



THE CORPORATION OF THE CITY OF VERNON

A G E N D A

REGULAR OPEN MEETING OF COUNCIL

COUNCIL CHAMBERS
CITY HALL
TUESDAY
NOVEMBER 12, 2019
At 1:30 p.m.

Mayor V. Cumming

Councillor S. Anderson
Councillor K. Gares
Councillor D. Nahal

Councillor K. Fehr
Councillor A. Mund
Councillor B. Quiring

For Enquiries
Telephone: (250) 545-1361
www.vernon.ca



*“To deliver effective
and efficient local
government services
that benefit our
citizens, our
businesses, our
environment and our
future”*

THE CORPORATION OF THE CITY OF VERNON

A G E N D A

REGULAR OPEN MEETING OF COUNCIL

CITY HALL COUNCIL CHAMBER

TUESDAY, NOVEMBER 12, 2019

AT 8:40 AM

1. CALL REGULAR MEETING TO ORDER AND MOVE TO COMMITTEE OF THE WHOLE

2. RESOLUTION TO CLOSE MEETING

A. BE IT RESOLVED that the meeting be closed to the public in accordance with Section 90 of the *Community Charter* as follows:

d) the security of the property of the municipality;

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;*

3. ADJOURN TO OPEN COUNCIL AT 1:30 PM

A. THAT the Agenda for the November 12, 2019, Regular Open Meeting of Council be adopted as circulated.

4. ADOPTION OF MINUTES AND RECEIPT OF COMMITTEE OF THE WHOLE AND PUBLIC HEARING RECORD

A. THAT the minutes of the Regular Meeting of Council held October 28, 2019 be adopted; **(P. 8)**

AND FURTHER, that the minutes of the October 28, 2019 Public Hearing be adopted; **(P. 28)**

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held October 28, 2019 be received.

AGENDA

MINUTES

5. BUSINESS ARISING FROM THE MINUTES**6. GENERAL MATTERS****PRESENTATION –
GOVERNMENT FINANCE
OFFICERS ASSOCIATION
AWARDS (P. 41)**

- A. Mayor Cumming will present the following awards, related to the City of Vernon's Budget for the fiscal year beginning January 1, 2019:

1. Distinguished Budget Presentation Award
2. Certificate of Recognition for Budget Preparation, to Financial Services City of Vernon

THAT Council receives the letter dated September 27, 2019 from Michele Mark Levine, Director, Technical Services Centre, regarding receipt of the Distinguished Budget Presentation Award and Certificate of Recognition for information.

**PRESENTATION – RCMP
QUARTERLY REPORT
(P. 43)**

- B. Supt. Shawna Baher, OIC, RCMP, providing the Third Quarter report for 2019.

THAT Council receives the RCMP 3rd Quarter Report (July to September 2019) as provided by Supt. Shawna Baher, OIC, RCMP at the November 12, 2019 Regular Council Meeting.

7. COUNCIL INQUIRIES**8. ADMINISTRATION UPDATES****ADMINISTRATION
UPDATES**

- A. THAT Council receive the Administration Updates dated November 12, 2019. (P. 61)

9. UNFINISHED BUSINESS**5400 OKANAGAN AVENUE
DEVELOPMENT VARIANCE
PERMIT EXTENSION
REQUEST DVP00435 (P. 64)**

- A. THAT Council approve a one year extension to November 12, 2020 of the processing timeline for 5400 Okanagan Avenue Development Variance Permit 00435 pursuant to Development Application Procedure Bylaw #4103.

**ZONING BYLAW #5000
AMENDMENT –
DEVELOPMENT
REGULATIONS FOR
TEMPORARY SHELTERS
(P. 69)**

- B. THAT Council support the proposed amendments to Zoning Bylaw #5000 as outlined in the report titled "Zoning Bylaw #5000 Amendment – Development Regulations for Temporary Shelters", dated October 31, 2019 and respectfully submitted by the Economic Development Planner.

**DELEGATION: KWANTLEN
POLYTECHNIC
UNIVERSITY'S INSTITUTE
FOR SUSTAINABLE FOOD
SYSTEMS (P. 77)**

**ICBC NETWORK
SCREENING AND SPEED
LIMIT CHANGE REQUESTS
(P. 79)**

C. THAT Council receives the October 28, 2019 delegation from Kristi Tatebe, Research Assistant, Kwantlen Polytechnic University regarding the Okanagan Bioregion Food System Design Project, for information.

D. THAT Council directs Administration to include, prioritized, short term road safety improvements recommended in the ICBC Network Screening study dated November 2019 and attached to the report titled "ICBC Network Screening and Speed Limit Change Requests", dated October 31, 2019 from the Manager, Transportation in the Intersection Improvements Capital Project for Council's consideration in the 2020, 2021 and 2022 budget deliberations;

AND FURTHER, that Council directs Administration to report back with recommendations regarding the use of thermoplastic road paint, high friction surface materials and to investigate, over time, the long-term road safety improvements recommended in the ICBC Network Screening study;

AND FURTHER, that Ministry of Transportation and Infrastructure be informed that the speed limit on City portion of Commonage Road will not be increased to 70km/hour.

10. MATTERS REFERRED: COMMITTEE OF THE WHOLE AND IN-CAMERA

11. NEW BUSINESS

A. Correspondence:

**CANADIAN URBAN
LIBRARIES COUNCIL
(P. 175)**

(i) THAT Council authorizes the Mayor, on behalf of Council to forward a letter supporting the Okanagan Regional Library Board and the Canadian Urban Libraries Council in their efforts to urge e-book and e-audiobook publishers to institute fair, transparent and flexible lending models for public libraries.

**2020-2024 PROPOSED
BUDGET FOR COUNCIL
CONSIDERATION (P. 176)**

(ii) THAT Council receive the memo titled "2020-2024 Proposed Budget for Council Consideration" from the Director, Financial Services dated November 1, 2019.

APPOINTMENT OF ACTING MAYORS – 2020

(iii) THAT Council appoints the following Acting Mayors for 2020:

2020	Acting Mayor
January	Councillor Nahal
February	Councillor Quiring
March	Councillor Gares
April	Councillor Anderson
May	Councillor Fehr
June	Councillor Nahal
July	Councillor Quiring
August	Councillor Mund
September	Councillor Anderson
October	Councillor Gares
November	Councillor Fehr
December	Councillor Mund

WHERE PEOPLE CAMP AND PERCENTAGE OF BYLAW FILES RELATING TO STREET ENTRENCHED (P. 179)

(iv) THAT Council receives the memorandum regarding *“Where People May “Camp: (Temporary Overnight Shelter) in Vernon and Percentage of Bylaw files relating to Street Entrenched”*, dated November 4, 2019, as submitted by the Manager, Protective Services, for information.

B. Reports:**AMENDMENT OF SECTION 219 COVENANT ON LOT 1, PLAN 76994 – CHRISTIAN REFORM CHURCH PROPERTY (P. 189)**

- (i) THAT Council support amending the Section 219 covenant registered on title of Lot 1, Plan KAP76994 (3605 – 12th Street), the Christian Reform Church property, to remove item 2.4 (the ten year requirement for construction of offsite works) subject to the owner completing construction of a 3m wide walkway to current City standards between the 11th Street cul-de-sac off 35th Avenue and the tot lot located at 3800 – 11th Street.

12. LEGISLATIVE MATTERS**Bylaws:****ADOPTION**

- 5774

- (i) THAT Bylaw #5774, "**3904 Alexis Park Drive Rezoning Amendment Bylaw Number 5774, 2019**" – a bylaw to rezone the subject property from "R2 – Large Lot Residential" to "R5: Four-Plex Housing Residential" be **adopted. (P. 203)**

- Memo dated October 31, 2019 from the Planning Assistant, Current Planning, re: Adoption of 3904 Alexis Park Drive Rezoning Amendment Bylaw #5774. **(P. 206)**

- 5752

- (ii) THAT Bylaw #5752, "**6501 Blackcomb Way and 180 Whistler Place Official Community Plan Amendment Bylaw Number 5752, 2019**" – a bylaw to redesignate the subject properties from "Rural Agricultural" (RAGR) and "Hillside Residential" (HRES) to "Rural Agricultural" (RAGR) and "Hillside Residential" (HRES), be **adopted. (P. 207)**

- 5753

- (iii) THAT Bylaw #5753, "**6501 Blackcomb Way and 180 Whistler Place Rezoning Amendment Bylaw Number 5753, 2019**" – a bylaw to rezone the subject properties from 'Row Housing Residential' (RM1) to 'Parks and Open Space (P1)'; from Row Housing Residential (RM1) to 'Hillside Residential Multi-Family' (HR2); and from 'Parks and Open Space (P1) to Hillside Residential Multi-Family (HR2), be **adopted. (P. 210)**

- Memo dated November 1, 2019, from the Planning Assistant, Current Planning, re: Adoption of 6501 Blackcomb Way and 180 Whistler Place OCP and Rezoning Bylaws **(P. 213)**

- 5776 (iv) THAT Bylaw #5776, “Peters Road Sewer Area No. 1 Connection Charge Bylaw Number 5776, 2019” – a bylaw to impose sewer connection charges, **be adopted. (P. 214)**
- 5777 (v) THAT Bylaw #5777, “Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777, 2019” – a bylaw to impose sewer connection charges, **be adopted. (P. 220)**

13. COUNCIL INFORMATION UPDATES

- A. Mayor and Councillors Reports.

14. INFORMATION ITEMS

- A. Letter dated October 21, 2019 from the Hon. Selina Robinson, Minister of Municipal Affairs and Housing, re: Thank you for meeting at 2019 UBCM Conference. **(P. 227)**
- B. Letter dated October 22, 2019 from the Hon. Claire Trevena, Minister, Transportation and Infrastructure, re: Thank you for meeting at the 2019 UBCM Conference. **(P. 228)**
- C. Minutes from the following Committees of Council:
- (i) Climate Action, September 20, 2019 **(P. 230)**
 - (ii) Tourism Commission, September 18, 2019 **(P. 237)**

RECESS

15. RECESS MEETING

NOTES:

- A. Public Hearing scheduled for at 5:30 pm at City Hall:
- A. “3610 – 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019” **TOGETHER WITH Public Input for DVP00445**

RECONVENE

16. RECONVENE MEETING

THIRD READING

- 5786 A. THAT Bylaw #5786, “3610 – 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019 – a bylaw to rezone subject property from RM1 - Row Housing Residential” to RH1 – Low-Rise Apartment Residential”, **be read a third time. (P. 241)**

17. CLOSE OF MEETING

THE CORPORATION OF THE CITY OF VERNON

**MINUTES OF A REGULAR OPEN MEETING OF COUNCIL
HELD MONDAY, OCTOBER 28, 2019**

PRESENT: Mayor V. Cumming

Councillors: A. Mund, S. Anderson, K. Gares, K. Fehr,
B. Quiring, D. Nahal

Staff: W. Pearce, CAO
P. Bridal, Director, Corporate Services
S. Blakely, Manager, Legislative Services
D. Law, Director, Finance
B. Bandy, Manager, Real Estate*
S. Koenig, Director, Operations
A. Watson, Manager, Transportation*
C. Poirier, Manager, Communications & Grants
D. Lees, Sr. Bylaw Compliance Officer*
G. Gaucher, Manager, Protective Services*
Supt. S. Baher, RCMP, OIC Vernon Detachment*
Cst. Mark Macaulay, RCMP, Downtown Enforcement Unit*
K. Poole, Manager, Economic Development & Tourism*
S. Kozin, Manager, Water Reclamation Centre*

*Attended as required

Others: Media and Members of the Public

Mayor Cumming called the Regular Open meeting to order at 8:42 am and requested a motion to move to Committee of the Whole.

Mayor Cumming reconvened the Regular Open meeting and requested a motion to move to In Camera.

**RESOLUTION TO
CLOSE MEETING**

Moved by Councillor Fehr, seconded by Councillor Nahal:

BE IT RESOLVED that the meeting be closed to the public in accordance with Section 90(1) of the *Community Charter*

d) the security of the property of the municipality;

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;

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

CARRIED.

Mayor Cumming called the Regular Open meeting back to order at 1:30 pm.

PRESENT: Mayor V. Cumming

Councillors: A. Mund, S. Anderson, B. Quiring, K. Fehr, K. Gares, D. Nahal

Staff: W. Pearce, Chief Administrative Officer
P. Bridal, Director, Corporate Services
S. Blakely, Manager, Legislative Services
D. Law, Director, Financial Services
S. Koenig, Director, Operation Services*
C. Poirier, Communications and Grants Coordinator
A. Watson, Manager, Transportation*
M. Beauregard, Manager, Building Services*
L. Cordell, Manager, Long Range Planning & Sustainability*
G. Gaucher, Manager, Protective Services*
B. Bandy, Manager, Real Estate*
D. Ross, Director, Recreation Services*
C. Liefke, Planning Assistant*
R. Zubick, CPO Coordinator*
C. Oven, Manager, Roads, Drainage & Airport*
H. Campbell, Planner, Temporary*
G. Thompson, Municipal Design Tech III*
S. Hemstad, Deputy Chief Training, Prevention, & Logistics*
E. Croy, Transportation Planner*

*Attended, as required

Others: Media and Members of the Public

ADOPTION OF THE AGENDA:

APPROVAL OF ITEMS LISTED ON THE AGENDA

Moved by Councillor Fehr, seconded by Councillor Quiring:

THAT the agenda for the October 28, 2019 Regular Open meeting of the Council of The Corporation of The City of Vernon be amended as follows:

1. **ADD ITEM 9.(I) – UNFINISHED BUSINESS:** Memo dated October 22, 2019, from Rachael Zubick, Community Safety Coordinator – Public Programs, re: Mobile Needle Exchange Program.
2. **ADD ITEM 11.A.(vii) – NEW BUSINESS – Correspondence:** Email dated October 24, 2019, from BC Housing, re: Temporary Winter Shelter in Vernon.

CARRIED.

ADOPTION OF MINUTES:

COUNCIL MEETINGS

Moved by Councillor Quiring, seconded by Councillor Gares:

THAT the minutes of the Regular Meeting of Council held October 15, 2019 be adopted;

AND FURTHER, that the minutes of the October 15, 2019 Public Hearing be adopted;

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held October 15, 2019, be received.

CARRIED.

BUSINESS ARISING FROM THE MINUTES:

GENERAL MATTERS:

**DELEGATION –
LOCALIZED FOOD
SYSTEM IN
OKANAGAN
(0550-01)**

Kristi Tatebe, Research Associate, KPU Institute for Sustainable Food Systems, provided a presentation regarding Research underway to understand the potential economic, social and environmental benefits of a localized food system in the Okanagan.

The following statistics were reviewed:

- Overview of the Southwest BC Bioregion Food System Design Project
- Areas that share similar topography, plant and animal life, and human culture
- Project Goals:
 - Potential increases in food production for local markets
 - Potential improvements in food self-reliance, local economy, tax revenue, and jobs
 - Potential to reduce environmental impacts
 - Post-production sector opportunities *NEW*
 - Social capital development potential *NEW*
 - Policy gaps and proposed policy changes *NEW*
 - Strategy for sector development *NEW*

- 'What-If' Scenarios – Developed with Stakeholder Input
 - Our Current Baseline (2016) (2050)
 - Business as Usual Food Production
 - Increase Food Self-Reliance
 - Mitigate Environmental Impacts from Ag/water use
 - Expand Ag Land in Production
 - Wine Grape Industry
 - Food Waste
 - Diet changes
- Comparison of Performance
 - Scenario-specific results are summarized across 14 different indicators
- How Could Vernon Benefit?
 - Strengthen local agriculture sector (2,306 Ha of ALR land)
 - Tie-ins to OCP policies (section 15)
 - Tie-ins to climate action planning
 - Vernon potential focal point for business development
- Partners:
 - First Nations & Local Governments
 - Okanagan College
 - Okanagan Basin Water Board
 - Interior Health
 - The University of British Columbia
 - South Okanagan Similkameen Conservation Program
- Funders:
 - KPU
 - Real Estate Foundation of BC
 - RDNO
 - RDOS
 - Central Okanagan Foundation
 - Interior Health
- Contribution formula reviewed
- **What can the City do?**
 - Ask clarifying questions, seek to understand the proposed project and provide feedback
 - If supportive, provide a letter of support and funding for the project (\$13,313 per year for 2 years), to trigger other RDNO municipality contributions
 - Consider a KPU's request through the Council Discretionary grant program.

**DELEGATION: CLEAN
SHORELINE
COMMUNITY
(0550-01)**

Steven Piper, Monashee Health Collective, provided a presentation regarding a Request for the City of Vernon to become a recognized clean shoreline community.

The following points were reviewed:

- Kalamalka Lake 100% done – 270 kms completed
- Designated Clean Shoreline Community
 - Monashee Health Collective participates
 - Collaboration with Great Canadian Shoreline Cleanup and Ocean Wise
 - Registered cleanup
 - Measured and tracked garbage collected
 - Tanya Otero, Volunteer Coordinator
 - Formal letter to City of Vernon and RDNO
 - “Adopt a Shoreline Program”
- 2016 Foreshore Inventory Mapping Update
 - Shoreline protection and restoration
 - Education and Outreach
- City of Vernon Climate Action Plan
 - “Urgency and importance of climate change”
- Community input
 - Task the Climate Action Plan Committee
 - Become a Designated Clean Shoreline Community
- Summary
 - Aaron Nasipayko (n=1) cleans two lakes
 - 2016 Report suggests urgency
 - Climate action planning committee
 - Become a Designated Clean Shoreline Community

**DELEGATION:
O’KEEFE RANCH
UPDATE (0230-37)**

Sherrilee Franks, Manager, and Tim Gibson, O’Keefe Ranch and, Heritage Society, provided a General Update on O’Keefe Ranch.

The following points were reviewed:

- Overview provided
 - Complete up date of point of sale done this year
 - Well on way to relocate animal pens away from creek (two year project)
 - Boiler in mansion – replaced
 - Third floor of mansion taped off and one grant received to restore
 - Writing more grant applications – hoping to finish by May
 - Field of Screams contracted out – still a few wrinkles but working out okay
 - Able to concentrate on Xmas Activities (13 nights of events)
 - Easter Planning already started
 - Business planning & budgeting already complete
 - Dates for all events set
 - Trying to keep ‘forward motion’ during off season
 - Only a three month gap between activities

Moved by Councillor Gares, seconded by Councillor Nahal:

THAT Council receives the October 28, 2019 verbal report from Sherrilee Franks, Manager, O'Keefe Ranch and Heritage Society regarding a general update on O'Keefe Ranch.

CARRIED.

**DEVELOPMENT
VARIANCE PERMIT
APPLICATION FOR
3603 PLEASANT
VALLEY ROAD**

Moved by Councillor Gares, seconded by Councillor Fehr:

THAT Council support Development Variance Permit Application #DVP00457 to vary the following section of Zoning Bylaw #5000 in order to allow the further subdivision of Lot 4, Sec 2, Twp 8, ODYD, Plan 336 (3603 Pleasant Valley Road) which contains an existing residence:

- a) to vary Section 9.5.5. to reduce the rear yard setback for a 2 or 2.5 storey portion of the existing building from 7.5 m to 6.5 m.

AND FURTHER, that Council support removal of Section 219 Covenant CA235256 which requires a rear yard setback of 7.5 m, currently registered on the title of Lot 4, Sec 2, Twp 8, ODYD, Plan 336.

***Public Input – DVP
#00457***

The Corporate Officer advised that no written submissions had been received.

Mayor Cumming called a first time for representation from the public in attendance who believe their interest in property is affected by Development Variance Permit #00457 for Lot 4, Sec 2, Twp 8, ODYD, Plan 336 (3603 Pleasant Valley Road) to vary Zoning Bylaw #5000 by reducing the rear yard setback for a 2. Or 2.5 storey portion of an existing building from 7.5 m to 6.5 m.

1. Susan Lansdall, Neighbouring Property

- Owns property adjacent to proposed lane
- Confirming this DVP is for the current house?
- When will the lane and the other lots be considered?
- **A.** Applicant is working through conditions for preliminary review. If the current application is not approved, then the house would have to be demolished or moved
- Will I be notified for the subdivision?
- **A.** There is no requirement to advise the public regarding subdivisions
- Is the lane still owned by the City?
- **A.** Yes
- There is hardly any room for a driveway and they cannot use the lane to park – correct?

- A. The new lot would need to provide two parking spaces and no parking is permitted in the laneway
- Not convinced – why won't she be notified – she will need for access to her own property for a carriage house
- A. This is a public lane – it is not constructed at this time - the Developer will need to construct for their portion of the property and other properties developing will need to build their portion
- Can she still use the laneway even if she didn't pay for it?
- A. Yes – it is a public laneway

2. Victor Lane – Applicant

- Will be constructing entire laneway
- Will have parking on the subdivided lot as there is no parking permitted on the laneway
- This variance is in regard to the existing home setback, not the new lot

Mayor Cumming called a second, third, and final time for representation from the public, and there being none, Mayor Cumming closed the Public Input for DVP #00457.

THE QUESTION WAS CALLED ON THE MAIN MOTION AND DECLARED CARRIED.

Issuance of Permit #00457

Moved by Councillor Quiring, seconded by Councillor Nahal:

THAT the Corporate Officer be authorized to issue Development Variance Permit #00457, for Lot 4, Sec 2, Twp 8, ODYD, Plan 336 (3603 Pleasant Valley Road), once all conditions of Council are satisfied.

CARRIED.

ADMINISTRATION UPDATES

ADMINISTRATION UPDATES (0550-05)

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council receives the Administration Updates dated October 28, 2019.

CARRIED.

UNFINISHED BUSINESS:

**REQUEST FOR
QUOTE RESULTS –
SEASONAL SECURITY
SUPPLEMENTATION
(4000-01-02)**

Moved by Councillor Anderson, seconded by Councillor Gares:

THAT Council approves a budget of \$33,125.00 for Seasonal Security from May 1 to September 30, 2020, funded from the 2018 Unexpended Uncommitted Year End Balance.

CARRIED, with Councillors Mund and Fehr opposed.

Councillor Quiring declared a conflict of interest in the following matter as his firm may conduct work on the proposed project. Councillor Quiring left the meeting at 2:18 pm.

**SANITARY SERVICE
BEYOND CITY
BOUNDARY – BX
ELEMENTARY
SCHOOL, 5849 SILVER
STAR ROAD
(5340-05)**

Moved by Councillor Anderson, seconded by Councillor Nahal:

THAT Council supports the provision of a sanitary service connection from the City main in Silver Star Road to Lot 1, Plan KAP12270 (BX Elementary School), in accordance with the 'City Sewer Services Beyond City Boundaries Policy', which requires the property owner to make irrevocable application for boundary extension to include the property into the City of Vernon, and that the application for boundary extension shall include consent by resolution of the Regional District of North Okanagan Board.

CARRIED.

Councillor Quiring returned to the meeting at 2:21 pm.

**STREETLIGHT LED
CONVERSION
(5400-03)**

Moved by Councillor Anderson, seconded by Councillor Fehr:

THAT Council approve the conversion of approximately 1200 streetlights from HPS lamping to LED lamping, including a Lighting Study, estimated at \$717,000 using funding from Casino Reserves, as outlined in the report from the Manager, Roads, Drainage and Airport, dated September 30, 2019;

AND FURTHER, that Council approve the estimated annual electrical savings of \$58,500 be contributed to the Casino Reserve for the next 12 years (2020-2031), and savings of \$15,000 be contributed to the Casino Reserve in 2032 from the Street Lights – Electricity operating budget to repay the full project costs of \$717,000.

CARRIED.

Councillor Anderson left the meeting at 2:39 pm and returned to the meeting at 2:41 pm.

**DOWNTOWN
WASHROOMS
(0810-20)**

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council approves the expenditure of \$40,000 from the Casino Reserves to be combined with the approved funding of \$365,000 for the installation of two permanent washrooms approved in the 2019 Financial Plan, to allow for the installation of three (3) permanent washrooms; at 3007 31 Avenue (replacement of existing washroom at Transit Terminus) and 30 Avenue at 35 Street, as outlined in the report titled 'Downtown Washrooms', dated October 18, 2019 from the Director, Operations;

AND FURTHER, that Council directs Administration to bring forward potential locations for the third facility for consideration;

AND FURTHER, that Council direct Administration to put forward a request for \$36,500 to be considered during 2020 Budget Deliberations to cover the additional operating and maintenance costs, including cleaning and security.

CARRIED.

**PETERS ROAD
SEWER FEE BYLAW
(5340-09)**

Moved by Councillor Quiring, seconded by Councillor Mund:

THAT Council direct Administration to establish a fee bylaw for properties serviced by the Peters Road sewer servicing project, in accordance with Section 194 of the Community Charter, as provided in the memorandum titled "Peters Road Sewer Fee Bylaw" dated October 16, 2019 submitted by the Municipal Technician III, Infrastructure Management.

CARRIED.

**OKANAGAN LANDING
SEWER EXTENSION –
CLEAN WATER
WASTEWATER FUND -
FEE BYLAW
(5340-09)**

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council direct Administration to establish a fee bylaw for properties serviced by the Clean Water Wastewater Fund project, in accordance with Section 194 of the Community Charter, as provided in the memorandum titled "Okanagan Landing Sewer Extension – Clean Water Wastewater Fund – Fee Bylaw" dated October 16, 2019 and submitted by the Municipal Technician III, Infrastructure Management.

CARRIED.

**COMMUNITY ACTION
INITIATIVE (CAI)
COMMUNITY
WELLNESS AND
HARM REDUCTION
GRANTS
(7500-20-01)**

Moved by Councillor Fehr, seconded by Councillor Quiring:

THAT Council receive the memorandum “*Community Action Initiative (CAI) – Community Wellness and Harm Reduction Grants*”, dated October 21, 2019, from the Community Safety Coordinator, for information.

CARRIED.

**ACCESSIBILITY
ADVISORY
COMMITTEE HISTORY
(0540-30)**

Moved by Councillor Fehr, seconded by Councillor Nahal:

THAT Council direct Administration to amend the terms of reference for the Advisory Planning Committee to include the referral of new civic buildings and facilities for review from an accessibility perspective, as outlined in the report titled *Accessibility Advisory Committee History* dated October 18, 2019 as submitted by the Director, Community Infrastructure and Development.

DEFEATED with Councillors Quiring, Nahal, Fehr, Gares, Mund and Anderson and Mayor Cumming opposed.

Moved by Councillor Fehr, seconded by Councillor Nahal:

THAT Council receives the report titled *Accessibility Advisory Committee History* dated October 18, 2019 as submitted by the Director, Community Infrastructure and Development.

CARRIED.

**MOBILE NEEDLE
EXCHANGE
PROGRAM
(7500-20-01)**

Moved by Councillor Mund, seconded by Councillor Fehr:

THAT Council receives the memorandum “*Mobile Needle Exchange*”, dated October 22, 2019, from the Community Safety Coordinator, for information.

CARRIED.

**MATTERS REFERRED FROM THE COMMITTEE OF THE WHOLE
MEETING – October 28, 2019**

Moved by Councillor Fehr, seconded by Councillor Mund:

THAT Council **ratified and confirms** the following resolution adopted at the **October 28, 2019**, Committee of the Whole meeting of Council:

**APPOINTMENTS TO
COMMITTEES OF
COUNCIL AND
EXTERNAL
COMMITTEES
2019/2020
(0540-01)**

THAT Council appoints the following Members of Council to the Council Committees, and External Committees, for 2019/2020 as follows:

COUNCIL APPOINTMENTS TO COMMITTEES	
<u>2019/2020 Appointments</u>	
<u>Committee/Commission</u>	<u>Council Representative</u>
Advisory Planning Committee	
Council Representative:	Councillor Akbal Mund
Alternate:	Mayor Victor Cumming
Affordable Housing Advisory Committee	
Council Representatives:	Councillor Kelly Fehr Councillor Kari Gares Councillor Brian Quiring
Alternate:	
Audit Committee	
Council Representatives:	Mayor Victor Cumming Councillor Akbal Mund Councillor Kari Gares
Alternate:	All other members of Council
Biosolids Advisory Committee	
Council Representatives:	Councillor Scott Anderson Mayor Victor Cumming
Alternates:	Councillor Dalvir Nahal
Climate Action Advisory Committee	
Council Representative:	Councillor Brian Quiring
Alternate:	Mayor Victor Cumming
Economic Development	
Council Representatives:	Mayor Victor Cumming
Alternate:	Councillor Brian Quiring
Emergency Measures Policy/Planning	
Council Representative:	Mayor Victor Cumming
Finance and Tax Role Review Panel	
Council Representative:	Mayor Victor Cumming Councillor Akbal Mund Councillor Kari Gares
Alternates:	All Council Members
Greater Vernon Advisory Committee	
Director:	Mayor Victor Cumming
Director:	Councillor Akbal Mund

Director:	Councillor Kelly Fehr
Alternate at Large:	Councillor Scott Anderson
Alternate at Large:	Councillor Nahal
North Okanagan Regional District	
Director:	Mayor Victor Cumming (5 Votes)
Director:	Councillor Akbal Mund (4 Votes)
Director:	Councillor Dalvir Nahal (4 Votes)
Director:	Councillor Brian Quiring (4 Votes)
Alternate at Large:	Councillor Kelly Fehr
Alternate at Large:	Councillor Scott Anderson
Alternate at Large:	Councillor Kari Gares
Okanagan Basin Water Board <i>Appointments to this Committee are by recommendation – RDNO Board Chair will make appointment from the members on the Board.</i>	
Council Representative:	TBA by RDNO
Alternate:	TBA by RDNO
Tourism Advisory Committee	
Council Representative:	Councillor Dalvir Nahal
Alternate:	Mayor Victor Cumming
Transportation Advisory Committee	
Council Representative:	Councillor Scott Anderson
Alternate:	Councillor Akbal Mund
<u>External Council Appointments:</u>	
Arts Council of North Okanagan	Councillor Dalvir Nahal Alternate: Councillor Kari Gares
Canada Day Committee	Councillor Scott Anderson
CEDI Working Group	Councillor Akbal Mund Alternate: Mayor Victor Cumming
Chamber of Commerce Liaison	Councillor Kari Gares Alternate: Councillor Scott Anderson
Climate Action Task Force	Councillor Brian Quiring Alternate: Mayor Victor Cumming
Downtown Vernon Association	Councillor Brian Quiring

Drought Response Team	Mayor Victor Cumming Alternate: Councillor Akbal Mund
Fire Training Centre – Policy Board	Mayor Victor Cumming
Funtastic Sports Society Liaison	Councillor Akbal Mund
Kelowna Airport Advisory Committee	Councillor Akbal Mund
Library – North Okanagan Regional Library	Councillor Kari Gares Alternate: Dalvir Nahal
Liquid Waste Management Plan Public Advisory Committee	Councillor Scott Anderson Alternate: Mayor Victor Cumming
Municipal Insurance Association	Councillor Scott Anderson Alternate: Councillor Brian Quiring
North Okanagan Regional Advisory Committee (Okanagan College)	Councillor Kelly Fehr Alternate: Councillor Kari Gares
O’Keefe Ranch and Historical Society	Councillor Scott Anderson
OKIB/First Nations Liaison	Mayor Victor Cumming
Regional Growth Management Committee	Councillor Kari Gares Alternate: Councillor Akbal Mund
Regional Agricultural Advisory Committee	Councillor Dalvir Nahal Alternate: Councillor Kari Gares
Ribbons of Green Trail Committee	Mayor Victor Cumming
Vernon Winter Carnival Liaison	Councillor Kari Gares

CARRIED.

MATTERS REFERRED FROM THE IN-CAMERA MEETING – October 28, 2019

THAT Council brings forward, as public information, the following motions **declassified** from confidential to non-confidential at the **October 28, 2019**, In Camera meeting:

**AIRPORT
COMMERCIAL
CONSTRUCTION
LEASES – 6380, 6410
TRONSON ROAD
(8400-02-10)**

'THAT Council direct Administration to lease to 697858 Alberta Ltd.- Jim Schwerman, that 783.4 m2 portion of the Vernon Regional Airport Lands with a civic address of 6410 Tronson Road, for a term commencing January 1, 2020 and ending December 31, 2024, with the annual base rent for the term of \$3,541.66 plus GST, including three renewal options of five years each, in the lease form as attached to this report titled, "Airport Commercial Construction Leases – 6380, 6410 Tronson Rd.", dated October 18, 2019, from the Real Estate Manager;

AND FURTHER, that Council direct Administration to lease to 697858 Alberta Ltd.-Jim Schwerman, that 814.71 m2 portion of the Vernon Regional Airport Lands with a civic address of 6380 Tronson Road, for a term commencing January 1, 2020 and ending December 31, 2024, with the annual base rent for the term of \$3,683.21 plus GST, including three renewal options of five years each, in the lease form as attached to this report titled, "Airport Commercial Construction Leases – 6380, 6410 Tronson Rd.", dated October 18, 2019, from the Real Estate Manager.'

NEW BUSINESS

CORRESPONDENCE:

**DOWNTOWN VERNON
ASSOCIATION –
DOWNTOWN
SECURITY CAMERA
GRANT PROGRAM –
2020
(0230-26)**

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council receives the letter dated October 18, 2019 from the Executive Director, Downtown Vernon Association regarding "Downtown Security Camera Grant Program – 2020", and directs Administration to refer this request to the 2020 Budget deliberations for Council's consideration.

CARRIED.

**REQUEST FOR
ADDITIONAL FUNDING
FOR WINTER
CARNIVAL 2020
(0230-40)**

Moved by Councillor Quiring, seconded by Councillor Mund:

THAT Council receives the letter dated August 9, 2019 from the Vernon Winter Carnival Society regarding a request for additional funding in the amount of \$6,500 to the 2020 Budget deliberations for Council's consideration.

CARRIED, with Councillor Fehr opposed.

**5 YEAR INSPECTION
AND SERVICING OF
MAIN AND VALVES
(OUTFALL)
(5390-SI Optimization)**

Moved by Councillor Anderson, seconded by Councillor Mund:

THAT Council approve the expenditure of \$77,000 from the Sewer Rate Stabilization Reserves to fund the inspection and servicing of the deep lake outfall and valves.

CARRIED.

**REQUEST FOR
FUNDING FOR
UNEXPECTED MAJOR
MAINTENANCE
REPAIRS
(7880-01)**

Moved by Councillor Gares, seconded by Councillor Fehr:

THAT Council approve the funding for 2019 unexpected major maintenance items from the \$42,000 unexpended savings from the Priest Valley Safety Upgrades maintenance project as per the memorandum titled Request for Funding for Unexpected Major Maintenance Repairs dated October 18, 2019 from the Director, Recreation Services;

AND FURTHER, that Council approve the funding of the costs to repair the Dectron Dehumidification Unit up to \$40,000 from unexpended funds for the Hot Tub & Leisure Pool Sand Filter Replacement project;

AND FURTHER, that Council direct Administration to replenish the Hot Tub & Leisure Pool Sand Filter Replacement project up to \$40,000 in the 2020 Recreation Services Major Maintenance budget.

AND FURTHER, that Council approve the balance of funding for the 2019 unexpected major maintenance repairs up to \$19,000 to be drawn from the Recreation Major Maintenance Reserve Fund.

CARRIED.

**BYLAW COMPLIANCE
INITIATIVES AND
WORKLOAD
(4000-01-02)**

Moved by Councillor Mund, seconded by Councillor Gares:

THAT Council receive the internal memorandum titled "Bylaw Compliance Initiatives and Workload 2019" dated October 22, 2019, from the Manager, Protective Services.

CARRIED.

**FORTIS BC LEASE
AGREEMENTS
TERMINATION
(1660-01)**

Moved by Councillor Fehr, seconded by Councillor Gares:

THAT Council receives the memorandum from the Director, Financial Services dated October 20, 2019 and titled "Fortis BC Lease Agreements Termination";

AND FURTHER, that Council direct Administration to proceed with any administrative processes required to complete the Capital Lease termination;

AND FURTHER, that Council direct Administration to record the early termination revenue of \$12,239,286 as a transfer to the Fortis BC Legacy Reserve.

CARRIED.

Councillor Fehr declared a perceived conflict of interest in the following matter as his employer is involved in this type of community service. Councillor Fehr left the meeting at 3:21 pm.

TEMPORARY WINTER SHELTER IN VERNON (6460-01, 0410-36)

Moved by Mayor Cumming, seconded by Councillor Mund:

THAT Council authorizes the Mayor, on behalf of Council, to confirm Vernon Council’s support for the emergency winter shelter program at 2800 – 33rd Street.

CARRIED, with Councillors Anderson & Nahal opposed.

RECESS

Mayor Cumming recessed the meeting at 4:04 pm.

RECALL

Mayor Cumming recalled the meeting to order at 4:11 pm.

Councillor Fehr returned to the meeting at 4:11 pm.

REPORTS:

REFINED ZONING BYLAW #5000 ACCESSIBLE PARKING AMENDMENTS (6450)

Moved by Councillor Quiring, seconded by Councillor Gares:

THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 2 in the report titled “*Refined Zoning Bylaw #5000 Accessible Parking Amendments*” dated October 18, 2019, by the Transportation Planner, that would revise accessible off-street parking requirements to follow current best practices **with the exception that** the proportion of required accessible off-street parking spaces be increased from 1% of all parking required to **2%** of all parking required, for any parking areas requiring more than 10 parking spaces.

CARRIED.

UNION OF BC MUNICIPALITIES (UBCM) COMMUNITY EMERGENCY PREPAREDNESS FUND – VOLUNTEER & COMPOSITE FIRE DEPARTMENTS EQUIPMENT & TRAINING (1855-20)

Moved by Councillor Anderson, seconded by Councillor Mund:

THAT Council endorse City of Vernon applying for the UBCM Community Emergency Preparedness Fund, Volunteer and Composite Fire Departments Equipment and Training Grant, in the amount of \$25,000 per fire department on behalf of the Parties to Schedule A of the Intermunicipal Fire Training Centre Services Bylaw;

AND FURTHER, that Council authorize Vernon Fire Rescue Services to apply for, receive, and manage the grant funding on behalf of the partners to the Fire Training Centre Agreement, respectfully submitted by the Deputy Fire Chief, Fire Rescue Services.

CARRIED.

LEGISLATIVE MATTERS:

BYLAWS:

ADOPTION

- 5784

Moved by Councillor Anderson, seconded by Councillor Mund:

THAT Bylaw #5784, "**Good Neighbour (Property Maintenance) Amendment Bylaw Number 5784, 2019**" – a bylaw to amend Bylaw 4980 property maintenance requirements, **be adopted.**

CARRIED.

Councillor Fehr declared a conflict of interest in the following matter as his employer is affected by the proposed Road Closure. Councillor Fehr left the meeting at 4:30 pm.

FIRST, SECOND & THIRD READINGS

- 5763

Moved by Councillor Mund, seconded by Councillor Nahal:

THAT Bylaw #5763, "**2307 – 43rd Street Road Closure Bylaw Number 5763, 2019**" – a bylaw to authorize closure and removal of a dedication of highway, **be read a first, second and third time.**

CARRIED.

Councillor Fehr returned to the meeting at 4:30 pm.

- 5776

Moved by Councillor Mund, seconded by Councillor Quiring:

THAT Bylaw #5776, "**Peters Road Sewer Area No. 1 Connection Charge Bylaw Number 5776, 2019**" – a bylaw to impose sewer connection charges, **be read a first, second and third time.**

CARRIED.

- 5777

Moved by Councillor Quiring, seconded by Councillor Mund:

THAT Bylaw #5777, "**Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777, 2019**" – a bylaw to impose sewer connection charges, **be read a first, second and third time.**

CARRIED.

FIRST & SECOND READINGS, PUBLIC HEARING and PUBLIC INPUT DATE

- 5787

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Bylaw #5787 be amended to reflect that the proportion of required accessible off-street parking spaces be increased from 1% of all parking required to **2%** of all parking required, for any parking areas requiring more than 10 parking spaces;

AND FURTHER, that Bylaw #5787, "**Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019**" - a bylaw to amend various text sections relating to accessible parking, be read a first and second time, as amended;

AND FURTHER, that the Public Hearing for Bylaw #5787, be scheduled for **Monday, November 25, 2019**, at **5:30 pm**, in Council Chambers.

CARRIED.

COUNCIL INFORMATION UPDATES:

COUNCILLOR AKBAL MUND

Councillor Akbal Mund provided a verbal report on the following matters:

- **MEETING/EVENT ATTENDANCE**
- Diwali Festival
- Active Living Centre Stakeholder Meeting
- Community Foundation Function
- Castanet Event
- Homeless Memorial Event

COUNCILLOR KARI GARES

Councillor Kari Gares provided a verbal report on the following matters:

- **MEETING/EVENT ATTENDANCE**
- Chamber Awards
- Regional Growth Advisory Committee
- Reopening of the Brick
- Diwali Festival

COUNCILLOR SCOTT ANDERSON

Councillor Scott Anderson provided a verbal report on the following matters:

- **MEETING/EVENT ATTENDANCE**
- Meetings
- Transportation Committee
- Diwali Festival

COUNCILLOR KELLY FEHR

Councillor Kelly Fehr provided a verbal report on the following matters:

- **MEETING/EVENT ATTENDANCE**
- Spoke at Biannual Homelessness Event
- Homeless Memorial Event
- Spoke at NOYFSS Girls Group meeting

COUNCILLOR BRIAN QUIRING

Councillor Brian Quiring provided a verbal report on the following matters:

• **MEETING/EVENT ATTENDANCE**

- Climate Action Committee
- Downtown Vernon Association Meeting

MAYOR VICTOR CUMMING

Mayor Cumming provided a verbal report on the following matters:

• **MEETING/EVENT ATTENDANCE**

- **Attended several events including:**
 - UBCO Watersheds and Wildfire Workshop
 - Regional District of North Okanagan meeting
 - Homeless Memorial
 - Evening session for Eastside Road Wildfire Protection Projects
 - Business Awards
 - Ribbons of Green
 - Climate Action Committee
 - Fire Training Centre Board Meeting

INFORMATION ITEMS:

Council received the following information items:

- A. Letter dated September 25, 2019 from Patrick Johnstone, Chair, Community Energy Association and Councillor, City of New Westminster, re: 2019 Climate & Energy Action Honourable Mention – Corporate Operations.
- B. Letter dated October 10, 2019 from Sandy Stokes, Corporate Officer, Village of Puce Coupe, re: Fostering Transportation Network Services in Small Communities.
- C. Minutes from the following Committees of Council:
 - (i) Advisory Planning Committee, October 1, 2019
 - (ii) Transportation Advisory Committee, May 16, 2019

RECESS

Mayor Cumming recessed the Regular Open Meeting of the Council of the Corporation of the City of Vernon at 4:40 p.m.

RECONVENE

Mayor Cumming reconvened the Regular Open Meeting of the Council of the Corporation of the City of Vernon at 7:48 p.m.

PRESENT: Mayor V. Cumming

Councillors: A. Mund, K. Fehr, K. Gares,
S. Anderson, D. Nahal, (B. Quiring, absent)

Staff: W. Pearce, Chief Administrative Officer
 P. Bridal, Director, Corporate Services
 S. Blakely, Manager, Legislative Services
 A. Watson, Manager, Transportation
 E. Croy, Transportation Planner
 K. Chamberlain, Economic Development Planner
 L. Cordell, Manager, Long Range Planning & Sustainability

Others: Members of the Public

THIRD READING

Moved by Councillor Anderson, seconded by Councillor Gares:

• **5780**

THAT Bylaw #5780, "**1700 Polson Drive Official Community Plan Amendment Bylaw Number 5780, 2019**" – a bylaw to redesignate the subject property from "Public Institutional" to "Neighbourhood Centre", **be read a third time.**

CARRIED.

• **5781**

Moved by Councillor Mund, seconded by Councillor Gares:

THAT Bylaw #5781, "**Zoning Text (CD5 – Comprehensive Development Area 5) Amendment AND 1700 Polson Drive Rezoning Amendment Bylaw Number 5781, 2019**" – a bylaw to amend the City of Vernon Zoning Bylaw Number 5000 and Rezone the subject property from "I1 – Light Industrial" to "CD5 – Comprehensive Development Area 5", **be read a third time.**

CARRIED.

• **5785**

Moved by Councillor Gares, seconded by Councillor Mund:

THAT Bylaw #5785, "**7497 and 7501 Brooks Lane Rezoning Amendment Bylaw Number 5785, 2019**" – a bylaw to rezone the subject property from "R1: Estate Lot Residential" to "C10A: Tourist Commercial and Residential" and "P1: Parks and Open Space", **be read a third time.**

CARRIED, with Councillor Anderson and Mayor Cumming opposed.

CLOSE

Mayor Cumming closed the Regular Open Meeting of the Council of the Corporation of the City of Vernon at 8:09 pm.

CERTIFIED CORRECT:

Mayor

Corporate Officer

THE CORPORATION OF THE CITY OF VERNON

**RECORD OF A PUBLIC HEARING OF COUNCIL
HELD MONDAY, OCTOBER 28, 2019 COUNCIL CHAMBERS
3400 – 30 STREET, VERNON, B.C.**

PRESENT: Mayor Cumming

Councillors: K. Fehr, K. Gares, A. Mund, S. Anderson,
D. Nahal, (B. Quiring, absent)

Staff: W. Pearce, CAO
P. Bridal, DCAO / Director, Corporate Services
S. Blakely, Manager, Legislative Services
A. Watson, Manager, Transportation
E. Croy, Transportation Planner
K. Chamberlain, Economic Development Planner
L. Cordell, Manager, Long Range Planning & Sustainability

Others: Members of the Public

Mayor Cumming called the Public Hearing to order at 5:31 p.m.

Mayor Cumming outlined the procedures to be followed.

Corporate Officer, Patti Bridal advised that Notice of the Public Hearing was published in the **Friday, October 28, 2019, and Wednesday, October 23, 2019** issues of the Morning Star Newspaper, as required by the *Local Government Act*.

Administration provided a brief overview of the application.

Mayor Cumming called a first time for representation from the public in attendance with regard to:

**A. “1700 Polson Drive Official Community Plan Amendment Bylaw Number 5780, 2019”
AND “Zoning Text (CD5 – Comprehensive Development Area 5) Amendment AND
1700 Polson Drive Rezoning Amendment Bylaw Number 5781, 2019”**

Prior to the Public Hearing no written submissions were received.

Mayor Cumming called a first time for representation from the public in attendance with regard to:

**“1700 Polson Drive Official Community Plan Amendment Bylaw Number 5780, 2019”
AND “Zoning Text (CD5 – Comprehensive Development Area 5) Amendment AND 1700
Polson Drive Rezoning Amendment Bylaw Number 5781, 2019”**

Mayor Cumming called a second, third and final time for representation from the public. There being none, Mayor Cumming closed the Public Hearing for:

**“1700 Polson Drive Official Community Plan Amendment Bylaw Number 5780, 2019”
AND “Zoning Text (CD5 – Comprehensive Development Area 5) Amendment AND 1700
Polson Drive Rezoning Amendment Bylaw Number 5781, 2019”**

Mayor Cumming called a first time for representation from the public in attendance with regard to:

B. “7497 and 7501 Brooks Lane Rezoning Amendment Bylaw Number 5785, 2019”

Prior to the Public Hearing 39 written submissions were received.

Date	Name
October 7, 2019	Garry & Ruth Ann Patterson
October 11, 2019	Susan Howard
October 16, 2019	Barry Mjolsness
October 16, 2019	Gary Iverson and Doris Iverson
October 16, 2019	David and Laura Stankiewicz
October 20, 2019	Wayne and Shirley Cocking
October 21, 2019	Gisele Bond
October 21, 2019	Michael & J'nea Mullen
October 21, 2019	Katherine Stankevich
October 21, 2019	Nancy & Wayne Ostafew
October 21, 2019	James & M. Claire Wilkins
October 21, 2019	Jen Potvin
October 21, 2019	Anthony Manning
October 21, 2019	Corine Bru & Mark Wasyliuk
October 21, 2019	Al & Jeannette Pitcairn
October 21, 2019	Sid & Bonnie Adams
October 21, 2019	Jan Sheehan
October 21, 2019	Harry Meyer
October 21, 2019	O. Swift
October 21, 2019	Svetlana Henderson
October 21, 2019	Lerae Siudy
October 21, 2019	Witold & Kelly Wince
October 21, 2019	Helen Mussenden
October 21, 2019	Dick & Annette Wine
October 21, 2019	Deborah Farnell
October 21, 2019	Krista Hall & Val Connell
October 21, 2019	Pat Loehndorf
October 21, 2019	Conan Ackert
October 21, 2019	Trish Mills & Bob Paddon
October 21, 2019	G. Van Baaren
October 21, 2019	Carol Nilsson
October 21, 2019	Warren & Evelyn Bell
October 21, 2019	Joel Becker
October 21, 2019	D. Bryce Remington & Kathi Remington
October 21, 2019	Don Wishart
October 22, 2019	Danielle Campbell & Nicole Chapdelaine

October 24, 2019	Ron & Amber Kuzyk
October 25, 2019	Carole & Peter Liedtke
October 28, 2019	Davie & Susan Connolly

Mayor Cumming called a first time for representation from the public in attendance with regard to:

“7497 and 7501 Brooks Lane Rezoning Amendment Bylaw Number 5785, 2019”

SPEAKER NAME	COMMENTS
Dan Currie, Applicant	<ul style="list-style-type: none"> • Lived in the Okanagan 37 Years • Owners Tim Hortons in the Community • Has volunteered in many areas • Decided would like to build retirement place for himself and other people in order to downsize • Wants to stay on the lake without large footprint • Would like a project which would allow others to also enjoy the lake instead of large house • City has removed parking from Brooks Lane • If sidewalk built it will be safer for residents • There will be increased traffic as development occurs but good things will come of this • 17 units with 41 parking spaces • Resolves a lot of the parking issues • This is a retirement project • Will not be Air BnB or short term rentals in this location • Hasn't finalized strata, but this is for retirement living • Will be in community for the long term – will not be another Strand • Will be available units for purchase • Four partners will each have a unit • Biggest thing is building for the future and not here for a quick turnaround • 5 storeys – another development recently approved for 103 units on Lakeshore with 330 sq ft micro suites – so their application is not out of line for the area • Height of proposed building is 61 ft. – doesn't have height of previous application • Q. Council: What is height of trees on property? A. Existing tree canopy is about the height of the project due to lift on the landing
Jennifer Fossum, on behalf on one of the Applicants	<ul style="list-style-type: none"> • Speaking for John Almond, Applicant • Lives in Coquitlam • All 4 Applicants have been friends over 30 years • Building for all to retire in Vernon • Family enjoys the area • Plans to join Predator Ridge Golf course

	<ul style="list-style-type: none"> • Brooks Lane property will be retirement home for them to live in – not just a development • Investing for the long term • Beautiful place to enhance the area • Hope is friends and family will buy other units • Important to fit into the neighbourhood • Hired MQN local architects to design to fit the Community • Wants to build 17 units with extra parking on property • 39 underground and 3 above ground parking space • Supports no parking on Brooks Lane • Will live here and make home • No short term rentals under 30 days • Spoken to realtors and nothing like it in the area • Smaller Units, high end finishes and lake views will make it unique • Looking forward to living here • Q. Council: Strata Rules – heard no short term rentals. Technically this could change after rezoning. A. Will be a legal document in place and believes will not change and this can be confirmed and put into an agreement for the property • Q. Council: Can you speak to boat RV parking? A. No parking on Brooks Lane now. The plan is to rent elsewhere (Latitude Marine) – retrieve boat for use. No intent to have boat trailer parking on the property. Also new enclosed boat storage coming soon to area which will be another resource
<p>Jessica Kirkham, Designer</p>	<ul style="list-style-type: none"> • Designer on this project • Lives in Okanagan Landing • Insight into design • Second public hearing and took note of all concerns from first application • Design revised to address concerns • Reduced storeys and as permitted in OCP • Massing reduced to soften • Units reduced from 19 to 17 while maintaining parking stalls • More than adequate visitor parking provided • With existing drop in grade from Okanagan Landing and the trees – the view will be minimally impacted • Conceptual design shared and willing to register a covenant to limit height to 5 storeys
<p>Marj Chan</p>	<ul style="list-style-type: none"> • Lives to right of proposed development • Has lived here 45 years and husband has served in the local hospital 46 years • Neighbourhood needs to be heard • Has lived there entire time • Has cared for area and paid the increasing taxes • Neighbourhood is not meant for friends to retire here – it will ruin

	<p>their own retirement</p> <ul style="list-style-type: none"> • Feels because they have been there for the 'long haul' and they should be heard • Development has negatively affected water table and they have paid to mitigate • Thankful for parking changes on Brooks Lane • Other developments are annoyed with parking changes • Told homes pay for their own parking on site and they could have done the same at time of development • Please hear neighbourhood • Recently saw one live turtle in the area
<p>Julie Armitage</p>	<ul style="list-style-type: none"> • Property being discussed is where she lived and grew up • Breaks heart that property will be used in this way • No provision for beautiful trees that have been there for decades • Appreciated growing up with wildlife in the area and it will all be gone with this development • What will happen with shoreline, how many boats – what will be on the lake? Where is that in the plan? • In terms of retiring to the Okanagan – what about those who have been part of the Community for all their lives? • Important to protect trees and put regulations in place to do so • Curious as to having public access to waterfront – what will that look like – where will the public park in order to use that area? • Q. Council: Please explain public access. A. Admin: In time pedestrian access will be built to access foreshore public area as development occurs • Q. Council: Are the water table issues a result of development? A. Admin: Anticipating a geological report will be provided with the development to address any water issues on the site. • Q. Council: What about the trees – will they be removed? A. Admin: Will need to be removed and replaced with landscape buffer
<p>Gary Iverson</p>	<ul style="list-style-type: none"> • Lives on Brooks Lane • Built new home in last year – used to live at Vista Verona • Waterfront Neighbourhood Plan restriction of 10 m height or 2.5 stories in that area? Vista Verona stayed within that height • Other item is regarding overshadowing – building this height will be extremely negative with overshadowing other properties • Height at 61.5 ft above the parking structure which is 2m • Another structure on top for utilities basically makes for a 7 storey building • Nothing comparable except Vernon Jubilee Hospital, Village Green Inn – neither impacts neighbours and both have adequate access and can handle exceptional traffic • People will still use and jam Brooks Lane • In favour of development but this building is over built for the

	<p>area</p> <ul style="list-style-type: none"> • Out of lots there 3 lots have converted to single family homes and two lots are under renovation for homes – more than half staying to single family homes • Major and destructive change to the neighbourhood • Needs to be restricted • Q. Council: the 10 m restriction – can Administration address? • A. Admin: The section referred to is in relation to 5.3 Medium Density Residential – it is required to restrict height – this is the Tourist Commercial land designation • The height is more than this area is able to handle • Thank you for rental restriction noted as short term rentals are devastating to this area
Colleen Richter	<ul style="list-style-type: none"> • Lives on Okanagan Landing Road • Is in favour of this development • Lived 25 years at this location • No issues with development as it occurs • In favour of future growth in the area
Doris Iverson	<ul style="list-style-type: none"> • Everyone she speaks with is against this proposal – even short term renters • Appreciate quiet of the area • Is not good for the community • Noted Aug 25 accident on Brooks Lane • When emergency vehicles attended they could not get through • Had to backup and come in on the south end • Safety is a concern • The lane is only 21 ft wide • How are any emergency vehicles supposed to use • They live there and they see what occurs • People do not conform to rules – even no parking rules • Any further accidents and there will still be problems • Against high density buildings • Will have minimum 34 more people living there on one of the smallest lanes in Vernon • This development needs to build elsewhere • Will never see the sun again as it will be 5 storeys • You can see through trees – you can't see through buildings • Please consider the size of the building, the traffic and the safety of the area • Children use the lane and people walk with animals on streets • Want a quiet peaceful neighbourhood to live in • Doesn't want development just so people can retire here • Consider everyone else who uses this area
Frank Pinelli	<ul style="list-style-type: none"> • Lives on Okanagan Ave • Arrived here 4 years ago – from Ontario – born & raised

	<ul style="list-style-type: none"> • Chose Vernon to retire so he can golf and ski • This is a tourist town • Gob smacked that this is what Vernon has to offer – the appeal reached all the way to Ontario and convinced him to move • Not uncommon to hear complaints about tourists from local residents – but that’s what comes with being a tourist town • When he moved here he lived at the Strand for two years • Heard negative talk about Strand – but he knows what it is like to live in tourist rental with 100+ units • Found a single family log home to move to • You can do what is talked about to maintain flavor of neighbourhood – this is in context of OCP and will permit people who want to live on the water an option • Dan and partners are proposing an option for waterfront lifestyle and offer to others to buy in to same opportunity • Will not be like the Strand – worse quality built building, with no sound barrier • Told this project will be quality built with sound proofing and excellent quality of life • Strand is a monstrosity – but this proposal is not – it conforms to all requests and is puzzled as to why it isn’t being embraced • Provides public access and parking is now restricted on Brooks Lane • Bylaw Enforcement can handle those that park against the rules • Neighbours aren’t excited about development but this is what comes of being a tourist town • Message should go out that this is the type of thing Vernon supports at the Council level
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<p>Carol Liedtke</p>	<ul style="list-style-type: none"> • Lives on Longacre • Recently moved to Vernon • Doesn’t mind retirees • Didn’t expect to be back to Council in four months • First application – the applicant was not prepared with information • Somehow came back with more information today • Didn’t bother too much to get Community information • Didn’t consider the impact on other people in the area • Not the best beginning • Someone should have spoken last time • Only heard it was “a project by four men wanting to put change in their pockets” • Contacted City Hall, attended and called – unable to get all the information • No one seems to be able to answer how high the buildings are as compared to proposal one and this proposal two – believes only 7 ft difference in the two • Erroneous info given to people who bought in area – told would
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	<p>stay R1</p> <ul style="list-style-type: none"> • C10 is in the plan but land is still R1 at this point • Owners of this property told by City they could change it • Protocol noted as to how it has come back – proposal was supposed to change • When at City Hall – told Council told more information will be coming, then architects told them they would change proposal – which is right? • Has compassion for applicants but more compassion for existing residents with existing investments who enjoy the community as it is • Afraid this will set precedent for development down the lake • Concurs with other speakers • Privacy issues noted • Views will be lost to those behind on Okanagan Landing • Traffic – confusing – how many are being constructed? • Will there be two cars per unit and how many are visitors - needs clarification • Entrance and exit to Brooks Lane still a problem • Nature will be affected • Will trees on property opposite road be removed too? • Public access is confusing – goes nowhere? No exit and no plan for access yet? Why – because there’s no place for it to go? • Reduction from 19 to 17 units not much • It’s a lane – means ‘a public thoroughfare to allow secondary access only’ • Likes community the way it is with reasonable development • Please restrict to R1 height maybe 3-4 stories only • Will impact Longacre area due to traffic • Aware taxes will be gleaned but trust will consider constituents value on homes
<p>Dave Connolly</p>	<ul style="list-style-type: none"> • Lives on Okanagan Landing Road west of property • Does not approve revised application • Trouble with math – seems will be 7 storeys all in • Vernona Vista is 4 storeys and visual is trouble • Character of Community comes from walking from Kin Beach to Paddle Wheel Park – when you do that you pass by lots of properties at medium density (2.5 stories) – that is the character of Community • Thought the restriction was 2.5 storeys • A 7 storey development is not the character of the community • OCP allows – Tuscan Terrace did 10A but with restrictions on it • Not against development but within character • Read OCP and Waterfront Plan – referenced sections and opportunity for mix • This is not compatible with neighbourhood • The street network will not accommodate

	<ul style="list-style-type: none"> • Pleased to hear reference to walking path • Walking on Okanagan Landing Road is not a fun experience • Kids use this area • School in the area • Very little light in area • Drainage is terrible • Upgrading road is great idea – sooner the better • Shadow analysis is a huge issue for neighbours • Concurs with previous speakers • Proposes that a discussion be had as to what is reasonable and then adopt that for Brooks Lane • No room for 7 storey building • Need to revise Waterfront Plan to reflect nature of Community • Encourages everyone to take a walk in that area – great progress but needs work on infrastructure
Bill McKeage	<ul style="list-style-type: none"> • Okanagan Landing Rd resident • Safety concerns even now with construction work • Lots of parking in front of home • Difficult to get out of driveway • This development will cause a lot more problems • Read environmental assessment - says owners intended to have 6 storeys? Maybe amended at this point?
Roger Green	<ul style="list-style-type: none"> • Partner with MQN Architects • Heard both sides • Appreciates a lot of challenges with new development • Change is tough for existing residents • Neighbourhood is in transition • OCP permits C10 and is the long term plan for the area • This is a transitional area • Community centre down the road • Transitioning from single family to higher density • Recognize it is difficult for the neighbours • Trying to meet needs of clients and neighbourhood's • Looking at a 5 storey building not a 7 storey building • There is an OCP that they are following • Need to look at future of Vernon • How do we create space for existing and new residents • Looked at zoning and OCP – this is the Tourist Commercial zone up to 9 storeys • Have considered neighbours and reduced to 5 storeys • Q. Council: What is difference between the two applications? A. Architect: It is one complete residential storey – best guess at this point 61 ft height - could be less.
Sue Connolly	<ul style="list-style-type: none"> • Okanagan Landing Rd Resident • No one attended for the first rezoning application this evening,

	<p>which indicates it is a good fit for that area</p> <ul style="list-style-type: none"> • This is just not a good fit as so many have taken time to respond • Need to revisit Waterfront Neighbourhood Plan • Doesn't need to change from R1 at this point – maybe one day it will
<p>Shawn Hannigan</p>	<ul style="list-style-type: none"> • Lives on Brooks Lane • Q. Has it been determined what time line for construction is? • A. Applicant: Difficult to answer – cannot say at this point – expected 18 months to two years – not 3 or 4 years • For next two years residents will have to listen to construction • The strata – bought unit in a strata and they kept changing the rules in regard to rentals – it can change over the years and it was why he sold
<p>Jennifer Fossum</p>	<ul style="list-style-type: none"> • Representing MQN Architects • Grew up in Okanagan Landing and used Brooks Lane to bike • Commends City removing parking as it did make it safer to use • Clarification of some items: • 2.5 Storey question – R1 has height restriction, but C10 has 9 storey • Applicant will sign covenant to restrict to 5 storey construction • Are not asking to place C10 on fringe of residential, this property is amidst other C10 properties • Parking is more than adequate • In regard to alienation of neighbours – encourage to go out and meet the neighbours so you are not alienated • Parking issues addressed • Applicant will be redeveloping landscaping – no formal plan yet, but will be submitted – no intention to touch boulevard trees • Any application for docks, if there is one, will be subject to regulations • Noted numerous other examples of height in Community • Apologize for any process issues with City – they also run into issues with the City • Not asking to change area – it is in the area and seen as infill to the area • All parking requirements are met • Drainage and lighting issues fall under engineering and should contact engineers at City in that regard • Infrastructure for the area comes with development – the City cannot force existing residents to develop area – new development brings this new infrastructure for all to enjoy
<p>Kim Donnelly</p>	<ul style="list-style-type: none"> • Lives on Brooks Lane • Daughter goes to Okanagan Landing School – they walk every day • Dodging construction traffic every day now

	<ul style="list-style-type: none"> • Constant mud and water issues • Her building has 7 units and not enough parking especially for visitors • Cannot see how unit of this size can be sustained on this lane • Not enough parking • Want to make sure plan is well thought out • Pathway – so people will just come down to beach and use? • A. Admin: Through development the public will gain access to the foreshore area. There will be parkland as well at this location. All beach is public land – the 6m trail will provide access to the beach area • Q. Will there be a sidewalk built along Brooks Lane to access? • A. Admin: At this point not enough land to build – still considering temporary measures until development allows construction of access • Is that the same path as Kin Beach to Paddle Wheel Park? A. Admin: No – this is a path on the beach area and also a path on Brooks Lane to Paddle Wheel Park
<p>Alfred Chan</p>	<ul style="list-style-type: none"> • Lives east of the Development, right beside – affects him a lot • Presentation is not straight forward • If 4 want to retire why not just build 4 units – you are building for downtown Vancouver • Premature for the area • Didn't answer questions on drainage • Big house under construction and nothing but trouble with water • Spent \$20,000 last year to address water problem on his property • Shouldn't develop until water issues are known and how to deal with • Can't approve without answers to questions • Height has changed but only a 7 ft reduction and questions still not addressed • Walkway right beside his property is planned • Noise will affect him • Has been there 45 years and he wants a good retirement too • No right to disturb his peace • Cut your units down to size for your retirement • Restriction nothing less than 30 days – potential 156 turnover days per year • 17 units with 156 turnover will triple traffic issues • Is upset – 61 ft height and people next store – will never see the sun again • Water issues will seep over to neighbours – doesn't need this problem • Q. Council: How stringent are the water/drainage reporting requirements? Any extraordinary measures for this area? A. Admin: Administration has Engineer working on drainage issues

	<p>for this area. Applicant will need to submit drainage plans with before and after plans. Further request for Drainage Engineer.</p> <ul style="list-style-type: none"> • Q. Council: What if turns out to be wrong? A. Admin: All Engineers are required legally to act in professional manner – or can be reprimanded and lose accreditation. The Engineer must ensure accommodations for drainage have been made
<p>Doris Iverson</p>	<ul style="list-style-type: none"> • Does talk to everyone in the neighbourhood • Very wrong to say she doesn't talk to people • Still don't want that monstrosity • Doesn't need a six storey building in the neighbourhood • Good in another area – please consider the lane and the community • Q. The Verona – is it built on one parcel or two? A. Admin: One lot now but wider so it could have been more than one.
<p>Marj Chan</p>	<ul style="list-style-type: none"> • Looking at tourism and development, but remember who we were to build Vernon • Supported the community for many, many years • Neighbours help to build communities • New neighbours paid for two lots and building single family home • Dealing with water problems and will cost a lot • Still hasn't solved issues • Instead of acting like the existing neighbours should accommodate new people – should try to assimilate into the area • Want to ensure they don't ruin neighbours lives by joining the area • Residents have tried to protect the area • If you want to retire – build something nice – but don't overrun the area to do it • It's a beautiful old area with trees and green space • They share beach area with the public as a neighbourly effort not as a tourism initiative • Please consider • Q. This development has underground parking and Verona has parking – what is the comparison. A. Admin: The Verona has total of 5 storeys
<p>Gary Iverson</p>	<ul style="list-style-type: none"> • Vista Verona lot size – setback has been bumped up and this allowed more space for parking • No provision for guest traffic on this new development • Vista Verona 4 storeys and it starts well below road grade • Proposed building coming in at 78 ft with Utilities on top as best guest • Doesn't fit with neighbourhood • Overshadowing shouldn't be permitted

Mayor Cumming called a second, third and final time for representation from the public. There being none, Mayor Cumming closed the Public Hearing for:

“7497 and 7501 Brooks Lane Rezoning Amendment Bylaw Number 5785, 2019”

CLOSE:

The Public Hearing closed at 7:47 pm.

CERTIFIED CORRECT:

Mayor

Corporate Officer



Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 fax: 312.977.4806

September 27, 2019

Debra Law
Director, Financial Services
City of Vernon
3400 30th Street
Vernon, BC V1T 5E6

Dear Ms. Law:

We are pleased to inform you, based on the examination of your budget document by a panel of independent reviewers, that your budget document has been awarded the Distinguished Budget Presentation Award from Government Finance Officers Association (GFOA) for the current fiscal period. This award is the highest form of recognition in governmental budgeting. Its attainment represents a significant achievement by your organization.

The Distinguished Budget Presentation Award is valid for one year. To continue your participation in the program, it will be necessary to submit your next annual budget document to GFOA within 90 days of the proposed budget's submission to the legislature or within 90 days of the budget's final adoption. A Distinguished Budget Program application is posted on GFOA's website. This application must be completed and accompany your next submission. (See numbers 12 and 13 on page 2 of the application for fee information and submission instructions.)

Each program participant is provided with confidential comments and suggestions for possible improvements to the budget document. Your comments are enclosed. We urge you to carefully consider the suggestions offered by our reviewers as you prepare your next budget.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget Presentation is also presented to the individual(s) or department designated as being primarily responsible for its having achieved the award. Enclosed is a Certificate of Recognition for Budget Preparation for:

Financial Services

Continuing participants will find a brass medallion enclosed with these results. First-time recipients will receive an award plaque that will be mailed separately and should arrive within eight to ten weeks. Also enclosed is a camera-ready reproduction of the award for inclusion in your next budget. If you reproduce the camera-ready image in your next budget, it should be accompanied by a statement indicating continued compliance with program criteria.

The following standardized text should be used:



Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 fax: 312.977.4806

Debra Law
September 27, 2019
Page 2

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to **City of Vernon, British Columbia**, for its Annual Budget for the fiscal year beginning **January 1, 2019**. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

A press release is enclosed.

Upon request, GFOA can provide a video from its Executive Director congratulating your specific entity for winning the Budget Award.

We appreciate your participation in this program, and we sincerely hope that your example will encourage others in their efforts to achieve and maintain excellence in governmental budgeting. The most current list of award recipients can be found on GFOA's website at www.gfoa.org. If we can be of further assistance, please contact the Technical Services Center at (312) 977-9700.

Sincerely,

A handwritten signature in black ink that reads "Michele Mark Levine". The signature is written in a cursive, flowing style.

Michele Mark Levine
Technical Services Center

Enclosure



VERNON NORTH OKANAGAN DETACHMENT

3rd Quarter (July to September) 2019

QUARTERLY POLICING REPORT

Committed to preserve the peace, uphold the law and provide quality service in partnership with our communities.

Superintendent Shawna BAHER
Officer in Charge

POLICING ACTIVITY REPORT ~ 3rd Quarter 2019

The Vernon North Okanagan Detachment continues to focus on the priorities of Enhanced Public Safety, Community Connections and Road Safety. To support our plan, we have implemented various initiatives including prolific and priority offender management, increased police visibility, and traffic enforcement. One method used to track our performance is to compare crime statistics with the same quarter from the previous year. All crime statistics for specific areas are featured at the end of this report. The statistics reflect monthly totals for July to September 2019 with comparisons from the previous year. This report is a synopsis of some of the recent investigations conducted by the Vernon North Okanagan Detachment and does not reflect all the tasks our police officers are working on nor does it include information which could impact on going police investigations.

COMMUNITY EVENTS

The Vernon North Okanagan Detachment provided policing coverage at many events in our community to ensure the safety of attendees, including the Funtastic Ball Tournament and Music Fest in Vernon, the Okanagan Military Tattoo and the Interior Provincial Exhibition in Armstrong. Large events such as these require significant safety planning and additional resource deployment to ensure success. In September, the Vernon North Okanagan Detachment hosted the Emergency Services Showcase at Polson Park. The showcase provided a venue for the Vernon Fire Department, Vernon Search and Rescue, BC Ambulance Service as well as RCMP specialized sections to display their talents and equipment.

VERNON/COLDSTREAM

OPERATIONS

The below graph shows the total number of calls for service with Criminal Code offences and property crime extracted for the 3rd quarter of 2019, as well as the cumulative number since January 1, 2019 to the end of the quarter.

Category	Vernon		Coldstream		Vernon Rural	
	Q3	YTD	Q3	YTD	Q3	YTD
Calls for Service	5,958	15,741	518	1,244	582	1,391
Criminal Code Offences	1,891	5,064	96	286	114	288
Property Offences	1,130	3,202	61	187	73	188

The following graph shows the total number of criminal charges forwarded to Vernon Crown Counsel, the total number of prisoners held in the Vernon cell block and the total number of interventions by the Vernon North Okanagan Police Dog Service unit. Since June of 2019, the Vernon North Okanagan has begun to track the number of files associated to the street entrenched population. "SEPTA" is an acronym for Street Entrenched Policing Target Analysis.

July 1 – September 30, 2019	Q3	YTD
Charges Forwarded	642	1,726
Total Prisoners	433	1,218
PDS Interventions	6	21
SEPTA files	656	803*

**Tracking of SEPTA began June 25, 2019*

FRONT LINE POLICING

Vernon

On July 17th, police responded to a report of three street entrenched persons in a dispute in which one person produced a weapon. Two individuals were arrested for uttering threats and released on conditions of no contact with the other pending a court appearance.

On August 1st, multiple police officers responded to a robbery where an unknown man attended to a business and produced a weapon. After a thorough investigation identified a suspect, a search warrant was executed at a residence and a 19 year old man was arrested. The matter is before the court.

On August 2nd, a 28 year old man and a 45 year old woman were arrested for robbery following an incident in the back alley of a local business, when an employee on a break was confronted by the man. The matter is before the court.

On August 19th, a BC Transit driver was physically assaulted when he exited the bus to advise a man that smoking was prohibited at the bus stop. A witness was also assaulted when she attempted to intervene. Police arrested a 25 year old man and the incident is pending court.

On September 3rd, multiple police officers, including the Police Dog Service, assisted with the traffic stop of a vehicle reported to have a firearm in view of passing motorists. Two men were taken into custody without incident and later released when it was determined the firearm was a long range paintball gun.

On September 3rd, a vehicle was in the drive thru of a local restaurant when a man approached the driver and produced a weapon. The suspect fled into a nearby park however was located by responding police officers. A 33 year old man was arrested and the weapon located. The man remains in custody pending court.

Coldstream

On July 21st, police responded to a report of mischief at the rainbow crosswalk at Kalamalka Beach where white paint had been poured across the street. A thorough investigation was conducted, including utilizing the resources of the Forensic Identification Section and the Media Relation Officer, however, no suspects were identified.

On July 26th, police were conducting routine patrols of Husband Road when they located a male performing stunts on a motorcycle. The male attempted to evade police, loss control of the motorcycle and fled the area on foot. The registered owner of the motorcycle was located at a nearby house party. The operator of the motorcycle was followed up with at a residence in another community and is charged under the Motor Vehicle Act.

On July 27th, police assisted the BC Coroner Service and Vernon Search and Rescue with the body recovery of a 71 year old man who fell from a cliff at Kalamalka Park.

On August 10th, police investigated the discovery of the body of a 29 year old man on the roadside in Lavington. The investigation determined the man had been operating a dirt bike without a helmet and had struck his head when he slid off the road.

On September 11, police responded to an assault in Kalamalka Park. A race organizer was setting up for a 100 km race when confronted by a male who head butted her in the face. A 59 year old man was arrested and faces charges of assault. The matter is pending court.

Cpl Fritz Schmid is the liaison with the District of Coldstream and provided a visible police presence with patrols of the community including the beaches and parks. In conjunction with Bylaw Enforcement, Cpl Schmid and his team were regularly seen on mountain bike, operating the marked police utility vehicle and conducting radar enforcement in Coldstream.

GENERAL INVESTIGATION SECTION

Serious Crime Unit (SCU)

In July 2019, SCU assisted the Professional Standards Unit with a breach of court conditions investigation by obtaining a Production Order to search a data base for records.

In July 2019, SCU assumed conduct of a robbery investigation which resulted in the identification of a suspect. A 20 year old man was arrested and charges were approved. The suspect remains in custody and the matter is before the court.

In August 2019, SCU provided support during a robbery investigation. SCU secured witness statements, identified a suspect, and executed a search warrant on a residence. A 20 year old male was arrested and remains in custody pending court.

In August 2019, SCU assisted another jurisdiction with a missing person investigation. SCU conducted an extensive video canvass from numerous businesses in our area and followed up on tips from the public. The missing people were subsequently located in Saanich, BC.

In August 2019, SCU became aware of a victim with a gunshot wound at a location in Vernon. SCU assumed conduct of the incident and determined a home invasion had occurred at a residence in the Lumby area. SCU examined the scene, interviewed potential witnesses and conducted video canvass. The investigation continues.

In September 2019, SCU assumed conduct of a criminal negligence investigation. SCU secured the scene, interviewed witnesses and executed a search warrant. This matter is still under investigation.

In September 2019, a SCU assisted General Duty officers with an examination of a residential fire. The investigation continues.

Special Victim Unit (SVU)

The Special Victim Unit investigate crimes relating to vulnerable victims. The SVU is comprised of a Corporal and two Constables who are responsible for high risk investigations relating to domestic violence, sex crimes and missing persons.

Domestic Violence Unit (DVU)

The Domestic Violence Unit continues to monitor numerous files which are either in the court process or require a multi-agency response through the Integrated Case Assessment Team (ICAT). These files include situations where there is a high risk to the safety of the victim. During this reporting period, there were six new ICAT referrals and an additional file from a previous ICAT was re-opened.

DVU conducted a criminal harassment investigation where a production order warrant was required, liaised with external partners regarding a high risk social/domestic client, assisted an outlying detachment with a sensitive investigation, completed an interview of a victim and submitted a report to Crown Counsel for a high risk investigation, and completed an extensive B-SAFER review on a high risk domestic investigation.

Sex Crimes

The Sex Crimes investigator received a report of child pornography from the BC Integrated Child Exploitation Unit (BC ICE), executed two search warrants on residences for previous BC ICE investigations, conducted 15 child interviews, of which six were based on a disclosure from the Ministry of Children and Families, and forwarded charges on a breach of conditions by a high risk sex offender.

Missing Persons

The Missing Persons Coordinator provided support and guidance for seven high risk missing person investigations, completed an initial stage review for a high risk missing person investigation for a neighbouring detachment and discussed Uniform Crime Reporting code amendments with the PRIME Coordinator.

TARGETED POLICING

In an effort to continue to work closely with partner agencies and stakeholders, the Targeted Policing Unit met regularly with numerous partner agencies including Interagency, Outreach and Mentally Disordered Offenders.

Task Force

On July 3rd, Task Force arrested a 19 year old man in a stolen vehicle who was held in custody and charged with possession of stolen property.

On July 9th, Task Force executed a search warrant under the Controlled Drugs and Substances Act on a problem premise in the downtown area. Upon police attendance, twenty people were located inside, as well as a significant quantity of drugs and currency. A second search warrant was obtained for a vehicle on the property, yielding further drugs and drug trafficking paraphernalia. A 30 year old woman was charged with possession for the purpose of trafficking.

On August 21st, Task Force executed a second search warrant on the above noted problem premise. At this time, eleven people were located on the property as well as a significant quantity of drugs, currency and stolen property. City of Vernon By law attended with a building inspector and the residence was deemed uninhabitable. The investigation continues.

Crime Reduction Unit (Downtown Enforcement)

The Crime Reduction Unit perform a significant role in the bi-weekly comparative statistics meeting where emerging crime trends, hot spots of criminal activity, problem premises, priority prolific offenders and social chronic offenders are identified and tasks assigned to various units to help reduce crime.

During this reporting period, the Crime Reduction Unit executed 118 arrest warrants and recommended 42 investigations to Crown Counsel for charge approval, of which 17 persons were found in breach of court ordered conditions.

Prolific Offender

A Prolific Offender is identified as an adult or youth offender with an established pattern of persistent Criminal Code and/or Controlled Drugs and Substances Act offences; who is identified by current intelligence to be criminally active, and assessed by police and partner agencies as medium to high risk

to re-offend. These offenders reside in, or have ties to, our detachment area and are capable of causing a disproportionate amount of crime in the community.

At the conclusion of this reporting period there were 19 Prolific Offenders identified for monitoring in Vernon/North Okanagan. Of those, 7 are currently in custody and 12 are not in custody. Of those not in custody, 9 reside in the Vernon/North Okanagan detachment area and 3 reside outside of the detachment area.

NORTH OKANAGAN RURAL

OPERATIONS

The below graph indicates the total number of calls for service with Criminal Code offences and property crime extracted for the 3rd quarter, as well as the cumulative number since January 1, 2019 to the end of the quarter.

Category	Armstrong		Spallumcheen		Enderby	
	Q3	YTD	Q3	YTD	Q3	YTD
Calls for Service	338	915	416	1018	844	2023
Criminal Code Offences	72	222	83	158	212	502
Property Offences	34	125	49	93	108	259

Category	Falkland		Lumby		Westside	
	Q3	YTD	Q3	YTD	Q3	YTD
Calls for Service	212	552	397	918	257	772
Criminal Code Offences	25	82	78	182	55	155
Property Offences	10	44	27	82	27	78

The following graph is a total number of charges forwarded to Vernon Crown Counsel, the total number of prisoners held in the Vernon cell block and the total number of interventions by the Vernon North Okanagan Police Dog Service.

July 1 – September 30, 2019	Q3	YTD
Charges Forwarded	129	379
PDS Interventions	5	8
Total Prisoners	58	180

FRONT LINE POLICING

Armstrong

On July 6th, police were advised of a break and enter which occurred at a local business where a vehicle was seen leaving the area. Police conducted a thorough investigation and identified a suspect. As police have been unable to locate the individual, a warrant has been issued for the individual's arrest.

On July 30th, police attended to a local business for a report of animal rights protestors on the property. The group had dispersed upon police arrival and no further complaints were received.

On August 13th, police responded to a suspicious occurrence on Salmon River Road. An individual was excavating a property when bones were discovered. The BC Coroner Service and an anthropologist assisted police to determine the bones were from an animal.

On September 11th, police attended a two vehicle collision on Jackson Avenue which resulted in damage to a neighbouring residence. The driver of the vehicle was charged under the Motor Vehicle Act.

Enderby

On July 4th, a vehicle was stolen from Enderby and recovered by police, abandoned in a ditch in Grindrod. Forensic investigators examined the vehicle, however, no suspects were identified.

On August 5th, police conducted patrols on Enderby Mabel Lake Road and observed a number of vehicles in No Parking zones along the road. Police issued 12 warnings to motorists with an additional three warnings given at boat launch on Trinity Valley Road for similar parking related issues.

On September 22nd, police attended to a structure fire in Deep Creek to assist the local Fire Department. Later that evening police were called back to the residence after a report of a second fire. The file is still under investigation.

Falkland

On July 21st, police attended to Westwold for a report of an individual shooting birds in an unsafe manner. Police learned the person was prohibited from possessing firearms and located loaded firearms not stored in a safe manner. The individual faces charges under the Criminal Code.

On September 12th, the vehicle of a man reported missing by his family was located on Hwy 97 in Westwold. An extensive search of the area was conducted by police with the assistance of Search & Rescue, however were unable to locate the man. The investigation continues.

Lumby

On July 1st, police attended to a single vehicle roll over on Sugar Lake Road in Cherryville. The driver was taken to hospital with non-life threatening injuries and was charged under the Motor Vehicle Act for no driver's license, no insurance and misuse of license plate.

On August 6th, police attended a single motor vehicle collision on Highway 6 near Cherryville. The driver showed signs of intoxication by alcohol and was issued a 24 hour driving prohibition.

On September 28th, police responded to a bush party on Harris Creek Forest Service Road which resulted in three separate incidents. Police originally responded to a report of shots fired and found 50-60 persons at the party, however were able to identify the individual responsible. A man was arrested for careless use of a firearm and four rifles were seized. The matter is pending court. While on scene, police located a motor vehicle collision which resulted in the driver being issued a 24 hour suspension and the vehicle was impounded. As well, an intoxicated individual approached one of the police officers, yelling profanities and spat on him. The individual was arrested for assaulting a police officer and was held in custody until able to care for themselves. The individual was charged under the Liquor Control and Licensing Act for being intoxicated in a public place.

Spallumcheen

On July 2nd, police responded to a suspicious vehicle on Simons Road. The vehicle had been stolen from Vernon. The Forensic Identification Section examined the vehicle, however no suspects were identified.

On September 18th, a man fled the scene of a collision with a power pole on Otter Lake Road. Police located the man and conducted an impaired driving investigation. The man failed two Approved Screening Device tests and was issued a 90 day driving prohibition, the vehicle was impounded for 30 days and he was charged under the Motor Vehicle Act for fail to remain at the scene of an accident.

Westside

On July 1st, police observed a vehicle traveling 150 km/h in a 60 km/h zone on Westside Road. The driver was charged under the Motor Vehicle Act for excessive speed and no insurance, and the vehicle was impounded for seven days.

GENERAL INVESTIGATION SECTION

In August, Rural GIS investigators assumed conduct of an aggravated assault investigation. This investigation is ongoing.

In August, Rural GIS investigators and the Forensic Identification Section conducted a thorough search of a rural location that was unusual in nature. The investigation determined there was nothing criminal or suspicious regarding the site and the file is concluded.

In September, Rural GIS assumed conduct of a home invasion investigation. Police obtained statements, conducted neighborhood enquiries, and executed a search warrant at a residence. The investigation is ongoing.

In September, Rural GIS investigated an allegation of forcible confinement. A thorough investigation was completed resulting in the alleged victim being located. The allegation was unsupported and the investigation concluded.

TRAFFIC ENFORCEMENT

North Okanagan Rural

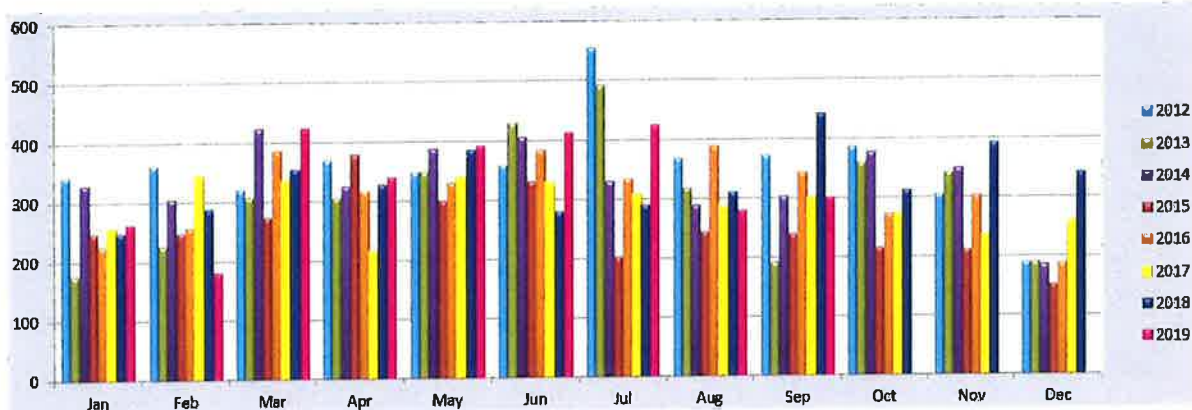
- Road Check Stops: 6
- Impaired Drivers taken off the road by way of suspension or charge: 5
- Distracted Driver Charge: 2

Area	Violation Ticket	Warning
Armstrong	33	19
Enderby	25	50
Falkland	19	9
Lumby	33	11
Spallumcheen	25	16
Westside	13	6

Vernon/Coldstream

- Road Check Stops: 16
- Impaired Drivers taken off the road by way of suspension or charge: 62
- Distracted Driver Charge: 3

Area	Violation Ticket	Warning
Vernon	461	185
Coldstream	178	93
Vernon Rural	63	5



This graph depicts the total traffic enforcement (Tickets and Warnings) results for the Vernon, Coldstream & Vernon Rural area.

FORENSIC IDENTIFICATION SECTION

The Vernon North Okanagan Forensic Identification Section has two members in rotation since the departure of one FIS member to front line policing in September. During the 3rd Quarter of 2019, a total of 22 individuals were identified on 24 files through fingerprints or other types of physical evidence.

Call for Service	Vernon/Coldstream	North Rural
Break and Enter	12	3
Drugs	2	0
Theft from Vehicle	7	0
Theft of Vehicle	19	3
Mischief	2	0
Possession of Stolen Property	1	0
Assault	2	2
Theft Under	2	0
Robbery	5	0
Other Criminal Code	4	2
Arson	1	0
Total	57	10

Vernon FIS Calls for Service encompass Vernon, Vernon Rural and Coldstream.

The North Rural calls for service include Armstrong, Enderby, Falkland, Lumby & Westside.

POLICE DOG SERVICE

In August, the Vernon North Okanagan Detachment welcomed PDS Hawkes and his handler, Corporal Brady Kyle to the unit. Over the past couple of months, PDS Hawkes has conducted a successful track to locate a suspect who was brandishing a firearm, was involved in a multi-day search for a missing person at Monte Lake, assisted with validating Search & Rescue dogs and attended to the Emergency Services Showcase.

RESERVE CONSTABLE PROGRAM

There are currently seven Reserve Constables who provide a variety of functions to the Vernon North Okanagan including; assist with in house training, conduct traffic enforcement, provide coverage for personnel shortages in front line policing and FIS, and conduct crime scene security.

AREA	PATROLS	VIOLATION TICKET	WARNING
Vernon	21	216	55
Coldstream	23	91	58
Total	44	307	113

SCHOOL RESOURCE OFFICER

Over the summer, a competition was held to identify a new School Resource Officer. Constable Chris Terleski was the successful candidate and brings with him 12 years of policing experience. While familiarizing himself with his new role, Constable Terleski had a busy month of September. He has met with the administration from every school in School District 22, participated in seven assemblies, five Terry Fox runs, three elementary music classes, two elementary gym classes, read to three kindergarten classes, conducted a presentation to a Law 12 class, and conducted an elementary school lockdown drill. Constable Terleski has made an impact with his presence in and around the schools by playing with children on the playground, parking his police vehicle in high visibility areas to assist with traffic control, meeting with classrooms one on one, and making himself available to staff, students, and parents.

COMMUNITY POLICING

Vernon RCMP Volunteers

With 45 volunteers and 10 new candidates waiting for a security clearance, the City of Vernon RCMP Volunteers have been busy with safety patrols at community events, 3727 kilometers of vehicle patrols, 258 hours dedicated to Speed Watch operations and 144 vessels checked for invasive mussels. As well, there are three new Block Watches, bringing the total to 82 trained crime prevention groups, representing 1,971 homes and 3,414 residents.

HUMAN RESOURCES

Established Levels

Vernon North Okanagan Detachment is currently at 101 Regular Members: 56 City of Vernon; 30 Provincial; 4 City of Armstrong; 7 District of Coldstream; 3 Township of Spallumcheen & 1 Splat's in First Nation. The Indigenous Police Service constable position for the Okanagan Indian Band has been relocated from West Kelowna to the North Okanagan Rural. A staffing action is underway to identify a suitable candidate.

Funded Levels

As of September 30th 2019, the Vernon North Okanagan Detachment billed 51.6 City of Vernon; 25.73 Provincial; 4.01 City of Armstrong; 6.7 District of Coldstream; 3.66 Township of Spallumcheen & .68 Splat's in First Nation.

3 rd Quarter Statistics – City of Vernon						
ACTIVITY TYPE	Jul 2018	Jul 2019	Aug 2018	Aug 2019	Sep 2018	Sep 2019
Total Files	1625	1693	1607	1815	1340	1504
Robbery	2	4	9	8	1	2
Assault (Includes DV)	41	49	35	53	27	63
Domestic Violence	7	9	5	7	4	12
Sex Offence	3	9	12	17	4	4
B&E Residence	7	14	7	11	10	14
B&E Commercial	14	8	22	18	22	9
Theft of Vehicle	17	13	19	14	5	18
Theft From Vehicle	62	75	71	64	62	58
Theft Over \$5000	3	3	1	1	1	3
Theft Under \$5000	65	112	79	129	71	107
Drug Offence	37	71	32	43	16	40
Liquor Offences	49	37	25	29	25	26
Impaired Driving	14	17	2	19	7	5
24 Hour Driving Suspension	4	5	7	2	-	4
Motor Vehicle Accidents	49	17	36	25	35	21

3 rd Quarter Statistics – Vernon Rural						
ACTIVITY TYPE	Jul 2018	Jul 2019	Aug 2018	Aug 2019	Sep 2018	Sep 2019
Total Files	153	151	139	167	141	158
Robbery	-	-	-	-	-	-
Assault (Includes DV)	3	3	1	2	2	1
Domestic Violence	1	-	-	-	1	-
Sex Offence	2	-	-	1	-	-
B&E Residence	-	3	1	-	2	1
B&E Commercial	-	1	1	1	3	-
Theft of Vehicle	2	3	1	3	3	4
Theft From Vehicle	10	7	7	4	9	1
Theft Over \$5000	1	-	-	-	-	-
Theft Under \$5000	10	5	2	8	4	8
Drug Offence	1	-	-	1	-	4
Liquor Offences	-	-	2	1	-	2
Impaired Driving	3	2	2	3	3	2
24 Hour Driving Suspension	1	-	-	-	-	1
Motor Vehicle Accidents	6	2	8	3	4	5

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

3 rd Quarter Statistics – District of Coldstream						
ACTIVITY TYPE	Jul 2018	Jul 2019	Aug 2018	Aug 2019	Sep 2018	Sep 2019
Total Files	170	157	146	157	112	132
Robbery	-	-	-	-	-	-
Assault (Includes DV)	4	2	1	1	1	3
Domestic Violence	2	1	1	-	1	-
Sex Offence	1	-	1	3	-	1
B&E Residence	1	-	-	1	1	1
B&E Commercial	-	1	2	1	1	-
Theft of Vehicle	1	2	4	1	6	1
Theft From Vehicle	22	2	24	7	16	5
Theft Over \$5000	-	-	-	-	1	-
Theft Under \$5000	7	6	5	10	2	3
Drug Offence	2	-	-	-	2	1
Liquor Offences	2	6	1	6	1	1
Impaired Driving	3	-	1	1	-	2
24 Hour Driving Suspension	-	1	1	1	-	-
Motor Vehicle Accidents	6	6	3	4	3	3

3 rd Quarter Statistics – City of Armstrong NR4100 and NR4101						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	92	99	105	119	113	92
Robbery	-	-	-	-	1	-
Assault (includes DV)	1	5	3	3	8	3
Domestic Violence	-	2	3	1	-	1
Sex Offence	-	-	1	-	-	1
B&E Residence	1	1	1	-	-	-
B&E Commercial	-	1	1	-	-	-
Theft of Vehicle	-	-	-	-	2	1
Theft From Vehicle	8	2	1	4	-	2
Theft Over \$5000	-	-	1	-	-	-
Theft Under \$5000	5	3	7	2	5	8
Drug Offence	1	-	1	1	-	-
Liquor Offences	3	-	6	3	5	-
Impaired Driving	1	-	1	1	-	1
24 Hour Driving Suspension	-	-	-	1	-	1
Motor Vehicle Accidents	3	3	1	3	3	2

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

3 rd Quarter Statistics – Spallumcheen NR4200						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	91	123	96	133	81	122
Robbery	-	-	-	-	-	1
Assault (Includes DV)	-	2	-	5	3	1
Domestic Violence	1	1	-	2	1	-
Sex Offence	-	-	-	-	-	-
B&E Residence	1	-	-	1	1	-
B&E Commercial	-	-	-	1	1	1
Theft of Vehicle	2	1	-	-	-	3
Theft From Vehicle	2	1	1	2	1	2
Theft Over \$5000	-	-	-	1	1	-
Theft Under \$5000	-	4	-	1	-	3
Drug Offence	1	-	-	1	-	-
Liquor Offences	1	-	-	2	-	1
Impaired Driving	2	-	2	-	-	2
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	9	4	7	10	8	8

3 rd Quarter Statistics – City of Enderby NR1200 and NR1201						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	95	120	103	160	82	105
Robbery	-	-	-	-	-	-
Assault (Includes DV)	4	3	3	5	2	2
Domestic Violence	1	-	-	-	1	1
Sex Offence	1	1	-	-	-	-
B&E Residence	1	-	-	1	-	2
B&E Commercial	2	1	-	2	3	2
Theft of Vehicle	1	2	4	1	4	1
Theft From Vehicle	-	10	5	9	4	5
Theft Over \$5000	-	-	1	-	-	-
Theft Under \$5000	-	4	4	6	6	3
Drug Offence	-	-	-	-	-	-
Liquor Offences	3	3	4	4	2	2
Impaired Driving	1	-	-	-	-	-
24 Hour Driving Suspension	-	-	-	-	-	1
Motor Vehicle Accidents	2	3	3	3	2	1

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

3 rd Quarter Statistics – Enderby Rural NR1202 to NR1204						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	87	109	98	123	79	90
Robbery	-	-	-	-	-	-
Assault (Includes DV)	3	4	2	4	-	7
Domestic Violence	1	1	1	1	1	2
Sex Offence	-	-	-	-	-	-
B&E Residence	1	2	1	-	1	2
B&E Commercial	1	-	-	-	3	-
Theft of Vehicle	1	1	1	2	1	1
Theft From Vehicle	2	1	2	4	1	2
Theft Over \$5000	-	-	-	-	-	-
Theft Under \$5000	-	1	-	2	1	2
Drug Offence	1	-	-	-	-	-
Liquor Offences	2	3	1	-	-	-
Impaired Driving	3	1	-	-	-	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	4	8	3	7	4	5

3 rd Quarter Statistics – Village of Falkland NR1300 and NR1301						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	16	14	7	15	12	17
Robbery	-	-	-	-	-	-
Assault (Includes DV)	2	-	-	1	-	-
Domestic Violence	-	-	-	-	-	-
Sex Offence	-	-	-	-	-	-
B&E Residence	-	-	-	-	-	-
B&E Commercial	-	-	1	-	2	-
Theft of Vehicle	-	-	-	1	-	-
Theft From Vehicle	1	-	-	-	-	-
Theft Over \$5000	-	-	-	-	-	-
Theft Under \$5000	-	-	-	1	-	-
Drug Offence	-	-	-	-	-	-
Liquor Offences	-	-	-	-	-	-
Impaired Driving	-	-	-	-	-	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	1	-	-	1	1	1

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

3 rd Quarter Statistics – Falkland Rural NR1302 and NR1303						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	49	49	63	58	36	50
Robbery	-	-	-	-	-	-
Assault (Includes DV)	-	1	2	-	2	2
Domestic Violence	1	1	-	-	1	-
Sex Offence	-	-	-	-	-	-
B&E Residence	-	-	-	-	-	-
B&E Commercial	-	-	1	-	1	-
Theft of Vehicle	-	-	2	-	-	1
Theft From Vehicle	-	-	-	-	-	1
Theft Over \$5000	-	-	-	-	-	-
Theft Under \$5000	-	-	2	-	-	1
Drug Offence	1	-	-	-	-	-
Liquor Offences	-	1	-	-	-	-
Impaired Driving	-	-	-	-	-	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	3	1	7	8	2	1

3 rd Quarter Statistics – Village of Lumby NR1400 and NR1401						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	46	48	36	55	39	74
Robbery	-	-	-	-	-	-
Assault (Includes DV)	1	3	2	1	-	5
Domestic Violence	1	2	-	-	-	2
Sex Offence	-	-	-	-	-	-
B&E Residence	-	-	-	-	-	-
B&E Commercial	-	-	1	-	2	-
Theft of Vehicle	1	-	-	-	1	-
Theft From Vehicle	5	1	-	-	1	8
Theft Over \$5000	-	-	-	-	-	-
Theft Under \$5000	-	-	1	-	1	2
Drug Offence	3	1	1	1	1	-
Liquor Offences	-	-	-	-	1	-
Impaired Driving	1	-	-	-	-	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	1	-	-	-	2	4

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

3 rd Quarter Statistics – Lumby Rural NR1402 and NR1403						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	78	70	78	63	48	52
Robbery	-	-	-	-	-	-
Assault (Includes DV)	1	1	1	2	3	1
Domestic Violence	1	1	-	1	1	1
Sex Offence	1	1	-	-	1	-
B&E Residence	-	-	-	-	-	1
B&E Commercial	-	-	-	1	-	-
Theft of Vehicle	-	-	1	-	1	-
Theft From Vehicle	-	-	1	1	1	-
Theft Over \$5000	-	-	1	-	-	-
Theft Under \$5000	1	1	2	2	1	1
Drug Offence	4	-	-	-	-	-
Liquor Offences	-	-	1	1	1	1
Impaired Driving	1	-	1	1	1	-
24 Hour Driving Suspension	-	-	-	-	-	1
Motor Vehicle Accidents	10	8	7	12	2	6

3 rd Quarter Statistics – OKIB NR8000, NR8001, NR8101, NR8102						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	71	52	41	52	53	38
Robbery	-	-	-	-	-	-
Assault (Includes DV)	2	-	2	2	2	-
Domestic Violence	3	-	1	1	-	-
Sex Offence	1	-	1	-	2	-
B&E Residence	-	-	1	-	-	-
B&E Commercial	-	-	-	-	-	-
Theft of Vehicle	-	1	1	-	-	-
Theft From Vehicle	2	-	-	1	1	-
Theft Over \$5000	1	-	-	-	-	1
Theft Under \$5000	3	1	-	2	2	3
Drug Offence	1	-	-	-	-	-
Liquor Offences	-	-	-	-	-	-
Impaired Driving	-	-	-	-	1	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	3	3	4	3	5	3

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

3 rd Quarter Statistics – Splatsin NR8100 and NR8200						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	34	36	29	49	20	32
Robbery	-	-	-	-	-	-
Assault (Includes DV)	1	-	-	4	-	2
Domestic Violence	1	-	-	1	1	2
Sex Offence	-	-	-	-	-	-
B&E Residence	1	-	-	2	-	-
B&E Commercial	-	2	-	1	-	-
Theft of Vehicle	-	-	-	-	1	-
Theft From Vehicle	1	-	-	-	-	-
Theft Over \$5000	-	-	-	-	-	-
Theft Under \$5000	-	-	-	3	-	1
Drug Offence	-	-	1	-	-	-
Liquor Offences	1	1	-	1	2	1
Impaired Driving	-	-	-	-	-	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	2	-	3	2	1	2

3 rd Quarter Statistics – Westside Road NR1000						
ACTIVITY TYPE	July 2018	July 2019	August 2018	August 2019	Sept 2018	Sept 2019
Total Files	87	41	69	39	54	27
Robbery	-	-	-	-	-	-
Assault (Includes DV)	4	1	3	-	1	-
Domestic Violence	1	-	-	-	-	-
Sex Offence	-	-	-	-	-	-
B&E Residence	-	1	1	-	-	-
B&E Commercial	-	-	-	-	-	-
Theft of Vehicle	-	-	2	-	3	2
Theft From Vehicle	-	-	2	-	2	-
Theft Over \$5000	-	-	-	1	-	-
Theft Under \$5000	1	2	1	1	2	-
Drug Offence	3	-	-	-	-	-
Liquor Offences	1	1	-	-	-	-
Impaired Driving	1	-	-	-	1	-
24 Hour Driving Suspension	-	-	-	-	-	-
Motor Vehicle Accidents	2	1	3	1	6	1

The quarter crime statistics are a sampling of the 15 most commonly reported Crime Codes which have the greatest impact on communities and provide police with valuable insight into crime activities and trends. Currently, there are over 700 Crime/Survey Codes utilized by Canadian policing agencies in the reporting of crime to the Canadian Centre for Justice in Ottawa.

Note: In January 2019, Canadian Centre of Justice Statistics (CCJS) established new clearance statuses and updated the definitions relating to the collection of data for the Uniform Crime Reporting (UCR) survey, which has an effect on the Crime Severity Index (CSI). Founded occurrences gathered as of January 2019 include offences where it has been determined that the reported incident did occur or was attempted, or there was no credible evidence to confirm that the incident did not take place. Prior to 2019 only offences that were proven to have occurred were included in founded occurrences. As a result, this may indicate an increase when comparing 2019 founded occurrences with reports from previous years.

ADMINISTRATION UPDATES
NOVEMBER 12, 2019 REGULAR COUNCIL MEETING

File: 0550-05

COMMUNITY INFRASTRUCTURE AND DEVELOPMENT SERVICES

29th/30th Street Transportation Corridor (39th Avenue Intersection)

The construction tender closed on October 31, 2019. Six bids were received. Contract award is pending and will occur after all bid compliance checks have been completed. The construction tender is within budget.

28th Avenue (30th Street to 32nd Street) Road and Utility Rehabilitation

The project is substantially complete. Minor deficiencies and clean-up work remain. Project will be completed within budget.

48th Avenue (Highway 97 to 29th Avenue) Drainage and Road Rehabilitation

Works for 2019 have been completed. The project is now in winter shutdown mode and will resume in spring 2020.

15th Avenue Storm Rehabilitation (Highway 97 to Vernon Creek)

Construction is underway with overall completion expected by the end of 2020. The project is on schedule and under budget.

Development Process

At its Committee of the Whole Meeting of October 15, 2019, Council received a presentation from the Manager, Current Planning on building and development approval processes. Council raised a number of considerations following the presentation. Administration will be including the application date in development reports in the new year. Administration is currently researching how other municipalities report this information. The key dates that are anticipated to be reported include: date of receipt of a **complete** application; date of acceptance of required reports (i.e. transportation impact, RAR, geo-tech.), and date of review by Committees. Though not required, pre meetings with applicants are strongly encouraged. As per Council's Strategic Plan 2019 – 2022, more on-line applications will be introduced, including the ability to monitor various application types on-line. Current on-line applications and applicant information can be found at:

<https://www.vernon.ca/homes-building/permits-applications>

Staff Liaison Position for the Vernon Senior's Action Network

The Vernon Seniors Action Network (VSAN) is a coalition of community representatives working together to share information and resources and address priority issues that impact the health and wellness of Vernon Seniors. Annette Sharkey, the Executive Director of the

Social Planning Council of the North Okanagan, has historically acted as the City liaison for VSAN. Due to other commitments Ms. Sharkey is no longer able to fill this role. Laurie Cordell, the Manager of Long Range Planning and Sustainability is now acting in this role. VSAN is reviewing a granting opportunity through UBCM Age-friendly Grants and, if they move forward with the application, will be requesting that the City support their application

Great Canadian Shoreline Cleanup

Council received a delegation on October 28, 2019. Administration is gathering background information and will bring forward a recommendation on participation in the Great Canadian Shoreline Clean Up to the November 25, 2019 Council meeting.

Turtle Mountain Boulevard Landscaping

Administration continues to review the survey results and prepare recommendations for the landscaping options for the boulevards at Turtle Mountain. Recommendations will be presented at the November 25, 2019 Council meeting. The budget of \$175,000 that Council dedicated to re-landscaping the subject boulevards to the new standards is planned to be expended in 2020.

Marshall Fields Fence

Concerns were raised with the original fence alignment as presented to Council. This alignment required adjustments to the soccer fields which would move the play area into inadequate portions of the field. Consequently, the posts and fence alignment were shifted. The new alignment has all the irrigation lines on the soccer field side of the fence, thereby avoiding the need to upgrade the fields. Due to the new alignment and to provide safe access, filling and grading of the entrance from Lakers is now required. Two additional dog stations have been installed.

Beachcomber and Lake Accesses Signage

The installation of signs and garbage bins at three Lake Access and the construction of the Beachcomber Bay Lake Access was completed November 7, 2019. Additional signage on any undeveloped Lake Access shall also be signed "use at your own risk".

As per Council direction, three lake accesses had signs installed that identified the extent of the public Lake Access from the upland access road and at High Water Mark. Single bear-proof garbage bins have also been installed. Operations has been informed of the new works and will instigate a regular maintenance program including garbage collection.

Sanitary Sewer Local Areas Service Project Areas

The next area of Okanagan Landing for local area service petitioning is Cameo. Longacre will follow.

Short Term Rental Planning Process Update

Administration has completed the initiation and research stage of the process to develop regulations for short-term rental accommodations in the City of Vernon. This includes review of existing Bylaws and community comparisons. City staff are beginning to provide input and identification of external stakeholders and interest groups for public engagement which is underway. In addition, the designated Engage Vernon project web page is being drafted in order to provide a survey for public engagement. The initiation and research combined with engagement results will provide the guiding principles for the draft policy that will be brought forward to Council early in 2020.

Building Permit Values Actuals versus Submitted at Application

Administration are reviewing the process to evaluate building permit values based on a current construction costs primarily for single family to four family units and updating the construction value estimator that is used in-house. Larger, complex projects are typically overseen by a coordinating professional that provides construction value estimates.

OPERATIONS SERVICES

The new downtown washroom was tagged with graffiti inside and out on the November 2 weekend. City crews are in the process of trying to remove the graffiti and may require a contractor to assist. If this type of vandalism (or other) continues, the operating budget will be impacted.





THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: W. Pearce, CAO **FILE:** DVP00435
PC: K. Flick, Director, Community Infrastructure and Development **DATE:** October 31, 2019
FROM: H. Campbell, Current Planning
SUBJECT: 5400 Okanagan Avenue Development Variance Permit Extension Request

PURPOSE:

To seek Council's approval for a requested extension to the processing timeline for Development Variance Permit 00435 for the property at 5400 Okanagan Avenue.

BACKGROUND INFORMATION:

1. A Development Variance Permit application (DVP00435) is currently in progress for the subject property at 5400 Okanagan Avenue (Attachment 1). The applicant intends to develop on slopes of 30% or greater and construct a 3.6 m high retaining wall (Attachments 2 and 3) on a portion of the site.
2. At its Regular Meeting of November 13, 2018, Council passed the following resolution for DVP00435:

"THAT Council support a modified Development Variance Permit Application #DVP00435 to vary the following sections of Zoning Bylaw #5000 in order to construct a 36 unit townhouse development on part of the NW ¼ of Sec. 28 shown on Plan B3911, Twp. 9 ODYD exc. Plans KAP50675 and KAP58681 (5400 Okanagan Avenue):

- a) to vary Section 4.16.1 to allow the construction of a building, structure or swimming pool on slopes of 30% or greater, and
- b) to vary Section 6.5.11 to increase the maximum height of a retaining wall from 1.2 m to a maximum of 3.6 m.

AND FURTHER, that Council confirm its previous approval of Development Variance Permit application DVP00382 to vary Zoning Bylaw #5000 Section 9.11.6 to reduce the minimum dwelling unit width from 6.5 m to 4.8 m.

AND FURTHER, that Council support of DVP00435 be subject to the following:

That the revised site and elevation plans show retaining walls up to a maximum of 3.6 m, intended to illustrate the general form character and massing of the proposed residence, be submitted to the satisfaction of Administration and be attached to and form part of DVP00435 as Schedule 'A'."


3. Administration recommends that an extension to the processing timeline for the subject Development Variance Permit application be extended from November 13, 2019 to November 13, 2020. The extension has been requested as the applicant and Administration are currently refining development drawings to ensure bylaw compliance and additional time is required to do so. This request is consistent with the Development Application Procedure Bylaw #4103.


RECOMMENDATION:

THAT Council approve a one year extension to November 13, 2020 of the processing timeline for 5400 Okanagan Avenue Development Variance Permit 00435 pursuant to Development Application Procedure Bylaw #4103.

Respectfully submitted:

Nov 1 2019 11:58 AM



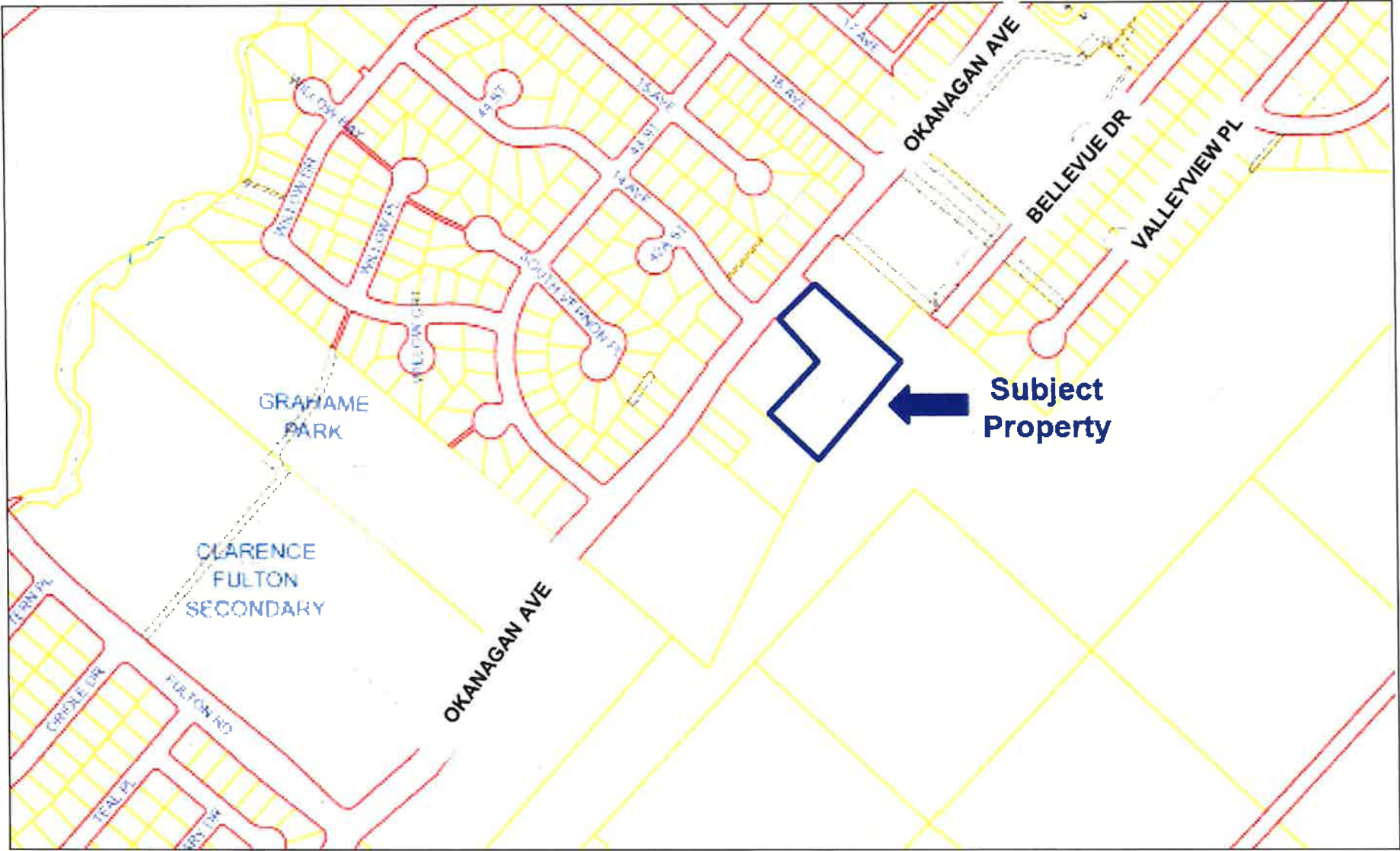
Craig Broderick 

Hayley Campbell
Planning Assistant, Current Planning

ATTACHMENTS

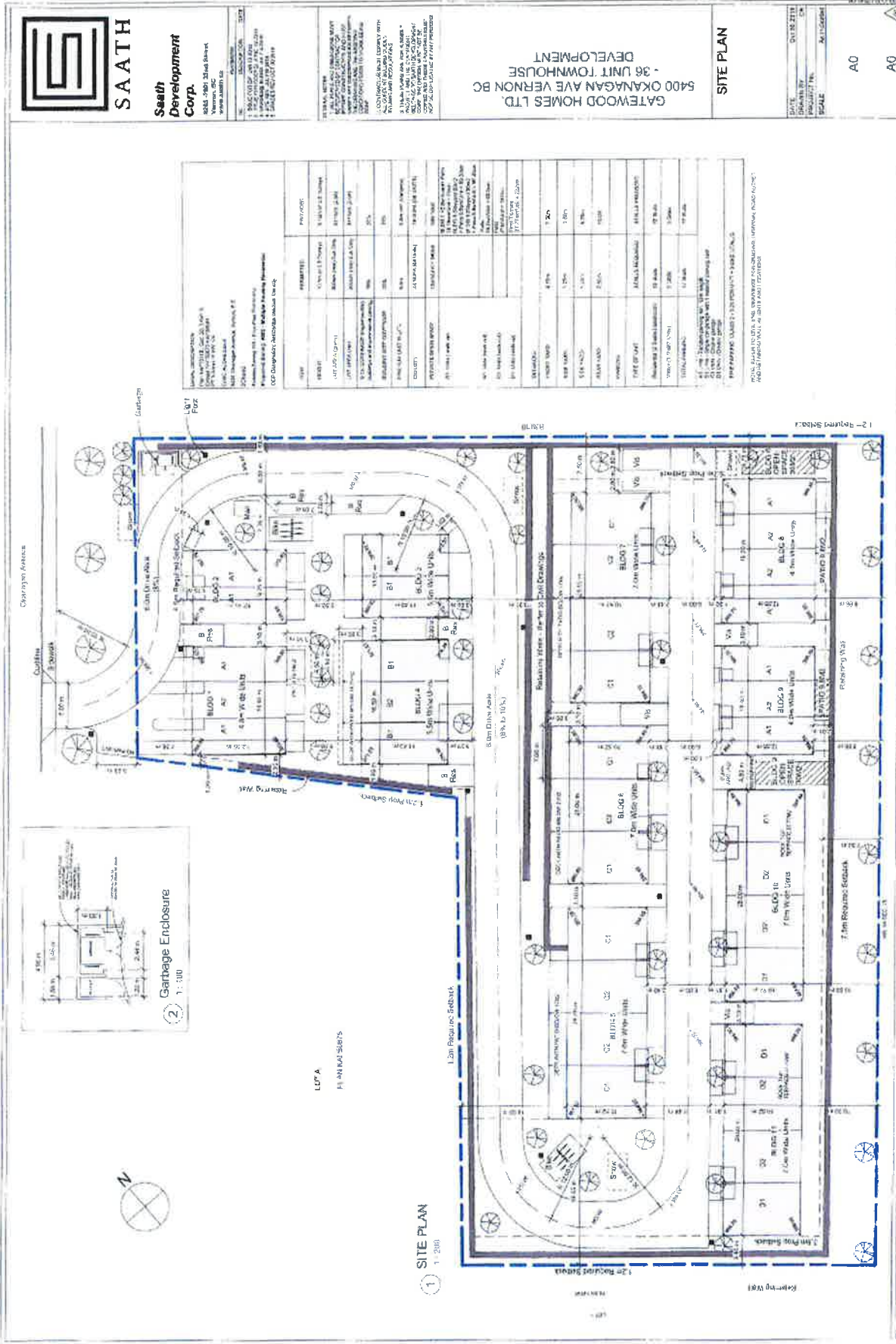
- Attachment 1 – Property Location Map
- Attachment 2 – Proposed Site Plan
- Attachment 3 – Proposed Cross Sections

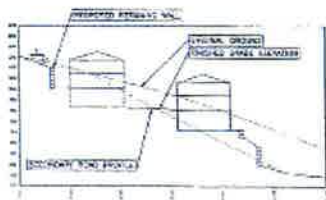
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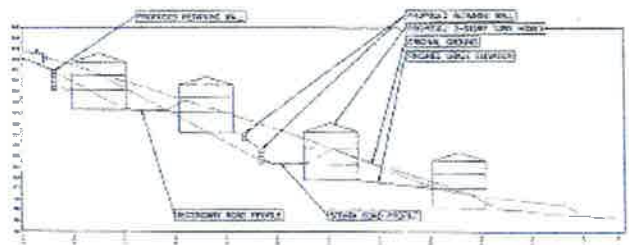
Location Map

Proposed Site Plan

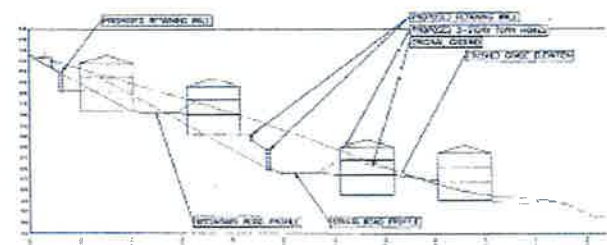




CROSS-SECTION A1
SCALE 1:50



CROSS-SECTION B1
SCALE 1:50



CROSS-SECTION C1
SCALE 1:50

Proposed Cross Sections – Maximum Wall Height to be 3.6m





THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Keltie Chamberlain, Economic
Development Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: November 12, 2019
REPORT DATE: October 31, 2019
FILE: 6460-01

SUBJECT: ZONING BYLAW #5000 AMENDMENT – DEVELOPMENT REGULATIONS
FOR TEMPORARY SHELTERS

PURPOSE:

To propose amendments to Zoning Bylaw #5000 to include development regulations for temporary shelters.

RECOMMENDATION:

THAT Council support the proposed amendments to Zoning Bylaw #5000 as outlined in the report titled "Zoning Bylaw #5000 Amendment – Development Regulations for Temporary Shelters", dated October 31, 2019 and respectfully submitted by the Economic Development Planner.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council receive the proposed amendments to Zoning Bylaw #5000 as outlined in the report titled "Zoning Bylaw #5000 Amendment – Development Regulations for Temporary Shelters", dated October 31, 2019 and respectfully submitted by the Economic Development Planner.

Note: Should Council endorse this alternative, the additional development regulations, developed to meet Council's direction, would not be incorporated into Zoning Bylaw #5000.

ANALYSIS:

A. Committee Recommendations:

At its meeting held October 16, 2019 the Advisory Planning Committee made the following recommendation:

THAT Council support the proposed amendments to Zoning Bylaw #5000 as outlined in the report titled "Zoning Bylaw #5000 Amendment – Development Regulations for Temporary Shelters", dated October 10, 2019 and respectfully submitted by the Economic Development Planner.

B. Rationale:

1. At its Regular Meeting of Monday August 19, 2019 Council directed Administration to prepare a Zoning Bylaw #5000 amendment to include additional development regulations for emergency shelters, specifically with respect to screened outdoor storage, setbacks to reduce congregation on or near the sidewalk, designated on-site smoking areas and receptacles, and exterior lighting.
2. Zoning Bylaw #5000 includes emergency shelters under "Temporary Shelter Services" which is defined as "the provision of communal, transient accommodation sponsored or supervised by a public authority or non-profit agency intended to provide basic lodgings for persons requiring immediate shelter and assistance for a short period of time. Typical uses include but are not limited to hostels and over-night

shelters” (Attachment 1). Zoning Bylaw #5000 lists temporary shelter services as a Primary Use in six zoning districts (C2, C3, C4, C5, C6, and C8). I1 (light industrial) lists temporary shelter services as a Primary Use where active use existed prior to July 1, 2010.

3. The development regulations for each zone that permits temporary shelters include reference to “Other Regulations” which identify that there are additional regulations that may apply. These include the general development regulations of Section 4 (secondary development, yards, projections into yards, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the landscaping and fencing provisions of Section 6; and, the parking and loading regulations of Section 7 (Attachment 1).
4. The proposed amendment separates the uses of temporary shelter services (including emergency overnight shelters) and hostels. The two uses are currently included in Section 7.0 Parking & Loading, Table 7.1 – Parking Schedule, and in the permitted Primary Uses in zoning districts C2, C3, C4, C5, C6, and C8, and in the I1 zone as noted in Attachment 2. The two uses remain permitted in the zones, but the proposed development regulations specific to the temporary shelter services use would be included in Section 5.0 Specific Use Regulations.
5. Attachment 2 is a proposed amendment to Section 5 of Zoning Bylaw #5000 to add regulations for temporary shelters to require:
 - screened outdoor storage,
 - setbacks to reduce congregation on or near the sidewalk,
 - designated on-site smoking areas and receptacles, and;
 - exterior lighting.
6. A requirement for storage areas would ensure that adequate outdoor and indoor storage space is available on the site and within the building. Screened outdoor storage would be contained on the site in an internal courtyard that would also create an “off the street” space where clients can spend time without blocking the sidewalks or potentially disrupting neighbouring properties. A minimum storage space requirement per shelter bed would provide an area for large items such as bicycles and carts. Those in need of emergency shelter services often carry all of their personal belongings with them at all times. If the belongings cannot be accommodated in a shelter, individuals may choose not to stay at the facility.
7. Lobbies and/or intake areas in emergency shelters would allow for an area large enough that clients would have an indoor or sheltered outdoor area on-site to stand or sit. This minimizes the indignity and street impact of line ups, and provides the opportunity for the service provider to have on-going communication with clients. The requirement for new temporary shelters would be for entry areas or on-site exterior spaces with weather protection with front yard setbacks that would provide space to receive clients.
8. The exterior entry areas would require large windows to allow the facility’s staff to have unimpeded views into the exterior spaces. This would provide the opportunity for observation and natural surveillance as a Crime Prevention Through Environmental Design (CPTED) solution.
9. A weather protected, outdoor designated smoking area within staff sightlines would require adequate ventilation, garbage receptacles, and lighting that is not intrusive to adjacent properties. On-site smoking areas would need to comply with provincial legislation in regards to proximity to doorways, air intakes and windows.
10. The additional regulations for temporary shelters include screened outdoor storage, setbacks to reduce congregation on or near the sidewalk, designated on-site smoking areas and receptacles, and exterior lighting. In addition, the regulations address CPTED principles and opportunity for interior design solutions for storage and the intake of clients to a facility. Should Council approve the amendments, a Public Hearing would be scheduled as part of the zoning bylaw amendment process.

C. Attachments:

- Attachment 1: Zoning Bylaw #5000
- Attachment 2: Zoning Bylaw #5000 Proposed Amendment

D. Council's Strategic Plan 2019 – 2022 Goals/Action Items

The topic involves the following goals in Council's Strategic Plan 2019 – 2022:

- Address safety concerns including drug use, vagrancy, communicating role of Bylaw Services and Increased RCMP presence.
- Work towards a sustainable Vernon – environmentally, economically and socially.

E. Relevant Policy/Bylaws/Resolutions:

1. At its Regular Meeting of February 25, 2019 Council declassified the following resolution:

THAT Council direct Administration to prepare a policy and/or Zoning Bylaw #5000 amendments for new temporary shelter uses to require community consultation and enhanced development requirements, to include temporary shelters, overdose prevention and safe injection sites.

2. At its Regular Meeting of August 19, 2019 Council made the following resolution:

THAT Council direct Administration to prepare a Zoning Bylaw #5000 amendment for First and Second Readings to include additional development regulations for emergency shelters with respect to screened outdoor storage, setbacks to reduce congregation on or near the sidewalk, designated on-site smoking areas and receptacles, and exterior lighting.

BUDGET/RESOURCE IMPLICATIONS:


N/A

Prepared by:


Nov 5 2019 2:25 PM

Approved for submission to Council:

X  ✓
 Keltie Chamberlain
 DocuSign


 Will Pearce, CAO
 Date: 05. NOV. 2019

Keltie Chamberlain
Economic Development Planner

X 
 Signer 2

Laurie Cordell
Acting Director, Community Infrastructure and Development

REVIEWED WITH

- | | | |
|---|---|--|
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input checked="" type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
| <input type="checkbox"/> COMMITTEE: APC 191016 | | |
| <input type="checkbox"/> OTHER: | | |

Zoning Bylaw #5000

Excerpt from Zoning Bylaw #5000, Section 2.3 General Definitions

TEMPORARY SHELTER SERVICES means the provision of communal, transient accommodation sponsored or supervised by a public authority or non-profit agency intended to provide basic lodgings for persons requiring immediate shelter and assistance for a short period of time. Typical **uses** include but are not limited to hostels and over-night shelters.

Excerpt from Zoning Bylaw #5000 in “Other Regulations” in C2, C3, C4, C5, C6, and C8 zones. I1 zone with text amendment.

- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development**, **yards**, projections into **yards**, **lighting**, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.

Proposed Amendments

Zoning Bylaw #5000 Section 5.0 Specific Use Regulations

5.18 Temporary Shelter Services

Temporary Shelters shall comply with the following regulations:

- Adequate outdoor and indoor storage space shall be provided as follows:
 - A minimum of outdoor storage space of 1.5 m² per shelter bed to a maximum of 25 m² is required.
 - If storage is located outdoors, it shall be screened from public view/streets.
 - The secure outdoor space shall be well lit (but not intrusive to adjacent properties) with natural surveillance from within the building.
 - Secure indoor storage locker space of .20 m² per shelter bed shall be provided.
- Adequate interior spaces and operating procedures to avoid sidewalk line-ups for access shall be provided as follows:
 - Lobby/Intake areas shall be 1m² per shelter bed, to a maximum of 20 m² to receive clients.
 - Front yard setbacks for new construction shall be 4.5m and include an on-site exterior entrance area.
 - Large windows/glazing to provide surveillance to support adequate sightlines into intake areas and onto the street.
- Designated on-site smoking areas and receptacles are required as follows:
 - Outdoor designated smoking areas shall comply with the Provincial regulations in regards to distance from doorways, air intakes and open windows.
 - Outdoor designated smoking area shall include weather protection and adequate ventilation.
 - Outdoor amenity, storage, and designated smoking areas shall be well lit (but not intrusive to adjacent properties), including the use of motion detecting lighting, with natural surveillance.

Zoning Bylaw #5000 Section 2.0 Interpretation

TEMPORARY SHELTER SERVICES means the provision of communal, transient accommodation sponsored or supervised by a public authority or non-profit agency intended to provide basic lodgings for persons requiring immediate shelter and assistance for a short period of time. Typical **uses** include but are not limited to ~~hostels and~~ emergency over-night shelters.

HOSTEL means a building used for the provision of communal, transient accommodation intended to provide short-term basic lodgings for not more than 75 patrons or travelers paying for accommodation, with or without the common right to use the common cooking, dining and laundry facilities. Typical **uses** include but are not limited to hostels, ~~over-night shelters~~ and inns.

Zones C2, C3, C4, C5, C6, and C8. I1 (light industrial) zones with text amendment to list shelter services as a Primary Use where active use existed prior to July 1, 2010.

Primary Uses:

- **Hostels**

“Other Regulations”

- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, ~~temporary shelters~~, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.

Zoning Bylaw #5000 Section 6.0 Landscape & Screening

6.5.7 Screening **fences** required for outdoor storage areas for temporary shelters shall be a combination of opaque and translucent or lattice design to ensure natural surveillance is permitted into the space.

Zoning Bylaw #5000 Section 7.0 Parking & Loading, Table 7.1 – Parking Schedule

Temporary Shelter Services

1 per 10 temporary shelter beds and 1 per staff member, minimum total of not less than 3.

Hostel

1 per 3 rental beds and 1 per non-resident staff member, minimum total of not less than 3.



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Mayor & Council **FILE:** 0220-01

PC: Patti Bridal, Deputy CAO **DATE:** November 4, 2019
Kim Flick, Director Community Infrastructure &
Development

FROM: Will Pearce, CAO

SUBJECT: DELEGATION – Kwantlen Polytechnic University’s Institute for Sustainable Food Systems

At the October 28, 2019 Regular meeting of Council, Kristi Tatebe, Research Assistant, Kwantlen Polytechnic University, appeared as a delegation to discuss the Okanagan Bioregion Food System Design Project. In brief, the project reportedly employs a methodology to quantify current and future bioregional food system performance across a range of economic, ecological and food production indicators, to clarify how planning and policy decisions might affect our food systems, economies and communities in the future.

The delegation is seeking funding from the Regional District of North Okanagan (RDNO) in the amount of \$50,000, funded by member municipalities. The delegation noted “per the RDNO’s contribution formula, this amounts to \$26,630 from the City of Vernon”.

A near identical request was made to Council by correspondence dated December 4, 2017 from the RDNO Board of Directors. Ms. Tatebe had made a similar presentation on October 18, 2017 to the regional Directors. As the RDNO did not have a service that the funding request for financial support could be allocated to, the Board resolved to forward the request to participating jurisdictions.

Presumably the “normal” participant contribution level based on land and improvement was previously provided to the delegation, Vernon’s “share” would be 53.25% of any requests (hence the delegation request for \$26,630 from Vernon, of the total request for \$50,000).

While the proposed “project” could benefit the “bioregional food system performance” this is not a core function of the City of Vernon as an urban municipality. The project appears to fall within the mandate of either Provincial or Federal ministries responsible for agriculture and food security, or rural and predominantly agriculture based areas.

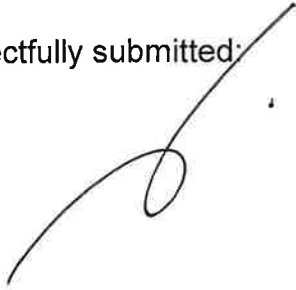
As an urban municipality, our focus is policing, public safety, bylaw enforcement, fire protection and municipal infrastructure. All of which demand significant budget support through municipal property taxation. As an urban municipality the City and subsequently Council, should be cautious before entering and funding areas not clearly within an urban mandate. With limited revenue potential (predominantly property tax or

fees for service), and growing demands for service, Administration recommends that Council not participate in the proposed program.

RECOMMENDATION:

THAT Council receive the October 28, 2019 delegation from Kristi Tatebe, Research Assistant, Kwantlen Polytechnic University regarding the Okanagan Bioregion Food System Design Project for information.

Respectfully submitted:

A handwritten signature in black ink, consisting of a long, sweeping horizontal stroke that curves upwards and loops back to the left, ending in a small circle.



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: A. Watson, Manager,
Transportation

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: November 12, 2019
REPORT DATE: October 31, 2019
FILE: 8300/08

SUBJECT: ICBC NETWORK SCREENING AND SPEED LIMIT CHANGE REQUESTS

PURPOSE:

To inform Council of the findings of the ICBC Network Screening Study that analysed city-wide collision data leading to recommended road safety improvements at twenty intersections. To update Council on the review of speed limit change requests.

RECOMMENDATION:

THAT Council directs Administration to include, prioritised, short term road safety improvements recommended in the ICBC Network Screening study dated November 2019 and attached to the report titled "ICBC Network Screening and Speed Limit Change Requests", dated October 31, 2019 from the Manager, Transportation in the Intersection Improvements Capital Project for Council's consideration in the 2020, 2021 and 2022 budget deliberations;

AND FURTHER, that Administration report back with recommendations regarding the use of thermoplastic road paint, high friction surface materials and to investigate, over time, the long-term road safety improvements recommended in the ICBC Network Screening study;

AND FURTHER, that Ministry of Transportation and Infrastructure be informed that the speed limit on City portion of Commonage Road will not be increased to 70km/hour.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council directs Administration to include, prioritised, short term road safety improvements recommended in the ICBC Network Screening study dated November 2019 and attached to the report titled "ICBC Network Screening and Speed Limit Change Requests", dated October 31, 2019 from the Manager, Transportation in the Intersection Safety Capital Project for Council's consideration in the period 2020 to 2024 budget deliberations.

Note: This means that the short term road safety improvements would be implemented over a five year period.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. McElhane Consulting Services completed the Network Screening study using the last five years available collision claims data from ICBC (2013 to 2017), the objectives of this study were to: 96

- Review the collision records to identify the Top 30 collision-prone intersections under the City's jurisdiction based on Collision Frequency, and short list these to a Top 20 list based on Collision Rate, Severity Index, and Critical Collision Rate Index (CCRI);
- Evaluate the collision records of the Top 20 collision-prone locations to identify potential trends in collision times, types, vehicle directions, and severity;
- Visit each site to monitor traffic patterns/conflicts, and identify any issues with laning, geometry, traffic control, etc. that may contribute to the collision trends; and
- Recommend short and long term counter-measures that would address the identified safety issues, and which may be candidates for cost-sharing with ICBC.

The table below lists the top twenty locations, the recommended improvement and Administrations comments.

Rank	Intersection	Summary of Collisions and Observations	Recommended Short Term Priority Safety Improvements	Administration's Comments
1	48 Avenue / 27 Street	161 collisions, over 1/3 involved injuries. 30 were rear ends with half citing icy road conditions. One cycle collisions at an access. No pedestrian collisions. Gas station accesses too close to intersection creating turning conflicts in addition to other adjacent accesses. Raised island is small. Red light turning observed.	<ul style="list-style-type: none"> • Add "right turn lane" sign to southbound approach • Construct median islands • Construct "smart" right turn island • Add anti-skid treatment to pavement • Review signal timing • Coordinate the signals in the area • Use thermoplastic lane lines • Ensure winter maintenance is a priority 	<ul style="list-style-type: none"> • The sign will be installed • Design options will be investigated • A "smart" island will be investigated and constructed if feasible • Anti-skid surface treatment will be costed • Will be added to 2019 traffic signal project • The existing coordination plan will be reviewed in the 2019 project • Using thermoplastic paint will be costed • The location information will be forwarded to Operations
2	Anderson Way / 58 Avenue / 27 Street	79 collisions, almost half involved injuries. December had 27% of collisions, more than half were rear ends, 4 cited winter conditions. Rear ends concentrated at right turns. Significant trend in left turns colliding especially northbound. Speeding observed on 27 Street. Red light turning observed for southbound traffic. No pedestrian or cycle collisions.	<ul style="list-style-type: none"> • Review signal timing • Consider anti-skid pavement treatment • Install advance warning flashers for southbound traffic • Reconstruct northbound right turn island • Keep commercial signs out of sight lines 	<ul style="list-style-type: none"> • Will be added to 2019 traffic signal project • Anti-skid surface treatment will be costed • Ministry of Transportation and Infrastructure will be contacted • Designs options will be investigated • Adjacent businesses will be contacted
3	48 Avenue / Anderson Way	66 collisions, almost half involved injuries. A spike in collisions in December some citing icy conditions. 30 collisions were at adjacent commercial accesses, some involved turns around the traffic signal queue. 32% of collisions were rear ends, most commonly on east and southbound approaches. No pedestrian or cycle collisions.	<ul style="list-style-type: none"> • Revisit signal timing • Realign northbound left turn lane on Anderson Way • Consider anti-skid pavement treatment 	<ul style="list-style-type: none"> • This will be added to 2019 traffic signal project • The layout of accesses and road markings will be reviewed • Anti-skid surface treatment will be costed

4	43 Avenue / 20 Street	34 collisions, approximately half involved injuries. Over 1/3 were rear ends on 20 Street approaches attributed to driver error or winter conditions. 10 collisions occurred in December 2017 during an especially cold period. 3 side impact collisions citing parked vehicles on 43 Avenue blocking vision. One pedestrian and one cyclist injured while using the crosswalk. Speeding observed on 43 Avenue.	<ul style="list-style-type: none"> • Upgrade crosswalk flashers to Rectangular Rapid Flashing Beacons (RRFB) • Remove advance crosswalk sign • Maximize visibility of 20 Street stop signs • Ensure intersection sight lines are clear • Request RCMP speed enforcement 	<ul style="list-style-type: none"> • RRFBs will be installed at the crosswalk • The sign will be removed • Annual service requests will be submitted to ensure visibility is maintained • The information will be forwarded to the RCMP
5	43 Avenue / 29 Street	41 collisions, more than half involved injuries. A spike occurred in 2017, half involved right of way conflicts. 11 rear ends, 12 side impacts with 3 attributed to red-light running. Red-light running observed on all but westbound through movements. 4 collisions involved adjacent accesses. One pedestrian (mobility scooter user) collision, no cycle collisions.	<ul style="list-style-type: none"> • Revisit the signal timing • Install tertiary signal heads west and southbound • Restrict access movements near intersection • Consider anti-skid pavement treatment • Request RCMP enforcement 	<ul style="list-style-type: none"> • This will be added to 2019 traffic signal project • These will be investigated and installed if feasible • Access Management near the intersection will be investigated • Anti-skid surface treatment will be costed • The location information will be forwarded to the RCMP
6	25 Avenue / 34 Street	78 collisions, more than half involved injuries. Spikes occurred in August with 24 collisions. Majority of all collisions were rear ends on all 4 approaches. Most common factor being driver error, a few cited winter conditions. 10 side impacts with half attributed to red-light turning. Two pedestrian collisions, no cycle collisions. Wide intersection with speeding and red-light running observed.	<ul style="list-style-type: none"> • Revisit the signal timing • Construct "smart" channelized southbound right turn • Add a second yield sign to northbound right turn • Consider anti-skid pavement treatment • Ensure painted lines are clear • Request RCMP enforcement 	<ul style="list-style-type: none"> • This will be added to 2019 traffic signal project • A "smart" island will be investigated and constructed if feasible • The sign will be installed • Anti-skid surface treatment will be costed • Using thermoplastic paint will be costed • The location information will be forwarded to the RCMP
7	48 Avenue / Silver Star Road / Pleasant Valley Road	54 collisions, most of the collisions were damage only. December saw 12 collisions with 3 in 2017. 9 opposing left turn conflicts. 5 side impact involving red-light running. 16 rear end with 4 in right turn channels. 3 deer collisions. Red-light running and speeding observed on 48 Avenue and Silver Star Road.	<ul style="list-style-type: none"> • Revisit signal timings • Convert westbound advance left to protected only • Ensure deer warning signage is in place • Add sidewalk ramps to corner islands • Use raised islands to define accesses 	<ul style="list-style-type: none"> • This intersection is located within the proposed Pleasant Valley Road 2020 capital project and all comments will be reviewed during detailed design and implemented where possible

8	43 Avenue / 27 Street	84 collisions, more than half involved injuries. 39 were rear ends mostly on 27 Street. 9 opposing conflicts with 5 citing red-light running. 4 lane change collisions. Two pedestrian collisions citing sun glare and one cyclist collision on the sidewalk. Red-light running observed on many movements.	<ul style="list-style-type: none"> • Revisit the signal timings • Coordinate the traffic signals in the area • Revisit westbound laning to improve clarity/guidance • Prioritize winter maintenance on corridor • Prune adjacent foliage, especially southbound approach • Request RCMP enforcement • Consider anti-skid pavement treatment 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • The existing coordination plan will be reviewed • Lane marking options will be investigated and implemented where feasible • The location information will be forwarded to Operations • Annual service requests will be submitted • The location information will be forwarded to the RCMP • Anti-skid surface treatment will be costed
9	39 Avenue / 33 Street	28 collisions, the majority of which were damage only with 6 side impacts. The northbound approach on 39 Avenue had 5 rear ends and 5 right turn conflicts. One pedestrian and one cyclist collision. Traffic queues observed backing from Highway 97 blocking sight lines of those in side streets. Speeding observed on 39 Avenue.	<ul style="list-style-type: none"> • Repaint 39 Avenue crosswalks as Zebra stripes • Trim adjacent foliage on southbound approach • Add red reflective markers to stop sign posts • Paint dashed bike lanes on approaches • Consider painting bike lanes on south leg 	<ul style="list-style-type: none"> • Zebra crossings will be painted • An annual service request will be submitted • These will be added • Current best practice will be incorporated into the annual line painting program • This will be reviewed in the planned 2020 update to the Pedestrian and Bike Master Plan
10	48 Avenue / 29 Street	39 collisions, approximately half involved injuries and 9 occurred in December with 5 citing icy conditions. 15 rear ends, largely occurring on the westbound and northbound approaches. 11 side impact and left turn opposing collisions with 5 citing red-light running. No pedestrian or cycle collisions.	<ul style="list-style-type: none"> • Revisit signal timings • Extend signal arm on northbound approach • Prioritize intersection for winter maintenance • Request RMP enforcement 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • This will be investigated and installed if feasible • The location information will be forwarded to Operations • The location information will be forwarded to the RCMP
11	27 Avenue / 41 Street	24 collisions, half involved injuries. 6 side impact collisions primarily caused by drivers on 27 Avenue moving into the intersection. 7 rear ends with 3 citing icy or wet conditions. Two pedestrian collisions on 41 Street crosswalk, no cycle collisions.	<ul style="list-style-type: none"> • Prune the adjacent foliage • Improve stop sign visibility • Evaluate four way stop warrants • Consider upgrading crosswalk to RRFBs 	<ul style="list-style-type: none"> • An annual service request will be submitted • An annual service request will be submitted • The options for altering the traffic control, the permitted movements and crosswalk infrastructure type will be investigated

12	48 Avenue / 24 Street	30 collisions, the majority were damage only. 14 rear ends on the southbound right turn corner island. 8 collisions between southbound drivers misjudging gaps on 48 Avenue when turning left.	<ul style="list-style-type: none"> • Upgrade southbound right turn corner island • Evaluate warrants for crosswalk on 48 Avenue 	<ul style="list-style-type: none"> • Designs options will be investigated • Designs options for the crosswalk will be investigated
13	30 Avenue / 27 Street	54 collisions, the majority were damage only. 18 rear end collisions mostly on the southbound approach. 11 side impact collisions with red-light running often cited. 10 lane change collisions primarily on 27 Street.	<ul style="list-style-type: none"> • Revisit signal timings • Prune trees on westbound approach • Request RCMP enforcement • Consider coordinating signals in the area • Ensure lane markings are clear 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • An annual service request will be submitted • The location information will be forwarded to the RCMP • Consider coordinating signals in the area • Using thermoplastic paint will be costed
14	25 Avenue / 43 Street	37 collisions, half involved injuries. 5 side impact with two citing red-light running. 10 rear end collisions. 5 turning manoeuvre collisions at adjacent accesses. 3 lane change collisions on 25 Avenue and 3 off-road collisions, two of which cited road conditions. 5 pedestrian collisions with the majority from vehicles turning from 43 Street onto 25 Avenue across the crosswalks. One cyclist collision where the vehicle turned right across a bike lane.	<ul style="list-style-type: none"> • Revisit signal timings • Paint dashed bike lane lines on approaches • Reduce corner curb radii • Repaint median islands to realign LT lanes • Consider anti-skid pavement treatment • Request RCMP enforcement 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • Current best practice will be incorporated into the annual line painting program • Designs options will be investigated • Designs options will be investigated • Anti-skid surface treatment will be costed • The location information will be forwarded to the RCMP
15	32 Avenue / 34 Street	22 collisions, the majority were damage only. 12 side impact collisions most were attributed to north and southbound drivers on 32 Street not stopping or misjudging the gap. No pedestrian or cycle collisions.	<ul style="list-style-type: none"> • Improve the stop sign visibility • Trim adjacent foliage • Widen the eastbound approach to add left turn lane • Consider removal of on-street parking stalls 	<ul style="list-style-type: none"> • This intersection is within the proposed 32 Avenue (33 to 35 Street) 2020 capital project and all comments will be reviewed during detailed design
16	39 Avenue / 27 Street	49 collisions, more than half involved injuries. 20 rear end collisions primarily southbound starting and stopping at traffic signals. Other factors include right turning vehicles, inclement road conditions and abrupt lane changing. 8 side impact collisions caused by red-light running, most commonly westbound on 39 Avenue. Two cycle collisions as the cyclists travelled east and west on 39 Avenue through the intersection. Frequent red-light running observed on many movements.	<ul style="list-style-type: none"> • Revisit signal timings • Consider anti-skid pavement treatment • Paint dashed bike lane lines on approaches • Prioritize winter maintenance on 27 Street • Request RCMP enforcement 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • Anti-skid surface treatment will be costed • Current best practice will be incorporated into the annual line painting program • The location information will be forwarded to Operations • The location information will be forwarded to the RCMP

17	48 Avenue / 20 Street	24 collisions, the majority were damage only, 5 of them occurred in December. 9 side impact collisions caused by red-light running most commonly eastbound on 48 Avenue. 3 left turn collisions occurred during the yellow / red phase. 4 rear ends with no clear trends. One collision when driver turned right hitting the cyclist in the bike lane.	<ul style="list-style-type: none"> • Revisit signal timing • Paint dashed bike lanes on approaches • Request RCMP enforcement 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • Current best practice will be incorporated into the annual line painting program • The location information will be forwarded to the RCMP
18	39 Avenue / Pleasant Valley Road	21 collisions, the majority were damage only. More than half were rear ends, primarily westbound, 3 were attributed to icy conditions. 5 side impact collisions with no clear trends. One collision involved a skateboarder in the crosswalk being hit by a westbound vehicle.	<ul style="list-style-type: none"> • Clear the foliage around westbound Stop Ahead sign • Add a Stop Ahead sign to southbound approach • Add red reflective markings to stop sign posts • Clear foliage around intersection corners • Prioritize winter maintenance at this location 	<ul style="list-style-type: none"> • An annual service request will be submitted • This sign will be installed • These will be added • An annual service request will be submitted • The location information will be forwarded to Operations
19	32 Avenue / 27 Street	42 collisions, half involved injuries with spike of 7 occurring in September. The majority of collisions were rear ends almost exclusively on 27 Street commonly attributed to congestion, distracted drivers, right turning vehicles and icy road conditions. 3 side impact collisions were due to red-light running and one vehicle sliding into the intersection in winter. Red-light running observed on southbound left turns, north and southbound. One pedestrian was struck in the crosswalk and one cyclist hit by a right turning vehicle.	<ul style="list-style-type: none"> • Revisit signal timing • Paint dashed bike lanes on approaches • Request RCMP enforcement • Prioritize location for winter maintenance 	<ul style="list-style-type: none"> • Will be added to 2019 Traffic Signal review • Current best practice will be incorporated into the annual line painting program • The location information will be forwarded to the RCMP • The location information will be forwarded to Operations
20	30 Avenue / 31 Street	21 collisions, the majority were damage only. 7 rear ends, 6 side impact collisions typically vehicles leaving the stop sign without seeing traffic on 30 Avenue. 4 parallel parking manoeuvres. 2 bus collisions. One pedestrian collisions and two cycle collisions attributed to cyclists ignoring the stop signs.	<ul style="list-style-type: none"> • Install crosswalk signage • Convert crosswalks to zebra paint markings • Ensure street trees are pruned 	<ul style="list-style-type: none"> • These signs will be installed • Zebra crossings will be painted • An annual service request will be submitted

2. Each year ICBC's Road Improvement Program provides grant funding for road safety improvements designed to reduce collision frequency and injury severity. The improvements in the Network Screening Study are therefore highly likely to receive grant funding. The amount ICBC awards is based on the project's costs and its ability to reduce collisions at that location and therefore varies. All 2020 capital projects that include road safety improvements will be submitted for ICBC grant funding. Subject to Council's direction, Administration will:

- develop costed design options for the recommended infrastructure changes prioritised for possible implementation in the Intersection Improvement 2020 Capital Project;

- undertake a safety benefit / cost analysis to include ongoing maintenance implications of using thermoplastic paint and high friction surfacing for Council's future consideration; and
- submit the remaining intersection improvements for budget consideration in 2021 and 2022.

3. As reported in the memorandum to Council, titled "Request for Speed Limit Changes", dated May 15, 2019 Administration is currently reviewing 43 complaints regarding speeding and speed limits. The vehicle counts and speed surveys were completed this summer, however, the analysis is still to be completed. The network screening study also identified speeding as a causation factor for collisions or directly observed speeding at the following locations:

- Anderson Way / 58th Avenue / 27th Street
- 43rd Avenue / 20th Street
- 25th Avenue / 34th Street
- 48th Avenue / Silver Star Road / Pleasant Valley Road

Administration will forward these locations and those with red-light running as a causation factor and where adverse driver behaviour was observed to the RCMP so they may direct enforcement duties as resources permit.

4. Administration has investigated the petition request to increase the speed limit on Commonage Road to 70km/h from 100m north of the DND Cadet Camp crosswalk (i.e. the southern property line of Interior Health's long term health unit, Noric House, 1400 Mission Road) to 400m south of the compost facility (i.e. 765m northeast of the Commonage Road / Bailey Road intersection), as the petition states "sections are speed traps" and the increase "would readily satisfy most residents and would be consistent with Old Kamloops Road from north of 43rd Avenue to Highway 97". The Petition organiser also wrote a further letter received October 16, 2019 (Attachment 2).

5. The length of roads within the City that are the subject of the 70km/h speed limit request total 3.48km in length (Figure 1). This is made up of 724m of Commonage Road and 2.94km of Mission Road. The speed limit on Commonage Road and 1.8km of Mission Road (i.e. up to Allan Brooks Nature Centre) is currently 60km/h. The remaining 1.1km of Mission Road is currently 50km/h (from Allan Brooks Nature Centre, passing the DND Cadet campground and ball diamonds onwards into the residential area).

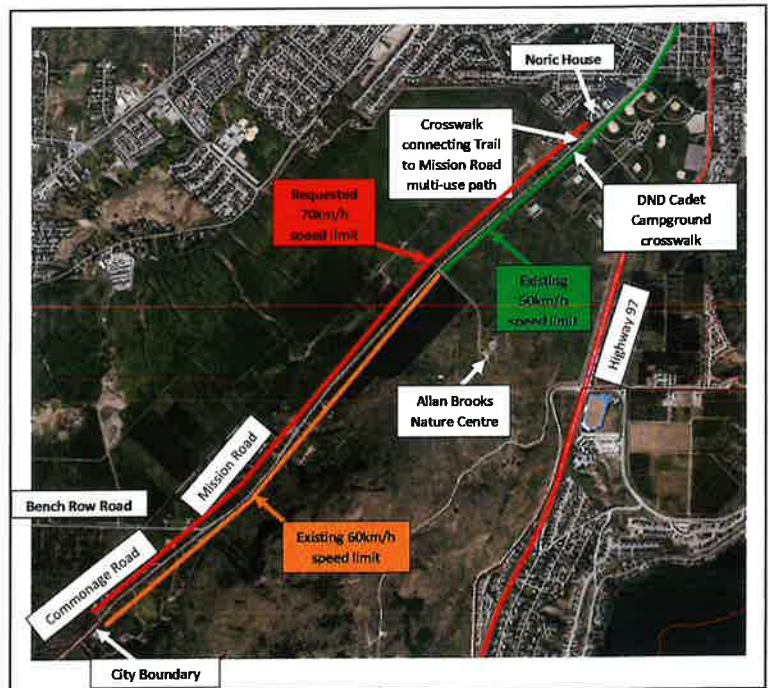


Figure 1. Roads Under the Jurisdiction of The City of Vernon

6. The length of Commonage Road in Electoral Area "B" that is the subject of the 70km/h speed limit request is either 3.6km or 3.5km in length (depending on the point of measurement for the end point) and is the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI) (Figure 2). The current speed limit is 60km/h.

7. A number of residents of Mission Road became aware of the petition to increase the speed limit on Commonage Road and Mission Road and submitted emails (Attachment 3) to Administration objecting to the requested speed limit increase (one verbally reported that it had been seen at the Vernon Farmers

Market). One Mission Road resident requested that the speed limit be decreased on both roads within the City to 50km/h.

The reasons they cited for not having the limits increased and other comments made are summarised below:

- Mission Road is used by numerous recreational bikers, bird watchers and walkers
- The shoulder for cyclists and pedestrians is of limited width
- Wildlife feeds along the road, is fencing going to erected to protect them
- Road is not adequately constructed to handle the speed and volume of traffic
- Traffic can use Highway 97 to get to Predator Ridge
- The current limit is disregarded, if it's raised they will travel even faster
- The intersection with Bench Row Road has limited sight distance
- Many properties in Mission Road have sight lines below the MoTI standards
- Concerns about being able to safely enter or exit driveways at current speed limit
- Vehicles have already crashed into front yard raising concerns about children playing outside
- Request for speed bumps to manage speed past the residential properties
- There have been too many crashes and deaths on these roads let's not cause more.

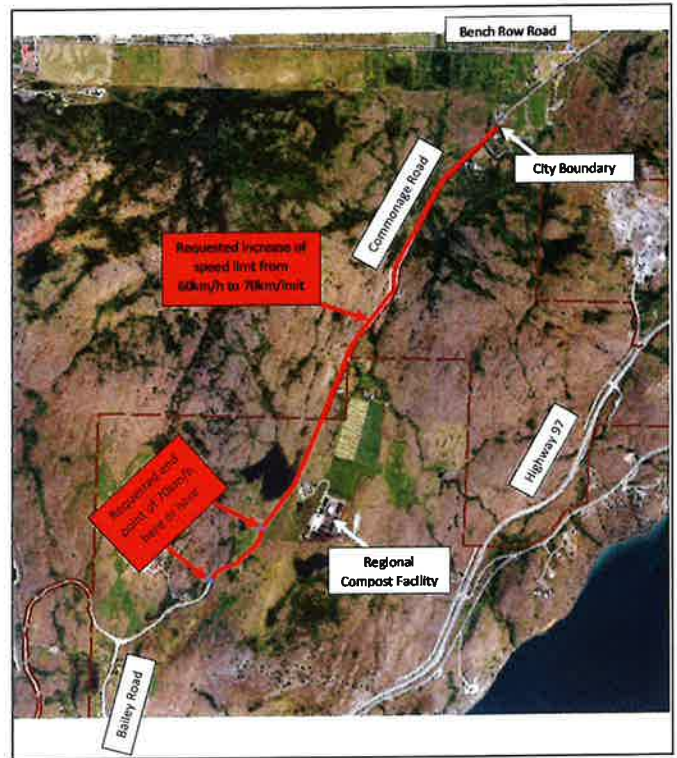


Figure 2. Roads Under the Jurisdiction of The Ministry of Transportation and Infrastructure

8. One definition of a sightline is: "The designer of a road should provide sight distance of sufficient length that drivers can control the operation of their vehicles to avoid striking an unexpected object in the travelled way". This means that a driver should be able to see cars, deer, children, cyclists etc. in intersections, driveways or roadways in enough time to decide on what to do, then act before hitting them. Therefore, increasing the speed limit increases the required sightline distance. As Mission Road and Commonage Road both have vertical and horizontal curves that physically limit sightlines Administration assessed if the speed limit could be raised without increasing the frequency and severity of collisions on these roads.
9. Administration reviewed the sightlines at several locations on Mission Road and Commonage Road between Allan Brooks Way and the City boundary. It was found that required sight distances would not be met at several driveways should the speed limit be increased to 70km/h. The intersection with Bench Row Road was found to have sightlines in one direction suitable for vehicles travelling at 50km/h, but currently has a 60km/h speed limit posted. As such, Administration will investigate the suitability of this intersection for the installation of Vehicle Activated Warning Signs to activate when a driver is exiting Bench Row Road and other means of ensuring road user safety. Therefore, to ensure public safety, on sightline requirements alone, Administration will not recommend increasing the speed limit to 70km/h on Commonage Road and Mission Road within the City.
10. The collision history of a roadway indicates whether drivers are managing to safely travel along that roadway under the current conditions. Administration has reviewed the ICBC and RCMP collision records on Mission Road and Commonage Road for the period 2013 to 2017 and the findings can be found in Attachment 4. There was a fatal head on collision reported in 2016 on Commonage Road but the exact location was not reported. While Administration does not have the data for 2018, it is known

that a fatal collision occurred on July 3, 2018 on Mission Road near the intersection with Allan Brooks Way. This vehicle left the road and collided with a power pole. There are currently no collisions reported for 2017 on Commonage Road and Mission Road. In many cases the report simply states the name of the road meaning that the exact location can't be determined. These are listed as having an "unknown" jurisdiction. This collision history demonstrates that with the current speed limit and road conditions drivers regularly failed to travel safely on Commonage Road and Mission Road.

11. RCMP provides Administration with a monthly summary of collisions. For the 13-month period September 2018 to September 2019 on Mission Road and Commonage Road (up to Predator Ridge Drive) there were no collisions on Mission Road, but there were 11 collisions on Commonage Road the summary of the collisions and maps showing the known locations can be found in Attachment 5. This demonstrates that with the current speed limit and road conditions drivers regularly failed to travel safely on Commonage Road.
12. It is known that when speed limits are increased the collision frequency and injury severity increases. While it may be convenient to travel at a higher speed to reach one's destination earlier this should not be permitted when the roadway can not support it and it will lead to reduced public safety.
13. Administration does not support the request to increase the speed limit on Mission Road and Commonage Road within the City. MoTI has stated "given the City's recommendation, it will not be increasing the limit on its section of Commonage Road as [they] consider a consistent speed zone on this short segment to be critical."

C. Attachments:

- Attachment 1 – ICBC Network Screening Study
- Attachment 2 – October 16, 2019 Letter from L. Holowachuck
- Attachment 3 – Correspondence against speed limit increase
- Attachment 4 – ICBC and RCMP Collision history 2013 to 2017
- Attachment 5 – RCMP collisions September 2018 to September 2019

D. Council's Strategic Plan 2015 – 2018 Goals/Deliverables:

The ICBC Network Screening Study and Speed Limit Change Requests is not contrary to the objectives in Council's Strategic Plan 2019 – 2022.

E. Relevant Policy/Bylaws/Resolutions:

1. At its Regular Meeting of May 27, 2019 Council passed the following resolution:

"That Council receive the memorandum titled "Request for Speed Limit Changes", dated May 15, 2019 by the Manager, Transportation, for information."

BUDGET/RESOURCE IMPLICATIONS:

The 2020 draft capital budget includes \$610,000 to implement Intersection Improvements at various locations as identified in the ICBC Network Screening Study.

Prepared by:

Nov 6 2019 4:01 PM

Approved for submission to Council:

X *Amanda Watson* ✓

Amanda Watson

DocuSign

Will Pearce
Will Pearce, CAO

Date:

07. NOV. 2019

Amanda Watson
Manager, Transportation

Kim Flick

Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH

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Network Screening City of Vernon

File No. 2341-02889-00

Amanda Watson, Eng.L. | Transportation Manager | City of Vernon
David Dean, PEng, RSP | Road Safety Engineer | Insurance Corporation of BC

November 2019

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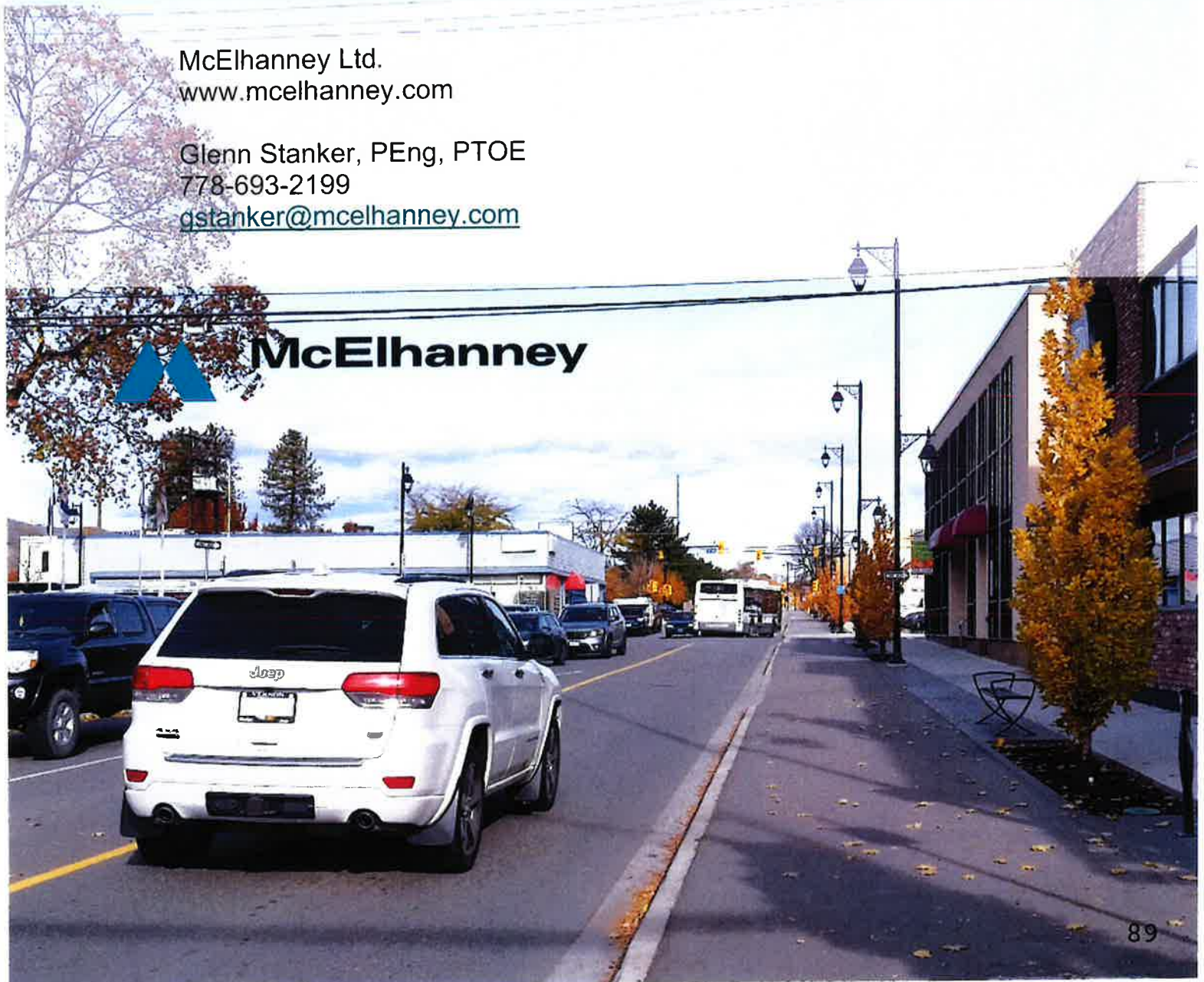




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INTRODUCTION

1.1 BACKGROUND

The City of Vernon is centrally located in the Okanagan, situated between Kamloops and Kelowna on Highway 97. For this reason, there is heavy mix of local traffic and through traffic, which can create issues with traffic congestion and safety.

The last formal review of collision records in Vernon was conducted in 2011 by City staff. The review identified the chief trends in collisions on a global basis (i.e. collisions during winter conditions, during hours of darkness, and involving vulnerable road users), and graphically mapped the collision-prone locations in the city (Figure 1).

Since the last study, the population of Vernon has grown by approximately 1% per year, and the traffic volumes have also increased. In consideration of this growth, and to update the findings of the 2011 review, a formal Network Screening was commissioned by the City of Vernon and the Insurance Corporation of British Columbia (ICBC). This report outlines the analysis and findings of the study.

1.2 OBJECTIVES

Using the last five years of available collision claims data from ICBC (2013 to 2017), the objectives of this study were to:

- Review the collision records to identify the Top 30 collision-prone intersections under the City's jurisdiction based on Collision Frequency, and short list these to a Top 20 list based on Collision Rate, Severity Index, and Critical Collision Rate Index (CCRI);
- Evaluate the collision records of the Top 20 collision-prone locations to identify potential trends in collision times, types, vehicle directions, and severity;
- Visit each site to monitor traffic patterns/conflicts, and identify any issues with laning, geometry, traffic control, etc that may contribute to the collision trends; and
- Recommend short and long term counter-measures that would address the identified safety issues, and which may be candidates for cost-sharing with ICBC.

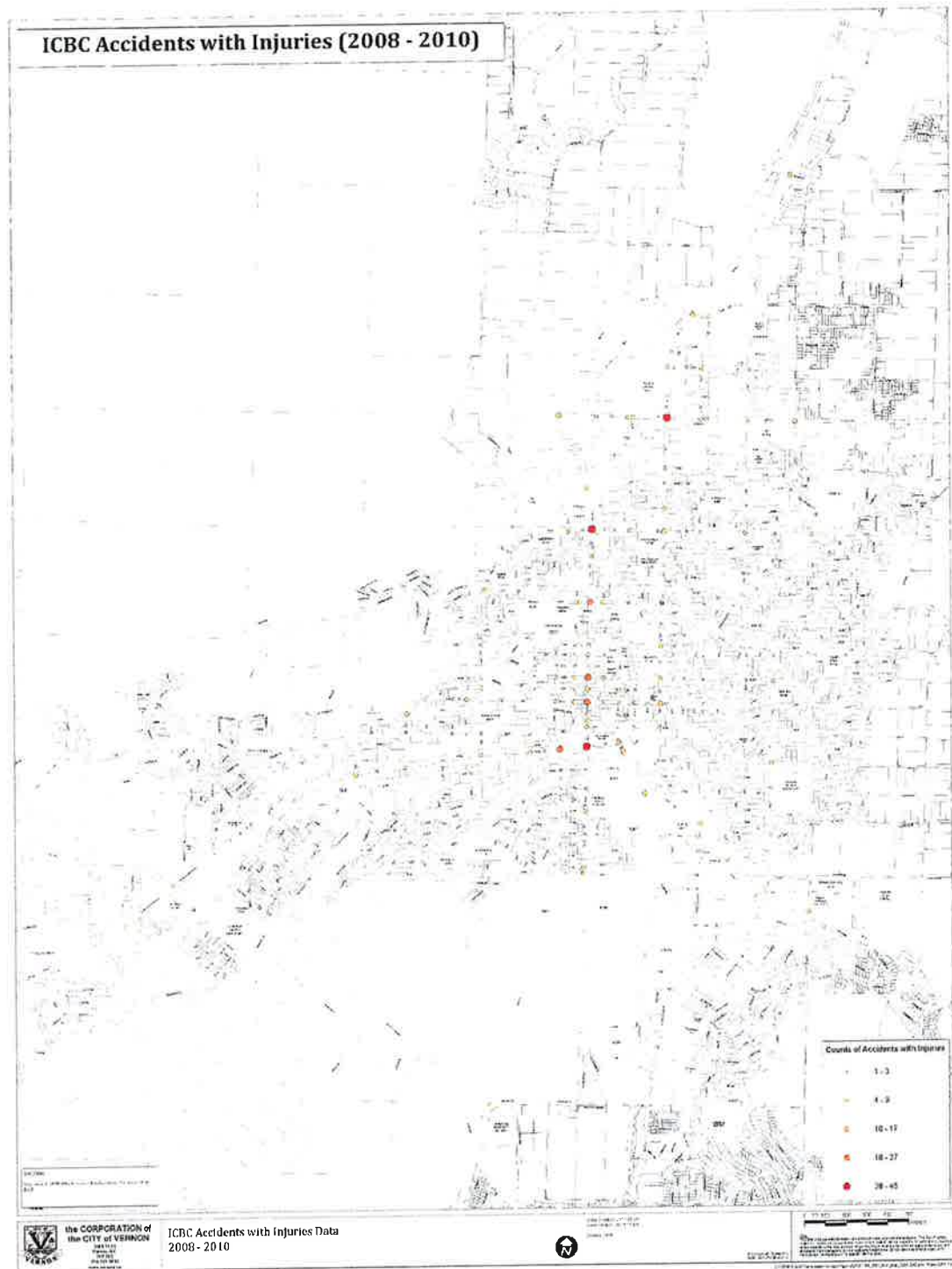


Figure 1: 2011 Collisions in Vernon
Source: City of Vernon

2 NETWORK SCREENING

Based on the most recent five years of available ICBC collision data (2013 to 2017), 20 intersections under City jurisdiction were selected for further study, applying the following methodology:

1. A list of 30 intersections was generated by discarding all identifiable locations with less than 20 non-parking related collisions. Parking collisions were saved for later study.
2. The traffic volume at each intersection was determined by traffic counts (where available), or estimated from consideration of the road functional class, network connectivity, adjacent land use, laning, and known traffic volumes in the vicinity.
3. A **Collision Rate** (i.e. number of collisions per million entering vehicles over the five-year study period) was calculated for each intersection. This measure normalizes the data such that the collision history at a given location is considered in the context of its exposure to traffic volumes. The intersections were then ranked from the highest to the lowest Collision Rates.
4. A **Severity Index** was calculated for each intersection by assigning a weighting of 600 to each fatal collision (of which there were none in the data), 20 to each injury collision, and 1 to each collision with property damage only. These weightings are intended to reflect the relative societal costs of each type of collision, as determined by TAC's Canadian Guide to In-Service Road Safety Reviews (2004). The intersections were then re-ranked from the highest to the lowest Severity Index to identify locations where the severity is of greater concern.
5. A **Critical Collision Rate** was calculated for each intersection. This calculation uses the Average Collision Rate for similar intersections to determine the threshold collision rate for the subject intersection (based on its traffic volume), above which the location may be considered problematic (with a 95 percent confidence). The most recent ICBC figures for Average Collision Rates in BC for signalized and stop-controlled intersections are 1.75 and 1.02 collisions per million-entering vehicles respectively.
6. With the Critical Collision Rates, the **Critical Collision Rate Index (CCRI)** was calculated as the ratio of the actual Collision Rate at each intersection to the applicable Critical Rates. Values exceeding 1.0 indicated a potential concern. The list of 30 intersections was then re-ranked according to the CCRI scores.
7. With the three rankings, a combined ranking (with equal weightings) was calculated to prioritize the Top 30 intersections. The Top 20 locations were advanced for further study, as discussed in the following sections.

The 30 intersections and their respective scores and rankings are summarized in Table 1.

Table 1: Top Intersections for Further Study

Total Rank	Rank by Rate	Rank by Sev.	Rank by CCRI	Location	Traffic Control	Entering AADT * (vpd)	Collision Frequency (5 years)	Collision Rate (C/MVK)	FAT.	INJ.	PDO	Severity Index	Crit. Rate (BC)	CCRI
1	1	1	2	48 Ave at 27 St	Signal	45000	161	1.96	0	58	103	1263	2.00	0.98
2	2	4	4	Anderson Way / 58 Ave at 27 St	Signal	25000	79	1.73	0	34	45	725	2.08	0.83
3	4	5	5	48 Ave at Anderson Way	Signal	24000	67	1.53	0	32	35	675	2.09	0.73
4	3	13	1	43 Ave at 20 St	2 Stop	11000	34	1.69	0	16	18	338	1.42	1.20
5	5	8	7	43 Ave at 29 St	Signal	15000	41	1.50	0	22	19	459	2.18	0.69
6	7	3	10	25 Ave at 34 St	Signal	32000	78	1.34	0	43	35	895	2.04	0.65
7	6	7	11	48/Silver Star Rd at Pleasant V.Rd	Signal	22000	54	1.34	0	22	32	472	2.11	0.64
8	10	2	15	43 Ave at 27 St	Signal	46000	84	1.00	0	46	38	958	1.99	0.50
9	8	19	3	39 Ave at 33 St	2 Stop	13000	28	1.18	0	12	16	256	1.38	0.85
10	9	10	13	48 Ave at 29 St	Signal	19000	39	1.12	0	20	19	419	2.13	0.53
11	11	21	6	27 Ave at 41 St	2 Stop	14000	24	0.94	0	12	12	252	1.37	0.69
12	14	15	9	48 Ave at 24 St	1 Stop	19000	30	0.87	0	14	16	296	1.32	0.66
13	13	12	17	30 Ave at 27 St	Signal	33000	54	0.90	0	17	37	377	2.04	0.44
14	16	11	19	25 Ave at 43 St	Signal	25000	37	0.81	0	18	19	379	2.08	0.39
15	12	29	8	32 Ave at 34 St	2 Stop	13000	22	0.93	0	6	16	136	1.38	0.67
16	21	6	23	39 Ave at 27 St	Signal	40000	49	0.67	0	27	22	562	2.01	0.33
17	15	17	20	48 Ave at 20 St	Signal	17000	26	0.84	0	13	13	273	2.16	0.39
18	17	24	12	39 Ave at Pleasant Val. Rd	4 Stop	15000	22	0.80	0	9	13	193	1.36	0.59
19	20	9	24	32 Ave at 27 St	Signal	35000	43	0.67	0	21	22	442	2.03	0.33
20	22	22	14	30 Ave at 31 St	2 Stop	18000	22	0.67	0	11	11	231	1.33	0.51

Removed from further analysis:

21	19	18	21	28 Ave at 27 St	Signal	24000	31	0.71	0	12	19	259	2.09	0.34
22	23	14	25	30 Ave at 37 St	Signal	22000	25	0.62	0	16	9	329	2.11	0.30
23	26	23	18	19 Ave at Kalamalka Lk Rd	1 Stop	22000	22	0.55	0	10	12	212	1.29	0.42
24	25	27	16	30 Ave at 33 St	2 Stop	21000	22	0.57	0	8	14	174	1.30	0.44
25	18	28	22	39 Ave at Alexis Park Dr	Signal	19000	25	0.72	0	6	19	139	2.13	0.34
26	24	20	26	30 Ave at 30 St	Signal	23000	25	0.60	0	12	13	253	2.10	0.28
27	29	16	29	46 Ave at 27 St	Signal	36000	28	0.43	0	13	15	275	2.03	0.21
28	28	26	28	25 Ave at 41 St	Signal	26000	24	0.51	0	8	16	176	2.08	0.24
29	27	30	27	30 Ave at 29 St	Signal	21000	20	0.52	0	6	14	134	2.11	0.25
30	30	25	30	53 Ave at 27 St	Signal	32000	21	0.36	0	9	12	192	2.04	0.18

* Estimated Annual Average Daily Traffic entering intersection

The locations of the 30 intersections are shown in Figure 2 below, numbered according to their rankings in Table 1.

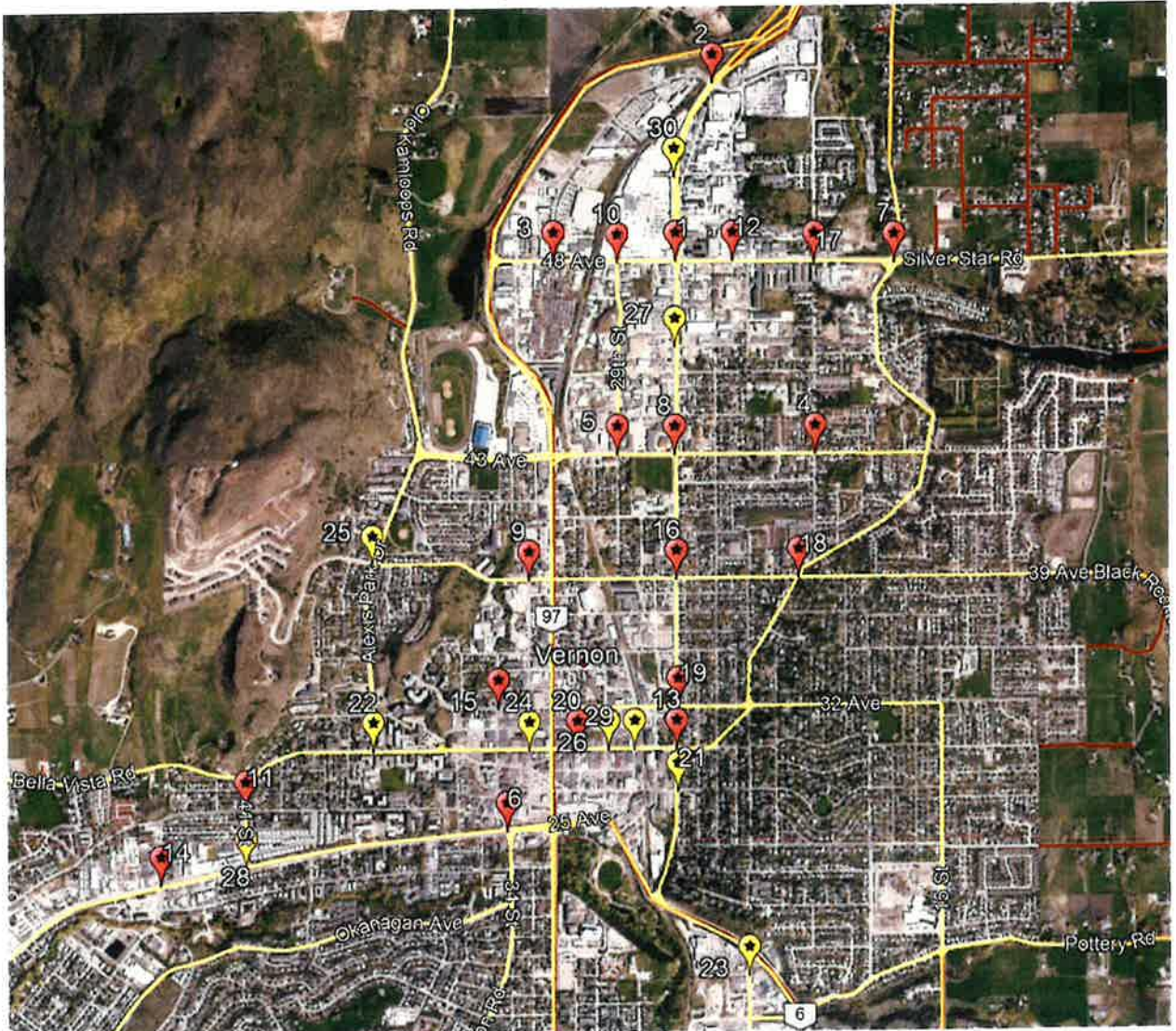


Figure 2: Top 30 Collision-Prone Intersections

The Top 20 locations (shown in red) were advanced for detailed collision analysis, as outlined in Section 3.

3 DETAILED COLLISION ANALYSIS

3.1 48 AVENUE AT 27 STREET

3.1.1 Description

Both 48th Avenue and 27th Street are four-lane city arterials. There are dedicated left turn lanes on each approach, and a dedicated right turn lane with a small corner island on the southbound approach only. The north leg of 27th Street joins Highway 97 at a grade-separated interchange approximately 1 km to the north. The intersection is controlled by a traffic signal with advance left turn phases on all four approaches. There are private accesses on all four approaches within the functional area of the intersection.

3.1.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 3.

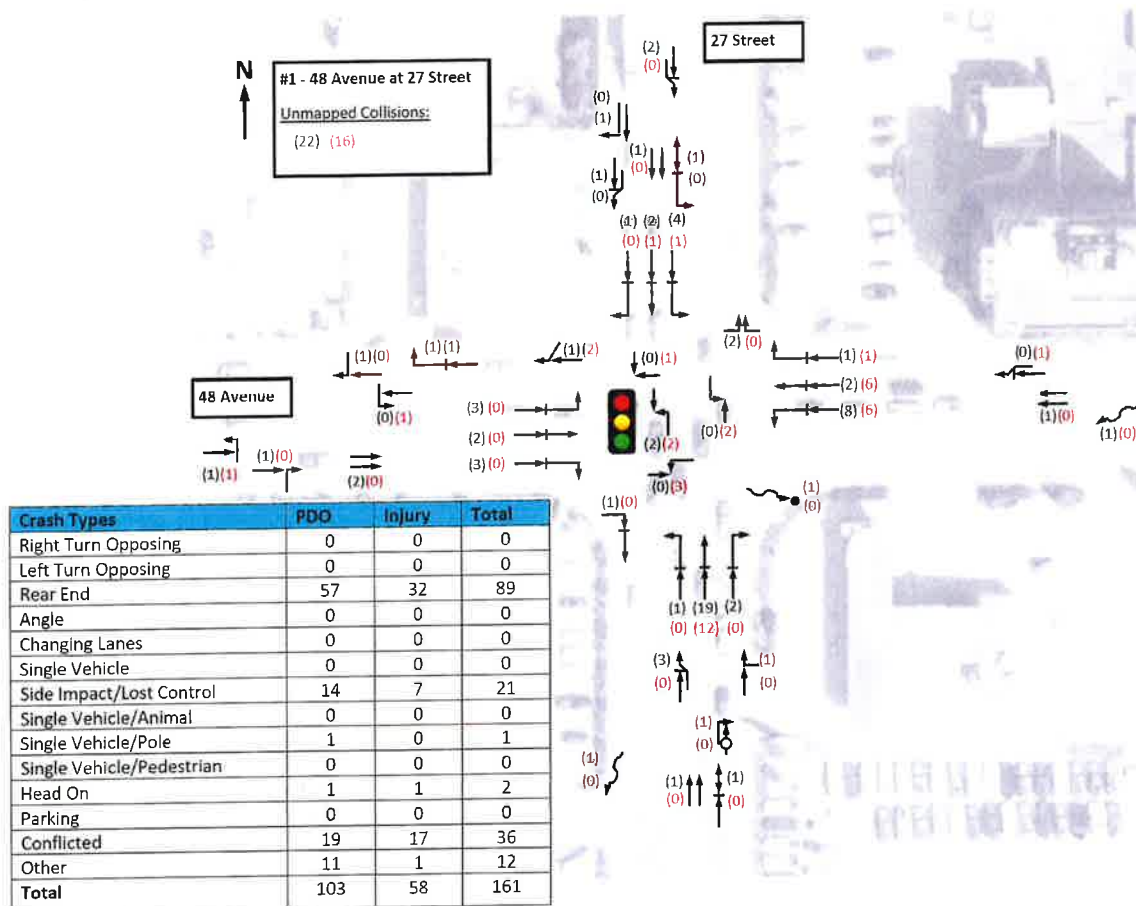


Figure 3: Collision Types and Severities – 48th Ave at 27th St



3.1.3 Collision Trends

There were 161 total collisions recorded at the intersection, which was the highest frequency of all the city intersections in Vernon. Based on the collision data, the following trends were identified:

1. Over 1/3 of the collisions involved injuries. The rest were property damage only.
2. The annual number of collisions has quadrupled over the study period, from 12 in 2013 to 48 in 2017.
3. Collisions are evenly distributed between the months, except December which had 37 (23%) of all collisions. Of those, 30 were rear ends with almost half of the claims specifically citing icy road conditions.
4. The highest collision frequencies occurred in the mid-day peak (11am to 1pm) with 34 collisions, and in the PM peak (4pm to 6pm) with 42 collisions.
5. At least 30 collisions (19%) involved turning movements at the accesses (including some listed as “parking related”).
6. Approximately 10 collisions (6%) were attributed to drivers running the red light, especially colliding with left turning vehicles clearing the intersection at the end of the phase.
7. There was one cycle-related collision caused by a northbound vehicle turning across the bicycle lane into an access. There were no pedestrian collisions.

3.1.4 Site Observations

The following observations were made during the site visit in October 2019:

1. The gas station access in the northwest corner is too close to the intersection, which invites turning conflicts.
2. The raised island in the northwest corner of the intersection is small, and there is almost 8 metres of pavement width between the island and the curb.
3. Heavy traffic congestion was observed, even outside of the peak hours.
4. Red-light running was commonly observed at the intersection for through and left-turn movements, especially southbound left turns. Yellow light durations are approximately 3 seconds, and all-red times are over 2 seconds.
5. There are no median islands on the east, west, or south legs of the intersection to prevent left turning conflicts at the adjacent accesses.
6. Overhead utility lines cross in front of traffic signal heads for eastbound, northbound, and southbound traffic, potentially interfering with signal visibility (Figure 4).
7. At the time of the site visit, paint lines on the southbound approach appeared insufficient, which may contribute to sideswipe conflicts.
8. Long southbound right turn lane may be unclear to visitors entering the city from Highway 97.



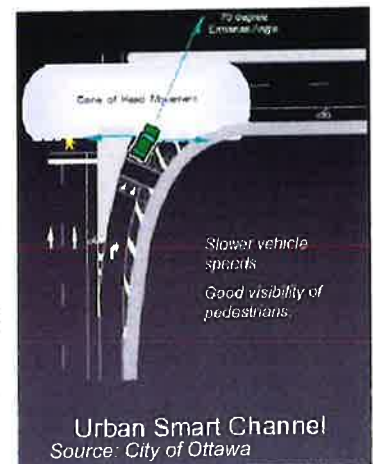
Figure 4: Powerlines Through Signal Displays – 48th Ave at 27 St

3.1.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Add a “Right Turn” lane use sign to the southbound approach, especially to benefit visiting traffic.
2. Construct median islands (or install median barrier) on the east, west, and south legs of the intersection to prevent left turning conflicts from adjacent accesses within the functional area of the intersection.
3. Reconstruct the northwest corner to enlarge the raised island, and create a safer “smart” approach angle for right turning traffic (with a paved or painted apron; see right).
4. Consider an anti-skid treatment on the intersection approaches to reduce rear-end collisions.
5. Review the signal timing, especially the intergreen (yellow and red) phases.
6. Consider coordinating the signal with adjacent signals, if not already done.
7. Consider thermoplastic for lane lines to improve guidance, especially southbound.
8. Ensure this intersection is a priority for ice and snow clearing in winter.



Long Term:

1. Relocate the utility lines obstructing the primary signal heads.
2. Convert the advance left turn phases to protected-only if supportable by operational analysis.

3.2 ANDERSON WAY / 58 AVENUE AT 27 STREET

3.2.1 Description

Anderson Way / 58th Avenue is a two-lane city collector connecting to the four-lane 27th Street arterial at a signalized intersection approximately 200 metres south of the Highway 97 interchange. There are dedicated left turn lanes on all four approaches, and dedicated right turn lanes on 27th Street only. All four corners have raised corner islands for right turn movements. There are significant horizontal curves on both Anderson Way and 58th Avenue on the intersection approaches, and a rail crossing on Anderson Way within 15 metres of the intersection. Advance left turn phases are provided for traffic on Anderson Way and 58th Avenue only.

3.2.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 5.

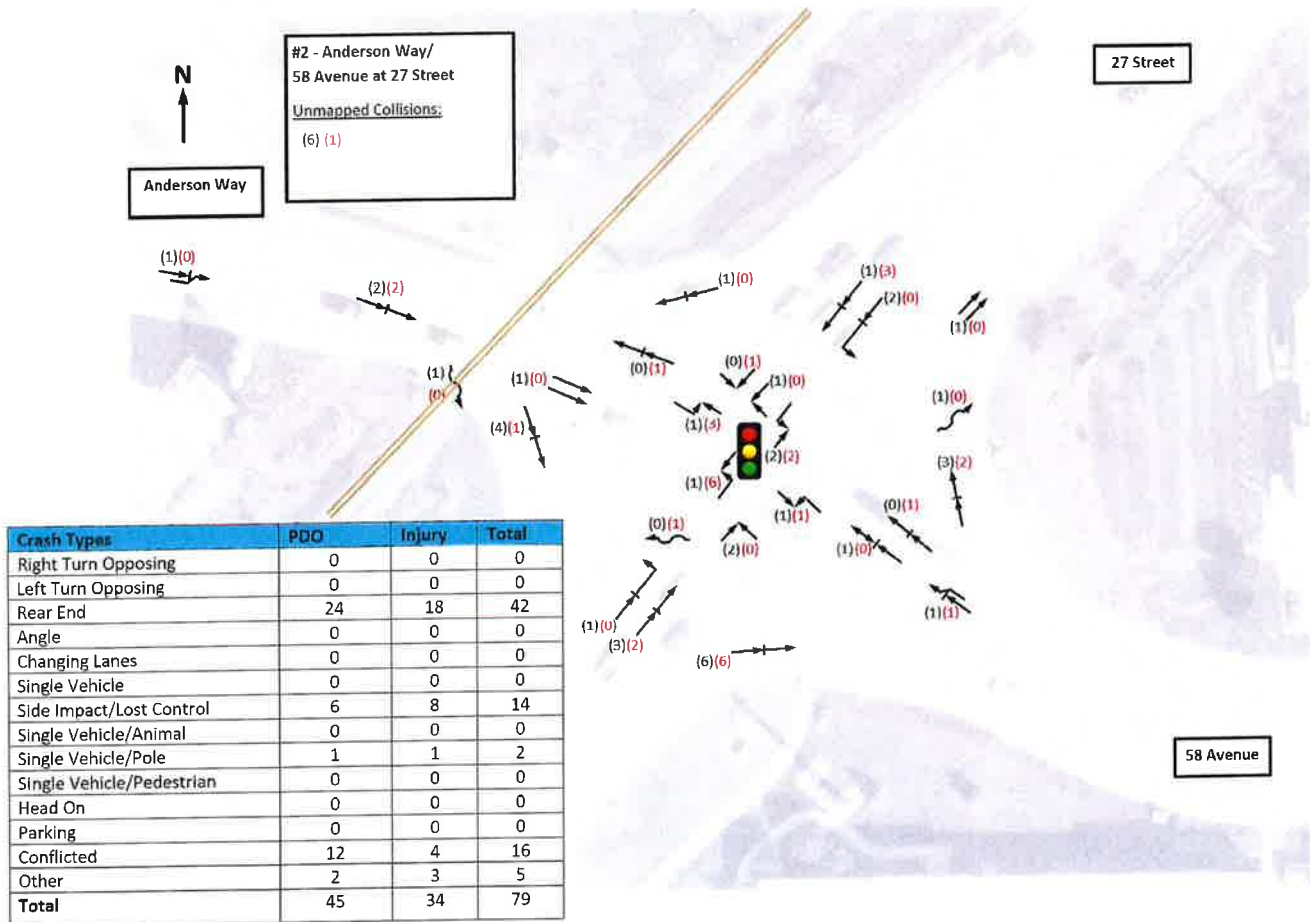


Figure 5: Collision Types and Severities – Anderson Way / 58th Ave at 27th St

3.2.3 Collision Trends

There were 79 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. Almost half of all collisions involved injuries.
2. The collisions were generally evenly distributed between the years of study.
3. The collisions were evenly distributed between the months, except December which had 21 (27%) of the collisions. More than half of these were rear ends, although only four specifically cited winter conditions.
4. The rear end collisions are concentrated at each of the channelized right turns, with the most frequent incidents on the northbound right.
5. There was a significant trend in left turn vehicles colliding with opposing through vehicles, especially in the northbound direction.
6. There were four single vehicle (off road) collisions, although there was no trend in direction or cause.
7. There were no pedestrian or cycle-related collisions during the study period.

3.2.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Train-actuated "No Left Turn" sign next to northbound primary head for left turns.
2. Horizontal and crest curves in the east-west alignment can impede sight lines for northbound vehicles turning right, especially next to northbound queues.
3. Eastbound lane is wide east of the intersection, with potentially unclear laning as it transitions to two lanes downstream (Figure 6).
4. Portable commercial signage on inside of curved westbound approach can potentially obstruct sight lines.
5. Short distance for vehicle storage for westbound traffic at tracks, downstream of intersection.
6. Reversing manoeuvres observed from freight truck caught on tracks at red light.
7. Northbound and southbound traffic speeding observed on 27th Street.
8. Red light running observed for southbound through movement, downstream of highway interchange.
9. Yellow times are approximately 3 seconds. All-red time at the end of the north-south phase was measured at 7 seconds, which is much longer than typical.

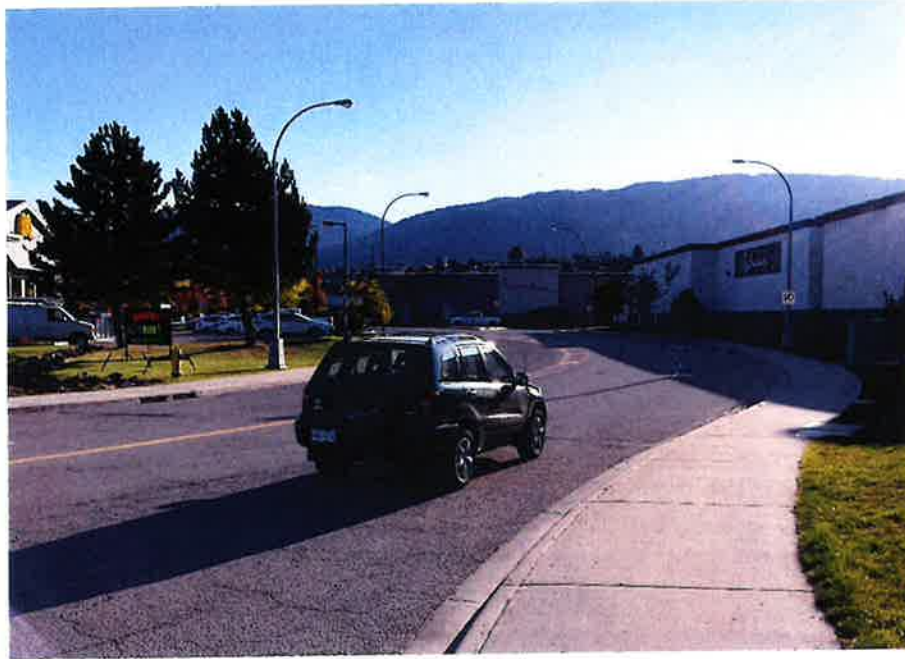


Figure 6: Unclear Eastbound Downstream Lining – Anderson Way / 58th Ave at 27th St

3.2.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Review signal timing, especially intergreens, to ensure adherence to guidelines.
2. Consider anti-skid pavement treatment to reduce rear-end collisions.
3. Install Advance Warning Flashers (or other flashing warning signage) for southbound traffic, arguably warranted by virtue of this being the first traffic signal downstream of the open highway. This may reduce the incidence of both speeding and red-light running on the southbound approach.
4. Reconstruct the northbound right turn corner as a “smart right” design (see Section 3.1.5), and reconstruct and/or repaint the eastbound lanes to improve guidance. Thermoplastic may be used to ensure the lane lines remain clear over time.
5. Ensure commercial (especially portable) signage does not impede sight lines.

Long Term:

1. Add northbound and southbound advance left turn phases when warranted by traffic volumes.
2. Reconstruct the southbound, eastbound, and westbound corner islands as “smart right” designs.
3. Convert the intersection to a roundabout, if feasible near the rail crossing.

3.3 48 AVENUE AT ANDERSON WAY

3.3.1 Description

The two-lane Anderson Way collector connects to the four-lane 48th Avenue arterial at a signalized “T” intersection. A private access to an industrial yard acts as the fourth (northbound) leg of the intersection; this access allows inbound movements, but restricts egress to right-turn movements only. There are dedicated left turn lanes on the three approaches, with an advance left turn signal phase for eastbound traffic only. A large raised median island on the southbound approach restricts movements at the adjacent plaza access to right-in/right-out.

3.3.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 7.

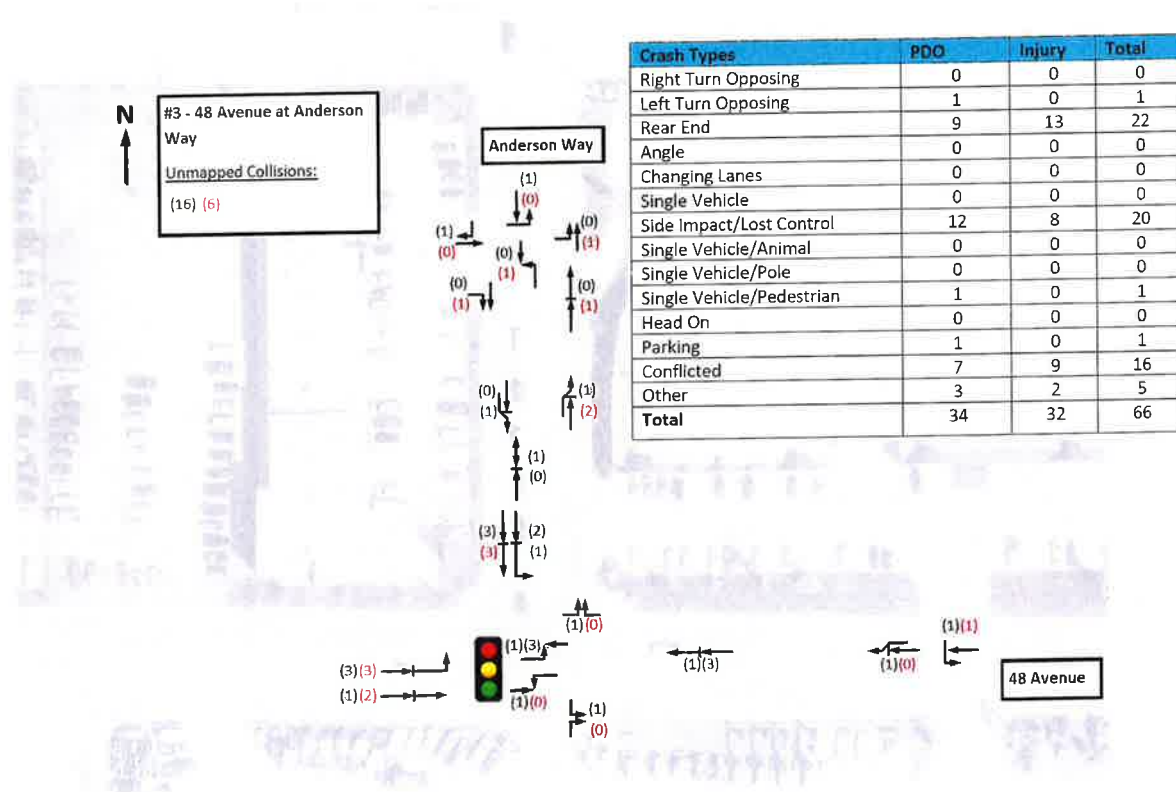


Figure 7: Collision Types and Severities – 48 Ave at Anderson Way

3.3.3 Collision Trends

There were 66 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. There has been a recent spike in collisions in 2017, with more than double the average collision frequency (25) than the average of the previous four years. Almost half of these were rear ends.
2. The collisions were evenly distributed between the months, except for a spike of 12 collisions in December. Some listed icy conditions as a contributing factor.
3. Almost half of all collisions involved injuries.
4. Approximately 30 collision records (including 10 parking-related collisions) were coded at this intersection, but actually occurred at the adjacent commercial accesses. Some involved left turns around queues of vehicles at the signal.
5. There were 21 collisions (32%) involving rear-ends, which were most common on the eastbound and southbound approaches to the traffic signal.
6. At least three collisions involved lane-changing/weaving on the wide northbound lane on Anderson Way.
7. There was a slight trend in eastbound left turning vehicles colliding with westbound through traffic, with at least one citing red light running as a factor.
8. There were no incidents involving pedestrians or cyclists recorded in the study period.

3.3.4 Site Observations

The following observations were made during the site visit in October 2019:

1. The northbound lane on Anderson Way, north of the intersection, is almost 8 metres wide (i.e. enough for two lanes), but currently painted as one (Figure 8). Previous air photos show it may have been two lanes originally. At the plaza access downstream, the lane divides into a dedicated left lane and a through/right lane.
2. The right-in/right-out access to the plaza on Anderson Way in the northeast corner is only 10 metres north of the intersection, which invites turning conflicts in the functional area of the intersection.
3. The northbound and southbound left turn lanes at the opposing commercial accesses on Anderson Way are offset, which impedes sight lines for turning vehicles.
4. Red light running observed for southbound traffic turning left to travel eastbound, as well as eastbound traffic turning left to travel northbound.
5. Observed conflict between eastbound vehicle turning left at the end of the protected left phase and a pedestrian crossing Anderson Way at the crosswalk with the start of the Walk signal.
6. Green time appeared short for southbound traffic. Yellow times were measured at approximately 3 seconds, with 2-3 seconds of all-red time.



Figure 8: Wide Northbound Lane on Anderson Way – North of 48th Ave

3.3.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timing (esp. the intergreens) to ensure they follow current guidelines, and manage the traffic congestion. Consider implementing a signal coordination for 48th Avenue, if warranted at peak periods.
2. At the plaza access on Anderson Way, shift the northbound left turn lane into the painted median to improve left turning sight distance. Additional paint lines (e.g. median and/or shoulder) should be added on the northbound lane to improve guidance through the wide pavement.
3. Consider the application of anti-skid surfacing to reduce rear-end collisions.

Long Term:

1. Reconstruct the northwest and northeast intersection corners with shorter curb radii to reduce turning speeds and improve pedestrian safety.
2. Monitor the safety and traffic conflicts at the access immediately north of the intersection on Anderson Way to determine if additional restrictions are needed.

3.4 43 AVENUE AT 20 STREET

3.4.1 Description

43rd Avenue is a two-lane collector; 20th Street is a collector north of the intersection, and a local road to the south. The intersection is controlled by stop signs on the northbound and southbound (20th Street) approaches only. A slight offset in the 20th Street alignment creates an overlap of approximately 2 metres in the opposing traffic lanes. Sidewalk extensions have been constructed into 43rd Avenue for traffic calming; these also act as a buffer between the intersection and the start of parallel parking. Bike lanes are provided on both sides of 43rd Avenue, and a signed/marked school crosswalk is on the west leg of the intersection with pedestrian-activated warning flashers. The intersection is on the route to Harwood Elementary School.

3.4.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 9.

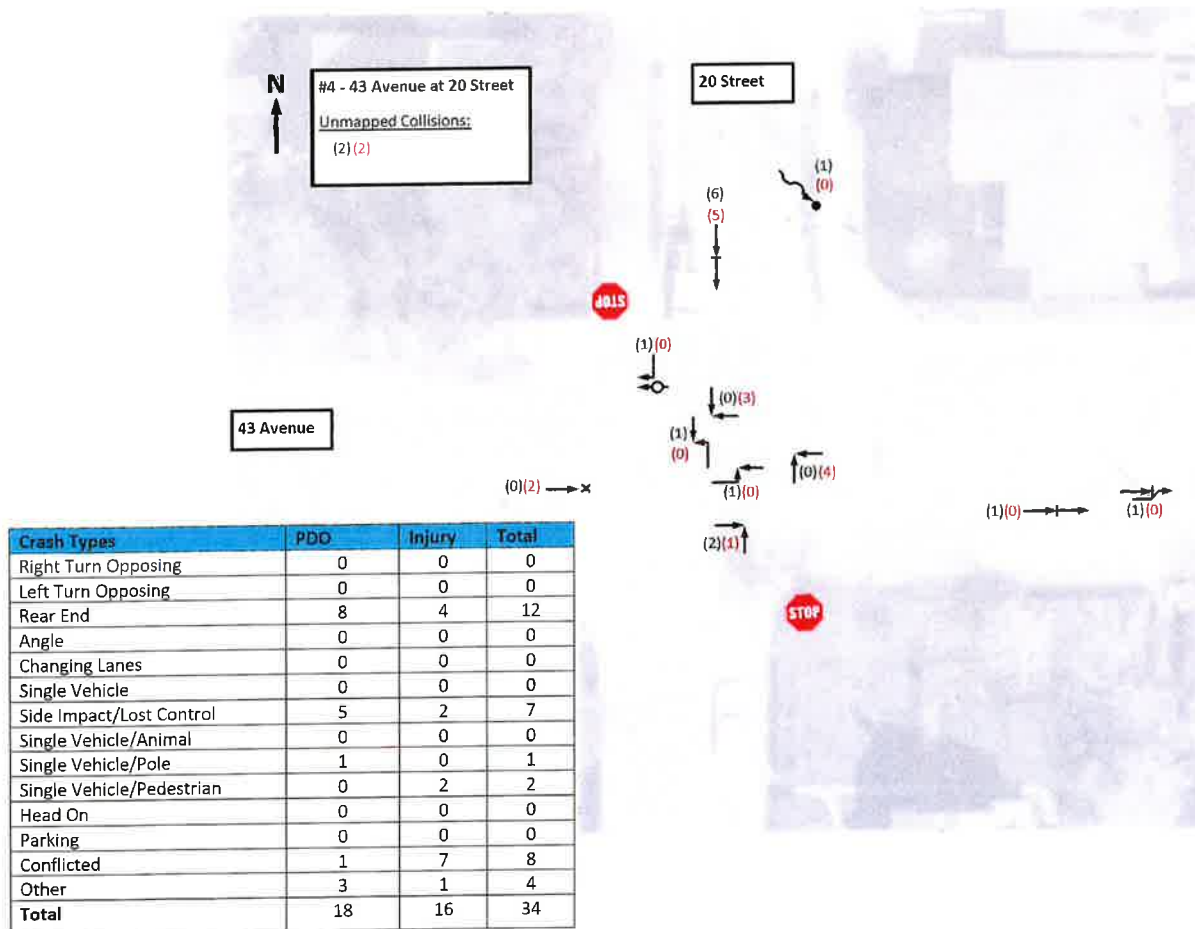


Figure 9: Collision Types and Severities – 43 Ave at 20 St



3.4.3 Collision Trends

There were 34 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. There has been a steady increase in collision frequency each year, from 4 collisions in 2013 to 10 in 2017.
2. There were 10 collisions occurring in the December months, half of which were rear ends in the last week of 2017 during an especially cold period.
3. Approximately half of the collisions involved injuries.
4. Over 1/3 of collisions were rear-ends, particularly on the 20th Street approaches. Approximately half were attributed to driver error, and the others were attributed to slippery winter conditions (see above).
5. At least three collisions were side impacts between southbound vehicles leaving the stop sign and westbound vehicles on 43rd Avenue. The claimants explained they had stopped, but did not see the approaching vehicle on 43rd Avenue.
6. One pedestrian was injured in at 9AM in June 2014 while crossing 43rd Avenue at the crosswalk, despite using the activated flashing light. A cyclist was injured in November of that year, also crossing 43rd Avenue at the crosswalk with flashers.

3.4.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Despite the traffic calming and school crosswalk, traffic was observed speeding eastbound and westbound.
2. Sight lines on the southbound approach can be obscured by adjacent parked vehicles along 43rd Avenue.
3. Sight lines on the northbound approach could potentially be obscured to the east by the adjacent hedge, especially if it is not kept trimmed.
4. Significant traffic volumes after school bell times (~2:30 PM), particularly on the southbound approach. This coincides with children using the crosswalk.
5. An extra regulatory school crosswalk sign is installed in advance of the intersection for westbound traffic, although the actual crosswalk location is at the intersection (Figure 10).





Figure 10: Additional Crosswalk Sign – 43 Ave at 20 St

3.4.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Upgrade the crosswalk flashers to the new standard Rapid Rectangular Flashing Beacons (RRFB) to improve visibility and compliance.
2. Remove the advance crosswalk sign for westbound traffic. If additional warning is required, install a School Crosswalk Ahead sign.
3. Maximize the visibility of the stop signs on 20th Avenue by (a) ensuring the stop signs are high-reflectivity microprismatic sheeting; (b) ensuring trees/bushes on the approaches do not obstruct the sign visibility; and (c) supplementing the sign with red high-reflectivity post tape or panels.
4. Ensure intersection sight lines are kept clear in all directions by trimming foliage as required.
5. Consider speed enforcement as required to improve safety at the crosswalk.

Long Term:

1. If sight distance continues to be a concern, remove one or two more parking stalls on 43rd Avenue, upstream and downstream of each intersection approach.
2. Consider the application of anti-skid surfacing treatment on 20th Avenue to reduce the potential for rear-end collisions.

3.5 43 AVENUE AT 29 STREET

3.5.1 Description

The two-lane 29th Street collector connects to the four-lane 43rd Avenue arterial at a signalized four-leg intersection. A dedicated left turn lane on the southbound approach created an offset in the north-south laning until 2014 (i.e. half-way through the study period) when a corresponding left turn lane was constructed on the northbound approach. The signal hardware was updated at the same time, including an eastbound protected-permitted advance left turn phase. Controlled crosswalks are provided on all four legs of the intersection. Also, a boulevard trail is provided along the east side of 29th Street, with elephant's feet pavement markings on the crosswalk. On 43rd Avenue, cyclists can share the right traffic lane, as identified by painted sharrows. There are accesses on all four approaches within 30 metres of the intersection.

3.5.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 11.

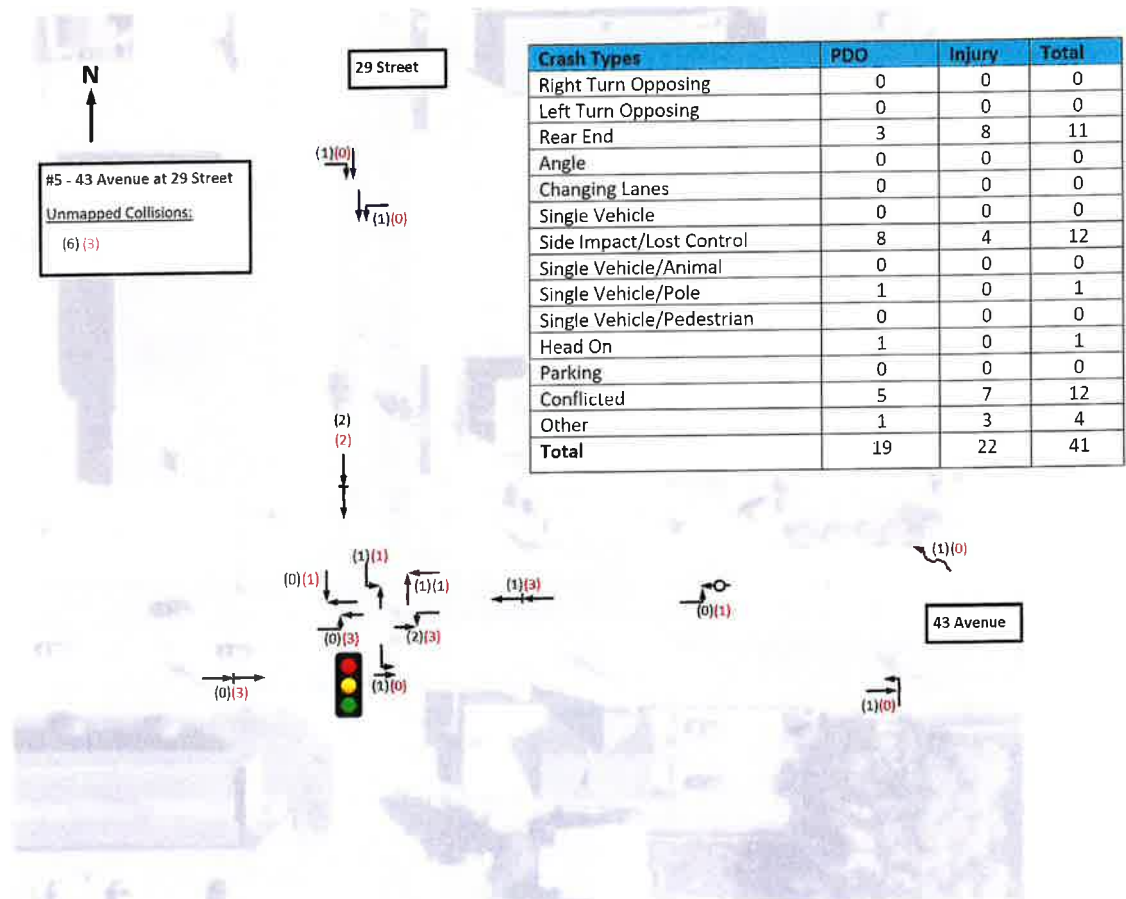


Figure 11: Collision Types and Severities – 43 Ave at 29 St



3.5.3 Collision Trends

There were 41 collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. More than half the collisions involved injuries.
2. Collision frequency has increased over the study period, including a significant spike of 16 reported incidents in 2017. Half of these involved traffic right-of-way issues at the signal, especially left turn opposing collisions.
3. Collision frequency was highest in November, with 10 incidents recorded over the study period.
4. There were 11 reported rear-end collisions due to sudden stops for red traffic lights, left turning vehicles, and pedestrians in the adjacent crosswalks.
5. There were 12 side-impact collisions, with at least three attributed to red-light running, and approximately five involving left turning vehicles. An additional four left turn collisions were listed as “conflicted”.
6. At least four collisions involved turns at the adjacent accesses near the intersection.
7. One collision involved a pedestrian using a scooter in the crosswalk getting struck by a left turning vehicle from 29th Street.

3.5.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Overhead lines cross in front of traffic signal heads for southbound traffic.
2. In the absence of dedicated left turn lanes on 43rd Avenue, opposing left turning vehicles in the inside (left) lanes impede the sight lines for approaching vehicles in the outside (right) lanes.
3. Red light running observed for northbound, eastbound, and southbound through movements (Figure 12), as well as southbound left turn to eastbound movements.
4. A sharp taper is used to guide traffic into the respective lanes on the southbound approach.
5. Yellow times appear less than 3 seconds.





Figure 12: Red Light Runner on 43 Ave at 29 St

3.5.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timing, especially the intergreen phases.
2. Install tertiary (right side) signal heads on the westbound and southbound approaches, as currently exist on the other approaches.
3. Restrict access movements within the intersection area using signage and/or raised islands if possible.
4. Use anti-skid surfacing to help reduce the incidence of rear-end collisions.
5. Request RCMP enforcement of red-light running.

Long Term:

1. Install advance left turn phase(s) on 29th Street if and when warranted by volumes.
2. If left turn collisions remain a safety concern, and constructing dedicated left turn lanes on 43rd Avenue is not feasible at this intersection, consider implementing left turn movement restrictions with signage. The movements would then divert to the highway or 27th Street intersections, which already have left turn lanes.
3. Relocate the power lines obstructing the southbound primary signal head.

3.6 25 AVENUE AT 34 STREET

3.6.1 Description

The four-lane 25th Avenue arterial connects to the two-lane 34th Street collector at a signalized intersection. There are dedicated left turn lanes on all four approaches, and each has an advance left turn phase at the signal. Channelized right turns are provided for northbound and southbound movements only, with the former designed as a “smart” right turn with a paved apron. Crosswalks and bicycle lanes are provided on all four legs of the intersection. There are two accesses on the south side of 25th Avenue within the functional area of the east side of the intersection. A median island is provided on that approach, but is not long enough to affect these movements.

3.6.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 13.

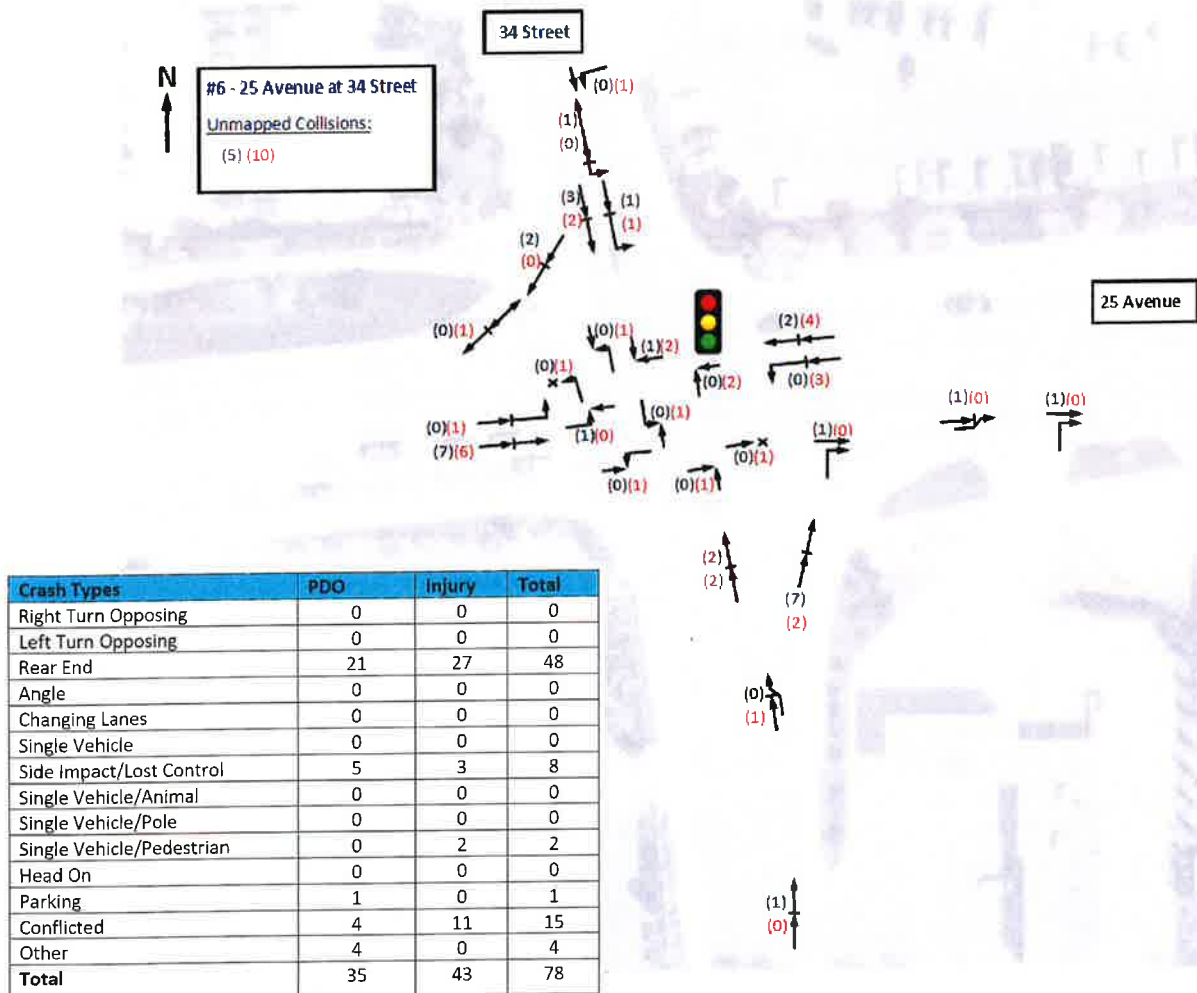


Figure 13: Collision Types and Severities – 25 Ave at 34 St



3.6.3 Collision Trends

There were 78 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. More than half the collisions involved injuries.
2. The collision frequency was generally between 10 and 20 collisions per year, with the highest frequency in 2015 with 24 incidents. Half of those were rear ends.
3. The collisions were evenly distributed between the months except for August, which had a spike of 24 collisions.
4. The majority of all collisions were rear ends, which were represented on all four approaches. Even the “smart” design of the northbound channelized right turn had numerous rear end incidents. The most common causal factors were driver error (i.e. distraction, foot slipping off the brake, following too closely); winter conditions were also cited in a few records.
5. Approximately 10 collisions involved side impacts (including left turn opposing), with more than half attributed to red light running.
6. There were two identified pedestrian collisions, one of which involved a pedestrian crossing 25th Avenue in the crosswalk.

3.6.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Intersection is slightly skewed, and is wide.
2. Wide channelized right turn lane for southbound to westbound right turns.
3. Queuing issues observed north of the intersection for vehicles trying to turn left onto 27th Avenue.
4. Yield sign for northbound to eastbound right turns is difficult to see until very close to the intersection (Figure 14).
5. Paint markings in eastbound lanes to the east of the intersection are faded. Bike lane lines are not visible.
6. Access to Esso station begins shortly after channelized right turn lane for northbound to eastbound turns ends.
7. Red light running observed for eastbound and westbound through movements.
8. Speeding observed for eastbound and westbound traffic.
9. Yellow times appear to be less than 3 seconds each.
10. Observed near miss where a northbound vehicle turning right in channelized right turn lane stopped while overhanging the adjacent through lane, forcing a vehicle in that lane to stop.



Figure 14: Existing “Smart” Channelized Right Turn – 43 Ave at 20 St

3.6.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timing, especially the intergreen phases.
2. Construct a “smart” channelized right turn for the southbound approach.
3. Add a second Yield sign to the right side of the northbound channelized right turn.
4. Apply anti-skid treatment to the pavement to reduce the incidence of rear-ends.
5. Ensure painted lane lines are clear; consider thermoplastic for key areas.
6. Request RCMP enforcement for red-light running and speeding.

Long Term:

1. Convert the advance left turns to protected-only if supportable by operational analysis.
2. Restrict left turn movements at the intersection of 27th Avenue and 34th Street, north of the intersection to reduce downstream queuing conflicts.
3. Extend median island on 25th Avenue to remove left turn movements to private accesses within the functional area of the intersection.

3.7 48 AVENUE /SILVER STAR ROAD AT PLEASANT VALLEY RD

3.7.1 Description

The four-lane 48th Avenue/Silver Star Road arterial connects to the two-lane Pleasant Valley Road collector at a signalized intersection. The intersection has dedicated left turn lanes on both the eastbound and westbound approaches, with an advance left turn phase for the latter. Large corner islands separate right turn movements on the south half of the intersection, with a right turn taper and short acceleration lane provided in the eastbound direction on 48th Avenue. There is also a dedicated right turn lane for southbound traffic. Crosswalks are provided on all four legs of the intersection, and bicycle lanes are provided on all by the north leg. Ninety-degree parking was previously available on the east side of Pleasant Valley Road immediately north of the intersection, but was removed around 2016 (i.e. halfway through the study period).

3.7.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 15.

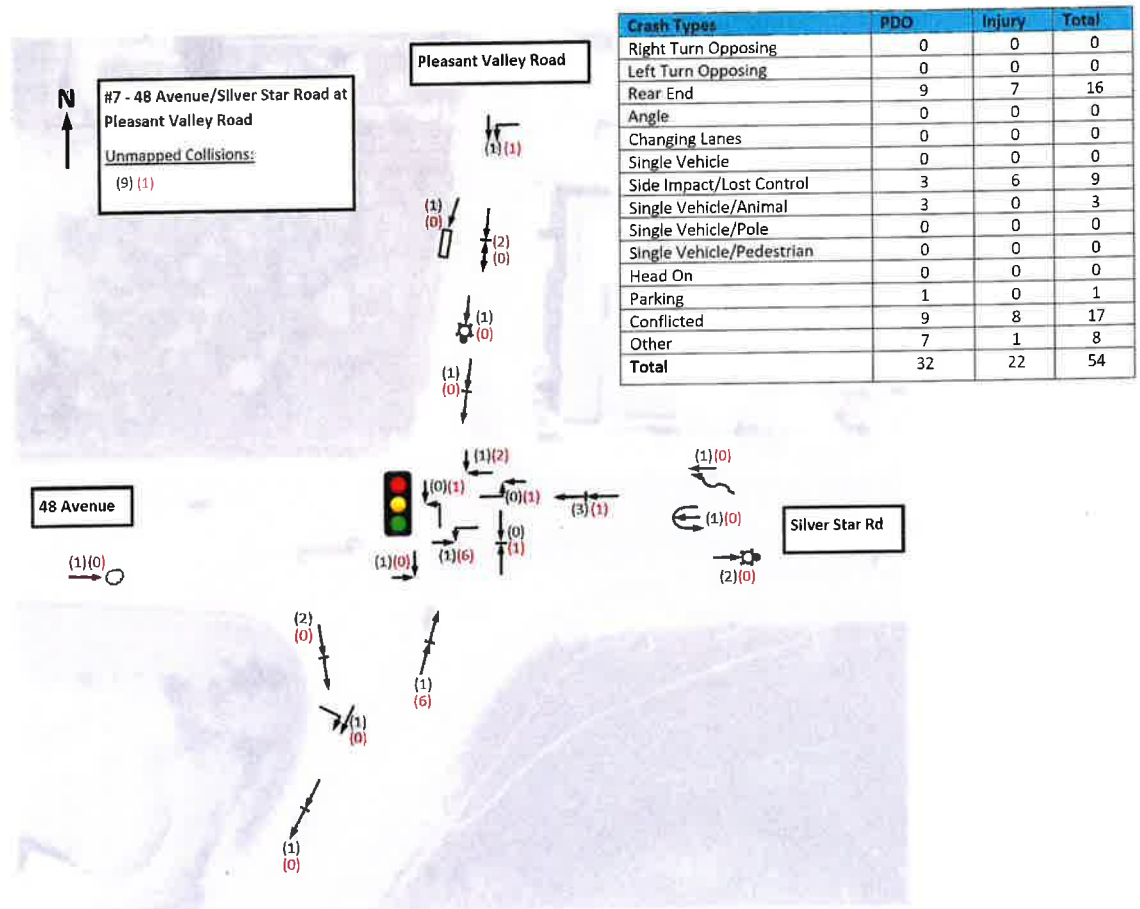


Figure 15: Collision Types and Severities – 48 Ave/Silver Star Rd at Pleasant Valley Rd



3.7.3 Collision Trends

There were 54 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. Most of the collisions (~60%) involved property damage only.
2. The collision frequency has increased over the years from five in 2013 to 18 in 2016, and 15 in 2017.
3. The collisions were evenly distributed between the months of the year except December, which had a spike of 12 collisions. Three of these were during the holiday storm of 2017.
4. Nine left turn opposing conflicts were reported, the majority of which involved westbound vehicles turning left against eastbound through traffic coming up the hill. At least one of these specifically cited the challenging sight lines.
5. Seven side impact (or "conflicted") collisions involved red light running.
6. There were 16 rear end collisions, four of which involved right turning movements at the large corner islands on the south half of the intersection.
7. Five collisions were related to turning movements at the private access to the north.
8. Three incidents were deer impacts.

3.7.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Intersection slopes downwards east to west, with a significant downhill grade traveling west from the intersection.
2. Potentially confusing guidance on northbound right turn, with both a Yield sign and a short merge lane (Figure 16).
3. Poor sightlines for eastbound to southbound right turn movements in channelized right turn lane. Southbound lane is also wide at merge point.
4. North/South crosswalk on east side of intersection does not align with corner islands.
5. No ramps on corner island for crosswalk across northbound to eastbound channelized right turn lane.
6. Northbound approach is curved and uphill, cresting on the intersection approach.
7. Red light running observed for eastbound and westbound through movements
8. Speeding observed for eastbound and westbound traffic
9. Yellow times appear to be less than 3 seconds.



Figure 16: Yield Signs at Short Merge Lane – 48 Ave/Silver Star Rd at Pleasant Valley Rd

3.7.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timings, especially the intergreen phases.
2. Convert the westbound advance left turn to protected-only movements to reduce left turn opposing collisions, if supportable by operational analysis. This may require a protected-only eastbound phase as well.
3. Ensure appropriate wildlife (deer) signage is located to cover the area at risk.
4. Add sidewalk ramps on corner islands and adjust the crosswalks as required to ensure the intersection is fully accessible.
5. Use raised islands or other features to better define the private access to Pleasant Valley Road, north of the intersection.

Long Term:

1. Reconstruct the large corner islands as “smart” channelization with paved aprons.
2. If the northbound right turning volume warrants a merge lane, the lane should be lengthened as necessary and the Yield signs removed. If the traffic only warrants a Yield condition, repaint the lane lines to remove the short merge lane.
3. Convert the intersection to a roundabout.

3.8 43 AVENUE AT 27 STREET

3.8.1 Description

The four-lane 27th Street arterial connects to the two-lane 43rd Avenue arterial at a signalized intersection. All four approaches have dedicated left turn lanes, including advance left phases for all but westbound movements. There is a dedicated right turn lane on the southbound approach, including a raised corner island. Crosswalks are provided across all four legs of the intersection. Dedicated bicycle lanes are provided on 27th Street; shared lanes (with painted “sharrows”) are provided for cyclists on 43rd Avenue through the intersection. There are accesses to a commercial development in the southeast corner, within the functional area of the intersection.

3.8.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 17.

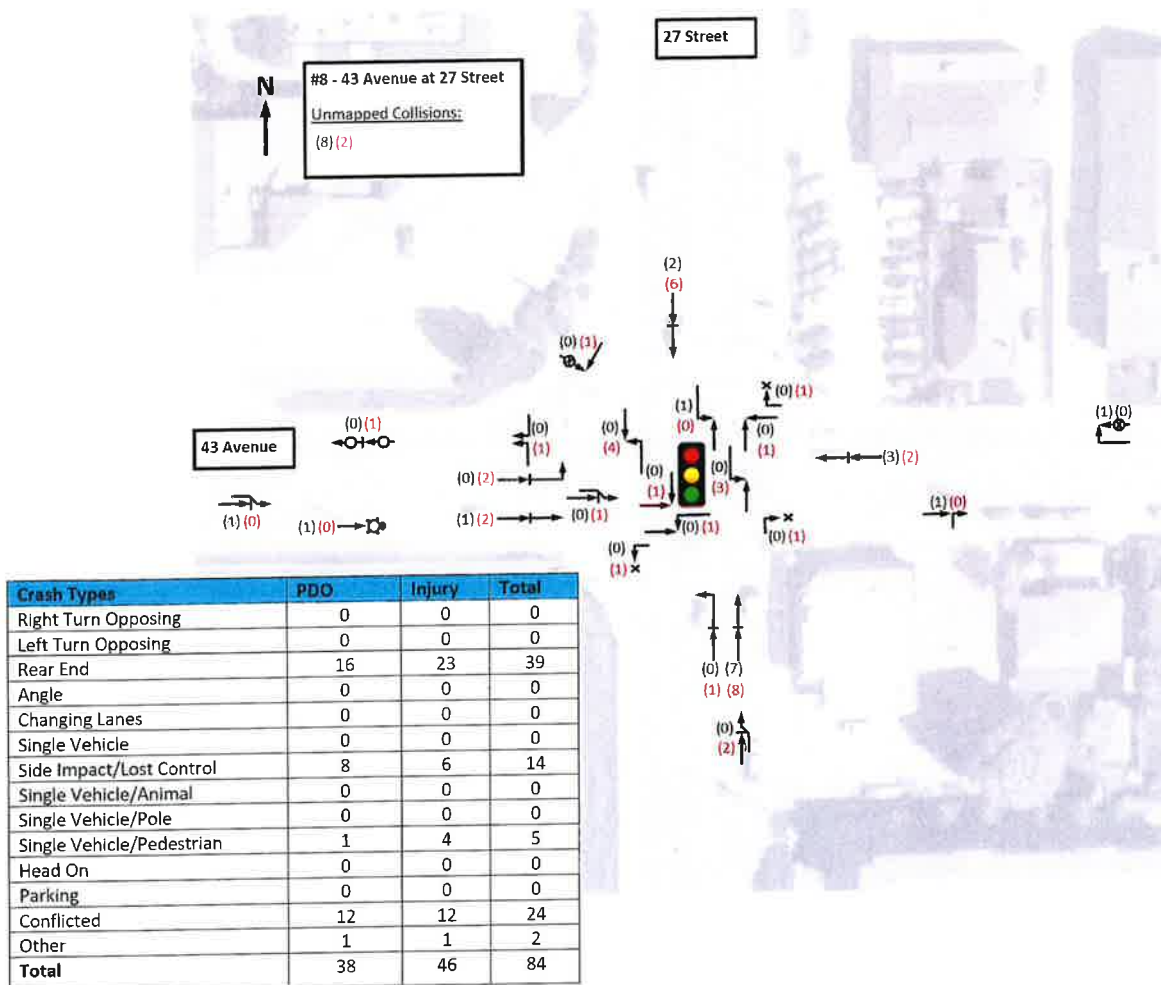


Figure 17: Collision Types and Severities – 43 Ave at 27 St

3.8.3 Collision Trends

There were 84 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. More than half the collisions involved injuries.
2. The collisions were generally distributed evenly between the five years in the study period, and between the 12 months of the year.
3. There were 39 rear ends, most commonly on 27th Street. The reasons cited included sudden stops (e.g. for traffic), icy conditions, and distracted drivers.
4. At least nine collisions were left turn opposing incidents, approximately five of which involved red light runners.
5. Four collisions involved lane change manoeuvres, mostly resulting in rear ends.
6. Two collisions involved pedestrians crossing 27th Street being struck by drivers turning at the intersection. In both cases, the driver cited sun glare as a factor.
7. One cyclist collision occurred in 2016 between a cyclist riding on the sidewalk and a vehicle exiting the alley.

3.8.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Eastbound and westbound approaches are slightly misaligned at the intersection.
2. Issues with traffic congestion and queueing observed.
3. Red light running observed for northbound, eastbound, and southbound through movements (Figure 18), and for southbound and eastbound left turn movements.
4. Two traffic conflicts observed:
 - a. Southbound right turning vehicle conflicted with concurrent northbound left turning vehicle into wide westbound lane that becomes two lanes downstream.
 - b. Southbound left turning vehicle turning conflicted with an opposing (northbound) through movement on the yellow phase.
5. Foliage along southbound right turn lane partially obscures view of crosswalk.
6. Overhead lane use signs on northbound approach.
7. Powerlines impede visibility of eastbound primary signal heads.
8. No lane use signs on westbound approach, but lane changing conflicts were not observed.
9. Yellow times appear to be just over 3 seconds; red times are between approximately 2.5 and 3.6 seconds.



Figure 18: Red Light Running – 43 Ave at 27 St

3.8.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timings, especially the intergreen phases.
2. Coordinate the intersection signal with other signals in the area, if not already done.
3. Revisit the westbound laning to improve clarity and guidance.
4. Ensure this corridor is a priority for winter maintenance activities.
5. Prune the foliage that impedes sight lines on the southbound approach.
6. Install countdown pedestrian signal heads, if not already in place.
7. Request enforcement of red light runners and distracted driving at this location.
8. Consider an anti-skid pavement treatment to reduce rear ends collisions.

Long Term:

1. Realign the eastbound and westbound approaches to improve opposing sight distance, especially for left turning vehicles.
2. Convert the advance left turn phases to protected-only movements if supportable by traffic operational analysis.
3. Relocate the overhead powerlines to improve signal visibility.
4. Install/extend median islands to restrict left turn movements from private accesses within the functional area of the intersection.
5. Develop the cycle network through this area.

3.9 39 AVENUE AT 33 STREET

3.9.1 Description

The two-lane 39th Avenue collector connects to the two-lane 33rd Street local road at an unsignalized intersection, with stop conditions on 33rd Street. Dedicated left turn lanes are provided on the eastbound and westbound approaches, painted back-to-back with left turn lanes immediately downstream of the intersection both directions. A dedicated right turn lane is provided for northbound traffic only. Parallel line crosswalks are provided across each leg of the intersection, with those on 39th Street signed for free-flow traffic according to TAC guidelines. Bike lanes are provided on 39th Avenue only. Adjacent residences on the east side of the intersection have private accesses near the intersection.

3.9.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 19.

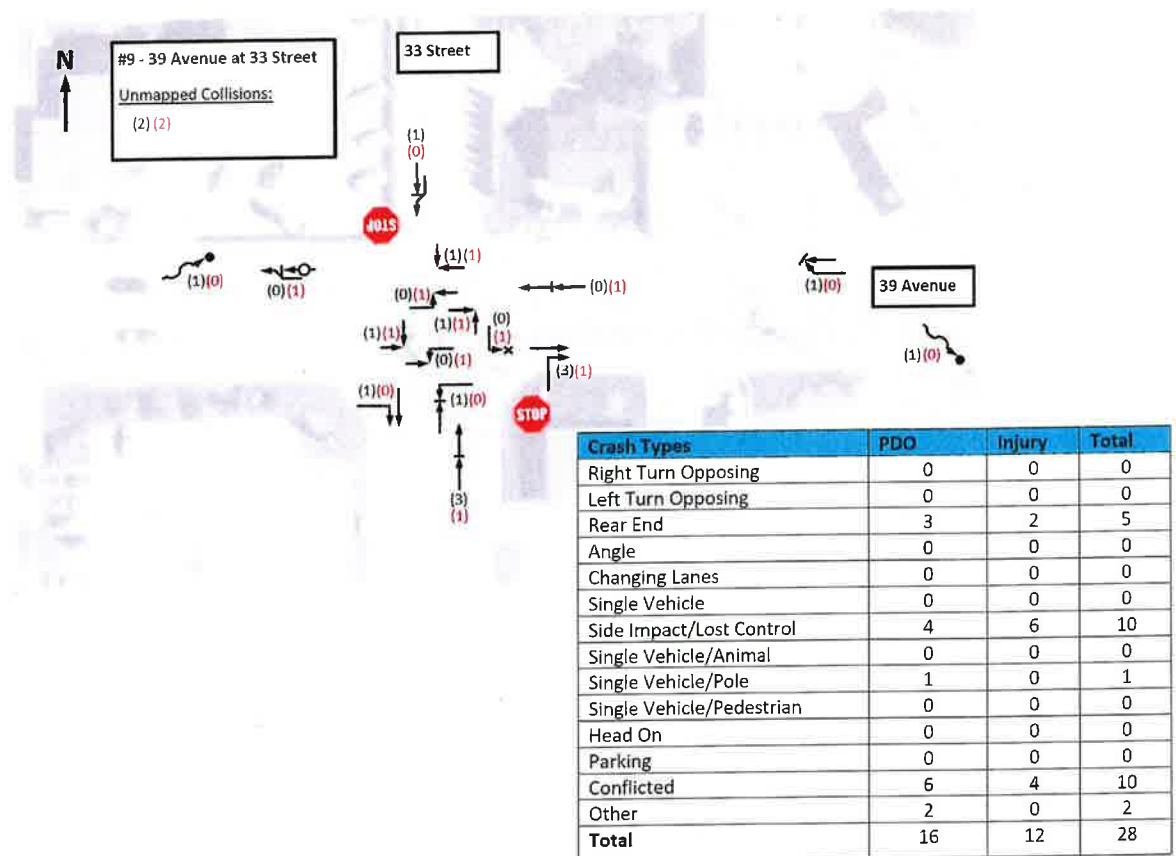


Figure 19: Collision Types and Severities – 39 Ave at 33 St



3.9.3 Collision Trends

There were 28 collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions(16/28) involved property damage only.
2. There has been a slight increase in collision frequency over the study period, from three collisions in 2013 to seven collisions in 2017.
3. The collisions were evenly distributed between the months
4. There were at least six 90 degree side impacts, many of which suggested that sight distances from the stop signs were insufficient for drivers to select appropriate gaps in the traffic streams.
5. Five rear end collisions were recorded, mostly on the northbound approach.
6. Five collisions involved right turn conflicts with traffic on the street, primarily involving northbound right turns and eastbound through traffic.
7. One pedestrian was struck by a southbound left vehicle while crossing 39th Avenue on the east side of the intersection.
8. One cyclist was struck when a westbound vehicle turned right in front of the cyclist.

3.9.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Wide southbound lane south of the intersection, which allows vehicles to pass a bus stopped at the bus stop south of the intersection, but is not wide enough for two through lanes.
2. Eastbound traffic at the highway intersection to the east queues back through this intersection, blocking sight lines for traffic on 33rd Street.
3. Foliage/landscaping on northwest corner obscures sight lines for southbound traffic looking west (Figure 20).
4. Speeding observed eastbound (on down grade) potentially as drivers endeavor to catch the green phase at the highway signal.
5. Only one lamp standard in the southeast corner illuminates the intersection, which may be insufficient for pedestrians in the crosswalk at night.





Figure 20: Obscured Sight Lines – 39 Ave at 33 St

3.9.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Repaint crosswalks on 39th Avenue as zebra stripes to reflect the free-flow traffic condition.
2. Trim the foliage on the southbound approach to improve sight lines.
3. Add red reflective tape or panels to the stop sign posts to improve visibility.
4. Paint dashed bike lane lines on the approaches to the intersection to allow cyclists to share the lane with right turning traffic, and thereby reduce the potential for right turn collisions.
5. Consider painting bike lanes on the south leg of 33rd Street to provide better guidance for traffic, as well as a dedicated space for cyclists.

Long Term:

1. Reconstruct the intersection corners to reduce the radius, or alternately consider sidewalk “bulb” extensions to reduce traffic speeds on 39th Avenue.
2. Convert intersection to a four-way stop when warranted by traffic volumes.
3. Revisit intersection illumination.
4. Improve capacity at highway intersection to the east to reduce queueing problems on 39th Avenue.

3.10 48 AVENUE AT 29 STREET

3.10.1 Description

The four-lane 48th Avenue arterial connects to the two-lane 29th Street collector at a signalized intersection, with the mall access as the north leg of the intersection. Dedicated left turn lanes are provided on all four approaches, with an advance left turn phase provided for eastbound traffic (i.e. turning into the mall) only. Crosswalks are provided across all four legs of the intersection. The north and east crosswalks are also painted with “elephant’s feet” to denote the multi-use trails along the north side of 48th Avenue and the east side of 29th Street. There are a number of private accesses on the south side of the intersection, including a connection to 31st Street approximately 30 metres to the west.

3.10.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 21.

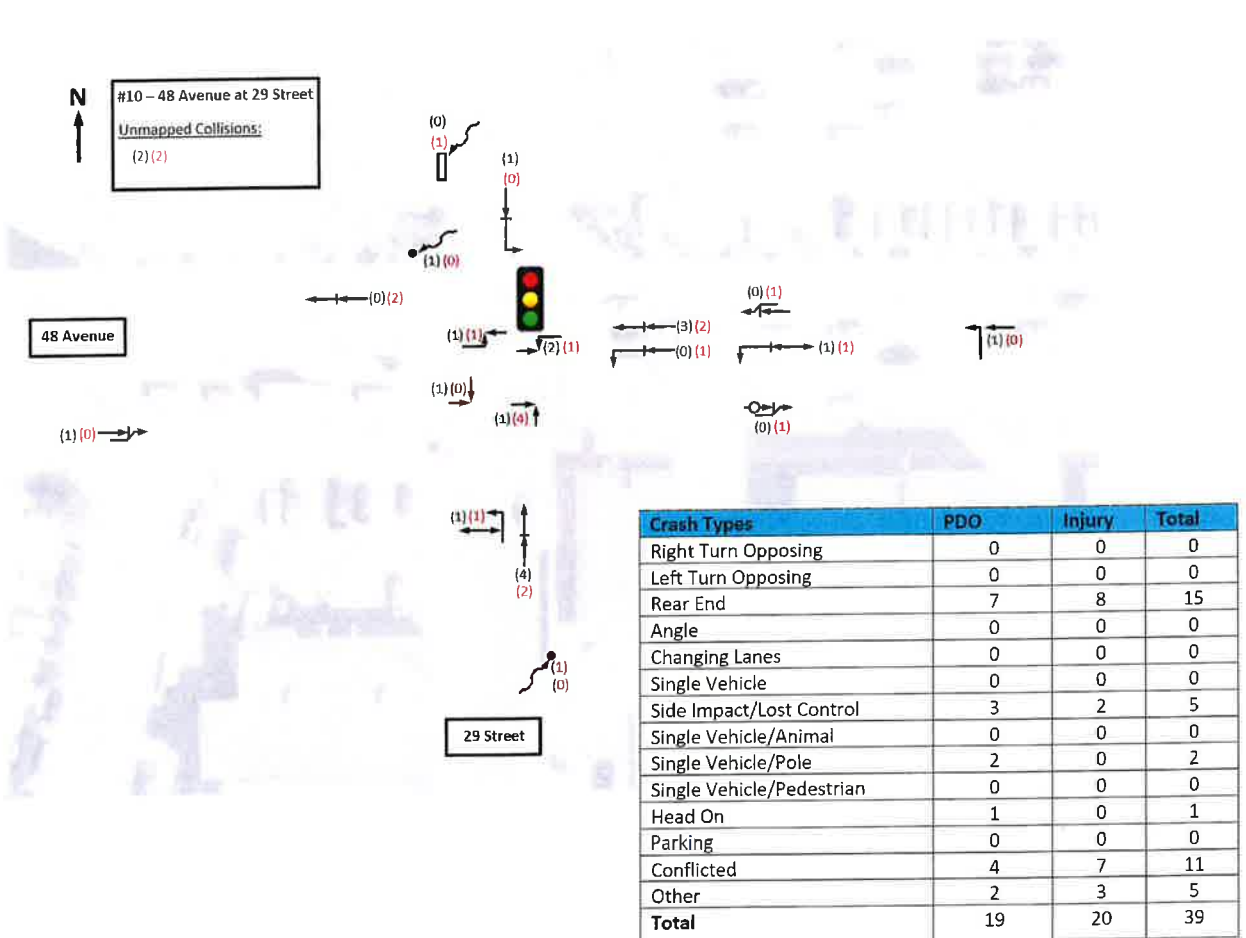


Figure 21: Collision Types and Severities – 48 Ave at 29 St



3.10.3 Collision Trends

There were 39 collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. Approximately half the collisions involved injuries.
2. The annual collision frequency has tripled since 2013.
3. The collisions were generally evenly distributed between the months, except for a spike of nine collisions occurring in December. Five of these cited icy conditions.
4. There were 15 rear end collisions which largely occurred on the westbound and northbound approaches. There were often attributed to sudden stopping for the red lights and traffic.
5. Eleven collisions involved side impacts and left turn opposing traffic (including those listed as "conflicted"). At least five of these cited red light running as an issue.
6. Three off-road (single vehicle) collisions were attributed to icy conditions.
7. There were no reported collisions involving pedestrians or cyclists.

3.10.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Northbound and southbound approaches are misaligned, although the misalignment arguably improves the sight distance for opposing left turning traffic.
2. 31st Street intersection connects to 48th Avenue as a full-movement intersection only 30 metres west of the 29th Street intersection.
3. The northbound primary signal head is centred on the through lane, which does not appear to be extending sufficiently into the intersection (Figure 22). The tree on the northbound approach and the overhead power lines can both potentially impede the visibility of the signal head.
4. A vertical crest curve in on 29th Street, particularly going into the mall, can potentially interfere with opposing sight distances.
5. Red light running observed for westbound through movements, as well as westbound and eastbound left turn movements
6. North/south crosswalk across east side of intersection has dedicated bike signal
7. Rail crossing to the west of the intersection
8. Yellow times were approximately 3 seconds each; all-red times were approximately 2 seconds each.



Figure 22: Issues with Primary Signal Head Visibility – 48 Ave at 29 St

3.10.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timings, especially the intergreen phases.
2. Extend the signal arm on the northbound approach to improve visibility, and/or prune the tree on the southeast corner.
3. Ensure this intersection is a priority for winter maintenance.
4. Request RCMP enforcement especially for red light running.

Long Term:

1. Restrict left turning movements from the 31st Street intersection to reduce the number of turning conflicts around the signalized intersection.
2. Relocate the utility lines to improve the visibility of the northbound primary signal head.
3. Consider adding tertiary (right side) signal heads for the southbound and westbound approaches, as is common in the City.

3.11 27 AVENUE AT 41 STREET

3.11.1 Description

The two-lane 27th Avenue local road connects to the two-lane 41st Street collector at an unsignalized intersection, with a two-way stop condition on 27th Avenue. There are no dedicated turning lanes provided at the intersection; one lane on each approach accommodates all movements. A crosswalk on the west side of the intersection is painted with parallel lines, and a crosswalk across the north side of the intersection is signed with TAC standard crosswalk signs and painted with zebra-stripe markings. Painted bike lanes are provided on all but the east leg of the intersection.

3.11.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 23.

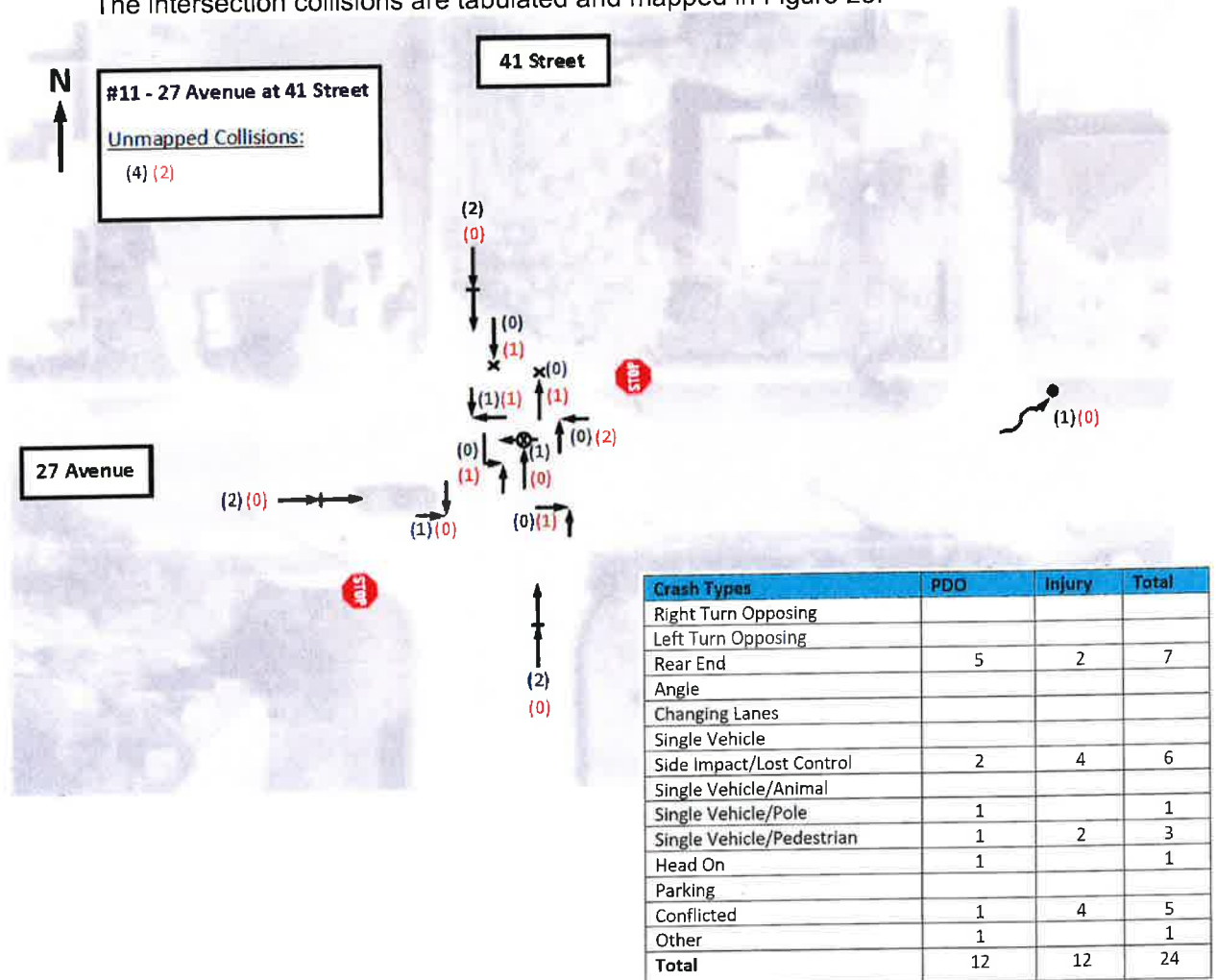


Figure 23: Collision Types and Severities – 27 Ave at 41 St



3.11.3 Collision Trends

There were 24 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. Half the collisions involved injuries; the other half were property damage only.
2. The annual collisions varied significantly over the study period, with spikes of 8-9 incidents in 2015 and 2017, and almost no collisions in the other years.
3. The collisions were evenly distributed between the months, with no significant seasonal variations.
4. There were six 90 degree side impact collisions which were primarily caused by drivers on 27th Avenue either missing the stop signs or moving into the intersection to be able to see approaching traffic.
5. Seven collisions involved rear ends, with three attributed to icy or wet road conditions.
6. Two collisions involved pedestrians in the crosswalk on 41st Street.

3.11.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Crosswalk sign on east side of crosswalk is partially obscured by a tree.
2. Sight lines for westbound approach obscured in both directions (Figure 24)
 - a. Looking south is obscured by hedge.
 - b. Looking north is obscured by a tree, and arguably the hill on the north approach.
3. Sight line for eastbound approach potentially obscured looking north if cars parked in driveway
4. Speeding observed for northbound and southbound traffic
5. Only one lamp standard in the southwest corner illuminates the intersection, which may create visibility issues for pedestrians at night.



Figure 24: Obstructed Sight Lines and Signage – 27 Ave at 41 St

3.11.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Prune the adjacent foliage back from the crosswalk signage, and to maximize the available sight distance.
2. Improve the visibility of the stop signs on 27th Street with red reflective tape or post panels.
3. Evaluate the warrants for a four-way stop at the intersection in consideration of both traffic volumes and sight distance.
4. Consider upgrading the crosswalk to Rapid Rectangular Flashing Beacons (RRFBs) if warranted by crossing demand.

Long Term:

1. Upgrade the intersection illumination to improve the crosswalk safety.
2. Install traffic calming measures to slow speeds on 41st Street.

3.12 48 AVENUE AT 24 STREET

3.12.1 Description

The four-lane 48th Avenue arterial connects to the two-lane 24th Street local road at an unsignalized “T” intersection, with a private access comprising the fourth (south) leg of the intersection. There are dedicated left turn lanes provided on the eastbound and southbound approaches, and a dedicated right turn lane (with a raised corner island) provided on the southbound approach only. There is a painted parallel-line crosswalk across the north leg of the intersection, and a signed/painted (zebra marking) crosswalk across the west leg. Painted bike lanes are provided on 48th Avenue only.

3.12.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 25.

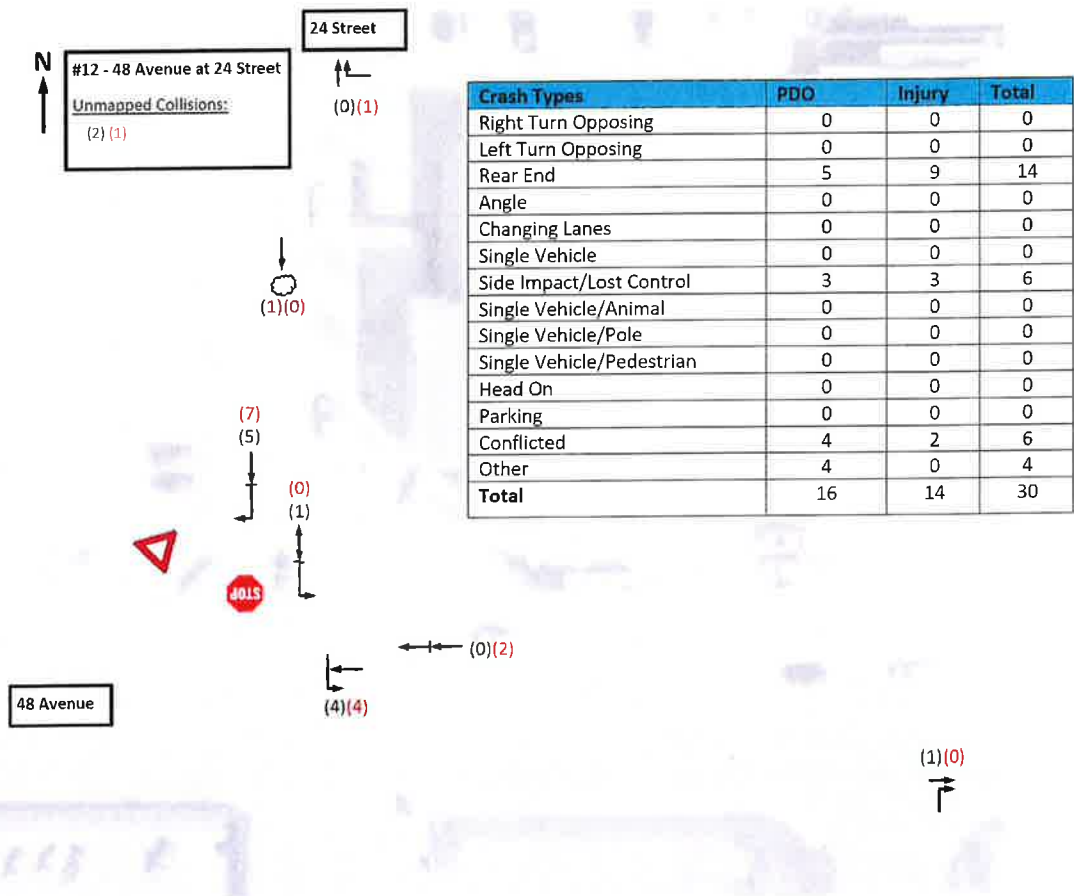


Figure 25: Collision Types and Severities – 48 Ave at 24 St



3.12.3 Collision Trends

There were 30 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions (16/30) involved property damage only.
2. The annual collisions varied significantly over the study period, with spikes of 10 incidents in 2014 and 2017, and almost no collisions in the other years.
3. The collisions were evenly distributed between the months, with no significant seasonal variations.
4. There were 14 rear end collisions which were mostly attributed to the southbound right turn at the corner island. The most frequent cause was the first driver starting to turn onto 48th Avenue, then stopping suddenly. The second driver then proceeds without realizing the first driver has stopped.
5. There were eight collisions involving southbound drivers on 24th Street misjudging the gaps on 48th Avenue as they attempt to turn left.

3.12.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Wide southbound approach lane, which is arguably large enough for two lanes, but is painted as one.
2. Heavy traffic volumes observed, especially southbound and eastbound left turn movements.
3. Sight lines for southbound vehicles turning left appear appropriate.
4. Existing crosswalk across four lanes has shoulder mounted signs only (Figure 26).





Figure 26: Existing Crosswalk – 48 Ave at 24 St

3.12.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Upgrade the southbound right turn corner island to a “smart” design with a less acute angle and potentially paved aprons.
2. Evaluate the warrants for the crosswalk on 48th Avenue. If this is not warranted, remove the crosswalk. If the crosswalk is warranted, add overhead crosswalk signs to improve visibility on the four-lane section.

Long Term:

1. If the southbound left turn movements can be diverted elsewhere, restrict the intersection to left-in/right-in/right-out movements only. If the southbound left turn movement is necessary, consider upgrading the intersection to create a channelized lane for staged left turn movements over the existing hatched median on 48th Avenue.
2. Evaluate traffic signal warrants for this intersection.

3.13 30 AVENUE AT 27 STREET

3.13.1 Description

The four-lane 27th Street arterial connects to the two-lane 30th Avenue at a signalized intersection; 30th Avenue is an arterial to the west, and a collector to the east. There are dedicated left turn lanes on all four approaches, with an advance left turn phase provided for eastbound movements only. There are also dedicated right turn lanes provided on all but the northbound approach. A raised median island restricts access movements on the west leg of the intersection to right-in/right-out only. Crosswalks are provided across all four legs of the intersection. Painted bicycle lanes are provided on 30th Avenue only.

3.13.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 27.

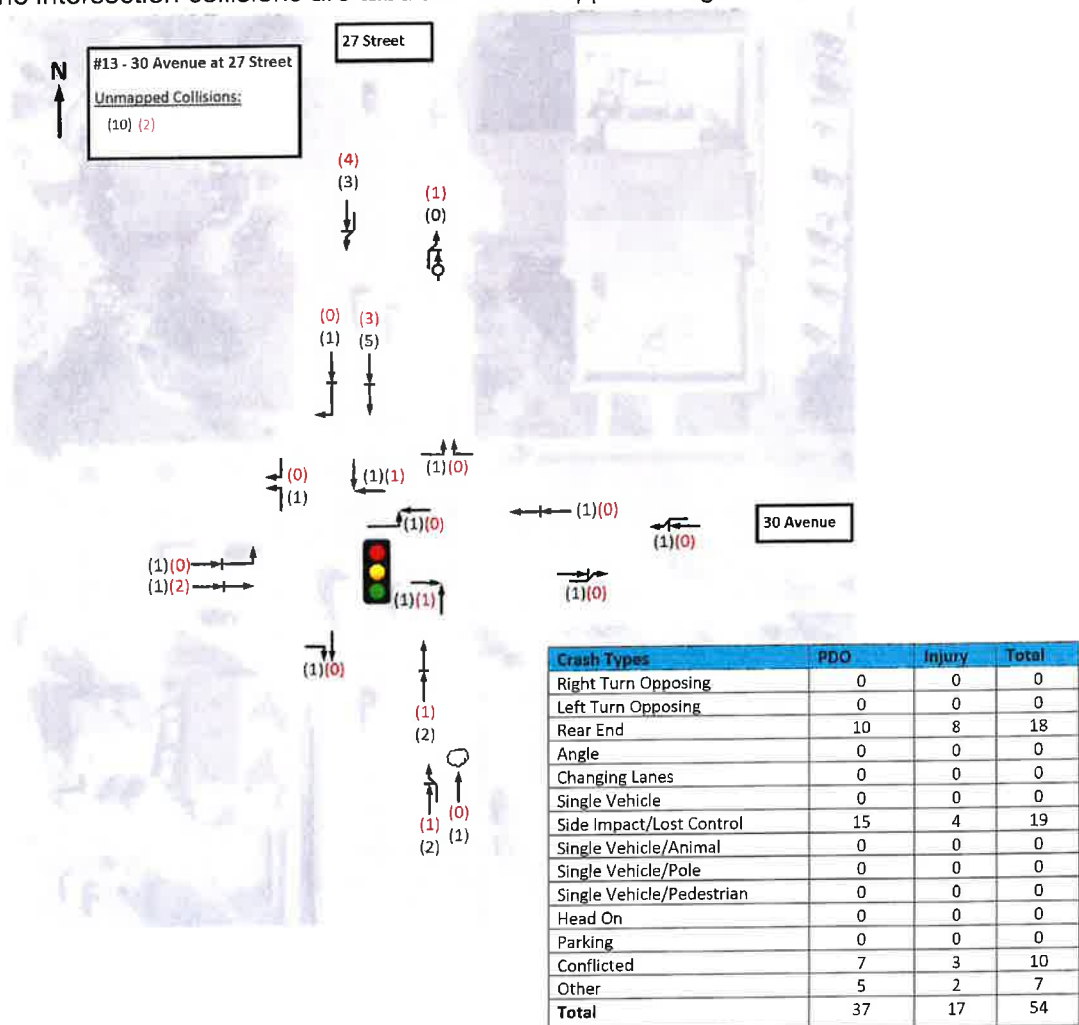


Figure 27: Collision Types and Severities – 30 Ave at 27 St

3.13.3 Collision Trends

There were 54 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions (37/54) involved property damage only.
2. The collisions were generally distributed evenly between the years of the study period.
3. The collisions were generally distributed evenly between the months, except May which had a small spike of eight incidents.
4. There were 18 rear end collisions, which were most common on the southbound approach. The most common cause was sudden stops of traffic, likely due to congestion.
5. There were 11 side impact collisions, with red light running often mentioned as a contributing factor.
6. Ten collisions were caused by lane change manoeuvres, primarily on 27th Street.

3.13.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Overhead lane signage on all four approaches. The signs are partially obstructed by trees on westbound approach
2. Downhill grade from east to west potentially obscures sight lines, especially if vehicles are in the eastbound left turn lane.
3. Westbound lane west of the intersection is wider than standard.
4. Speeding observed northbound and southbound.
5. Queueing issues noted at intersection, especially to the north (Figure 28). This could contribute to rear end and lane change incidents.
6. Red light running observed for northbound and southbound through movements, as well as eastbound left turn movements.
7. Traffic conflict observed between eastbound left turning vehicle and opposing (westbound) through vehicle on the yellow phase.
8. Yellow times were noted at over 3 seconds; red times were noted at over 2 seconds.
9. On-street parallel parking on the southbound approach.



Figure 28: Traffic Congestion on 27th Street at 30th Avenue

3.13.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timings, especially the intergreen times.
2. Prune the trees on the westbound approach to improve the visibility of the overhead lane use signs.
3. Request RCMP enforcement of speeds and red light running.
4. Consider coordinating the signals on 27th Street.
5. Ensure lane markings are clear; consider use of thermoplastic in key areas.

Long Term:

1. Consider adding tertiary (right side) signal heads on each approach to improve visibility of the signal displays.
2. Revisit the east-west laning to improve the alignment and sight distance for the opposing left turn movements.

3.14 25 AVENUE AT 43 STREET

3.14.1 Description

The four-lane 25th Avenue arterial connects to the two-lane 43rd Street at a signalized intersection; 43rd Street is classified as a collector to the south, and a local road to the north. Dedicated left turn lanes are provided on the 25th Avenue approaches, with an advance left turn phase provided for westbound movements only. There is a dedicated right turn lane for southbound traffic, and a raised corner island for eastbound right turn movements. Crosswalks are provided across each leg of the intersection. Dedicated bike lanes are provided on 25th Avenue only. Full-movement accesses to gas stations are located in close proximity to the intersection on the northwest and southeast corners.

3.14.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 29.

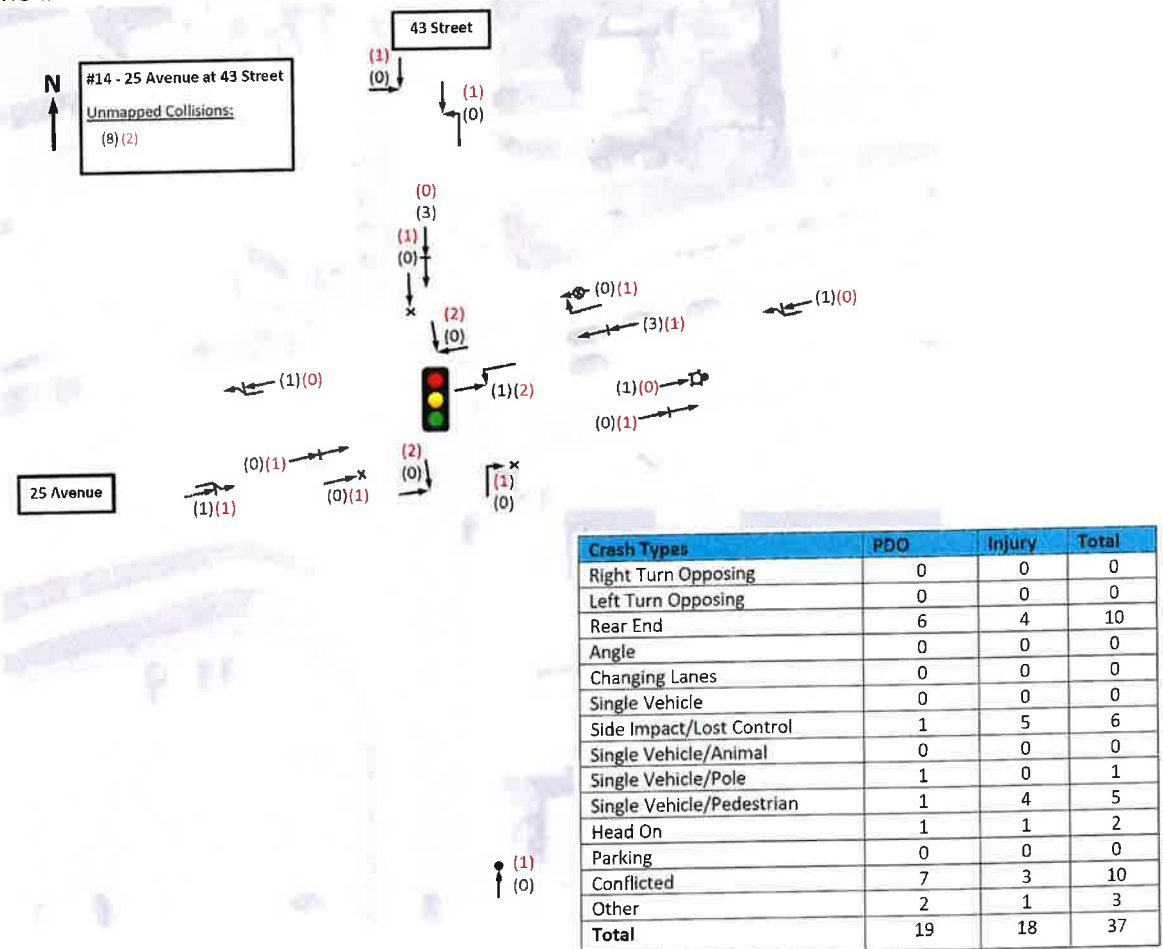


Figure 29: Collision Types and Severities – 25 Ave at 43 St

3.14.3 Collision Trends

There were 37 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. Half of the collisions involved injuries; the remainder were property damage only.
2. The annual collisions have increased slightly over the study period, but dropped to four in 2017.
3. The collisions are evenly distributed between the months of the year, with no significant seasonal variations.
4. There were 10 rear end collisions, some of which were attributed to sudden stops in traffic and getting surprised by the traffic signal changes.
5. Five collisions were identified as side impacts, with two citing red light runners as the cause.
6. At least five collisions involved turning manoeuvres at the adjacent accesses.
7. Three collisions involved westbound left turns against opposing eastbound through traffic.
8. Three collisions involved lane changes on 25th Avenue in advance of the intersection.
9. Three collisions were single vehicle off-roads, with road conditions cited in two.
10. There were five collisions involving pedestrians. The majority were caused by vehicles turning from 43rd Street onto 25th Avenue.
11. One collision was caused by a vehicle turning right into a cyclist in the bike lane.

3.14.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Slightly skewed intersection.
2. Speeding observed eastbound and westbound.
3. Rear-end traffic conflict observed between eastbound vehicle slowing to turn into the gas station access east of the intersection, causing the eastbound driver following behind to stop suddenly.
4. No lane use signage for eastbound or westbound approaches.
5. Wide northbound lane on both sides of the intersection.
6. Red light running observed for eastbound and westbound through movements (Figure 30).
7. Yellow times observed to be slightly less than 3 seconds. Red times appear to be approximately 2 seconds.

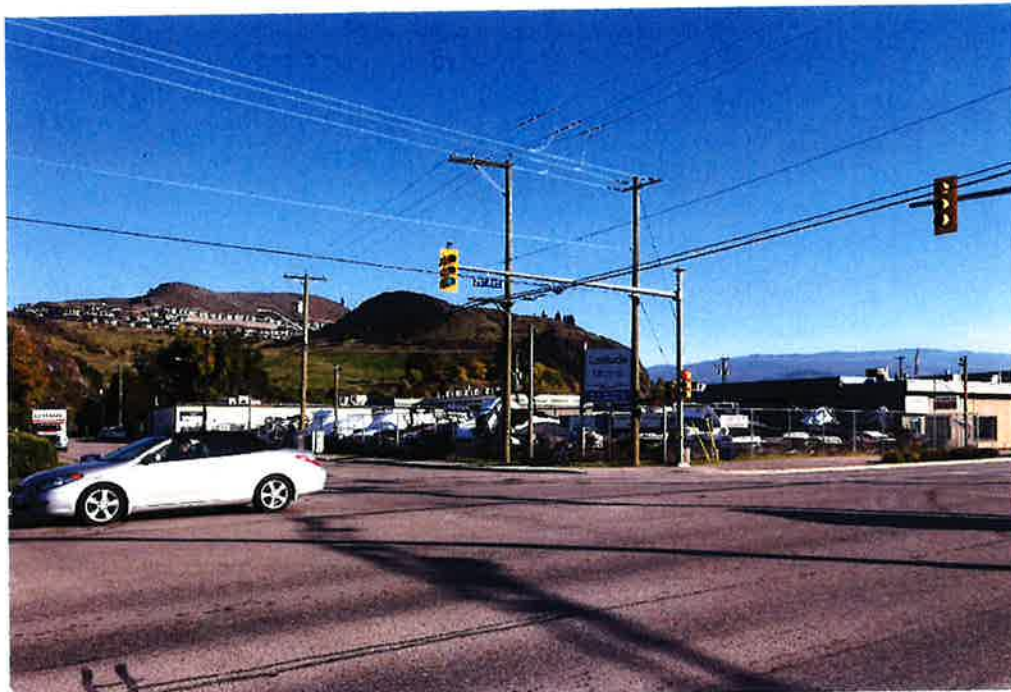


Figure 30: Red Light Running – 25 Ave at 43 St

3.14.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timings, especially the intergreen times.
2. Paint dashed bike lane lines on the approaches to the intersection to allow right turning vehicles to share the lane, and avoid turning across the paths of cyclists.
3. Reduce the corner curb radii and realign the crosswalks to improve pedestrian visibility and safety.
4. Repaint the median islands on 25th Avenue to shift the left turn lanes closer to the centrelines to improve the sight distance for opposing left turn movements.
5. Consider applying an anti-skid treatment to the pavement to reduce rear ends.
6. Request RCMP enforcement of speed and red light running.

Long Term:

1. Add tertiary signal heads on each approach to improve visibility of the display.
2. Install overhead lane use signs on 25th Avenue, on the intersection approaches.
3. Revisit strategy for private accesses within the functional area of the intersection.
4. Convert the protected-permitted westbound left phase to protected-only, if supportable by operational analysis.
5. Consider coordinating the signal with other signals on 25th Avenue, if and when warranted by volumes.

3.15 32 AVENUE AT 34 STREET

3.15.1 Description

The two-lane 32nd Avenue arterial connects to the two-lane 34th Street collector at an unsignalized intersection, with stop conditions on 34th Street only. The only turning lane at the intersection is for westbound left turns. There are crosswalks across each leg of the intersection which are currently painted as parallel lines on 34th Street, and as zebra-stripes (with associated signage) on 32nd Avenue. The latter were upgraded from parallel lines within the study period, some time before 2016. There are a number of accesses within the vicinity of the intersection on all four approaches, esp. east of the intersection. The City is currently evaluating the intersection as a candidate for signalization.

3.15.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 31.

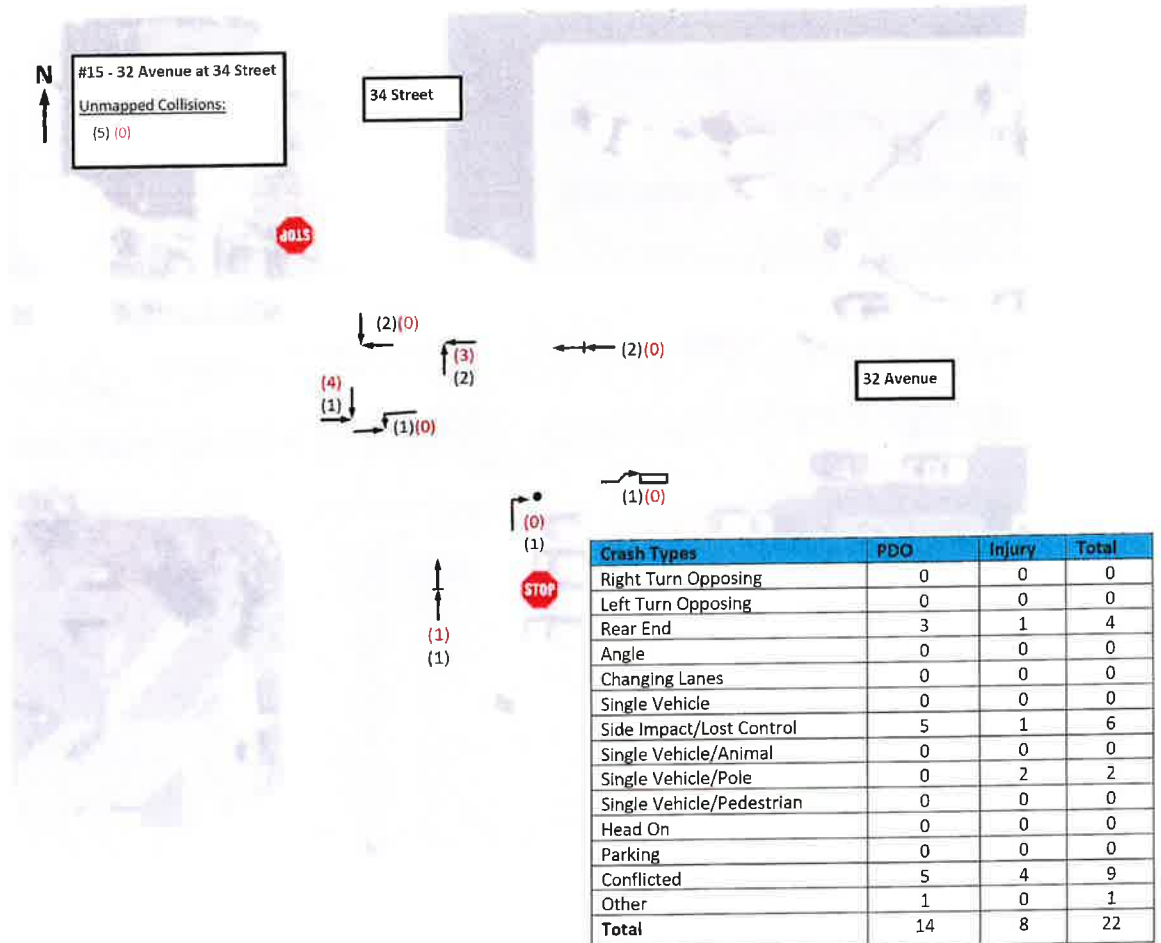


Figure 31: Collision Types and Severities – 32 Ave at 34 St

3.15.3 Collision Trends

There were 22 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions (14/22) involved property damage only.
2. The highest annual collision frequency was between 2015 and 2016, with 7-8 collisions per year. The other years had negligible incidents, with only one recorded in 2017.
3. The collisions were generally distributed evenly between the months of the year, with no significant seasonal variations.
4. Twelve collisions were 90 degree side impacts (including some listed as “conflicted”). Most of these were attributed to vehicles (northbound and southbound) not stopping at the stop sign, or misjudging the gaps in traffic.
5. There were four rear end collisions, which were divided between the northbound and westbound directions.
6. There were no pedestrian or cycle related collisions recorded during the study period.

3.15.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Wide eastbound lane east of the intersection prior to the start of street parking.
2. There is a left turn lane on the westbound approach, but not on the opposing (eastbound) approach. This creates an offset in the east-west alignment that impacts the sight lines for opposing left turns.
3. Sight lines for southbound vehicles are obstructed looking west by adjacent foliage and a power pole on the inside of the corner (Figure 32). The sight distance gets worse if vehicles parked along north side of westbound lane, west of the intersection.
4. Sight lines for eastbound traffic looking north is slightly obscured by foliage.
5. Sightlines for northbound traffic slightly obscured to the west by parked vehicles on the south side of the eastbound lane, and to the east by vehicles parked on the street and arguably by vehicles in the adjacent parking lot. The City also reports that some drivers turn northbound right by moving along the curb, next to the queue of through/left turning traffic, which further exacerbates sight distance limitations. The City has painted a hatched area on this corner to help discourage this behaviour.
6. Traffic conflict observed by a southbound vehicle traveling slowly across the intersection, causing an eastbound vehicle to slow and almost stop.
7. Only one street light illuminates the intersection.

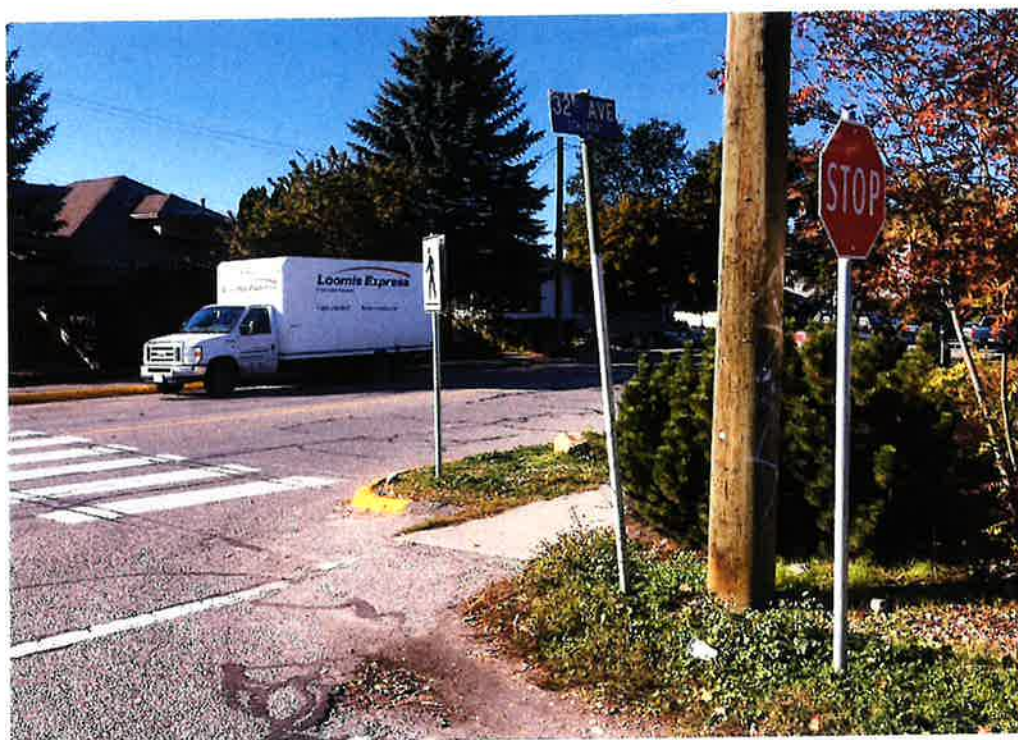


Figure 32: Obstructed Sight Lines – 32 Ave at 34 St

3.15.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Improve the visibility of the stop signs with red reflective tape or panels on the posts.
2. Trim the adjacent foliage to keep the intersection sight lines clear.
3. Widen the eastbound approach to allow the painting of an eastbound left turn lane to match the opposing left turn lane.
4. Consider the removal of on-street parking stalls immediately near the intersection to improve the sight lines and the visibility of traffic control.
5. Upgrade the intersection traffic control to a signal if and when warranted.

Long Term:

1. Construct sidewalk “bulb” extensions to improve the visibility of the stop signs, reduce traffic speeds, clarify the one-lane approaches (especially in the northbound direction), and improve pedestrian safety.
2. Revisit the illumination of the intersection.

3.16 39 AVENUE AT 27 STREET

3.16.1 Description

The four-lane 27th Street arterial connects to the two-lane 39th Avenue collector at a signalized intersection. There are dedicated left turn lanes on all four approaches, but no advance left turn phases. Crosswalks are provided across all four legs of the intersection. Painted bike lanes currently exist on both 39th Avenue and 27th Street. There are a number of full-movement accesses within the functional area of the intersection on all four approaches.

3.16.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 33.

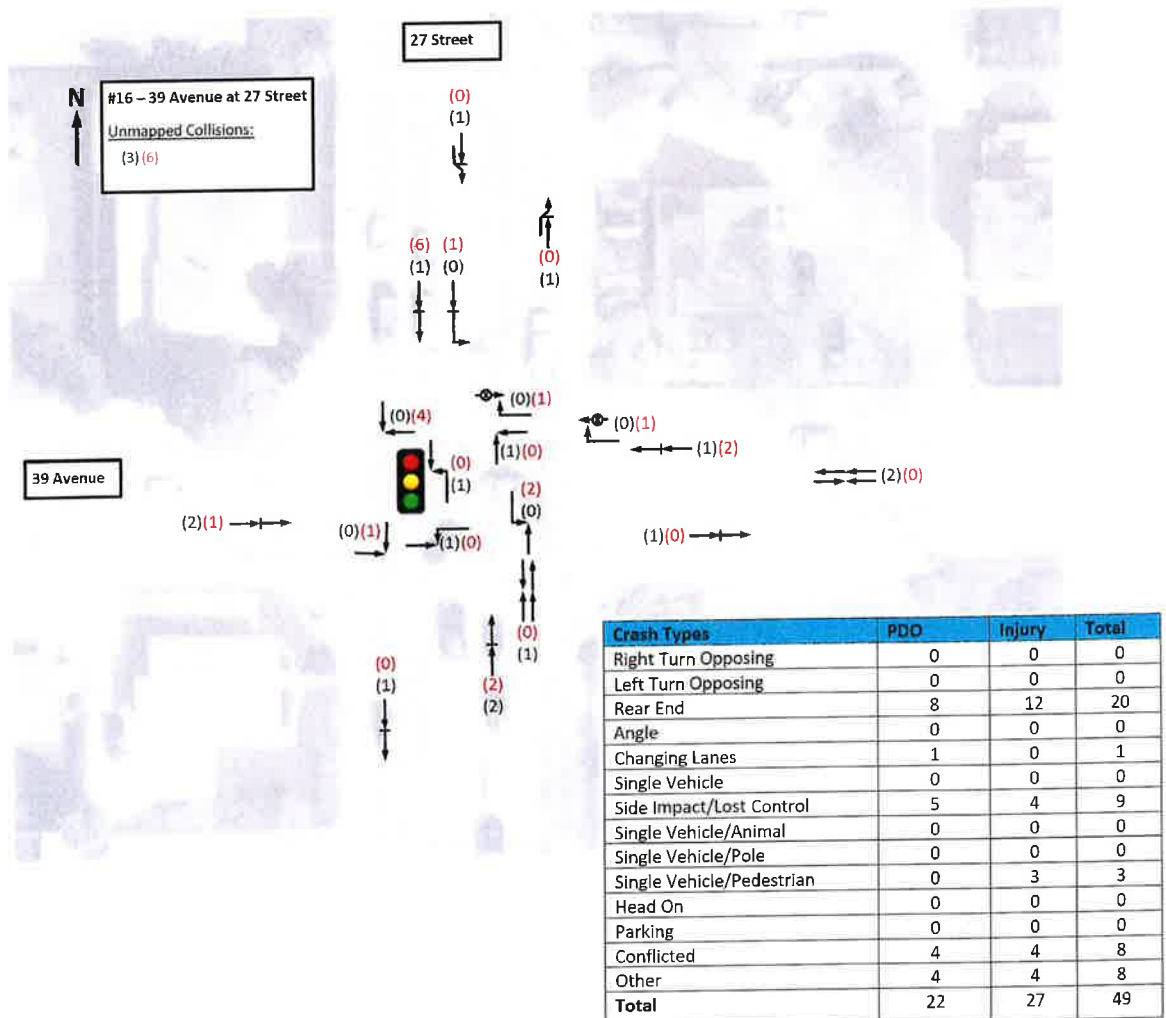


Figure 33: Collision Types and Severities – 39 Ave at 27 St



3.16.3 Collision Trends

There were 49 collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. More than half the collisions (27/49) involved injuries.
2. The collisions are generally distributed evenly between the years of the study period, with a slight increase to 13 collisions in 2017.
3. The collisions are also generally distributed evenly between the months of the year.
4. There were 20 rear end collisions, primarily in the southbound direction. The most common cause was traffic congestion, especially the starting and stopping of traffic platoons after the start of the green cycle. Other contributing factors included right turning vehicles, inclement road conditions, and vehicles changing lanes abruptly.
5. There were eight 90 degree side impacts caused by red light running. These most commonly involved westbound vehicles.
6. At least four collisions involved left turn vehicles colliding with opposing through vehicles, typically during the yellow/red phase.
7. There were two collisions involving cyclists, including one struck by a right turning vehicle on 39th Avenue.

3.16.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Frequent red light running observed on northbound, eastbound, and especially southbound through movements (Figure 34), as well as southbound and northbound left turn movements.
2. Downgrade on 39th Avenue sloping to the west.
3. Wide bicycle lanes adjacent to the northbound and westbound approaches.
4. Yellow times were measured at over 3 seconds, and between 1.8 and 2.3 seconds for all-red



Figure 34: Red Light Running – 39 Ave at 27 St

3.16.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timings, especially the intergreen phases.
2. Consider an application of anti-skid surfacing to reduce the incidence of rear ends.
3. Paint the bike lanes as dashed lines on the intersection approaches to allow right turning vehicles to share the lane, and avoid right turning conflicts with cyclists.
4. Ensure 27th Street is a priority for winter maintenance.
5. Request RCMP enforcement for red light running.

Long Term:

1. Add tertiary (right side) signal heads to each approach to improve the visibility of the signal displays, especially when there is sun glare.
2. Consider coordinating the signal with other signals in the area to reduce the incidence of rear ends from frequent stopping.
3. Add advance left turn phases when warranted by traffic volumes.

3.17 48 AVENUE AT 20 STREET

3.17.1 Description

The four-lane 48th Avenue arterial connects to the two-lane 20th Street collector at a signalized intersection. There are dedicated left turns on all four approaches, but no advance left turn phases. Crosswalks and painted bike lanes are provided on all four legs of the intersection. There are a number of full-movement accesses within the functional area of the intersection on all four approaches.

3.17.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 35.

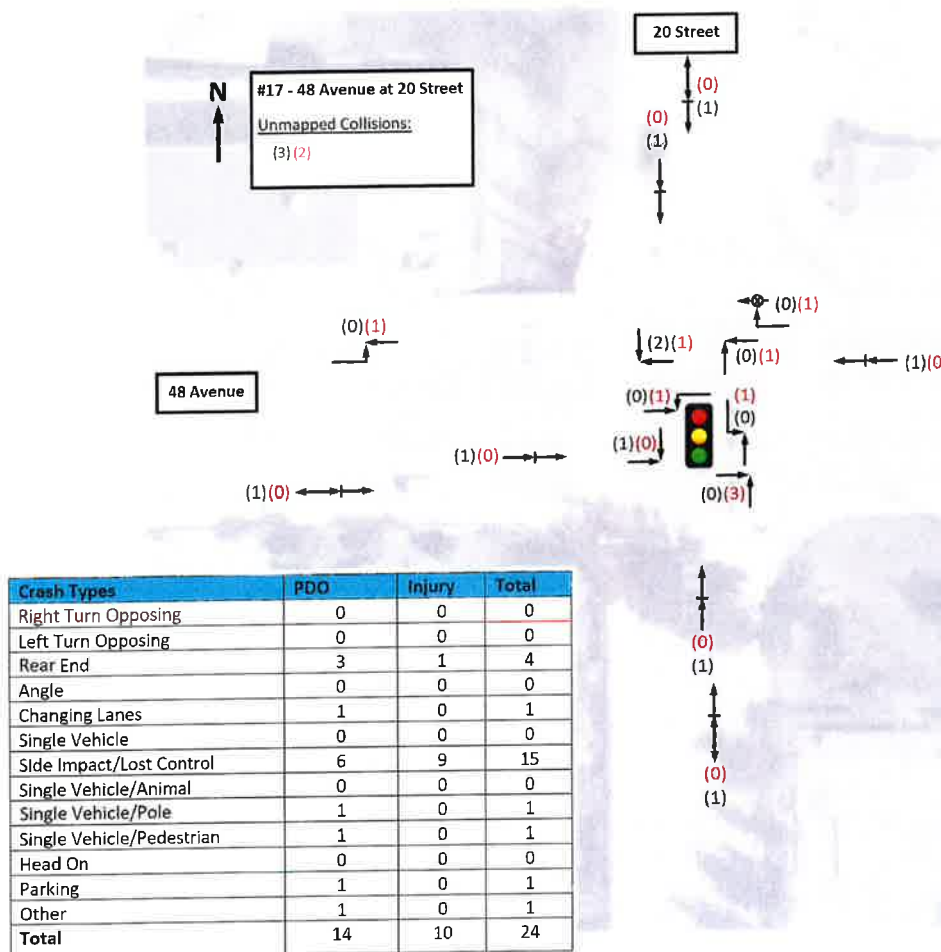


Figure 35: Collision Types and Severities – 48 Ave at 20 St



3.17.3 Collision Trends

There were 24 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions (14/24) involved property damage only.
2. The collisions are generally distributed evenly throughout the study period, although there was a spike of eight collisions in 2016.
3. The collisions were evenly distributed between the months of the year with the exception of December, with a spike of five collisions.
4. Nine collisions involved 90 degree side impacts caused by red light running. The most common direction of the red light runner was eastbound (5/9) on 48th Avenue (Figure 36). Three of the others were caused by red light runners traveling westbound on 48th Avenue.
5. Three collisions involved left turns colliding with opposing through vehicles during the yellow/red phase.
6. There were only four rear end collisions with no clear trends in cause or location.
7. One collision involved a vehicle turning right at the intersection, and colliding with a cyclist in the bike lane.

3.17.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Speeding observed westbound (downhill prior to intersection)
2. Red light running observed for northbound, southbound, eastbound, and westbound through movements.
3. Intersection width may warrant extra signal displays to improve visibility (Figure 36).
4. Yellow times were measured at less than 3 seconds; red times were measured at approximately 2 seconds.



Figure 36: Eastbound Approach – 48 Ave at 20 St

3.17.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timing, especially the intergreen phases.
2. Repaint the bike lanes as dashed lines on the intersection approaches to allow right turning vehicles to share the lane, and avoid right turn collisions with cyclists.
3. Request RCMP enforcement of red light running and speed.

Long Term:

1. Add tertiary (right side) signal heads to improve the visibility of the signal displays, especially on 48th Avenue.
2. Add advance left phases when warranted by traffic volumes.

3.18 39 AVENUE AT PLEASANT VALLEY RD

3.18.1 Description

Pleasant Valley Road and 39th Avenue are both two-lane collectors that intersect at a four-way stop. The only turning lane at the intersection is for right turns on the southbound approach. Crosswalks are provided across the north and east legs of the intersection only. Painted bike lanes are provided on all but the east leg of the intersection. The intersection is located on a steep hill (downhill to the west). Furthermore, there is a significant horizontal curve in the southbound alignment on Pleasant Valley Road. A few residential accesses are located within the functional area of the intersection.

3.18.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 37.

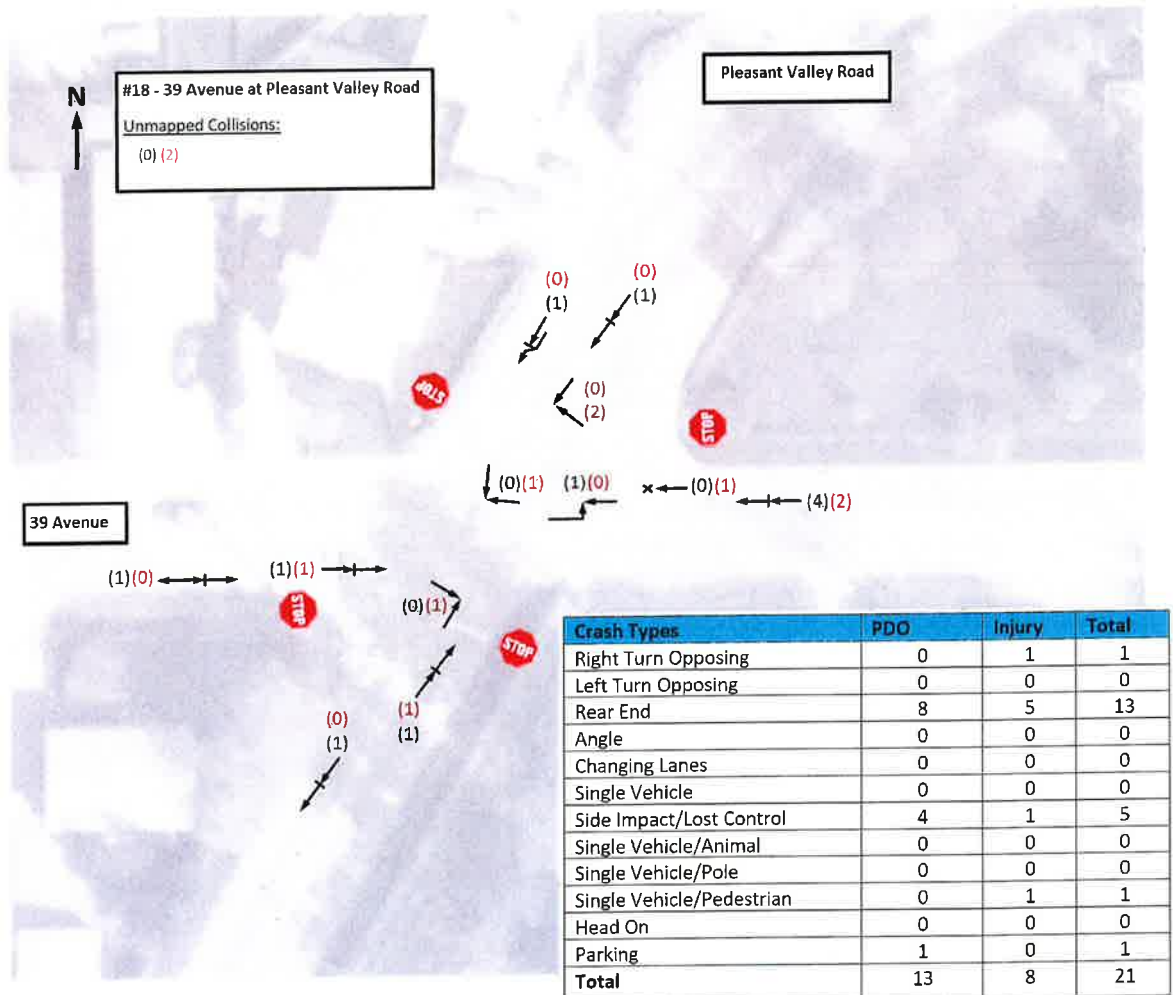


Figure 37: Collision Types and Severities – 39 Ave at Pleasant Valley Road



3.18.3 Collision Trends

There were 21 collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions (13/21) involved property damage only.
2. The collision frequency has increased over the study period, from two incidents in 2013 to seven in both 2016 and 2017.
3. The collisions were generally distributed evenly between the months of the year.
4. More than half the collisions (13/21) were rear ends, primarily in the westbound direction (i.e. the downhill grade). Three of the rear ends were attributed to icy road conditions.
5. There were five collisions involving side impacts of some nature, although there was no clear trend in location or cause.
6. One collision involved a skateboarder in the crosswalk being struck by a westbound vehicle.

3.18.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Substantial grade on 39th Avenue from east to west, which also affects westbound right turn movements, as well as pedestrian crossings.
2. "Stop Sign Ahead" sign obscured by trees on westbound approach (Figure 38).
3. Significant curve in the southbound approach, just before the intersection.
4. Sight lines are challenging due to the skew in the intersection.
5. The intersection is heavily shaded from the large trees on the south side of the intersection, which exacerbates icing conditions.
6. Heavy congestion noted in the PM Peak Hour, with substantial queuing on the northbound and southbound approaches.



Figure 38: Obscured Westbound Stop Ahead Sign – 39 Ave at Pleasant Valley Road

3.18.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Clear the foliage around the westbound “Stop Ahead” sign to improve visibility.
2. Add a “Stop Ahead” sign on the southbound approach, due to the sharp curve north of the intersection.
3. Install red reflective tape or panels on the stop sign posts to improve visibility.
4. Clear the foliage around the intersection corners to improve sight lines for traffic and pedestrians.
5. Ensure this intersection is a priority for winter maintenance.

Long Term:

1. Add flashing red lights to the intersection to enhance the four way stop condition.
2. Check the intersection for signal warrants when delays become problematic.
3. The intersection would be a good candidate for a future roundabout, but there would be significant property impacts.

3.19 32 AVENUE AT 27 STREET

3.19.1 Description

The four-lane 27th Street arterial connects to the two-lane 32nd Avenue at a signalized intersection; 32nd Avenue is an arterial to the west, and a collector to the east. There are dedicated left turn lanes on all four approaches, with advance left turn phases provided for all but the westbound movement. Dedicated right turn lanes are provided on 32nd Avenue only. Crosswalks are provided on all four legs of the intersection. Painted bike lanes are provided only on the north and east legs of the intersection. There are a number of full-movement accesses on each approach within the functional area of the intersection.

3.19.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 39.

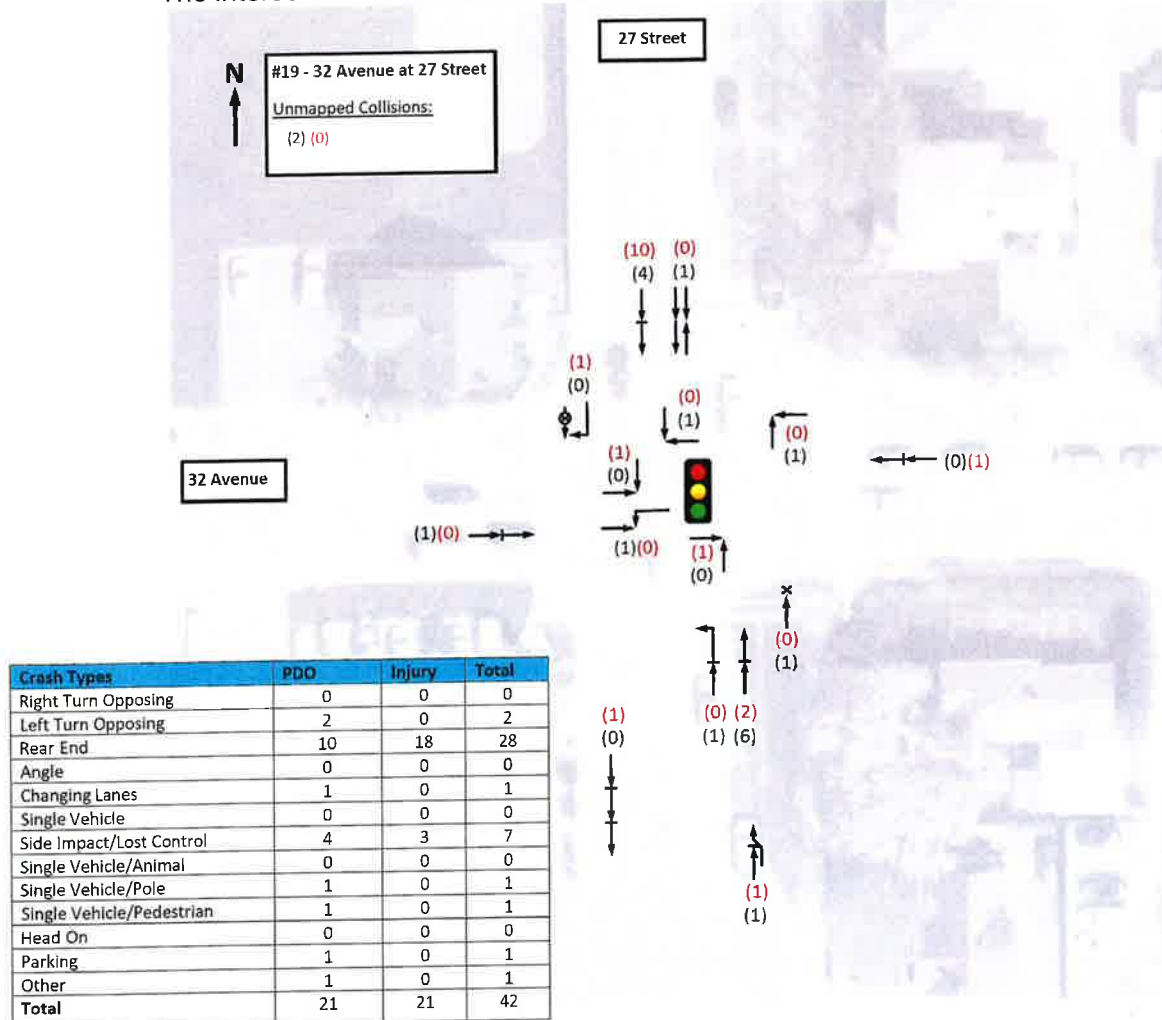


Figure 39: Collision Types and Severities – 32 Ave at 27 St

3.19.3 Collision Trends

There were 42 total collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. Half of the collisions involved injuries; the other half were property damage only.
2. The collisions were evenly distributed over the years of the study period.
3. The collisions were generally evenly distributed over the months of the year, with a slight spike of seven collisions in September.
4. The majority of collisions (28/42) were rear ends, almost exclusively on 27th Street. These were most commonly attributed to surprised drivers in congested traffic conditions. Other causal factors included distracted drivers, right turning vehicles, and icy road conditions.
5. There were three incidents involving side impacts due to red light running, including one caused by a westbound vehicle sliding into the intersection during winter road conditions.
6. One pedestrian was struck in the 27th Street crosswalk.
7. One cyclist was struck by a vehicle turning right across the bike lane.

3.19.4 Site Observations

The following observations were made during the site visit in October 2019:

1. Road grade downhill to the west through the intersection, causing sight line issues for eastbound / westbound traffic (esp. those making left turns).
2. Red light running observed for northbound and southbound through movements, as well as southbound left turn movements (Figure 40).
3. Access to commercial building south of the intersection requires southbound drivers to decelerate substantially to negotiate turn.
4. Yellow times were measured at or slightly above 3 seconds; red times were measured at well over 2 seconds each.



Figure 40: Collision Types and Severities – 32 Ave at 27 St

3.19.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Revisit the signal timing, especially the intergreen times.
2. Repaint the bike lanes with dashed lines on the approaches to the intersection to allow right turning vehicles to share the lanes, and avoid right turning conflicts with cyclists.
3. Request RCMP enforcement of red light runners and distracted drivers.
4. Ensure this intersection is a priority for winter maintenance.

Long Term:

1. Install tertiary (right side) signal heads to improve the visibility of the displays.
2. Add an advance left turn phase for westbound traffic, when warranted by traffic volumes.
3. Consider coordinating the signal with other signals in the area to help reduce the incidence of rear ends.

3.20 30 AVENUE AT 31 STREET

3.20.1 Description

Both 30th Avenue and 31st Street are two-lane local roads that connect in Downtown Vernon at an unsignalized intersection. The intersection is controlled by a two-way stop on the northbound and southbound (31st Street) approaches. There has historically been one dedicated right turn lane on the northbound approach only, although this was under construction at the time of the site visit. All other movements at the intersection are accommodated from single approach lanes. Crosswalks are provided on all four legs of the intersection. Sidewalk “bulbs” extend into 30th Avenue to reduce the crosswalk lengths, and to provide buffers to the on-street parking (which is available on both roads).

3.20.2 Collision Diagram

The intersection collisions are tabulated and mapped in Figure 41.

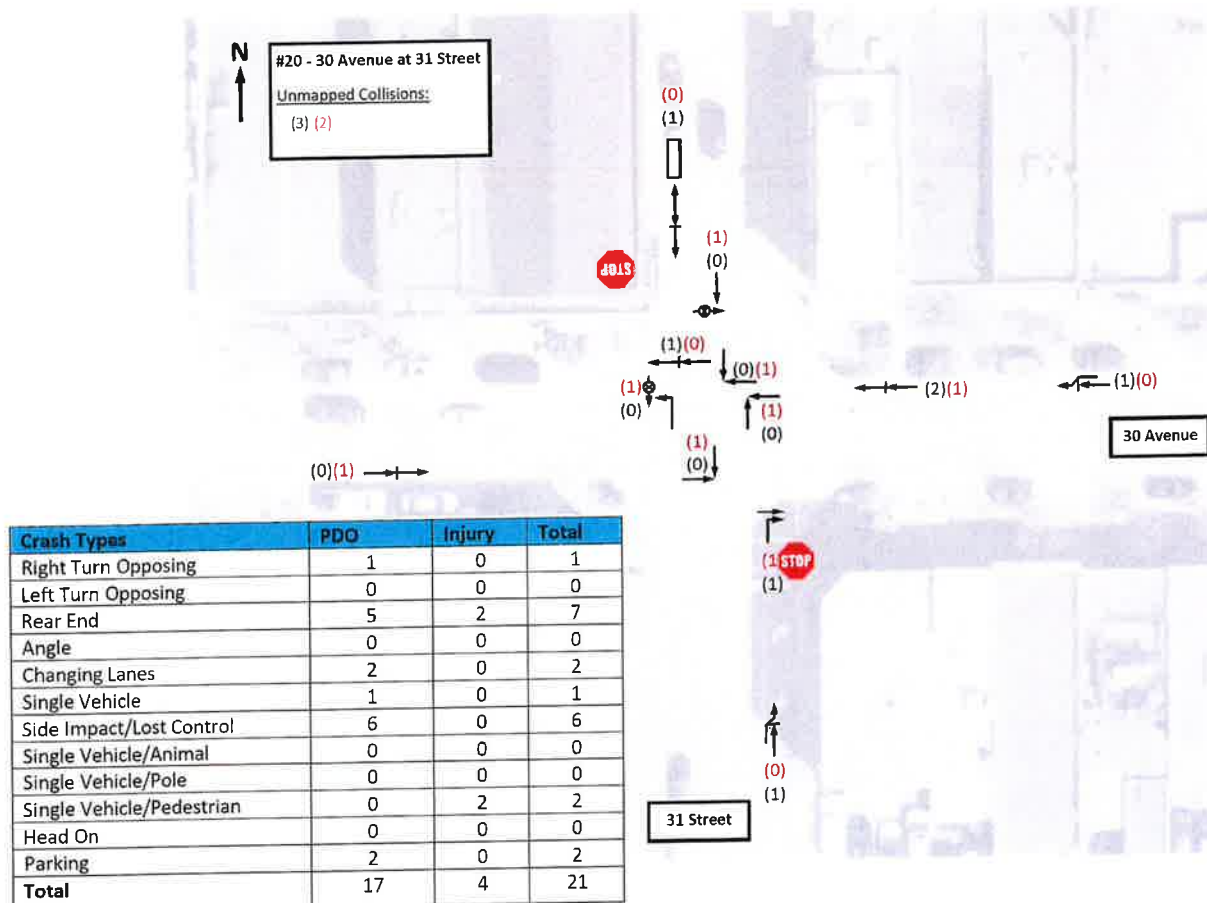


Figure 41: Collision Types and Severities – 30 Ave at 31 St



3.20.3 Collision Trends

There were 21 collisions recorded at the intersection. Based on the collision data, the following trends were identified:

1. The majority of collisions (17/21) involved property damage only, likely due to the lower speeds through the Downtown.
2. The collisions were evenly distributed throughout the study period except for a spike of eight collisions in 2017. There were no clear trends to explain the spike.
3. October has the highest collision frequency, with six identified during the study period.
4. Seven collisions were identified as rear-ends, which were often attributed to vehicles on 30th Avenue stopping for pedestrians or parking vehicles.
5. Six collisions were categorized as side impacts, typically involving vehicles leaving the stop sign without seeing approaching traffic on 30th Avenue.
6. Approximately four collisions involved parallel parking manoeuvres on 30th Avenue.
7. Two collisions involved buses.
8. There was one pedestrian-related collision reported, of unknown cause.
9. There were two reported bicycle-related collisions, both attributed to cyclists ignoring the traffic control at the intersection.

3.20.4 Site Observations

The following observations were made during the site visit in October 2019:

1. South leg of intersection was closed for construction during site inspection.
2. No crosswalk signage on any of the approaches.
3. Crosswalks have been painted as parallel lines on all four approaches.
4. Sight lines for northbound and southbound vehicles are partially obstructed by on-street parking on 30th Avenue (Figure 42).
5. Adjacent street trees can also obscure sight lines if not kept pruned.
6. There are traffic signals on 30th Avenue at the next intersections to the east and west, which may divert drivers' attention from the 31st Street intersection.



Figure 42: Limited Sight Distance on Southbound Approach – 30 Ave at 31 St

3.20.5 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Install crosswalk signage at this (and other similar) downtown crosswalks.
2. Convert the crosswalks on 30th Avenue to zebra stripes to reflect the free-flow traffic condition, and increase driver awareness.
3. Ensure street trees are pruned out of the sight lines at intersection.

Long Term:

1. If sight distance remains a concern at the intersection, remove 1-2 parking stalls on each side of 30th Avenue, on both approaches to 31st Street.
2. Monitor warrants for upgrades to the traffic control, such as a four-way stop and Rapid Rectangular Flashing Beacons (RRFBs) at the crosswalks.

4 SUMMARY AND RECOMMENDATIONS

Following the recent work done by the City of Vernon on local priorities for traffic safety, this study identified the Top 30 collision-prone locations by Collision Frequency. These were the locations with at least 20 reported “non-parking related” collisions over the study period of 2013 to 2017. The list was further prioritized into the Top 20 locations ranked by a combined score of Collision Rates, Collision Severities, and the Critical Collision Rate Index.

For each prioritized location, a detailed analysis of the ICBC collision records and a site visit was performed. Any identified issues with the intersection design, traffic control, and/or driver behaviour was corroborated against the identified trends in the collision statistics to recommend potential counter-measures. The counter-measures were divided into short-term recommendations for early implementation, and longer term recommendations for future consideration as time, warrants, and budgets allow. The complete summary of all recommendations is provided in Table 2 below.

Some of the common recommendations are discussed in more detail below:

1. Review signal timings, esp. the intergreen times: a comprehensive update to the signal timings could ensure the signals are managing the traffic demand effectively. Furthermore, the intergreens (i.e. yellow/red) phases are worth reviewing to ensure they consistently adhere to an industry-accepted standard (e.g. ITE, MoTI), and are not contributing to red light running.
2. Install tertiary (right side) signal heads: tertiary heads are technically warranted when the secondary heads are outside the recommended cone of vision (i.e. at wide intersections), but may also be considered if the visibility of the signal is impacted by sun glare, etc, which may contribute to red light running.
3. Construct “smart” right turn channelization: at a number of intersections with traditional raised corner islands, the use of modern right turn geometric design (i.e. with less acute angles, and paved aprons) could address trends in rear end collisions.
4. Add an anti-skid pavement treatment: in areas where rear ends are problematic, increasing the road friction may address the concerns. However, the recommended locations should be reviewed by the City to confirm priorities.
5. Coordinate the signal with other signals in the area: signal coordination may be effective on some congested corridors, but these should also be evaluated by the City to determine if the congestion on the arterial network outweighs the concerns with side street delays incurred by a coordinated system.
6. Request enforcement / winter maintenance: these operational programs should be considered by the City to determine which areas are deemed priorities.

Table 2: Summary of Recommended Improvements

Rank	Intersection	Recommended Short Term Priority Safety Improvements	Other Identified Safety Improvements for Future Consideration
1	48 Ave at 27 St	<ul style="list-style-type: none"> Add right turn lane use sign to SB approach Construct median islands Construct “smart” right turn island Add anti-skid treatment to pavement Review signal timing Coordinate the signals in the area Use thermoplastic lane lines Ensure winter maintenance is a priority 	<ul style="list-style-type: none"> Relocate utility lines Convert advance left turns to protected only
2	Anderson Way / 58 Ave at 27 St	<ul style="list-style-type: none"> Review signal timing Consider anti-skid pavement treatment Install advance warning flashers for SB traffic Reconstruct NB right turn island Keep commercial signs out of sight lines 	<ul style="list-style-type: none"> Add NB and SB advance left turn phases Reconstruct corner islands Convert intersection to roundabout, if feasible
3	48 Ave at Anderson Way	<ul style="list-style-type: none"> Revisit signal timing Realign NB left turn lane Consider anti-skid pavement treatment 	<ul style="list-style-type: none"> Reconstruct NW and NE intersection corners Monitor traffic conflicts to the north.
4	43 Ave at 20 St	<ul style="list-style-type: none"> Upgrade crosswalk flashers to RRFBs Remove WB advance crosswalk sign Maximize visibility of 20th Ave stop signs Ensure intersection sight lines are clear Request RCMP speed enforcement 	<ul style="list-style-type: none"> Remove on-street parking stalls Consider anti-skid pavement treatment
5	43 Ave at 29 St	<ul style="list-style-type: none"> Revisit the signal timing Install tertiary signal heads WB and SB Restrict access movements near intersection Consider anti-skid pavement treatment Request RCMP enforcement 	<ul style="list-style-type: none"> Install advance LT phases on 29th Street Consider LT movement restrictions Relocate the power lines
6	25 Ave at 34 St	<ul style="list-style-type: none"> Revisit the signal timing Construct “smart” channelized SB right turn Add a second yield sign to NB right turn Consider anti-skid pavement treatment Ensure painted lines are clear Request RCMP enforcement 	<ul style="list-style-type: none"> Convert advance left turns to protected only Restrict left turns at 27th Ave/34 Street Extend 25th Ave median island
7	48 Ave / Silver Star Rd at Pleasant Valley Rd	<ul style="list-style-type: none"> Revisit signal timings Convert WB advance left to protected only Ensure deer warning signage is in place Add sidewalk ramps to corner islands Use raise islands to define accesses 	<ul style="list-style-type: none"> Reconstruct corner islands as “smart” designs Revisit the northbound yield/merge condition Convert the intersection to a roundabout
8	43 Ave at 27 St	<ul style="list-style-type: none"> Revisit the signal timings Coordinate the traffic signals in the area Revisit WB laning to improve clarity/guidance Prioritize winter maintenance on corridor Prune adjacent foliage, esp. SB approach Install countdown ped signals Request RCMP enforcement Consider anti-skid pavement treatment 	<ul style="list-style-type: none"> Realign EB and WB approaches Convert advance LT phases to protected only Relocate overhead power lines Install/extend median island Develop cycle network through area.

Rank	Intersection	Recommended Short Term Priority Safety Improvements	Other Identified Safety Improvements for Future Consideration
9	39 Ave at 33 St	<ul style="list-style-type: none"> Repaint 39th Ave crosswalks as Zebra stripes Trim adjacent foliage on SB approach Add red reflective markers to stop sign posts Paint dashed bike lanes on approaches Consider painting bike lanes on south leg 	<ul style="list-style-type: none"> Reconstruct the intersection corners Convert intersection to four way stop Revisit intersection illumination Improve capacity at hwy intersection to the east
10	48 Ave at 29 St	<ul style="list-style-type: none"> Revisit signal timings Extend signal arm on NB approach Prioritize intersection for winter maintenance Request RCMP enforcement 	<ul style="list-style-type: none"> Restrict left turns at 31st Street intersection Relocate utility lines Consider adding tertiary signal heads
11	27 Ave at 41 St	<ul style="list-style-type: none"> Prune the adjacent foliage Improve stop sign visibility Evaluate four way stop warrants Consider upgrading crosswalk to RRFBs 	<ul style="list-style-type: none"> Upgrade intersection illumination Install traffic calming measures for 41st Street
12	48 Ave at 24 St	<ul style="list-style-type: none"> Upgrade SB right turn corner island Evaluate warrants for crosswalk on 48th Ave 	<ul style="list-style-type: none"> Revisit treatment of SB left movements Evaluate traffic signal warrants
13	30 Ave at 27 St	<ul style="list-style-type: none"> Revisit signal timings Prune trees on WB approach Request RCMP enforcement Consider coordinating signals in the area Ensure lane markings are clear 	<ul style="list-style-type: none"> Consider adding tertiary signal heads Revisit east-west laning design
14	25 Ave at 43 St	<ul style="list-style-type: none"> Revisit signal timings Paint dashed bike lane lines on approaches Reduce corner curb radii Repaint median islands to realign LT lanes Consider anti-skid pavement treatment Request RCMP enforcement 	<ul style="list-style-type: none"> Add tertiary signal heads on each approach Install overhead lane use signs on 25th Ave Revisit access strategy near intersection Convert the WB LT to protected only Consider coordinating the signals in area
15	32 Ave at 34 St	<ul style="list-style-type: none"> Improve the stop sign visibility Trim the adjacent foliage Widen the EB approach to add LT lane Consider removal of on-street parking stalls 	<ul style="list-style-type: none"> Construct sidewalk extensions Revisit intersection illumination
16	39 Ave at 27 St	<ul style="list-style-type: none"> Revisit signal timings Consider anti-skid pavement treatment Paint dashed bike lanes on approaches Prioritize winter maintenance on 27th St Request RCMP enforcement 	<ul style="list-style-type: none"> Add tertiary signal heads Consider coordinating signals in the area Add advance LT phases when warranted
17	48 Ave at 20 St	<ul style="list-style-type: none"> Revisit signal timing Paint dashed bike lanes on approaches Request RCMP enforcement 	<ul style="list-style-type: none"> Add tertiary signal heads on 48th Ave Add advance LT phases when warranted
18	39 Ave at Pleasant Valley Rd	<ul style="list-style-type: none"> Clear the foliage around WB Stop Ahead sign Add a Stop Ahead sign to SB approach Add red reflective markings to stop sign posts Clear foliage around intersection corners Prioritize winter maintenance at this location 	<ul style="list-style-type: none"> Add flashing red lights to intersection Check intersection for signal warrants Consider a future roundabout, if feasible
19	32 Ave at 27 St	<ul style="list-style-type: none"> Revisit signal timing Paint dashed bike lanes on approaches Request RCMP enforcement Prioritize location for winter maintenance 	<ul style="list-style-type: none"> Install tertiary signal heads Add advance LT phase for WB approach Consider coordinating the signals in the area
20	30 Ave at 31 St	<ul style="list-style-type: none"> Install crosswalk signage Convert crosswalks to zebra paint markings Ensure street trees are pruned 	<ul style="list-style-type: none"> Consider removal of on-street parking stalls Monitor warrants for traffic control upgrades



5 CLOSURE

This Network Screening has been prepared by McElhanney Ltd. (McElhanney) for the benefit of the City of Vernon and the Insurance Corporation of British Columbia (ICBC). The information and data contained herein represent McElhanney's best professional judgment in light of the knowledge and information available to McElhanney at the time of preparation.

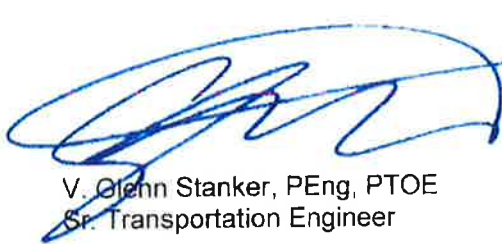
McElhanney Ltd. denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this document or any of its contents without the express written consent of McElhanney, the City of Vernon, or ICBC.


McELHANNEY LTD

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Transportation Engineer


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Sr. Transportation Engineer





APPENDIX A: COLLISION DIAGRAM LEGEND

Symbols used on a typical collision diagram are shown in Figure 5.4. In many cases, the collision record does not provide sufficient information to determine the collision location or vehicle directions. In this case the collision diagram should indicate how many of the total number of collisions are actually depicted.

Collision Type	Vehicle Type
- Rear-end	- Car or Light Truck
- Head-on	- Heavy Truck
- Side Swipe	- Motorcycle
- Back-up	- Cyclist
- Left/Right Rear-end	- Pedestrian
- Overtaking	- Parked Vehicle
- Changing Lane	
- Off Road Left/Right	
- Angle	
- Left/Right Turn Opposing	
- Left/Right Turn	
- Left/Right Crossing	
- Cutting Off	
- Left/Right Head-on	
- Left/Right Side Swipe	
- Left/Right Through Side Swipe	
- Double Weave	
- U-Turn	
- Lost Control	
	Other Relevant Information
	- Involving an Animal
	- Pole
	- Fixed Object
	- Pothole
	- Debris on Road

FIGURE 5.4 TYPICAL SYMBOLS USED IN COLLISION DIAGRAMS



Oct 16, 2019

Mayor & Council

Mayor & Council, in lieu of my availability for a presentation, I thank you for this opportunity to elaborate on this Citizen request to “Increase the Speed Limit to 70kmh on Commonage Road within the CoV & MoTI jurisdictions from the DND Lands southerly to 400 m South of the Compost Facility”.

For those who do not know me, my name is Lorne Holowachuk P. Eng. who was the Manager of Planning, Land Development & Engineering Services for 5 years (2004-2009) for the CoV and prior to that worked primarily for the Ministry of Transportation for 29 years particularly in Traffic Engineering, Highway Safety & Planning.

A. Background of Request

1. Initiated this request with City staff in Sept 2017
2. Deliberated with local & Kelowna MoTI staff
3. Initiated a Public Petition in June 2018 to increase the speed limit to 70 kmh in both jurisdictions
4. Supplied a 280 name Petition on Sept 21, 2018 to Kim Flick (CoV) & Steve Sirett (MoTI)
5. Petition results indicate Citizen support includes residents of the Greater Vernon Area, particularly the Landing Area & Predator Ridge and DND softball participants from Vernon & Kelowna
6. April 2019 again discussed request to increase the speed limit with Steve Sirett, District Highways Manager (MoTI) who is agreeable in his jurisdiction subject to CoV proceeding in their jurisdiction
7. Due to the slow staff response have requested Council consider this Citizen request directly (deliberated at the May 27/19 Council meeting)

B. Detailed Request

8. In the MoTI jurisdiction, a 70 kmh speed on Commonage Road has been requested from 400 m South of the Compost Facility to 700 m South of Bench Row Road which is approximately 3 km long. A majority of this section was rebuilt to a 70 kmh design standard about 15 years ago as part of a \$4.2 M cost shared upgrade of Commonage Road with Predator Ridge, MoTI & CoV.

9. In the CoV, a 70 kmh speed limit from 700 m South of Bench Row Road to 250 m South of the 1st Pedestrian Crosswalk with a flashing beacon on adjacent DND Lands which is approximately 3 km long. The existing speed limit is 60 kmh from 700 m South of Bench Row Road to Allan Brooks Way and 50 kmh from Allan Brooks Way to this DND crosswalk.

10. The relevant Engineering details are satisfied and include roadway design, low access density, continuous 1 m paved shoulders and rural nature of the roadway. Of particular note, the vertical curve (hill) on Commonage Road approaching Bench Row Road from the North, where my observations indicate that the Stopping Sight Distance and Entering Sight Distance are satisfied. However an additional, "limited vision" sign could be considered for southbound traffic on Commonage Road (optional).

11. This request is similar to Old Kamloops road which is 70 kmh from North of 43 Ave to Highway 97, a joint jurisdiction roadway.

C. Summary

12(a) Request your approval of this Citizen request to increase the speed limit to 70 kmh on Commonage Road from 700m South of

Bench Row Road to 250 m South of the 1st Pedestrian Crosswalk on DND Lands (approx. 3 km)

(b) Request coordination with MoTI who are agreeable and willing to work with the CoV to include their 3 km section from 400 m South of the Compost Facility to 700 m South of Bench Row Rd to create a continuous 6 km 70 kmh speed limit on Commonage Rd.

(c) Sign installation would include in the southbound direction, a new 70 kmh sign 250 m South of the pedestrian crosswalk, an optional "Limited Vision" sign approaching Bench Row Road & another 70 kmh sign a 100 m South of Bench Row Road. In the northbound direction, a new 70 kmh sign 700 m South of Bench Row Road, another 100 m North of Bench Row Road and relocate the existing 50 kmh Ahead sign (non-standard placement in the Allan Brooks intersection) to 250 m South of the 1st Pedestrian Crosswalk on DND Lands.

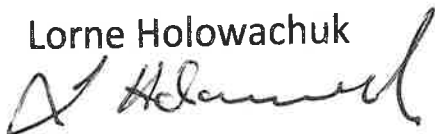
Also recommended, is the installation of cross road name signs (Bench Row Road) on both approaches to Bench Row Road.

Sign installation would cost about \$1,050-1,200 which I presume the Operational Budget could absorb.

13. Lastly in my view, the current speed signing is not in keeping with driver expectations or visual cues, creates speed traps, and is an insult to the motoring public. I understand that staff are currently doing some further study but at this point it is long overdue and this revision should be implemented as soon as practical.

Should there be any further questions I would be pleased to assist and can be reached at 250-540-1144.

Lorne Holowachuk



Amanda Watson

From: KEN KOEBERNICK >
Sent: October 22, 2018 2:04 PM
To: Amanda Watson
Subject: Re: Speed Zone Change to Mission Road.

Good afternoon, Amanda. Please find attached info on driveway sight distances as per B.C. government. The following distances were taken from south and north of listed driveways to the crests of Mission Road. 800

-north 84 m
 833-south 45 m
 841-south 82m
 North 182m
 849-south 116m
 north 114m
 901-south 182m
 north 75m
 909-south 210m
 north 64m

If you need clarification or a street map please contact me. The Bench Row Road entrance also has a limited few of oncoming traffic on Mission Road (North) from Vernon. Inevitably there will be a need for an updated highway to Bailey Road with the increase in housing at Predator Ridge. A better solution is to have an overpass for left turn traffic at Bailey Road and Hwy 97. This would lessen the traffic load on the Commonage and Mission Roads. The travel time is relatively the same. This could also tie into the proposal for a Road to Allison Park. I have lived in this area since 1946, first at the end of Bench Row road past Beverly Hills Estates, and at 688 Commonage Road and then to 841 Mission Road. I know change is coming but all the people I have talked to are opposed to a speed increase due to safety concerns on entering or leaving their driveways this is due to limited visibility on oncoming traffic. I have numerous care aids at my home to help care for my Mother and they cannot see traffic coming due to the crest on Mission Road south of my driveway. A speed increase would increase their risk of an accident. Thank you.

On Fri, Oct 12, 2018 at 1:24 PM KEN KOEBERNICK < > wrote:

I am totally against a speed zone increase to Mission Road within the City limits. The road is used by numerous recreational bikers, bird watchers, and numerous people walking. The bike and walk lane is limited in width and does not provide a safe area to walk. The ski club also uses the bike lane for per-winter training along with other recreational clubs. There are numerous wildlife that feed along the roadway, deer with fawns, moose, bears, owls and a large hawk population. In my opinion the road way is not adequately constructed to support a speed increase or the present vehicle traffic or heavy truck traffic. The roadway is a two lane single yellow line roadway. The traffic has Highway 97 to commute to Predator Ridge, it's constructed to handle the speed and volume of traffic. Mission road is not. I used to enjoy a walk along Mission Road but do not any more it's to Dangerous. You can't control the speed limit the at 60 km what do you think an increase will place the speed at??? They fully disregard the posted speed limit now!! Is the City going to upgrade the present road to accommodate the increased traffic. They already speed in excess of 100 km in a 60 km zone what will they do if the speed is increased?? To protect the wildlife, is corridor and restraining fence going to be built so they can access their feeding area safely?? The road at 824 Mission Road and south has a crest in the roadway which limits clear viability for vehicles entering Mission Road from properties north of 824. We have had numerous near accidents hear. At a time when the Provincial Government is considering lowering

speed limits on well constructed highways. I would think Cities should follow suit. Is this speed increase of importance or just because people are in to much of a hurry. Safety is most important. THANKYOU.

Sent from [Mail](#) for Windows 10
250-542-0891

Kenneth Koebernick 841 Mission Road Vernon B.C.

George Brugger 833 Mission Road Vernon

B.C. 250-275-
7784

m

George Brugger asked to be added to this

email re speed change to Mission Road.

(3) SIGHT DISTANCE

Imagine sitting in your car and you are about to enter the road. You look up and down the road before proceeding. The point where you observe the road is the sight distance. This is important because you need to see approaching traffic and they need to see you.

Required sight distances are dependent upon posted speed limits. Posted speed limits are the white regulatory signs and not the yellow curve advisory signs. Below is a table showing required sight distances for different posted road speed limits.

Posted speed of road – km/h	Required sight distance – meters	Required sight distance – feet
40	85	280
50	105	345
60	130	430
70	150	495
80	170	560

Table 3.1

At locations where sight distance is poor, you may need to clear some of the vegetation to help you achieve the required sight line distance. Remember the vegetation may grow back and you will have to clear it from time to time. It is the responsibility of the access owner to receive permission from the landowner to clear vegetation other than what is needed for the primary access construction.

From: [S.Watson](#)
To: [Amanda.Watson](#)
Subject: Mission Road
Date: October 17, 2018 6:14:56 PM

No speed increase on Mission Road.

Thank you

S. Watson

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From: [Jase Z](#)
To: [Amanda Watson](#)
Subject: Speed Limit
Date: October 15, 2018 12:08:22 PM

Good day,

I live on Mission road and a neighbor down the road brought to my attention that there was a petition to increase the speed limit on Mission Road. Can you tell me where I can find information about this?

I live at 800 Mission Rd, and happen to be along the straight stretch that every sports car, truck, motor bike passes on. We have had many people crash into our yard (especially in winter) and because we come out at Seymour road, we have been very close to getting hit leaving Seymour road, as people come over that hill to our blind intersection and extremely high speeds.

I think increasing the speed limit could make that even more dangerous for us and with a new baby on the way, to be honest I am concerned about playing in our yard because of the speeds people do on that road and especially on the straight stretch along our property.

I am not sure if we can consider the homes in that area enough to put in speed bumps so we can up the limit and then drop it for that area deterring major passing etc. But in summer along that straight stretch I continuously see 120kmh+ and passing multiple vehicles.

Anyway, I am rambling, I have brought this up to many before. Any details you can provide would be great.

Thank you

Jase

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From: [murray_neilson](#)
To: [Amanda Watson](#)
Subject: Mission Road speed.
Date: November 11, 2018 11:11:05 AM

Hi Amanda,

As residents of Mission rd for 11 years both Laura and I would like the speed limit to either stay the same or be lowered to 50 km per hour on Mission rd to the city limits on Commonage rd for the following reasons.

There are sightline distances that do not meet the requirements of the BC Ministry of Transportation and Infrastructure(th.gov.bc.ca/development_approvals/driveways.htm#sight). At 60 km per hour the residents between 808 Mission rd and 909 Mission rd,with the exception of 800 and 833 do not have legal sightline,if the speed is increased there are going to be more accidents.

There is limited visibility between 833 and 909 and yet we have seen gravel trucks with pup passing cars in this area,as well as cars passing cars daily. Trying to get on Mission rd from Bench Row rd, there is no sightline so at 60 it is dangerous, if the speed is raised there are going to be more accidents and/ or deaths.

As both the Coquihalla highway and Highway 97A between Grindrod and Sicamous have lowered the speed limits it seems logical to NOT raise it here .

There have been too many accidents and deaths on Mission and Commonage at 60 km lets not cause more by raising the speed limit.

Thank you.

Laura and Murray Neilson.

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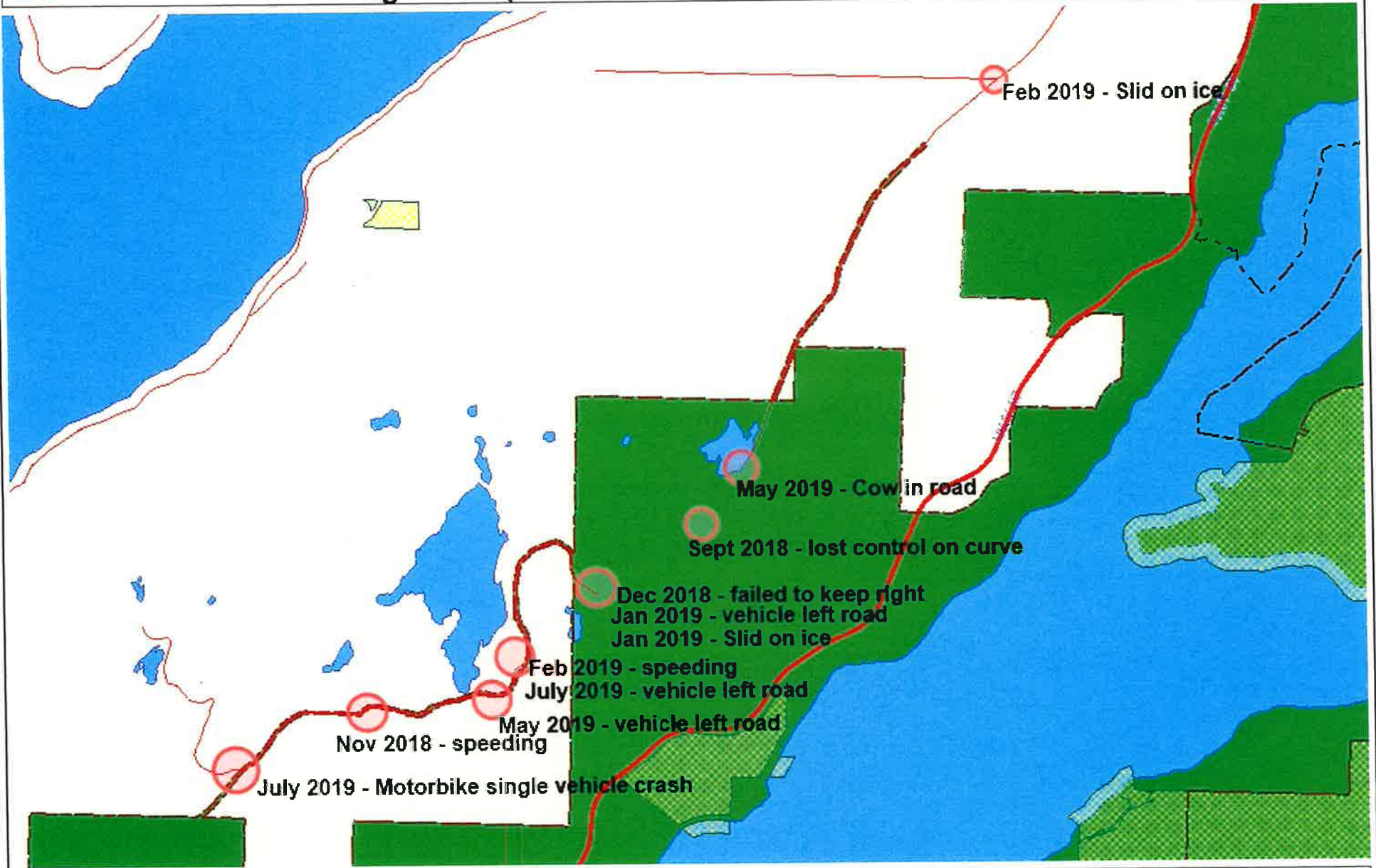
ICBC and RCMP Collision History Commonage Road and Mission Road 2013 to 2017

	Road	Property Damage / Injury	Collision Summary	Location in City / MoTI / Unknown Jurisdiction
2013	COMMONAGE RD	Injury	Motorcycle left road	City
	COMMONAGE RD	Property damage	Coyote in road, vehicle left road and rolled x2	City
	COMMONAGE RD	Property damage	Deer collision	City
	BENCH ROW RD	Property damage	Injudicious overtaking	City
	MISSION RD	Injury	OFF ROAD LEFT	CoV
	COMMONAGE RD	Property damage	Loss of control on ice, vehicle left road	MoTI
	COMMONAGE RD	Property damage	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Injury	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Injury	OTHER	MoTI
	COMMONAGE RD	Property damage	OFF ROAD LEFT	MoTI
	COMMONAGE RD	Property damage	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Property damage	OFF ROAD LEFT	MoTI
	COMMONAGE RD	Injury	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Injury	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Injury	Vehicle crossed centreline in bend, oncoming left road + rolled	Unknown
	COMMONAGE RD	Injury	OFF ROAD RIGHT	Unknown
	COMMONAGE RD	Property damage	OFF ROAD RIGHT	Unknown
	COMMONAGE RD	Injury	Loss of control, vehicle left road	Unknown
	COMMONAGE RD	Injury	Loss of control on ice, vehicle left road	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
COMMONAGE RD	Property damage	injudicious left turn, second vehicle left road	Unknown	
2014	COMMONAGE RD	Property damage	Deer collision	City
	MISSION RD	Injury	INTERSECTION - RIGHT ANGLE	City
	COMMONAGE RD	Property damage	OFF ROAD LEFT	City
	COMMONAGE RD	Property damage	UNKNOWN	City
	COMMONAGE RD	Injury	UNKNOWN	City
	BAILEY RD	Injury	Vehicle left road	MoTI
	BAILEY RD	Property damage	Loss of control in curves, vehicle left road	MoTI
	MISSION RD	Property damage	Deer collision	MoTI
	COMMONAGE RD	Property damage	Deer collision	MoTI
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Injudicious overtaking	Unknown
	BENCH ROW RD	Injury	Loss of control in slippery conditions, vehicle left road	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	MISSION RD	Property damage	Loss of control, vehicle left road	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	MISSION RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision, vehicle left road	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	ALLAN BROOKS WAY	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown

	COMMONAGE RD	Property damage	Loss of control, vehicle left road	Unknown
	COMMONAGE RD	Injury	LEFT TURN - ONE WAY	Unknown
	COMMONAGE RD	Injury	OFF ROAD LEFT	Unknown
	COMMONAGE RD	Property damage	UNKNOWN	Unknown
2015	COMMONAGE RD	Property damage	HEAD ON	City
	COMMONAGE RD	Property damage	Loss of control on ice, vehicle hit road sign	MoTI
	COMMONAGE RD	Property damage	OFF ROAD LEFT	MoTI
	COMMONAGE RD	Injury	OFF ROAD LEFT	MoTI
	BAILEY RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Injury	Loss of control on ice	Unknown
	COMMONAGE RD	Property damage	Loss of control on snow	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Cows on road	Unknown
	COMMONAGE RD	Property damage	Bird collision, vehicle left road	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	OFF ROAD RIGHT	Unknown
	MISSION RD	Injury	Loss of control on ice, vehicle rolled	Unknown
2016	BENCH ROW RD	Injury	Injudicious left turn in front of speeding vehicle	City
	MISSION RD	Injury	Deer collision lead to loss of control, vehicle left road	City
	COMMONAGE RD	Injury	LEFT TURN - HEAD ON	City
	COMMONAGE RD	Injury	OFF ROAD RIGHT	City
	COMMONAGE RD	Property damage	OFF ROAD LEFT	City
	BAILEY RD	Injury	Rear end	MoTI
	COMMONAGE RD	Property damage	Deer collision	MoTI
	COMMONAGE RD	Property damage	Deer lead to loss of control, vehicle left road and rolled	MoTI
	COMMONAGE RD	Property damage	Deer collision	MoTI
	COMMONAGE RD	Property damage	Loss of control, vehicle left road	MoTI
	BAILEY RD	Property damage	Rear end	MoTI
	COMMONAGE RD	Injury	UNKNOWN	MoTI
	COMMONAGE RD	Property damage	OFF ROAD LEFT	MoTI
	COMMONAGE RD	Injury	OFF ROAD LEFT	MoTI
	COMMONAGE RD	Property damage	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Property damage	OFF ROAD LEFT	MoTI
	COMMONAGE RD	Injury	UNKNOWN	MoTI
	COMMONAGE RD	Property damage	OFF ROAD RIGHT	MoTI
	COMMONAGE RD	Fatality	HEAD ON	Unknown
	COMMONAGE RD	Injury	OFF ROAD LEFT	Unknown
	COMMONAGE RD	Property damage	OFF ROAD LEFT	Unknown
	COMMONAGE RD	Injury	Inappropriate speed, crossed centre line and hit oncoming vehicle	Unknown
	COMMONAGE RD	Injury	Deer lead to loss of control, vehicle left road and rolled several times	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	COMMONAGE RD	Property damage	Deer collision	Unknown
	BENCH ROW RD	Property damage	Vehicle crossed centreline, oncoming vehicle hit	Unknown



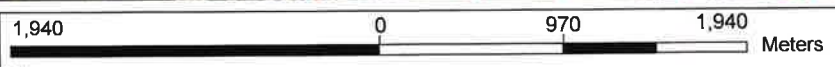
September 2018 to September 2019 RCMP Reported Collisions Commonage Road (Bench Row Road to Predator Ridge Drive)



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September 2018 to September 2019 RCMP Reported Collisions + aerial image Commonage Road (Bench Row Road to Predator Ridge Drive)



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Statement on Equitable Public Access to E-Books

Major publishers have introduced severe restrictions to e-book and e-audiobook lending for public libraries, including embargoes on the sales of new titles and unreasonably high prices, which far exceed the prices offered for print books. As a result, libraries will be unable to fulfill their core functions in building educated, literate communities. These restrictions will be most harmful for populations who already face significant barriers to equitable knowledge and information access in our communities – including youth, people living with disabilities and those with limited financial means.

Public libraries play an essential role in levelling the playing field and strengthening the foundation of our communities. As digital technologies become increasingly inseparable from the ways that people learn, work and interact, the library's unique ability to create onramps for information and knowledge access is more important than ever. There is significant, rising demand for e-books and e-audiobooks from public library users – overall, digital content circulation is increasing by 30% per year.

As elected public officials and trusted leaders in our communities, we are committed to protecting and supporting the capacity of public libraries to:

- Provide equal access for individuals to gain knowledge and become proficient with digital tools, regardless of their income, physical abilities, age, gender, sexual orientation, race, citizenship status or religion.
- Support lifelong learning and foster empathy, curiosity, civic engagement and a love of reading among community members.
- Educate community members about the rights, responsibilities and implications of their lives online, including data privacy risks when accessing online learning resources and digital content.
- Serve as valued partners to local government in advancing city outcomes for digital inclusion and as institutions that support informed citizens.

Our cities are strongest when all individuals have the same opportunities to further their personal, educational and professional goals. Our democracy is non-negotiable. We stand with all who are urging e-book and e-audiobook publishers to institute fair, transparent and flexible lending models for public libraries.



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO **FILE:** 1700-02

FROM: Debra Law, Director, Financial Services **DATE:** November 1, 2019

SUBJECT: 2020-2024 Proposed Budget for Council Consideration

The 2020-2024 Proposed Budget is being presented for Council consideration during its deliberations on December 9, 10 and 11, 2019, as required by the Community Charter Section 165. Advertising for the public consultations on December 9 and 10 will appear in the Vernon Morning Star November 22, 29 and December 6, 2019.

This document is the consolidation of work done by all City department managers, each responsible for the creation, and accountable for monitoring their respective department budgets. The role of Financial Services is to review and consolidate the information into the budget package you are receiving November 12, 2019. For this budget presentation, some of the opportunities and challenges are noted below:

1. The operating budget proposed for 2020, which maintains existing levels of service, results in a 1.79% increase in tax revenue. This does not include the estimated amount in new tax revenues due to non-market growth.
2. Fortis BC LILO agreement – 2019 is the last year of debt repayments related to this agreement. As reported to Council October 28, 2019, Fortis BC has decided to terminate this agreement as of November 30, 2019. The result is the discontinuation of operating lease revenues (2019 - \$1,874,288), debt repayments (\$1,553,763) and the net surplus transfer to the Fortis LILO reserve (2019 - \$320,525). This is a net zero impact to the operating budget.
3. MFA Debt – General fund – 2020 is the last year of MFA debt repayments for the Downtown Revitalization and Anderson Subdivision Local Service Areas (LSAs). The LSA tax revenues for repayment of this debt ended in 2019. However, there is one more year of debt to repay in the amount of \$387,235. The 2018 Unexpended Uncommitted Balance has been utilized to fund this. (Note that the City collected LSA tax revenue one year prior to its first debt payment to MFA, resulting in a surplus that year.) After 2020, all MFA debt related to the General fund will be repaid, resulting in outstanding debt relating to the Sewer fund only.
4. Investment Income – for 2020, due to the large termination payment from Fortis BC, investment income has been increased to account for additional interest earnings until these funds are spent. While interest rates remain relatively low, the City has been investing in short to medium term GIC's in order to maximize rates of return on unspent reserves as allowed by the Community Charter.
5. Salaries, Wages & Benefits – there is an overall increase of 1.63% in salaries, wages and benefits for all staff. For unionized employees (CUPE and IAFF) potential increases have been accommodated that may result from contract negotiations. In addition, some staff are entitled to increases due to movement within a band or due to movement

from one category to another. Decreases in salaries, wages and benefits will appear where short term employment contracts end in 2020. The average percentage cost of benefits have remained the same as 2019.

6. For the most part, full time equivalents (FTEs) for Divisions have remained the same. The most significant increase is in 321 – Fire Services. In prior years the paid-on-call firefighter hours were not included in the budget reports. This year there is a 2.5 FTE increase for their hours. Note that the dollars related to the cost of paid-on-call firefighter salaries was always included in prior year budgets. All Department Summary reports have included an explanation of FTE changes.

7. Transit – the City continues to fund some of its transit expansion initiatives from reserves. \$141,209 was drawn from the Transit Expansion Reserve in 2019. \$74,142 is proposed to be drawn from the Transit Expansion Reserve in 2020. Administration anticipates fully funding the 2021 Transit budget through tax revenues.

8. RCMP Departments – for 2020 the City is anticipating revenue decreases due to the move of the Provincial Traffic Division from the City Hall Annex and due to the Province discontinuing the use of local detention centres for high risk intermittent prisoners.

2019 total taxation was \$40,540,808. For 2020, a 1% tax revenue increase will total \$405,408. The proposed operating budget, which maintains historic levels of service, requires a 1.79% increase in tax revenues. Council has previously endorsed continuation of the Infrastructure levy at 1.9%. New tax revenues due to market growth are estimated at \$400,000 (0.99%), resulting in a net tax revenue increase of 2.70% (1.79% + 1.90% - 0.99% = 2.70%) Administration is recommending Council consideration of 36 Change Requests that utilize both reserve funding and taxation, resulting in a proposed overall increase in tax revenue of 3.9% (1.9% for infrastructure and 2.0% for total operating purposes).

Of the 36 proposed Change Requests, 12 are of an ongoing nature to be included in the operating budget and supported by tax revenues totalling \$485,749 (representing a 1.2% increase in tax revenues). Of the total 36 Change Requests proposed for consideration by Council, 19 of them reflect Council resolutions for staff to include the proposals in the 2020 budget or are included in Council approved service plans.

As of October 31, 2019, the 2018 Unexpended Uncommitted Balance is \$579,489 (Attachment 1). This is the main source of reserve funds for Council to authorize one-time expenditures during budget deliberations. Most of the Change Requests for one-time expenditures included in the proposed 2020 Budget utilize this reserve (total \$554,880). While there are other reserves available, most of these have a specific purpose or a regulatory obligation that limits Council's ability to spend them.

RECOMMENDATION:

THAT Council receive the memo titled "2020-2024 Proposed Budget for Council Consideration" from the Director, Financial Services dated November 1, 2019.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Daw", is written below the text "Respectfully submitted:".

2018 Unexpended Uncommitted Balance

Attachment 1

As at October 31, 2019

Reconciliation of Use of Funds	Amount	Council Meeting
2017 uncommitted PYUUB at December 31, 2018	\$168,625.90	
2018 Year End unspent operating budgets	1,828,791.10	
2018 Year End unspent RCMP Contract budget	1,340,107.00	
2018 Unexpended Uncommitted Balance	\$3,337,524.00	
2019 Commitments:		
Facilitated Neighbourhood meeting	-2,500.00	January 7, 2019
New Cemetery Bylaw	-3,500.00	February 11, 2019
Climate Action Planning process	-110,000.00	March 25, 2019
Expanded Council meeting recordings	-2,700.00	April 8, 2019
New Fire Apparatus Reserve contribution	-215,000.00	April 8, 2019
New Legal Reserve contribution	-200,000.00	April 8, 2019
Snow Removal Reserve contribution	-200,000.00	April 8, 2019
Fleet Reserve contribution	-500,000.00	April 8, 2019
Talent Acquisition and Recruitment position extension	-75,000.00	April 8, 2019
Beach Radio advertising campaign	-32,000.00	April 8, 2019
Bylaw office upgrades	-17,000.00	April 8, 2019
New Communications video camera purchase	-3,000.00	April 8, 2019
Airport Weather Station	-50,000.00	April 8, 2019
New Mobile Column Hoist	-52,000.00	April 8, 2019
New Generator Firehall 2	-30,000.00	April 8, 2019
New Sidewalk Machine and attachments purchase	-250,000.00	April 8, 2019
Town Hall Meeting	-8,000.00	May 27, 2019
Protective Services decals for business	-850.00	June 10, 2019
Turtle Mountain Landscaping - Capital works	-175,000.00	June 24, 2019
Turtle Mountain Landscaping - Operating	-47,500.00	August 19, 2019
Airport IR6 Lease increase	-21,200.00	June 24, 2019
Vernon Art Festival Fee waiver	-332.00	June 24, 2019
Village Green Mall Secondary Transit exchange	-100,000.00	June 24, 2019
Off Leash Dog Use Marshall Fields - Fencing	-87,000.00	July 8, 2019
Install Garbage Cans 28 Ave & 33 St	-6,840.00	July 8, 2019
Hurlburt Park - Additional Funds	-90,335.00	July 29, 2019
Protective Measures for Spadefoot Toad	-17,000.00	August 19, 2019
Extend Bylaw Compliance Seasonal Enforcement Program	-34,043.00	October 15, 2019
Conceptual Drawings Childcare Facilities	-10,000.00	October 15, 2019
Boardwalk behind Fulton School	-30,000.00	October 15, 2019
2019 Commitments Total	-2,370,800.00	
2020 Transfer for final year of MFA Debt payments for LAS	-387,235.00	
Remaining 2018 Unexpended Uncommitted Balance	\$579,489.00	



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO: Will Pearce, CAO FILE: 4000-01-02
CC: Patti Bridal, Deputy CAO, Dir. Corp Services DATE: November 4, 2019
FROM: Geoff Gaucher, Mgr. Protective Services
SUBJECT: Where People May "Camp" (Temporary Overnight Shelter) in Vernon and Percentage of Bylaw Files Relating to the Street Entrenched

Arising from Councillor Inquiries at the Regular Meeting of October 28, 2019, Administration provides the following update:

Where People May "Camp" (Temporary Overnight Shelter) in Vernon:

The Parks and Public Places Bylaw #5057 permits temporary sheltering in any park except those Parks listed in Schedules "B", "C", "D", "E" and "F"(attachment 3), which corresponds to the following places:

- Cenotaph Park Schedule "B",
Spirit Square/Civic Grounds Schedule "C",
Recreation Center/Performing Arts Centre Schedule "D",
Kal Tire Place (including the overflow parking at the top of Kin Park) Schedule "E", and
Linear Park Schedule "F".

Percentage of Bylaw SEPTA Files Relating to Temporary Overnight Sheltering:

Breakdown of files dated 01 January - 28 October 2019

Table with 8 columns: Calls for Service to date, SEPTA Files, SEPTA Files Related to Temp Shelter, Temp Shelter Percentage of SEPTA Files, Temp Shelter on Private Property, Temp Shelter on Public Property, Inappropriately Set Up: Prior to dusk or Not packed up by 9:00 AM, Prohibited Location: In Scheduled Park, in Structure, on Right of Way. Row 1: 5711, 2819, 1231, 43.6 %, 78, 1153, 805, 270

Temp Shelter on Private Property: Property maintenance files where property owners are responsible to remove temporary shelters or encampments from vacant homes, buildings or off of undeveloped lands.

Temp Shelter on Public Property Files: Relate to temporary shelters or encampments set up in parks, on city owned lands, or on road right of way.

The Temp Shelter on Public Property Files were further broken down into:

Inappropriately Set Up: refers to temporary shelter not complying with the provisions of the Parks and Public Places Bylaw #5057, such as set up or take down times.

Prohibited Locations: Specific prohibited locations within the Park or Contrary to the Bylaw Schedules B - F (e.g. the Polson Pavilion or Band Shell), Rec Centre grounds, etc.

RECOMMENDATION:

THAT Council receives the memorandum regarding "Where People May "Camp" (Temporary Overnight Shelter) in Vernon and Percentage of Bylaw files relating to Street Entrenched, dated November 4, 2019, as submitted by the Manager, Protective Services, for information.

Respectfully submitted:



Geoffrey Gaucher, Mgr. Protective Services

ATTACHMENTS:

1. Overnight Sheltering Rules (Attachment #1)
2. Parks and Public Places Bylaw #5057 Excerpt - Temp Overnight Sheltering (Attachment #2)
3. Parks and Public Places Bylaw # 5057 Schedules A – F (Attachment #3)

OVERNIGHT SHELTERING RULES

Where there is no accessible shelter accommodation available in the City, Homeless Persons may, erect and occupy a Temporary Shelter in a Park:

Between dusk on one day and 9:00 a.m. the following day.

Prohibited Sheltering Areas are:

Cenotaph Park, City Hall/Civic Grounds, Recreation Centre/Performing Arts Centre, Kal Tire Place and Linear Park,

Providing that you:

- (i) not erect the Temporary Shelter until dusk and dismantle and pack up the Temporary Shelter from the Park prior to 9:00 a.m. the following day;
- (ii) comply with all other provisions of the Parks and Public Places Bylaw #5057;
- (iii) **Not erect the Temporary Shelter:**
 - A. on playgrounds, at spray parks or pools;
 - B. in horticultural display areas or ornamental gardens;
 - C. at skateboard bowls, tennis courts or other sports courts;
 - D. on sports fields, in stadiums or dugouts;
 - E. on stages or bleachers;
 - F. in washroom facilities, picnic shelters, or gazebos;
 - G. in areas of a Park where a permit for use has been issued for an event;
 - H. at recreation facilities;
 - I. in cemeteries;
 - J. on pathways, bridges, docks or wharfs;
 - K. on beaches;
 - L. on sidewalks or boulevards.

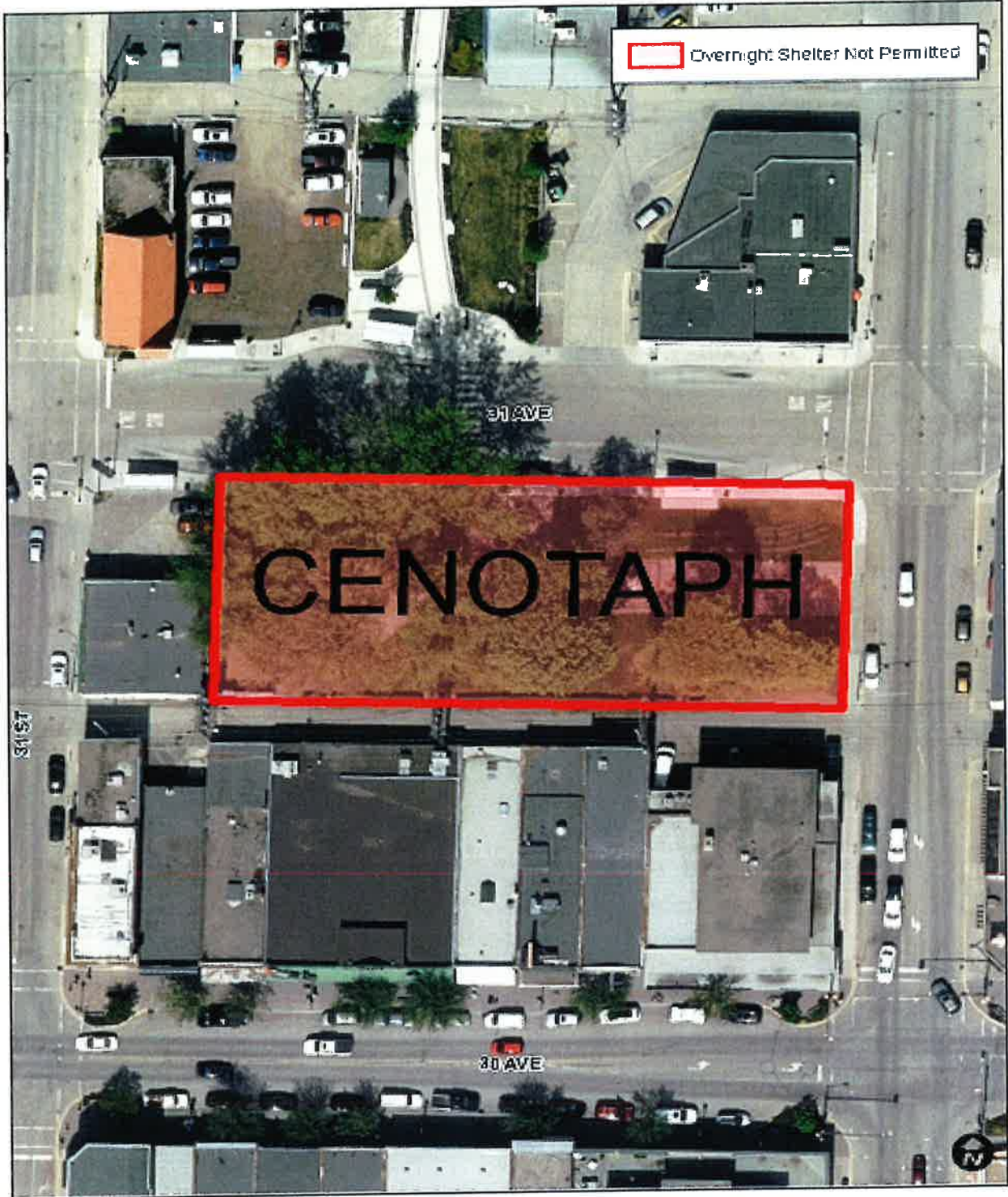
Parks and Public Places Bylaw #5057

Erecting Structures

10. (a) Subject to Section 14(b), no person may erect, construct, or build, or cause to be erected, constructed, or built, in or on any Park any tent, building, shelter, pavilion, or other construction whatsoever without the prior written permission of the Parks Manager. In determining whether to grant permission, the Parks Manager may consider the matters set out in Section 15.
- (b) Notwithstanding Section 14(a), where there is no accessible shelter accommodation available in the City, a Homeless Person may, without the prior written permission of the Parks Manager, as set out in Section 14(a), erect and occupy a Temporary Shelter in a Park, except in those Parks listed in Schedules "B", "C", "D", "E" and "F" (Linear Park – effective February 1, 2018) of this Bylaw, between the hours of dusk on one day and 9:00 a.m. of the following day, provided that the Homeless Person:
- (i) not erect the Temporary Shelter until **dusk** on one day; *(Bylaw 5652)*
 - (ii) dismantle and pack up the Temporary Shelter from the Park prior to **9:00 a.m.** of the following day;
 - (iii) comply with all other provisions of this Bylaw;
 - (iv) not erect the Temporary Shelter in, on, within or attached to:
 - A. playgrounds, spray parks or pools;
 - B. horticultural display areas or ornamental gardens;
 - C. skateboard bowls, tennis courts or other sports courts;
 - D. sports fields, stadiums or dugouts;
 - E. stages or bleachers;

- F. washroom facilities, picnic shelters, or gazebos;
- G. areas of a Park that have otherwise been issued a permit pursuant to this Bylaw;
- H. recreation facilities;
- I. cemeteries;
- J. pathways, bridges, docks, wharfs;
- K. beaches;
- L. sidewalks or boulevards.

Schedule B
Cenotaph Park – No Temporary Shelter(s)



Schedule C
Spirit Square/Civic Grounds – No Temporary Shelter(s)



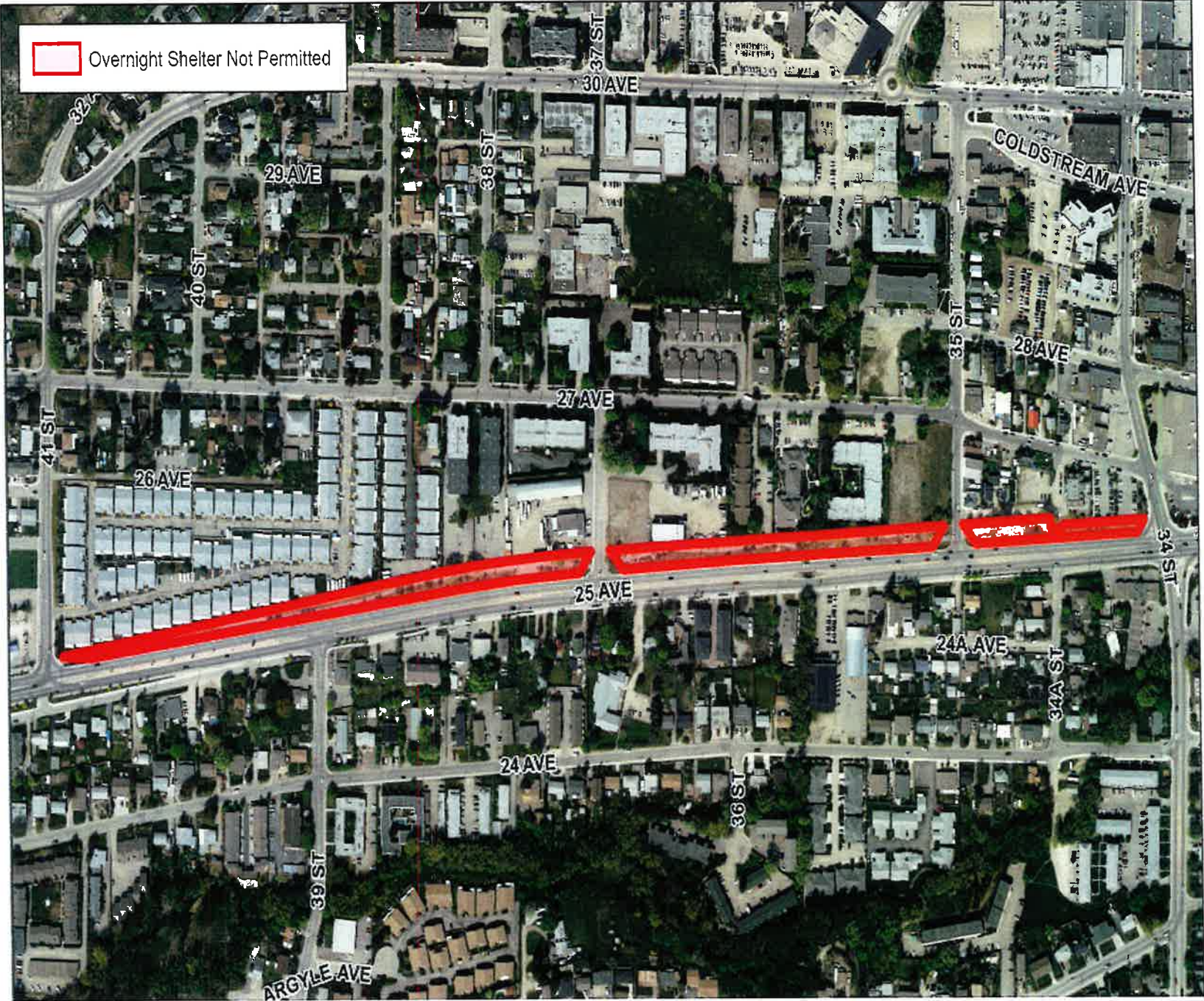
Schedule D
Recreation Centre – No Temporary Shelter(s)



Schedule E
Kal Tire Place – No Temporary Shelter(s)



Schedule F
Linear Park – No Temporary Shelter(s)





THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Ed Stranks, Manager, Engineering
Development Services

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: November 12, 2019
REPORT DATE: October 31, 2019
FILE: Folio 05480.000 (x-ref: SUB00012/DVP00068)

SUBJECT: **AMENDMENT OF SECTION 219 COVENANT ON LOT 1, PLAN 76994 - CHRISTIAN
REFORM CHURCH PROPERTY**

PURPOSE:

To propose amending the Section 219 covenant registered on title of Lot 1, Plan KAP76994 (3605 – 12th Street), the Christian Reform Church property, to remove the ten year construction requirement.

RECOMMENDATION:

THAT Council support amending the Section 219 covenant registered on title of Lot 1, Plan KAP76994 (3605 – 12th Street), the Christian Reform Church property, to remove item 2.4 (the ten year requirement for construction of offsite works) subject to the owner completing construction of a 3m wide walkway to current City standards between the 11th Street cul-de-sac off 35th Avenue and the tot lot located at 3800 – 11th Street.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council amend the Section 219 Covenant to extend the term for construction of works from ten years to twenty years, as outlined in the report titled "Amendment of Section 219 Covenant on Lot 1, Plan 76994 – Christian Reform Church Property" dated October 31, 2019 from the Manager, Engineering Development Services.

Note: This would result in the applicant being required to construct all offsite works noted in the covenant by 2027 regardless of any onsite development or demand for those works. This could result in works being constructed in advance of being necessary to support development which, in turn, would increase City maintenance costs with no associated increase in taxation revenue. Construction of works in advance of development would also significantly reduce the potential for alternate site development that could provide increased site use and density consistent with recent development trends.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. In 2003 the City provided Preliminary Layout Approval (PLA) for a two lot boundary adjustment of Lots 1 and 2, Plan 17780, located at 3605 and 3701 – 12th Street (Figure 1). As a condition of the boundary lot subdivision (SUB00012), the applicant was required to provide road dedication for the extension of 11th Street further north, off 35th Avenue and cul-de-sac at the end. That road dedication was based on a preplan for future development adjacent to the road which is included in the PLA (Attachment 2). The preplan, though valid at that time, did not take the zoning designation of the properties into consideration. In addition, the preplan did not take changes in land use trends or potential changes in road frontage minimum requirements (in the Zoning Bylaw) into consideration. It is, therefore, likely that the owner may wish to develop differently than as shown in the preplan. If the road works were constructed, the potential to change the plans and increase the land use density would be limited and, therefore, unlikely. The preplan also indicates most of the development occurring on the southern part of Lot 1, Plan 76994, which has a Public Institutional (P3) zoning designation (Figure 2). This would require rezoning of that portion of the property in order to proceed. The northern part has a Large Lot Residential (R2) zoning designation and thus could develop without rezoning, but would need to change the road location to fully develop that area (ie. have a new east-west road to 12th Street that the lots would front). All of Lot 1, Plan 76994 has an Official Community Plan (OCP) designation of Residential Low Density (RLD) and thus could develop to a higher density than the R2 designation permits.



Figure 1 - Property Location



Figure 2 - Zoning Designations

2. In 2005 Lot 1, Plan 76994 was further subdivided to create two new lots fronting 12th Street (SUB00092/SUB 2005-16). The applicant applied for a variance (DVP00068) to waive construction of offsite works in the section of 11th Street dedicated as part of the boundary lot subdivision (SUB00012). As a condition of variance approval, the applicant was required to register a no build covenant (Attachment 1) on title of the remainder of the lot. Condition 2.4 of the no build covenant was that the works were to be completed within ten years. This condition is no longer supported by Administration as it is contrary to basic sustainability principles of minimizing City infrastructure and related maintenance costs. Current City bylaws and polices, as well as the remainder of the covenant conditions, adequately

protect the City from future development not providing all works necessary to support development in the area.

3. Current zoning limits use of the lands to P3 and R2 development. R2 development and proposed lot layout in that preplan is not consistent with the current Zoning Bylaw #5000 as the road frontage width for two proposed lots off the cul-de-sac is not wide enough.
4. The property slopes downhill to the north, therefore, in order to develop, the applicant would need to raise the lot to direct flows to the south or provide gravity services and drainage routing from the east off 12th Street. This would be in a Statutory Right of Way (SROW) or lane or dedicated road. Due to the zoning currently in place, zoning minimum frontage changes and site conditions it is likely that development of the lot would involve the applicant requesting to reconfigure the current road dedication.
5. The walkway south from the tot lot off 11th Street is in use but has not been constructed to current bylaw standards. Works required in this walkway are identified in the covenant (item 2.1). The water main through the area has been completed, therefore, the final walkway construction may be completed. Administration recommends that the applicant complete the construction of the full width of this walkway between the tot lot and existing pavement in the cul-de-sac within the road dedication area. Works would include relocation of the access to 3607 – 11th Street, walkway base preparation, pavement and chain link fence on both sides (one exists now on 3607 – 11th Street but is open for the current access).
6. Administration has met with representatives of the Church and discussed the recommendations of this report. They are in support of these recommendations and have provided the attached confirmation of this (Attachment 3).

C. Attachments:

- Attachment 1 – Section 219 Covenant
- Attachment 2 – 2003 Preplan
- Attachment 3 – October 17, 2019 Letter from Christian Reform Church

D. Council's Strategic Plan 2019 – 2022 Goals/Action Items:

The proposed amendment of the Section 219 Covenant involves the following goals in Council's Strategic Plan 2019 – 2022:

- Streamline red tape to facilitate more development
- Encourage sustainable infrastructure, agriculture and landscaping

E. Relevant Policy/Bylaws/Resolutions:

N/A

BUDGET/RESOURCE IMPLICATIONS:

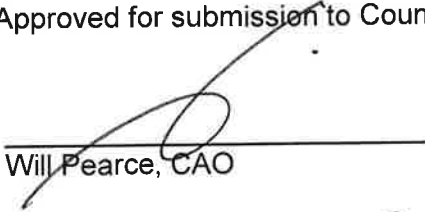
N/A

Prepared by:

Approved for submission to Council:

Nov 1 2019 3:11 PM


X  ✓
Ed Stranks, Manager Engineering D...
DocuSign


Will Pearce, CAO

Date: 05 NOV 2019

Ed Stranks, Manager Engineering Development Services

Nov 1 2019 3:14 PM

X  ✓
Amanda Watson, Manager, Transpo...
DocuSign

p.p. Kim Flick,
Director, Community Infrastructure and Development

REVIEWED WITH		
<input type="checkbox"/> Corporate Services	<input checked="" type="checkbox"/> Operations	<input checked="" type="checkbox"/> Current Planning
<input type="checkbox"/> Bylaw Compliance	<input checked="" type="checkbox"/> Public Works/Airport	<input checked="" type="checkbox"/> Long Range Planning & Sustainability
<input type="checkbox"/> Real Estate	<input type="checkbox"/> Facilities	<input type="checkbox"/> Building & Licensing
<input type="checkbox"/> RCMP	<input type="checkbox"/> Utilities	<input type="checkbox"/> Engineering Development Services
<input type="checkbox"/> Fire & Rescue Services	<input type="checkbox"/> Recreation Services	<input type="checkbox"/> Infrastructure Management
<input type="checkbox"/> Human Resources	<input checked="" type="checkbox"/> Parks	<input checked="" type="checkbox"/> Transportation
<input type="checkbox"/> Financial Services		<input type="checkbox"/> Economic Development & Tourism
<input type="checkbox"/> COMMITTEE:		
<input type="checkbox"/> OTHER:		

26 JUL 2007 14 23

LB 88617
\$LB088618

**LAND TITLE ACT
FORM C**

(Section 233(1))
Province of British Columbia

GENERAL INSTRUMENT - PART 1

(This area for Land Title Office use)

PAGE 1 of 8

SUBMITTED BY
KERSHAW KUROYAMA

1. APPLICATION: (Name, address, phone number and signature of applicant, applicant's solicitor or agent)
KIDSTON & COMPANY, Barristers & Solicitors
200 3005 30th Street, Vernon, BC V1T 2M1
Phone: (250) 545-0711
File Ref. No: BIL53315
LTO Client No. 10545


Lynne Barker, Authorized Agent

2. PARCEL IDENTIFIER(S) AND LEGAL DESCRIPTION(S) OF LAND:*
(PID) (LEGAL DESCRIPTION)
SEE SCHEDULE

01 07/07/26 14:25:04 01 KL
CHARGE

008120
\$131.30

3. NATURE OF INTEREST:* DESCRIPTION DOCUMENT REFERENCE: (page and paragraph) PERSON ENTITLED TO INTEREST
SEE SCHEDULE E

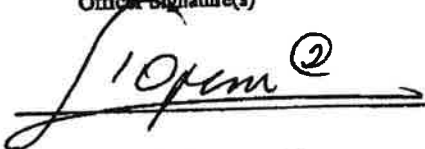
4. TERMS: Part 2 of this Instrument consists of (select one only)
(a) Filed Standard Charge Terms D.F. No.
(b) Express Charge Terms Annexed as Part 2
(c) Release There is no Part 2 of this instrument
A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument. If (c) is selected, the charge described in Item 3 is released or discharged as a charge on the land described in Item 2.

5. TRANSFEROR(S):*
See Schedule

6. TRANSFEREE(S): (Including occupation(s), postal address(es) and postal code(s))*
The Corporation of the City of Vernon, 3400 30th Street, Vernon, BC V1T 5E6


7. ADDITIONAL OR MODIFIED TERMS:*
N/A

8. EXECUTION(S):** This instrument creates, assigns, modifies, enlarges, discharges or governs the priority of the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.

Officer Signature(s)


BERTA I. LOPERA L.
BARRISTER & SOLICITOR
#200 3005 - 30th St.
Vernon, BC V1T 2M1
Phone (250)545-0711

Execution Date		
Y	M	D
2007	07	17

Party(ies) Signature(s)
CHRISTIAN REFORMED CHURCH
OF VERNON by its authorized
signatory

Print Name Jacob Spoor

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the Evidence Act, R.S.B.C. 1996, c. 124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the Land Title Act as they pertain to the execution of this instrument.

- * If space insufficient, enter "SEE SCHEDULE" and attach schedule in Form E.
- ** If space insufficient, continue executions on additional page(s) in Form D.

LAND TITLE ACT
FORM D
EXECUTIONS CONTINUED

Page 2

Officer Signature(s)

Execution Date		
Y	M	D
2007	06	27

Transferor/Borrower/Party
Signature(s)

**CONCENTRA FINANCIAL SERVICES
ASSOCIATION** by its authorized
signatory(ies):



Print Name: Shawn Baler
Manager, Trust Administration



Print Name: Debbie Fengler
Sr. Trust Officer

Judy Klassen
333-3rd Avenue
Saskatoon SK S7N 1A7
(As to all Signatures)



OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C.1996,c, 124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

**LAND TITLE ACT
FORM E
SCHEDULE**

ENTER THE REQUIRED INFORMATION IN THE SAME ORDER AS THE INFORMATION MUST APPEAR ON THE FREEHOLD TRANSFER FORM, MORTGAGE FORM OR GENERAL DOCUMENT FORM.

2. Legal Description

_____ Lot A Section 2 Township 8 ODYD
Plan KAP 84405

_____ Lot B Sections 2 Township 8 ODYD
Plan KAP ~~84405~~

026-133-199 Lot 1 Section 2 Township 8 ODYD Plan KAP76994 except Plan
KAP ~~84405~~

3. Nature of Interest:	Document Reference	Person Entitled to Interest
Section 219 Covenant	Entire Document	Transferee

PRIORITY AGREEMENT Page 8 in its entirety TRANSFEREE

5. Transferor (s)

CHRISTIAN REFORMED CHURCH OF VERNON (Inc. No. S20932) as to the Section 219 Covenant

CONCENTRA FINANCIAL SERVICES ASSOCIATION (A-66503) formerly CO-OPERATIVE TRUST COMPANY OF CANADA (Inc. No. 33191A) as to the Priority Agreement

TERMS OF INSTRUMENT – Part 2

COVENANT – SECTION 219 LAND TITLE ACT

THIS AGREEMENT made the ____ day of June 2007.

BETWEEN:

CHRISTIAN REFORMED CHURCH OF VERNON
(Inc. No. S20932)
3605 12th Street
Vernon, BC
V1T 1V8

(collectively the "Transferor")

AND:

THE CORPORATION OF THE CITY OF VERNON
3400 30th Street
Vernon, BC
V1T 5E6

(the "Transferee")

WHEREAS:

- A. The Transferor is the registered owner of the Lands as hereinafter defined.

NOWHEREFORE THIS AGREEMENT WITNESS that pursuant to Section 219 of the *Land Title Act*, and in consideration of the premises and sum of One Dollar (\$1.00) now paid by the Transferee to the Transferor (the receipt and sufficiency of which is hereby acknowledged), the Transferor covenants and agrees as follows:

1. DEFINITIONS

- 1.1 "Lands" means the lands identified in the Kamloops Land Title Office as follows:

_____ Lot A Section 2 Township 8 ODYD
Plan KAP 84405

_____ Lot B Sections 2 Township 8 ODYD
Plan KAP 84405

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Lot 1 Section 2 Township 8 ODYD Plan KAP76994 except
Plan KAP 84405

- 1.2 **“Improvement”** means and includes, but is not limited to the buildings and outbuildings appurtenant thereto, storage areas and any structures of any type or kind located on the Lands.
- 1.3 **“Terms”** mean the conditions, covenants, restrictions and reservations contained in this Covenant.
2. **RESTRICTIONS**
- 2.1 No further development of the Lands is to take place until such time as all works on the proposed walkway between 11th Street and the children’s park to the north are completed to the City of Vernon’s by law standards, to a gravel finish. In addition, the walkway will be constructed to by law standards once the water main is constructed through the walkway area. The cost of these works is to be the responsibility of the Transferor.
- 2.2 No further building, subdivision or development is to take place on the remainder of Lot 1 Section 2 Township 8 ODYD Plan KAP76994 except Plan KAP 84405 until the 11th Street Cul-de-Sac has been constructed to the City of Vernon Subdivision and Development Servicing Bylaw #3843 as amended standard. The cost of these works is to be the responsibility of the Transferor.
- 2.3 The Transferor agrees that if the registered owner of Lot 2 Section 2 Township 8 ODYD Plan KAP76994 proceeds with subdivision prior to the conditions of paragraph 2.1 and 2.2. being completed, the Transferor will complete all works to bylaw standards.
- 2.4 The Transferor agrees that if the above conditions have not been completed or initiated within a 10 year period, the Transferors will complete all construction inclusive of utilities.
3. **INDEMNITY**
- 3.1 The Transferor agrees to indemnify and save harmless the Province of British Columbia and the Corporation of the City of Vernon from and against all claims, demands, actions and causes of action and the cost thereof that may hereafter be brought against the Province of British Columbia or the Corporation of the City of Vernon or either of them for personal injury, death or property damage occurring as a result of the breach of any of the provision of this Covenant by the Transferor.
4. **PRIORITY**
- 4.1 Pursuant to Sections 155(3) and 207(1) of the Land Title Act, a priority agreement shall, at the expense of the Transferor, be registered against the title of the subject lands, giving

6

this covenant priority over any financial charges that may also be registered against the title.

- 4.2 The Transferor will do or cause to be done at its expense all acts reasonably necessary for each Transferee to gain priority for this Covenant over all liens and financial charges and encumbrances which are or may be registered against the Lots save and except those in favour of either Transferee and those specifically approved in writing by each Transferee.

5. GENERAL

- 5.1 The parties agree that this Covenant shall not be modified or discharged except in accordance with the provision of Section 219 of the Land Title Act
- 5.2 The Transferor will do or cause to be done all things and execute or cause to be executed all documents and give such further and other assurances which may be reasonably necessary to give proper effect to the intent of this Covenant and provision hereof.
- 5.3 Wherever the singular or feminine or neuter is used herein, the same shall be construed as including the plural, masculine, body corporate or politic unless the context requires otherwise.
- 5.4 If any section or any part of this Covenant is found to be illegal or unenforceable, then such sections or parts shall be considered to be separate and severable from the rest of this Covenant and the remaining sections or parts of this Covenant, as the case may be, shall be unaffected thereby and shall remain and be enforceable to the fullest extent permitted by law as though the illegal or unenforceable parts or sections had never been included in this Covenant.
- 5.5 This Covenant shall be interpreted according to the laws of the Province of British Columbia.
- 5.6 Where there is a reference to an enactment of the Province of British Columbia in this Covenant, that reference shall include a reference to any subsequent enactment of the Province of British Columbia of like effect, and unless the context otherwise requires, all statutes referred to herein are enactments of the Province of British Columbia.
- 5.7 The Transferor will indemnify and save harmless the Transferee and their servants and agents against all losses, damages, costs and expenses, including fees of solicitors and other professional advisors, arising out of any breach, violation or non-performance of any term, condition, covenant, or other provision of this Agreement.
- 5.8 Any waiver by the Transferee of any term, condition, covenant or other provision of this Agreement or any waiver by the Transferees of any breach, violation or non-performance of any term, condition, covenant or other provision of this Agreement does not constitute and will not be construed as a waiver of any further or other term, condition, covenant or other provision of this Agreement or any further or other breach, violation or non-performance of any term, condition, covenant or other provision of this Agreement.

7
6

- 5.9 Nothing contained or implied in this agreement will prejudice or affect the rights, powers and remedies of the Province in the exercise of the Province's functions under any public or private statutes, regulations, bylaws or orders or in equity, all of which may be fully and effectively exercised by the Province in relation to the Transferees or the lands as if this Agreement had not been made.
- 5.10 Notwithstanding anything contained herein, neither the Transferor nor any future owner of the Lands shall be liable under any of the covenants or agreements (after the transferor or such future owner ceases to have any further interest in the lands.
- 5.11 The Transferor acknowledges that damages for breach of the covenants contained herein are not an adequate remedy and that in any proceedings for injunctive relief by the Transferees the defence that damages are available as a remedy will not be raised by the Transferor.

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CONSENT AND PRIORITY AGREEMENT

The CO-OPERATIVE TRUST COMPANY OF CANADA (Inc. No. 33191A), being the holder of the following charge, HEREBY CONSENTS to the granting of the within Section 219 Covenant and agrees that the same shall be binding upon and take priority over its interest in or charge upon the Lands:

_____ Lot A Section 2 Township 8 ODYD
Plan KAP 84405

_____ Lot B Sections 2 Township 8 ODYD
Plan KAP 84405

_____ Lot 1 Section 2 Township 8 ODYD Plan KAP76994
except Plan KAP 84405

Type of charge: Mortgage

Registration Number of Charge: KW175215 extension of KH107412


**Signed by the CONCENTRA FINANCIAL SERVICES
ASSOCIATION (Inc. No. A-86053) formerly CO-OPERATIVE
TRUST COMPANY OF CANADA**

by its authorized signatory:

 Shawn Baler
Manager, Trust Administration

Authorized signatory

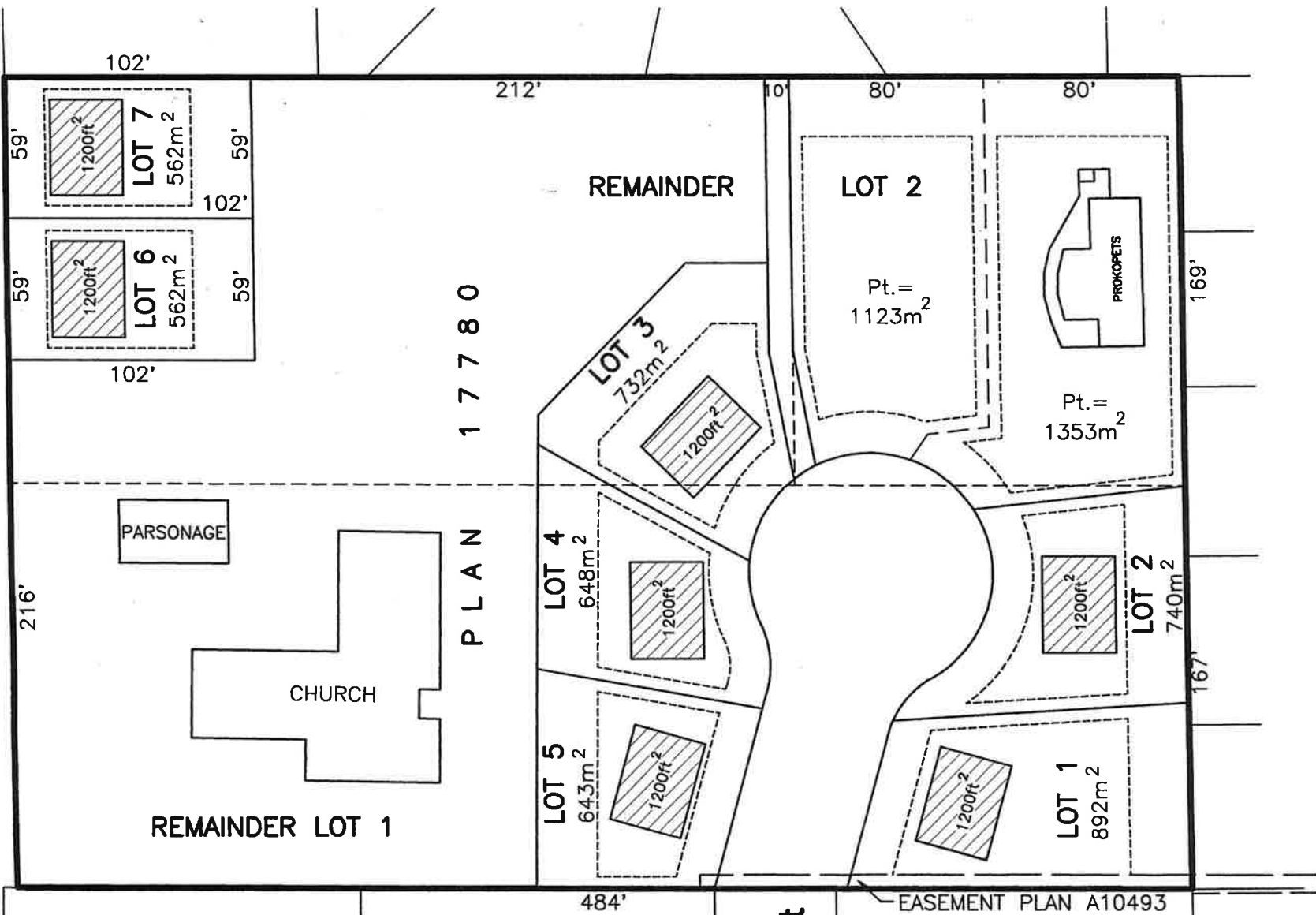
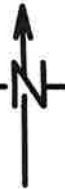
 Debbie Fengler
Sr. Trust Officer


333-3rd Ave N
Saskatoon SK S7N 0A6



END OF DOCUMENT.

12th STREET



PLAN 17780

CITY OF VERNON - R1 ZONING
 SIDE YARD SETBACK = 1.5m
 FRONT YARD SETBACK = 5.0m
 REAR YARD SETBACK = 7.6m

11th Street

Scale 1:750

3754SP17

PRE-PLAN *Dmr 201*

East Hill Community Reformed Church



3605 – 12th Street, Vernon, BC V1T 3S7 Phone: 250-545-3926 Email:office@easthillcommunity.com

October 17, 2019

Ed Stranks,
Manager Engineering Development Services
Vernon BC

Re: File: Folio 0548.000, Xref SUB00012

Subject: Amendment of 219 Covenant on Lot 1, Plan 76994 – Christian Reform Church Property

The letter is to advise that East Hill Community Reformed Church supports this recommendation as East Hill Community Church believes the pre plan is no longer viable and we do not have any intentions to develop the property as this time.

Thank you

Rose Tovani
On Behalf of East Hill Community CRC Church

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5774

A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the **"3904 Alexis Park Drive Rezoning Amendment Bylaw Number 5774, 2019"**.
2. Pursuant to the Official Zoning Map, Schedule "A" attached to and forming part of Bylaw Number 5000, is hereby amended as follows:

That the following legally described lands be rezoned from **"R2 – Large Lot Residential"** to **"R5: Four-Plex Housing Residential"**.

Legal Description:

**LOT A, PLAN KAP80959, SEC 3, TWP 8, ODYD
(3904 Alexis Park Drive)**

and by changing the Zoning Map accordingly, all in accordance with the bolded area as shown on Schedule "A" attached to and forming part of this bylaw.

BYLAW NUMBER 5774

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

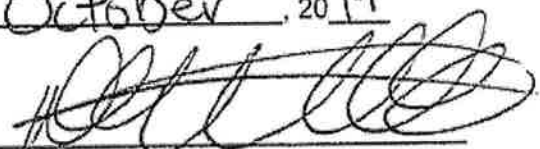
READ A FIRST TIME this 3rd day of September, 2019

READ A SECOND TIME this 3rd day of September, 2019

PUBLIC HEARING held this 15th day of October, 2019

READ A THIRD TIME this 15th day of October, 2019

Approved pursuant to section 52(3)(a) of the *Transportation Act* this 17 day of October, 2019



for Minister of Transportation & Infrastructure
ZON00334/Bylaw 5774/MoTI 2019-05111

ADOPTED this day of , 2019.

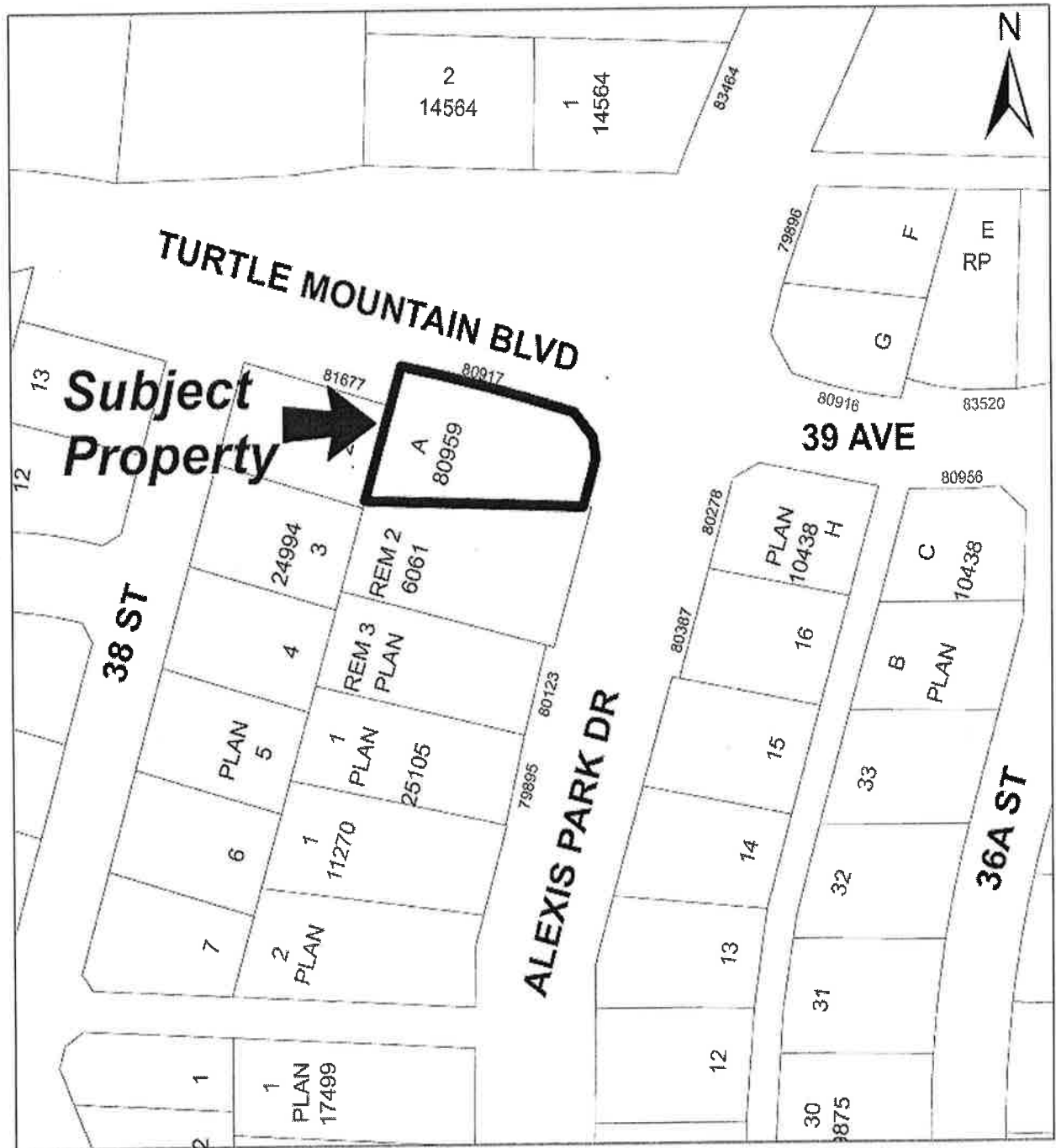
Mayor:

Corporate Officer:

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 5774

"3904 Alexis Park Drive Rezoning Amendment Bylaw Number 5774, 2019"





THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: W. Pearce, CAO **FILE:** ZON00334

PC: K. Flick, Director, Community Infrastructure and Development **DATE:** October 31, 2019
P. Bridal, Director, Corporate Services

FROM: C. Liefke, Planning Assistant, Current Planning

SUBJECT: **3904 Alexis Park Drive Rezoning Amendment Bylaw #5774**

At its Regular Meeting of September 3, 2019, Council supported the application (ZON00334) to rezone Lot A Plan KAP80959 Sec.3 Twp.8 ODYD (3904 Alexis Park Drive) from R2: Large Lot Residential to R5: Four Plex Housing Residential and granted First and Second Readings.

On October 15, 2019, a Public Hearing was held and subsequently Third Reading was granted with the following resolution:

THAT Council includes a condition of rezoning that the property owner, be sensitive to the Blue Spruce tree located on the front of the property and if the tree is not able to be preserved, that the tree be spaded and offered to the property owner at 3902 Alexis Park Drive.

That applicant has agreed to design the development in order to keep the Blue Spruce tree. As such, the bylaw can be adopted.

RECOMMENDATION:

THAT Council adopt "3904 Alexis Park Drive Rezoning Amendment Bylaw Number 5774, 2019".

Respectfully submitted:

Oct 31 2019 1:26 PM

X



Carie Liefke

DocuSign

Carie Liefke
Planning Assistant, Current Planning

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5752

A bylaw to amend the City of Vernon's Official
Community Plan Bylaw Number 5470

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the "Official Community Plan Bylaw Number 5470, 2013";

AND WHEREAS all persons who might be affected by this amending bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as **"6501 Blackcomb Way and 180 Whistler Place Official Community Plan Amendment Bylaw Number 5752, 2019"**.

2. That Schedule "A" of Official Community Plan Bylaw Number 5470 is hereby amended as follows:

That a portion of the following legally described lands be redesignated from **"Rural Agricultural" (RAGR) and "Hillside Residential" (HRES)** to **"Rural Agricultural" (RAGR) and "Hillside Residential" (HRES)**:

Legal Description:

**Lot 1, Plan EPP89064, Sec 13, Twp 8, ODYD (PID 030-680-841)
(6501 Blackcomb Way)**

AND

**Lot 1, Plan KAP33073, Sec 13, Twp 8, ODYD (PID 003-260-551)
(180 Whistler Place)**

BYLAW NUMBER 5752

as shown on **Schedule "A"** attached hereto and forming part of this bylaw.

3. Official Community Plan Bylaw Number 5470 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 23rd day of April, 2019.

READ A SECOND TIME this 23rd day of April, 2019.

PUBLIC HEARING held this 27th day of May, 2019.

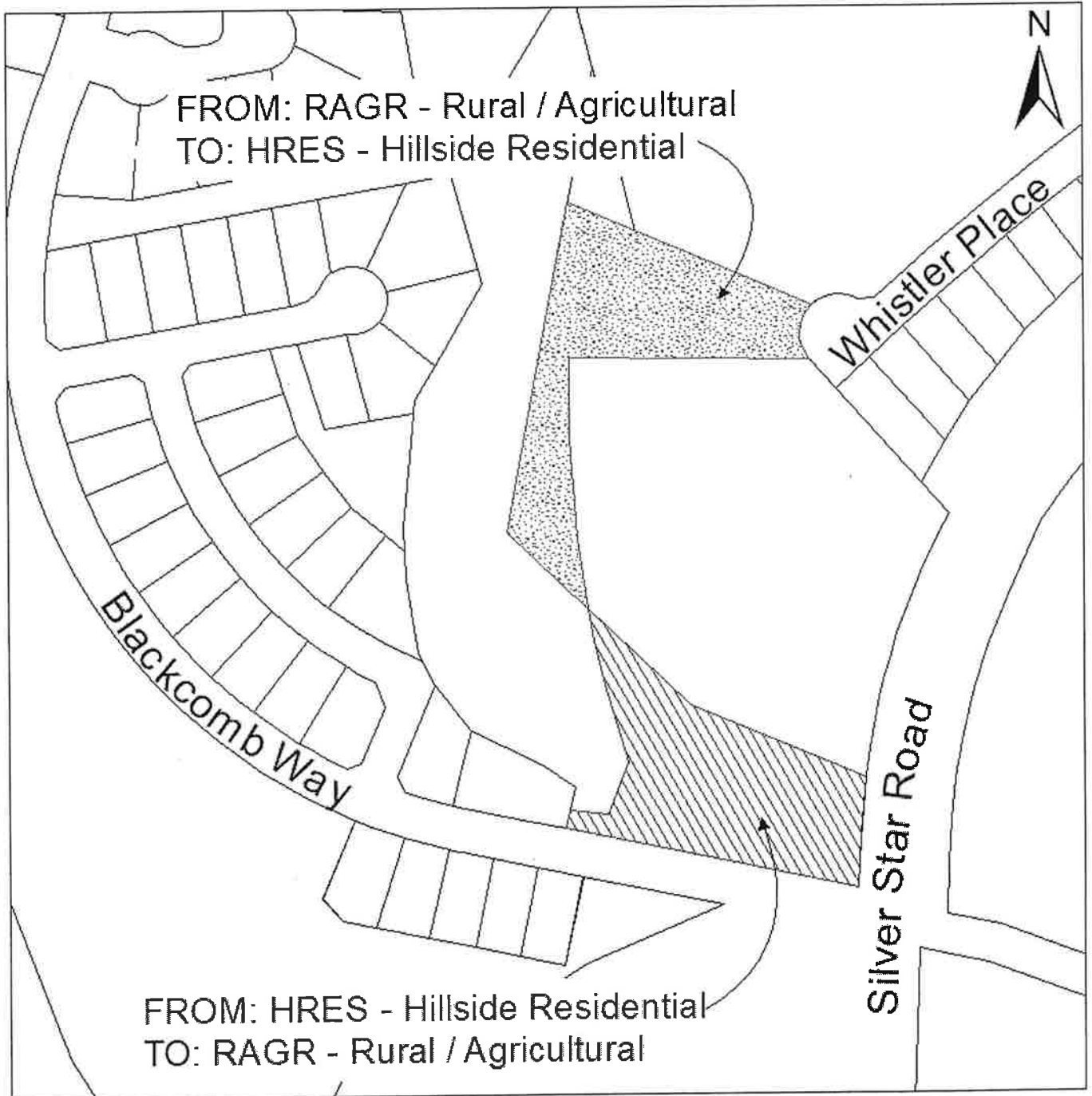
READ A THIRD TIME this 27th day of May, 2019.

ADOPTED this day of , 2019.

Mayor

Corporate Officer

Schedule 'A'
Attached to and forming Part of Bylaw 5752
"6501 Blackcomb Way and 180 Whistler Place Official Community Plan Amendment
Bylaw Number 5752, 2019"



THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5753

A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the **"6501 Blackcomb Way and 180 Whistler Place Rezoning Amendment Bylaw Number 5753, 2019"**.
2. Pursuant to the Official Zoning Map, Schedule "A" attached to and forming part of Bylaw Number 5000, is hereby amended as follows:

That the following legally described lands be rezoned from **'Row Housing Residential' (RM1)** to **'Parks and Open Space (P1)'**; from **Row Housing Residential (RM1)** to **'Hillside Residential Multi-Family' (HR2)**; and from **'Parks and Open Space (P1)** to **Hillside Residential Multi-Family (HR2)**:

Legal Description:

**Lot 1, Plan EPP89064, Sec 13, Twp 8, ODYD (PID 030-680-841)
(6501 Blackcomb Way)**

AND

**Lot 1, Plan KAP33073, Sec 13, Twp 8, ODYD (PID 003-260-551)
(180 Whistler Place)**

BYLAW NUMBER 5753

and by changing the Zoning Map accordingly, all in accordance with the colour coded areas as shown on Schedule "A" attached to and forming part of this bylaw.

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 23rd day of April, 2019
READ A SECOND TIME this 23rd day of April, 2019
PUBLIC HEARING held this 27th day of May, 2019
READ A THIRD TIME this 27th day of May, 2019

ADOPTED this day of , 2019.

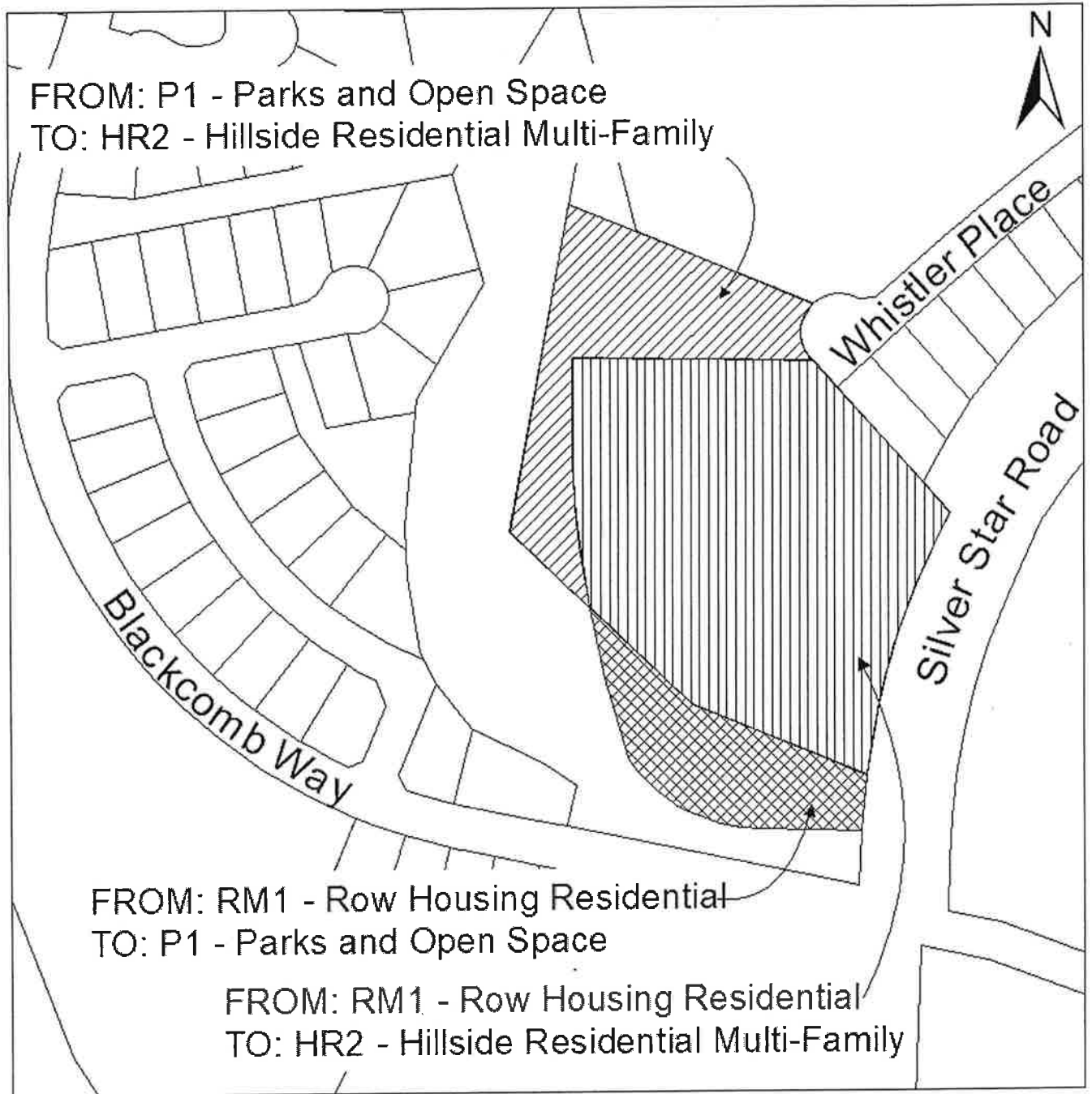
Mayor:

Corporate Officer:

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 5753

"6501 Blackcomb Way and 180 Whistler Place Rezoning Amendment Bylaw Number 5753, 2019"





THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: W. Pearce, CAO **FILE:** OCP00083 / ZON00330

PC: K. Flick, Director, Community Infrastructure and Development **DATE:** November 1, 2019
P. Bridal, Director, Corporate Services

FROM: C. Liefke, Planning Assistant, Current Planning

SUBJECT: **180 Whistler Place Official Community Plan Amendment Bylaw #5752 and Rezoning Amendment Bylaw #5753**

At its Regular Meeting of April 23, 2019, Council passed the following resolution for ZON00330:

“THAT Council support the proposed Official Community Plan amendment and concurrent rezoning of a portion of Lot 1, Plan EPP89064, Sec 13, Twp 8, ODYD (6501 Blackcomb Way) and a portion of Lot 1, Plan KAP33073, Sec 13, Twp 8, ODYD (180 Whistler Place) as outlined in the report titled “Official Community Plan Amendment and Zoning Boundary Adjustments in the Foothills Neighbourhood” dated April 11, 2019 from the Manager, Current Planning.”

First and Second Readings were granted at the Regular Meeting of April 23, 2019 and Third Readings were granted at the Regular Meeting of May 27, 2019 to the following bylaws:

1. 6501 Blackcomb Way and 180 Whistler Place Official Community Plan Amendment Bylaw Number 5752, 2019; and
2. 6501 Blackcomb Way and 180 Whistler Place Rezoning Amendment Bylaw Number 5753, 2019.

In accordance with the recommendation from the Manager, Current Planning, in order to ensure compatibility with the existing neighbourhood, a restrictive covenant is to be registered on title that would limit the type of development to single family detached and semi-detached housing with a maximum of two storeys. This covenant has now been received in registrable form by the Approving Officer for execution and registration at the Land Title Office.

RECOMMENDATION:

THAT Council adopt “6501 Blackcomb Way and 180 Whistler Place Official Community Plan Amendment Bylaw Number 5752, 2019” and “6501 Blackcomb Way and 180 Whistler Place Rezoning Amendment Bylaw Number 5753, 2019”.

Respectfully submitted:

Nov 1 2019 1:38 PM

X



Carie Liefke

DocuSign

Carie Liefke
Planning Assistant, Current Planning

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5776

A Bylaw to Impose Sewer Connection Charges

WHEREAS:

- A. The City of Vernon constructed sewer works within the area shown as the Peters Road Sewer Area No. 1 on Schedule "A";
- B. Under section 194 of the *Community Charter*, the City may impose fees in respect of its sewer service and may establish the terms and conditions for payment of the fees; and
- C. The City wishes to impose fees under this Bylaw to recover the capital cost of the sewer works constructed in the Peters Road Sewer Area No. 1.

NOW THEREFORE the City of Vernon, in open meeting, enacts as follows:

Citation

- 1. This Bylaw may be cited for all purposes as "**Peters Road Sewer Area No. 1 Connection Charge Bylaw Number 5776, 2019**".

Interpretation

- 2. In this Bylaw:
 - (a) "Annual Connection Charge" means a connection charge imposed under section 5, or 6.
 - (b) "Commutation Payment" means a payment made under section 7 to commute Connection Charges otherwise payable under sections 5, or 6.
 - (c) "Connection Charge" means a charge imposed under section 3, 5, or 6
 - (d) "Dwelling" means a dwelling of any kind, including a manufactured home or mobile home;
 - (e) "Sewer Area" means the area comprised of the parcels shown shaded on Schedule "A" and listed on Schedule "C"; and ;
 - (f) "Sewer Works" means the municipal sewer works adjacent to the parcels in the Sewer Area.

Connection Charges.

3. Every owner of property in the Sewer Area who causes or allows a Dwelling on that property to be connected to the Sewer Works shall pay to the City, before the Dwelling is connected to the Sewer Works, the Connection Charge calculated in accordance with Schedule "B".

Annual Payment Option if Connection in 2019 or 2020

4. Despite section 3, an owner of property in the Sewer Area who causes or allows a Dwelling on that property to be connected to the Sewer Works in 2019 or 2020 may, by notice in writing to the City before the Dwelling is connected to the Sewer Works, elect to pay Annual Connection Charges for that connection rather than the Connection Charge otherwise payable under section 3.

Annual Connection Charges

5. An owner of a property who connects a Dwelling to the Sewer Works in 2019 and elects under section 4 to pay Annual Connection Charges, shall pay \$760.79 on or before the annual property tax due date in 2020 and each of the following nine calendar years .
6. An owner of a property who connects a Dwelling to the Sewer Works in 2020 and elects under section 4 to pay Annual Connection Charges, shall pay \$760.79 on or before the annual property tax due date in 2021 and each of the following nine calendar years .

Commutation

7. An owner of property in the Sewer Area who has elected under section 4 to pay Annual Connection Charges may commute any remaining Annual Connection Charges by paying to the City the present value of the remaining Annual Connection Charges calculated at an annual rate of 2.45%.

Charges Collected as Property Taxes

8. Any Connection Charge payable under this Bylaw
 - (a) may be collected in the same manner and with the same remedies as property taxes, and
 - (b) if it is due and payable by December 31 and unpaid on that date is deemed to be taxes in arrears.

Offence

9. Any person who contravenes this Bylaw commits an offence and is liable to a fine of not more than \$2,000.00.

READ A FIRST TIME this 28th day of October, 2019

READ A SECOND TIME this 28th day of October, 2019

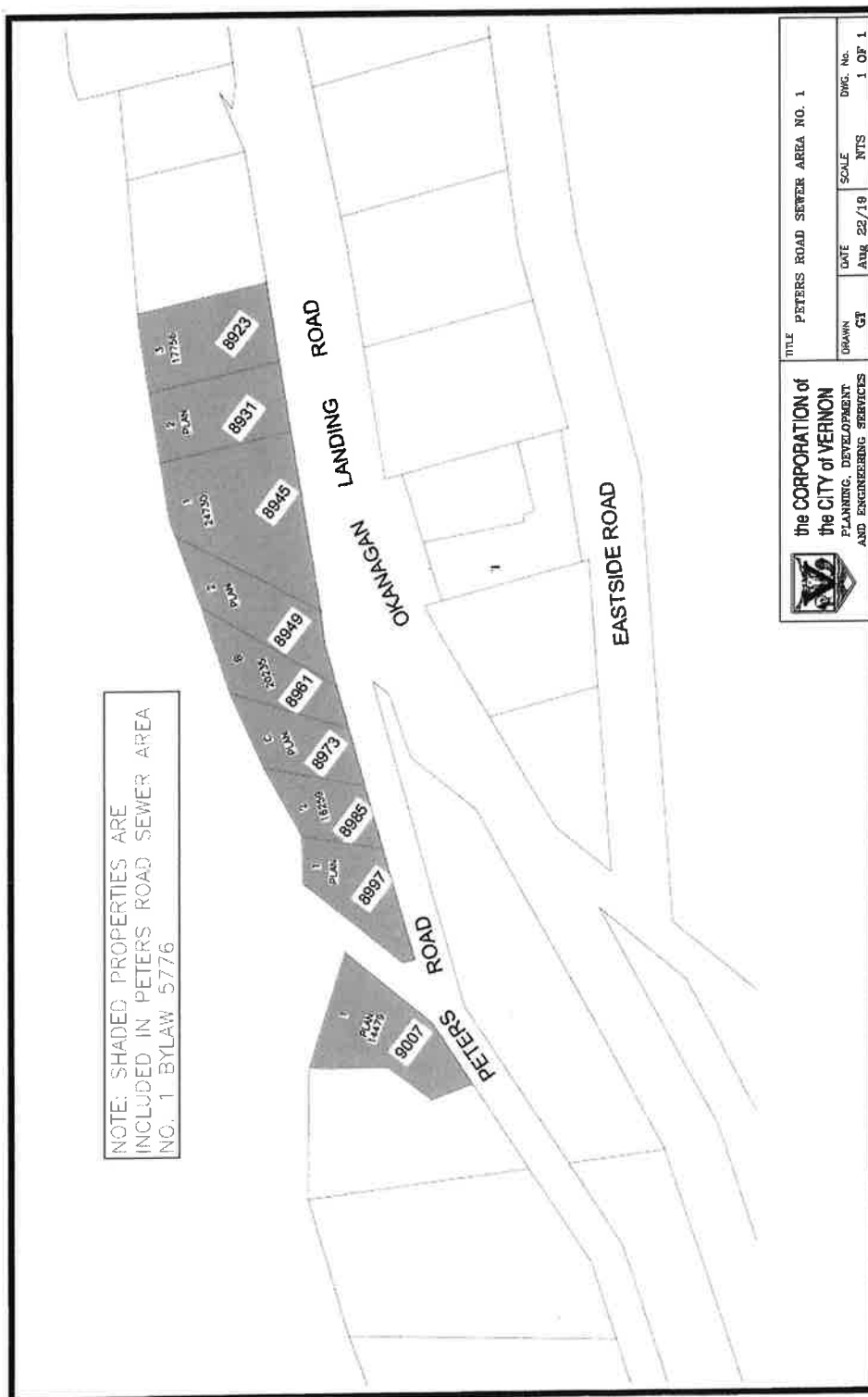
READ A THIRD TIME this 28th day of October 28, 2019

ADOPTED this day of , 2019

Mayor

Corporate Officer

Schedule "A"
Attached to and Forming Part of
"Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5776,
2019"



Schedule "B"
Attached to and Forming Part of
"Peters Road Sewer Area No. 1 Connection Charge Bylaw Number 5776, 2019"

CONNECTION CHARGE

1. For each Dwelling served or to be served by a connection to the Sewer Works made in the year shown in column 1 of Table 1, the Connection Charge is the amount shown opposite that year in column 2 of Table 1.

Table 1

Column 1	Column 2
Connection Year	Connection Charge
2019/2020	\$ 6675.76
2021 and subsequent years	The amounts calculated in accordance with the following formula: $\$6675.76 \times (1+(0.0245 \times n))$ where "n" = 1 for 2021 plus 1 for each calendar year thereafter

Schedule 'C'
Attached to and Forming Part of
“Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5776,
2019”

Row	Folio	Property Address	PID
1	07802.610	9007 PETERS RD	008-988-790
2	07802.620	8997 PETERS RD	008-666-199
3	07802.630	8985 PETERS RD	002-615-215
4	07802.640	8973 PETERS RD	005-396-417
5	07802.645	8961 PETERS RD	007-885-610
6	07802.650	8949 PETERS RD	005-845-424
7	07802.655	8945 PETERS RD	005-845-394
8	07802.660	8931 PETERS RD	004-878-884
9	07802.665	8923 PETERS RD	008-353-859

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5777

A Bylaw to Impose Sewer Connection Charges

WHEREAS:

- A. The City of Vernon constructed sewer works within the area shown as the Okanagan Landing Sewer Area No. 1 on Schedule "A";
- B. Under section 194 of the *Community Charter*, the City may impose fees in respect of its sewer service and may establish the terms and conditions for payment of the fees; and
- C. The City wishes to impose fees under this Bylaw to recover the capital cost of the sewer works constructed in the Okanagan Landing Sewer Area No. 1.

NOW THEREFORE the City of Vernon, in open meeting, enacts as follows:

Citation

- 1. This Bylaw may be cited for all purposes as "**Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777, 2019**".

Interpretation

- 2. In this Bylaw:
 - (a) "Annual Connection Charge" means a connection charge imposed under section 5,6,7, or 8;
 - (b) "Commutation Payment" means a payment made under section 9 to commute Connection Charges otherwise payable under sections 5, 6;7, or 8;
 - (c) "Connection Charge" means a charge imposed under section 3, 5, 6, 7, or 8;
 - (d) "Dwelling" means a dwelling of any kind, including a manufactured home or mobile home;
 - (e) "Rate 1 Property" means a property identified as a rate 1 property on Schedules "C" and "D";
 - (f) "Rate 2" Property" means a property identified as a rate 2 property on Schedules "C" and "D";

- (g) "Sewer Area" means the area comprised of the parcels shown shaded on Schedule "A" and listed on Schedule "C" as the Okanagan Landing Sewer Area No. 1; and
- (h) "Sewer Works" means the municipal sewer works adjacent to parcels in the Sewer Area.

Connection Charges

- 3. Every owner of property in the Sewer Area who causes or allows a Dwelling on that property to be connected to the Sewer Works shall pay to the City, before the Dwelling is connected to the Sewer Works, the Connection Charge calculated in accordance with Schedule "B".

Annual Payment Option if Connection in 2019 or 2020

- 4. Despite section 3, an owner of property in the Sewer Area who causes or allows a Dwelling on that property to be connected to the Sewer Works in 2019 or 2020 may, by notice in writing to the City before the Dwelling is connected to the Sewer Works, elect to pay Annual Connection Charges for that connection rather than the Connection Charge otherwise payable under section 3.

Annual Connection Charges for Properties Subject to Rate 1

- 5. An owner of a Rate 1 Property who connects a Dwelling to the Sewer Works in 2019 and elects under section 4 to pay Annual Connection Charges, shall pay \$735.12 on or before the annual property tax due date in 2020 and in each of the following nine calendar years.
- 6. An owner of a Rate 1 Property who connects a Dwelling to the Sewer Works in 2020 and elects under section 4 to pay Annual Connection Charges, shall pay \$735.12 on or before the annual property tax due date in 2021 and in each of the following nine calendar years .

Annual Connection Charges for Properties Subject to Rate 2

- 7. An owner of a Rate 2 Property who connects a Dwelling to the Sewer Works in 2019 and elects under section 4 to pay Annual Connection Charges, shall pay \$319.15 on or before the annual property tax due date in 2020 and in each of the following nine calendar years .
- 8. An owner of a Rate 2 Property who connects a Dwelling to the Sewer Works in 2020 and elects under section 4 to pay Annual Connection Charges, shall pay \$319.15 on or before the annual property tax due date in 2021 and in each of the following nine calendar years .

Commutation

9. An owner of property in the Sewer Area who has elected under section 4 to pay Annual Connection Charges may commute any remaining Annual Connection Charges by paying to the City the present value of the remaining Annual Connection Charges calculated at an annual rate of 2.45%.

Charges Collected as Property Taxes

10. Any Connection Charge payable under this Bylaw
- (a) may be collected in the same manner and with the same remedies as property taxes, and
 - (b) if it is due and payable by December 31 and unpaid on that date is deemed to be taxes in arrears.

Offence

11. Any person who contravenes this Bylaw commits an offence and is liable to a fine of not more than \$2,000.00.

READ A FIRST TIME this 28th day of October, 2019

READ A SECOND TIME this 28th day of October, 2019

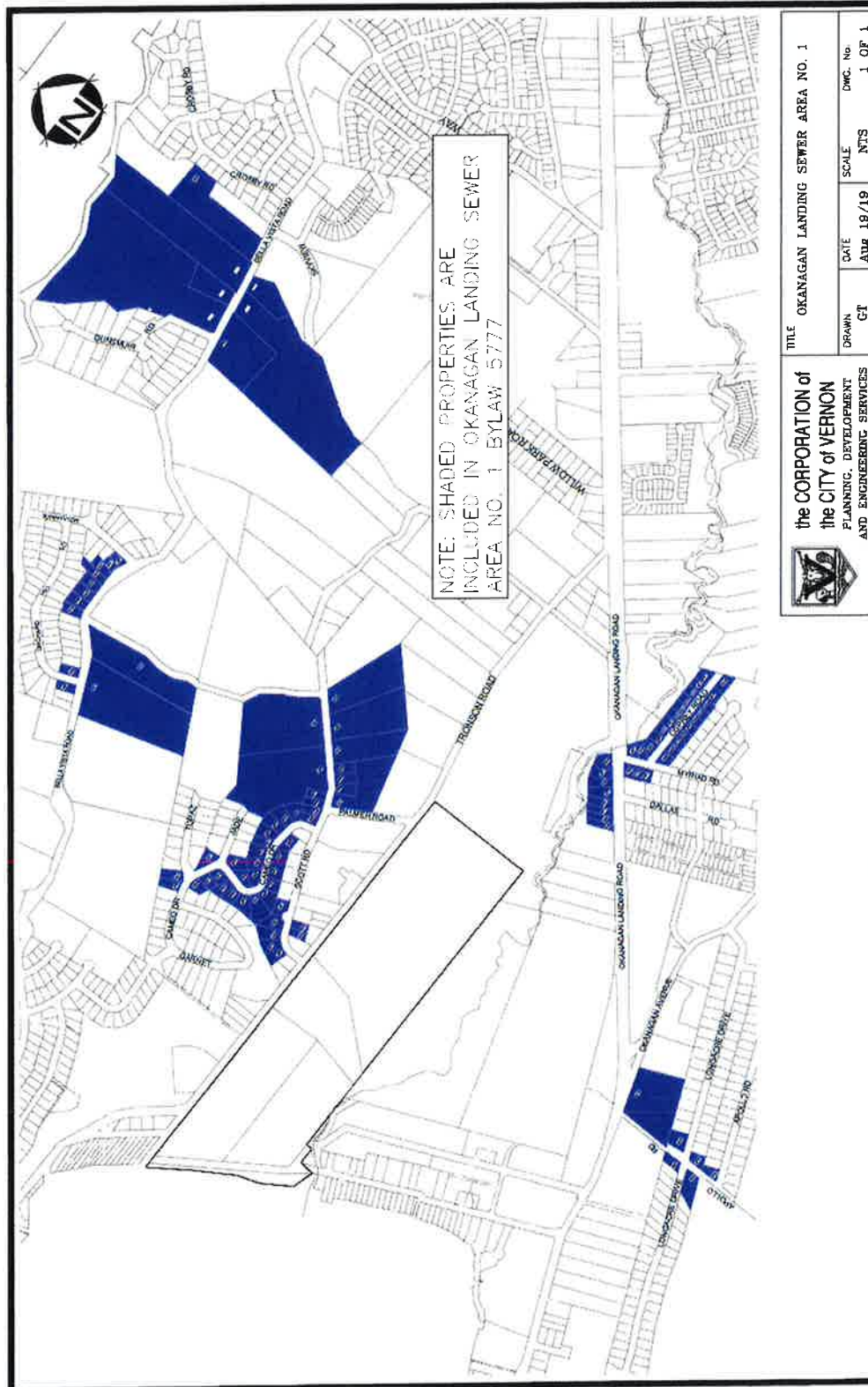
READ A THIRD TIME this 28th day of October, 2019

ADOPTED this day of , 2019

Mayor

Corporate Officer

Schedule "A"
Attached to and Forming Part of
"Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777,
2019"



 the CORPORATION of the CITY of VERNON PLANNING, DEVELOPMENT AND ENGINEERING SERVICES			
TITLE	OKANAGAN LANDING SEWER AREA NO. 1		
DRAWN	DATE	SCALE	DWG. No.
GT	Aug 18/19	NTS	1 OF 1

Schedule "B"
Attached to and Forming Part of
"Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777,
2019"

CONNECTION CHARGE

1. For each Dwelling served or to be served by a connection to the Sewer Works made in the year shown in column 1 of Table 1, the Connection Charge is the amount shown opposite that year in column 2 or column 3 of Table 1.

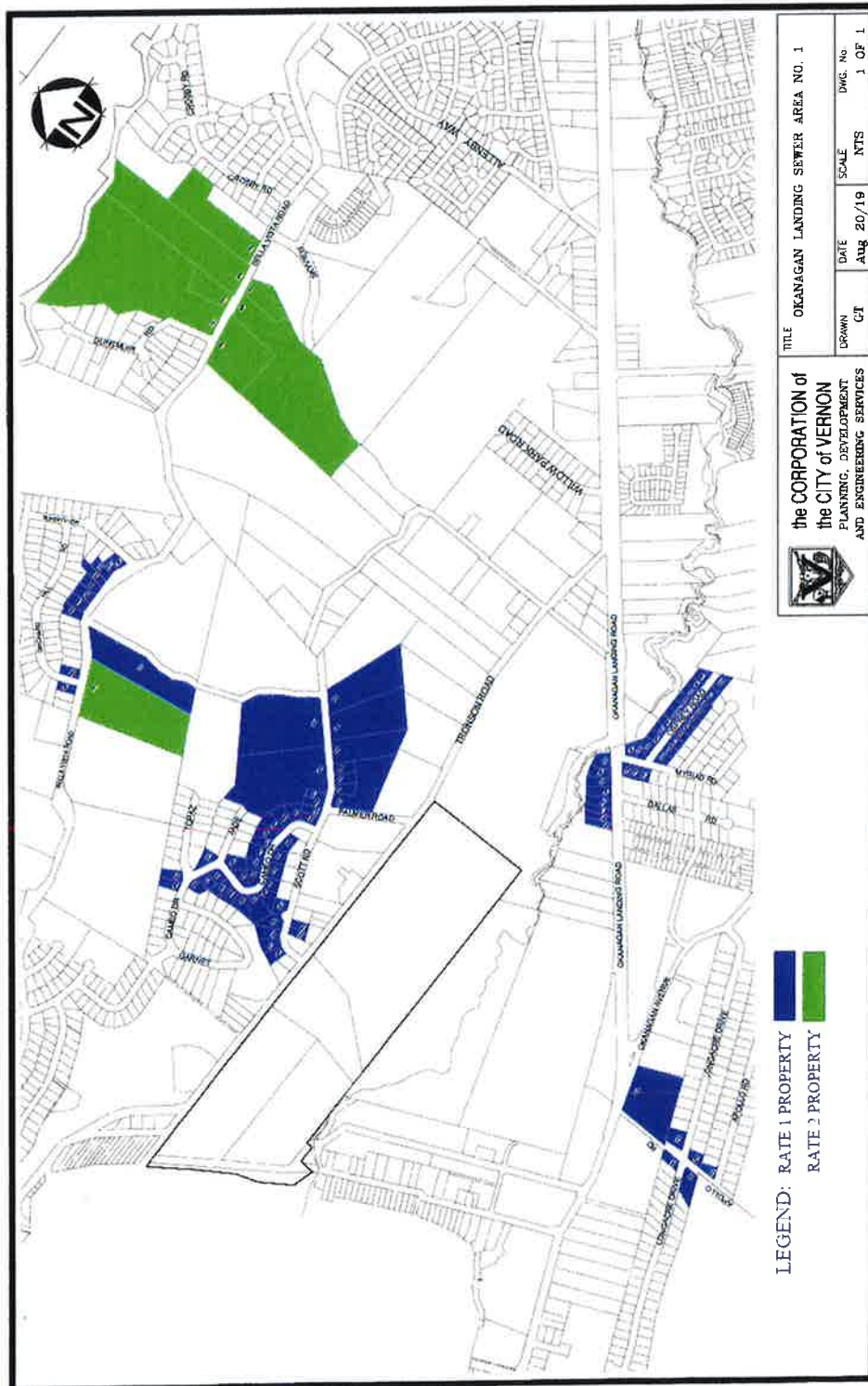
Table 1

Column 1	Column 2	Column 3
Connection Year	Connection Charge Rate 1 Properties	Connection Charge Rate 2 Properties
2019/2020	\$ 6450.44	\$ 2800.44
2021 and subsequent years	The amounts calculated in accordance with the following formula: $\$6450.44 \times (1 + (0.0245 \times n))$ where "n" = 1 for 2021 plus 1 for each calendar year thereafter	The amounts calculated in accordance with the following formula: $\$2800.44 \times (1 + (0.0245 \times n))$ where "n" = 1 for 2021 plus 1 for each calendar year thereafter

Schedule 'C'
Attached to and Forming Part of
"Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777,
2019"

Row #	Folio	Property Address	PID	Rate	Row #	Folio	Property Address	PID	Rate
1	07362.125	2474 MYRIAD RD	006-827-764	Rate 1	53	07413.720	6568 SCOTT RD	005-468-302	Rate 1
2	07362.220	2485 MYRIAD RD	006-827-951	Rate 1	54	07085.910	6573 BELLA VISTA RD	006-291-147	Rate 1
3	07362.120	2486 MYRIAD RD	006-827-756	Rate 1	55	07413.540	6576 SCOTT RD	003-786-510	Rate 1
4	07362.225	2497 MYRIAD RD	006-827-969	Rate 1	56	07413.960	6577 SCOTT RD	007-029-977	Rate 1
5	07362.115	2498 MYRIAD RD	001-986-503	Rate 1	57	07413.950	6585 SCOTT RD	007-029-951	Rate 1
6	07086.540	3020 SUNNYVIEW RD	004-846-192	Rate 1	58	07085.920	6587 BELLA VISTA RD	006-291-155	Rate 1
7	07092.000	3021 DUNSMUIR RD	011-379-740	Rate 2	59	07413.940	6591 SCOTT RD	007-029-926	Rate 1
8	07100.020	5955 BELLA VISTA RD	023-079-894	Rate 2	60	07085.930	6599 BELLA VISTA RD	004-461-665	Rate 1
9	07091.310	5999 BELLA VISTA RD	011-379-545	Rate 2	61	07414.000	6599 SCOTT RD	005-836-417	Rate 1
10	07422.500	6002 BELLA VISTA RD	003-244-300	Rate 2	62	07413.930	6603 CAMEO DR	007-029-900	Rate 1
11	07092.001	6039 BELLA VISTA RD	029-285-674	Rate 2	63	07413.910	6605 CAMEO DR	007-029-870	Rate 1
12	07422.600	6040 BELLA VISTA RD	003-244-318	Rate 2	64	07413.890	6607 CAMEO DR	007-029-845	Rate 1
13	07424.300	6098 BELLA VISTA RD	005-584-540	Rate 2	65	07413.990	6608 CAMEO DR	007-030-070	Rate 1
14	07363.130	6201 OSPREY RD	005-571-201	Rate 1	66	07413.870	6609 CAMEO DR	007-029-802	Rate 1
15	07363.170	6204 OSPREY RD	001-854-682	Rate 1	67	07413.860	6611 CAMEO DR	007-029-772	Rate 1
16	07363.245	6211 OSPREY RD	005-571-171	Rate 1	68	07413.290	6615 CAMEO DR	008-639-299	Rate 1
17	07363.165	6214 OSPREY RD	005-571-405	Rate 1	69	07413.050	6616 CAMEO DR	007-918-887	Rate 1
18	07363.125	6221 OSPREY RD	005-571-154	Rate 1	70	07413.280	6621 CAMEO DR	008-639-264	Rate 1
19	07363.160	6224 OSPREY RD	003-142-515	Rate 1	71	07413.060	6622 CAMEO DR	008-638-900	Rate 1
20	07363.240	6231 OSPREY RD	005-571-138	Rate 1	72	07413.070	6628 CAMEO DR	008-638-951	Rate 1
21	07363.155	6234 OSPREY RD	001-841-319	Rate 1	73	07413.080	6634 CAMEO DR	008-638-969	Rate 1
22	07363.120	6241 OSPREY RD	005-571-111	Rate 1	74	07413.270	6637 CAMEO DR	008-639-230	Rate 1
23	07363.150	6244 OSPREY RD	005-571-367	Rate 1	75	07413.090	6640 CAMEO DR	008-638-993	Rate 1
24	07363.235	6251 OSPREY RD	005-571-090	Rate 1	76	07413.010	6641 SCOTT RD	004-984-617	Rate 1
25	07363.145	6254 OSPREY RD	001-510-886	Rate 1	77	07413.240	6648 CAMEO DR	003-806-669	Rate 1
26	07363.115	6261 OSPREY RD	005-571-065	Rate 1	78	07415.120	6650 SCOTT RD	005-125-782	Rate 1
27	07363.140	6264 OSPREY RD	005-571-308	Rate 1	79	07413.000	6651 SCOTT RD	007-918-798	Rate 1
28	07363.110	6271 OSPREY RD	005-571-057	Rate 1	80	07413.230	6656 CAMEO DR	008-639-205	Rate 1
29	07363.135	6274 OSPREY RD	005-571-278	Rate 1	81	07415.110	6658 SCOTT RD	005-125-766	Rate 1
30	07363.105	6281 OSPREY RD	005-571-022	Rate 1	82	07413.260	6659 CAMEO DR	008-639-213	Rate 1
31	07363.250	6284 OSPREY RD	005-571-260	Rate 1	83	07413.220	6662 CAMEO DR	008-639-183	Rate 1
32	07362.215	6291 OSPREY RD	006-827-942	Rate 1	84	07414.830	6663 SCOTT RD	005-386-373	Rate 1
33	07362.210	6294 OSPREY RD	006-827-934	Rate 1	85	07413.380	6667 CAMEO DR	008-639-329	Rate 1
34	07414.010	6309 OKANAGAN LANDING RD	006-184-758	Rate 1	86	07413.420	6671 JADE RD	008-639-418	Rate 1
35	07414.030	6321 OKANAGAN LANDING RD	006-184-774	Rate 1	87	07082.600	6674 BELLA VISTA RD	018-411-126	Rate 2
36	07414.050	6335 OKANAGAN LANDING RD	006-184-766	Rate 1	88	07414.850	6675 SCOTT RD	005-386-381	Rate 1
37	07414.070	6347 OKANAGAN LANDING RD	006-184-782	Rate 1	89	07413.210	6676 CAMEO DR	008-639-167	Rate 1
38	07363.255	6361 OKANAGAN LANDING RD	005-526-612	Rate 1	90	07413.200	6678 CAMEO DR	008-639-141	Rate 1
39	07358.400	6375 OKANAGAN LANDING RD	008-105-898	Rate 1	91	07413.320	6679 TOPAZ RD	008-639-531	Rate 1
40	07358.410	6387 OKANAGAN LANDING RD	009-514-651	Rate 1	92	07413.190	6684 CAMEO DR	004-539-265	Rate 1
41	07358.420	6399 OKANAGAN LANDING RD	009-514-660	Rate 1	93	07414.870	6687 SCOTT RD	005-386-390	Rate 1
42	07086.535	6517 BELLA VISTA RD	004-846-176	Rate 1	94	07413.330	6689 CAMEO DR	008-639-540	Rate 1
43	07410.580	6520 SCOTT RD	001-735-136	Rate 1	95	07085.975	6695 ORCHARD HILL RD	006-291-236	Rate 1
44	07405.000	6525 SCOTT RD	003-786-536	Rate 1	96	07085.970	6698 ORCHARD HILL RD	004-767-187	Rate 1
45	07086.530	6527 BELLA VISTA RD	004-846-273	Rate 1	97	07082.350	6720 BELLA VISTA RD	009-486-518	Rate 1
46	07412.750	6530 SCOTT RD	007-922-051	Rate 1	98	07347.000	6758 OKANAGAN AVE	011-396-199	Rate 1
47	07086.525	6543 BELLA VISTA RD	004-846-133	Rate 1	99	07033.855	6787 APOLLO RD	007-936-460	Rate 1
48	07404.500	6545 SCOTT RD	003-786-510	Rate 1	100	07033.780	6790 LONGACRE DR	007-935-897	Rate 1
49	07412.500	6546 SCOTT RD	002-772-761	Rate 1	101	07362.095	6793 LONGACRE DR	002-977-311	Rate 1
50	07413.700	6552 SCOTT RD	007-429-070	Rate 1	102	07034.750	6801 LONGACRE DR	006-576-656	Rate 1
51	07085.900	6559 BELLA VISTA RD	006-291-121	Rate 1	103	07333.750	6802 LONGACRE DR	001-603-477	Rate 1
52	07413.740	6560 SCOTT RD	007-118-678	Rate 1					

Schedule "D"
Attached to and Forming Part of
"Okanagan Landing Sewer Area No. 1 Connection Charge Bylaw Number 5777,
2019"





0410-36
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Nov 12
INFO
ITEM

October 21, 2019

Ref: 250042

His Worship Mayor Victor I. Cumming
and Members of Council
City of Vernon
3400 - 30th Street
Vernon BC V1T 5E6

Dear Mayor Cumming and Councillors:

As Minister of Municipal Affairs and Housing I would like to thank you and your community's delegation for meeting with me and my staff at the 2019 UBCM Annual Convention. I enjoyed our conversations and appreciated hearing about the successes and challenges in your community. I know this sentiment is shared by my colleagues, with whom you also may have met.

Information from the many and varied conversations at the Convention helps me better understand the needs facing communities and people throughout British Columbia. I will take the time to carefully consider the content of our specific meeting and ensure that any action items we may have discussed are documented in a more fulsome follow-up letter to you.

Thank you again for taking the time to attend the Convention and to meet with me. I will be in touch again in early November.

Sincerely,

Selina Robinson
Minister

Attachment



0410-39

pe m+e
will
Amanda



OCT 22 2019

Reference: 288749

INFO ITEM
Nov 12 Agenda

His Worship
Mayor Victor I. Cumming
City of Vernon
3400 30th Street
Vernon BC V1T 5E6

Dear Mayor Cumming,

Re: Thank you for meeting at UBCM 2019

Thank you for taking the time to meet with me at the Union of British Columbia Municipalities (UBCM) Convention in Vancouver. I was glad to have the opportunity to discuss intersection upgrades along Highway 97.

This convention is an essential part of my year, because I can connect face-to-face with leaders like you who know their communities better than anyone. Your neighbours and local businesses come to you first with their ideas and frustrations. The provincial government relies on your insight to guide our plans, and I want you to know how much I appreciate the work you do.

This year's theme of resiliency and change brought home how important it is for governments to collaborate so that we are ready for the unexpected challenges that can face us. We will always accomplish more together. As my ministry works to build a healthy and lasting transportation network with new options and new directions, consultation and partnership will continue to be at the heart of our approach.

As we discussed at our meeting, construction on the righthand lane at the intersection of Highway 97 and 43rd Street is scheduled to begin next year, as is engineering work for the intersection of Highway 97 and 32nd Street. As we also discussed, overlay resurfacing of Highway 97 arterial will take place next year. Please do not hesitate to contact Steve Sirett, the ministry's local District Manager, should you want an update on this work. He can be reached directly by telephone at 250 712-3666 or by email at Steve.Sirett@gov.bc.ca and would be pleased to assist you.

In the meantime, I have asked Jesse Skulmoski, Director, Strategic Initiatives, to follow up with you directly to discuss in more detail your interest in a multi-use path along Highway 97. You can reach Mr. Skulmoski directly by telephone at 778 974-5274 or by email at Jesse.Skulmoski@gov.bc.ca.

.../2

Thank you again for taking the time to meet with me, and thank you for everything you do to support your community.

Yours sincerely,



Claire Trevena
Minister

Copy to: Grant Main, Deputy Minister
Kevin Richter, Associate Deputy Minister

Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs Department

Renée Mounteney, Assistant Deputy Minister
Highway Services

Mike Lorimer, Executive Director
Southern Interior Region

Jesse Skulmoski, Director
Strategic Initiatives

Steve Sirett, District Manager
Okanagan Shuswap District



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF THE CLIMATE ACTION ADVISORY COMMITTEE MEETING

HELD

TUESDAY, SEPTEMBER 10, 2019

PRESENT: VOTING

Brian Guy (Co-Chair), Science, Technology & Environmental Services
Bill Darnell, Community Stewardship (Co-Chair)
Mayor Victor Cumming
Kevin McCarty, Business & Commercial Services (4:20 pm)
Ayesha Sheikh, Youth Member
Melissa Kriening, Youth Member
Stan Eaman, Health & Social Services
Alan Gee, Educators and Educational Institutions

ABSENT: Ed Wilson, Community at Large
Colleen Dix, Utility Services and Providers
Hayden Catt, Youth Member

STAFF: Laurie Cordell, Manager, Long Range Planning & Sustainability/Staff Liaison
Daniel Sturgeon, Long Range Planner
Janice Nicol, Legislative Committee Clerk

ORDER The Chair called the meeting to order at 3:33 p.m.

ADOPTION OF AGENDA Moved by Stan Eaman, seconded by Melissa Kriening;

THAT the agenda of the Climate Action Advisory Committee meeting for Tuesday, September 10, 2019 be adopted.

CARRIED.

ADOPTION OF MINUTES Moved by Stan Eaman, seconded by Alan Gee;

THAT the minutes for the Climate Action Advisory Committee meeting of August 13, 2019 be adopted.

CARRIED.

**INPUT ON
BUDGET 2020**

The Committee reviewed a list of possible projects that will be included in the 2020 Budget discussions. The following points were noted:

- Nine recommendations presented, some with budget implications
- Key driver – in order to meet 2021 budget process - Climate Action Plan Process must be approved by May 1, 2020
Re: recommendation #2: very tight timeline, temporary staff required
- Also hiring a communications specialist two days a week
- Need to accelerate plans and commit budget for this to happen
- Council meets in June to set goals for January of the following year, staff then develops a budget to fulfill Council's goals
- Input from Committee is required in May 2020 to be included in 2021 budget
- Re: recommendation #3: the addition of a drainage engineer, which has been determined to be an identified gap. Staff will add a budget for this item
- Resources needed for fire and water shortages/drought as well and this is underway through Vernon Fire Rescue and Greater Vernon Water
- Smoke will be examined separately by working with Interior Health
- Re: recommendation #4: this will involve developing a checklist to raise awareness among all city staff
- Re: recommendation #5: retro-fit of single family dwelling starts with designer/architect
- Staff will add “develop policy” to this recommendation
- Re: recommendation #6: suggestion to investigate if trade schools are incorporating environmental design guidelines in their training programs
- Need to put framework in place to get information out to stakeholders
- Builders workshops are tentatively scheduled for October 2019
- Re: recommendation #7: Conducting assessments on municipal buildings will demonstrate leadership
- Costs to be added
- Re: recommendation #8: add “and design them to be resilient to the changing climate”
- Re: recommendation #9: add a statement to “develop a business case to accelerate... and right-size” the fleet
- Currently low speed vehicles are not allowed to cross Highway 97
- Gas tax revenue and the climate action revolving fund can be used for vehicle switching

- Suggestion to capture the present value of existing City vehicles and accelerate the plan to switch out fleet – i.e. it's not necessary to allow all current vehicles to drop to zero value before switching them out
- Add the tenth recommendation to examine the potential for carbon sequestration
- The final suggestion – to separate into Policy recommendations vs recommendations with cost implications.

Moved by Alan Gee, seconded by Stan Eaman;

THAT the Climate Action Advisory Committee recommends that Council consider endorsing the recommendations as presented in the Staff Report prepared by Laurie Cordell, dated September 6, 2019, as amended at the Climate Action Advisory Committee meeting on September 10, 2019.

CARRIED.

AMENDED RECOMMENDATIONS

1. Acceleration of the Climate Action Plan completion, to be adopted by Council in advance of May 1, 2020 with allocation of \$115,000 to contract additional resources to support the expedited Climate Action Plan completion;
2. Addition of a drainage engineer to the Infrastructure Division for a three year period, and allocate \$125,000 in funding for this position in the 2020 budget;
3. Integration of considerations of reduced Greenhouse Gas Emissions and Climate Risk analysis into City decision making processes, including Council Reports and Procurement decisions;
4. Develop a plan to create a GHG Reduction Building Retrofit Policy and Incentive Program;
5. Implementation of the Step Code in advance of provincial requirements to keep pace with Lake Country and Kelowna;
6. Conduct an assessment of existing municipal building energy performance, with recommendations to retrofit to reach net zero;
7. All new Municipal Buildings be constructed to net zero readiness and resilient to impacts of the changing climate;
8. Develop a business case to accelerate the electrification or fuel switching of the municipal fleet, ensuring optimum vehicle sizing and use

CLIMATE ACTION ADVISORY COMMITTEE MINUTES SEPTEMBER 10, 2019

9. Hire a consultant to examine the potential for carbon sequestration in Vernon to assist in achieving Climate Action Plan goals.

COUNCIL UPDATE Council updates as follows:

- Extension of Committee members' terms to January 2021
- Support for updated timeline and stakeholder engagement strategy for the BC Energy Step Code
- Brian Guy invited to make presentation at September 16 Council meeting - topic will be the context for the Climate Action Plan.

QUICK WINS – GREEN COMMUNITIES – GHG LETTER

A congratulatory letter addressed to Mayor and Council was received from the Ministry of Municipal Affairs and Housing and the Union of B.C. Municipalities recognizing Vernon's significant achievements in the reduction of GHG emissions. The following points were noted:

- Will receive a Climate Leader sticker to be used in all City communications.

UPDATE ON CARIP – MITIGATION WORKING GROUP

The Mitigation Working Group provided the following updated on the Climate Action Revenue Incentive Program:

- Covered under Budget 2020 discussion.

DISTRIBUTION 'BUILDING CLIMATE RESILIENCE IN THE OKANAGAN'

At the June meeting, the Committee discussed distributing '*Building Climate Resilience in the Okanagan*' at the Community Services counter to builders and developers, and through other means. The publication is already being produced by the Okanagan Real Estate Board:

- No reply from Real Estate Board to date. An electronic version is available on the Vernon website.

OKANAGAN INDIAN BAND REPRESENTATIVE

The Mayor provided an update on the status of an Okanagan Indian Band representative. The following points were noted:

- No meeting to date, meeting delayed due to emergent issues. Will consider this topic for the agenda for next regular COV meeting with OKIB
- It was noted that this is a priority for the Committee, especially with our accelerated timeline to develop a Climate Action Plan.

CLIMATE ACTION ADVISORY COMMITTEE MINUTES SEPTEMBER 10, 2019

ROLE OF YOUTH MEMBERS

- It was requested that the new Youth Working Group draft its scope and role in the near future.

OTHER ACTION ITEMS

None

NEW BUSINESS:

CLIMATE ACTION PLAN PROCESS – CHECK-IN

The Long Range Planner provided the following update:

- Working on mail out which will advise the community as to the progress of the Climate Action Plan - to accompany the Utility Bills
- Will include a survey to get feedback
- Public sessions postponed, need to take a step back in order to link mitigation/adaptation/communication and put forward a cohesive message and plan
- Sessions to be rescheduled for October
- City's website has been updated with more relevant information
- Engage Vernon website has been set-up for Climate Action Plan project – using a 'Science Centre' model
- Looking at ways to establish community willingness to make the needed changes.

WORKING GROUP UPDATES

Mitigation

- Recap of August 14 Workshop and update on project
- Peter Robinson developing future scenarios, preparing draft actions which will be submitted to Laurie/Daniel for review/input with Mitigation Working Group – short-term and long-term targets, based on transparent selection criteria and prioritization approach
- Recommendations to come forward to Committee, including cost, timing and GHG savings associated with each recommended action (or set of actions)
- May need to meet more frequently to achieve mitigation process
- Full committee will meet to review and finalize mitigation strategy and actions.

Adaptation

- Have awarded adaptation contract, kick-off meeting with Consultant scheduled on Thursday, September 12.

Engagement

Youth Engagement Program

- Engagement difficult over summer due to holidays, will start up again shortly
- Lots of activities coming up - Fridays for Future at Courthouse on September 20. September 27 will be Climate Strike in front of Courthouse – volunteer appreciated between from 1 -3 pm.
- YouTube with Greta Thunberg and Naomi Klein – ‘The Right to a Future’
- September 23 Youth Summit at UN Climate Action Summit
- Bill meeting with youth on September 11
- Kal Tire Community Eco-Fair on September 21 – 9-2pm
- UN Climate Action Summit – September 2019 – electric vehicle show, local handmade goods, fundraiser, tire round-up for scrap tires

SD 22 curriculum development

- Meeting in August with Superintendent, productive meeting
- Plan to present to district principals who meet at least once a month
- Looking at curriculum work
- Plan to meet with Trustees, request has been sent to be on the next Board agenda.

Climate Ambassador Program

- September 19 is ambassador “meetup”, reminder will be sent out.
- Eight ambassadors trained on August 27.

Youth (New Working Group)

- Coming soon

INFORMATION ITEMS:

- The Passive House Canada – August 27 Presentation to Staff was attached to the agenda.

CLIMATE ACTION ADVISORY COMMITTEE MINUTES SEPTEMBER 10, 2019

NEXT MEETING The next regular meeting of the Climate Action Advisory Committee will be held on Tuesday, October 22, 2019 at 3:30 p.m.

ADJOURNMENT The meeting of the Climate Action Advisory Committee adjourned at 5:33 p.m.

CERTIFIED CORRECT:


_____ Co-Chair


_____ Co-Chair



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF TOURISM COMMISSION MEETING HELD WEDNESDAY, SEPTEMBER 18, 2019 OKANAGAN LAKE ROOM

PRESENT: VOTING:

Brett Woods, Biking
Christine Kashuba, Arts & Culture
Jenelle Brewer, Okanagan Indian Band
Councillor Nahal
Ricardo Smith, Sports & Events
Mary-Jo O'Keefe, Restaurant
David Gibbs, Accommodation Provider
Richard Rolke, Downtown Vernon Association

ABSENT: Troy Hudson, Ski
Claus Larsen, Chair, Accommodation Provider
Kevin O'Brien, Attractions
Cecilia Guerrero, Accommodation Provider
Myles Johnson, Golf
Susan Lehman, Downtown Vernon Association
Gale Woodhouse, Arts & Culture

STAFF: Kevin Poole, Manager, Economic Development & Tourism/Staff
Liaison
Karen Savill, Admin. Assistant, Economic Development & Tourism
Janice Nicol, Legislative Committee Clerk

**PRESENTATION –
CLIMATE ACTION
AMBASSADORS**

Laurie Cordell, Manager, Long Range Planning & Sustainability, provided the Climate Action Ambassador presentation. These presentations are being done for various ambassadors all over Vernon in an effort to educate the public on the impacts of climate change and to start conversations about what we can do as a community. The following points were noted:

- The Climate is changing – warming temperatures, more extreme weather event, rising sea levels and changing oceans
- Canada and other polar countries are warming at twice the rate
- Climate change is costly to governments, businesses and taxpayers
- Action is needed – review of what Vernon is doing along with hundreds of other communities around the world

TOURISM COMMISSION MINUTES – SEPTEMBER 18, 2019

- Review of where Vernon’s greenhouse gas emissions come from
- Current initiatives include implementing the Step Code – a new provincial code that applies to buildings to make them more efficient and net-zero ready
- Also looking at how to make our existing buildings more energy efficient
- BC Transit proposing to switch to all electric buses and making routes more efficient
- There are practical solutions that we can lobby for
- Any suggestions or contributions? Please contact Laurie Cordell lcordell@vernon.ca

CHAIR

David Gibbs kindly offered, with the Committee’s consent, to act as Chair for this meeting as both the Chair and Vice-Chair were absent.

ORDER

The meeting was called to order at 8:29 a.m.

ADOPTION OF AGENDA

Moved by Mary-Jo O’Keefe, seconded by Christine Kashuba:

THAT the agenda for Wednesday, September 16, 2019 Tourism Commission be adopted.

CARRIED.

ADOPTION OF MINUTES

Moved by Christine Kashuba, seconded by Richard Rolke;

THAT the minutes of the Tourism Commission meeting held Wednesday, August 21, 2019 be adopted.

CARRIED.

UNFINISHED BUSINESS

DESTINATION BC

The Manager, Economic Development & Tourism provided an update on travel trade translations. The following points were noted:

- Hoping to travel to China but trip has been cancelled
- Continue to explore accessible tourism in Vernon – reached out to local service providers to get a database of accessible tourism experiences and talked to different organizations throughout the community
- More information on this will follow.

TOURISM COMMISSION MINUTES – SEPTEMBER 18, 2019

PUBLIC SERVICE ANNOUNCEMENT FOR US BROADCAST

- These public service announcements were made possible as we are a public agency and are an amazing opportunity for tourism opportunities
- Ads will begin airing from September 16 until November 17.

TOURISM EMERGENCY COMMUNICATION STRATEGIC PLAN

- Update to be provided at next meeting.

WORLD TRAVEL AWARDS – OCTOBER 2020

- Predator Ridge has held two meetings to date, will be held at the end of October and will be a large event. The World Travel Awards are scheduled to be held in the Okanagan for three years, first year in Vernon.

MARKETING BUDGET APPROVAL FOR 2020

The Marketing budget has been presented to Administration. The Marketing Tactical Plan will be reviewed at the next sub-committee meeting in October. Details of plan will be finalized by the Tourism Commission in December or January, prior to going to Council.

NEW BUSINESS

WEBSITE REFRESH

Insta-stories (short clip promotion of an experience in Vernon) has started. Commitment of five stories per week. Tourism Commission assistance is needed, if you have a story to submit, please contact Marissa Liebel at mliebel@vernon.ca

MISS 604 AND SEEKER'S FALL MEDIA CAMPAIGN

This campaign was filmed on September 6.

VERNON FALL FESTIVAL CAMPAIGN WITH DESTINATION THINK!

Launching fall festival with Destination Think! and working with Jordan McGrath, a local photographer.

CTV FALL CAMPAIGN

Three segments were filmed on September 9 and 10 and aired on CTV on September 17 and 18.

OCTOBER – CITYLINE TV AND CHATELAINE

Double Page feature for Sparkling Hill along with digital ad support.

GREAT VERNON PUMPKIN CLASSIC

Weigh in will be held at Davison Orchards on October 19
Pumpkin races will be held in Okanagan Lake on October 26
Teresa Durning from the Visitor Information Centre is looking after the logistics. Please contact her at tdurning@vernontourism.com

TOURISM COMMISSION MINUTES – SEPTEMBER 18, 2019

BC ALE TRAIL FILMING

Filming has been rescheduled as it will not happen at Marten's Brewpub.

INFORMATION ITEMS

**ACCOMMODATIONS
TRACKING/VISITOR INFO
CENTRE
STATISTICS/MRDT**

These statistics were attached to the agenda for the Committee's review.

MRDT – It was noted that June, July and August were pretty flat, Summer was strong but bookings were late. Lots of last minute booking, driven by wholesale market. Also, tour buses coming through with only 20 – 25 tourists rather than the usual 40 or 50.

**MARKETING COOP
FUNDING**

All funds have been allocated for the year. Recommendation from Tourism Commission to add the \$25,000 for an emergency (if necessary) was approved by Council.

ARTS

No report.

SPORTS

Information sheet attached to the agenda.
It was noted that the Society created will now include arts and culture as well as sports. Funding for this initiative began on July 1, 2019.

**SPORTS, TRAVEL
TRADE, MEDIA AND
CONFERENCES**

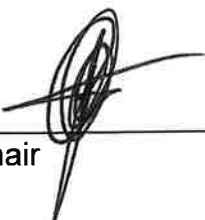
Information sheet attached to the agenda.

**DATE AND TIME OF NEXT
MEETING**

The next meeting of the Tourism Commission is scheduled for **Wednesday, October 23, 2019** at 8:00 a.m. in the Okanagan Lake Room.

The Tourism Commission meeting adjourned at 8:45 a.m.

CERTIFIED CORRECT:



Chair

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5786

A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the **"3610 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019"**.
2. Pursuant to the Official Zoning Map, Schedule "A" attached to and forming part of Bylaw Number 5000, is hereby amended as follows:

That the following legally described lands be rezoned from **"RM1 – Row Housing Residential"** to **"RH1: Low-Rise Apartment Residential"**.

Legal Description:

LOT AMD2, PLAN 9095, DL 71, ODYD EXC PL M8066 & 20058, SEE DD272719F (3610 25th Avenue)

and by changing the Zoning Map accordingly, all in accordance with the bolded area as shown on Schedule "A" attached to and forming part of this bylaw.

BYLAW NUMBER 5786

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 15th day of October, 2019

READ A SECOND TIME this 15th day of October, 2019

PUBLIC HEARING held this 12th day of November, 2019

READ A THIRD TIME this _____ day of _____, 2019

Approved pursuant to section 52(3)(a) of the *Transportation Act* this _____ day of _____, 20____

for Minister of Transportation & Infrastructure
ZON00335/Bylaw 5786/2019-05073

ADOPTED this _____ day of _____, 2019.

Mayor:

Corporate Officer:

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 5786
"3610 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019"

