



THE CORPORATION OF THE CITY OF VERNON

A G E N D A

REGULAR OPEN MEETING OF COUNCIL

COUNCIL CHAMBERS
CITY HALL
MONDAY,
MARCH 23, 2020
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

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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

MONDAY, MARCH 23, 2020

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;

g. litigation or potential litigation affecting the municipality;

2. ADJOURN TO OPEN COUNCIL AT 1:30 PM

A. THAT the Agenda for the March 23, 2020, Regular Open Meeting of Council be adopted as circulated.

3. 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 on March 9, 2020, be adopted; **(P. 8)**

AND FURTHER, that the minutes of the March 9, 2020 Public Hearing be adopted; **(P. 22)**

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held on March 9, 2020 be received.

4. BUSINESS ARISING FROM THE MINUTES

5. GENERAL MATTERS

AGENDA

MINUTES

COVID – 19 UPDATE

- A. Administration to provide an update on the City of Vernon COVID – 19 Pandemic Plan.

INTERIOR HEALTH UPDATE – SAFE INJECTION SITE

- ~~B. Colleen McEwan, Interior Health Authority, re: Update on Safe Injection Site.~~ **POSTPONED**

DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 1909 37th AVENUE (P. 27)

- C. THAT Council support Development Variance Permit Application (DVP00471) to vary the following sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 7.5m in height for a two-storey building containing a secondary suite on the property located on Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue):

- a) To vary Section 4.5.6 to increase the maximum height of a secondary building from 4.5m or one storey in height to 7.5m in height for a two-storey building containing a secondary suite; and
- b) To vary Section 9.3.5 to increase the maximum height of 4.5m for secondary buildings to a maximum height of 7.5m;
- c) To vary Section 9.3.6 to allow the access for the primary residence to remain off 37th Avenue, and permit the proposed secondary building with suite to access the rear lane.

AND FURTHER, that Council's support of DVP00471 is subject to the following:

- a) That the site plan and elevation plans intended to illustrate the height of the proposed structure (Attachment 1 and 2) in the report titled "Development Variance Permit Application for 1909 37th Avenue" dated February 19, 2020 by the Planning Assistant, be attached to and form part of DVP00471 as Schedule 'A'.

Public Input – DVP #00471

- i. Public Input on Development Variance Permit #00471 to vary sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 7.5m in height for a two-storey building containing a secondary suite on the property and allow access from rear lane, located on Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue).

Issuance of Permit #00471

- ii. THAT the Corporate Officer be authorized to issue Development Variance Permit #00471, for Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue) to vary sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 7.5m in height for a two-storey building containing a secondary suite, and provide access from the rear lane, once all conditions of Council are satisfied.

6. COUNCIL INQUIRIES**7. ADMINISTRATION UPDATES****ADMINISTRATION UPDATES (P. 42)**

- A. THAT Council receive the Administration Updates dated March 23, 2020, for information.

8. UNFINISHED BUSINESS**MISSION ROAD (150 METRES SOUTH OF DND CROSSWALK TO ALLAN BROOKS WAY) PROPOSED SPEED LIMIT INCREASE TO 60KM/HOUR (P. 46)**

- A. THAT Council supports the recommendation to increase the posted speed limit on Mission Road between 150 metres south of DND Crosswalk to Allan Brooks Way, from 50km/hour to 60km/hour, through the required signage changes as outlined in the memorandum *titled "Mission Road (150 metres south of DND Crosswalk to Allan Brooks Way) Proposed Speed Limit Increase to 60km/hour"*, dated March 10, 2020, from the Manager, Transportation.

ROAD GRIT AND AIR QUALITY (P. 57)

- B. THAT Council receive the report titled *"Road Grit and Air Quality"* dated March 12, 2020 from the Manager, Roads, Drainage and Airport, for information.

INCREASE TO DOWNTOWN WASHROOM BUDGET (P. 89)

- C. THAT Council approve the additional expenditure of \$24,000 in the Downtown Washroom operating budget to allow for the 24 hour operation of two public washroom facilities, on a trial basis for six months. Source of funds for the additional operating hours; the 2018 Unexpended Uncommitted Balance.

PROPOSED AMENDMENTS TO THE PARKS AND PUBLIC PLACES BYLAW 4047, THE BYLAW NOTICE ENFORCEMENT BYLAW 5250 AND THE MUNICIPAL TICKETING BYLAW 5300 (P. 101)

- D. THAT Council approve Bylaw amendments to:

1. "The Parks and Public Places Bylaw #5057"
2. "The Bylaw Notice Enforcement Bylaw #5250"
3. "The Municipal Ticketing Bylaw #5300"

as presented in the memorandum titled *"Proposed Amendments to the Parks and Public Places Bylaw 5057, The Bylaw Notice Enforcement Bylaw 5250 and the Municipal Ticketing Bylaw 5300"* dated March 13, 2020 respectfully submitted by the Manager, Protective Services.

9. MATTERS REFERRED: COMMITTEE OF THE WHOLE AND IN-CAMERA**10. NEW BUSINESS****A. Correspondence:****VERNON SEARCH AND RESCUE 2020 PARKING PASSES**

- (i) THAT Council approves Administration providing twelve 2020 boat launch passes to Vernon Search and Rescue Group Society to be utilized when responding to emergencies on the water, subject to

- (P. 107) approval of Coldstream Council.
- DOWNTOWN STREET CLOSURE (P. 108)**
- (ii) THAT Council receive the memorandum titled “*Downtown Street Closure*”, dated March 12, 2020, from the Manager, Economic Development and Tourism, for information.
- RECREATION CENTRE DISHWASHER REPLACEMENT (P. 109)**
- (iii) THAT Council authorize the purchase of a commercial dishwasher for the Recreation Centre Kitchen utilizing funds up to \$20,000 from the Recreation Major Maintenance Reserve Fund as per the Memorandum titled Recreation Centre Dishwasher Replacement dated March 13, 2020 and respectfully submitted by the Director, Recreation Services.
- OCP AMENDMENT CONSIDERATION WITH FINANCIAL PLAN AND WASTE MANAGEMENT PLAN – BYLAW 5807 (P. 110)**
- (iv) THAT pursuant to Section 477(3) of the *Community Charter*, Council considers there to be no impact to the City’s Financial Plan or Liquid Waste Management Plan as a result of the OCP Bylaw Amendment #5807, 2020.
- 2020 FINANCIAL PLAN AMENDMENT (P. 111)**
- (v) THAT Council receives the memorandum and attachment titled 2020 *Financial Plan Amendment*, dated March 23, 2020, from the Manager, Financial Planning & Reporting;
- AND FURTHER, that Council directs Administration to bring forward an amending Bylaw for the Financial Plan at the April 6, 2020, Regular Open Meeting of Council for initial readings.
- SUMMARY OF CARRYOVERS FROM 2019 – 2020 (P. 114)**
- (vi) THAT Council receives the memorandum dated March 15, 2020 titled “Summary of Carryovers from 2019 to 2020” as submitted by the Director, Financial Services, for information
- RECOMMENDATION FROM COUNCIL’S ADVISORY PLANNING COMMITTEE (P. 122)**
- (vii) THAT Council direct Administration to advise the Advisory Planning Committee that an inventory of all bus stops which includes an accessibility assessment has been completed and a four year improvement plan is in place.
- EXTENSION FOR DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 9738 DELCLIFFE ROAD (P. 123)**
- (viii) THAT pursuant to Development Application Procedure Bylaw #4103, Council approves a one year extension to Development Variance Permit 00446, for 9738 Delcliffe Road, to February 25, 2021.

B. Reports:

**REGIONAL
DISTRICT OF
NORTH OKANAGAN
REQUEST FOR CITY
OF VERNON
REGIONAL
STRATEGIC
PRIORITIES (P. 125)**

- (i) THAT Council direct Administration to forward to the Regional District of North Okanagan the following list of the City's regional strategic priorities:
- Update of Employment Lands Inventory including development of an implementation strategy
 - Recreation Facilities and Programming Agreement
 - Completion of the housing needs assessment and creation and implementation of a housing strategy
 - Immigration Programs (both the provincial (individual) and federal (employer))
 - Regional Relationships – with a focus on strengthening relationships with the Okanagan Indian Band
 - Rail Trail and other trail connections
 - Active Living Centre
 - Cultural Centre
 - Organics Diversion
 - Regional Water (Greater Vernon Water)
 - Regional Drainage
 - Aligning Capital upgrades with water infrastructure upgrades
 - Natural Parkland Acquisition
 - Climate Action Plan implementation (reducing vulnerabilities and emissions together)
 - Wildfire risk reduction and education
 - Improve regional transit networks
 - Increase frequency and hours of transit coverage to support living in place (seniors)
 - Food systems/local agriculture
 - Electric Vehicle Charging Strategy

as described in the report from the Manager, Long Range Planning and Sustainability dated March 12, 2020 and titled "Regional District of North Okanagan Request for City of Vernon Regional Strategic Priorities".

**REGIONAL
GROWTH
STRATEGY
AMENDMENT
BYLAW NO 2846,
2019 (P. 138)**

- (ii) THAT Council review the Regional Growth Strategy Amendment Bylaw No. 2846, 2019 from the Regional District of North Okanagan as described in the report from the Manager, Long Range Planning and Sustainability, dated March 12, 2020 and titled "Regional Growth Strategy Amendment Bylaw No. 2846, 2019";

AND FURTHER, that Administration will seek Council's direction on the Regional Growth Strategy Amendment Bylaw at the Regular Meeting of Council on April 6, 2020.

**VERNON FIRE
RESCUE SERVICES
APPARATUS OUT**

- (iii) THAT Council authorize the Fire Chief to assign fire apparatus and firefighters to leave the service area, while maintaining operational readiness and with risk management measures in place, to attend

**OF SERVICE AREA
(P. 230)**

the Wildfire Training Symposium on May 1, 2020, returning May 3, 2020, *(or rescheduled date)* subject to evolving changes with the COVID-19 pandemic.

11. LEGISLATIVE MATTERS

Bylaws:

ADOPTION

• 5804

(i) THAT Bylaw #5804, "**Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020**" – a bylaw to Amend Fees & Charges Bylaw #3909, be **adopted. (P. 240)**

• 5805

(ii) THAT Bylaw #5805, "**Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020**" – a bylaw to amend Recreation Services Fees and Charges Bylaw Number 5472, be **adopted. (P. 247)**

12. COUNCIL INFORMATION UPDATES

A. Mayor and Councillors Reports.

13. INFORMATION ITEMS

A. Letter dated March 4, 2020, from UBCM regarding Resolutions process. **(P. 256)**

B. Thank you card from Special Olympics BC. **(P. 257)**

C. Letter dated March 9, 2020, Mayor New Westminster, re: National Pharmacare Program **(P. 260)**

D. Minutes from the following Committees of Council:

(i) Advisory Planning, February 25, 2020 **(P. 263)**

(ii) Climate Action Advisory, January 21, 2020 **(P. 268)**

RECESS

14. RECESS MEETING

NOTES:

A. Public Hearing scheduled for at **5:30 pm at City Hall:**

1. "**Official Community Plan (Boundary Extensions) Text Amendment Bylaw Number 5807, 2020**"

RECONVENE

15. RECONVENE MEETING

**THIRD READING &
ADOPTION**

• 5807

A. THAT Bylaw #5807, "**Official Community Plan (Boundary Extensions) Text Amendment Bylaw Number 5807, 2020**" – a bylaw to amend the City of Vernon's Official Community Plan Bylaw Number 5470, be **read a third time and adopted. (P. 275)**

CLOSE

14. CLOSE OF MEETING

THE CORPORATION OF THE CITY OF VERNON
MINUTES OF A REGULAR OPEN MEETING OF COUNCIL
HELD MONDAY, MARCH 9, 2020

PRESENT: Mayor V. Cumming

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

Staff: W. Pearce, CAO
P. Bridal, DCAO, Director, Corporate Services
S. Blakely, Manager, Legislative Services
D. Law, Director Financial Services
K. Flick, Director, Community Infrastructure & Development
S. Koenig, Director, Operations
C. Poirier, Manager, Communications & Grants
B. Bandy, Manager, Real Estate*
E. Stranks, Manager, Engineering Development Services*
A. Stuart, Manager, Financial Planning & Reporting*

**Attended at Required*

Others: Media and Members of the Public

Mayor Cumming called the Regular Open meeting to order at 8:40 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 Quiring:

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

- a. *personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by 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;*
- g. *litigation or potential litigation affecting 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, , B. Quiring, K. Fehr, S. Anderson, D. Nahal, K. Gares

Staff: W. Pearce, Chief Administrative Officer
P. Bridal, DCAO, Director, Corporate Services
S. Blakely, Manager, Legislative Services
C. Poirier, Manager, Communications & Grants
D. Law, Director, Financial Services
S. Koenig, Director, Operation Services
A. Watson, Manager, Transportation
L. Cordell, Manager, Long Range Planning & Sust.*
K. Dhillon, Manager, Infrastructure*
K. Kryszak, Manager, Parks & Public Spaces Maintenance*
K. Flick, Director, Community Infrastructure & Development
S. Wright, Manager, Recreation Programs*
D. Ross, Director, Recreation*
T. Martens, Manager, Financial Operations*
L. Walker, Manager, Recreation Administration*
G. Lefebvre, Manager, Aquatics*
C. Broderick, Manager, Current Planning*
K. Chamberlain, Planning Assistant*

*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 Gares:

THAT the agenda for the March 9, 2020, Regular Open meeting of the Council of The Corporation of The City of Vernon be adopted.

CARRIED.

ADOPTION OF MINUTES:

COUNCIL MEETINGS

Moved by Councillor Fehr, seconded by Councillor Mund:

THAT the minutes of the Regular Meeting of Council held February 24, 2020, be adopted;

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held February 24, 2020 be received.

CARRIED.

BUSINESS ARISING FROM THE MINUTES:**GENERAL MATTERS:**

**PRESENTATION –
CHILDCARE SPACE
NEEDS ASSESSMENT
RESULTS
(8000-06-CHILDCARE)**

Shayne Wright, Manager, Recreation Programs and Gabi Haas, President, GDH Solutions provided a Review of Childcare Space Needs Assessment Results.

The following points were noted:

- Study commenced mid-October, over at end of February
- Study Methodology reviewed
- Demographic Information reviewed
- Inventory of Child Care Spaces reviewed
 - Only 112 spaces for children under 3
- Survey Results reviewed
- Clear indication that there is a need for more childcare spaces with greatest need in the youngest categories
- Before and After School care also noted as a significant issue
- Shift workers noted as being very difficult to find childcare
- Barriers in accessing child care reviewed in order of importance
 - Availability
 - Cost
 - Hours of Care
 - Scheduling child care to match work schedule
 - Quality of care
 - Location of care
 - Transportation to and from care
 - Finding care for children with special needs
- Areas of greatest need in Vernon (reviewed by neighbourhoods) based on survey responses received only
 - East Hill
 - South Vernon
 - Mission Hill
 - Okanagan Landing North & East
 - City Centre
 - Foothills
 - Harwood

- Survey Comments by Participants reviewed
- Stakeholder Input reviewed (staffing, government support, lack of spaces, lack of care to suit family work schedules)
- Summary of Findings
 - Affordability and Availability
 - Waitlists
 - Quality of Care
 - Special Needs
 - Before and After School Care
 - Provider Challenges
 - Impact on Community
 - School District Child Care
- Recommendations reviewed
 - Expedite
 - Implementation of \$10 a day child care plan
 - Examine
 - Licensing Recommendations to reduce barriers to space creation and innovation partnerships
 - Balance
 - Investments between capital funding to create spaces and operating costs to sustain spaces
 - Attract
 - Early Childhood educators to the field, maintain quality and reduce costs associated with turnover
 - Move
 - Move 2 years plus into early learning framework as part of the Education System
- Recommendations to COV
 - Request
 - BC and Federal Governments to increase funding
 - Support
 - The creation of a child care action team
 - Access
 - Access Community Child Care Action Fund to build new spaces
 - Consider
 - City-owned lands for new child care facilities
 - Develop
 - A plan to encourage and support non-profit organizations to build additional child care spaces in high need areas
 - Work
 - With School District 22 to identify areas of greatest need for more child care spaces on school lands

- o Encourage
 - Large employers to provide onsite childcare services and work with Chamber of Commerce toward this

Councillor Nahal left the meeting at 2:43 pm and returned at 2:46 pm.

Moved by Councillor Gares, seconded by Councillor Nahal:

THAT Council receives the Child Care Space Action Plan as attached to the memorandum titled "Update – Community Child Care Planning Assessment", dated February 19, 2020 from the Manager, Recreation Programs;

AND FURTHER, that Council authorize the Mayor to write letters on behalf of Council, to the Provincial and Federal Governments requesting increases in funding for early childhood care providers and early childhood educator training, further supporting this essential service;

AND FURTHER, that Council, through Administration, invite Child Care Resource and Referral to investigate forming a Child Care Action Team, which would explore ways to mitigate the Early Childhood Educator and Child Care space shortage;

AND FURTHER, that Council direct Administration to share the Child Care Space Action Plan with School District 22;

AND FURTHER, that Council authorize the Mayor to draft a letter on behalf of Council, requesting the Chamber of Commerce to consider encouraging large employers to provide child care spaces at the workplace

AND FURTHER, that Council directs Administration to provide a copy of the Child Care Space Action Plan to the Chamber of Commerce for their review and information.

CARRIED, with Councillor Anderson opposed.

COUNCIL INQUIRIES

**SIDEWALK
CONTRIBUTIONS -
REFUNDS**

Council inquired as to how the sidewalk contribution reimbursements are progressing? **A. Admin:** Staff continue to process the refunds, working backwards from newest to oldest. A number of refunds have been approved and work continues.

DAY PASSES FOR PARKING LOTS

Council inquired regarding the purchase of day pass parking. If no parking is available it forces pass holders to park elsewhere and pay for parking. **A. Admin:** Parking lots do not have the ability to park/pay by spot number, (they are not paved or marked).

MARSHALL FIELDS - LIGHTING

Council inquired regarding installation of additional pathway lighting in Marshall Fields as security concern expressed by constituent. An Admin Update will be provided.

DEVELOPMENT PROCESSES

Council inquired regarding progress to improve Development Processes. **A. Admin:** Consultant will be hired to assist with overall of Development Process – report will be coming to Council in April 2020.

LIGHTING IN COMMUNITY

Council advised that an email will be sent to Council in regard to lack of lighting in the Community in order to enable consideration of installations.

COMPOSTING BINS

Council inquired as to when Community composting bins will be put in place. **A. Admin:** Currently in the process of assessing locations – waiting for snow piles to decrease. Goal is to place bins by end of March.

ADMINISTRATION UPDATES

ADMINISTRATION UPDATES (0550-05)

Moved by Councillor Nahal, seconded by Councillor Quiring:

THAT Council receives the Administration Updates dated March 9, 2020.

CARRIED.

PUBLIC WASHROOMS – OPERATING HOURS

Moved by Councillor Anderson, seconded by Councillor Quiring:

THAT Council directs Administration to provide a report to Council regarding costs and recommended source of funds to allow for the 24 hour operation of two public washroom facilities, on a trial basis.

CARRIED.

UNFINISHED BUSINESS:

PROGRAMS AT CAPACITY AND FACILITIES USE GRAPHS (8000-12)

Moved by Councillor Mund, seconded by Councillor Anderson:

THAT Council receives the memorandum dated March 2, 2020 from the Director, Recreation Services titled *Programs at Capacity and Facilities Use Graphs* for information.

CARRIED.

Councillor Quiring declared a conflict of interest in the following matter as the School District is a client of his firm. Councillor Quiring left the meeting at 2:21pm.

**BX ELEMENTARY SCHOOL
– OCP AMENDMENT
(3370-20)**

Moved by Councillor Mund, seconded by Councillor Fehr:

THAT Council support waiving the open house for the proposed Official Community Plan Amendment as per the corporate OCP Amendment Applications Policy and proceed directly to First and Second Readings and scheduling of a Public Hearing;

AND FURTHER, that Council consider the discussions to date with the Regional District of North Okanagan and School District #22 to satisfy the conditions of Section 475 of the Local Government Act – Consultation during development of Official Community Plan (OCP);

AND FURTHER, that the draft OCP amendment be referred to the Advisory Planning Committee for consideration at its Regular Meeting of March 10, 2020, with any comment being provided as public input at the Public Hearing for Council's consideration;

AND FURTHER, that Council support, in principle, the amendment to Section 24 Boundary Extensions of the Official Community Plan as outlined in the memo titled BX Elementary School – OCP Amendment dated March 4, 2020 and respectfully submitted by the Director, Community Infrastructure and Development Services.

CARRIED.

Councillor Quiring returned to the meeting at 2:22 pm.

**MATTERS REFERRED FROM THE COMMITTEE OF THE
WHOLE MEETING – MARCH 9, 2020**

Moved by Councillor Mund, seconded by Councillor Fehr:

THAT Council **ratifies and confirms** the following resolutions adopted at the **February 10, 2020**, Committee of the Whole meeting of Council:

**DOWNTOWN VERNON
ASSOCIATION 2020
BUDGET PRESENTATION
(0230-26)**

'THAT Council receives the 2020 Downtown Vernon Association Budget as presented at the March 9, 2020 Committee of the Whole meeting of Council.'

CARRIED.

MATTERS REFERRED FROM THE IN-CAMERA MEETING –
MARCH 9, 2020

THAT Council brings forward, as public information, the following motions **declassified** from confidential to non-confidential at the **March 9, 2020**, In Camera meeting:

**CONTRACT INCREASES
(6100-14)**

‘THAT Council approve the additional expenditure of \$240,000.00 to be distributed in the Parks Landscape Maintenance, Boulevard, Landscape Contract, Parks Washroom and Cemetery accounts with the source of funds being an amended 2020 budget and subsequent tax rate.’

**TOURISM COMMISSION
MEMBERSHIP
(0540-20)**

‘THAT Council appoint Ian Jenkins to the Tourism Commission as the non-voting representative for Silver Star Mountain Resort from March 2020 until January 2022.’

**SECOND RENEWAL
LEASE – RDNO/VERNON
PUBLIC ART GALLERY
(0912-02)**

‘THAT Council direct Administration to enter into a second renewal lease with the Regional District of the North Okanagan, for the use by the Vernon Public Art Gallery, for a term of five years commencing on March 1, 2020 and ending February 28, 2025, for an approximately 5,879 square foot portion of the Parkade Building at 3208 31st Avenue, Vernon, B.C., with the basic rent payable for year one of the second renewal term of \$12.20 per square foot per year, year two \$12.40, year three \$12.60, year four \$12.80, year five \$13.00 and include an option for a third renewal term of five years at the then fair market rent.’

**LAKE ACCESS SITE 28 -
7915 OKANAGAN LANDING
ROAD – CLOSE AND SELL
(8700-02-28)**

THAT Council direct Administration to proceed with the road closure bylaw required to close the dedicated road area referred to as Lake Access Site 28 at 7915 Okanagan Landing Road, Vernon, B.C., for sale to the Vernon Yacht Club for the price of \$54,500 as determined by appraisal, to be consolidated with civic address: 7909 and/or 7919 Okanagan Landing Road, Vernon, B.C., Legal: Lot 9 Plan 3932 District Lot 6 & 4709 and/or Lot A Plan EPP48114 District Lot 6 & 4709 both of O.D.Y.D.;

AND FURTHER, that Council direct Administration to register a Statutory Right of Way (SRW) on the closed road for the use of utilities and include the requirement that if the SRW is extinguished at a future date, the owner of the property will be required to pay to the City 50% of the value of land covered by the SRW as determined by appraisal;

AND FURTHER, that Council resolves that the Vernon Yacht Club shall pay the costs associated with the road

closure, sale, SRW and consolidation including: surveys, advertising and legal;

AND FURTHER, that Council resolves that the proceeds of sale shall be deposited in the Highway Access to Water Reserve, as required by the Community Charter.'

NEW BUSINESS

CORRESPONDENCE:

**INTERIM BUSINESS
PROPERTY TAX RELIEF
PROGRAM
(1970-01)**

Moved by Councillor Anderson, seconded by Councillor Quiring:

THAT Council directs Administration to implement the Provincial program for Interim Business Property Tax Relief in 2021.

WITHDRAWN.

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council receive the Interim Business Property Tax Relief Memorandum dated February 26, 2020 from the Manager, Financial Operations.

CARRIED.

Mayor Cumming declared a conflict of interest in the following matter as his wife is Chair of the Okanagan Landing and District Community Association. Mayor Cumming left the meeting at 2:30 pm.

Acting Mayor Gares assumed the Chair.

**SUPPORT LETTER FOR
OKANAGAN LANDING AND
DISTRICT COMMUNITY
ASSOCIATION
(6100-14)**

Moved by Councillor Fehr, seconded by Councillor Mund:

THAT Council endorse the grant application of the Okanagan Landing and District Community Association to the Water Conservation and Quality Improvement Program, as attached to the memorandum titled "Support Letter for Okanagan Landing and District Community Association" dated March 1, 2020 respectfully submitted by the Manager, Parks and Public Spaces;

AND FURTHER, that Council authorize the Mayor to execute the letter of endorsement to the Okanagan Basin Water Board as attached to memorandum dated March 1, 2020

CARRIED.

Mayor Cumming returned to the meeting and assumed the Chair at 2:30 pm.

REPORTS:

Moved by Councillor Fehr, seconded by Councillor Quiring:

CANADIAN MENTAL HEALTH ASSOCIATION – HOUSING AGREEMENT FOR LOT AMD2, PLAN 9095, DISTRICT LOT 71, ODYD EXCEPT PLAN M8066 & 20058, SEE DD272719F (3610 25TH AVENUE) (03826.001,Z0N00335, DVP00455)

THAT Council support entering into a housing agreement pursuant to Section 4.9 of Zoning Bylaw #5000 with the Canadian Mental Health Association for a 48 unit rental housing project on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058, See DD272719F (3610 25th Avenue), subject to the following condition:

1. That the terms and conditions of the housing agreement are those outlined in Attachment 4 contained in the report dated February 25, 2020, and titled "Canadian Mental Health Association – Housing Agreement for Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M89066 & 20058, See DD272719F (3610 25th Avenue)" prepared by the Planning Assistant;

AND FURTHER, that Council directs Administration to bring forward a Housing Agreement Bylaw for consideration.

CARRIED.

Moved by Councillor Mund, seconded by Councillor Anderson:

2019 HERITAGE RETENTION INCENTIVE GRANT APPLICATIONS (6800-01, HRI00007, HRI00006, HRI00004)

THAT Council approve a grant for \$500.00 to the owner of the property at 4704 20th Street (HRI00007) for eligible expenses undertaken during 2019 as per the Heritage Retention Incentive Grant Program;

AND FURTHER, that Council approve a grant for \$500.00 to the owner of the property at 3001 25th Street (HRI00006) for eligible expenses undertaken during 2019 as per the Heritage Retention Incentive Grant Program;

AND FURTHER, that Council approve a grant for \$500.00 to the owner of the property at 2802 26th Street (HRI00004) for eligible expenses undertaken during 2019 as per the Heritage Retention Incentive Grant Program.

CARRIED.

CITY OF VERNON
STRATEGIC
COMMUNICATIONS PLAN
2020 – 2022
(1470-09)

Moved by Councillor Anderson, seconded by Councillor Gares:

THAT Council receives the report dated February 27, 2020, titled “City of Vernon Strategic Communications Plan 2020 – 2022”, respectfully submitted by the Manager, Communications & Grants;

AND FURTHER, that Council endorse the City of Vernon Strategic Communications Plan 2020-2022, as presented.

CARRIED.

UNION OF BC
MUNICIPALITIES (UBCM)
2020 COMMUNITY
EMERGENCY
PREPAREDNESS FUND
(CEPF) – EMERGENCY
SUPPORT SERVICES
(1855-20)

Moved by Councillor Fehr, seconded by Councillor Mund:

THAT Council authorize the \$25,000 UBCM CEPF grant funding application as attached to the report titled Union of BC Municipalities (UBCM) 2020 Community Emergency Preparedness Fund (CEPF) – Emergency Support Services, dated February 27, 2020, respectfully submitted by the Emergency Program Coordinator.

CARRIED.

LEGISLATIVE MATTERS:

BYLAWS:

RECONSIDERATION

Moved by Councillor Anderson, seconded by Councillor Nahal:

THAT Council **reconsiders** the following motion considered at the February 24, 2020 meeting:

*‘THAT Council approve the amendments to the Fees and Charges Bylaw #3909, and as shown in Attachment A **as amended**, included in the report titled “Amendment to Fees and Charges Bylaw #3909 – Parking and Fire Pot Fees” dated February 13, 2020 from the Manager, Parks and Public Spaces.’*

CARRIED, with Councillors Fehr, Mund and Mayor Cumming opposed.

Moved by Councillor Anderson, seconded by Councillor Nahal:

THAT Council amends the motion to add the following proposed change:

2. *College Way parking is increased from \$10 to \$15 per month*

CARRIED, with Councillor Mund opposed.

FIRST, SECOND & THIRD READINGS

- 5804

Moved by Councillor Anderson, seconded by Councillor Gares:

THAT Council **amends** bylaw #5804, "**Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020**" as follows:

A. College Way Lot <i>(Bylaw 5804)</i>	\$30.00 \$15.00 per month
---	--------------------------------------

AND FURTHER, that Bylaw #5804, "**Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020**" – a bylaw to Amend Fees & Charges Bylaw #3909, as amended, be read a first, second and third time.

CARRIED, with Councillor Mund opposed.

- 5805

Moved by Councillor Gares, seconded by Councillor Anderson:

THAT Bylaw #5805, "**Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020**" – a bylaw to amend Recreation Services Fees and Charges Bylaw Number 5472, be read a first, second and third time.

CARRIED, with Mayor Cumming opposed.

Councillor Quiring declared a conflict of interest in the following matter as School District 22 is a client of his firm. Councillor Quiring left the meeting at 3:06 pm.

FIRST AND SECOND READINGS AND PUBLIC HEARING DATE

- 5807

Moved by Councillor Anderson, seconded by Councillor Gares:

THAT Bylaw #5807, "**Official Community Plan (Boundary Extensions) Text Amendment Bylaw Number 5807, 2020**" – a bylaw to amend the City of Vernon's Official Community Plan Bylaw Number 5470, be read a first and second time;

AND FURTHER, that the Public Hearing for Bylaw #5807 be scheduled for **Monday, March 23, 2020, at 5:30 pm**, in Council Chambers.

CARRIED.

Councillor Quiring returned to the meeting at 3:06 pm.

COUNCIL INFORMATION UPDATES:

COUNCILLOR AKBAL MUND

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

Attended:

- Mission Hill Heritage Fair
- Inquired as to SILGA registrations and invitations (hosted in Vernon this year)

MEETING/EVENT ATTENDANCE

COUNCILLOR KARI GARES

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

Attended:

- Conference – Including aspects on Economic Development, Affordable Housing
- Regional Agricultural Committee Meeting
- Maven Lane meeting rescheduled to discuss Childcare
- Friends of Library meeting attended to receive substantial donation

MEETING/EVENT ATTENDANCE

COUNCILLOR KELLY FEHR

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

Attended:

- Post Disaster Recovery Workshop
- Regional Advisory Committee
- Multicultural Community Champion Recognition Ceremony
- End of March – one of temporary shelters closing (25 beds)

MEETING/EVENT ATTENDANCE

COUNCILLOR BRIAN QUIRING

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

Attended:

- Downtown Vernon Association Meeting

• MEETING/EVENT ATTENDANCE

MAYOR VICTOR CUMMING

Mayor Cumming provided a verbal report on the following matters:

MEETING/EVENT ATTENDANCE

- **Attended several events including:**
 - Advisory Planning Committee meeting
 - RCMP Stakeholders meeting
 - FCM President telephone meeting to discuss fee increases
 - Okanagan Basin Water Board Meeting in Penticton
 - Presented to Royal LePage Realtors at Awards Event
 - COV Staff Appreciation Breakfast
 - Multi-Cultural Committee Championship
 - 'Roll Out of First Ball' at Lincoln Lanes Bowling Championship event

INFORMATION ITEMS:

- A. Minutes from the following Committees of Council:
 - (i) Advisory Planning, January 28, 2020

RECESS

Mayor Cumming recessed the Regular Open Meeting of the Council of the Corporation of the City of Vernon at 3:15 pm.

RECONVENE

Mayor Cumming reconvened the Regular Open meeting of the Council of the Corporation of the City of Vernon at 5:40 pm.

PRESENT:

Mayor V. Cumming

Councillors:

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

Staff:

W. Pearce, Chief Administrative Officer
P. Bridal, Director, Corporate Services
S. Blakely, Manager, Legislative Services
C. Broderick, Manager, Current Planning
A. Watson, Manager, Transportation

Others:

Members of the Public

THIRD READING

- 5801

Moved by Councillor Mund, seconded by Councillor Gares:

THAT Bylaw #5801, "**1405 25th Avenue Rezoning Amendment Bylaw Number 5801, 2020**" – a bylaw to rezone the subject property from "R2 – Large Lot Residential" to "R4 – Small Lot Residential, **be read a third time and adopted;**

AND FURTHER, that Council authorizes the Corporate Officer to issue Development Variance Permit #00470, once all conditions are met.

CARRIED.

THE CORPORATION OF THE CITY OF VERNON

**RECORD OF A PUBLIC HEARING OF COUNCIL
HELD MONDAY, MARCH 9, 2020, COUNCIL CHAMBERS
3400 – 30 STREET, VERNON, B.C.**

PRESENT: Mayor Cumming

Councillors: K. Gares, A. Mund, D. Nahal,
B. Quiring, K. Fehr (5:39 pm) (S. Anderson, absent)

Staff: W. Pearce, CAO
P. Bridal, DCAO / Director, Corporate Services
S. Blakely, Manager, Legislative Services
C. Broderick, Manager, Current Planning
A. Watson, Manager, Transportation

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, February 28, 2020, and Wednesday, March 4, 2020** issues of the Morning Star Newspaper, as required by the *Local Government Act*.

Administration provided a brief overview of the application.

Prior to the Public Hearing, one written submission was received.

Date	Name
March 9, 2020	Gary & Jenine Nordmark

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

A. “1405 25th Avenue Rezoning Amendment Bylaw Number 5801, 2020” together with Public Input for Development Variance Permit #00470

SPEAKER NAME	COMMENTS
Matt Lunde, for the Applicant	<ul style="list-style-type: none">• May have an option not to do a height variance as may be able to increase the depth of the fascia• Access off alley is tricky so street access is preferred• Streetscape wise the access matches the area

	<ul style="list-style-type: none"> • Written submission noted – re: four plex – this rezoning will only allow duplex (originally considering four plex, but changed application) • Q. Council: What are you doing about lane access? A. Have to keep access due to easements, so cannot fence there without permission from the neighbour.
	<p><i>Councillor Fehr entered the meeting at 5:39 pm</i></p>

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

“1405 25th Avenue Rezoning Amendment Bylaw Number 5801, 2020” together with
Public Input for Development Variance Permit #00470

CLOSE:

The Public Hearing closed at 5:40 pm.

CERTIFIED CORRECT:

 Mayor

 Corporate Officer

THE CORPORATION OF THE CITY OF VERNON

**MINUTES OF A COMMITTEE OF THE WHOLE MEETING
HELD MONDAY, MARCH 9, 2020**

PRESENT: Mayor V. Cumming

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

Staff: W. Pearce, CAO
P. Bridal, DCAO, Director, Corporate Services
S. Blakely, Manager, Legislative Services
D. Law, Director Financial Services
K. Flick, Director, Community Infrastructure & Development
S. Koenig, Director, Operations
C. Poirier, Manager, Communications & Grants
B. Bandy, Manager, Real Estate*
E. Stranks, Manager, Engineering Development Services*
A. Stuart, Manager, Financial Planning & Reporting*

Others: Media
Members of the Public
Downtown Vernon Association Representatives:
*Shanna Rowney, Board Chair & Chair of Governance
Committee*
Shaun Daniels, Board Treasurer
*Keelan Murtagh, Vice Chair & Chair of Communications
Committee*
*David Scarlatescu, Chair of Business Development
Committee*
Catherine Christensen, Director
Susan Lehman, Executive Director
Dina Mosta, Director, Member Services

CALL TO ORDER Mayor Victor Cumming called the meeting to order at 8:40 am.

AGENDA ADOPTION Moved by Councillor Fehr, seconded by Councillor Mund:

THAT the Agenda for the March 9, 2020 Committee of the
Whole meeting be adopted, as presented.
CARRIED.

**ADOPTION OF THE
MINUTES** Moved by Councillor Gares, seconded by Councillor Nahal:

THAT the minutes of the Committee of the Whole meeting of
Council held February 24, 2020, be adopted, as presented.
CARRIED.

BUSINESS ARISING FROM THE MINUTES

GENERAL MATTERS

**DELEGATION –
DOWNTOWN VERNON
ASSOCIATION 2020
BUDGET PRESENTATION
(0230-26)**

Representatives of the Downtown Vernon Association (DVA) provided a review of the 2020 DVA Budget.

The following points were noted:

- Susan Lehman, Executive Director
 - Introduction of Board Members present (Shanna Rowney, David Scarlatescu, Catherine Christensen, Keelan Murtagh)
- Shanna Rowney, Board Chair
 - History of DVA – 53 years of service reviewed
 - Mission Statement reviewed
 - Vision Statement reviewed
 - Map of Business Improvement Areas (BIA) reviewed
 - 620 Members across a 42 block area
- Susan Lehman, Executive Director
 - Budget presented
 - Visible activities reviewed
 - New Event Manager starting
 - Introduced Dina Mosta, Director, Member Services
 - Parking Awareness Program (year 4 of a 5 year 'pay by phone' contract)
 - Program has exceeded expectations
 - Pay by Phone very popular
 - Streetscape Improvements Program reviewed
 - Staff, Office & Research initiatives reviewed
 - Summary of Budget reviewed
 - Requested Council to each identify one experience they love, one incident of excellent service they have experienced, and one streetscape they enjoy, and pass that on to others
 - Invited Council to attend DVA AGM April 22 at Vernon Lodge – details will follow by email

Moved by Councillor Gares, seconded by Councillor Mund:

THAT Council receives the 2020 Downtown Vernon Association Budget as presented at the March 9, 2020 Committee of the Whole meeting of Council.

CARRIED.

UNFINISHED BUSINESS

NEW BUSINESS

LEGISLATIVE MATTERS

COUNCIL INFORMATION UPDATES

G.V.A.C./R.D.N.O. REGULAR MEETINGS

INFORMATION ITEMS

Mayor Victor Cumming closed the meeting at 8:58 am.

CLOSE

CERTIFIED CORRECT:

Mayor

Corporate Officer



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Keltie Chamberlain
Planning Assistant, Current
Planning & Economic
Development

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: March 23, 2020
REPORT DATE: February 26, 2020
FILE: DVP00471

SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 1909 37th AVENUE

PURPOSE:

To review Development Variance Permit Application #00471 to vary sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, whichever is the lesser, to 7.5m in height for a two-storey building containing a secondary suite on the property located at 1909 37th Avenue.

RECOMMENDATION:

THAT Council support Development Variance Permit Application (DVP00471) to vary the following sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 7.5m in height for a two-storey building containing a secondary suite on the property located on Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue):

- a) To vary Section 4.5.6 to increase the maximum height of a secondary building from 4.5m or one storey in height to 7.5m in height for a two-storey building containing a secondary suite; and
- b) To vary Section 9.3.5 to increase the maximum height of 4.5m for secondary buildings to a maximum height of 7.5m;
- c) To vary Section 9.3.6 to allow the access for the primary residence to remain off 37th Avenue, and permit the proposed secondary building with suite to access the rear lane.

AND FURTHER, that Council's support of DVP00471 is subject to the following:

- a) That the site plan and elevation plans intended to illustrate the height of the proposed structure (Attachment 1 and 2) in the report titled "Development Variance Permit Application for 1909 37th Avenue" dated February 26, 2020 by the Planning Assistant, be attached to and form part of DVP00471 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support Development Variance Permit Application (DVP00471) to vary the following sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height to 7.5m in height for a two-storey building containing a secondary suite on the property located on Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue):
 - a) To vary Section 4.5.6 to increase the maximum height of a secondary building from 4.5m or one storey in height to 7.5m in height for a two-storey building containing a secondary suite; and
 - b) To vary Section 9.3.5 to increase the maximum height of 4.5m for secondary buildings to a maximum height of 7.5m;

- c) To vary Section 9.3.6 to allow the access for the primary residence to remain off 37th Avenue, and permit the proposed secondary building with suite to access the rear lane.

Note: This alternative does not support the requested variance. The proposed development would not be able to proceed.

ANALYSIS:

A. Committee Recommendations:

At its meeting of February 25, 2020, the Advisory Planning Committee passed the following resolution:

“THAT the Advisory Planning Committee recommends that Council support Development Variance Permit Application (DVP00471) to vary the following sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 7.5m in height for a two-storey building containing a secondary suite on the property located on Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue):

- a) To vary Section 4.5.6 to increase the maximum height of a secondary building from 4.5m or one storey in height to 7.5m in height for a two-storey building containing a secondary suite; and
- b) To vary Section 9.3.5 to increase the maximum height of 4.5m for secondary buildings to a maximum height of 7.5m.

AND FURTHER, that the Advisory Planning Committee recommends Council's support of DVP00471 is subject to the following:

- a) That the site plan and elevation plans intended to illustrate the height of the proposed structure (Attachment 1 and 2) in the report titled “Development Variance Permit Application for 1909 37th Avenue” dated February 19, 2020 by the Planning Assistant, be attached to and form part of DVP00471 as Schedule ‘A.’”

B. Rationale:

1. The subject property is located at 1909 37th Avenue, as shown on Figures 1 and 2. The land is designated as Residential Low Density (RLD) within the Official Community Plan (OCP) and is in the R2: Large Lot Residential zoning district of Zoning Bylaw #5000 (Attachment 1). The lot is currently developed with a single family dwelling.
2. The applicant is proposing to construct a two storey secondary building containing a suite on the north side of the property as shown on Attachments 2 and 3. The structure would contain a split-level secondary suite on part of the first floor and all of the upper floor with a parking garage on the first floor. The zoning bylaw provisions that would need to be varied include:

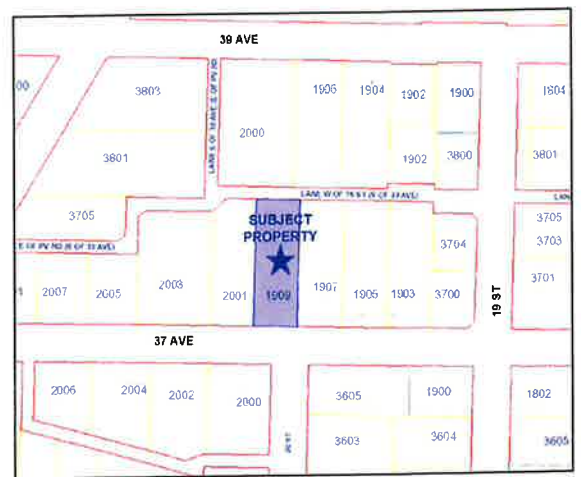


Figure 1 – Property Location Map

- a) Section 4.5.6 – vary the maximum height of a secondary building from 4.5m or one storey to a maximum height of 6.1m and two storeys; and
- b) Section 9.3.5 – vary the maximum height of 4.5m for secondary buildings to a maximum height of 7.5m.
- c) To vary Section 9.3.6 to allow the access for the primary residence to remain off 37th Avenue, and permit the proposed secondary building with suite to access the rear lane.



Figure 2 – Aerial Location Map

3. The existing primary dwelling is located on the south portion of the property in a residential neighbourhood. There is existing parking and access from 37th Avenue and a second access from the lane.
4. The upper floor of the proposed secondary building, which necessitates the requested height variance, would be for a secondary suite. The R2 – Large Lot Residential zoning district (Section 9.3) permits a secondary suite to be located within a secondary building but limits secondary buildings to a maximum of 4.5m or one storey in height. The secondary suite provisions (Section 5.5.6) allow a secondary building containing a secondary suite to have a maximum height of 7.5m. Therefore, the applicant has requested that the R2 height provisions for a secondary building be varied in order to allow the secondary suite provisions to prevail (to a maximum height of 7.5m). The requested height increase would not impact the views of adjacent properties as the building siting does not significantly impact existing trees that would provide screening.
5. The siting of the proposed building 6.4m from the rear lot line exceeds the 1.0m rear yard setback requirement for secondary buildings for the R2: Large Lot Residential zoning district (Section 9.3). It also will provide for the required 5.0m front yard setback plus adequate road dedication in the event of the lane in this area being converted to 38th Avenue in the future. The proposed siting also allows the retention of some of the existing trees on the site.
6. The existing primary dwelling is accessed from 37th Avenue and the adjacent lane provides vehicle access to the proposed secondary suite. The requirement for a variance for the second access was identified after the subject report was considered by APC at its meeting of February 25, 2020. As such, the APC resolution is silent on the second access.
7. Administration supports the subject development variance permit application for the following reasons:
 - a) The development provides for a more efficient use of a large lot;
 - b) The proposed building design and character is compatible with existing neighbourhood development;
 - c) The proposed lot layout exceeds the rear yard setback requirement for secondary buildings, provides the required additional parking space for a secondary suite, meeting Zoning Bylaw requirements and allows for a possible future widening of the lane;
 - d) The adjacent lane provides appropriate vehicle access; and
 - e) The requested height variance would not negatively impact adjacent properties in terms of views because of the large lot size, the retention of existing trees.

C. Attachments:

- Attachment 1 – R2: Large Lot Residential zoning regulations
- Attachment 2 – Site Plan
- Attachment 3 – Building elevations
- Attachment 4 – Floor Plans
- Attachment 5 – Zoning Bylaw #5000 Section 4.5 Secondary Development regulations; Section 5.5 Secondary Suite regulations

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

The subject application involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Review and streamline the residential development approval process.

E. Relevant Policy/Bylaws/Resolutions:

1. The Official Community Plan (OCP) designates the property as Residential Low Density. The proposal is within the R2 – Large Lot Residential zoning district, which conforms to the OCP. Supporting policies within the OCP include:

Goal 18: Support and encourage a variety of housing options to meet the diverse needs of all residents in the region.

Policy 7.8 Continue efforts to accommodate secondary suites.

2. The following sections of Zoning Bylaw #5000 apply to the subject DVP application:

Section 4.5.6: A secondary building or structure shall not exceed 4.5m or one storey in height, whichever is the lesser, unless specified otherwise in the development regulations of a particular zone.

Section 5.5.6: A secondary building or structure containing a secondary suite shall not exceed 7.5m in height, unless specified otherwise in the development regulations of a particular zone.

Section 9.3.5: Maximum height is the lesser of 10.0m or 2.5 storeys, except it is 4.5m for secondary buildings and secondary structures.

Section 9.3.6: Where development has access to a rear lane, vehicular access to the development is only permitted from the rear lane.

3. The Local Government Act provides Council with the authority to vary local bylaws based on site specific considerations. The granting of such variances does not set precedence within the community for future variances to be based upon, as each variance application must be evaluated on its own merit and potential implications to the whole community and the specific neighbourhood.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Mar 18 2020 5:23 PM

Approved for submission to Council:

X Craig Broderick ✓
Craig Broderick DocuSign

Will Pearce, CAO

Date: 19 March 2020

Keltie Chamberlain
Planning Assistant

X Kim Flick
Signer 1

Kim Flick
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 checked="" type="checkbox"/> Engineering Development Services |
| <input checked="" 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 checked="" type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (200225) | | |
| <input type="checkbox"/> OTHER: | | |



9.3 R2 : Large Lot Residential

9.3.1 Purpose

The purpose is to provide a **zone** for **single detached housing**, and compatible **secondary uses**, on large sized urban serviced **lots**. The R2c sub-zoning district allows for **care centre, major** as an additional use. The R2h sub-zoning district allows for **home based business, major** as an additional use. (*Bylaw 5467*)

9.3.2 Primary Uses

- **care centre, major** (*use is only permitted with the R2c sub-zoning district*)
- **single detached housing**

9.3.3 Secondary Use

- **boarding rooms**
- **bed and breakfast homes** (in single detached housing only) (*Bylaw 5498*)
- **care centres, minor**
- **group home, minor**
- **home based businesses, minor**
- **home based businesses, major** (*use is only permitted with the R2h sub-zoning district*)
- **secondary suites**
- **seniors supportive housing**

9.3.4 Subdivision Regulations

- Minimum **lot width** is 18.0m.
- Minimum **lot area** is 557m², or 10,000m² if not serviced by a **community sewer system**.

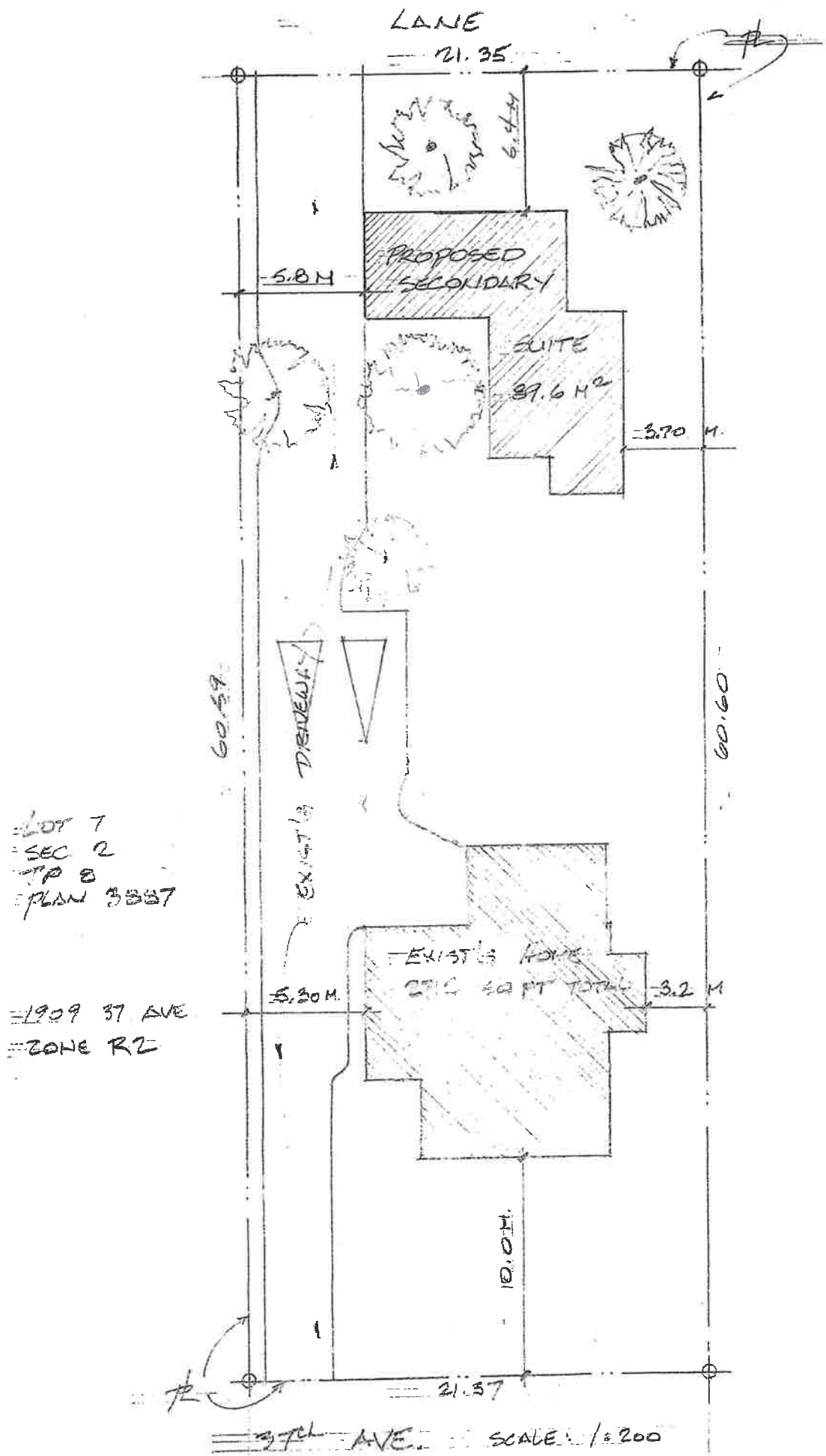
9.3.5 Development Regulations

- Maximum **site coverage** is 40% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 50%.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 5.0m.
- Minimum **side yard** is 1.5m, except it is 5.0m from a **flanking street**. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m.
- Minimum **rear yard** is 7.5m, except it is 1.0m for **secondary buildings**. Where the **lot width** exceeds the **lot depth**, the minimum **rear yard** is 4.5m provided that one **side yard** shall have a minimum width of 4.5m.
- The maximum **height** of any vertical wall element facing a **front, flanking** or **rear yard** (including **walkout basements**) is the lesser of 6.5m or 2.5 **storeys**, above which the **building** must be **set back** at least 1.2m.

9.3.6 Other Regulations

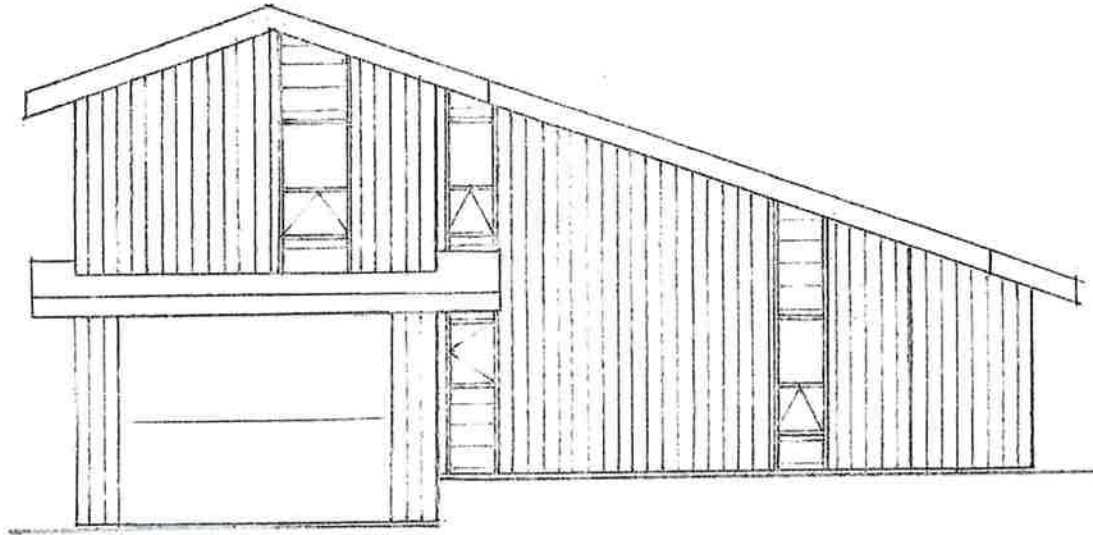
- There shall be no more than one **single detached house** per **lot**.
- Where **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.
- For **seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.

- **Seniors supportive housing** shall be for no more than four residents. *(Bylaw 5467)*
- 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.
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B".
(Bylaw 5440)



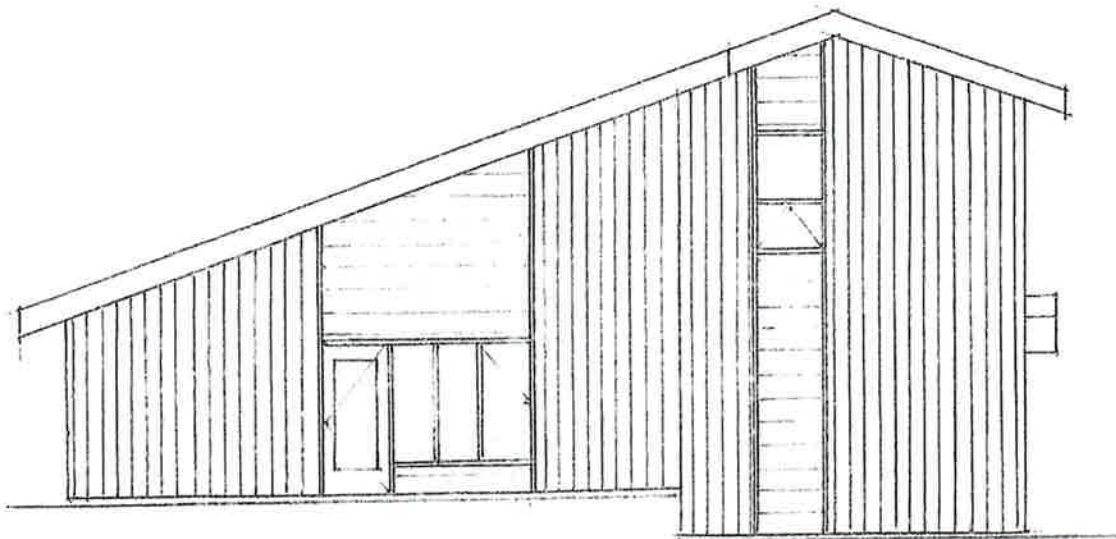
LOT 7
SEC 2
TP 8
PLAN 3337

1909 37 AVE
ZONE R2

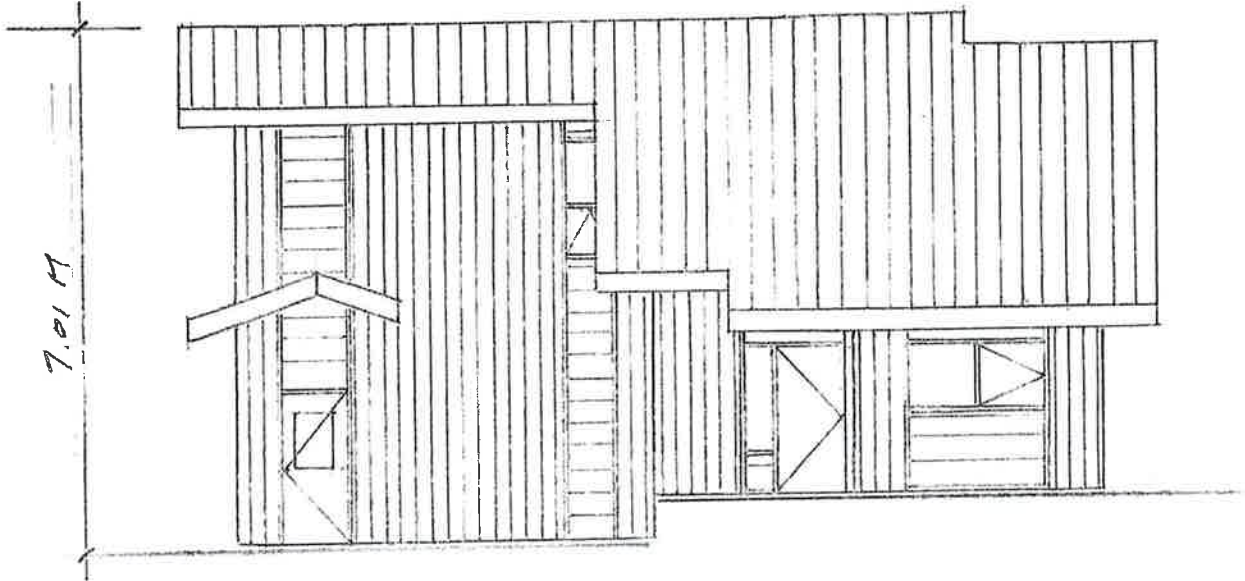


WEST ELEVATION scale: $\frac{1}{8}'' = 1'-0''$

SECONDARY SUITE 1909 37 AVE

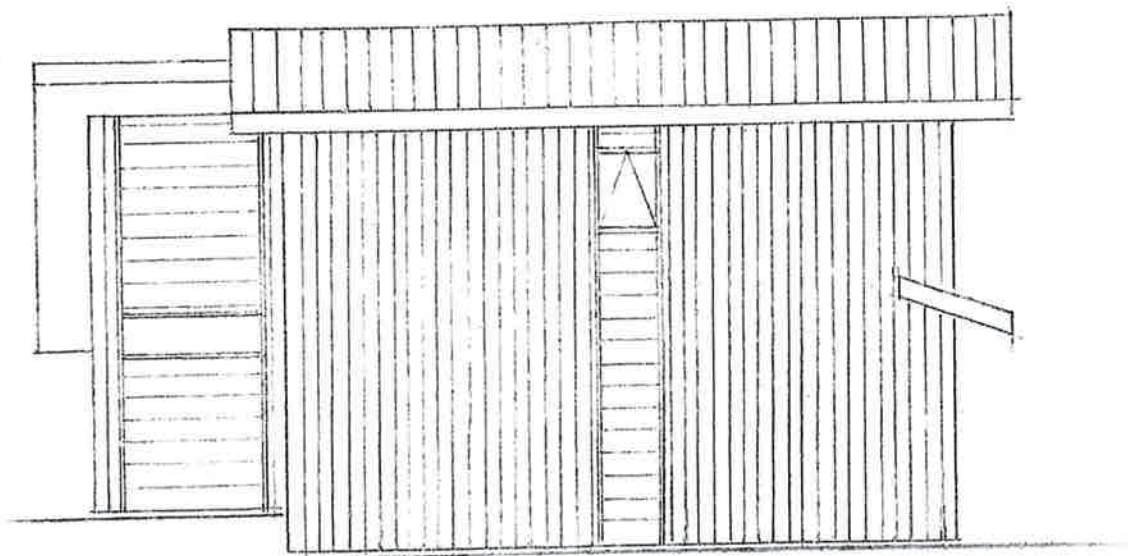


EAST ELEVATION scale: $\frac{1}{8}'' = 1'-0''$

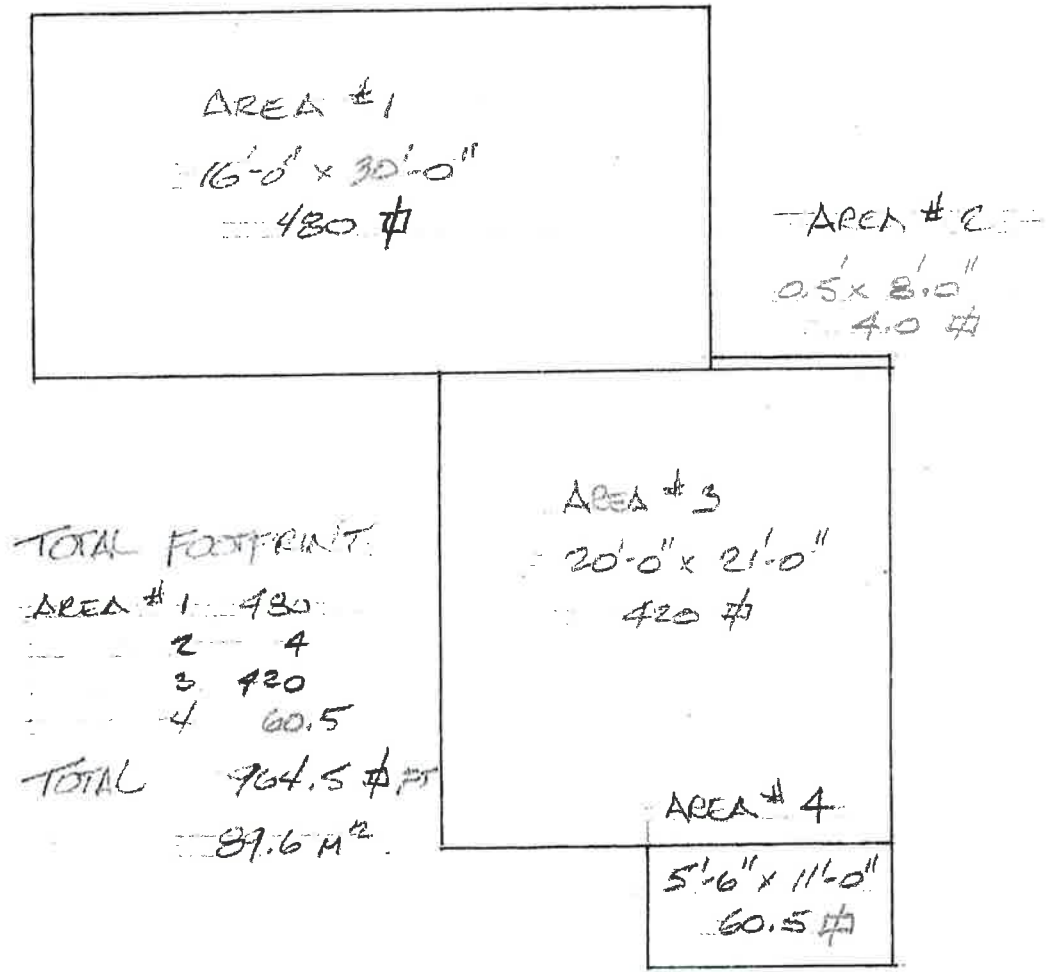


SOUTH ELEVATION scale: $\frac{1}{8}'' = 1'-0''$

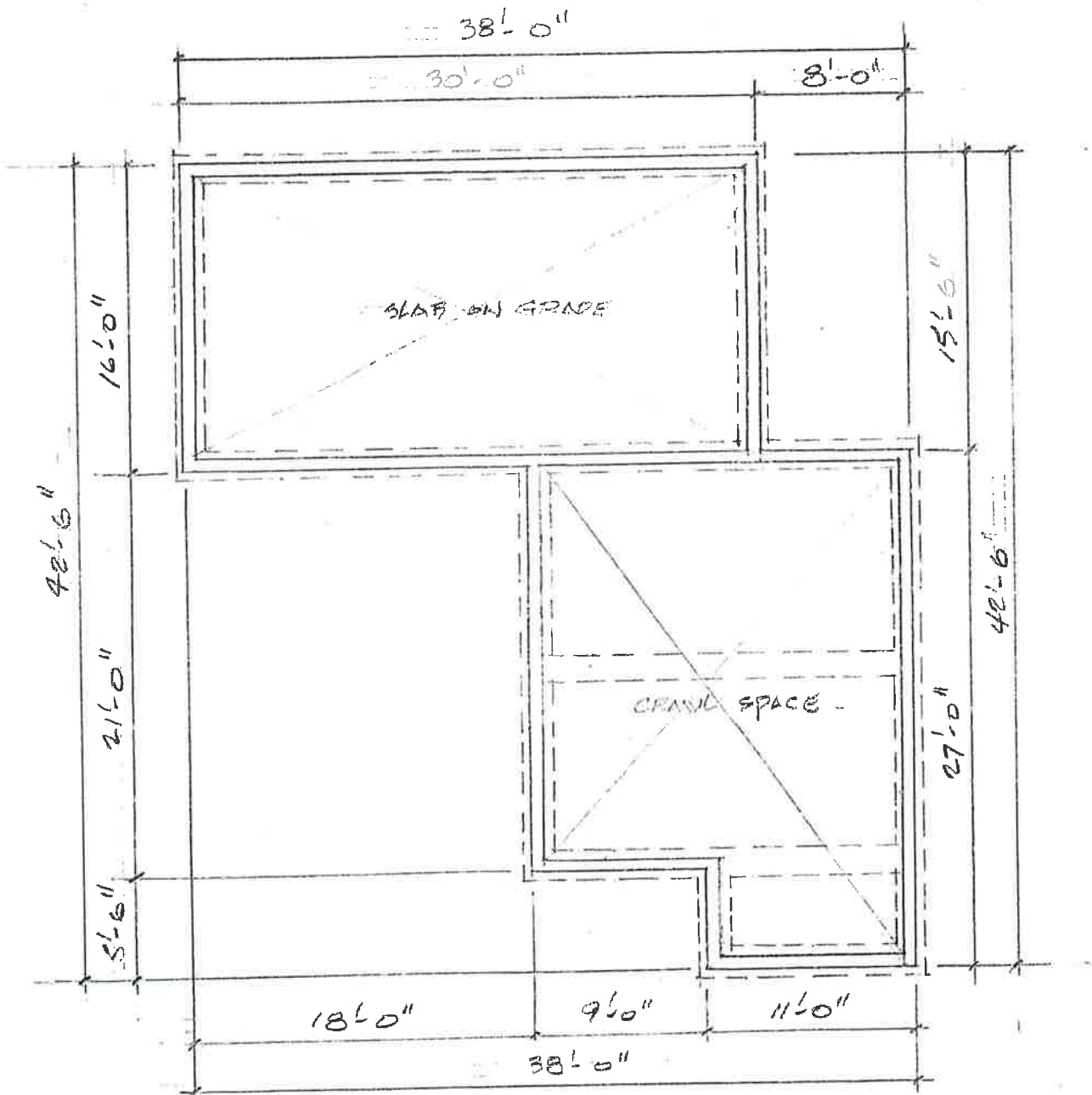
SECONDARY SUITE 1909 37 AVE.



NORTH ELEVATION scale: $\frac{1}{8}'' = 1'-0''$

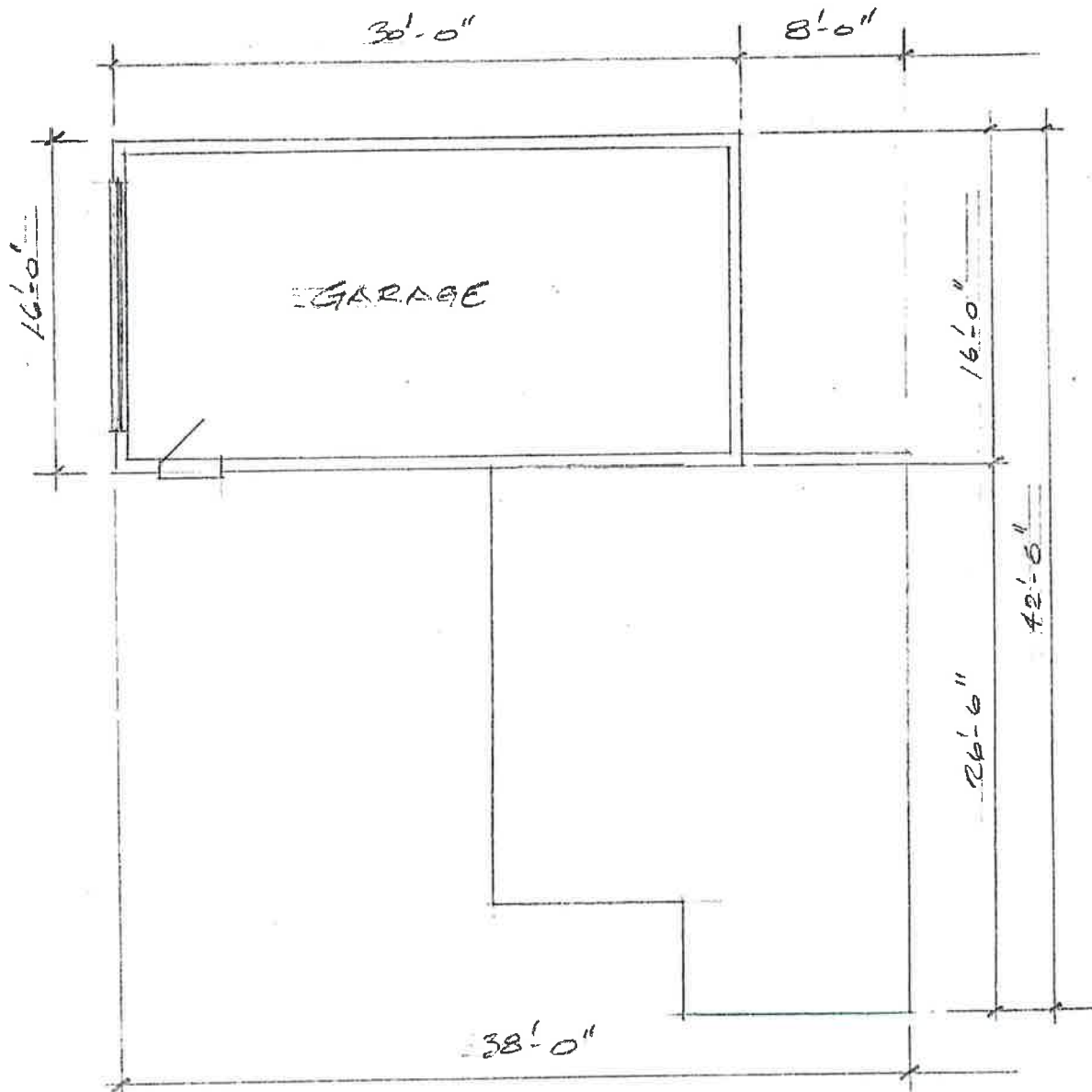


FOOTPRINT PLAN SCALE: 1/8" = 1'-0"
SECONDARY SUITE 1909 37 AVE



FOUNDATION PLAN scale $\frac{1}{8}'' = 1'-0''$

SECONDARY SUITE 1909 37 AVE.



GARAGE FLOOR PLAN SCALE: 1/8" = 1'-0"

SECONDARY SUITE 1909 37 AVE.

Zoning Bylaw excerpts

Section 4.5 Secondary Development

Secondary buildings in Residential Zones

- 4.5.4 **Secondary buildings or structures**, excluding **fences**, are not permitted in a **front yard**.
- 4.5.5 A **secondary building or structure** shall not be used as a **dwelling** unless it is a permitted **secondary suite**.
- 4.5.6 A **secondary building or structure** shall not exceed 4.5m or one **storey** in **height**, whichever is the lesser, unless specified otherwise in the **development** regulations of a particular **zone**.
- 4.5.7 **Lot** coverage of **secondary buildings or structures** shall not exceed 14% or a maximum area of 90m² for **secondary buildings** in the residential **zones**.
- 4.5.8 There shall be at least 2.0 m spatial separation between a **secondary building** and a primary **building**.
- 4.5.9 **Secondary buildings and structures** shall be located on an **interior lot** as follows:
- a **secondary building** shall not be located closer than 18.0m to the **front lot line** unless it complies with the **side yard** requirements for a primary **building**;
 - a **secondary building** shall be located not less than 1.0m from the **side lot line** or shall be unrestricted where the **secondary building** does not exceed the permitted **fence height**;
 - a **secondary building** housing a **secondary suite** shall have the same **side yard** requirements as for the primary **building** in that **zone**;
 - mechanical equipment shall be located to comply with the **side yard** for the primary **building**.

Section 5.5

5.5 Secondary Suites

- 5.5.1 **Secondary suites** where permitted, are to be located only in **single detached housing** or a **secondary building**. No **structural alterations** or additions shall be undertaken that alters the existing low-density residential character and form of the neighbourhood.
- 5.5.2 No more than one **secondary suite** shall be permitted per primary **dwelling** unit. It may be permitted within the primary **dwelling** unit or within a **secondary building**. It shall not be allowed in conjunction with **bed and breakfast homes, boarding rooms** or a **rooming house**.
- 5.5.3 No **secondary suite** will be allowed without connection to a **community sewer system** unless the lot is at least 830m² in area and meets the

requirements of the **City** and the *Medical Health Officer* for septic disposal capacity and related regulations.

- 5.5.4 The property owner must reside in either the primary dwelling unit or the secondary suite.
- 5.5.5 The maximum floor area of a secondary suite shall not exceed the lesser of 90m² or 40% of the total floor area of the primary building. Where a secondary suite is located in a secondary building, the maximum floor area of the secondary suite shall not exceed the lesser of 90m² or 60% of the total floor area of the primary building. *(Bylaw 5467)*
- 5.5.6 A secondary building or structure containing a secondary suite shall not exceed 7.5m in height, unless specified otherwise in the development regulations of a particular zone. Where the width of the dormer or dormers exceeds 50% of the width of the roof on which they are located, the height of the building will be measured to the top of the dormer or to the top of the main roof, whichever is greater.
- 5.5.7 All dormers on a secondary building containing a suite shall be enclosed within and by the roof structure.
- 5.5.8 Parking shall be in conformance with the regulations of this Bylaw.
- 5.5.9 Secondary suites shall comply with all relevant *City Bylaws*, and the *B.C. Building Code*.
- 5.5.10 A secondary suite shall be located on the same lot as the primary building. No strata titling shall be permitted.
- 5.5.11 Where a secondary suite is located in a secondary building, the secondary building must include a garage or carport for a minimum of one vehicle.

ADMINISTRATION UPDATES
March 23, 2020 REGULAR COUNCIL MEETING

File: 0550-05

RECREATION SERVICES

Child Care Provider Wages and Costs To the Tax Payer

During the Community Child Care Space Action Plan presentation to Council on March 9, 2019 some questions about child care provider wages and costs to the tax payer were asked. The following is provided to offer further clarification to the answers provided.

At this time, and as indicated on the grant applications, the City will be the owner of the facilities, but will set up an operating agreement with the Okanagan Boys and Girls Club. The Boys and Girls Club as the facility operator would be responsible for all aspects of day to day operations, including staffing, basic facility maintenance and utilities.

If the grants are approved for the new child care facilities, as identified in the memorandum to Council October 15, 2019 in respect to the Childcare BC New Space Fund, it is the intent that the provincial grant(s) will cover ALL costs to build and bring the facilities into operational service, removing any burden from the local city tax payers.

CORPORATE SERVICES

Folks on Spokes

As a result of the current situation regarding the COVID-19, the launch of the Folks on Spokes program is being postponed. With many of the program trainers on the front lines in the virus outbreak, many facilities are on restricted access and being mindful of the need to socially distance, the program will be delayed until such time that restrictions are relaxed.

COMMUNITY INFRASTRUCTURE AND DEVELOPMENT SERVICES

29th/30th Street Transportation Corridor – 39th Avenue Intersection

The project team continues to advance the project. Construction is occurring on buried utilities. Alternate access to the Visitor Information Centre (VIC) is being maintained with signage and flag persons in place. Additional signage will be deployed. The temporary VIC parking is at the rear of the VIC building and access is off 31st Street. Administration has filed with the Canadian Transportation Agency for a resolution for the CP Rail crossing to allow for underground works to occur. BC Hydro, Shaw, and Telus are obtaining their own permits with CN and CP Rail.

48th Avenue – Highway 97 to 29th Avenue Drainage and Road Rehabilitation

The culvert crossing Highway 97 is 90% complete and should be completed in mid-March. Single lane traffic will be in place on 48th Avenue from Anderson Way to Highway 97 until late June. Project completion is anticipated in late June.

15th Avenue Storm Rehabilitation - Highway 97 to Vernon Creek

Construction has resumed. Completion is planned for Fall 2020. Surface works and underground utilities construction on 15th Ave are underway. The connection to BX Creek will occur in August/September. The project is on schedule and under budget.

Refund of Sidewalk Gifting and Works Contribution Agreement Funds

At its Regular Meeting of September 9, 2018, Council declassified its In Camera resolution to support refunding specific sidewalk gifting and works contribution agreement funds dated January 2017 or later, where the Agreement holders are the current owners. Administration has processed all of these. Refunds for agreements prior to 2017 will be processed as staff capacity permits.

RDNO Rethinking Waste Grant

At its Regular Meeting of January 13, 2020, Council directed Administration to apply for grants related to the composting program. Subsequently, Administration applied to the Regional District of North Okanagan Rethinking and Reducing Waste Grant for the extension of the second phase of the compost bin project. Administration is pleased to advise Council that the City has been successful in receiving a grant for \$6,750. This grant will reduce the funds that will be drawn from the Climate Action Revolving Fund.

32nd Avenue Accessible Parking Space Relocation

Arising from Councilor Enquiries at Council's Regular Meeting of March 9, 2020, Administration reviewed the relocation of the on-street accessible parking space on 32nd Avenue as part of the 32nd Avenue Road and Utility Rehabilitation Capital Project. The existing accessible parking space is on the south side of 32nd Avenue, adjacent to 3310 32nd Avenue. As per downtown parking data collected in summer 2019, this space was one of the most used on-street accessible parking spaces on a weekday. Due to this higher usage, is the accessible parking space will be retained in this area.

Annual Consideration of OCP Amendment Applications

Arising from Councilor Enquiries at its Regular Meeting of March 9, 2020, regarding the annual consideration of OCP amendments, Administration will bring forward a memo to the Regular Meeting of April 6, 2020 that outlines the history of the issue.

Customer Satisfaction Surveys

At its Regular Meeting of March 9, 2020, an enquiry was made regarding customer satisfaction development surveys. Customer satisfaction surveys are encouraged for every development application. In response to previous input from the Chamber of Commerce's BIG RED group to encourage greater customer feedback, the surveys were made electronic, could be done anonymously, and were submitted directly to the Mayor's office. Since these changes a number of years ago, the number of surveys has declined to the point that only one was received in 2019.

Centennial Drive One Way Request

Arising from Councillor Enquiries at its Regular Meeting of March 9, 2020, Administration is investigating a request for one-way travel on Centennial Drive and will report back once complete.

FIRE RESCUE SERVICES

Community Emergency Preparedness Fund 2019 Volunteer and Composite Fire Departments Equipment and Training grant

On February 3, 2020 we received notice from UBCM that our grant application for \$100,000 from the Community Emergency Preparedness Fund 2019 Volunteer and Composite Fire Departments Equipment and Training grant was approved.

We were required by UBCM to keep this approval in confidence until March 7, 2020.

UBCM 2020 CRI FireSmart Community Funding & Support Grant

Fire Services received notice, in confidence until February 28, 2020, of grant funding in the amount of \$150,000 from the UBCM 2020 CRI FireSmart Community Funding & Support Grant. This grant is focused on reducing wildfire risks along East Side Road through fuels treatments along the roadway, education and collaboration with other land owners. The project is a multi-year, multi-grant application project. Regular updates will be provided as the work progresses.

OPERATIONS

Lighting at Marshall Field

All parks are open sunrise to sunset as per the logo that is on the park signage (see below). The City of Vernon does not schedule user groups for the batting cages nor collect fees for this use. Lighting can attract vandalism and unwanted gatherings in areas that are not highly used and/or visible by the surrounding community.



Spring Chipping Program

The spring chipping program will be occurring again this year on the same day and locations as the regular garbage pick up. The service provides 10 minutes maximum of chipping per household each week. The dates for the City of Vernon and Foothills (green area on the map) are week 1 : March 23 – 27, week 2: March 30 – April 3. The Okanagan Landings and Blue Jay (orange area) will have chipping on week 3: April 7-April 10 and week 4: April 14-17.

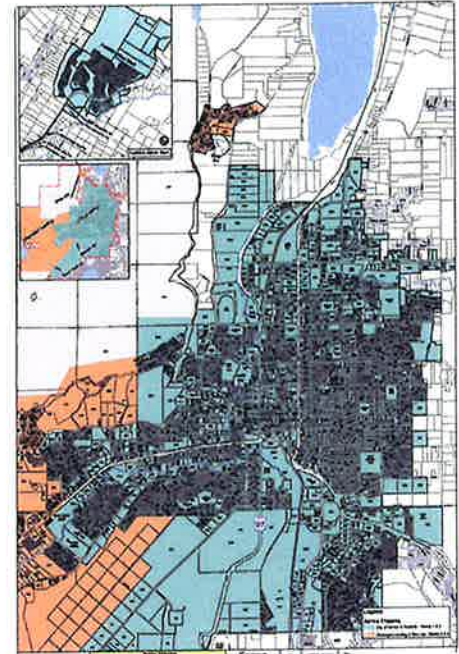
Missed piles not reported to the City of Vernon within 24 hours after the 2nd week of work in the specific area, will not be picked up.

Yard and garden waste may also be dropped off at the Greater Vernon Diversion and Disposal Facility free of charge all year long.

The City of Vernon will be posting an advertisement in the Morning Star on March 10, 25 and April 8. There was a media release issued on March 4 and information has been posted on our social media.

Parking Lot Signage

Administration will be installing a decal on the existing parking lot signage that indicates that a daily parking pass DOES NOT guarantee a spot if the vehicle is moved from the lot and returns later in the day.





THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO **FILE:** 8300/08
PC: Kim Flick, Director Community Infrastructure and Development **DATE:** March 10, 2020
FROM: Amanda Watson, Manager, Transportation
SUBJECT: **MISSION ROAD (150 METRES SOUTH OF DND CROSSWALK TO ALLAN BROOKS WAY) PROPOSED SPEED LIMIT INCREASE TO 60KM/HOUR**

As per Council's direction at its Regular Meeting of November 25, 2019, Administration requested McElhaney Consulting Services to review the 50km/hour section of Mission Road (from 100m south of the DND crosswalk to Allan Brooks Way) to determine if an increase to 60km/hour would be feasible and if so, under what conditions.

McElhaney Consulting Services have now completed this review and the report is attached to this memorandum and the recommendations are as follows:

Based on a detailed review of the existing site conditions, the road geometry, traffic speeds, and recent collision history, Mission Road can safely support an increase in the posted speed from 50 km/h to 60 km/h between the existing 60 km/h section at Allan Brooks Way and approximately 150 to 200 metres south of the crosswalks. This could be accomplished by the following sign adjustments on Mission Road:

1. Relocate the existing "50 km/h Ahead" sign south of Allan Brooks Way (Figure 4) to 250 metres south of the south crosswalk, facing northbound traffic.
2. Relocate the existing "50 km/h" posted speed sign at Allan Brooks Way to 150 metres south of the south crosswalk, facing northbound traffic.
3. Relocate the existing southbound "60 km/h" posted speed sign at Allan Brooks Way to 150 metres south of the south crosswalk, facing southbound traffic.

Figure 4: Existing 50 km/h Ahead Signage, Mission Road Northbound



To manage road safety concerns with the posted speed increase, the following additional measures are recommended for consideration by the City of Vernon:

- Install “Share the Road” signs at each end of Mission Road, especially to cover the section where the paved shoulders are less than 1.5 metres in width.
- Install “Deer Crossing” signs for southbound traffic at the start of the rural section, and for northbound traffic at the city limits (in coordination with the Ministry of Transportation and Infrastructure).
- If passing manoeuvres are a concern at the crosswalks, paint double-solid centrelines for the 30 metres preceding each crosswalk, and between the crosswalks.
- If there is driver confusion about the amber flashers at the double crosswalk, consider upgrading the crosswalks to have beacons on both sides and both approaches of each crosswalk (or converting to Rapid Rectangular Flashing Beacons), and changing the flashers to independent operation for each crosswalk.
- If speed concerns arise, request enforcement by the RCMP.

Administration has reviewed the report and agrees with its findings. The signage will be replaced. As per the McElhaney report recommendations, Administration will monitor driver behaviour at both crosswalks during the summer when the Army Cadets are present. Should Administration recommend conversion to two individual Rapid Rectangular Flashing Beacons and painting double-solid centrelines, this would be included in the 2021 Budget for Council's consideration.

RECOMMENDATION:

THAT Council supports the recommendation to increase the posted speed limit on Mission Road between 150 metres south of DND Crosswalk to Allan Brooks Way from 50km/hour to 60km/hour, through the required signage changes as outlined in the memorandum titled “Mission Road (150 metres south of DND Crosswalk to Allan Brooks Way) Proposed Speed Limit Increase to 60km/hour”, dated March 10, 2020, from the Manager, Transportation.

Respectfully submitted:



G:\8300-8799 TRANSPORTATION\8300 ROADS\08 Traffic Control\06 Traffic Safety\Speed Limits\Mission Road\200310_MissionRd_DND_Allan Brooks_60kmh.doc

Mission Road Speed Study City of Vernon

File No. 2341-02889-00

Amanda Watson | Transportation Manager | City of Vernon

March 2020

McElhanney Consulting Services Ltd.
www.mcelhanney.com

Glenn Stanker, PEng, PTOE
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gstanker@mcelhanney.com

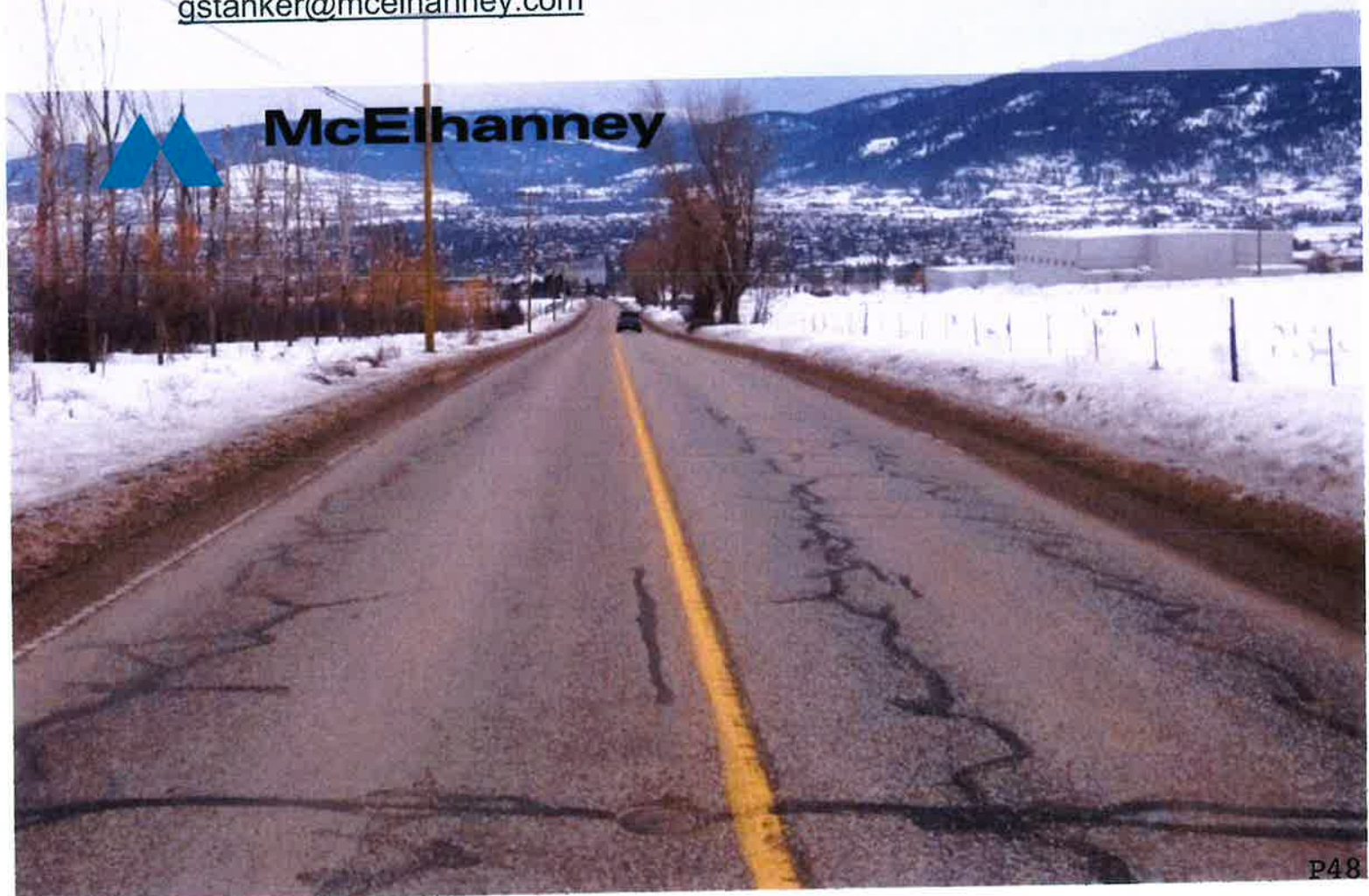


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INTRODUCTION

1.1 BACKGROUND

Mission Road is a two-lane collector road connecting Downtown Vernon (via 34th Street) to Sparkling Hill Resort, Predator Ridge Golf Resort, and other neighbourhoods south of Vernon (via Commonage Road). The road is currently posted at 50km/h through Vernon, and increases to 60 km/h south of Allan Brooks Way (**Figure 1**).

Figure 1: Study Area

Source: City of Vernon



Some road users have petitioned to increase the speed limit on both Mission Road and Commonage Road to 70 km/h, as the existing speed limits are felt to be too low. However, there are also concerns about road safety, with two fatal collisions related to speed on the sections south of the city. Therefore, some residents are petitioning to keep the speed limits as existing.

To respond to these petitions, the City of Vernon has requested a review of the section of Mission Road between Allan Brooks Way and the crosswalks (see **Figure 1**) to determine if this section can safely support an increase in the posted speed from 50 km/h to 60 km/h. This report summarizes the analysis and findings of that review.

1.2 SITE CONTEXT

As shown in **Figure 2**, most of Mission Road through the study area is bounded by the open fields of the Department of National Defence (DND). At the north end of the study area are the main accesses to the DND property, as well as a double crosswalk serving both pedestrians crossing between the DND properties and pedestrians/cyclists crossing at the Commonage Multi-Use Trail that travels along the southern edge of the urban area. To manage the safety and speeds at the crosswalks, the 50 km/h posted speed should be retained within 150 to 200 metres of the crosswalks.

Although the existing speeds are generally higher than the posted speeds, the RCMP confirmed in a meeting on January 30, 2020, that there are higher speed-related priorities in Vernon than Mission Road. The RCMP would support an increase in the posted speed to 60 km/h through the study area, if the study deemed it was safe to do so.

Figure 2: Adjacent Land Use



1.3 OBJECTIVE

The objective of the Mission Road Speed Study is to determine if the posted speed between Allan Brooks Way and the crosswalks can safely be increased from 50 km/h to 60 km/h.

2 PHYSICAL CHARACTERISTICS

2.1 ROAD CROSS SECTION

The effective road width through the study area is approximately 9.6 metres, including two 3.6 metre lanes and two 1.2 metre shoulders (as confirmed by the City). The shoulders through the study area are wider than the shoulders through the 60 km/h sections further south, but less than the minimum 1.5 metres cited in the Transportation Association of Canada (TAC) guidelines for a 60 km/h rural roadway. Ideally, the shoulders should be widened to a minimum of 1.5 metres as City budgets permit during future paving cycles. Until then, "Share the Road" signs (see right) should be considered to improve the safety for any cyclists or pedestrians that may be using Mission Road.



2.2 SIGHT DISTANCES

There are no significant horizontal curves through the study area on Mission Road that would affect the sight distance. However, there are two vertical (crest) curves that reduce the sight lines. These are (a) just north of Allan Brooks Way, and (b) approximately mid-way through the study area, adjacent to the DND fields.

The sight distances were measured in the field between the height of an observer (assumed to be a driver's eye, at 1.05 metres) and the height of an object (assumed to be vehicle tail-lights, at 0.38 metres). The measurements at each location are shown in the table below, along with the sight distance criteria from the Transportation Association of Canada (TAC).

Location of Crest Curve	Measured Sight Distance	Minimum Stopping Sight Distance			Decision Sight Distance (A)*		
		60 km/h	70 km/h	80 km/h	60 km/h	70 km/h	80 km/h
Allan Brooks Way	110 m	85	105	130	95	125	155
DND Fields	115 m						

*DSD Condition A: Stop on Rural Roadway

The Minimum Stopping Sight Distance (i.e. the minimum distance required by a driver to perceive a hazard and stop their vehicle) is satisfied through the study area for speeds up to 70 km/h. The Decision Stopping Sight Distance (i.e. the distance required to stop a vehicle with a little more time for a driver to perceive the problem) is 10-15 metres less than needed for 70 km/h. Therefore, the maximum posted speed to manage the sight distance limitations is 60 km/h, with the understanding that vehicles travelling 70 km/h may not have additional time to respond to a potential hazard appearing on the roadway.

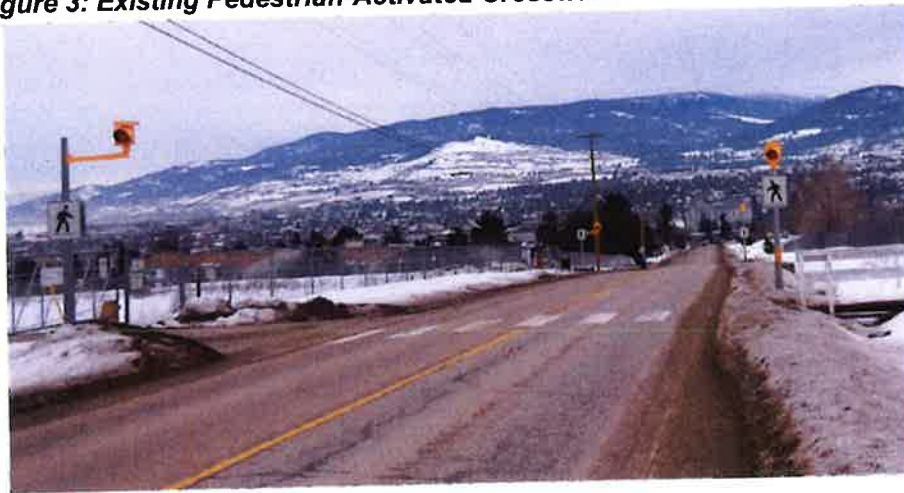
2.3 ACCESS DENSITY

Within the 1.1 km study area between Allan Brooks Way and Falaise Drive (the entrance to the ballfields), there are seven existing accesses and intersections. Most of these are relatively low volume accesses to the DND properties on both sides of Mission Road. None of these accesses are located near the vertical curves identified in **Section 2.2**, so the sight distance at each is acceptable. Therefore, the few turning movements that may be expected from accesses and intersections within the study area are not expected to be adversely affected by an increase in the posted speed.

2.4 CROSSWALKS

There are two crosswalks at the north end of the study area that are approximately 60 metres apart (**Figure 3**). The north crosswalk connects the multi-use trail across Mission Road. The south crosswalk is used for DND personnel to connect between their facilities. Both crosswalks have amber pedestrian-activated flashers on each side of the road, of which three are visible from each approach (i.e. both sides of the near crosswalk, and left side of the far crosswalk). All flashers activate together at both crosswalks when any of the four buttons are pressed. The amber flashers operate for approximately 21 seconds after activation, which allows time for the pedestrian crossing (at an average walking speed) plus over 10 additional seconds for drivers to recognize and respond to the flashing lights.

Figure 3: Existing Pedestrian-Activated Crosswalks



The existing flashing beacons are effective for catching the attention of drivers, and will benefit pedestrian safety especially with a potential increase in the posted traffic speed to the south. If driver confusion or other safety concerns arise due to the simultaneous flashing at both crosswalks, the amber flashers could be upgraded with beacons on both sides and both approaches of each crosswalk (or converted to Rapid Rectangular Flashing Beacons), and changed to independent operation. This would ensure drivers understand at which crosswalk to expect a crossing pedestrian.

If concerns arise due to drivers passing vehicles stopping for pedestrians, the centrelines on the crosswalk approaches could be converted to double yellow lines.

3 SPEED SURVEYS

The existing posted speed through the study area on Mission Road is 50 km/h. To determine the existing traffic operating speeds, two speed surveys were conducted on Thursday, January 30, 2020. The surveys used radar guns to capture unconstrained vehicle speeds (i.e. those not following others) from locations not apparent to drivers. The weather conditions were clear and the roads were bare and dry, ensuring there were no potential speed adjustments due to inclement conditions.

The results of the speed surveys are summarized in the table below.

Location	Timeframe	Direction	Number of Vehicles Surveyed	Average Speed (km/h)	85 th Percentile Speed* (km/h)
Allan Brooks Way	9:45 to 10:30 AM	NB	43	66.8	76.8
		SB	27	67.0	74.1
DND Entrance	1:20 to 2:00 PM	NB	34	63.4	71.5
		SB	36	63.5	70.7

*The speed at which 85% of the surveyed traffic travels at or below.

The speeds show that the drivers are generally confident and comfortable driving faster than the posted 50 km/h speed. In particular, very few drivers were observed applying their brakes when passing through the 50 km/h signage at Allan Brooks Way.

4 COLLISION ANALYSIS

The collision history through the study area was evaluated using ICBC claims data for the five years between 2013 and 2017. Understanding that the section of Mission Road could be miscoded as 34th Street or Commonage Road, records for all three roads were reviewed.

There were three collisions recorded on Mission Road that are likely to be within the study area. Two involved deer impacts, and one was an off-road involving a distracted driver.

There were 62 collisions recorded on Commonage Road, of which some may have been miscoded collisions on Mission Road. Of these, 32 were deer impacts. There were another 10 collisions which were off-roads attributed to icy or snowy road conditions. Four of the collisions were attributed to speeding drivers.

Deer Crossing warning signs (see right) should be installed on Mission Road irrespective of any changes to the posted speed. These could be installed at the start of the rural section for southbound traffic, and at the city limits for northbound traffic (as coordinated with the Ministry of Transportation and Infrastructure).



5 RECOMMENDATIONS

Based on a detailed review of the existing site conditions, the road geometry, traffic speeds, and recent collision history, Mission Road can safely support an increase in the posted speed from 50 km/h to 60 km/h between the existing 60 km/h section at Allan Brooks Way and approximately 150 to 200 metres south of the crosswalks. This could be accomplished by the following sign adjustments on Mission Road:

1. Relocate the existing "50 km/h Ahead" sign south of Allan Brooks Way (**Figure 4**) to 250 metres south of the south crosswalk, facing northbound traffic.
2. Relocate the existing "50 km/h" posted speed sign at Allan Brooks Way to 150 metres south of the south crosswalk, facing northbound traffic.
3. Relocate the existing southbound "60 km/h" posted speed sign at Allan Brooks Way to 150 metres south of the south crosswalk, facing southbound traffic.

Figure 4: Existing 50 km/h Ahead Signage, Mission Road Northbound



To manage road safety concerns with the posted speed increase, the following additional measures are recommended for consideration by the City of Vernon:

- Install "Share the Road" signs at each end of Mission Road, especially to cover the section where the paved shoulders are less than 1.5 metres in width.
- Install "Deer Crossing" signs for southbound traffic at the start of the rural section, and for northbound traffic at the city limits (in coordination with the Ministry of Transportation and Infrastructure).
- If passing manoeuvres are a concern at the crosswalks, paint double-solid centrelines for the 30 metres preceding each crosswalk, and between the crosswalks.
- If there is driver confusion about the amber flashers at the double crosswalk, consider upgrading the crosswalks to have beacons on both sides and both approaches of each crosswalk (or converting to Rapid Rectangular Flashing Beacons), and changing the flashers to independent operation for each crosswalk.
- If speed concerns arise, request enforcement by the RCMP.

6 CLOSURE

This Mission Road Speed Study has been prepared by McElhanney Ltd. (McElhanney) for the benefit of the City of Vernon. 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 or the City of Vernon.

McELHANNEY LTD

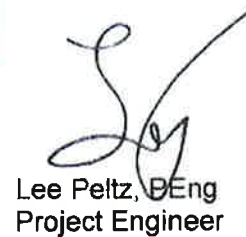
Prepared By:



V. Glenn Stanker, PEng, PTOE
Senior Transportation Engineer



Reviewed By:



Lee Peltz, PEng
Project Engineer



REPORT/RECOMMENDATION TO COUNCIL

**SUBMITTED
BY:**

Chris Ovens,
Manager, Roads, Drainage and Airport

DATE: March 12, 2020

FILE: 5400-14

SUBJECT: ROAD GRIT AND AIR QUALITY

PURPOSE:

To provide Council with information regarding the road grit used by operations as part of the snow and ice control program.

RECOMMENDATION:

THAT Council receive the report titled "*Road Grit and Air Quality*" dated March 12, 2020 from the Manager, Roads, Drainage and Airport, for information.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council direct Administration to continue to review the feasibility and cost implications of adjusting the current road product under the advisement of a Qualified Geotechnical Engineer.

Note: There may not be a better product available that will reduce the air advisory concerns while still maintaining the required service level.

ANALYSIS:

A. Committee/Board Recommendations:

N/A

B. Rationale:

1. At the December 9, 2019 Regular meeting, Council discussed air quality and the potential that the current road grit contributes to dust conditions. Administration was asked to provide Council with an information report in relation to road grit options.
2. Administration enlisted the consulting services of a Geotechnical Engineer to investigate the characteristics of our current road grit (sand) product and that of

multiple surrounding communities. Sand used by all the communities was similar in most aspects as were the specifications required by each authority. The current results for gradation for the City of Vernon are represented by the blue dashed line in the "Grain Size Distribution Comparison" (Attachment 1, Pg. 3). City of Vernon test results show a reduced amount of smaller gradation that can be attributed to dust generation compared to surrounding areas.

3. As the City of Vernon's sand product is comparable to surrounding communities, the assumption that the dust advisories are a result of our sand product can be argued and therefore, other considerations were investigated throughout the winter sand investigation.
4. In reviewing alternate sand options, Administration considered the use of products similar to those suggested in the 2006 report "Best Management Practices to Mitigate Road Dust from Winter Traction Materials" (Attachment 2) issued by the Ministry of Water, Land and Air Protection. The report provides examples of existing communities using alternate aggregates. Administration reached out to a community identified in the report for their gradation specifications and supplied it to a local provider to create a sample. The sample was a fractured rock product with a reduction in smaller gradients and with a high degree of variation allowances. It was determined to be too aggressive and raised concerns of dust generation instead of reduction. By creating a fractured rock, the process of "crushing" the rock creates a by-product called rock flour, a fine particulate associated with this method, which was evident in the provided samples.
5. To mitigate the costs of using an alternate product it has been suggested that the use of two sand products could be used. One for residential roadways and another for arterials and the downtown. Operations currently uses dust reducing processes in the downtown as per the Snow and Ice Control Policy, where salt application is used when weather temperatures allow its use. The introduction of another sand product to the process would prove difficult as it would require additional storage sites. Controlling the application would also prove hindering as plows trucks have designated routes throughout the city and perform snow and ice control on various road designations. An investment into adjusting current snow operations would have to be investigated if this was a preferred option.
6. Staff are currently in the process of procuring a street sweeper to assist with road maintenance clean up, that will be targeting removal of finer particulate. As recommended by "Best Management Practices to Mitigate Road Dust from Winter Traction Materials", the City of Vernon is investing in a regenerative road sweeper that focuses on removing dirt and dust that traditional road sweepers can leave behind. This machine combined with a traditional mechanical sweeper, will permit staff to remove heavy build up with the mechanical sweeper, followed by the regenerative air machine that will remove the dust generating particulate that mechanicals can leave behind.
7. Administration recently met with Ministry officials tasked with monitoring air quality in the region and responsible for issuing dust advisories, to better understand the

process and mitigate future occurrences. Ministry representatives provided feedback related to what prompts dust advisories as well as pre and post controls for reducing dust. The suggested adjustments included; reducing dust contributors from winter sand, using regenerative sweepers, using dust suppressants during sweeping and deploying sweeping fleet at the earliest time possible. Staff are addressing as many of the suggestions as possible and are investigating solutions for unaddressed items.

8. Staff will continue to investigate dust mitigation practices for both pre and post control to improve community compliance with the Ministry guidelines for acceptable dust levels.

C. Attachments:

1. City of Vernon Winter Sand Specification Commentary (Fletcher Paine)
2. Best Management Practices to Mitigate Road Dust from Winter Traction Materials (Ministry Publication)

D. Strategic Plan Objectives:

The Road Grit and Air Quality report involves objectives in Council's Strategic Plan:

- Vibrant Downtown

E. Policy (Existing/Relevance/None):

1. Snow and Ice Control Policy

F. Relevant History:

N/A

G. Applicants Response:

N/A

H. Reasons for Bylaw:

N/A

I. Resources:

N/A

BUDGET IMPLICATIONS:

Presently, there are no anticipated budget increases for road grit. If another product is found that will reduce air quality issues while maintaining service levels, a report and cost implications will be brought forward for Council's consideration.

Prepared by:

Chris Owens

Chris Owens, Manager, Roads, Drainage and Airport

Approved for submission to Council:

Will Pearce

Will Pearce, CAO

Date: 17 March 2020

APPROVALS	DATE	COUNCIL AGENDA INFORMATION:			
Supervisor _____	_____	<input checked="" type="checkbox"/> Regular	Date: <u>March 23</u>	Item # _____	
Division Manager <i>SK</i> _____	<u>20/03/13</u>	<input type="checkbox"/> In-Camera/COW	Date: _____	Item # _____	
		<input type="checkbox"/> Information Item	Date: _____	Item # _____	
		<input type="checkbox"/> Agenda Addenda	Date: _____	Item # _____	

<u>REVIEWED WITH</u>	<u>REVIEWED WITH</u>	<u>REVIEWED WITH</u>	<u>REVIEWED WITH</u> Committees
<input type="checkbox"/> Bylaw Services	<input type="checkbox"/> Environment	<input type="checkbox"/> Public Works	<input type="checkbox"/> _____
<input type="checkbox"/> Clerk	<input type="checkbox"/> Facilities	<input type="checkbox"/> Planning	<input type="checkbox"/> _____
<input type="checkbox"/> Economic Dev.	<input type="checkbox"/> Finance	<input type="checkbox"/> Engineering	<input type="checkbox"/> _____
<input type="checkbox"/> RCMP	<input type="checkbox"/> Fire	<input type="checkbox"/> Operations	<input type="checkbox"/> _____
<input type="checkbox"/> Building & Licensing	<input type="checkbox"/> GVS - Parks	<input type="checkbox"/> GVS - Water	
<input type="checkbox"/> Human Resources	<input type="checkbox"/> Utilities	<input type="checkbox"/> Recreation Services	
		<input type="checkbox"/> Other _____	

NOTE: City Administrator's comments will be provided if required as an addendum to the report

h:\planning\msword\reports\report form.doc

Fletcher Paine Associates Ltd.

Consulting Geotechnical and Materials Engineers
 2250 11 Avenue
 Vernon, B.C.
 V1T7X8



File 6527

March 13, 2020

City of Vernon
 1900 - 48th Avenue
 Vernon, BC.
 V1T 5E6

Attention: Chris Ovens
 Manager of Roads, Drainage and Airport

Dear Mr. Ovens,

City of Vernon Winter Sand Specification Commentary

Further to your request on March 4, 2020, Fletcher Paine Associates Ltd. has completed grain size distribution testing on locally used winter sand materials in the Okanagan for comparison purposes. Fine micro-deval abrasion resistance testing was completed on City of Vernon winter sand materials. The terms under which our services are provided are attached.

Materials Testing

Seven samples were collected from the existing winter sand sources at the City of Vernon Public Works Yards and Postills Rosebush Pit. Grain size distribution testing and fine Micro-Deval testing (ASTM D7428) were performed on the samples. Grain size distribution testing of winter sand sources used by two other jurisdictions in the Okanagan were also tested for comparison purposes. The samples were all compared on the Grain Size Distribution Comparison report. The grain size distribution and micro-deval test reports are attached.

Discussion

The fine sand and silt fraction of winter sand materials have the potential to become suspended in the air as dust from vehicle traffic. Fine sand and silt materials consist of particles passing the 0.300 mm sieve size. The current City of Vernon specification is characterized as having optimal gradation limits as it pertains to the fine sand and silt fraction in comparison to other locally used specifications in the Okanagan.

The tested winter sand gradations used by other jurisdictions were compared to the City of Vernon materials. The particles passing the 0.300 mm sieve size for the tested sources were similar.

The fine micro-deval test on the winter sand materials had an average result of 10.9 percent loss. This result indicates that the aggregate quality is a durable construction material. Studies or specifications were not available that compare how the durability of the aggregate relates winter sand dust suspension caused by traffic sources.

We trust that the contents of this letter are appropriate for your current requirements. If you should have any queries please call our office at your convenience.

Yours truly,
Fletcher Paine Associates Ltd.



Ryan C. Stearns, P.Eng.
Materials Engineer



GRAIN SIZE DISTRIBUTION COMPARISON

ASTM C136, C117

Project: City of Vernon 2019 Materials Testing

Project No: 6527

Client: City of Vernon

Report Date: March 13, 2020

Location: Vernon, B.C.

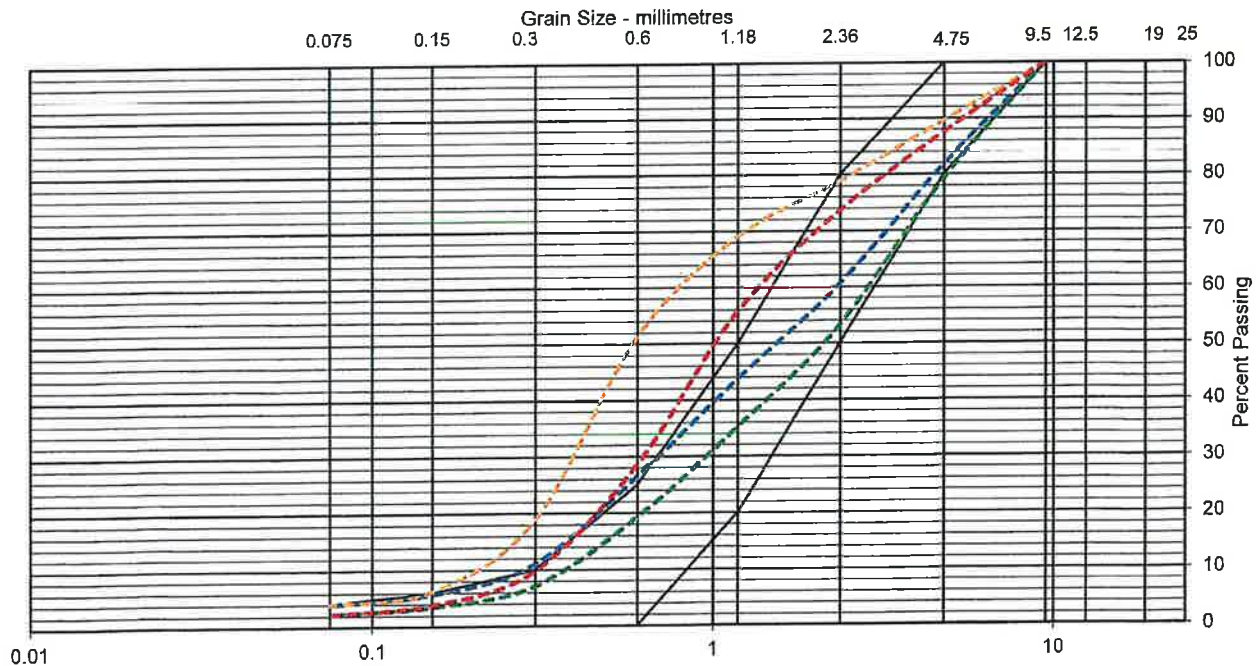
Sampled By: RCS

Material: Winter Sand

Remarks: Comparison of the 4 tested sources

Specifications: City of Vernon Coarse Winter Screened Road Sand

Sieve (mm)	Wash Analysis				Limits	
	Public Works % Passing	Postill Pit % Passing	Source #1 % Passing	Source #2 % Passing	Min %	Max %
9.50	100	100	100	100	100	100
4.75	81.8	79.2	89.6	87.5	80	100
2.36	60.5	53.1	78.9	73.6	50	80
1.18	43.6	35	69.0	55.7	20	50
0.600	26.3	19.1	51.4	28.6	0	25
0.300	10.9	7.0	18.9	9.8	0	10
0.150	5.7	3.4	6.2	3.8	0	6
0.075	3.9	2.2	3.9	2.2	0	4



Reporting of this test result constitutes testing services only. Engineering interpretation or evaluation of the test result is provided only upon written request. Data presented in this report is for the exclusive use of the Client listed above. F.P.A. will not take any responsibility for any unauthorized use.



GRAIN SIZE DISTRIBUTION

ASTM C136, C117

Project: City of Vernon 2019 Materials Testing

Project No: 6527

Client: City of Vernon

Sample Date: November 5, 2019

Location: Vernon, B.C.

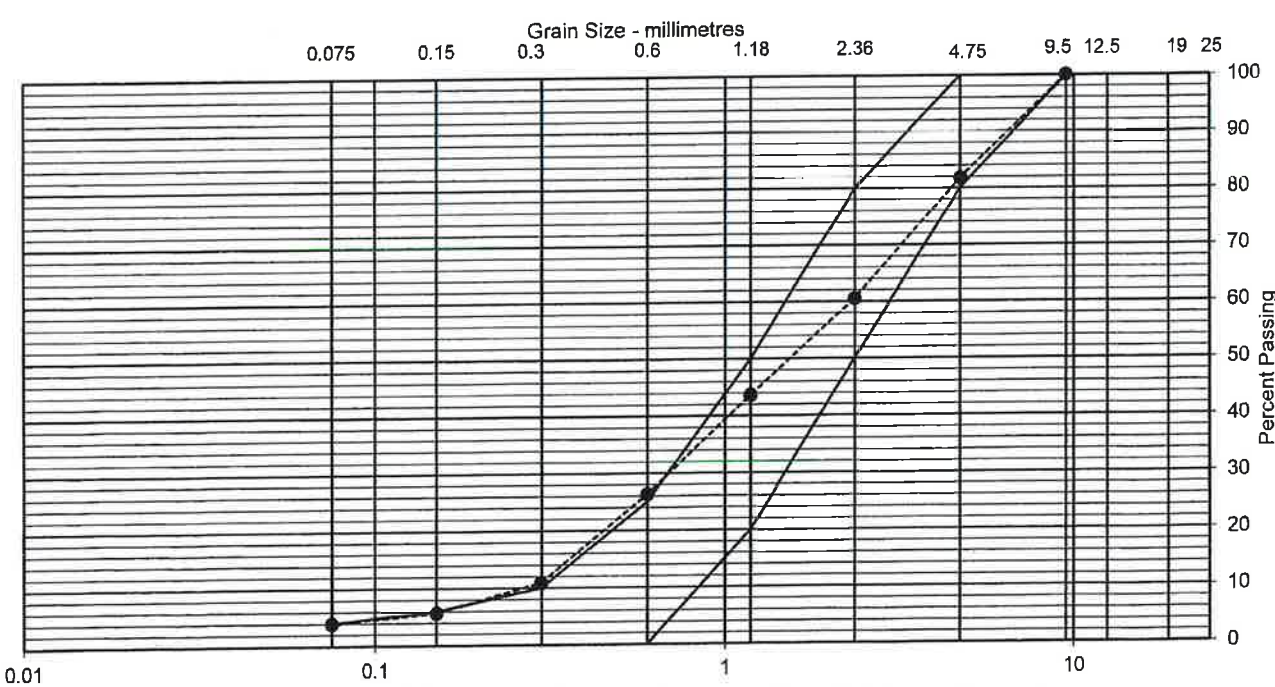
Sampled By: JV

Material: Winter Sand

Remarks: average of 3 sieve results sampled from Vernon Public Works stockpile, material sourced from Postill Rosebush

Specifications: City of Vernon Coarse Winter Screened Road Sand

Wash Analysis			
Sieve (mm)	% Passing	Limits	
9.50	100	100	100
4.75	81.8	80	100
2.36	60.5	50	80
1.18	43.6	20	50
0.600	26.3	0	25
0.300	10.9	0	10
0.150	5.7	0	6
0.075	3.9	0	4



Reporting of this test result constitutes testing services only. Engineering interpretation or evaluation of the test result is provided only upon written request. Data presented in this report is for the exclusive use of the Client listed above. F.P.A. will not take any responsibility for any unauthorized use.



GRAIN SIZE DISTRIBUTION

ASTM C136, C117

Project: City of Vernon 2019 Materials Testing

Project No: 6527

Client: City of Vernon

Sample Date: November 4, 2019

Location: Vernon, B.C.

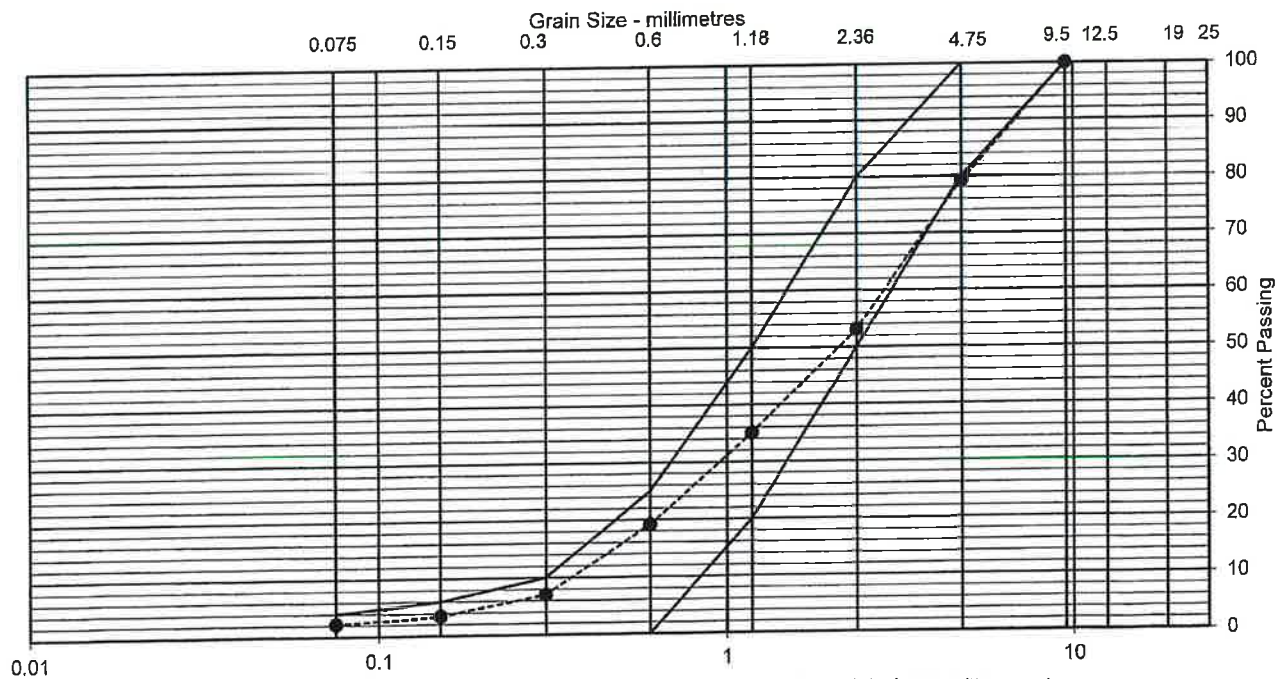
Sampled By: JV

Material: Winter Sand

Remarks: average of 4 sieve results
sampled from Postill Rosebush
pit stockpile

Specifications: City of Vernon Coarse Winter Screened Road Sand

Wash Analysis			
Sieve (mm)	% Passing	Limits	
9.50	100	100	100
4.75	79.2	80	100
2.36	53.1	50	80
1.18	35.0	20	50
0.600	19.1	0	25
0.300	7.0	0	10
0.150	3.4	0	6
0.075	2.2	0	4



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GRAIN SIZE DISTRIBUTION

ASTM C136, C117

Project: City of Vernon 2019 Materials Testing

Project No: 6527

Client: City of Vernon

Sample Date: March 3, 2020

Location: Vernon, B.C.

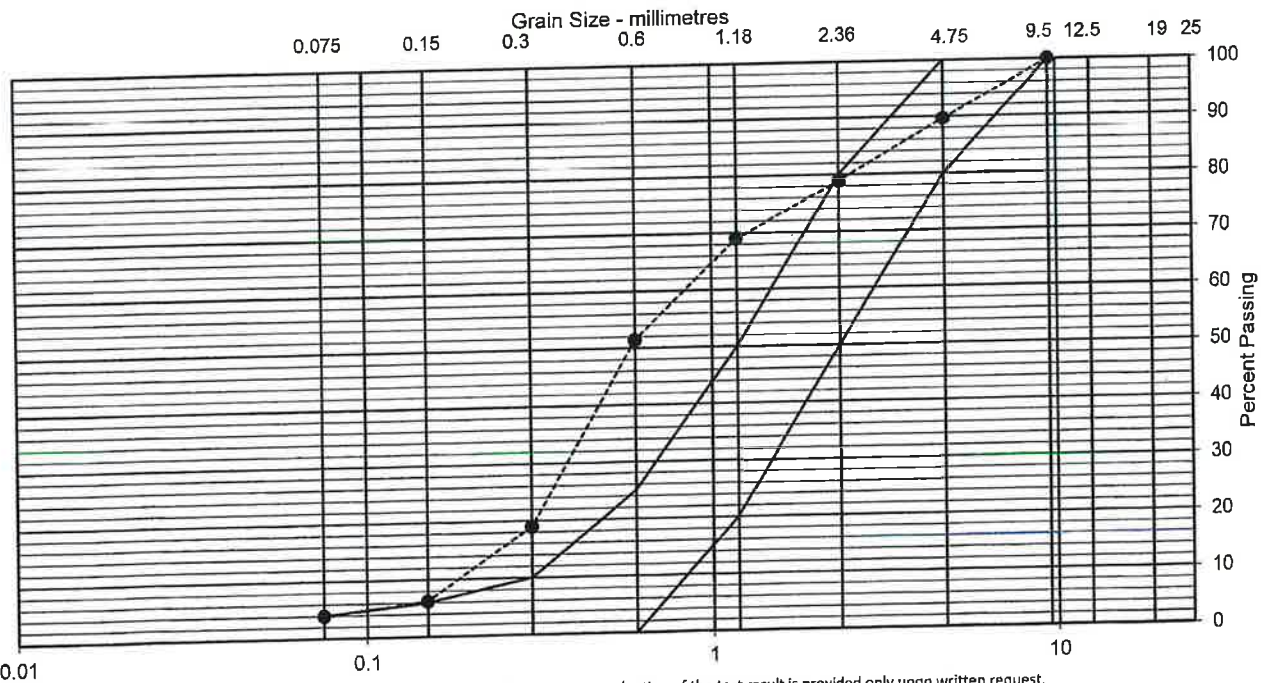
Sampled By: RCS

Material: Winter Sand

Remarks: sieve results sampled from Okanagan Source #1

Specifications: City of Vernon Coarse Winter Screened Road Sand

Wash Analysis			
Sieve (mm)	% Passing	Limits	
9.50	100	100	100
4.75	89.6	80	100
2.36	78.9	50	80
1.18	69.0	20	50
0.600	51.4	0	25
0.300	18.9	0	10
0.150	6.2	0	6
0.075	3.9	0	4



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GRAIN SIZE DISTRIBUTION

ASTM C136, C117

Project: City of Vernon 2019 Materials Testing

Project No: 6527

Client: City of Vernon

Sample Date: November 21, 2019

Location: Vernon, B.C.

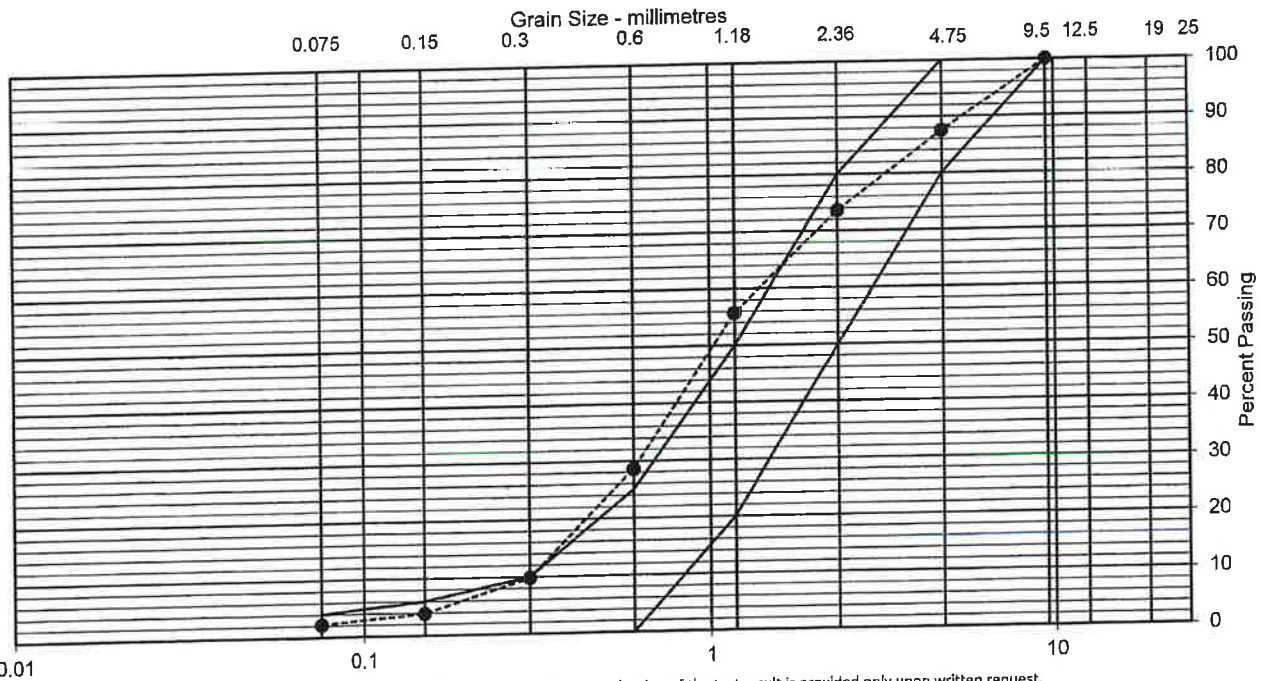
Sampled By: RCS

Material: Winter Sand

Remarks: sieve results sampled from Okanagan Source #2

Specifications: City of Vernon Coarse Winter Screened Road Sand

Wash Analysis			
Sieve (mm)	% Passing	Limits	
9.50	100	100	100
4.75	87.5	80	100
2.36	73.6	50	80
1.18	55.7	20	50
0.600	28.6	0	25
0.300	9.8	0	10
0.150	3.8	0	6
0.075	2.2	0	4



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Fletcher Paine Associates Ltd.

Consulting Geotechnical and Materials Engineers

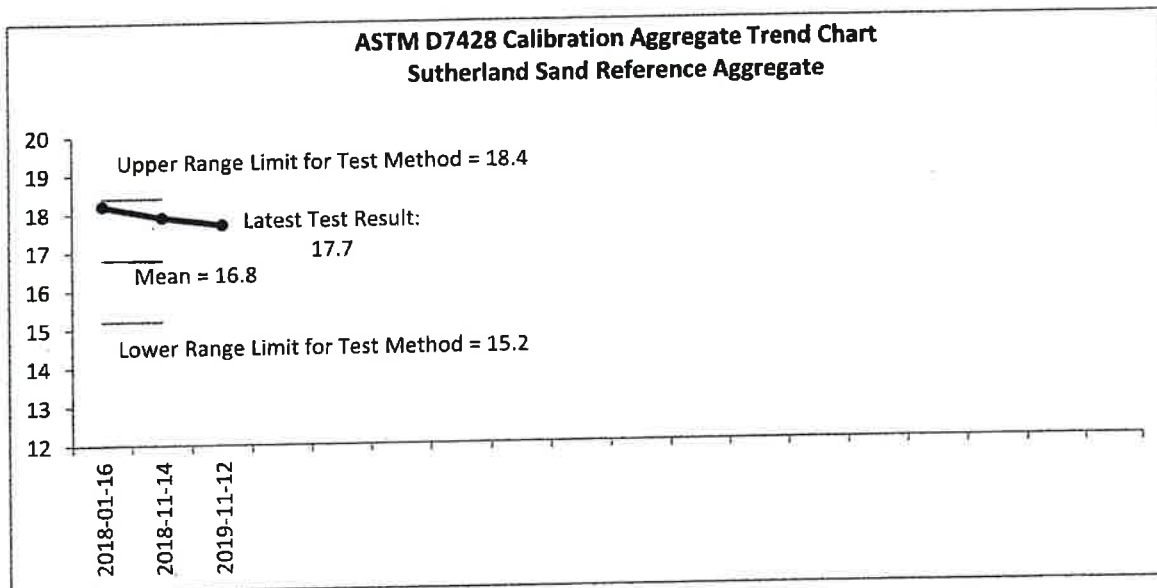
2250 11 Avenue, Vernon, B.C. V1T 7X8
Tel (250) 542-0377 Fax (250) 542-01220

Project: City of Vernon 2019 Materials Testing	Project #: 6527
Client: City of Vernon	Date Tested: 12-Nov-2019
Client Rep.: Chris Ovens	Sampled By: JV
Material: Winter Sand	Tested By: RMS

FINE MICRO-DEVAL TEST ASTM D7428

Trial No.	1
Maximum Aggregate Size Used (mm)	4.75

Sample Description	Postill Pit Stockpile	Public Works Stockpile
Sample Date:	04-Nov-2019	05-Nov-2019
Loss (%) =	11.3	10.4



- Data Presented in this report is for the exclusive use of the client listed above. FPA will not take any responsibility for any unauthorized use of this report.
- Reporting of this test results constitute testing services only. Engineering interpretation or evaluation of test result is provided only upon written request.

TERMS OF ENGAGEMENT

1. General

Fletcher Paine Associates Ltd. (FPA) shall render its services to the Client for this project with that degree of care, skill and diligence normally provided in the performance of services for projects of a similar nature to that contemplated.

In rendering services to the Client, FPA may, at its discretion and at any stage, engage subconsultants to FPA to carry out its duties and responsibilities as set forth.

2. Compensation

Charges for the services rendered will be made in accordance with our Schedule of Fees in effect at the time the work is performed. All charges will be made in, and will be payable in, Canadian Dollars. Invoices will be due and payable on receipt without holdback. A monthly service charge will be applicable to invoices remaining unpaid after 30 days.

3. Notices

FPA will designate a project manager who shall be responsible for the project. The Client shall designate an authorized representative to act with respect to the project.

4. Termination

Either party may terminate this engagement with cause upon seven (7) days notice in writing. The Client shall forthwith pay for all services performed, including all expenses and other charges payable that are associated with obligations incurred by FPA for this project.

5. Environment and Pollution

The FPA field investigation, laboratory testing and engineering recommendations are not intended to address or evaluate pollution of soil or pollution of groundwater. When practical, FPA will cooperate with the Client's environmental consultant during the field work phase of the investigation.

6. Professional Responsibility

FPA will provide the standards of care, skill and diligence normally provided by a Professional Engineer in the performance of engineering services as contemplated for this project.

7. Limitations of Liability

FPA shall not be responsible for:

- a) The failure of a Contractor to perform work in accordance with the relevant contract documents for the Project;
- b) The design of, or defects in, equipment provided by or on behalf of the Client by others, for incorporation into the Project;
- c) Any damage to subsurface structures or utilities; resulting from subsurface investigations for the Project;
- d) Any cross-contamination of ground or groundwater resulting from subsurface investigations for the Project;
- e) Any costs incurred for stopping the flow of artesian water from test holes in the event that such conditions are encountered during any field investigation for the Project;
- f) Any decisions made by the Client in relation to the Project that are inconsistent with, or contrary to, the advice provided by FPA;
- g) Any consequential loss, injury, or damages suffered by the Client, including but not limited to loss of use, loss of earnings, or business interruption;
- h) The distribution of any document or report prepared for the Client by or on behalf of FPA for the Project without express authorization by FPA.

Notwithstanding anything to the contrary, the aggregate liability of FPA, including liability for professional negligence and fundamental breach of contract, shall be limited to the amount of Professional Liability insurance carried by FPA.

The Client's failure to accept the professional recommendations and advice of FPA with respect to the geotechnical conditions at the Project shall relieve FPA of and from any and all legal liability, whether in contract or in tort, to the Client for all manner of loss and damage accruing to the Client, including consequential loss and damage, which may arise out of the FPA services.

8. Personal Liability

The Client agrees that FPA's principals and employees have no personal liability to the Client in respect of a claim whether in contract, tort, and/or any other cause of action in law, and expressly agrees that it will bring no proceedings and take no action in any court of law against any of FPA's principals or employees in their personal capacities.

9. Third Party Liability

This report was prepared by FPA for the Client and the material presented in it reflects the opinions and judgements of FPA as based upon the information available at the time of its preparation. Any use(s) made of this report by a third party is/are the sole responsibility of such third parties. FPA will not accept any responsibility for damages suffered by any third party as a result of decisions made or actions taken that are ostensibly based upon this report. Any use or reliance upon this report by a third party must be authorized in writing by FPA.

10. Documents

All of the Documents prepared by FPA in connection with the Project are instruments of service for the execution of the Work. FPA retains the property and copyright in those Documents, whether the Project is executed or not. These Documents may not be used on any other project without prior written agreement and remuneration.

11. Field Services

Where applicable, the field services recommended are the minimum necessary to ascertain that the Contractor's work is being carried out in general conformity with the intent of our recommendations. Any reduction from the level of services recommended will result in FPA providing qualified opinions regarding the adequacy of the work.

12. Confirmation of Professional Liability Insurance

As required by the Association of Professional Engineers and Geoscientists of British Columbia, it is required that our firm advise whether or not Professional Liability Insurance is held. It is also required that a space for you to acknowledge this information is provided. Accordingly, this notice serves to advise you that FPA carries professional liability insurance. If you wish to acknowledge receipt of this information please sign and return a copy of this form.

Best Management Practices to Mitigate Road Dust from Winter Traction Materials



March 2005



**BRITISH
COLUMBIA**

Ministry of Water, Land and Air Protection



Acknowledgements

This document was developed with the assistance of many individuals including municipal and regional district staff, highway maintenance contractors, Ministry of Transportation staff, and Ministry of Water, Land and Air Protection air quality specialists.

Participants of the "Mitigating Road Dust from Winter Traction Materials" workshop, held in Prince George, BC on February 15, 2005, and questionnaire respondents are particularly acknowledged for their helpful review comments and contributions to the draft document. The project team would like to extend their appreciation to all those who participated in the creation of this best management practices document.

Project Team:

Mark Graham, Ministry of Water, Land and Air Protection
Al Planiden, Ministry of Transportation
Paul Schaap, Dillon Consulting Limited
Janet Scott, Dillon Consulting Limited
Maria Furberg, RWDI AIR Inc.
Seton Stiebert, RWDI AIR Inc.

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5. Particles - Environmental aspects - British Columbia.
6. Roads - Dust control - Bibliography.
7. Roads - Snow and ice control - Environmental aspects - Bibliography.
- I. British Columbia. Ministry of Water, Land and Air Protection.

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960122-1

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Background

Two key aspects of the BC Ministry of Water, Land and Air Protection's (MWLAP) mandate are:

1. To limit adverse effects of the individual and collective activities of British Columbians on the environment; and
2. To contribute to health and well-being (including safety) of British Columbians through the provision of clean and safe water, land and air.

Many communities in BC face the issue of road dust generated from winter traction materials (i.e., sand, aggregate, and associated de-icing compounds) applied during the snow and ice season. Fine fraction particulates contained within accumulated winter traction materials can be entrained and suspended by vehicular traffic, contributing to reduced air quality.

In response to this issue, local municipalities of BC's interior have developed various measures to mitigate the generation of road dust associated with winter traction materials including the reduction of quantities applied, the selection of specific traction materials, and the implementation of specialized maintenance procedures. An acute dilemma faced by municipal planners and road managers is the trade off between ensuring the safety of the travelling public (i.e., road users) through the application of winter traction materials and addressing air quality issues associated with dust from these materials.

To aid local governments, planners, and road maintenance crews, MWLAP has developed this best management practices document to guide the management of road dust generated from winter traction materials. The following BMPs provide municipal planners and road maintenance staff with options for reducing road dust while achieving road safety and environmental requirements.



Air Quality Issues

Loose materials, such as silt and sand, that have accumulated on roadways can be suspended into the atmosphere by the tires of vehicles. These suspended particulates are referred to as “road dust”. At some locations near roadways the measured concentration of dust or fine particulates in the air is significant, resulting in impaired air quality and poor visibility.

Sands and other aggregate applied to roadways as winter traction materials can be a significant source of road dust particularly in the spring when snow melts and winter traction materials have accumulated on the dry road surface. The movement of passing vehicles suspends particles contained within these materials and creates dust. A visible dust cloud can often be seen behind passing vehicles in the springtime before roads have been mechanically swept clean or naturally washed by rainfall. This dust may reduce visibility for roadway users and may lead to elevated concentrations of inhalable particulate such as PM_{10} (particulate matter less than 10 microns in diameter), resulting in poor air quality. Occasionally, the province will issue air quality advisories to protect the public during periods when elevated concentrations of PM_{10} persist.

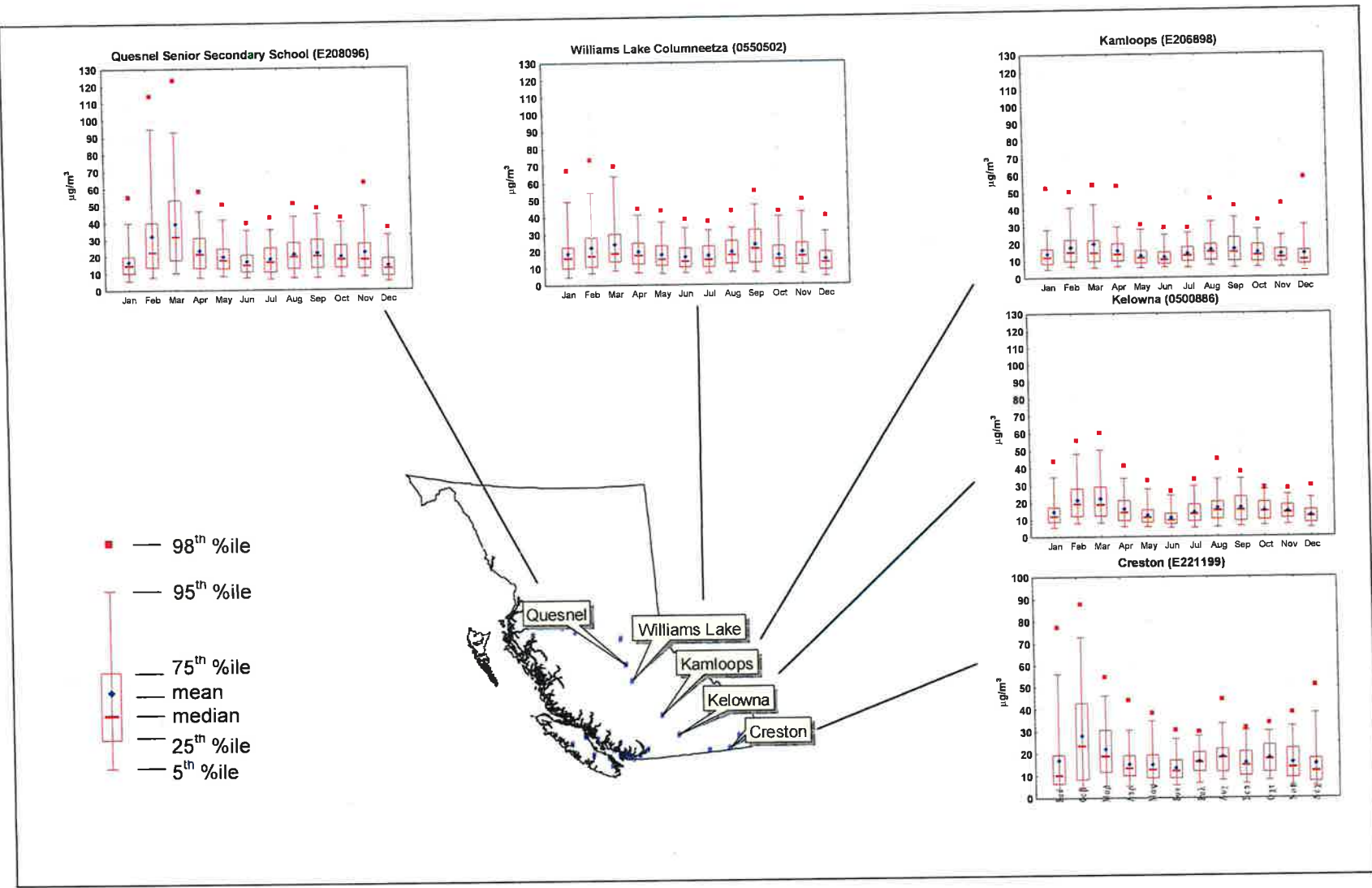
Figure 1 shows the seasonal variations in PM_{10} in communities where traction material is applied heavily in winter. The peak seen in February and March at all sites is primarily due to traction material left on the roads and highways after snow and ice have melted.

The amount of road dust generated from sands and aggregate applied as winter traction materials depends on the quantity, size and shape of applied materials, the ability of work crews to remove these materials from the road surface, and the level of traffic on the roadways. The timing and frequency of road surface cleaning is critical to ensure that winter traction materials do not remain on roadways where they may lead to air quality and visibility concerns.

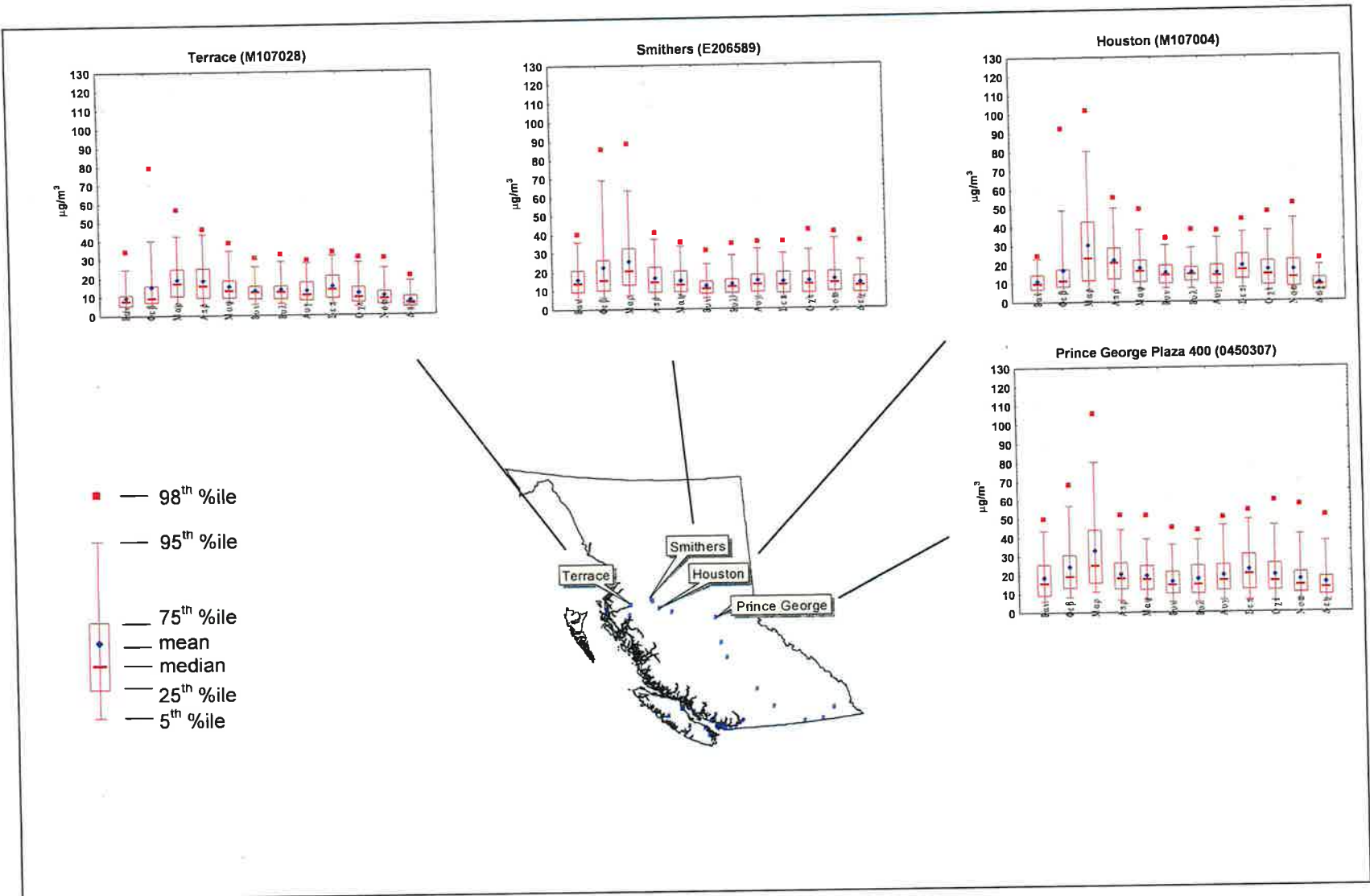
In general, the term ‘winter traction materials’ also refers to de-icing and anti-icing compounds (i.e., road salts). While these compounds are known to have potential impacts on water quality, they have been shown to have only a small impact on air quality. They are often applied in liquid form and even when used in solid states are formed of soluble particles which do not lodge in the lungs in the same way that fine silt particles do. Research studies in the American cities of Denver, Colorado and Reno, Nevada indicated that while winter traction materials contributed around 60% to the ambient PM_{10} levels, de-icing materials contributed approximately 1% (Salt Institute. 2001). Based on this evidence, the use of road salts and de-icers alone (i.e., applied without sand or aggregate) may seem attractive to reduce potential air quality impacts. In fact, some jurisdictions such as Colorado and Utah have moved towards replacing sands and aggregate with salt in order to reduce road dust.

Other Environmental Impacts

Information on other environmental impacts from winter road maintenance can be found in the **Winter Road Maintenance and Dust Suppression** sections of the Ministry of Transportation’s **Best Management Practices for Highway Maintenance Activities** document.



Seasonal variations in 24-hour PM_{10} measurements at select TEOM sites.
 From: National Library of Canada Cataloguing in Publication Data, Suzuki, Natalie M. Particulate matter in BC : a report on PM_{10} and $\text{PM}_{2.5}$ mass concentrations up to 2000.



Seasonal variations in 24-hour PM₁₀ measurements at select TEOM sites.

Mitigation of Road Dust From Winter Traction Materials

However, winter traction materials are often required when temperatures are too low for de-icers to work and for less traveled roadways where it is impractical to maintain bare pavement. It is also necessary to consider the impacts of increased use of road salt on local aquatic environments, groundwater, plants and animals.



Legislation and Performance Standards

There are no specific federal or provincial regulations concerning road dust from winter traction materials. In its Maintenance Services Manual, the BC Ministry of Transportation lists highway maintenance requirements (i.e., standards) that include the quality of winter abrasives, the application rate, and timing of application. The broader issue of air quality impacts from road dust are indirectly managed through the provincial *Environmental Management Act*. Because dust is one of many PM₁₀ sources, it is best managed through airshed plans, which are mainly voluntary, but which can use both provincial and municipal legislation when required.

Ambient ground-level concentrations of particulate pollutants (i.e., particulate matter smaller than 10 microns (PM₁₀) and particulate matter smaller than 2.5 microns (PM_{2.5})) are regulated by provincial and national air quality objectives. Objectives exist for the 24-hour averaging periods as shown in the table below. These are objectives that communities should meet for all forms of particulate, including road dust.

Relevant Air Quality Objectives and Standards for PM_{2.5}, and PM₁₀ (µg/m³) (Air Quality Objectives for British Columbia and Canada. MWLAP. 2004)

Particulate Species	Jurisdiction	Level	Ambient Air Quality Objective (µg/m ³)
			24-Hour
PM _{2.5}	Canada-Wide Standard	Target*	30
PM ₁₀	Provincial	Objective	50

* The achievement of this standard is to be based on the 98th percentile ambient measurement annually, averaged over three consecutive years. The standard is to be achieved by 2010 with requirements for periodic reviews and interim reporting beginning in 2005.

Mitigation of Road Dust From Winter Traction Materials

Traction Material Management in the US

Several US jurisdictions that have had trouble achieving US national standards for ground-level particulate concentrations have gone further in their efforts to regulate road dust.

Several US states have established specific requirements for winter traction materials including:

- sizing, hardness and shape of the particles;
- legislated reductions in the application of winter traction materials;
- sweeping procedures;
- reporting requirements for users of winter traction materials; and
- the development of local management plans in cooperation with state and local street maintenance officials and winter traction material suppliers.

Some jurisdictions such as Montana, Utah and Colorado have amended their state clean air plans to replace sand with salt to the greatest extent possible. These actions, while reducing road dust, have increased the amount of salt applied to roadways and may result in increased environmental effects on vegetation and water bodies near the roadways.

The MoT requires their contractors to meet the following specifications for winter traction materials:

Maximum Particle Size	Winter Highway Classification		
	Class A & B	All Class C and Class D Paved Only	All Class D Gravel Highways
	12.5 mm	16 mm	19 mm
Metric Screen Size*			
19 mm	n/a	n/a	100%
16 mm	n/a	100%	n/a
12.5 mm	100%	n/a	n/a
9.5 mm	n/a	80-100%	80-100%
4.75 mm	50-95%	50-95%	50-95%
2.36 mm	30-80%	30-80%	30-80%
0.600 mm	10-50%	10-50%	10-50%
0.300 mm	0-25%	0-25%	0-25%
0.075 mm	0-6%	0-6%	0-6%

* The figures shown represent the percent of material which passes that particular screen size.

Road Salt Use

Because of the potential for environmental harm to result from salt use, road salt is considered a scheduled substance under the *Canadian Environmental Protection Act*. Several documents, provide direction on the legislative standards that apply to road salt use; two of these are: **Roadsalt and Winter Maintenance for British Columbia Municipalities – Best Management Practices** (Warrington, 1998) and the **Federal Code of Practice for Environmental Management of Road Salts (Canada, 2004)**.
<http://canadagazette.gc.ca/partI/2004/20040403/pdf/g1-13814.pdf>



Best Management Practices

The following BMPs are provided as guidelines to help you mitigate road dust generated by winter traction materials. Many of these strategies are already successfully used locally by road maintenance agencies.

MATERIAL SELECTION

Winter traction materials include abrasive materials used on snow- and ice-covered roads to improve vehicle traction. To reduce potential dust generation from sands and aggregate applied to road surfaces in winter, one of the most basic steps that can be taken is to reduce the finer particle fraction of traction material.

Washed or Screened Aggregate

Several northern municipalities currently use washed and screened aggregate as winter traction material throughout their jurisdiction or in higher density areas such as downtown cores. Selecting a material that has been cleaned to remove fines, or simply one that has been screened to limit the percentage of fine particulate, can lead to a reduction in generated dust.

- Select a sand or aggregate that has been screened or washed to reduce the fine particle fraction. Very small particles have actually been found to decrease traction. Material larger than 300 microns in diameter has been found to be most effective.
- Use winter traction materials with angular particles (i.e., crushed) for better traction. This material is better able to embed in or hold to the road surface than rounded traction materials (i.e., pit-mined aggregate). Traction materials can therefore remain on the road surface longer and reduce the need for, and cost of, reapplication. Even the selection of a coarser sand can lead to a reduction in the volume of material applied as each application stays on the road surface longer.
- Use a durable aggregate less likely to breakdown through road wear. Some of the fine particulate found on road surfaces is created by the crushing action of vehicle travel. By selecting more durable materials (coarser sands, harder crushed aggregate), you can retain the larger fraction particles that contribute to improved road friction and reduce the generation of fine particles.

MATERIAL APPLICATION

Once winter traction materials have been selected, several application options exist to reduce the total volume of traction materials applied to winter roads without compromising public safety.

Application to Match Road Conditions

Improved weather forecasting and road condition monitoring can be highly valuable in choosing appropriate application rates.

- Reduce application rates as much as possible while maintaining service that is appropriate to your area. Application rate standards are not provided in this BMP; rather, efforts should be made to choose application rates suitable for your local road conditions (i.e., type of surface, grade, travel speed, level of use), and current and forecast weather conditions (i.e., temperature, precipitation, time of day).
- Consider applying liquid de-icing compounds in conjunction with winter traction materials. Pre-wetting aggregate with a liquid Magnesium Chloride ($MgCl_2$) or Calcium Chloride ($CaCl_2$) brine as the traction material is spread can help the material to embed into ice or snow on the road's surface. By increasing the durability of the traction material applied to the road surface, these chemicals can significantly reduce the

Mitigation of Road Dust From Winter Traction Materials

Pre-wetting Abrasives

Applying dry abrasives has been shown to have limited value in providing lasting traction on high speed roadways. A study conducted by the Ontario Ministry of Transportation showed that at low temperatures (below -15 degrees C) the friction gains due to the application of dry abrasives were substantially reduced by the passage of relatively light traffic (5 to 10 vehicles and 3 to 5 logging trucks).

Heat not salt...

For more information on the use of heated winter traction material, see **Implementation of New Sanding Method in Norway** (Vaa, T., 2004).

Dust Suppressant Options

For more information on dust suppressant choices, see the **Dust Palliative Selection and Application Guide**. Bolander, Peter and Alan Yamada. San Dimas Technology and Development Centre. November 1999.
http://www.ecy.wa.gov/programs/air/pdfs/Dust_Palliative.pdf

volume of winter traction material used. While the use of de-icing compounds brings an added cost, operations departments have offset the costs of purchasing and applying de-icing chemicals through savings achieved by resulting reductions in the volume of winter traction material used.

- Consider the use of alternative winter traction material treatments. Several studies in Scandinavia have tested the application of heated aggregate. In these studies, heated aggregate was seen to provide longer lasting increased surface friction than sand/salt combinations.
- Consider the use of innovative equipment for applying winter traction materials and for maintaining them on road surfaces. As an example, spreaders are available that discharge material with a rearward velocity equal to the truck's forward velocity, so that the material lands on the roadway with zero net velocity and stays in the travel lane. Graders and plows equipped with toothed blades are also used in some areas to help retain aggregate on road surfaces.
- Apply materials with appropriate equipment to limit spillage and unnecessary application of materials, such as that which may occur if sand is continually spread when a sanding truck is stopped or reversing. Calibrated spreaders, particularly those equipped with electronic spreading devices, can apply winter traction materials at a precise and consistent application rate regardless of the truck's speed, so that material is not overly applied when trucks slow down for curves and intersections.

MATERIAL COLLECTION/CLEAN-UP

In spring, road surfaces warm and snow and ice melt. Accumulated winter traction materials loosen and dry, and their fine fraction can be entrained by traffic and wind. Because of this, spring cleaning of accumulated winter traction materials is an essential part of mitigating road dust.

- Consider the application of dust suppressants to control dust generation in later winter as snow begins to melt. Several areas use de-icing compounds or other dust suppressants for this purpose.
- Schedule the removal of accumulated winter traction materials as early in spring as possible to shorten the potential period of dust generation. Material collection should be initiated as early as local weather permits.
- Apply dust suppressants during spring clean-up activities. Wetting traction materials with water or other dust suppressant compounds will help reduce dust generation during collection. Some municipalities use de-icing compounds for dust suppression as this allows them to begin material collection during the cool temperatures of early spring.
- Ensure that equipment used for material collection is well maintained and functioning. Several types of road sweepers are available, including mechanical broom sweepers (useful for heavier materials but less efficient in removing fine particles), vacuum sweepers (effective pick-up of material near curbs but inefficient cleaning along the entire sweeping width), and regenerative air sweepers (more thorough cleaning of all

particle sizes over the road surface). The cost of regenerative air sweepers may be 2 to 2.5 times the cost of a traditional sweeper, however the operation cost and service life are comparable.

Prince George's Example

Through material and technique choices, the City of Prince George has been successful in addressing road dust concerns arising from the use of winter traction materials.

MATERIAL SELECTION

The City of Prince George uses winter sand as a primary winter traction material. In 1997 they began to use a coarser winter fracture product in their downtown area and on arterial roads. The coarse fracture aggregate contains virtually no silt (0% passing through a 1.2 mm screen) but comes with an increased cost (approximately three to five times that of winter sand). This cost is partially balanced by savings seen in the reduced volume of material needed, as the coarser fracture product has greater durability on icy winter roads.

MATERIAL APPLICATION

Coarse fracture material and winter sand is applied with standard spreaders equipped with spray equipment to pre-wet the traction material with a liquid salt brine. In 1998, the City began trials of anti-icing techniques (with a Pacific Northwest Snowfighters (PNS) approved salt brine) used to address traction concerns on their downtown area and arterial roadways. By pre-wetting material at application and using anti-icing to limit the accumulation of snow and ice on road surfaces, coupled with the increased durability of the winter fracture, the volume of winter abrasives applied to these roads has been reduced.

MATERIAL COLLECTION/CLEAN-UP

Spring cleaning activities usually begin in mid- to late March, depending on weather conditions, and extend for a period of approximately 10 weeks. Both day and afternoon shifts (winter crews transition from nights to afternoons to take advantage of warmer temperatures when the need for nighttime snow and ice control is reduced) are used to complete cleaning activities as quickly as possible. The City uses mechanical sweepers; vacuum sweepers were tested several years ago, but the City found them to be less efficient at removing the volume of material found on Prince George roads although their use at collecting fines remaining after mechanical sweeping was considered.

Use of a dust suppressant before sweeping is mandatory for Prince George crews. The City of Prince George uses salt brines in their spring sweeping and spends up to \$1250 per day on the brine necessary for it. By using a salt brine rather than water as a dust suppressant during spring clean up, sweeping activities can begin in very early spring and be carried out both day and night, when low temperatures prevent the use of water.

Concerns have been raised regarding the use of salt brines with early spring clean-up activities. While the severity and duration of springtime dust episodes may be lessened by the use of salt brines, road salts contribute chloride to soils, groundwater, and watercourses. Salt brines are also more expensive than the water used typically as a dust suppressant for spring cleaning. In Prince George's case, the use of salt brines was considered an acceptable trade-off for allowing increased sweeper productivity and earlier clean-up of accumulated traction materials – a key step in mitigating spring road dust.

For more information, contact:

Mr. Frank Blues, Manager, Transportation Division,
City of Prince George Tel. 250-561-7503; or fblues@city.pg.bc.ca
<http://www.city.pg.bc.ca/>



Key Information Sources

The documents and websites listed below are recommended resources for managing road dust and winter traction materials. Additional information on materials and equipment options is appended to this document.

Paved and Unpaved Road Dust: Options for Mitigative and Preventative Measures, December 2003. Trimble, A. for the Ministry of Water, Land and Air Protection, Cariboo Region.

Particulate matter in BC : a report on PM₁₀ and PM_{2.5} mass concentrations up to 2000. Environment Canada and Ministry of Water, Land and Air Protection, May 2003
http://wlapwww.gov.bc.ca/air/particulates/pdfs/pmreport_final/pmreportfinal_feb04.pdf

The Use of Abrasives in Winter Maintenance Final Report of Project TR434. Iowa Department of Transportation. March 2001.
<http://www.sicop.net/Abrasives%20report.pdf>

Recommendations for Winter Traction Materials Management on Roadways Adjacent to Bodies of Water. Montana Department of Transportation. August 2004.
<http://www.coe.montana.edu/wti/wwwshare/Corrosion/Traction%20Materials%20Mgmt%20Final%20Report.pdf>

Implementation of New Sanding Method in Norway. Vaa, T. 2004. SNOW04-025. Sixth International Symposium on Snow Removal and Ice Control Technology.

Fine Particulates: What They Are and How They Affect Us. Water, Air and Climate Change Branch. British Columbia Ministry of Water, Land and Air Protection. February 2002.
<http://wlapwww.gov.bc.ca/air/particulates/fpwtaht.html>

Roadsalt and Winter Maintenance for British Columbia Municipalities, Best Management Practices to Protect Water Quality. Warrington, P.D. December 1998.
<http://wlapwww.gov.bc.ca/wat/wq/bmps/roadsalt.html>

Road Salt and Snow and Ice Control Primer. Transportation Association of Canada. December 1999.
<http://www.tac-atc.ca/english/roadsalt/primer.pdf>

Environmental Impacts of Road Salts. Environment Canada Science and Environment Bulletin. January/February 2002.
http://www.ec.gc.ca/science/sandegan02/article3_e.html

Dust Palliative Selection and Application Guide. Bolander, Peter and Alan Yamada. San Dimas Technology and Development Centre. November 1999.

http://www.ecy.wa.gov/programs/air/pdfs/Dust_Palliative.pdf

Best Management Practices for Highway Maintenance Activities. British Columbia Ministry of Transportation. 2004.



Checklist for Environmental Protection Requirements

- Have you selected winter traction materials (i.e., sands and aggregate) that are:
 - Washed/screened to reduce the fine particle fraction;
 - Angular; and
 - Durable?

- Have you taken steps to reduce over-application of winter traction materials by:
 - Carefully selecting application rates suited to current road and weather conditions;
 - Applying sand and aggregate in combination with de-icing compounds or heat;
 - Using maintenance equipment (e.g., spreaders, plows) that will help retain winter traction materials on the road surface; and
 - Using computer-aided or calibrated spreading equipment that allows better control of application rates?

- Does your materials collection plan to reduce the potential for spring road dust generation include:
 - Using dust suppressants in later winter to control dry materials prior to spring cleaning;
 - Scheduling road surface cleaning activities for early spring, as soon as weather permits;
 - Using dust suppressants during cleaning activities (i.e., pre-wetting materials before collection); and
 - Using equipment able to remove fine particles as well as coarser grains from the road surface?

Appendix 1: Annotated Bibliography

North America

Bulkley Valley – Lakes District. 2004. Community Action Plan for Clean Air, A Five Year Strategy for Road Dust. Chapter 10 Airshed Management Plan.

The strategy reviews air quality impacts of traction materials applied to roads for the Bulkley Valley – Lake District, BC. The highest impacts occur during air quality episodes that are a result of freeze / thaw cycles in the spring before road maintenance operators can remove traction materials. Strategies and techniques employed by local road maintenance operators are reviewed and planning goals are outlined.

Colorado Air Quality Control Commission. 2001. Regulation No. 16 Street Sanding Emissions. Revised April 2001.

The Air Quality Control Commission Regulation 16 was included as part of the Colorado State Implementation Plan strategy and establishes specific requirements for abrasive materials, sanding reductions, sweeping requirements and reporting. Street sanding material requirements including percent fines and durability index are specified. Reduction requirements of wintertime street sand and paved road dust emissions are outlined for different PM₁₀ non-attainment areas.

Iowa Department of Transportation. 2001. The Use of Abrasives in Winter Maintenance Final Report of Project TR434. Iowa Highway Research Board Technical Report No. 416.
<http://www.sicop.net/Abrasives%20report.pdf>

The use of abrasives in winter maintenance and current practice in Iowa Counties is reviewed. The report includes a survey of literature on the effectiveness of sanding as a winter maintenance procedure. Evidence is presented that demonstrates that applying abrasives dry is of limited value in providing lasting friction enhancement especially to high speed roadways. Recommendations for the application of abrasives on different road types are provided. Several novel methods of abrasive application that improve performance such as pre-wetting of abrasives before application and using salt/sand mixtures are discussed.

Montana Department of Transportation. 2004. Recommendations for Winter Traction Materials Management on Roadways Adjacent to Bodies of Water. Final Report, August 11, 2004.

The report focuses on the impact of winter traction materials on water bodies adjacent to roadways; however, numerous best management practices are presented that would minimize fugitive dust impacts of winter traction

Mitigation of Road Dust From Winter Traction Materials

materials, including: street sweeping, improved anti-icing and de-icing practices, improved sanding practices, appropriate application rates and snowplow technologies. The report focuses on cold regions and rural transportation.

Prince George Airshed Technical Management Committee. 1998. Prince George Air Quality Management Plan – Phase One, Final Draft. 35 pages. <http://www.city.pg.bc.ca/pages/news/pgairquality.pdf>.

The Prince George Airshed Technical Management Committee prepared this Air Quality Management Plan based on input gathered from the public, industry, environmental groups and health professionals. Among other recommended actions, measures to mitigate dust from street sanding, unpaved areas and other sources in the City of Prince George are put forward.

Quesnel Air Quality Roundtable. 2004. Quesnel Airshed Management Plan: 2004-2014. [http://www.city.quesnel.bc.ca/Broadband/Airshed%20files/Quesnel Airshed Manag#DC108.pdf](http://www.city.quesnel.bc.ca/Broadband/Airshed%20files/Quesnel%20Airshed%20Manag#DC108.pdf).

After the completion of the three-year air quality assessment by the Quesnel Air Quality Roundtable, 28 recommendations were developed for improving air quality, specifically with regard to PM₁₀ and PM_{2.5}. These recommendations pertain to improvements in air quality by all sectors: industry, municipal and regional governments, business owners, and local residents. The recommendations range from public education on backyard burning and home heating to improved dust control and reductions in emission levels by industry.

Salt Institute. 2001. Should Sand be Part of your Snowfighting Arsenal? What Research and the Experts Say. Salt and Highway De-icing newsletter, Fall 2001.

This document provides a review of a number of studies conducted in Albany, NY, Denver, CO and Reno, NV where the impact of wintertime road sanding and/or salting on ambient particulate loadings were assessed. These studies indicate that sanding contributed to more than 45% of the PM₁₀ particulate loading to as high as 89%. Particulate loading from de-icing salt was reported around 1%.

Utah State Implementation Plan. 1997. Section IX, Part A. Fine Particulate Matter (PM₁₀). February 5, 1997.

Road Salting and Sanding regulations and contribution to observed PM₁₀ concentrations are discussed. Under the Utah Air Conservation Regulations, sand applied to roads in any PM₁₀ non-attainment area must have no more than 10% passing through #16 mesh, less than 3% fines and a Vicker Hardness of 1000+.

Wisconsin Transportation Information Center. 1996. Using Salt and Sand for Winter Road Maintenance. Wisconsin Transportation Bulletin No. 6. <http://tic.engr.wisc.edu/publications.html>

The bulletin provides a short summary of environmental impacts due to abrasives and indicates that cleaner abrasives and quicker clean-up after a storm event are required in areas with severe air pollution problems. The application of abrasives is reviewed and includes recommendations for the quality of abrasives, combining chemicals with abrasives and rates of application.

Watson, J.G., and J.C. Chow. 2000. Reconciling Urban Fugitive Dust Emissions Inventory and Ambient Source Contribution Estimates: Summary of Current Knowledge and Needed Research. Desert Research Institute Document No. 6110.4F.

The current knowledge regarding street cleaning operations is reviewed. The authors conclude that while recently improved sweepers seem to effectively deplete the reservoir of material from which PM₁₀ particles can be generated, no studies to date have conclusively demonstrated the effectiveness of street sweeping to reduce ambient concentrations of suspended PM₁₀ after sweeping is complete. Several studies have indicated that the sweepers themselves generate substantial fugitive dust PM₁₀ emissions.

Europe

COST Action 344 Task Group 3/3a. 2002. Final Report TG 3/3A "Best Practice". 73 pages. <http://www.tu-darmstadt.de/fb/bi/ifv/sw/cost344/final.htm>.

Nineteen European countries participated in an initiative conducted by COST, an intergovernmental framework for European Cooperation in the Field of Scientific and Technical Research. The project, known as COST Action 344, included six areas of research to generate improvements in program management, planning operations, operational practices, anti-icing products and spreading controls, measures to treat modern road and bridge surfaces, and driving information. The aim of the task group's work was to find the "best practice" of winter maintenance in Europe. The different winter maintenance practices currently in place in the European countries are documented and the reader is suggested to select the best practice according to his/her own characteristic boundary conditions.

County Administrative Board of Stockholm. 2004. Förslag till åtgärdsprogram för partiklar, PM₁₀. 65 pages. Swedish text. http://www.ab.lst.se/upload/dokument/miljo_och_halsa/miljolagstiftning/MKN/Partiklar/Beslut_20040119.pdf.

In light of the new Swedish ambient air quality standard for PM_{10} (effective January 1, 2005), the Swedish government directed the County of Stockholm to develop a set of measures to meet the new standard. Suggested measures for immediate implementation include pre-wetting of abrasives, pavement improvements, and improved street sweeping activities. Mitigation measures to be implemented in the long-term are also discussed.

Gustafsson, Mats. 2002. Road and street sweeping as a measure against high particle concentrations caused by road dust. Swedish National Road and Transport Research Institute. VTI-code 938. 68 pages. Swedish text with English summary.

This study investigates the road dust mitigation methods and strategies that are used by Swedish municipalities and road authorities, as well as the awareness among these concerning the dust mitigating efficiency of measures taken. The results show that dusting from roads is to a high degree considered a problem among municipalities and road authorities but a majority of municipal environmental directors do not regard it as a problem. The knowledge about the contribution of road dust to ambient PM_{10} concentrations is low among local and road authorities. Sanitary concerns, as well as safety and health concerns, are the main reasons quoted for undertaking road dust mitigation measures, of which the most common method is wet sweeping. There are no methods currently in use with the goal of reducing PM_{10} concentrations. Neighbouring countries to Sweden were also surveyed on their knowledge of road dust and sweeping by means of literature studies as well as contacts with various road authorities. In Helsinki, Finland, the road dust problem is mainly blamed on winter sanding and has been addressed since the late 1980s by use of an ambitious sweeping method. In Oslo, Norway, road dust is blamed on studded tires and efforts have been focused on reducing studded tire frequency. Sweeping methods have been evaluated and the results have been implemented in road and street sweeping. Neither in Helsinki nor in Oslo have the sweeping methods and strategies used been proven to reduce PM_{10} concentrations. The report recommends that municipalities and road authorities test different strategies while drawing upon Finnish and Norwegian experience.

Vaa T. 2004. Implementation of New Sanding Method in Norway. SNOW04-025. Sixth International Symposium on Snow Removal and Ice Control Technology. June 2004. p. 473-486.

This study investigates new sanding methods based on a mix of hot water and sand. Studies that are reviewed indicate that by adding hot water to the sand a friction level above the standard can be maintained after the passage of 2,000 vehicles. Under favourable road and weather conditions, satisfactory friction values have been maintained for up to 3 to 7 days with annual average daily traffic of 1,500 vehicles. This compares to using cold and dry sand on winter roadways where traction is reduced after the passage of only 50 vehicles. The new sanding method can be used under conditions

Mitigation of Road Dust From Winter Traction Materials

such as hard blue ice, roads with high percentage of heavy vehicles and thin ice or frost on asphalt, where traditional methods have little effect.

Other Papers of Potential Interest

Caraco, D. and R. Claytor. 1997. Stormwater BMP Design Supplements for Cold Climates. Chapter 8 Pollution Prevention. United States Environmental Protection Agency, Office of Wetlands, Oceans and Watersheds and US EPA Region 5. <http://www.cwp.org/cold-climates.htm>.

Wittorff, D.N., A.W. Gertler, J.C. Chow, W.R. Barnard and H.A. Jongedyk. 1994. The Contribution of Road Sanding and Salting Materials on Ambient PM₁₀ Concentrations. Presented at the A&WMA Conference on Emission Inventory: Applications and Improvement, Raleigh, NC, 1-3 November 1994

Kinsey, J.S. 1992. Selection criteria for antiskid materials as a control for fugitive PM₁₀ from paved roadways. Prepared by Midwest Research Institute, Kansas City, MO.



REPORT/RECOMMENDATION TO COUNCIL

SUBMITTED Shirley Koenig, Director, Operations **DATE:** March 12, 2020
BY:

FILE: 0810-20

SUBJECT: INCREASES TO DOWNTOWN WASHROOM BUDGET

PURPOSE:

To advise Council of the projected increase in costs associated with the 24 hour operation of two public washrooms in the downtown area.

RECOMMENDATION:

THAT Council approve the additional expenditure of \$24,000 in the Downtown Washroom operating budget to allow for the 24 hour operation of two public washroom facilities, on a trial basis for six months. Source of funds for the additional operating hours; the 2018 Unexpended Uncommitted Balance.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council approve the additional expenditure of \$12,000 in the Downtown Washroom operating budget to allow for the 24 hour operation of two public washroom facilities, on a trial basis for three months. Source of funds for the additional operating hours; the 2018 Unexpended Uncommitted Balance.

Note: The shorter trial period may not be enough time to adequately assess the impacts of the longer operating hours. The levels of vandalism and misuse are expected to increase over present operation and may require additional budget support.

2. THAT Council receive the report titled "Increases to Downtown Washroom Budget", dated March 12, 2020 from the Director, Operations for information.

Note: Operating hours for the existing and new washrooms will remain 6 am to 10 pm. The vandalism and misuse will likely continue at the same level now experienced.

ANALYSIS:

A. Committee/Board Recommendations:

N/A

B. Rationale:

1. At the March 9, 2020 Regular Meeting, Council passed the following resolution:
“THAT Council directs Administration to provide a report to Council regarding costs and recommended source of funds to allow for the 24 hour operation of two public washroom facilities, on a trial basis.”
2. At present, only one public washroom is operating and is located on 30 Avenue, east of 35 Street. The hours of operation for this washroom are from 6 am to 10 pm as directed by Council at the September 16, 2019 Regular meeting (Attachment 7).
3. Although the installation of the washrooms at the transit terminus has been delayed due to weather and design issues, it is expected that the two new washrooms slated for this area will be installed and operational within the next two months.
4. The original washroom building that was located at the transit terminus was removed due to the constant vandalism that contributed to the degradation of the facility. Two ‘porta-potties’ were installed in December at this location as an interim measure until the new washrooms were constructed and operational. These two ‘porta-potties’ have been kept open 24 hours per day and have resulted in additional work for City staff who must remove needles, clean-up urine, feces and other garbage (Attachments 1-5) on a daily basis. Because these units are open 24 hours per day, they are frequently used by the street population as sleeping quarters.
5. Although the washroom on 30 Avenue is only open from 6 am to 10 pm, there have been several occurrences of vandalism and misuse by the public. (Attachment 6 as example) Bylaw and RCMP are frequently called to remove persons either sleeping in the facility (with the door locked) or who are engaged in either illegal or immoral activities.
6. To support Council's direction to have two of the three washrooms open 24 hours a day (30 Avenue and one at Transit Terminus), additional security, supplies, cleaning, and Operations' staff time will be required to ensure that the washrooms are maintained to a usable standard. As Council has directed a trial period, Administration has estimated that an additional \$24,000 will be required to supplement the downtown washroom budget for 6 months if the two washrooms remain open 24 hours per day.
7. It is anticipated that additional vandalism and misuse may occur during the night time hours that will require additional RCMP and Bylaw attendance. The additional response costs for Bylaw and RCMP have not been included in this estimate. The RCMP have indicated that response will be on a low priority basis, depending on severity of criminal activity.

C. Attachments:

Attachments 1 to 5 - Photos taken of the "Porta-Potties (Mornings - February/March 2020)
Attachments 6 – Photo of graffiti in the existing 30 Avenue washroom (March 2020)
Attachment 7 – Memo from Manager Long Range Planning and Sustainability, dated September 3, 2019, titled Downtown Washroom Operations Plan and Budget

D. Strategic Plan Objectives:

The opening of the downtown washrooms 24 hours per day supports the following objectives in Council's Strategic Plan:

➤ *Vibrant Downtown*

E. Policy (Existing/Relevance/None):

N/A

F. Relevant History:

N/A

G. Applicants Response:

N/A

H. Reasons for Bylaw:

N/A

I. Resources:

Operations staff, RCMP and Bylaw staff will be impacted by the increase in opening hours for the washrooms.

BUDGET IMPLICATIONS:

The 2020 approved Downtown Washroom Budget is \$73,907 and was based on operating hours for all three washrooms of 6 am to 10 pm. In consideration of the increased hours of operations (24 hours per day), additional funds will be required to cover Operations' staff time, supplies, cleaning and security costs. The estimated cost for the additional operating hours has been estimated at \$24,000 for a six month trial period (\$48,000 annually). The source of these funds could be the 2018 Unexpended Uncommitted Balance.

Prepared by:

Shirley Koenig, Director, Operations

Approved for submission to Council:

Will Pearce, CAO

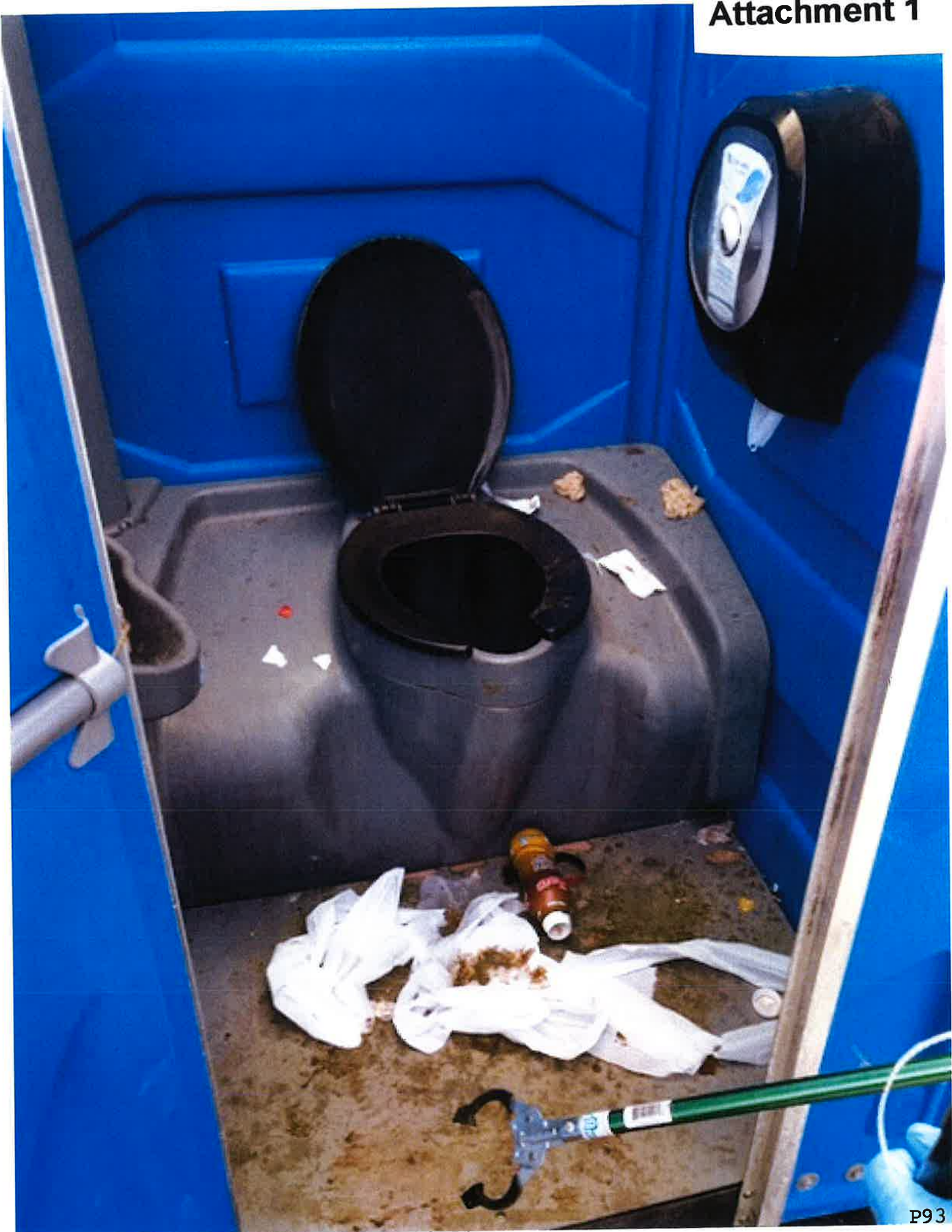
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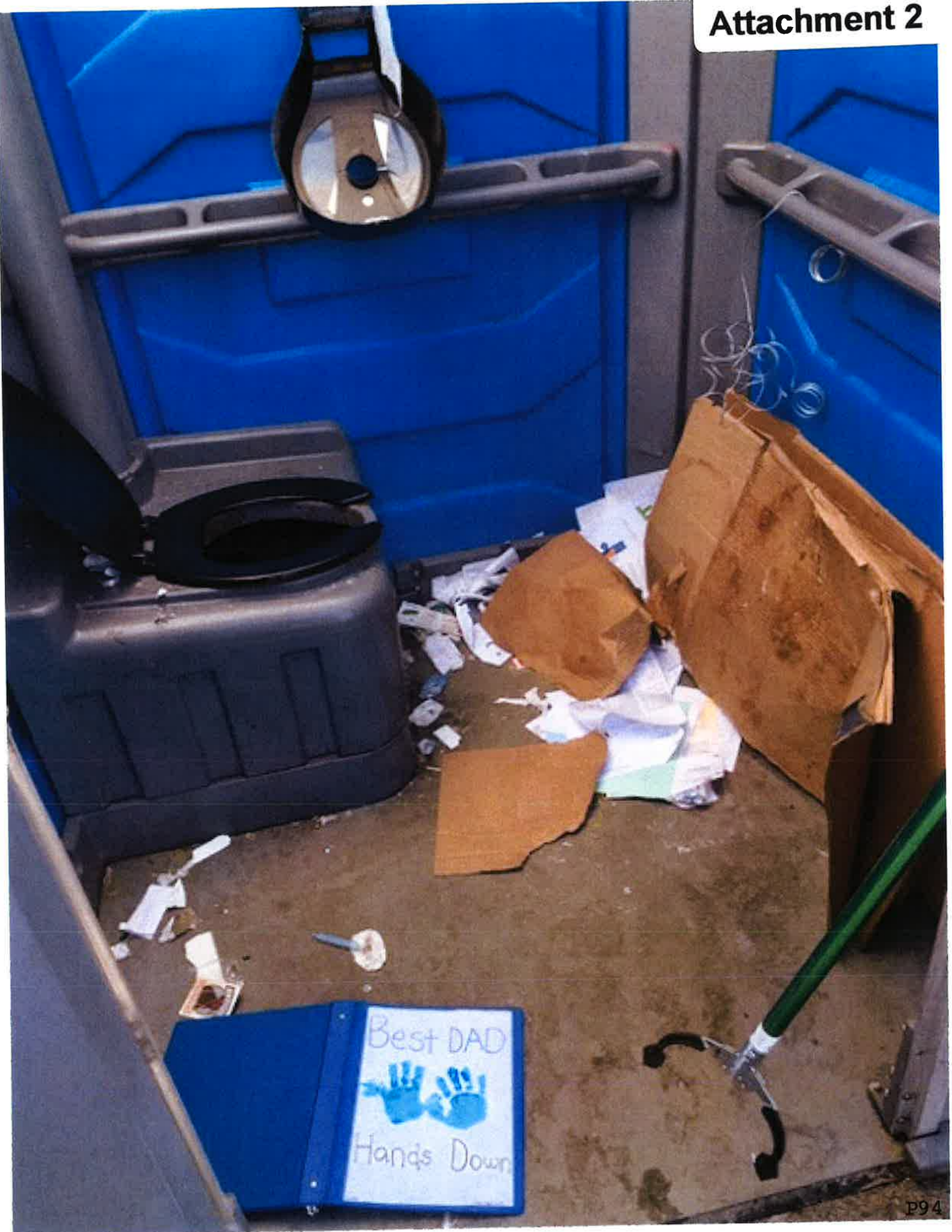
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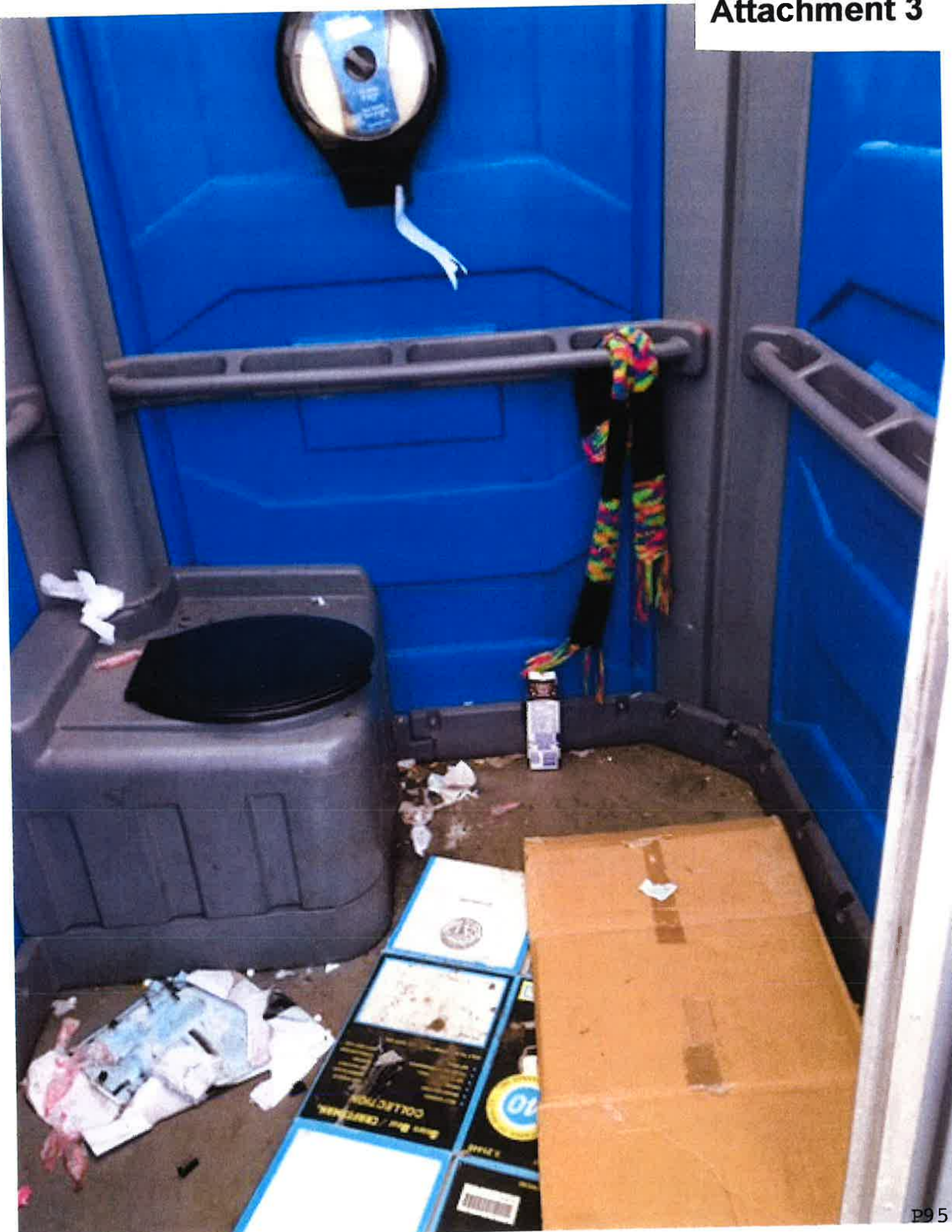
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		<input type="checkbox"/> Other _____	

NOTE: City Administrator's comments will be provided if required as an addendum to the report

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THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: W. Pearce, CAO **FILE:** 6460-01

PC: K. Flick, Director, Community Infrastructure and Development **DATE:** September 3, 2019
S. Koenig, Director, Operations Services

FROM: Laurie Cordell, Manager, Long Range Planning and Sustainability

SUBJECT: **Downtown Washroom Operations Plan and Budget**

At its Regular Meeting of July 29, 2019, Council passed a resolution approving the location of the downtown washroom and directing Administration to report back with additional costs for lighting, landscaping, additional facilities and monitoring. This enhanced operating plan has been developed to address concerns raised through the review of the site location by City staff and nearby businesses.

Administration is proposing the following:

1. Operating hours to be from 6 AM to 10 PM;
2. Washroom to be cleaned every three hours for the first month; this would be reviewed and scheduling re-evaluated at that time;
3. One additional street light to be installed in the landscaping adjacent to the washroom;
4. The washroom would be wrapped in an image to deter graffiti (final image to be determined);
5. Bylaw Compliance and the RCMP Downtown Enforcement Unit to patrol the site as scheduling and call outs allow; and
6. Security firm for Building Services to patrol the washroom twice between 6 PM and 10 PM and lock the facility for the evening.

In addition to these measures, Administration plans to reach out to businesses within the first two weeks of operation to discuss any concerns.

Capital and 2019 servicing estimates associated with this plan are as follows:

1. Additional security: \$2,820 (\$30 daily – 94 days);
2. Decorative street light and installation: \$6,000;
3. Decorative Wrap:\$4,000; and
4. Landscaping: \$5,000.

The total cost to install the capital works and operate the washroom until the end of 2019 is \$17,820. 2020 operational costs will be included in the 2020 Budget.

RECOMMENDATION:

THAT Council endorse the operating plan for the downtown washroom as presented in the Memorandum titled "*Downtown Washroom Operations Plan and Budget*" dated September 3, 2019, from the Manager of Long Range Planning and Sustainability;

AND FURTHER that Council approve \$17,820 to be expended from the capital budget for the downtown washroom in order to complete installation and provide servicing for the remainder of 2019;

AND FURTHER that Council supports, in principle, the addition of \$35,000 within the Operations budget in 2020 for ongoing maintenance and security of the downtown washroom facility, pending an update from Administration on the status of the servicing schedule in 2019, for direction of Council during the 2020 budget deliberations.

Respectfully submitted:



Laurie Cordell
Manager, Long Range Planning and Sustainability

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THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO

FILE: 4000-02

DATE: March 13, 2020

FROM: Darren Lees, Manager – Protective Services

SUBJECT: PROPOSED AMENDMENTS TO THE PARKS AND PUBLIC PLACES BYLAW 5057, THE BYLAW NOTICE ENFORCEMENT BYLAW 5250 AND THE MUNICIPAL TICKETING BYLAW 5300

At their In Camera (declassified) meeting held on February 10, 2020, Council passed the following resolution:

AND FURTHER, that Council direct Administration to proceed with amendments to the Animal Control Bylaw to prohibit wildlife feeding within City limits and bring forward for Council's consideration.

Administration recommends that Council consider an amendment to the Parks and Public Places Bylaw #5057, prohibiting the feeding of Wildlife including geese, on publically owned property.

DEFINITION:

One definition has been added to the definition section of the Bylaw:

“Wildlife” as defined in the British Columbia Wildlife Act [RSBC] C. 488

CHANGES:

The changes requested by Council to update the regulations within the Parks and Public Places Bylaw #5057 with respect to the feeding of wildlife would therefore appear as:

Animal control

- (c) No person shall intentionally feed or leave food out for the purpose of feeding any wildlife including waterfowl in a park or public place.

CONTRAVENTION PENALTIES:

The amendment to the Parks and Public Places Bylaw 5057 to prohibit feeding of wildlife, including geese, will also require amendments to the Bylaw Notice Bylaw 5250

5250 and the Municipal Ticketing Bylaw 5300 to add offence sections and applicable fines. The ticketing fine amounts have been set lower compared to similar offences in the Parks and Public Places Bylaw in order to encourage compliance and not to be financially punitive.

ATTACHMENTS:

1. "The Parks and Public Places Bylaw #5057" (Attachment 1)
2. "The Bylaw Notice Enforcement Bylaw #5250" (Attachment 2)
3. "The Municipal Ticketing Bylaw #5300" (Attachment 3)

RECOMMENDATION:

THAT Council approve Bylaw amendments to:

1. "The Parks and Public Places Bylaw #5057"
2. "The Bylaw Notice Enforcement Bylaw #5250"
3. "The Municipal Ticketing Bylaw #5300"

as presented in the memorandum titled *"Proposed Amendments To The Parks And Public Places Bylaw 5057, The Bylaw Notice Enforcement Bylaw 5250 And The Municipal Ticketing Bylaw 5300"* dated March 13, 2020 respectfully submitted by the Manager, Protective Services.

Respectfully submitted:



Darren Lees

Attachments:

1. Bylaw 5250
2. Bylaw 5057
3. Bylaw 5300

Bylaw No.	Section	Description	A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4 Compliance Agreement Available
Parks And Public Places Bylaw						
5057	4(a)	Park in Non-Designated Area	\$25.00	\$15.00	\$35.00	NO
5057	4(b)	Park in Reserved Area	\$25.00	\$15.00	\$35.00	NO
5057	4(c)	Park on Grass	\$50.00	\$15.00	\$75.00	NO
5057	4(d)	Obstruct Traffic	\$35.00	\$20.00	\$45.00	NO
5057	4(e)	Park Within 5 Meters of Fire Hydrant	\$50.00	\$40.00	\$60.00	NO
5057	4(f)	Park on Yellow Line	\$35.00	\$15.00	\$50.00	NO
5057	4(g)	Improper or Invalid Number Plate	\$35.00	\$15.00	\$50.00	NO
5057	4(k)	Illegally Remove Ticket	\$50.00	\$25.00	\$75.00	NO
5057	4(l)	Motorized Vehicle in Park Where Prohibited	\$50.00	\$25.00	\$75.00	NO
5057	5	Cause Damage	\$250.00	\$225.00	\$275.00	NO
5057	6(a)(i)	Dog in Park Illegally	\$50.00	\$40.00	\$60.00	NO
5057	6(a)(ii)	Dog in Public Place Illegally	\$50.00	\$40.00	\$60.00	NO
5057	6(a)(iii)	More Than Four Dogs <small>(Bylaw 5477, February 11, 2014)</small>	\$50.00	\$40.00	\$60.00	YES
5057	6(a)(iv)	Dog Illegally Off Leash <small>(Bylaw 5477, February 11, 2014)</small>	\$50.00	\$40.00	\$60.00	YES
5057	6(a)(v)	Dog Without Approval <small>(Bylaw 5477, February 11, 2014)</small>	\$50.00	\$40.00	\$60.00	NO
5057	6(b)	Horse in Public Place	\$50.00	\$40.00	\$60.00	NO
5057	6(c)	Feed wildlife or waterfowl in a park or public place	\$50.00	\$40.00	\$60.00	NO

Bylaw Number 5057

(v) “**vehicle**” means a conveyance for the carriage or transport of an individual, goods or materials, whether self-propelled or drawn or pulled by animals or any mechanical or muscular device or other motive power, and includes trailers, bicycles, tricycles, or motor vehicles such as motorcycles or snowmobiles.

(w) “**Wildlife**” as defined in the British Columbia Wildlife Act [RSBC] C. 488

Application

3. Except as otherwise provided in the bylaw, this bylaw does not apply to:

- (a) a provincially designated arterial highway, as defined in the *Highway Act*;
- (b) land held by the Province as a park or public open place;
- (c) land held by Regional District of North Okanagan as a park or public open place.
(Bylaw 5476)

Management of Parks

- 3. (a) This bylaw shall regulate and control the use of all parks and public places within the City of Vernon.
 - (i) Council delegates their powers under section 15 of the Community Charter to the Park Manager. As per section 156 of the Community Charter, Council may overturn a delegated decision made under this section upon appeal or otherwise. (Bylaw 5476)

General

- 3. (b) The Park Manager may;

Animal Control

6. (a)(i) A person must not take a dog into, or allow a dog to go into a park ,except where the park is a dog park and a City sign expressly authorizes dogs.
- (a)(ii) A person must not take a dog into a public place if a City sign expressly prohibits dogs from entering the area.
- (a)(iii) A person shall not take or allow more than four (4) dogs at one time into or upon a dog park
- (a)(iv) A person in a dog park must not have a dog off leash where a sign requires the dog to be on leash.
- (a)(v) No person may take a dog into a non-designated dog park, unless with permission of the Parks Manager or their designate, and in association with an approved event. *(Bylaw 5476)*
- (b) A person must not take a horse into, or permit a horse to enter into, a public place, except on an equestrian trail or other designated area where a City sign expressly authorizes horses, unless with permission of the Parks Manager or their designate. *(Bylaw 5637)*
- (c) No person shall intentionally feed or leave food out for the purpose of feeding any wildlife including waterfowl in a park or public place.

Bylaw No.	Section	Description	A1 Penalty	A2 Early Payment Penalty
Parks And Public Places Bylaw				
5057	4(a)	Park in Non-Designated Area	\$75.00	\$50.00
5057	4(b)	Park in Reserved Area	\$75.00	\$50.00
5057	4(c)	Park on Grass	\$100.00	\$75.00
5057	4(d)	Obstruct Traffic	\$75.00	\$50.00
5057	4(e)	Park Within 5 Meters of Fire Hydrant	\$100.00	\$75.00
5057	4(f)	Park on Yellow Line	\$75.00	\$50.00
5057	4(g)	Improper or Invalid Number Plate	\$100.00	\$75.00
5057	4(k)	Illegally Remove Ticket	\$100.00	\$75.00
5057	4(l)	Motorized Vehicle in Park Where Prohibited	\$150.00	\$125.00
5057	5	Cause Damage	\$500.00	\$475.00
5057	6(a)(i)	Dog in Park Illegally	\$100.00	\$90.00
5057	6(a)(ii)	Dog in Public Place Illegally	\$100.00	\$90.00
5057	6(a)(iii)	More Than Four Dogs <small>(Bylaw 5478, February 11, 2014)</small>	\$100.00	\$90.00
5057	6(a)(iv)	Dog Illegally Off Leash <small>(Bylaw 5478, February 11, 2014)</small>	\$100.00	\$90.00
5057	6(a)(v)	Dog Without Approval <small>(Bylaw 5478, February 11, 2014)</small>	\$100.00	\$90.00
5057	6(b)	Horse in Public Place	\$100.00	\$90.00
5057	6(c)	Feed wildlife or waterfowl in a park or public place	\$100.00	\$90.00



VERNON SEARCH AND RESCUE GROUP SOCIETY

9850 ABERDEEN ROAD, COLDSTREAM, BC, V1B 2K9

Serving our community for over 50 years

0230 - 70

March 4, 2020

Mayor & Council
City of Vernon
3400 – 30th Street
Vernon, BC V1T 5E6



RE: Request 12 Parking Passes – Vernon Search & Rescue

Dear Mayor & Council

We are writing with our annual request for 12 parking passes to be used at boat launches during the boating season. The passes are kept locked in the Command Vehicle and are distributed to Members who are responding to emergencies on the water. The passes may also be used should a training exercise be held involving water rescue.

The passes are never used for personal, non-SAR related purposes.

As the boating season will soon be upon us, Vernon Search and Rescue is respectfully requesting the issuance of 12 parking passes for use at boat launches for the 2020 season.

Thank you for your consideration.

Sincerely;

Dan Hoekstra
President



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: W. Pearce, CAO **FILE:** 8300-05
PC: K. Flick, Director, Community Infrastructure and Development **DATE:** March 12, 2020
FROM: K. Poole, Manager, Economic Development and Tourism
SUBJECT: DOWNTOWN STREET CLOSURE

In its 2019-2022 Strategic Plan, Council identified six core themes to meet their vision. These are:

- Recreation, Parks and Natural Areas
- Housing
- Vibrant Downtown
- Organization Priorities
- Regional Relationships
- Sustainability Priorities

One of the objectives identified within the “Vibrant Downtown” theme was to investigate the potential closure of 30th Avenue to vehicular traffic from 29th Street to 35th Street.

Administration has discussed this Council objective with the Downtown Vernon Association (DVA) and is recommending that the DVA undertake a survey of its members in the primary area. This would assist Administration in gaining a better understanding of the support from the business community regarding the initiative. Once complete, Administration would bring the survey results to Council with recommended next steps. At this time, however, Administration advises that, in consideration of the COVID-19 event, this objective and the proposed cooperation with the DVA may be postponed to 2021 or later.

RECOMMENDATION:

THAT Council receive the memorandum titled “Downtown Street Closure” dated March 12, 2020, from the Manager, Economic Development and Tourism, for information.

Respectfully submitted:



Kevin Poole

Manager, Economic Development and Tourism

\\gw1\groups\8300-8799 transportation\8300 roads\05 municipal roads\corr - alphabetically\30 ave\closure review\200312_kp_memo_street_closure.doc



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO **FILE:** 7880-01
PC: Patti Bridal, Deputy CAO **DATE:** March 13, 2019
FROM: Doug Ross, Director, Recreation Services
SUBJECT: *RECREATION CENTRE DISHWASHER REPLACEMENT*

The Auditorium dishwasher has been failing for some time and currently the system is relying solely on the booster heat pump for getting water to required sanitization levels. As more parts have failed on the dishwasher it has become increasingly unreliable for event use. As the availability of a reliable dishwasher is a requirement for the kitchen, the purchase of a new commercial dishwasher is required to avoid impacting events in the auditorium which include kitchen rentals.

Based on quotes provided, and depending on features, replacement dishwashers range in price up to \$30,000. All current users of the kitchen have been surveyed in order to determine a dishwasher that will meet their needs. The best option based on user group feedback will include an auto feed feature, a faster cleaning cycle, have similar features as the current dishwasher and be energy efficient. Administration is recommending budgeting up to \$20,000 to purchase and install a new commercial dishwasher.

As the replacement of the dishwasher was not part of the Recreation Services 2020 budget, Administration is requesting that the funds for the dishwasher be sourced from the Recreation Major Maintenance Reserve.

RECOMMENDATION:

THAT Council authorize the purchase of a commercial dishwasher for the Recreation Centre Kitchen utilizing funds up to \$20,000 from the Recreation Major Maintenance Reserve Fund as per the Memorandum titled "Recreation Centre Dishwasher Replacement" dated March 13, 2020 and respectfully submitted by the Director, Recreation Services.

Respectfully submitted:


Doug Ross
Director, Recreation Services



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO **FILE:** 3370-20 (BX School)

PC: Debra Law, Director, Financial Services **DATE:** March 13, 2020
Patti Bridal, Director, Corporate Services

FROM: Kim Flick, Director, Community Infrastructure and Development

SUBJECT: OCP AMENDMENT CONSIDERATION WITH FINANCIAL PLAN AND WASTE MANAGEMENT PLAN – BYLAW 5807

As per Section 477(3), an OCP amendment must be considered in light of the Financial Plan and any prevailing waste management plan after First Reading and before Third Reading. Council granted First and Second Readings to OCP Bylaw Amendment #5807, 2020 (Boundary Extensions) at its Regular Meeting of March 9, 2020 and the amendment will be considered at the Public Hearing scheduled for March 23, 2020.

As such, Council must now consider the amendment in light of the Financial Plan and any prevailing waste management plan. The amendment will permit BX Elementary School to be connected to the City's sanitary sewer service and be included within the City's boundary. As the City already maintains Silver Star Road and schools pay no property tax, there are no impacts to the Financial Plan. The prevailing Liquid Waste Management Plan can accommodate the connection of the school to the City's sanitary sewer system.

RECOMMENDATION:

THAT pursuant to Section 477 (3) of the *Community Charter*, Council considers there to be no impact to the City's Financial Plan or Liquid Waste Management Plan as a result of the OCP Bylaw Amendment #5807, 2020.

Respectfully submitted:

Kim Flick
Director, Community Infrastructure and Development



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

PC: Debra Law, Director of Financial Services **DATE:** March 23, 2020
Patti Bridal, Deputy CAO

FROM: Aaron Stuart, Manager Financial Planning & Reporting

SUBJECT: 2020 FINANCIAL PLAN AMENDMENT

The City of Vernon 2020 Financial Plan Bylaw Number 5794 ("2020 Financial Plan") was adopted during the Regular Meeting of Mayor and Council on January 13, 2020. Consistent with Section 165 (3) of the *Community Charter* the planning period for this financial plan is a 5 year period commencing in 2020 and continuing through the next 4 years until 2024.

In subsequent meetings Mayor and Council have approved various expenditures, and revenue reductions, funded by amending the 2020 budget and taxation revenues. These amendments are summarized in the attachment *2020 Financial Plan Amendment*. This attachment also summarizes the removal of numerous Recreation service level adjustments (SLA). These SLAs were previously approved by Mayor and Council during budget deliberations in December 2019 but were not subsequently supported by the other Greater Vernon Community Partners.

The net change of these amendments is an additional cost of \$32,999 funded by 2020 Property Taxation. This represents a 0.08% increase in Property Taxation revenues. The 2020 Financial Plan represented a 4.84% increase in Property Taxation revenues over The City of Vernon 2019 Financial Plan Bylaw Number 5732. The amendments attached to this memorandum change the increase in required taxation revenues from 4.84% to 4.92%, a 0.08% increase.

Subsection 165 (2) of the *Community Charter* allows for a financial plan to be amended by bylaw. Section 137 (1) (b) of the *Community Charter* states that amending or repealing a bylaw is subject to the same approval process as adopting a new bylaw. Administration will bring a Financial Plan amendment bylaw to the next scheduled Regular Meeting of Mayor and Council, April 6, 2020, for first three readings. This Financial Plan amendment bylaw will then be brought to Mayor and Council for fourth reading and adoption on April 27, 2020.

It is also worth noting that Subsection 197 (1) of the *Community Charter* requires Municipalities to adopt their financial plan bylaw before adopting their property tax bylaw and both bylaws adopted before May 15. Property tax rate options will be brought to Mayor and Council for consideration on April 6, 2020, with a subsequent bylaw brought forward for first three readings on April 27, 2020 and fourth reading and adoption on May 12, 2020.

RECOMMENDATION:

THAT Council receive the memorandum and attachment titled *2020 Financial Plan Amendment*, dated March 23, 2020 from the Manager, Financial Planning & Reporting;

AND FURTHER, that Council direct Administration to bring forward an amending Bylaw for the 2020-2024 Financial Plan at the April 6, 2020 meeting;

Respectfully submitted:

Aaron Stuart
Manager, Financial Planning & Reporting

Attachments:

1. Financial Plan Amendment

2020-2024 Financial Plan Bylaw 5794, Amendment

2019 TAXATION BASE \$40,540,808
1.00% = \$405,408

CHANGE REQUEST	DESCRIPTION	2020 APPROVED BUDGET	2019 BUDGET	CHANGE REQUEST \$	DOLLAR INCREASE (DECREASE)	PERCENTAGE INCREASE (DECREASE)	CUMULATIVE INCREASE (DECREASE)	
2020-2024 FINANCIAL PLAN BYLAW, NET TAXATION		42,504,299	40,540,808	1,068,149	895,342	4.84%		
2020 COUNCIL APPROVED FINANCIAL PLAN AMENDMENTS								
2795	Additional Rec Centre Weekend Clerical Hours	(8,280)	-	(8,280)		-0.02%	4.82%	REMOVE CHANGE REQUEST
2761	Recreation Programmer Position	(46,056)	-	(46,056)		-0.11%	4.71%	REMOVE CHANGE REQUEST
2759	Aquatic Programmer Position	(61,788)	-	(61,788)		-0.15%	4.56%	REMOVE CHANGE REQUEST
2760	Additional Lifeguard Hours	(29,444)	-	(29,444)		-0.07%	4.48%	REMOVE CHANGE REQUEST
2778	Recreation Major Maintenance Projects	(88,920)	-	(88,920)		-0.22%	4.26%	REMOVE CHANGE REQUEST
FPA#01	COMMERCIAL VEHICLE LICENSE REMOVAL	12,487	-	12,487		0.03%	4.30%	Note 1
FPA#02	GEESE EGG ADDLING PROGRAM EXPANSION	15,000	-	15,000		0.04%	4.33%	Note 2
FPA#03	ADDRESSING LIFESAVING SAFETY STANDARDS	-	-	-		0.00%	4.33%	Note 3
FPA#04	PARKS CONTRACTED SERVICES	240,000	-	240,000		0.59%	4.92%	Note 4
NET INCREASE IN 2020 TAXATION		32,999	-	32,999		0.08%	4.92%	

Note 1 At the Regular meeting of Mayor and Council on January 27, 2020
THAT Council direct Administration discontinue the Commercial Vehicle Licencing Program in its entirety.
CARRIED

Note 2 At the In Camera (declassified) meeting of Mayor and Council on February 10, 2020
THAT Council approve the expenditure of \$15,000 to initiate a program to increase the duration and scope of the egg addling program in the City of Vernon, source of funds amended 2020 budget and subsequent tax rate;

AND FURTHER, that Council direct Administration to proceed with amendments to the Animal Control Bylaw to prohibit wildlife feeding within City limits and bring forward for Council's consideration;

AND FURTHER, that Council direct Administration to implement a public education and communications strategy to inform the public on the prohibition of wildlife feeding in City limits, upon changes in the Bylaw;

CARRIED

Note 3 At the Regular meeting of Mayor and Council on February 24, 2020
THAT Council approve the funding for additional lifeguard hours in order to meet the Lifesaving Society of Canada National Safety Standards for lifeguard to patron ratio through the balanced approach of reducing operating hours and increasing fees for aquatic admissions and programming as outlined in the memorandum titled *Funding Sources for Additional Lifeguarding Requirements*, dated February 13, 2020 from the Director, Recreation Services;

AND FURTHER, that Council direct Administration to bring forward a Bylaw Amendment for the Recreation Services Fees & Charges Bylaw for a 4% increase for aquatic admissions and programming;

AND FURTHER, that Council direct the Mayor to write a letter to our community partners the District of Coldstream and Electoral Areas B & C notifying them of the balanced approach of reducing operating hours and increasing fees for aquatic admissions and programming in order to fund the additional cost for increased lifeguarding hours;

CARRIED

Note 4 At the In Camera (declassified) meeting of Mayor and Council on March 9, 2020
THAT Council approve the additional expenditure of \$240,000 to be distributed in the Parks Landscape Maintenance, Boulevard, Landscape Contract, Parks Washroom and Cemetery accounts with the source of funds being an amended 2020 budget and subsequent tax rate.

CARRIED



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, Chief Administrative Officer **FILE:** 1830-02
FROM: Debra Law, Director, Financial Services **DATE:** March 15, 2020
SUBJECT: SUMMARY OF CARRYOVERS FROM 2019 TO 2020

Administration is providing Council a summary of Carryovers from 2019 to 2020 for information (Attachment 1). Note that most of this list is comprised on one-time projects that are currently in process, were delayed, or will be started in 2020. An explanation has been provided for all requests.

Items listed with grant funding totalled \$2,201,034; items listed with tax funding totalled \$3,703,728; items listed with reserve funding totalled \$26,894,925. Administration will be presenting the 2019 Operating results and the 2019 Unexpended Uncommitted balance at the April 6, 2020 Regular Council meeting.

The "2019 Carryover List into 2020" lists the operating requests first, then the one-time project requests. Generally, the first column represents the 2019 budgeted cost for the item; the second column represents the 2019 actual amount spent for the item; the third column represents the 2019 unspent amount for the item (the difference between the Budget amount and Spent amount). The fourth column represents the actual carryover request from the manager.

The Budgeted Tax Funding and Other Budgeted Funding columns represents the 2019 budgeted funding source for each item. Note that only the 2019 budget amounts have been provided. Those projects that were carried over from prior years do not show prior year budgets. The final column is a brief description of the reason for the request.

RECOMMENDATION:

THAT Council receives the memorandum dated March 15, 2020 titled "Summary of Carryovers from 2019 to 2020" as submitted by the Director, Financial Services for information.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Debra Law".

**CITY OF VERNON
2019 Carryover List Into 2020**

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
OPERATING							
Electronic filing of City Records	27,610	463	27,147	20,610	-	MIA Grant	To hire two summer grant workers for records conversion to laserfiche.
Laserfiche Implementation	63,788	25,341	38,447	28,847	-	Carryover Reserve	Laserfiche electronic records implement is projected to be complete in 2020.
Multimedia production equipment	17,000	643	16,357	7,000	-	Carryover Reserve	With the hiring of the new Manager, this initiative will be complete in 2020.
Finance Office Renovations	-	-	-	60,000	60,000		Not budgeted in 2019, approved by Council January 2020.
GFOA Contract Services	63,090	(1,231,698)	1,294,788	116,820	116,820		Due to staff capacity issues, Finance will utilize excess funds to hire a consultant to prepare RFP for new Financials and HR/Payroll Systems.
Per Diems, Transportation & Conferences	34,167	22,249	11,918	9,291	9,291		Amounts requested were approved for disbursement late in 2019.
Staff Awards	59,990	53,619	6,371	13,573	13,573		To be used for revised Rewards and Recognition Program launching in 2020.
JIT Staff Awards	8,515	4,825	3,690	5,318	5,318		To be used for revised Rewards and Recognition Program launching in 2020.
COR Program	84,703	49,252	35,451	35,451	-	WorkSafe BC COR grant	Annual carryover for unspent grant funds.
Long Range Projects	138,242	28,170	110,072	110,072	110,072		Ongoing projects include design work for Civic site, Polson Park, Kin Race Track lands, implementation of Parks master plan.
FTC Projects and Grants	140,558	20,273	120,285	120,663	-	FCM Grant - \$50,000 UBCM Grant - \$40,000 Shared funding - balance	Annual carryover request for grant funded projects and shared FTC program.
Folks on Spokes Program	154,814	141,509	13,305	11,408	11,408		Carryover unspent volunteer stipends due to slow community uptake. Expect increased call volume in 2020.
Coordinator Professional Development	33,000	634	32,366	1,897	1,897		To supplement 2020 professional development for Coordinator.
Overland Water Flow Diversion	311,541	-	311,541	549,825		Hesperia Reserve - \$120,000 Carryover Reserve \$191,541 Excess Waste Process Fees - balance	Project start was delayed pending Ministry approval.
RCMP Annex Renovation	250,349	189,497	60,852	35,000	35,000		Project almost complete; final work to be completed by April
OPERATING TOTAL	1,387,367	(695,223)	2,082,590	1,125,774	363,379	762,395	Other Funding Total
ONE TIME PROJECTS							
Pottery Rd Shoulder Widening	121,920	10,456	111,464	111,464	-	Infrastructure Reserve - \$73,152 Gas Tax Reserve - \$48,768	Funds required for unplanned remediation work on adjacent creek "Hog Gulch".
30 Ave BX Creek Crossing	217,514	-	217,514	217,514	-	Carryover Reserve	Funds to repair failing culvert under 30th Ave. Previous difficulties securing contractor for work during DFO fish window.
Okanagan Ave Road & Drainage Rehab	45,222	-	45,222	45,222	-	Casino Reserve - \$22,046 Carryover Reserve - \$23,176	Multi-year project requiring final assessment and determination of final works for storm drainage project in 2020.
Annual Cured In Place Pipe - Storm Rehab	750,053	75,811	674,242	674,242	-	Casino Reserve - \$84,422 Carryover Reserve - \$365,631	Due to internal and external capacity issues in prior year storm drainage project works will occur in late 2020 or early 2021.

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
30 Road & Utility Reconstruct	477,551	252,838	224,713	224,713	-	Casino Reserve - \$75,382 CWF Gas Tax Reserve - \$81,075 Land Sale Reserve - \$164,350 Road DCC's - \$156,744	Remaining tasks for completion are underground connection for BC Hydro/Telus/Bell, removal of all overhead wires and poles and reinstatement of surface disturbance. To be completed in 2020.
Kal Lake Rd Project	234,875	128,793	106,082	106,082	-	Casino Reserve - \$108,213 Infrastructure Reserve - \$13,418 Road DCC's - \$113,244	To complete additional work for erosion control on a slope.
30 St & 35 Ave Road & Utility Upgrade	361,237	29,593	331,644	331,664	-	Carryover Reserve - \$185,175 Road DCC's - \$176,062	The remaining tasks to completion are coordination with CN to finalize the railway crossing surface replacement. To be completed in 2020.
32 Ave Rd & Utility Reconstruct	191,419	96,055	95,364	95,364	-	Casino Reserve	The remaining tasks to completion are connection (internal and external) at the Elks Hall, BC Hydro/Telus work to remove all overhead wires and poles and reinstate surface disturbance. To be completed in 2020.
28 Ave Rd/ 31 Rd & Utility Reconstruct	1,407,915	1,257,278	150,637	30,000	-	Infrastructure Reserve - \$120,000 Gas Tax Reserve - \$1,287,915	The remaining tasks to completion are painting deficiencies, irrigation water consumption fee and addressing adjacent surface drainage grading issues. To be completed in 2020.
Airport Apron Expansion	484,143	31,882	452,261	452,261	-	Casino Reserve	Grant application has been reapplied for in 2020. Possibly up to 80% funding.
Sidewalk Ramps	62,500	-	62,500	62,500	-	Casino Reserve	The remaining tasks to complete this project is to build four more ramps. Unspent funds will be used to construct ramp improvements at other known locations requiring changes.
Priority Sidewalks	435,000	385,664	49,336	49,336	-	Gas Tax Reserve	The remaining work includes completing the as-built, landscaping and asphalt works.
30 St Road Improve & Utility Reconstruct	4,925,456	96,792	4,828,664	4,828,664	-	Gas Tax Grant - \$2,394,083 Road DCC's - \$2,531,373	This project has been delayed due to waiting for finalized agreements with CN and CP Rail, as well as finalized design drawings and crossing agreements from BC Hydro. This project is funded by the federal government and is expected to be complete in 2020.
BX Creek Sediment Control Structure	1,196,731	-	1,196,731	1,196,731	-	Casino Reserve - \$861,646 Storm DCC's - \$335,085	This project was delayed due to incomplete land acquisitions. It is hoped this will be completed in 2020, depending on permitting and environmental considerations.
48 Ave from 32 St to 29 St - Drainage & Road	2,682,000	765,409	1,916,591	1,916,591	-	Casino Reserve - \$531,904 CWF Gas Tax Reserve - \$1,654,736 Road DCC's - \$495,360	The remaining tasks to complete are creating a concrete box culvert, storm system mains and laterals, elevate road structure, transition grading to private property, landscape removals, driveways and finished road surface including works on 34th St. It is anticipated the work will be completed by the end of June 2020.
15 Ave Rehab (DND Fed grant project)	2,599,191	298,814	2,300,377	2,300,377	-	Federal Grant - \$1,750,000 Casino Reserve - \$450,000	Construction started late 2019. Work remaining includes upgrade of 15th Ave road and storm system adjacent to Vernon Cadet Camp, new Vernon Creek storm outfall, and new storm drainage system connecting the 15th Ave storm system into Vernon Creek. This project is mostly funded by a federal grant.
Airport Runway Replacement	600,000	-	600,000	600,000	319,550	Casino Reserve - \$280,450	Grant application for 80% funding was denied in 2019. A reapplication has been made for 2020.

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
Priority Drainage Improvement	200,000	40,141	159,859	159,859	-	Casino Reserve - \$110,000 CWF Gas Tax Reserve - \$90,000	This project is to build two new storm water outfalls to Okanagan Lake. One outfall was designed but not constructed because land acquisitions were not successful. The other outfall was completed except for paving defects. Anticipated completion of the remaining project tasks is by the end of 2020 depending on land acquisitions.
15 St/ Middleton Way Network Connection	193,000	90,382	102,618	102,618	193,000		15th Street section between 21st Avenue(VSS school) and Highway 6 requires additional bollards. Middleton Way (Highway 6 to Kosmina Road) is yet to be completed.
Annual Cured In Place Pipe - Sanitary Rehab	1,108,086	2,080	1,106,006	1,106,006	-	Sewer Treatment Reserve - \$250,000 Sewer Collection Reserve - \$558,086 Sewer Emergency Reserve - \$300,000	Due to internal and external capacity issues in prior year sewer storm project works will occur in late 2020 or early 2021.
2018 Capital Design	103,896	6,368	97,528	97,528		Sewer Collection Reserve	To be used for 2021 Capital design and planning for 2022 projects.
30 St Road Improve & Utility Reconstruct	899,500	57,502	841,998	841,998	-	Sewer Treatment Reserve - \$386,000 South Vernon Lift Stn Res - \$222,770 Sewer Rate Stabilization - \$290,730	This project has been delayed due to waiting for finalized agreements with CN and CP Rail, as well as finalized design drawings and crossing agreements from BC Hydro. This project is funded by the federal government and is expected to be complete in 2020.
Priority Sanitary Reconstruction	350,000	99,110	250,890	250,890	-	Sewer Emergency Reserve	Sewer modelling work started late 2019. Completion of engineering design of a carbon scrubber will be in 2020. The modelling work started in 2019 and is planned for completion in 2020. Then the carbon scrubber will be purchased and installed near Paddlewheel Park.
Facility Priority Rehab Projects	812,225	326,769	485,456	485,456	550,000	Casino Reserve - \$17,117 Carryover Reserve - \$245,108	Carryover required to complete projects identified in the Building Condition Asset Management Plan.
Transportation Safety Improvements	136,758	127,297	9,461	9,461	100,000	Data Process Reserve - \$15,000 Casino Reserve - \$18,358	The remaining funds would be used to purchase data collection devices and electronic speed signs.
Transit Improve & Sidewalk Ramps	71,330	46,529	24,801	24,801	-	Casino Reserve - \$11,644 Infrastructure Reserve - \$48,516 CWF Gas Tax Reserve - \$11,170	This project will build four more ramps with any surplus used to construct ramp improvements at other known locations.
Parks Capital Projects - Lake Access	86,400	66,035	20,365	20,365	-	Casino Reserve - \$50,000 Carryover Reserve - \$36,400	Beachcomber Bay Road Lake Access - deficiencies to be addressed in Spring 2020, fencing on west boundary, signs on other lake accesses.
Storm Rehabilitation	154,547	-	154,547	154,547	-	Casino Reserve	This project is to build a new storm water outfall to Okanagan Lake and has been delayed due to slow progress with land acquisitions.
Transit Infrastructure Improvements	15,000	-	15,000	15,000	-	Casino Reserve	Once the Automatic passenger counters have been installed, work will begin to improve accessibility of bus stop locations with high demand from mobility-impaired users.
Road Surface Repairs	98,655	59,321	39,334	39,334	98,655		To increase volume of crack sealing in 2020.
2020 Capital Design	941,761	-	941,761	941,761	456,682	Casino Reserve - \$126,000 CWF Gas Tax Res - 86,083 Road DCC's - \$211,108 Parks DCC's - \$61,888	To be used for 2021 Capital design and planning for 2022 projects.

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
Transit & Bike Parking Improvements	30,000	15,853	14,147	14,147	-	CWF Gas Tax Reserve	Once the Automatic passenger counters have been installed, work will begin to improve accessibility of bus stop locations with high demand from mobility-impaired users.
Traffic Signal Timing Program	45,000		45,000	45,000	-	Road DCC's	This project was delayed to permit the incorporation of recommended safety improvements to traffic signal controlled intersections and signal timing plans contained in the 2019 ICBC Network Screening Project.
Storm Modeling & Flow Monitoring	87,446		87,446	87,446	-	Storm DCC's - \$75,000 Cost Recovery - \$12,446	Work remaining is consultation with local flow monitoring company to determine scope of overall creek flow monitoring, flow monitoring professional services procurement and installation of initial monitoring site(s) in 2020.
Sanitary Sewer Trunk Main Inspection	286,104	63,260	222,844	222,844	-	Sewer Collection Reserve	This project was delayed due to significant debris buildup in the trunk main. Work to be done is continue the CCTV inspecting and flushing from where the project previously stopped.
OKL Sanitary Phasing design	148,238	37,939	110,299	110,299	-	Sewer Rate Stabilization - \$148,238	Design money for 2020 Local Area Service project - Longacre Road
2019 Capital Design - 19-100-INF OK Rd Force Main	101,699	38,960	62,739	62,739	-	Sewer Collection Reserve	Work on this project started late 2019 with the remaining tasks to completion of finalizing the conceptual design, detailed design, tendering and construction engineering services.
2020 Capital Design - 19-100-INF OK Rd Force Main	430,074	7,022	423,053	423,053	-	Sewer Emergency Reserve - \$255,000 Sewer Collection DCC's - \$174,574	2020 Capital Design was delayed due to a lack of qualified engineering consultants. Design for all 2020 sewer infrastructure projects are still needed.
Sani Modeling & Flow Monitoring - 19-93-INF	75,000	9,152	65,848	65,848	-	Sewer Collection DCC's	For monitoring flows and creation of hydraulics model for sanitary system. Work will commence in 2020.
Bike Skills Park	3,975		3,975	3,975		Carryover Reserve	The remaining budget is needed for the final wrap up of the Bike Skills Park - the Parks department will be completing the work in 2020.
Parks Capital	98,692	68,370	30,322	30,322		Grants Other - \$38,451 Carryover Reserve - \$32,043 Parkland Reserve - \$28,198	This project is ongoing with completion expected in 2020.
Lake Access Site Development	311,674	23,095	288,579	288,579		CWF Gas Tax Reserve	This project is for the development of beach access sites. Completion of this project is expected in 2020.
Hurlburt Park Development	690,729	608,450	82,279	82,279		PYUUB Reserve - \$90,335 CWF Gas Tax Reserve - \$100,394 BCGasLegacy Reserve - \$500,000	This project is near completion with funds required to finalize the last details of the park construction.
Polson Park Multi-Use Path	432,000		432,000	432,000	432,000		The work to construct improvements to the condition of the existing path and trail surface, including widening and pavement markings, installation of lighting along the path, installation of wayfinding signs to and within the park is expected to be complete by Fall 2020.
Canadian Lake View Park Lot	361,000	15,817	345,183	345,183	241,870	Parks DCC's - \$119,130	Due to staffing issues none of the 2019 Parks projects were started. This will be the focus of 2020 along with one project included in the 2020 budget.
Pottery Ravine Park Upgrade	202,000		202,000	202,000	135,340	Parks DCC's - \$66,660	Due to staffing issues none of the 2019 Parks projects were started. This will be the focus of 2020 along with one project included in the 2020 budget.

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
DND Washroom Renovation	306,000	-	306,000	306,000	205,020	Parks DCC's - \$100,980	Due to staffing issues none of the 2019 Parks projects were started. This will be the focus of 2020 along with one project included in the 2020 budget.
Trail Connect - Whitecourt to foothills	75,000	-	75,000	75,000	50,250	Parks DCC's - \$24,750	Due to staffing issues none of the 2019 Parks projects were started. This will be the focus of 2020 along with one project included in the 2020 budget.
Park Infrastructure Renewal	50,000	33,814	16,186	16,186	50,000		This is for replacement infrastructure and will be completed early in 2020.
Purchase of 10 gig Perimeter Switches	44,961	29,464	15,497	15,497	-	Information Tech Reserve	Core switches were purchased and upgraded. IS was unable to finish the final perimeter upgrade due to staff shortage.
ESRI 3 Year ELA Software Contract	77,364	43,710	33,655	33,655	-	Information Tech Reserve	This item is for a 3 year period with the remainder due in 2020. A carryover is required until the term has ended.
Checkpoint Support Contract	56,093	22,249	33,844	33,844	-	Information Tech Reserve	This item is for a 3 year period with a carryover required until the term has ended.
Ironspeed Software Replacement	76,550	13,785	62,765	10,000	-	Information Tech Reserve	Software replacement was not purchased and implemented prior to year end due to staff shortage. This project will be completed in 2020.
Rock Slope Stabilization	155,140	-	155,140	155,140	40,000	Carryover Reserve - \$115,140	Will be spent in 2020. Funds were allowed to accumulate to create a larger contract value that would attract more competition and better prices.
Sidewalk Machine	250,000	-	250,000	250,000	-	PYUUB Reserve	2020 project as directed by Council - late Fall 2019 approval.
Streetlight LED conversion	717,000	-	717,000	717,000	-	Casino Reserve	Council approved the LED conversion project in the fall of 2019, as it was presented works would not be started until 2020.
Airport Runway Rehab	72,314	-	72,314	72,314	-	PYUUB Reserve	As part of the runway rehabilitation project, stream works were required. The ministry required improvement to be made at an alternate location for remediation works. This funding is for Polson improvements in conjunction with the Master Plan.
Transit Right of Way at Village Green	100,000	-	100,000	100,000	-	PYUUB Reserve	Notification for Statutory Right of Way was received January 31, 2020.
E-Bicycle Fleet Program	20,000	17,509	2,492	2,492	-	Carbon Tax Revolving Fund	A detailed review of the 2019 e-bike fleet usage will inform the decision to either purchase an additional bike or specialised equipment.
Climate Action Plan	225,000	67,860	157,140	157,140	-	Development Excess Res - \$115,000 PYUUB Reserve - \$110,000	This plan is underway and due to be completed in May 2020.
Tassie Creek Drainage	38,326	26,520	11,806	11,806	-	PYUUB Reserve - \$27,596 Storm DCC's - \$10,731	This project is underway and is expected to be complete in 2020.
Streetlight - 4005 Pleasant Valley Rd	20,000	-	20,000	20,000	-	Casino Reserve - \$10,600 Road DCC's - \$9,400	These works are specific to a development project and will be needed at the time of development.
Drainage for OK Lake South Shore	150,000	-	150,000	150,000	-	Infrastructure Reserve - \$112,200 Storm DCC's - \$37,800	Funding for the project approved by Council on December 10, 2018. Project funds will be required in 2020.
Design Smith Rd sub-catch basin	75,000	-	75,000	75,000	-	Infrastructure Reserve - \$56,100 Storm DCC's - \$18,900	Funding for the project approved by Council on December 10, 2018. Project funds will be required in 2020.
DCC - Multi-Use Path Silver Star Rd	335,000	10,260	324,740	324,740	-	Land Sale Reserve - \$177,550 Road DCC's - \$157,450	Project delayed due to ROW acquisition.

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
Unit #035 replace - PW Cab and Chassis	50,000	-	50,000	50,000		Vehicle & Equipment Reserve	Cab and Chassis was ordered in 2019 and received February 2020.
Unit #065 replace - UTL Hook Lift Truck	250,000	-	250,000	250,000		Vehicle & Equipment Reserve	Crane Hooklift truck postponed due to additional funding requirement.
Unit #066 replace - PW Flush Truck	403,224	-	403,224	403,224		Vehicle & Equipment Reserve	Flush Truck ordered in 2019 with projected body builder completion and delivery of June 2020.
Unit #097 replace - UTL Pickup Truck (Elec Car)	50,000	-	50,000	50,000		Vehicle & Equipment Reserve	Fleet reassignment resulting in an electric car procurement issued in 2019, ETA of April 15, 2020.
EOC Capacity Development - UBCM Grant	25,000	18,419	6,581	6,581	-	Emergency Planning Grant	Project is grant funded and is expected to be spent in the first quarter of 2020.
ESS Capacity Building - UBCM Grant	25,000	1,668	23,332	18,237	-	Emergency Planning Grant	Project is grant funded and is expected to be spent in the first quarter of 2020.
2018 Evacuation Route Planning - UBCM Grant	25,000	1,694	23,306	23,306	-	Emergency Planning Grant	Project is grant funded and is expected to be spent in the first quarter of 2020.
Fire smart - UBCM Grant	150,000	-	150,000	150,000	-	Emergency Planning Grant	This project is funded by a multi-year grant and requires a carryover until complete.
Fire smart - UBCM Grant	100,000	37,897	62,103	20,092	-	UBCM Community Resiliency Grant	This grant was approved for \$58,200. The prescribed burn is planned for Spring 2020 provided a good venting index occurs.
Parkade Improvements	93,025	12,556	80,469	80,469	-	Carryover Reserve - \$41,246 Carbon Tax Revolving Fund - \$51,779	Upgrades to the elevator for public safety and maintenance reasons to be completed in 2020.
Civic Arena Demo	75,000	12,059	62,941	62,941	-	BC Gas Legacy Reserve	Final grading to be completed in 2020.
Parkade - Kitchen & Bathroom	20,300	13,936	6,364	6,364	-	PYUUB Reserve	Completion of renovations started in 2019 and will be completed in 2020.
Downtown Washroom Upgrade	405,000	281,591	123,409	123,409	19,982	Gas Tax Reserve - \$180,018 Casino Reserve - \$40,000 MFA Refund Reserve - \$165,000	Project to be completed in Spring 2020.
Anaerobic Treatment Facility	10,844,000	155,833	10,688,167	10,688,167	-	Sewer Treatment Res - \$3,814,000 Sewer Rate Stabilization - \$7,030,000	In tender stage, project completion Dec 2021.
Chemical Dosing System	1,000,000	267,116	732,884	250,000	-	Sewer Treatment Reserve	Optimization and study of process to be completed in 2020.
Seasonal Security Supplementation	33,125	-	33,125	33,125		PYUUB Reserve	Seasonal Security Supplementation by Private Security.
2 Finance Videos	42,000	10,396	31,604	30,000	42,000		Utility and MyCity Videos to be completed in 2020.
McMechan Reservoir sale	-	-	-	-			This project is still in negotiation.
Kin Race Track	560,000	150,126	409,874	50,000		Insurance Reserve	Completion of rehabilitation in Spring 2020.
Boardwalk Behind Fulton School	30,000	-	30,000	30,000		PYUUB Reserve	Waiting till April 30th for confirmation from School Board on the removal of the boardwalk.

Description of Request	2019 Budget	2019 Spent	2019 Unspent	Carryover into 2020	Budgeted Tax Funding	Other Budgeted Funding Information	Carryover Notes
Turtle Mountain Boulevard	175,000	-	175,000	175,000		PYUUB Reserve	Council endorsed the installation of new landscaping along Turtle Mountain Boulevard November 25, 2019 for (\$175,000). This project is under design and expected to begin in 2020.
Marshall Fields	104,000	74,281	29,719	29,719		PYUUB Reserve	Marshall Fields Fencing for Dog Off-Leash Area and Lakers' Toad Protection measures - outstanding work includes fence and gate deficiencies, finish re-grading entrance from Lakers parking lot, install interpretive and regulatory signs, complete planting.
Polson On-Leash Pilot Project	16,977	-	16,977	16,977		Polson Park Reserve	Polson on-leash project is a multi-year project and has not yet wrapped up.
Centennial Zamboni Bay	145,000	-	145,000	145,000	145,000		Project is on hold until the feasibility study is complete and location of new facility is determined. Possible that project could still proceed in 2020.
Recreation Office Upgrades	31,000	-	31,000	31,000	31,000		This project could not be done in 2019 due to Facility Manager position vacancy. This project will be completed in 2020.
Chlorine Auto Shutoff Upgrade	71,195	32,105	39,090	5,000	30,000	Carryover Reserve - \$41,195	This project will be complete in 2020. CARE Systems needs to finish off calibration of the new system.
UBCM Community Child Care Planning	30,000	11,862	18,138	18,138		Provincial Grants - \$25,000 Carryover Reserve - \$5,000	This project was completed early in 2020.
Dogwood Gym Washroom	50,000	11,424	38,576	38,576	50,000		This project is near completion. Contractor is working on deficiencies.
Pool Filter Replace	150,000	-	150,000	110,000	150,000		This project is scheduled to be done during summer shutdown in August and September.
Active Living Centre Feasibility Study	150,000	101,559	48,441	48,441		Rec Major Maintenance Reserve	This project is well underway and will be completed in Spring 2020.
ONE TIME PROJECT TOTAL	43,215,110	6,698,528	36,516,582	35,377,641	3,340,349	32,037,292	Other Funding Total
CARRYOVER TOTAL	44,602,477	6,003,306	38,599,172	36,503,415	3,703,728	32,799,687	Other Funding Total



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO

FILE: 0540

PC: Patti Bridal, Director, Corporate Services

DATE: March 12, 2020

FROM: Craig Broderick, Manager, Current Planning

SUBJECT: FEBRUARY 25 RECOMMENDATION FROM COUNCIL'S ADVISORY PLANNING COMMITTEE

At its meeting of February 25, 2020 Council's Advisory Planning Committee (APC) passed the following recommendation for Council's consideration:

"THAT the Advisory Planning Committee recommends that Council direct Administration to review and create an inventory of accessibility for public transit stops in Vernon."

Administration advises Council that, in 2019 staff completed an inventory of all bus stops which included identifying accessibility features. This data informs the 2020 Transit Infrastructure Improvement and Sidewalk Ramps Capital Projects that have approved funding of \$30,000. In addition, at its Regular Meeting of held of February 24, 2020, Council endorsed the Rolling 4 – Year Capital Plan which gives, in principle, endorsement of the following capital projects, which the inventory and additional Automated Passenger Counter data will inform:

- In 2021 \$50,000 for Transit Infrastructure Improvement and Sidewalk Ramps and \$100,000 for City-Wide Bus Shelters
- In 2022 \$145,000 for Transit Infrastructure Improvement (this includes bus shelters) and Sidewalk Ramps
- In 2023 \$125,000 for Transit Infrastructure Improvement (this includes bus shelters) and Sidewalk Ramps
- In 2024 \$25,000 for Transit Infrastructure Improvement and Sidewalk Ramps

RECOMMENDATION

THAT Council direct Administration to advise the Advisory Planning Committee that an inventory of all bus stops which includes an accessibility assessment has been completed and a four year improvement plan is in place.

Respectfully submitted,

Craig Broderick
Manager, Current Planning



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: W. Pearce, CAO **FILE:** DVP00⁴⁶⁶~~446~~
PC: K. Flick, Director, Community Infrastructure and Development **DATE:** March 17, 2020
FROM: C. Broderick, Manager, Current Planning
SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 9738 DELCLIFFE ROAD
EXTENSION REQUEST

PURPOSE:

To seek Council's approval for an extension to the processing timeline for Development Variance Permit 00446 for the property at 9738 Delcliffe Road.

BACKGROUND INFORMATION:

1. At its Regular Meeting of February 25, 2019, Council passed the following resolution for DVP00466:

THAT Council support the Development Variance Permit application submitted by Ryan Molitwenik of Heartwood Homes Ltd. to vary the minimum riparian area setback as set out in Section 4.13.2 of Zoning Bylaw #5000 from 15.0m from the High Water Mark of Okanagan Lake to 0.0m from the High Water Mark of Okanagan Lake in order to construct a two storey single family dwelling on Lot 21, Plan 10667, Sec 4, Tp 13, ODYD (9738 Delcliffe Road), subject to the following:

- a) the site and elevation plans, intended to illustrate the general form, character and massing of the proposed residence and noted as Attachment 1 in the report titled "Development Variance Permit Application for 9738 Delcliffe Road" and dated January 16, 2019 by the Manager, Current Planning be attached to and form part of DVP00446 as Schedule 'A';
 - b) a Water Sustainability Act application;
 - c) a legal survey to determine if any works are below the present natural boundary and if found to be so, an approval of a Crown Land Foreshore Tenure including ensuring public access if required by the Province; and
 - d) registration of a Section 219 Restrictive Covenant (Flooding Covenant) on the subject property, that would indemnify and save the City harmless in the event of a flood or damage caused by proximity to high water and related wave action.
2. Administration recommends that an extension to the processing timeline for the subject Development Variance Permit application be extended from February 25, 2020 to February 25, 2021. This request is consistent with the Development Application Procedure Bylaw #4103.



3. The applicant has fulfilled the requirements of the approval including registration of the required restrictive covenant. The building permit for the proposed project is ready to be issued pending issuance of the Development Variance Permit.

RECOMMENDATION:

THAT pursuant to Development Application Procedure Bylaw #4103, Council approves a one year extension to Development Variance Permit 00446, for 9738 Delcliffe Road, to February 25, 2021.

Respectfully submitted:

Mar 18 2020 9:42 AM



X _____ ✓
Craig Broderick DocuSign

Craig Broderick
Manager, Current Planning

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THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Laurie Cordell
Manager, Long Range Planning
and Sustainability

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: March 23, 2019
REPORT DATE: March 12, 2020
FILE: 6441-20

SUBJECT: REGIONAL DISTRICT OF NORTH OKANAGAN REQUEST FOR CITY OF VERNON
REGIONAL STRATEGIC PRIORITIES

PURPOSE:

To address a request from the Regional District of North Okanagan (RDNO) to review the City's regional strategic priorities and provide a resolution to the RDNO that outlines the City's top regional strategic priorities.

RECOMMENDATION:

THAT Council direct Administration to forward to the Regional District of North Okanagan the following list of the City's regional strategic priorities:

- Council's Strategic Plan 2019 – 2022
- Update of Employment Lands Inventory including development of an implementation strategy
- Recreation Facilities and Programming Agreement
- Completion of the housing needs assessment and creation and implementation of a housing strategy
- Immigration Programs (both the provincial (individual) and federal (employer))
- Regional Relationships – with a focus on strengthening relationships with the Okanagan Indian Band
- Rail Trail and other trail connections
- Active Living Centre
- Cultural Centre
- Organics Diversion
- Regional Water (Greater Vernon Water)
- Regional Drainage
- Aligning Capital upgrades with water infrastructure upgrades
- Natural Parkland Acquisition
- Climate Action Plan implementation (reducing vulnerabilities and emissions together)
- Wildfire risk reduction and education
- Improve regional transit networks
- Increase frequency and hours of transit coverage to support living in place (seniors)
- Food systems/local agriculture
- Electric Vehicle Charging Strategy

as described in the report from the Manager, Long Range Planning and Sustainability dated March 12, 2020 and titled "Regional District of North Okanagan Request for City of Vernon Regional Strategic Priorities".

ALTERNATIVES & IMPLICATIONS:

1. THAT Council direct Administration to forward to the Regional District of North Okanagan the following list of the City's regional strategic priorities: *(to be cited by Council)*;

Note: The list in the recommended resolution reflects the range of City priorities. Adding or removing items from this list does not change the priorities in Council's Strategic Plan or Administration's work plans. A review of new items would be required to determine the City's ability to address them in light of Council's Strategic Plan.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. On February 26, 2020 Administration received a request from Laura Frank, Regional Planning Projects Manager at the Regional District of North Okanagan (RDNO) referencing an RDNO Board Resolution from the Regular Meeting of the Board on February 19, 2020 (Attachment 1). This resolution requests Council to "*identify their top priorities for implementation which would then be brought back to the Regional Growth Management Advisory Committee for discussion and prioritization.*" The referral indicated a due date of March 18, 2020. Due to the short time frame, Administration has received confirmation that the March 23, 2020 Regular Meeting of Council is acceptable for response.
2. Any strategic priorities submitted will be discussed and considered by the Regional Growth Management Advisory Committee as they develop the priorities for the Regional Growth Strategy Implementation Plan.
3. The Regional Growth Strategy (RGS) is a broad plan that forms a vision for the region, regional level policy direction and growth boundary policies. The RGS has nine policy areas as follows:
 - Urban Containment and Rural Protection
 - Agriculture and Food Systems
 - Water Stewardship
 - Environment and Natural Lands
 - Transportation and Infrastructure
 - Housing
 - Governance and Service Delivery
 - Energy and Emissions and Climate Adaptation
4. Administration has reviewed the Council Strategic Plan 2019 - 2022 as well as current work plans to develop the list below. For the most part, this list aligns closely with the targets of the Regional Growth Strategy. There are some items that are more specific, but could fall under any of the nine policy areas.
5. The following are the regional strategic priorities identified by Administration:
 - Update of Employment Lands Inventory including development of an implementation strategy
 - Recreation Facilities and Programming Agreement
 - Completion of the housing needs assessment and creation and implementation of a housing strategy
 - Immigration Programs (both the provincial (individual) and federal (employer))
 - Regional Relationships – with a focus on strengthening relationships with the Okanagan Indian Band
 - Rail Trail and other trail connections
 - Active Living Centre
 - Cultural Centre

- Organics Diversion
- Regional Water (Greater Vernon Water)
- Regional Drainage
- Aligning Capital upgrades with water infrastructure upgrades
- Natural Parkland Acquisition (specifically 4 hilltop parks)
- Climate Action Plan implementation (reducing vulnerabilities and emissions together)
- Wildfire risk reduction and education
- Improve regional transit networks
- Increase frequency and hours of transit coverage to support living in place (Seniors)
- Food systems/local agriculture
- Electric Vehicle Charging Strategy

C. Attachments:

Attachment 1: Letter of February 26, 2020 from Laura Frank, Regional Planning Projects Manager, RDNO

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

The subject regional strategic priorities involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Complete a Recreation Feasibility Study
- Implement a strategy for acquisition of hilltop parks
- Develop a comprehensive Vernon Housing Strategy
- Complete a Housing Needs Assessment to inform the Affordable and Attainable Housing Implementation Strategy and the next Official Community Plan review
- Support economic development initiatives that attract skilled labour to the area
- Foster business attraction, retention and expansion strategies, particularly in the City Centre.
- Improve and streamline internal development review processes
- Promote the Okanagan Rail Trail through marketing, trail connections and other initiatives
- Continue and build upon the CEDI partnership with the Okanagan Indian Band (OKIB)
- Improve communication and consultation with RDNO
- Work with RDNO on the acquisition of natural parkland in the city
- Obtain RDNO approval to consult with City staff on In Camera issues at the RDNO
- Investigate methods to increase recycling and alternatives to recycling, including an organics diversion plan
- Adopt and implement a Climate Action Plan and amend Official Community Plan accordingly
- Encourage green buildings, including the BC Energy Step Code
- Update the Landscaping Standards Bylaw to require sustainable and Fire Smart landscaping
- Identify ways to foster innovation in technology and manufacturing (business retention and expansion)
- Continue to implement Fire Smart principles in the wildfire interface area and improve communication with residents throughout the year in addition to emergency events
- Undertake drainage studies, risk and threat assessments and related bylaw amendments

E. Relevant Policy/Bylaws/Resolutions:

N/A

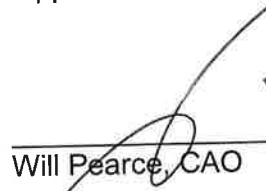
BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

X 


Will Pearce, CAO

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Date: 19. Mar. 2020

for Laurie Cordell
Manager, Long Range Planning and Sustainability

X 

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Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH

- | | | |
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| <input type="checkbox"/> Corporate Services | <input checked="" type="checkbox"/> Operations | <input type="checkbox"/> Current Planning |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
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| <input type="checkbox"/> Fire & Rescue Services | <input checked="" 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: | | |
| <input type="checkbox"/> OTHER: | | |

G:\6400-6999 PLANNING AND DEVELOPMENT\6441 COMMUNITY PLANNING - SPECIAL STUDIES\20 Special Community Planning Studies, filed alphabetically\RDNO
RGS 5 year review\Report\200312_Rpt_Regional Strategic Priorities.docx



REGIONAL DISTRICT NORTH OKANAGAN

MEMBER MUNICIPALITIES:

CITY OF ARMSTRONG
CITY OF ENDERBY
DISTRICT OF COLDSTREAM

VILLAGE OF LUMBY
CITY OF VERNON
TOWNSHIP OF SPALLUMCHEEN

ELECTORAL AREAS:

"B" – SWAN LAKE
"C" – BX DISTRICT
"D" – LUMBY (RURAL)

"E" – CHERRYVILLE
"F" – ENDERBY (RURAL)

OFFICE OF: PLANNING AND BUILDING DEPARTMENT

OUR FILE No.: 3045.01.02

February 26, 2020

Kevin Bertles, Chief Administrative Officer
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3570 Bridge Street, Box 40
Armstrong, BC V0E1B0
kbertles@cityofarmstrong.bc.ca

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Will Pearce, Chief Administrative Officer
City of Vernon
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WPearce@vernon.ca

Leah Mellott, General Manager, Electoral Area Administration
Regional District of North Okanagan
9848 Aberdeen Road
Coldstream, BC V1B 2K9
leah.mellott@rdno.ca

Re: Regional Growth Strategy- Strategic Priorities Setting Workshop

At the February 19, 2020 Regular Meeting of the Board the following resolution was passed.

That option two as outlined in the staff report titled Regional Growth Strategy Implementation - Priority Setting Workshop dated February 3, 2020 be pursued:

Staff will refer a letter out to Member Municipalities and the Electoral Area Advisory Committee highlighting the work done to date along with actions that are currently underway. Staff will provide direction on what actions would be a good next step regionally, based on the previous priorities and results of the 2017 Monitoring and Evaluation Indicator results. The request is that each Council identify their top priorities for implementation which would then be brought back to the Regional Growth Management Advisory Committee for discussion and prioritization.

Regional District of North Okanagan
9848 Aberdeen Road
Coldstream, BC
V1B 2K9

Toll Free: 1.855.650.3700
Phone: 250.550.3700
Fax: 250.550.3701
Web: www.rdno.ca
E-Mail: info@rdno.ca

From: Planning and Building Department
Subject: Strategic Priorities Setting Workshop

Attached is the staff report dated February 3, 2020 from the Planning Department highlighting the Strategic Priorities of the Board since 2013. As a reminder the nine policy areas of the RGS include:

- Urban Containment and Rural Protection
- Agriculture and Food Systems
- Water Stewardship
- Environment and Natural Lands
- Transportation and Infrastructure
- Housing
- Governance and Service Delivery
- Energy and Emissions & Climate Adaptation

Attached to that same report is a list of the action items that have been undertaken and completed since the adoption of the RGS. Staff have identified a number of actions that could be considered moving forward that directly correlate with the results of the State of the Region report and areas for improvement including:

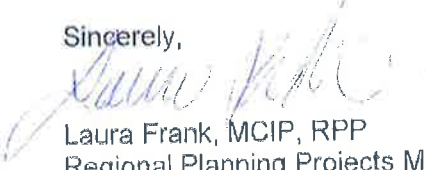
- ENV-3.3 Support public awareness and education around air quality management practices.
- ED-1.4 Support municipalities, First Nations and electoral areas in the implementation of the Regional Employment Lands Action Plan to generate employment opportunities and create a more economically resilient and diverse region
 - Specifically Action 5.1.4- Improve marketing and promotions of the region as a viable and attractive location.
- Upon completion of the Regional Housing Needs Assessment consider developing a Regional Housing Strategy (H-1.1).
- EE/CA-1.1 Explore partnership opportunities (specifically work with the City of Vernon) for the development, implementation and monitoring of a Climate Action Plan and consider becoming a FCM- Partner for Climate Protection. (The City of Vernon is currently developing a Climate Action Plan which could provide direction for regional actions i.e. if we can adopt the work that the city has done and start taking action it makes sense to do so).
- EE/CA-1.6 Support public awareness and education on climate change and its current and likely potential impacts in the region.

Feedback is being sought from each member municipality's council on what their Regional strategic priorities/actions are for the coming years (five year time frame) and identifying actions or which high-level policy areas should be implemented at a regional scale. The deadline for submissions is March 18, 2020.

For clarification the RDNO is committed to carrying out the RGS Boundary Review and this will commence once the Regional Housing Needs Assessment is complete.

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

Sincerely,


Laura Frank, MCIP, RPP
Regional Planning Projects Manager

**TO: Regional Growth Management
Advisory Committee**

FROM: Planning Department

File No: 3045.01.04

Date: February 3, 2020

SUBJECT: Regional Growth Strategy Implementation- Priority Setting Workshop

RECOMMENDATION:

That the report dated February 3, 2020 from the Planning Department regarding Regional Growth Strategy Implementation be received; and further,

That direction be provided on the priority setting workshop for 2020.

SUMMARY:

Since the adoption of the Regional Growth Strategy in September 2011 there have been priority setting workshops to guide the implementation of this plan. Based on past practice, the priority setting workshop was an avenue to re-evaluate the priorities of the board and focus efforts on determining grant funding. With the revised RGS currently in the adoption process staff are looking for direction on the best way to identify and set priorities for implementation over the next five years. There are a number of options to consider:

- 1) Hold a priority setting workshop with the Regional Growth Management Advisory Committee where staff can provide an update on the work carried out to date and initiatives underway. Staff could highlight actions that would be a natural progression for implementation based on the work already underway as well as address the results of the 2017 Monitoring and Evaluation Indicator results.
- 2) Staff can refer a letter out to Member Municipalities and the Electoral Area Advisory Committee highlighting the work done to date along with actions that are currently underway. Staff could provide some direction on what actions would be a good next step regionally, based on the previous priorities and results of the 2017 Monitoring and Evaluation Indicator results. The request would be that each Council identify their top priorities for implementation which would then be brought back to the Regional Growth Management Advisory Committee for discussion and prioritization.
- 3) Hold a strategic priority setting workshop with the Board of Directors including staff from all RDNO departments to identify corporate priorities of the Board for the next three years while also providing direction to the development of a revised five year action plan for the RGS.

DISCUSSION:

The implementation of the Regional Growth Strategy over the past eight years has been productive. There are over thirty-three priority implementation actions and initiatives that are complete or currently underway as outlined in the attached Schedule A. One of the key implementation commitments within the RGS is the development of an Implementation Action Plan. The Regional Growth Management Advisory Committee Directors and Alternates participated in a RGS prioritization Workshop held on March 8, 2012. The workshop was designed to provide direction when developing annual Action Plans.

The five priority strategic directions identified at the workshop to be addressed within the first 5 years of RGS implementation were:

1. Encourage a strong regional economy;
2. Promote sustainable water management;
3. Support agriculture and a sustainable food system;
4. Support accessible, efficient, multi-modal regional transportation; and
5. Protect our natural systems and landscapes.

Each year priorities were reassessed and actions were identified based on capacity, funding and the completion of previous year's projects. The table below highlights the priorities from 2013 through to 2019.

2013 Priorities

- 1) Regional Agricultural Plan, with a focus on Economic Development and long-term industry resilience.
- 2) In-kind support for regional economic development initiatives
- 3) Regional Housing Needs Assessment
- 4) Regional Parks Legacy Fund Feasibility Study

2014 Priorities

- 1) Regional Economic Development
- 2) Regional Employment Lands Action Plan

2015 Priorities

- 1) Completion of the Regional Agricultural Area Plan
- 2) Completion of the Regional Employment Lands Action Plan
- 3) Completion of the Regional Context Statement Program
- 4) RGS Monitoring and Evaluation update

2016-2017 Priorities

- 1) Completion of the Monitoring and Evaluation Work (State of the Region and State of the Basin Report)
- 2) Implementation of both the Regional Employment Lands Action Plan & Regional Agricultural Plan

2018 Priorities

- 1) RGS 5 Year Review
- 2) Rural Economic Development Service Establishment
- 3) Conservation Fund Service Establishment

2019 Priorities

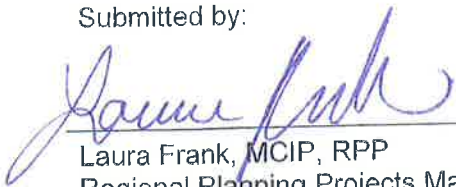
- 1) RGS 5 Year Review
- 2) Climate Adaptation Workshop
- 3) Climate Projections Report- Okanagan
- 4) Regional Housing Needs Assessment

Once direction is provided on the preferred method for engagement the Regional Planning Projects Manager can tailor the workshop approach accordingly. For example, should the discussion start at a high level, what policy areas (nine policy areas of the RGS) are of priority? Or can we move to a priority setting workshop considering specific actions? Based on the work that has been carried out to date and recent discussions around economic development, housing and climate adaptation, staff have highlighted a number of actions that could be considered for implementation in the coming years:

- Boundary Review of the RGS Designation Maps based on the outcomes of the Regional Housing Needs Assessment.
- ENV-3.3 Support public awareness and education around air quality management practices.
- ED-1.4 Support municipalities, First Nations and electoral areas in the implementation of the Regional Employment Lands Action Plan to generate employment opportunities and create a more economically resilient and diverse region
 - Specifically Action 5.1.4- Improve marketing and promotions of the region as a viable and attractive location.
- Upon completion of the Regional Housing Needs Assessment consider developing a Regional Housing Strategy (H-1.1).
- EE/CA-1.1 Explore partnership opportunities (specifically work with the City of Vernon) for the development, implementation and monitoring of a Climate Action Plan and consider becoming a FCM- Partner for Climate Protection. (The City of Vernon is currently developing a Climate Action Plan which could provide direction for regional actions i.e. if we can adopt the work that the city has done and start taking action it makes sense to do so).
- EE/CA-1.6 Support public awareness and education on climate change and its current and likely potential impacts in the region.

The goal of the 2020 Regional Growth Strategy Priority setting Workshop is to identify the key policy areas and actions that are to be the focus for implementation over the next three to five years. These priorities would continue to be reassessed annually and would continue to inform components of the Regional Planning Work Plan.

Submitted by:



Laura Frank, MCIP, RPP
Regional Planning Projects Manager

Reviewed and endorsed by:



Rob Smailes, MCIP, RPP
General Manager, Planning and Building

Approved for Inclusion:



David Sewell
Chief Administrative Officer

#	Projects/Initiatives	Description	Initiation Date	Status	Partnerships
Completed/On-going RGS Implementation Projects (2011 - 2019)					
N/A	Regional Growth Strategy Bylaw	Successful adoption of the Regional Growth Strategy Bylaw No. 2500, 2011 within the Board of Directors mandated timeline and under the established budget.	September 2007	Complete - September 2011	All member municipalities and Electoral Areas
1	RGS Monitoring and Evaluation Program	RGS monitoring program with emphasis on broad applicability and use outside of the RGS program, including municipal partners.	June 2012	Complete - September 2013	Regional District, EcoPlan International, University of BC
2	RGS Quality of Life Survey	As part of the M&E Program, the RGS Quality of Life Survey has provided an additional qualitative evaluation tool based upon public perception and preference. The results of the Quality of Life Survey have broader applicability, including identification of implementation priorities.	June 2012	Complete - September 2013	Regional District, EcoPlan International, University of BC
3	Metered Agricultural Water Usage Pilot Project	As one of the initial RGS implementation projects selected by the Board of Directors, contributed to the funding of the GVWU pilot project with the intent of agricultural water conservation.	April 2012	Complete - November 2013	Greater Vernon Water Utility
4	Patchwork Farms Community Farm Pilot Project	Partnership initiative that established a community farm on Okanagan College	June 2012	Complete - April 2013	Okanagan College, Kindale, RDNO Staff
5	Regional Agricultural Producer Database	FASNO initiative - maintain and expand on-line agricultural producer database; beginning of larger local food promotion initiative	June 2012	Complete - January 2013	Food Action Society of North Okanagan, RDNO staff
6	Regional Food System Conversation Workshop	Initial public engagement event for the Regional Agriculture Area Plan – addressed broader agriculture and food security issues.	September 2013	Complete - March 2014	RDNO Planning staff, consultant
7	Biodiversity Conservation Strategy, Phase I: North Okanagan Sensitive Ecosystem Mapping	Collaborative ecosystem mapping project that provided local and regional governments information that could be used in OCP development permit policy development and other initiatives.	September 2011	Complete - January 2013	Okanagan Conservation Collaborative Partnership, RDNO Planning staff
8	Biodiversity Conservation Strategy: Phase II	The Biodiversity Conservation Strategy was the first RGS implementation initiative supported by the Board of Directors. This broad partnership project will provide guidance to local and regional government on approaches to protect and/or conserve environmental values.	September 2011	Complete - Summer 2014	Okanagan Conservation Collaborative Partnership, RDNO Planning staff
9	North Okanagan Employment Lands Inventory, including on-line search tools	RDNO/City of Vernon joint project that established an on-line inventory of vacant industrial, commercial and institutional lands for use by planners and the development community.	July 2012	Complete - October 2013	City of Vernon, RDNO Planning staff
10	North Okanagan Agricultural Advisory Committee	The establishment of this committee was one of the first RGS implementation initiatives. The committee was established to provide the Board of Directors advice on agricultural issues and was to act as the Steering Committee for the Agricultural Plan.	January 2012	Complete - February 2013	Regional Growth Management Advisory Committee, RDNO staff
11	Feasibility of regional approach to economic development	Explored, in partnership with the City of Vernon, the feasibility of approaches to regional economic development. Status quo retained.	January 2012	Complete - January 2013	Regional Growth Management Advisory Committee, RDNO staff

#	Projects/Initiatives	Description	Initiation Date	Status	Partnerships
Completed RGS Implementation Projects (2011 - 2019)					
12	Regional Transportation Study 2011-2031	Completed the 2012 update of the North Okanagan Transportation Model and reporting results as a Regional Transportation Study.	2012	Complete -2012	RDNO, City of Vernon
13	BC Transit 5-Year Plan	BC Transit was a key stakeholder involved in draft policy development at the Transportation and Infrastructure Working Group, as well as serving in a broader advisory role at the Intergovernmental Advisory Committee during RGS development. The many transit policies included assisted in the initiation and development of the BC Transit 5-Year Plan.	2012	Completed -2013	All member municipalities and Electoral Areas, BC Transit
14	BC Transit Futures Plan	RGS transit policies, as well as participation of BC Transit as a RGS stakeholder, assisted in the development of the BC Transit Futures Plan.	2013	Completed 2014	All member municipalities and Electoral Areas, BC Transit
15	North Okanagan Energy and Emissions Inventory and Projections 2007-2031	Innovative regional energy and emissions inventory program, including the development of local actions and targets for use by member municipalities and EAs within OCPs.	2009	Complete 2010	All member municipalities and Electoral Areas
16	Regional Context Statement Acceptance/ Adoption	City of Armstrong, City of Enderby, City of Vernon, Electoral Area "B" & "C"	2013	Complete 2014	All member municipalities and Electoral Areas
17	Official Community Plan Regional Context Statement Development Program	Coordination of RGS development for several municipalities and all EA's, as well as providing support for all partners within the project	2013	Complete 2015	All member municipalities and Electoral Areas
18	Regional Employment Lands Action Plan	In partnership with the City of Vernon, member municipalities and Electoral Areas development of an Action Plan that will result in realistic and achievable actions for realizing the potential of employment lands.	2014	Complete 2016	All member municipalities and Electoral Areas
19	Feasibility- North Okanagan Regional Parklands Legacy Fund	Explore the establishment of funding options for a regionally significant parklands and trails.	2013	Complete 2016	All member municipalities and Electoral Areas
20	North Okanagan Agricultural Land Inventory	The Ministry of Agriculture, in partnership with the RDNO & OBWB updated and expanded the North Okanagan Agricultural Land Inventory.	2013	Complete 2016	Ministry of Agriculture, RAAC, all municipal and EA partners
21	Regional Agricultural Area Plan	The Regional Agricultural Area Plan was selected in late 2012 as a major RGS action, which will provide local and regional guidance on agricultural industry suitability.	2013	Complete 2015	Regional Agricultural Advisory Committee, RDNO staff, consultants.
22	Rail Corridor Acquisition	CN and CP rail corridor acquisitions intended to ensure public ownership of key linear corridors that could be used for recreational opportunities, including walking and cycling, while retaining them for future transportation and economic development needs.	2013	Complete 2016 and 2018	Inter-jurisdictional collaboration
23	Regional Growth Strategy Amendment Procedures and Fees Bylaw	Bylaw that contains a fee structure for an RGS Amendment application (\$6500).	2014	Complete 2015	All member municipalities and Electoral Areas

#	Projects/Initiatives	Description	Initiation Date	Status	Partnerships
Completed RGS Implementation Projects (2011 - 2019)					
24	State of the Region Report	Focuses on gauging progress towards achieving the goals of the RDNO Regional Growth Strategy.	2015	Complete 2016	RDNO staff, EcoPlan, member municipalities and Electoral Areas
25	State of the Basin Report	Considers the broader context of RGS implementation within the Okanagan Valley as a whole and involves RDNO together with the Regional District of Central Okanagan and the Regional District of Okanagan-Similkameen.	2015	Complete 2017	RDNO staff, EcoPlan, RDCO, RDOS
26	Employment Lands Action Plan Implementation	The BoD determined that Action 5.1.2- Concept of undertaking a Rural Economic Development Program for the small and rural communities within the North Okanagan was a priority for RELAP implementation. This discussion has involved two workshops and multiple meetings regarding service activities and establishment	2016/2017	Complete June 21, 2018 (RGMAC resolved that discussions on a Regional Rural Economic Development Service can conclude).	RDNO Staff, all member municipalities and Electoral Areas (note CoV not a participant but has been involved in the discussions)
27	Regional Agricultural Plan Implementation	Since 2016 the RAAC committee and RDNO staff have implemented seven of the RAP Actions: 4.1, 3.6, 1.3, 6.13, 5.9, 2.5 and 3.18, 1.2, 1.11, 1.12, 2.12, 2.14, 7.6, 6.20	2016	On-going	Regional Agricultural Advisory Committee, RDNO staff, North Okanagan Land to Table Network
28	RGS 5-Year Review	On February 4, 2015 the Board of Directors passed a resolution in support of a Regional Growth Strategy 5-Year Review, beginning in 2016. Over the course of 2016/2017 monitoring and evaluation work was completed resulting in the State of the Region and State of the Basin reports. The review was focused on the following Key Topic Areas: Housing- Affordability & Availability; Economic Development; Environment- Air Quality & Greenhouse Gas Emissions; and Climate Adaptation; Transportation and Infrastructure; and Growth Area Boundaries and RGS Amendment Process	2016	Adoption Process	All Five Electoral Areas, Six Member Municipalities
29	Rural Economic Development Service Establishment	In the process of establishing a service for the purpose of promoting rural economic development within the Regional District of North Okanagan to support initiatives including workforce development, business retention and expansion and information gathering and communication as they relate to rural economic development.	2018	Complete	Service includes all Five Electoral Areas, RDNO Staff
30	Conservation Fund Service Establishment	Electoral Areas "B", "C", "D", "E", "F", the City of Armstrong and Village of Lumby have adopted Service Establishment Bylaw 2794 for the North Okanagan Local Conservation Fund. The purpose of this fund is to support local conservation efforts. The Township of Spallumcheen passed a resolution in 2019 to join as a participant.	2018	Complete	All Five Electoral Areas, City of Armstrong, Village of Lumby, Township of Spallumcheen, RDNO Staff, and the OCCP

#	Projects/Initiatives	Description	Initiation Date	Status	Partnerships
Completed RGS Implementation Projects (2011 - 2019)					
31	Climate Adaptation Workshop	March 12, 2019 the RDNO partnered with the Fraser Basin Council to deliver a workshop titled "Getting Climate Ready: Future Climate in the North Okanagan". This full-day, free introductory workshop focused on Climate Adaptation topics relevant to the Regional District of North Okanagan and included four presentations by provincial and local experts along with an Adaptation World Café where participants could rotate through various topics with provincial and local experts facilitating the discussions.	2019	Complete	RDNO Staff, Fraser Basin Council
32	Climate Projections Report- Okanagan	This report is intended to support a local understanding on how the RDNO's Climate is projected to change and inform regional planning on how to prepare for future climate events. Projections are for both the 2050s and 2080s specific to temperature and precipitation.	2019	Complete	RDNO, RDCO, RDOS, OBWB, Fraser Basin Council
33	Regional Housing Needs Assessment	The purpose of the North Okanagan Regional Housing Needs Assessment is to identify housing needs and gaps (by community). This will include a section on the regional context; housing indicators; summary of regional housing needs and gaps; affordability analysis; key considerations.	2019	On-Going	Housing Needs Reports will be developed for the Five Electoral Areas, Six member Municipalities, Splatshin; and OKIB- Funding is pending through UBCM



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Laurie Cordell
Manager of Long Range Planning
and Sustainability

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: March 23, 2020
REPORT DATE: March 12, 2020
FILE: 6441-20

SUBJECT: REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 2846, 2019

PURPOSE:

To review the Regional Growth Strategy (RGS) Amendment Bylaw No. 2846, 2019 from the Regional District of North Okanagan for consideration pursuant to section 436(3) of the Local Government Act.

RECOMMENDATION:

THAT Council review the Regional Growth Strategy Amendment Bylaw No. 2846, 2019 from the Regional District of North Okanagan as described in the report from the Manager, Long Range Planning and Sustainability, dated March 12, 2020 and titled "Regional Growth Strategy Amendment Bylaw No. 2846, 2019";

AND FURTHER, that Administration will seek Council's direction on the Regional Growth Strategy Amendment Bylaw at the Regular Meeting of Council on April 6, 2020.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council review the Regional Growth Strategy Amendment Bylaw No. 2846, 2019 from the Regional District of North Okanagan as described in the report from the Manager, Long Range Planning and Sustainability, dated March 12, 2020 and titled "Regional Growth Strategy Amendment Bylaw No. 2846, 2019" and that Council provides the following feedback: *(to be cited by Council)*.

Note: This would demonstrate concerns with portions or all of the amendments to the Regional Growth Strategy (RGS). Generally the RGS supports the priorities of Council that are currently under implementation. Administration would compile these concerns and return to seek direction from Council at the Regular Meeting of Council on April 6, 2020.

2. THAT Council does not accept Regional Growth Strategy Amendment Bylaw No. 2846, 2019 as described in the report from the Manager, Long Range Planning and Sustainability, dated March 12, 2020 and titled "Regional Growth Strategy Amendment Bylaw No. 2846, 2019" and provides the following feedback: *(to be cited by Council)*.

Note: Sending a resolution to not accept the RGS would trigger the implementation of a process to reach acceptance as described in the Local Government Act Sections 439 and 440. This would include the involvement of the Minister who would start a non-binding agreement process. The RGS strongly aligns with Council's strategic priorities, the OCP and current work plans; not accepting it would potentially lead to a costly and time consuming process to reach agreement.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. On February 10, 2020 Administration received a referral from the Regional District of North Okanagan (RDNO) requesting Council review Regional Growth Strategy Amendment Bylaw No. 2846, 2019 for consideration and acceptance (Attachment 1). This is pursuant to section 436(3) of the *Local Government Act*.
2. The Regional Growth Strategy (RGS) is a broad plan that forms a vision for the region, regional level policy direction and growth boundary policies. The RGS has nine policy areas as follows:
 - Urban Containment and Rural Protection
 - Agriculture and Food Systems
 - Water Stewardship
 - Environment and Natural Lands
 - Transportation and Infrastructure
 - Housing
 - Governance and Service Delivery
 - Energy and Emissions and Climate Adaptation
3. The RGS review began in 2015 and Administration has been participating in the review through the Regional Growth Strategy Steering Team. Attachment 2 outlines the changes to the RGS in detail, including:
 - An increased focus on supporting housing needs and demands assessments
 - Implementation of the Regional Employment Lands
 - Inclusion of increased support for greenhouse gas mitigation and energy use reductions
 - Inclusion of a section on climate change adaptation
 - Growth Area review and updated mapping
 - The creation of an annual minor amendment process to recognise the autonomy of local governments in determining growth areas
4. The amendments to the RGS align with Council's strategic priorities, including climate change, housing and employment. The amendments include changes to the Urban Containment Boundaries in response to a recent court case regarding local government autonomy in these areas. The full Regional Growth Strategy Bylaw No. 2846, 2019 can be found in Attachment 3.

C. Attachments:

Attachment 1: Letter of February 10, 2020 from Kevin Acton, Chair, RDNO Board of Directors
Attachment 2: Schedule A Changes to the Regional Growth Strategy
Attachment 3: Regional District of North Okanagan Bylaw No. 2846, 2019

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

The subject regional strategic priorities involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Complete the Recreation Feasibility Study

- Implement a strategy for acquisition of hilltop parks
- Develop a comprehensive Vernon Housing Strategy
- Complete a Housing Needs Assessment to inform the Affordable and Attainable Housing Implementation Strategy and the next Official Community Plan review
- Support economic development initiatives that attract skilled labour to the area
- Promote the Okanagan Rail Trail through marketing, trail connections and other initiatives
- Continue and build upon the CEDI partnership with the Okanagan Indian Band (OKIB)
- Improve communication and consultation with RDNO
- Work with RDNO on the acquisition of natural parkland in the city
- Obtain RDNO approval to consult with City staff on In Camera issues at the RDNO
- Investigate methods to increase recycling and alternatives to recycling, including an organics diversion plan
- Adopt and implement a Climate Action Plan and amend Official Community Plan accordingly
- Encourage green buildings, including the BC Energy Step Code
- Update the Landscaping Standards Bylaw to require sustainable and Fire Smart landscaping
- Identify ways to foster innovation in technology and manufacturing (business retention and expansion)
- Continue to implement Fire Smart principles in the wildfire interface area and improve communication with residents throughout the year in addition to emergency events
- Undertake drainage studies, risk and threat assessments and related bylaw amendments

E. Relevant Policy/Bylaws/Resolutions:


N/A

BUDGET/RESOURCE IMPLICATIONS:

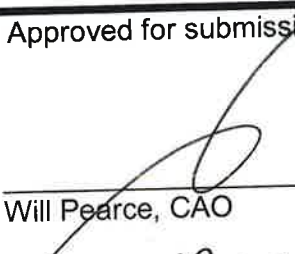
N/A

Prepared by: Approved for submission to Council:

Mar 19 2020 10:12 AM

X  **✓**

Daniel Sturgeon DocuSign



Will Pearce, CAO

Date: 19 March 2020

for Laurie Cordell
Manager, Long Range Planning and Sustainability

X 

Signer 2

Kim Flick
Director, Community Infrastructure and Development

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| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input type="checkbox"/> COMMITTEE: | | |
| <input type="checkbox"/> OTHER: | | |

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REGIONAL DISTRICT NORTH OKANAGAN

MEMBER MUNICIPALITIES:

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DISTRICT OF COLDSTREAM

VILLAGE OF LUMBY
CITY OF VERNON
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ELECTORAL AREAS:

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"E" – CHERRYVILLE
"F" – ENDERBY (RURAL)

OFFICE OF : PLANNING DEPARTMENT

OUR FILE No.: 3045.12.00.01

February 10, 2020

- City of Armstrong
- District of Coldstream
- City of Enderby
- Village of Lumby
- Township of Spallumcheen
- City of Vernon

Dear Mayor and Council:

Re: Submission of the North Okanagan Regional Growth Strategy Amendment Bylaw No. 2846, 2019 for Acceptance by Affected Local Governments

In follow up to the Regional Growth Strategy Amendment Bylaw No. 2846, 2019 referral sent December 3, 2019, the RDNO Board has passed a resolution to forward Bylaw No. 2846, 2019 to the Member Municipalities and adjacent Regional Districts for acceptance. Regional Growth Strategy Amendment Bylaw No. 2846, 2019 received First and Second Readings on November 20, 2019 and a Public Hearing was held on January 22, 2020.

Pursuant to section 436(3) of the *Local Government Act*, Regional Growth Strategy Amendment Bylaw No. 2846, 2019 is being forwarded to your local government for consideration and acceptance.

Under the provisions of the *Local Government Act*, affected local governments, which include member municipalities and adjacent Regional Districts, have 60 days from the receipt of this letter in which to consider acceptance of Bylaw No. 2846, 2019. The acceptance period will begin on February 10, 2020 and conclude on April 10, 2020. At the conclusion of the 60 day period, staff will report to the Board of Directors on the status of acceptance, and if appropriate, whether Bylaw No. 2846, 2019 may be considered for Third Reading and Adoption.

Each affected local government is requested to respond to the Regional Growth Strategy Amendment Bylaw No. 2846, 2019 by resolution. For information, section 436(4) of the *Local Government Act* states that upon receipt of the Regional Growth Strategy Bylaw No. 2846, 2019, each affected local government must:

- a) Review the North Okanagan Regional Growth Strategy Bylaw No. 2846, 2019 in the context of any Official Community Plans in its jurisdiction, both those that are current and those in preparation, and in the context of any other matters that affect its jurisdiction; and

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- b) Within 60 days of receipt of the referral, affected local governments either:
- i. Accept Bylaw No. 2846, 2019; or
 - ii. Respond, by resolution, to the Regional District of North Okanagan Board of Directors indicating specifically the sections or policies of Bylaw No. 2846, 2019 that your local government will not accept.

If a resolution is not brought forward at the end of the 60 day acceptance period, then in accordance with section 436 of the *Local Government Act*, an affected local government is deemed to have accepted the Regional Growth Strategy.

Background

The North Okanagan Regional Growth Strategy Bylaw No. 2500, 2011 was adopted on September 21, 2011 after receiving unanimous support from member municipal councils, the Electoral Area Advisory Committee and adjacent regional districts.

The *Local Government Act* sets requirements for regional districts with adopted Regional Growth Strategies (RGS) to consider whether the strategy must be reviewed for possible amendments, at least every five years.

On May 6, 2015 at the Regular Meeting of the Board of Directors, a resolution was passed that a letter be sent to the Minister of Community, Sport and Cultural Development, adjacent regional districts and First Nations notifying of the initiation of the Regional Growth Strategy 5-year Review; and further that the Regional Growth Strategy 5-Year Review Terms of Reference be referred to member municipal councils and the Electoral Area Advisory Committee for review and comment.

The following topics were endorsed by the Board of Directors as the focus of the RGS 5-year review: Housing Affordability & Availability; Economic Development; Environment- Air Quality; Greenhouse Gas Emissions; Climate Change Adaptation; Active Transportation Infrastructure and Transit; Growth Area Boundaries & Asset Management. For your information, the new and revised policies specific to these topic areas are attached to this letter as Schedule A.

Regional District of North Okanagan staff would be pleased to attend a Municipal Council meeting to respond to any questions regarding the RGS process, the formal acceptance process or any matters associated with Regional Growth Strategy Amendment Bylaw No. 2846, 2019. If you would like to schedule a delegation or meeting, please contact Laura Frank, Regional Planning Projects Manager at (250) 550-3768 or laura.frank@rdno.ca.

Yours truly;



Kevin Acton
Chair, Board of Directors

//f

Enclosures: Schedule A – Revised and New RGS Policies
Regional Growth Strategy Amendment Bylaw No. 2846, 2019



Housing Affordability & Availability Key Findings:

- The percent of people in core housing need has remained the same (12%) but that number is on the rise, increasing by 195, in part, due to population growth.
- Housing availability is declining, since 2010 there have been steadily fewer homes available for sale and rent.
- Housing Diversity is slowly improving- we have seen an increase in the total number of apartment units that have been built from 5 years ago. All six member municipalities and the electoral areas have seen a rise in their diversity index rating.

Proposed New Strategies

Insert as H-1.5:	<u>Assist municipalities in developing Housing Needs Assessments by providing analysis on regional demographics, household characteristics including income, significant economic sectors and market conditions, and work with municipalities to review and refine municipal housing priorities, policies and future demand estimates in the context of this analysis.</u>
Insert as H-1.6:	<u>Monitor and report on the success of regional and municipal Housing Needs Assessments in accommodating regional housing demand estimates.</u>
Insert as H-1.7	<u>As a collective, work with member municipalities and electoral areas in the preparation of Housing Needs Reports, as required by the province, as well as to:</u> <ul style="list-style-type: none"> • <u>Identify implementation measures within the jurisdiction and financial capabilities of municipalities;</u> • <u>Encourage an increase in the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock; and</u> • <u>Identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum.</u>
Insert as H-1.8	<u>Explore further opportunities for mobile homes, secondary suites and detached accessory suites as affordable housing options in our rural areas.</u>

Existing Strategies Revised

Revise existing H-1.5	Work cooperatively with the development community, <u>community groups, non-profits, and BC Housing</u> to provide affordable, <u>quality</u> housing options.
Revise existing H-1.6	Encourage energy efficient retrofits of older buildings, including both residential and commercial buildings <u>and promote renovation and reuse of materials that minimizes construction waste generation.</u>
Revise existing H-1.8	Encourage the use of local materials and green building techniques in new and retrofitted developments <u>and support the development community in preparing for implementation of the BC Step Code.</u>



Active Transportation Infrastructure and Transit Key Findings:

- The City of Vernon has made significant investments in its active transportation infrastructure over the last 15 years however the rural communities have not been in a position to do the same. Infrastructure such as sidewalks, bike lanes and trails are key in encouraging people to get out of their cars and walk or bike to work.
- In terms of transit ridership we have seen an increase in use, but largely amongst UBCO students and riders within Vernon and Coldstream. Ridership within the rest of the North Okanagan has gone down.

TI-1.1 revised to	Coordinate local transportation network planning across jurisdictions to assist in regional transportation planning and corridor management <u>which improves connectivity, reduces greenhouse gas emissions and provides for emergency egress e.g. an all-weather road to link the Village of Lumby with Silver Star Village.</u>
Insert as TI-1.2	<u>Rail transportation corridors, if no longer required, shall be considered for preservation as future mobility corridors, which includes cycle routes, trails, and other active transportation uses and other forms of mass transit that may be viable in the future. e.g. Okanagan Rail Trail and Sicamous to Armstrong Rail Trail.</u>
TI-2.3 revised to	Encourage, where feasible, rural transportation options that are reflective of the unique needs and challenges of our rural and unincorporated communities <u>e.g. ride sharing.</u>
TI-2.4 revised to	Support the development of initiatives that reduce transportation greenhouse gas emissions <u>by using a variety of techniques and methods that are within the jurisdiction of local governments, such as a network of electric vehicle infrastructure.</u>
TI-2.7 revised to	<u>Encourage member municipalities and electoral areas to integrate</u> transportation and land use planning within Official Community Plans to ensure that, where feasible and appropriate, communities: <ul style="list-style-type: none"> • Improve access to housing, jobs, <u>schools, child care facilities</u> and services by walking, cycling and public transport; • <u>Improve access of pedestrian and bicycle networks to transit networks, which will increase transit ridership in the future;</u> • Increase the choice of available transportation <u>and options to reduce</u> dependence on cars; • Reduce travel demand including the number of single occupant vehicle (SOV) trips generated by development and the distances travelled; • Support the efficient and viable operation of public transport services; and provide for the efficient movement of freight.
Insert as TI-2.2	<u>Work with BC Transit, member municipalities and electoral areas on the implementation of the Transit Futures Plan and the goal of creating a transit system which:</u> <ul style="list-style-type: none"> • is an attractive alternative to the private vehicle; • complements the goal of compact and complete communities; • aids in reducing environmental impacts; • is efficient; and • is integrated with other land use and transportation plans.





Economic Development Key Findings:

- There has been an increase in employment growth between 2011 to 2016 of 3% this is a significant improvement over the previous timeframe whereas in 2006-2011 employment growth experienced a 1.6% decline.
- Range of Employment is distributed across a number of sectors however the majority of jobs are in 1) Retail Trade 2) Construction 3) Manufacturing
- Household Income continues to be slightly lower than the provincial average by \$6,600 however the RDNO median household income did increase from 2011 to 2016 by \$9700.



Insert as ED-1.4:	<u>Support municipalities, first nations and electoral areas in the implementation of the Regional Employment Lands Action Plan to generate employment opportunities and create a more economically resilient and diverse region.</u>
Insert as ED-2.2	<u>Support and encourage research and development initiatives and training programs in conjunction with UBC Okanagan and Okanagan College, including agriculture, food processing and distribution, water management, manufacturing, technology, waste management and tourism.</u>





Environment Key Findings:

- Since 2012, particulate matter levels have exceeded the BC Air quality Planning Goals threshold of 6 micrograms/m³ by between .08 and 3.3 micrograms/m³.

Insert as ENV-3.2:	<u>Support public awareness and education around air quality management practices.</u>
Insert as ENV-3.3:	<u>Support pollution prevention using processes, practices, materials and energy in ways that avoid or minimize the creation of pollutants and wastes at the source.</u>





Environment Key Findings:

- The region has experienced a minor decrease over the 2007 baseline Greenhouse Gas levels however with a goal of 15% reduction by 2020 our GHG's will need to decrease significantly more.
- Climate change is exposing communities in the North Okanagan to changes in weather patterns and more frequent extreme events. These changes are putting local and regional infrastructure at risk as well as impacting the health of area residents. The North Okanagan has witnessed recent flooding and wildfire events; changing climate hazards have created the need to integrate climate change adaptation into policy, planning, landscape design, and public works maintenance.

Insert as EE/CA- 1.1	<u>Explore partnership opportunities with communities for the development, implementation and monitoring of a Climate Action Plan and consider becoming a FCM-Partner for Climate Protection.</u>
Insert as EE/CA- 1.2	<u>Encourage climate change-adaptive and risk-adaptive infrastructure and utilities in Growth Areas based on the most up-to-date climate projections.</u>
Insert as EE/CA- 1.3	<u>As data becomes available, encourage and support member municipalities and electoral areas to up-date their Floodplain and Unstable Slope Maps.</u>
Insert as EE/CA- 1.4	<u>Encourage developments and projects which will provide for a low-carbon built form that supports efficient energy use, the reuse of building materials, the provision of clean and renewable district energy, active transportation modes, transit service, and low/zero emission vehicles.</u>
Insert as EE/CA- 1.6	<u>Support climate change adaptation, resiliency and the mitigation of greenhouse gas emissions in existing and proposed activities and development.</u>
Insert as EE/CA- 1.7	<u>Support public awareness and education on climate change and its current and likely potential impacts in the region.</u>
Revise ENV-3.3:	Encourage energy efficient retrofits of older buildings, including both residential and commercial buildings <u>while encouraging the proper disposal, reuse and or recycling of any waste generated.</u>





The RGS currently contains Growth Area, Future Growth Area and Rural Protection Boundaries which are intended to guide land use planning processes by defining long term rural protection areas and boundaries that are not suitable for urban levels of development.

Since the adoption of the Regional Growth Strategy (RGS) in September 2011, there have been no development proposals or requests by member municipalities that would trigger the need for a Minor or Standard Amendment to the RGS. However, as a result of a court case in 2014 between Metro Vancouver vs the Township of Langley questions have been raised by member municipalities regarding the existing RGS amendment process and local jurisdictions land use autonomy. In that regard, staff have drafted a new Urban Containment/Rural Protection Policy which aims to address the concerns regarding local jurisdictions land use autonomy while still emphasizing one of the key goals of the RGS which is preventing urban sprawl within the region

UC-2.2-The Board encourages communities to consider amending rural protection boundaries during the RGS 5-Year review process (See UC-2.4) which will take into account the Boundary Review Criteria. The Board respects local jurisdictions' land use autonomy under Part 14 of the Local Government Act to determine land use in the Rural Protection Area while still trying to discourage sprawl. Each local authority will ensure that its' respective Official Community Plan:

- *Recognizes the Rural Protection Boundary as shown in the RGS;*
- *Identifies any local areas desired for future growth that may infringe upon the Rural Protection Areas;*
- *Addresses, to the extent that is reasonable, the difference between the OCP growth areas and the Rural Protection boundaries of the RGS in the Regional Context Statement as per Section 447 of the Local Government Act.*

If, through an application process, a municipality successfully removed lands from the ALR and/or are designated for urban scale development, a change to the mapping and designations of the RGS would occur during the 5 year review to reflect that change. It is recommended that any regionally significant changes to the land use designations be referred to the Regional Growth Strategy Support Team for technical review and comment on regional implications and the Board of Directors as per Section 475 of the Local Government Act.

Section 447 LGA refers to the Content of Regional Context Statement
Section 475 LGA refers to Consultation during the development of an Official Community Plan



Growth Boundaries & RGS Amendment Process



In order to apply a consistent methodology in reviewing both development driven applications and the comprehensive review of properties during the 5-year Growth Boundary Assessment- Proposed Boundary Review Criteria have been developed in consultation with the Regional Growth Strategy Support Team.

Proposed Schedule E- Growth Area Boundary Review Criteria:

1. Services Nearby/Available
<ul style="list-style-type: none"> • Is the parcel or parcels within a viable transit service area? Would the residents' have access via transit, cycling or walking to employment, schools, commercial or amenity locations? (Looking to avoid the creation of car dependent urban areas which bring about new vehicles, increases in demand on road systems and related greenhouse gas emission implications). • Would the parcel or parcels result in the need for significant infrastructure up-grades or extension into new areas (i.e. roads, sewer, water, stormwater, schools, school busing, transit services, fire protection, utilities and other supporting infrastructure)?
2. RGS Policies
<ul style="list-style-type: none"> • Do the policies of the RGS support the proposed expansion of a Future Growth Boundary?
3. Soils Classification & ALR Status
<p>Lands that are located within the Agricultural Land Reserve may be considered as a Future Growth Area however this review needs to be done in consultation with the ALC's <i>Guide to Bylaw Reviews and Agricultural Land Commission Regulations</i>. The ALC has indicated they would prefer the RDNO consider non-ALR lands for future growth and development, however, should the RDNO determine that all non-ALR lands are unsuitable, or that they are not sufficient to accommodate projected growth pressures, the ALC assumes that the RDNO will then look to ALR lands. At a minimum any identification of ALR lands for consideration as Future Growth Areas should also include:</p> <ul style="list-style-type: none"> • Strong and principled land use planning analysis that demonstrates the need to look to ALR lands in the rural protection area as future growth areas; • Non ALR lands should be analyzed and a rationale should be provided as to their level of suitability and priority. • The review needs to be carried out at the Regional Scale(should not focus on specific land inventory shortfalls within a given political jurisdiction but should look at all types of land uses e.g. residential, commercial, industrial etc. within the region). Clearly identify what the rationale is for these lands to be considered for future growth); • Analysis of soil capability; • Existing and historical land uses; and • The agricultural utility and potential for soil and non-soil-bound agriculture.
4. Context
<ul style="list-style-type: none"> • Is the proposed parcel or parcels adjacent to a growth or future growth area i.e. contiguous boundary? (Looking to avoid amendments that would 'leapfrog' into the Rural Protection Area and result in urban sprawl). • Would the proposed amendment, if approved, signal that the Rural Protection Area is not stable, and may trigger speculation that such proposed amendments are viable, thereby undermining the integrity and success of this key principle of the RGS. • Would the proposed parcel or parcels introduce significant urban residential development and associated traffic adjacent to existing agricultural areas? Would it likely affect current and future farming activity and potentially trigger land use speculation on nearby agricultural properties? <ul style="list-style-type: none"> ▪ Residential vs Industrial / Commercial Land development will be reviewed against the Growth Area Boundary Review Criteria, however, industrial and commercial proposals will include an analysis based on the recommendations of the Employment Lands Action Plan- April 26, 2016. • Does the parcel or parcels exist within a historic residential neighbourhood (lots that are already less than 1 ha in size)? Is there the potential for infill that still meets the goals of the RGS? Is there a plan to service these parcels in the near future for environmental or economic reasons? This should include consideration of asset management decisions such as costs associated with: construction; operation; maintenance and replacement of infrastructure services. • The surrounding lands need to be taken into consideration during the planning analysis to ensure the containment boundary is robust and will stand the test of increased speculative pressure. Is the proposed boundary constrained or contained by roads or natural features (ravine or river), municipal boundary (what is the constraint to further expansion).
5. Demonstrated need for the proposed use
<ul style="list-style-type: none"> • Do existing land use policies and documents for regional / sub regional growth patterns indicate there are current constraints on urban growth and employment lands capacity and therefore justify extending urban growth beyond what currently exists? (Consider OCP's, Employment Lands Action Plan, Community Specific Housing).

Key to note that all areas proposed for development during the 5-Year Review should be considered as Future Growth Areas (Not a Growth Area). Additionally, existing RGS policy states that once development and servicing begins within Future Growth Areas, then these areas will be considered Growth Areas as defined within the Regional Growth Strategy; no future amendments in this regard are required to the RGS.



REGIONAL DISTRICT OF NORTH OKANAGAN

BYLAW No. 2846

A bylaw to amend the Regional District of North Okanagan Regional Growth Strategy Bylaw

WHEREAS the *Local Government Act* provides that a regional board may develop, adopt, implement, monitor and review a regional growth strategy under part 13 of the Act;

AND WHEREAS the Board of Directors gave written notice of the initiation of a 5-Year Review to affected local governments and the Minister of Community, Sport and Cultural Development on May 13, 2015;

NOW THEREFORE, the Board of the Regional District of North Okanagan in open meeting assembled, hereby **ENACTS AS FOLLOWS**:

CITATION

1. This Bylaw may be cited as "**Regional Growth Strategy Amendment Bylaw No. 2846, 2019**".

AMENDMENTS

2. That Regional Growth Strategy Bylaw No. 2500, 2011 be amended as follows:
 - a. By deleting Schedules "A" and "B" attached to and forming part of Bylaw No. 2500 and replacing with the following schedules attached to and forming part of Bylaw No. 2846.
 - i. Schedule "A" RGS Document
 - ii. Schedule "B" Regional Growth Strategy Designation Maps
 - iii. Schedule "C" Population, Housing and Employment Forecast
 - iv. Schedule "D" Possible Implementation Actions
 - v. Schedule "E" The Ideas Bank
 - vi. Schedule "F" Growth Area Boundary Review Criteria

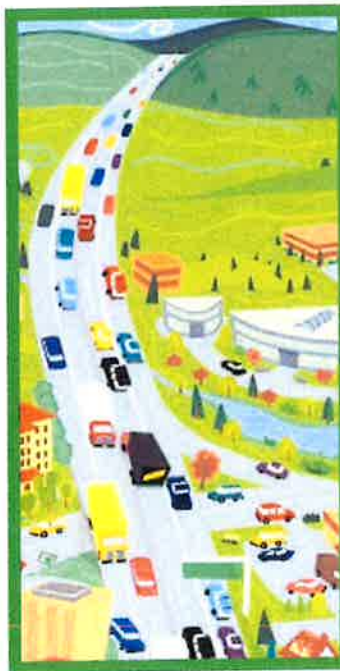
Read a First and Second Time	this	20th	day of	November, 2019
Advertised on	this	15th	day of	January, 2020
	this	17th	day of	January, 2020
Public Hearing held	this	22nd	day of	January, 2020
Read a Third Time	this		day of	, 2020
ADOPTED	this		day of	, 2020

Chair

Corporate Officer



REGIONAL DISTRICT OF NORTH OKANAGAN
REGIONAL GROWTH STRATEGY
"One Region, One Future"



BYLAW 2500, 2011 - SCHEDULES

June 16, 2011

Updated November 2019



REGIONAL DISTRICT OF NORTH OKANAGAN
REGIONAL GROWTH STRATEGY
"One Region, One Future"

CITY OF



ARMSTRONG

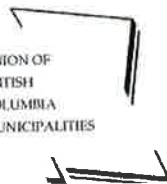
District of



Coldstream



UNION OF
BRITISH
COLUMBIA
MUNICIPALITIES



This project was funded in part by the Union of British Columbia Gas Tax Regionally Significant Products Fund on behalf of the Government of British Columbia and the Government of Canada, as well as the Ministry of Community, Sport and Cultural Development through the Smart Development Partnership Program.



FOREWORD

On behalf of the Regional District of North Okanagan, I am pleased to introduce the North Okanagan Regional Growth Strategy.

This strategy has evolved through a four year process which was a partnership between the Regional District and our member municipalities. Our elected officials guided the process wisely and we consulted with hundreds of people, stakeholders, and organizations during the development of this plan. First Nations were invited to participate in all aspects of this process. It has involved a wide cross-section of people including politicians, developers, business people, residents, planners, experts, students, First Nations, community groups and not for profit organizations, all of which contributed to the Regional Growth Strategy Bylaw.

The Regional Growth Strategy sets out a vision for the future and provides certainty to the outcomes we, as residents of the North Okanagan, want to achieve as the region grows and develops. This vision will guide future regional growth, promoting:

- sustainable communities
- protection of our rural and agricultural lands
- broad and sustainable employment and business opportunities
- diverse housing choices
- complete and vibrant neighbourhoods
- protection of the region's natural environment
- sustainable use and protection of the region's resources
- financial sustainability and good regional governance

The region's municipal councils support the direction of the strategy and they are committed to implement the strategy. The strategy will need to respond to changing circumstances. It will therefore be monitored annually and reviewed every five years.

This cooperative strategy is a first for the region. The Regional Growth Strategy is a commitment to fostering strong partnerships and provides opportunities for working together to fully realize what smart and sustainable growth can offer. This partnership will help create a region that our residents can be proud of.

I would like to thank all those who have been involved in this historic process. I look forward to your continued support, interest and enthusiasm as we move from planning to making things happen on the ground.

*Herman Halvorson
Chair
Board of Directors of the Regional District of North Okanagan*



ACKNOWLEDGEMENTS

The Regional Growth Strategy is a broad-based regional plan focusing on regionally significant issues across environmental, economic and social dimensions. The project seeks to complement and enhance other planning processes and strategies across the region.

The Regional District of North Okanagan recognizes and acknowledges the complex planning environment that exists within the North Okanagan. The North Okanagan Regional Growth Strategy respects these well established planning processes. The Regional District of North Okanagan thanks the RGS Coordinator, planning staff, committee and working group members, member municipal councils and Board of Directors, all residents, and those individuals who dedicated their time and expertise to make this project possible.

The Regional Growth Strategy has sought to build on the substantial body of knowledge and experience within the region and sought to fill the gaps in our knowledge.

The Regional District of North Okanagan has worked closely and collaboratively with many existing processes and organizations and sincerely acknowledges their cooperation and participation.

The Regional District of North Okanagan expressly acknowledges and thanks the hundreds of individuals who volunteered and gave freely of their time, energy and expertise in the development of the Regional Growth Strategy. The resulting strategy is a tribute to their passion and commitment to this region. A special thanks is extended to the members of the working groups for their professionalism and dedication in providing recommendations for our elected officials to consider.





REGIONAL DISTRICT OF NORTH OKANAGAN
 REGIONAL GROWTH STRATEGY **THE STORY SO FAR...**





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REGIONAL GROWTH STRATEGY BYLAW 2500, 2011 SCHEDULE 'A' ONE REGION, ONE FUTURE



*"I think the best about in the North Okanagan is the sense of community."
(Age 17, from the Youth Survey)*

Chances are you love the North Okanagan – and choose to live here – for many reasons. Whether your roots are generations deep or newly planted, you are part of a community that treasures the nature around us, the neighborhoods and businesses that sustain us and our shared commitment to preserving our quality of life. What are the elements that create “quality of life”? The natural environment is certainly the foundation upon which everything else is built. It supports the many businesses that provide employment in our communities, it is our mountains, our many lakes and our natural and resource areas, the thriving network of farms that supply our tables and the many recreational opportunities that draw us outside to play. It’s easy to take for granted the things we love about living here.

Over the decades, we have grown communities as diverse as Lumby and Cherryville, Spallumcheen and Armstrong, Enderby and Kingfisher and Coldstream and Vernon. We’ve built roads, bridges, schools and parks. We’ve started businesses, created art, hosted world-renowned events, preserved public land, created park networks, invested in transit and made difficult choices along the way. We have sometimes stumbled as well. We’ve made this a place where we can make a living, raise a family, enjoy the outdoors and celebrate culture. So it’s no wonder that more than 83,000 of us make our home here, with another 21,000 expected by 2031 - each a part of this place, each with a responsibility to help preserve the things we love and chart a wise course for the future of the North Okanagan.

How do we make regional choices that protect our local quality of life and contribute to regional solutions? It won’t be easy. We must weigh competing needs, generate creative solutions, make difficult choices and invest in the solutions. Our success will shape the future of our neighborhoods, our economy and our environment. We must also reflect on what’s working and what is not working today and the underlying dynamics and trends that will affect our future.

More than 1,000 people across the region worked together to create the North Okanagan Regional Growth Strategy, a long-range plan to guide growth for the next 20 years. This innovative blueprint for the future is based on a set of shared values: thriving neighborhoods and communities, abundant economic opportunity, clean air and a balanced approach to our water needs, access to nature, preservation of farms, forests and grasslands, and a sense of place.



THE VISION



"I think that the North Okanagan is one of a kind because it is small and beautiful"

(Age 14, from the Youth Survey)

To manage growth wisely, we need to have a shared vision of the future we want for ourselves, our children, and for future generations – and then direct our plans and actions toward achieving that vision. The vision seeks to balance a wide array of regional needs, objectives, and realities. It combines both idealism and pragmatism – reflecting our highest aspirations, while taking into account the social, economic, political, geographic, and environmental realities we are likely to face over the next 20 years.

The adopted vision statement reflected the collective input from elected officials on the desired future of the North Okanagan. After several discussions and a few revisions, the Regional Board adopted the Vision Statement on June 17th, 2009.

The Regional District of North Okanagan is a unique region that will continue to be recognized for its diverse natural habitats, robust economies, outstanding recreational opportunities and the high quality of urban and rural lifestyles provided in established communities. As such, the Regional Board will strive to conserve and enhance the very reasons that make the North Okanagan so attractive by ensuring:

- ***Growth is managed to reflect our social, environmental and economic values;***
- ***The Region's natural constraints to growth are water availability, agricultural lands, and environmentally-sensitive areas;***
- ***Rural and urban lifestyle choices are maintained through designated growth areas and urban boundary management;***
- ***Agricultural lands are protected and a sustainable regional food system is supported and encouraged;***
- ***A strong, sustainable, and diverse economy that reflects our values and the identities of our communities;***
- ***Our natural systems, including air, land and water, are respected and protected;***
and
- ***Inclusive, accountable and effective governance based upon a foundation of regional cooperation.***



REGIONAL POLICIES



The Regional Growth Strategy provides an integrated strategic policy framework for addressing growth management, economic development, transportation, other infrastructure, and environmental concerns. These policies play three key roles: (1) give direction for implementing the Regional Growth Strategy, (2) create a common strategic framework for planning at various levels within the North Okanagan, and (3) provide the vision for all levels of government to strive towards.

The Regional Growth Strategy focuses on concentrating growth within the growth areas and limiting development in the rural protection areas. The policies recognize the link between development, mobility, the environment and the economy, and have been designed to provide an integrated approach to sustainability, development, economic prosperity, and the provision of services.

A Common Framework: The Regional Growth Strategy provides a common framework for regional and local planning in the North Okanagan. This partnership initiative established policies that are practical, flexible and responsive to local conditions. Much of the implementation of Regional Growth Strategy occurs through local planning and actions. The Regional Growth Strategy focuses on the challenges of people, prosperity and place to develop healthy and sustainable communities for all people. The Strategy addresses environmental issues, encourages a robust and diverse economy, takes steps to conserve resources and enhances natural and built environments. To achieve this end, the Regional Growth Strategy regional policies are grouped in nine interrelated policy areas.



Urban Containment/Rural Protection



Agriculture and Food Systems



Water Stewardship



Environment and Natural Lands



Economic Development



Transportation and Infrastructure



Housing



Governance and Service Delivery



Energy and Emissions & Climate Adaptation





GOALS — STRATEGIES — INDICATORS

Goals: Goals speak to the desired outcomes for each of the topics covered in the Regional Growth Strategy (RGS). They set the tone for an integrated approach and common framework for regional policies. Each policy section of the Regional Growth Strategy has goals that provide the context for the strategies that follow.

Strategies: The RGS strategies are designed to be broad. They provide overall guidance and direction for planning processes and decision making at both regional and local levels. Given the strong integration across the various policy sections, the full body of regional strategies is to be considered in decision-making for programs, projects, and planning processes. The strategies also serve as a common framework for regional and local planning.

Indicators: The RGS has identified measures for assessing how the region is meeting the goals and strategies. The purpose of these measures is to track whether actions are occurring and whether the region is achieving desired results. This information will assist regional and local governments as they assess policies and actions over time. The indicators are included in the implementation section.

Regional monitoring is based upon two major components: implementation monitoring and performance monitoring. Implementation monitoring attempts to answer the question, “Are we doing what we said we would do?” Performance monitoring addresses, “Are we achieving the desired results?”

The measures selected for this program are not intended to be entirely comprehensive or to provide all of the answers. Rather, they have been selected to provide a broad view of the state of the region, with a high level perspective about whether key implementation actions are being accomplished, and if the region is seeing desired results.





AN INTEGRATED PLAN

Clean air and clean water do not stop at municipal or electoral area boundaries. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Our issues are also not silos – each one affects many others. As a result, all the policies are integrated, meaning that their success is intertwined with the success of policies under other policy area headings. Each policy area has environmental, economic and social dimensions.



The Regional Growth Strategy is divided into 9 policy areas. During the development of the policies, the public, our stakeholders and our elected officials acknowledged that all the policy areas are integrated. The policies were developed across issue oriented working groups and each of the suggested policies address more than one issue. As an example, the need to tackle housing issues was brought up by every working group when looking at their own issue, from economic development to environment and water stewardship.

Look for the issue symbols beside each policy to see where the linkages are. Each issue is intertwined with others and dealing with all 9 issues will be essential to the success of the Regional Growth Strategy.

For each goal statement, there will be policy area icons in the left hand margin. These icons show the other policy areas that are connected to that goal.

GOAL UC-1: FOCUS DEVELOPMENT INTO GROWTH AREAS

A GOAL in a policy area

Other policy areas that are affected by the GOAL



1. URBAN CONTAINMENT AND RURAL PROTECTION

My small community be beautiful in 10 years I can see miles onto lovely forests, farms and fields"

(Age 11, from the Youth Survey)

WHY IS THIS IMPORTANT?

In the past, development in the North Okanagan has moved into our agricultural lands, our hillsides and into our open spaces. Although we have active community centres and neighbourhoods, the majority of our housing is low density. Higher density or mixed use development are needed to support regional sustainability goals. Increased density in our communities is necessary to support public transit, reduce the costs of utilities, infrastructure and roads, provide a diversity of housing options and allow more travel by foot and bicycle. Focusing development within our communities also reduces development pressure on our rural areas, allowing us to preserve agricultural, natural and low density rural residential lands. By concentrating growth in areas that are already serviced by water and sewer, municipalities can become more economically sustainable and focus resources on diversifying their economy.



GOAL UC-1: FOCUS DEVELOPMENT INTO GROWTH AREAS



The communities of the North Okanagan agree to work as partners and individually to:



UC-1.1: areas designated as Growth Areas are to be fully serviced with community water and sewer systems and can accommodate a broad range of urban land uses at urban densities.



UC-1.2: promote compact, complete community design.



The communities of the North Okanagan agree to promote compact, complete community design in Growth Areas through the consideration of the following guidelines when undertaking Official Community Plan amendments, reviews or revision, and assessing large developments:



1. Infrastructure is developed in a way that makes efficient use of existing and future public infrastructure investments;
2. Public facilities and services are provided in an appropriate and financially responsible manner;
3. Transportation is designed to be walkable where possible and served with a well connected system of streets, bikeways, recreation trails and public transit;
4. Development is designed to preserve and enhance natural ecological systems;
5. Development includes sufficient land suitable for a range of needed housing types;
6. Growth can be accommodated in a way that preserves important natural landscape features;





7. Development is designed to avoid or minimize adverse effects on agricultural and natural resource lands, important natural landscape features and on land designated as Rural Protection Areas;
8. Municipalities shall recognize the Rural Protection Boundary in Official Community Plans;
9. Local and regional government will respect the Rural Protection Boundary and Rural Protection Area when reviewing relevant proposals, including: annexations, Official Community Plan amendments and reviews, bylaw development, permit review and applications for large developments; and
10. Local and regional government will discourage proposals which are inconsistent with the Regional Growth Strategy, Official Community Plans, Rural Protection Boundaries or Rural Protection Areas.

REVISED 2019

UC-1.3: consider the full cost of development, including water and sewer infrastructure, transportation, emergency response and civic services, to ensure that land use decisions are transparent, informed, fiscally responsible, and take into account the principles of asset management.

UC-1.4: preserve and enhance existing neighbourhoods by encouraging diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use and provide public spaces.

UC-1.5: support the transformation of key underutilized lands, such as brownfields and greyfields, to higher density, mixed use areas to complement the development of neighbourhood centers and the enhancement of existing neighbourhoods.

UC-1.6: use the policy tools available to local governments to encourage the redevelopment and revitalization of underutilized lands.

UC-1.7: undertake a phased approach in Growth Areas: Municipalities are encouraged to consider adopting a phased infrastructure and service area expansion approach to sustain growth rates and protect the Growth Areas' potential for development over a 20 year period.

REVISED 2019

- UC-1.8:** define Community Centres within existing communities: Although every center is distinctive and unique, they should all contain some common elements, including:
- Compact and complete design
 - Transit oriented
 - Pedestrian friendly
 - Public spaces and meeting places
 - Green and sustainable infrastructure





REVISED 2019

UC-1.9: respect Future Growth Areas identified in existing Official Community Plans: The development of Future Growth Areas will be based on Official Community Plan policies and is contingent on the provision of water, sewer and appropriate civil services, such as emergency response, as well as the identification of water sources. The full cost of providing an urban level of service delivery (water, sewer, emergency response, and civic services) must be considered along with the principles of asset management prior to development. Once considered for development or designated within an Official Community Plan, Future Growth Areas will be designated as Growth Areas (**UC-1.1**) and all associated policies will apply. Additional Future Growth Areas may be considered during the Regional Growth Strategy 5-year review and informed by a Regional Housing Needs Assessment.



GOAL UC-2: PROTECT RURAL LANDS

The communities of the North Okanagan agree to work as partners and individually to:

UC-2.1: designate Rural Protection Boundaries, consistent with the Regional Growth Strategy, within Official Community Plans for the purpose of protecting lands within the Rural Protection Area. Lands designated as Rural Protection Areas are intended to accommodate low density development on larger (1 hectare and greater) parcels of land that are not serviced with both community water and sewer systems

NEW 2019

UC-2.2: The Board encourages communities to consider amending rural protection boundaries during the RGS 5-Year review process (See UC-2.4) which will take into account the Boundary Review Criteria (Schedule 'F'). The Board respects local jurisdictions' land use autonomy under Part 14 of the Local Government Act to determine land use in the Rural Protection Area while still trying to discourage sprawl. Each local authority will ensure that its' respective Official Community Plan:

- Recognizes the Rural Protection Boundary as shown in the RGS;
- Identifies any local areas desired for future growth that may infringe upon the Rural Protection Areas;
- Addresses, to the extent that is reasonable, the difference between the OCP growth areas and the Rural Protection boundaries of the RGS in the Regional Context Statement as per Section 447 of the *Local Government Act*.

If, through an application process, a municipality successfully removed lands from the ALR and/or are designated for urban scale development, a change to the mapping and designations of the RGS would occur during the 5 year review to reflect that change. It is recommended that any regionally significant changes to the land use designations be referred to the Regional Growth Strategy Support Team for technical review and comment on regional implications and the Board of Directors as per Section 475 of the *Local Government Act*.



UC-2.3: In order to reduce rural sprawl and encourage more sustainable forms of rural subdivision, an Official Community Plan may make provision to allow for smaller minimum parcel sizes in the Rural Protection Area provided there is no increase in the overall density (i.e. clustering), that the new parcels can be served with potable water and wastewater disposal systems in a sustainable manner and the conservation of residual lands in perpetuity for agricultural, ecological or public good purposes. Options for alternative forms of development shall be consistent with the policies of the Regional Growth Strategy.

UC-2.4: consider amending the Rural Protection Boundary during the Regional Growth Strategy 5-year review.

UC-2.5: discourage the provision of, or expansion of, community water and sewer service to the Rural Protection Area unless supported for health or environmental reasons or servicing current levels of development and only where such services do not result in additional development that will require further rural expansion of water and/or sewer infrastructure.

UC-2.6: designate lands as Rural Protection Areas: This designation will protect, and at the same time enhance, the rural landscape by encouraging development that is compatible with the rural character of the North Okanagan.

UC-2.7: encourage the location of commercial, retail, and community services that serve rural residents to neighbouring communities and existing activity areas to prevent the conversion of rural land into commercial uses.

UC-2.8: protect the character of rural areas: Rural Protection Areas contain a variety of lands with natural resource value including agriculture and forestry. These lands have historically played a significant role in shaping North Okanagan character and identity, offering rural lifestyle choice, as well as providing important economic benefits. Their long term viability and productivity is increasingly threatened by urban encroachment and the spread of incompatible land uses.

UC-2.9: coordinate with provincial agencies on future land use decisions within the Community/Crown Interface Zone designation of the Okanagan Shuswap Land and Resource Management Plan.

UC-2.10: appropriate Destination Resort Development: Destination resorts provide recreational activities and facilities. A transparent, consistent, equitable and fair full cost accounting should be used to assess the feasibility of new resort developments. Any new destination resorts within the region shall complement the goals and strategies of the Regional Growth Strategy and the strategic tourism objectives of the province while balancing sustainability initiatives.





REGIONAL GROWTH STRATEGY DESIGNATIONS

The Rural Protection Area Map (**Schedule 'B'**) identifies Growth Areas, Future Growth Areas and Rural Protection Areas. The purpose of this map is to guide land use planning processes by defining long term rural protection areas and boundaries that are not suitable for 'urban' levels of development.

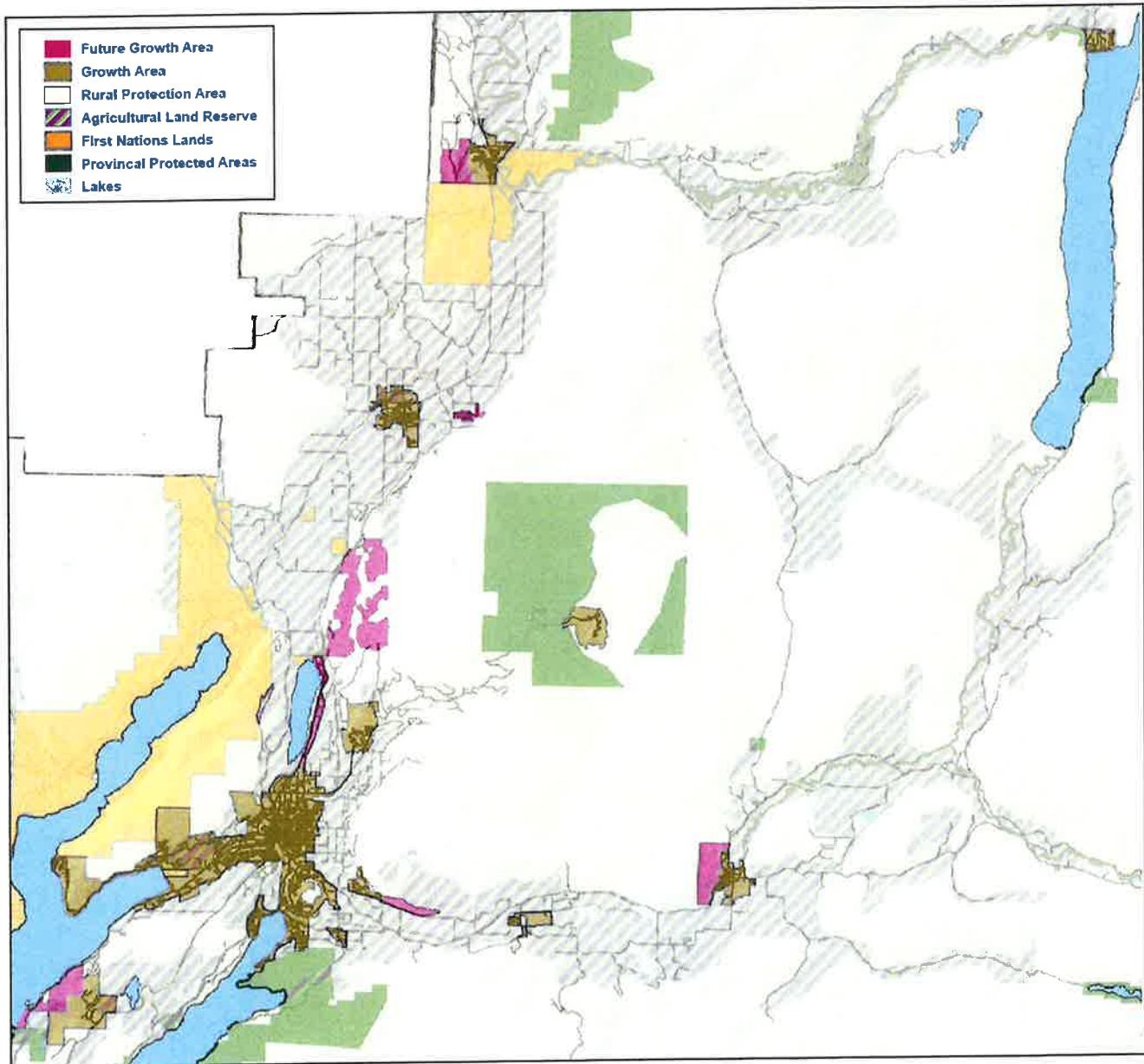
GROWTH AREAS: are serviced by water and sewer infrastructure and are defined by the Rural Protection Boundary. Growth Areas are intended to contain the diversity of the region's established communities with urban densities (lots less than 1 hectare). Urban levels of service, including water and sewer infrastructure extensions, will be limited to Growth Areas. Growth Areas do not necessarily correspond to municipal or electoral area boundaries (existing or proposed). Growth Area boundaries respect past agreements and comprehensive neighbourhood planning initiatives that have access to existing water and sewer infrastructure.

FUTURE GROWTH AREAS: are areas have been identified in Official Community Plans or strategic planning initiatives for future development of residential, commercial or industrial uses. These areas may require further review to determine their development potential and viability, including the identification of water sources. The objective within these areas, as in Growth Areas, is to encourage compact, complete, mixed use and serviced communities with well defined Rural Protection Boundaries. The development of these areas should be contingent on the establishment of services, including water infrastructure and emergency response capacity. Criteria and thresholds should be established through Official Community Plans prior to consideration of Future Growth Area for compact, complete community development. Once development begins within Future Growth Areas, then these areas will be considered Growth Areas as defined within the Regional Growth Strategy.

RURAL PROTECTION AREAS: are areas that will not have access to water and sewer infrastructure, consist of large lot sizes and are associated with rural uses. Rural Protection Areas are intended to provide for a variety of rural land uses, including low density rural residential development, natural resources, and agricultural and existing small scale neighbourhood commercial uses. Rural Protection Areas help protect rural landscapes and agricultural lands, prevent unsuitable urban development and densities, limit water and sewer infrastructure extensions beyond the Rural Protection Boundary and maintain rural lifestyle options. Natural lands, open spaces, agricultural lands and environmentally sensitive lands that are unsuitable for residential development are included within the Rural Protection Areas, including: the Agricultural Land Reserve, watersheds, conservation areas, natural habitats, grasslands, forests, wetlands, major parks and recreation areas. Rural developments around drinking water sources and reservoirs should be restricted to protect water quality and quantity. The Rural Protection Area is complementary to the Okanagan Shuswap Land and Resource Management Plan (OSLRMP) and does not discourage appropriate designated Crown land uses, as represented in the OSLRMP, UC-2.9 and UC-2.10.



RURAL PROTECTION BOUNDARY: *is the line that divides lands that have access to water and sewer infrastructure and lands that must rely on local water and septic solutions.* The Rural Protection Boundary is intended to retain rural and agricultural lands for appropriate rural uses and residential densities. The Rural Protection Boundary focuses urban levels of development, densities and service levels into Growth Areas. Rural service levels and appropriate uses are preserved within the rural protection area.





2. AGRICULTURE AND FOOD SYSTEMS

“More community gardens, less lawn and more food being grown, stores buying fresh produce from local farmers instead of importing them”

(Age 15, from the Youth Survey)

WHY IS THIS IMPORTANT?

The North Okanagan has an abundance of agricultural lands, which is unique in British Columbia. Only 5% of the province can be used for agriculture and the North Okanagan contains 39% of all Agricultural Land Reserve (ALR) lands in the Okanagan. Although 9% (or about 70,000 ha) of the Regional District is within the Agricultural Land Reserve, most of those lands are located in the valley bottoms where development pressure is greatest. Since 1974, we have lost over 6.3% (almost 6,000 ha) of our best ALR lands. The protection of our agricultural land base, our agricultural heritage and continued support for our farmers will be critical to the long term sustainability of the North Okanagan.



GOAL AG-1: WATER IS MANAGED SUSTAINABLY SO ALL REASONABLE NEEDS, INCLUDING AGRICULTURE, ARE MET IN A BALANCED MANNER



The communities of the North Okanagan agree to work as partners and individually to:



AG-1.1: encourage water metering systems, where applicable, to ensure the efficient use of water allocations.



AG-1.2: collaborate and cooperate with the provincial government and relevant agencies during the development of policies and methods that encourage more efficient water use.



AG-1.3: explore opportunities to expand the use of reclaimed water for agriculture in a safe, cost effective and efficient manner.

AG-1.4: based upon **GOAL WS-3**, explore opportunities for expanding reclaimed agriculture water infrastructure outside of existing serviced areas.

The actions requested of other governments and agencies are:

AG-1.5: the province and relevant parties are encouraged to explore the feasibility of a North Okanagan Agricultural Water Reserve that would provide the appropriate amount of water to agricultural lands in drought years without compromising stream health or other community needs.



GOAL AG-2: MAINTAIN AND DIVERSIFY THE AGRICULTURAL LAND BASE



The communities of the North Okanagan agree to work as partners and individually to:



AG-2.1: through Official Community Plans, discourage the removal or subdivision of Agricultural Land Reserve (ALR) lands.



AG-2.2: develop policies that minimize the development (i.e. building) footprint on agricultural lands.



The actions requested of other governments and agencies are:



AG-2.3: the province and other parties (i.e. utility companies) are encouraged to avoid fragmentation of agricultural lands when considering projects.

AG-2.4: the Agricultural Land Commission is encouraged to coordinate with the Regional District of North Okanagan and member municipalities to ensure consistency between the Regional Growth Strategy and Agricultural Land Commission decisions and policies.





GOAL AG-3: SUPPORT A ROBUST AND DIVERSE AGRICULTURAL ECONOMIC SECTOR

The communities of the North Okanagan agree to work as partners and individually to:

- AG-3.1:** create an inventory of existing and potential agri-industrial operations, infrastructure and lands.
- AG-3.2:** consider supporting initiatives that will provide opportunities for new, young or experienced farmers within the North Okanagan.
- AG-3.3:** collaborate on the development of a Regional Agricultural Economic Development Plan that builds upon the strengths of the North Okanagan and local plans and initiatives.

The actions requested of other governments and agencies are:

- AG-3.4:** the province is encouraged to collaborate with farming interests, local governments and other stakeholders during the identification and creation of new agricultural economic opportunities, including local added value production, processing, distribution, marketing and agri-tourism.





GOAL AG-4: ENCOURAGE A HEALTHY, ACCESSIBLE AND RESILIENT FOOD SYSTEM



The communities of the North Okanagan agree to work as partners and individually to:



AG-4.1: support and, within the authority of local government, promote environmentally sustainable agricultural practices.



AG-4.2: consider developing policies and programs that support urban agriculture and small scale agriculture as a component of local food security.



AG-4.3: encourage the creation of Environmental Farm Plans and household, institutional and farm/food waste composting facilities.



AG-4.4: support, within the power of local government, the agriculture sector in developing ways to manage and recover energy from agricultural wastes.

The actions requested of other governments and agencies are:

AG-4.5: the province is encouraged, through ongoing dialogue, collaboration and cooperation with relevant stakeholders and local governments, to develop supportive policies that will enhance local, sustainable agriculture within the North Okanagan.

AG-4.6: the province is encouraged to collaborate with the local agricultural sector and other stakeholders on initiatives that raise public agricultural awareness.

AG-4.7: the province is encouraged to collaborate with local government and agricultural stakeholders in exploring solutions to regional agricultural issues, such as local agricultural waste disposal, effective and sustainable agricultural invasive species management and initiatives that would provide opportunities for young farmers.





3. WATER STEWARDSHIP

"I would like more protection of our waters (lakes, streams and rivers)"
(Age 14, from the Youth Survey)

WHY IS THIS IMPORTANT?

Water is one of the most precious and important natural assets in the North Okanagan. Even though we are endowed with several large lakes, community watersheds and groundwater resources, the supply of clean, reliable water is inherently limited. Water shortages have already occurred in some areas of the North Okanagan and are expected to occur more widely and frequently in the future as a result of Climate Change. Local residents, elected officials and Regional Growth Strategy working groups expressed that their greatest concern about regional growth is the availability and quality of water. Some are concerned about drought and water shortages; others about climate change, agricultural viability, economic development and increasing residential use. Balancing the water requirements of the environment, basic human needs, agriculture, irrigation, tourism, recreation and industry has become more of a challenge as more people live, work, and play in the North Okanagan.



GOAL WS-1: PROTECTION OF OUR GROUNDWATER



The communities of the North Okanagan agree to work as partners and individually to:



WS-1.1: develop policies, within the authority of local and regional government that will evaluate proposed developments based upon local hydrological conditions, access to long term water supply, an adherence to the precautionary principle and impact on supply to existing users.



WS-1.2: consider adopting groundwater quality and quantity best management practices and policies, as they apply to local governments.

WS-1.3: develop lot size policies that are based on local groundwater conditions so that the cumulative effects of development do not compromise the sustainability of the community.

The actions requested of other governments and agencies are:

WS-1.4: encourage the province and relevant parties to develop a regional groundwater quality and quantity monitoring program and undertake enhanced aquifer and groundwater limited areas mapping to be used in planning and approval decisions.





GOAL WS-2: PROTECTION AND CONSERVATION OF WATER RESOURCES



The communities of the North Okanagan agree to work as partners and individually to:



WS-2.1: consider coordinating Water Management Plans and Drought Management Plans with a consideration of the variability of surface and ground water supplies. Harmonizing local Drought Management Plans should be considered.



WS-2.2: enact water conservation measures for existing and new developments.



WS-2.3: consider developing a North Okanagan Water Conservation Strategy, in collaboration with relevant parties.



WS-2.4: support the use of innovative water conservation, management and liquid waste disposal techniques, technologies and strategies where feasible.



WS-2.5: fully consider the economic, social, ecological and hydrological consequences of future inter- and intra-basin transfers during the evaluation of these types of projects.



WS-2.6: collaborate with the province and appropriate agencies to address regional and local watershed and source water protection and management issues

The actions requested of other governments and agencies are:

WS-2.7: the province and health authorities are encouraged to review water quality standards, guidelines and reporting mechanisms to ensure a reasonable, realistic and consistent approach to the protection of water quality throughout British Columbia.

WS-2.8: the province and relevant authorities are encouraged to develop an integrated North Okanagan Supply and Demand Water Model for the Shuswap and Okanagan watersheds.

WS-2.9: the provincial and federal governments are encouraged to conduct an issues assessment on the impacts of motorized and non-motorized watercraft on North Okanagan waterways on water quality, with a focus on the identification of solutions, options and opportunities at the local, regional, provincial and federal levels.

WS-2.10: the province and relevant authorities are encouraged to explore cost effective, efficient and innovative methods and tools, in collaboration with the local and regional governments, which can provide stream water flow and quality monitoring information for identified critical watersheds.

WS-2.11: the province is encouraged to review the regulations governing reclaimed water use in residential developments, with guidance from other jurisdictions that have legislated grey, reclaimed and/or reused water.





GOAL WS-3: CONSIDER THE TRUE COST OF WATER

The communities of the North Okanagan agree to work as partners and individually to:

WS-3.1: collaborate on the development and implementation of a consistent full cost accounting framework (that includes the cost of construction, maintenance, operation, and replacement) for water and sewer infrastructure that reflects the true cost of delivering a long term sustainable service.

WS-3.2: use local full cost accounting methods for water and sewer servicing as an integrated strategic tool for land use planning, development proposal evaluation, and infrastructure investment decision making.

WS-3.3: discourage the approval of new water and wastewater utilities under private ownership. The evaluation of the liability of transfer to public ownership should be considered as part of the decision making process for allowing such systems.

The actions requested of other governments and agencies are:

WS-3.4: the province and relevant agencies are encouraged to provide guidelines and/or best management practices to water and sanitary sewer providers, as well as local governments, for recovering the full cost of providing water and sanitary sewer services, including the environmental and resource costs.

WS-3.5: the province and relevant agencies are encouraged to explore, and where feasible, implement equitable, effective and transparent groundwater licensing and pricing mechanisms that encourage efficient and sustainable use of this limited and valuable resource.





4. ENVIRONMENT AND NATURAL LANDS

“The best thing about living in the North Okanagan is the nature around us, the lakes, rivers, mountains and forest.”

(Age 14, from the Youth Survey)

WHY IS THIS IMPORTANT?

The North Okanagan is home to many diverse ecosystems, including wetlands, forests, lakes, rivers and grasslands. These ecosystems and the features they contain are valuable in their own right. They also provide important benefits. In addition to filtering pollutants, preventing erosion and controlling crop pests, many natural areas provide habitat for our plant and animal species. Open spaces and the natural environment make possible the many recreational activities and opportunities our citizens enjoy, the success of the tourism industry and the quality of life of residents. Growth over the last 20 years has impacted some of our most vulnerable ecosystems, our hillsides and our views. Healthy landscapes and watersheds protect the quality and quantity of our water supplies, aquatic ecosystems and our recreational opportunities.

The natural environment is one of the reasons that the North Okanagan is such a popular destination. When we asked the public what was the most important thing they valued about the North Okanagan, the overwhelming response was ‘the natural environment and landscape, and the lifestyle and opportunities it provides’. Local and regional governments have tremendous opportunities for environmental stewardship and providing a park system that is the best in British Columbia. However, the need to coordinate local and regional environmental initiatives and parks planning in the face of strong growth presents many challenges.

GOAL ENV-1: PROTECT OUR WATERSHEDS

The communities of the North Okanagan agree to work as partners and individually to:

ENV-1.1: develop consistent, integrated environmental policy that will protect water ecosystem function, our drinking water sources and conserve and enhance biodiversity and ecological services through the protection of ecological features and corridors, including floodplains, shorelines, stream and river systems, aquifers, wetlands and forested watersheds.

ENV-1.2: create a Regional Foreshore Strategy, using foreshore inventory mapping, that will be incorporated into the application and permitting process for new and existing developments.

The actions requested of other governments and agencies are:

ENV-1.3: provincial and federal governments are encouraged to support the local and regional initiatives that protect watersheds, waterways and riparian areas.



GOAL ENV-2: PROTECT OUR PARKS, NATURAL AREAS AND OPEN SPACES

The communities of the North Okanagan agree to work as partners and individually to:

ENV-2.1: in collaboration with the appropriate agencies and organizations, identify, prioritize and map all ecosystems and important habitat features in the North Okanagan and ensure this information is used in local, regional and provincial land use processes

ENV-2.2: expand sensitive ecosystem mapping to complete a regionally consistent North Okanagan ecosystem inventory.

ENV-2.3: support data sharing, mapping, and consolidation of existing information into an inventory of Southern Interior ecologically sensitive areas and biodiversity values.

ENV-2.4: identify a system of linked wildlife corridors and areas of habitat connectivity, in partnership with the province and relevant parties, which will inform planning decisions with the goal of avoiding further fragmentation.

ENV-2.5: develop a regionally consistent policy approach to ecosystem and species protection.

ENV-2.6: encourage the sustainable management of parks and natural areas.

ENV-2.7: engage the community through stewardship and education to improve environmental awareness.

ENV-2.8: coordinate on the establishment of regionally significant open space networks and linkages across jurisdictional boundaries that will compliment local parks planning.

ENV-2.9: support opportunities and partnerships that promote environmental conservation and ecosystem protection.

ENV-2.10: designate and protect significant open spaces and environmentally sensitive areas in Official Community Plans and through other planning mechanisms.

ENV-2.11: explore funding mechanisms to support regionally significant open space and parkland acquisitions.

ENV-2.12: consider supporting partnership initiatives that would undertake the development of a regional biodiversity strategy.

The actions requested of other governments and agencies are:

ENV-2.13: provincial and federal governments are encouraged to support local initiatives that protect ecosystems, natural lands, watercourses and riparian areas.



ENV-2.14: the province is encouraged to, through partnerships and financial support, identify, prioritize and map ecosystems, wildlife corridors and areas of habitat connectivity in the North Okanagan.

ENV-2.15: the province is encouraged to coordinate with regional and local governments to ensure consistent and integrated park, trail, greenway, open space and/or complementary land use planning across jurisdictions.



GOAL ENV-3: REDUCE AND PREVENT POLLUTION

The communities of the North Okanagan agree to work as partners and individually to:



ENV-3.1: encourage the development and adoption of policies that contribute to the reduction or prevention of air, land and water pollution.



NEW 2019



ENV-3.2: Support public awareness and education around air quality management practices.



NEW 2019

ENV-3.3: Support pollution prevention using processes, practices, materials and energy in ways that avoid or minimize the creation of pollutants and wastes at the source.



NEW 2019



ENV-3.4: reduce urban air pollution and urban heat islands by expanding natural elements across the landscape



ENV-3.5: support the use of innovative approaches and technologies (i.e. green infrastructure) for water, energy, and waste and emissions management through the use of best management practices, local bylaws and incentives.

REVISED 2019

ENV-3.6: encourage energy efficient retrofits of older buildings, including both residential and commercial buildings while encouraging the proper disposal, reuse and/or recycling of any waste generated.

ENV-3.7: explore opportunities to establish financial and other incentives to encourage energy efficient development.

ENV-3.8: encourage the use of local materials and green building techniques in new and retrofitted developments.





5. ECONOMIC DEVELOPMENT

“There are not many job options or post-secondary options.”
(Age 15, from the Youth Survey)

WHY IS THIS IMPORTANT?

In support of economic and social sustainability, a region should have employment opportunities close to where people live, not only to reduce commuting times for workers, but also to support economic development in our communities. At the same time, there should be a sufficient supply of land for industry and commerce with good regional transportation connections for workers, customers and businesses.

Successful and sustainable economic development is supported by communities working together to create a strong economic environment that attracts new businesses and retains existing ones. Competition between local governments or business associations will only weaken the region’s collective attractiveness and economic performance. The Regional Growth Strategy provides a framework for regional economic collaboration and cooperation on local and regional economic development, research and planning. A strong economy is essential to maintaining the high quality of life we enjoy in the North Okanagan.



GOAL ED-1: PROMOTE A REGIONAL APPROACH TO ECONOMIC DEVELOPMENT



The communities of the North Okanagan agree to work as partners and individually to:



ED-1.1: support a regional approach to economic development, based upon a voluntary model, which encourages a positive and sustainable business enabling environment.

ED-1.2: collaborate and cooperate on economic development, tourism and business attraction initiatives, policies, plans and marketing.

ED-1.3: encourage cooperative inter-jurisdictional industrial servicing arrangements that would respond to local and regional economic development goals.

NEW 2019

ED-1.4: support municipalities, first nations and electoral areas in the implementation of the Regional Employment Lands Action Plan to generate employment opportunities and create a more economically resilient and diverse region.

The actions requested of other governments and agencies are:

ED-1.5: the federal government and the province financially contribute to, and have a key role in, economic development initiatives that retains and attracts investment and employment to the region.

ED-1.6: adjacent regional districts are invited to collaborate with the Regional District of North Okanagan on shared or common economic development matters.





GOAL ED-2: ENCOURAGE A SUSTAINABLE, RESILIENT AND DIVERSE REGIONAL ECONOMY



The communities of the North Okanagan agree to work as partners and individually to:



ED-2.1: explore initiatives that support continued economic diversification, including value added, community based business development, green jobs and sustainable industries.



NEW 2019



ED-2.2: Support and encourage research and development initiatives and training programs in conjunction with UBC Okanagan and Okanagan College, including agriculture, food processing and distribution, water management, manufacturing, technology, waste management and tourism.



ED-2.3: monitor the supply of industrial lands in the region with the objective of maintaining a sufficient capacity to meet the needs of the regional economy.



ED-2.4: investigate opportunities to support the expansion of regional employment that are consistent with the Regional Growth Strategy.

ED-2.5: support the intensification of employment activity within Neighbourhood Centres and other identified economic nodes.

ED-2.6: discourage large commercial or institutional developments outside of Growth Areas.

ED-2.7: acknowledge the importance of a diversity of housing opportunities and affordable housing options in supporting economic development goals.

The actions requested of other governments and agencies are:

ED-2.8: BC Transit, the federal government and the province are requested to, in collaboration and partnership with local and regional government, develop and operate transportation infrastructure that support the economic development goals of the Regional Growth Strategy.





6. TRANSPORTATION AND INFRASTRUCTURE

“More bike lanes! Bike Racks! Make it easier to get around on foot or bike instead of driving. Also better transit.”
(Age 22, from the Youth Survey)

WHY IS THIS IMPORTANT?

Our transportation options link our homes, our neighbours, our employment, our recreation, and our commercial activity. The majority of trips within the North Okanagan are by automobile (89%), while the number of trips by transit is 2%, walking and cycling are 8%¹ and other is 1%. As a result, transportation is the largest contributor to our greenhouse gas emissions and vehicle emissions are trapped by inversions, creating poor air quality with possible health impacts.

Transportation and other infrastructure involve costly investments. To make the most of them we must be more effective in integrating transportation and infrastructure planning within our communities. Transportation choices have a strong physical impact on how sustainable and attractive our communities will be. Care must be taken to ensure that our roads, railways, transit, trails and active transportation options enhance our communities.



GOAL TI-1: MANAGE REGIONAL TRANSPORTATION CORRIDORS



The communities of the North Okanagan agree to work as partners and individually to:

REVISED 2019



TI-1.1: coordinate local transportation network planning across jurisdictions to assist in regional transportation planning and corridor management which improves connectivity, reduces greenhouse gas emissions and provides for emergency egress e.g. an all-weather road to link the Village of Lumby with Silver Star Village.



NEW 2019



TI-1.2: Rail transportation corridors, if no longer required, shall be considered for preservation as future mobility corridors, which includes cycle routes, trails, and other active transportation uses and other forms of mass transit that may be viable in the future. e.g. Okanagan Rail Trail and Sicamous to Armstrong Rail Trail.



The actions requested of other governments and agencies are:

TI-1.3: the province is encouraged to collaborate with local and regional governments when identifying potential, or enhancing existing, transportation corridors to ensure that planning for major transportation corridors preserves choices for the future, including active transportation options.

¹ 2011 NHS Census Data (most up to date data as 2016 Census did not include mode share)





TI-1.4: senior levels of government are encouraged to partner with the Regional District of North Okanagan and its member municipalities when developing a long range corridor protection and/or acquisition strategy that accommodates future transportation needs.



TI-1.5: the province and other relevant parties are encouraged to support the conversion of redundant transportation rights of way for purposes which support the Regional Growth Strategy, municipal plans, and transportation plans.



GOAL TI-2: SUPPORT INTEGRATED REGIONAL TRANSPORTATION PLANNING



The communities of the North Okanagan agree to work as partners and individually to:



TI-2.1: develop an Integrated Regional Transportation Plan and Implementation Agreement between all levels of government using a multimodal approach that creates attractive, integrated and effective transportation choices to provide a broad range of mobility options.



NEW 2019

TI-2.2: Work with BC Transit, member municipalities and electoral areas on the implementation of the Transit Futures Plan and the goal of creating a transit system which:

- is an attractive alternative to the private vehicle;
- complements the goal of compact and complete communities;
- aids in reducing environmental impacts;
- is efficient; and
- is integrated with other land use and transportation plans.

TI-2.3: encourage transit oriented development, where appropriate and feasible, within Growth Area locations that have access to multimodal connections.

REVISED 2019

TI-2.4: encourage, where feasible, rural transportation options that are reflective of the unique needs and challenges of our rural and unincorporated communities e.g. ride sharing.

REVISED 2019

TI-2.5: support the development of initiatives that reduce transportation greenhouse gas emissions by using techniques and methods that are within the jurisdiction of local governments, such as a network of electric vehicle infrastructure.

TI-2.6: explore innovative financing options and opportunities to meet transportation and infrastructure goals.

TI-2.7: ensure that land use decision making is informed by a full and complete understanding of the impacts on all aspects of the transportation system, including transit, walking and cycling.





REVISED 2019

TI-2.8: Encourage member municipalities and electoral areas to integrate transportation and land use planning within Official Community Plans to ensure that, where feasible and appropriate, communities:

- improve access to housing, jobs, schools, child care facilities and services by walking, cycling and public transport;
- improve access of pedestrian and bicycle networks to transit networks, which will increase transit ridership in the future;
- increase the choice of available transportation options to reduce dependence on cars;
- reduce travel demand including the number of single occupant vehicle (SOV) trips generated by development and the distances travelled;
- support the efficient and viable operation of public transport services; and
- provide for the efficient movement of freight.

TI-2.9: encourage a choice of transportation modes by including transit and active transportation infrastructure in road design, where feasible.

TI-2.10: explore options, including policy tools, which will encourage economic development in areas with freight rail access.

TI-2.11: encourage sustainable commercial transportation options that reduce the greenhouse gas footprint of goods and services available at the regional and local level.

TI-2.12: continue to promote rail freight, in collaboration with the province and federal government, as a viable goods movement option.

The actions requested of other governments and agencies are:

TI-2.13: the province and BC Transit are encouraged to collaborate with local and regional government on the development of a North Okanagan Transit Master Plan.

TI-2.14: the province is encouraged to collaborate with municipalities, the Regional District of North Okanagan, and other relevant agencies and associations, in the planning of major interregional transportation facilities, such as interregional transit and provincial highways, and the role that they are intended to play to support the Regional Growth Strategy and the economic development of the North Okanagan.

TI-2.15: The provincial and federal governments are encouraged to collaborate with the Regional District and member municipalities on initiatives that will provide diverse transportation options.





GOAL TI-3: CREATE EFFECTIVE, EFFICIENT AND SUSTAINABLE INFRASTRUCTURE



The communities of the North Okanagan agree to work as partners and individually to:



TI-3.1: develop supportive policies that will focus growth toward areas with existing infrastructure.



TI-3.2: support regional cooperation on utility planning.



REVISED 2019

TI-3.3: incorporate a transparent, consistent and equitable evaluation of the full cost of infrastructure, natural capital asset management, and service provision (including construction, operation, maintenance and replacement) into land use decision making.



TI-3.4: adopt a phased approach to infrastructure expansion that minimizes the financial burden to municipalities.



TI-3.5: adopt best management practices and innovative green infrastructure technologies and techniques to address stormwater challenges.

TI-3.6: identify innovative options that will assist in maintaining appropriate levels of infrastructure and service delivery that address community needs in a fiscally responsible manner.

TI-3.7: support the development of innovative energy sources that result in reduced community greenhouse gas production.

The actions requested of other governments and agencies are:

TI-3.8: the province and federal government are encouraged to support the Regional Growth Strategy through financial contributions for identified priority infrastructure projects and initiatives.





7. HOUSING

“Making things more affordable so in the future we actually have a chance for a good life”

(Age 16, From the Youth Survey)

WHY IS THIS IMPORTANT?

Throughout our public engagement activities, our residents have consistently raised housing choice and affordability as one of the most significant challenges facing the community. This issue was raised by our youth, our seniors, our business community and our eight working groups. During the review, this continues to be a significant priority of residents and the elected officials. In 2016, 24% of North Okanagan households were spending over 30% of their income on housing. Housing availability is declining, since 2010 there have been steadily fewer homes available for sale and rent. The more a family needs to spend on housing, the less there is available for food, education, recreation and transportation. The lack of diverse housing options can be a roadblock to business investment and attracting employees.

Well balanced communities provide housing opportunities for people in all stages of life, different family types, a range of financial situations, and those with special needs. A diversity of safe and secure housing opportunities can help a community retain working families and attract new businesses and provide youth, seniors and young families with housing options that will keep them in the North Okanagan.



GOAL H-1: SUPPORT AND ENCOURAGE A VARIETY OF HOUSING OPTIONS TO MEET THE DIVERSE HOUSING NEEDS OF ALL RESIDENTS IN THE REGION

The communities of the North Okanagan agree to work as partners and individually to:

H-1.1: identify the core housing needs in each community to better understand and collectively address regional housing characteristics and encourage the creation and retention of a variety of housing options for all residents, acknowledging that no one community can solve the region’s housing challenges. The supply and demand along the full housing spectrum shall be understood in order to work towards a Regional Housing Strategy.

H-1.2: explore options, beyond government subsidies, that provide affordable housing opportunities, including employer employer subsidized housing and the development of principles of private public partnerships.





H-1.3: encourage a diversity of housing options in Growth Areas close to amenities, services and transit networks to meet community needs throughout the region through regional and municipal policy, including:

- Amending existing bylaws to increase density in appropriate areas to encourage affordable ownership and rental housing;
- Incorporating smaller more affordable property sizes, housing designs and increased densities in neighbourhood planning and policy development;
- Adopting inclusionary housing policies and density bonus provisions as a means of expanding affordable rental and ownership residential stock; and
- Identifying local government owned sites which are appropriate for affordable housing that could be developed in partnership with not for profit organizations.

H-1.4: encourage initiatives that enhance regional awareness and education on housing related issues, challenges and successes and increase opportunities for collaboration through the formation of a Regional Housing Network.

NEW 2019

H-1.5: Assist municipalities in developing Housing Needs Assessments by providing analysis on regional demographics, household characteristics including income, significant economic sectors and market conditions, and work with municipalities to review and refine municipal housing priorities, policies and future demand estimates in the context of this analysis.

NEW 2019

H-1.6: Monitor and report on the success of regional and municipal Housing Needs Assessments in accommodating regional housing demand estimates.

NEW 2019

H-1.7: As a collective, work with member municipalities and electoral areas in the preparation of Housing Needs Reports, as required by the province, as well as to:

- Identify implementation measures within the jurisdiction and financial capabilities of municipalities;
- Encourage an increase in the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock; and
- Identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum.

NEW 2019

H-1.8: Explore further opportunities for mobile homes, secondary suites and detached accessory suites as affordable housing options in our rural areas.

REVISED 2019

H-1.9: Work cooperatively with the development community, community groups, non-profits, and BC Housing to provide affordable, quality housing options.



REVISED 2019

H-1.10: encourage energy efficient retrofits of older buildings, including both residential and commercial buildings and promote renovation and reuse of materials that minimizes construction waste generation.



H-1.11: explore opportunities to establish financial and other incentives to encourage energy



REVISED 2019

H-1.12: encourage the use of local materials and green building techniques in new and retrofitted developments and support the development community in preparing for implementation of the BC Step Code.



The actions requested of other governments and agencies are:



H-1.13: encourage the federal government and the province and their agencies to support, provide policy for and collaborate on housing initiatives in the region.





8. GOVERNANCE AND SERVICE DELIVERY

"Getting a sports complex with indoor soccer, rinks and a wave pool like H²O, More money going toward important things like planting trees and clean water"

(Age 11, From the Youth Survey)

WHY IS THIS IMPORTANT?

The Regional District was incorporated in 1965, when the population was 27,500. As the Region has grown, now with over 80,000 residents, governance and service needs of municipalities and electoral areas has changed. Regional service strategies, developed by all jurisdictions working together through regional service partnerships, are becoming ever more necessary in these fiscally challenging times. The number, range and complexity of service issues that cross local boundaries have been growing. Regional cooperation and effective communication are essential for effective and responsible governance and delivery of services.



GOAL GS-1: SUPPORT REGIONAL GOVERNANCE BASED UPON A FOUNDATION OF REGIONAL COOPERATION



The communities of the North Okanagan agree to work as partners and individually to:



GS-1.1: support regional and municipal staff collaboration and coordination on matters of regional significance.



GS-1.2: participate in regular Elected Officials' Forums to discuss issues of regional significance.



GS-1.3: encourage participation in a post election Elected Officials Orientation Session to provide information about regional and local governance.



GS-1.4: define and implement regional procedures and protocols that establish an efficient, equitable and transparent conflict resolution process.



GS-1.5: collaborate on the development of a regional approach that provides better coordination on urban and rural land use proposals that have cross jurisdictional implications.



GS-1.6: consider partnerships with organizations prepared to invest in and/or support the goals and policies of the Regional Growth Strategy.

GS-1.7: recognize the need to engage First Nations in building mutual appreciation, understanding and respect for service delivery approaches across governments.

GS-1.8: explore cost sharing opportunities that will provide effective, efficient and fiscally responsible service delivery that strengthens regional collaborative relationships.





The actions requested of other governments and agencies are:

- GS-1.9:** the province is requested to review and update, in consultation with municipalities and regional districts, municipal boundary expansion policies to ensure that the process is equitable, transparent and inclusive.
- GS-1.10:** the province is requested to review and, in consultation with local and regional governments, update the *Local Government Act* to reflect the current realities of regional governance.



GOAL GS-2: PURSUE EFFICIENT, EFFECTIVE AND FISCALLY RESPONSIBLE SERVICE DELIVERY



The communities of the North Okanagan agree to work as partners and individually to:



GS-2.1: develop a communications plan that will help inform the public of the different service levels that are provided in urban and rural areas.



GS-2.2: develop and implement a Regional Service Checklist for establishing new regional or sub-regional services which clearly state the roles, responsibilities, expectations, costs, scope and implications of entering into servicing agreements.



GS-2.3: review, reevaluate and coordinate long range service planning based upon projected growth, emerging priorities and the anticipated needs of communities.



GS-2.4: explore opportunities for cost sharing, equitable governance, capacity building and the development of collaborative relationships that will assist in the provision of fiscally responsible, efficient and effective services.

The actions requested of other governments and agencies are:

- GS-2.5:** the province and federal government are requested to enter into agreements with local and regional government that will assist in financing service delivery in order to build capacity and resources.
- GS-2.6:** the province is requested to develop and update, as necessary, capital plans that meet the needs of the projected population for services, such as education, transportation, health care and law enforcement.





9. ENERGY AND EMISSIONS & CLIMATE ADAPTATION

"Stop global warming"
(Age 11, From the Youth Survey)

WHY IS THIS IMPORTANT?

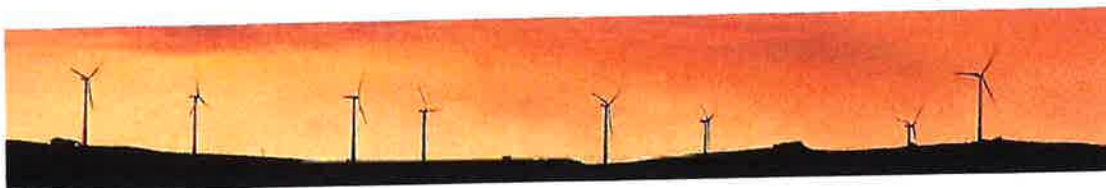
Our economy is dependent upon nonrenewable fossil fuels. This reliance poses serious challenges to our long term sustainability. Fossil fuels are becoming more limited in supply and their prices are becoming more volatile, leaving the economy vulnerable to price shocks. Burning of fossil fuels releases air pollutants which can have adverse health impacts. Finally, fossil fuel combustion releases greenhouse gases (GHGs) into the atmosphere that contribute to global climate change.

The total estimated GHG emissions in the Regional District of North Okanagan in 2007 are estimated at 615,149 tonnes of CO². For a population of 78,877 residents, this is about 7.7 tonnes per person. In 2007, over \$224 million was spent by residents and businesses on energy in the North Okanagan. This is equivalent to spending approximately \$2,800 for every man, woman and child annually to pay for our energy.

The region has experienced a minor decrease over 2007 baseline GHG levels; however with a goal of 15% reduction by 2020 our GHGs will need to decrease significantly.

One aspect of building healthy communities is efficiently managing community energy use and carbon emissions. The Regional Growth Strategy will provide broad, strategic policies for reducing energy consumption and regional greenhouse gas (GHG) emissions.

A driving factor behind the Regional Growth Strategy's inclusion of energy use and GHG emissions policies is provincial legislation requirements. Beginning in 2007, the Province of British Columbia has moved forward with a number of actions designed to encourage energy efficiency and reduce emissions of GHGs. The *Local Government (Green Communities) Statutes Amendment Act (Bill 27, 2008)* requires that the Regional Growth Strategy includes GHG targets and actions





GOAL EE-1: REDUCE REGIONAL GREEN HOUSE GAS EMISSIONS BY 15%¹ BY 2020 AND 25%² BY 2030.

The Regional District hired Stantec Consulting to assist in developing GHG reduction policies and targets for inclusion in the RGS. The process was designed to bring key staff together from each member municipality and the Regional District to define regional policies and GHG reduction targets for each municipality and the region as a whole. Together, senior staff agreed on a set of GHG policies built on Regional Growth Strategy policy recommendations as well as Official Community Plans and GHG reduction targets for the Region.



The following table references the policies in other chapters that will contribute to reducing green house gas emissions in the North Okanagan.

Chapter	Regional Growth Strategy Policies
Urban Containment	GOAL UC-1; GOAL UC-2
Agriculture and Food Systems	AG-1.2, AG-4.1, AG-4.4
Water Stewardship	WS-2.4, WS-3.1, WS-3.2
Environment and Natural Lands	GOAL ENV-3
Economic Development	ED-2.5, ED-2.6
Transportation and Infrastructure	GOAL TI-2, TI-3.5, TI-3.7
Housing	H-1.2, H-1.10, H-1.11, H-1.12
Governance and Service Delivery	GS-1.5, GS-1.8, GS-2.3
Energy and Emissions & Climate Adaptation	CA-1.1, CA-1.4, CA-1.5, CA-1.6

¹Based on 2007 GHG emissions
²Based on 2007 GHG emissions



WHY IS THIS IMPORTANT?

Climate change is exposing communities in the North Okanagan to changes in weather patterns and more frequent extreme events. These changes are putting local and regional infrastructure at risk as well as impacting the health of area residents. The North Okanagan has witnessed recent flooding and wildfire events; changing climate hazards have created the need to integrate climate change adaptation into policy, planning, landscape design, and public works maintenance.

GOAL CA-1: STRENGTHEN RESILIENCE AND ADAPTIVE CAPACITY TO CLIMATE-RELATED HAZARDS AND NATURAL DISASTERS



NEW 2019

EE/CA-1.1: Explore partnership opportunities with communities for the development, implementation and monitoring of a Climate Action Plan and consider becoming a FCM-Partner for Climate Protection.



NEW 2019

EE/CA-1.2: Encourage climate change-adaptive and risk-adaptive infrastructure and utilities in Growth Areas based on the most up-to-date climate projections.



NEW 2019

EE/CA-1.3: As data becomes available, encourage and support member municipalities and electoral areas to update their Floodplain and Unstable Slope Maps.



NEW 2019

EE/CA-1.4: Encourage developments and projects which will provide for a low-carbon built form that supports efficient energy use, the reuse of building materials, the provision of clean and renewable district energy, active transportation modes, transit service, and low/zero emission vehicles.



NEW 2019

EE/CA-1.5: Support climate change adaptation, resiliency and the mitigation of greenhouse gas emissions in existing and proposed activities and development.



NEW 2019

EE/CA-1.6: Support public awareness and education on climate change and its current and likely potential impacts in the region.





IMPLEMENTATION AND MONITORING



"In 20 years, I hope we can still maintain the eternal beauty and hospitality that our small towns contain. Maybe for even 50 or 100 years."

(Age 15, From the Youth Survey)

The RGS is intended as a strategic guide to future land use development and services in accordance with the *Local Government Act*. The operational challenges will include managing settlement growth in a manner that is consistent with the Regional Growth Strategy and developing processes for communication and cooperation between local government, provincial and federal agencies and First Nations in a common commitment to responsible land use planning and management.

Once the Regional Growth Strategy has been adopted, regional district bylaws, works and services must be consistent with the Regional Growth Strategy Bylaw.

The Regional Growth Strategy implementation process will involve the following tasks:

- a) The development, adoption, and updates to Regional Context statements within Official Community Plans, as required by the *Local Government Act*, within two years and every five years thereafter;
- b) The development of a Regional Growth Strategy implementation program based upon policies contained within the Regional Growth Strategy and using an action planning framework;
- c) The development of Implementation Agreements between RDNO and member municipalities, provincial agencies and First Nations, where they can assist in addressing mutual concerns;
- d) Reporting to the Board of Directors on the progress of implementation of the Regional Growth Strategy; and
- e) Ongoing monitoring of Regional Growth Strategy indicators.

Review OCPs, Prepare and Include Regional Context Statements

Official Community Plans (OCP) will be instrumental in implementing the Regional Growth Strategy.

The Regional District of North Okanagan and member municipalities will work together so that municipal Regional Context Statements achieve consistency between the Regional Growth Strategy and municipal Official Community Plans and so that actions specified in the Regional Growth Strategy are implemented.



Municipalities have to review the Regional Context Statements at least once every five years after its latest acceptance by the Board of Directors and, if no amendment is proposed, submit the statement to the Board of Directors for its continued acceptance. The Regional Context Statements are prepared as an Official Community Plan amendment and will:

- identify the relationship between the OCP and the content of a Regional Growth Strategy; and,
- specify how the OCP and the Regional Growth Strategy will be made consistent over time.

All bylaws adopted by the Board of Directors after the adoption of the Regional Growth Strategy, and all services undertaken by the Regional District after adoption of the Regional Growth Strategy, must be consistent with the Regional Growth Strategy. In doing so, other policies may need to be amended as appropriate and eventually zoning bylaw changes may also occur.

Procedures to Accept and Amend Regional Context Statements

Each municipality and electoral area must include a Regional Context Statement in its Official Community Plan, and submit to the Board of Directors for acceptance, a Regional Context Statement that identifies how the OCP works toward achieving each strategy in the Regional Growth Strategy and demonstrates actions required by the Regional Growth Strategy. If applicable, the municipal Regional Context Statement may identify how the OCP will be made consistent with the Regional Growth Strategy, over time.

The Board of Directors will respond, within 120 days by resolution, requiring a simple majority weighted vote, indicating whether it accepts the Regional Context Statement. If the Board of Directors declines to accept the Regional Context Statement, it will indicate the provisions to which it objects and the reasons for its objections.

Municipalities and electoral areas that amend their Official Community Plans or land use regulations or zoning after the adoption of the Regional Growth Strategy must ensure that such amendments are consistent with the Regional Context Statement, or, where a Regional Context Statement has yet to be accepted by the Board of Directors, consistent with the Regional Growth Strategy.

The 5-Year Action Plan

The Regional District of North Okanagan, in partnership with member municipalities and relevant parties, will update the 5-Year Action Plan, based upon the priority regional initiatives that have been identified within the Regional Growth Strategy or by the Board of Directors, to provide a framework for Regional Growth Strategy implementation. ***Action priorities will be established, with reference to Schedule 'D', during the development of the 5-Year Action Plan through the general agreement of all Regional Directors, the participating municipal councils and other relevant parties.*** The Regional Growth Strategy 5-Year Action Plan will be directed through the Regional Growth Management Advisory Committee and will be the key implementation tool for the Regional Growth Strategy and will assist our member municipalities, our stakeholders and our communities in creating a more sustainable North Okanagan.





Coordination with Other Governments and Agencies

The Regional District of North Okanagan will work with neighbouring jurisdictions, namely the Regional District of Central Okanagan, Columbia Shuswap Regional District, Thompson Nicola Regional District, Regional District of Kootenay Boundary and Regional District of Central Kootenay, to facilitate the compatibility of regional growth planning and initiatives.

The Regional District of North Okanagan will work with the provincial and federal governments and their agencies on major investments in the regional transportation system, expansion of affordable housing choices, the location of public facilities, and any other initiative that supports the goals and strategies specified in the Regional Growth Strategy.

The Regional District of North Okanagan will work with the Agricultural Land Commission to protect the region’s agricultural land base.

Coordination with First Nations


First Nations communities have asserted aboriginal rights and title to traditional territories within the region. The implementation of the Regional Growth Strategy will proceed without prejudice to any aboriginal rights or title that may currently exist, or be defined further through treaty or other processes.

Implementation Agreements

Implementation Agreements (IA) will provide operational tools for ongoing Regional Growth Strategy implementation. These agreements will identify processes and activities to implement certain provisions of the Regional Growth Strategy.

Plan for Five-year Review

To ensure that the Regional Growth Strategy continues to respond to current issues, the Regional Growth Strategy should be reviewed every 5 years from the adoption of the Regional Growth Strategy pursuant to the *Local Government Act Section 452*. As part of this review process, a report on current trends and issues should be prepared that will inform the review of the Regional Growth Strategy for example, the State of the Region Report 2017. Key to the review will be performance based on the goals of the plan. Subsequent amendments to the Regional Growth Strategy may be required to ensure that it reflects and adequately responds to changing circumstances of the North Okanagan.

Category	Policies to be Considered During RGS Reviews
	<ol style="list-style-type: none"> 1. Collaborate with the relevant parties on the feasibility of maintaining the Agricultural Water Reserve (AWR) allotment, with any efficiency in agricultural water conservation reallocated to the AWR. 2. Collaborate with relevant parties, where agricultural water is supplied by a utility, to ensure that agricultural operations that make efficient use of water resources are maintained through the provision of an assured, adequate and affordable water supply, in so far as not to compromise other agricultural and water stewardship goals, strategies and actions. 3. Ensure that new residential developments will not compromise the water requirements of agricultural operations.



The 'Ideas' Bank

The Regional Growth Strategy is the result of contributions and ideas from the public, our elected officials, senior levels of government, First Nations and stakeholder working groups and committees. Although all of this input and suggestions were considered during the development of the Regional Growth Strategy, there were many suggestions that will be valuable but do not belong in a Regional Growth Strategy due to jurisdictional authority or speaking to operational level matters. Although Regional Growth Strategy policies and key actions will be identified for implementation in the first five years of the Strategy and thereafter through action planning, the Regional District will preserve all of that hard work and valuable input in an "Ideas Bank". These ideas, suggestions and contributions will be stored in the 'Ideas Bank' for reference and consideration during implementation, in other planning initiatives, as well as provide an additional resource during the 5-year review of the Regional Growth Strategy. Schedule 'E' has all of the working group suggestions that have not been included within the Regional Growth Strategy but may be considered within other planning processes.

Amendments to the RGS

Standard Amendments

An amendment to the Regional Growth Strategy, other than those considered to be a minor amendment, is considered a standard amendment and will follow the same process that is required to adopt a Regional Growth Strategy as set out in *Part 13* of the *Local Government Act*. Amending Rural Protection Boundaries are considered during the RGS 5-Year Review (See UC-2.4).

Since the adoption of the Regional Growth Strategy in September 2011, there have been no development proposals or requests by member municipalities that would trigger the need for a Minor or Standard Amendment to the RGS. However, as a result of a court case in 2014, *Greater Vancouver Regional District vs Township of Langley*, questions have been raised by member municipalities regarding the existing RGS amendment process and local jurisdictions land use autonomy. In that regard, Urban Containment/Rural Protection Policy UC-2.2 was drafted to address the concerns regarding local jurisdictions land use autonomy while still emphasizing one of the key goals of the RGS which is preventing urban sprawl within the region.

Minor Amendments

Recognizing that the Regional Growth Strategy will require some flexibility to respond to changing conditions in the region, the minor amendment process will provide a more streamlined amendment process for minor changes, while ensuring that standard amendments which substantially change the vision and direction of the Strategy remain subject to acceptance by all affected local governments.

The *Local Government Act* enables minor amendments where a process has been established pursuant to Section 437 of the *Local Government Act* that includes the following:

- a) criteria for determining whether a proposed amendment is minor for the purposes of allowing the process to apply;
- b) a means for the views of affected local governments respecting a proposed minor amendment to be obtained and considered;
- c) a means for providing notice to affected local governments respecting a proposed minor amendment; and



- d) procedures for adopting the minor amendment bylaw.

The following outlines the criteria and process for considering minor amendments to the North Okanagan Regional Growth Strategy.

Criteria for a minor amendment

Criteria under which a proposed amendment to the Regional Growth Strategy may be considered a minor amendment include the following:

- a) Text and map amendments which are not directly related to enabling specific proposed developments may be considered minor if, in the opinion of the Board of Directors, the amendment is not of regional significance.
- b) Regional Growth Strategy policy revisions or additions that do not alter the intent, direction or implementation of the Strategy
- c) Housekeeping amendments to population, dwelling unit and employment projections, housing demand estimates, tables, figures, grammar, numbering or mapping refinements that do not alter the intent of the Regional Growth.

Any proposal that does not meet the criteria set out above would be considered a standard amendment and will be required to follow the regular process as outlined in the *Local Government Act, Part 13*.

Definition of 'Regionally Significant'

The tests for regional significance will vary according to each issue but generally pragmatic measures should be used, such as due consideration of sub-regional or regional impacts on infrastructure, transportation, land use, local and regional policies, regional services, and cumulative effects of broad replication.

Minor Amendment Process

The process to initiate amendments to the Regional Growth Strategy is by resolution of the Board of Directors. Municipalities and the Electoral Area Advisory Committee may, by resolution, request amendments to the Regional Growth Strategy. The Board of Directors will not give first reading to a minor or standard amendment bylaw until the affected jurisdictions have been given the opportunity to formally comment on the proposed amendment. Minor amendments to the Regional Growth Strategy will be considered annually, although this requirement may be waived for community amenities that require a minor amendment.

On receipt of a request from a member municipality or the Electoral Area Advisory Committee to amend the Regional Growth Strategy, the request will be provided to the Regional Growth Strategy Support Team (RGSST), which consists of Regional District and member municipal senior planning staff, for review, with due consideration of sub-regional or regional impacts on infrastructure, transportation, land use, precedence and cumulative effects of broad replication. The RGSST recommendations will be provided to the Regional Growth Management Advisory Committee or Board of Directors. The RGSST will meet annually to review amendment requests, although a meeting may be arranged to discuss community amenity proposals that may require a minor amendment.

- a) RDNO planning staff will prepare a report, based upon the RGSST recommendations, for review by the Regional Growth Management Advisory Committee or Board of Directors.



- b) The Board of Directors will assess any proposed amendment in terms of the minor amendment criteria. The Board may resolve, by an affirmative vote of 2/3 of the Directors present, to proceed with an amendment application as a minor amendment.
- c) Where the Board of Directors resolves to proceed with a minor amendment, the Board of Directors will:
 - i) Determine the appropriate form of public consultation required in conjunction with the proposed minor amendment.
 - ii) Give 45 days' written notice to each affected local government, including notice that the proposed amendment has been determined to be a minor amendment. The notice shall include a summary of the proposed amendment and any staff reports, other relevant supporting documentation and the date, time and place of the board meeting at which the amending bylaw is to be considered for first reading.
 - iii) Consider the written comments provided by the affected local governments prior to giving first reading to the proposed amendment bylaw.
- d) At the time of consideration of first reading, the Board of Directors will determine whether a public hearing on the Regional Growth Strategy minor amendment bylaw is required.
- e) Any minor amendment bylaw shall be adopted in accordance with the procedures that apply under Section 437 of the *Local Government Act* and Development Application Procedures and Administrative Fees Bylaw No. 2677, 2018.

Monitoring and Performance Measures

The Regional Growth Strategy monitoring program will be designed to meet the requirements of the *Local Government Act, Part 13*, as well as provide meaningful feedback on the effectiveness of regional policies to the Regional Board and the municipal councils.

The monitoring program may indicate that new policies need to be considered or existing policies need to be revisited. The monitoring program will provide timely information for a yearly evaluation, as well as providing the qualitative basis for the Regional Growth Strategy 5-year review. The approach used to monitor the Regional Growth Strategy may be altered over time to reflect changes in information needs, data availability, financial and staff resources, and level of political and/or public interest and support.

The monitoring program will be established within the first year after Regional Growth Strategy adoption and is intended to provide the foundation for ongoing monitoring and evaluation of the strategy. It can be added to or modified over time to better meet the needs of the Board of Directors and member municipalities.

The monitoring approach will be designed to balance the need for assessment with resource availability. The monitoring program is intended to utilize existing data sources to the greatest extent possible.





There are two reporting mechanisms for the Regional Growth Strategy Monitoring program:

1. Annual staff reports to the Board of Directors on implementation initiatives and progress; and
2. 5-year “State of the Region” report containing indicators, comparative data and benchmarks.

The ‘State of the Region’ Report is intended to provide additional information and comparative data to better inform the Regional Growth Strategy 5-year reviews.

The monitoring program is intended to address three questions:

1. Are we doing what we said we would do?
2. Are we moving toward achieving our targets?
3. Are we improving quality of life and sustainability in the region?

The focus of the Regional Growth Strategy monitoring program is on the guiding principles, policies and targets. It is not intended as a comprehensive, community based assessment of quality of life, smart growth, or sustainable development.

Community Survey

It is proposed that a simple survey be prepared for the 5-Year Review to collect data for some of the Indicators and to provide feedback on the progress that has been made toward achieving the vision of the Regional Growth Strategy. It is proposed that the survey be distributed to all residents. The first year would require design of the survey instrument and a response strategy. For subsequent reporting, the same survey instrument could be used.





GLOSSARY



The following glossary is provided to assist with understanding the Regional Growth Strategy.

active transportation: any form of human powered transportation. It is any trip made for the purposes of getting yourself, or others, to a particular destination to work, to school, to the store or to visit friends.

active transportation infrastructure: those elements that support active transportation such as dedicated bike lanes and bike networks, sidewalks, and greenways for walking and riding.

affected local governments: governments and authorities which are affected by the Regional Growth Strategy, specifically North Okanagan member municipalities and adjoining regional districts.

affordable housing: housing that does not cost more than 30% of a household's gross income regardless of whether they are living in market or nonmarket housing.

agricultural land commission (alc): administrative body of the agricultural land reserve (ALR)

agricultural land reserve (alr): a provincial land use designation used in British Columbia to protect agriculture as the priority use and to limit nonfarm uses.

agricultural water reserve (awr): the RGS concept of an agriculture water reserve goes beyond what the current Water Act allows. The reserve would be a pool, where water conserved by agriculture can be held for future allocation. The reserve would protect agriculture from the loss of unused allocations that may be necessary in the future. To address periods of drought, there would need to be links between the agriculture water reserve and the drought management plan.

agri-industrial: lands and facilities used or involved in the industrial processing of agricultural products, such as granaries .

alternative transportation: these are transportation modes for the movement of people, or reducing the need to travel, that provide alternatives to travel by Single Occupant Vehicle (SOV). These modes include walking, cycling, transit, carpooling, telecommuting and other electronic means of meeting or conducting business.

aquifer: an underground water reservoir found within layers of permeable rocks or in sand and gravel layers.

asset management: refers to the systematic approach for the governance and realization of value from the things that a group or entity is responsible for, over their whole life cycle.



basin transfer (inter and intra): the transfer of water from one geographically distinct river catchment or watershed basin to another.

best management practices (bmp): are those practices determined to be the most efficient, practical, and cost effective measures identified to guide a particular activity or to address a particular problem.

biodiversity: is the variety of species and ecosystems on earth and the ecological processes of which they are a part – including natural ecosystems, living species and other components that provide genetic diversity.

brownfields: abandoned urban industrial sites often harbouring contaminated soils from decades of past uses. Brownfields are ripe for redevelopment after decontamination, thereby reducing development pressures on greenfields.

buffer: perimeter of land located between two different land uses that is set aside to mitigate negative impacts between incompatible land uses; e.g. buffer between agricultural land uses and residential use or between park land use and industrial or resource land use

built environment: refers to the human made surroundings that provide the setting for human activity, ranging from the large scale civic surroundings to the personal places.

bylaws: municipal laws that give local governments the power to deal with a range of issues including property taxation, local services, planning, animal control, vehicle idling, etc.

centres: A defined focal area within a city or community that has a mix of housing, employment, retail and entertainment uses. It is pedestrian-oriented, which allows people to walk to different destinations.

climate change: a climatic shift which is attributed directly or indirectly to human activity which alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.

community energy and emissions inventory (ceei): tracks GHG emissions for local governments in BC by sector: buildings, on-road transportation, solid waste and land use change.

compact community: a land use pattern of medium to high density urban development that encourages walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional, all within one neighbourhood), proximity to transit, and reduced need for infrastructure.

complete community: balanced community is the balance of jobs/housing/services/recreation/amenity at the community scale.





core housing need: households that spent more than 30% of gross household income on suitable and appropriate housing (see ‘affordable housing’)

demographics: refers to selected population characteristics such as age, income, disabilities, mobility, educational attainment, home ownership, employment status and location. Distribution of values within a demographic variable, across households, is both of interest, as well as trends over time. A significant shift in demographics in an area can impact variables such as service delivery, housing preferences, and employment

demand management: a set of tools and practices used to reduce consumer demand for a particular product or service, such as transportation or energy. For example, transportation demand management can be used to reduce the need for residents to take road trips by building housing close enough to workplaces to be able to walk or take transit.

density: a measure of urban and rural form; can be measured in a number of different ways including the number of people, jobs or buildings in a given area.

density bonus: permission by a municipality to build additional housing units (more than usually allowed) if the developer meets certain requirements – e.g., preservation of greenspace, construction of nonprofit housing, provision of local amenities.

development cost charges (dcc): fees applied by municipal governments on new developments to pay for the infrastructure costs of that development – e.g., sewers, water lines, roads.

development permit areas (dpa): a designated area where development permits are granted that allow property owners to construct, renovate or make addition to a structure on a property located within this area. DPAs are one of the strongest tools for shaping new development. They allow local governments to create site specific requirements for development over and above basic zoning.

ecosystem: a dynamic set of living organisms (plants, animals and microorganisms) all interacting among themselves and with the environment in which they live.

elected officials forum: an event where elected officials from throughout the North Okanagan gather to discuss issues of regional significance.

environmental farm plan (efp): joint federal and provincial funding program that works with farmers to do an environmental audit of their agricultural operation and identify goals to reduce the environmental impact of their operations.

environmentally sensitive area (esa): a land use designation in a municipal official community plan that strictly limits or totally excludes development because of the ecological features of the area.





food security: is when community residents have access to safe, affordable culturally acceptable, nutritionally adequate diet through a system that maximizes community self reliance, environmental sustainability and social justice.

full cost accounting: is where a jurisdiction takes into consideration all costs associated with an activity. In the case of infrastructure, full cost accounting must include the construction, operation, maintenance and eventual replacement costs.

greyfield: outdated or unoccupied large commercial buildings with large areas devoted to parking.

green buildings: a building design that focuses on increasing the efficiency of resource use; energy, water, and materials; while reducing building impacts on human health and the environment during the building's lifecycle, through better siting, design, construction, operation, maintenance, and removal.

greenfield development: development on land where no prior construction or installation of infrastructure has taken place.

greenhouse gas (ghg) emissions: gases created when fossil fuels like oil, gas, and coal are burned to produce energy used for transportation, buildings, and industry. These gases include: carbon dioxide, methane, nitrous oxide, ozone, and halocarbons.

green infrastructure: greenspace in the form of parks, woodlands, wetlands, river corridors and other natural areas that together comprise the "natural capital" of a community. Also refers to technologies and practices that reduce urban heat, lower building energy demand and improve storm-water management (e.g. permeable surfaces, green walls, green roofs and street trees).

groundwater: water held underground within sand, gravel, soil or permeable bedrock. Groundwater is essential to many communities' and rural residents' needs but is vulnerable to overuse and to contamination by surface water.

groundwater limited area: an area where limitations or restrictions on development and future uses of groundwater in cases where the groundwater in that area is being depleted.

habitat: the natural environment that provides shelter, food and water for a plant or animal species.

hydrological conditions: local surface and subsurface water conditions throughout the year and the connection with the broader watershed.

inclusionary housing policies: policies that would require a developer to include a percentage of affordable housing in new development.

indicator: is a measurable quantity that is indicative of a desired growth strategy policy outcome.

infill: the development of unused lands already within urban boundaries.



infrastructure: large scale public systems, services and facilities, including power and water supplies, sewer, public transit, roads, highways, telecommunications, schools and libraries.

integrated stormwater management: An approach to stormwater management that integrates the land use planning, engineering, and environmental functions with the goal of protecting property and wildlife habitat while accommodating land development.

intensification: the redevelopment of urban land at a higher density of housing, commercial space, etc. than was previously found at that site.

land stewardship: caring for the land in ways that benefit or sustain the land while enhancing the quality of life of residents. It implies a responsibility as a custodian, to pass the land on in a condition that is equal to or better than when it was entrusted to the landowner.

land trust: a local organization directly involved in land saving activities.

local government act (lga): British Columbia provincial legislation that regulates official community plans and regional growth strategies.

mixed use development: development that incorporates multiple uses within a building or a site. In general, this can be a combination of residential, commercial, office, institutional and low impact industrial uses. Mixed use development allows for a range of needs to be met within one location, reducing travel between different locations for housing, employment and services, such as shopping.

multi-modal: Those issues or activities which involve or affect more than one form — or mode — of transportation, including transportation connections, choices, cooperation, and coordination of various modes.

native species: plants that are indigenous to a locality. These plants are suited to grow in the natural climate without the addition of artificial assistance, such as fertilizers and regular watering. Native species also tend not to be invasive, meaning that they don't encroach upon and replace other native plant species.

natural area: These are areas with significant flora and fauna, including fish, terrestrial wildlife and bird habitats and connecting corridors, ravines, treed areas, open fields and bodies of water including lake frontages, watercourses and wetlands. While natural areas are generally thought of as being outside developed areas, habitat is increasingly, being reintroduced into urban areas.

natural corridor: a connecting swath or band of natural habitat that allows the migration and movement of species between natural core areas, thereby enhancing the chances of species survival.





nodal development: the focusing of new development into core areas with existing infrastructure, especially public transit lines, to create compact settlements with a variety of land uses.

official community plan (ocp): a land use plan developed by both municipalities and regional districts. The OCP provides the longer term vision for the community. Under the Local Government Act section 471, an OCP is a statement of objectives and policies to guide decision on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

open space: a range of green places, including natural and resource areas (such as forests and grasslands), recreational areas (such as parks and trails) and other areas set aside from development (such as plazas and parks).

phased approach: an infrastructure plan or policy that establishes orderly and cost effective infrastructure expansion and renewal stages that will guide development.

pollution: is the contamination of the environment as a result of human activities through the deposition of wastes in the air, water and soil, as well as through activities that produce excessive light and noise.

precautionary principle: allows policy makers to make discretionary decisions in situations where there is the possibility of harm from taking a particular course or making a certain decision when extensive scientific knowledge on the matter is lacking. The principle implies that there is a social responsibility to protect the public from exposure to harm, when scientific investigation has found a plausible risk.

recharge areas: an area where rainfall, irrigation, garden water or water from waterways seeps into the ground and add water to the ground water system.

reclaimed water: Water that has been derived from sewerage systems or industry processes and treated to a standard that is appropriate for its intended use.

right of way: land that is provided to allow access to properties or for public infrastructure, including streets, sidewalks, paths and utilities such as water, drainage, sewer and communications facilities. Easements also allow access for specified users, such as the general public or a utility provider, over private property.

riparian area: the interface between land and a stream. Plant communities along the river margins are called riparian vegetation. Riparian zones are significant in ecology because of their role in soil conservation, their biodiversity, and the influence they have on aquatic ecosystems.

secondary suites: an urban planning term for an additional separate dwelling unit on a property that would normally accommodate only one dwelling unit. A secondary suite is considered "secondary" or "accessory" to the primary residence on the parcel.



sensitive ecosystem inventory (sei): federal and provincial government mapping project to systematically identify and map rare and fragile ecosystems in a given area; SEI is intended for use in a variety of land use planning processes; its purpose is to identify remnants of rare and fragile ecosystems (on land) and to encourage land use decisions that will ensure the continued integrity of these ecosystems.

smart growth: urban development that does not sprawl out into the countryside to consume natural areas and farmlands, and that creates compact, livable, mixed use neighbourhoods with urban green spaces and access to convenient public transit.

stormwater management: measures to control rainwater and snowmelt runoff where urbanization has affected natural drainage systems and water quality.

sustainability: the capability of being maintained for the long term. Applied to human activity and the environment, it refers to the ability to live within the limits of what the natural world can absorb and tolerate without compromising the future of human communities and the environment.

target: used in conjunction with indicators, targets are the minimum values that the City would need to achieve to meet sustainability policy objectives.

transportation corridor: (generally linear) tract of land that is currently, or may be in the future, used for transportation purposes.

transportation demand management (tdm): general term for strategies that result in more efficient use of transportation resources; emphasizes the movement of people and goods rather than private motor vehicles; gives priority to walking, cycling, ridesharing, and public transit.

transit oriented development (tod): smart growth that is at a housing density and of an urban design that can support a public transit system.

urban agriculture: generally refers to the production, processing, and distribution of agricultural products in urban and areas, from backyard and community gardens to food hubs and farmers markets.

vehicle kilometres travelled (vkt): number of kilometres accumulated by on road vehicles. This performance measure is correlated with urban sprawl, safety, congestion, fuel consumption, and air emissions.

underutilized lands: lands within Growth Areas that have been abandoned, no longer used or have a very low density in neighbourhood and community centres. Also see “**brownfield**” and “**greyfield**”.





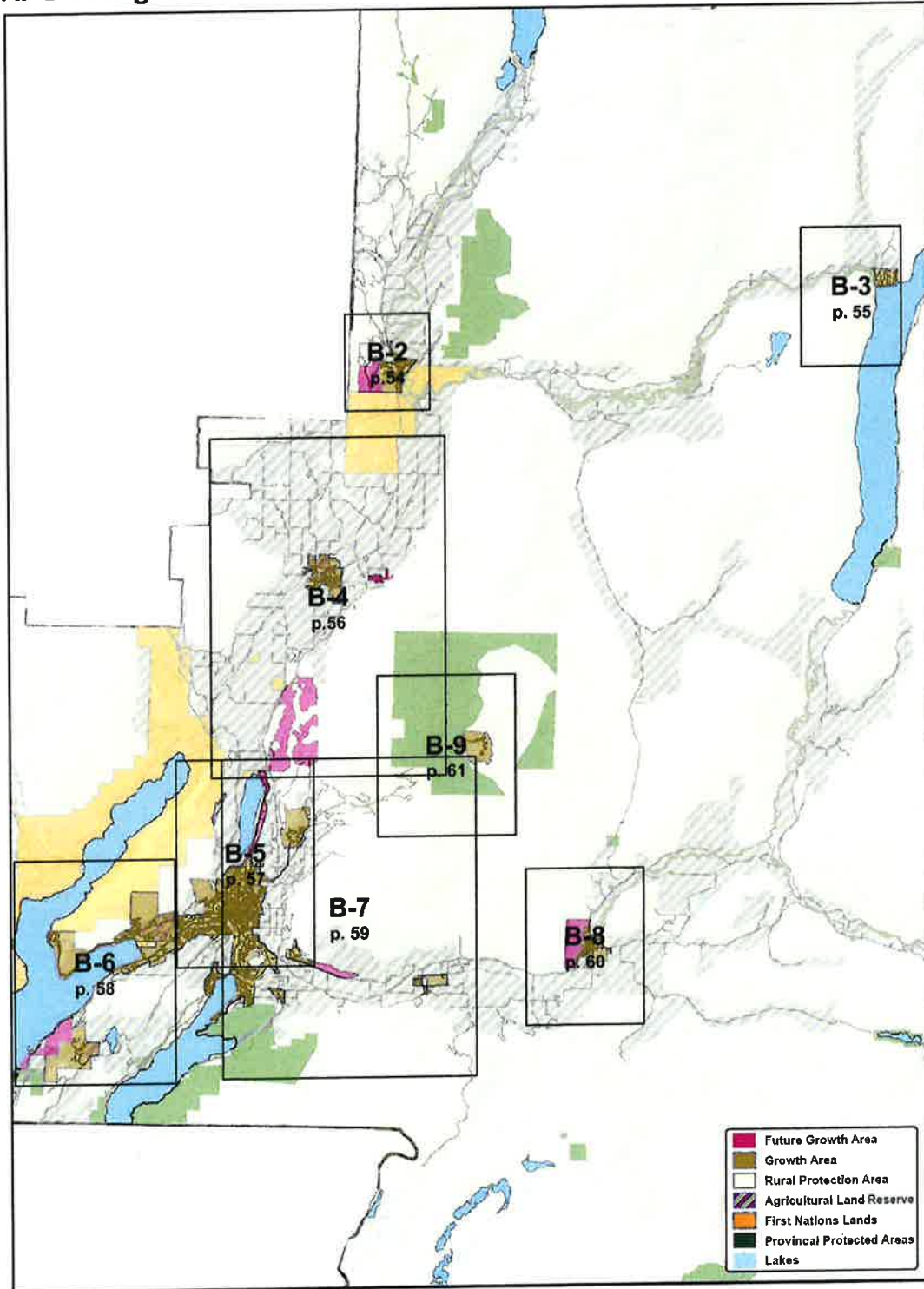
watershed planning: watershed management that involves the community in addressing water use, water quality, and protection of critical recharge areas as well as in managing competing demands for water among agriculture, wetlands and wildlife habitat, ecological processes and other water users.

zoning bylaw: contains provisions that regulate the use, size, height, density and location of buildings on properties within a jurisdiction.



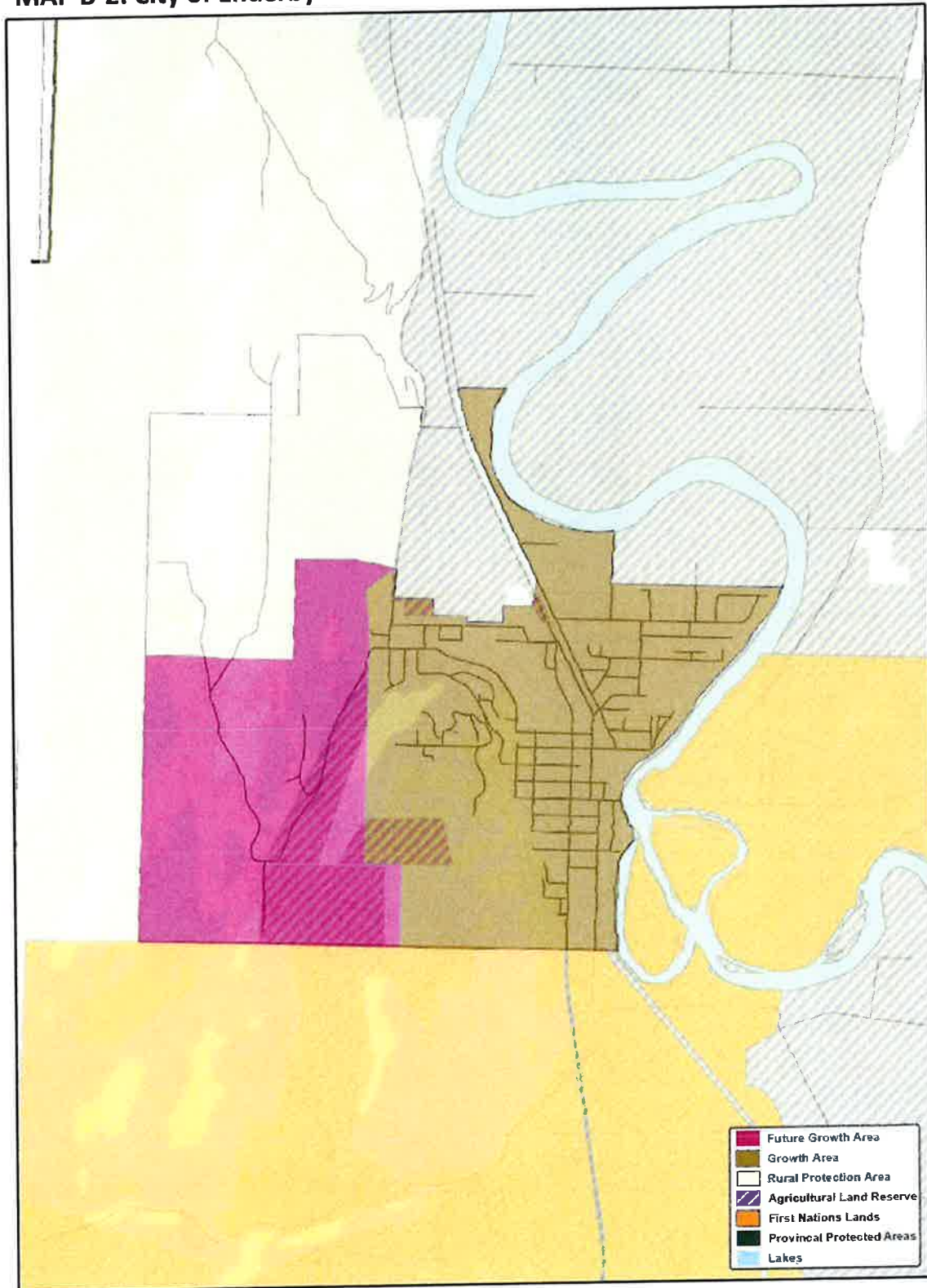
SCHEDULE 'B': REGIONAL GROWTH STRATEGY DESIGNATION MAPS

MAP B-1: Regional District of North Okanagan



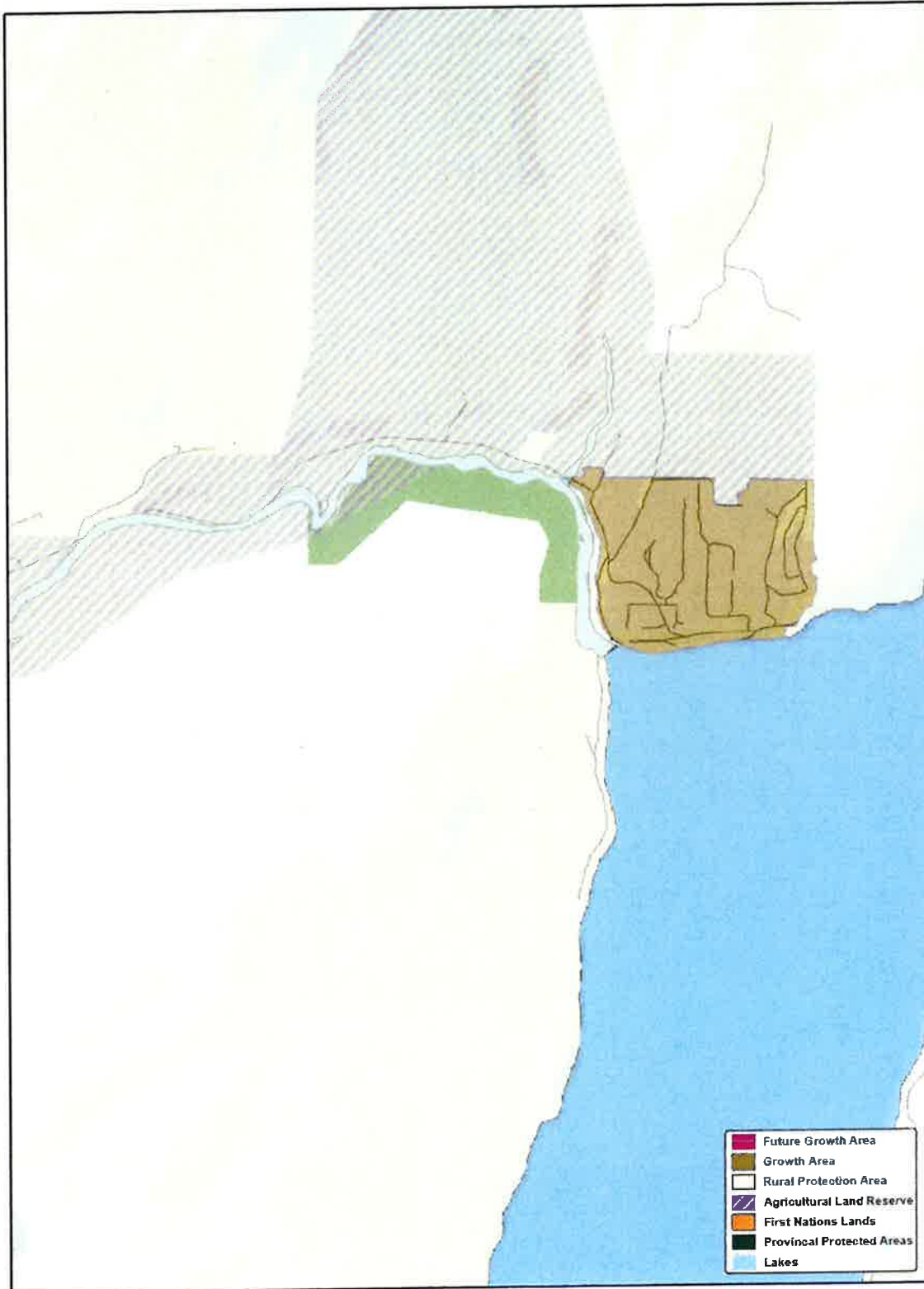


MAP B-2: City of Enderby



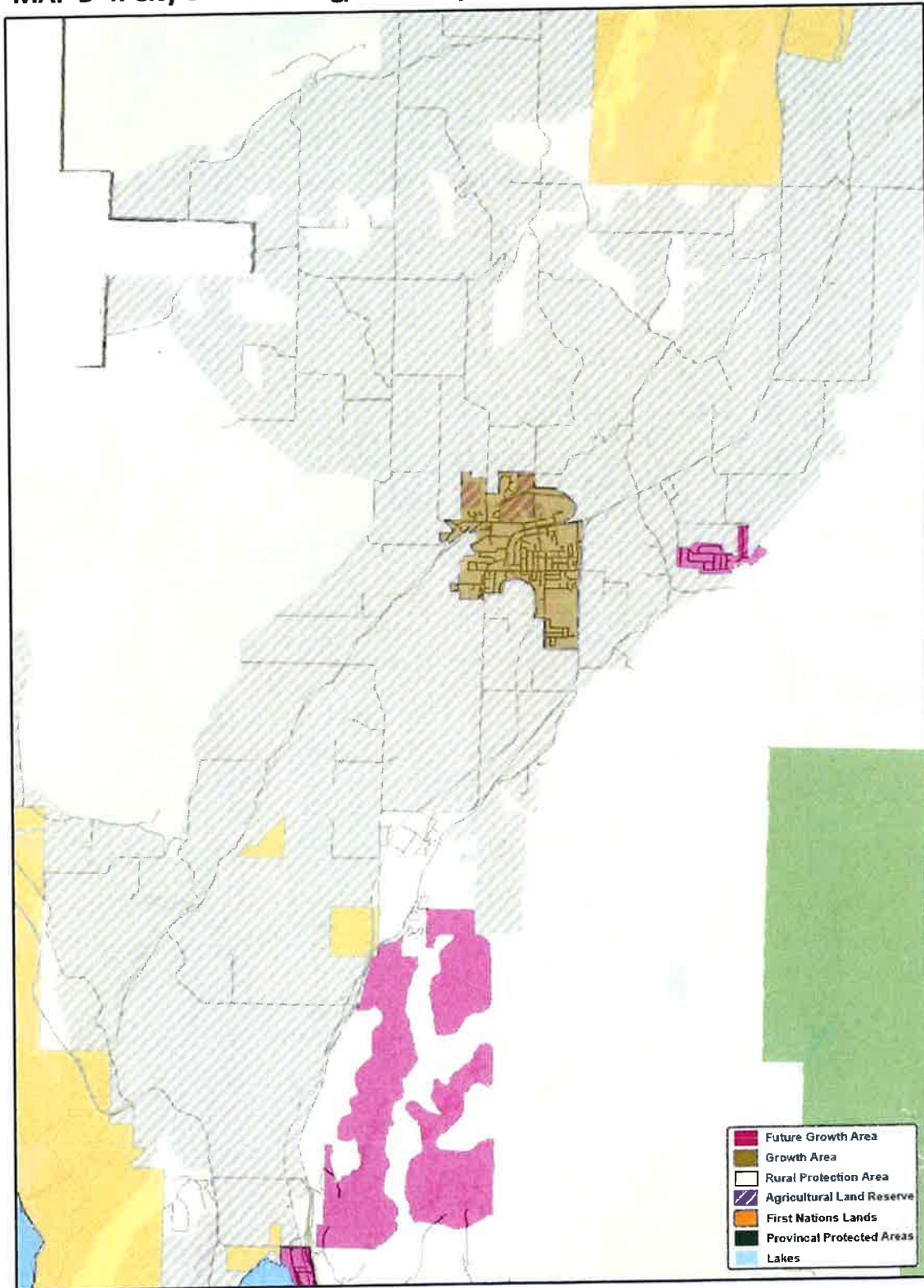


MAP B-3: Kingfisher (Electoral Area 'F')



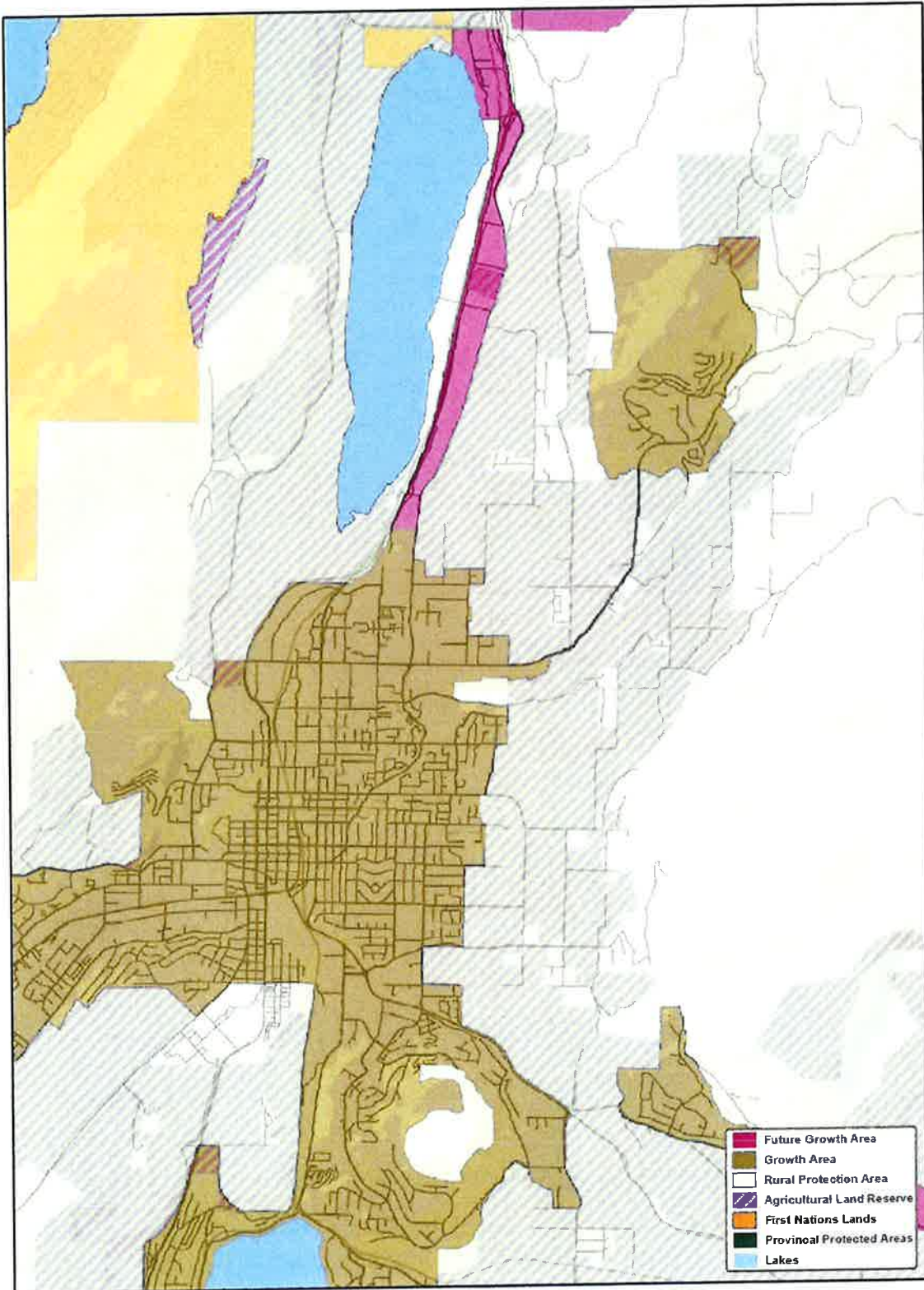


MAP B-4: City of Armstrong/Township of Spallumcheen



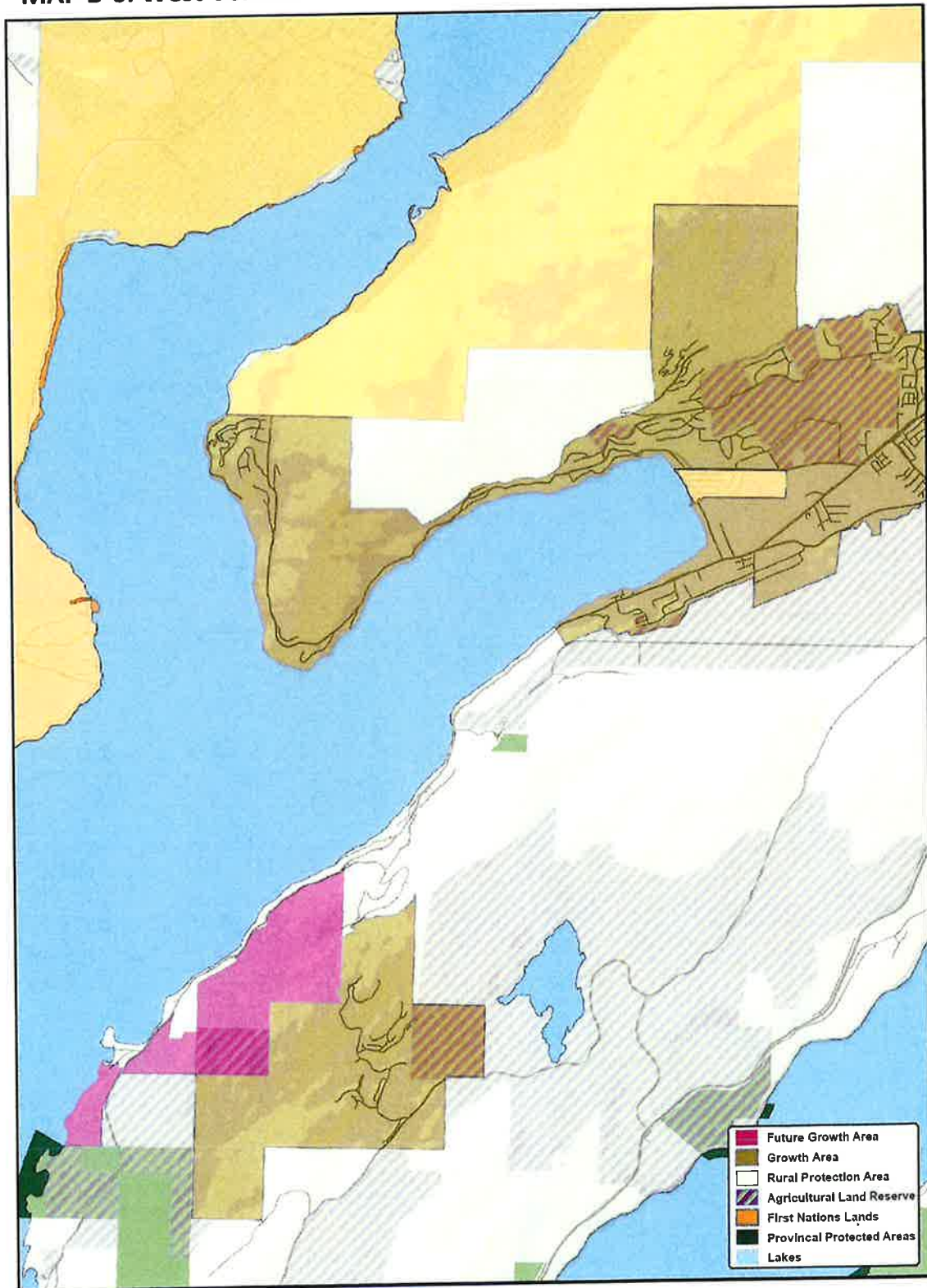


MAP B-5: East Vernon



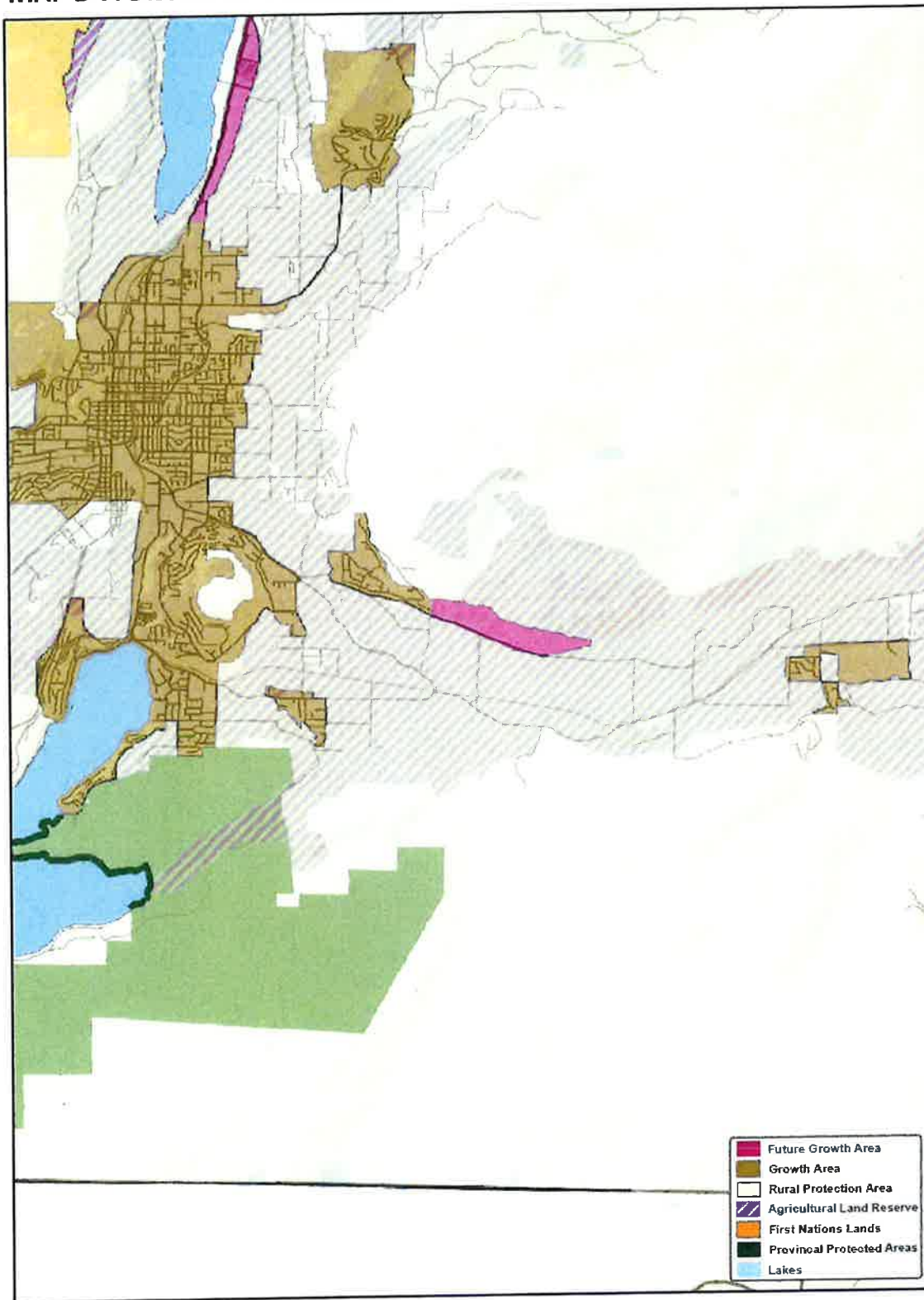


MAP B-6: West Vernon



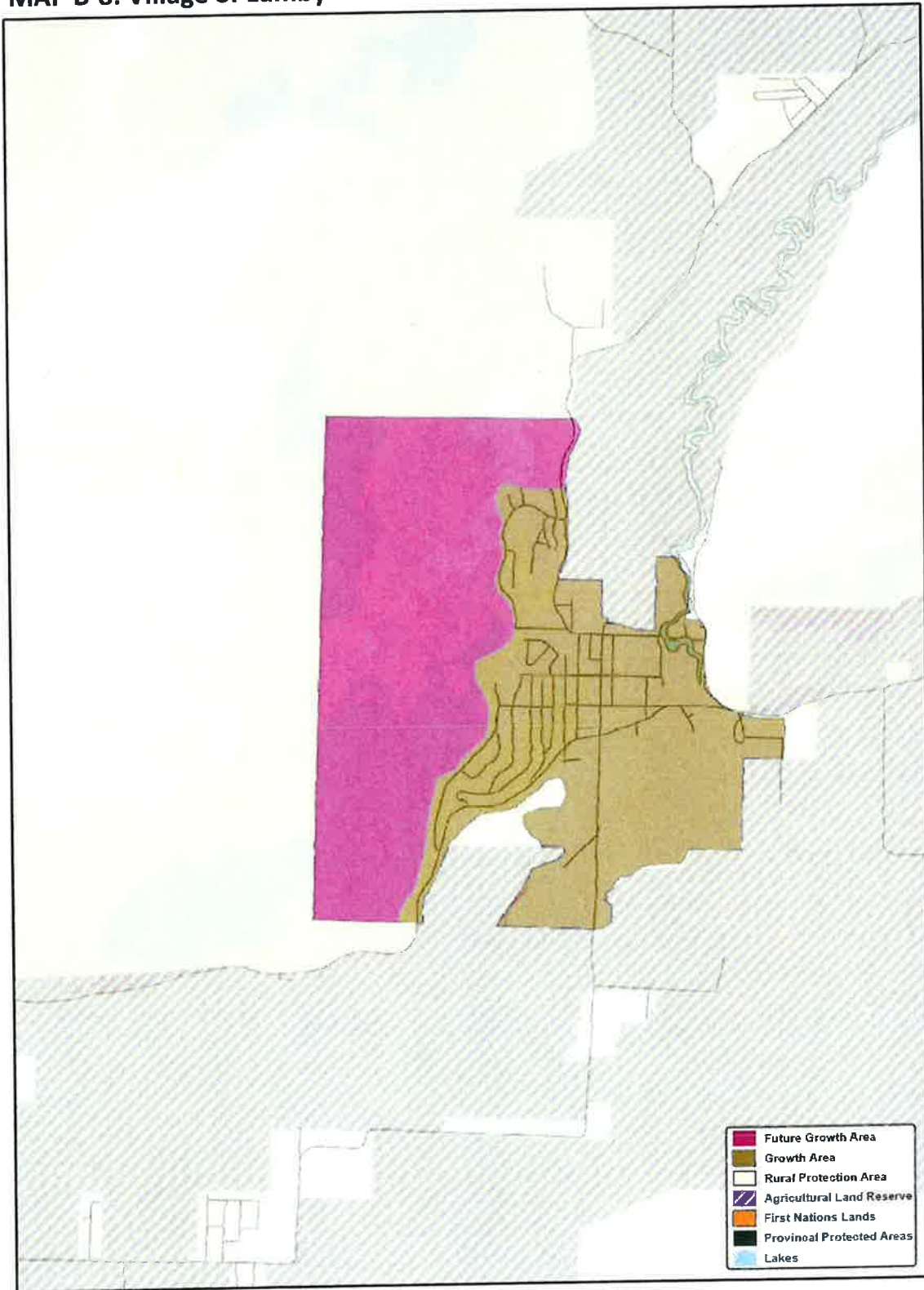


MAP B-7: District of Coldstream



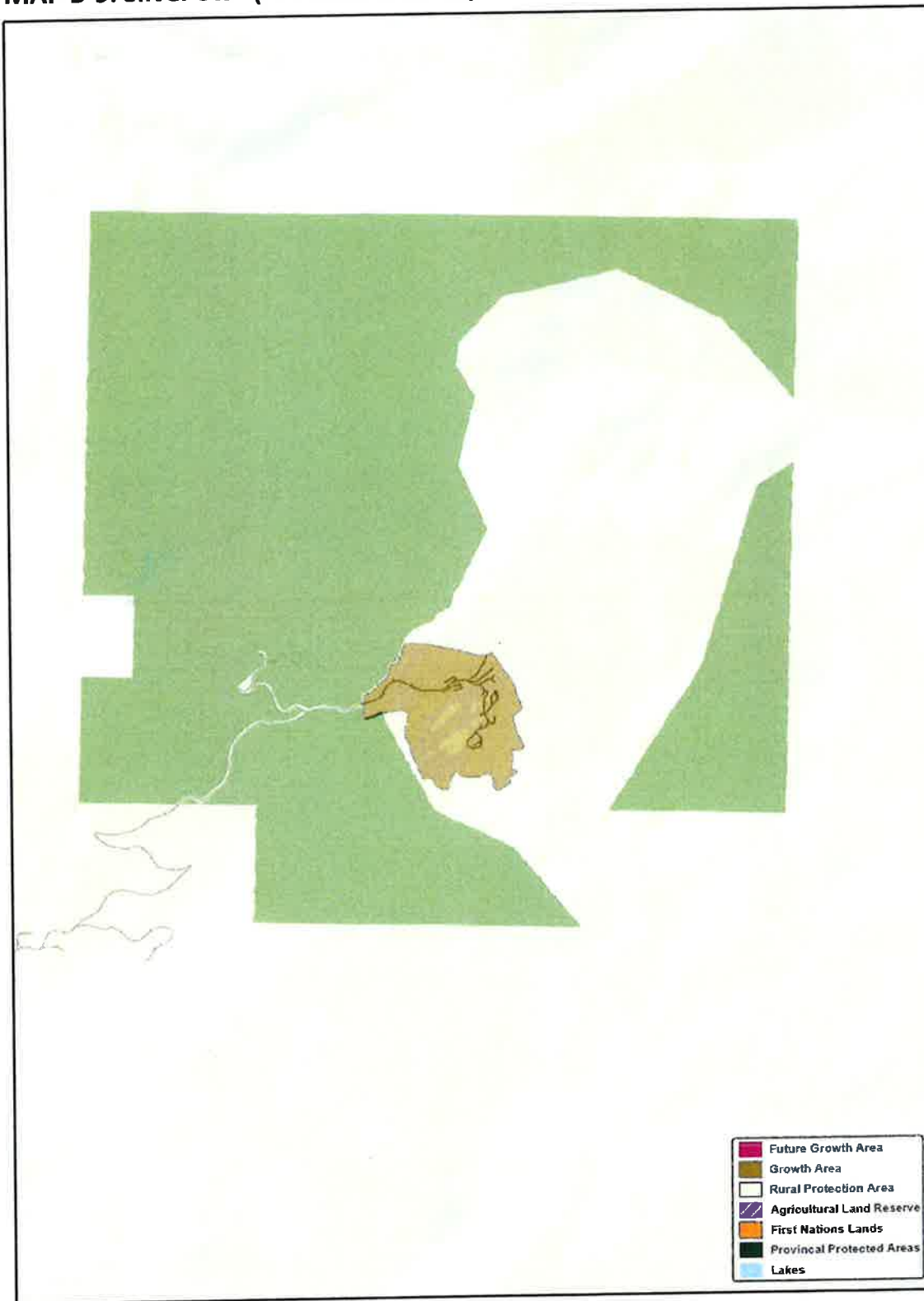


MAP B-8: Village of Lumby





MAP B-9: Silver Star (Electoral Area 'C')





SCHEDULE 'C': POPULATION, HOUSING AND EMPLOYMENT FORECAST

Table A1: North Okanagan Population Projections 2006-2036 Census Data

Jurisdiction	YEAR				Projected Populations				% Growth/ annum	
	2006	Average Annual Growth Rate	2011	Average Annual Growth Rate	2016	2021	2026	2031		2036
RDNO	74098	.92%	77640	.75%	80536	83976	87563	91303	95061	.84%
Electoral Area B	3211	-1.10%	3041	1.07%	3203	3155	3108	3062	3057	-0.03%
Electoral Area C	3947	-.51%	3847	.12%	3870	3795	3722	3650	3579	-0.39%
Electoral Area D	2837	.07%	2848	-1.23%	2672	2521	2378	2243	2116	-1.16%
Electoral Area E	934	.10%	939	1.5%	1010	1051	1094	1138	1184	0.8%
Electoral Area F	4091	-.75%	3938	.31%	4000	3913	3827	3744	3728	-0.44%
Vernon	35944	1.2%	38180	1.01%	40116	42392	44798	47340	50026	1.11%
Lumby	1634	1.2%	1731	1.18%	1833	1945	2063	2189	2322	1.19%
Armstrong	4241	2.8%	4830	1.18%	5114	5644	6228	6873	7585	1.99%
Coldstream	9471	1.8%	10314	.65%	10648	11319	12033	12791	13597	1.23%
Enderby	2828	.74%	2932	.22	2964	3036	3109	3184	3261	0.48%
Spallumcheen	4960	.32%	5040	.26%	5106	5180	5256	5333	5411	0.29%

Table A2: Projected North Okanagan Population by Age Cohort: 2006-2036 BC Stats P.E.O.P.L.E 2017

Age	Males							Females							
	2006	2011	2016	2021	2026	2031	2036	Age	2006	2011	2016	2021	2026	2031	2036
0-4	1742	1955	1910	1909	2052	2121	2116	0-4	1762	1849	1837	1823	1937	2009	2005
5-9	2068	1991	2212	2070	2130	2291	2369	5-9	2020	1955	2113	2020	2027	2168	2250
10-14	2571	2248	2070	2348	2223	2331	2520	10-14	2566	2174	2060	2251	2181	2211	2373
15-19	2900	2719	2434	2173	2418	2297	2421	15-19	2627	2589	2238	2123	2297	2238	2285
20-24	2176	2324	2246	2504	2189	2374	2237	20-24	2007	2125	2054	2260	2109	2274	2166
25-29	1829	2013	1873	2487	2668	2287	2417	25-29	1841	2140	1833	2222	2407	2276	2351
30-34	1873	2109	2111	2242	2816	2947	2523	30-34	1929	2188	2321	2197	2571	2775	2579
35-39	2164	2151	2270	2446	2602	3136	3232	35-39	2290	2151	2431	2690	2575	2953	3121
40-44	2846	2401	2310	2527	2735	2890	3412	40-44	3123	2497	2363	2702	2983	2881	3267
45-49	3281	2964	2603	2431	2658	2897	3063	45-49	3318	3290	2642	2520	2878	3163	3093
50-54	2939	3420	2980	2627	2458	2699	2959	50-54	3315	3533	3507	2717	2615	2965	3280
55-59	2892	3047	3524	2966	2621	2483	2738	55-59	2987	3393	3814	3556	2788	2688	3063
60-64	2361	3037	3259	3470	2943	2646	2532	60-64	2609	3127	3594	3847	3614	2844	2777
65-69	2100	2453	3145	3181	3409	2941	2686	65-69	2176	2570	3254	3596	3863	3637	2906
70-74	1764	2014	2444	2948	3024	3291	2888	70-74	1765	2065	2495	3179	3535	3792	3612
75-79	1434	1570	1823	2155	2641	2754	3031	75-79	1584	1611	1962	2329	2993	3343	3625
80-84	921	1153	1307	1453	1760	2201	2341	80-84	1282	1364	1456	1719	2074	2677	3046
85+	628	790	1046	1290	1561	1950	2540	85+	1107	1411	1624	1957	2381	2953	3834



Table A3: Experienced Labour Force for North Okanagan, 2006 to 2031²

	2006	2016	2031
Total labour force	38,105	42,210	43,605
Industry - Not applicable	470		
All industries	37,630		
11 Agriculture, forestry, fishing and hunting	2,870	3,290	2,660
• 111-112 Farms	1,770	1,805	1,655
• 113 Forestry and logging	700	955	580
• 1150 Support activities for farms (1151 to 1152)	95	100	85
• 1153 Support activities for forestry	300	430	340
21 Mining and oil and gas extraction	310	265	210
213 Support activities for mining and oil and gas extraction	170	170	145
22 Utilities	290	305	245
23 Construction	3,925	3,120	2,465
31-33 Manufacturing	4,190	4,900	4,540
• 311 Food manufacturing	300	340	330
• 312 Beverage and tobacco product manufacturing	145	170	155
• 321 Wood product manufacturing	1,295	1,570	1,360
• 322 Paper manufacturing	50	55	50
• 323 Printing and related support activities	110	95	90
• 326 Plastics and rubber products manufacturing	290	355	330
• 327 Non-metallic mineral product manufacturing	430	520	500
• 332 Fabricated metal product manufacturing	305	360	360
• 333 Machinery manufacturing	195	230	220
• 334 Computer and electronic product manufacturing	135	155	150
• 336 Transportation equipment manufacturing	365	430	420
• 337 Furniture and related product manufacturing	225	260	245
• 339 Miscellaneous manufacturing	180	210	190
41 Wholesale trade	1,310	1,525	1,550
44-45 Retail trade	4,885	5,655	7,280
48-49 Transportation and warehousing	1,305	1,540	1,535
51 Information and cultural industries	405	465	420
52 Finance and insurance	1,010	1,160	1,150
53 Real estate and rental and leasing	740	850	835
54 Professional, scientific and technical services	1,890	2,140	2,250
55 Management of companies and enterprises	15	20	15
56 Administrative and support, waste management and remediation services	1,575	1,790	1,775
61 Educational services	2,310	2,560	2,845
62 Health care and social assistance	4,275	5,280	6,260
71 Arts, entertainment and recreation	895	1,045	1,035
72 Accommodation and food services	2,490	2,945	3,125
81 Other services (except public administration)	1,825	2,035	2,125
91 Public administration	1,040	1,150	1,140

² Source: Peak Solutions Consulting Inc. Labour Force Supply and Demand Forecast: 2006-2031 North Okanagan Regional District











Table A4: RDNO Experienced Labour Force Forecast by Jurisdictions, 2006 to 2031


	2006	2011	2016	2021	2026	2031 ³	Labour Force (% Change 2006 to 2031)	Population
Municipalities								
Armstrong	2,050	2,230	2,335	2,375	2,370	2,360	+15.1%	+44.8%
Coldstream	5,120	5,470	5,640	5,675	5,640	5,640	+10.2%	+33.1%
Enderby	1,265	1,395	1,480	1,520	1,515	1,535	+21.3%	+41.1%
Lumby	820	870	875	850	805	765	-6.7%	+27.4%
Spallumcheen	2,765	2,835	2,805	2,680	2,520	2,375	-14.1%	+10.1%
Vernon	17,410	19,115	20,385	21,180	21,855	21,955	+26.1%	+47.4%
Total	29,430	31,915	33,520	34,280	34,705	34,630	+17.7%	+39.6%
Electoral Areas								
Electoral Area B	1,865	1,880	1,875	1,880	1,880	1,895	+1.6%	+5.4%
Electoral Area C	2,305	2,350	2,405	2,485	2,570	2,665	+15.6%	+18.0%
Electoral Area D	1,690	1,660	1,620	1,635	1,625	1,635	-3.3%	+3.8%
Electoral Area E	465	460	445	450	440	445	-4.3%	+0.2%
Electoral Area F	2,350	2,385	2,345	2,325	2,315	2,335	-0.6%	+5.1%
Total	8,675	8,735	8,690	8,775	8,830	8,975	+3.5%	+8.0%
Total RDNO	38,105	40,650	42,210	43,055	43,535	43,605	+14.4%	+29.3%

³ Source: Peak Solutions Consulting Inc. Labour Force Supply and Demand Forecast: 2006-2031 North Okanagan Regional District

SCHEDULE 'D': POSSIBLE IMPLEMENTATION ACTIONS



As part of the process to developing the North Okanagan Regional Growth Strategy, the growth issues working groups, member municipal councils and the Board of Directors have identified a number of possible actions that may be considered during implementation. These possible actions may be discussed during the 5-Year Action Planning process.

Category	Potential Actions	Status
	Action UC-1.1: Establish Rural Protection Boundaries within Official Community Plans.	UC-1.1 Complete
	Action AG-1.1: Development of a Regional Agricultural Economic Development Plan. Action AG-1.2: Create an inventory of agri-industrial operation, infrastructure and lands Action AG-1.3: Undertake a Regional Agricultural Area Plan. Action AG-1.4: Continue to support the Sterile Insect Release Program	AG-1.3 Complete AG-1.4 Ongoing
	Action WS-1.1: Develop a North Okanagan Water Conservation Strategy Action WS-1.2: Petition the provincial and federal government to undertake a motorized and non-motorized impact and issue assessment for North Okanagan waterways. Action WS-1.3: Develop a consistent full cost accounting framework for infrastructure that reflects the true cost of delivering long-term sustainable service.	GVW Water Conservation Strategy Complete 2017
	Action ENV-1.1: Implement Best Management Practices to assist in the protection and enhancement of the region's biodiversity, ecology and environment. Action ENV-1.2: Develop a Regional Parks and Natural Lands Acquisition Plan. Action ENV-1.3: Establish a dedicated Regional Parks and Natural Lands Legacy Fund to assist in accessing additional innovative and cooperative funding opportunities. Action ENV-1.4: Assist the province and not-for-profit organizations in efforts to identify and map the ecosystems of the North Okanagan. Action ENV-1.5: Explore solid waste management approach that responds to local needs, with the ultimate goal of achieving 'Zero Waste'	ENV-1.1 Complete ENV-1.3 Discussed-on hold since 2016 ENV-1.5 On-going
	Action ED-1.1: Explore regional approaches to economic development that will fulfill the needs of the Regional District, member municipalities and the business community.	ED-1.1 Complete
	Action H-1: Undertake a North Okanagan Housing Needs Assessment to provide the Regional District, municipalities, developers and not-for-profit organizations essential information on the housing needs and demands of our communities.	H-1 Initiated 2019
	Action GS-1.1: Review the Regional Service Checklist.	
	Action EE-1.1: Collaborate on the development and implementation of a North Okanagan Energy and Emissions Plan that would respond to local challenges and opportunities.	


Category	Potential Actions	Status
	<p>Action TI-1.1: Develop a Integrated Regional Transportation Plan and associated Implementation Agreements.</p> <p>Action TI-1.2: Create and adopt stormwater best management practices.</p> <p>Action TI-1.3: In cooperation with, and support from, the provincial and federal government, continue to promote efficient rail freight movement to assure continued environmental, economic, and other benefits inherent in use of the rail as a major component of economic development.</p> <p>Action TI-1.4: Due to the importance of rail service to the long-term economic viability of the North Okanagan, the federal and provincial governments are requested to provide the financial resources for the upgrading of rail infrastructure.</p> <p>Action TI-1.5: In collaboration with UBCM and FCM, petition the federal government to fully review the impact that rail abandonment has on British Columbia communities and commit to developing a more comprehensive, transparent and much more stringent rail discontinuance process that will ensure consultation with affected communities and rail clients.</p> <p>Action TI-1.6: The federal government, due to the importance of rail to the economic viability of rural communities, is strongly encouraged to develop policy that would consider rail discontinuance as a last resort.</p> <p>Action TI-1.7: In collaboration with key stakeholder and senior levels of government, explore the potential of public/private partnerships for improving rail freight service for the purposes of: a. fostering investment in rail infrastructure where it might not occur if left solely to a market-based approach; b. facilitating economic development and support of existing industries; and c. alleviating regional disparity in rail freight service.</p> <p>Action TI-1.8: Due to the importance of transport rail service to the long-term economic viability of the North Okanagan, the federal government is strongly encouraged to develop policy and legislation that will preserve rail right-of-way in the case of rail abandonment.</p> <p>Action TI-1.9: In collaboration with UBCM and FCM, petition the federal government for a Rail Renewal Task Force and in the long term encourage transportation strategies and policies that would take environmental, social and economic factors into serious consideration so that market forces could function in ways which make rural communities more competitive and protects the environment.</p> <p>Action TI-1.10: Review and amend land use and property taxation policies with the goal of retaining existing industries and encourage the development of industrial areas in the vicinity of rail lines and rail siding.</p> <p>Action TI-1.11: Consider introducing a new land use designation that reflects transportation, warehousing or reloading business functions rather than relying solely on the label "industrial" land. The public policy purposes of such land use designations may help bring a greater public understanding and acceptance to the complementary roles of transportation and land use planning to sustainable economic development.</p>	





SCHEDULE 'E': THE IDEAS' BANK

The Ideas Bank contains all of the ideas, suggestions and actions that suggested by the Growth Issues Working Groups but could not be included within the Regional Growth Strategy. All of these ideas were developed through much thought, debate and discussion – representing the hard work, dedication and insight of our Working Group members, stakeholders, elected officials and the public. These ideas and suggested actions may be considered during implementation of the Regional Growth Strategy, within other planning processes or non-government initiatives. The Regional District of North Okanagan would like to thank everyone who contributed their thoughts and ideas to the Regional Growth Strategy and the passion they brought to the process.



Category	Ideas' Bank	Status
	<ol style="list-style-type: none"> 1. Collaborate with the Agricultural Land Commission and key stakeholders to explore the options available to support the recruitment of seasonal farm labour, including a uniform standard for on-site farm labour supportive housing on (ALC) and off of (local government) ALR lands. 2. Working with the relevant agencies remove barriers and create incentives that facilitate the inclusion of current agricultural lands into the Agricultural Land Reserve. 3. Establish a Regional Agricultural Support Officer to assist in the implementation of the North Okanagan Food System Plan and the Regional Growth Strategy. 4. Encourage collaboration and cooperation with First Nation communities on food systems and agricultural issues 5. Endorse and adopt the North Okanagan Food Charter. 6. Consider acquiring and allocating public lands for community gardens and food production in urban areas 	<p>4. Ongoing</p> <p>6. Ongoing</p>
	<ol style="list-style-type: none"> 1. Establish a Regional Integrated Watershed Management Planning Program to manage surface water, drainage and groundwater and land use impacts on the hydrology throughout the Region and includes watershed assessment, stormwater management, ecosystem mapping, riparian and habitat preservation and ecosystem functioning, as well as strategies for maintaining the quality and quantity of the water supply. Watershed protection should be included within Official Community Plans, bylaws and development requirements. 2. The formation of an Integrated Watershed Plan Stakeholder Group should be considered as part of an implementation strategy. 3. Develop a regional foreshore and lakefront public access lands acquisition program, as a component of tourism development, parks and trails development and environmental strategies that focuses on lands identification and innovative and cooperative funding opportunities. 	



Category	Ideas' Bank	Status
	1. Review existing bylaws and environmental policies to work toward the implementation of local government environmental policies, including hillside development guidelines, environmental management areas strategies and mapping requirements, so consistency is assured throughout the North Okanagan Region.	1. Ongoing
	2. Develop a regional approach encouraging the creation of covenants for sensitive ecosystems on privately held lands.	2. Ongoing
	3. In partnership with all levels of government, utilize ecological mapping to inform conservation-based planning decisions.	3. Ongoing
	4. Regional District and municipalities to require developers to complete detailed site level species and habitat studies or inventories for all Environmental Development Permit areas containing sensitive ecosystems	4. Ongoing
	5. Require developers to complete follow-up plant and habitat survivability studies for compensation projects for a minimum of five years to ensure the health of the ecosystem has remained intact through development.	
	6. Explore opportunities to collaborate on preparing a southern interior climate change strategy that would examine the potential consequences of global warming on the region and identify strategies for taking local action on climate change.	6. Okanagan Basin Climate Projections Report
	7. The Regional District of North Okanagan, in collaboration with member municipalities, be a partner to and assist in the development of an Okanagan Valley biodiversity and conservation strategy.	7. Complete
	8. RNDO and member municipalities agree to investigate incorporating suggestions and the intent of the Green bylaws toolkit into Official Community Plans, policies and bylaws.	8. Ongoing
	9. In collaboration with the Ministry of Transportation, ensure adequate wildlife crossing structures (e.g. species appropriate) under or overpasses are installed on any new or upgraded roads.	
	10. Develop policies and strategies that will reduce wildlife-human conflict.	
	11. Develop a policy that minimizes the impact that development(s) will have on the views, landscapes, landscape character and community identity.	11. Ongoing
	12. Designate appropriate areas for different types of recreational activities e.g. motorized recreational activities.	
	13. Support the development of a regional park system that is sensitive to adjacent land uses.	
	14. Encourage the enforcement of policies to ensure the continued unobstructed access to high-water mark on the region's lakes.	
	15. Develop riparian protection measures for those waterbodies (e.g. streams, wetlands, marshes), not included in current legislation using best management practices.	
	16. The RDNO and member municipalities agree to protect streams and streamside areas in accordance with applicable provincial and federal legislation.	16. Ongoing
	17. The RDNO and member municipalities encourage the federal and provincial government to support the development and implementation of measures to protect streams and streamside areas at the local government level.	
	18. Develop tools to reduce and manage the impacts of small lot farm land uses on riparian areas that are not covered under current legislation and best management practices.	
	19. Control of alien invasive species and the spread of genetically modified crops off of agricultural lands into natural areas.	19. Ongoing

Category	Ideas' Bank	Status
	20. Support education programs for private land owners about the importance of sensitive ecosystems, including the creation of educational materials describing each sensitive ecosystem type found in the North Okanagan and their importance to the economy and health of the region. 21. Undertake annual meetings of RGS stakeholders to review implemented and adopted goals, objectives and strategies.	20. Ongoing
	1. Develop a Regional Industrial Lands Strategy that identifies existing and potential industrial lands as a component of a comprehensive Regional Economic Development Strategy 2. Develop a Regional Economic Development Strategic Plan that is supported by financial resources from all municipalities and is adopted by municipal councils and the Regional District.	1. Complete 2. Complete
	1. In partnership with the provincial and federal government, provide a safe and secure transportation environment for the traveling public, addressing roadway hazards, pedestrian and bicycle safety, and transit security. 2. Conduct an Infrastructure Inventory and Needs Assessment for the North Okanagan that provides an accurate inventory of all infrastructure asset condition, use, maintenance and replacement cost. This information is a vital aid in the local decision-making and budgeting priority process. 3. Develop of seniors' residences nodes with associated services that will provide safe pedestrian options. 4. Through collaboration and cooperation with local government and the provincial government, provide opportunities for accessible transportation options that meet the needs of all North Okanagan residents. 5. Develop a regional network of park and ride facilities at key transit nodes to expand options in rural and urban areas for reducing automobile dependency and greenhouse gas emissions. 6. The Regional District and local government, in partnership with the province, agree to reduce the greenhouse gas contribution attributed to transportation by 20% using a variety of techniques and methods, including minimum mandatory transit, traffic demand management and public education and outreach.	4. Ongoing 6. Ongoing
	1. Development of policies, at the regional and local government levels, that support integrated, inclusive housing developments. 2. Affordable housing options are supported through complete community planning, including the provision of urban gardens, parks and play areas and local services and businesses. 3. In collaboration and partnership with the provincial government, developing affordable housing funding opportunities through designation of a percentage of tax revenue to housing initiatives, with emphasis on the new HST. 4. Affordable housing must be economically, environmentally and socially sustainable. Municipalities will explore policy and planning tools that would ensure that the lifecycle cost of affordable housing projects are incorporated into decision-making. 5. In collaboration with UBCM and the provincial government, identify barriers within the Community Charter that impede housing affordability initiatives and options.	1. Ongoing 2. Ongoing 4. Ongoing



Category	Ideas' Bank	Status
	<p>6. In collaboration with the federal government, UBCM and FCM, investigate the possibility of a National Housing Strategy.</p> <p>7. In partnership with UBCO and OC, support research into North Okanagan affordable housing barriers, opportunities and business cases.</p> <p>8. In collaboration with local and senior levels of government, FCM and UBCM, reduce or eliminate the tax burden on rental, supportive or affordable housing projects.</p> <p>9. Present to the Board of Directors and member municipal councils, on an annual basis, on the status of housing affordability within the North Okanagan.</p>	9. Ongoing
	<p>1. Implement a local and regional government public education program, including annual governance 'Trade Shows' during 'Local Government Awareness Week', to clarify the roles, responsibilities and limitations of current governance systems and enhance civic consciousness and participation in local and regional government.</p>	1. Ongoing



SCHEDULE 'F': GROWTH AREA BOUNDARY REVIEW CRITERIA

1. Services Nearby/Available
<ul style="list-style-type: none"> Is the parcel or parcels within a viable transit service area? Would the residents' have access via transit, cycling or walking to employment, schools, commercial or amenity locations? (Looking to avoid the creation of car dependent urban areas which bring about new vehicles, increases in demand on road systems and related greenhouse gas emission implications). Would the parcel or parcels result in the need for significant infrastructure up-grades or extension into new areas (i.e. roads, sewer, water, stormwater, schools, school busing, transit services, fire protection, utilities and other supporting infrastructure)?
2. RGS Policies
<ul style="list-style-type: none"> Do the policies of the RGS support the proposed expansion of a Future Growth Boundary?
3. Soils Classification & ALR Status
<p>Lands that are located within the Agricultural Land Reserve may be considered as a Future Growth Area however this review needs to be done in consultation with the <i>ALC's Guide to Bylaw Reviews</i> and Agricultural Land Commission Regulations. The ALC has indicated they would prefer the RDNO consider non-ALR lands for future growth and development, however, should the RDNO determine that all non-ALR lands are unsuitable, or that they are not sufficient to accommodate projected growth pressures, the ALC assumes that the RDNO will then look to ALR lands. At a minimum any identification of ALR lands for consideration as Future Growth Areas should also include:</p> <ul style="list-style-type: none"> Strong and principled land use planning analysis that demonstrates the need to look to ALR lands in the rural protection area as future growth areas; Non ALR lands should be analyzed and a rationale should be provided as to their level of suitability and priority. The review needs to be carried out at the Regional Scale (should not focus on specific land inventory shortfalls within a given political jurisdiction but should look at all types of land uses e.g. residential, commercial, industrial etc. within the region). Clearly identify what the rationale is for these lands to be considered for future growth); Analysis of soil capability; Existing and historical land uses; and The agricultural utility and potential for soil and non-soil-bound agriculture.
4. Context
<ul style="list-style-type: none"> Is the proposed parcel or parcels adjacent to a growth or future growth area i.e. contiguous boundary? (Looking to avoid amendments that would 'leapfrog' into the Rural Protection Area and result in urban sprawl). Would the proposed amendment, if approved, signal that the Rural Protection Area is not stable, and may trigger speculation that such proposed amendments are viable, thereby undermining the integrity and success of this key principle of the RGS.

<ul style="list-style-type: none"> • Would the proposed parcel or parcels introduce significant urban residential development and associated traffic adjacent to existing agricultural areas? Would it likely affect current and future farming activity and potentially trigger land use speculation on nearby agricultural properties? <ul style="list-style-type: none"> ▪ Residential vs Industrial / Commercial Land development will be reviewed against the Growth Area Boundary Review Criteria, however, industrial and commercial proposals will include an analysis based on the recommendations of the Employment Lands Action Plan- April 26, 2016.
<ul style="list-style-type: none"> • Does the parcel or parcels exist within a historic residential neighbourhood (lots that are already less than 1 ha in size)? Is there the potential for infill that still meets the goals of the RGS? Is there a plan to service these parcels in the near future for environmental or economic reasons? This should include consideration of asset management decisions such as costs associated with: construction; operation; maintenance and replacement of infrastructure services.
<ul style="list-style-type: none"> • The surrounding lands need to be taken into consideration during the planning analysis to ensure the containment boundary is robust and will stand the test of increased speculative pressure. Is the proposed boundary constrained or contained by roads or natural features (ravine or river), municipal boundary (what is the constraint to further expansion).
<p>5. Demonstrated need for the proposed use</p>
<ul style="list-style-type: none"> • Do existing land use policies and documents for regional / sub regional growth patterns indicate there are current constraints on urban growth and employment lands capacity and therefore justify extending urban growth beyond what currently exists? (Consider OCP's, Employment Lands Action Plan, Community Specific Housing Strategies).

*Key to note that all areas that are proposed for development should be considered a Future Growth Area (Not a Growth Area). Additionally, existing RGS policy states that once development and servicing begins within Future Growth Areas, then these areas will be considered Growth Areas as defined within the Regional Growth Strategy; no further amendments in this regard are required to the RGS.



REPORT/RECOMMENDATION TO COUNCIL

**SUBMITTED
BY:**

David Lind, Director of Fire Rescue Services

DATE: March 13, 2020

FILE: 7100-00

SUBJECT: VERNON FIRE RESCUE SERVICES APPARATUS OUT OF SERVICE AREA

PURPOSE:

To request Council authorize the Fire Chief, to assign City of Vernon fire apparatus and firefighters to participate with the 2020 Wildfire Training Symposium and exercise being held in Penticton, BC on May 1 – 3, or at a later date.

RECOMMENDATION:

THAT Council authorize the Fire Chief, to assign fire apparatus and firefighters to leave the service area, while maintaining operational readiness and with risk management measures in place, to attend the Wildfire Training Symposium on May 1, 2020 and returning on May 3, 2020, (or rescheduled date) subject to evolving changes with the COVID-19 pandemic.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not approve Vernon Fire Rescue apparatus to attend the 2020 Penticton Wildfire Symposium.

Note: COV will not participate in the 2020 Wildfire Training Symposium if Council does not approve the recommendation.

ANALYSIS:

A. Committee/Board Recommendations:

N/A

B. Rationale:

C. Attachments:

1. Wildfire Urban Interface Symposium Outline

D. Strategic Plan Objectives:

- Review and implement the Fire and Rescue Services Strategic Plan

E. Policy (Existing/Relevance/None):

1. N/A

F. Relevant History:

This effective training opportunity provides both education sessions and a full scale exercise in preparation for dealing with a large, urban interface fire. Vernon Fire Rescue Services (VFRS) attended the symposium in 2019 with a fire engine and tender and six (6) fire fighters. Each year VFRS targets sending a manager, career and auxiliary firefighters to work as one team with other fire services, BC Wildfire and Emergency Management BC.

The risk associated with sending municipal firefighting resources out of the area are minimized by:

- Ensuring a standing firefighting force is maintained within the City of Vernon;
- Only committing the resources if the wildfire risk is low or moderate;
- Having a recall process in place for those resources deployed;
- Having proper insurance to cover the equipment, apparatus and employees in case of accident or injury; and
- Firefighters and apparatus will not be sent if pandemic measures are advised by the Ministry of Health and directed by the City of Vernon EOC pandemic response plan.

G. Applicants Response:

N/A

H. Reasons for Bylaw:

N/A

I. Resources:

N/A

BUDGET IMPLICATIONS:

Prepared by:


Approved for submission to Council:


Authors name

David Lind

Will Pearce, CAO

Date: 20 MARCH 2020

APPROVALS	DATE	COUNCIL AGENDA INFORMATION:		
Supervisor _____	_____	<input type="checkbox"/> Regular	Date: _____	Item # _____
Division Manager <u></u>	<u>03/13/20</u>	<input type="checkbox"/> In-Camera/COW	Date: _____	Item # _____
		<input type="checkbox"/> Information Item	Date: _____	Item # _____
		<input type="checkbox"/> Agenda Addenda	Date: _____	Item # _____

<u>REVIEWED WITH</u>	<u>REVIEWED WITH</u>	<u>REVIEWED WITH</u>	<u>REVIEWED WITH</u> Committees
<input type="checkbox"/> Bylaw Services	<input type="checkbox"/> Environment	<input type="checkbox"/> Public Works	<input type="checkbox"/> _____
<input type="checkbox"/> Clerk	<input type="checkbox"/> Facilities	<input type="checkbox"/> Planning	<input type="checkbox"/> _____
<input type="checkbox"/> Economic Dev.	<input type="checkbox"/> Finance	<input type="checkbox"/> Engineering	<input type="checkbox"/> _____
<input type="checkbox"/> RCMP	<input type="checkbox"/> Fire	<input type="checkbox"/> Operations	<input type="checkbox"/> _____
<input type="checkbox"/> Building & Licensing	<input type="checkbox"/> GVS - Parks	<input type="checkbox"/> GVS - Water	
<input type="checkbox"/> Human Resources	<input type="checkbox"/> Utilities	<input type="checkbox"/> Recreation Services	
		<input type="checkbox"/> Other _____	

NOTE: City Administrator's comments will be provided if required as an addendum to the report

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The 2020 WUI Symposium will focus on giving attendees the simulated experience of reporting to a BCWS Provincial Wildfire Event and will include checking in with Structure Protection Base Camp, reporting to the Structure Branch Director and receiving Division Assignments – your class information, location, where to assemble and who to report to.

WHEN: May 1 – 3, 2020

REGISTRATION: Beginning December 1, 2019 www.penticton.ca/wui2020

LOCATION: Penticton Lakeside Resort, 21 Lakeshore Dr., Penticton BC
To book accommodation call: 1-800-663-9400 or email: lakeside@rpbhotels.com.
Please state you will be attending the Wildfire Symposium (WUI 2020).

WHY ATTEND?

LEARN what to do in the event you are deployed to support a Provincial Wildfire Event. What to expect, steps to take and your responsibilities once you arrive at the deployment location. Learn about new wildfire mitigation tactics and methodology; integrating with BCWS/DFC professionals and municipal firefighters who are active and current in today's most effective wildfire suppression and protection techniques.

NETWORK with other firefighters from around the province to share ideas and solutions for future planning and response to WUI events.

EXPLORE new tools, technologies and resources available to help mitigate and respond to WUI and Wildfire challenges.

WHAT YOU RECEIVE

- Hands on Training
- Symposium T-Shirt
- Saturday Night BBQ and Social
- Sat-Sun, Breakfast & Lunches included

WHAT TO BRING

- Wildland PPE
- Transportation
- Bush Trucks (if available)
- *Instructors will send you specific gear requirements for your class.



SCHEDULE AT-A-GLANCE



FRIDAY, May 1 California's Wildfire Experience

09:00-16:00 hrs Cleland Theatre 325 Power St. (Convention & Rec Centre Complex)	A dynamic and audience driven workshop open to attendees of the Penticton WUI2020. FEMA Task Force Leader and Retired Orange County District Chief Rob Patterson, along with Orange County Battalion Chief Craig Covey, California's Task Force Leader 5 , will present and share their experiences covering initial attack, go-no-go situations, resource requirements, how to work with multi-jurisdictional agencies, and lessons learned from the many Wildfire and All Hazards events they have deployed to. Attendees will have opportunities to ask questions to the Speakers, and be involved in each case study.
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Friday, May 1 Registration

17:00-1900 hrs Rotary Park	WUI 2020 Registration at Rotary Park parking lot (Structure Base) Corner of Lakeshore Dr. and Martin St. (next to Penticton Lakeside Resort, 21 Lakeshore Drive)
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SATURDAY, May 2

06:30-07:30 Registration and Camp Style Breakfast – Rotary Park parking lot
 (Corner of Lakeshore Dr. and Martin St. next to the Lakeside Resort)

08:00-16:30 hrs	1. BCWS: Boots on the Ground – Wildfire Operations <i>(Session 1 of 2)</i>	2. Engine Boss (STEN) <i>(Session 1 of 2)</i>	3. Strike Team/ Task Force Leader <i>(Session 1 of 2)</i>	4. California Wildfire Leadership <i>(Session 1 of 1)</i> 	5. OFC, WUI Group Supervisor <i>(Session 1 of 1)</i> 	7. SPP WFF1 Train the Trainer <i>(Session 1 of 1)</i>
LOCATION	BCWS Zone Office	Penticton Stn 202	Lakeside Resort	Lakeside Resort	Lakeside Resort	BCWS Zone Office

SUNDAY, May 3

06:30-07:30 Registration and Camp Style Breakfast – Rotary Park parking lot
 (Corner of Lakeshore Dr. and Martin St. next to the Lakeside Resort)

08:00-16:30 hrs	1. BCWS: Boots on the Ground – Wildfire Operations <i>(Session 2 of 2)</i>	2. Engine Boss (STEN) <i>(Session 2 of 2)</i>	3. Strike Team/ Task Force Leader <i>(Session 2 of 2)</i>	4. California Wildfire Leadership <i>(Session 2 of 2)</i>	6. TBC <i>(Session 1 of 1)</i> 	8. S-190 Introduction to Wildland Fire Behaviour <i>(Session 1 of 1)</i>
LOCATION	BCWS Zone Office	Penticton Stn 202	Lakeside Resort	Lakeside Resort	Lakeside Resort	BCWS Zone Office

Course Details:

1. BOOTS ON THE GROUND WILDFIRE OPERATIONS

Delivered by the BC Wildfire Penticton Fire Zone Staff and the Penticton Fire Department, this program will focus on what has changed in Wildland Urban Interface Firefighting Operations, Innovative Tactics, Safe Practices and current Water Delivery Methods. This 2-day mix of Field Exercises, WUI Scenarios, Gear Innovations, Demos and Field Training will be targeted to ensure WUI Operational Consistency between agencies during an expanding Interface Incident.

The target audience for this session is Operational Level Fire Fighters with an appetite to master *boots on the ground* skills, love getting dirty doing it, and don't mind putting in the sweat to push the pace. Come walk the talk....

**** Wildland PPE Required for Live Fire Exercises. *Weather Dependant.**

Course Objectives:

- Learn and perform the necessary skills during Incident Stabilization
- Decision making during the First Operational Period
- Google Earth WUI Scenario – First Operational Period Realities and Hazards
- Safety Briefings – Good vs Bad / LACES
- Common Engine Crew Errors – WUI WATCH OUT Situations
- Wildland Phases of Control / Tactical Decision Pros and Cons / Defendable Ground
- Danger Trees / Falling – Recognise the Hazard
- Building Containment Lines – Who's doing what? – Know your Role / Know the Goal
- WUI Water Delivery – Do's and Don'ts – Progressive Hose lays
- Technology Assets and Apps in the WUI

Prerequisites:

- Transportation to HOT Site **Your Crew Brush Truck is preferred
- Wildland PPE, Personal Fireline Pack, Personal Handtool

Instructors:

Penticton Fire Zone BCWS Initial Attack Crews

2. ENGINE BOSS (STEN)

ENGINE BOSS Leader course is designed for BC Municipal Fire Departments to meet OFC and BCWS training and practical requirements for provincial wildfire deployments. ENGINE BOSS (STEN) course strives to emulate many of the conditions, requirements and procedures encountered on an actual Provincial WUI deployment. Based on practical experience from the 2017 and 2018 BC Wildfire Seasons, and backed by the latest curriculum, this course prepares students to function at the Company level within a deployed Provincial Task Force. The following key learning areas will be covered:

- Planning and preparing for a Provincial Deployment
- Fire Camp: procedures, logistics and administration
- Task Force organization, orders and briefings
- Tactical Movement
- Tactical Engagement, withdrawal and demobilization

Expectations and Registration:

With the exception of the evenings, students will be required to operate under simulated Task Force conditions and organization for the duration of the course. Registration will be apparatus/company, and will be limited to the following:

- Three Engines (Type 1, Type 2 or Type 3)
- Two Tenders (Type 1 or Type 2)
- One bush truck (Type 5 or Type 6 Engine)

REGISTRATION IS BASED ON COMPLETE APPARATUS AS DESCRIBED ABOVE. YOU MUST ATTEND WITH THE APPARATUS YOU ARE REGISTERING.

Participating Departments are encouraged to fill any empty seats (if applicable) with students from other departments, as the class size will be capped at the maximum number of riding positions in the Task Force.

Requirements:

- Participating Companies/Units must be tactically self-sufficient (food, water, fuel, comms).
- All participating apparatus are required to meet the minimum requirements for their apparatus Type, as identified in Section 7 of the *Inter-agency Operational and Reimbursement Rates (June 2018)*.

Instructors:

Assistant Chief Brent Watson, West Kelowna Fire Rescue
OFC-SPG
Assistant Chief Chad Gartrell, West Kelowna Fire Rescue
OFC-SPG

3. STRIKE TEAM / TASK FORCE LEADER

Task Force Leader workshop is designed for BC Municipal Fire Departments to meet OFC and BCWS training and practical requirements for provincial wildfire deployments. The program will focus on wildland structural fire protection, BCWS specific documentation, risk management, tactical operations and safety. The program is based on the newly created BCWS Guide to Municipal Structure Protection Organization and Tactics for Wildland Deployment.

Course Objectives:

- Activation from PWCC, where to go, who to see, what to do.
- Review ICS, focusing on Structure Branch Director Down, and unity of Command.
- Identify and describe the responsibilities of a Task Force Leader (TFL)
- Understanding the Incident Action Plan, and how to use it as an operational and safety resource.
- Practice accountable and applicable documentation practices. Review First Day on Fire, Operational Fire Days, and Last Day on Fire.
- Understand crew and fire apparatus manifest, and the Inter agency working agreement.
- Understand Structure Protection Specialist (SPS) roles and responsibilities.
- Understand Technology, Avenza maps, communications, BCWS, OFC, and other repeater systems.
- Understanding BCWS camp environment, deployment readiness, Protocols, Camp Etiquette etc.
- Review Fire Behaviour, environmental conditions, situational awareness, and aircraft.
- Demonstrate the ability to apply Risk Management Process found in the BCWS Guide to Municipal Structure Protection Organization and Tactics for Wildland Deployment to various situations.
- Demonstrate the ability to apply appropriate tactics with assigned resources organized into the task force.

Prerequisites:

- Annual Fireline Safety Refresher Training
- ICS 300
- Engine Boss

Each student will receive:

- BCWS Guide to Municipal Structure Protection Organization and Tactics for Wildland Deployment.
- And one National Wildfire Coordinating Group Incident Response Pocket Guide.

Instructors:

Ret. Deputy Chief Lou Wilde, Kelowna
BCWS, Structure Protection Specialist

Fire Chief Larry Watkinson, City of Penticton
OFC-SPG

4. CALIFORNIA WILDFIRE LEADERSHIP

FEMA Task Force Leader and Retired Orange County District Chief Rob Patterson, along with Orange County Battalion Chief Craig Covey, California's Task Force Leader 5 will provide mid-upper level command staff with the tools to respond to the initial, and development challenges of a WUI event.

The program will address these topics:

- Local - Initial attack.
- Situational Awareness: vision, and incident development.
- Go-no-Go situations.
- Strategies and Tactics
- Wildfire leader core competencies
- 2019 California Wildfires

Instructors:

Orange County Battalion Chief Craig Covey (TFL: California Task Force 5)
Retired Orange County District Chief Rob Patterson

5. OFC, WUI GROUP SUPERVISOR (GrpS)

This course is designed to provide Municipal Firefighters the skills and knowledge needed to perform in the position of Structure Protection Branch Group Supervisor role (WUI) at provincial wildfire deployments. Topics include position overview; pre-deployment responsibilities; concept of the position; pre-dispatch preparation; Task Force, Strike Team Development; IMT/EOC/PREOC responsibilities; Resource Requests incident responsibilities; administration; supervision; response; assignment; demobilization; bases safety; risk management; case studies; scenarios; working within BCWS IMT.

Class is limited to 12 students, and participants will be selected by the OFC/BCWS.

Prerequisite courses:

- ICS 300
- SPP WFF Wildland Firefighter 1
- OFC/BCWS Taskforce Leader (Qualified)
- NFPA 1021 Fire Officer 2
- S-290, Introduction to Wildland Fire Behavior

Instructor:

Fire Chief Larry Watkinson, Penticton.
OFC-SPG

6. TBC

Details for this course TBC.

7. SPP-WFF 1 TRAIN THE TRAINER WILDLAND FIREFIGHTER 1 NFPA 1051

The SPP-WFF 1 (Wildland Firefighter Level 1) course will replace the S-100 Basic Fire Suppression and Safety and S-185 Fire Entrapment Avoidance courses for structure firefighters (only) and exceeds the NFPA 1051 Level 1 standard.

Instructors:

Jamie Svendsen, BCWS Structure Protection Specialist
TBA

8. S-190 INTRODUCTION TO WILDLAND FIRE BEHAVIOR

This course provides instruction in the primary factors affecting the start and spread of wildfire and recognition of potentially hazardous situations. S-190 is typically taught in conjunction with or prior to Basic Firefighter Training, SPP WFF1. It is designed to meet the fire behavior training needs of a Structural Firefighter.

Instructor:

Fire Specialist TBC, BCWS

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5804

A bylaw to Amend Fees and Charges Bylaw
Number 3909

WHEREAS the Council of the City of Vernon has determined to amend the “City of Vernon Fees and Charges Bylaw Number 3909, 1993”.

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 “**Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020**”.

2. That Schedule “A” – Fee Schedule of Fees and Charges Bylaw Number 3909, 1993 be amended as follows;

a. Section 4 – **PUBLIC WORKS / YARDS:**

(i) **AMEND** various fees to reflect the cost of providing services as shown in **Red** on attached Schedule A;

b. Section 6 – **FIRE RESCUE SERVICES:**

(i) **REMOVE** the following subsections, as shown in **Red** on attached Schedule B:

A. SECTION 6.A. Self Contained Breathing Apparatus Filling and Maintenance

B. Section 6.B. Hose Repair and Disposal of Non complaint hose

C. Fire Investigation Fee

G. File Search for Fire Deficiencies

N. Day Care License Inspections

R. Fire Services Training

(ii) **RENUMBER** sections appropriately as shown in **Red** on attached Schedule B;

BYLAW 5804

(iii) **AMEND** various fees to reflect the cost of providing services AND to allow an annual '*free of charge day*' for Mobile Food Vendor Inspections, as shown in **Red** on attached Schedule B;

c. Section 15 – **REFUSE COLLECTION AND RECYCLING:**

(i) **AMEND** various fees to reflect the cost of providing services as shown in **Red** on attached Schedule C;

3. If any section, subsection, paragraph, clause or phrase, of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

4. The Fees and Charges Bylaw Number 3909 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 9th day of March, 2020.
READ A SECOND TIME this 9th day of March, 2020.
READ A THIRD TIME this 9th day of March, 2020.
ADOPTED this day of , 2020.

Mayor

Corporate Officer

SCHEDULE 'A'

Attached to and forming part of

"Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020"

4. PUBLIC WORKS / YARDS	FEES
A. Boat Launch Passes – Daily (Paddlewheel and Kalavista Boat Launches)	\$ 5.00 per day
B. Boat Launch Passes – Seasonal (Paddlewheel and Kalavista Boat Launches)	\$ 50.00 per season (Bylaw 5685)
C. 3204 31 Avenue – Folio 01111.005 (Parkade) (Bylaw 5804)	\$60.00 per month (\$35.00 on roof with waiver) \$17.00 per week \$4.00 per day \$.50 per hour
D. Discount on Bulk Parking Space Rental: Reference: Traffic Bylaw for required terms and conditions. 12 month rental 24 month rental 36 month rental (Bylaw 5599)	15% Discount 20% Discount 25% Discount
E. 2910 32 Avenue – Folio 01010.000 2917 31 Avenue – Folio 01018.000 2901 31 Avenue – Folio 01023.000 2900 32 Avenue - Folio 01002.000 (Bylaw 5804)	\$60.00 per month \$17.00 per week \$4.00 per day \$.50 per hour
F. 25th Avenue Road Right of Way Parking Lot	\$60.00 per month
G. 3400 30 Street Public Pay Parking Lot – Folio 00649.000	\$1.00 per hour
H. 2901 33 Avenue – Folio 01626.005 (Bertlesons & Railway Lot)	\$60.00 per month
I. 3007 31 Avenue – Folio 00992.000 3011 31 Avenue – Folio 00990.000 3004 32 Avenue – Folio 00957.000	\$60.00 per month
J. 2905 29 Street – Folio 00447.001 & 00447.002 2901 29 Street – Folio 00448.002 RP 42744 Lot 1 (Bylaw 5804)	\$60.00 per month \$17.00 per week \$4.00 per day \$.50 per hour
K. College Way Lot (Bylaw 5804)	\$10.00 \$15.00 per month
L. Repeat Nuisance Calls	\$114.00 per hour
M. Lateral Cameras – Service Inspection Fees	Actual Costs

SCHEDULE 'A'

Attached to and forming part of

"Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020"

N. Repair Damaged Infrastructure	Actual Costs
O. Sale of Bulk Liquid Anti-Icing Material	Cost of product plus 30% mark up for storage, handling and administration
P. Sale of Bulk Winter Road Salt	Current cost of salt plus 30% mark up for storage, handling and administration
Q. Flushing Private Parking Lots and Roads	Actual labour costs plus 20% Administration fee
R. Provide Anti-icing Winter Maintenance to Neighbouring Municipalities and the Private Sector	Current labour costs plus 20% Administration fee
S. Hired City of Vernon Equipment	Current labour costs plus 20% Administration fee
T. Sale of Crushed Recycled Asphalt and Concrete	Current cost of production or product plus 20% mark up for storage, handling and administration
U. Tipping Fee for Waste Asphalt and Concrete <i>(Bylaw 5677)</i>	\$200.00 per truck load
V. Building Construction Causing Damage to Curb, Gutter and/or Side walk	Fixed Fee as estimated by City of Vernon based on assessment of damage.
W. Tipping Fee for Clean Fill at Hesperia Landfill <i>(Bylaw 5677)</i>	\$300.00 per truck load
X. Tipping Fee for Clean Fill at City Yards <i>(Bylaw 5677)</i>	\$400.00 per truck load
Y. Delivery and collection of community fire pot <i>(Bylaw 5677, 5742, 5804)</i>	\$350 \$400.00 per event

SCHEDULE 'B'

Attached to and forming part of

"Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020"

6. FIRE RESCUE SERVICES	FEES
A. Self Contained Breathing Apparatus— Filling and Maintenance	2216 and 4500 PSI — flat fee \$7.50 per tank Cascade System — flat Fee \$30.00 per system Maintenance — \$35.00 per hour minimum 30 minute shop charge
B. Hose Repair and Disposal of Non- compliant hose	Repair — flat fee \$35.00 per hour, materials at cost, minimum 30 minute shop charge Disposal of non-compliant hose as per City of Vernon Purchasing Dept.
C. Fire Investigation Fee	As per standard Service Agreement
A. Failure of contact person to arrive at scene within 30 60 minutes (Bylaw 5804)	\$400.00 per hour – minimum 1 hour
B. Special Events/Pyrotechnics Fire Protection Stand By	Cost recovery for labour and \$150.00 per hour for apparatus and equipment
C. Contamination and Replacement of Equipment, and Resource costs, as a result of attendance to Hazardous Materials incidents	Cost recovery
D. File Search for Fire Deficiencies	\$35.00 for each fire file searched excluding file searches for the Property Information Request process in PDES
D. Inspection / Re-Inspections and Requests for Custom Fire Inspections (Bylaw 5804)	\$65.00 per hour + \$.52 per km mileage reimbursement
E. Outdoor Burning Permit (Bylaw 5646)	\$75.00 each
F. Display Fireworks Permit (Bylaw 5646)	\$100.00 each
G. False Alarms: (escalating rates) a. Second False Alarm Attendance b. Third False Alarm Attendance c. Four or more False Alarm Attendances	\$100.00 \$200.00 \$300.00 each

SCHEDULE 'B'

Attached to and forming part of

"Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020"

H. Fire Safety Plan Reviews	\$100.00 each
I. Re-Inspections for Compliance Fees (escalating) a. Second Re-Inspection b. Third Re-Inspection c. Four or More Re-Inspections	\$100.00 \$200.00 \$400.00 each
J. Mobile Food Vendor Fire Inspection	\$ 50.00* <i>*There shall be one day per year wherein 'Mobile Food Vendor Fire Inspections' will be offered free of charge, with date to be established by the Fire Chief)</i>
K. Day Care License Inspections	\$100.00 each
R. FIRE SERVICES TRAINING a. Fire Extinguisher Training b. Boot Camp Maintenance for Career Firefighting Preparation (NFPA 1001) c. First aid Courses (for public) i. Save A Life ii. CPR, Level A iii. CPR, Level C iv. CPR Re-certification v. Occupational First Aid Level 1 vi. Emergency First Aid vii. Standard First Aid viii. First Medical Responder —(Bylaw 5415)	\$20.00 per student \$300.00 per student \$20.00 per student \$50.00 per student \$65.00 per student \$30.00 per student \$90.00 per student \$100.00 per student \$150.00 per student \$800.00 per student

SCHEDULE 'C'

Attached to and forming part of

"Fees and Charges (Annual Updates) Amendment Bylaw Number 5804, 2020"

15. REFUSE COLLECTION AND RECYCLING	FEES (Quarterly) As At April 1, 201920
Residential Garbage Collection	\$29.39 \$29.98
Residential Garbage Collection - Extended Service	\$34.15 \$34.83
Residential Garbage Collection - Tags for Additional Bags	\$1.50 per tag
Commercial and Industrial Blue Bag (excluding Blue Jay, Predator Ridge, Foothills, Turtle Mountain and Okanagan Landing past the Yacht Club)	\$38.51 \$39.28
Commercial Garbage Collection (one pick-up per week)	\$108.48 \$110.65
Commercial Garbage (each additional pick-up)	\$240.30 \$245.11
Commercial Garbage (excess volume)	\$49.48 \$50.47
Yard Recycling	\$4.11 \$4.19

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5805

A bylaw to Amend Recreation Services
Fees and Charges Bylaw Number 5472

WHEREAS the Council of the City of Vernon has determined to amend "Recreation Services Fees and Charges Bylaw Number 5472, 2013".

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 "**Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020**".
2. That Schedule "A" of Recreation Services Fees and Charges Bylaw Number 5472, 2013 be **amended** as noted in **red** as shown on attached Schedule "A" for the following schedules:
 - a. Pool Drop in Rates Taxes Included
 - b. Recreation Centre Swimming Pool
 - c. Recreation Centre Swimming Lessons
 - d. Analysis
3. These rates shall come into effect as of **April 1, 2020**.
4. If any section, subsection, paragraph, clause or phrase, of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
5. Recreation Services Fees and Charges Bylaw Number 5472 is hereby ratified and confirmed in every other respect.

BYLAW NUMBER 5805

READ A FIRST TIME this 9th day of March, 2020.
READ A SECOND TIME this 9th day of March, 2020.
READ A THIRD TIME this 9th day of March, 2020.
ADOPTED this day of , 2020.

Mayor

Corporate Officer



City of Vernon Recreation Services

Manual of Fees and Charges

Rates Effective as of April 1, 2020
(Amendment Bylaw 5805)

SCHEDULE "A"

Attached to and forming part of Bylaw #5805

"Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020"

Pool Drop in Rates Taxes Included	Rate 2018-19	Rate 2019-20
Full Access Facility Pass – SINGLE		
• Adult (19+)	\$6.15	\$6.30 \$6.55
• Seniors (65+) – 25% Discount		
• Youth (13-18 yrs)	\$4.60	\$4.70 \$4.90
• Child (7-12 yrs)	\$4.00	\$4.10 \$4.25
• Preschool (3-6 yrs) 0-2 yrs N/C	\$2.00	\$2.05 \$2.15
• Family	\$13.45	\$13.75 \$14.30
• Toonie Swim – Adult	\$2.00	\$2.00
• Toonie Swim – Youth	\$2.00	\$2.00
• Disabled – 25% Discount		
Full Access Facility Pass – 10X PASS (1 free use)		
• Adult (19+)	\$55.35	\$56.70 \$58.95
• Seniors (65+) – 25% Discount		
• Youth (13-18 yrs)	\$41.40	\$42.30 \$44.00
• Child (7-12 yrs)	\$36.00	\$36.90 \$38.25
• Preschool (3-6 yrs) 0-2 yrs N/C	\$18.00	\$18.45 \$19.20
• Family	\$121.05	\$123.75 \$128.70
• Disabled – 25% Discount		
Full Access Facility Pass – 20X PASS (3 free uses)		
• Adult (19+)	\$104.55	\$107.10 \$111.35
• Seniors (65+) – 25% Discount		
• Youth (13-18 yrs)	\$78.20	\$79.90 \$83.10
• Child (7-12 yrs)	\$68.00	\$69.70 \$72.25
• Preschool (3-6 yrs) 0-2 yrs N/C	\$34.00	\$34.85 \$36.25
• Family	\$228.65	\$233.75 \$243.10
• Disabled – 25% Discount		
Full Access Facility Pass –30 DAY PASS		

SCHEDULE "A"

Attached to and forming part of Bylaw #5805

"Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020"

• Adult (19+)	\$67.65	\$69.15 \$71.90
• Seniors (65+) – 25% Discount		
• Youth (13-18 yrs)	\$51.15	\$52.25 \$54.35
• Child (7-12 yrs)	\$44.00	\$44.95 \$46.75
• Preschool (3-6 yrs) 0-2 yrs N/C	\$22.00	\$22.50 \$23.40
• Family	\$148.80	\$152.05 \$158.15
• Disabled – 25% Discount		
Full Access Facility Pass –90 DAY PASS		
• Adult (19+)	\$138.55	\$141.60 \$147.25
• Seniors (65+) – 25% Discount		
• Youth (13-18 yrs)	\$104.70	\$107.00 \$111.30
• Child (7-12 yrs)	\$90.00	\$91.95 \$95.60
• Preschool (3-6 yrs) 0-2 yrs N/C	\$45.00	\$46.00 \$47.85
• Family	\$304.60	\$311.25 \$323.70
• Disabled – 25% Discount		
Full Access Facility Pass –180 DAY PASS		
• Adult (19+)	\$237.40	\$242.60 \$252.30
	Rate	Rate
	2018-19	2019-20
Pool Drop in Rates Taxes Included		
Full Access Facility Pass – SINGLE		
• Seniors (65+) – 25% Discount		
• Youth (13-18 yrs)	\$179.55	\$183.50 \$190.85
• Child (7-12 yrs)	\$154.00	\$157.35 \$163.65
• Preschool (3-6 yrs) 0-2 yrs N/C	\$77.10	\$78.80 \$81.95
• Family	\$522.20	\$533.65 \$555.00
• Disabled – 25% Discount		
Full Access Facility Pass – 1 YEAR PASS		
• Adult (19+)	\$413.60	\$422.65 \$439.55
• Seniors (65+) – 25% Discount		

SCHEDULE "A"

Attached to and forming part of Bylaw #5805

"Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020"

• Youth (13-18 yrs)	\$312.85	\$319.70 \$332.50
• Child (7-12 yrs)	\$270.00	\$275.90 \$286.95
• Preschool (3-6 yrs) 0-2 yrs N/C	\$134.35	\$137.30 \$142.80
• Family	\$909.60	\$929.50 \$966.70
• Disabled – 25% Discount		

"Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020"

Recreation Centre Swimming Pool		Rate 2018-19	Rate 2019-20	Incl Tax
A.	Recreation Programs			
	Drop in Programs will pay on a percentage basis to be agreed upon between departments.			
B.	Schools (Public and Private)			
	Swim Lessons (25 students or less) – hourly*	\$135.70	\$138.69 \$144.23	\$145.62 \$151.44
	Public Swim Rental (50 students or less) – hourly*	\$90.48	\$92.46 \$96.15	\$97.08 \$100.95
	Extra Fees (additional staff) - hourly	\$45.24	\$46.23 \$48.07	\$48.54 \$50.47
C.	Community Use			
	Adult			
	Private Swim Rental (35 swimmers or less) – hourly*	\$113.58	\$116.07 \$120.71	\$121.87 \$126.74
	Private Lane Rental (8 swimmers or less) – hourly*	\$22.62	\$23.12 \$24.04	\$24.28 \$25.24
	Extra Fees (additional staff) - hourly	\$45.24	\$46.23 \$48.07	\$48.54 \$50.47
	Minor Sports Groups			
	Private Swim Rental (provides NL certified coach) – hourly*	\$45.24	\$46.23 \$48.07	\$48.54 \$50.47
	Swim Meet (includes 3 lifeguard staff) – hourly*	\$135.72	\$138.69 \$144.23	\$145.62 \$151.44
	Private Lane Rental – hourly*	\$11.31	\$11.56 \$12.02	\$12.14 \$12.62
	Extra Fees (additional staff) - hourly	\$45.24	\$46.23 \$48.07	\$48.54 \$50.47
D.	Commercial			
	Local			
	Private Swim Rental (35 swimmers or less) – hourly*	\$187.41	\$191.52 \$199.18	\$201.10 \$209.13
	Private Lane Rental (8 swimmers or less) – hourly*	\$37.32	\$38.15 \$39.67	\$40.06 \$41.65
	Extra Fees (additional staff) - hourly	\$45.24	\$46.23 \$48.07	\$48.54 \$50.47
	Non-Resident Business			
	Private Swim Rental (35 swimmers or less) – hourly*	\$374.82	\$383.04 \$398.36	\$402.19 \$418.27
	Private Lane Rental (8 swimmers or less) – hourly*	\$74.64	\$76.30 \$79.35	\$80.12 \$83.31
	Extra Fees (additional staff) - hourly	\$45.24	\$46.23 \$48.07	\$48.54 \$50.47

*Mandatory staff (lifeguard) fee will be added to Private Swim Rental based on attendance

SCHEDULE "A"

Attached to and forming part of Bylaw #5805

"Recreation Services Fees and Charges (Aquatic Fees) Amendment Bylaw Number 5805, 2020"

Recreation Centre Swimming Lessons		Rate 2018-19	Rate 2019-20	Incl Tax
1.	10 x 1/2 Hour			
	Ratios:	\$59.41	\$60.71 \$63.13	NO tax on Yth Lessons
	Starfish, Duck, Sea Turtle : 10-1			
	Sea Otter: 4-1,			
	Salamander: 5-1			
	Sunfish, Crocodile, Whale, SK 1, SK 2, SK 3 : 6-1			
2.	10 x 3/4 Hour			
	Ratios:	\$77.39	\$79.08 \$82.24	NO tax on Yth Lessons
	SK4: 6-1			
	SK 5, SK 6: 8-1			
3.	10 x 1 Hour			
	Ratios:	\$101.34	\$103.56 \$107.70	NO tax on Yth Lessons
	SK 7 – SK 10, Synchro Star: 10-1			
	Adult : 10-1			
4.	Private Lessons			
	Youth Private	\$23.27	\$23.78 \$24.73	\$24.97 \$25.96
	Youth Semi-Private additional \$5/child			
	Adult Private	\$30.25	\$30.91 \$32.14	\$32.46 \$34.08
	Adult Semi-Private additional \$5/adult			
5.	Specialty Classes			
	Hours and Ratios Vary Based on Program Requirements	Based on Actual Costs		
6.	Special Needs			
	Ratios:			
	Aqua Percept 3-1	\$98.76	\$100.92 \$104.95	\$105.97 \$111.26
	Aqua Dapt: 1-1	\$143.25	\$146.39 \$152.24	\$153.71 \$161.39
7.	National Lifeguard Course	Current Rates	Current Rates	
8.	Lavington Pool (Summer only)			
	Starfish – SK 2 8 lessons @ 1/2 hour	\$42.07	\$42.99 \$44.70	\$45.14 NO tax on Yth Lessons

Analysis

1988/1989	5% increase
1989/1990	Overall analysis
	year program increase
1990/1991	6% plus analysis
	NOTE GST Jan 1, 1991
1991/1992	5% increase
	3 year program increase
1992/1993	7.5% increase
1993/1994	4% increase
1994/1995	5% increase
1995/1996	3.3% increase
1996/1997	Administration Cost Adjustments
1997/1998	1.5% increase
1998/1999	1.6% increase
1999/2000	No increase
2000/2001	1.5% increase
2001/2002	3% increase
2002/2003	
2003/2004	
2004/2005	5%, except arena fees at 3%
2005/2006	3.6% except arena fees at 3% and park fees at 5%
2006/2007	5% except arena fees 3%, park fees – generally adults 25%, youth 20%
2007/2008	
2008/2009	5.5% - 3.5% - 2.0% increases
2009/2010	2.15 % increase
2010/2011	4.0% increase
	NOTE: HST July 1, 2010
2011/2012	2.0 % increase on all fees except general admission fees that remain same as 2010/2011
2012/2013	2.37 % increase
2013/2014	2.60% increase except for selected ice rental rates
2014/2015	2.60% increase except for selected rental fees and services
2015/2016	2.60% increase except for selected rental fees and services
2016/2017	2.60% increase except for selected rental fees and services
2017/2018	2.60% increase except for selected rental fees and services
2018-19	2.60% increase except for selected rental fees and services
2019-20	2.19% increase except for selected rental fees and services
2020	4% increase for aquatics fees and services as per rate adjustment April 1, 2020

March 4, 2020

To: Chair and Board
Chief and Council
Mayor and Council

Re: UBCM Resolutions Process

In response to member feedback, the UBCM Executive is undertaking a review of the resolutions process. This will include consultation with members at Area Association spring conferences, and a subsequent report to the membership at the 2020 Annual Convention. While the review progresses, the Executive has committed to exercise their existing authority more fully, and apply greater rigour to the screening and vetting of resolutions submitted to UBCM for 2020.

With the understanding that a resolutions process review is already underway, the Resolutions Committee of the UBCM Executive has identified measures that UBCM can implement in the immediate term to streamline the process and address the number and repetitiveness of resolutions. In 2020, the Committee will seek to:

- Identify more directly the resolutions that address issues of priority to the membership, and ensure that debate of these priority issues takes place early on.
- Be more firm in sending resolutions back to the sponsor if resolutions do not meet UBCM criteria for format, clear writing, factual information, or relevance to local government administration or operations.
- Standardize language to be gender neutral and, where applicable, refer to local governments or First Nations rather than municipalities or regional districts. The goal is to avoid using debate time to make such amendments.
- Combine similar resolutions, without losing or changing their intent.
- Offer further education and support to members on writing clear, effective resolutions.
- Work more closely with Area Associations to improve the quality of resolutions debated at their spring conventions.

These streamlining measures could affect resolutions that your community submits to Area Associations or to UBCM this year.

Please feel free to contact Reiko Tagami, Policy Analyst (rtagami@ubcm.ca or 604 270 8226 ext. 115), with questions about resolutions streamlining, or the resolutions process review.

Sincerely,



Maja Tait
UBCM President



Claire Moglove
Chair, Resolutions Committee

Resolution
Deadline
June 30/20

March 23
INFO



Special Olympics BC – Vernon provides sport opportunities for adults, youth, and children with intellectual disabilities. We strive to enrich lives and celebrate personal achievement through positive sport experience

More than 140 athletes of all ages and abilities enjoy:
Alpine Skiing Bocce Bowling Basketball
Club Fit Cross-Country Skiing Curling Floor Hockey
FUNdamentals Golf Powerlifting Slo Pitch
Soccer Snowshoeing Swimming T-Ball Track & Field

VOLUNTEER | DONATE | PARTICIPATE

info@sobcvernon.ca | 250.306.8954 | www.sobcvernon.ca

Ariel

Ashley Adams

From Team BC 2020
Snowshoeing Athletes

To The City of Vernon:
Thank you for your support
and pins! Feb. 2020

Justin Chippendale	Thank you for your support and pins
Hindsey Austin Weber	
Aarstad PAULA AUBUCHON	
Hagen Meade DAY KYLE	
Michelle Quinn	
Katie thank you	
Torben	Tony W.





Jonathan X. Cote
Mayor

C220-01
March 23
INFO
ITEM

March 9, 2020

The Right Honourable Justin Trudeau, P.C., M.P.
Prime Minister of Canada
Langevin Block
Ottawa, ON K1A 0A2



Dear Prime Minister:

Re: National Pharmacare Program

At a meeting of New Westminster City Council held on February 24, 2020, Council passed the following motion regarding a National Pharmacare Program:

WHEREAS the City of New Westminster recognizes the importance of healthy citizens as the foundation of a healthy, engaged and economically vibrant community;

AND WHEREAS over 3 million Canadians, including many in our local communities, don't take medicines prescribed by their doctors because they can't afford them;

AND WHEREAS Canada is currently the only country with a National Medicare Program that does not have a National Pharmacare Program;

AND WHEREAS the risk of having no insurance for medicines is high among lower income Canadians which includes the service industry, as well as precarious and seasonal workers;

AND WHEREAS studies show that adding a National Pharmacare Program to our National Health Care System would lower costs to businesses by over \$8 billion per year;

Office of the Mayor
Corporation of the City of New Westminster
511 Royal Avenue, New Westminster, BC - Canada V3L 1H9 T (604) 577-4520 F (604) 577-4884
www.newwestcity.ca

AND WHEREAS recent research confirms that these gains can be achieved with little or no increase in public investment;

AND WHEREAS municipal government expenses for employee benefits would be significantly reduced by a National Pharmacare Program;

AND WHEREAS a national prescription drug formulary would support better quality prescribing, including reducing dangerous and inappropriate prescribing, especially to Canadian seniors;

AND WHEREAS a National Pharmacare plan is a sound policy, both economically and socially;

THEREFORE BE IT RESOLVED

THAT the City of New Westminster write a letter calling on the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program as a top priority.

We appreciate your consideration of this important matter.

Yours truly,



Jonathan X. Cote

Mayor

Cc: The Honourable Patty Hajdu, Minister of Health
All BC Municipalities

City Reception

From: Gillian Day <gday@newwestcity.ca>
Sent: Monday, March 9, 2020 12:34 PM
To: External-Clerks
Subject: Requesting support for a National Pharmacare Program
Attachments: City of New Westminster letter to Federal Gov't re National Pharmacare Program.pdf

To all Mayors and Councillors in BC,

At a meeting on February 24, 2020, New Westminster City Council resolved:

THAT the City of New Westminster write a letter calling on the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program as a top priority; and

THAT this letter be forwarded to all BC municipalities asking to write expressing their support for a National Pharmacare Program.

Please find the letter attached.

Thank you,

Gillian Day | Agenda Secretary
T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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THE CORPORATION OF THE CITY OF VERNON
MINUTES OF ADVISORY PLANNING COMMITTEE MEETING

HELD

TUESDAY, FEBRUARY 25, 2020

PRESENT: VOTING

Bill Tarr
Monique Hubbs-Michiel
Phyllis Kereliuk
Harpreet Nahal
Don Schuster
Jamie Paterson
Lisa Briggs
Mark Longworth
Larry Lundgren

NON VOTING

Mayor Cumming
Councillor Mund

ABSENT: Doug Neden
Joshua Lunn

STAFF: Craig Broderick, Manager, Current Planning/Staff Liaison
Keltie Chamberlain, Planning Assistant
Janice Nicol, Legislative Committee Clerk
Sheri Bialecki, Secretary, Legislative Services

ORDER

The Committee Clerk called the meeting to order at 4:02 p.m.

**ELECTION OF CHAIR
AND VICE-CHAIR FOR
2020**

Nominations for the position of Chair and Vice Chair were called for three times.

Mark Longworth was nominated for the position of Committee Chair for 2020.

Moved by Don Schuster, seconded by Jamie Paterson;

THAT Mark Longworth be elected as Committee Chair for 2020.

CARRIED.

Jamie Paterson was nominated for the position of Committee Vice Chair for 2020.

Moved by Don Schuster, seconded by Harpreet Nahal;

THAT Jamie Paterson be elected as Committee Vice Chair for 2020.

CARRIED.

ADOPTION OF AGENDA

Moved by Larry Lundgren, seconded by Monique Hubbs-Michiel;

THAT the agenda of the Advisory Planning Committee meeting for February 25, 2020 be amended to add under New Business:

c) Accessibility on Public Transportation;

AND FURTHER, that the agenda be adopted as amended.

CARRIED.

ADOPTION OF MINUTES

Moved by Don Schuster, seconded by Phyllis Kereliuk;

THAT the minutes for the Advisory Planning Committee meeting of January 28, 2020 be adopted.

CARRIED.

NEW BUSINESS:

DEVELOPMENT VARIANCE PERMIT FOR 1909 37th AVENUE

The Planning Assistant reviewed the Development Variance (DVP00471) application for 1909 37th Avenue. The Committee noted the following:

- There are trees surrounding the proposed development that will provide screening
- Concern that there is no access from the east side of the suite, will there be a wrap-around sidewalk?

Moved by Monique Hubbs-Michiel, seconded by Harpreet Nahal;

THAT the Advisory Planning Committee recommends that Council support Development Variance Permit

Application (DVP00471) to vary the following sections of Zoning Bylaw #5000 to increase the maximum height of a secondary building from 4.5m or one storey in height, to 7.5m in height for a two-storey building containing a secondary suite on the property located on Lot 7, Plan 3887, Sec 2, Twp 8, ODYD (1909 37th Avenue):

- a) To vary Section 4.5.6 to increase the maximum height of a secondary building from 4.5m or one storey in height to 7.5m in height for a two-storey building containing a secondary suite; and
- b) To vary Section 9.3.5 to increase the maximum height of 4.5m for secondary buildings to a maximum height of 7.5m.

AND FURTHER, that the Advisory Planning Committee recommends Council’s support of DVP00434 is subject to the following:

- a) That the site plan and elevation plans intended to illustrate the height of the proposed structure (Attachment 1 and 2) in the report titled “Development Variance Permit Application for 1909 37th Avenue” dated February 19, 2020 by the Planning Assistant, be attached to and form part of DVP00471 as Schedule ‘A’.

CARRIED.

**REZONING
APPLICATION FOR
9188 TRONSON ROAD**

The Planning Assistant reviewed the Rezoning Application (ZON00343) application for 9188 Tronson Road. The Committee requested clarification on the following:

- The Restrictive Covenant and its required discharge
- Areas on the proposed development site that have a slope over 30%
- Whether this property is within the Bella Vista Neighbourhood Plan.

Moved by Don Schuster, seconded by Jamie Paterson;

THAT the Advisory Planning Committee recommends that Council support the application to rezone Lot A, Plan KAP54692, District Lot 297, ODYD (9188 Tronson Road) from C6: Village Commercial to R2: Large Lot Residential

and R5: Four-plex Housing Residential in order to subdivide into two lots to develop residential housing, subject to the following:

- a) provision of road dedication and road construction from Tronson Road to the proposed future subdivision of Lot 2 to meet the minimum frontage as per Zoning Bylaw #5000 and Subdivision and Development Servicing Bylaw or access by easement on the existing road as accepted by the City;
- b) provision of an easement in favour of the strata development to protect their storm main through the northern part of the lot;
- c) provision of a no-build covenant on Title until such time that the road construction is completed; and
- d) removal of the restrictive covenant KH8894 from Title.

AND FURTHER, that prior to final adoption of the zoning amendment bylaw, the Subdivision Preliminary Layout Review (PLR) be ready for issuance.

CARRIED.

ACCESSIBILITY ON PUBLIC TRANSPORTATION

Lisa Briggs brought forth concerns regarding the lack of accessibility on public transportation. Ms. Briggs feels that the City should never have disbanded the Accessibility Advisory Committee as they made important recommendations. The City needs to examine accessibility as part of planning. Ms. Briggs would like the Committee to recognize that accessibility is an issue at bus stops in Vernon and some stops are not safe.

Moved by Lisa Briggs; seconded by Larry Lundgren;

THAT the Advisory Planning Committee recommends that Council direct Administration to review and create an inventory of accessibility for public transit stops in Vernon.

CARRIED.

The Manager, Current Planning reviewed the following APC related applications discussed at the February 10 and 24th, 2020 Council meetings:

Feb. 10, 2020

- **ZON00336/DVP00470** – 1405 25th Ave – given first and second reading, PH scheduled for Mar. 9, 2020
- **ZON00331** – 4403 20th Street – given third reading

Feb. 24, 2020

- **No APC-related items discussed**

NEXT MEETING

The next meeting of the Advisory Planning Committee is tentatively scheduled for Tuesday, March 10, 2020.

ADJOURNMENT

The meeting of the Advisory Planning Committee adjourned at: 4:42 p.m.

CERTIFIED CORRECT:

 Chair



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF THE CLIMATE ACTION ADVISORY COMMITTEE MEETING

HELD

TUESDAY, JANUARY 21, 2020

PRESENT: VOTING

Brian Guy (Co-Chair), Science, Technology & Environmental Services
Councillor Brian Quiring
Alan Gee, Interim Educators
Colleen Dix, Utility Services and Providers
Stan Eaman, Health & Social Services
Ayesha Sheikh, Youth Member
Jenn Comazzetto, SD. 22 Board Rep. (3:51 pm)
Ed Wilson, Community at Large Rep. (4:01 pm)

GUESTS: Katrina Lehenbauer, Interior Health
Faith Kwong, Interior Health

ABSENT: Bill Darnell, Community Stewardship (Co-Chair)
Kevin McCarty, Business & Commercial Services
Melissa Kriening, Youth Member
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 3:32 p.m.

INTRODUCTION OF GUESTS Brian Guy, Co-Chair, introduced guests Katrina Lehenbauer and Faith Kwong from Interior Health

ADOPTION OF AGENDA Moved by Colleen Dix, seconded by Stan Eaman;

THAT the agenda of the Climate Action Advisory Committee meeting for Tuesday, January 21, 2020 be adopted.

CARRIED.

ADOPTION OF MINUTES

Moved by Colleen Dix, seconded by Stan Eaman;

THAT the minutes for the Climate Action Advisory Committee meeting of December 17, 2019 be adopted.

CARRIED.

PRESENTATION – INTERIOR HEALTH

Faith Kwong, Environmental Health Officer and Katrina Lehenbauer, Community Health Facilitator gave a presentation on Climate Change & Health. The following points were noted:

- The presenters began with a land acknowledgement in relation to the Syilx Okanagan people and they noted that this is a very important practice as a step toward balancing inequities.
- **Definition of Health:** State of complete physical, mental and social well being, and not merely the absence of disease or infirmity, and includes spiritual health
- The determinants of health are the circumstances in which people are born, grow up, live, work and age. Local governments have a great deal of influence on determinants
- Health inequities are health differences between population groups defined by social, economic, demographic or geographic terms, the more barriers - the more ill health
- There are three key factors of inequities – systematic (pattern across population), avoidable (can be avoided through collective action) and unfair & unjust
- Health improves as income improves - BC has rated very good or excellent for health by income
- Health equity means all people (individuals, groups and communities) are able to reach their full health potential and are not disadvantaged by social, economic and environmental conditions
- Equality vs. Equity defined: equality – everyone gets the same, equity – tailored for the specific situation
- Links between Climate Change & Health:
 - Climate Change impacts the natural environment, built environment, community & social factors and livelihood factors and results in health outcomes
- Local governments can influence health & equity through integration of climate adaptation and mitigation efforts including:
 - Reduction of GHG emissions & harms of climate change though:
 - Smoke Free Bylaws
 - OCP, Community Planning, Policies & Programs
 - Active transportation plan

- Agriculture – food systems and security
- Recreation – all season opportunities
- Age-friendly planning
- Social planning – affordable housing/poverty reduction

Climate Change and Human Health impacts

- Climate change has a multitude of human health impacts
- Hotter, drier summers mean heat, impacted air quality, challenges to food security and water security, skin cancer, algae blooms
- Warmer winters mean increase in precipitation, impacts drought, bugs aren't being killed, injuries (slips and falls)
- Increased intensity and frequency of precipitation
- Hazards: Drought, wildfires and flooding – all can affect mental health
- Health Sector Role: leadership & advocacy, education, capacity building & partnerships, surveillance & research, preparing for climate emergencies, and medical interventions & training
- Interior Health has different sectors that work on climate change adaptation and mitigation and healthy communities – healthy public policies and practices
- Need to establish the best way to get public buy-in, it is a priority in each department at IHA
- Councillor Quiring observed that recent discharge of wastewater into Okanagan Lake is a direct impact of climate change.

UNFINISHED BUSINESS

**CLIMATE ACTION
PLAN PROCESS
AND SCHEDULE –
CHECK-IN**

CAP Process to May 2020:

- Review of High Level Schedule for remainder of Climate Action Plan
- Only three months left before presentation to Council.
- Workshop for CAAC to review Mitigation and Adaptation reports Jan. 29 or earlier if possible
- Consultant compiling backgrounder status
- At Feb. 18 meeting – critical Committee input needed
- Feb 24 – status report to go to Council
- Consultant/staff to confirm plans for community events and lead the events
- Draft CAP for mid-April and end-April approval by CAAC
- Committee review of draft in April prior to Council
- Considered by Council on May 11, 2020
- Changes to Council for May 25 meeting.

- Schedule intended to provide strong alignment between Committee and Staff.
- Will be a variety of engagement opportunities sprinkled throughout schedule
- There will be a lot going on in the next three months, will need the Committee’s assistance

Overview of draft Adaptation and Mitigation Reports:

- Initial draft on adaptation, there are some gaps that need to be addressed
- Daniel to meet with Consultants tomorrow
- CAAC members to read through both reports to see if there re items/actions that have been missed
- Reports contain implementation details that need to be broken down.

Follow-up CAAC Workshop to review both reports in-depth: Friday, January 24th or earlier from 1:00 to 4:00 pm

COUNCIL UPDATE Jan. 13, 2020:

- formal approval of School District No.22 Rep
- Compost Pilot, Council did approve participating with RDNO to determine how much is going to compost and how much is going to garbage, costs to be determined
- Review of extension of compost bin underway – reports were attached to the agenda for further information.

**OKANAGAN
INDIAN BAND
REPRESENTATIVE**

no update, follow-up to be done with the Mayor.

**OTHER ACTION
ITEMS**

none

NEW BUSINESS:

**DRAFT CLIMATE
ACTION PLAN**

- Review of “Guiding Principles” and “Key areas for Action”
- Workshop of CAP content – Laurie led a brief workshop in which the CAAC members noted their top three principles governing the plan, and their top three items for inclusion in the plan. Laurie and Daniel took detailed notes on the outcomes.
 - Sticky notes distributed to Committee - please think about your top three items you’d like included in the plan – example: ‘it needs to be written in plain language’ Character and style, not content

Categories:

1. Visual compelling and accessible with simple graphics
2. Format and vocabulary – simple and clear
3. Action oriented/road map – how do we get there?
4. Grounded in science, fact based
5. Positive focused, leadership/influencers – applicable to City and Community (tangible scale)

If you have additions, please email to Laurie Cordell.

Rountable discussion on plan organization and content:
Please list you top three items that need to be in plan:

Categorgies:

1. Why, What & How – plan and individual
2. Cost / Implementation / Opportunities / Benefits Implications
3. Tangible/Achievable Steps
4. Actions for Eveyone – individuals, schools, local government – across community.

Where are we going and what are the big pieces – need to ensure we do not miss anything.

Need to open up discussions about how to care for vulnerable people. Important to have a Resilience Plan for the community.

Colleen Dix left the meeting at 5:09 pm

Councillor Quiring left the meeting at 5:15 pm

**WORKING GROUP
UPDATES**

Mitigation

- CAAC workshop to be held on Friday, January 24, 2020.

Adaptation

- CAAC workshop to be held on Friday, January 24, 2020.

Engagement

Engagement Strategy input for Climate Action Plan:

- Engagement specialist working with City, identify key dates so it can be organized in calendar and done in liaison with Manager, Communications & Grants.
- Draft strategy to be released to the Committee as soon as it is available.

Ambassador Program:

- would like to continue engaging group, new tool being developed for ambassadors, materials to be updated. Important to maintain relationships with ambassadors.

Meetings are ongoing with community organizations, building support and consensus.

SD22 curriculum development – update written submission – Bill Darnell

- At the December meeting, superintendent announced program with \$10,000 grant to develop curriculum – will be a group project for K – 12 students.

Youth

- No report.

**COUNCIL
PROGRESS
UPDATE FEB. 24,
2020**

See above

**CLEAN BC -
CHANGES**

Clean BC program has committed to electric vehicles. There was concern that the draft Zero Emission Vehicle regulations proposed by the Province of BC do not match the commitments of CleanBC.

Moved by Jenn Comazzetto , seconded by Stan Eaman;

THAT the Climate Action Advisory Committee recommends to Council that the City of Vernon provide a letter to the Province requesting that the Zero Emission Vehicle regulations reflect the commitments of CleanBC.

CARRIED.

INFORMATION ITEMS:

The Committee reviewed the Terms of Reference and Bullying and Harassment Policy as attached to the agenda.

The Jan. 13, 2020 Council Reports pertaining to SD22 Representative and the Compost Pilot Outcomes were reviewed.

RFP for the Climate Action Plan Consulting Services was attached to the agenda for the Committee’s review.

NEXT MEETING

The next regular meeting of the Climate Action Advisory Committee will be held on Tuesday, February 18, 2020 at 3:30 p.m.

NEXT MEETING The next regular meeting of the Climate Action Advisory Committee will be held on Tuesday, February 18, 2020 at 3:30 p.m.

ADJOURNMENT The meeting of the Climate Action Advisory Committee adjourned at 5:41 p.m.

CERTIFIED CORRECT:



Co-Chair

Co-Chair

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5807

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 "**Official Community Plan (Boundary Extensions) Text Amendment Bylaw Number 5807, 2020**".
2. That Official Community Plan Bylaw Number 5470 is hereby amended as follows:

Amend Section 24.0 Boundary Extensions to **ADD NEW** Subsection 24.7 under 'Supporting Policies' as shown in **red** on attached **Schedule "A"** attached to 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 9th day of March, 2020.

READ A SECOND TIME this 9th day of March, 2020.

PUBLIC HEARING held this 23rd day of March, 2020.

READ A THIRD TIME this day of , 2020.

ADOPTED this day of , 2020.

Mayor

Corporate Officer

Supporting Policies

- 24.1 Review boundary extension applications annually, in conjunction with Official Community Plan amendment applications.
- 24.2 Recognize the rural protection boundary as embodied in the Regional Growth Strategy.
- 24.3 With the support of RDNO, support a block boundary extension process where connection to the City sewer system can replace failing septic systems and where the property is immediately adjacent to City infrastructure and contiguous to the City boundary. Pursuant to the RGS (Goal UC-2.4), such lands are not to receive additional development potential, and will be included in Development District 3, the Hillside Residential and Agricultural District and rezoned to an agricultural zoning district. Do not accept individual or small block boundary extension applications.
- 24.4 Work with RDNO and Electoral Areas B and C on the possibility of a boundary extension to include the Swan Lake Corridor, a designated future growth area, to accommodate the extension of servicing required to realize significant commercial development.
- 24.5 Where a boundary adjustment application falls within the designated rural protection area, and serves the City's growth strategy, require the Regional District of North Okanagan's approval on the redesignation of the lands as growth or future growth area in the RGS, as appropriate, prior to extension of the City boundary.
- 24.6 Do not support the extension of City services outside the municipal boundaries.
- 24.7 Notwithstanding the above, agree to a boundary extension process for BX Elementary School for purposes of a sanitary sewer service connection, providing RDNO does not oppose the boundary extension process.**