity is governed by multiple federal, provincial, regional, and municipal authorities through various laws, regulations, and bylaws, many of which fall outside local government control in BC. Some government policies and regulations still challenge farmers, making it important to understand how they interact.

The Regional Agricultural Plan provides guidance to support local and regional planning, helping clarify jurisdictional roles and identify actions that local governments can lead and those that require broader collaboration.

Subthemes that emerge within the recommended actions in this theme include:

- Policy and Plan Updates
- Subdivision and Zoning Considerations
- Availability of Local and Regional Support



Priority 6: Creating Supportive Government Policies and Regulations

A. Policy and Plan Updates	Key Players	Funding Requirements & Sources	Implementation Status
6.1 Ensure that planning documents (OCPs, neighbourhood plans, infrastructure plans, etc.) clearly state support for the ALR and recognize agricultural uses as the highest priority for those lands.	Lead: RDNO, member municipalities	Requirements: Staff time	
6.2 Enhance compliance and enforcement for farmland protection.	Lead: RDNO, ALC Compliance and Ecforvement Officers		
6.3 (<i>new</i>) Review local planning and regulatory bylaws, such as the OCP and Zoning bylaws, to ensure agriculture is clearly supported and aligns with existing provincial and federal regulations.	Leads: RDNO, member municipalities	Requirements: Staff time Sources: RDNO, member municipalities	
B. Subdivision and Zoning Considerations	Key Players	Funding Requirements & Sources	Implementation Status
6.4 Examine the feasibility of identifying “urban agriculture” as an allowed activity within town centres and on rural residential land and perhaps even within greenspaces and parklands. This scale of food production will help to support a healthy pollinator population and raise awareness regarding what’s in season locally.	Lead: RDNO, member municipalities		

Priority 6: Creating Supportive Government Policies and Regulations

B. Subdivision and Zoning Considerations	Key Players	Funding Requirements & Sources	Implementation Status
<p>6.5 Consider updating Schedule E “Signage Provisions” of the RDNO Zoning Bylaw (No. 1888, 2003) to specifically allow for signs advertising farm properties, agricultural areas, farm traffic, directional signage to farmers markets and agritourism.</p>	<p>Lead: MoTi, RDNO, Member municipalities</p> <p>Supporting: BC Tourism, BCAFM</p>	<p>Requirements: Low to Moderate (\$5,000 - \$15,000)</p>	
C. Availability of Local and Regional Support	Key Players	Funding Requirements & Sources	Implementation Status
<p>6.6 Identify current on-farm or near-farm housing options for farmers and farm labourers. This would be an initial first step in a longer process to establish more affordable on-farm farm worker housing that does not compromise the agricultural productivity and integrity of farms.</p> <p>Examples:</p> <ul style="list-style-type: none"> Ministry of Agriculture’s “Regulating temporary farm worker housing in the ALR: Discussion paper and standards” Farm Worker Housing Policy Review, Community Social Planning Council BC 	<p>Leads: RDNO, member municipalities</p> <p>Supporting: Local agricultural and labour organizations, ALC</p>	<p>Requirements: Moderate to Significant (\$15,000 - \$20,000)</p> <p>Sources: RDNO, MoAg, IAF and other grant agencies.</p>	
<p>6.7 (revised) Collaborate with other Regional Districts and industry associations in the Southern Interior on solutions to agricultural sector issues of mutual concern.</p>	<p>Lead: RDNO</p> <p>Supporting: Other regional districts</p>	<p>Requirements: Staff time</p>	<p>In 2022 and 2026, staff and committee members participated in the Provincial AAC workshops. Staff have previously been in touch with Ag Committees in the valley; however, the areas of interest have not always aligned. Staff have a list of active AACs within the Okanagan and will reach out when topics of mutual interest and concern are identified.</p>

PRIORITY 7: RAISING AWARENESS THROUGH EDUCATION AND CELEBRATION OF AGRICULTURE

Raising awareness through education and the celebration of agriculture is essential for building a more informed, resilient, and sustainable society. Education helps people understand where their food comes from, the challenges farmers face, and the importance of responsible land and resource management. By integrating agricultural knowledge into schools, community programs, and public campaigns, individuals become more connected to the food system and more supportive of local producers. Celebrating agriculture—through events, festivals, and recognition of farmers—further strengthens this connection by highlighting the cultural, economic, and environmental value of farming. The continued promotion and popularity of events like the Armstrong IPE demonstrate strong public interest in engaging with and celebrating agriculture. Together, education and celebration inspire appreciation, encourage innovation, and promote practices that ensure food security and environmental stewardship for future generations.

Subthemes that emerge within the recommended actions in this theme include:

- Education occasions for the public
- Agritourism opportunities at the farm level
- Agricultural events and showcases at the community level



Priority 7: Raising awareness through education and celebration of agriculture

Agritourism opportunities at the farm level	Key Players	Funding Requirements and Sources	Implementation Status
7.1 Share success stories from those who have experience in agri-tourism (U-picks, culinary events, farm tours) with other farmers who are interested.	Leads: Tourism Vernon, farmers, RDNO (RAAC) Supporting: MoAg	Requirements: Low (< \$5,000) Sources: RDNO	
Agricultural events and showcases at the staff and community level	Key Players	Funding Requirements and Sources	
7.2 Provide agricultural learning opportunities for the RDNO Board, RAAC and Staff members. Including an annual farm tour and updates to the Board from RAAC.	Lead: RDNO Supporting: Other regional districts		
7.3 Build upon the active mural culture of the North Okanagan to further celebrate local agriculture by including farming as a theme on street art (e.g. murals, lamppost banners).	Leads: RDNO, member municipalities, School Districts, local art community	Requirements: Significant (> \$20,000) Sources: RDNO, member municipalities	
7.4 (revised) Explore the possibility of creating an interpretive trail adjacent to farmland and the Rail Trail that includes archival photos, and facts about the local agricultural sector.	Leads: Historical organizations, RDNO, member municipalities Supporting: agricultural organizations, farmers	Requirements: Significant (> \$20,000) Sources: RDNO, member municipalities	

Priority 7: Raising awareness through education and celebration of agriculture

Education occasions for the public	Key Players	Funding Requirements and Sources	Implementation Status
<p>7.5 Facilitate linkages between secondary and post secondary curriculum and programs and regional farming interests such as culinary programs that demonstrate how to source locally.</p>	<p>Lead: Young Agrarians, Farm Folk / City Folk, UBC Okanagan, Okanagan College</p> <p>Supporting: School Districts 22 & 83</p>	<p>Requirements: Low</p>	
<p>7.6 Increase communication of research needs between farmers, academia, and government research stations.</p>	<p>Lead: Farmers, agricultural organizations</p> <p>Supporting: UBC Okanagan, Okanagan College, other academic institutions</p>	<p>Requirements: Low</p>	
<p>7.7 Assist in education around climate change adaptation and agriculture by making connections between the research community and the farming community.</p>	<p>Leads: Okanagan College, UBCO, OBWB, CAI, MoAg</p> <p>Supporting: Farmers, ag-industry</p>	<p>Requirements: Low to Moderate (\$10,000 - \$15,000)</p> <p>Sources: MoAg, CAI</p>	
<p>7.8 Continue to assist with the promotion of agricultural events and festivals in the RDNO (e.g. farmers markets, the IPE).</p>	<p>Leads: Tourism Vernon, Tourism BC, RDNO, IPE</p> <p>Support: member municipalities</p>	<p>Requirements: Low (if simply assisting to advertise other events) – Moderate (if hosting new events).</p> <p>Sources: Chamber of commerce, Tourism Vernon.</p>	

Priority 7: Raising awareness through education and celebration of agriculture

Agricultural events and showcases at the community level	Key Players	Funding Requirements and Sources	Implementaiton Status
7.9 Consider developing a regional agri-tourism strategy	<p>Lead: Farmers, City of Vernon, Tourism Vernon, Chamber of Commerce</p> <p>Supporting: MoAg, ALR</p>	<p>Requirements: Moderate to Significant (\$15,000 to \$25,000)</p> <p>Sources: Tourism BC, IAF</p>	<p>The Land to Table Coordinator met with Tourism Vernon on this initiative. The City had a good handle on the producers/processors within the North Okanagan who are open to the public. They have specific criteria and vetting requirements that must be met before they will include someone in their brochure. Local producers/processors are to get in touch with Tourism Vernon directly if they have experiences to offer.</p>



CONCLUSION

Those involved in agriculture and food production in the North Okanagan are passionate people. Farmers are keen to see barriers removed so that their livelihoods can be enhanced and made more economically viable and at the same time, consumers are interested in obtaining more of their food from local sources. The vision, priorities, goals, and recommended implementation actions outlined in this Regional Agricultural Plan are all derived from community engagement.

The development of a Regional Agricultural Plan for the North Okanagan fulfills, in part, a region-wide commitment set forth in the Regional Growth Strategy to preserve and strengthen the rural economy and increase the viability and productivity of farmland and food production. The Regional Agricultural Plan will provide all members of the food-producing community in the North Okanagan, along with elected officials, staff, and other leading agencies in the region, with a strong vision and directive to increase food production and enhance the livelihoods of those involved in agriculture.





**PROVINCIAL AGRICULTURAL
LAND COMMISSION**

Annual Report 2024 – 2025

Honourable Lana Popham

Minister of Agriculture and Food
Parliament Buildings,
Victoria, BC V8V 1X4

Dear Minister:

I respectfully submit the Annual Report for the Provincial Agricultural Land Commission for the period April 1, 2024, to March 31, 2025. This report has been prepared in accordance with section 59.2 of the Administrative Tribunals Act and section 28 of the Agricultural Land Reserve General Regulation.

Yours truly,



Jennifer Dyson, Chair

PROVINCIAL AGRICULTURAL LAND COMMISSION

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Land Acknowledgement

The Agricultural Land Commission gratefully and respectfully acknowledges that the Agricultural Land Reserve and our work spans across the traditional territories of over 200 First Nations in BC whose historic relationship with the land continues to this day.

We all have a role to play in the process of reconciliation. We invite you to learn more about the people whose traditional lands you reside on.

This report was prepared on the traditional territory of the hən q̓'əmiŋ əm̓ and Skwxwú7mesh speaking peoples, including the territories of the x̣ẉṃəθkwəỵ əṃ (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał/Selilwitulh (Tseil-Waututh) Nations.





SECTION 2

Who We Are

THE AGRICULTURAL LAND COMMISSION

The Agricultural Land Commission (ALC) is an administrative tribunal, independent of the Provincial Government, that is responsible for exercising its decision-making authority in accordance with the Agricultural Land Commission Act and in compliance with certain sections of the Administrative Tribunals Act. As set out in the legislation, the Commission and its decision-makers must remain neutral, and faithfully, honestly and impartially perform their duties.

PURPOSE AND LEGISLATIVE FRAMEWORK

1. The purposes of the ALC as set out in s.6 of the Agricultural Land Commission Act (ALC Act) are:
 - a. to preserve agricultural land;
 - b. to encourage farming on agricultural land in collaboration with other communities of interest; and,
 - c. to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.
2. The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:
 - a. the size, integrity and continuity of the land base of the agricultural land reserve; and,
 - b. the use of the agricultural land reserve for farm use.

The ALC Act sets out the processes to be followed when making applications for exclusion, inclusion, non-farm use, non-adhering residential use, soil and fill use, subdivision, and transportation and utility uses in the ALR. The ALR General Regulation sets out the procedures for applications to the ALC and the ALR Use Regulation sets out what is permitted in the ALR without application to the ALC.



GOVERNANCE STRUCTURE

The work of the ALC is carried out by a Commission of not less than 11 and no more than 19 members from six administrative regions around the Province who serve collectively as the board of directors of the ALC. The Commission Chair is appointed by Order in Council of the Lieutenant Governor in Council, and Commission members are appointed by Ministerial Order of the Ministry of Agriculture and Food. The Chair has the authority to appoint one or more Vice-Chairs to serve on the Executive Committee from the members appointed by the Minister and to appoint members to panels for decision-making.

Commission members are appointed by the Minister after a merit-based process and consultation with the Commission Chair based on their knowledge in matters related to agriculture, land-use planning, local government, and First Nations government as set out in s.5(1) of the ALC Act.

Full Commission

The Full Commission, consisting of all members of the board, meet at least twice a year, to carry out a variety of duties, including developing policies governing ALC operations, the interpretation of legislation, and passing resolutions and bylaws regarding the conduct of its affairs.

Executive Committee

The Executive Committee, consisting of the Chair and Vice-Chairs meet monthly or as needed to oversee ALC operations, decide applications delegated by the Full Commission, make reconsideration determinations on reconsiderations pursuant to s.33 of the ALC Act for decisions decided by the Executive Committee, and exercise any other functions delegated by the Full Commission.

Panels

The Chair of the Commission may establish panels consisting of two or more members of the Commission based on administrative region, member expertise, application type or any other criteria determined by the Chair.

The Chair of the Commission has directed the establishment of a panel for each of the six administrative regions of the Province, to make decisions on all application types received from the region, with the exception of applications for soil and fill use and film productions.

A five-member Soil and Fill Use Panel has been appointed to decide on all soil and fill use applications in BC and a three-member Film Panel has been established to decide on all non-farm use applications for filming in the ALR. These panels were provided with additional training to assist them with the review and analysis of the technical information submitted with these types of applications.

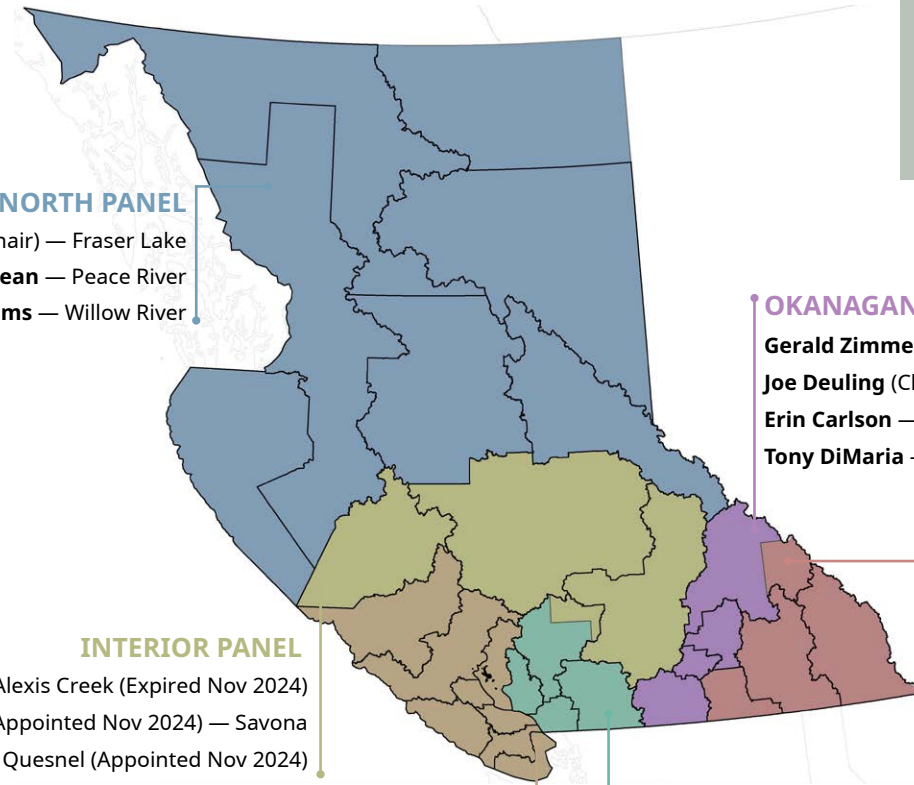
The Chair may appoint Commission members to more than one panel and the Chair of the Commission may also serve on a panel.

A panel of the Commission has all the powers, duties, and functions of the Commission to adjudicate on applications. Decisions of a panel are for all purposes, a decision of the Commission, and may only be reconsidered as per s.33 and s.33.1 of the ALC Act.

PANEL STRUCTURE

LEGEND

- North Region
- Interior Region
- Island Region
- South Coast Region
- Kootenay Region
- Okanagan Region



NORTH PANEL

Janice Tapp (Chair) — Fraser Lake
Karen McKean — Peace River
Andrew Adams — Willow River

OKANAGAN PANEL

Gerald Zimmermann (Chair) — Kelowna (Expired Nov 2024)
Joe Deuling (Chair Appointed Nov 2024) — Lumby
Erin Carlson — Summerland
Tony DiMaria — Kelowna (Appointed Dec 2024)

INTERIOR PANEL

Richard Mumford (Chair) — Alexis Creek (Expired Nov 2024)
Bob Haywood-Farmer (Chair Appointed Nov 2024) — Savona
Chad Stump — Quesnel (Appointed Nov 2024)

KOOTENAY PANEL

Jerry Thibeault (Chair) — Cranbrook
Wayne Harris — Creston
Donna O'Donnell — Grand Forks

ISLAND PANEL

Jennifer Dyson (Chair) — Port Alberni
Brenda Schoepp — Victoria
Jeff McCallum — Nanaimo (Appointed Aug 2024)
Jan Slomp — Comox Valley (Appointed Dec 2024)

SOUTH COAST PANEL

Ione Smith (Chair) — Sechelt
Susan Gimse — Pemberton
Holger Schwichtenberg — Agassiz

Soil and Fill Panel: Jennifer Dyson (Chair), Bob Haywood-Farmer, Karen McKean, Jerry Thibeault, Holger Schwichtenberg (Nov 2024), Erin Carlson (Nov 2024)

Film Panel: Jennifer Dyson (Chair), Ione Smith, Bob Haywood-Farmer

Executive Committee: Jennifer Dyson (Chair), Janice Tapp (Vice Chair), Ione Smith (Vice Chair), Jerry Thibeault (Vice Chair), Joe Duelling (Vice Chair — Nov 2024), Bob Haywood-Farmer (Vice Chair — Nov 2024)

THE COMMISSION IS SUPPORTED BY A PROFESSIONAL STAFF SECRETARIAT WORKING IN FOUR FUNCTIONAL AREAS:

Application Processing (Adjudication) and Notices of Intent

ALC staff research and administer the processing of all applications received pursuant to the ALC Act and its regulations. Staff also administer and make decisions, where delegated to do so under the ALC Act, for all notices of intent to remove soil or place fill.

Policy and Planning Reviews

ALC staff actively participate with Commissioners in developing strategies, plans, and policies to assist with the interpretation and implementation of the ALC Act and its regulations. As well, staff review plans, policies, and bylaws of local governments and laws of First Nation governments, and other agencies to ensure they are consistent with the legislative and regulatory requirements of the ALC Act and its regulations.

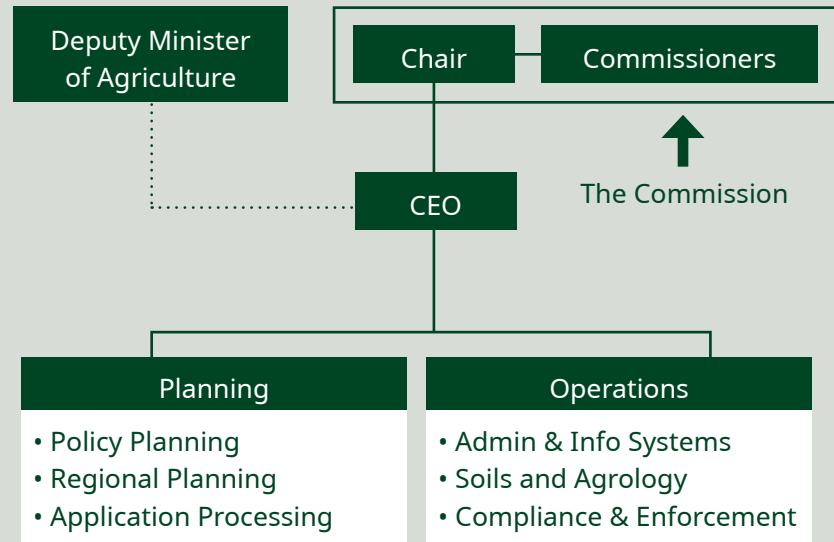
Compliance and Enforcement

Designated staff officials respond to reports of suspected contravention, carry out site inspections, investigate alleged contraventions, and take enforcement actions, when necessary, to ensure activities in the ALR are consistent with the ALC Act, its regulations, and orders of the ALC.

Administration and Information Systems

The previous three functions are supported by an administration, records management, and geospatial information systems unit.

AGRICULTURAL LAND COMMISSION ORGANIZATIONAL CHART





SECTION 3

Message from the Chair



Message From the Chair Jennifer Dyson

The Commission's mandate spans an extensive area of over 4.6 million hectares in British Columbia, with just over half designated as Crown land within the Agricultural Land Reserve (ALR). The Agricultural Land Commission (ALC) plays a vital role in safeguarding farmland and promoting agricultural use on lands facing intense and growing pressure for more industrial, commercial, residential, tourism, recreation, conservation, energy, and infrastructure development.

While BC has the second largest overall land area amongst the Canadian provinces, three-quarters of our province is over 1,000 metres in elevation and more than 18% of the province's land base is rock, ice or tundra (Smith, 2012). As a result, very seldom does soil, climate, topography, and drainage

occur in the ideal combination to support agriculture. Less than 5% of BC's land base is arable and only 1.1% of the land base has the right combination of soils to produce cereal grains and field crops. And even then, not all of the ALR is available for agriculture. 54% of the ALR is in Crown ownership where other provincial priorities often take precedence and we know that 7% of the ALR consists of water-bodies (including streams and rivers), constructed roads, federal land, and Provincial and National Parks.

BC agriculture is also operating on much smaller acreages than any other Canadian province, with 50% of all parcels in the ALR being 10 acres or less which makes them attractive for other uses. According to Farm Credit Canada's (FCC) 2024 Farmland Valuation Report, farmland in close proximity to, or within commuting distance of, urban centres in southern BC face continued competition from what the report describes as part-time farming, rural residences and investment purposes which is increasing demand and driving up land prices.

According to FCC's Report, the price per acre of farmland in 2024 topped out at \$255,000/acre in the South Coast and over \$100,000/acre in the Okanagan and Island regions which is more than double the top price per acre in the most expensive regions of Ontario (\$47,900/acre) and Quebec (\$30,300/acre).

Agricultural land is a deeply valuable and finite resource. A recent report released

"Soil is as critical as the air we breathe and the water we drink." Canada's Senate Committee on Agriculture & Forestry finds.

Read their full report here "[Critical Ground: Why Soil is Essential to Canada's Economic, Environmental, Human and Social Health.](#)"

in 2024 by the Government of Canada's Standing Senate Committee on Agricultural and Forestry calls on the Government of Canada to designate soil as a strategic national asset noting the importance of the conservation and preservation of the soil ecosystem to human health in response to continued soil degradation and loss of agricultural land in every region of Canada. The Senate Committee's report entitled *Critical Ground: Why Soil is Essential to Canada's Economic, Environmental, Human and Social Health* finds that "Soil is as critical as the air we breathe and the water we drink" and calls on the Government of Canada to recognize the urgency and act accordingly to preserve and protect soil and agricultural land across the country.

In 2019, agricultural land made up 7.3% of Canada's land base (72,890,500 ha) and according to January 2025 Agricultural Statistics in Canada report agricultural land now makes up only 6.3% (62,200,000 ha) of the country's land base. Which works out to a loss of 1.7 million hectares of farmland per

SECTION 3: MESSAGE FROM THE CHAIR

year or 34,264 ha of farmland per week in Canada. Thanks to the protection afforded by the ALR, BC lost only 774 ha of farmland since 2019, but the pressure to remove land from the ALR or permit other uses in the ALR is immense. Which raises the question of whether as a society we value agriculture enough.

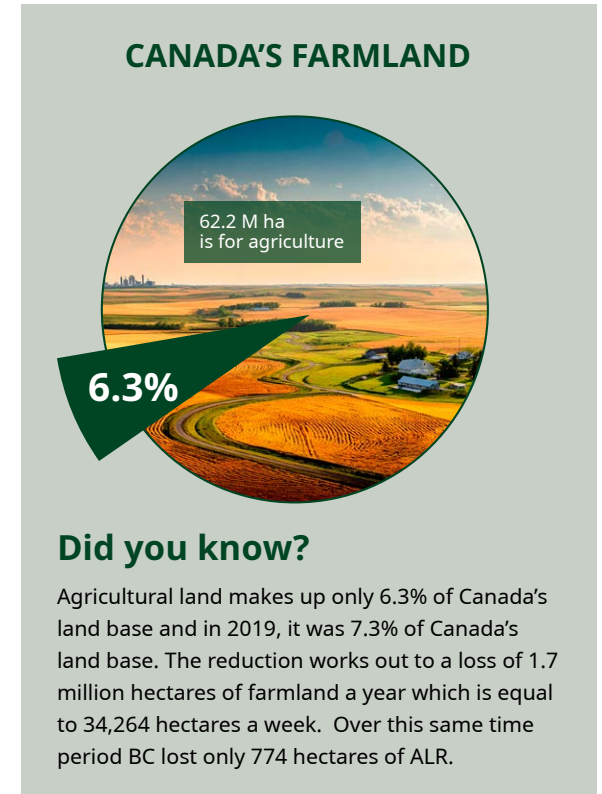
Earlier this year, the Business Council of BC (BCBC) media release entitled *Strengthening BC's Economy amid US Tariff Threats* made reference to the Agricultural Land Commission (ALC) and the lands under the legislated Agricultural Land Reserve (ALR). Specifically, the report suggests that “only half the ALR in Metro Vancouver is actively used for farming” and that “significant portions are underutilized across the province” and should therefore be used for more industrial food processing.

In Metro Vancouver, 63% of parcels within the Agricultural Land Reserve (ALR) are actively farmed. Another 13% are unavailable due to existing development—such as residential areas, transportation infrastructure, landfills, water management systems, parks, and ecological reserves (ALUI, 2022). The remaining 24% of parcels, which are not currently farmed, appear to be idle by choice. Notably, 71% of these unused parcels are residential properties with no active agricultural, despite being suitable for farming.

The solution to unlocking the agricultural potential of these lands is not the industrialization of the ALR, but rather a thoughtful restructuring of provincial tax policies and a critical review of how non-resident ownership affects farmland prices and availability. Currently, landowners with minimal or no farming operations are benefiting from tax incentives—such as low-income thresholds and capped assessed values—originally intended to support genuine farmers.

The Commission, along with many local governments, believes these policies inadvertently encourage speculation, under-utilization of farmland, and the gradual encroachment of non-farm uses into the ALR. These trends pose significant barriers to encouraging farming. To truly support agriculture, we must realign our policies to reward active farming and discourage practices that undermine the ALR's core purpose.

The BC Business Council's argument for converting Agricultural Land Reserve (ALR) land to industrial use hinges in part on the need to support growth in BC's food and beverage processing sector—a goal shared by all those involved in agriculture. However, the evidence shows that this sector has already experienced substantial growth without encroaching on ALR land. Between 2015 and 2024, the number of food and



beverage processors in the province more than doubled, rising from 1,500 to 3,200, all without requiring the exclusion of farmland from the ALR.

At the same time, Metro Vancouver's industrial vacancy rate has increased to 3.1%, with 18% of designated industrial land currently sitting unused. Despite this, ALR land remains a target for development—not because it is the most appropriate option, but because it is often cheaper, less encumbered,

SECTION 3: MESSAGE FROM THE CHAIR

and easier to develop than urban real estate. Farmland prices are typically lower, allowing investors to acquire larger parcels and realize greater returns on their investment. Ironically, the very protections intended to preserve farmland under the ALR have made it more attractive for speculative development.

Anyone can own land in the ALR, and our legislation does not compel landowners to farm. Our legislation merely outlines what activities are permitted if farming is taking place. This issue of ownership, combined with mounting development pressure, has led to a steady creep of non-farm uses — particularly within structures — into the ALR eroding the availability of farmland, fueling speculation, and driving up land prices.

In 2024–25, the “50% rule” received considerable media attention, with headlines like *“Will B.C. loosen ALR rules to boost local food production?”* and *“B.C. could double its food production — do we have the political will?”* (Business in Vancouver). This renewed push from the food and beverage manufacturing sector to eliminate the 50% rule is concerning, when you consider the intent and effectiveness of the “50 rule”.

Under current regulations, farmers are permitted to process both their own agricultural products and those from other farms — so long as off-farm products do not exceed 50% of the total volume processed —

without needing to apply to the Agricultural Land Commission (ALC). This approach has proven effective in supporting local food systems by ensuring that processing remains tied to farming in BC. It strengthens market consistency, supports farm viability, and most importantly, incentivizes on-farm production. Rather than being a barrier, the 50% rule is a strategic tool that reinforces the purpose of the ALR.

For those seeking to process more off-farm product than the regulation allows, a pathway already exists: they can apply to the ALC. In fact, of the 18 applications submitted for expanded processing in the ALR, 17 were approved — demonstrating that the system is both flexible and responsive when it supports and encourages farming in BC.

Calls to dismantle the “50% rule” risk undermining the very foundation of farmland protection and agricultural integrity in BC. Instead, we should focus on strengthening policies that support primary production and ensure the ALR continues to serve its core purpose: protecting farmland for farming. Farmers in Ontario — where the most recent census reports a staggering loss of 319 acres of farmland per day — have reached out to me directly, asking, *“How did BC have the foresight to set aside land specifically for agriculture?”*

The truth is, the creation of the Agricultural



Did you know?

Not all agricultural lands are created equal and not all agricultural lands are capable of, or suitable for, producing all agricultural products.

There are seven agricultural capability classifications set out in both the Canadian Land Inventory and the BC Land Inventory systems that take into account the relative degree and type of limitation to agriculture; use and/or the range of possible crops. These systems also indicate the type and intensity of management practices required for good farm management of the soil. Class 1 lands are capable of producing the broadest range of crops and while Class 6 and 7 are the least agriculturally capable lands, they may still be agriculturally productive, where topography and climate allow, and/or where the agricultural activities are dedicated to closed environmental systems.

British Columbia's diverse agriculture industry needs all classes of land to thrive.

Land Reserve (ALR) was a rare and visionary act of policy. It isn't old; it's visionary. Without the ALR, we likely wouldn't have the vibrant agricultural industry we see today in the Lower Mainland, Vancouver Island, and the Okanagan. This forward-thinking legislation has been instrumental in preserving farmland and fostering a thriving agricultural sector in areas that would otherwise have been consumed by urban development.

In British Columbia, an entire generation — including most policy-makers — has grown up with the ALR as a given. Many have no memory of a time when farmland wasn't protected. Meanwhile, other jurisdictions continue to look to the ALC for guidance on how to preserve agricultural land. Yet, despite its success and international recognition, the ALR remains under constant pressure to accommodate non-farm uses.

Preserving this legacy requires not only remembering why the ALR was created but also having the political will to protect it for future generations in the face of mounting pressures including those arising from the current dynamics with the United States.

Despite these challenges, I remain deeply proud of the ALC staff team. Their dedication, professionalism, and resilience under mounting pressure is truly commendable.

The volume of work is extraordinary: 1,049 active compliance and enforcement files, 440

application decisions and reconsideration requests, and 446 notices of intent to place fill and remove soil — all handled by a remarkably small team.

This growing workload underscores an urgent and ongoing need for additional resources, particularly personnel. The ALC currently has only six Compliance and Enforcement Officers for the entire province—just three of whom are based in the South Coast region. Meanwhile, only four staff are responsible for processing all Notices of Intent related to fill placement and soil removal. These numbers raise a critical question: how can the Commission be expected to meet its statutory obligations and serve the public interest effectively with such limited capacity?

To maintain the mandate and purpose of the ALC we must:

- **Protect the integrity of existing legislation and regulation**, which form the foundation of our work.
- **Preserve the independence of the Commission.** While government sets the mandate, it is the independent Commission that makes decisions — this separation has been central to our success.
- **Allow the Commission to operate within the current framework**, where we carefully weigh the interests of applicants against our core mandate: protecting

agricultural land and encouraging legitimate farming.

- **Be provided adequate funding to fulfill our statutory obligations, rather than having our responsibilities offloaded to better-funded agencies.**
- **Sustain shared decision-making with local governments and Indigenous communities.** Our jurisdiction intersects with the territories of over 200 First Nations and approximately 150 local governments. Our staff also work closely with the Ministry of Agriculture and other provincial ministries and agencies, creating opportunities for meaningful integration, collaboration, and communication.
- **Ensure adequate funding for Agricultural Land Use Inventories (ALUI)**, a critical tool for assessing the availability of farmland and understanding the cumulative impacts of land-use decisions on the ALR.

There is urgency in this work. Policymakers need to ask themselves: *How much of the ALR will be available for farming in 30 years?*

Sincerely,
Jennifer Dyson
Chair of the Agricultural Land Commission



SECTION 4

Legislative Amendments

HAIDA GWAII RECOGNITION ACT

Haida Nation's Aboriginal Title is now recognized throughout Haida Gwaii in the new Haida Nation Recognition Act and Haida Title Agreement that received royal assent in May 2024 and as a result a consequential amendment was made to Section 2 of the Agricultural Land Commission Act to include a new subsection clarifying that the ALC Act and its regulations are subject to the Haida Nation Recognition Act and that the Haida Nation Recognition Act prevails to the extent of any conflict or inconsistency with the ALC Act.

ALR USE REGULATION AMENDMENTS

In the 2024/25 fiscal the Provincial government amended the ALR Use Regulation in response to the harsh winter impacts on grapes and tree fruits:

- In July 2024, a new section was added to the ALR Use Regulation to exempt wine made from grapes from complying with the 50% farm product processing requirement allowing them to import more fruit from elsewhere until March 31, 2025; and
- In August 2024, a new section was added to the ALR Use Regulation to exempt specified fruit (apples, apricots, cherries, nectarines, peaches, pears, prune plums, table grapes) from complying with the 50% rule for the storing, packing, preparing and processing of farm products until March 31, 2025; and
- In a subsequent amendment in March 2025, the Provincial government extended the above exemptions for both grapes and specified tree fruits from complying with the 50% rule for the storing, packing, preparing and processing of farm products until March 31, 2026.



Haida Gwaii

Pacific Ocean

SECTION 5

2024/2025 in Numbers

AT A GLANCE

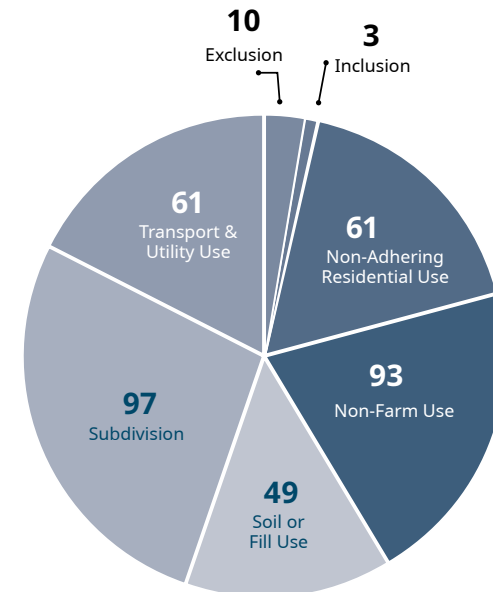
2024/25	2023/24
303 Applications received	359 Applications received
374 Applications decided	392 Applications decided
446 NOIs submitted	308 NOIs submitted
445 NOIs decided	242 NOIs decided
66 Reconsideration requests	62 Reconsideration requests
1,111 Statutory right of way notifications	617 Statutory right of way notifications
1,049 C&E active case files	928 C&E active case files
27 Stop Work Orders	34 Stop Work Orders
9 Penalty Orders	0 Penalty Orders

Seventy-six (76%) percent of all the applications decided by the Commission in 2024/25 were approved.

ALR CHANGE 2024/2025

- 15.53 hectares of ALR were approved for exclusion by the Commission
- 9.9 hectares of land was approved for inclusion in the ALR by the Commission
- 109 hectares of land temporarily removed from the ALR for the construction of the Site C Dam were included back into ALR by Order in Council
- 153 hectares of land temporarily removed from the ALR for the construction of the Site C Dam was permanently removed from the ALR by Order in Council
- 127 hectares of ALR land was added to Federal Reserves by the Government of Canada

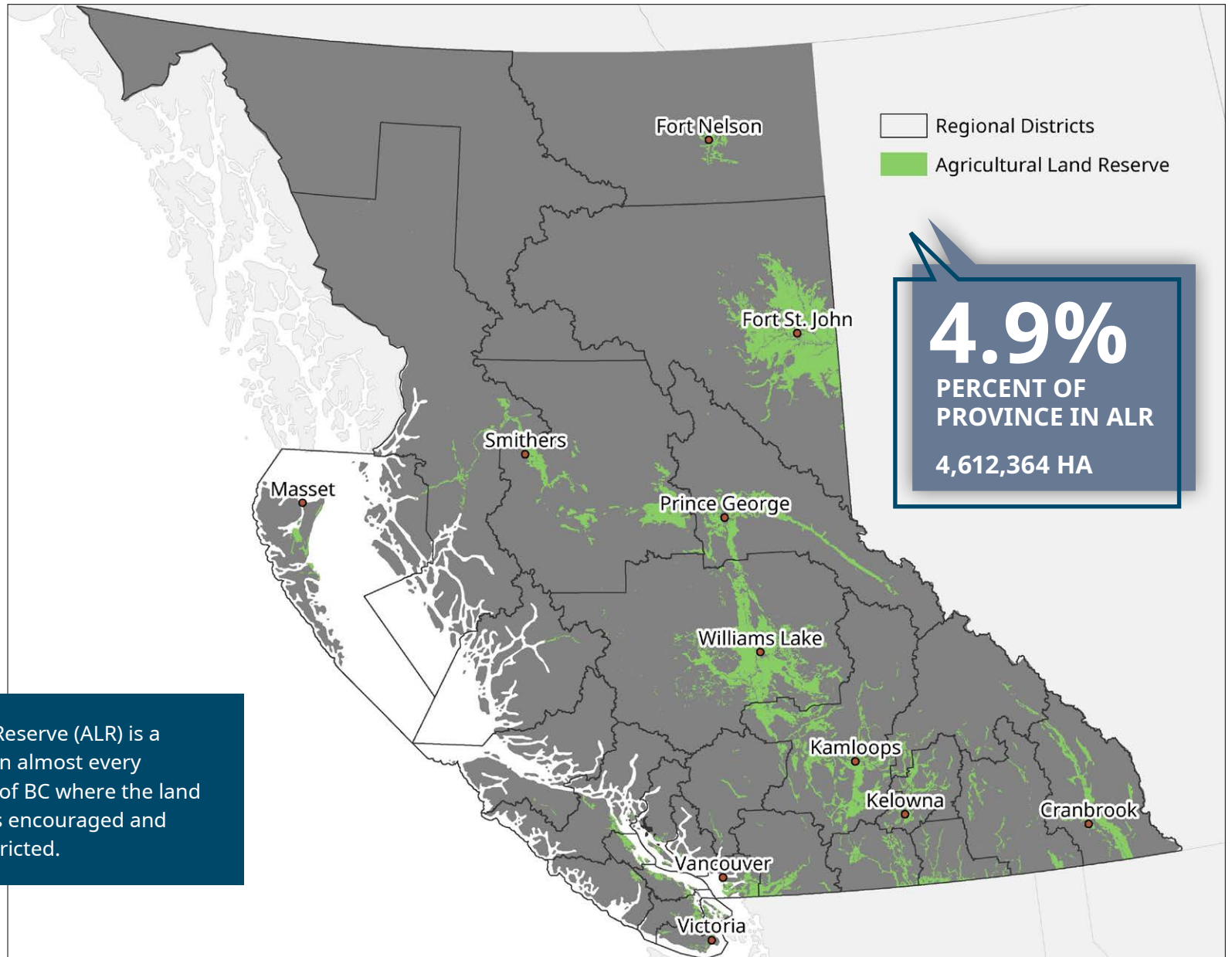
OF APPLICATIONS DECIDED IN 2024/25 BY TYPE





SECTION 6

The Agricultural Land Reserve



The Agricultural Land Reserve (ALR) is a provincial zone found in almost every region of the Province of BC where the land is protected, farming is encouraged and non-farm uses are restricted.

THE AGRICULTURAL LAND RESERVE DESIGNATION HISTORY

Under the 1973 Land Commission Act (the precursor to the ALC Act), the 28 Regional Districts in the Province of BC were required to submit an agricultural reserve plan to the ALC for consideration.

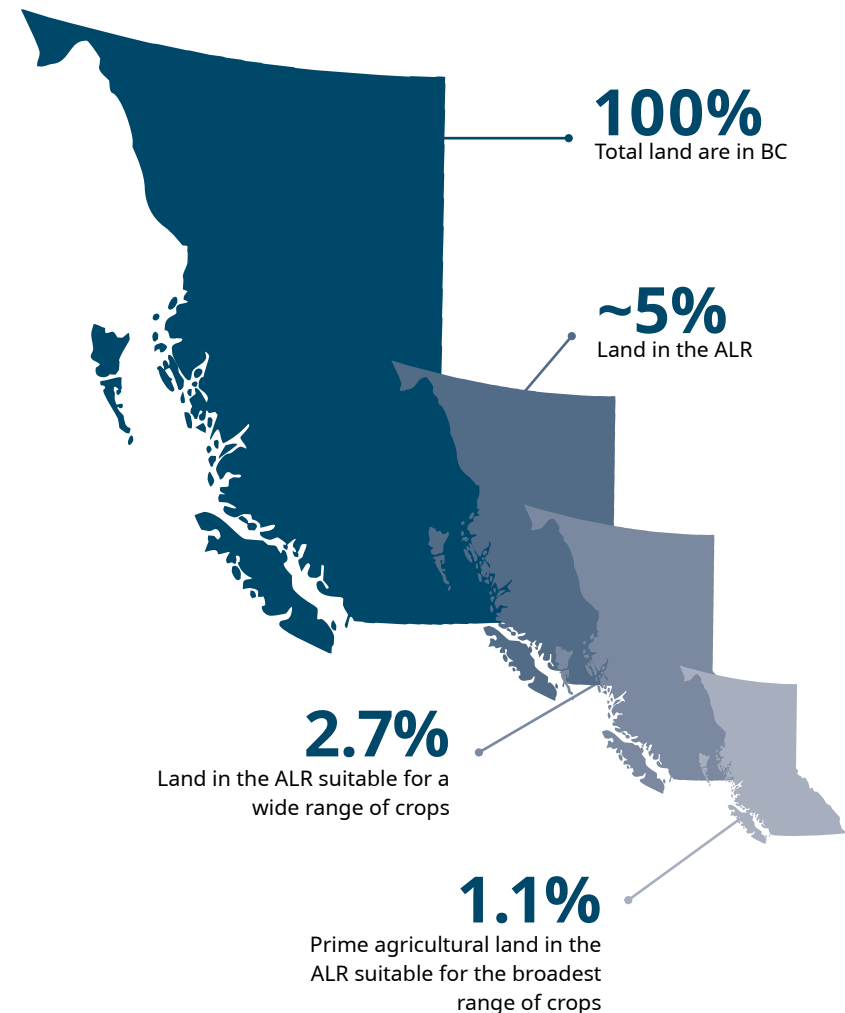
To aid Regional Districts and provide guidance, the provincial Ministry of Agriculture prepared suggested ALR maps that identified lands having the soil and climate combination to support agriculture.

These maps were based on soil surveys and the Canadian Land Inventory (CLI) agricultural capability data, combined with proposed urban expansion areas on lower capability lands.

Regional Districts made recommendations to the ALC and the maps were reviewed to ensure technical consistency with the reserves across the Province. In general, the following methodology was applied:

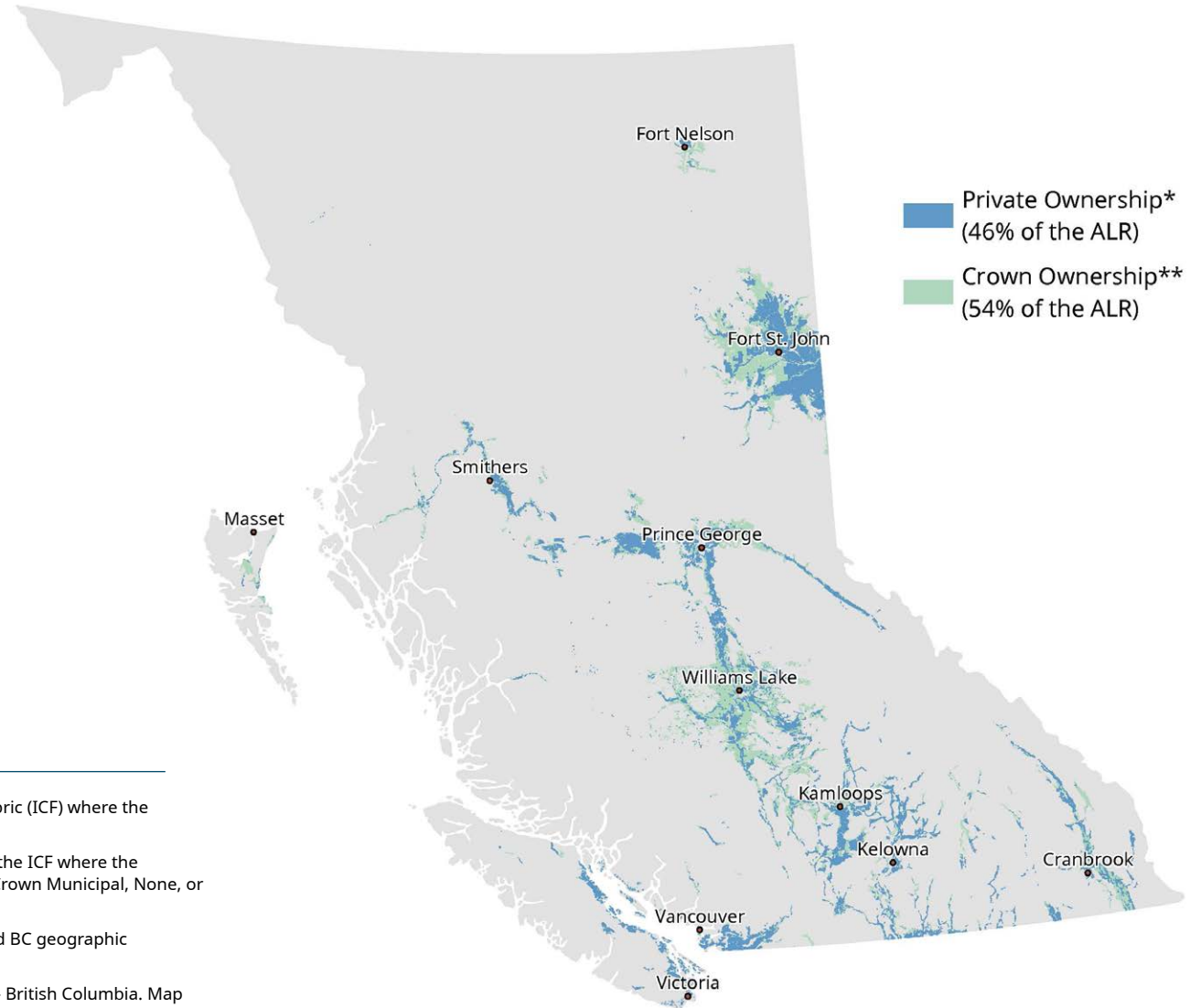
- **All Class 1 to 4 land (CLI)** that were not already developed were included in the ALR, both Crown and private land;
- **If non-agricultural land** was not immediately available for urban expansion, enough land was excluded to allow for about five years of community growth to ensure local governments had a reasonable amount of time to re-direct future growth patterns;
- **Class 5 and 6 lands (CLI)** where historic land use patterns indicated that such land could effectively be used for agriculture in conjunction with Class 1 to 4 land, including the spring and summer grazing ranges in ranching areas of the province, were included; and,
- **Small pockets of Class 7** land where exclusion of such land might have allowed undesirable intrusion or incompatible uses into agricultural areas were included.

Following the ALC’s review, the plans along with the ALC’s recommended changes were approved by Cabinet. The process of establishing the ALR took one and a half years.



AGRICULTURAL LAND RESERVE: PRIVATE VS CROWN OWNERSHIP

Five percent (~4.6 million ha) of the land base in BC is designated as ALR. Within this five percent, approximately 54% is Crown ALR and 46% is privately owned. Access to this land base is further limited by landscape features (such as wetlands, rivers, streams, lakes), infrastructure (including airports, roads, rail lines, utility corridors, oil and gas infrastructure, sewage and water treatment facilities), forestry and mining, trails, parks, and other non-farm uses such as schools, churches, firehalls, sports fields, and resorts.



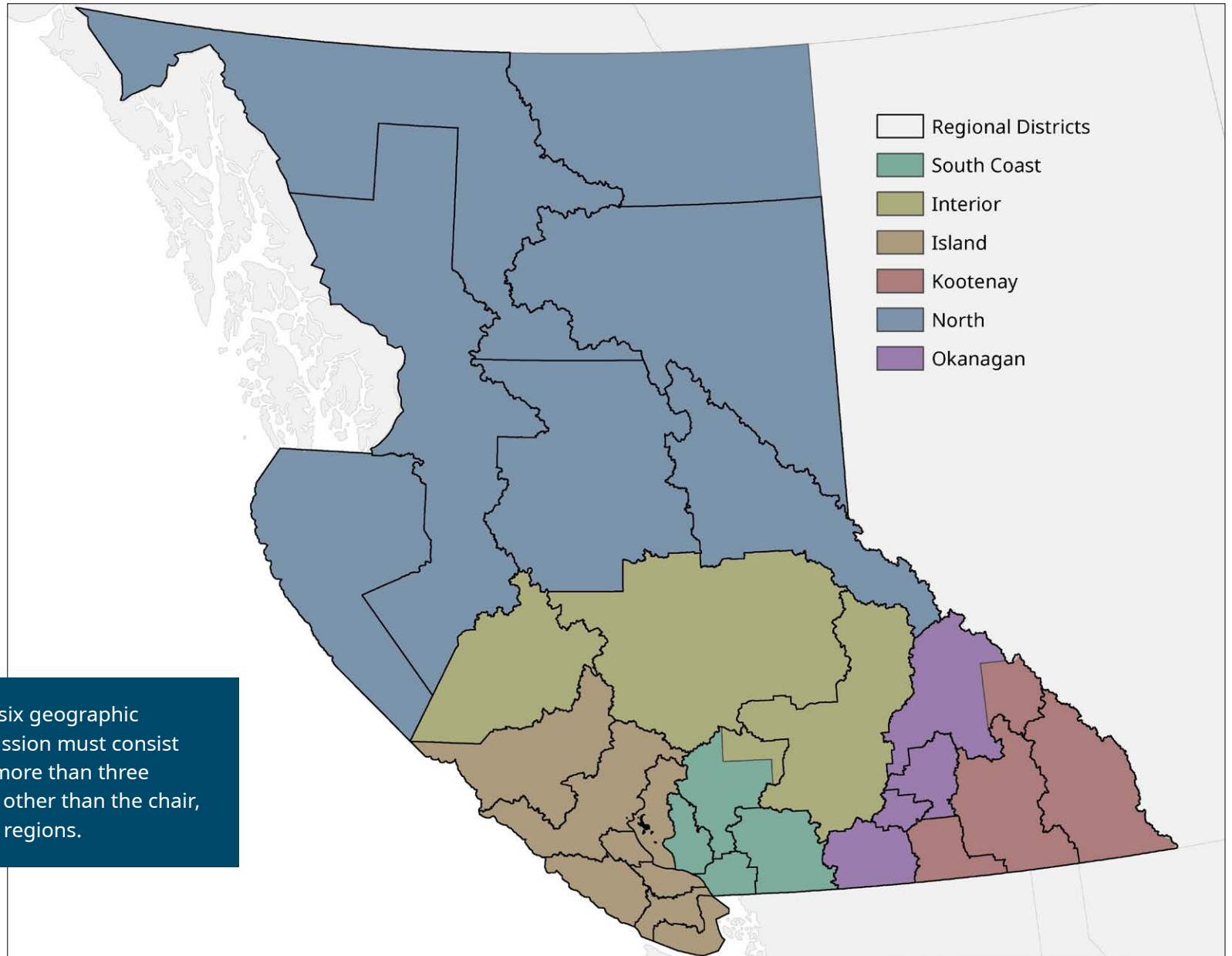
***Private Ownership** = Properties in the Integrated Cadastral Fabric (ICF) where the Ownership Class is defined as Private, First Nations, or Municipal

****Crown Ownership** = Unsurveyed crown land, or properties in the ICF where the Ownership Class is defined as Crown Federal, Crown Provincial, Crown Municipal, None, or Unknown.

Data sources: ALC, Integrated Cadastral Information Society, and BC geographic data warehouse.

Contains information licensed under Open Government License - British Columbia. Map for reference only. Accuracy not guaranteed. Map created June 2021.

ALR
ADMINISTRATIVE
REGIONS



The ALR is divided into six geographic regions and the Commission must consist of at least one, but no more than three Commission members, other than the chair, from each one of these regions.

INTERIOR ADMINISTRATIVE REGION

The Interior region extends from the Central Coast (Bella Coola Valley) to the community of Chase at the western end of Shuswap Lake.

The region includes the Central Coast, Cariboo, Squamish-Lillooet (Lillooet area only), and Thompson-Nicola Regional Districts.

Major Settlements

- 100 Mile House
- Bella Coola
- Kamloops
- Merritt
- Quesnel
- Williams Lake

Total ALR area in Region: ~1,529,014 hectares



9% of the region is in the ALR.

32% of the ALR in the Interior region is in Private Ownership.

68% of the ALR in the Interior region is in Crown Ownership*.

*Definition of Crown Ownership defined on [page 21](#)



THE ALR IN THE INTERIOR REGION REPRESENTS **33%** OF THE TOTAL ALR IN THE PROVINCE

ISLAND ADMINISTRATIVE REGION

The Island region encompasses Vancouver Island, most of the Gulf Islands, and a number of coastal mainland areas that are part of Regional Districts headquartered on Vancouver Island or are more readily accessed from the Island than from mainland centres.

The region includes the Alberni Clayoquot, Capital, Comox Valley, Cowichan Valley, Mount Waddington, Nanaimo, qathet, and Strathcona Regional Districts.

Major Settlements

- Campbell River
- Comox
- Duncan
- Nanaimo
- Port Alberni
- Powell River
- Saanich

Total ALR area in Region: ~115,444 hectares

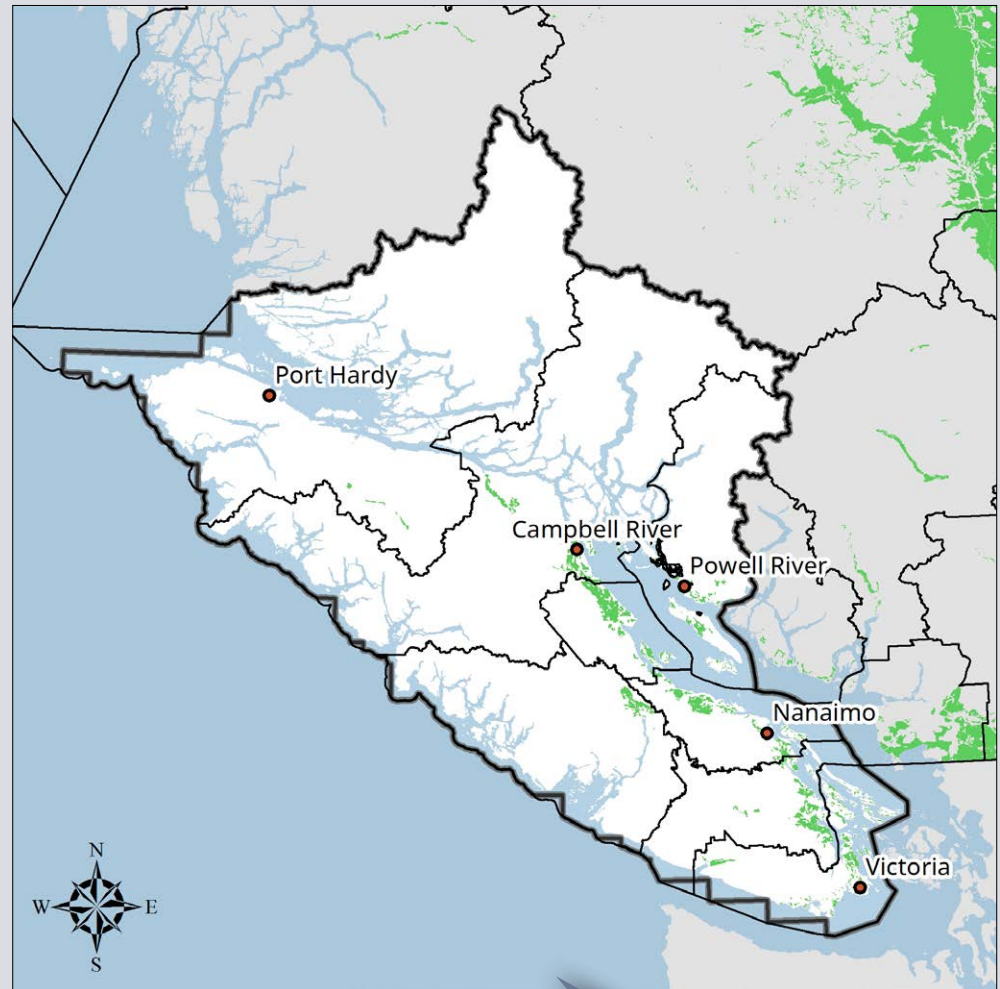


1.4% percent of region is in the ALR

79% of Island region is in Private Ownership.

21% of Island region is in Crown Ownership*.

*Definition of Crown Ownership defined on [page 21](#)



THE ALR IN THE ISLAND REGION REPRESENTS
3% OF THE TOTAL ALR IN THE PROVINCE

KOOTENAY ADMINISTRATIVE REGION

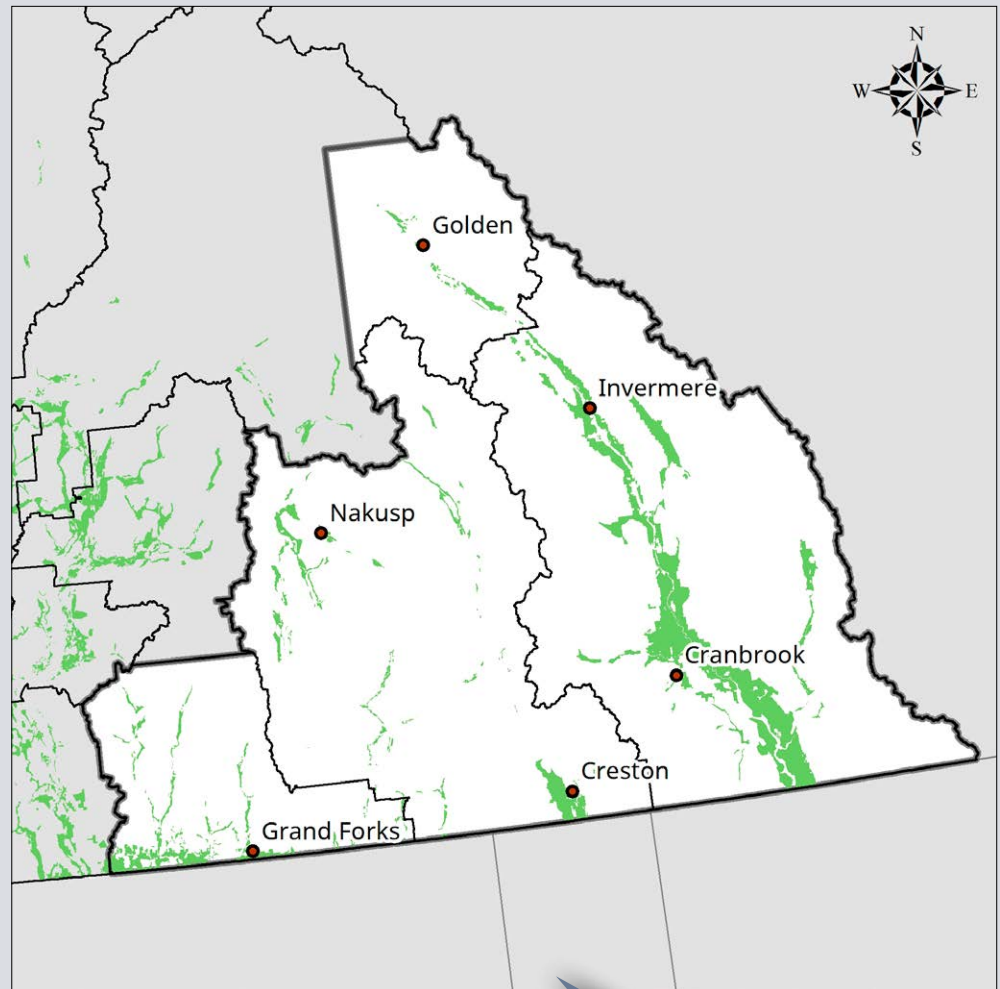
The Kootenay region encompasses the southeasterly portion of BC extending from the BC/Alberta border in the east to the Grand Forks and Kootenay Boundary area in the west.

The region includes the Central Kootenay, East Kootenay, and Kootenay Boundary Regional Districts and a portion of the Columbia Shuswap Regional District (Golden area only).

Major Settlements

- Creston
- Cranbrook
- Grand Forks
- Kimberly
- Invermere
- Sparwood

Total ALR area in Region: ~388,219 hectares



5.8% percent of region in ALR.

42.5% of the Kootenay region is in Private Ownership.

57.5% of the Kootenay region is in Crown Ownership*.

THE ALR IN THE KOOTENAY REGION REPRESENTS **8%** OF THE TOTAL ALR IN THE PROVINCE

*Definition of Crown Ownership defined on [page 21](#)

NORTH ADMINISTRATIVE REGION

The North region encompasses north-east, north-central and north-west BC, from Prince George to the BC/Yukon border.

The region includes Bulkley-Nechako, Fraser-Fort George, Kitimat-Stikine, Peace River, and North Coast Regional District and the Northern Rockies Regional Municipality.

Major Settlements

- Fort Nelson
- Fort St. John
- Prince George
- Telkwa
- Terrace
- Smithers
- Vanderhoof

Total ALR area in Region: ~2,206,920 hectares



3.4% of region is in the ALR.

51% of the North region is in Private Ownership.

49% of the North region is in Crown Ownership*.



THE ALR IN THE NORTH REGION REPRESENTS
48% OF THE TOTAL ALR IN THE PROVINCE

*Definition of Crown Ownership defined on [page 21](#)

OKANAGAN ADMINISTRATIVE REGION

The Okanagan region encompasses the Okanagan and Similkameen Valleys, the Columbia Shuswap, and Princeton areas.

The region includes the Central Okanagan, Columbia Shuswap (except Golden area), North Okanagan, and Okanagan Similkameen Regional Districts.

Major Settlements

- Kelowna
- Princeton
- Osoyoos
- Revelstoke
- Oliver
- Salmon Arm
- Penticton
- Vernon

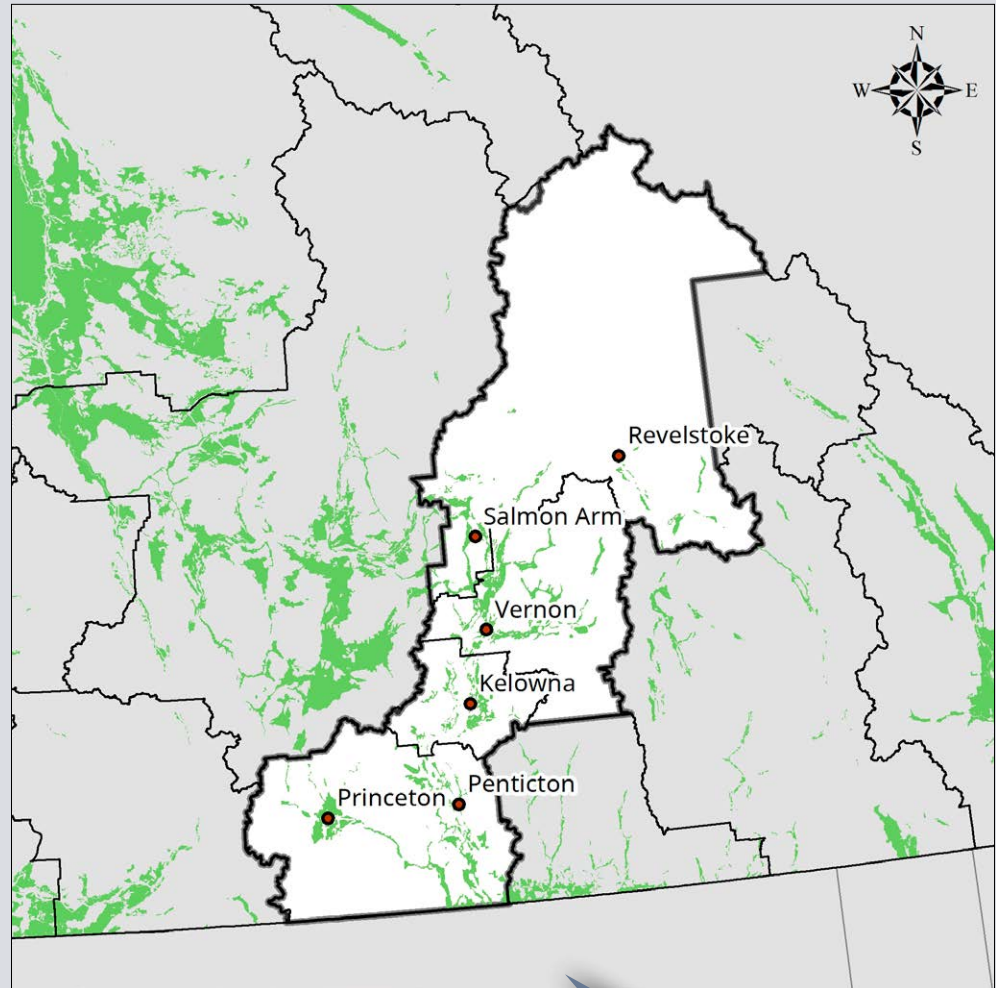
Total ALR area in Region: ~224,677 hectares



5% of region is in the ALR.

59.5% of the Okanagan region is in Private Ownership.

40.5% of Okanagan region is in Crown Ownership*.



THE ALR IN THE OKANAGAN REGION REPRESENTS **5%** OF THE TOTAL ALR IN THE PROVINCE

*Definition of Crown Ownership defined on [page 21](#)

SOUTH COAST ADMINISTRATIVE REGION

The South Coast region encompasses the lower mainland region of BC from Hope to the Fraser River delta and north to the Sunshine Coast and the Squamish River and Pemberton valleys.

The region includes the Fraser Valley, Metro Vancouver, Squamish-Lillooet (except the Lillooet area), and Sunshine Coast Regional Districts.

Major Settlements

- Abbotsford
- Chilliwack
- Langley
- Mission
- Pitt Meadows
- Richmond
- Surrey
- Vancouver

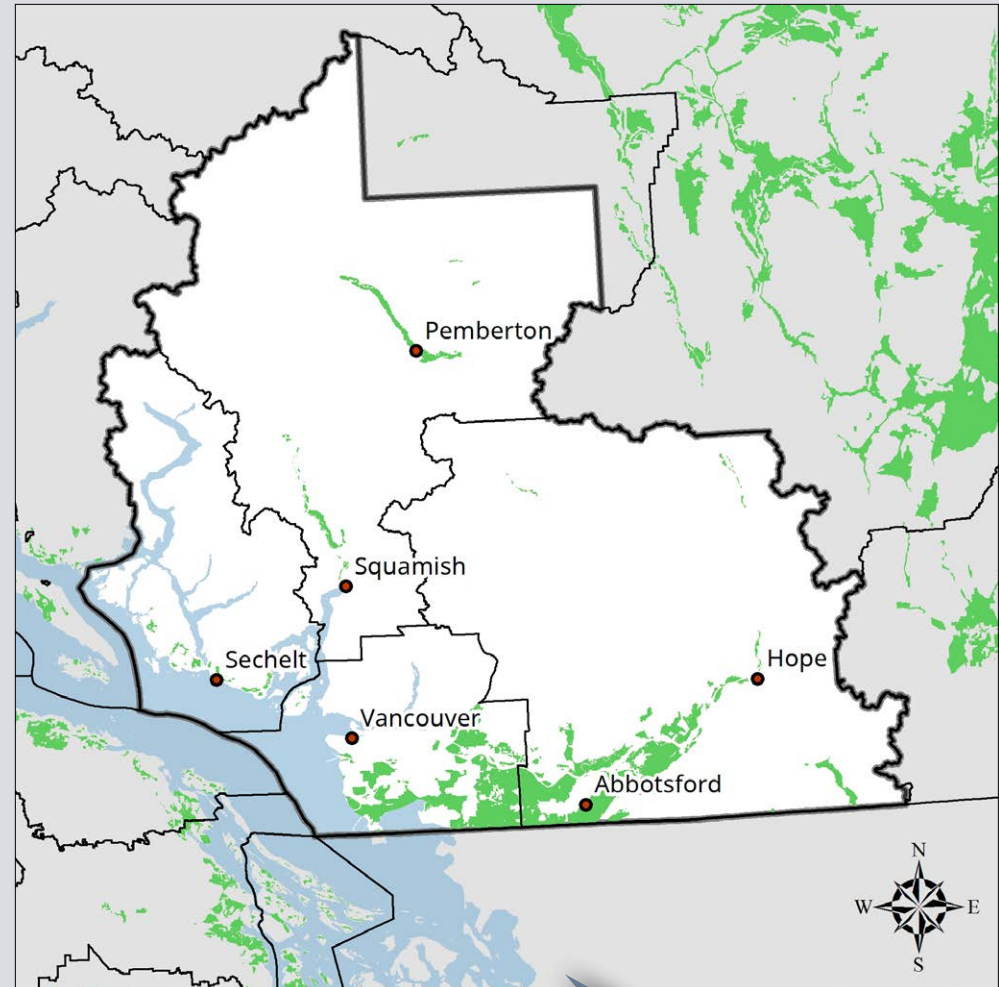
Total ALR area in Region: ~148,090 hectares



4.1% of region is in the ALR.

76% of the South Coast region is in Private Ownership.

24% of the South Coast Region is in Crown Ownership*.



THE ALR IN THE SOUTH COAST REGION REPRESENTS **3%** OF THE TOTAL ALR IN THE PROVINCE

*Definition of Crown Ownership defined on [page 21](#)



SECTION 7

Applications and Decisions

SECTION 7: APPLICATIONS RECEIVED

NUMBER OF APPLICATIONS RECEIVED¹ BY APPLICATION TYPE (2024/25 TO 2020/21)

APPLICATION TYPE	NUMBER OF APPLICATIONS RECEIVED ¹ BY TYPE				
	2024/25	2023/24	2022/23	2021/22	2020/21
Inclusion	4	4	1	7	9
Exclusion	7	10	16	22	51
Non-Farm Use ²	76	87	98	57	77
Non-Adhering Residential Use	55	65	77	79	112
Subdivision	68	105	91	79	62
Transportation and Utilities	57	43	34	60	45
Soil or Fill	36	44	47	36	22
Total	303	358	364	340	378

¹ Includes applications forwarded to the ALC by a local or first nation government or submitted directly to the ALC for Transportation and Utility Use applications or submitted to the BC Energy Regulator (formerly the Oil and Gas Commission) under the ALC/BCER Delegation Agreement in the North Administrative Region.

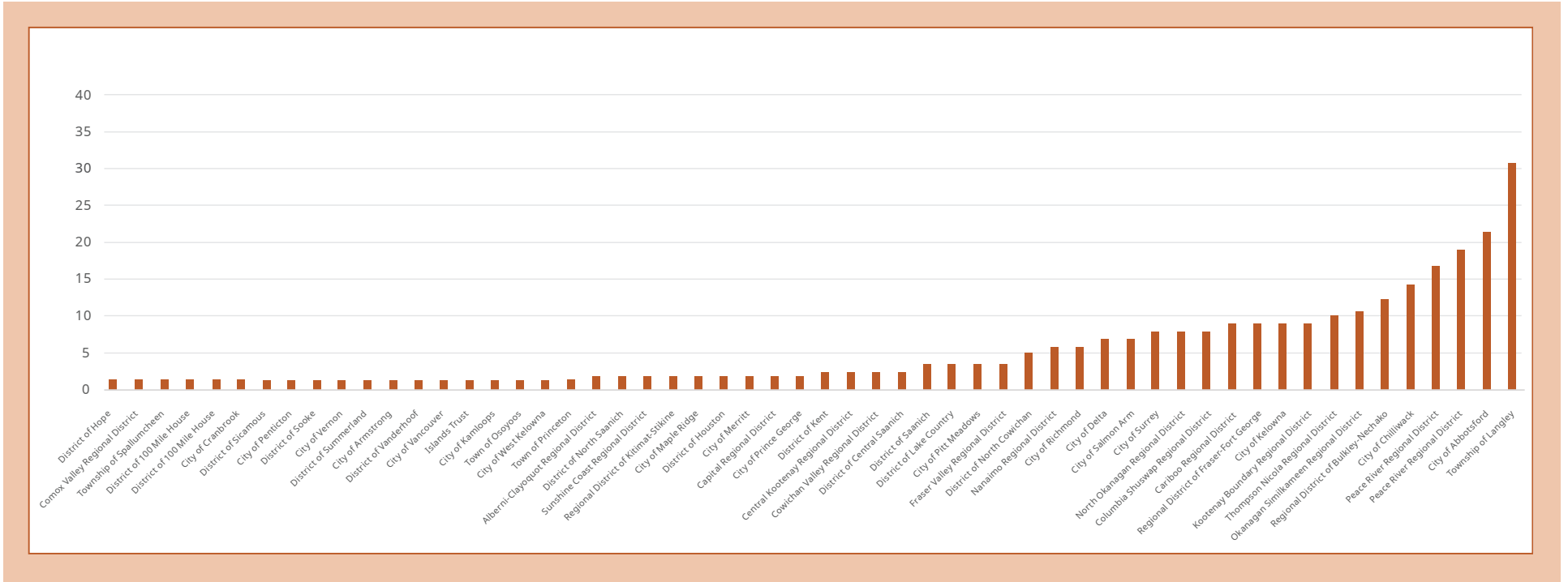
² Includes non-farm use applications submitted to the BC Energy Regulator (formerly the Oil and Gas Commission) under the ALC/BCER Delegation Agreement. See page 43 for information on application decisions made by the BC Energy Regulator.

NUMBER OF APPLICATIONS RECEIVED¹ BY REGION (2024/25 TO 2020/21)

ADMINISTRATIVE REGION	NUMBER OF APPLICATIONS RECEIVED ¹ BY REGION				
	2024/25	2023/24	2022/23	2021/22	2020/21
Interior Region	24	21	32	28	26
Island Region	30	43	42	34	33
Kootenay Region	33	40	47	51	52
North Region	56	70	54	58	62
Okanagan Region	55	66	74	76	91
South Coast Region	105	118	115	93	114
Total	303	358	364	340	378

¹ Includes applications forwarded to the ALC by a local or first nation government or submitted directly to the ALC for Transportation and Utility Use applications or submitted to the BC Energy Regulator (formerly the Oil and Gas Commission) under the ALC/BCER Delegation Agreement in the North Administrative Region. See page 43 for information on application decisions made by the BC Energy Regulator.

NUMBER OF APPLICATIONS RECEIVED BY LOCAL GOVERNMENT (2024/25)



NUMBER OF APPLICATIONS RECEIVED¹ BY TYPE AND BY ADMINISTRATIVE REGION

April 1, 2024 to March 31, 2025

INTERIOR REGION	
5	Non-Farm Use
4	Subdivision
10	Transportation and Utility Use
0	Non-Adhering Residential Use
4	Soil or Fill
0	Exclusion
1	Inclusion
24	Total

ISLAND REGION	
10	Non-Farm Use
6	Subdivision
5	Transportation and Utility Use
5	Non-Adhering Residential Use
3	Soil or Fill
1	Exclusion
0	Inclusion
25	Total

OKANAGAN REGION	
12	Subdivision
9	Non-Adhering Residential Use
13	Non-Farm Use
14	Transportation and Utility Use
3	Soil or Fill
4	Exclusion
0	Inclusion
55	Total

KOOTENAY REGION	
13	Subdivision
7	Non-Farm Use
4	Transportation and Utility Use
6	Non-Adhering Residential Use
2	Soil or Fill
0	Exclusion
1	Inclusion
33	Total

NORTH REGION	
23	Non-Farm Use ¹
9	Subdivision
5	Soil or Fill
14	Transportation and Utility Use
3	Non-Adhering Residential Use
1	Exclusion
1	Inclusion
56	Total

SOUTH COAST REGION	
32	Non-Adhering Residential Use
24	Subdivision
18	Non-Farm Use
19	Soil or Fill
10	Transportation and Utility Use
1	Exclusion
1	Inclusion
105	Total

¹Includes non-farm use applications decided by the BC Energy Regulator (formerly the Oil and Gas Commission). See page 43 for information on application decisions made by the BC Energy Regulator.

APPLICATION DECISIONS RELEASED BY THE COMMISSION

The ALC released 374 application decisions between April 1, 2024 and March 31, 2025 which works out to an average of 31 decisions a month.

APPLICATION TYPE	NUMBER OF APPLICATION DECISIONS RELEASED ¹ BY REGION (2024/25 TO 2020/21)				
	2024/2025	2023/2024	2022/2023	2021/2022	2020/2021
Interior Region	28	26	22	33	24
Island Region	38	45	38	19	40
Kootenay Region	49	40	42	44	43
North Region ²	73	69	57	46	59
Okanagan Region	62	85	64	62	99
South Coast Region	124	127	85	111	108
Total	374	392	308	315	373

¹ Includes applications carried forwarded from the previous fiscal.

² Includes application decisions decided by the BC Energy Regulator (formerly the Oil and Gas Commission) under the ALC/BCER Delegation Agreement in the North Administrative Region. See page 43 for information on application decisions made by the BC Energy Regulator.

INCLUSION APPLICATIONS

Inclusion applications made under s.17(3) of the ALC Act for the addition of land into the ALR may be initiated by the Commission, a local government, a First Nation government*, or a landowner. To be included in the ALR, land must have the capability for agricultural use, based on soils and climate or a combination of both. Local and First Nation governments may comment on an inclusion application but are required to forward all applications for inclusion to the ALC for consideration. There is no fee (\$0) required for applications to include land into the ALR.

* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

INCLUSION APPLICATION DECISIONS RELEASED BY THE COMMISSION IN 2024/25			
REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	0	0	0
Island	0	0	0
Kootenay	2	0	2
North	1	0	1
Okanagan	0	0	0
South Coast	0	0	0
Grand Total	3	0	3



Page 216 of 259

100% of inclusion applications decided in 2024/25 were approved totaling 9.91 hectares of land as noted in the table on page 36.

1%

OF ALL 2024/2025 APPLICATIONS



SECTION 7: APPLICATION DECISIONS

EXCLUSION APPLICATIONS

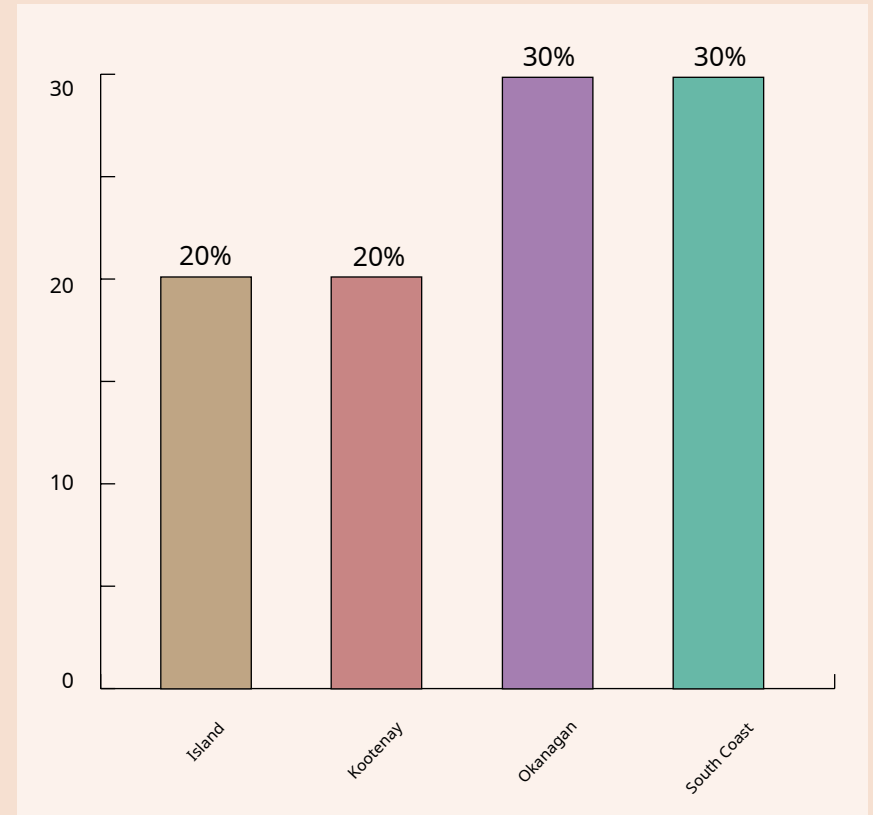
Exclusion applications made under s.29 or s.30 of the ALC Act to remove land from the ALR may only be initiated by the Commission, a local government, a First Nation government*, or a prescribed public body. Exclusion application made under s.29 of the ALC Act must first be considered by the local or First Nation government who then, by resolution of the local government or law of the First Nation government, must determine whether to forward an application to the ALC for its consideration. A local government or First Nation government is not compelled to forward an application to the Commission (except in certain circumstances). The ALC may approve or refuse an exclusion application or approve an alternative application type and retain the land within the ALR.

* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

EXCLUSION APPLICATION DECISIONS RELEASED BY THE COMMISSION IN 2024/25			
REGION	APPROVAL	REFUSALS	TOTAL DECISIONS
Interior	0	0	0
Island	2	0	2
Kootenay	2	0	2
North	0	0	0
Okanagan	3	0	3
South Coast	3	0	3
Total	10	0	10

EXCLUSION DECISIONS BY REGION

3%
OF ALL 2024/2025
APPLICATIONS



100% of exclusion applications decided in 2024/25 were approved affecting 16.16 hectares of ALR as noted in the table on page 36.

SECTION 7: APPLICATION DECISIONS

ALR CHANGE BY COMMISSION DECISION BY REGION

April 1, 2024 to March 31, 2025 - All figures are in hectares (ha)

Area Approved for Inclusion and Exclusion

REGION	INCLUSION		EXCLUSION		APPROVED NET CHANGE
	APPROVED	REFUSED	APPROVED	REFUSED	
Interior	-	-	-	-	-
Island	-	-	3.9	-	-3.9
Kootenay	4	-	2.32	-	1.68
North	5.9	-	-	-	5.9
Okanagan	-	-	5.5	-	-5.5
South Coast	-	-	3.78	-	-3.78
Total	9.9	-	15.5	-	-5.6

ALR CHANGE APPROVED BY COMMISSION DECISION BY REGIONAL DISTRICT

REGIONAL DISTRICT	INCLUSION AREA	EXCLUSION AREA	APPROVED NET CHANGE
Capital	-	0.7	-0.7
Central Okanagan	-	5.3	-5.3
East Kootenay	0.4	2.3	-1.9
Fraser Valley	-	0.2	-0.2
Kootenay Boundary	3.6	-	3.6
Metro Vancouver	-	3.6	-3.6
qathet	-	3.2	-3.2
Okanagan Similkameen	-	0.2	-0.2
Peace River	5.9	-	5.9
Total	9.9	15.5	-5.6

Please note application-related changes to the ALR only take effect the year all decision conditions are met, which in some cases can take several years to complete. For more information on the changes to the ALR that took effect in the 2024/2025 fiscal please see Section 13 Cumulative ALR Change.

SECTION 7: APPLICATION DECISIONS

NON-ADHERING RESIDENTIAL USE APPLICATIONS

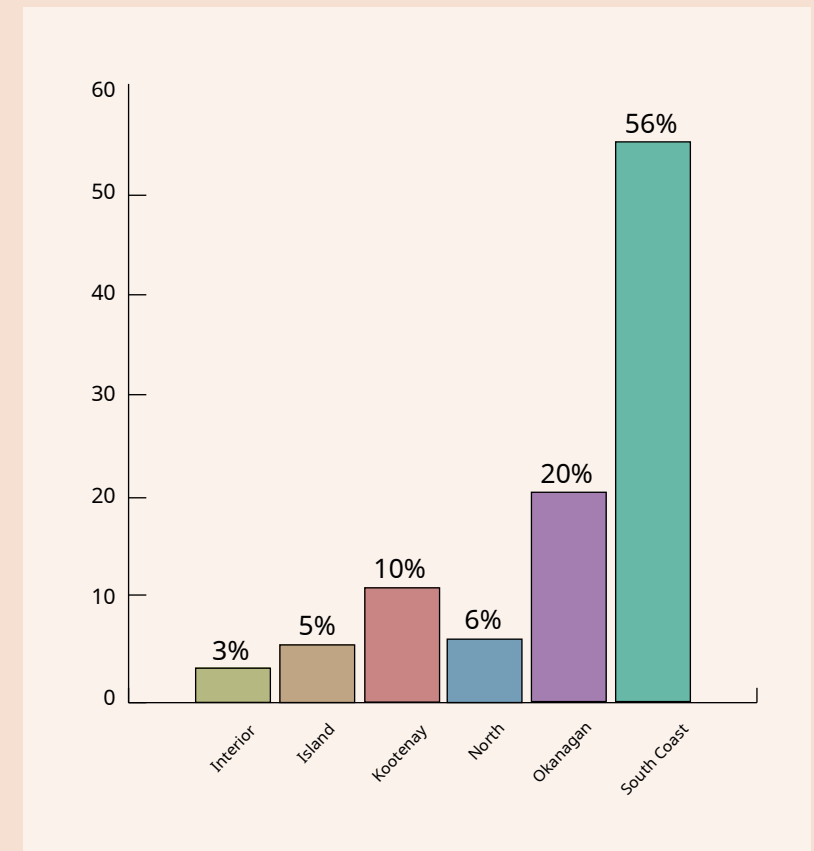
Non-adhering residential use applications made under s.20.1 of ALC Act to permit the construction of a principal residence with a total floor area greater than 500 m², or an additional residence or accommodation use that doesn't comply with Part 4 of the ALR Use Regulation may be initiated by a landowner. All non-adhering residential use applications must first be considered by the local or First Nation government* who must, by resolution of the local government or law of the First Nation government, agree to forward an application to the Commission for consideration. A local government or First Nation government may also elect to refuse to forward an application to the Commission.

* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	2	0	2
Island	1	2	3
Kootenay	2	1	6
North	2	2	4
Okanagan	10	2	12
South Coast	26	8	34
Total	43	16	61

17%
OF ALL 2024/2025
APPLICATIONS

NARU DECISIONS BY REGION



NUMBER OF NON-ADHERING RESIDENTIAL USE APPLICATIONS DECIDED BY SUB-TYPE

APPLICATION SUB-TYPE	2024/25	2023/24
Additional Residence	43	69
Principal >500m ²	4	5
Tourist Accommodation	0	1
Reside & Replace*	14	n/a
Total	61	75

* New Sub-Type this fiscal, previously grouped under Additional Residence. Reside & Replace includes applications requesting to live in an existing residence while building a new residence and then removing the initial residence so there is no net change in the number of residences on the parcel.

APPROVAL RATE OF NON-ADHERING RESIDENTIAL USE APPLICATIONS DECIDED IN 2024/25 BY SUB-TYPE

APPLICATION SUB-TYPE	NUMBER OF DECISIONS	NUMBER APPROVED	NUMBER REFUSED	APPROVAL RATE (%)
Additional Residence	43	19	13	44%
Principal >500m ²	4	1	3	25%
Reside & Replace	14	12	2	86%
Total	61	43	18	70%

Eleven (18%) of the applications decided were for temporary farm worker accommodations for temporary workers under a federal agricultural worker program; 45% were in the Okanagan Administrative Region and 55% were in the South Coast Administrative Region.



SECTION 7: APPLICATION DECISIONS

NON-FARM USE APPLICATIONS

Non-farm use applications made under s.20(2) of the ALC Act for a use that exceeds the thresholds permitted by the ALR Use Regulation or for a use not expressly permitted by regulation, such as commercial or industrial business uses, may be initiated by a landowner or a person with a right of entry under another enactment. All non-farm use applications must be reviewed by the local or First Nation government* who must, by resolution of the local government or law of the First Nation government, agree to forward an application to the Commission for consideration. A local or First Nation government may elect to refuse to forward an application to the Commission.

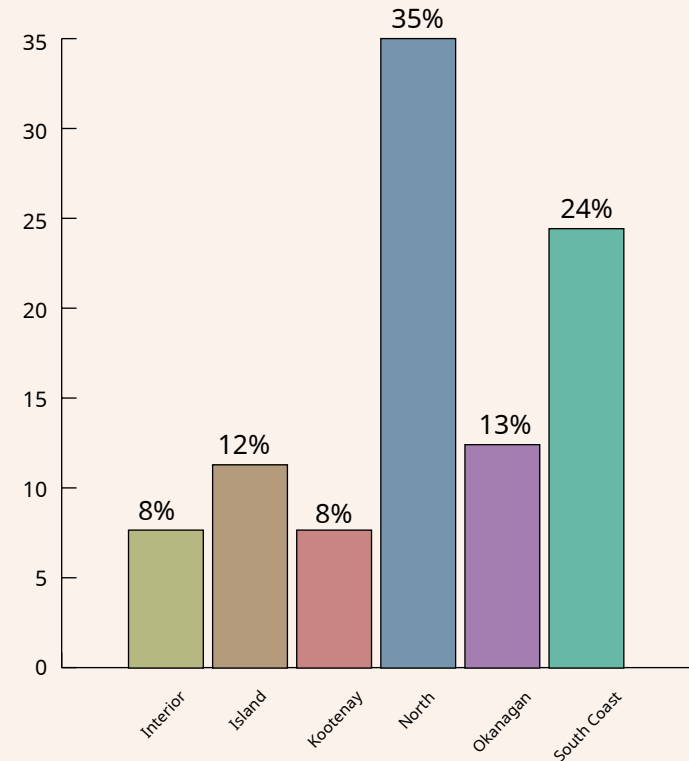
* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	7	1	8
Island	9	2	11
Kootenay	5	2	7
North	29	4	33
Okanagan	9	3	12
South Coast	20	2	22
Total	79	14	93

25%
OF ALL 2024/2025
APPLICATIONS

69% of the non-farm use application approvals in the North Administrative Region were decided by the BC Energy Regulator under the ALC/BCER Delegation Agreement. See page 43 for more information on the decisions made by the BCER.

NFU DECISIONS BY REGION



SUBDIVISION APPLICATIONS

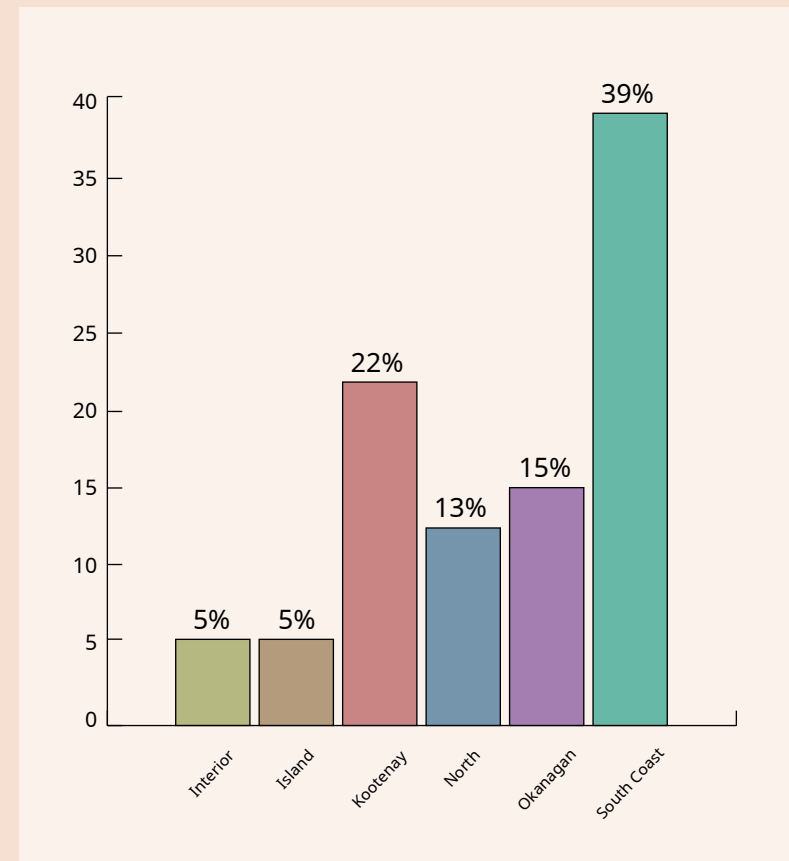
Subdivision applications made under s.21(2) of the ALC Act may be initiated by a landowner. All subdivision applications must be reviewed by a local or First Nation government* who must, by resolution of the local government or law of the First Nation government, agree to forward an application to the Commission for consideration. A local or First Nation government may elect to refuse to forward an application to the Commission.

* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	5	0	5
Island	4	1	5
Kootenay	5	16	21
North	6	7	13
Okanagan	11	4	15
South Coast	23	15	38
Total	54	43	97

26%
OF ALL 2024/2025
APPLICATIONS

SUBDIVISION DECISIONS BY REGION



56% of subdivision applications decided in 2024/25 were approved.

TRANSPORTATION AND UTILITY APPLICATIONS

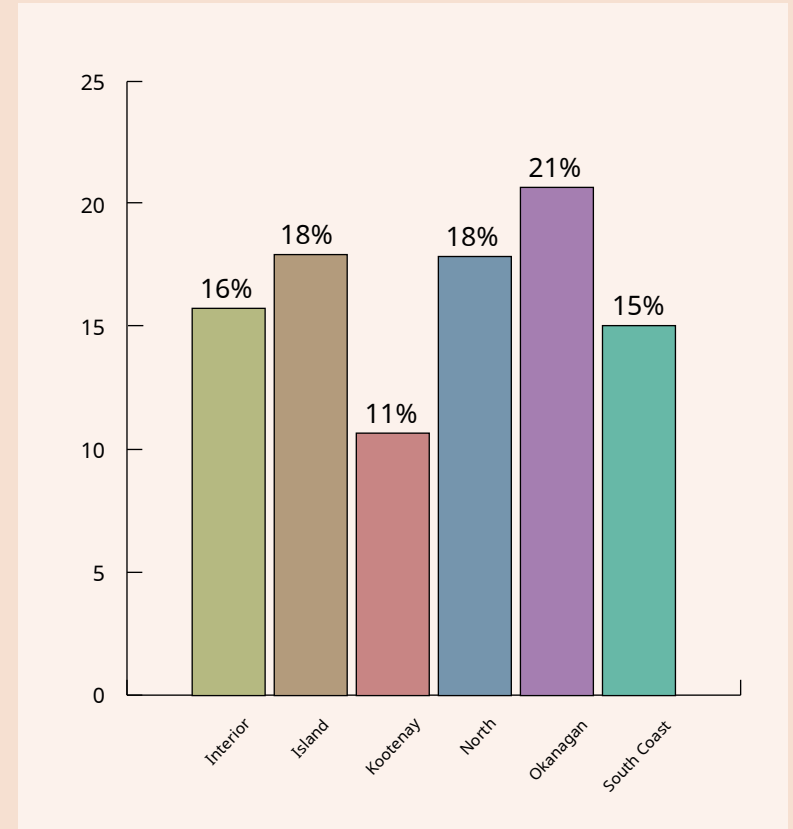
Applications made under s.22 of the Agricultural Land Reserve General Regulation for the construction of transportation, utility and trail infrastructure in the ALR are submitted directly to the ALC, without a resolution of the local government or law of the First Nation government* or landowner consent. These applications may be made by a landowner or person with a right of entry under another enactment, provided the landowners have been notified and advised that they may submit their comments or concerns with the application directly to the Commission.

* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	10	0	10
Island	11	0	11
Kootenay	6	1	7
North	10	1	11
Okanagan	13	0	13
South Coast	9	0	9
Total	59	2	61

17%
OF ALL 2024/2025
APPLICATIONS

TRANSPORTATION, UTILITY DECISIONS BY REGION



97% of transportation and utility use applications decided in 2024/25 were approved.

SECTION 7: APPLICATION DECISIONS

SOIL OR FILL USE APPLICATIONS

Only in very limited circumstances, which are expressly identified in s.26 and s.35 of the ALR Use Regulation, can fill placement or removal of soil or aggregate be undertaken in the ALR without interaction with the Agricultural Land Commission (ALC).

Soil or Fill Use applications made under s.20.3(5) of the ALC Act may be initiated by a landowner. All soil or fill use applications must be reviewed by local or First Nation governments and may not proceed to the Commission unless authorized by a resolution of the local government or law of the First Nation government*. A local or First Nation government* may elect to refuse to forward an application to the Commission.

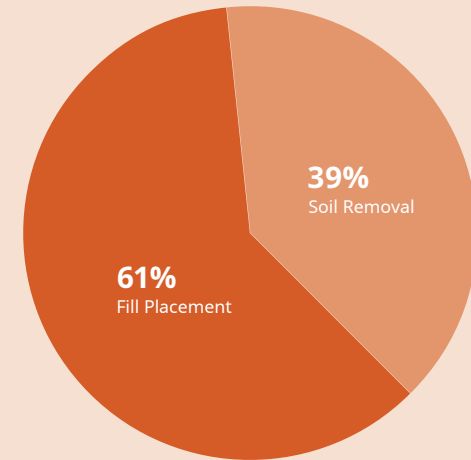
Thirty percent (30%) of all of the applications decided this fiscal were applications directed to apply following the review of a notice of intent.

See Section 8 for more information on Notices of Intent for Soil or Fill Use.

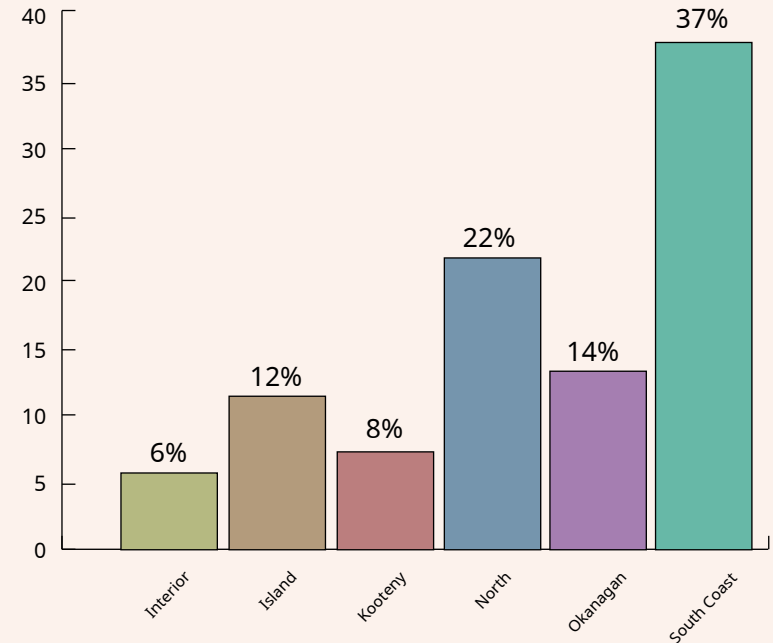
* the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	2	1	3
Island	6	0	6
Kootenay	4	0	4
North	11	0	11
Okanagan	4	3	7
South Coast	10	8	18
Total	37	12	49

13%
OF ALL 2024/2025
APPLICATIONS



SOIL AND FILL DECISIONS BY REGION



76% of soil or fill use applications decided in 2024/25 were approved.

DELEGATED DECISIONS UNDER SECTION 26 OF THE ALC ACT

Under s.26 of the Agricultural Land Commission Act (ALC Act), the Commission may enter into delegation with a First Nation government* or an authority to exercise some or all of the Commission's power to decide use or subdivision applications. Under s.26(5) of the ALC Act, a decision made by a delegated authority had the same legal effect as a decision of the ALC.

BC ENERGY REGULATOR

Since 2004, the BC Energy Regulator (BCER), formerly known as the Oil and Gas Commission (OGC), has been delegated the power to make decisions on applications for non-farm use associated with oil and gas production facilities, such as well sites, borrow pits, access roads, pipelines, and power lines, subject to certain thresholds, within the Peace River Regional District and the Northern Rockies Regional Municipality.

The premise behind the 2004 ALC/OGC Delegation Agreement was that oil and gas facilities were temporary and would be reclaimed and returned to agricultural uses once the resource had been extracted.

While the Delegation Agreement has been amended over the years to try and strengthen the agricultural considerations, the current agreement includes a 20 ha per section threshold up to which oil and gas facilities are permitted in the ALR without application, and beyond the 20 ha per section threshold, an application to the BCER, acting on behalf of the ALC, is required. On the following page is a summary of BCER approvals for the 2024/25 fiscal year. The ALC notes that the number of oil and gas related applications approved by the BCER increased from 17 in the 2023/24 fiscal year to 20 in the 2024/25 fiscal.

THE REGIONS OF THE PROVINCE COVERED BY THE ALC/OGC DELEGATION AGREEMENT



*the definition of First Nation government in the Agricultural Land Commission Act (ALC Act) is specific to settlement lands that are subject to a treaty or land claims agreement, or proposed settlement lands identified in an agreement in principle.

**BC ENERGY REGULATOR (BCER)
DELEGATED DECISION STATISTICS**

The Delegation Agreement identifies oil and gas and ancillary activities that require a decision from the BCER under the ALC Act.

These activities, specified in Appendix I of the Delegation Agreement are as follows:

Item 2: oil and gas and ancillary activity sites where the combined total area of existing and proposed activities on the section is >20.0 hectares

Item 4: above ground electric power line not immediately adjacent to a road

Item 5: conversion or expansion of an existing oil and gas activity or ancillary activity, or a new oil and gas activity or ancillary activity that is listed in (i)-(v) (multi-well facilities, sumps, water reservoirs, produced water storage ponds, camps, borrow/ aggregate pits), for which new land is required and the total project (lease) area is >3.0 hectares

Item 6: oil and gas waste storage, treatment, and/or disposal facility that is operated by a person who is not a producer, or a conversation or expansion of such a site for which new land is required

BCER APPLICATION SUMMARY	2024/25	2023/24	2022/23	2021/22	2020/21
Applications Submitted ¹	12	15	26	19	12
Applications Approved ²	20	17	14	4	11
Total Area of Non-Farm Use Approved (ha) ²	213.4	154.1	33	3.4	37.5
Applications Triggering Item 2 of Appendix I ³	6	9	13	8	10
Applications Triggering Item 4 of Appendix I ³	1	6	8	5	-
Applications Triggering Item 5 of Appendix I ³	5	4	7	7	10
Applications Triggering Item 6 of Appendix I ³	-	-	1	-	-

¹ The number of non-farm use applications submitted to the BCER between April 1, 2024, and March 31, 2025. Of the 12 applications submitted, 5 applications have been permitted and distributed to the ALC. The remaining 7 applications are under review. Proposed disturbance area for applications under review (excluding area of proposed powerlines) is 47.608 ha.

² Includes non-farm use applications approved/distributed to the ALC, and total area of non-farm use approved/distributed between April 1, 2024, and March 31, 2025. The reported number of applications approved, and total area (ha) non-farm use approved also includes applications that were submitted prior to 2024/25.

³ The number of applications triggering individual items in Appendix I may exceed the total applications submitted because some applications trigger more than one item. All applications triggering item 4 (powerlines) have been counted 0 ha total area non-farm use approved.

SECTION 7: APPLICATION DECISIONS

The area of ALR in Northeast BC affected by each type of oil and gas activity and ancillary activity and the total area affected.

ACTIVITY	TOTAL AREA (HA) 2024/2025			TOTAL AREA (HA) 2023/2024			TOTAL AREA (HA) 2022/2023		
	CROWN	PRIVATE	TOTAL AREA (ha)	CROWN	PRIVATE	TOTAL AREA (ha)	CROWN	PRIVATE	TOTAL AREA (ha)
Pipelines	137	196	333	16	26	42	12	60	72
Wellsites, facilities	56	129	185	52	125	177	4	23	27
Roads	131	14	145	65	46	112	6	6	12
Ancillary	246	149	395	20	33	53	53	27	80
Total	570	488	1,058	154	230	384	75	116	191

After a period of permitting restrictions post Yahey v British Columbia decision (June 29, 2021), the Blueberry River First Nation (BRFN) and the Province signed an implementation

agreement (January 18, 2023) lifting some of the permitting restrictions. Following a two-year period (2022/23 and 2023/24) of reduced oil and gas activity, activity levels in 2024/25

fiscal year have returned to comparable levels documented prior to the Yahey v British Columbia decision.

The total area of ALR in Northeast BC affected by activities exempt from requiring permission for non-farm use.

ACTIVITY	TOTAL AREA (HA) 2024/2025	TOTAL AREA (HA) 2023/2024	TOTAL AREA (HA) 2022/2023	TOTAL AREA (HA) 2021/2022	TOTAL AREA (HA) 2020/2021
Pipelines	484	330	112	102	422
Wellsites, facilities	443	189	17	11	78
Roads	101	55	2	8	61
Ancillary	309	129	88	96	326
Total	1,337	703	219	217	887

Of the 3,644 sections in the Peace River Block that contain ALR land, 89 sections have more than 20 hectares of oil and gas and ancillary activities.

This measure follows Appendix I of Delegation Agreement in applying the 20 ha threshold.

DELEGATED DECISION MAKING UNDER SECTION 27 OF THE ALC ACT

Under s.27 of the Agricultural Land Commission Act (ALC Act), the Commission may, by resolution, delegate to the Chief Executive Officer (CEO) the authority to make certain application decisions, subject to the establishment of criteria.

The Commission has delegated the CEO the authority to approve certain types of use and subdivision applications in accordance with s.27 of the ALC Act. If the CEO considers that the application does not meet the purposes of s.6 of the ALC Act, does not meet the criteria specified by the Full Commission, or for any other reason does not wish to approve the application, the application must be referred to the applicable panel for a decision. An approval by the CEO is a decision of the Commission for the purposes of the ALC Act.

The CEO made a total of 90 delegated decisions in the 2024/2025 fiscal year and on average these decisions were made within 53 active business days. Applicants for temporary foreign worker housing for workers registered in a federal temporary worker program were made on average within 21 active business days.

The distribution of CEO delegated decisions by Administrative Region is as follows: South Coast (26%), Okanagan (26%), North (18%), Island (11%), Interior (10%), and Kootenay (10%).

Table. CEO Delegated Decisions

2024/25	2023/24	2022/23	2021/22	2020/21
90	75	76	71	83



RECONSIDERATION REQUESTS BY AFFECTED PARTY¹

ALC decisions are final and conclusive but may be reconsidered in very limited circumstances under the ALC Act, as noted below.

Under s.33 of the ALC Act, the Commission may reconsider a decision pursuant to s.33 of the ALC Act upon written request of an affected party or at the Commission’s own initiative if the Commission determines that:

a. evidence not available at the time of the original decision has become available

that could not have been made available had the person affected exercised due diligence, or

b. all or part of the original decision was based on evidence that was in error or was false.

This is a discretionary authority that provides the Commission with a mechanism to revisit a decision if found to be flawed due to the consideration of incorrect information or, if substantive and compelling new

information is provided that would have significantly contributed to the Commission’s understanding of the facts at the time of its original deliberation. This section does not provide for the re-argument or re-weighting of the same evidence. If the panel concludes that there are no grounds for reconsideration, the ALC takes no further action on the matter.

¹ See ALC Policy P-08 on the ALC’s website for the definition of an “affected party”.

REGION	REQUESTS SUBMITTED				REQUESTS CONSIDERED			
	2024/25	2023/24	2022/23	2021/22	2024/25	2023/24	2022/23	2021/22
Interior	4	3	9	1	3	3	3	2
Island	10	7	5	6	1	1	2	5
Kootenay	8	10	6	1	1	1	1	3
North	8	7	4	7	5	2	1	7
Okanagan	13	14	6	17	1	3	5	5
South Coast	23	21	9	28	20	16	8	23
Total	66	62	39	60	31	26	20	45

The Commission received 66 requests for reconsideration in the 2024/25 fiscal and reviewed 53 during the reporting period.

Of the 53 requests reviewed only 31 decisions were reconsidered.

Of the 31 decisions reconsidered: 2 decisions were re-affirmed (original decision upheld), 9 were reversed, and 20 were varied. The majority of the varied decisions involved minor changes to approval conditions.

RECONSIDERATIONS DIRECTED BY THE CHAIR UNDER S.33.1 OF THE ALC ACT

Pursuant to s.33.1 of the ALC Act, the Chair may direct the Executive Committee to reconsider an application decision made by a panel if the Chair finds that the application decision may not fulfill the purposes of the Commission as set out in s.6 of the ALC Act. The purpose of s.33.1 of the ALC Act is to provide the Chair with oversight to ensure consistency of decision considerations in accordance with the ALC Act.

Subsequent to a decision being released, the Chair has 60-days to review a decision and direct the Executive Committee to reconsider the application if the Chair finds the application decision may not fulfill the purposes of the ALC Act. The Executive Committee must then review the application decision and may confirm, reverse, or vary the decision.

There were no Chair directed reconsiderations in 2024/25.

CHAIR DIRECTED RECONSIDERATIONS (S.33.1 OF THE ALC ACT)

REGION	REQUESTS				
	2024/25	2023/24	2022/23	2021/22	2020/21
Interior	0	0	0	0	0
Island	0	0	0	0	0
Kootenay	0	0	0	0	0
North	0	0	0	0	0
Okanagan	0	1	0	0	0
South Coast	0	0	1	0	2
Total	0	1	1	0	2

2024/2025 NOTIFICATION AND DECISION PROCESSING TARGETS

The following performance indicators regarding the timely processing of applications were established by Ministerial Order effective April 1, 2016, to evaluate the performance of the ALC under s.12(2)(b) of the ALC Act.

PERFORMANCE INDICATOR	ACTUAL					TARGET
	2024/25	2023/24	2022/23	2021/22	2020/21	
Performance Indicator 1: Percentage of Applicants notified within 5 business days of application receipt ¹ by the ALC that the Application was complete.						
	100%	98%	93%	86%	94%	100%
Performance Indicator 2: Percent of Applicants notified within 5 business days of application receipt ¹ by the ALC that the Application is deficient and specifies what additional information is required.						
	99%	98%	87%	68%	91%	100%
Performance Indicator 3: Percentage of Applications processed within 60 business days ²						
	29%	23%	25%	45%	86%	90%
Performance Indicator 4: Percentage of Applications processed within 90 business days ²						
	53%	45%	42%	75%	81%	90%

¹ An application is not received by the ALC until the required application fee is paid.

² Application processing period commences on the date the ALC receives both the application documentation from the local government and the application fee from the applicant. The application period is paused when waiting for additional information from the applicant, for scheduled site visit or exclusion meeting, or at the request of the applicant.

While it can be difficult to forecast the volume and degree of complexity of applications submitted to the Commission and their impacts on processing times, the single most significant driver for decreased application processing performance starting in the 2022/23 fiscal has been high staff turnover and the resulting backlog of applications

created by position vacancies and the time required to hire and train new staff.

Starting late 2021, through to the end of the 2023/24 fiscal, staff turnover on the team responsible for processing applications was 111% (15 new hires on team of 13.5 FTEs).

Provided staffing levels remain stable, an improvement in application processing performance is expected in the upcoming fiscal.



SECTION 8

Notice of Intent for Soil or Fill Use

NOTICE OF INTENT (NOI) FOR SOIL REMOVAL OR FILL PLACEMENT

Only in very limited circumstances, which are expressly identified in s.26 and s.35 of the ALR Use Regulation, can fill placement or removal of soil or aggregate be undertaken in the ALR without interaction with the Agricultural Land Commission (ALC).

A person who intends to place fill (including aggregate for building construction) or remove soil or aggregate in the ALR for any use that is not considered exempt under s.26 and s.35 of the ALR Use Regulation may not do so without a Notice of Intent or Soil or Fill Use application being approved by the Commission even when fill placement is for a designated farm use or permitted non-farm use.

A Notice of Intent (NOI) to remove soil (including mineral extraction projects) or place fill may be submitted directly to the ALC for consideration by the CEO and/or their delegate.

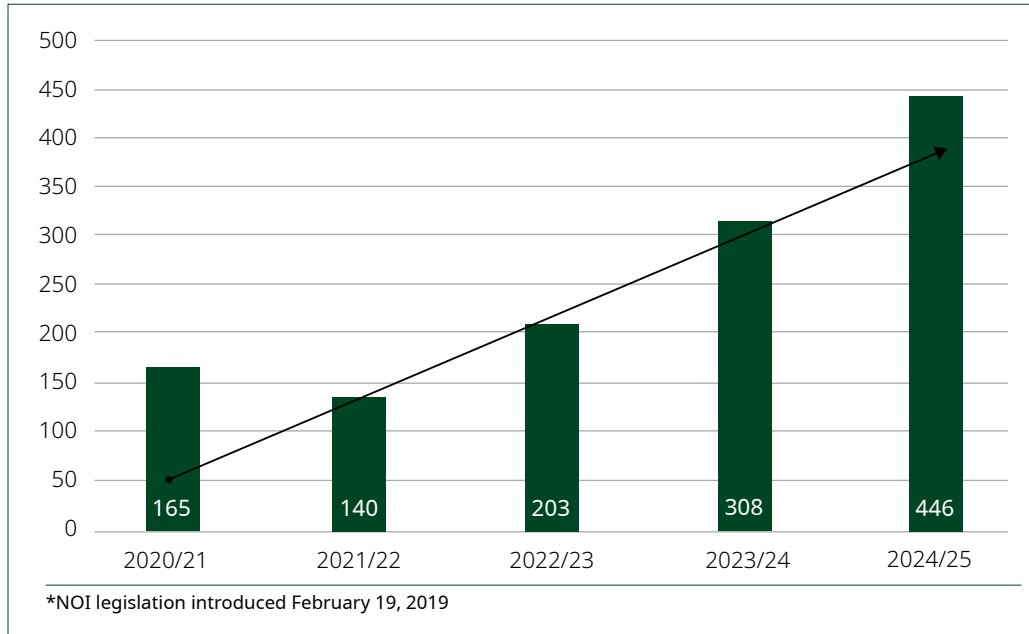
Once all of the information necessary to make a decision has been received, the ALC has 60-days to respond to an NOI. If the CEO and/or their delegate refuses to approve an NOI, applicants must submit, and the Commission must approve, a soil or fill use application before any soil removal or fill placement activities can take place. The CEO or their delegate cannot grant non-farm use approval through the NOI process.



NOTICE OF INTENT SUBMISSIONS

The number of NOIs submitted to the ALC increased 45% in the 2024/25 fiscal, increasing from 308 in 2023/24 to 446 in 2024/25.

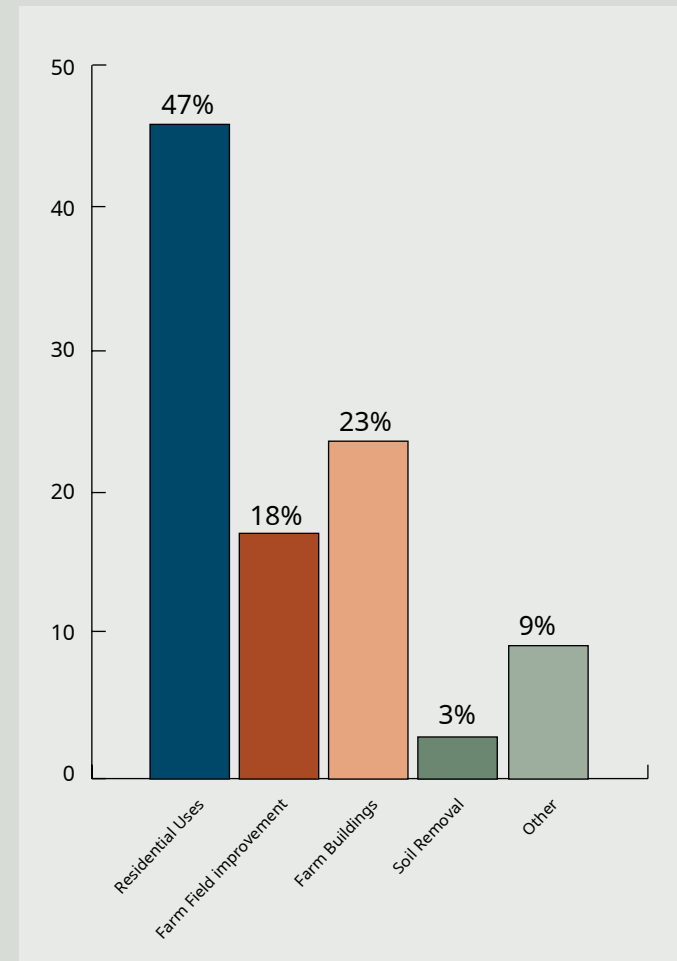
NUMBER OF NOIS SUBMITTED



This increase in part, is likely associated with the amendments to ALR Use Regulation that took effect on December 31, 2021, which permit the construction of an additional residence subject to certain conditions but still requires the ALC to authorize the removal of soil or placement of fill associated with the construction of the permitted additional residence. In addition, the release of the ALC’s Necessary Farm Structure Guidelines and Accessory Structure Guidelines and consultation with local government has increased awareness of this regulatory requirement to seek authorization which in turn has contributed to an increase in the number of NOI submissions received by the ALC.

As noted in the neighbouring chart, 47% of all the NOIs submitted to the ALC are associated with residential & accessory residential structures which increased from 109 in 2023/24 to 196 in the 2024/25 fiscal.

NOI SUBMISSIONS BY CATEGORY



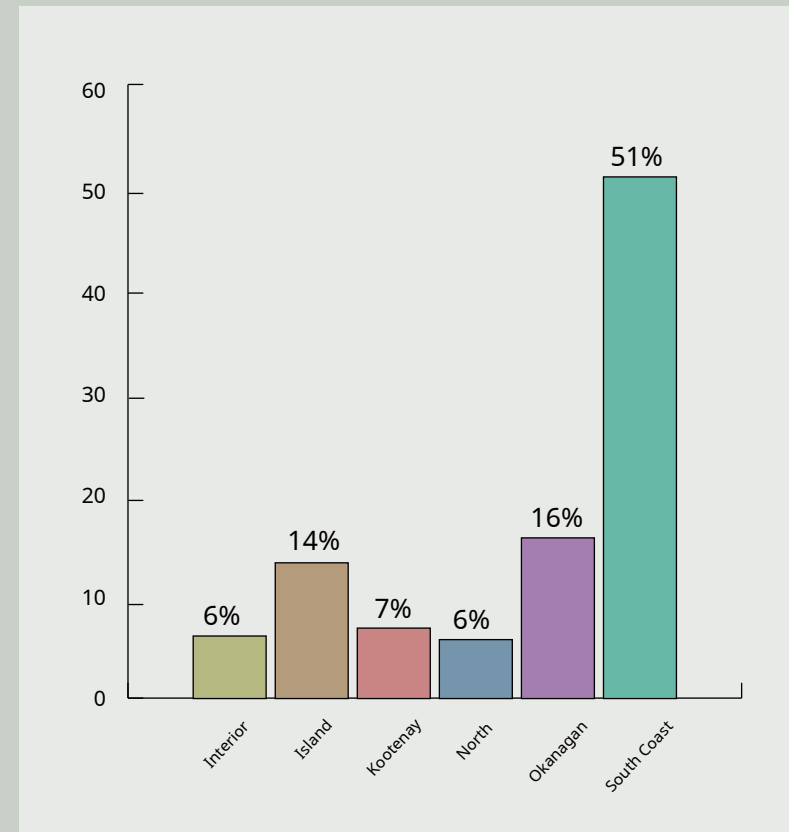
NOTICE OF INTENT DECISIONS

Under the Agricultural Land Commission Act, the CEO or their delegate has 60-days to respond to an NOI. With restructuring the ALC was able to add two Soil Resource Officers to the processing of NOIs in the 2024/25 fiscal, bringing the total number of staff processing NOIs up to 4. As result of this restructuring, the ALC was able to increase the number of NOI decisions it released in 2024/25 but there are still significant challenges in keeping pace with the increasing number of NOI submissions being received which is contributing to a decrease in available staff time to check on compliance with NOI conditions.

REGION	APPROVALS	REFUSALS	TOTAL DECISIONS
Interior	24	3	27
Island	46	17	63
Kootenay	22	9	31
North	23	5	28
Okanagan	60	11	71
South Coast	156	69	225
Total	331	114	445

Please note: NOIs are not considered applications under the ALC Act and are not included in the application statistics referred to elsewhere in this report.

NOI DECISIONS BY REGION



74% of NOIs to remove soil or place fill submitted in 2024/25 were approved.



SECTION 9

POLICY, PLANNING AND ENGAGEMENT

POLICY AND REGIONAL PLANNING

ALC Policy and Regional Planning staff work with provincial ministries and local and First Nation governments in a coordinated and cooperative manner by participating in planning processes and reviewing policies, plans, and bylaws with a goal to:

- Ensure consistency with the ALC Act, ALR regulations, and prior orders/resolutions of the Commission;
- Provide feedback and clarifications on ALR regulations, as needed; and,
- Identify opportunities to enable and encourage farming in the ALR.

Section 3 of the ALC Act stipulates that a minister or agent of the government must not exercise a power granted under another enactment except in accordance with the ALC Act and its regulations and s.46(2) of the ALC Act requires local and First Nation governments to ensure consistency between their bylaws/laws and the ALC Act, its regulations, and any resolutions of the Commission. Should any inconsistencies exist, the laws and bylaws are of no force or effect to the extent of the inconsistency (s.46(4) ALC Act). Notwithstanding s.46(4) ALC Act, governments should still ensure their bylaws are consistent, as inconsistencies cause confusion for the public and could encourage non-compliance with the ALC Act and its regulations.

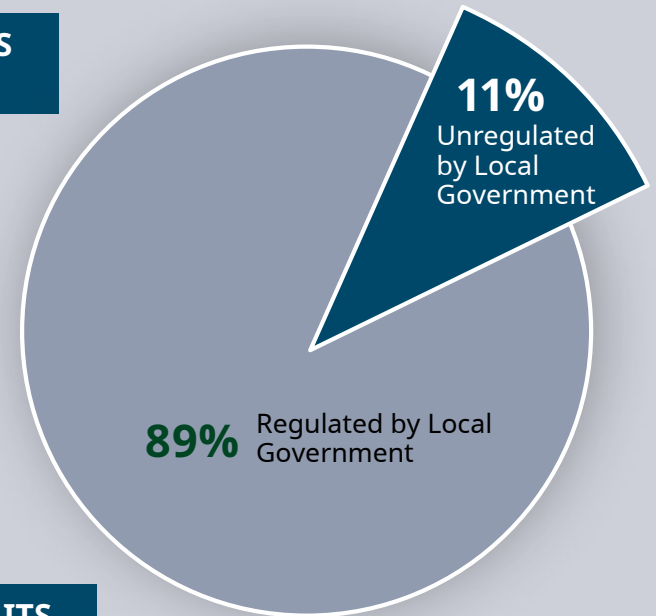
Unregulated Areas of the ALR

In 2019, the ALC polled local governments and determined that 11% of the ALR is unregulated by local government zoning, and building construction is unregulated (no permits or inspection required) in 47% of the ALR. These figures were calculated with the assistance of local government planning and geoinformational staff. The ALC plans to undertake additional work to determine the impact of this finding on the

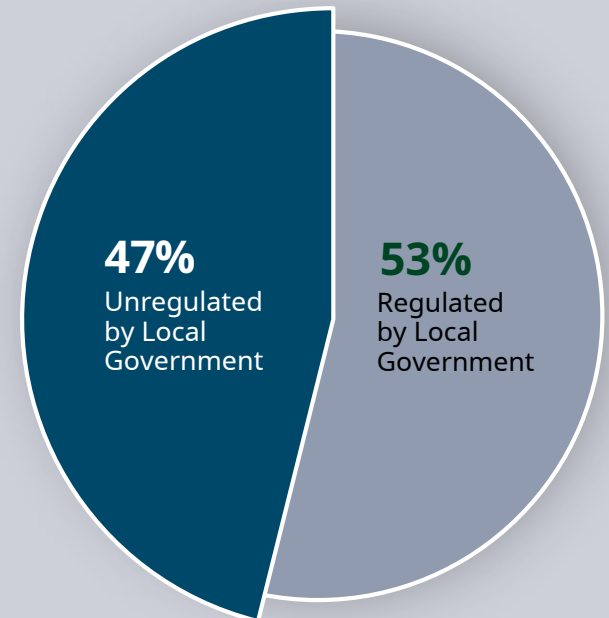
ALR.

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ZONING BYLAWS REGULATIONS



BUILDING PERMITS REGULATIONS



BYLAW REVIEW HIGHLIGHTS

Each year, local governments refer plans and bylaws that affect the ALR and land adjacent to the ALR to the ALC for review and comment and to ensure consistency with the ALC Act and its regulations as required by s.46 of the ALC Act. These include, but are not limited to, Official Community Plans, Neighbourhood Plans, Zoning Bylaws, Agricultural Area Plans, Transportation Plans, and Parks and Open Space Plans. The ALC received 33 major planning referrals this past fiscal.

The # of plans and bylaws referred to the ALC for review and comment was up this fiscal (18%), due in large part to the adoption of several new provincial housing statutes in 2023, including the Housing Supply Act, Short-Term Rental Accommodations Act, Housing Statutes (Residential Development) Amendment Act, and Housing Statutes (Transit Oriented Areas) Amendment Act and the requirement for local governments to update their bylaws to reflect these new statutes.

A continued increase in the number of major plan and bylaw referrals to the ALC is expected into next fiscal as the December 31, 2025 deadline for updating Official Community Plan (OCP) bylaws in the Provincial Housing Statutes referenced above approaches.

MAJOR BYLAW/PLAN REFERRAL TYPE	RECEIVED
Growth Strategy Plans/Amendments	1
Official Community Plans/Amendments	18
Zoning Bylaws/Amendments	11
Agricultural Plans/Strategies	-
Transportation Plans	-
Parks, Trails & Open Space Plans	1
Other Plans/Bylaws	2
Total	33

REGION	MAJOR BYLAW/PLAN REFERRAL RECEIVED
Interior	-
Island	6
Kootenay	4
North	5
Okanagan	9
South Coast	9
Total	33

POLICY AND INFORMATION BULLETINS

The ALC's policies and information bulletins provide clarification and interpretation of the ALC Act and its regulations, as well as provide guidance on courses of action consistently taken or adopted by the Commission.

All ALC policies and information bulletins are available on the ALC's Policies & Bulletins page of the website. The following is a summary of the more significant changes made to the ALC's policies and information bulletins in 2024/25:

Policy P-09 File Closure that establishes procedures for closing Provincial Agricultural Land Commission (ALC) application and Notice of Intent (NOI) files when additional information is requested, was amended this fiscal to decrease the timeline for response from applicants and help ensure the timely processing and consideration of files at:

- the intake stage from one year to 30 days for applications and from 60 days to 30 days for NOIs, and
- the review stage from one year to 90 days for applications.

Failure to provide the information requested in a timely manner can result in a file being closed following appropriate notice as set out in Policy P-09.

Policy P-14 Involvement with the ALC Application Process and Record Closure was adopted to outline opportunities when applicants, local or first nation governments, certain neighbours, owners of land and the public may become involved in an ALC application process, including how letters of comment from the public should be dealt with throughout the application process. Part of the purpose of the policy is to educate the public on where in the process they can comment, at the local government or ALC stage of the review, and to whom their comments might best be submitted.

The Policy also clarifies for the public that their submission will form part of the public record and that the Commission can place limits on the number of letters from one individual and may disallow letters that contain vulgar language, personal attacks or offensive language.

The policy also includes a provision for the Commission to set a 'record closure timeline' for a specific application after which no new correspondence will be accepted and considered by the Commission to help ensure the timely processing of applications.

Policy L-26 Non-Adhering Residential Use Applications for Housing in the ALR was updated to set out what must be removed from a residence in order for it to be considered decommissioned by the Commission.

"decommission" pursuant to Commission Resolution No. 113N/2024 requires the removal of:

- all kitchen facilities including cabinets, counter tops, sinks and associated plumbing;*
- all kitchen appliances (including stoves, fan hoods, microwaves, hotplates, etc);*
- all 220 volt electrical connections for the kitchen and/or gas piping;*
- all laundry facilities and associated plumbing; and*
- all bathroom fixtures including toilets, bathtub/shower facilities and associated plumbing.*

The definition of "Basement" in Information Bulletin 05 – Residences in the ALR was updated to clarify that an exemption for basements from the calculation of the maximum total floor area of a principal residence is limited to a one storey basement more than 50% below grade (i.e. if a principal residence has more than one storey of basement below grade, only one of the basement storeys is exempt from the calculation of total floor area).

APPLICATION/NOI SUBMISSION SYSTEM UPDATES (ALC PORTAL)

ALC Application and Notice of Intent (NOI) portal forms were updated in the 2024/25 fiscal to reduce the number of information requests sent to applicants to clarify their proposal during the application/submission review process. For Non-Adhering Residential Use applications, questions were added specific to siting, setbacks, building/site plans, and total floor area. For Soil and Fill applications and NOIs, questions related to structures were added.

GUIDES AND GUIDELINES

Accessory Residential Use Structures in the ALR Guidelines

The ALR Use Regulation does not provide for the placement of fill for the construction of accessory residential structures and to assist the public with the design of accessory residential structures that the ALC may consider approving as part of a Notice of Intent (NOI) for the placement of fill the ALC developed Accessory Residential Use Structures in the ALR Guidelines in 2024/25 that covers:

- Fill requirements for residential structures,
- Types of accessory residential use structures the ALC CEO or their delegate may consider through an NOI submission, and
- Size, design and siting considerations the ALC CEO or their delegate will apply when considering an NOI for an accessory residential use structure in the ALR.

[A copy of the Guideline is available on our website](#)

Housing Legislation in the ALR Factsheet

The adoption of several new provincial housing statutes in 2023, including the *Housing Supply Act*, *Short-Term Rental Accommodations Act*, *Housing Statutes (Residential Development) Amendment Act*, and *Housing Statutes (Transit Oriented Areas) Amendment Act (the "Housing Statutes")* to increase housing supply generated a tremendous number of inquiries about what, if any impact, these Statutes had on the Agricultural Land Reserve (ALR).

While the ALR is not expressly referred to in these statutes, the Agricultural Land Commission Act (ALC Act) is not subject to the Housing Statutes and the ALC worked with staff from the Ministry of Agriculture and Food, and the Ministry of Housing to produce an information sheet that addresses the aspects of each piece of legislation as it relates to the ALR. Specifically, the information sheet clarifies that local governments cannot permit more housing in the ALR than permitted by the ALC Act and ALR Use Regulation and that where the Small Scale, Multi-Unit Housing legislation does not apply, local governments may continue to allow neither, one or both a secondary suite and or additional residence permitted under the ALC Act and ALR Use Regulation.

[A copy of the Housing Legislation in the ALR Factsheet is available on our website](#)

PRESENTATIONS AND ENGAGEMENT

- University of Northern British Columbia
- BC Agriculture Council & BC Young Farmers
- BC Agriculture in the Classroom Foundation Summer Institute
- City of Kamloops
- City of Delta
- BC 4-H Food for Thought Program
- Cowichan Valley Regional District
- Regional District of Central Okanagan
- Ministry of Transportation and Infrastructure
- Summerland Agricultural Advisory Committee
- Cariboo Regional District
- Union of BC Municipalities (UBCM) Convention Meetings
- First Nation Leadership Gathering
- Delta Farmer's Institute
- Fraser Fort-George Regional District
- Thompson-Nicola Regional District
- Ministry of Agriculture Agri-Teams
- Association of Interior Realtors
- City of Chilliwack
- Fraser Valley Regional District
- Metro Vancouver Regional Parks Board
- Metro Vancouver Agricultural Advisory Committee
- Metro Vancouver Agricultural Planners Workshop
- Creative BC/BC Film Commission
- Regional District of East Kootenay
- BC Appraisal Institute





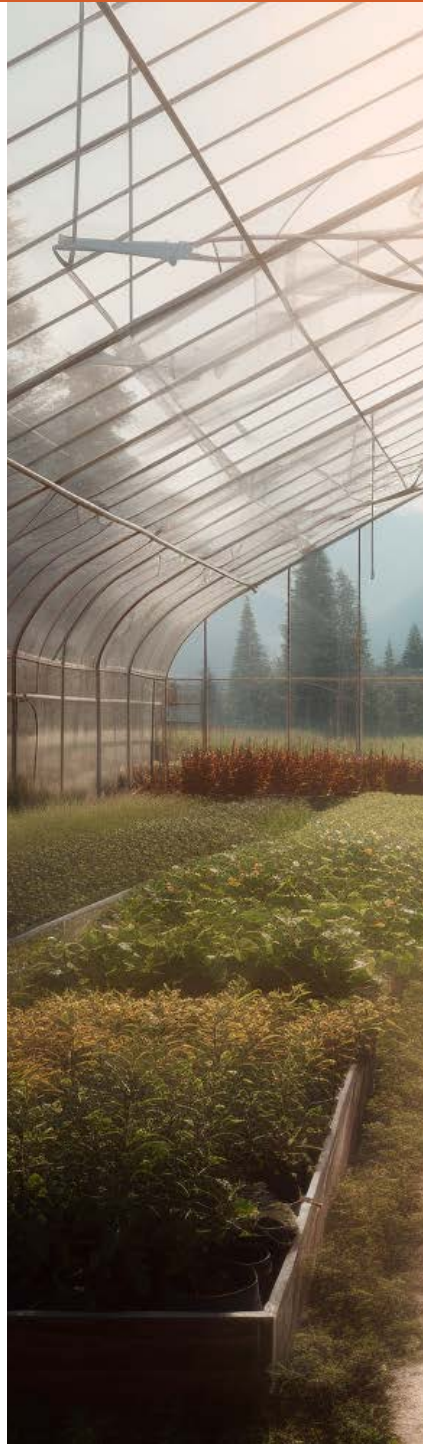
SECTION 10

Judicial Review

JUDICIAL REVIEW

The legislation does not provide for appeals of tribunal decisions. Instead, a party may apply for judicial review in BC Supreme Court. A judicial review is not a re-trial or a rehearing of an application. In this type of review, a sitting Supreme Court judge will review a decision that has been made by an administrative tribunal or an administrative decision maker. The judge does not focus on whether they would have made a different decision than that of the original decision maker. Instead, the judge focuses on determining whether the decision maker had the authority to make a particular decision and whether the decision maker exercised that authority reasonably and fairly.

In the 2024/25 fiscal year, there were no judgements made in the BC courts (in this case the BC Supreme Court) related to the Agricultural Land Commission decisions.





SECTION 11

Statutory Rights of Way

STATUTORY RIGHTS OF WAY NOTIFICATIONS

Effective September 30, 2020, under the ALC Act,

- anyone wishing to register a charge granting or otherwise creating a statutory right of way (SRW) as described in section 218 of the Land Title Act, fully or partially over land in the ALR, must give notice, in the prescribed form and manner, to the ALC; and
- the Registrar of Titles at the Land Title and Survey Authority (L TSA) must not register a SRW in the ALR unless the registrar is satisfied that the ALC has been notified in the form and manner required by the ALC.

Advisory: A notification of statutory right of way response from the ALC is not an authorization to conduct a use, construct works, remove soil, or place fill (including gravel) for a use other than a use prescribed by the legislation within the ALR.

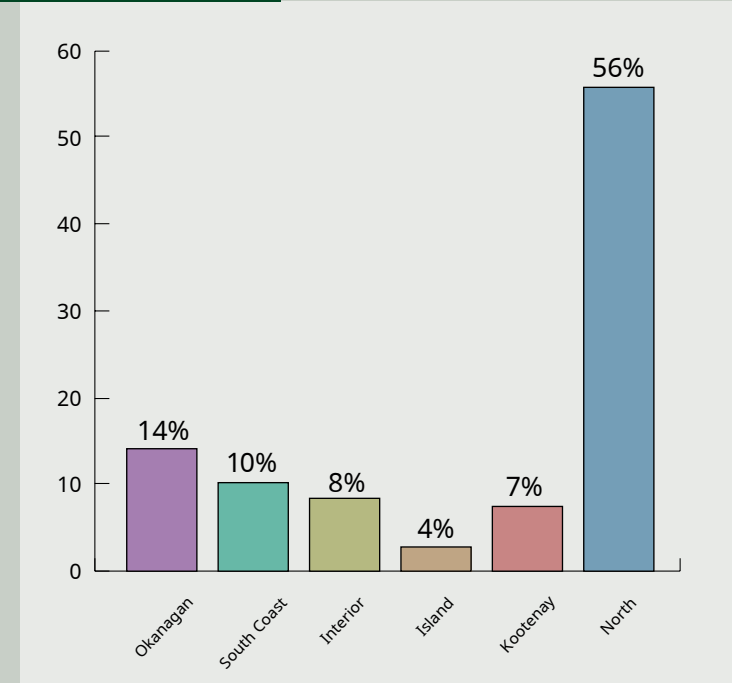
In 2024/25, the ALC received and responded to 1,111 SRW notifications which is almost a 80% increase over the number of SRWs notifications received in the 2023/24 fiscal as noted in the table below.

NUMBER OF STATUTORY RIGHTS OF WAY NOTIFICATIONS SUBMITTED IN 2024/2025

REGION	2024/25	2023/24	2022/23	2021/22
Interior	87	41	73	52
Island	49	51	84	47
Kootenay	81	74	97	96
North	619	198	244	266
Okanagan	160	169	178	184
South Coast	115	84	86	108
Total	1,111	617	762	753

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regulation requiring notification to the ALC effective September 30, 2020

SRW BY REGION



Fifty-six percent (56%) of all SRW notifications received in 2024/25 fiscal were in the North Administrative Region and 87% of the SRW notifications received in the North Administrative Region were for oil and gas activity.

Fourteen percent (14%) of all SRW notifications received in 2024/25 were in the Okanagan Administrative Region and the majority of these SRW notifications were submitted by FortisBC Inc. (38%) and BC Hydro (34%).

Thirty-three percent (33%) of all SRW notifications submitted to the ALC in the 2024/25 fiscal were from two agencies for electrical distribution: BC Hydro (253) and FortisBC Inc. (114).



SECTION 12

Compliance and Enforcement Program

COMPLIANCE AND ENFORCEMENT PROGRAM

The ALC’s Compliance and Enforcement (C&E) Program was brought into effect in 2007 out of concern that damage from activities not permitted in the ALR would continue to occur unless further protective measures were taken.

The C&E program’s main purpose is to ensure that activities taking place within the ALR are consistent with the ALC Act and its regulations. This is achieved by using a combination of education, compliance assessment, and enforcement.

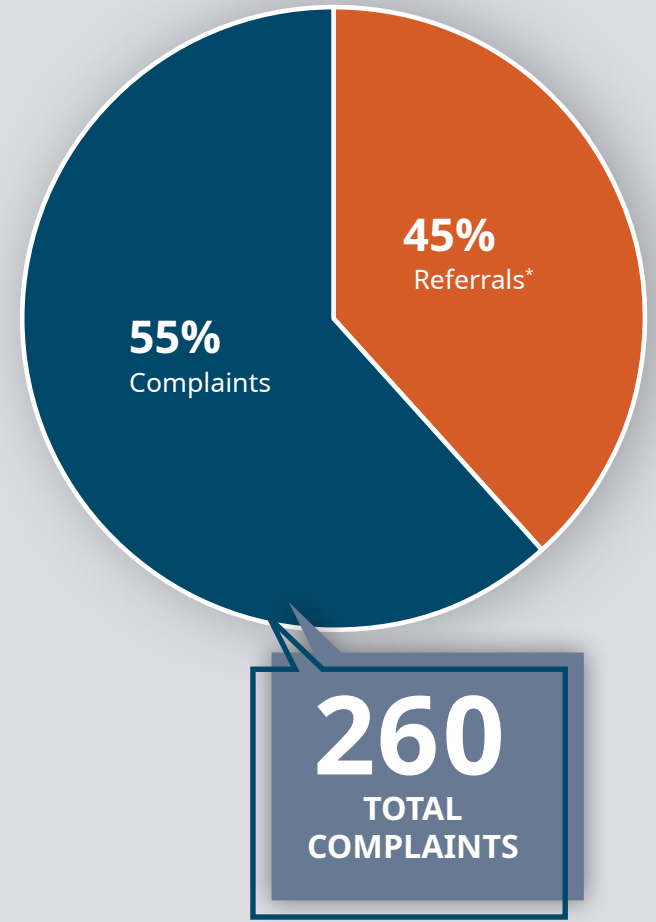
Officials designated under the ALC Act have legislated authority to enforce provisions of the ALC Act on ALR lands. This authority includes entering and inspecting land, requesting records, and issuing orders for compliance and stop work orders if uses of land contravene or are about to contravene the Act, its regulations, or orders of the Commission.

The ALC C&E Program currently consists of six officers, one intake assistant and one supervisor. Three officers and the intake assistant are based in Burnaby, 1 officer is based in Nanaimo, 1 officer is based in Prince George, and 1 officer and our C&E supervisor are based in the Okanagan Region. The officer in Prince George is an auxiliary officer covering for an officer on maternity leave.

Officer’s key functions include:

- Responding to reports of alleged ALC contraventions on private or public ALR land;
- Conducting inspections;
- Seeking voluntary compliance when contraventions are found and taking enforcement actions when compliance actions prove in effective; and
- Developing and maintaining partnerships with municipalities, regional districts and other Provincial agency staff on collaborative enforcement.

COMPLAINTS AND REFERRALS 2024/2025

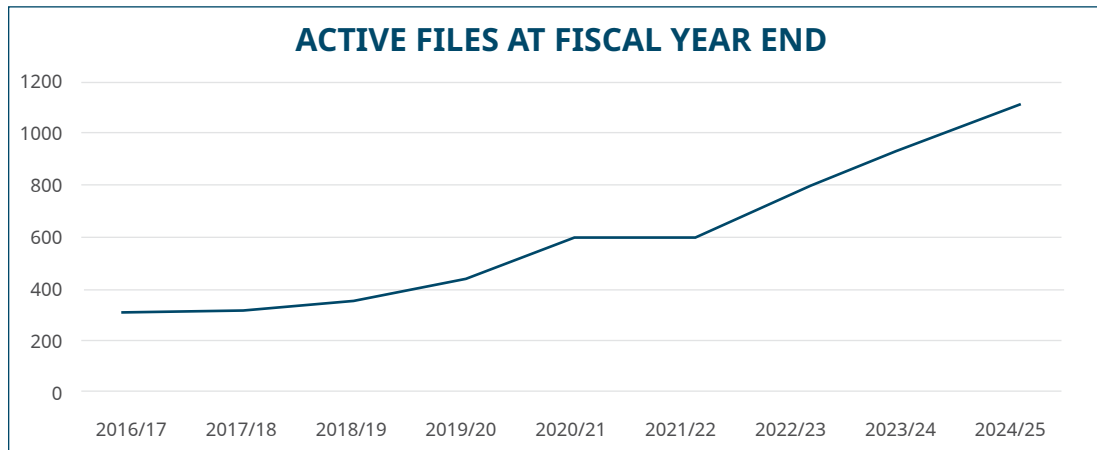


* Agency Referrals are complaints received from local governments and other provincial and federal government agencies.

COMPLIANCE & ENFORCEMENT WORKLOAD

The number of active files our 6 officers are responsible for continues to increase year over year as shown in the chart below, despite a decrease in the number of complaints and public agency referrals received this year.

This year over year increase is due in large part to limited staff resources and the increasing number of files requiring enforcement action. Based on the number of active files at the end of the fiscal, each ALC C&E officer has an average of 175 active files which is a challenging number of case files for a single officer to manage and close and is forecast to continue to increase if current staffing levels remain unchanged.



COMPLIANCE ACTIONS

An inspection of a site or activity is part of the routine process to verify compliance with the ALC Act and its regulations. These inspections are done on a priority basis and may either be planned or conducted on the spot as needed. During an inspection, a C&E Officer may find incidents of alleged non-compliance and may choose to use a compliance action to address minor or correctable violations identified during the inspection.

C&E Statistics

C&E ACTIVITY	% CHANGE FROM PREVIOUS FISCAL	2024/2025	2023/2024
Active Files at Beginning of Fiscal (April 1) ¹	+20%	928	776
Incoming Complaints/ Referrals	-10%	260	285
Files Closed	+5%	139	133
Active Files at End of Fiscal (March 31)	+13%	1049	928
Inspections	-13%	289	332
Compliance Actions ²	-24%	97	128
Enforcement Actions			
• Stop Work Orders	-21%	27	34
• Remediation Orders	+14%	8	7
• Penalty Orders	+900%	9	0

¹ Number of active files at the beginning of fiscal; includes files from the previous fiscal years.

² Compliance actions include compliance notices and notices of contravention.

ENFORCEMENT ACTIONS

Enforcement actions are used when a C&E Officer determines that the ALC Act and its regulations has been contravened and a formal sanction is warranted. Enforcement actions may include a stop work order, remediation order, monetary penalties (penalty orders), court order for compliance, and prosecution.

MONETARY PENALTIES

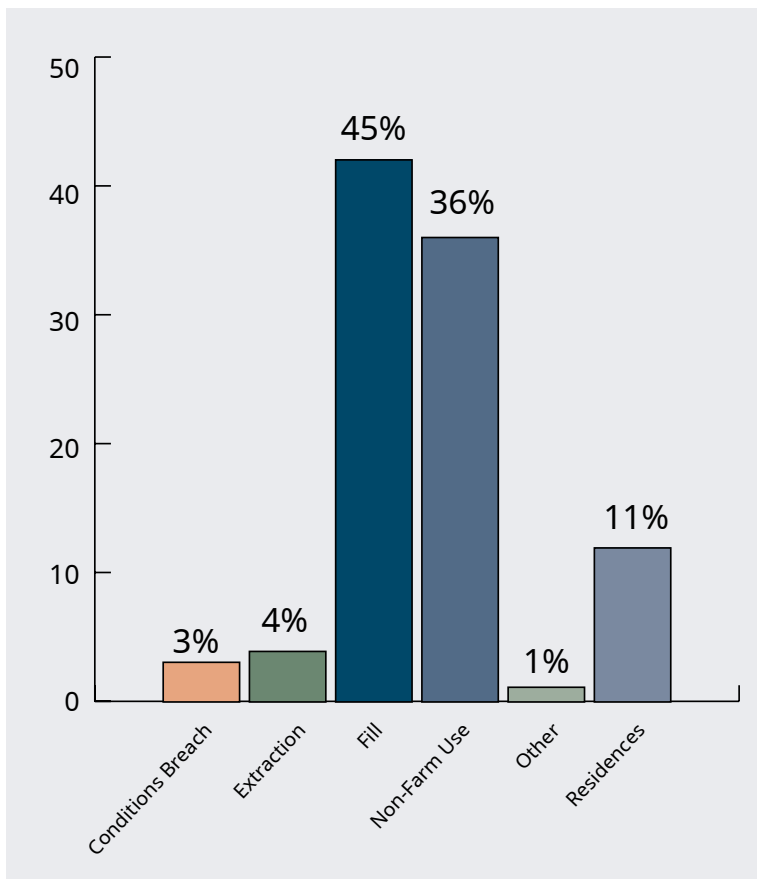
Monetary penalties (penalty orders) may be issued by the Chief Executive Officer of the ALC if they determine that a person has contravened the ALC Act and its associated regulations or orders of the Commission. Monetary penalties should not be confused with fines, which are imposed by the courts if an individual or licensee is convicted of an offence. The maximum penalty the Chief Executive Officer may levy for a single contravention is \$100,000. Penalty amounts double the penalty levied for the first contravention may be levied for subsequent contraventions.

The C&E team was focused again this past fiscal on trying to stop the unprecedented amount of illegal fill being dumped in the Fraser Valley Regional District (FVRD), working in partnership with the FVRD and several other agencies including Leq’á:mel First Nation; the Ministry of Water, Land and Resource Stewardship; the Department of Fisheries and Oceans; and, the Ministry of Transportation. These efforts resulted in a substantial increase in the number of penalty orders (monetary penalties) issued by the ALC this past fiscal.

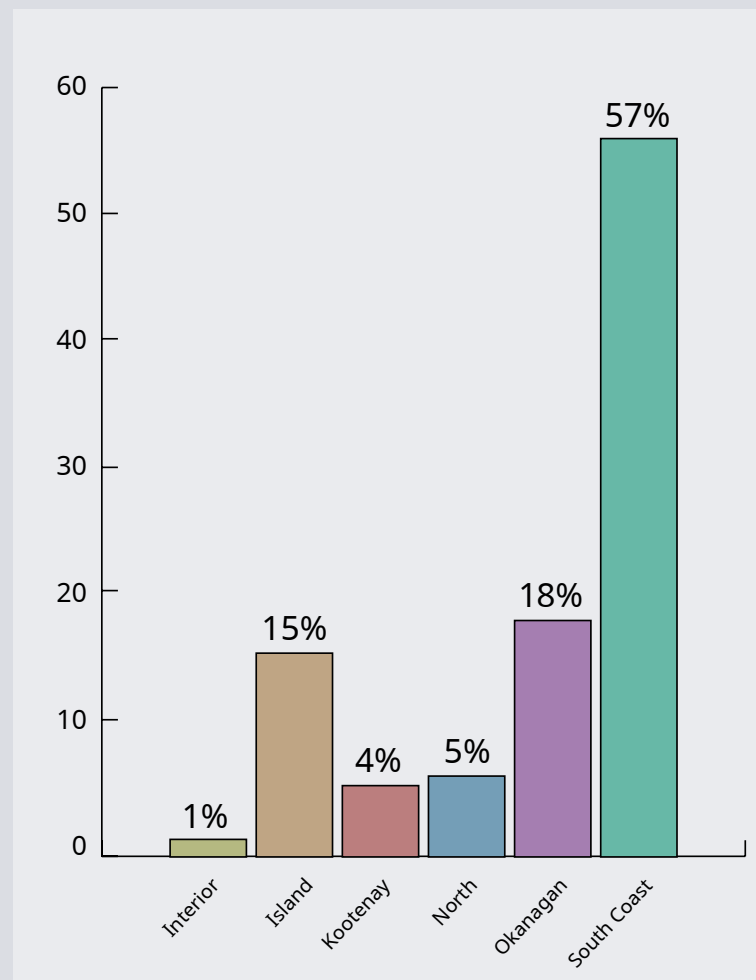
PENALTY LEVIED	NUMBER OF PENALTY ORDERS
\$100,000	2
\$80,000	1
\$70,000	1
\$60,000	1
\$50,000	1
\$40,000	1
\$10,000	1
\$2,000	1
Total = \$512,000	Total = 9

ALC C&E inspection records and orders relating to private or public organizations can be reviewed at the Natural Resource Compliance and Enforcement Database (gov.bc.ca)

C&E FILES BY TYPE



C&E FILES BY REGION



ENFORCEMENT APPEALS UNDER S.55 OF THE ALC ACT

A person who is the subject of a determination, decision, order or penalty by an ALC official under section 50, 52 and 54 of the ALC Act may appeal to the board of the Commission. The ALC Rules of Practice and Procedure for Appeals is available on the ALC’s website. On an appeal, the Commission may confirm or reverse the determination, decision, order or penalty, or refer the matter back to the official with or without direction.

In 2024/25 there was one appeal received and decided during the 2024/25 fiscal. To view appeals decided by the ALC visit the ALC website at: <https://www.alc.gov.bc.ca/compliance-and-enforcement/compliance-and-enforcement-appeals/>

OUTCOME OF APPEAL	# OF ORDERS UNDER APPEAL
Appeal Received	1
Appeal Withdrawn	0
Order Confirmed	1
Order Varied	0
Order Reversed	0
Total	1





SECTION 13

Cumulative ALR Change

SECTION 13: CUMULATIVE ALR CHANGE

CUMULATIVE GIS ALR CHANGE - INCLUDED & EXCLUDED APRIL 1, 2012 — MARCH 31, 2025

The figures included in the table below reflect application and non-application related ALR boundary changes. All figures have been calculated using GIS data based on the final completion date for the change. Application related changes in the ALR result from the completion of conditions of approval of a decision made by the Commission, and non-application related changes result from changes made by the Provincial government via order in council, cadastre changes and other small corrections not are tracked due to their limited nature and frequency.

FISCAL YEAR	INCLUSIONS (ha)	EXCLUSIONS (ha)	NET CHANGE	CURRENT TOTAL ALR (hectares)
April 1, 2012				4,623,289
2012/13	238	1709	-1471	4,621,818
2013/14	1296	1957	-662	4,621,156
2014/15	792	1090	-298	4,620,858
2015/16	79	4283	-4204	4,616,654
2016/17	198	943	-745	4,615,909
2017/18	223	2970	-2747	4,613,162
2018/19	65	212	-147	4,613,015
2019/20	127	238	-111	4,612,904
2020/21	103	137	-34	4,612,870
2021/22	39	383	-344	4,612,526
2022/23	18	204	-186	4,612,340
2023/24	1	252	-251	4,612,089
2024/25	129	88	41	4,612,130
Total	3,308	14,466	-11,158	

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A summary of the more significant changes in the area of the ALR in the 2024/25 fiscal is available on the next page.

The biggest driver of change in the ALR this fiscal was the return of 109 ha ALR temporarily removed for construction of the Site C Dam noted under the “Non-Application Related Boundary Changes of Note” section below.

Application Related Boundary Changes of Note

Application-related changes to the ALR only take effect the year all conditions of approval are met. In the 2024/25 fiscal, conditions were completed on exclusion decisions dating as far back as 2001.

Non-Application Related Boundary Changes of Note

- In January 2025, 109 ha ‘temporarily’ excluded from the ALR by Order in Council for Site C Dam, were included back into the ALR.
- In January 2025, 153 ha ‘temporarily’ excluded from the ALR by Order in Council for Site C Dam was permanently removed for the construction of the powerhouse and substation, long-term maintenance yard, continued gravel extraction and a future Indigenous Cultural Centre.
- In December 2023, Order in Council No. 709, excluded 14.2 ha from the ALR in the City of Surrey for an operations and maintenance centre for the Surrey Langley SkyTrain project.
- In March 2023, Order in Council No. 147, excluded 66.2 ha from the ALR for Eco-waste Industries Ltd. in the City of Richmond.
- In 2022, Order in Council No. 53 temporarily excluded 101.5 ha of land from the ALR for development (gravel extraction and road) associated with the Site C Dam.
- In 2017, the ALC on its own initiative excluded 2,865 ha of land from the ALR in the Regional District of East Kootenay.
- In 2016, the Tla’amin Final Agreement Act directed the exclusion of 935.8 ha of land from the ALR.

- In 2015, Order in Council No. 148 permanently excluded 2,775 ha from the ALR and temporarily excluded an additional 941 ha of land from the ALR for the Site C Dam.
- In 2013, the ALC on its own initiative included 684 ha in the ALR and excluded 1,545 ha from the ALR in the Regional District of East Kootenay for a net change of -861 ha.

Addition to Reserves

An addition to reserve adds land to an existing reserve of a First Nation or creates a new reserve. 126.8 hectares of ALR was added to reserves this past fiscal; 82.9 hectares in the North Administration Region and 43.9 hectares in the South Coast Administration Region.

Archived ALC Cumulative Statistics Table 1974 — March 31, 2012

See report appendix for ALC cumulative inclusion and exclusion statistics by calendar year. The ALR data on this table were calculated using manual methods (i.e. Dot Matrix or electronic planimeter). The ALR maps were not digitized into GIS until April 1, 2012.



SECTION 14

Financial Report

SECTION 14: FINANCIAL REPORT

2024/25 AGRICULTURAL LAND COMMISSION STATEMENT OF FINANCIAL OPERATIONS

DESCRIPTION	2024/25 ESTIMATES	OTHER AUTHORIZATIONS	TOTAL ESTIMATED	2024/25 ACTUAL	VARIANCE	2023/24 BUDGET	2023/24 ACTUAL	VARIANCE
Salaries & Benefits	4,252,000	39,889	4,291,889	4,911,060	(619,171)	4,185,000	4,521,251	(336,251)
Commission – Expenses & Fees	414,000		414,000	404,754	9,246	440,744	421,443	19,301
Staff Travel	60,000		60,000	39,530	20,470	60,000	72,876	(12,876)
Centralized Support Services	28,000		28,000	0	28,000	28,000	0	28,000
Professional Services – Legal	392,000		392,000	297,322	94,678	392,000	338,309	53,691
IT Expenses	140,000		140,000	67,755	72,245	140,000	70,266	69,734
Office Supplies & Business Expenses	69,000		69,000	49,505	19,495	69,000	50,686	18,314
Statutory Advertising & Publications	21,000		21,000	0	21,000	21,000	0	21,000
Utilities, Materials & Supplies	26,000		26,000	10,557	15,443	26,000	12,213	13,787
Vehicle Expenses	5,000		5,000	3,666	1,334	5,000	6,168	(1,168)
Amortization	41,000		41,000	5,852	35,148	41,000	5,852	35,148
Building Occupancy Charges	5,000		5,000	107,338	(102,338)	5,000	102,680	(97,680)
Government Transfers	0		0	0	0	0	0	0
Other Expenses	3,000		3,000	0	3,000	3,000	0	3,000
Recoveries (Internal & External)	(3,000)		(3,000)	(404,450)	401,450	(3,000)	(189,000)	186,000
TOTAL	5,453,000	39,889	5,492,889	5,492,889	0	5,412,744	5,412,744	0

Appendix



ALR INCLUDED AND EXCLUDED BY CALENDAR YEAR (DATABASE) | 1974 – MARCH 31, 2012

The ALR data on this table were calculated using manual methods (i.e. Dot Matrix or electronic planimeter). The ALR maps were not digitized into GIS until April 1, 2012.

FISCAL YEAR	INCLUSIONS	EXCLUSIONS	NET FIGURE	CURRENT ALR AREA
At Designation				4,717,519
1974	0	628	-628	4,716,891
1975	2,561	3,193	-632	4,716,259
1976	517	2,365	-1,848	4,714,411
1977	4,300	18,924	-14,624	4,699,787
1978	19,141	10,524	8,617	4,708,403
1979	3,252	9,758	-6,507	4,701,897
1980	242	6,131	-5,889	4,696,008
1981	1,275	16,474	-15,199	4,680,809
1982	3,634	6,212	-2,578	4,678,231
1983	6,233	4,228	2,005	4,680,235
1984	7,545	5,047	2,498	4,682,733
1985	19,440	9,229	10,211	4,692,944
1986	1,807	4,662	-2,855	4,690,089
1987	5,152	2,868	2,283	4,692,373
1988	6,714	1,238	5,476	4,697,848
1989	947	1,180	-233	4,697,615
1990	10,680	2,195	8,485	4,706,100
1991	768	2,075	-1,306	4,704,794
1992	3	1,081	-1,078	4,703,716
1993	5,843	823	5,020	4,708,736
1994	2,877	1,642	1,235	4,709,971
1995	1,095	1,171	-75	4,709,896
1996	1,868	1,574	294	4,710,190
1997	869	5,252	-4,383	4,705,808
1998	678	2,861	-2,184	4,703,624
1999	1,961	1,864	97	4,703,721
2000	23,204	5,797	17,407	4,721,127
2001	973	553	420	4,721,548
2002	41,792	1,530	40,262	4,761,809
2003	428	746	-318	4,761,491
2004	1,559	1,497	62	4,761,553
2005	1,670	2,241	-572	4,760,981
2006	977	531	446	4,761,428
2007	1,263	1,628	-365	4,761,063
2008	801	1,457	-655	4,760,408
2009	1,385	2,172	-787	4,759,620
2010	658	555	103	4,759,723
2011	682	632	50	4,759,773
March 31,2012	16	6	10	4,759,783

All figures between 1974 and 2008 include both final decided and conditionally approved decisions. Figures from 2009 forward include only final approved and completed conditions decisions. ALR area at designation is based on manual mapping method (dot Matrix or electronic planimeter 1974).

