

"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

AGENDA

REGULAR OPEN MEETING OF COUNCIL CITY HALL COUNCIL CHAMBER

FEBRUARY 28, 2022

AT 8:40 AM

All Council meetings will be conducted under the provisions of the Provincial Health Officer's Orders:

• Face Coverings (COVID-19) – December 3, 2021.

Masks are mandatory for in-person attendance to Council meetings. Please note capacity is limited and is available on a first come, first served basis. A hand-washing and/or sanitizing station will be provided.

Council meetings are live-streamed and video-recorded and may be accessed at https://www.vernon.ca/council-video. Recordings are made available on the City of Vernon website by noon on the day following the meeting.

CALL REGULAR MEETING TO ORDER

LAND ACKNOWLEDGEMENT

- **A.** As Mayor of the City of Vernon, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syllx People of the Okanagan Nation.
- 2. MOVE TO COMMITTEE OF THE WHOLE
- 3. RECONVENE REGULAR MEETING AND 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:
 - (1)(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;
 - (c) labour relations or other employee relations;
 - 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;

(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

4. RECONVENE OPEN COUNCIL MEETING AT 1:30 PM

LAND ACKNOWLEDGEMENT

A. As Mayor of the City of Vernon, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx People of the Okanagan Nation

AGENDA

B. THAT the Agenda for the February 28, 2022, Regular Open Meeting of Council be adopted as circulated.

5. ADOPTION OF MINUTES AND RECEIPT OF COMMITTEE OF THE WHOLE

MINUTES (P. 9, 23)

A. THAT the minutes of the Regular Meeting of Council held February 14, 2022 be adopted;

AND FURTHER, that the minutes of the Public Hearing held February 14, 2022 be adopted;

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held February 14, 2022 be received.

6. BUSINESS ARISING FROM THE MINUTES

7. GENERAL MATTERS

DELEGATION - NORTH OKANAGAN CYCLING SOCIETY - YOUTH PROGRAMS AND DEVELOPMENT COMMITTEE (6520-25) (P. 25, 26, 113, 164) **A.** Nicole Robert, Ed Jule and members of the Youth Programs and Development Committee, North Okanagan Cycling Society, will present to Council regarding a mountain bike skills area as part of the Kin Race Track Development Plans.

8. COUNCIL INQUIRIES

9. ADMINISTRATION UPDATES

ADMINISTRATION UPDATES (0550-05) (P. 176) **A.** THAT Council receive the Administration Updates dated February 28, 2022, for information.

10. UNFINISHED BUSINESS

WASTE COLLECTION SERVICES – ORGANICS PROCESSING (5360-05) (P. 178) **A.** THAT Council receive the memorandum titled "Waste Collection Services – Organics Processing", dated February 22, 2022, respectfully submitted by the Manager, Roads, Drainage and Airport for information.

2022 SPRING SWEEPING - UPDATE (5400-14) (P. 179) **B.** THAT Council receive the memorandum titled "2022 Spring Sweeping – Update" dated February 16, 2022 respectfully submitted by the General Manager, Public Works for information.

KIN RACE TRACK ATHLETIC PARK TEST FIT REVIEW (6520-32) (P. 183) C. THAT Council confirms the inclusion of (to be cited by Council) in the Kin Race Track Athletic Park and directs Administration to proceed to develop a concept plan for public engagement to be presented to Council for its consideration at its Regular Meeting of April 25, 2022 as outlined in the memorandum titled "Kin Race Track Athletic Park Test Fit Review" dated February 17, 2022 and respectfully submitted by the Manager of Long Range Planning and Sustainability.

RETAIL CANNABIS BUFFER AMENDMENTS (4330-01) (P. 187) D. Option 1 (exclude the primary and secondary BIAs from the 500m buffer regulation):

THAT Council support the proposed amendment to Zoning Bylaw 5000 to incorporate a proximity buffer prohibition on Retail Cannabis Stores and exclude the primary and secondary Business Improvement Areas from the 500m buffer regulation as contained in Attachment 1 of the memorandum titled "Retail Cannabis Buffer Amendments" dated February 17, 2022, and respectfully submitted by the Current Planner.

Option 2 (the 500m buffer regulation applies throughout the City including both the primary and secondary BIAs):

THAT Council rescind the following resolution from the January 24, 2022 Regular Meeting:

THAT Council direct Administration to bring forward the following amendment bylaws for Council's consideration at the February 14, 2022 Regular Meeting of Council as outlined in the report titled "Retail Cannabis Licensing Regulations and Sensitive Uses" dated January 11, 2022 and respectfully submitted by the Current Planner:

- Amend Zoning Bylaw #5000 to include a 500m proximity buffer prohibition on retail cannabis stores from other retail cannabis stores (not to apply in Business Improvement Areas 1 and 2) and a 250m proximity buffer prohibition from K to 12 schools;
- b) Amend Delegation of Authority Bylaw #5727 to include the delegation of Council's authority to make recommendations and comments on provincial applications for a retail cannabis store licence in response to referrals provided by the Liquor and Cannabis Regulation Branch; and
- c) Amend Business Licence Bylaw #5480 to include a lapse provision for applications that are not active for a period of twenty-four months;

AND FURTHER Council direct Administration to bring forward the following amendment bylaws for Council's consideration as outlined in the report titled "Retail Cannabis Licensing Regulations and Sensitive Uses" dated January 11, 2022 and respectfully submitted by the Current Planner:

- a) Amend Zoning Bylaw 5000 to prohibit retail cannabis stores from being located within 500m of another retail cannabis store location and further that retail cannabis stores be prohibited from being located within 250m of K to 12 schools;
- b) Amend Delegation of Authority Bylaw 5727 to include the delegation of Council's authority to Administration to make recommendations and comments on provincial applications for a retail cannabis store licence in response to referrals provided by the Liquor and Cannabis Regulation Branch; and
- c) Amend Business Licence Bylaw 5480 to include a lapse provision for applications that are not active for a period of 24 months;

AND FURTHER Council support the proposed amendment to Zoning Bylaw 5000 to incorporate a proximity buffer prohibition on Retail Cannabis Stores throughout the city as contained in Attachment 2 of the memorandum titled "Retail Cannabis Buffer Amendments" dated February 17, 2022, and respectfully submitted by the Current Planner.

11. MATTERS REFERRED: COMMITTEE OF THE WHOLE AND IN CAMERA

12. NEW BUSINESS

CHILD CARE SPACE CREATION PROJECTS PROGRESS -FEBRUARY (8215-05) (P. 199)

- **A.** THAT Council receive for information the memo titled "Child Care Space Creation Projects Progress February", dated February 18, 2022 and respectfully submitted by the Manager, Community Recreation.
- PROTECTIVE SERVICES 2021 YEAR END REPORT (4000-10) (P. 202)
- **B.** THAT Council receive the memorandum titled "Protective Services 2021 Year End Report", dated February 8, 2022 respectfully submitted by the Manager, Protective Services, for information.

FIXED, LARGE VOLUME NOZZLE PROJECT (7380-01) (P. 231) **C.** THAT Council authorize the additional funds from the Fire Equipment Reserve in an amount up to and not exceeding \$9,350 for the completion of the Fixed, Large Volume Nozzle Project, as outlined in the memorandum titled "Fixed, Large Volume Nozzle Project" dated February 15, 2022, and respectfully submitted by the Director, Fire Rescue Services.

2021 FOURTH QUARTER & YEAR END DEVELOPMENT & TOURISM INDICATORS SUMMARY (6970-20) (P. 232) **D.** THAT Council receive for information the memorandum titled "2021 Fourth Quarter and Year End Development and Tourism Indicators Summary" dated February 16, 2022 and respectfully submitted by the Manager, Economic Development and Tourism.

2021 FINANCIAL IMPACT OF COVID (1830-01) (P. 244) **E.** THAT Council direct Administration to not transfer \$249,733 to Recreation Services from the COVID Safe Restart Grant funds for a 2021 anticipated budget shortfall in Recreation Services;

AND FURTHER, that Council direct Administration to return COVID Safe Restart Grant funds to the District of Coldstream (\$56,287) and the Regional District of North Okanagan Electoral Areas B & C (\$59,087);

AND FURTHER, that Council appropriate \$96,857 for direct COVID costs in 2021, and appropriate \$1,400,248 for net revenue shortfalls related to COVID, for a total of \$1,497,105 from the Provincial Safe Restart Grant, as identified in the memorandum dated February 18, 2022 respectfully submitted by the Director, Financial Services.

PAGE 6 REGULAR OPEN COUNCIL

PAY BY PHONE TRANSACTION FEES (4000-02) (P. 246)

PROPOSED
AMENDMENTS TO
BYLAW #3909 (FEES
AND CHARGES)
(3900-02 CID)
(P. 250)

PROPOSED
AMENDMENTS TO
BYLAW #3909 (FEES
AND CHARGES)
(3900-02 CSLA)
(P. 255)

REZONING
APPLICATION FOR
8801 TAVISTOCK
ROAD
(ZON00380/DP000940)
(P. 258)

SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOCIATION 2022 CONVENTION AND FEDERATION CANADIAN MUNICIPALITIES ANNUAL CONFERENCE AND TRADE SHOW 2022 – COUNCIL ATTENDANCE (0530-10 2022) (P. 273)

- **F.** THAT Council approve Bylaw amendments to the "Fees and Charges Bylaw Number 3909, 1993" as presented in the memorandum titled "Pay by Phone Transaction Fees", dated January 31, 2022 and respectfully submitted by the Manager, Protective Services.
- **G.** THAT Council support amendments to Bylaw #3909 (Fees and Charges) as identified on Attachment 1 in the report titled "Proposed Amendments to Bylaw #3909 (Fees and Charges)" dated February 22, 2022 and respectfully submitted by the Director, Community Infrastructure and Development.
- **H.** THAT Council support amendments to Bylaw #3909 (Fees and Charges) as identified on Attachment 1 in the report titled "Proposed Amendments to Bylaw #3909 (Fees and Charges)" dated February 23, 2022 and respectfully submitted by the Manager, Real Estate.
- I. THAT Council support rezoning application 380 (ZON00380) to rezone Lot B, DL 298, Plan KAP91703, ODYD (8801 Tavistock Road) from RH1 Low-Rise Residential to RM1 Row Housing Residential in order to construct five semi-detached dwellings as outlined in the report titled "Rezoning Application for 8801 Tavistock Road" dated February 17, 2022 and respectfully submitted by the Manager, Current Planning;

AND FURTHER, that Council direct Administration to waive the Public Hearing as per Section 464(2) of the *Local Government Act* for the zoning amendment for 8801 Tavistock Road as the rezoning complies with the Official Community Plan.

I. THAT the memorandum titled "Southern Interior Local Government Association 2022 Convention and Federation of Canadian Municipalities Annual Conference and Trade Show 2022 – Council Attendance" dated February 18, 2022 and respectfully submitted by the Manager, Legislative Services be received;

AND FURTHER, that Council approve (to be cited by Council) to attend the Southern Interior Local Government Association 2022 Convention, to be held in Salmon Arm, BC from April 26 to 29, 2022;

AND FURTHER, that Council approve (**to be cited by Council**) to attend the Federation of Canadian Municipalities Annual Conference and Trade Show 2022, to be held in Regina, SK, from June 2 to 5, 2022.

SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOCIATION RESOLUTION – SUSTAINABLE FUNDING FOR PUBLIC LIBRARIES (0360-25) **J.** THAT Council endorse the following resolution:

WHEREAS libraries in British Columbia are largely financed by levies paid by local governments, and where provincial library funding has remained stagnant for the past 10 years;

AND WHEREAS public libraries are central to communities, providing equitable access to vital resources, including internet, computers, digital library tools, and in-person services from expert staff;

AND WHEREAS public libraries provide British Columbians with low-barrier services, that support job seekers and small businesses, that increase literacy in communities, that advance reconciliation with Indigenous peoples, and that promote equity and inclusion:

THEREFORE BE IT RESOLVED that the City of Vernon urge the Government of British Columbia to provide long-term sustainable funding for public libraries in BC;

AND BE IT FURTHER RESOLVED that the Province ensure that BC Libraries will henceforth receive regular increases to Provincial Government funding in subsequent years.

13. LEGISLATIVE MATTERS

A. Bylaws:

ADOPTION • 5885

(i) THAT Bylaw 5885, "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885m 2022", a bylaw to adjust the minimum triggering threshold and maximum potential value for offsite works and servicing requirements, be adopted. (P. 292)

FIRST, SECOND & THIRD READINGS

• 5892

(ii) THAT Bylaw 5892, "Election Procedure (Randomized Ballots, Advance Voting, Nomination Documents) Amendment Bylaw 5892, 2022", a bylaw to amend the procedures and requirements of 'Election Procedure Bylaw Number 3971, 1993', be read a first, second and third time. (P. 321)

14. COUNCIL INFORMATION UPDATES

A. Mayor and Councillors Reports.

15. INFORMATION ITEMS

- **A.** Letters dated January 28, 2022 from Leslie Baird, Mayor, Village of Cumberland re: A Health Based Approach to the Substance Use Act **(P. 324)**
- **B.** Letter dated February 1, 2022 from Rod Crowe, Mayor, Village of Chase re: BC Wildfire Petition District of Lillooet (**P. 327**)
- C. Letter dated February 2, 2022 from Lisa Helps, Mayor, City of Victoria re: Support for the legal challenge of the Government of Quebec Bill 21 (P. 329)
- **D.** Letter dated February 17, 2022 from Linda Buchanan, Mayor, City of North Vancouver re: Transport Canada Augments Regulation for Micromobility Devices (**P. 333**)
- **E.** Minutes from the following Council Committee:
 - i) Advisory Planning, December 14, 2021 (P. 335)

CLOSE

16. CLOSE OF MEETING

THE CORPORATION OF THE CITY OF VERNON

MINUTES OF A REGULAR OPEN MEETING OF COUNCIL HELD FEBRUARY 14, 2022

PRESENT: Mayor V. Cumming

Councillors: S. Anderson, T. Durning, K. Fehr,

K. Gares, A. Mund, B. Quiring

Staff: W. Pearce, Chief Administrative Officer

P. Bridal, Deputy Chief Administrative Officer

K. Poole, Director, Community Safety, Lands and Safety

K. Austin, Manager, Legislative Services

J. Nicol, Deputy Corporate Officer

C. Poirier, Manager, Communications & Grants

Supt. Baher, OIC, Vernon RCMP Insp. B. MacLeod, Vernon RCMP D. Law, Director, Financial Services J. Rice, Director, Operation Services

K. Flick, Director, Community Infrastructure & Development

D. Ross, Director, Recreation Services

S. Melenko, Information Tech. 1

Others: Media and Members of the Public

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

LAND ACKNOWLEDGEMENT

As Mayor of the City of Vernon, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx People of the Okanagan Nation.

Mayor Cumming requested a motion to move to Committee of the Whole.

Moved by Councillor Gares, seconded by Councillor Fehr:

THAT Council move to the Committee of the Whole meeting.

CARRIED

Mayor Cumming reconvened the Regular Open meeting at 8:42 am and requested a motion to move to In Camera.

RESOLUTION TO CLOSE MEETING

Moved by Councillor Gares, seconded by Councillor Fehr:

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

(1)(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;
- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*;
- (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;
- (2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

CARRIED

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

PRESENT: Mayor V. Cumming

Councillors: S. Anderson, T. Durning, K. Fehr,

K. Gares, B. Quiring, (A. Mund – absent)

Staff: W. Pearce. Chief Administrative Officer

P. Bridal, Deputy Chief Administrative Officer

K. Poole, Director, Community Safety, Lands and Administration

K. Austin, Manager, Legislative Services

J. Nicol, Deputy Corporate Officer

C. Poirier, Manager, Communications and Grants

D. Law, Director, Financial Services

K. Flick, Director, Community Infrastructure & Development

D. Ross, Director, Recreation Services

J. Rice, Director, Operation Services

J. Perrot, Manager, Economic Development & Tourism

T. Silverthorn, Manager, Tourism

C. Broderick, Manager, Current Planning

I. Adkins, Manager, Roads, Drainage and Airport

S. Saunders, Emergency Program Coordinator

Others: Media and Members of the Public

LAND ACKNOWLEDGEMENT As Mayor of the City of Vernon, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx People of the Okanagan Nation.

ADOPTION OF THE AGENDA

APPROVAL OF ITEMS LISTED ON THE AGENDA

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT the agenda for the February 14, 2022 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 Gares, seconded by Councillor Durning:

THAT the minutes of the Regular Meeting of Council held January 24, 2022 be adopted;

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held January 24, 2022 be received.

CARRIED

BUSINESS ARISING FROM THE MINUTES

GENERAL MATTERS

PRESENTATION – RCMP QUARTERLY REPORT (7400-30)

Supt. Shawn Baher, OIC, RCMP, provided the Fourth Quarter Report for 2021 (October to December 2021).

The following points were reviewed:

- Community Service, still limited due to COVID restrictions
- Operations
- Opioid Pilot Project
- Crime Prevention Initiatives
- Traffic Enforcement
- Forensic Identification Section
- Police Dog Services
- School Resource Officer

Moved by Councillor Gares, seconded by Councillor Durning:

THAT Council receives the RCMP 4th Quarter Report (October to December 2021), as provided by Supt. Shawn Baher, OIC, RCMP, at the February 14, 2022 Regular Council Meeting.

CARRIED

PRESENTATION – TOURISM COMMISSION ANNUAL UPDATE (0540)

Claus Larsen, Chairperson, provided an annual update on the Tourism Commission.

The following points were noted:

- 2021 was a year of balancing promotion with the safety of the community
- New Visitor's Model with mobile service for Visitor Information Centre
- Challenges:
 - o Restricted non-essential travel between health regions
 - Okanagan fires, third worst wildfire on record declared and over two months of a state of emergency
 - Heavy rains in Lower Mainland, cut-off supply chains
- What went well:
 - City of Vernon and partners came together to assist evacuees
 - Municipal Region District Tax (MRDT) Collection remained positive, higher than 2017
 - Regional and Provincial Campaigns were developed
 - o Participated in Canada-wide advertising campaigns
 - Four-page feature in British Columbia Magazine
 - Strategic Partnerships were grown
 - 2022 Tactical Marketing Plan developed
 - o Committed to Sustainable to Tourism going forward.

Moved by Councillor Gares, seconded by Councillor Durning:

THAT Council receives the Tourism Commission Annual Update report to Council as provided by Claus Larsen, Chairperson, at the February 14, 2022 Regular Council Meeting.

CARRIED

COUNCIL INQUIRIES

O'KEEFE RANCH GRANT

Council reported that O'Keefe Ranch and Historical Society has received a \$245,000 grant to support 'Glamping on the Ranch'.

PAGE 5 REGULAR OPEN COUNCIL

MINUTES - FEBRUARY 14, 2022

SNOW REMOVAL

Council inquired regarding street cleaning with snow piles. The budget may need to be increased for snow removal as some seniors are having difficulty accessing the sidewalk due to the existing snow piles. An. Admin. update will be provided.

DUST AND GRIT CONTROL

Council inquired regarding dust and grit control. Admin. advised that the City has started street sweeping early. An Admin. update will be provided.

CROSSWALK ON ALEXIS PARK DRIVE

Council inquired regarding the lack of a crosswalk on Alexis Park Drive and Gateby Place south of the bus stop on the east side of Alexis Park Drive. Installation of a crosswalk to allow easier access to the bus stop for local residents may be required. An Admin. update will be provided.

ADMINISTRATION UPDATES

ADMINISTRATION UPDATES (0550-05)

<u>Moved</u> by Councillor Gares, seconded by Councillor Fehr:

THAT Council receive the Administration Updates dated February 14, 2022 for information.

CARRIED

UNFINISHED BUSINESS

WASTE COLLECTION SERVICES – RESIDENTIAL ORGANICS CART PURCHASE (5360-05) Moved by Councillor Gares, seconded by Councillor Durning:

THAT Council receive the memo titled "Waste Collection Services – Residential Organics Cart Purchase", dated February 2, 2022, respectfully submitted by the Manager, Roads, Drainage and Airport;

AND FURTHER, that Council authorize the expenditure of up to \$1,100,000 for the purchase of organics collection carts and kitchen catchers, to be funded 1/3 by the Climate Action Revolving fund and 2/3 by the CleanBC Organics Infrastructure and Collection Program grant.

CARRIED

ZONING BYLAW 5000 TEXT AMENDMENT TO FENCE REGULATIONS (6450)

Moved by Councillor Anderson, seconded by Councillor Gares:

THAT Council support an amendment to Zoning Bylaw 5000 by adding the following wording to Section 6.5.7: "No fence shall have pickets or finials extending above a horizontal rail" as outlined in the report titled "Zoning Bylaw 5000 Text Amendment to Fence Regulations" dated February 1, 2022 and respectfully submitted by the Manager, Current Planning;

AND FURTHER, that Council direct Administration to waive a public hearing for "Zoning Text (Fence Regulations) Amendment Bylaw 5890, 2022".

CARRIED

KIN RACE TRACK ATHLETIC PARK DEVELOPMENT PROCESS (6520-32) Moved by Councillor Quiring, seconded by Councillor Gares:

THAT Council support the revised process and timeline for the development of the Kin Race Track Athletic Park as outlined in the report titled "Kin Race Track Athletic Park Development Process" dated February 1, 2022 and respectfully submitted by the Manager, Long Range Planning and Sustainability and the Long Range Planner.

CARRIED, with Councillor Fehr opposed

PROPOSED AMENDMENTS TO ELECTION PROCEDURE BYLAW 3971 (3900-01) Moved by Councillor Fehr, seconded by Councillor Anderson:

THAT Council direct Administration to bring forward for readings, the proposed amendments to 'Election Procedure Bylaw Number 3971, 1993' as outlined in the memorandum titled "Proposed Amendments to Election Procedure Bylaw 3971" dated January 27, 2022 and respectfully submitted by the Manager, Legislative Services.

CARRIED, with Mayor Cumming opposed

MATTERS REFERRED

THAT Council brings forward, as public information, the following motions **declassified** from confidential to non-confidential at the **February 14, 2022**, In Camera meeting:

KAL TIRE PLACE NORTH – SPORT FLOORING (7800-04 'THAT Council authorize Administration to provide confirmation to the Langley Events Centre that the City of Vernon will rent the surplus Rec-Turf lacrosse carpet system for use during the B.C. Lacrosse Association Bantam Minor Box Lacrosse Provincial Championships in July 2022 at a rental cost of \$2,000 plus an estimated \$4,000 for return shipping and applicable taxes, as per the memorandum dated February 4, 2022 respectfully submitted by the Director, Recreation Services titled "Kal Tire Place North—Sport Flooring";

AND FURTHER, that Council authorize Administration to purchase the surplus Rec-Turf carpet system from the Langley Events Centre at an upset cost of \$17,000, less the \$2,000 rental fee, and any applicable taxes, following a satisfactory assessment and successful use of the carpet system:

AND FURTHER, that Council authorize Administration to purchase any necessary accessories required for the storage, installation and maintenance of the carpet system at an upset cost of \$5,000 should the surplus Rec-Turf carpet system be purchased;

AND FURTHER, that Council authorize Administration to utilize up to \$27,000 from the Recreation Operational Reserve to pay for the rental and/or purchase of the Rec-Turf carpet system and the necessary accessories;

AND FURTHER, that Council authorize Administration to notify all affected summer ice user groups that the ice in Kal Tire Place North will remain in place this summer, except for July 13 - 18, in order to host the 2022 BC Lacrosse Association Bantam Minor Box Lacrosse Provincial Championships:

AND FURTHER that, Council rescind the following resolution from their meeting held December 13, 2021:

"THAT Council direct Administration to work with NOMLA and the BCLA to host the 2022 BC Lacrosse Association Minor Box Lacrosse (BCLA) Bantam Championships for July 14-17, using the concrete floors at Kal Tire Place. Kal Tire Place North and the NorVal Centre in Armstrong as per the memorandum dated December 6, 2021 from the Director, Recreation Services titled "Kal Tire Place North – 2022 Lacrosse Provincials & Sport Flooring";

AND FURTHER, that Council direct Administration to remove the ice from Kal Tire North in order to host the 2022 BC Lacrosse Association (BCLA) Bantam Minor Box Lacrosse Provincial Championships for July 14-17 on the concrete floor at an estimated cost of \$6,000:

AND FURTHER, that Council direct Administration to install the ice in the Priest Valley Arena, if possible and if feasible, in order to try and accommodate the summer ice user groups that would be displaced from Kal Tire Place North:

AND FURTHER, that Council direct Administration to notify all affected summer ice user groups that the ice in Kal Tire Place North will be removed between July 9 and August 1, 2022 in order to host the 2022 BC Lacrosse Association (BCLA) Bantam Minor Box Lacrosse Provincial Championships and that, if possible and feasible, ice will be installed in the Priest Valley Arena in order to accommodate their bookings;

AND FURTHER, that should ice not be installed in the Priest Valley Arena, Council accepts that Recreation Services will experience an estimated loss of revenue of \$32,500."

ROAD CLOSURE, 'THAT Council direct Administration to proceed with the road closure bylaw required to close an approximately 1,500 square feet of 23rd Street, for sale and consolidation with the adjacent property with a civic address of 2605 24th Street, Vernon, BC, PID: 012-436-135, and

SALE, **CONSOLIDATION -2605 24TH STREET**

(0913-20)

legal description: Lot 6-7, Block 30, Plan 327, Section 34, Township 9, ODYD;

AND FURTHER, that Council direct that the sale price of the approximately 1,500 square feet of closed road at 23rd Street is \$8,100 as determined by appraisal, and the purchasers, are responsible for the costs to process the road closure, sale, and consolidation including: appraisal, surveys, advertising and legal'.

THAT Council brings forward, as public information, the following motions **declassified** from confidential to non-confidential at the **December 13, 2021**, In Camera meeting:

VERNON CURLING CLUB MEMORANDUM OF AGREEMENT (7872-03) THAT Council endorse the terms of the Memorandum of Agreement between the Vernon Curling & Athletic Club and the City of Vernon, as substantially presented in the memorandum dated November 24, 2021 from the Director, Recreation Services titled "Vernon Curling Club Memorandum of Agreement";

AND FURTHER, that Council authorize the Mayor and Corporate Officer to execute the negotiated Memorandum of Agreement with the Vernon Curling & Athletic Club for a term of five (5) years as substantially presented;

AND FURTHER, that Council declassifies the resolution from in camera after the fully executed Memorandum of Agreement has been signed by all parties.'

COMMUNITY ECONOMIC RECOVERY INFRASTRUCTURE PROGRAM (6900-01) 'THAT Council authorize Administration to execute the Community Economic Recovery Infrastructure Program — Destination Development Project #DD00990 — Vernon Visitor Kiosks agreement with the Province of British Columbia as outlined in the memorandum dated December 1, 2021, titled "Community Economic Infrastructure Program" and respectfully submitted by the Manager, Economic Development and Tourism;

AND FURTHER, that Council authorize the expenditure of up to \$242,000 for the design and installation of three timber frame visitor kiosks funded by the Community Economic Recovery Infrastructure Program – Destination Development Project #DD00990 – Vernon Visitor Kiosks agreement;

AND FURTHER, that the resolution be declassified upon notification by the Province of British Columbia regarding CERIP grant recipients.'

NEW BUSINESS

RECREATION SERVICES – 2021 MAJOR MAINTENANCE PROJECTS (8215-2021) Moved by Councillor Gares, seconded by Councillor Fehr:

THAT Council receive the memorandum titled "Recreation Services – 2021 Major Maintenance Projects" and the accompanying PowerPoint presentation, dated February 4, 2022 respectfully submitted by the Manager, Recreation Facilities.

CARRIED

UBCM COMMUNITY
EMERGENCY
PREPAREDNESS FUND
- 2022 EMERGENCY
SUPPORT SERVICES
(1855-20)

Moved by Councillor Fehr, seconded by Councillor Quiring:

THAT Council authorize Administration to apply for a \$25,000 grant from the "UBCM Community Emergency Preparedness Fund - 2022 Emergency Support Services", as attached to the report of the same title, dated February 4, 2022 and respectfully submitted by the Emergency Program Coordinator;

AND FURTHER, that Council authorize the Administration to assume overall grant management should the grant application be successful.

CARRIED

Councillor Durning left the meeting at 3:18 pm and returned at 3:20 pm.

TOURISM VERNON 2022 TACTICAL MARKETING PLAN (6900-01) Moved by Councillor Gares, seconded by Councillor Durning:

THAT Council support the "2022 Tactical Marketing Plan" as recommended by the Tourism Commission and attached to the report titled "Tourism Vernon 2022 Tactical Marketing Plan" dated February 1, 2022 and respectfully submitted by the Manager, Tourism.

CARRIED

2022 - 2023 SUSTAINABILITY GRANTS PROGRAM (5280-03) Moved by Councillor Fehr, seconded by Councillor Durning:

THAT Council renew the Sustainability Grant Program as described in the memorandum titled "2022 – 2023 Sustainability Grants Program" dated February 1, 2022 and respectfully submitted by the Manager, Long Range Planning and Sustainability.

CARRIED

PAGE 10 REGULAR OPEN COUNCIL

MINUTES - FEBRUARY 14, 2022

COMPOST BIN PROGRAM 2022 (5280-03)

Around 3:25 pm

<u>Moved</u> by Councillor Fehr, seconded by Councillor Anderson:

THAT Council direct Administration to implement a modified compost bin program in 2022 as outlined in the report titled "Compost Bin Program 2022" dated February 1, 2022 and respectfully submitted by the Manager, Long Range Planning and Sustainability and the Manager, Roads, Drainage and Airport;

AND FURTHER, that Council approve the expenditure of up to \$15,000 from the Climate Action Revolving Fund to support the Compost Bin Program in 2022.

CARRIED

2023 – 2027 FINANCIAL PLAN SCHEDULE (1700-02) Moved by Councillor Fehr, seconded by Councillor Anderson:

THAT Council approve the 2023-2027 Financial Plan timeline as set forth in the memorandum titled "2023-2027 Financial Plan Schedule", dated January 28, 2022 and respectfully submitted by the Director, Financial Services;

AND FURTHER, that Council approve a Special Meeting of Council held at Lakers Clubhouse on Thursday, June 9, 2022 to review the progress of the 2019-2022 Strategic Plan, review the issues influencing the 2023-2027 Financial Plan and receive the May 2022 public survey results;

AND FURTHER, that Council approve Special Meetings of Council to be held on December 5 and 6, 2022 to deliberate the 2023-2027 Proposed Financial Plan.

CARRIED

CITIZEN
REMUNERATION
REVIEW COMMITTEE
(0570-06)

Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council requests Mayor Cumming and the Chief Administrative Officer to bring forward a recommendation of three members of the public, with at least one member having previous elected municipal government experience, to be considered for appointment to the Citizen Remuneration Review Committee;

AND FURTHER, that Council directs the Citizen Remuneration Review Committee to review Council remuneration as per the Council Remuneration Policy and report back to Council on August 15, 2022 with a recommendation for consideration in the 2023 budget.

CARRIED

BOUNDARY EXTENSION, ORDER IN COUNCIL NO. 422, 5849 SILVER STAR ROAD (BX SCHOOL) (3370-20-32, ANX00026) <u>Moved</u> by Mayor Cumming, seconded by Councillor Gares:

THAT Council receives for information the memorandum titled "Boundary Extension, Order In Council No. 422, 5849 Silver Star Road (BX School)", dated February 2, 2022 and respectfully submitted by the Manager, Legislative Services.

CARRIED

SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOCIATION (SILGA) REQUEST FOR REPRESENTATIVE – 2023 CONVENTION PLANNING (0360-20-25) Moved by Councillor Quiring, seconded by Councillor Fehr:

THAT Council directs Administration to advise the Southern Interior Local Government Association that Councillor Mund will represent the City on the 2023 Convention Planning Committee as outlined in the memorandum titled "Southern Interior Local Government Association (SILGA) Request for Representative – 2023 Convention Planning" dated January 31, 2022 and respectfully submitted by the Manager, Legislative Services.

CARRIED

LEGISLATIVE MATTERS

Bylaws:

ADOPTION • 5884

<u>Moved</u> by Councillor Anderson, seconded by Councillor Durning:

THAT Bylaw 5884, "Fees and Charges (Retail Cannabis Application and Licensing Fees) Amendment Bylaw 5884, 2022", a bylaw to amend Fees and Charges Bylaw Number 3909, 1993 to reduce retail cannabis application and licensing fees be adopted.

CARRIED

FIRST, SECOND AND THIRD READING

5885

Moved by Councillor Gares, seconded by Councillor Quiring:

THAT Bylaw 5885, "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885m 2022", a bylaw to adjust the minimum triggering threshold and maximum potential value for offsite works and servicing requirements, be read a first, second and third time.

CARRIED

FIRST & SECOND READING AND PUBLIC HEARING DATE

5886

<u>Moved</u> by Councillor Gares, seconded by Councillor Durning:

THAT Bylaw #5886 "Official Community Plan (Development Permit Guidelines) Text Amendment Bylaw Number 5886, 2022", a bylaw to amend 'Official Community Plan Bylaw Number 5470, 2013' to change the dollar value for an exemption to the Development Permit

requirements and Development Permit Minor requirements from \$50,000 to \$200,00, be **read a first and second time**;

AND FURTHER, that the Public Hearing for Bylaw 5886 be scheduled for **Monday**, **March 14**, **2022 at 5:30 pm** in the Council Chambers.

CARRIED

COUNCIL INFORMATION UPDATES

Councillor Quiring:

Attended:

Climate Action Advisory.

Councillor Durning:

Attended:

- Vernon Elks has elected a new President
- Vernon Winter Carnival.

Councillor Fehr:

No Report.

Councillor:

Attended:

- Regional Agricultural Advisory
- Congratulations to the Vernon Winter Carnival.

Councillor Anderson:

No Report.

NOTICE OF MOTION – COUNCILLOR ANDERSON

Councillor Anderson gave the following Notice of Motion, to be brought forward at the Regular Meeting of February 28, 2022:

THAT Council direct Administration to amend Sign Bylaw 4489 to allow those candidates running for public office to place campaign signs on public property during the campaign period.

Mayor Cumming:

Attended:

- Columbia Shuswap Hospital Board Meeting
- Beach Radio
- Climate Action Advisory
- Coldstream Council meeting (In Camera)
- Senior Planning Staff with RDNO
- Alan Brooks Groundhog Day
- Sterile Insect Release Meeting
- Conference call with Minister Osborne
- News conference on organics
- · BC Hydro rate adjustment call

- Chilli Cook-Off
- Water Stewardship Committee meeting
- Vernon Winter Carnival.

INFORMATION ITEMS

Council received the following information item:

- **A.** Letter dated January 20, 2022 from Keelan Murtagh, Executive Director, Downtown Vernon Association (DVA) re: Crime Prevention and Security Camera Grant Program.
 - Email response from Mayor Cumming dated January 27, 2022 to the DVA's Executive Director's email of January 25, 2022
- **B.** Letter dated January 20, 2022 from Robin Cardew, President, Greater Vernon Chamber of Commerce re: Government engagement with business and disclosure of data
- **C.** Letter dated January 27, 2022 from Kim Tvergyak, Deputy Municipal Clerk, District of Coldstream re: Okanagan Regional Library: Library Sunday Openings Request for Funding
- **D.** Letter dated January 28, 2022 from Robin Cardew, President, Greater Vernon Chamber of Commerce re: Reopening B.C.'s event sector
- **E.** Letter dated January 28, 2022 from Gina McKay, Mayor, District of Stewart re: BC Wildfires Petition Letter of Support
- **F.** Minutes from the following Council Committee:
 - i) Economic Development Advisory, October 14, 2021

RECESSMayor Cumming recessed the Regular Open Meeting of the Council of

the Corporation of the City of Vernon at 3:45 pm.

RECONVENEMayor Cumming reconvened the Regular Open Meeting of the Council

of the Corporation of the City of Vernon at 5:44 pm.

PRESENT: Mayor V. Cumming

Councillors: T. Durning, K. Fehr,

K. Gares, B. Quiring, (S. Anderson and A. Mund – absent)

Staff: W. Pearce, Chief Administrative Officer

K. Poole, Director, Community Safety, Lands and Administration

K. Austin, Manager, Legislative Services

J. Nicol, Deputy Corporate Officer

C. Broderick, Manager, Current Planning

Corporate Officer

	Others:	Members of the Public
THIRD READING • 5883	3	Moved by Councilor Fehr, seconded by Councillor Durning:
		THAT Bylaw #5883 "4408 25th Street Rezoning Amendment Bylaw Number 5883, 2022", a bylaw to rezone land from "R5 – Fourplex Housing Residential" to "R4 – Small Lot Residential" in order to construct single family bare land strata development, be read a third time.
		CARRIED
	<u>r</u>	Moved by Councillor Gares, seconded by Councillor Quiring:
		THAT Council remove the requirement for a restrictive covenant to prohibit secondary suites for the proposed development at 4408 25 th Street.
		CARRIED, with Mayor Cumming and Councillor Fehr opposed
CLOSE		Mayor Cumming closed the Regular Open Meeting of the Council of the Corporation of the City of Vernon at 6:15 pm.

CERTIFIED CORRECT:

Mayor

THE CORPORATION OF THE CITY OF VERNON

RECORD OF A <u>PUBLIC HEARING</u> OF COUNCIL HELD FEBRUARY 14, 2022 COUNCIL CHAMBERS – 3400 30th STREET

PRESENT: Mayor Cumming

Councillors: T. Durning, K. Fehr,

K. Gares, B. Quiring, (S. Anderson and A. Mund – absent)

Staff: W. Pearce, Chief Administrative Officer

K. Poole, Director, Administration, Lands & Safety

K. Austin, Manager, Legislative Services

J. Nicol, Deputy Corporate Officer

C. Broderick, Manager, Current Planning

Mayor Cumming called the Public Hearing to order at 5:30 pm.

LAND ACKNOWLEDGEMENT

As Mayor of the City of Vernon, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx People of the Okanagan Nation.

Mayor Cumming outlined the procedures to be followed.

Corporate Officer, Keri-Ann Austin, advised that Notice of the Public Hearing was published in the **February 3 and 10, 2022** issues of the Morning Star Newspaper, as required by the *Local Government Act*.

Administration provided a brief overview of the application for:

"4408 25th Street Rezoning Amendment Bylaw Number 5883, 2022"

No written submissions were received prior to February 14, 2022 (3 pm).

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

"4408 25th Street Rezoning Amendment Bylaw Number 5883, 2022".

SPEAKER NAME	COMMENTS	
Ian Murphy	 Is the Developer on this property Here to address any questions from Council or public Is firmly in opposition to the restrictive covenant preventing secondary suites This covenant is costly to the Developer and will be passed on to the end user Seems like a moot point, covenant only adds cost, it is not helpful. Council – what is your suggestion rather than a covenant? A. Developer – proposed buildings are one level, slab on 	

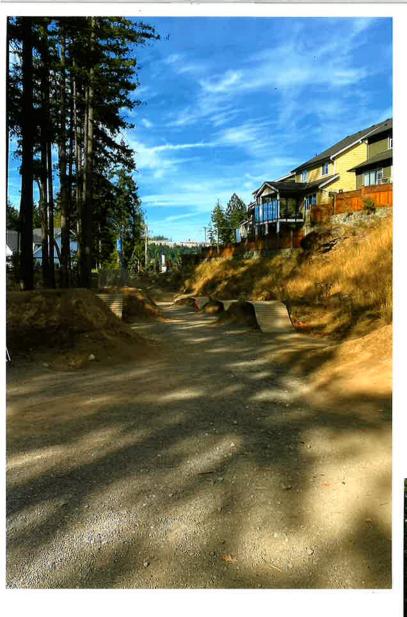
	grade, there is no suite potential. This also does not prevent owners from having multiple vehicles and RV's. A covenant will not alleviate parking issues.
Wayne Lippert	 Will be a great addition to the neighbourhood Laneway is in disrepair with potholes, etc Would be beneficial to have the laneway fixed and some speed bumps installed.

Mayor Cumming called a second, third and final time for representation from the public and there being no persons wishing to speak, Mayor Cumming closed the Public Hearing for **4408 25**th **Street Rezoning Amendment Bylaw Number 5883, 2022".**

CLOSE:

The Public Hearing	closed	at 5:44	pm.
--------------------	--------	---------	-----

CERTIFIED CORRECT:	
Mayor	Corporate Officer







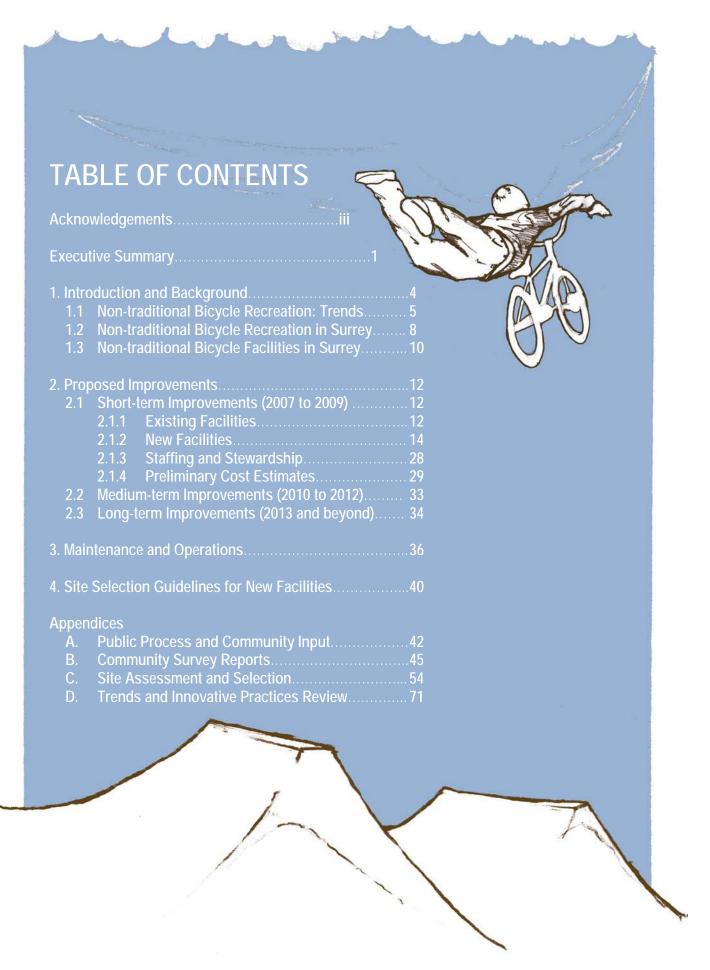


Surrey Bicycle Recreation Facilities Strategy

February 2007







ACKNOWLEDGEMENTS

The strategy's authors wish to thank the Surrey Parks, Recreation, and Culture Department for their dedication to this project and their active support at all of the public outreach events. The staff team was led by Tiina Mack, Parks Planning Research and Design Section Manager and included: Ted Uhrich, Park Designer, Parks Planning Research and Design; Bob Paterson, Park Development Services Manager; Stephen Godwin, Natural Areas Coordinator, Urban Forestry and Environment Programs; Jeff Graham, Structural Coordinator, Park Development Services; Marty Benson, Parks Partnerships Coordinator; Gerhard Vandenbosch, Park Operations Manager, North; and, Larry Griffiths, Landscape Coordinator, Park Operations South.

Special thanks also go to Jim Richardson and the Surrey Off-Road Cycling Enthusiasts (SORCE) for their input into this document and their time and dedication to cycling in the City of Surrey. SORCE helped make the project's major public outreach event, the Bike Fest, the great success it was.

Thanks also to all the Surrey bike stores who helped promote the project's public outreach activities and who provided prize items to be given away at the project's public outreach events – South Surrey Cycles, O'Hagan's Peninsula Cycles and Bike Zone.

Kona Cycles and Matt Stevens also helped provide a 2007 dirt jump bike to be given away as the main survey prize.

Lee McCormacks from Lee Likes Bikes kindly provided digital pump track layouts to assist the consultant team prepare the concept plans.

The Verdant Group prepared this strategy. The consultant team included John Ingram, Gerrit McGowan (Syntegrity Consulting), Jon Frantz (Ear to the Ground Planning), Dale Mikkelsen and Matt Stephens. Graphic support was provided by Trevor Coghill and Nathan Lee (Contexture Design).

Cover photo: Andrew Cho, a young, professional rider from North Vancouver on the dirt jumps at Port Kells Park in Surrey (Photo: Harookz Photography, www.harookz.com)



EXECUTIVE SUMMARY

The City of Surrey's Parks Recreation and Culture Department is experiencing growing demands for non-traditional bicycle recreation, including off-road mountain biking (cross-country, free-riding¹, skills², dirt jumping³, pump track riding⁴, etc.) and BMX riding (urban riding, dirt jumping and racing). With few formal facilities in Surrey, the riding community has developed numerous informal or "rogue" facilities throughout Surrey's parks and, in some cases, on private land. To help better manage this growing sport and to reduce the number of informal facilities in Surrey, this strategy provides guidelines for the provision of new facilities, the upgrading of existing non-traditional facilities, and the maintenance and operating requirements of these facilities over the short-, medium- and long-terms.

Research, surveys and public involvement carried out as part of this project indicate that the City of Surrey can expect continued demand for non-traditional bicycle facilities. The growth of these healthy and youth-positive recreational activities should be supported and encouraged, particularly given the minimal costs of developing and maintaining non-traditional bicycle recreation facilities in comparison to other, more traditional recreational facilities. The uniformly strong and diverse public support (i.e., all age groups [from 6 to 82], riders and non-riders, all Surrey neighbourhoods) received throughout the planning process underscores both the demand and need for such facilities. Over 90% of this report's 300 final survey respondents were supportive of the strategy.

This strategy's recommended upgrades to current facilities, and the proposed development of new bicycle facilities, will occur over the short- (2007 to 2009), medium- (2010 to 2012) and long-terms (2013 and beyond). The recommendations are based on: a comprehensive survey of non-traditional biking trends and issues in Surrey and beyond; an assessment of candidate park sites that was supported by Surrey Parks' staff; and, a public consultation program that included surveys and direct outreach with Surrey's non-traditional biking community.

The strategy's short-term improvements are briefly outlined below. They are prioritized based on community service area need, Surrey Parks staff input and guidance, and a public ranking of new facility development phasing that was carried out through the project's public involvement process. The estimated total capital cost of the short-term improvements and upgrades ranges between \$360,000 and \$420,000 -- less than the cost of a sand-based grass sports field.

• Fleetwood Athletic Park (Fleetwood): Four lines of dirt jumps will be developed west of the Surrey Sports and Leisure Complex at the Fraser Highway.

⁴ **Pump tracks** are small, dirt tracks designed with tight corners, banked corners and small bumps. The goal is to go around the track without pedaling. Riders 'push' their bikes into and around the corners and bumps to build up momentum and speed.



¹ **Free-riding** consists of descending often steep trails and variable terrain on trails that include a variety of obstacles such as teeter-totters, drop offs, jumps and ladder bridges.

² **Skills areas** provide a series of obstacles and features like teeter totters, boxes, drop-offs and ladders bridges that bikers ride onto, along and over. Skills areas are becoming popular, are easy to develop in small spaces, and accommodate a variety of skill levels and bike types.

³ **Dirt jumping** consists of a riders going over a variety of relatively steep and often high dirt jumps. Jumps are usually placed in a line with some paired together. More advanced jumps often have an open gap between them. Riders will go over the jumps and do any number of tricks while in mid-air.

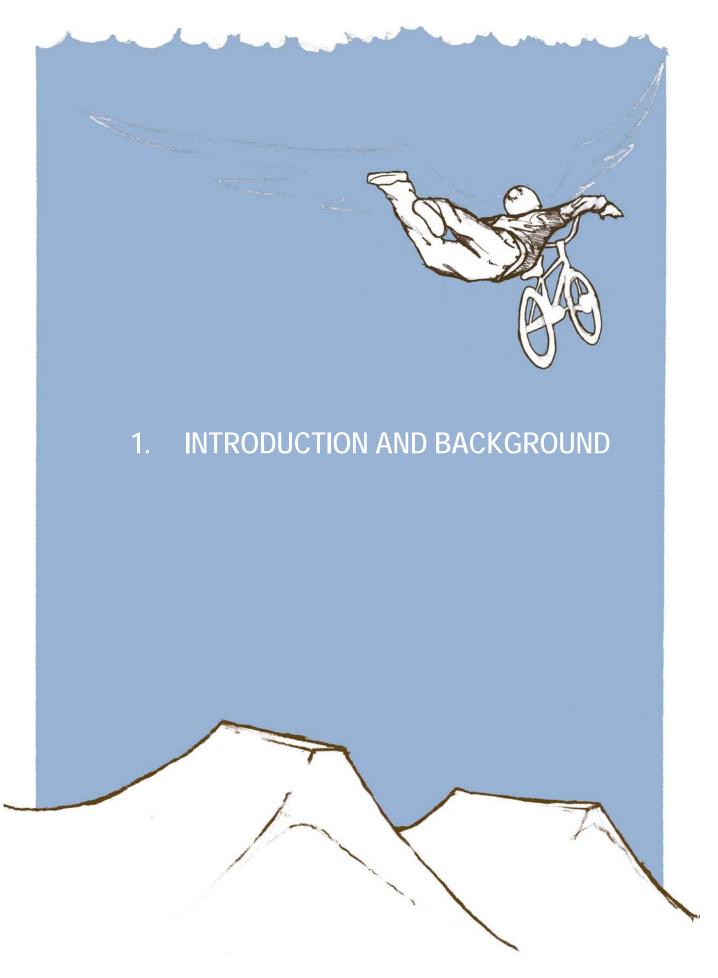
- Bear Creek Youth Park (Fleetwood/Newton): The existing skate/bike park will be improved with addition of concrete spine and three rail rides designed for urban BMX riders. Two rows of dirt jumps are to be developed next to the skate/bike park. A single, family-oriented cross country loop will be developed to the immediate east, below the power lines.
- Cloverdale Athletic Park (Cloverdale): The existing BMX practice track will be upgraded and revitalized. The underutilized tot lot playground to the west of the BMX track will be converted to a Skills Park/Urban BMX area when the playground is removed and/or relocated.
- **Unwin Park (Newton)**: Four lines of dirt jumps, a small skills area and a pump track will be developed in the south-west corner of the park.
- Port Kells Park (Cloverdale): The existing dirt jumps will be upgraded and improved.
- Invergarry Park (Whalley): Multiple facilities will be developed in a previously disturbed area (a former construction waste dump) to the east of Bonnacord Creek and ravine, including a free-ride area in a natural bowl area, a small skills park and four rows of dirt jumps.
- Fraser Heights Park (Guildford): Four rows of dirt jumps and a pump track will be developed in south end of park.
- Hillcrest Park (Cloverdale): Three rows of dirt jumps will be developed near the existing playground, if local residents agree.

Currently, support and resources for the maintenance and operations of bicycle facilities in Surrey falls under the care of City of Surrey Parks Division staff in the each of the Division's operations areas. Structural Maintenance Coordinators will ensure that new bicycle parks and bicycle park features are maintained and kept safe. Additional support will be provided through the City of Surrey's successful Partners-in-Parks Program where Park Partnership Coordinators will work with local Park Stewards to involve bicycle park users in the ongoing maintenance and operations of facilities. Current resources will be insufficient to support development of new facilities in the midto long-term. The need for additional staff will be reviewed annually through the Parks Department's operating budget. The potential of hiring a bicycle facilities maintenance contractor will be explored if facility use warrants it.

Over the medium-term (2010 to 2012), this strategy proposes developing a unique greenway bike network for cross-country riders called the Green Line. The facility will be developed on existing and planned greenways and bikeways that would connect many of the bike facilities recommended in this strategy. Called the Green Line, the single-track trail network/loop would be a one-of-kind facility in the Lower Mainland, stretching almost 70-kilometres around Surrey.

Over the long-term (2013 and beyond), the strategy proposes that facilities at Joe Brown Park and Port Mann Park be developed when their rehabilitation periods are complete. Joe Brown Park is currently used as a dump site for soil from construction sites. As a former major landfill site, Port Mann Park requires several more years of site stabilization prior to the development of any park facilities there. Despite the long-term development time lines for the parks, the City of Surrey has identified both as potential sites for non-traditional bicycle facilities through independent and park master planning processes. Over the long-term, facilities may be also considered in the Douglas, Grandview and South Westminster neighbourhood planning areas, as community planning processes unfold for those areas.





1. INTRODUCTION AND BACKGROUND

Over the past several years, the City of Surrey's Parks, Recreation and Culture Department has witnessed a growing demand for non-traditional bicycle recreation facilities, including off-road mountain biking (cross-country, free-riding⁵, skills⁶, dirt jumping⁷, pump track riding⁸, etc.) and BMX riding (urban riding, dirt jumping and racing). As the city's population has continued to grow, so too has the demand for these active sports opportunities. This growth and the City's current lack of facilities has led to the development of informal or "rogue" facilities built by the riders themselves at many City parks and, sometimes, on private property. Many of these informal facilities are constructed poorly and/or conflict with other park users and uses. Unlike other forms of recreation, the City lacks an overarching strategy for the management of these extremely popular types of recreation.

In 2003, the Surrey Parks, Recreation, and Culture Department created and adopted the policy document, <u>Guidelines for Bicycle Recreation Facilities</u>. One of the first documents of its kind in North America, the document provided guidelines for the planning, construction, maintenance and inspection for four different kinds of bicycle recreation facilities: Mountain Bike Facilities, Dirt Jumping Facilities, BMX Facilities and Bicycle Trials Facilities

With these guidelines in place, this document seeks to provide a long-term strategy to site a series of non-traditional bicycle facilities throughout the city that, once developed, will provide Surrey with one of the finest integrated networks of non-traditional bicycle facilities networks in North America. The Surrey Bicycle Recreation Facilities Strategy provides guidelines for the provision of new facilities and the upgrading of existing non-traditional facilities in the short-, medium- and long-terms, from 2007 to 2013 and beyond and outlines their maintenance and operating requirements.

This section provides as overview of the regional and local non-traditional bicycle trends that influenced the development of this strategy. It also provides an overview of the sports themselves and Surrey's current facilities.

⁸ **Pump tracks** are small, dirt tracks designed with tight corners, banked corners and small bumps. The goal is to go around the track without pedaling. Riders 'push' their bikes into and around the corners and bumps to build up momentum and speed. They are a great way to safely develop bike skills and can be ridden by almost anyone, from beginners to experts.



SURREY BICYCLE RECREATION FACILITIES STRATEGY

⁵ **Free-riding** consists of descending often steep trails and variable terrain on trails that include a variety of obstacles such as teeter-totters, drop offs, jumps and ladder bridges. Features can be designed for a variety of user skill and ability and are often changed and redesigned over time.

⁶ **Skills areas** provide a series of obstacles and features like teeter totters, boxes, drop-offs and ladders bridges that bikers ride onto, along and over. Skills areas are becoming popular, are easy to develop in small spaces, and accommodate a variety of skill levels and bike types. They can be used by mountain bikers, BMX riders and trials bikes.

⁷ **Dirt jumping** consists of a riders going over a variety of relatively steep and often high dirt jumps. Jumps are usually placed in a line with some of the jumps paired together. More advanced jumps often have an open gap between them. Riders will go over the jumps and do any number of tricks while in mid-air. Dirt jumps can be ridden on both BMX and mountain bikes and can accommodate a wide range of skill levels.

1.1 Non-traditional Bicycle Recreation: Trends

This section provides an overview of relevant and current BMX and mountain biking trends in Surrey and the larger region. It is divided into BMX and mountain biking sections. More detailed information is available in Appendix 2 of the background document prepared for this study, <u>Surrey Bicycle Recreation Facility Strategy: Trends Analysis and Innovative Practices</u>.

BMX

BMX, in short, stands for Bicycle motocross. BMX is essentially comprised of two distinct sports – *racing* and *freestyle*.



BMX racing is comprised of two disciplines: *track* and *pumps*. Track racing consists of riders competing head-to-head against other riders on a 350 metre dirt track consisting of a variety of dirt jumps, banked corners and rhythm sections. A pumps course is simply a scaled-down version of a race track, used primarily as a training course for racers.

BMX freestyle is broken down into three main subgroups: dirt jumping,

Pumps riding

street, and ramp/park. Dirt jumping, whether on trails or in specially designated parks, consists of a variety of jumps that riders launch off while doing any number of tricks. Linking jumps together on an extended trail is preferred by dirt jumpers. They can be ridden on both BMX and specifically designed mountain bikes. Street riding is exactly what the name suggests, using concrete and other urban obstacles in order to do various tricks on the bike. Ramp/park BMX requires a concrete, aluminum, or wood ramp structure (much like skateboarding) that allows riders to throw aerial or vertical tricks off the structure.



Street-style BMX

Over the past decade, BMX facilities have sprung up throughout BC and Canada. Formal BMX track racing facilities, with attached programming and sponsor organizations, have been the standard, although the marriage of BMX and skateboarding has also led to the development of a number of concrete park structures as well.

With the development of concrete skate parks throughout BC, BMX riders have access to a growing number of facilities. As a result, BMX bike sales are rapidly increasing. Dirt jumping parks, both formal and informal, are also on the rise, with facilities throughout the Lower Mainland.

There is one pro-length BMX race track in Surrey, Action BMX, and four other BMX-focused facilities in the Lower Mainland. Action BMX is located on Surrey parkland on the Serpentine Greenway near 76th Avenue and 128th Street in the Newton area. While BMX riding is not as popular as mountain-biking in Surrey, the number of riders is growing and interest in the sport continues to climb.



Mountain Biking

Mountain biking is comprised of two distinct disciplines: *trail* and *freestyle*.



Free-riding



Cross-country



Downhill



Dirt Jumping



Trials

Trail riding can be broken down into three sub-groups: *cross-country, downhill,* and *free-riding.*

- Cross country is the most popular and least 'extreme' form of mountain biking, as it is more focused on distance than excitement. It requires substantial trail lengths and variable terrain, although loop trails are common in urban and rural areas.
- Downhill mountain biking consists of riding down steep and technical gradients as fast as possible.
- Free-riding, the most technically demanding of the trail disciplines consists of descending steep trails and variable terrain in the most creative manner possible. Free-ride trails often include a variety of man-made obstacles such as teetertotters, ladder bridges and wall rides. The North Shore mountains are home to some of North America's premier freeride hill trails.

Freestyle Mountain Biking can be broken down into three subgroups: *dirt-jumping*, *skillsl trials*, and *street/urban*.

- Dirt jumping consists of launching a bike over large man-made dirt jumps, attempting aerial tricks in the process. Facilities are much like those used by BMX dirt jumpers.
- Skills/trials mountain biking consists of riders maneuvering the bike by hopping, jumping, and dropping man-made obstacles (e.g. boxes, ramps, tables) and natural obstacles (e.g. rocks, logs, hillsides). True trials riding is very technically demanding, requiring specialized equipment as well as excellent balance and a high level of technique. Skills parks are becoming popular, are easy to develop in small spaces, and embrace a variety of skill levels and bike types.
- Street/urban mountain biking consist of riding in concrete urban areas, off obstacles such as ledges, stairs, and walls.

In Canada, the sport of mountain biking is extremely popular with a current market share of 66%. According to surveyed retailers and industry professionals, cross-country mountain biking is by far the

most popular mountain biking pursuit, with free-riding, dirt-jumping, and downhill in close competition for second place, largely due to the increasing popularity of 'extreme' sports among youth and young adults. The smallest demographic of the disciplines, although growing, are trials and street/urban biking. It is believed that cross-country rider numbers will continue to grow as Canada's aging population continues to pursue accessible fitness activities.



In Surrey, as in other Lower Mainland municipalities, dirt-jumping is becoming increasingly popular, with the riding community building numerous temporary and unsanctioned facilities on construction sites and in parks across Surrey. Riders have also built large numbers of "rogue" skills features, including teeter totters and ladder rides in parks and natural areas throughout the city.

There is one major bike park in Surrey, the South Surrey Bike Park, and seven other major parks in the Lower Mainland. South Surrey Bike Park includes dirt jumps, free-ride trails and cross-country trails.



Non-traditional bike sports (like the pump track riding pictured) are growing in popularity in Surrey and throughout the lager region.

1.2 Non-traditional Bicycle Recreation in Surrey

Research carried out as part of this project indicates that Surrey can expect continued demand for non-traditional bicycle facilities. In particular, dirt jumping (BMX and mountain bike), pump track riding, cross-country biking, skills riding and free-riding continue to grow in popularity in the municipality and across the larger region.

The City of Surrey is well known in the Lower Mainland for its non-traditional bicycle recreation facilities. It is particularly well know for its two largest facilities -- Action BMX and the South Surrey Bike Park. There are several smaller facilities located throughout Surrey, including some dirt jumps located at Port Kells Park in Cloverdale and a small BMX practice track located at Cloverdale Athletic Park. Surrey is currently engaged in improving a small bicycle facility at Latimer Lake Park on the eastern edge of South Surrey. Of the three smaller facilities, Port Kells is perhaps the best known and well-used.

Given the popularity of this type of recreation and the relatively limited number of facilities in Surrey, there are a large number of unsanctioned or informal facilities (mainly trails, dirt jumps and free-ride stunts) that can be found in parks, along hydro rights-of-ways and on or near construction sites throughout the city. While Surrey Parks works diligently to remove many of these "rogue" features on public lands for safety, liability and environmental concerns, they are often quickly rebuilt. Because of the time and effort put into building them, many stunts and jumps are hidden or built on private lands. Perhaps the most significant features constructed on private lands were built around Latimer Lake Park, where over 15-kilometres of single track, cross-country mountain biking trails and free-ride features were constructed on the City lands that surround the park. The majority of these features are being removed while the area is redeveloped as an industrial park.

The heavy use of Surrey's formal bike facilities and the ongoing construction of unsanctioned trails, dirt jumps and free-ride features underscores both the popularity of the sport in Surrey and the need to develop additional safe, sanctioned facilities in the city.

While it is predominantly youth dominated sport, its popularity cuts across both age and gender lines. Rider surveys conducted as part of this project were completed by riders as young as seven and as old as 89. As part of this study, bike stores, bike industry representatives, Surrey Parks staff and representatives from Surrey's two leading bike organizations were also surveyed about non-traditional bicycle recreation in Surrey. All agreed that the number of riders and the popularity of the sport is growing. Quantitatively, these increases have corresponded with higher bike sales (dirt jump bikes, in particular), higher use numbers at South Surrey Bike Park and market information from bike industry representatives.

As part of the Surrey Bicycle Recreation Facilities Strategy project, three separate surveys were conducted with intercept surveys, on-line at the project website (www.surreybikepark.ca), at bike events, and with mail-out surveys that were sent to residences in the area of parks where short-term improvements were proposed.

The first survey helped determine rider demographic and preferences. Its major findings included:



- ✓ Surrey boasts an active biking community, with riders of all ages and a high degree of skill and enthusiasm for the sport;
- ✓ There is city-wide demand for new, accessible facilities featuring dirt jumping, skills and crosscountry; and,
- ✓ There is community appetite to help design and maintain any new facilities Surrey develops.

For the first survey, roughly 80% were male, and 20% female. While there was a broad age range represented, over 30% of the respondents were under 17. Of interest, approximately 15% of the respondents were between the ages of 35 and 44, while another 15% were between 45 and 54. The age range underscores the growing popularity the sport and its accessibility to a wide range of skill level, fitness and age.

The second survey was used to gauge public support for the overall strategy. Respondents were also given the opportunity to provide detailed input on each of the strategy's proposed short-term improvements. This second survey determined that there is uniformly strong and positive support for the draft strategy across all age groups and Surrey communities, including both riders and non-riders. Overall, 93% of the 200 respondents were satisfied with the strategy, with 76% reporting to be "extremely" or "highly" satisfied. As with the first survey, over 70% of respondents said that they would be willing to help maintain or steward any new or improved facility on supervised facility "work days".

The third and final survey was carried out to gauge support for each of the proposed short, medium- and long-term improvements. As with the previous survey, the response was positive and strong. Overall, the majority of the 89 respondents were satisfied with the overall strategy, with an average of 80% reporting to be satisfied with the short-, medium- and long-term improvements. Each of the proposed short-term improvements were also overwhelmingly supported by respondents with support ranging from a low of 64% at Hillcrest (the only facility to rank below 83%) to a high of 95% at the Surrey Sport and Leisure Complex. The average support rate across all facilities was 86%.

Given the survey responses, the study's field research, interviews with bike sport professionals and service providers, non-traditional bicycle sports represent a major and largely under-serviced recreational community in Surrey. The growth of these healthy and youth-positive recreational activities should be supported and encouraged by the City of Surrey, particularly given the minimal space demands and capital costs of developing and maintaining non-traditional bicycle recreation facilities in comparison to more traditional field sports. The facilities outlined in this strategy will help better serve and support this type of recreation, better distribute facilities throughout Surrey and help reduce the amount of roque building on both public and private lands.



A young rider at South Surrey Bike Park on the dirt jumps (photo: SORCE)



1.3 Existing Facilities in Surrey

The City of Surrey developed and helps maintain five non-traditional bicycle facilities. They are briefly outlined in this section.



Action BMX

76th Avenue at 126th Street

Action BMX is a BMX racing facility built to international racing standards. Located adjacent to Newton Athletic Park, it is maintained and managed by Action BMX, a Canadian Cycling Association-sanctioned organization that hosts racing, training, and recreational programs. Located on co-managed Surrey Parks and Recreation/BC Hydro lands, it is the only sanctioned race facility in Surrey. Users come from throughout the Lower Mainland and Fraser Valley.



South Surrey Bike Park

24th Avenue and 148th Street

South Surrey Bike Park is located in the South Surrey Athletic Park, adjacent to the Sunnyside Acres Urban Forest. Developed and operated in partnership with the Surrey Off-road Cycling Enthusiasts Society (SORCE), the facility has a cross-country trail network with free-ride sections for beginner to advanced riders.



Cloverdale Athletic Park BMX Track

64th Avenue and 168th Street

The BMX track is a relatively well-used facility that features short, narrow, 100 metre track with a small start/finish area, a short straightaway section and several low-angle, banked-corners. There have been some informal additions (jumps) and crossovers added. The track is in fairly poor shape and features poor, rocky soils. Located in Cloverdale Athletic Park, the facility is close to washrooms, water and parking.



Port Kells Park

19340 – 88th Avenue

The forested area in Port Kells Park contains an existing dirt jump area. The jumps appear to be well-used and maintained by a relatively advanced group of riders. There are seven dirt jumps in total. The area the jumps are located is very small, and to control and maintain speed the riders have built two banked turns at both ends of the jumps.

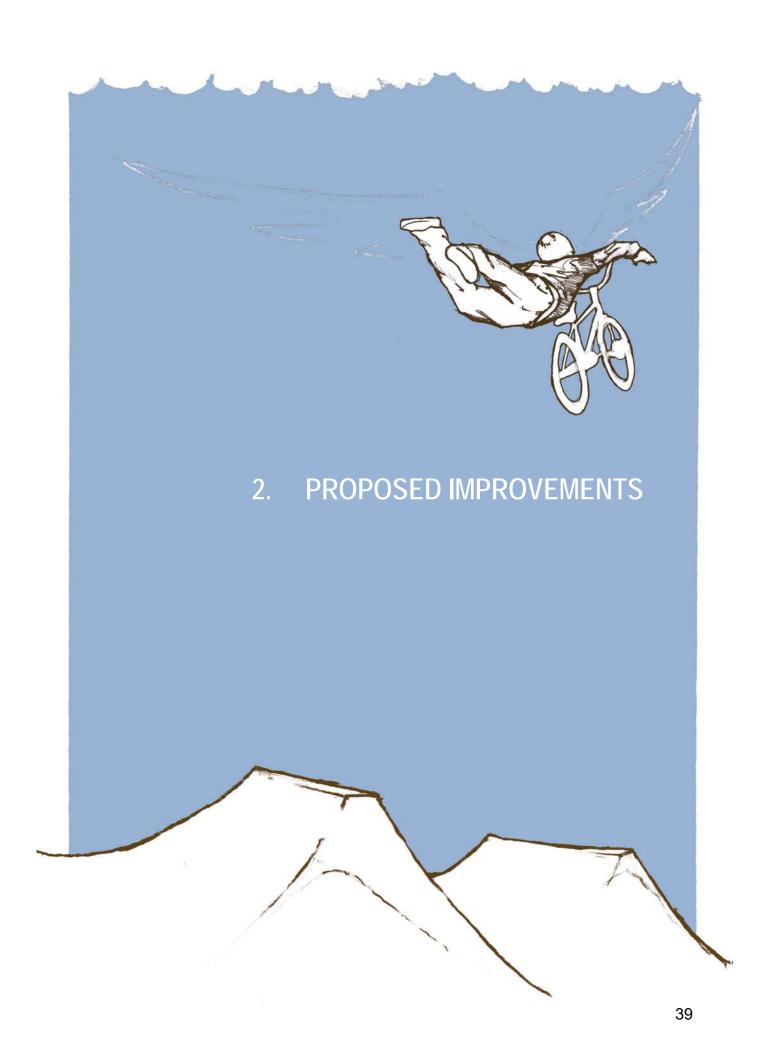


Latimer Lake Park

19340 - 192nd Street

Latimer Lake is a small park in south east Surrey. SORCE has worked with Surrey Parks to install some free-ride structures on east side of Latimer Lake.





2. PROPOSED IMPROVEMENTS

2.1 Short-term Improvements (2007 to 2009)

All of this strategy's recommendations to improve existing facilities and the development proposed new facilities are to occur in the short-term between 2007 and 2009. The following subsections outline the proposed improvements and developments.

2.1.1 Existing Facilities

This section identifies potential site improvements for existing non-traditional bicycle facilities that would consolidate the investments the City of Surrey has already made at the facility. As the proposed changes for Action BMX and South Surrey Bike Park are more policy-oriented, no site plans are provided. There are also facilities at Port Kells Park and Cloverdale Athletic Park. Improvements for these parks are substantive and discussed in more detail in the next section.

For each of the facilities, icons developed for this strategy are provided that illustrate the type of features available at them. The icons can be used in the later development of bike facility network maps or in later editions of Surrey's bicycle route maps.

Facility/Park	Facility Features	Facility Recommendations
Action BMX	URBAN	 City maintenance: There is a need for ongoing review of maintenance and operations. Built structure policy revision: Currently, only non-permanent buildings are permitted on site according to BC Hydro regulations. All facilities are housed in temporary structures. Improved concessions could increase facility revenues which could in turn be used for other facility improvements. The City of Surrey could help Action BMX negotiate with BC Hydro to permit the development of improve facilities in the ROW. Upgraded facilities would be funded largely by Action BMX. Neighbourhood noise review: There should be a City-sponsored neighbourhood consultation program to resolve public address system noise issues and concerns. Currently, Action BMX does not play music to accompany the races or use the PA system at volumes that can be heard across the site. Determining acceptable noise levels with residents could help improve facility operations. Future Growth: In the long-term, Action BMX may outgrow its current facility. There has been some discussion of alternative sites. Action BMX would like to be located closer to highway access given the large number of users from the Fraser Valley and other Lower Mainland communities. If such a location arises, City staff should work to explore ways of accommodating Action BMX.

Facility/Park	Facility Features	Facility Improvements
South Surrey Bike Park	CROSS COUNTRY DIRT JUMP FREE RIDE	 Trails expansion: SORCE would like to build the remainder of the cross-country trail envisioned in the Bike Park Plan. Surrey Parks should approve the new trail development. Provide annual financial support: SORCE is a volunteer-run organization that receives the majority of funding through memberships. SORCE could improve and better plan and coordinate its already considerable programming, services and park maintenance work with a dedicated annual funding. The City of Surrey should review how best to provide annual funding of approximately \$5,000 to support SORCE, be it through community partnership matching funds or annual operating support.
Cloverdale Athletic Park BMX Track	SKILLS PARK URBAN BMX BMX RACING	 Existing BMX practice track to be upgraded with new start/finish area, new soil, new track features (e.g., roller jumps) and an improved track layout. Signage to added showing proper track use and maintenance. Water access for track maintenance. The underutilized tot lot playground to the west of the BMX track to be converted to a Skills Park/Urban BMX area when the playground is removed and/or relocated.
Port Kells Park	DIRT JUMP	 Improve safety: The jumps are well made, but there are some safety concerns that should be addressed. Signage will be put in place to warn oncoming park users that they are entering a bike park and to take the necessary precautions. The last in a series of jumps ends with a steep transition and a sharp corner surrounded by blackberry bushes. The angle of the jump will be changed, the landing adjusted and the blackberry bushes removed. Change difficulty of jumps: There are two sets of advanced jumps, with gaps of roughly six feet. In order to appeal to a wider group of riders, one of the jump sets should be converted into smaller table top jumps. Before any changes are made the user groups should be consulted and their input considered. Relocation: In the long-term, the facility may be relocated to a more visible and accessible portion of the park.

2.1.2 New Facilities

The new facilities proposed in this strategy were selected and developed through a planning process that included an extensive site assessment phase, consultation and review with Surrey Parks staff and three rounds of public engagement and outreach. Based on this work and the understanding that non-traditional bicycle facilities are not appropriate in all park locations, fifteen parks were selected as candidate sites for non-traditional bicycle facility development.

Site Assessment Criteria

The following site assessment criteria were used to evaluate candidate bicycle facility park sites. They are taken from Surrey's policy document, *Guidelines for Bicycle Recreation Facilities*.

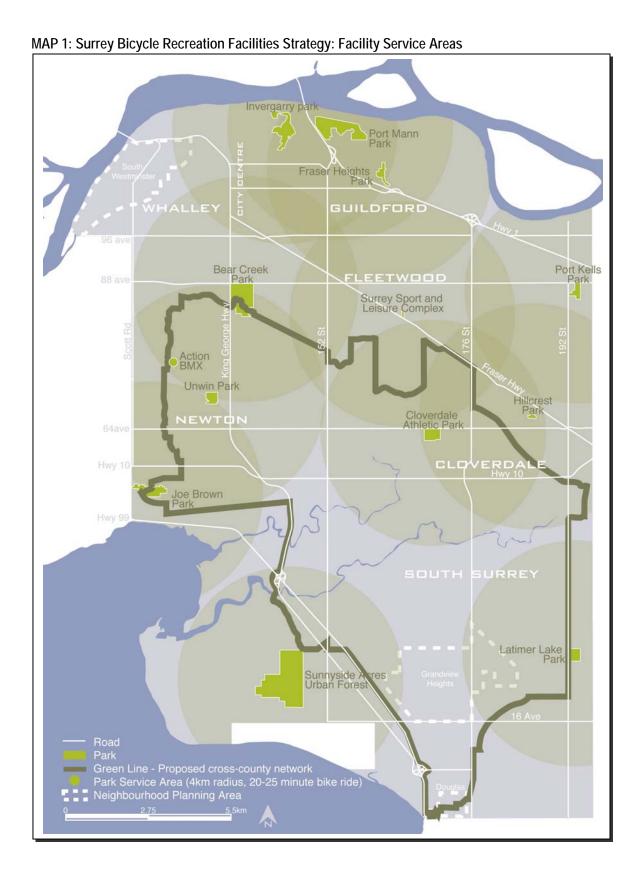
- ✓ *Environmental sensitivity:* Facilities should not excessively compromise ecologically sensitive areas within parks.
- ✓ Soil suitability and drainage: Soil should be well drained with a low percentage of organic material.
- ✓ Proximity to residential property: Where feasible, facilities should be located away from residential areas to reduce conflict with park neighbours.
- ✓ Conflict with other park users: Facilities should consider other park and trail users and be located to minimize conflict.
- ✓ Future park plans: Facilities should not compromise plans for future park use or development.
- ✓ Proximity to other bicycle recreational facilities: New bicycle facilities near similar existing approved areas will not be supported.
- ✓ Visibility: Good site visibility will help to reduce vandalism and other undesirable activities, as well as to capture awareness of such facilities and promote use.
- ✓ Access for emergency services: Police, fire and ambulance must be able to access the site in the event of an emergency.
- ✓ Availability of parking: Vehicle parking must be available near the site
- ✓ Washroom facilities: Locations with public washrooms nearby are preferred.
- ✓ Perceived need: Understanding apparent/perceived local demand and area demographics is important.
- Community Partnership: An ongoing partnership with a group of riders is desirable to design, construct and maintain facilities.

Each of the fifteen park sites was evaluated using the assessment criteria established in Surrey's 2003 guiding policy document, Guidelines for Bicycle Recreation Facilities (see text box). This document provides guidelines for planning, construction, maintenance and inspection of bicycle recreation facilities in the city. Three additional criteria - site topography and terrain, park size and transit/bicycle accessibility were added by the consultants. A full description of the assessment criteria is provided in Appendix B.

Based on this assessment process, additional site visits, further Surrey Parks staff review, and more public outreach, a final list of candidate parks was developed. Located throughout Surrey, the seven selected parks include Cloverdale Athletic, Bear Creek Youth, Invergarry, Hillcrest, Unwin, Fleetwood and Fraser Heights Parks.

As illustrated by the map on the next page, the bike facilities network will permit almost all residents of Surrey to access at least one of the facilities in an easy, 20- to 25-minute bike ride. The service area is based on a four kilometre service radius. The dotted outlined areas on the map indicate where bike facilities will be considered for future parks in the Douglas, Grandview Heights and South Westminster neighbourhoods — three communities where comprehensive neighbourhood planning processes and redevelopment are currently underway. Any new bike facility in these neighbourhoods would be created in consultation with residents prior to development in these areas and would be based on the site selection criteria outlined in this strategy.







For each of the parks selected for new or improved bike facilities, a preliminary concept plan was developed for public and Surrey Parks staff review. The concept plans identified the facility type(s) for consideration in the park, park circulation routes, key entry points and connections and, where required, the location of vegetative buffering and/or fencing to better separate and screen the facilities.

In addition to the short-term bicycle facility upgrades and new facility developments, this phase of work also identified potential medium- and long-term facility developments. The development of the potential short-, medium and long-term improvements and facilities were guided by the following strategy principles that were created by the consultant team in consultation with staff from the Parks Recreation and Culture Department:

- ✓ Accessible: Proposed facilities are to serve all Surrey communities, major non-traditional riding groups and user abilities.
- ✓ **Flexible**: Proposed facilities are to be designed to be flexible, allowing them to be changed and/or expanded over time as rider preferences and user groups change and evolve.
- ✓ Integrated: Facilities are to be connected to one another through a proposed *Green Line* bike network that will be developed over the medium-term. The *Green Line* will allow users to access parks more easily on their bicycles.
- ✓ Safe: Facilities will include features for a wide range of abilities and age groups, from young, beginner riders to more advanced, intermediate riders. All stunts will be designed for safe and fun riding.
- ✓ **Economical**: Wherever practical and feasible, proposed facilities shall be located in parks with existing facilities, including parking, washrooms and water.

The facility concept plans along with proposals for medium- and long-term improvements were next reviewed by the public at two open house events. One of the open houses was a larger outdoor event at the South Surrey Bike Park that was hosted by SORCE (Surrey Off-Road Cycling Enthusiasts) and included bike demonstrations, clinics, prizes and a variety of creative opportunities for public comments (e.g., modeling stations, a graffiti wall, a Much Music style speaker corner, etc.). The event attracted over 250 people.

Based on public feedback received at these events, an additional survey and input from Surrey Parks, final concept plans were developed and the Surrey Bicycle Recreation Facilities Strategy was finalized. The map on the next page illustrates the Strategy's proposed short-, medium- and long-term improvements.

Following the map, a series of tables outline the Surrey Bicycle Recreation Facility Strategy's proposed short-term facility upgrades and improvements. The facilities are organized by priority/phasing based on community service area need, Surrey Parks staff input and guidance, and a public ranking of proposed facilities that was carried out through the project's public involvement process.

MAP 2: Surrey Bicycle Recreation Facilities Strategy Invergarry par Port Mann Park Fraser Heights Park Bear Creek Park Port Kell Park Surrey Sportland Leisure Complex Unwin Park Cloverdale Athletic Park oe Brown Latimer Lake Park Sunnyside Arres Urban Forest Road
Park
Short-term Improvements (2007-2009)
Medium-term Improvements (2010-2012)
Long-Term Improvements (2013 and beyond)
Bike Route Proposed Greenway Green Line - Proposed cross-country network



Short-term improvements (2007 to 2009) – Existing and New Bicycle Facilities

Park	Service Area	Facility Features	Facility Description
Fleetwood Athletic Park ⁹	Fleetwood	DIRT JUMP	 Four lines of dirt jumps to be developed between the Surrey Sports and Leisure Complex and the Fraser Highway.
Bear Creek Youth Park - Existing facility	Fleetwood Newton	DIRT JUMP CROSS COUNTRY	 Existing skate/bike park to be improved with addition of concrete spine designed for urban BMX riders. Two rows of dirt jumps to be developed next to the skate/bike park. Single family-oriented cross country loop to be developed to the immediate east, below the power lines.
Cloverdale Athletic Park - Existing facility	Cloverdale	BMX RACING URBAN BMX SKILLS PARK	 Existing BMX practice track to be upgraded with new start/finish area and track layout. The underutilized tot lot playground to the west of the BMX track to be converted to a Skills Park/Urban BMX area when the playground is removed and/or relocated.
Unwin Park	Newton	PUMP TRACK SKILLS PARK DIRT JUMP	Four lines of dirt jumps, a small skills area and pump track to be developed in the currently undeveloped and unused south-west corner of the park.

⁹ Fleetwood Park was originally identified as the site for dirt jumps in this service area and was presented as such during the first round of public consultation. Upon further review by Surrey Parks staff, it was determined that the original location could pose site safety issues and help generate undesirable social uses. Fleetwood Athletic Park was selected as a back-up location.



Short-term improvements (2007 to 2009) – Existing and New Bicycle Facilities

Park	Service Area	Facility Features	Facility Description
Invergarry Park	Whalley	SKILLS PARK DIRT JUMP	 Multiple facilities would be developed in a previously disturbed area of the park (a former construction waste dump) to the east of Bonnacord Creek and ravine. Facilities to include a free-ride area in an existing bowl area, a small skills park and four rows of dirt jumps. A gravel parking area and washrooms will be developed nearby at Surrey Road.
Port Kells Park	Guildford Cloverdale	DIRT JUMP	 The existing dirt jumps to be upgraded with safety improvements (i.e., improved landings and lines). Improved sightlines to facility with access trail straightening. Trail closures and rehabilitation behind facility.
Fraser Heights Park	Guildford	DIRT JUMP PUMP TRACK	 Four rows of dirt jumps and a pump track to be developed in south end of park. Fencing and landscaping buffers to be added along eastern edge of facility.
Hillcrest Park	Cloverdale	DIRT JUMP	 Three rows of dirt jumps to be developed near the existing playground. Extensive landscape buffering to be added along residential borders.

Concept plans for each of the facilities follow on the next pages. They illustrate the facility type(s) for each location, park circulation routes, key entry points and connections and, where required, the potential location of vegetative buffering and/or fencing to better separate and screen the facilities. While the facility features are properly dimensioned and scaled, more detailed design will be required for each of the facilities prior to construction. Additional public consultation at the detailed design phase may also be carried out in the immediate areas surrounding the park sites where there is resident concern.

















2.1.3 Staffing and Stewardship

While the capital costs of bike facilities are low, they do require ongoing maintenance. In some locations, some of this maintenance could be done by facility users to reduce maintenance needs and costs, encourage local stewardship and oversight of facilities, build positive neighbourhood relationships, and to instill positive community values with riders.

Currently, support and resources for the maintenance and operations of bicycle facilities in Surrey falls under the care of City of Surrey Parks Division staff in the each of the Division's operations areas. Area Parks Operations Coordinators will ensure that new bicycle parks and bicycle park features are maintained and kept safe. Additional support will be provided through the City of Surrey's successful Partners-in-Parks Program where Park Partnership Coordinators will work with local Park Stewards to involve bicycle park users in the ongoing maintenance and operations of facilities. Current resources will be insufficient to support development of new facilities in the midto long-term. The need for additional staff will be reviewed annually through the Parks Department's operating budget. The potential of hiring a bicycle facilities maintenance contractor will be explored if facility use warrants it.

Parks Operations and Park Development Coordinators would have multiple responsibilities with the development of new facilities. Chief among these would be to work Parks Partnership Coordinators to liaise with existing bicycle groups to ensure the ongoing development of existing community-managed facilities and to help steward new community-based bike groups who could help maintain the new facilities that area developed as a result of this Strategy. Key duties could include:

- Management and administrative oversight of bike park facilities within their operations area;
- Coordination and oversight of community-based bike facility work days with facility riders, local youth and residents within their operations area;
- Conducting ongoing, scheduled inspection of facilities within their operations area as established in Surrey's *Guidelines for Bicycle Recreation Facilities* (*Note:* Coordinators should hold current Canadian Playground Safety Inspector [CPSI] certification and have proven knowledge of structures and construction methodologies as outlined in *Guidelines for Bicycle Recreation Facilities*);
- Identification of and stewarding of new bike facility "club groups" or "riders' clubs" within their operations area to carry out day-to-day facility maintenance;
- Removal of informal, non-sanctioned facilities within their operations area; and,
- Helping coordinate and support bike facility events (e.g., competitions) at facilities within their operations area.



Getting riders involved in the maintenance and stewardship of bike facilities reduces maintenance needs and costs, helps instill positive community values with riders and builds positive neighbourhood relationships (photo: Pipeline Bike Park, Coquitlam)

2.1.4 Preliminary Cost Estimates

The types of bicycle recreation facilities outlined in this strategy are amongst the least expensive recreation facilities to build and maintain, particularly in comparison to facility types demanded by other forms of recreation (e.g., field sports, tennis, basketball, etc.). The low cost is primarily due to the simple construction materials required (fill dirt, dimensional lumber), the minimal requirements for heavy construction equipment, and relatively low design costs (facility types tend to be basic structures that do not require engineering specifications or detailed technical design).

The facility cost estimates outlined in this section are first order estimates only and incorporate a cost range to account for contingencies. Costing these facilities is somewhat difficult given the fact that most facilities have been constructed using a combination of volunteer and paid labour, heavy equipment and hand tools and various donated materials, including, in many cases, fill soil for the dirt jumps, pump tracks, etc.. To be conservative, the cost estimates in this section are based on paid labour and materials. Cost estimates also assume that all detailed design would be carried out or overseen by an experienced non-traditional biker. The same requirements would apply to bike facility construction which would also be overseen and managed by a skilled and experienced bike park contractor. Site preparation costs are also assumed to be lower in this costing, as every facility site outlined in this strategy requires very limited site preparation if any.

The total cost of short-term improvements and new facility construction is estimated to range between \$361,000 and \$418,000. The following unit cost estimates are based on the Surrey Parks, Culture and Recreation 2005 Unit Costs (adjusted for inflation and material cost increases) and a survey of municipal bicycle facility and non-municipal bike park development costs.

Material Cost Estimates

Material/Service	Cost	
Dirt/Soil	\$5 metre ³ (supply and place)	
	 Suitable screened fill soil could likely be donated or acquired at very low cost through the City of Surrey or excavation contractors 	
	- Dirt Jumps: 1,500 metre ³ of soil for average dirt jumping track with two full jumping lanes (three doubles each), a start hill and finish berm	
	- Pump Track: 800 metre ³ of soil for average pump track (1 metre X 55 metres)	
Water Service	- Cost varies per facility	
	- Based on tie-in to existing supply with new hose bib and hose	
	- \$55/lineal metre for 50mm supply pipe (only where required)	
	- \$600 per hose bib	
Lock box and	\$800 per facility	
equipment	- shovels, rakes, water hose, gloves, etc.	
Trail construction	\$8 to \$20 per lineal metre	
	- Varies per facility depending upon conditions, features and trail widths	
	- Retrofitting of existing trails (e.g., Fleetwood Park) considerably cheaper	

Material Cost Estimates continued

Material/Service	Cost		
Signage and info	\$2,000 per facility		
kiosk	- includes design costs, construction, signage		
Urban skills	Cost varies per facility		
features	- wooden, concrete and natural features (e.g., old concrete dividers, rocks,		
	built features using salvaged dimensional construction lumber, etc.)		
	 Features could be donated or acquired at low cost through City of Surrey (Works Yards) and other contractors 		
	- A small 315 square metre (60'X60') asphalt plaza requires approx. 50		
	metre ³ of asphalt.		
	- A small, 4.5mX1.5mX1.5m concrete ¼ pipe requires approx. 15 metre ³		
	of concrete		
Portable	\$14,000 each		
washroom	- "Woody toilet building", prefab concrete construction		
Gravel parking lot	\$42 metre ² (typical 18m. X 24m.)		
	- minimal site prep required		
	- \$2,0000, 3 metre single gate, if required		
Fencing & buffers	Cost varies per facility		
	- \$28 lineal metre, post and chain		
	- \$25 metre ² shrub beds (includes plants, labour, no soil)		
Detailed Design	Cost varies per facility		
	- Detailed design costs include meetings with riders and nearby residents		
	- Scaled CAD construction drawings		
	- Construction site visit(s) and oversight		

Costs would increase if additional site amenities were considered. Some examples of site amenities that can increase cost per square foot include the addition of lighting and perimeter fencing. Lighting could be considered for larger facilities to permit evening riding in the winter months.

The tables beginning on the next page break-out the preliminary construction cost estimate range for each of the facilities identified in this strategy. A 10% to 25% contingency was used to generate the cost ranges.





Skills and free-ride features such as these drops or this novice log ride, are typically simple structures that are inexpensive to construct and maintain. Photo: Guidelines for Bicycle Recreation Facilities



Facility Cost Estimates

Facility Cost Estim		0-15-1
Park	Facility Features	Cost Estimate
Fleetwood Athletic Park	DIRT JUMP	 \$ 33,000 to \$38,000 Dirt Jumps: \$18,000, based on 3,000 metre³ of dirt and construction costs for 4 lines of dirt jumps Additional features: \$4,000 for signage, water service, equipment box Landscaping: \$6,000 for buffer plantings and access paths Detailed design costs: \$2,000
Bear Creek Youth Park	DIRT JUMP CROSS COUNTRY	 \$ 21,000 to \$25,000 Dirt Jumps: \$9,000, based on 1,500 metre³ of dirt and construction costs for 2 lines of beginner-oriented jumps Urban BMX: \$3,000, for construction of a single, 2 metre concrete "spine" in the existing skate park and three metal rails Cross Country: \$1,000, based on use of existing trails and construction of new connector trail Additional features: \$2,500 for signage, equipment box Landscaping: \$1,500 buffer plantings and fencing Detailed design costs: \$2,000
Cloverdale Athletic Park	BMX RACING URBAN BMX SKILLS PARK	\$86,000 to \$99,000 - BMX Racing: \$9,000, based on track rebuilding, 1,500 metre ³ of dirt and construction costs - Urban BMX: \$55,000, based on 315 square metre (approx. 60'X60')asphalt pad with asphalt, concrete and wood features (two 1/4 pipes, spines, stairs, drops) - Skills Park: \$3,000 - Additional features: \$3,500 for signage, equipment box, water service - Landscaping: \$1,500 protective fencing around existing tree grove - Detailed design costs: \$5,000
Unwin Park	PUMP TRACK SKILLS PARK DIRT JUMP	\$ 50,000 to \$58,000 - Dirt Jumps: \$24,000, based on 3,000 metre ³ of dirt and construction costs for 4 lines of dirt jumps and stepdown concrete block retaining for start hill - Pump Track: \$5,000 for 55 metre track - Skills Park: \$4,000 - Additional features: \$3,500 for signage, water service, equipment box - Landscaping: \$4,500 buffer landscaping between residential uses/streets and proposed parking lot expansion, pathways - Detailed design costs: \$4,000



Facility Cost Estimates continued

Facility Cost Estima		Cost Estimate
Park	Facility Features	Cost Estimate
Invergarry Park	SKILLS PARK DIRT JUMP	 \$ 100,000 to \$120,000 Free-ride Trails: \$5,000, based on 500 metres of free ride trails and wooden/earthen stunts and features Skills Park: \$4,000 Dirt Jumps: \$18,000, based on 3,000 metre³ of dirt and construction costs for 4 lines of dirt jumps Additional features: \$55,000 Invergarry is the only park without existing parking or washroom facilities. The additional infrastructure costs are estimated at: Parking: 500 sq metre (20m by 25 m) gravel lot, site preparation and single 3m gate: \$35,000 Washrooms: Single portable toilet. \$15,000 Water service, equipment box, signage \$5,000 Landscaping: \$5,000 buffer landscaping between residential uses/streets and proposed parking lot Detailed design costs: \$6,000
Port Kells Park	DIRT JUMP	\$ 11,000 to \$13,000 - Dirt Jumps: \$2,000, based on improvement of existing dirt jumps (150 metre³ new dirt) - Additional features: \$3,500 for signage, equipment box, water service - Landscaping: \$3,000 buffer landscaping, cost contribution to trail decommission and rehabilitation - Detailed design costs: \$1,000
Fraser Heights Park	DIRT JUMP PUMP TRACK	\$ 38,000 to \$44,000 - Dirt Jumps: \$18,000, based on 3,000 metre ³ of dirt and construction costs for 4 lines of dirt jumps - Pump Track: \$5,000 for 55 metre track - Additional features: \$4,000 for signage, equipment box, water service - Landscaping: \$5,000 buffer landscaping and fencing between features and stream - Detailed design costs: \$2,000
Hillcrest Park	DIRT JUMP	\$ 27,000 to \$31,000 - Dirt Jumps: \$14,500, based on 2,250 metre ³ of dirt and construction costs for 3 lines of dirt jumps - Additional features: \$3,500 for signage, equipment box, water service - Landscaping: \$4,500 buffer landscaping between residential uses/streets and proposed parking lot expansion, pathways - Detailed design costs: \$2,000



2.2 Medium-term Improvements (2010 to 2012)

The Surrey Bicycle Recreation Facilities Strategy's medium-term improvements involve the development of a greenway bike network for cross-country riders to be developed on existing and planned greenways and bikeways that would connect many of the bike facilities recommended in this strategy. Called the *Green Line*, the single-track trail network/loop would be a one-of-kind facility in the Lower Mainland, stretching almost 70-kilometres around Surrey.

It would serve multiple communities in Surrey (Newton, Fleetwood, Cloverdale and South Surrey) and permit riders to more easily access the new bike facilities on their bicycles. It would also provide a unique and unparalleled urban cross-country riding experience. Where feasible, some free-ride portions or trail spurs could be developed. Communities not directly connected to the Green Line (Whalley and Guildford) would be linked to it via city greenways and bike routes.

Some on-street and shared trail sections would be required. A proposed connection from 20th Avenue to 48th Avenue in South Surrey/Cloverdale would be required along 192nd Street to link into and connect Latimer Lake Park and the bicycle facilities currently under development there. The City of Surrey is currently exploring this connection in its ongoing greenway planning.

More detailed design and planning is required to effectively cost this proposed improvement. As such, the Green Line has not been costed out.

Medium-term improvements (2010 to 2012)

Facility	Service Area	Facility Features	Facility Description
Green Line	Surrey-wide	CROSS COUNTRY	A proposed greenway bike network for cross-country riders to be developed on existing and planned greenways and bikeways that would connect many of the bike facilities recommended in this strategy.



A young rider pulling a dirt jump trick at South Surrey Bike Park.



2.3 Long-term Improvements (2013 and beyond)

The Surrey Bicycle Recreation Facilities Strategy's long-term improvements involve the development of two parks -- Joe Brown Park and Port Mann Park - that can not be currently developed due to environmental and engineering concerns. Master Plans that include bicycle recreation facilities for these parks have been or will be adopted by Council. Over the long-term, facilities may be also considered in the Douglas, Grandview and South Westminster neighbourhood planning areas, as community planning processes unfold for those areas.

Currently, Joe Brown is park is used as construction fill dump site by the City of Surrey. A concurrent park master planning process has identified the possibility of developing a non-traditional bike facility in the park when the park is redeveloped.

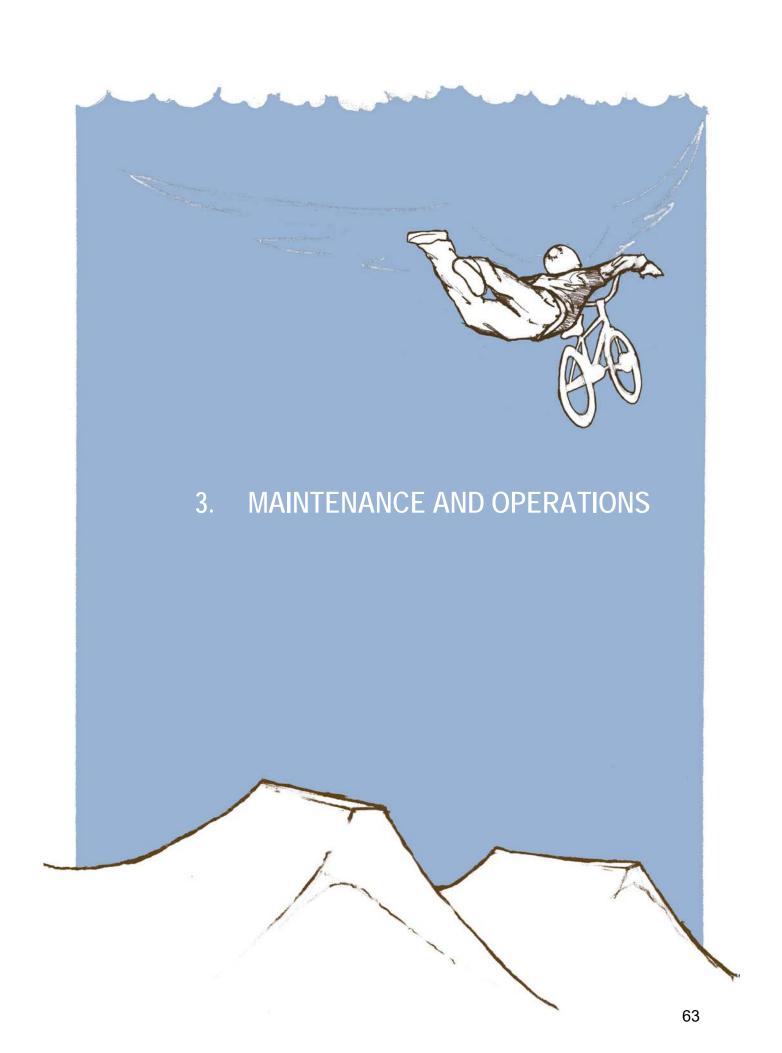
Port Mann Park is the site of a former GVRD landfill. Located adjacent to the Port Mann Bridge above the Fraser River, the park boasts scenic views of the North Shore mountains and Fraser River and possesses good cross-country terrain. A Master Plan for the park has identified a potential bike park facility located in the former Dogwood Campground site. Currently this site is still privately-owned and the landfill area can not be developed for site stabilization reasons for another six to ten years or more.

Long-term improvements (2013 and beyond)

Long-term improvements (2013 and beyond)				
Facility	Service Area	Facility Features	Facility Description	
Port Mann Park	Guildford and Surrey-wide	CROSS COUNTRY FREE RIDE	When Port Mann Park is ready for development, a cross-country trail network with free-ride trails could be developed there. The park is large enough and boasts the necessary topography to develop a trail with intermediate sections and skills features.	
Joe Brown Park	Newton	SKILLS PARK	When Joe Brown is developed, small-scale features could be considered for the site. Improved linkages to nearby Delta Watershed Park should be considered, as cross-country trails and a trials area already exist in the park. Given the park's current equestrian uses (which will likely be maintained in the future), care will be required to clearly separate any new bicycle facilities from the equestrian uses. Given the close proximity of equestrian uses and the park's relative proximity to both South Surrey Bike Park and Unwin Park, large scale facilities should not be developed at this site.	

Note: Given the timelines, no bike facility concept plans were developed for these parks in this study.





MAINTENANCE AND OPERATIONS

While both the space requirements and capital costs of bike facilities are relatively low, particularly in comparison to other forms of recreation (e.g., athletic fields), they do require ongoing maintenance and inspection. The proper maintenance of these facilities is also critical to minimizing risk for both facility users and for the City of Surrey.

Inspection frequency and maintenance needs will vary depending on the type of facility, the number of built or constructed features, the level of use, and the over all user numbers. Maintenance and inspection should be carried out as outlined in the <u>Guidelines for Bicycle Recreation</u> policy guide, Section 9, "Hazard Inspection Procedure for Bicycle Recreation Facilities".

The standards outlined in the document adapted from the Canadian Standards Association publication, *Children's Play Spaces and Equipment (*CAN/CSA-Z614-98) in addition to construction guidelines from the American Bicycling Association (ABA), the experiences of other jurisdictions, and input from advanced BMX and mountain bike riders.

As a minimum, the Guidelines recommend detailed hazard inspections are carried out to:

- Examine for potential defects and faults
- Give special attention to moving parts and components that can be expected for wear
- Enter the results and actions taken in a permanent record that can be examined if necessary

The document outlines further general maintenance and notes that a more formal maintenance and inspection procedure should be developed over time from experience. This development of these formal procedures and policies would be another responsibility of the City.

As outlined in the <u>Guidelines for Bicycle Recreation</u>, at a minimum, inspections should be done two times per year at the outset of any facility until such time that information concerning their use and durability become known. The inspections would be the responsibility of the a Surrey Parks, Recreation, and Culture staff person who holds current Canadian Playground Safety Inspector (CPSI) certification and has proven knowledge of structures and construction methodologies as outlined in the <u>Guidelines for Bicycle Recreation</u>.

Additional minor inspections and ongoing maintenance will likely be carried out by facility users, particularly on dirt jump, free-ride and cross country facilities which can be easily changed and reshaped manually by users. Dirt jump facilities in particular often require daily spot maintenance to keep landing surfaces functioning optimally.

The table on the next page outlines some basic maintenance and inspection needs for the different facility types outlined in this strategy. More detailed information is available in <u>Guidelines for Bicycle Recreation</u>.



Generalized Facility Maintenance Needs

Facility Type	Basic Maintenance Needs
CROSS COUNTRY	- Ensure that trail surface is free of debris, leaves, branches, and fallen trees
FREE	 Ensure that trail surface is free of debris, leaves, branches, and fallen trees Check trail features (e.g., drop offs, ladders, etc.) for safety (approach, landing and feature itself)
SKILLS PARK	 Check all features (natural and urban) for safety and function Keep skills park area clean and debris free
DIRT JUMP	 Weekly jump grooming and maintenance over the first season of use, with less maintenance over consecutive seasons Remove rocks and debris from dirt jump lines Ongoing soil compaction of take-off jumps and jump lips Minor on-going maintenance and jump re-shaping.
URBAN BMX	 Ensure that area is free of debris and clean Check sills and lips of concrete features for wear and damage
PUMP TRACK	 Continued grooming and maintenance over the first season of use, with less maintenance over consecutive seasons. Remove rocks and debris that work to the surface Keep area clean and debris free
BMX RACING	 Ongoing track raking, grooming and watering (frequency depends on use) Removal of rocks and debris that work up to track surface Keep area clean



It is in facility maintenance where tremendous opportunities exist for developing community stewardship through organized work days where riders help carry out maintenance duties, or through the development and nurturing of community-based groups or bike clubs to operate the facilities on a volunteer basis. Unlike other types of more traditional recreation (e.g., field sports), non-traditional bike sports have historically actively involved riders in facility maintenance. This is both because ongoing, daily spot maintenance is required and because volunteer maintenance has always been a part of the non-traditional biking culture. This is why the expression, "If you ride, you dig," is often heard in non-traditional biking community.

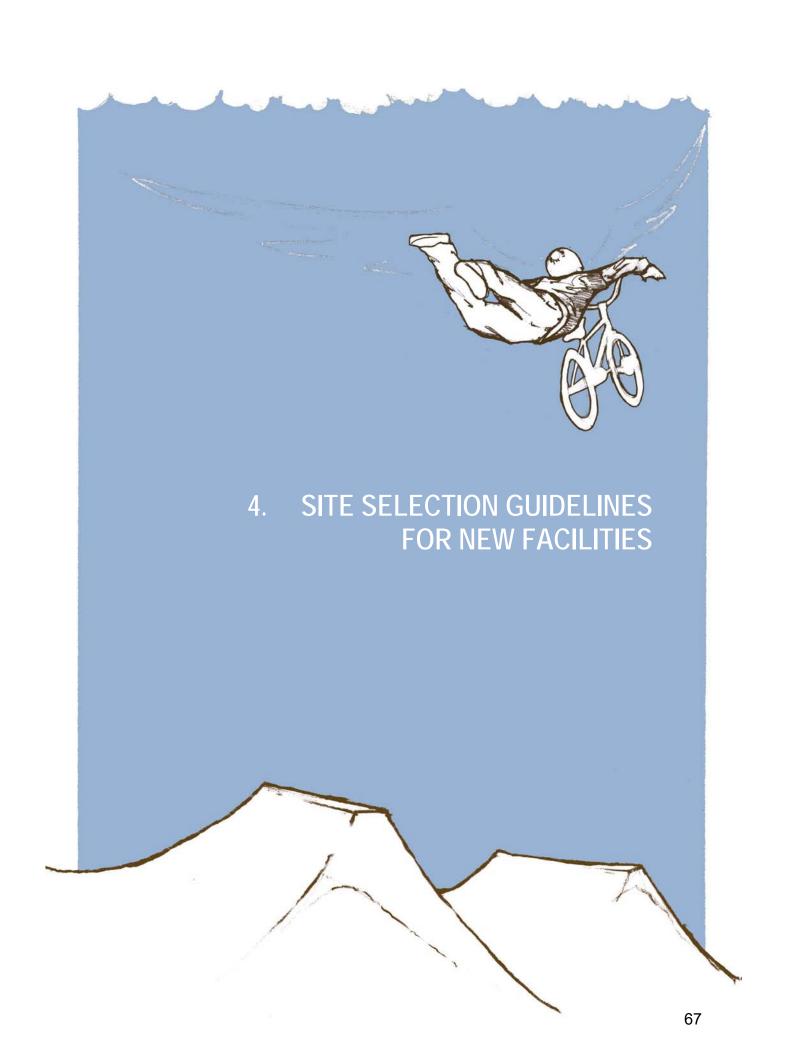
The history and popular folk lore of both BMX and mountain bike riding is steeped in riders building and maintaining their own facilities – trails, features, stunts, dirt jumps, pump tracks, etc. – and rebuilding them again whenever they were removed by municipalities or other agencies or lost to development and construction – a history that exists in Surrey's riding community as well. This is because in early days of the sport, there were no municipal backers or private, controlled access bike parks; it was a self-propelled, rider-driven activity. This culture continues today, though perhaps not as strongly as in the early days, and marks the point where the City of Surrey can connect with the riding community to help maintain and even operate the facilities to be developed as part of this strategy.

It is through the community stewardship of facilities that the Parks, Recreation and Culture Department can both reduce construction and maintenance costs of theses facilities, but more importantly help ensure that the facilities are actively used in a youth positive, community supportive manner.

It is important to stress, however, that while this stewardship energy is out there, organized work days and overall stewardship coordination is still required to keep facility maintenance on track and to develop and sustain the facility stewardship groups.



Although stewardship is a part of the culture of off-road biking, it still requires leadership and ongoing nurturing to be effectively maintained. (*image*: International Mountain Biking Association)



4. SITE SELECTION GUIDELINES FOR NEW FACILITIES

The City of Surrey is one of Canada's fastest growing municipalities. As the population increases, there will likely be an increase in demand for new, non-traditional bicycle recreation facilities, particularly as the popularity of non-traditional bicycle recreation continues to trend upwards as anticipated by this study.

While most of the demand should be met through the short-, mid- and long-term developments outlined in this strategy, Surrey Parks, Recreation and Culture will still likely face requests from the public for additional facilities. While many of the requests will likely come from riders who simply want a facility closer to their homes, this strategy recommends that:

1.1 No additional new bike facilities be considered until the bike facilities to be developed as part of this strategy's short-term improvements are completed (est. 2009).

City staff may also receive requests from individuals living in areas of new or emerging residential communities that are not currently served by this strategy's short-term improvements. In particular, this strategy anticipates potential new demand in the South Westminster, Douglas and Campbell Heights neighbourhoods (see Map 1, page 23). As these areas are not currently served, new facilities can be considered for these areas when new parks are developed to serve the communities and/or when they reach necessary population thresholds. In determining where and if to develop new facilities in these areas, this strategy makes the following recommendations:

- 1.2 New bike facilities should be developed in the least serviced areas first (i.e. the community with the fewest and/or greatest distance to both existing facilities and facilities realized through this strategy).
- 1.3 Any new bicycle facility proposals should also consider formalizing any informal facility or features that may exist in the community where practical and feasible (often times, particularly when on public land, these informal facilities can simply be improved and brought up to standard very cost effectively).
- 1.4 As with other facilities outlined in this strategy, any new bike facility developed in South Westminster, Douglas and Campbell Heights should be created in consultation with resident groups in these areas and follow the site assessment and selection criteria identified in <u>Guidelines for Bicycle Recreation Facilities</u>.
- 1.5 Any new facility developed in these areas should be linked with the Green Line network where practical and feasible and/or other bike routes and greenways.

Given the importance of local stewardship in the development and ongoing maintenance of successful bike facilities, this strategy also recommends:

1.6 Any new facility advocated for by existing or new bike club groups (either as a potential facility operator or steward) should be prioritized for development.

This recommendation applies equally to this strategy's short-term improvements and developments.





A. Public Process and Community Input

Public consultation and engagement was an important part of the strategy development process. The consultant team incorporated many innovative and creative input tools. These tools and the overall process are summarized in this section.

Surrey Bike Fest

To launch the project, members of the consulting team attended the Fifth Annual Surrey Bike Fest on June 24th, 2006. A booth was set up to introduce the project and garner information about current facilities and the perceived needs of recreational bicyclers in the Surrey area. The event was organized by SORCE and held at the South Surrey Bike Park. The event featured a dirt jump jam, professional free-riders, trail riding demonstrations, tours of the facilities, an off-road cycling trade expo, demonstration bikes to try out, clinics, and a kid's bike rodeo. Over 400 people attended the event.

The main purpose of attending the event was to introduce the project to the existing bike community in Surrey. Event participants helped identify existing informal/non-sanctioned bike features in Surrey and provided feedback on parks for consideration as bike facility sites.

A survey was also distributed at the event and posted on a web site set up specifically for the project. Everyone who completed a survey was entered into a draw to win a sized-to-fit 2006 Kona 24 Dirt Jump Bike. The purpose of this survey was to collect background and demographic information about the existing off-road bicycle community in Surrey. The survey revealed that a broad age and geographic range of people in Surrey use their bicycles for recreation. Ease of transportation and access were identified as key concerns among bike riders, indicating that neighbourhood parks are preferable to larger, less accessible destination facilities. The survey results also highlighted the diversity of riding types in Surrey. While cross-country continues to be the most popular form of recreational biking, dirt jumping, BMX, and free-riding occupy a substantial share of user activities. Over 300 surveys were received.

Round 1 Open Houses

Once an initial draft strategy was produced, the consulting team and Surrey Parks Department staff conducted its first round of open houses. Targeting both northern and southern Surrey community members, the consulting team presented the draft strategy to the public in order to gain feedback for further refinement and revision.

All of the open house events followed City of Surrey policy. Parks staff publicly advertised the events in the Surrey Leader newspaper and on the City's web site. Over 3,000 invitations were also mailed to individual households in the immediate proximity of the parks included in the strategy.

The feature open house event was held at the South Surrey Bike Park on Saturday, September 30th, 2006. The event, called the Surrey Bike Parks Review, was presented with an upbeat tempo that included music, dirt jump demonstrations, free clinics, trails demonstration, free food and drinks, and lots of door prizes.



During this event the consultant team launched a second survey that asked specific questions about each of the proposed park expansions. Paper surveys were distributed that correlated with 11 exhibited information panels that outlined the draft strategies for each facility.

The event included a number of more creative means of engagement targeted at the youth demographic. This included a video speaker's corner that allowed individuals to speak freely about the strategy to a digital video camera. A clay modeling station was used to visualize the "dream park" (see picture on previous page). A "graffiti wall" was also used to let participants record random thoughts and ideas about the draft concept. The entire event was also recorded on digital video that was edited into a 5-minute video highlighting some of the day's activities and feedback.

On October 4th, 2006 the consulting team and staff from the Surrey Parks Department hosted another open house at the Guildford Community Centre in north Surrey. This event followed a more traditional open house style of engagement, which focused on a series of panel boards containing information about the draft concept. Members from the consulting team and Surrey Parks Department mingled with community members as they viewed the boards to answer any questions about the concept and encourage them to complete a survey.

Attendance at the first event was estimated at over 250 people and approximately 80 for the second event. Through these events and the Surrey Bike Parks website, over 200 surveys were collected, providing detailed feedback on the draft concept.

Round 2 Open Houses

A second open house was held at Surrey City Hall on December 5th. The event attracted 18 people to view the information panels and provide feedback on the concept plans. Additional surveys were mailed out to households with the invitation to the open house. In addition a revised survey was hosted on the surrey bike park website in addition to revised concept plans.

Community Road Show

The final public engagement activity involved a traveling road show, where the information panels were circulated through six Surrey community centres. The panels were posted for one week periods (including one weekend) at each of the centres. Paper surveys were made available at the community centres and the web site was promoted. The road show locations included community centres in North Surrey (December 11-15), Newton (December 18-22), Guildford (January 2-5), Fleetwood (January 8-12), Cloverdale (January 15-19) and South Surrey (January 22-26).

Surveys

As part of the Surrey Bicycle Recreation Facilities Strategy project, three separate surveys were conducted with intercept surveys, on-line at the project website, at bike events, and with mail-out surveys that were sent to residences in the area of parks where short-term improvements were proposed. In total, over 500 surveys were completed as part of the project.

The first survey helped determine rider demographic and preferences. Its major findings included:

✓ Surrey boasts an active biking community, with riders of all ages and a high degree of skill and enthusiasm for the sport;



- ✓ There is city-wide demand for new, accessible facilities featuring dirt jumping, skills and crosscountry; and,
- ✓ There is community appetite to help design and maintain any new facilities Surrey develops.

For the first survey, roughly 80% were male, and 20% female. While there was a broad age range represented, over 30% of the respondents were under 17. Of interest, approximately 15% of the respondents were between the ages of 35 and 44, while another 15% were between 45 and 54. The age range underscores the growing popularity the sport and its accessibility to a wide range of skill level, fitness and age.

The second survey was used to gauge public support for the overall strategy. Respondents were also given the opportunity to provide detailed input on each of the strategy's proposed short-term improvements. It determined uniformly strong and positive support for the draft strategy across all age groups and Surrey communities, including both riders and non-riders. Overall, 93% of the 200 respondents were satisfied with the strategy, with 76% reporting to be "extremely" or "highly" satisfied. As with the first survey, over 70% of respondents said that they would be willing to help maintain or steward any new or improved facility on supervised facility "work days".

The third and final survey was carried out to gauge support for each of the proposed short, medium- and long-term improvements. As with the previous survey, the response was positive and strong. Overall, the majority of the 89 respondents were satisfied with the overall strategy, with an average of 80% reporting to be satisfied with the short-, medium- and long-term improvements. Each of the proposed short-term improvements were also overwhelmingly supported by respondents with support ranging from a low of 64% at Hillcrest (the only facility to rank below 83%) to a high of 95% at the Surrey Sport and Leisure Complex. The average support rate across all facilities was 86%.



Youth at the Surrey Bike Fest open house event build a model of their "dream bike park." Creative public engagement techniques were widely used during the development of the strategy.



B. Community Survey Results

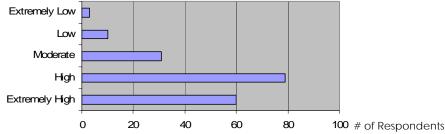
This section provides the survey results of the final two community surveys that were carried out as part of the Surrey Bicycle Facilities Strategy project.

2nd Survey Results - October, 2006

Number of respondents: 197

Average age: 24
Oldest respondent: 60
Youngest respondent: 9

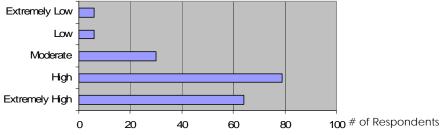
1. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), please rate your **overall satisfaction** with the Draft Surrey Bicycle Recreation Facilities Strategy.



Moderate to Extremely High: 93%

Extremely Low to Low: 7%

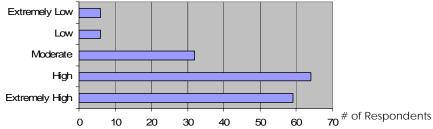
2. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), please rate your overall satisfaction with the Draft Strategy's recommendations for **short-term improvements** (i.e., recommendations to improve existing facilities and the development proposed new facilities are to occur in the short-term)



Moderate to Extremely High: 94%

Extremely Low to Low: 6%

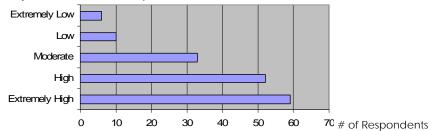
3. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), please rate your overall satisfaction with the Draft Strategy's recommendations for medium-term improvements (i.e., the proposed *Green Line* greenway bike network that will connect many of the bike facilities recommended in this strategy).



Moderate to Extremely High: 93%

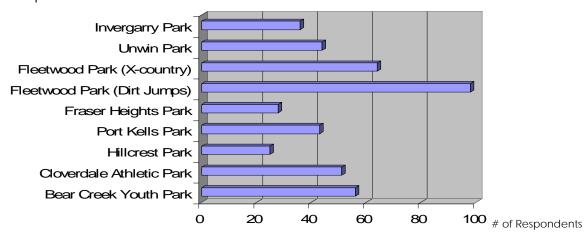
Extremely Low to Low: 7%

4. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), please rate your overall satisfaction with the Draft Strategy's recommendations for long-term **improvements** (i.e., improvements to Joe Brown Park and Port Mann Park).

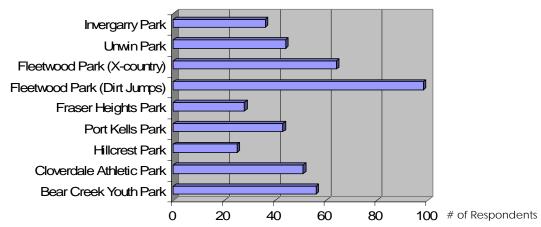


Moderate to Extremely High: 90% Extremely Low to Low: 10%

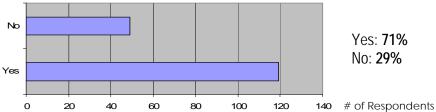
5. Which of the new bike facilities do you think you would ride the most when they are completed?



6. Which of the new bike facilities would you like to see **upgraded/constructed first?** (*Please check your top 3 choices*)



7. The City of Surrey would like to get riders to help with the maintenance of new bike park facilities. Would you be willing to help do some work on during special work days?



INDIVIDUAL PARKS

Notes:

- highest "No" %: 18% cross-country trails at Invergarry

16% family-oriented cross country loop at Bear Creek

- highest "Yes" %: 99% dirt jumps for Fraser Heights

98% dirt jumps for Invergarry

98% washrooms and parking for Invergarry

BEAR CREEK

8. Do you support the **upgrade of the existing skate park** to be more suitable for urban BMX?

Yes 70 90% No 8 10%

9. Do you support the addition of **beginner-oriented dirt jumps** directly behind the skate park?

Yes 70 89% No 9 11%

10. Do you support the development of a **family-oriented cross-country trail loop** under the power lines behind the park?

Yes 65 84% No 12 16%

CLOVERDALE

11. Do you support the upgrading of the existing practice BMX track?

Yes 68 89% No 8 11%

12. Do you support the conversion of the existing tot lot into a small skills park?

Yes 65 87% No 10 13%

HILLCREST

13. Do you support the development of **dirt jumps** in the area behind the existing tot lot/playground?

Yes 64 94% No 4 6%

PORT KELLS

14. Do you support the **upgrading of the existing dirt jumps** to improve safety and quality?

Yes 65 97% No 2 3%

FRASER HEIGHTS

15. Do you support the development of **dirt jumps** in the south end of the park?

Yes 72 99% No 1 1%

16. Do you support the development of a **pump track** in the south end of the park?

Yes 68 94% No 4 6%

FLEETWOOD

17. Do you support the development of **dirt jumps** just below (south) of the existing greenway path?

Yes 83 93% No 6 7%

18. Do you support the development of a single, shared trail **cross country loop** on the trail existing below (south) of the existing greenway path?

Yes 51 86% No 8 14%

UNWIN

19. Do you support the development of dirt jumps in the south-west corner of the park?

Yes 70 93% No 5 7%

20. Do you support the development of a pump track in the south-west corner of the park?

Yes 69 95% No 4 5%

21. Do you support the development of a small skills area in the south-west corner of the park?

Yes 67 91% No 7 9%

INVERGARRY

22. Do you support the development of a **free ride loop** in the existing bowl area on the east side of the park?

Yes 62 94% No 4 6%

23. Do you support the development of **dirt jumps** in next to the existing bowl area on the east side of the park?

Yes 65 98% No 1 2%

24. Do you support the development of a small **skills area** in next to the existing bowl area on the east side of the park?

Yes 59 89% No 7 11%

25. Do you support the development of one or two clearly separated and well-marked **cross country trails** on the east side of the park?

Yes 53 82% No 12 18%

26. Do you support the development of **washrooms and a small parking area** on Surrey Road on the park's eastern edge?

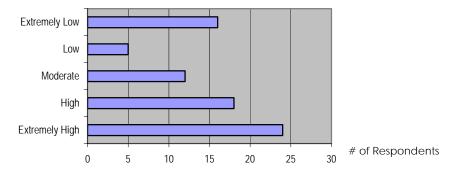
Yes 64 98% No 1 2%

Final Survey Results - January 2007

Number of respondents: 89

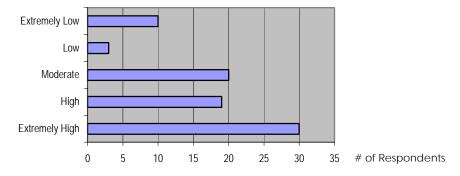
Average age: 40 Oldest respondent: 89 Youngest respondent: 9

1. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), what is your overall satisfaction with the Draft Strategy's recommendations for **short-term** improvements - 2007 to 2009 (i.e., recommendations to improve existing facilities and the development proposed new facilities in eight parks throughout Surrey)



Moderate to Extremely High: 72% Extremely Low to Low: 28% Total Respondents: 75

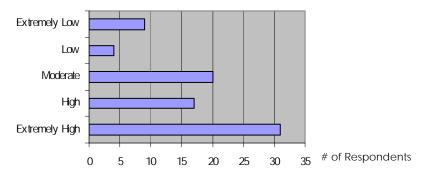
2. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), what is your overall satisfaction with the Draft Strategy's recommendations for **medium-term** improvements - 2010 to 2012 (i.e., the proposed Green Line greenway bike network that will connect many of the bike facilities recommended in this strategy).



Moderate to Extremely High: 84%

Extremely Low to Low: 16% Total Respondents: 82

3. Overall, on a scale of 1 to 5 (where 1 is the lowest and 5 is the highest), what is your satisfaction with the Draft Strategy's recommendations for **long-term** improvements - 2013 and beyond (i.e., improvements to Joe Brown Park and Port Mann Park).

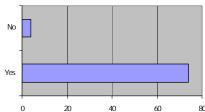


Moderate to Extremely High: 84% Extremely Low to Low: 16% Total Respondents: 81

INDIVIDUAL PARKS

Please give us your feedback on the Strategy's short-term (2007 to 2009) recommendations to improve existing facilities and the development of new facilities. The parks are in the order that they may be developed, based on public feedback and feedback from Surrey Park's staff.

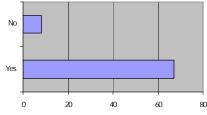
4. SURREY SPORT AND LEISURE COMPLEX Do you support the proposed improvements at Surrey Sport and Leisure Complex/Fleetwood Athletic Park?



YES: **95**% NO: **5**%

Total Respondents: 78

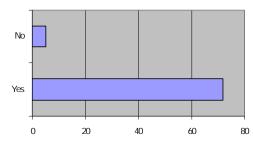
5. **BEAR CREEK** Do you support proposed improvements at Bear Creek Park?



YES: **89**% NO: **11**%

Total Respondents: 75

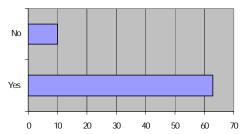
6. CLOVERDALE ATHLETIC PARK Do you support the proposed improvements at Cloverdale Athletic Park?



YES: **94**% NO: **6**%

Total Respondents: 77

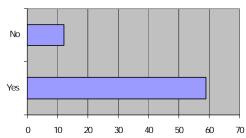
7. UNWIN PARK Do you support the proposed improvements at Unwin Park?



YES: **86%** NO: **14%**

Total Respondents: 73

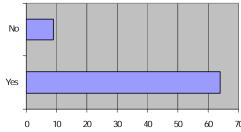
8. INVERGARRY PARK Do you support the proposed improvements at Invergarry Park?



YES: **83**% NO: **17**%

Total Respondents: 71

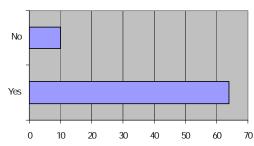
9. PORT KELLS PARK Do you support the proposed improvements at Port Kells Park?



YES: 88% NO: 12%

Total Respondents: 73

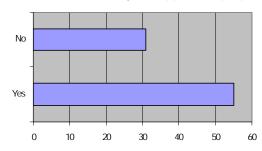
10. FRASER HEIGHTS PARK Do you support the proposed improvements at Fraser Heights Park?



YES: **86%** NO: **14%**

Total Respondents: 74

11. HILLCREST PARK Do you support the proposed improvements at Hillcrest Park?



YES: **64**% NO: **36**%

Total Respondents: 86

APPENDIX C



1.0 Introduction

This document provides an overview of the site assessment and selection criteria used for the City of Surrey's Bicycle Recreation Facilities Strategy. It provides an overview of the parks selected for review by the City of Surrey, the criteria used to assess them, and their suitability for specific kinds of non-traditional bicycle activities.

2.0 Park Sites Reviewed

Given the diverse range of park types, sizes, uses and current activities available in Surrey's park system, off-road bicycle facilities are obviously not appropriate in all locations. Based on community input gathered through public outreach, an on-line survey, field visits and direction from City of Surrey Parks Department staff, fifteen parks were selected as candidate sites for off-road bicycle facility development. These parks are reviewed briefly below along with a rationale for their selection. A location map is provided on the next page.

✓ INVFRGARRY PARK

Located in North Surrey near the Fraser River, this large park straddles the Whalley and Guildford neighbourhood boundary. Bisected by the Bon Accord Creek and ravine, the park is mostly undeveloped and is mostly covered in a lush, mature, second growth forest. The park was previously used as a dump site for construction waste, so some western and eastern portions away from the ravine feature younger, scrub forests. There is a trail network in the park, with some improved sections along the bottom of the ravine next to the creek. A local community group has developed a trails plan for the park and has received money from the City to develop it over time. There is a small, natural bowl area in the park's south east corner where a series of bike jumps and trails have been developed over the years. A local resident group favours the development of a bike park facility is this area. The park has no washroom facilities, water or parking.

✓ POPLAR PARK

This is a small park with a children's playground and wooded trail that is situated on a bluff in the north end of Whalley, near the Fraser Highway and

SkyTrain right of way. Poplar Park has a small wooded area with a few short trails that appear threatened by erosion and soil stability concerns.

✓ ROYAI KWANTI FN PARK

Royal Kwantlen Park is a large multi-use park situated in the centre of Whalley close to the Surrey Centre SkyTrain station and 132 St. The park is primarily comprised of open fields and hard surfaces that can accommodate a variety of sports and includes an outdoor swimming pool. There is a small, relatively old skate park that serves both bikers and skateboarders. Due to its small size, there are conflicts between the two user groups. The north edge of the park has a small stand of mature second growth forest, with an intensive network of multi-use trails. The park has abundant parking. There is a fire hall and school bordering the park.

✓ GREEN TIMBERS URBAN FOREST

Located close to Surrey City Centre, the park is one of Surrey's largest. As the historic site of the province's first forest replanting program, the park features a mature second growth forest. There are numerous multi-use trails throughout the park. The portion of the park evaluated for this study was originally a triangle of land bounded by 144th Street to the west, the Fraser Highway to north and 92nd Avenue to the south. After discussions with Green Timbers Heritage Society, it became evident that the location had been identified by the society as a nature reserve. The society does not support any additional development there. Based upon their recommendations, the consultant team assessed a smaller portion of school board land that borders the park's south-west edge behind Simon Cunningham School at 9380 - 140th Street. There is on-street parking nearby and school parking (locked after hours), but no facilities nearby.

✓ BEAR CREEK YOUTH PARK

This park is one of Surrey's most popular and heavily used parks. It includes playing fields, a forested area, a miniature train and the Surrey Art Centre. The Youth Park portion is located on the park's south-west corner off 136th Street and 84th Avenue. It features a skate/BMX facility, climbing wall, concession, parking and washroom facilities. It was identified by Surrey Parks as potential location for a smaller, beginner style series of dirt jumps.

✓ FLEETWOOD PARK

Located in the south end of Fleetwood, this large, heavily programmed park serves a wide array of users through a number of recreational facilities. The park site also includes award winning landscaping. The park includes athletic fields, a children's playground and a mature, second growth forest. In 1996 a referendum was passed by the City of Surrey to have the park expanded into surrounding forested area. The mixed forest area includes a number of fish bearing streams that feed into the Serpentine River and provides habit for a diversity of wildlife. To protect the integrity of the ecosystem, the park includes educational and interpretive signage at trail entrances and ridges for all paths that cross water ways.

✓ PORT KFILS PARK

This small park is located on the western edge of Guildford. Port Kells has a mix of wooded and open areas, with existing walking trails, dirt jumps, an outdoor pool and a children's playground. Efforts are being made to educate park users about the sensitive riparian areas within the wooded portion of the park. The surrounding community is relatively sparsely populated with a mix of low density housing and farmland.

✓ FRASER HEIGHTS PARK

This redeveloped park and community centre are located just north of Highway 1 in Guildford. The site contains a medium-sized, street-style skate park that was recently constructed. There is also an all weather field and a soccer/football field, which are enclosed by forest on the west side of the park. The new community centre features prominently on the site and the fields are surrounded by a thin line of trees with low density residential developments on the other side.

✓ FRASER VIEW

Fraser View is a small neighbourhood park located further north than Fraser Heights Park. As the name suggests, this park has an excellent view of the Fraser River and the North Shore mountains. The park is not programmed, but has a high aesthetic value with its views. The park serves the local neighbourhood.

✓ CLOVERDALE ATHLETIC PARK BMX TRACK

Located in the heavily programmed and well-used Cloverdale Athletic Park, the site features a short-course (100+ metre) BMX track with a single start/finish point, small straightaway and several, small low-banked corners. It is located on the street edge fronting 64th Avenue. The track is in relatively poor shape and the area to the immediate north (between the track start and the 64th Avenue) for a new all-weather playing field that is being developed to the immediate north of the track. There is a small practice field to the east with football uprights on one end and a small treed area to the north-west that could be developed with small skills features. Parking and washroom facilities are located close by.

✓ CLOVERDALE YOUTH PARK

Located adjacent to the Cloverdale Fairgrounds, this is a similar park to the Bear Creek Youth Park and features a skate board facility, parking and washroom facilities. It was identified by Surrey Parks as potential location for a smaller, beginner style series of dirt jumps.

✓ HILLCREST PARK

Hillcrest Park is combined with an elementary school located in East Cloverdale in the Clover Valley Station neighbourhood. The local community was apparently involved in the park planning process, as there is a plaque on site acknowledging the role of NECTAR (North-East Cloverdale Triangle Area Residents) and the Hillcrest Elementary School Parent Advisory Council. A master plan was completed in 2003 that will see the creation of multi-use pathways, a soccer field and baseball diamond. A small children's playground has been built, but the remaining site is under construction.

✓ SUNRISE RIDGE PARK

Adjoining an elementary school, Sunrise Ridge Park is located south of the Fraser Highway in Cloverdale. This small park contains a few short trails that meander through mixed forest. The park includes large portions of open grass land. The grass land is adjacent to a power line right-of-way that cuts diagonally through the park.

✓ JOE BROWN PARK

Located below Highway 10 near the boarder with Delta and Mud Bay Park, this undeveloped park is currently used by the City of Surrey as a fill dump. A park planning process is currently underway, and some kind of bike park facility has been identified in the three concept plans that have been developed for public review. The final concept selected by the public will ultimately determine how long the park is used as fill site (i.e., different concepts will require different amounts of fill). Whichever option is selected, it is likely that park development will not occur for five years or more. There is currently a horse paddock on the site as well.

✓ UNWIN PARK

Unwin is a large, heavily programmed park located in the centre of Newton on 132 Street. The park contains a number of open sport fields with an outdoor swimming pool and on-site care takers house. There are small areas of forested areas that surround the perimeter of the park, providing some sun and wind protection in an otherwise exposed and open park.

3.0 Site Evaluation Criteria

Each of the park sites was evaluated based on the following 12 criteria established in Surrey's <u>Guidelines for Bicycle Recreation Facilities</u>. The consultants identified three additional criteria which are also summarized.

1. ENVIRONMENTAL SENSITIVITY

BMX and mountain biking trails and features should not excessively compromise ecologically sensitive areas within parks. Areas of special concern include riparian or wetland areas and mature forest. Development in disturbed areas or areas with predominately non-native vegetation is preferred over less disturbed or native plant communities. Any activity in Natural Area Park lands should be proposed only after consultation with the Parks Division's UFEP (Urban Forestry and Environmental Programs) section to determine whether or not the area is suitable and capable of handling the potential impacts. No activity in any natural area should be pursued until that area has been cross-referenced to the City of Surrey's "Natural Areas Strategic Plan."

2. SOIL SUITABILITY AND DRAINAGE

Soil should be well drained with a low percentage of organic material. A silty loam is ideal given its wide range of particle sizes for stability, packing and smooth surface. Homogeneous soils are prone to problems with muddiness and dustiness (for clay or silt) or crumbling and cohesion (sand). For mountain bike trails, soils that are indigenous to the site should be used whenever possible to ensure continuity of growing medium and environmental consistency within the area (these are usually mineral soils found approx. 25cm or greater below the surface and have characteristics of good drainage and adhesion for longevity of trails).

3. PROXIMITY TO RESIDENTIAL PROPERTY

Where possible, bicycle facilities should be located away from residential areas to reduce conflict with park neighbours. Neighbourhood consultation should take place.

4. CONFLICT WITH OTHER PARK USERS

Site selection for bicycle facilities should consider other park and trail users and be located to minimize conflict. All trail facilities should actively (through signage) promote the widely recognized IMBA "Rules of the Trail" (see Principal 2, section 4.2 of this document) to ensure that conflict is minimized when multiple user groups are allowed on the same trails.2

5. FUTURE PARK PLANS

Bicycle facilities should not compromise plans for future park use or development. In the absence of a specific park plan, the bicycle facility should be considered temporary until a plan has been completed. Conversely, any new park planning proposals should consider existing bicycle facilities (sanctioned or illegitimate) and should consider demands for new facilities in their conception.

6. PROXIMITY TO OTHER BICYCLE RECREATIONAL FACILITIES

Proposals for new bicycle facilities near similar existing approved areas will not be supported. As a rough guideline, there should be a maximum of one of each type of facility per Town Centre, where appropriate environments are available.

7. VISIBII ITY

Areas visible from a main road are preferred over secluded areas as a way to reduce vandalism and other undesirable activities, as well as to capture awareness of such facilities and promote use.

8. ACCESS FOR EMERGENCY SERVICES

Police, fire and ambulance must be able to access the site in the event of an emergency.

9. AVAILABILITY OF PARKING

Vehicle parking must be available near the site. The number of spaces required relates directly to the size and anticipated popularity of the facility.

10. Washroom facilities

Locations with public washrooms nearby are preferred.

11. Perceived need for a facility

This is a largely subjective criteria that can be further researched through understanding apparent/perceived local demand (survey local users and nearby populations) and a detailed survey of the demographic constituencies. Areas where perceived needs exist are usually identified by unauthorized facilities in natural environments or through the request of a user group that has informally adopted an area as a location for cycling.

12. COMMUNITY PARTNERSHIP

An ongoing partnership with a group of riders is desirable to design, construct, inspect and maintain bicycle facilities. This group will be the lead in the development and maintenance of the facility in accordance with the guidelines set out by the Parks Division. This criterion should be preferred as very desirable, but is not mandatory for the establishment of any cycling facility.

Additional Criteria

■ TOPOGRAPHY AND TERRAIN

Potential bike park locations should present the opportunity to develop a mix of facilities and features, from beginner to expert to help draw a wider range of users. This range of opportunities increases on more varied terrain with steeper gradients. Forested areas or areas with some tree cover are also preferred to help minimize potentially dangerous winds for dirt jumpers and to limit UV exposure.

PARK SIZE

The larger the park, the greater the possibility of developing longer trail networks or the number of bike features (i.e., skills park, dirt jumps and

trails). Smaller or constrained sites are generally not suitable for trail networks, but could support dirt jumping facilities or skills areas. Larger parks or parks with fewer program and environmental constraints are also more flexible and present opportunities to be expanded in future years.

■ TRANSIT AND BICYCLE ACCESSIBILITY

A bike park facility should be located near existing bicycle routes or greenways to permit easier and safer non-automobile access. Transit proximity should also be considered, particularly for services with bike carrying abilities (e.g., SkyTrain, bike-rack equipped bus routes).

59

4.0 Site Assessments

The following section provides summaries of the park assessments carried out by the consultant team. Following the summaries, two evaluation matrices are provided. One illustrates how each of the parks meets the assessment criteria outlined in the previous sub-section, while the second illustrates what kinds of bicycle facilities could potentially be accommodated at the park sites.

INVERGARRY

General Comments:

- Exciting and complex site with both great potential and considerable development issues to consider
- Potential to develop interesting lines and routes and a variety of uses in clearly definable zones – jump park, free-ride, cross-country, nature, and multi-use
- History of off-road bike use
- Currently used by bicyclists as an informal facility with trails and stunts
- Most existing jumps likely built several years ago by 'big bike free-riders' (i.e., low angle, long distance, small landing)
- Location close to a former, very popular, informal bike facility, "The Guildford Jumps," suggests that there is an existing dirt jumping/BMX community in the area
- Site topography offers a huge amount of versatility for obstacles, interesting trail designs
- Tree cover over the whole site
- Local residents who use the park for walking have organized to support ongoing park improvements, including the development of a formal bicycle facility where the current jumps and trails exist
- Residents would support a bicycle facility park that supports and furthers their trail improvement and development plans
- Most of the existing structures would need to be demolished and jumps removed to ensure a positive, sustainable redesign

Pros:

- ✓ Natural bowls and rapid elevation changes make for an interesting site and potential for a fun and challenging bicycle park
- ✓ Already well used by the biking community and has significant trail impact

- ✓ Opportunity to rehabilitate damage, while curbing future rogue use
- ✓ Natural shaping of terrain leads to a variety of challenges and obstacles without significantly building or constructing terrain challenges
- ✓ Lots of viewing opportunities for the bike trails, given relatively open nature of the forest environment and the predominance of lower scrubspecies
- ✓ Potential to attract a wide variety of riders with different skill levels
- ✓ Natural tree cover reduces wind and UV exposure for a safer riding area
- Existing site drainage (natural) would help prevent down time due to puddles and mud during the winter and fall months
- ✓ The former dumping area provides a good base for a set of basic dirt jumps, or parking area
- ✓ Location near highway and SkyTrain offers would offer opportunities for riders from other areas to visit the park
- ✓ Park size provides enough space to cover many forms of cycling (freeride, x-country, dirt jumping) while still accommodating pedestrian trails

Cons:

- Close proximity of steep ravine could attract rogue riders who could create potential erosion, injury and liability challenges
- User conflicts with pedestrian trails in area will require careful attention and design
- Rogue building or vandalism could occur
- Lack of facilities, including parking, water (for dirt jump maintenance and drinking) and washrooms would require significant infrastructure to be constructed if the site were developed as a true multi-use recreation/bike facility
- Lack of existing facility stewardship group (i.e., there is no SORCE in the area)
- × Limited population immediately adjacent the facility (i.e., park site is surrounded by relatively low density residential development)
- Parking concerns could be significant, unless a shared-use agreement could occur with the school board – given its lack of immediately local users, it would be highly "traveled" to
- Terrain is significantly challenging for trail building, stewardship, and maintenance
- × Very complex trail building for mountain bike and free-ride trails

POPLAR HILL

General Comments:

- Located near the SkyTrain, a bike path and King George Highway
- Small park with steep gradient and mixed forest
- Park likely too small to for additional facilities

Pros:

- ✓ Easily accessible by bike, public transit and road
- ✓ Existing trail system
- ✓ Park situated in a medium density neighbourhood

Cons:

- Park area is very small
- Very steep slopes with potential soil stability and erosion issues
- Poor visibility and sightlines
- No open space for facilities

ROYAL KWANTLEN PARK

General Comments:

- Large multi-use park located in central Whalley
- Heavily programmed with pool, sport fields, walking and biking trails, basketball, lacrosse and a skate park
- Small forested area on the north end of the park, with large amounts of open fields to the south
- Relatively flat terrain
- School and Fire Hall adjoining park

Pros:

- ✓ Easily accessible by bike, public transit and road
- ✓ Existing trail system
- ✓ Significant amount of open, useable space
- ✓ Parking available
- ✓ Park is heavily programming and well-used
- ✓ BMX riders already use skate park facility
- ✓ Potential space for dirt jumps near forest

Cons:

- × Potential conflict with First Nations with potential archeological sites in park area
- × Small forested areas, not likely sufficient for cross-country trails

- Small, out-of-date skate park
- × Existing conflict between bikers and skaters in skate park

GREEN TIMBERS

General Comments:

- Centrally located site surrounded by medium density development
- Existing park well-used and well-loved by Surrey residents
 Development of bike facility at location would not be supported by
 Green Timbers Heritage Society
- On the recommendation of the Green Timbers Heritage Society who would not support the development of a bike facility in Green Timbers – an alternative site on school property behind Simon Cunningham School on the park's south-west boundary was also explored

Pros:

- ✓ Central location
- ✓ Flat landscape could support entry level dirt jump lines and trails
- ✓ Good tree cover for wind and UV protection

Cons:

- Development of bike facility at location would not be supported by Green Timbers Heritage Society
- Flat terrain would not support development of intermediate or advanced jumps and trails
- × Little potential for good mountain biking with limited grade changes
- Heavily treed site would require some clearing for dirt jump park or more open areas for trail-based free-riding with ride around options
- Off-road parking is gated at Simon Cunningham School and closed in off-school hours making after-hour parking difficult

BEAR CREEK YOUTH PARK

General Comments:

- Established, well-used skate/BMX park and climbing wall
- Visible and central location on King George Highway
- Located underneath high voltage power lines
- Close to centre Surrey and expanding, higher density residential communities

Pros:

- ✓ Established skate park that attracts BMX (hard surface) riders
- ✓ Park could easily be expanded to include a further mix of uses, particularly designed for the BMX and hardtail mountain bike community
- ✓ Ability to use existing City insurance on site
- ✓ Parking and washroom facilities
- ✓ Existing site programming (informal Thursday evening urban BMX instruction)
- ✓ Development of beginner dirt jumps or skills area on small open space behind the current bleachers would have little impact on existing facility

Cons:

- Area is too small to cater to a variety of bike user groups and could only support limited and beginner level bike park facilities
- × Potential health issues located under high-voltage power lines
- × Potential user conflicts if new riders also use other Bear Creek trails or develop non-sanctioned jumps
- Surrounding "natural" park and creek area is beautiful and has some topography, but the area is flat, not challenging for mountain bike use and environmentally sensitive

FLEETWOOD PARK

General Comments:

- Large park located in south Fleetwood neighbourhood
- Second growth forest with extensive trail network, interesting topography and relatively high biodiversity
- Heavily programmed park, but user groups are effectively separated
- Award winning landscaping
- Room for multiple biking facilities
- In 1996, a city-wide referendum was passed to expand the park into the surrounding forested area
- Strong awareness and preservation of environmentally sensitive areas, biodiversity and fish bearing streams
- Great potential for extensive cross-country trail network and dirt jumps Pros:
 - ✓ Room for multiple facilities with many potential locations for dirt jumps, cross-country trails and pump track

- ✓ Diversity of terrain with both mixed forest and open grass land
- Multiple uses are currently well separated to avoid user conflicts
- ✓ Existing washrooms and parking
- Extensive trail system in mixed forest with bridges over riparian areas

Cons:

- × Potential concerns around environmentally sensitive areas
- × Streams are fish bearing
- × Bear scat throughout forested area could be potential concern
- × Potential user conflict with existing ecological stewards
- Due to the size of the forested area, rogue activities could occur and would be difficult to monitor/deter
- × Biking could change the existing use and aesthetics of the park

PORT KELLS PARK

General Comments:

- Existing mixed-use park with dirt jumps in small wooded area that appear to be well used and maintained
- Located close to the Langley border on the western edge of Guildford
- Home to the only bike facility (dirt jumps) in the surrounding area
- Potential to maintain and improve existing dirt jumps

Pros:

- Existing dirt jumps in good condition with active users
- Washrooms and parking

Cons:

- Forested area has steep slopes and riparian area to protect
- Drainage and soil stability questionable
- Not easily accessible by transit or bike
- × Located in a low density neighbourhood
- Little room to expand dirt jumps or construct cross-country trails of any length

FRASER HEIGHTS

General Comments:

- New park with large skate park
- Community centre on site
- Some unused land potentially suitable for dirt jumps

Pros:

- Existing skate park that is used by skaters and bikers, with few conflicts
- ✓ Directly on bike route
- Community centre has washroom facilities and could potentially provide programming support, oversight and 'eyes on the site'
- ✓ Close to Highway 1
- ✓ Good space and topography for multiple facility types
- ✓ Good visibility

Cons:

- × Sport fields occupy most of the open space
- Potential to create user conflicts if more bikers are attracted to the skate park as a result of dirt jumps
- Flat topography
- × No room for cross-country trails

FRASER VIEW

General Comments:

- Small neighbourhood park with excellent view north over the Fraser River to the North Shore mountains

Pros:

- ✓ Great view
- ✓ Open space

Cons:

- × Small park with high aesthetic quality that does not suit biking facilities
- × Low density neighbourhood
- Not likely a good site for dirt jumps, there is adequate space, but it would not compliment the park's current use, or aesthetic value

CLOVERDALE YOUTH PARK

General Comments:

- Established skate board park near Cloverdale Fair Grounds
- Limited site area

Pros:

- ✓ Established skate park already attracts BMX riders
- ✓ Ability to use existing City insurance on site
- ✓ Parking and washroom facilities
- ✓ Accessible and located near growing residential community
- Small, sloped, field area adjoining park could be developed with a small, beginner dirt jump and skills area
- ✓ Providing BMX facility could help reduce reported user conflicts at skate board park

Cons:

- × Very small area that could support only limited bike park facilities
- Relatively isolated from other North Surrey neighbourhoods

CLOVERDALE ATHLETIC PARK

General Comments:

- 100 metre + BMX track with single finish/entry point
- Located in heavily programmed and well-used park
- Surrounding community growing and targeted for growth

Pros:

- ✓ Established BMX track that already attracts riders
- ✓ BMX track a good base for additional development and features
- ✓ Potential to use existing City insurance on site
- ✓ Parking and washroom facilities
- ✓ Potential to develop dirt jumps and/or skills features on adjoining areas Cons:
- Relatively isolated from other North Surrey neighbourhoods
- × Existing track is in poor condition and poorly designed
- × Existing BMX track functionally limited and difficult to make more multiuse/multi-purpose

 Development of dirt jumps or skills area could displace and/or conflict with playground and practice field uses

HILLCREST PARK

General Comments:

- Recently cleared land part of new housing construction/development
- Piles of construction dirt are informally used by local bikers, but are not properly shaped dirt jumps
- Good potential for dirt jumps and pump course

Pros:

- ✓ Adequate open space that has been recently cleared
- Existing bike community interest (all that is likely needed is dirt and shovels)
- ✓ Potential stewardship partner with NECTAR (North-East Cloverdale Triangle Area Residents) who were involved in creating the Hillcrest Park (unsure of group's current status)
- ✓ Low and medium density housing surrounding park
- ✓ Good visibility and open sight lines
- ✓ Low risk of user conflict
- ✓ Potential for shared parking and washrooms with adjacent Hillcrest elementary school

Cons:

- × No existing parking, though there is room on site for a parking lot
- × Potential noise concern with housing that surrounds the park
- × No washrooms or other facilities
- × No weather protection -- the area is open to sun and wind

SUNRISE RIDGE PARK

General Comments:

- Small neighbourhood park behind school
- Large amount of low scrub under power lines
- Very small forested area with exiting graveled trails

Pros:

- ✓ Close to school
- ✓ Significant land availability under power lines
- ✓ Some open grass area that could be suitable for some facilities

Cons:

- Low density neighbourhood that is not well served by transit
- Aesthetic value of park is not well suited for dirt jumps or other bike facilities

JOE BROWN

General Comments:

- Undeveloped park area currently used by the City of Surrey as a construction fill dump
- Relatively isolated location with multiple non-traditional uses and poor access opportunities without significant parking
- Lots of space to implement venues needing large space requirements
- Interesting landscape with grade changes, a natural bowl and some bike park potential
- Horse paddock on site
- Existing road access
- Surrounded by low density, large lot housing
- Reconfiguration of exiting road network and Surrey works storage would be necessary to maximize landform and minimize conflicts
- Current Master Plan process for park has identified a bike facility for the park in each of the three design options currently under review

Pros:

- ✓ Large, severely disturbed site with correspondingly limited environmental considerations (i.e., a wide variety of facilities could be accommodated on site)
- ✓ Fill on site could be used for development of features
- ✓ Large terraced open spaces provides very good visibility for multiple events and activities and good site lines for various users
- ✓ Site is large enough for siting traditional BMX facilities 350-metre race track, stands, announcing towers and parking
- Excellent opportunity for traditional and non-traditional dirt jumping and skills facilities – BMX dirt jumping lines, mountain bike (big bike) dirt jumping lines, wooden stunts skills facilities, and trials facility (not to be confused with skills facility)
- ✓ Terracing of terrain could make some interesting x-country and free-ride lines, although vertical drop and diversity of terrain is limited

- ✓ Proximity to Delta Watershed is possible asset for the x-country riders, but this connection is not strong and would need intensive signage program and consultation with Delta
- ✓ Good vehicular access and parking possibilities once inside of the park Cons:
- × Area is on the border with South Surrey and close to existing South Surrey Bike Park
- × Rather isolated location with poor transit access and low residential densities around the park
- Minimum five year development timeline, as area is still being used as a construction fill dump by the City of Surrey
- Scattered parking and access opportunities on the periphery of the park would need significant access upgrades road network within the park
- Mountain bike trails (free-ride and x-country) would need high level of care and maintenance due to highly exposed slopes with a landscape of grass and plains style cover
- Exposed and open (potentially hot and dusty in the summer) environment
- Existing equestrian facility and uses could pose user conflicts (equestrian use conflicts are always of big concern, as bikes spook horses
- × No facilities currently developed significant need for water, washrooms, signage, access points, etc.
- × Existing community may not be tolerant of this intensive use of what feels like a bit of a "private" park

UNWIN PARK

General Comments:

- Large heavily-programmed park in the centre of Newton
- Large amount of open space, but most of it is designated as sport fields
- Two potential dirt jump locations: one in an open unused part or the park (near the forest), and the other in a fill site

Pros:

- ✓ Full facilities with parking, washrooms and on-site park care taker
- ✓ Some unused open space
- ✓ Well used park

- ✓ Mixed demographic
- Surrounded by residential development
- Accessible by transit and bike paths

Cons:

- × Potential conflict with existing users and programming
- × Not certain if the "fill site" is park land
- Potential conflict with residences that border park land
- × Need to maintain a reasonable distance from the pool
- Bike facilities may not fit with current active recreation/field use focus of park

5.0 Site Assessment – Criteria Matrix

The site matrix on the following page illustrates the general site conditions for the park sites that were reviewed. Site criteria used were taken from the Guidelines for Bicycle Recreation Facilities. Three additional criteria – site topography and terrain, park size and transit/bicycle accessibility were added by the consultants.

As the legend shows, a green square indicates that the park site meets the recommended criteria. A yellow square indicates that there are issues that would have to addressed and mitigated (i.e., through the addition of dedicated parking if site parking is not available) for the site to meet the

particular criterion. A red square indicates that the park does not meet the criterion and likely could not even if mitigating measures were taken.

<u>The first</u> table is organized from high to low. The blue-grey number next to the park name is each park's relative scoring based on 3 points for each green square, two for each yellow square and one for red square.

66

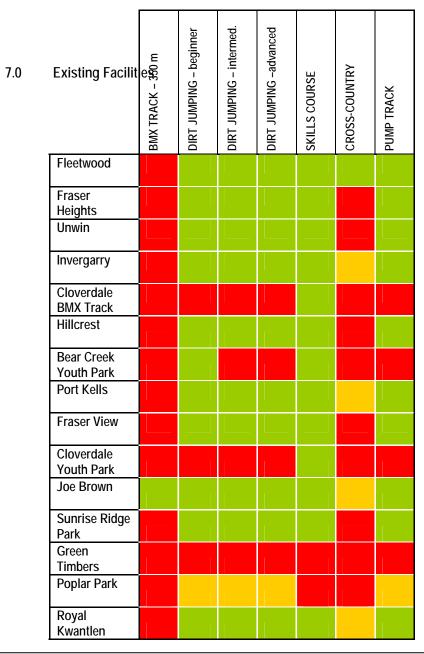
SITE ASSESSMENT MATRIX		Environmental sensitivity	Soil suitability	Proximity to residential property	Conflict with other park users	Future park plans	Proximity to other facilities	Visibility	Access for emergency services	Availability of parking	Washroom facilities	Perceived need and area demographics	Community partnership	Topography and Terrain	Park size	Transit and bicycle
	Fleetwood (38)															
	Fraser Heights (38)						_									
Legend	Unwin (37)															
Meets criterion	Invergarry (36)															
Could meet criterion,	Cloverdale BMX Track (35)															
needs addressing	Hillcrest Park															
Does not meet criterion	Bear Creek (33)															
	Port Kells (33)															
	Fraser View (33)															
	Cloverdale Youth Park (32)															
	Joe Brown (32)															
	Sunrise Ridge Park (31)			_						_						
	Green Timbers															
	Poplar Park (30)					—	_					_				
	Royal Kwantlen (28)															

Surrey Bike Facilities – Site Criteria 67
95

6.0 Bike Facility Site Potential

The matrix to the right illustrates the potential bike facilities that could be considered for the candidate parks based on the site evaluation. As the legend shows, a green square indicates that the activity could be easily accommodated in the park site. A yellow square indicates that the activity could be considered for the park site, if certain design, use and maintenance issues were addressed. A red square indicates that the activity could not be considered for the park site.

SITE POTENTIAL MATRIX Legend Activity could be accommodated easily Activity could be accommodated after addressing site issues Activity could not be accommodated



Surrey Bike Facilities – Site Criteria

7.0 Existing Facilities

The City of Surrey is well known in the Lower Mainland for its bicycle recreation facilities. Although there are large number of unsanctioned and informal facilities (mainly trails and dirt jumps) that can be found in parks, along hydro rights-of-ways and on or near construction and development sites, the city is particularly well-known for Action BMX and South Surrey Bike Park. There is also a small BMX track located at the Cloverdale Athletic Park. The City is currently engaged in developing a small bicycle facility at Latimer Lake in South Surrey.

This section reviews the major existing bicycle facilities in Surrey. Recommendations for facility improvements are provided, expect for Latimer Lake Park where a facility improvement process is already underway.

Action BMX

76th Ave at 126th Street

Action BMX is a traditional BMX racing facility, built to the same standard as required by the CCA and International Olympic Committee. Located in Surrey adjacent to Newton Athletic Park, it is maintained and managed by Action BMX, a CCA sanctioned organization that hosts racing, training, and recreational opportunities for BMX racers. Action BMX is the only BMX facility in Surrey and is located on co-managed Surrey Parks and Recreation/BC Hydro lands.

Although the facility is well and consistently used, there are some site issues which should be resolved to make it a better facility and consolidate the investments the City of Surrey has already made at the facility.

- ✓ Expand parking: there is a need for additional parking (10 to 20 spots). Currently, parking spills over onto a grass area during race nights.
- ✓ Improve built structures: Currently, only non-permanent buildings are permitted on site, leaving all facilities, like the concession, to be housed in temporary, structures (often shipping containers).

- Improved concessions would increase facility revenues which could in turn be used for facility maintenance and improvements.
- ✓ Examine potential neighbourhood noise issues: There is a need to carry out a City-sponsored neighbourhood consultation program to resolve public address system noise issues and concerns. Currently, Action BMX does not play music to accompany the races or use the PA system at volumes that can be heard across the site. Determining acceptable noise levels with residents could help improve facility operations.

South Surrey Bike Park

24th Avenue and 148th Street

The South Surrey Bike Park offers a little terrain for everyone, from a dirt jumping area to cross country trails, some intermediate downhill areas and a number of skills/free-ride features. The trails and features are co-managed by a partnership between the City of Surrey and the SORCE Bike Club. It is this commitment from SORCE and the stewardship that accompanies it, that has allowed the City to take a more hands off approach to managing the bike facilities and allowing local riders to create a park that is both evolving to meet local demands and safe enough to meet the City's liability concerns.

Currently, the facility is well-used by a variety and type of riders, which should be resolved to make it a better facility and consolidate the investments the City of Surrey has already made at the facility.

- ✓ Permit trails expansion: SORCE would like to build the remainder of the cross-country trail envisioned in the Bike Park Plan.
- ✓ Consider increasing annual support: SORCE is a volunteer-run organization that receives the majority of funding through memberships. SORCE could improve its already considerable programming, services and park maintenance work with a small annual grant.

Cloverdale Athletic Park BMX Track

64th Avenue and 168th Street

The BMX track is a relatively well-used facility that features short, narrow, 100 metre race style track with a single start/finish, short straightaway and several low-angle, banked-corners. There have been some informal additions (jumps) and crossovers added. The track is in fairly poor shape and features poor, rocky soils which are unsuitable for dirt jumps. Fill and turf from a field development project underway to the immediate south of the track is being dumped next to the track in the area which could feature some dirt jumps or a small pump track. Located in the heavily programmed Cloverdale Athletic Park, the BMX track is close to washrooms, water and parking.

- ✓ Improve existing track: The existing track should be improved and repaired with the addition of new soil and new track features (e.g., roller jumps) should be added. In addition, a water tap should be provided for track maintenance and the track should have signage showing proper track use and maintenance.
- ✓ Develop skills/features area: A small skills area could be added to the west side of the of the track that could continue both under the trees and between the track and 64th Avenue, dependant upon arborist review of the potential impacts to the existing trees.

Port Kells Park

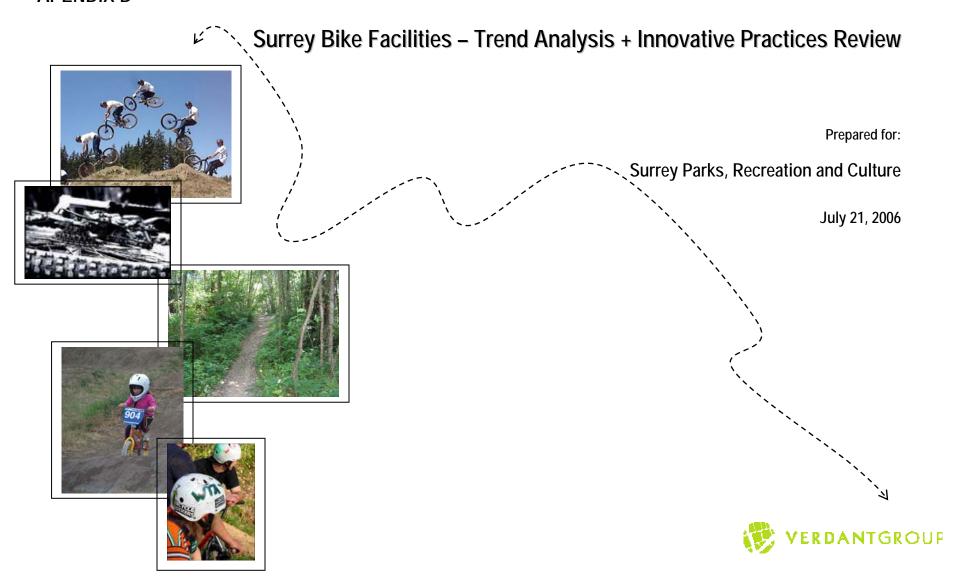
19340 – 88 Ave

The forested area in Port Kells Park contains an existing dirt jump area. The jumps appear to be used and maintained regularly by a relatively advanced group of riders. There are seven dirt jumps in total, all of which are well-shaped gap jumps. The area the jumps are located is very small, and to control and maintain speed the riders have built two banked turns at both ends of the jumps.

✓ Improve safety: The jumps are well made, but there are some safety concerns that should be addressed. Signage could be put in

- place to warn oncoming park users that they are entering a bike park and to take the necessary precautions. The last in a series of jumps ends with a steep transition and a sharp corner surrounded by blackberry bushes. The angle of the jump should be changed, the landing adjusted and the blackberry bushes removed.
- ✓ Change difficulty of jumps: There are two sets of advanced jumps, with gaps of roughly six feet. In order to appeal to a wider group of riders, one of the jump sets should be converted into smaller table top jumps. Before any changes are made the user groups should be consulted and their input considered.

APENDIX D



1.0 Introduction

This document provides an overview of the trends and innovative bike practices as they relate to the preparation of the City of Surrey's Bicycle Recreation Facilities Strategy. It provides:

- An overview of relevant and current BMX and mountain biking trends;
- A comparative analysis of bicycle facilities and programs in the Surrey Parks catchment area;
- A facility-trend resource analysis; and
- The results of a survey conducted for the project.

2.0 What is BMX?

BMX, in short, stands for Bicycle motocross. BMX is essentially comprised of two distinct sports – *racing* and *freestyle*.

- BMX racing is comprised of two disciplines: track and pumps. Track
 racing consists of riders competing head-to-head against other riders on
 a 350 m dirt track consisting of a variety of dirt jumps, banked corners
 and rhythm sections. A pumps course is simply a scaled-down version
 of a race track, used primarily as a training course for racers.
- BMX freestyle is broken down into four subgroups: dirt jumping, street, ramp/park, and flatland. Dirt jumping, whether on trail on in specially designated parks, consists of a variety of jumps that riders launch off while doing any number of tricks. Generally linking jumps together on an extended trail is the preferred site for dirt jumpers, which can be ridden on both BMX and specifically designed mountain bikes. Street riding is exactly what the name suggests, using concrete and other urban obstacles in order to do various tricks on the bike. Ramp/park BMX requires a concrete, aluminum, or wood ramp structure (much like skateboarding) that allows riders to throw aerial or vertical tricks off the structure. Lastly, flatland can be done on almost any large concrete space, as it simply consists of doing tricks on a hard, flat surface.

2.1 BMX History

The sport of BMX riding was born from the mid 1960s introduction of the Schwinn Sting-Ray, a groundbreaking design that offered greater maneuverability and handling to riders. Through the 70s and 80s, as the sport and its technology evolved, BMX riding continued to integrate into mainstream culture through a series of popular events, films, industry magazines, and links to the growing skateboard scene.

In the mid-80s BMX sales began to plummet, largely due to the popularity of the mountain bike. One by one, small BMX companies folded, while the larger businesses and manufacturers defected to mountain biking. But the end of the decade brought a new surge of popularity to BMX, paralleling the increased popularity of other freestyle sports such as skateboarding and in-line skating.

In 1989, the industry experienced a renaissance with over 120,000 BMX bikes sold in the US alone – accounting for 30% of all US bicycle sales. The following year, track racing and freestyle BMX were introduced at both the Gravity Games and ESPN X-Games. Since then, BMX has been integrated into the Union Cycliste Internationale and has continued to grow into a popular sport among youths of all ages. In 2008, BMX racing will be introduced into the Olympic Games in Beijing.

The sport of BMX entered Canada in the late 1970s, reaching an early peak in the mid-1980s. BMX racing has also seen a bit of a renaissance with numerous manufacturers and facilities springing up over the past decade. According to the Canadian Cycling Association, "BMX is once again rising in popularity and is one of the fastest growing family sports in Canada!" In August of 2006, Canada's best BMX riders will congregate in Abbotsford, BC for the 2006 CCA Canadian Championships, Canada's first sanctioned event following the Olympic racing format. In 2007, Canada will host its first ever World BMX Championships on a new course to be built in Victoria, BC.

2.2 BMX Trends

Over the past decade, BMX facilities have sprung up throughout BC and Canada. Formal BMX track racing facilities, with attached programming and sponsor organizations, have been the standard, although the marriage of BMX and skateboarding has also led to the development of a number of concrete park structures as well.

With the development of concrete skate parks throughout BC BMX riders have access to a growing number of facilities, and as a result park specific BMX bike sales are rapidly increasing. Dirt jumping parks, both formal and informal, are also on the rise, with facilities appearing and expanding throughout the Lower Mainland of BC. This is largely due to use opportunities for both BMX and mountain bike riders at these facilities.

Of the different types of dirt jump courses, the traditional jumps/racing facility has been the norm, although there have been a growing number of 'pump track' courses appearing as of late. Pump tracks are short (approx. 600 sq. ft.), slow, jumps courses that teach riders of all abilities how to maintain and gain speed through series of jumps, bumps, and tight corners without substantial gradient requirements.

Although pump track racing is still in its infancy, an increasing number of both BMX and mountain bike riders seek these facilities to hone their single-track riding and jumping skills.

2.3 BMX Parks in the Lower Mainland

The following list is a survey of BMX facilities in the Lower Mainland of BC and across Canada.

Abbotsford BMX

32470 Haida Dr. Abbotsford, BC

Abbotsford BMX is a traditional BMX racing facility, upgraded in 2006 to meet the new Olympic size standard in the spring of 2006. It is maintained

and managed by Abbotsford BMX, a CCA sanctioned organization that hosts a variety of racing, training, and recreational opportunities for BMX riders. In August of 2006, Abbotsford BMX will host the Canadian National BMX Championships to qualify riders for international events in 2006-07. For more info: www.abbotsfordbmx.ca.

Action BMX

76th Ave at 126th Street, Surrey, BC

Action BMX is a traditional BMX racing facility, built to the same standard as required by the CCA and International Olympic Committee. Located in Surrey adjacent to Newton Athletic Park, it is maintained and managed by Action BMX, a CCA sanctioned organization that hosts racing, training, and recreational opportunities for BMX racers. Action BMX is the only BMX facility in Surrey and is located on co-managed Surrey Parks and Recreation/BC Hydro lands. For more info: www.actionbmx.com.

Langley BMX

20699 42 Avenue, Langley, BC

Langley BMX is a traditional BMX racing facility located adjacent to the Langley Civic Centre. This CCA sanctioned racing facility host a variety of racing, training, and recreational opportunities for BMX riders of all ages. For more info: www.langleybmx.com.

Pipeline Bike Park

1290 Pipeline Drive, Coquitlam, BC

The Pipeline Bike Park is a non-traditional BMX/Mountain bike jump facility located in Town Centre Park in Coquitlam, BC. It is managed and maintained by Pipeline, a CCA sanctioned organization, although the park is not certified as an official racing track. Pipeline receives occasional support from Coquitlam Parks and Recreation in the form of equipment loans and technical support. Pipeline is the first park in the Lower Mainland of BC to construct a pumps course for BMX/Mountain bike training. For more info: www.pipelinebikepark.com.

Ridge Meadows BMX

17310 Barnes Rd., Pitt Meadows, BC

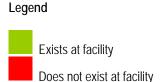
Ridge Meadows is a traditional BMX racing facility, recently upgraded to the new Olympic standard in 2006. It is run by Ridge Meadows BMX, a Canadian Cycling Association (CCA) sanctioned organization that hosts racing, training, and recreational riding opportunities for riders of all ages. For more info: www.ridgemeadowsbmx.com.

Other BC Parks

McArthur Island BMX – Kamloops Supertrak BMX – Prince George www.kamloopsbmx.com www.supertrakbmx.com Grand Forks BMX – Grand Fork
Kelowna BMX Club – Kelowna
Vernon BMX – Vernon
Nanaimo BMX – Nanaimo
Coal Hills BMX – Cumberland
Erik Goetzinger BMX – Qualicum Beach
Greater Victoria BMX – Colwood

www.grandforksbmx.com www.kelownabmx.com www.vernonbmx.com www.nanaimobmx.com www.coalhillsbmx.com www.erikgoetzingerbmx.com www.victoriabmx.com

Comparative Analysis of BMX Facilities and Programming





	RAC	CING	FREESTYLE					
	Track	Pumps	Dirt Jump	Street	Ramp/Park	Flatland		
Size Requirements	HIGH 5000-6000 m ²	MEDIUM 90-200 m ²	MEDIUM/HIGH 150-300 m ²	MEDIUM 90-200 m ²	MEDIUM/LOW 40-80 m ²	MEDIUM/HIGH 150-250 m ²		
Topography	MEDIUM Requires little gradient Free of trees, rocks, & obstacles	MEDIUM Requires little gradient Free of trees, rocks, & obstacles	MEDIUM Requires little gradient Free of trees, rocks, & obstacles	HIGH Requires no gradient Requires urban obstacles	LOW Requires no gradient Free of trees, rocks, & obstacles	LOW Requires no gradient Free of trees, rocks, & obstacles		
Infrastructure requirements	HIGH Mechanical starting gates, lighting, electricity, water, drainage, washrooms, bleachers, fencing, storage, concessions	MEDIUM/HIGH Drainage, water, lighting, electricity, washrooms, storage, fencing	MEDIUM/LOW Washrooms, water	HIGH Requires concrete features, drainage	HIGH Large wood or concrete structure, electricity, washrooms, bleachers, storage, fencing	MEDIUM/HIGH Requires flat concrete space; drainage		
Management/ programming	HIGH Requires daily management; Requires programming	MEDIUM Requires daily management; Programming optional	LOW Requires periodic management and review; Programming optional	LOW No management; Programming optional	HIGH Requires daily management; Requires programming	LOW No management; Programming optional		
Maintenance requirements	HIGH Labour; Equipment; Water	HIGH/MEDIUM Labour; Equipment; Water	MEDIUM Occasional labour; Equipment, Water	MEDIUM/LOW Occasional labour, No Equipment	HIGH Labour; Equipment	LOW No labour; No equipment		
Access demands	HIGH Destination facility; Requires spectator parking & easy vehicle access	MEDIUM Destination facility; Requires some parking & vehicle access	LOW Destination & local facility; Requires some parking and vehicle access	MEDIUM Destination & local facility; Requires some parking & vehicle access	HIGH Destination facility: Requires spectator parking & easy vehicle access	LOW Local facility; Requires little parking or vehicle access		
Construction Cost	HIGH	MEDIUM	MEDIUM	HIGH	HIGH	MEDIUM/HIGH		
Recurring Costs	HIGH	MEDIUM	MEDIUM/LOW	LOW	HIGH	LOW		
Point TOTAL	38	26	14	25	33	17		
Market Trend	→	1	1	→	→	1		

Ranked Resource-Tren	d Scarps

1. Dirt Jump: 4.7
2. Pumps: 12.0
3. Street: 12.5
4. Ramp/Park: 16.5
5. Flatland: 17.0
6. Track: 19.0

HIGH	HIGH/MEDIUM	MEDIUM	MEDIUM/LOW	LOW
5	4	3	2	1

Market Trend	Increasing	Steady	Decreasing
Multiplier	.33	.5	1.0

4.0 What is Mountain Biking?

Mountain Biking is defined by its equipment – the particular bicycle design characteristics that offer improved handling skills, increased self-reliance, and access to rough terrain, obstacles, and steep gradients. Mountain biking is comprised of two distinct disciplines: *trail* and *freestyle*.

- Trail riding can be broken down into three sub-groups: cross-country, downhill, and free-riding.
 - Cross country is the most popular and least 'extreme' form of mountain biking, as it is more focused on distance than excitement. It requires substantial trail lengths and variable terrain, although loop trails are common in urban and rural areas.
 - Downhill mountain biking consists of riding down steep and technical gradients as fast as possible. Due to the types of terrain, gradient required, and bike construction, downhill riders often use hiking trails, automobile shuttles, or ski lifts to ascend to the top of the trail.
 - Free-riding, the most technically demanding of the trail disciplines consists of descending steep trails and variable terrain in the most creative manner possible. Free-ride trails often include a variety of manmade obstacles such as teeter-totters, ladder bridges and wall rides.
- Freestyle Mountain Biking can be broken down into three sub-groups: dirt-jumping, skillsl trials, and street/urban.
 - Dirt jumping consists of launching a bike over large man-made dirt jumps, attempting aerial tricks in the process. Facilities are much like those used by BMX dirt jumpers, although rock-free soils are not necessary since mountain bike equipment can absorb shocks with greater ease and landings need less specialized care.
 - Skills/trials mountain biking consists of riders maneuvering the bike by hopping, jumping, and dropping man-made obstacles (e.g. boxes, ramps, tables) and natural obstacles (e.g. rocks, logs, hillsides). True trials riding is very technically demanding, requiring specialized equipment as well as excellent balance and a high level of technique. Skills parks are becoming popular, are easy to develop in small spaces, and embrace a variety of skill levels and bike types.

- Street/urban mountain biking consist of riding in concrete urban areas, off obstacles such as ledges, stairs, and walls.

4.1 Mountain Biking History

Although off-road bicycling is as old as the bicycle itself, the modern sport of mountain biking was born in the United States during the 1970s. Throughout the mountainous regions of the west and northeast, aggressive riders began to retro-fit their bikes with better brakes and broader tires, adapting them to the demands of steeper, off-road terrain. In 1977 the first purposely constructed mountain bike was built in Marin County, California and five years later the Specialized Stumpjumper and the Univega Alpina Pro became the first mass-produced mountain bikes. Since then, the sport of mountain biking has exploded into the mainstream, holding the lion's share of global bicycle sales. Mountain bikes have now become sophisticated machines, often with suspension, lightweight alloy frames, reliable braking systems, and up to 24 gears

Mountain biking has exhibited the most significant growth of all modern sports. From roughly 200,000 in 1983, regular rider numbers rose meteorically to over 7 million by 1990, before leveling out at 10 million in 2005. The sport's market share of all bikes sold has also dramatically increased from 1% in 1982 to 42% in 1990 and 80% in 2005. In 1990, the first mountain bike world championships were held in Durango, Colorado. In 1993 cross-country mountain biking became an Olympic discipline and was launched at the 1996 Games in Atlanta. Over the years, mountain bike recreation and competition has evolved to include a number of new disciplines, which have taken the sport from its original mountain landscapes to the masses across the globe.

4.2 Mountain Biking Trends

In Canada, the sport of mountain biking has experienced similar (if not greater) growth patterns to that of the U.S. and Europe with a current market share of 66%. Clubs, associations, and competitions can be

found almost across the country and domestic manufacturers such as Rocky Mountain, Devinci, Norco, and Kona have become renowned across the globe. According to surveyed retailers and industry professionals, cross-country mountain biking is by far the industry leader, with free-riding, dirt-jumping, and downhill in close competition for second place, largely due to the increasing popularity of 'extreme' sports among youth and young adults. The smallest demographic of the disciplines, although growing, are trials and street/urban biking. It is believed that cross-country rider numbers will continue to grow as Canada's aging population continues to pursue accessible fitness activities.

Dirt-jumping is also moving into the mainstream of mountain bike activities as it is less terrain-dependant and hence available in a wider range of landscapes.

Trials and street/urban mountain biking is growing among urban riders who do not have access to open spaces and variable terrain but is limited by the need for specialized equipment and a relatively high level of skill.

4.3 Mountain Bike Parks in the Lower Mainland and BC

The following list is a survey of key mountain bike parks in the Lower Mainland and Whistler.

PoMo Rotary Bike Trials Park

2800 Block Murray Street, Port Moody, BC

Port Moody's Rotary Bike Park was the first urban trials park in North America. Through the input of local youths, it was designed in 2000 with a local-theme, featuring logs, boulders, and a wooden platform shaped like a boat for cyclists to practice on. The park's construction materials were largely donated by local businesses. Port Moody hosts mountain bike and trials camps each summer for local youths that want to improve their biking skills. For more info: www.cityofportmoody.com

West Vancouver Bike Park/North Shore

Cypress Road, West Vancouver, BC

This City of West Vancouver has been working with the local community and consultants to design new bike facilities and upgrade old ones on the western slope of Cypress Mountain. Although currently on hold, plans include the addition of new free-ride and skills features to complement a series of downhill and cross country trails. In 2005 a formal study was completed and recommendations were made to pursue discussions to build this intermediate/expert park off Cypress Road. For more info: www.westvancouver.net/article.asp

Whistler Bike Park

Whistler and Blackcomb Mountains, Whistler, BC

Arguably one of the best bike parks in the world, Whistler hosts world class cross-country, downhill and free-ride opportunities, with a trials park and dirt jumps in the village and a series of technical mountain bike trails in the surrounding area. Aside from lift access free-ride and downhill features, the base village area hosts a series of beginner to intermediate skills/trials and street features. The project was developed by Intrawest with support and consultation from the local riding community. Programming options include professional and amateur competitions and training programs for riders of all ages. In addition, the municipality has developed a formal dirt jump park, skills park, and hard surface BMX/urban park near the town core, as well as numerous sanctioned trails throughout the RMOW area, including a variety of small skills area. For more info: www.whistlerbike.com.

Delta Watershed

64th Avenue and Scott Road, Delta, BC

The Delta Watershed features cross country mountain bike trails with a few limited downhill opportunities for intermediate riders. The facility also contains a number of freeride and skills features such as logs, ladder bridges, teeter-totters, and table tops, although they are often torn down by the municipality for liability and environmental concerns. Arguably one of the best suburban mountain bike trail system in the

eastern suburbs, the Delta Watershed is one of the best municipally managed bike facilities in the Lower Mainland of BC. For more info: www.corp.delta.bc.ca/EN/main/residents/recreation_and_parks_services/12 1/trail_routes.html

South Surrey Bike Park

24th Avenue and 148th Street, Surrey, BC

The South Surrey Bike Park offers a little terrain for everyone, from a dirt jumping area to cross country trails, some intermediate downhill areas and a number of skills/free-ride features. The trails and features are co-managed by a partnership between the City of Surrey and the SORCE Bike Club. It is this commitment from SORCE and the stewardship that accompanies it, that has allowed the City to take a more hands off approach to managing the bike facilities and allowing local riders to create a park that is both evolving to meet local demands and safe enough to meet the City's liability concerns. For more info: www.sorcebikeclub.org.

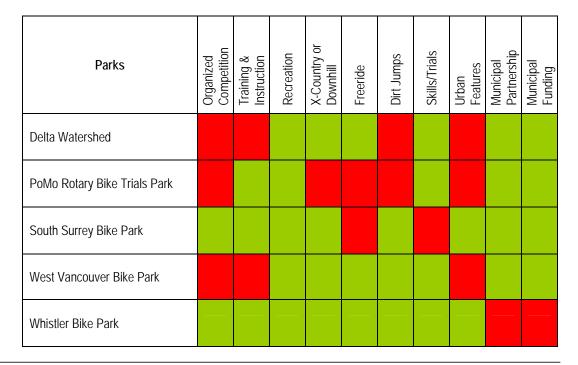
Other BC Mountain Bike Facilities

The following is a partial list of mountain bike trails in the Lower Mainland of BC with links to sites that offer descriptions of terrain, gradient, and features.

- Green Timbers Trail Description (Surrey)
 http://www.dirtworld.com/trails/trail.asp?id=1555&trail_name=Green%20Tim
 bers%20Trails%20Mountain%20Bike%20Trail
- Stokes Pit Trail Description (Langley)
 http://www.dirtworld.com/trails/trail.asp?id=13258&trail_name=Stokes%20Pit
 %20Mountain%20Bike%20Trail
- Bog's Bog Trail Description (Cloverdale)
 http://www.dirtworld.com/trails/trail.asp?id=870&trail_name=Bog's%20bog%20Mountain%20Bike%20Trail
- Burnaby Mountain Trail Description (Burnaby)
 http://www.dirtworld.com/trails/trail.asp?id=12589&trail_name=Burnaby%20
 Mountain%20Mountain%20Bike%20Trail

Comparative Analysis of Mountain Biking Facilities and Programming





5.0 Mountain Bike Facility Resource-Trend Analysis

		TRAIL		FREESTYLE				
	Cross Country	Downhill	Free-riding	Dirt jumping	Skills/Trials	Street/Urban		
Size Requirements	HIGH variable	HIGH variable	HIGH/MEDIUM variable	MEDIUM 90-200 m ²	MEDIUM/LOW 40-80 m ²	MEDIUM/LOW 150-250 m ²		
Topography	MEDIUM-LOW Variable gradient; Free of major obstacles	HIGH Requires heavy gradient and some major obstacles	HIGH Requires substantial gradient and major obstacles	LOW Requires no gradient Free of trees, rocks, & obstacles	LOW Requires no gradient Free of trees, rocks, & obstacles	LOW Requires no gradient Free of trees, rocks, & obstacles		
Infrastructure requirements	LOW Washrooms optional	HIGH/MEDIUM Washrooms optional, shuttle access roads	MEDIUM Washrooms optional, logs, ladders and other features	MEDIUM Washrooms, dirt jumps, and optional spectator space	MEDIUM Washrooms optional, logs, boxes and other features	HIGH Washrooms, requires concrete features, lighting optional		
Management/ programming	LOW Requires no management or programming	LOW Requires no management or Programming	MEDIUM Requires some management; Programming optional	MEDIUM Requires some management; Programming optional	MEDIUM-LOW Requires little management; Programming optional	MEDIUM-LOW Requires little management; Programming optional		
Maintenance requirements	MEDIUM/LOW Occasional labour and equipment	MEDIUM/LOW Occasional labour and equipment	HIGH/MEDIUM Labour and equipment	MEDIUM Occasional labour, Equipment, water	MEDIUM/LOW Occasional labour and equipment	LOW Occasional labour		
Access demands	MEDIUM Destination & local facility; Requires minimal parking & vehicle access	HIGH Destination facility; Requires parking & vehicle access	MEDIUM Destination & local facility; Requires some parking & vehicle access	MEDIUM Destination & local facility; Requires some parking & vehicle access	MEDIUM Destination & local facility; Requires some parking & vehicle access	LOW Local facility; Requires little parking or vehicle access		
Construction Cost	MEDIUM/LOW	MEDIUM/LOW	HIGH/MEDIUM	MEDIUM	MEDIUM	HIGH		
Recurring Costs	MEDIUM/LOW	MEDIUM/LOW	MEDIUM	MEDIUM	LOW	LOW		
Point TOTAL	16	26	29	22	17	18		
Market Trend	1	→	1	1	→	↓		

Ranked Resource-Trend Scores					
2. Cross Country	5.3				
3. Dirt jumping	7.3				
4. Skills/Trials	8.5				
5. Free-riding	9.7				
6. Downhill	13.0				
7. Street/Urban	18.0				

HIGH	HIGH/MEDIUM	MEDIUM	MEDIUM/LOW	LOW
5	4	3	2	1

Market Trend	Increasing	Steady	Decreasing
Multiplier	.33	.5	1.0

6.0 Survey Results

This subsection provides a review of the key findings and results of a bike facility survey developed for this project. The survey was posted on-line at www.surreybikepark.ca for four weeks. Links to the site were made available on SORCE's website and other BMX and mountain biking sites. Address slips were also distributed to Surrey bike stores. The survey was also distributed at the Bike Festival at South Surrey Bike Park in June and on a race evening at Action BMX.

Overall, the findings that most influence project work include:

- ✓ Surrey boasts an active biking community, with riders of all ages and a high degree of skill and enthusiasm for the sport;
- ✓ There is city-wide demand for new, accessible facilities featuring dirt jumping, skills and cross-country
- ✓ There is community appetite to help design and maintain any new facilities
- ✓ The modal split indicates that bike facilities need to be transit and bicycle accessible; and,
- ✓ There is demand and support for a new bike facility in North Surrey.

6.1 Key Findings

At total of 306 surveys were received, with roughly half of them coming through a survey posted on our online website (www.surreybikepark.ca), and half through paper-based responses collected at outreach events at the South Surrey Bike Park and Action BMX.

Of the respondents, 83% were male, and 17% female. We were pleased to see that 66% of respondents were from Surrey, although only 36% were from North Surrey, a result which could have been partially due to the survey launch occurring at the South Surrey Bike Park's Bike Fest event. When

evaluating on-line surveys only, approximately 54% of respondents were from North Surrey neighbourhoods.

It is important to note that 62% of those who responded from outside of Surrey were from within the GVRD. Based on the data on travel distances, which indicate that bikers will travel relatively far distances to access desirable terrain, roughly 87% of the total survey respondents can be considered to be within the potential North Surrey bike facility catchment area.

Looking at the riders themselves, there was a broad age range with, but, as expected, a strong youth presence. Approximately 31% of the respondents were under 17. Of interest, 16% of the respondents were between the ages of 35 and 44, while 14% were between 45 and 54. The age range underscores the growing popularity the sport and its accessibility to a wide range of skill level, fitness and age. Of all survey respondents, only 2% were none riders.

The following chart indicates the type of riding that the survey respondents indicated they are involved with (note that respondents were able to choose more than one option).

ſ	BMX	BMX	Mountain	Mountain Bike	Trials	Dirt
	(off-	(street)	Bike	(cross-country)		Jumping
	road)		(downhill)			
	6%	6%	29%	27%	8%	19%

Overall, the break down coincides with expectations, with mountain biking being the dominant form of riding. The low BMX representation is consistent with the survey launch occurring at a mountain bike-dominated event and web links to the survey being posted on predominantly mountain bike-centric sites (e.g., SORCE, pinkbike.com, etc.).

The high number of downhill mountain bikers is somewhat unexpected, as it is a fairly advanced form of riding that requires the most expensive bikes and travel time to areas with suitable terrain (i.e., North Shore, Burnaby Mountain, Whistler, etc.). It does indicate that riders are willing to travel to significant distances to their riding destination. It may also indicate that youth free-riders do not necessarily use the downhill 'tag' and would rather say that they do downhill, even at South Surrey where it means they want to ride trails with stunts and jumps.

In terms of travel mode to bike facilities, 54% of total respondents drive or get driven to bike parks, while 40% ride or take transit. This is an excellent modal split and indicates that riders will use alternative transportation to access bike facilities if it is available.

It also appears that Surrey riders are an advanced group, with 50% of the survey respondents claiming to be advanced riders, 16% experts, and 34% intermediate. None of the respondents considered themselves to be a beginner. Keep in mind that these are subjective valuations, and there may be a propensity towards responding with a slightly higher skill level than appropriate. The finding also runs counter to feedback received at outreach events at Action BMX and South Surrey Bike Park, where numerous people spoke about the need for beginner areas for children.

Surrey riders reported spending a fair amount of time on their bikes with 12% of respondents spending 4 hours a day on their bike and 22% spending between 25 and 30 days a month riding.

When riding in Surrey, the majority of riders choose the South Surrey Bike Park, at a rate of almost 8 times that of both Newton and Cloverdale.

Considering the excellent stewardship groups that exist in Surrey, it is not surprising that 50% of respondents said "yes" they would help design, build or maintain bike park facilities; 35% said "maybe" and only 15% said "no".

The responses validate the trend of bike facilities being community-based, biker-driven, biker-maintained and managed facilities.

Again, the findings that most influence project work include:

- ✓ Surrey boasts an active biking community, with riders of all ages and a high degree of skill and enthusiasm for the sport;
- ✓ There is city-wide demand for new, accessible facilities featuring dirt jumping, skills and cross-country
- ✓ There is community appetite to help design and maintain any new facilities
- ✓ The modal split indicates that bike facilities need to be transit and bicycle accessible; and,
- ✓ There is demand and support for a new bike facility in North Surrey.

The raw data from the surveys is available upon request.

6.2 Survey Questionnaire

The City of Surrey is looking at developing a new off-road bike park facility or facilities in North Surrey. As part of our planning, we would like to hear from resident bikers and others about where you bike today and <u>what kind</u> of facilities you think could be developed and <u>where</u> to make Surrey a leader in off-road biking.

Please take a moment to complete the following survey. All personal information you provide will be kept confidential and used only to contact you if you win the survey prize. That's because everyone who completes this survey is entered into a chance to win a new, sized-to-ride KONA Shred Dirt Jumping bike.

1.	Name:
2	Phone

3.4.	I am years old. I am Male	9.	Would you volunteer to help design a public bike park? Yes No Maybe
Е	Female	10.	Would you volunteer to help build a public bike park? Yes
5.	Do you live Surrey? Yes No		No Maybe
6.	If you live in Surrey, what neighbourhood do you live in (check ONE)? Whalley Fleetwood Fraser Heights	11.	Would you volunteer to help keep a bike park clean, safe and a nice place? Yes No Maybe
	Newton Guilford South Surrey	·	you are not a biker, you are done with this survey! Otherwise, answer the last few questions. Thanks!
7.	Cloverdale If you don't live in Surrey, please tell us what city you call home.	12.	How long have you been biking About years.
8.	I mostly ride: (check all that apply to you) BMX (off-road) BMX (street-style) Mountain Bike (downhill)	13.	Do you USUALLY bike on the street, at existing bike parks or at home? (Check ONE) on the street at existing bike parks at home
	Mountain Bike (downlin) Mountain Bike (cross-country) Trials Dirt Jumping I am not a biker. I would be a spectator at a bike park. none of the above	14.	Do you bike at any of these parks? (Check all that apply) Newton Athletic Park BMX Track South Surrey Mountain Bike Park Cloverdale Athletic Park BMX Track other (Name:

15.	Which of these bike park facilities do you use mostly? (Check ONE Newton Athletic Park BMX Track South Surrey Mountain Bike Park Cloverdale Athletic Park BMX Track other
16.	On average, about how many days a month do you participate in biking? About days a month
17.	On average, about how many hours a day do you bike? About hours per day
18.	About how far do you usually travel to bike? About blocks OR kilometres
19.	How do you get to the bike park? bike public transit drive get a ride other
20.	About how much money a year do you spend on equipment for biking? \$ per year





Exploring
the
Market
Potential
for
Yukon
Mountain
Bike
Tourism

by Jane Koepke



March 2005

Executive Summary

The following study was conducted in response to a mutual interest on the part of Tourism Yukon and the Cycling Association of Yukon to explore the market potential for mountain bike tourism in the territory. The study aimed to determine the following:

- Size and characteristics of the global mountain bike market;
- Current product delivery in mountain bike tourism;
- Future trends in mountain bike tourism:
- Strategies and stories behind successful mountain bike destinations;
- Strengths and weaknesses of the Yukon with respect to the development of a mountain bike tourism industry;
- Potential strategic areas of growth and opportunity for the Yukon; and,
- Potential economic benefits of Yukon mountain bike tourism.

The study was undertaken through a combination of attendance at key mountain bike industry events, literature review, secondary market research, targeted industry canvassing, and a focus group with Yukon tourism and mountain bike stakeholders.

The results of the secondary market research showed that mountain biking is one of the world's most popular adventure sports. Approximately 12 million people in the US mountain bike regularly, with per capita rates of participation (approximately 4%) estimated to be similar in Canada, the UK, and German-speaking Europe. Mountain bikers are generally well educated males 25-45 years of age with high household incomes. Mountain bikers tend to prefer the sport over other activities, participate in it frequently, and maintain this participation over the long-term. Women are a rapidly increasing segment of the market.

Industry experts predict that the strong growth of lift-assisted bike parks will lead to a mainstreaming of the sport, similar to the role ski resorts played in the development of snowboarding. The popularity of long-distance "epic" races and multi-day stage races indicates that there is also a large segment of mountain bikers who value a more adventurous experience. Some tour operators predict that the next phase of mountain bike tourism will be high performance riding in exotic wilderness locations.

Destination reputation and recommendations from friends and family are key travel decision making factors for mountain bikers. Mountain bikers consider variety/difficulty of terrain, number of trails, and scenery to be the most desirable features in a mountain bike destination. A large percentage of mountain bikers travel, and participate in the sport almost exclusively during their mountain bike trips. Mountain bikers show a strong preference for singletrack and their willingness to pay in the travel decision making context is directly related to the abundance and variety of singletrack.

An examination of successful mountain bike destinations within the context of adventure traveler behavior raises several key lessons for regions aspiring to develop mountain bike tourism:

- Destination image persists, so make sure it's positive.
- A reputation is built more on substance than style.
- Small is beautiful.
- Partnerships and politics product results.
- Build it and they will come.
- Create an experience, and make it unique.
- Numbers do count.

These lessons, when applied to the Yukon situation, suggest that a healthy mountain bike tourism industry could develop as long as a market-responsive destination image is created, the trail product and level of supporting services meet visitor expectations, and strategic partnerships can be formed.

The focus group highlighted a number of important advantages the Yukon has in developing a mountain bike tourism industry: a frontier reputation, world-class scenery, wilderness, a legacy of mining roads and trails, convenient air access, a strong network of wilderness tourism operators, existing events, potential partners, and a strong mountain biking community in the capital region. Disadvantages include: limited bike "friendly" accommodations, shortage of singletrack in the communities, potential visitor misconceptions and fears about the Yukon, lack of signage and user friendly maps for most trail systems, and the sport's low profile in the business, tourism and First Nation community.

The development of a mountain bike tourism industry presents many opportunities for the territory. The focus group saw mountain bike tourism as a means to reclaim some of the cultural and historical values lost when the territory's once extensive trail network was abandoned in favor of highway travel. They felt that mountain biking could become a source of pride and focus for Yukon youth. They envisioned a trail network that would build on existing trails and tracks to provide the best singletrack in the world. Most importantly, they envisioned a tourism industry that would respect local capacity and values, maximize economic and social benefits to Yukoners, and provide quality, authentic experiences for a variety of users.

Mountain bike events and tourism could create substantial economic opportunities for the Yukon. A Canada Cup mountain bike race and an international multi-day race/event would have an estimated \$360,000 and \$585,000 economic impact for the territory, respectively. A thriving mountain bike tourism industry attracting approximately 4500 riders per year would generate about \$5.76 million in the local economy. Furthermore, the singletrack trail expansion that would facilitate mountain bike tourism could have economic impacts in excess of \$10 million.

Mountain bike tourism has significant potential for growth as a niche Yukon tourism market. Demographics and geographic markets dovetail with the broader target demographics of Yukon Tourism. Mountain biking would support many ongoing tourism initiatives, including the growth of destination tourism throughout the Yukon and attraction of major sporting events. An improved wilderness trail system would create year-round recreation, interpretive and business opportunities for Yukoners. Most importantly, it would assist in positioning the Yukon as a world-class wilderness destination by ensuring that the territory's trail product meets the expectations of a discriminating global adventure travel market.

Recommendations arising from this report are as follows:

Short Term:

- 1. Establish a working group to develop a more detailed vision and action plan for Yukon mountain bike tourism.
- 2. Initiate the process of educating the tourism, business, and First Nation communities about the market potential for Yukon mountain bike tourism.
- 3. Initiate discussions with the City of Whitehorse to develop a signage scheme to assist mountain bike tourists.
- 4. Identify potential partners and resources required to host a Canada Cup race in preparation for preparing a bid to host an event in 2008. (Note: the Canadian Cycling Association will host its Annual General Meeting in Whitehorse in fall 2005).
- 5. Identify the funding and organizational structures required to realize the above stated goals.

Medium Term (2-4 years):

- 6. Develop a simple user-friendly guide or brochure detailing mountain bike rides, businesses, and services in Whitehorse, including maps tied to trail signage initiatives.
- 7. Undertake a pilot project in partnership with a Yukon community, including trail signage and building initiatives and a recreational program for youth.
- 8. Undertake a feasibility study for the creation of a long-distance non-motorized trail network in the Yukon, identifying strategic locations, potential project partners and funding.
- 9. Develop initiatives to support a 2008 Canada Cup race (assuming a bid is successful) and maximize its promotional and marketing potential for Yukon mountain bike tourism.
- 10. Develop a mountain bike-specific destination positioning and marketing plan in partnership with Yukon Tourism and the wilderness tourism industry.

Long Term (5+ years):

- 11. Work with interested Yukon communities to enhance the economic and recreational benefits of singletrack trails.
- 12. Develop a long-distance wilderness trail network in strategic areas of the Yukon to facilitate major events and enhance trails-based and year-round tourism opportunities.
- 13. Stage a world-class mountain bike event to enhance the Yukon's mountain bike destination image.

Acknowledgements

The Cycling Association of Yukon would like to extend a sincere thank you to the individuals who offered their time, support, and information towards the completion of this project.

The mountain bike tour operators who offered their information and insight are gratefully acknowledged: Chris Winter of Big Mountain Bike Adventures, Mike Brcic of Fernie Fat Tire Adventures, Johnny Smoke of Bush Pilot Biking, and Alistair Matthew of Gravity Assisted Mountain Biking. Kip Keylock and Loyal Ma in Alberta are also thanked for their support and assistance.

The author would like to extend a special thanks to the individuals who attended the focus group in Whitehorse:

Derek Crowe Cycling Association of Yukon

Derek Endress International Mountain Biking Association

Gerard Frostad VeloNorth Cycling Club Janet Lee Four Mountains Resort

Devon McDiarmid Icycle Sport

Shannon McNevin
Grant Owen
Wayne Roberts

Yukon Department of Tourism
Cycling Association of Yukon
Fireweed Hikes and Bikes

Rory Schalko "Expert-at-large"
Sean Sheardown "Expert-at-large"
Mark Stenzig Up North Adventures

Dennis Zimmermann Yukon Department of Economic Development

Linda Rapp and the City of Whitehorse are gratefully acknowledged for providing the funds to attend the mountain bike conference, as is Chris Milner for offering his spot. A big thank you also goes out to Pat and Elaine Plemel for assisting our Las Vegas journey and ensuring we left with our wallets and souls intact.

Thanks also to computer guru Geof Harries, Larry Duguay for his facilitation, Scott Milton for the economics tutoring, and Derek Crowe for the use of photographs. And last but not least, a hearty thanks goes out to the friends and family who provided a sounding board, editing help, and feedback throughout the project.

All photographs are copyright Derek Crowe. The screenshot on page 28 is copyright XYukon and Geof Harries.

Jane Koepke Whitehorse, Yukon Spring 2005

Table of Contents

Introd	uction	1
	Study Background	1
	Study Objectives	2
	Study Approach	2
Part I.	State of the Sport: Definitions, Participation, De	emographics and
	Rider Patterns	3
	A Brief Definition	3
	Levels of Participation	
	Demographics	
	Rider Patterns	5
Dark II	Mountain Piles Tourisms The Bradust Chaptrum	and Emoraina
run n	. Mountain Bike Tourism: The Product Spectrum Trends	7
	Adventure Travel Context	7
	The Product Spectrum	
	UCI Competition	7
	Skills Camps	8
	Festivals	9
	24 Hour Races	9
	Tours	
	Support Services for Independent Travelers	
	Long-Distance (Epic) Races	
	Bike Parks	
	Multi-day Stage Races	
	Emerging Trends	13
David II	Destination Mountain Bilings Travel Batterns	Success Starios
ran n	 Destination Mountain Biking: Travel Patterns, and Lessons for Aspiring Destinations 	14
	Travel Patterns of Destination Mountain Bikers	14
	Destination Theory	
	Success Stories	
	Moab, Utah	
	West Virginia	
	Wales and Scotland	
	Fruita, Colorado	
	Medora, North Dakota	
	British Columbia	20
	Lessons for Aspiring Destinations	21

Part IV. The Yukon Context	24
Target Demographics and Markets	
Scenery, Wilderness and Terrain	
Local Values and Capacity	
Road and Trail Network	
Land Use Issues	
Culture, Heritage and Health	
Wilderness Tourism Industry	
Events	
Support Services	
Access to Markets	
Local and International Profile	
Partnerships	
Potential Economic Impacts	
Canada Cup Mountain Bike Race	
International Mountain Bike Event	
Destination Mountain Biker Visits	
Part V. Conclusion and Recommendations	33
List of Contacts	37
References	39
Appendix A. Economic Impact Estimates:	4.0
Background Information	43



Exploring Silver Rush Trails on Montana Mountain, near Carcross, Yukon Territory

photos by Derek Crowe

Introduction

Mountain biking is one of the most popular adventure sports in the world. Its appeal lies in its fitness benefits, challenge, opportunity to experience nature, and social aspects. Over the last twenty five years, millions of people around the world have tried the sport and become dedicated enthusiasts.

Mountain bike tourism is a growing segment of the adventure tourism market. In particular, destination mountain biking is one of the engines fueling this growth. Communities or regions hoping to position themselves as mountain bike destinations must evaluate their "product" as it relates to global trends in the sport, competing destinations, and their target markets. These questions provide the focus for the following study.

Study Background

With its vast network of tote roads and trails, as well as its unsurpassed scenery, the Yukon is a great place to mountain bike. For the most part, this resource has been enjoyed by local residents and a small collection of visitors seeking out unique riding experiences.

In 2002, BIKE magazine (both US and German editions) assigned and published a feature length article extolling the virtues of the "frontier" Yukon riding experience. Outside magazine followed up in 2003 with a multi-page spread on the Yukon, featuring local operator Wayne Roberts' tour on the Sam McGee trail outside of Carcross. The same year, "The Ride Guide" produced a feature length television segment highlighting mountain biking in the territory.

The International Mountain Biking Association (IMBA) has also taken an interest in the territory. Advocacy Director Dan Vardamis has visited Whitehorse several times and met with local tourism officials and the City of Whitehorse in 2004. He followed up this visit with a bulletin in IMBA's website, stating that:

"The Yukon may have more potential for mountain biking than anywhere else I've ever seen. It already has a lot going for it: abundant, excellent trails, committed advocates and a mystique that naturally draws people to the Yukon. It's important now that cyclists get more organized to take things to the next level."

Does the Yukon have the necessary ingredients to succeed as a mountain biking destination? The Cycling Association of Yukon (CAY) wanted to explore the question further, and submitted a proposal to the Yukon Tourism Product Development Fund in August 2004. The following report is the product of that funding, and represents the first of many steps on the path to the "next level" of Yukon mountain biking.

Study Objectives

The objectives of "Exploring the Market Potential for Yukon Mountain Bike Tourism" were as follows:

- To explore established and projected trends in mountain biking and mountain bike tourism;
- To identify the key elements of successful mountain bike tourism destinations and the markets they target;
- To provide general and destination specific data and information related to the economic benefits of mountain bike tourism;
- To identify the strengths and weaknesses of the Yukon with respect to the development of a mountain bike tourism industry;
- To make general predictions as to the potential economic benefits of mountain bike tourism in the Yukon;
- To make recommendations as to potential strategic areas of growth and opportunity towards the development of a Yukon mountain bike tourism industry; and,
- To generate interest and ideas from local stakeholders towards the development of Yukon mountain bike tourism.

Study Approach

To achieve the objectives stated above, a number of tasks were undertaken:

- Attendance at North Shore Credit Union World Mountain Bike Conference in Vancouver, BC in August, 2004;
- Attendance at the INTERBIKE industry exposition in Las Vegas, Nevada in October, 2004;
- Site visits to Moab, Utah and Fruita, Colorado in October, 2004;
- Secondary research, including a review of existing mountain bike market research, economic impact literature, Yukon tourism information, and related studies;
- Interviews with Outside contacts involved with various aspects of mountain bike tourism (tourism officials, Chambers of Commerce, independent tour operators, government representatives, etc); and,
- A facilitated session with a select group of Yukon tourism and mountain bike "experts"/stakeholders to develop a vision, conduct a "Strengths, Weakness, Opportunities, and Threats" (SWOT) analysis and provide recommendations for the development of a Yukon mountain bike tourism industry.

Part I. Mountain Biking: Definitions, Participation, Demographics and Rider Patterns

A Brief Definition

Mountain biking may be best described as a segment of cycling that is focused primarily on off-pavement travel. Mountain bikes are designed with wider tires, a more upright riding position, and lower gearing than their on-pavement counterparts, and can accommodate a wide variety of riding surfaces, including pavement, gravel, rock, and most soils.

Design is one part of the equation, but the sport is also largely defined by the nature of the riding surface itself. (For example, a mountain bike may be ridden on pavement, but this would not be considered "mountain biking" per se.) Gravel or dirt roads provide experiences on the less rigorous end of the mountain biking spectrum.

The terms "doubletrack" and "singletrack" are often used in describing mountain bike travel. Doubletrack refers to routes that were either created by or are wide enough to accommodate passenger or all-terrain vehicles (ATVs). Singletrack refers to a trail or pathway that is only wide enough to accommodate users traveling in single file.

Singletrack cycling is the most highly sought after experience for mountain bikers. Singletrack provides users with a closer connection to nature, segregation from motorized vehicles, and a more challenging or varied experience than doubletrack or roads can provide.

Levels of Participation

From its rather humble beginnings in the late 1970s, mountain biking became one of the fastest growing outdoor activities in the latter

Mountain Biking 101: The Roots

By most accounts, the origin of modern mountain biking can be traced back to Marin County in the mid-1970s. A loose organization of bike enthusiasts would meet up to tackle local fire roads on one-speed "klunkers" on fat, balloon tires and customized with drum brakes and derailleurs. In 1976, the group began hosting a recreational downhill series (called the Repack Races) that became a forum for inders to share ideas and enthusiasm about this new style of bicycle. Word of the races spread quickly, and by the late 1970s, the mainstream cycling media had caught on to the trend and several of the original Repack organizers went on to found the first mountain bike manufacturing companies.

Mountain biking grew steadily in popularity throughout the 1980s. The sport's "renegade" reputation soon caught up with it, however. With the growth of the sport and corresponding increase in the number of riders out on the trails came a backlash of land owner and trail user conflicts, resulting in many trails being closed to mountain bikers. The International Mountain Biking Association (IMBA) opened its doors in 1988 in an effort to advocate for the sport, with a mission to "create, enhance and preserve trail opportunities for mountain bikers worldwide." They continue to do this work today from their head office in Boulder,

Source: Mountain Bike Hall of Fame

part of the twentieth century. Participation levels in the sport grew by over 400% between 1987 and 2000. Today, tens of millions of people in North America and Europe own mountain bikes, and of these, millions are enthusiasts in the sport.

In the US, about 46 million people rode a bicycle on singletrack in 2001, the highest per capita participation being in the western States. Between 1994 and 2003, regular participation ranged between 4-6% of the nation's population, representing approximately 14 million riders. This number is substantiated by the International Mountain Biking Association's estimate that between 10 and 12 million people in the United States participate in the sport regularly.

In the UK, statistics point to similar per capita levels of participation. In the UK, cycling and mountain biking accounted for 4% of an estimated 1.3 billion countryside leisure day visits for 2002/03. Of the estimated 11.8 million people who own a mountain bike in the UK, approximately 1.3 million ride off-road a minimum of 2-4 times per month.

Mountain biking is very popular in other parts of Europe as well. In Germany, 3.5 million of the nation's 7.2 million recreational cyclists are mountain bikers. The per

The Role of Racing

From the beginning, the evolution of mountain biking was closely tied to racing. From the legendary Repack Race that gave rise to the sport, recruitment into the sport relied in part of both non-competitive and competitive racing. In 1983, the National Off-Road Mountain Biking Association (NORBA) was founded to govern the sport in the United States. The sport truly came into its' own in 1990, however, when the Union Cycliste International (UCI) sanctioned the first mountain bike World Championships in Durango, Colorado:

"...that first UCI World Championship changed the way the world looked at mountain biking. Up until that weekend, mountain biking had been a uniquely American sport. A casual attitude, a competitive spirit and a rigid bike were tools of the trade....suddenly, mountain biking had gone international. The top riders of the weekend all rode suspension forks across the finish line and technological progress was immotanted."

BIKE magazine, Vol.7, No.7, August 2000

Mountain biking confinued to gain momentum and legitimacy in the sporting world, becoming an Olympic event in 1996. Throughout the 1980s and most of the 1990s, the sport was primarily cross-country focused and bikes were designed and manufactured to weigh less and ride faster.

capita populations of recreational cyclists in Switzerland and Austria are very similar to Germany, suggesting that there are about 800,000 mountain bikers total in these countries. Other major mountain biking nations in Europe include Italy, Spain, France, Belgium, and the Netherlands.

The author estimates that per capita participation in mountain biking in Canada is on par with the US and Germany (approximately 4%), resulting in approximately 1 million participants.

By no means is the popularity of mountain biking limited to the North American or European continents; the sport is also thriving in countries such as South Africa, Australia, and New Zealand.

Demographics

Studies and surveys conducted on mountain bikers in recent years indicate mountain bikers are mostly males in their mid-20s to mid-40s, with relatively high levels of income and education, are single or married, and are likely to not have children at home.

Most studies contained very similar results with respect to education levels. In one US survey, 70% of respondents possessed a post-secondary education. Another US study showed that 31% of mountain bikers had an advanced post-secondary degree, with another 35% having earned a bachelor's degree. A high percentage (36%) of riders in a New Zealand study came from professional or technical backgrounds.

Incomes were consistently high in most of the studies. Half of respondents in one US study had household incomes of at least \$75,000. Two-thirds of respondents in a separate study maintained an annual pre-tax salary of \$60,000 or more. Another survey showed 64% of mountain bikers had household income of \$50,000 or higher.

In the studies reviewed, females represented between 12-16% of the survey sample. The studies are consistent on gender distribution in the sport, but there is less certainty on the age of participants. In one US study, the average age of respondents was 38; in another, the average age was estimated at 29. The age ranges provided by other studies would indicate that most participants are in their mid-20s to mid-40s, with riders in the 35+ group comprising approximately 30% of mountain bikers.

The marital and parental status of mountain bikers is less easily determined. In one US study, 35% of respondents were married or partnered with children at home; another 34% were single; and 31% were married or cohabitating without children. Another survey found that the majority of riders lived in a two to four person household. Over two-thirds of mountain bikers were married or partnered in another study.

The mountain biker demographic will experience a gender shift in coming years. Between 2002 and 2003 in the US, women's participation in the sport increased 33.9%, as compared to 5.6% growth overall. Women's representation in the sport will continue to grow, as it has in other adventure sports such as snowboarding and skiing.

Rider Patterns

Mountain bikers tend to participate in the sport frequently, indicate a preference for the sport in comparison to others, and become more dedicated with increased years of involvement in the sport.

In one US survey, most mountain bikers reported riding a minimum of 4-6 times a week. Another study found that mountain bikers rode an average of 4 times per week in the summer. About half of respondents in another study reported riding between 2-4 times a week. About 50% of surveyed New Zealand mountain bikers rode a minimum of 1-2 times per week.

Freeriding Takes Flight

The next phase of evolution in the sport was sparked by a small group of trail builders and riders north of the 49th parallel. In the coastal forests surrounding the municipalities of North and West Vancouver, locals such as "Dangerous" Dan Cowan and Todd "Digger" Fiander began crafting a new style of trail, featuring elevated sections such as log rides, ladder bridges, and teeter totters.

It was the early 1990s, and most riders on the North Shore were still riding cross-country mountain bikes. As this new style of trail emerged, the built features posed a degree of difficulty (and risk) that pushed the very limits of both riders and their bikes. The term "freeriding" was coined to describe this new phenomenon.

Early mountain bike movies such as "North Shore Extreme" and significant coverage in mountain bike magazines pushed both the North Shore and freeriding to the forefront of the mountain biking world. Rider and industry trends followed closely behind, with the sport shifting markedly from its crosscountry focus to a greater emphasis on steep descents and gravity moves.

Bike manufacturers began designing models with heavier frames and increased suspension to withstand the more punishing riding style. The whole "attitude" surrounding the sport changed, with riders abandoning the lycra-clad racer stereotype in favour of more relaxed attire and body armour.

It is about ten years since the North Shore and freeriding first emerged on the world stage, and the sport has continued to develop and re-define itself to the extent that the concept of freeriding is no longer confined to built features or jumps. IMBA recently defined freeriding as "a style of mountain biking that celebrates the challenges and spirit of technical riding and downhilling."

Sources: nsmb.com and IMBA

In a study of US mountain bikers, 1.3 out of 8 million reported that the sport was their favorite activity. New Zealand mountain bikers reported significantly higher participation in the sport than in other activities. In another study of US mountain bikers, 85% of respondents considered the sport "important" or "extremely important" to them.

One US study determined that the majority of mountain bikers who "dropped out" of the sport during the 1990s belonged to the segment that rode infrequently. In contrast, the number of enthusiasts tripled in number. These findings would strongly suggest that people who mountain bike frequently tend to remain with the sport on a long-term basis.

Mountain bikers who stay with the sport also tend to participate more in volunteer or advocacy activities. A New Zealand study showed a high correlation between number of years of participation in the sport and increasing club and volunteer involvement. The majority of respondents to one mountain bike club survey had been with the sport between two and ten years. In general, the sport's growth depends on higher levels of volunteerism than is inherent in most adventure sports, primarily due to ongoing trail access issues and need for trails maintenance and construction.

Mountain Biking Media

As is the case with many adventure sports, photography, film, and television have been instrumental in shaping trends and creating destinations in the mountain bike world.

The rapid emergence of freeriding and ensuing marketing shift from mountain biking as sport to "lifestyle" was due partly to photography and film. Major mountain bike publications devoted an increasing share of space to photographs depicting everything from North Shore exploits to the simple pleasures of riding scenic singletrack. Photography continues to fuel the imaginations and travel aspirations of mountain bikers worldwide.

Mountain bike movies have played a similar role, evolving from amateur video productions to 16 mm films with extensive budgets. These films play an important role in promoting mountain bike destinations, as well as the careers of the celebrity athletes they feature. The New World Disorder and Kranked series, both Canadian, are two of the longest running and most popular productions.

Television coverage is more variable. Major sports networks such as Outdoor Life, XTreme Sports, and Sportsnet feature mountain bike programming, including the World Cup circuit. Ride Guide is probably the best known television show in Canada regularly covering mountain biking. Now in its 9th season, Ride Guide is broadcast in Canada and Europe to about 20 million households.

Major mountain bike publications in North America include Mountain Bike Magazine, Mountain Bike Action, Bicycling, BIKE, and Dirtrag. Singletrack and Mountain Bike Rider magazines are two of the better known UK publications. BIKE magazine (German edition) has one of the larger distributions in Germany.

Sources: Ride Guide, BIKE magazine

Part II. Mountain Bike Tourism: The Product Spectrum and Emerging Trends

The Adventure Travel Context

Sport/adventure tourism is the fastest growing sector in the tourism industry at present. Adventure travel in general has exhibited one of the highest rates of growth in the industry in recent years. One in two US adults have taken an adventure trip in the past 5 years. Canadians ranked outdoor activities as the second most common travel behavior after visiting friends and family.

The size of the mountain bike component of the adventure travel market is difficult to determine. One of the greatest limitations in acquiring good data lies in the fact that mountain biking is often included under the broader category of cycle tourism in tourism based literature and studies. There are some useful clues, however. A major study commissioned by the Travel Industry Association of America found that mountain biking ranked 3rd (behind whitewater rafting and snorkeling) as the top "hard" adventure activity undertaken by adventure travelers.

The Product Spectrum

Mountain bike tourism encompasses a broad range of products and experiences for travelers. Some products cater almost exclusively to the seasoned mountain biker, while others provide "softer" experiences for those seeking an active, leisurely experience. The following section provides an overview of the various products that comprise mountain bike tourism, and the potential market and revenues associated with them.

UCI Competition

The Union Cycliste International (UCI) is the worldwide governing body for the many events that now comprise mountain bike competition. UCI events take place at the national, continental, and international levels. The Canada Cup series represents the highest caliber of mountain bike competition in the country. Both series include numerous individual Cups in addition to a National Championships.

The Canada Cup series is typically hosted at cross-country or downhill ski resorts throughout the country. Canada Cup events typically attract between 150-300 competitors. (Attendance typically peaks during Olympics qualifying years as athletes try to earn as many UCI points as possible). Media coverage varies depending on the event promoter and the efforts that are made to attract television or print coverage. The "Ride Guide" television series often covers Canada Cup events.

The small town of Rocky Mountain House, Alberta, hosted Canada Cup cross-country and downhill races in 1998 and 1999. A post-event economic impact analysis estimated that 2.5 non-residents (comprised of coaching staff, family, friends, spectators, etc.) attended the event for every competitor. The combined economic impact from the two events was estimated at approximately \$4 million.

The World Cup series typically includes one or two venues in North America, with the rest located mostly in Europe. Past Canadian venues include: Bromont, QC, Canmore, AB, and Grouse Mountain, BC. World Cup organizers anticipated over 450 athletes, 75 international media members, and 25,000 spectators for the three-day event.

The World Championships is the premier event for most mountain biking disciplines, and accordingly attracts the largest field of competitors. World Championships host cities tend to be smaller mountain resorts, and often lack convenient air access. Livigno, Italy, host of the 2005 UCI World Championships is a small ski resort town of 4000 located two hours from any major airport. Rotorua, New Zealand is preparing to host the 2006 World Championships.

The media exposure and economic benefits of these events are significant. At the World Championships in Lugano, Switzerland in 2003, over 350 print and broadcast media were accredited and more than 64 hours of television coverage of the competition was broadcast in over ten countries. The field of competitors for the marathon event alone exceeded 1000 people.

Skills Camps

Skills camps provide hands-on learning for both beginner and more advanced riders

looking to improve their mountain biking abilities. Dirt Camp is one of the longest-lived of these programs in the US, offering week-long, weekend, 4-day, juniors' and women's only clinics in over 15 locations throughout the country.

Skills clinics or camps are often offered in established mountain bike destinations, or feature celebrity instructors. For example, Western Spirit Cycling Adventures, one of the largest bike tour companies in the US, offers 5-day "adventure camps" featuring Alison Dunlap, US World Mountain Bike Champion. The Whistler Mountain Bike Park has built a strong skills camp program on the celebrity coach model, offering weekend and weeklong freeride and gravity camps taught by some of the world's foremost freeriders.

Women's only camps are in particularly high demand in western Canada. The Sugoi Dirt Series began in 2000 as a BC provincial sport development initiative aimed at recruiting more women into mountain biking. The series has proven to be immensely popular and has expanded from a few camps in the Whistler area to 16 camps in two provinces and four western states for the upcoming 2005 season.

UCI Competition

The Union Cycliste International (UCI) is the worldwide governing body for mountain bike competition. For years, the UCI World Cup program focused exclusively on the cross-country and downhill disciplines. Since 2002, 4-cross, trials and a marathon event have been added.

In 4-cross competition, four cyclists race down a short course (typically 250 metres) that includes jumps and turns. Trials events require athletes to negotiate technically difficult sections without touching the ground. The marathon event is typically around 100 kilometres in length.

The World Cup 2005 calendar consists of eight events in each discipline, plus a World Championships. In addition to the World Cup and World Championship events, there are continental championships each year. Athletes from countries in North and South American compete in the Panamerican Championships.

The Canada Cup Mountain Bike Series represents the highest caliber of cycling competition in the country, and is administered by the Canadian Cycling Association (CCA). The 2005 series consists of six cross-country and six downhill events, as well as one championship event for each discipline. A national ranking is maintained for all Canada Cup championship categories in cross-country and downhill disciplines and the standings are used as one of the selection tools for members of the Canadian National Team.

Sources: UCI, CCA

Festivals

Mountain bike festivals are popular because they combine the social and competitive aspects of mountain biking, and cater to families and riders of all abilities. The potential

Fat Tire Festivals

Mountain bike festivals, often dubbed "fat fire" festivals, offer a fun, social environment for mountain bikers to convene, race, and ride. The scale and attendance of these events varies widely.

Crested Butte Bicycle Week is one of the longest running community-organized fat fire festivals in the United States. The 25th anniversary edition this June will feature 5 days of epic rides, racing, skills clinics, and parties.

Started in 1990, the Sea Otter Classic in Monterey, CA calls itself the "celebration of the bicycle." The Sea Otter includes NORBA races, fun races, a large industry exposition, freeride and slopestyle competitions, and a busy schedule of social events. The Sea Otter attracted about 60,000 spectators in 2004 and was broadcast on Outdoor Life Network.

The Bike Italy festival in Lago di Garda, Italy is one of Europe's largest, with over 18,000 participants. The format is similar to the Sea Otter Classic.

Whistler confinues to redefine not only the sport but the festival format with its 4-day CRANKWORX event, featuring gravity-focused competition, mountain bike demos and expo, and a rock concert series. The event gamered two weeks of televised coverage on Sportsnet in Canada.

Sources: BikeRide.com, Dirt Rag, and pinkbike.com

economic benefits gained from these events depend largely on their size and scope. For example, a mid-sized, primarily grassroots event such as the Fruita Fat Tire Festival attracts over 800 people each year, with an estimated economic impact of \$1.5 million (US).

Fat tire festivals not only have an immediate economic effect, but also play a significant role in creating longer-term benefits for a region. The Chequamegon Fat Tire Festival in Wisconsin attracts over 3500 people to the area, and has been pivotal in establishing the Hayward Cable area as a Midwest mountain bike destination. A 1997 study determined that the annual economic impact of mountain biking (apart from the Festival) for this rural area of about 15,000 residents was approximately \$1.2 million (US).

24 Hours Races

24 Hours racing is a relative newcomer to the world of mountain bike competition. The objective of 24 Hours races is for both teams and soloists to complete as many laps as possible in a 24 hour period.

Laird Knight of West Virginia's Granny Gear Productions is generally credited with pioneering the 24 Hours format with the inaugural 24 Hours of Canaan (now

Snowshoe) in 1992. The event became extremely popular, appealing to mountain bikers' sense of fun and teamwork. Granny Gear Productions expanded their schedule of 24 Hours events to three other venues throughout the US. These events attract a substantial number of participants, volunteers, and spectators. The 24 Hours of Moab in October, 2004 drew over 4500 people to the Moab area over a weekend.

The 24 Hours of Adrenalin is the other major 24 Hour event promoter in North America, hosting a series of 6 races in both Canada and the US. They also host the 24 Hours of Adrenalin World Solo Championships, which attracts top riders from all over the world. The 24 Hours of Adrenalin event in Canmore is the single largest cycling event in Alberta, attracting about 1600 participants in 2004. Registration for the event typically sells out months in advance.

Tours

Mountain bike tours encompass a wide range of riding experiences and options, from 14 day hut-to-hut tours in the Italian Alps to day-long fly-in wilderness epics in the Southern Chilcotin Mountains of British Columbia. The common feature is that they provide the mountain bike tourist with a guided experience. Other amenities such as accommodation and meals may be included as well, depending on the type and length of tour.

One of the largest companies offering mountain bike tours in the United States is Western Spirit Cycling Adventures based out of Moab, UT. They specialize in multi-day fully catered and supported trips throughout the United States on both singletrack and doubletrack trails. Their 2005 catalogue includes over 35 mountain bike packages across the country, most scheduled on a weekly basis during the riding season.

British Columbia is home to the majority of mountain bike tour operators in Canada, most of them smaller owner-operated companies. In keeping with BC's global reputation for freeriding, many companies offer freeride-specific tours. Other mountain bike niche products "pioneered" in BC are fly-in and heli-biking, most of which takes place in the Southern Chilcotin area.

Multi-day tours are the most popular and profitable packages offered by the BC tour companies that were solicited for research purposes. Fernie Fat Tire Adventures' six-day "Best of the West", "Gravity Fed", and "Best of BC" trips were the most sought after, with day trips having the least demand. Bush Pilot Biking, based out of North Vancouver, reported that 5-14 day custom tours are their strongest product right now.

Big Mountain Bike Adventures is a Whistler-based tour company that is opening up markets in "exotic" mountain bike destinations such as Costa Rica, Switzerland, and Morocco. Owner/operator Chris Winter reported that his most popular package is the Switzerland trip, and that he is "just scratching the surface in terms of exotic locations."

Support Services for Independent Travelers

As is the case for many adventure tourists, mountain bikers will often travel to destinations independently. This segment of the market relies on a large variety of support services during their destination mountain bike trips. These services include:

- Suitable accommodation, including campgrounds, hotels, B&Bs, huts, preferably with safe bike storage and located in close proximity to riding areas;
- Reliable and professional mountain bike repair and retail shops;
- Transportation services such as bike shuttles;
- Maps and guidebooks for riding areas;
- Showers and bike washes (particularly for campers); and,
- Restaurants, brew pubs, grocery and liquor stores.

Long-Distance (Epic) Races

"Epic" is a term that has multiple meanings within the context of mountain biking. An epic ride is one that tends to be of a longer distance and duration (usually about a full day) and holds considerable value for riders in terms of scenery, challenge, unique features, etc. Most epic rides would include large amounts of singletrack. Epic races are typically long-distance events in which solo participants compete against one another in a variety of categories.

Long-distance, or epic, races have become very popular in recent years. In the United States, these events are often called "centuries", as they cover 100 mile or kilometre distances. Some of the more renowned ones include the Leadville Trail 100 in Colorado, the Shenandoah 100 in Virginia, and the Cascade Creampuff in Oregon. In its 15th year, the Leadville's current field limit of 750 riders is filled via lottery within a few days of registration. The Cascade Creampuff's 110 starting positions are filled within two weeks.

The calendar of long-distance races in Canada is considerably less full than in the United States. The best known epic race in the West is the 67 kilometre Test of Metal in Squamish, BC. The field limit is set at 800 participants (and the 2005 race was full in early January this year). Called "marathons", one-day long-distance races are very popular in Europe. One of the most notorious is the Salzkammergut Trophy in Bad Goisern, Austria. The 2004 event included 203, 101, 47, and 24 kilometre long courses, with almost 2000 participants competing.

The economic impact of these events can be substantial. The Subaru Ore to Shore Mountain Bike Epic held in Marquette, Michigan, attracts approximately 1000 riders from outside the Marquette County area and has an estimated economic impact of \$1.3 million (US). A participant survey determined that 55% of the non-resident participants stayed in the region for 3 nights, and 50% spent between \$300-400 (US). The KONA Colville Connection in New Zealand is one of the premiere mountain bike events in the country. Attracting about 1300 riders, the day-long event generates about \$500,000 (NZ) for the local region.

Long-distance races appeal to an older demographic than might be expected, given the considerable physical challenges they present. At the Squamish Test of Metal in 2003, 38% of competitors were entered in the 30-39 men's category and 26% participated in the 40-49 male class. 13% were 30-39 year old women, and 10% were 19-29 year old men.

Bike Parks

Bike parks are a relatively new product in mountain bike tourism. A bike park is essentially a purpose-built riding area. Bike parks vary widely in size and scope, from small urban areas analogous to skateboard parks to lift-assisted mountain biking at ski resorts. Bike parks provide riders with an accessible, convenient means to enjoy the sport and improve their skills. Approximately 45 profit-oriented bike parks opened around the world in 2003. The majority of these were in North America and Europe.

It is lift-assisted bike parks in particular that are showing significant growth. Initially reluctant to embrace the sport, many ski resorts are now aggressively pursuing mountain bikers. Lift-assisted bike parks make both environmental and economic sense,

containing freeriding to designated areas and providing ski resorts with a strong offseason attraction. Approximately 175 ski resorts offered mountain biking in 2001, although today an estimated 25-30 of these offer lift-assisted "gravity" oriented riding.

Whistler Mountain Bike Park is the global leader in lift-assisted bike parks. Opened in 1999, attendance has increased from approximately 10,000 visits to 80,000 in 2004. The busiest day in 2004 saw 1400 riders in the park. The park attracts predominantly younger male advanced freeriders, but most other market segments are showing growth.

Multi-Day Stage Races

Multi-day stage races have become major mountain bike sporting events in the past ten years, sparked in part by the popularity of adventure racing and the resurgence of interest in longer distance riding. As opposed to most UCI World Cup-level competition, these races are open to both professional and amateur riders. The most established of these events attract international televised coverage and major corporate sponsors.

These events are attracting riders from all over the world in ever increasing numbers. The popularity of the TransAlp race format is particularly impressive. The inaugural TransAlp Challenge in 1998 had a field of 220 teams; within a few years, the field limit of 350 starting positions was full, and another 3000 teams were on a wait list. For the 2005

Multi-day Stage Races

Multi-day stage races are a relatively recent phenomenon, sparked in part by the popularity of adventure racing and the resurgence of interest in longer distance riding. These events draw international media attention, and often feature professional and amateur riders.

La Ruta de los Conquistadores in Costa Rica is the oldest of the major multi-day races held presently. Started in 1993 by a local rider, the 3-day stage race covers over 300 miles and 30,000 feet of climbing on a historic wilderness route that the Spanish conquerors blazed from the Pacific to the Atlantic.

The TransAlp Challenge, an eight-stage race from Mittenwald, Germany to Riva del Garda, Italy, began in 1998. The TransAlp race covers over 700 kilometres and 72,000 feet of climbing. Participants compete in teams of two, and each stage includes meals and an awards ceremony where the winners of each category are awarded Leader jerseys.

The inaugural TransRockies Challenge, sister event to the TransAlp, was held in 2002. The seven-stage race begins in Fernie, British Columbia and ends in Canmore, Alberta. The Cape Epic followed in April 2004. This eight-stage race traverses more than 900 kilometres of the Western Cape of Africa. In contrast to the other TransAlp-style races, The Cape Epic places special emphasis on the travel experience itself, featuring unique stage parties that showcase local culture and traditions.

Sources: Ruta de Los Conquistadores, Upsolut MV, Pink Bike, and Cape Epic

edition, the field limit was again expanded to 1000 racers, and all starting positions were taken within one hour of registration starting. BIKE magazine (Germany) and Adidas are the major sponsors for the event.

The number of competitors in the TransRockies Challenge, the TransAlp's sister event, has grown steadily since 2002, with 119 teams competing this past summer. Travel Alberta contributes \$100,000 to the event, and used its sponsorship to leverage a UCI

World Cup in Calgary in 2004. Since its inception, the TransRockies event has generated two weeks of unrepeated international television coverage for Alberta.

The Cape Epic, the newest member of the TransAlp-style family, appears poised for long-term success as well. For the second race, scheduled for April 2005, the 250 South African team positions sold out in less than 5 hours, and the 150 international spots and corporate entries were sold out 3 months later.

Emerging Trends

In predicting future trends in mountain biking, the example of snowboarding provides a useful starting point. In the mid-1980s, snowboarding was a predominantly male, "fringe" sport that was banned at most ski resorts. Manufacturers, movies, and vertical magazines were the promotional vehicles for the sport, generating a relatively small but dedicated following. Over time, ski resorts embraced snowboarding, and the sport expanded to a much broader demographic. Today the sport could be considered "mainstream", occupying a large share of the winter ski resort market and appealing to people of all ages and abilities.

With the rapid growth of bike parks around the world, mountain biking is positioned to evolve in a similar manner. Several industry insiders presenting at the World Mountain Bike Conference predicted that increased participation in mountain biking will depend on how "big" the bike park phenomenon becomes. Bike parks will make mountain biking easy and accessible to a broader group of people. This mainstreaming is already evident in the rapid growth of certain segments of the market, most notably women.

The BC mountain bike tour operators canvassed believe that bike parks are good for business. Whistler-based operator Chris Winter sums it up well: "I think that lift access riding is great for mountain biking. It creates more sales and hype and makes destination mountain biking an option."

The destination mountain biking option is by no means confined to lift-serviced bike parks, however. The element of adventure is critical role to the sport, and has a strong influence on how mountain bike tourism will evolve. The popularity of long distance cross-country rides and marathon-style racing demonstrates that a healthy segment of the market is already seeking out unique and challenging experiences. As the bike park phenomenon grows, the value of these experiences will only increase.

Again, the ski industry provides a blueprint for future direction of mountain bike tourism. A spectrum of opportunities will become the norm for mountain biking: everything from lift-serviced resorts to self-supported or fully assisted backcountry adventures. Industry insiders are already anticipating this trend. "The next phase in the evolution will be high-end performance riding in way out situations", predicts Johnny Smoke of Bush Pilot Biking. In particular, exotic destinations with significant wilderness resources will be ideally positioned to offer the "way out" situations that riders of the future will seek out.

Part III. Destination Mountain Biking: Travel Patterns, Success Stories and Lessons for Aspiring Destinations

Travel Patterns of Destination Mountain Bikers

A 2003 study of IMBA members conducted by Donna Green sought to determine the travel patterns of destination mountain bikers . About 80% of respondents had taken at least one trip of one or more nights for the purpose of mountain biking. The average length of all destination mountain biking trips was 4.6 nights, with most days spent mountain biking exclusively.

When asked to rate the various factors that influence their choice of mountain bike destination, participants indicated that reputation and word-of-mouth were critical. Internet research, mountain bike magazine articles, and a mountain bike race or event were other common factors influencing destination choice. Please refer to Table 1.

<u>Factors</u>	Rating (out of 5)
Reputation of destination	4.0
Recommendation from friend/relative	4.0
Internet research	3.4
Mountain bike magazine article	3.2
Mountain bike race or event	3.2
Guidebook	3.1
Bike club	3.1
Article in a general outdoor magazine	2.7
Brochure	2.6
Travel agent	1.6

Table 1. Factors Influencing Destination Choice

The study showed that destination mountain bikers seldom book a mountain biking trip through a tour operator, and that the overwhelming majority bring their own bike. Respondents showed a preference for simple accommodations, with 45% camping on mountain bike trips, 40% using small lodges or inns, and only 8% using hotels. Trips with friends and family accounted for 40% of travel, while 31% travel with friends only.

Destination mountain bikers also rated the importance of a variety of features and attributes in making a destination appealing for a multi-day mountain biking trip. The most important attributes were: variety and difficulty of terrain, the number of trails, and scenery. The availability of other outdoor activities was the lowest rated attribute, providing further indication that mountain bikers tend to focus specifically on mountain biking while on their trips. Please refer to Table 2.

<u>Features/Attributes</u>	Rating (out of 5)
Variety/difficulty of terrain	4.5
Number of trails	4.4
Scenery	4.3
Reputation as a mtb destination	3.9
Cost of trip	3.7
Weather	3.7
Strong mtb community/culture	3.5
Ease of getting to destination	3.4
Other facilities (bike shops, accommodation, etc.)	3.3
Availability of other outdoor activities	3.1

Table 2. Desirable Features/Attributes in a Mountain Bike Destination

The study would indicate that mountain bikers' spending is contingent on the quality of the riding experience in a given destination. This trend is substantiated by other studies of mountain bikers which demonstrated a high "willingness to pay" (WTP) in mountain bike tourists visiting world-class destinations. Mountain bikers' WTP has been studied in a state park context and was shown to be a function of the amount of singletrack in the park, as well as the distance to a "substitute" singletrack experience.

Destination Theory

As global tourism becomes more competitive, understanding the dynamics that influence the development of not only destination image, but destinations themselves, is key. Early in the travel decision making process, travelers will accumulate mental images about a particular location and modify those images by gathering further information. These impressions are then subsequently modified based on the vacation experience itself, and communicated to others.

Adventure-based destinations tend to evolve in a phased manner, with "immature" destinations appealing to early "explorer" and "drifter" traveler groups seeking unique experiences. As the destination matures, the product and market components expand, the possible result being that the experience lacks the excitement and exploration that first led visitors to the area. Increasing facilities and attractions for tourists may dissuade the earlier "explorers" from repeat visits, as well as decrease their word of mouth advertising. However, adventure is a largely individualistic experience, and the same psychological level of adventure may be achieved by a wide variety of experiences in a given destination. Destinations that can address the full range of tourists and their adventure "thresholds" are better positioned to develop their tourism resources efficiently.

Success Stories

As the following section highlights, there is no one proven method for creating mountain bike destination. Each of the communities, regions, and countries profiled here followed its own unique path in enacting mountain bike tourism.

Moab, Utah

Any discussion of mountain bike destinations necessitates a mention of Moab, Utah, arguably the world's pre-eminent mountain bike mecca. This reputation holds up to closer scrutiny: in the 2003 IMBA study of travel patterns, nearly half of destination mountain bikers residing in the western US had reported visiting Moab, and about 1/5 of destination mountain bikers living in other regions of the US had visited as well.

Moab offers virtually every mountain bike related product and service conceivable: numerous tour companies offering day trips and multi-day tours; hotels and B&Bs with bike repair rooms and safe bike storage; bikes washes and drop-in showers; and five full-service bike shops. The Bureau of Land Management (BLM) and the local county jointly operate the Sand Flats campground, which is located in close proximity to the most popular rides in the area. Moab also hosts several major events each year, including an annual Fat Tire Festival and 24 Hours of Moab, both held in October. For the most recent 24 Hours of Moab, approximately 2000 competitors and an additional 2500 volunteers, support staff, friends, and family were expected in Moab.

Moab's rise to mountain biking renown started in the early 1980s. The scores of desert backroads surrounding the town - a legacy of the uranium mining boom of the 1950s - became a magnet for non-resident mountain bikers looking to extend their riding season. Images of mountain bikers amidst spectacular desert backdrops began appearing in outdoor and mountain bike magazines, and riders flocked to the area. These images of Moab helped define and fuel interest in the sport throughout the 1980s.

The proximity to Canyonlands National Park, the favorable climate and general small town ambience were important features, but it was the Slickrock Trail that made the town famous. The BLM estimated that use of the Slickrock Trail increased from 1000 riders in 1983 to approximately 103,000 in 1994. This figure had increased to 120,000 by 1998. A 1997 study estimated the value of the Slickrock Trail alone at \$8.5 million. People visiting Moab from other countries often ride few other trails while in the area.



The staying power of Moab's "icon" reputation is impressive. Riders from all over the world continue to come despite the fact that the state's Travel Division, the Moab Chamber of Commerce and Moab Travel Council do not actively market to mountain bikers (aside from featuring the sport in websites and visitor guides).

Indeed, there are fears among mountain bike operators in the area that Moab has coasted on this reputation for too long, and is in fact failing to provide a world-class

experience for today's market. The Moab Trails Alliance was formed in 2003 by a group of concerned citizens and businesses who recognized that the single greatest threat to Moab's destination reputation lies in what the area lacks: abundant singletrack.

West Virginia

West Virginia has long been a prized riding destination for mountain bikers in the eastern United States, but its reputation for excellent, technical, single-track riding has gone international in recent years. IMBA recently awarded the state the highest grade as a riding destination in its 2004 report card. This recognition comes as a result of coordinated efforts at both the community and state levels.

Outdoor recreation is the cornerstone of West Virginia tourism. Situated within a day's drive of 60% of the U.S. population and 80% percent forested, the state appeals to city dwellers looking to escape the urban jungle. Mountain biking has become one of the pillars of the "Best in the East" outdoor recreation profile that the state lures tourists with.

West Virginia had built a strong foundation in high-profile mountain bike events and a reputation for abundant technical singletrack. Snowshoe Mountain Resort has been a major stop on the NORBA circuit since the early 1990s. The West Virginia Fat Tire Festival has been drawing people to the now famous Slatyfork area of the state since 1985. The state also started the 24 Hours racing phenomenon with its extremely popular 24 Hours of Canaan in 1993.

The state government wasn't content to stop there, however. The West Virginia Division of Tourism takes a particularly pro-active position with respect to mountain bike tourism, dedicating a staff person solely to attracting cycle-related tourism to the state. The state has taken a number of measures to attract mountain bikers, including stationing booths at industry trade shows and expositions, as well as the major cycling events held within the state. The state used to advertise in national publications like Mountain Bike magazine, but now targets regional outdoors and mountain bike publications.

The state has also maximized its exposure using mountain bike athletes. When the Outdoor Life Network covered the local NORBA race, the state paid for an in-show feature on a West Virginian national level racer who promoted riding opportunities in the state. The Division of Tourism also sponsored a national team athlete for several years, during which the state's excellent riding was frequently highlighted in media interviews and coverage.

This support for mountain biking extends to the highest levels of political organization in the state. At the 10th anniversary of the 24 Hours of Canaan (now Snowshoe) in 2001, the Governor himself officially started the race. This laid the foundation for the West Virginia legislature to pass a resolution calling on the Governor to recognize June of each year as Mountain Bike Month in West Virginia.

While the state has not conducted an economic impact study specific to mountain biking, the strategy seems to be working. The most recent visitor profile survey undertaken by the Tourism Division found that the top three activities for tourists after visiting friends and relatives, shopping, and dining were sightseeing, visiting state parks, and hiking/mountain biking. Over 15% of visitors choose hiking/mountain biking as an activity while in West Virginia.

Wales and Scotland

In the mid-1990s, rural economies in Wales were struggling. Wales had already experienced some growth in cycle tourism, but singletrack was a virtually non-existent. Much of the forested land was under the control of the UK Forestry Commission. The south of Scotland was much the same: struggling rural areas, large tracts of forested land sitting idle, and very little singletrack.

Dafydd David, a park ranger with the Wales Forestry Commission, was tasked with increasing the number of recreational visits to the Coed y Brenin area in northern Wales. A former mountain bike racer, David recognized the potential value of singletrack. With a small grant, he gathered a crew of volunteers and built three trails. Mountain bikers started arriving soon thereafter.

As the number of mountain bike visitors steadily grew, the Forestry Commission decided that mountain biking was an ideal fit for their objectives of supporting rural communities, boosting local tourism, encouraging resident health and wellness, and maximizing the value of forests. The Mountain Bike Wales Project was launched with a combination of private and public funding. A total of seven mountain bike centres were built in Wales, each featuring a variety of rated trails and a central "hub" with a cafeteria, bike rentals, showers, etc.

The 7Stanes project in south Scotland followed closely behind with the construction of 7 centres and over 140 kilometres of singletrack. The national and regional tourism bodies were active partners in the both projects.

Rider visits to both the 7Stanes and Mountain Bike Wales centres have increased steadily each year. Wales mountain bike visits were

recorded at 133,000 in 2003. Visits to the Glentress centre in Scotland alone rose an impressive 90,000 to a total of 252,000 between 2003 and 2004.

A study conducted at five of the Wales centres found that 41% of visitors resided in the local area, 24% were "day-trippers", and 35% were on extended holidays. The majority of visitors were from England. Rider surveys showed that holiday-makers spent an average of £39 per day during their visit. The expenditure for day-trippers was less than half of this.

Trails for Tourism Initiatives

Cape Breton – Enterprise Cape Breton
Corporation has developed an extensive
"Trails for Tourism" strategy for the area. The
goal of the strategy is to enhance Cape
Breton's trail product through investments in
new trails, upgrading of existing trails, signage,
trailhead facilities, and marketing. It estimates
that the strategy will result in an additional
40,000 person visits and incremental spending
of \$2.7 million annually.

Queenstown, NZ – Queenstown markets itself as a premier adventure destination, but its trail network is considered inferior to those found in other parts of New Zealand. The Wakatipu Irails Irust was formed and is working on a 5-8 year plan to create a world-class network of non-motorized trails for biking, hiking, and horseback riding. The Wakatipu Irail Strategy includes a coordinated marketing strategy to attract international visitors to the area for trails-based recreation.

Park City, UT – In the mid-1990s, development in this small Utah town started heating up. A committed group of individuals recognized the importance of preserving trails and natural spaces in Park City and formed the Mountain Trails Foundation. Working with private landowners, county and city governments, and community members, the MTF set out to establish a major network of non-motorized singletrack trails. Today, Park City often hosts national and international mountain bike events, and regularly ranks as one of America's top mountain bike destinations.

Sources: Wakatipu Trails Trust, Sports Guide <u>Economic Planning Group</u> of Canada The estimated economic impact of mountain biking in Wales has been estimated at £3.3 million. The economic benefit to South Scotland has been estimated at £2.99 million, with an additional £3.56 million impact to Scotland. The Scotland Forestry Commission estimates that when all seven centres are operational, the 7Stanes Project could inject as much as £6 million into the Scottish economy annually.

Scotland isn't just stopping at the 7Stanes Project, however. It has also pursued mountain bike tourism dollars by bidding on and winning the rights to host international mountain bike events. Fort William, a town of about 11,000 people located in the western Highlands of Scotland, played host to the first UCI World Cup events ever to be held in the UK in 2002-2004, and recently secured the coveted UCI World Championships in 2007.

The majority of the estimated £600,000 impact of the 2002 World Cup was attributed to spending by the 8,000 plus spectators and 2,000 competitors, media and officials who attended the event. Over 700 competitors and 40,000 spectators are expected in 2007, with a projected economic impact of £2 million. Significant levels of international media coverage, including live terrestrial broadcast, are also expected at the event.

• Fruita, Colorado

Fruita, located in southwestern Colorado approximately 1.5 hours east of Moab, found itself on the verge of bankruptcy in the early 1990s. A long-distance trail called the Kokopelli connected Fruita to Moab, but there was very little else to hold mountain bikers in the area. Enter Troy Rarick, newly retired from the corporate sector of the bike



industry and looking for a challenge. He saw the mountain biking potential that lay in Fruita and proceeded to renovate a derelict building on the main street and open up a bike shop. For several years, he and a dedicated crew of local volunteers built trail at an almost dizzying pace.

With all this singletrack built, Troy needed to get the word out to the mountain biking masses. Using a combination of ingenuity

and contacts from his time in the bike industry, he offered free tours to the mountain bike media and lobbied the local government and industry hard to support his initiative. He eventually raised enough money from Fruita businesses to advertise the first Fruita Fat Tire Festival in 1995 in BIKE magazine. Today, the festival is attended by about 800 people and brings in an estimated \$1.5 million (US) annually. Mountain biking is estimated to generate about \$4 million (US) in commercial revenues for the town each year.

Fruita is now recognized as one of the premiere mountain biking destinations in the world. From the very beginning, Fruita was intended to be what Moab is <u>not</u>. Most notably, Fruita's claim to fame is its quality singletrack. Fruita also takes pride in its

quiet, "off-the-beaten-path", small town atmosphere. Mountain biking is a source of civic pride, with bike murals and sculptures adorning the main street in town. Troy has also tried to ensure that the economic benefits continue through consistent messaging about environmental impacts, and the responsibility of visitors and residents alike to "keep the singletrack single."

Lessons from the Andes

Alistair Matthew is a New Zealand expatriate who virtually founded the mountain bike scene in Bolivia. Arriving in the late 1990s, he founded Gravity Assisted Mountain Biking and began offering riding adventures on old Inca trails and pathways. Despite considerable resistance from local authorities, Alistair managed to build his business and Bolivia's mountain biking reputation with media exposure, a good website, and recommendations in guidebooks.

Today, mountain bike tourism is alive and well in Bolivia, with about 25 companies employing an estimated 200 people. Alistair reports that the majority of his business is in the one-day trips down the "World's Most Dangerous Road", a descent of 11,000 feet in 49 miles, and that many of his clients come to Bolivia because of the notorious reputation of this downhill ride.

Matthew would like to expand the multiday trip component of his business, but faces several challenges in doing so. He believes that most Canadians and Americans are intimidated by Bolivia's reputation for physically demanding riding and are wary of negative press about safety standards in the country.

Medora, North Dakota

Medora, North Dakota, population 100, is situated on the fringe of one of the least visited national parks in the United States, Theodore Roosevelt National Park. For years, equestrian rides in the park and a local musical production comprised the major tourist attractions to the area. Since 1999, the town has started to lure mountain bikers with its increasingly renowned Maah Daah Hey (MDH) Trail.

The MDH Trail came into being through a threepartner effort between the North Dakota State Park and Recreation, Theodore Roosevelt National Park and the United States Forest Service. Input on the development of the trail was sought from both equestrian and mountain bike users.

The result of this collaboration is a 96-mile long recreational trail, including six campgrounds, that winds its way through the rugged badlands and rolling prairies near Medora. The MDH is a non-motorized trail and is nationally recognized as a premier backpacking, mountain biking, and horseback riding trail. The Division of Tourism prominently features the trail in its website and promotes the trail in mountain bike magazines.

The trail has become such a draw for mountain bikers that the owner of the major bike shop in Bismarck is relocating his business to Medora and partnering with a major Nevada tour company to offer guided tours along the trail. Western Spirit Cycling Adventures of Moab also offers tours every week from June to mid-September.

• British Columbia

As the birthplace of freeriding, British Columbia has a world-wide reputation for technical, challenging mountain biking. BC and its resident celebrity riders receive ubiquitous coverage in mountain bike films and magazines. The Whistler Mountain Bike Park sets global trends for style and product delivery in the sport. To put it mildly, the future looks bright. As one operator commented, "I think that our province is on the cusp of becoming known as mountain biking's nucleus – where Moab used to be the center."

Mountain biking evolved at a very grassroots level, with trail builders and riders in various parts of the province working independently to develop riding opportunities around their communities. The abundance of quality riding is almost overwhelming. Most destinations are known for their freeriding, particularly North Vancouver, Squamish, Whistler, Vancouver, Kamloops, the Okanagan, Nelson, Williams Lake, and Rossland. The Southern Chilcotins attract mountain bikers with the lure of fly-in wilderness cross-country epic rides.

Marketing and promotion for mountain biking have been almost entirely industry driven. Some municipalities invest in their trail product, however. Rossland hires a full-time trail builder during the summer to ensure that its self-proclaimed title of the "Mountain Bike Capital of Canada" holds credibility. Despite the abundance of riding opportunities at the Whistler Mountain Bike Park, the Resort Municipality of Whistler (RMOW) employs a sizable trails crew to help build and maintain quality trails for all interests and abilities. Last year, the RMOW even provided funding and support to a Whistler-area trail builder to help him complete a signature 25 kilometre technical cross-country trail, "Comfortably Numb".

So just who is BC's global reputation attracting? Mike Brcic of Fernie Fat Tire Adventures reported that his client base is 50% US origin, 30% Canada, and 20% Europe. Clients of Bush Pilot Biking in North Vancouver are primarily from the UK, Germany, USA, Canada, and Japan. (Owner Johnny Smoke commented that the European market was especially "hot".) Big Mountain Bike Adventures of Whistler reported that its clients are 60% US origin, and 35% Canada. While all operators reported that their clients are intermediate to advanced riders, the difficulty of many BC trails can pose challenges. As Chris Winter of Big Mountain Bike Adventures noted, "Whistler is popular but the riding is generally too technical to guide most riders."

Lessons for Aspiring Destinations

1. Destination image persists, so make sure it's positive.

As the example of Moab illustrates, even a single trail can create a destination image that has the power to lure visitors for many years.

Destination image is formed first by the accumulation of mental images about a place. Moab and British Columbia capitalized heavily on the power of photography and media in developing icon destination images in the minds of a global audience.

The second step in image formation is information gathering. West Virginia made sure that this information was transmitted successfully to a regional and national audience through its marketing efforts.

Image has the power to both help and hurt destinations. The example of Bolivia tells us that "exotic" destinations in particular can be threatened by visitor misconceptions. BC's image as the freeriding mecca could be a stumbling block in attracting less experienced or cross-country riders. In designing marketing strategies, destination images need to be evaluated on their strengths, weaknesses, accuracies and inaccuracies and effectively addressed in promotional strategies.

2. A reputation is based more on substance than style.

Destination reputation and word of mouth are the most important factors influencing the travel choices of destination mountain bikers. The quality of trail infrastructure and scenery are the most important attributes of a destination. Mountain bikers show a high willingness to pay in destinations that can deliver these fundamental amenities.

The creation of a destination reputation relies on the initial discovery of a place by core enthusiasts (or "explorers") and their subsequent word of mouth advertising. Moab and British Columbia were both discovered by such explorers. Their destination reputations grew quickly, first within the core mountain biking community, and subsequently the broader market of adventure travelers.

Catering to the requirements of core enthusiasts thus ensures that subsequent larger segments of the adventure travel market will follow in their footsteps. The challenge lies in achieving a level of growth and development that ensures a viable industry but doesn't dissuade the enthusiasts from making repeat visits or providing positive word of mouth advertising.

3. Small is beautiful.

Mountain biking can thrive and become a major economic contributor in smaller centres. West Virginia, Wales and Scotland used their "smallness" to their advantage in marketing to large urban populations seeking an escape from city life. Fruita uses its size to great advantage, providing visitors with personalized service and small town hospitality.

The example of Fort William, Scotland also shows that small size, relative remoteness, and lack of a major airport need not prevent a destination from attracting major international competitions and reaping significant economic benefits.

4. Partnerships and politics produce results.

Partnerships, both at the community and higher political levels, can help mountain bike tourism enormously. Wales had a champion in Dafydd Davis, but his vision would have never materialized without funding and political support from partners. The example of Fruita illustrates the importance of building support and partnerships in the local business community. The Resort Municipality of Whistler recognized the importance of partnering with local trail builders to ensure that their trail product stays cutting edge.

West Virginia worked on partnerships at the state level, combining government marketing power with the volunteer efforts of the mountain bike community to create and promote a strong calendar of mountain bike events. The political support of the Governor leaves a lasting impression with mountain bikers' that the state is very keen to play host to them.

5. Build it and they will come.

The stories of Wales, Scotland, and Medora show that investments in purpose-built singletrack for mountain bikers tend to pay off. British Columbia and Fruita possess a valuable tourism product due to the efforts of independent trail builders.

The Medora and British Columbia experiences would indicate that mountain bikers are willing to travel a significant distance for quality riding experiences. This bodes well particularly well for destinations that lack the advantage of close proximity to major markets. So long as a market-responsive destination image can be developed and the trail and scenery attributes meet visitor expectations, a region will be able to attract mountain bikers.

In determining what or where to build, a potential destination needs to look closely at its existing trail infrastructure and its terrain and scenic resources, and determine how these can be combined or enhanced to create a trail product that meets market expectations.

6. Create an experience, and make it unique.

Differentiation from competitors is an essential component of destination positioning. Fruita lured some of Moab's market with quality technical singletrack. West Virginia positioned itself as a forested oasis for city dwellers, where even the Governor himself was welcoming to mountain bikers. BC stands out as the global hub of freeriding. Medora created a long-distance wilderness experience in a distinctly unique landscape.

The local culture, while not easily defined, is important. Fruita plays up its small town charm and quirky local characters and traditions. Whistler, with its legions of armoured riders on downhill bikes, is a genuine cultural experience for visiting mountain bikers. Local culture, mountain bike-related or not, can be a useful way to differentiate a destination.

For operator Chris Winter, culture is a major criteria in searching out new mountain bike destinations to base high-end tours from. "I look for...generally unique destinations – great riding is paramount, but unique culture makes a trip really special."

8. Numbers do count.

Destinations such as BC and Moab do not actively monitor mountain bike visits or expenditures. As a result, mountain bike tourism tends to fly under the political radar. Wales and Scotland, where mountain bike tourism was a planned initiative, were careful to create mechanisms for ongoing monitoring and data collection. This information has been critical in building support for large initiatives such as the Fort William World Championships.

Numbers not only help build the business case for mountain bike and trails-based tourism, they also serve to inform and direct marketing efforts. They can also prove to be useful in evaluating the potential value of competing land or recreational uses in an area.

Part IV. The Yukon Context

In April 2004, the Yukon Department of Tourism and Culture released its Tourism Marketing Strategic Plan and Marketing Plan for the 2004-2007 timeframe. These documents set out the broad strategic priorities and goals for tourism in the territory, and provide a set of initiatives and programs to implement this vision.

In February 2005, a small representative group of Yukon tourism stakeholders and mountain bikers was invited to a facilitated session to discuss the development of a Yukon mountain bike tourism industry. Participants were asked to identify the territory's strengths, weaknesses, opportunities, and challenges in developing such an industry, and provide recommendations for moving forward. The group also worked to develop a preliminary vision for the industry.

The work of Yukon Tourism and the focus group provides part of the broader context in which the prospect of Yukon mountain bike tourism is discussed in the following section.

Target Demographics and Markets

While the majority of Yukon visitors are Alaska-bound motorcoach or RV visitors originating in the US, the territorial government and local tourism operators are increasingly trying to attract European, Canadian, and Australian markets who are more apt to visit the Yukon exclusively and spend money while here.

After the US, the next five most common countries of origin for visitors to the Yukon are Canada, Germany, United Kingdom, Switzerland, and Australia. These countries boast some of the largest per capita populations of mountain bikers in the world. The Yukon could have a distinct advantage in attracting mountain bikers from these target geographic markets given the existing levels of interest in the territory already.

In marketing to mountain bikers, the territory would be reaching out to a constituency that shares many of the characteristics of its target demographic markets. Mountain bikers' high levels of disposable income and education and willingness to pay for world-class riding experiences would indicate that the higher cost of visiting the Yukon would not be a strong disincentive as long as the experience met with the expectations for a riding destination.

Scenery, Wilderness and Terrain

The Yukon holds significant scenic values for both residents and visitors alike, and has a wide variety of landscapes to showcase. These qualities could help position the Yukon as a premier mountain bike destination. Variety of terrain and scenery are key attributes mountain bikers seek out in a riding location, and backcountry biking in exotic, wilderness locations will be a strong niche segment in the future.

The Yukon's terrain varies widely and could potentially support a variety of different trail experiences, from limestone and tundra trails in the high alpine to well-worn clay riverbank paths. The terrain ideally lends itself to the development of moderately

difficult cross-country trails. The potential combination of wilderness singletrack and astounding scenery would be unique in the world and would cater to riders of all abilities. As Chris Winter explains, "an expert will have as much fun as an intermediate on a buffed and flowing trail, where only the expert would enjoy a technical trail."



Wilderness is not enough, however. Access to wilderness is key. Future challenges lie in attracting visitors to wilderness areas while ensuring that environmental and cultural values are upheld. Additionally, issues of logistics and safety will need to be overcome. Educating tourists about bears and wildlife will be important, as will be the development of infrastructure to support wilderness-based mountain bike tripping.

Local Values and Capacity

Local values and capacity must be recognized in determining how mountain bike tourism should proceed. The Yukon is a relatively small market. Existing trails are highly valued and frequently used by Yukoners, and their enjoyment of the trail resource must not be compromised.

The focus group stressed the importance of managing growth and development on local terms in order to ensure maximum

benefits for Yukoners. The group borrowed a simple statement to communicate this: "Attract the right people to the right places in the right numbers with the right expectations."

This statement speaks to a small-to- medium scale industry that would provide quality, high-end riding experiences in keeping with local interests. Development should proceed in a manner that allows the Yukon to deliver on the promise of an authentic, world-class wilderness adventure.

The focus group also recognized the limited capacity of the mountain bike community to follow through on many initiatives in the absence of on-going coordination and funding.

Road and Trail Network

The number and variety of singletrack trails in an area is of primary importance for destination mountain bikers. The Yukon has an extensive network of doubletrack in the form of old tote trails and roads. Singletrack is abundant in the Whitehorse area, but less so in the other communities.

The opportunity to ride excellent singletrack trails in a unique wilderness environment is an experience that few destinations can offer. In particular, it is an experience that could help the Yukon distinguish itself from nearby competing mountain bike destinations such as Whistler. The group envisioned building on this existing network of trails and tracks to provide the best singletrack cycling opportunities in the world.

The Yukon has some significant advantages with respect to its trail infrastructure. The relatively dry, arid climate typical of most regions minimizes erosion and weathering. Yukon soils are ideal building materials, compacting well due to their high clay and silt content. As evidenced by many of the old trails surrounding Whitehorse and other communities, Yukon trails withstand the tests of time and frequent use. These advantages suggest two key points:

- 1. The costs and logistical challenges of developing or reclaiming trail infrastructure would be relatively low compared to other jurisdictions.
- 2. Assuming that trails receive at least a moderate level of use, trail maintenance requirements are likely to be minor.

The focus group envisioned a trail system that could provide a variety of experiences for a variety of users. The Whitehorse-area network of singletrack is an excellent resource, but fails to meet the criteria of user-friendliness. Signage and user-friendly maps are the keys to unlocking the full economic potential of a trail system.

The development of more singletrack infrastructure in the territory could provide opportunities that extend far beyond mountain biking. A network of wilderness trails linking historic and present day communities could be enjoyed by a variety of non-motorized users, including hikers and equestrians. The expansion of the existing singletrack trail network throughout the Yukon, particularly if supported by a hut-to-hut system, could generate an entirely new market for Yukon wilderness tourism operators on a year-round basis. The potential economic impacts of such an initiative could be substantial, given the high participation rates in "softer" activities such as hiking and horseback riding within the global adventure travel market.

Land Use Issues

The territory's land administration regime has changed in recent years with the settlement of most Yukon First Nation Land Claims and new socioeconomic assessment legislation pending. These changes will impact on the development of mountain bike tourism in several ways. The issues and obligations associated with for-profit use of trails must be addressed early-on. The focus group also felt that a process for minimizing potential land use conflicts from trails projects may need to be clarified or developed. Liability is another issue that will need to be clearly understood and addressed in trails projects.

Culture, Heritage and Health

Trails were traditionally of great importance to Yukon First Nations as travel, trade, and hunting corridors. At one time, an extensive network of trails connected First Nation settlements throughout the Yukon, northern BC, and Alaska. These trails also served early explorers, prospectors, and other newcomers. The construction of the Yukon

highways system and accompanying shift in travel patterns led to the abandonment of many of these trails.

The potential value and importance of reconnecting Yukoners to this trail heritage was a strong theme that emerged from the focus group. The group felt that mountain bike tourism could draw on and respect local history, traditions, and culture, and hold significant interpretive and cultural tourism potential for Yukon First Nations.

Supporting the health and positive lifestyles of Yukon individuals and communities was equally important to the focus group. The international success of youth programs such as Sprockids indicates that mountain biking could provide focus and recreation for many Yukon youth, particularly those at-risk. One could envision a territorial mountain biking program modeled after the Territorial Experimental Ski Training (TEST) initiative.

Wilderness Tourism Industry

The Yukon is home to an active wilderness tourism industry, estimated at approximately 120 companies in 2002. The industry's economic contribution was estimated at approximately \$26 million per year in a study commissioned by the Wilderness Tourism Association of Yukon (WTAY).

Many existing Yukon operators provide services that could be easily adapted to the needs of mountain bikers. Existing products or packages could be expanded to facilitate either day trips or multi-day package tours.

It is important to note that increased mountain bike tourism is unlikely to divert business from other sectors of the Yukon wilderness tourism industry. Mountain bikers show a strong dedication and preference for the sport and are apt to plan riding-specific holidays. As such, the Yukon would be catering to a niche segment of the adventure market that is largely untapped at present.

Events

There are numerous mountain bike events held in Whitehorse each summer. The 24 Hours of Light, held the last weekend on June each year, is the largest. The race has grown steadily in its four year run, attracting about 135 people in 2004. Smaller recreational races hosted by the VeloNorth cycling club attract a small but loyal following throughout the summer. These existing events could be developed and expanded to attract more people from Outside. They could also be marketed in complement with other cycling events such as the Kluane to Chilkat International Bike Relay and the Tour of Whitehorse weekend-long road race event.

Whitehorse is well positioned to host a Canada Cup mountain bike race and has been encouraged by Canadian Cycling Association officials to submit a bid. Experience in hosting a Canada Cup level event could help the Yukon attract larger UCI events.

In the last ten years, the success of events such as the Dyea to Dawson race, Raid the North Extreme, and Yukon River Marathon Race have highlighted the strong potential for adventure-based events in the Yukon. The popularity of multi-day stage races and long-distance "epics", combined with the strong adventure appeal of the North, would

suggest that the Yukon could succeed in hosting an international caliber mountain bike event.

Support Services

While the "frontier" and undeveloped qualities of the Yukon could potentially be its greatest assets in attracting destination mountain bikers, there needs to be an adequate level of support services and amenities to meet the needs of the market. These would include:

- bike "friendly" accommodations with secure bike storage
- well signed trail systems and user friendly guides and maps
- quality bike shops and rental services
- local guides

Low-to-mid-budget accommodations, including campgrounds, cabins, hostels, and lodges, will appeal to many independent travelers. The existing network of bed and breakfasts and hostels in the Yukon would be well positioned to attract mountain biker business with some effort made to facilitate bike storage/washing needs.

Existing publications such as the Whitehorse Area Hikes and Bikes guide are an excellent resource for leisure-oriented cyclists but are limited for more experienced riders seeking singletrack and technical riding. The complexity and size of the Whitehorse trail system poses particular challenges. Signage would greatly assist riders in conjunction with user friendly maps and/or area-specific guides. One exciting initiative in this direction is



XYukon, an online Yukon mountain bike ride guide created by local rider Geof Harries.

Professional, reliable bike shop and repair services exist in Whitehorse year-round (and Dawson in the summer). As of summer 2005, there will be a limited number of mountain bikes available for rent in Whitehorse and Carcross through local tour operators.

Developing a group of skilled and professional mountain bike guides should not be difficult. In most

jurisdictions, guides work without any specific training beyond safety oriented courses such as Wilderness First Aid, etc. Ideally, local guides should be skilled and enthusiastic leaders and instructors. In this respect, programs such as the Canadian Mountainbike Instructor Certification based out of Vancouver or the CCA's coaching programs may be of interest to would-be guides or local operators.

Access to Markets

The considerable distance between the Yukon and major urban centres makes highway access a largely unviable option for the majority of potential destination mountain bikers. Accordingly, reliable and convenient air access is key to the success of a mountain bike tourism industry here.

Whitehorse has an international airport that is serviced daily by direct flights from Vancouver, and twice weekly from Calgary and Edmonton. Summer charter flights from Zurich and Frankfurt further increase access to European markets.

One existing challenge is the inability of the Air Canada planes servicing Whitehorse to take bicycles as cargo. However, this situation also poses significant opportunities for Air North to target mountain bikers.

The highway and Alaska ferry system provides the Yukon with convenient access to other potential markets. Alaska-bound visitors could be enticed to stop in the Yukon to "stretch their legs out" and go for a ride. Anchorage, Fairbanks, and Juneau have active mountain bike populations and (reportedly) limited singletrack opportunities. The Yukon could market shorter mountain biking trips to Alaskans, as well as entice Alaskans in highway transit to spend the night and go for a ride. While the size and potential economic contributions of this market are small, the potential for repeat visits is high.

Local and International Profile

While the Yukon may have achieved a reputation as a wilderness destination in some tourism markets, its reputation for mountain biking is relatively weak. Developing a Yukon mountain bike industry will depend in large part on increasing the profile of the sport both within the territory and in target geographic markets.

Mountain biking's profile is low in the Yukon tourism and business community, as well as within governments. The focus group recognized that overcoming this profile problem will depend initially on "champions" in the mountain bike community. The focus group recognized that mountain biking will have to compete for limited resources with other niche tourism products. Emphasizing the business case for mountain bike tourism will be especially important in this respect.

Timing will be key. As word of mouth is so critical, marketing efforts must not precede the territory's "readiness" to accommodate destination mountain bikers. The Yukon's profile should develop at a pace that allows the trails product and support services to meet visitor expectations. Given the media exposure of recent years, these initiatives would ideally be underway at present.

In developing its destination reputation, the Yukon will need to speak directly to common misconceptions that potential visitors may have about the territory, specifically climate, length of riding season, and wildlife dangers. It will be even more critical to build a destination image in US and international markets that clearly distinguishes the Yukon riding experience from the competing product in BC.

Partnerships

Partnering will be paramount if a Yukon mountain bike tourism industry is to be realized. Working with compatible partners will help to overcome the challenges of funding and capacity within the mountain bike community. Potential partners could include:

- recreation and sporting associations
- tourism and business associations
- the wilderness tourism industry
- municipal, territorial, and First Nations governments
- community associations
- schools and youth groups
- non-affiliated groups with compatible interests

Mount Sima and Mt. McIntyre are examples of existing recreation facilities that could potentially partner in mountain bike tourism related projects. Entities such as the Recreation and Parks Association of Yukon could benefit. Non-affiliated groups such as backcountry skiers may have compatible interests with the mountain bike community.

Potential Economic Impacts

Estimating the potential economic impacts of Yukon mountain bike tourism at this preliminary stage is challenging in many respects. Most significantly, there is little visitor or economic impact information available from destinations with similar attributes and marketing challenges.

The following section makes use of the best available information to provide economic impact estimates for the following: a Canada Cup mountain bike race, an international multi-day mountain bike event, and the mountain bike travelers that could be anticipated if the Yukon were to position itself as a global destination.

The estimates are based in part on data and information contained in other reports and studies, including the 1999 Whitehorse Air Travellers Survey and the 2000 Arctic Winter Games Economic Impact Statement. The Yukon Department of Economic Development's Economic Impact Estimator was also used. More detailed background information and calculations are provided in Appendix A.

Canada Cup Mountain Bike Race

If Whitehorse were to host a 2008 Canada Cup mountain bike race, approximately 250 competitors, training staff, officials, and friends/family from Outside would be expected. Assuming Outside visitors stay in the territory for an average of 4.5 days, total per-visitor expenditures would be \$1070. Using the Yukon Government's Economic Impact Estimator, the total visitor expenditure of \$277,500 would result in a total economic impact of \$354,637. Please refer to Table 3.

Expenditures	GDP	Wages/ Salaries	FTE Positions	Output
\$277,500	\$178,230	\$109,315	4	\$354,637

Table 3. Indirect and Induced Impact of a Canada Cup on the Yukon Economy

It should be noted that this estimate is based solely on visitor expenditures, and does not account for any spending injections from Outside sponsors or the national sport governing body. As such, this estimate could be considered low.

International Mountain Bike Event

If a world-class multi-day mountain bike event were to be staged in the Yukon, it may attract about 250 competitors and 125 "others" (friends/family, media, support, etc.) from outside the territory. Assuming that a \$400 registration fee is charged for a 4-day event, and that all visitors (competitors and non-competitors) stay in the Yukon for an average of 7 days, the total visitor expenditures would be approximately \$456,660. Using a 1.28 spending multiplier, this would result in a total economic impact of approximately \$584,525. Please refer to Table 4.

Race	Air	Non-Race	Total	Output
Spending	Travel	Spending	Expenditures	
\$125,000	\$116,160	\$215,500	\$456,660	\$584,525

Table 4. Estimated Economic Impact of a Multi-Day Event on the Yukon Economy

Again, this estimate does not account for expenditures made with funding or sponsorships originating from outside the territory, resulting in a low estimate.

Destination Mountain Biker Visits

In 1998, the Whitehorse Air Travellers Survey determined that 8% of visitors departing by air from the Yukon participated in mountain biking during their visit, representing approximately 1800 people. This participation happened in the absence of any concerted effort on the part of government or the wilderness tourism industry to attract mountain bikers.

If trail infrastructure, marketing, and product development evolved to the point of positioning the Yukon as a global mountain bike destination, a significant increase in participation over 1998 levels would be expected. A 250% increase in the annual number of visitors mountain biking, or about 4500 people, would be a realistic target.

What do 4500 people per year actually represent in terms of visitation at established mountain biking destinations? This figure would comprise the following:

- 2% of Whistler Mountain Bike Park's projected visits in 2008;
- 3.8% of estimated visits to Moab's Slickrock Trail in 1998;
- 1.8% of visits to Scotland's Glentress mountain bike centre in 2003; and,
- 3.4% of mountain bike visits to Wales in 2003.

To place this estimate within the broader global potential mountain biking destination market, 4500 people represents the following:

• 0.028% of the potential destination mountain bikers in six of Yukon's key geographic markets: US, Canada, UK, Germany, Austria, and Switzerland. In other words, 2.8 out of every 10,000 potential destination mountain bikers in these six countries would visit the Yukon to mountain bike.

Assuming these 4500 visitors spend \$100/day and stay in the territory an average of 8 days, the total visitor expenditure would be approximately \$4.5 million. Using an economic multiplier of 1.28, the potential annual economic impact of this spending on the Yukon economy would be approximately \$5.76 million. Please refer to Table 5.

Air Travel Expenditure	Non-Air Travel Expenditures	Total Expenditures	Output
\$900,000	\$3,600,000	\$4,500,000	\$5,760,000

Table 5. Estimated Impact of Destination Mountain Biking on the Yukon Economy

This estimate may be low for several reasons:

- The global destination mountain biking market is expected to grow beyond current levels;
- The 1999 Air Travellers Survey found that visitors stayed in the territory an average of 11.2 days;
- Mountain bikers are willing to spend in the range of \$250-300/day for all-inclusive mountain bike experiences in other established destinations; and,
- A 2003 study found that Yukon wilderness tourists spent an average of \$195/day on a summer package tour, and that they spent an average of \$1000 in the territory in addition to their package.

This \$5.76 million economic impact relates to increased mountain bike visits only. It must be emphasized that an investment in wilderness singletrack infrastructure would greatly enhance the Yukon's appeal to other segments of the adventure travel market. Given the very high levels of interest and participation in hiking alone within the "softer" adventure travel market, it would not be unrealistic to anticipate that the potential total annual economic impact of such improvements would increase to at least \$10 million.

Part V. Conclusion and Recommendations

The popularity of mountain biking worldwide, the demographics and riding patterns of its core participants, and the high percentage of mountain bikers who travel indicate that mountain bike tourism is a global niche market with strong potential for growth. Emerging trends in the sport suggest that overall participation in the sport will continue to increase and that mountain bikers will seek out more exotic, wilderness-based riding experiences in the future.

With its unsurpassed scenic and wilderness attributes and existing trail infrastructure, the Yukon is clearly positioned to become a mountain bike destination. The Yukon's broader target demographics and geographic markets correspond highly with those of mountain bikers.

Mountain bike tourism presents opportunities for destination tourism in the various regions of the Yukon and would attract a distinct niche adventure market segment whose needs would be compatible with the territory's wilderness tourism industry.

In order to differentiate from global competitors, meet future demand, and maximize existing



assets, the Yukon should strive to offer the best wilderness-based singletrack cycling in the world. Meeting this objective will require an expansion of the existing road and trail network to provide increased singletrack trail access into wilderness areas in the territory.

An improved wilderness trail network would create year-round recreation, interpretive and business opportunities for Yukoners. It would also serve Yukon Tourism's goal of positioning the territory as the number one wilderness destination in North America by ensuring that the territory's singletrack trail product meets world-class standards for a discriminating global adventure travel market with strong interests in trail-supported activities such as hiking and horseback riding.

The existing singletrack infrastructure of Whitehorse is a valuable resource to develop and market in the short term. The availability of user friendly signage, guides, and trail maps are current challenges to overcome. A trails "readiness" template developed for Whitehorse could be adopted by other interested communities. The trails and facilities in the capital region are conducive to hosting a Canada Cup mountain bike race. An Olympic qualifying race in 2008 would attract a maximum number of competitors and

provide sufficient time for the development of supporting Yukon mountain bike marketing initiatives.

The Yukon has further challenges to overcome in developing mountain bike tourism. There may be a shortage of low/mid-budget accommodation providers that can cater to bikers. The limited capacity of the mountain biking community will require that it pursue partnerships as a means of making progress. In the short-term, raising the profile of mountain biking in the larger Yukon community will be a strategic priority.

The Yukon should proceed with marketing in a way that allows sufficient time for the trails product and support services to develop to meet market expectations. The Yukon's destination mountain bike image should reflect the Yukon's unique culture and wilderness and set the tone for an industry that provides quality experiences for a variety of clients.

Many of the following recommendations are broad in scope, setting out a strategic framework for the development of a mountain bike tourism industry. The inherent assumption is that tourism operators will anticipate delivery gaps and develop market-ready products and services to dovetail with community or regional level initiatives. They are as follows:

Short Term:

- 1. Establish a working group to develop a more detailed vision and action plan for Yukon mountain bike tourism.
- 2. Initiate the process of educating the tourism, business, and First Nation communities about the market potential for Yukon mountain bike tourism.
- 3. Initiate discussions with the City of Whitehorse to develop a signage scheme to assist mountain bike tourists.
- 4. Identify potential partners and resources required to host a Canada Cup race in preparation for preparing a bid to host an event in 2008. (Note: the Canadian Cycling Association will host its Annual General Meeting in Whitehorse in fall 2005).
- 5. Identify the funding and organizational structures required to realize the above stated goals.

Medium Term (2-4 years):

- 6. Develop a simple user-friendly guide or brochure detailing mountain bike rides, businesses, and services in Whitehorse, including maps tied to trail signage initiatives.
- 7. Undertake a pilot project in partnership with a Yukon community, including trail signage and building initiatives and a recreational program for youth.
- 8. Undertake a feasibility study for the creation of a long-distance non-motorized trail network in the Yukon, identifying strategic locations, potential project partners and funding.
- 9. Develop initiatives to support a 2008 Canada Cup race (assuming a bid is successful) and maximize its promotional and marketing potential for Yukon mountain bike tourism.
- 10. Develop a mountain bike-specific destination positioning and marketing plan in partnership with Yukon Tourism and the wilderness tourism industry.

Long Term (5+ years):

- 11. Work with interested Yukon communities to enhance the economic and recreational benefits of singletrack trails.
- 12. Develop a long-distance wilderness trail network in strategic areas of the Yukon to facilitate major events and enhance trails-based and year-round tourism opportunities.
- 13. Stage a world-class mountain bike event to enhance the Yukon's mountain bike destination image.

List of Contacts

The following individuals provided information or assistance during the course of this project. Where their business or affiliation does not indicate their location, it is provided.

Patrick Ansdell Gravity Fed Adventures (BC)

Don Boynton Travel Alberta
Marin Delay Moab Travel Council

Cora Dittrich Sierra County Chamber of Commerce (CA)

Mike Brcic Fernie Fat Tire Adventures (BC)
Clive Davies Forestry Commission Wales

Bert Dyck Town of Canmore

Andy Fryers Forestry Commission Wales
Carol Fulsher Noquemanon Trail Network (MI)
Mark Frood Destination Queenstown (NZ)
Donna Green Tourism BC/Ride the Shore Tours
Jeff Grutz City of Calgary Parks and Recreation

Ron Henderson Canmore Nordic Centre Kip Keylock IMBA (AB representative) Simon Kennett Kennett Brothers Inc. (NZ)

Stephen Knight Bike NZ

Loyal Ma UCI Instructor/Commissaire (AB)

Jill Marshall Destination Rotorua (NZ)

Alistair Matthew Gravity Assisted Mountain Biking (Bolivia)

Dawn Muir Tourism New Zealand

Teresa Mullen Canmore Economic Development Authority

Ana Noboa Biking Dutchman Tours (Ecuador)
Tony O'Leary West Virginia Division of Tourism

Julio Olaza Chakinaniperu Mountain Bike Adventures (Peru)

Colin Palmer IMBA (UK) Kirsten Peterson Rim Tours (UT)

Troy Rarick Over the Edge Sports (CO)
Johnny Smoke Bush Pilot Biking (BC)
Uli Stanciu Bike GPS Germany

Sue Syrjala Subaru Ore to Shore Epic (MI)

Dan Vardamis IMBA (CO)

Dr. Brian White Capilano College Department of Tourism and

Outdoor Recreation Management

David Williams Utah Division of Travel Development

Greg Williams Yuba Expeditions (CA)

Bruce Wilson New Zealand Mountain Biker.com Chris Winter Big Mountain Bike Adventures (BC)

Donn Wolf Superior Bike Fest (MI)

Jimmy Young Tourism Planning Group (BC)

References

- Alberta Economic Development (2004). *Cycle Tourism in Alberta*. Travel Alberta Tourism Insights, 2 (6): 1-3. Retrieved January 26, 2005 from http://industry.travelalberta.com/details.cfm
- Bennett, Keith (2004). Whistler Trail Standards: A Comprehensive Guide to mountain bike trail management. Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Berard, David A. and Sumathi, N.R. (1997). *Mountain Biking in the Chequamegon Area* of Northern Wisconsin and Implications for Regional Development. University of Wisconsin Cooperative Extension. Retrieved January 23, 2005 from http://www.cambatrails.org/reports/regional development.html
- Berrett, Tim (2000). 2000 Arctic Winter Games Economic Impact Statement. Unpublished report submitted to the Arctic Winter Games International Committee. Retrieved March 3, 2005 from http://www.awg.ca/Reports/AWG_Econ_Impact_2000.htm
- Bicycle Retailer and Industry News (2001). *More Women Riding, Study Shows*.

 Retrieved January 22, 2005 from

 http://www.bicycleretailer.com/bicycleretailer/search/article_display.jsp?vnu_content_id=1117747
- Bicycle Retailer and Industry News (2002). *OIA Reports Rise in Cycling Participation*. Retrieved January 22, 2005 from http://www.bicycleretailer.com/bicycleretailer/search/article_display.jsp?vnu_content_id=1604057
- Bicycle South Australia (n.d.). *State Mountain Bike Plan for South Australia*. Retrieved February 2, 2005 from
 - http://www.bikesa.asn.au/mtb_projects/mtb_pdf/final_mtbplan.pdf
- Blumenthal, Tim (2001). *Mountain Biking at Ski Resorts An Overview*. International Mountain Biking Association. Retrieved January 23, 2005 from http://www.imba.com/resources/bike-management/ski-resorts-overview.html
- Breeze, Joe (n.d.). *Repack History*. Mountain Bike Hall of Fame. Retrieved January 23, 2005 from http://www.mtnbikehalloffame.com/history.cfm?page=3
- Butler, R.W. and Waldbrook, L.A. (2003). "A New Planning Tool: The Tourism Opportunity Spectrum." *Journal of Tourism Studies*, 14 (1): 12-24.
- Canadian Cycling Association (n.d.) *Mountain Bike: A Closer Look at Mountain Bike*. Retrieved February 5, 5005 from http://www.canadian-cycling.com/English/discipline/mtb/general.htm
- Cape Epic (2004). *Newsletter #14*. Retrieved January 27, 2005 from http://www.cape-epic.com/press room/newsletter archive/newsletters.htm
- Cessford, Gordon (1995). Off-Road Mountain Biking: A profile of participants and their recreation setting and experience preferences. Report prepared for New Zealand Department of Conservation. Retrieved January 5, 2005, from http://www.mountainbike.co.nz/politics/doc/profile/index.htm
- Cheren, Ari (2002). World Cup's Positive Economic Impact:Scotland DH event adds a million dollars to economy. MountainZone.com. Retrieved January 28, 2005 from: http://www.mountainzone.com/html/indnews/2002/html/08 10 MBscotland.ht ml

- Countryside Agency (2004). *Leisure Day Visits: Report of the 2002-3 GB Day Visits Survey*. Retrieved February 21, 2005 from
 - http://www.countryside.gov.uk/Images/PDF%20Day%20Visits%20-%20Main%20report_tcm2-19144.pdf
- Echtner, Charlotte M. and Ritchie, J.R. Brent (2003). "The Meaning and Measurement of Destination Image." *Journal of Tourism Studies*, 14 (1): 57-69.
- Economic Planning Group of Canada (2003). A "Trails for Tourism" Strategy for Cape Breton: Executive Summary Report. Report prepared for Enterprise Cape Breton Corporation. Retrieved December 15, 2004, from http://www.ecbc.ca/PDFs/Trails%20Study03.pdf
- Ferrentino, Mike (2000). "10 Years of Competition: The Evolution of Racing." *BIKE*, 7 (7): 44.
- Ferrentino, Mike (2001). "Last Call: Coming to Grips with Racing's Coming of Age." *BIKE*, 9 (4): 57.
- Ferrentino, Mike (2003). "Turning 100: Long Distance Distance Races Gather Steam." *BIKE*, 10 (7):
- Fix, Peter and Loomis, John (1997). "The Economic Benefits of Mountain Biking at One of its Meccas: An Application of the Travel Cost Method to Mountain Biking in Moab, Utah." *Journal of Leisure Research*, 29 (3): 342-352.
- Fort William World Cup (2004). *Scotland Wins Bid to Host World Championships in 2007*. Retrieved January 27, 2005 from http://www.fortwilliamworldcup.co.uk/news.asp?EntryID=478
- Government of Yukon Department of Tourism and Culture (2004). *Tourism Marketing:* 2004/2005 Marketing Plan.
- Government of Yukon Department of Tourism and Culture (2004). *Tourism Marketing:* 2004-2007 Strategic Plan.
- Government of Yukon Department of Tourism and Culture (n.d.). *The Tourism Business Fact Sheets The Tourism Industry*. Retrieved February 15, 2005 from http://www.tirc.gov.yk.ca/facts/1-2.pdf
- Government of Yukon Department of Tourism and Culture (n.d.). 1999 Whitehorse Air Travellers Survey. Retrieved March 11, 2005 from http://www.tirc.gov.yk.ca/surveys
- Green, Donna (2003). *Travel Patterns of Destination Mountain Bikers*. International Mountain Biking Association. Retrieved January 23, 2005 from http://:www.imba.com/resources/science/travel_patterns.html
- Guerrero, Jeff (2003). "Sea Otter Race Coverage". Dirt Rag, 100: 48.
- Haney, Chuck (1999). *North Dakota's New Adventure Trail*. North Dakota Horizons. Retrieved February 2, 2005 from:
 - http://www.ndhorizons.com/default.cfm?page=arc_summer99
- Hopkins, Andy (2004). 7Stanes Innovation in Delivery: How creating 7 mountain bike centres in the south of Scotland has helped position the Forestry Commission as the UK leader in mountain bike provision. Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Howell, Lori-Lee (2004). "Mountain of Trails." *Sports Guide: Outdoor Recreation, Fitness and Travel for the West*, 22 (9): 10-11.
- International Mountain Biking Association (2004). 2004 IMBA Report Card, 17 (5). International Mountain Biking Association (2004). "IMBA Freeriding Position". IMBA Trail News, 17 (1):5
- International Mountain Biking Association (n.d.). *Destination Mountain Biking:*Positioning Your Community for Mountain Bike Tourism. Retrieved January 23,
 2005 from http://www.imba.com/resources/organizing/tourism_tips.html

- Kalahari Management Inc., New World Expeditions, and Pam Wight and Associates (2001). *Tourism Opportunity Analysis: Adventure/Extreme Adventure Tourism in the Grand Cache Region*. Unpublished report prepared for Alberta Economic Development. Retrieved January 5, 2005, from http://www.kalahari-online.com/news_adventure.pdf
- McRae, Cam (2000). It's the Shore Baby: A by no means perfect or complete overview on the North Shore. NSMB.com. Retrieved January 26, 2005 from http://www.nsmb.com/trail-tales/its-the-shore-09-00.php
- McSkimming, Rob (2004). *Park Power: Lift Serviced Mountain Biking Contained or Contagious*? Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Melhus, Troy (2004). "Medora is prime mountain bike terrain". *Star Tribune*. Retrieved January 26, 2005 from http://www.startribune.com/viewers/story.php
- Miller, Cliff (2004). *The Test of Metal: Mountain biking's contribution to the economy of Squamish, BC.* Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Morey, Edward R., Buchanan, Terry, and Waldman, Donald M. (2002). "Estimating the benefits and costs to mountain bikers of changes in trail characteristics, access fees, and site closures: choice experiments and benefits transfer." *Journal of Environmental Management*, (64): 411-422.
- _____ (n.d.). *Mountain Bike Market*. Bicycling.com. Retrieved January 25, 2005 from http://www.bicycling.com/031754.C.aa.pdf
- National Bicycle Dealers Association (2003). *Industry Overview*. Retrieved January 22, 2005 from http://www.nbda.com/site/page.cfm?PageID=34
- National Bicycle Dealers Association (n.d.) *The Cycling Consumer of the New Millennium*. Retrieved January 22, 2005 from http://www.nbda.com/site/page.cfm?PageID=41
- National Recreational Trails Program (2003). *The Maah Daah Hey Trail, North Dakota*. http://www.americantrails.org/nationalrecreationtrails/trailNRT/MaahDaHey-ND.html
- National Sporting Goods Association (2003). 2003 Participation Ranked by Total Participation. Retrieved January 22, 2005 from http://www.nsga.org/public/pages/index.cfm?pageid=150
- National Sporting Goods Association (2003). 2003 Women's Participation Ranked by Percent Change. Retrieved January 22, 2005 from http://www.nsga.org/public/pages/index.cfm?pageid=155
- Omear, Jodi (2004). *Wise Proclaims June Mountain Bike Month.* webmountainbike.com. Retrieved January 27, 2005 from http://www.webmountainbike.com/mtbmoninwesv.html
- Outdoor Industry Foundation (2003). *Outdoor Recreation Participation and Spending Study: A State-by-State Perspective*. Retrieved January 15, 2005 from http://www.outdoorindustry.org/found.wild.report.html
- Peterson, Mark (2004). *Industry and Advocacy*. Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Pink Bike (2003). *Cape Epic Team Stage Race, February 2004 South Africa*. Retrieved January 27, 2005 from http://www.pinkbike.com/news/?op=articleview&id=1531
- Rarick, Troy (2004). *There is NO freeride: Building Tourism Through Trails*.

 Presentation August 20, 2004 at the World Mountain Bike Conference, Vancouver, BC.

- Reiter, Douglas K. and Blahna, Dale J. (2002). Slickrock Trail Mountain Bike Survey: Implications for Resource Managers and Area Communities. Utah Recreation and Tourism Matters: Institute for Outdoor Recreation and Tourism. Retrieved January 25, 2005 from http://extension.usu.edu/files/publications/rf12.pdf
- Reynolds, Stephen (2002). Yukon Wilderness Tourism Operator's Survey. Wilderness Tourism Association of Yukon. Retrieved February 15, 2005 from http://www.wtay.com/yukonWTOSurvey.pdf
- Roper ASW (2004). Outdoor Recreation in America 2003: Recreation's Benefits to Society Challenged by Trends. The Recreation Roundtable. Retrieved from http://www.funoutdoors.com/files/ROPER%20REPORT%202004 o.pdf
- Ruta de los Conquistadores. *Introduction and General Information*. Retrieved January 26, 2005 from http://www.adventurerace.com/eng/articles.htm
- Scott, Mitchell (2004). *Climbing the Curve: Mountain Biking, Media and the Mainstream*. Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Snowling, Harvey (2004). *Wales Mountain Biking Data Analysis*. Unpublished report prepared for Wales Forestry Commission.
- Story, Rob (1999). "Almost Heaven". BIKE, (unknown): 40-45.
- Subaru Ore to Shore Mountain Bike Epic (n.d.). 2004 Ore to Shore Survey Results.

 Retrieved February 2, 2005 from

 http://www.oretoshore.com/survey%20results.htm
- Sumner, Jason (2004). *Mountain Bike News and Notes: 2005 Racing Schedule Packed*. VeloNews. Retrieved February 5, 2005 from http://www.velonews.com/race/mtn/articles/6978.o.html
- Sung, Heidi H. (2004). "Classification of Adventure Travelers: Behavior, Decision Making, and Target Markets." *Journal of Travel Research*, 42 (4): 343-356.
- Teasdale, Aaron (2000). "The Edge of the World: Bagging Peaks and Bombing the World's Biggest Descents in Bolivia." *BIKE*, 7 (5): 53-59.
- Test of Metal and Squamish Mountain Bike Festival (2002). *Squamish Mountain Bike Festival Churns up a Million Bucks*. Retrieved January 23, 2005 from http://www.testofmetal.com/pressMillionBucks.htm
- Tiedeman, Barry G. (2002). *Michigan Mountain Biking Association Marketing Research*. Retrieved January 25, 2005 from http://www.mmba.org/archive/mg/html/library/CMUResearch.pdf
- TransRockies Challenge. *How it All Began*. Retrieved January 26, 2005 from http://www.transrockies.com/about/intro.html
- Union Cycliste International (n.d.). *UCI Cycling Regulations: Mountain Bike Races*. Retrieved January 23, 2005 from http://www.uci.ch/english/about/rules/ch04 mtb.pdf
- Upsolut MV (2005). *adidas BIKE TransAlp Challenge Stop of Registration*. Retrieved January 23, 2005 from http://www.transalp.upsolutmv.com/
- Villasenor, Estela (2001). "Like Blood from a Stone." BIKE, 10 (7): 41-45.
- Walter, Sandra (2003). "MTB World Championships: Mud, Rocks, and Sweat to the Top". *Pedal*, 17 (6): 40.
- White, Brian P. (2004). The New Economic Realities of Mountain Biking: Economic Transition and the Mainstreaming of Mountain Bike Culture. Presentation given at the World Mountain Bike Conference, Vancouver, BC.
- Williams, Steve (2004). "Forestry Puts Mountain Biking in First Gear". *Countryside Recreation*, 12 (3/4): 2-5. Retrieved February 3, 2005 from http://www.countrysiderecreation.org.uk/journal/journal2004.asp

Appendix A. Economic Impact Estimates: Background Information

Canada Cup Mountain Bike Race

The following information was considered in determining the potential economic impact of a 2008 Canada Cup:

- Canada Cup races held closer to major centres attract between 200-300 people;
- The 1998/1999 Canada Cup races in Rocky Mountain House attracted approximately 2.5 additional visitors per competitor; and,
- Races take place over a weekend but most competitors arrive a minimum of one day in advance to pre-ride the course, rest, etc.

The following assumptions were then built into the economic impact estimate:

- Given the additional expense of traveling to the Yukon, about 125 Outside competitors
 and one additional visitor per competitor would be expected in an Olympic qualifying
 year;
- Per-day spending on retail, entertainment, and food by athletes, officials, and other visitors would likely approximate that of officials at the 2000 Arctic Winter Games;
- A larger size rental vehicle would be rented for every four Outside visitors;
- Air North would be the only air carrier able to transport bicycles in 2008;
- Accommodations would be shared by most visitors (two people to a room); and,
- Most competitors and officials would arrive on a Thursday and leave either on a Monday or Tuesday.

Per-Visitor Spending Estimate

Accommodation	\$202.50	$(\$90/\text{night x } 4.5 \text{ nights } \div 2 \text{ people})$
Food	\$160	(\$36/day)
Air Travel	\$400	(Air North return ticket)
Ground Transport	\$102.50	(\$330 for 4 day mini-van rental +\$80 in gas ÷ 4 people)
Retail	\$145	(.66 of AWG officials' retail expenditure)
Entertainment	\$80	(AWG entertainment expenditure)
TOTAL	\$1090	<u> </u>

International Mountain Bike Event

The following information was considered in determining the potential economic impact of an international multi-day mountain bike race/event:

- 3-4 day events in "exotic" destinations such as Tasmania and Costa Rica attract approximately 350 competitors;
- The price for the 7-day TransRockies Challenge is \$1350/competitor and the price for the 3-day Ruta de los Conquistadores is \$650;
- Many competitors travel to competitions with family, friends, or other support; and,
- Air travelers to the Yukon spent an average of \$91/day in 1999; and,

A 1.28 economic multiplier was estimated for the 2000 Arctic Winter Games.

The following assumptions were then built into the economic impact estimate:

- If the Yukon were to offer a longer-duration world-class event at a competitive price, it would attract about 250 people from Outside;
- A competitive price would be approximately \$500 for a 4-day event;
- Due to the higher travel costs, only .75 additional visitors (media, spectators, support, etc.) would attend for every competitor;
- Both competitors and non-competitors would spend an average of 7 days total in the Yukon to maximize the value of their airfare;
- Non-competitors would spend approximately \$100/day while in the territory;
- Competitors would spend approximately \$110/day during their three non-racing days in the Yukon; and,
- Only two-thirds of competitors would fly Air North since many competitors could access the Yukon through European charter flights.

Competitor Spending Estimate

Race Fees \$125,000 (\$500 x 250) Air Travel \$66,000 (\$400 x 0.66 x 250) Non-Competition \$82,500 (\$110/day x 3 days x 250)

TOTAL \$273,500

Non-Competitor Spending Estimate

Air Travel \$50,160 (.66 x \$400 x 190) Non-Competition \$133,000 (\$100/day x 7 days x 190)

TOTAL \$183,160

Destination Mountain Biker Visits

The following information was considered in determining the potential economic impact of destination mountain bikers for the Yukon economy:

- The total estimated number of people who mountain bike regularly in the US, Canada, UK, Germany, Switzerland, and Austria is approximately 18.8 million;
- The economic multiplier used for the 2000 AWG was 1.28;
- US destination mountain bikers reported spending an average of 4.6 days on trips; and,
- Air travelers to the Yukon spent an average of \$91/day in 1999.

The following assumptions were then built into the economic impact estimate:

- Approximately 85% of regular mountain bikers in Yukon's key geographic markets would be potential destination mountain bikers (based on IMBA survey);
- Per-day spending for mountain bikers would likely be more than the 1999 average;
- Destination mountain bikers would spend a longer period of time in the Yukon given the high air travel cost; and,
- Another air carrier regularly servicing Whitehorse in the 5-10 year timeframe would be able to transport bicycles and 50% of mountain bikers would fly Air North.



Cycling Association of Yukon 4061 4th Avenue Whitehorse, Yukon Y1A 1H1

Bring accessible biking facilities to Vernon

A petition from NOCS Youth Committee to Vernon City Council

Biking is one of the fastest growing sports, thriving for its ability to encourage outdoor community, exercise, and fun. In 2021, Vernon was the 11th most ridden city in Canada, and 23rd in the world. Additionally, the North Okanagan Cycling Society grew 500 members last year alone. Our biking community would love to see more facilities dedicated to biking in our downtown area, and when polling our youth, dirt jumps were the number 1 request.

Examples of success in similar city-run endeavours are the Kamloops Bike Ranch, Langford's Jordie Lunn Bike Park and Nanaimo's Stevie Smith Memorial Park – places where riders of all ages can go to spend time and grow with friends.

Our idea is to have a similar location in Vernon, that will include a progressive set of dirt jumps for all ages, with considerations for a paved pump track and a covered skills area. Professional input will allow for jumps that are built with safety in mind, encouraging local youth to spend time here instead of building their own. These recreational facilities would also accommodate other sports.

Having this bike playground in town will allow for greater accessibility for all youth, and give them a healthy environment to spend their free time and develop their bike skills over a longer season. Please sign to show your support for local biking facilities in Vernon.



Comments

Name	Comment
Claudia Sorensen	"Because I bike and coach biking and more facilities are needed for the growth of this sport."
Cameron Sorensen	"As a trail builder in town this is the number 1 question I am asked by the Vernon Community "when are we going to get dirt jumps and a paved pump track"? There is a demand and if done properly it will accommodate all ages and all abilities."
Kathy Jenkins	"Our kids need to be active"
Stephen Sailer	"BIKES!"

Thomas	"I'm an avid mountain biker and believe that more access to this sport is better."
Frame	
Michele Blais	"Great activity!!"
Mike	"More biking opportunities are needed!"
McWhinney	Work sixing apportunities are needed.
Demelza	"We all live and LOVE riding!"
Clay	we all live and Love hullig:
Stan	"This is a fantastic idea. We need more outdoorsy sport locations locally available!"
Wenzoski	This is a faritastic idea. We need more outdoorsy sport locations locally available:
Marvin Chen	"Elle Mikal"
Lara Bischoff	"I believe this is so important for all the bikers out there. So many young kids in our community who would benefit from this."
Chris	"Lets get the kids off the computers and active outside!!"
Nielsen	
Tim Bieber	"This is a necessity in our community given the popularity of the sport and explosion of young families to the area."
Clifford Jesse	"I love bikes!!"
Jenny McFarlen	"Bikes are such a great thing do do outside."
Greg Long	"Vernon deserves a dirt jump park to go along with our amazing volunteer built andaintained trails."
jill clough	"Biking should be accessible to anyone! Vernon would be a great location for the north Okanagen area."
Tyler Irving	"If you build it, they will come. 🏻 "
Dannielle	"Such a great opportunity for youth and old folks alike!"
Oswell	Sacrit a great apportunity for youth and old folio anice.
Riley	"Youth need outdoor activities"
Johnson	
Sylvie	"love biking outdoors"
Jalbert Geier	
Joshua Cremers	"My children love riding in Vernon and also would love a jump park"
Jennifer	"This would be great for Vernon!!"
Brown	
Cheryl	"I honestly feel that I have no place to take my kid to bike safely, to learn and take chances. Kal Park, Ellison, the
Roddis	places require a guide that knows the terrain and how to navigate the trails."
Keith Wood	"Vernon is years behind in offering this type of facility. Even little Nakusp has a progressive jump track. 8"
Benjamin	"I'm passionate about biking and I love this community. I travel to other places to use things like this so I think it
Tombs	will draw tourism here as well as benefit the locals!!"
Devin Oneill	"Ive rode bmx for over a decade, i would love to see any form of dirt/paved tracks for bmx and mountain bikes.
Jeviii Oneiii	Vernon is over due for something like this!"
Steve	"Our community and youth would greatly benefit from this."
Buburuz	
Kessa	"Kids need this. VERNON NEEDS THIS!"
Schroeder	
Nathan	"This would be an amazing facility for so many kids (and adults!) in the area."
Loewen	
Morgan de	"vernon needs better bike facilities as the community is fast growing and passionate"
Hrussoczy-	
Wirth	
Alison	"I love this project and what it will mean for the community. More active! Happier people."
Krokoszynski	,
Coleman	"Extreme sports are epic and Vernon is in dire need of more exciting facilities for both the youth and adults alike
Smith	, 落"
	⁷⁸

Danielle	"I would love to see more biking facilities for our ever growing biking community. I support more options in
Galbraith	Vernon to get our local kids moving their bodies!"
Clifford	"This would be ideal as it would promote biking, encourage kids to get outside, promote healthy living, and create
Acob	trail connectivity."
Jonathon Hamman	"First off I would love to be involved in the building and design process. Second I feel everyone should have access to biking trails within the city."
Oamar Kanji	"This would be great for the kids of Vernon"
Janelle	"Supporting this type of activity for Vernon!"
iglesias	
Jeremy	"Biker 4 lifer yo. Plus i agree we need more friendly bmx terrain"
Nadeau	
Darren	"I'm a BMX rider just looking to have fun and ride"
Slade	
Ryan Findlay	"Having healthy outdoor choices helps everyone physically and mentally. It also brings people together in a positive way. How is this even an issue?!?!"
Daniel Jarvis	"I'm promoting outdoor activity and community spirit."
Malorie H	"It would be awesome to have this in our town"
Jamie	"Jamie martel. More llnike trails please :)"
Martel	
Jennifer	"I have three kids in Vernon that would love this! Esp. if it gives them alternatives to getting off their games, and
Csorba	enjoying the outdoors!"
Shiela	"Biking is something that can be enjoyed at any age, it is outside and family friendly"
Hobenshield	
Drew	"This is a great idea, especially for people who can't afford to go to Silverstar or don't have a vehicle to get to the
Parsons	woods. It will benefit many and has the potential to be something great for Vernon. Fundraise and request
Tracey Kiss	volunteers. I, among many, would volunteer/donate to help move some dirt." "Because our kids needs should be first priority and a facility like this would be extremely beneficial!!"
Mariah Johnson	"I'm signing because having bike facilities would heighten the tourist economy for Vernon and its also a healthy way to get fit."
Keeton	"For the love of bikes"
Jendruck	Tot the love of bikes
Amos	"Bikes are great!"
Franke	
brad boivin	"Brad boivin"
Matt White	"We need more things to do in this town for everyone"
Chris	"I am a rider and would like to see development of this type of facility"
Godard	, , , , , , , , , , , , , , , , , , ,
Jennifer Bitz	"Biking is an amazing sport for all ages"
Kim Castro	"More outdoor venues are needed"
Evan	"I love where we live and feel we can make it even better. This will help."
Zaleschuk	
Tanya	"Our family loves biking!"
Meyer	Here exists of the content of the co
Clint Hardie	"an ashfault pump track is needed as well as a skatepark for all"
Tomi Steck	"My children would LOVE this and my husband for that matter we all would !! PLEASE !"
Sherrie Erickson	"Vernon families need this!!"
Dale Tiessen	"My experience in recreational cycling advocacy says facilities like this are a great investment. In the City of Surrey, they developed a long term plan for multiple bike parks. We should think of this is a playground for bikes. And if you look at the cost of maintenance, it's actually less per sq/m than maintaining a grass field."

View signatures added since February 21st @ https://www.change.org/p/vernon-city-council-bring-a-local-jump-park-pump-track-to-vernon

Signatures

Name	City	Signed On
Crystal Townsend	Vernon	2022-02-11
Rob Greenop	Vernon	2022-02-12
Rayne Van Dyke	Salmon Arm	2022-02-12
Jesse Mcclintock	Vernon	2022-02-12
KIRSTEN CLARK	Vernon	2022-02-12
kate earle	Vernon	2022-02-12
Rosemary Whelpdale	Vernon	2022-02-12
Keira Hindle	Vernon	2022-02-12
Shawna Schaefer	Vernon	2022-02-12
Aaron Green	Vernon	2022-02-12
Heidi Bargery	Vancouver	2022-02-12
Claudia Sorensen	Vernon	2022-02-12
Cameron Sorensen	Vernon	2022-02-12
Brett Milner	Vernon	2022-02-12
Heidi Maddess	Vernon	2022-02-12
Jeff Crane	Vernon	2022-02-12
Kathy Jenkins	Vernon	2022-02-12
Nicole Robert	Vernon	2022-02-12
J Townsend	Surrey	2022-02-12
Sarah Merkel	Lake Country	2022-02-12
Timothee Robert	Vernon	2022-02-12
Steve Darby	Vernon	2022-02-12
Lauren Guerrero	Vernon	2022-02-12
Anita Labelle	Surrey	2022-02-12
Sean Bicknell	Coldstream	2022-02-12
Taylor Wilson	Vernon	2022-02-12
Sabina Eschbach	Vernon	2022-02-12
John Szeliga	Vernon	2022-02-12
Stephen Sailer	Vernon	2022-02-12
Nicole Westwell	Vernon	2022-02-12
Joni MacKinnon	Whitehorse	2022-02-12
Lisa Johnson	Vernon	2022-02-13
Terra Belliveau	Cherryville	2022-02-13
Bev Belliveau	Parksville	2022-02-13
Kerri Parish	Lake Country	2022-02-13
Keon Molitwenik	Vernon	2022-02-13
M. Bonnie Lunn	Victoria	2022-02-13
Leigha Parks	Vernon	2022-02-13
Josh Palmer	Vernon	2022-02-13
Jake Rinn	Vernon	2022-02-13
Nicole Leboe	Surrey	2022-02-13
Danette Bilodeau	Vernon	2022-02-13
Mason Lloyd	Vernon	2022-02-13
Thomas Frame	Coldstream	2022-02-13
Niall McGrath	Vernon	2022-02-13
rhona robertson	Maple Ridge	2022-02-13
Jason Martin	Vernon	2022-02-13
Michele Blais	Vernon	2022-02-13
Glen McPherson	Vernon	2022-02-13
Stephen Feedham	Vernon	2022-02-13
Lenore Black	Markham	2022-02-13
zenore black	arkilarii	2022 02 13

Mark Lehmann	Vernon	2022-02-13
Chad Finstad	Armstrong	2022-02-13
Josh van der Velde	Vernon	2022-02-13
Carly Smith	Vernon	2022-02-13
Neil Sawatzky	Coldstream	2022-02-13
Hawley Radies	Vernon	2022-02-13
Roslyn Coltheart	Vernon	2022-02-13
Aaron Ginsberg	Vernon	2022-02-13
Allan Harrison	Vernon	2022-02-13
March Hutchinson	Vernon	2022-02-13
Wyatt Hall		2022-02-13
Andy Adams	Vernon	2022-02-13
Peter Dorey	Vernon	2022-02-13
Kelsey Frith	Vernon	2022-02-13
Sean McConkey	Vernon	2022-02-13
Alan Whitten	Vernon	2022-02-13
Coulter Janet	Vernon	2022-02-13
Tanya Snow	Armstrong	2022-02-13
Dean Stone	Vernon	2022-02-13
Rayne Wildwood	Vernon	2022-02-13
Steve Crevier	Vernon	2022-02-13
Dave Lowry	Nanaimo	2022-02-13
Mike McWhinney	Coldstream	2022-02-13
Matt Butterworth	Squamish	2022-02-13
Aaron Himelson	· ·	2022-02-13
Brian Clark	Lake Country	2022-02-13
Kristen Quigg	Vernon Vernon	2022-02-13
Karie Farrer	Vernon	2022-02-13
Demelza Clay	Vernon	2022-02-13
Pavla Lounova		2022-02-13
Kyla Johnson	Vernon Vernon	2022-02-13
Stephanie Dodds	Revelstoke	2022-02-13
Eric Wikjord	Vernon	2022-02-13
Stan Wenzoski	Vernon	2022-02-13
Imre Kovacs	Vernon	2022-02-13
Paul Mailloux	Vernon	2022-02-13
Roger Wilson	Cambridge	2022-02-13
_	Vernon	2022-02-13
Dylan Kjarsgaard Sarah D	Toronto	2022-02-13
Maurice Quinn		2022-02-13
Sara Dutchak	Vernon	2022-02-13
EDWARD MCKIMMIE	Vernon	2022-02-13
	Vernon	
Stephen Hubbard Heinz Kreuzer	Surrey	2022-02-13
Derek Anderson	Midway BC	2022-02-13
	Vernon	2022-02-13
Becky Alexander	Vernon	2022-02-13
Jennifer Glen	Vernon	2022-02-13
Siobhan Uy	Vernon	2022-02-13
Steve White	Vernon	2022-02-13
Elizabeth Ducharme	Nelson	2022-02-13
Krista Thomas	Vernon	2022-02-13
Marvin Chen	Toronto	2022-02-13
Leon Medema	Vernon	2022-02-13
Diana Steenhoff	Vernon	2022-02-13

Lynne Berard-Wurtele	Vernon	2022-02-13
Jim Baskerville	Vernon	2022-02-13
Gary Batula	Vernon	2022-02-13
Whitney Chanter	Vernon	2022-02-13
Mike Giesbrecht	Vernon	2022-02-13
Lara Bischoff	Winfield	2022-02-13
Adrianne Bailie	Vernon	2022-02-13
Camille Martens	Vernon	2022-02-13
Scott Munchrath	Falkland	2022-02-13
mark knight	Vernon	2022-02-13
Randy Rudland	Calgary	2022-02-13
Rowan Wood	Fort St. John	2022-02-13
Lance Fryling	Vernon	2022-02-13
Jenn Tumber	Vernon	2022-02-13
Hans Van Deursen	Vancouver	2022-02-13
Peggy Kassa	Vernon	2022-02-13
Duane Godsoe	Vernon	2022-02-13
Carla Rayner	Vernon	2022-02-13
David Cross	Vernon	2022-02-13
Colin Hamilton	Vernon	2022-02-13
Colin Krahn	Vancouver	2022-02-13
Ben Suranko	Vernon	2022-02-13
Jordy S	Vernon	2022-02-13
Chris Nielsen	Vernon	2022-02-13
Chris Coltas	Pickering	2022-02-13
Brent Giesbrecht	Kelowna	2022-02-13
Terence Giesbrecht	Vernon	2022-02-13
Rachel Doerksen	Coldstream	2022-02-13
Cheryl Collum	Vernon	2022-02-13
Taylor Deneef	Fort St. John	2022-02-13
Marnie Macnabb	Vernon	2022-02-13
Sara Goddard	Penticton	2022-02-13
Derek Robbins	Langley	2022-02-13
Courtney Penrose	Vernon	2022-02-13
Garry Severson	Vernon	2022-02-13
Michelle Gemmill	Vancouver	2022-02-13
Sharmon Shaw	Vernon	2022-02-13
Heston Kearley	Vernon	2022-02-13
Tim Bieber	Vernon	2022-02-13
Neil Jervis	Vernon	2022-02-13
Clifford Jesse	Vernon	2022-02-13
Kolton Bellamy	Kelowna	2022-02-13
Ryan Henry	Vernon	2022-02-13
Aleena Isobe	Vernon	2022-02-13
Russ Prevett	Vernon	2022-02-13
Steve Critchlow	Calgary	2022-02-13
Kristy Courtney	Vernon	2022-02-13
Jenny McFarlen	Errington	2022-02-13
Jevin Thorlakson	Surrey	2022-02-13
Leah Martel	Vernon	2022-02-13
Naomi Rokus	Vernon	2022-02-13
T.J. Gleason	Vernon	2022-02-13
Amy Shelling	Vernon	2022-02-13
AliciA Ferri	Kelowna	2022-02-13
	1	1

Robyn Wessels	Vernon	2022-02-13
Greg Long	Vernon	2022-02-13
Jay Kohlman	Vernon	2022-02-13
Jed miller	Coldstream	2022-02-13
Kristi Bieber	Surrey	2022-02-13
Ian Mathews	Vernon	2022-02-13
Zade Cawley	Vernon	2022-02-13
Johnny Crawford	Vernon	2022-02-13
Kyle Stinn	Vernon	2022-02-13
jill clough	armstrong	2022-02-13
Brodie Bieber	Vernon	2022-02-13
Heather Fullager	Vernon	2022-02-13
Allyson Thimpson	Coldstream	2022-02-13
noah brousseau	Vernon	2022-02-13
Kyler Showers	Lake country	2022-02-13
Candice McMahon	Gabriola, BC	2022-02-13
Trevor Andrews	Vernon	2022-02-13
Tom van Steenbergen	Vernon	2022-02-13
Andrew Ackstein	Vernon	2022-02-13
Noah Montgomery	Surrey	2022-02-13
Azra Cawley	Vernon	2022-02-13
Matt Dennis	Surrey	2022-02-13
Krystal Danby	Armstrong	2022-02-13
Dalen Kenney	Vernon	2022-02-13
•		2022-02-13
Tyler Irving	Vernon	
Cameron Day	Vernon	2022-02-13
Takeshi Bansho	Enderby	2022-02-13
Maureen Rinn	Vernon	2022-02-13
Caroline van Steenbergen	Kelowna	2022-02-13
Dannielle Oswell	Kamloops, BC	2022-02-13
Gilchuk Larry	Vernon	2022-02-13
Terrence Limbert	Vernon	2022-02-13
Iryna Doroshenko	Vernon	2022-02-13
Melissa McLellan	Vernon	2022-02-13
Susannah Diemer	Vernon	2022-02-13
Mike Hopkins	Vernon	2022-02-13
Amber Hopkins	Vernon	2022-02-13
Shelley Dornian	Vernon	2022-02-13
Jordan Sheppard	Victoria	2022-02-13
Chris Hendry	Surrey	2022-02-13
Jeremy kroeker	Vernon	2022-02-13
Patrick Stewart	Vernon	2022-02-13
Cody Grier	Vernon	2022-02-13
Krista Stinn	Surrey	2022-02-13
Joanne Suranko	Vernon	2022-02-13
Andrew Casey	Coldstream	2022-02-13
Allan Hesketh	Vernon	2022-02-13
Davor Kacic	Kelowna	2022-02-13
Cody Cosens	Vernon	2022-02-13
Connor Johnston	Nanaimo	2022-02-13
Aaron Arsenault	Vernon	2022-02-13
Philip Barber	Prince George	2022-02-13
•	. Time dedige	
Nicole Plysiuk	Kelowna	2022-02-13

Katelyn Paradis	Vernon	2022-02-13
Amber McCutcheon	Bonnyville	2022-02-13
Mark Murdoch	Vernon	2022-02-13
Bill Brown	Vernon, BC	2022-02-13
Jeff Griffin	Vernon	2022-02-13
Alan Pontone	Vernon	2022-02-13
Travis Bilton	North Vancouver	2022-02-13
Russell Braun	Lumby	2022-02-13
Lee Springer	Armstrong	2022-02-13
Jackie Fraser	Sydney	2022-02-13
Jordan Barker	Lake Country	2022-02-13
Ryan Potter	Armstrong	2022-02-13
Tonya Perkins	Vernon	2022-02-13
Lori Mitchell	Vernon	2022-02-13
Anna Paull	Vernon	2022-02-13
Rachel Anderson	Vernon	2022-02-13
mitch downton	Vernon	2022-02-13
Maylene Ramis	Vernon	2022-02-13
Riley Johnson	Surrey	2022-02-13
Helen Rose	West Kelowna	2022-02-13
Bryan Burrows	Vernon	2022-02-13
Evgenia Rabinovich	Burnaby	2022-02-13
Robert Kroeker	Prince George	2022-02-13
Judi Austin	Vernon	2022-02-13
Jesse Dekker	Vernon	2022-02-13
	Kelowna	2022-02-13
Tayte Proulx-Royds Nick Renton	Kelowna	2022-02-13
Matt Hodgins	Kelowna	2022-02-13
Sylvie Jalbert Geier	Reiowila	2022-02-13
S Ramm	Prince George	2022-02-13
Jacob Paul	Kelowna	2022-02-13
Tim Pieterman	Vernon	2022-02-13
Colleen Waldegger	Vernon	2022-02-13
Waldegger	vernon	2022-02-13
Jonathan Bell	Vernon	2022-02-13
Randy Isaak	West Kelowna	2022-02-13
Jeff Hobbs	Vancouver	2022-02-13
Sarah Ryder	West Kelowna	2022-02-13
Jeff Holliday	Vernon	2022-02-13
Kaila Palmer	Vernon	2022-02-13
Iris Kroeker	Vernon	2022-02-13
Lisa Schlatter	Vernon	2022-02-13
Mary Ann McIntyre	Comox	2022-02-13
Morgan Hender	Sydney	2022-02-13
Al Merke	Surrey	2022-02-13
Ricardo Smith	Vernon	2022-02-13
Derek Martin	West Kelowna	2022-02-13
Doug LeDrew	Vernon	2022-02-13
Sheldon Thibert	Vernon	2022-02-13
Andrew Lambert	Coldstream	2022-02-13
Lynn Emde	Enderby	2022-02-13
Kit Johaneson	Vernon	2022-02-13
Robb Thompson	Vernon	2022-02-13
-	+ .	
Tylor Lafferty	Calgary	2022-02-13

1		
Ryan Posnikoff	Vernon	2022-02-13
Gord Pettman	Kelowna	2022-02-13
Joshua Cremers	Canmore	2022-02-13
Haley Proust	Vancouver	2022-02-13
Jennifer Brown	Coldstream	2022-02-13
Aidan McWhinney	Vernon	2022-02-13
Tove Jensen	Vernon	2022-02-13
Kevin Woytula	Vernon	2022-02-13
Sam Nicholls	Kelowna	2022-02-14
Costa A	Toronto	2022-02-14
Michael Lewicki	Nelson	2022-02-14
Chris Bibby	Vernon	2022-02-14
Jane Goldie	Vernon	2022-02-14
Michael Kupchanko	Vernon	2022-02-14
Matt Leslie	Vernon	2022-02-14
Jonny Rockall	Surrey	2022-02-14
Sharon Collingwood	Vernon	2022-02-14
Wade Garrod	Surrey	2022-02-14
Gordon Cheyne	Vernon	2022-02-14
Treyden Currie	Salmon arm	2022-02-14
Chris Laser	Vernon	2022-02-14
Justin Skocylas	Surrey	2022-02-14
Joe Sanders	Vernon	2022-02-14
Tyler Janz	Vernon	2022-02-14
Kyle de Hrussoczy-	Kelowna	2022-02-14
Wirth		
Matt Crowhurst	Langley	2022-02-14
Shelley Vercillo	Fruitvale	2022-02-14
Mike vercillo	Calgary	2022-02-14
Donna Gruenenwald	Surrey	2022-02-14
Steven Janz	Tappen	2022-02-14
Raffaella Vaz	Vernon	2022-02-14
Nikki lorentz	Vernon	2022-02-14
Isaac Guenther	Vernon	2022-02-14
Nick Brush	Vernon	2022-02-14
Jimmy Geier	Williams Lake	2022-02-14
Stephanie Janz	Vernon	2022-02-14
Alissa Fezatte	Vernon	2022-02-14
Roni Mould	Vernon	2022-02-14
Levi Nicholas	Vernon	2022-02-14
Tim Vincent	Fort McMurray	2022-02-14
Nicole Stewart	Vernon	2022-02-14
Debra Austin	Vernon	2022-02-14
Deborah Edwards	Vernon	2022-02-14
Alexis Forman	Kelowna	2022-02-14
Cole Benjaminsen	North Vancouver	2022-02-14
Julie Barnet	Vernon	2022-02-14
Warren Doak	West Kelowna	2022-02-14
Marco Arnold	Regina	2022-02-14
Marley Wournell	Vernon	2022-02-14
Nicole Semeniuk	Vernon	2022-02-14
Jeff Palatnick	Vernon	2022-02-14
Brent Anderson	Vernon	2022-02-14
LisaLisa Turko	Saanichton	2022-02-14
	•	•

Lance Sweeney	Jeff Hutton	Vernon	2022-02-14
David Beriault Vernon 2022-02-14 Travis Dunbar Vernon 2022-02-14 Jen Ginter Winnipeg 2022-02-14 Peter Nicholas Vernon 2022-02-14 Reid Mackenzie Drayton Valley 2022-02-14 Caylee Secretan Coldstream 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Mathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Rex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Rodger Poole Vernon 2022-02-14<			
Travis Dunbar Vernon 2022-02-14 Jen Ginter Winnipeg 2022-02-14 Peter Nicholas Vernon 2022-02-14 Peter Nicholas Vernon 2022-02-14 Reid Mackenzie Drayton Valley 2022-02-14 Caylee Secretan Coldstream 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Martus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Reith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Vernon 2022-02-14 Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Vernon 2022-02-14 Vernon 2022-02-14 Deans Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 Deans Bury Vernon 2022-02-14 Saves Buburuz Vern			
Peter Nicholas Vernon 2022-02-14 Reid Mackenzie Drayton Valley 2022-02-14 Caylee Secretan Coldstream 2022-02-14 Cheryl Roddis Vernon 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Berin Cernak Kelowna 2022-02-14 Rodger Poole Vernon 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14	Travis Dunbar	Vernon	2022-02-14
Peter Nicholas Vernon 2022-02-14 Reid Mackenzie Drayton Valley 2022-02-14 Caylee Secretan Coldstream 2022-02-14 Cheryl Roddis Vernon 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Beryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Genor Segert Vernon 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14	Jen Ginter	Winnipeg	2022-02-14
Caylee Secretan Coldstream 2022-02-14 Cheryl Roddis Vernon 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Keith Wood Vernon 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Dean Riley Vernon 2022-02-14 Dean Riley Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Geggert Vernon 2022-02-14 Genor Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Rob Tooke <td>Peter Nicholas</td> <td></td> <td>2022-02-14</td>	Peter Nicholas		2022-02-14
Caylee Secretan Coldstream 2022-02-14 Cheryl Roddis Vernon 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Genn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Ve	Reid Mackenzie	Drayton Valley	2022-02-14
Cheryl Roddis Vernon 2022-02-14 Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Berge Goodrich Vernon 2022-02-14 Deter Frank Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Rob Toell Vernon 2022-02-14 Rob Toell Vernon 2022-02-14 Rod Toell Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14	Caylee Secretan		2022-02-14
Andrew Pool Vancouver 2022-02-14 Marcus Ahern Coldstream 2022-02-14 Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Genn Cernak Kelowna 2022-02-14 Genn Cernak Kelowna 2022-02-14 Rodger Poole Vernon 2022-02-14 Rodger Poole Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik	<u> </u>	Vernon	2022-02-14
Nathan Spence Armstrong 2022-02-14 Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Dein Geggert Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 W		Vancouver	2022-02-14
Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Geinn Cernak Kelowna 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Rod Ger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Lorin	Marcus Ahern	Coldstream	2022-02-14
Peter Muri Kelowna 2022-02-14 Keith Wood Vernon 2022-02-14 Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Rodger Poole Vernon 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney	Nathan Spence	Armstrong	2022-02-14
Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Sepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina			2022-02-14
Aaron Coombs Lake Country 2022-02-14 Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Sepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina	Keith Wood	Vernon	2022-02-14
Benjamin Tombs Vernon 2022-02-14 Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Sepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Aaron Merle		Lake Country	2022-02-14
Bryce Goodrich Vernon 2022-02-14 Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY P	Benjamin Tombs	-	2022-02-14
Peter Frank Vernon 2022-02-14 Diana Riley Vernon 2022-02-14 Joe Eggert Vernon 2022-02-14 Devin Oneill Vernon 2022-02-14 Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Korry Sepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TiFFANY POLS		Vernon	2022-02-14
Joe Eggert Vernon 2022-02-14	· .	Vernon	2022-02-14
Joe Eggert Vernon 2022-02-14			
Glenn Cernak Kelowna 2022-02-14 Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14		Vernon	2022-02-14
Tex Ostrander Lillooet 2022-02-14 Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14		Vernon	2022-02-14
Rodger Poole Vernon 2022-02-14 Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Seve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Mu	Glenn Cernak	Kelowna	2022-02-14
Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Gory Cleveland Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Mendy Shannon Vernon 2022-02-14	Tex Ostrander	Lillooet	2022-02-14
Matyáš Uldrich 2022-02-14 Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Gory Cleveland Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Mendy Shannon Vernon 2022-02-14		Vernon	
Barb Poland Vernon 2022-02-14 Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Mendy Shannon Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 <td></td> <td></td> <td></td>			
Gregory Seminutin Vernon 2022-02-14 Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Mendy Shannon Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14		Vernon	2022-02-14
Rob Tooke Vernon 2022-02-14 Veronika Chapman Vernon 2022-02-14 Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 </td <td>Gregory Seminutin</td> <td></td> <td></td>	Gregory Seminutin		
Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14		Vernon	2022-02-14
Chantelle Jobagy Vernon 2022-02-14 Troy Swanson Kelowna 2022-02-14 Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14	Veronika Chapman	Vernon	2022-02-14
Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 <td>Chantelle Jobagy</td> <td>Vernon</td> <td>2022-02-14</td>	Chantelle Jobagy	Vernon	2022-02-14
Korry Zepik Vernon 2022-02-14 Whitney Davies Vernon 2022-02-14 Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 <td>Troy Swanson</td> <td>Kelowna</td> <td>2022-02-14</td>	Troy Swanson	Kelowna	2022-02-14
Lorina Petreny Vernon 2022-02-14 Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Warren Macdougall Vernon 2022-02-14 Bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 Jo Obnohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14		Vernon	2022-02-14
Deanna Bury Vernon 2022-02-14 Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 Bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 Jo Obnohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Whitney Davies	Vernon	2022-02-14
Aaron Merler Langley 2022-02-14 TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Lorina Petreny	Vernon	2022-02-14
TIFFANY POLSON Vernon 2022-02-14 Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Deanna Bury	Vernon	2022-02-14
Geoffery Bisson Coldstream 2022-02-14 Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Aaron Merler	Langley	2022-02-14
Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	TIFFANY POLSON	Vernon	2022-02-14
Steve Buburuz Vernon 2022-02-14 Greg Sadesky Vernon 2022-02-14 Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Geoffery Bisson	Coldstream	2022-02-14
Sandy Grob Vernon 2022-02-14 Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14		Vernon	2022-02-14
Cory Cleveland Vernon 2022-02-14 Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Greg Sadesky	Vernon	2022-02-14
Jared Seutter Vernon 2022-02-14 Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Sandy Grob	Vernon	2022-02-14
Murray Mooney Vernon 2022-02-14 Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Cory Cleveland	Vernon	2022-02-14
Bonnie Miller Coldstream 2022-02-14 Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Jared Seutter	Vernon	2022-02-14
Wendy Shannon Vernon 2022-02-14 Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Murray Mooney	Vernon	2022-02-14
Lynea Davidowich Salmon Arm 2022-02-14 Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Bonnie Miller	Coldstream	2022-02-14
Warren Macdougall Vernon 2022-02-14 bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Wendy Shannon	Vernon	2022-02-14
bruce mol Vernon 2022-02-14 Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Lynea Davidowich	Salmon Arm	2022-02-14
Rachael Milner Vernon 2022-02-14 Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Warren Macdougall	Vernon	2022-02-14
Oliver Neubauer Coldstream 2022-02-14 jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	bruce mol	Vernon	2022-02-14
jo ODonohue Calgary 2022-02-14 Kyle Pliszka Vernon 2022-02-14	Rachael Milner	Vernon	2022-02-14
Kyle Pliszka Vernon 2022-02-14	Oliver Neubauer	Coldstream	2022-02-14
·	jo ODonohue	Calgary	2022-02-14
Kessa Schroeder Vernon 2022-02-14	Kyle Pliszka	Vernon	2022-02-14
	Kessa Schroeder	Vernon	2022-02-14

Dudley Coulter	Vernon	2022-02-14
ken satterthwaite	vernon	2022-02-14
Scott Danyluk	Vernon	2022-02-14
Cameron Claridge	VERNON, BC	2022-02-14
Clifford Smith	Vernon	2022-02-14
Josh Koble	Vernon	2022-02-14
Scott Ewanick	Vernon	2022-02-14
Susan McPherson	Vernon	2022-02-14
Mike Hainault	Vernon	2022-02-14
Bas Van steenbergen	Hurricane	2022-02-14
norm chapple	Vernon	2022-02-14
Lucas Sadesky	Calgary	2022-02-14
Michael Sookochoff	Castlegar	2022-02-14
Ian Jenkins	Vernon	2022-02-14
Marilyn nakucyj	Vernon	2022-02-14
Stephanie Mintz	Vernon	2022-02-14
Mark Hope	Cape Town	2022-02-14
Nathan Loewen	Coldstream	2022-02-14
Phil Martin	Vernon	2022-02-14
Rick Weins	Vernon	2022-02-14
Evan Sadesky	Vernon	2022-02-14
Andreas Rutkauskas	Kelowna	2022-02-14
Morgan de Hrussoczy-	Vernon	2022-02-14
Wirth	Vernon	2022-02-14
Valerie McDougall	Vernon	2022-02-14
rita noneofyourbusiness		2022-02-14
Robyn Dill	Vernon	2022-02-14
Evan Montgomery	Vernon	2022-02-14
Alison Krokoszynski	Toronto	2022-02-14
Regan Truscott	Vernon	2022-02-14
Aiden Watson	Vernon	2022-02-14
Caity Wanless	Vernon	2022-02-14
Pete Cates	Kelowna	2022-02-14
Mercedes Austin	Vernon	2022-02-14
Coleman Smith	Vernon	2022-02-14
Todd Bowden	Vernon	2022-02-14
Kyle Ryder	Delta	2022-02-14
Cheryl Goodrich	Vernon	2022-02-14
Stacey Banks	Vernon	2022-02-14
Axel Hostyn	Vernon	2022-02-14
Larissa F	Vernon	2022-02-14
Kenneth Schroeder	Burnaby	2022-02-14
Ross Howard	Kelowna	2022-02-14
JoAnne James	Vernon	2022-02-14
Erin Whitten	Vernon	2022-02-14
Rowan Broadhead	Vernon	2022-02-14
Simon Holden	Vernon	2022-02-14
Casey Burden	Armstrong	2022-02-14
Amanda Kopiak	Vernon	2022-02-14
Ivy Catlin	Vernon	2022-02-14
Stacie Coyle	Vernon	2022-02-14
Kate Tooke	Vernon	2022-02-14
Cody Grams	North Vancouver	2022-02-14
Kalvin Blaeser	Vernon	2022-02-14
1		

Harlan King	Vornon	2022 02 14
Harlan King Danielle Galbraith	Vernon	2022-02-14
	Edmonton	2022-02-14
Mike Kirk	Kelowna	2022-02-14
Cam Sodergren	Vernon	2022-02-14
Clifford Acob	Coldstream	2022-02-14
Doug Shumay	Vernon B. C.	2022-02-14
Jonathon Hamman	Red Deer	2022-02-14
Oamar Kanji		2022-02-14
Lex Hostyn	Vernon	2022-02-14
Nicolas Reimann	Vernon	2022-02-14
sharon lockwood	Vernon	2022-02-14
Brett Woods	Vernon	2022-02-14
Chalan M	Vernon	2022-02-14
Denis Ryan	Vernon	2022-02-14
Jake Baerg	Vernon	2022-02-14
Tony Swiecicki	Coldstream	2022-02-14
Trevor Scott	Vernon	2022-02-14
Thad Bondt	Vernon	2022-02-14
Rob Ferguson	Vernon	2022-02-14
Sam McDicken	Vernon	2022-02-14
Spencer Paquette	Vernon	2022-02-14
Sue Markus	Oakville	2022-02-14
Marki Hoffman	Kelowna	2022-02-14
Michael Collins	Vernon	2022-02-14
Katherine Mortimer	Vernon	2022-02-14
Philip Stennett	Vernon	2022-02-14
Katie Schneider	Vernon	2022-02-14
Michaela Boehnisch	Banff	2022-02-14
Marcel Charest	Vernon	2022-02-14
Caelynne Dymond	Vernon	2022-02-14
Kyle Pain	Vernon	2022-02-14
Tom Swiecicki		2022-02-14
amanda connor	Vernon	2022-02-14
Christi Duthie	Vernon	2022-02-14
Andrew Hatch	Verno	2022-02-14
Josefina De Ramos	Maple Ridge	2022-02-14
Adam Hatch	Salmon Arm	2022-02-14
Nethaniel Pawloff	Kamloops	2022-02-14
Tyler Perrault	Vernon	2022-02-14
Janelle iglesias	Burnaby	2022-02-14
Roger Smith	Vernon	2022-02-14
Chantal Robert-	Surrey	2022-02-14
desmarais	Surrey	2022-02-14
Rory Cross	Langley	2022-02-14
Monica Rutter	Vernon	2022-02-14
Nahanni Balfour	Vernon	2022-02-14
Jake Thomson	Vernon	2022-02-14
Jeremy Nadeau	Penticton	2022-02-14
Andrew Morton	Vancouver	2022-02-14
Korey Epp	Vancouver	2022-02-14
Michelle Ternovoy	Vernon	2022-02-14
Darren Slade	Vernon	2022-02-14
Rain Jeff	Vernon bc	2022-02-14
	-	
Bill Brereton	Vernon	2022-02-14

Wendy McGhghy	Vernon	2022-02-14
Victoria Horunschi	Vernon	2022-02-14
Dustin Mosdell	Vernon	2022-02-14
Kailey Boyd	Vernon	2022-02-14
Meg Magel	Vernon	2022-02-14
Ab De groot	Vernon	2022-02-14
Ryan Johnson	Whistler	2022-02-14
Kim Taylor	Vernon	2022-02-14
Bruce Ledger	Gibsons	2022-02-14
Aiden Skinner	Vernon	2022-02-14
Dylan Saling	Vernon	2022-02-14
Lynne Mutrie	Vernon	2022-02-14
Rachel White	Vernon	2022-02-14
Barbara Swiecicka	Vernon	2022-02-14
Darcy Trevelyan	Surrey	2022-02-14
Jared White	Salmon Arm	2022-02-14
Allison Kelley	Vernon	2022-02-14
Robin Collins	Vernon	2022-02-14
Jackson Stewart	Vernon	2022-02-14
J Lactiin	Vernon	2022-02-14
Ryan Findlay	Edmonton	2022-02-14
Patty Everson	Vernon	2022-02-14
Amy Koch	Vernon	2022-02-14
Lyle Hinds	Coldstream	2022-02-14
Liam Drabiuk	Vernon	2022-02-14
A J	vernon	2022-02-14
Oliver Kirkwood	Vernon	2022-02-14
Mason Swanson		2022-02-14
Deane Studer	Langley Vernon	2022-02-14
Bryce Hemich	Vernon	2022-02-14
Dave Anhorn	Vernon	2022-02-14
Levi Szucs	Vernon	2022-02-14
Daniel Jarvis	Vernon	2022-02-14
Greg Russell	Williams Lake	2022-02-14
Jayden Bouzane	Williams Lake	2022-02-15
Glenn Gorham		2022-02-15
Roger SABOURIN	Vernon	2022-02-15
David Hockley	Vernon	2022-02-15
Jordan Melvin	Vernon	2022-02-15
Jamie Packer	Cambridge	2022-02-15
Sheila Slade	Vernon	2022-02-15
David Sutch	Vancouver	2022-02-15
Angie Macdougall	Vernon	2022-02-15
Lacey Dueck	Vernon	2022-02-15
Ashley Hampton	Coldstream	2022-02-15
Steve Anderson	-	2022-02-15
Malorie H	Vernon Vernon	2022-02-15
Jamie Martel	Vernon	2022-02-15
Gage Stoll	Vancouver	2022-02-15
Janet Parkins	Oakland	2022-02-15
Claude Bazinet		2022-02-15
	Vernon	2022-02-15
Johm Stechyshyn Jacek Szudek	Vernon	2022-02-15
	Vernon	
Paul Delmonico	Vernon	2022-02-15

Alex Vath	Vernon	2022-02-15
Rob Mathews	Vernon	2022-02-15
Colin Niemeyer	Telkwa	2022-02-15
Braden Smidt	Kelowna	2022-02-15
Steph Thompson	North Vancouver	2022-02-15
Aidan White	Vernon	2022-02-15
Val Woolsey	Hinton	2022-02-15
Scott DeLong	Vernon	2022-02-15
Andrew Towler	Vernon	2022-02-15
Lisa Schrauwen	Vernon	2022-02-15
James Brown	Vancouver	2022-02-15
Kyle Goulet	Vernon	2022-02-15
Tia Isaak	West Kelowna	2022-02-15
Taylor Finnie	Coldstream	2022-02-15
Alli Havill	Vernon	2022-02-15
kaden o'connor	Vernon	2022-02-15
Sheldon Bahris	Vernon	2022-02-15
Shantel Frank	Vernon	2022-02-15
Jolene Anderson	Vernon	2022-02-15
Kirk Hughes	Vernon	2022-02-15
Jarrod Creally	Vernon	2022-02-15
Owen Bloomfield	Vernon	2022-02-15
Charles Johnson	Vernon	2022-02-15
James Sparling	Vernon	2022-02-15
Kali Smith	Vernon	2022-02-15
Warren Saville	Vernon	2022-02-15
Kyle Taylor	Victoria	2022-02-15
Nathan Woodrow	Vernon	2022-02-15
Natalie McNamara	Kamloops	2022-02-15
Geoff Mulligan	Vernon	2022-02-15
Deborah Carrutherd	Duncan	2022-02-15
Brandon Miller	Vernon	2022-02-15
Wes Fitzsimmons	Edmonton	2022-02-15
Lloyd Pollock	Toronto	2022-02-15
Jollean Joly	Vernon	2022-02-15
Debbie Smith	Vernon	2022-02-15
Susan Mathews	Vernon	2022-02-15
Kaitlyn Smith	Chestermere	
Kaitlyn MacLean		2022-02-15
Kaltiyii MacLeaii Kelli Mazurak	Brampton Vernon	2022-02-15
Josh Isaac		2022-02-15
Darcy Bomford	Vernon	2022-02-15
Kayleen Craigen	Vernon	2022-02-15
Rhonda Perry		2022-02-15
Knonda Perry Keenyn Molnar	Vernon	2022-02-15
•	Vernon BC	
Angela Sommer	Vernon BC	2022-02-15 2022-02-15
Sarah Purslow	Vernon	
Virginia Kolasko	Vernon	2022-02-15
karen Bresciani	Vernon	2022-02-15
David Elrick	Vernon	2022-02-15
Hal Hobenshield	Vernon	2022-02-15
Randy Smith	Vernon	2022-02-15
Amar Thind	Langley	2022-02-15
Oscargill Gill	Vernon	2022-02-15

Rhiley Pawluski	Armstrong	2022-02-15
Pedar Ree	Vernon	2022-02-15
Connor Reeves	Vernon	2022-02-15
Jennifer Csorba	Vernon	2022-02-15
Tammt Andreotti	Vernon	2022-02-15
Riley Coble	Vernon	2022-02-15
Nick Karys	Vernon	2022-02-15
Lisa Hobenshield	Dawson creek, bc	2022-02-15
Dave Ryll	Vernon	2022-02-15
Jordan Proctor	Vernon	2022-02-15
	Vornon	2022-02-15
Nyra Cochrane Denise Walterhouse	Vernon	
	Vernon	2022-02-15
Keith Sheffield	Vernon	2022-02-15
Roberts Amy	Vernon	2022-02-15
Sarah Gabriel	Coldstream	2022-02-15
Pat Thornton	Vernon	2022-02-15
Deborah Garvie	Coldstream	2022-02-15
Caitlyn Gallicano	Surrey	2022-02-15
Marius Aucamp	Vernon	2022-02-15
Brian Mackay	Vernon	2022-02-15
rowan smith	Vernon	2022-02-15
Hannah Rempel	Vernon	2022-02-15
Dominic Meyer	Vernon	2022-02-15
Shiela Hobenshield	Vernon	2022-02-15
Molly Raymond	Penticton	2022-02-15
Paul Dinnis	Toronto	2022-02-15
Danielle Erickson		2022-02-15
Christy Sholdice	Vernon	2022-02-15
Jasmine Coble	Vancouver	2022-02-15
Jason Richter	Vernon	2022-02-15
Julie Melanson	Vernon	2022-02-15
Karen Smith	Vernon BC	2022-02-15
Marcus Hall	Kelowna	2022-02-15
Jason Sieg	Coldstream	2022-02-15
Dakota Drouillard	Edmonton	2022-02-15
Drew Parsons	Vernon	2022-02-16
Jim Maybee	Vernon	2022-02-16
Christopher Brown	Vernon	2022-02-16
Cheranne Hamilton	Vernon	2022-02-16
Sara Lee	Vernon	2022-02-16
Connar Huddart	Vernon	2022-02-16
Gerald Hutchinson	Vernon	2022-02-16
Stephen Bateman	Vernon	2022-02-16
Christine Bruder	Vancouver	2022-02-16
James Fuhr	Vernon	2022-02-16
Dave Holmes	Edmonton	2022-02-16
Crystal Bootsma	Vernon	2022-02-16
Krystal Fergus	Surrey	2022-02-16
Kelsey Dekker	Vernon	2022-02-16
Neal Rinta	Vernon	2022-02-16
Todd Roberts	Vernon	2022-02-16
dustin gordon	Pemberton	2022-02-16
Jack Elliman	Vernon	2022-02-16
Loretta Friedrich	Vernon	2022-02-16
Loretta i ricultul	V CITIOII	2022-02-10

Nicela Delman	Managa	2022 02 16
Nicole Balmer	Vernon	2022-02-16
Luke Hughes	Vernon	2022-02-16
Tracy Arnold	Vernon	2022-02-16
Jon Ziola	Vernon	2022-02-16
Ethan Higgins	Vernon	2022-02-16
Aaron Hopkins	Vernon	2022-02-16
Sue McC	London	2022-02-16
Kevin Hann	Canmore	2022-02-16
Matt Hofsink	Vernon	2022-02-16
Richard Maisonet	Canmore	2022-02-16
Randy Epp	Vernon	2022-02-16
Monique Giroux	Vernon	2022-02-16
Belete Croda	Vernon	2022-02-16
Tammy Schols	Vernon	2022-02-16
Bev Morris	Vernon	2022-02-16
Kris Eide	Vernon	2022-02-16
Cassandra Pratt	Sippy Downs	2022-02-16
Mike Bjerstedt	Vernon	2022-02-16
bogdan szopa	Vernon	2022-02-16
Evan Blackwell	Victoria	2022-02-16
Heidi Astin	Vernon	2022-02-16
Dakotia Martel	Vernon	2022-02-16
Carmen Bunnah	Vernon	2022-02-16
Tyler Kuntz	Vernon	2022-02-16
Tracey Kiss		2022-02-16
Sherry Toews	Vernon	2022-02-16
Kevin Courchesne	Calgary	2022-02-16
Tamara Egely	Vernon	2022-02-16
Gabrielle Noel	Lumby BC	2022-02-16
Mariah Johnson	Vernon	2022-02-16
Travis Rusthage	Salmon Arm	2022-02-16
Judie Guignion	Vernon	2022-02-16
Cole Notter	5821 Oriole Dr.	2022-02-16
	Vernon	
Simon Astin	Vernon	2022-02-16
Gareth Casey	Vernon	2022-02-16
daniel Heinrichs	coldstream	2022-02-16
Kim Miller	Salmon Arm	2022-02-16
Todd Phillips	Clearwater	2022-02-16
Colin Ebbett	Vernon	2022-02-16
Rhonda Mayne	Vernon	2022-02-16
Judy Hill	Burlington	2022-02-17
Jacob Jones	Castlegar	2022-02-17
Shelby Hooper	Grande Prairie	2022-02-17
Brett Lemiski	Coldstream	2022-02-17
Jean Blackwell	Vernon	2022-02-17
Reid Dryden	Brisbane	2022-02-17
Dr. J . T. Lloyd	Nelson	2022-02-17
Clayton Prenioslo	Lumby	2022-02-17
Layla Abdi	Edmonton	2022-02-17
Warner Wagner	Vernon	2022-02-17
Amy Mac	Kelowna	2022-02-17
Lee Perkull	Vernon	2022-02-17
Jacquie Rintoul	Vernon	2022-02-17
Jacquie Milloui	VEITION	2022-02-17

Kirk Gennings	Salmon Arm	2022-02-17
Vanessa Bostock	Coldstream	2022-02-17
Nancy Savvis-Hodgins	Vernon	2022-02-17
Denise Peters	Vancouver	2022-02-17
Nicole Roth	Vernon	2022-02-17
Jimmy Flood	Vernon	2022-02-17
Monica Friesen	Burnaby	2022-02-17
Ed Nainby-Luxmoore	Surrey	2022-02-17
Alice Rintoul	Vernon	2022-02-17
nick kroeger	Winnipeg	2022-02-17
Julie Useda	Vernon	2022-02-17
McKenna Jennings	Victoria	2022-02-17
ian knopf	Victoria	2022-02-17
Sieve kelly	Vancouver	2022-02-17
Marshall Smith	Saskatoon	2022-02-17
Emily Stewart	Victoria	2022-02-17
Maureen Andronyk	Vernon	2022-02-17
Dawson McCormack	Victoria	2022-02-17
Sierra Munroe	Vernon	2022-02-18
Keeton Jendruck	Westbank	2022-02-18
Cheryl Devries	Vernon	2022-02-18
Kim Dow	Vernon	2022-02-18
Jesse Gotobed	Vernon	2022-02-18
Amos Franke	Vancouver	2022-02-18
Asia Jackson	Vernon	2022-02-18
Kara Williamson	Vernon	2022-02-18
Roger Lafleur	Vernon	2022-02-18
Carrie Roosa	Kelowna	2022-02-18
Rich Mallinson	Salmon Arm	2022-02-18
Gary Morgan	Vernon	2022-02-18
Jake Harper	Vernon	2022-02-18
Vicki Brassard	Edmonton	2022-02-18
Allison Goff	Vernon	2022-02-18
Seth Waterstreet	Vernon	2022-02-18
Kent Webber	Hardisty	2022-02-18
Sonya Franke	Kaslo	2022-02-18
Tom Morgan	Vernon	2022-02-18
Gabi Richter	Vernon	2022-02-18
D Stennett	Vernon	2022-02-18
Sam Rampado	Lake Country	2022-02-18
Nancy Phillips	Kelowna	2022-02-19
Ross Gale	Vernon	2022-02-19
Jesse Tasker	Vernon	2022-02-19
Jaime Keens	Vernon	2022-02-19
Kathy Giampa	Vernon	2022-02-19
Clay Ponich	Vancouver	2022-02-19
Brent Worrall	Vernon	2022-02-19
Sherry Petty	Vernon	2022-02-19
Robyn Friberg	Armstrong	2022-02-19
Christina Astin	Vernon	2022-02-19
Chris Terleski	Vernon	2022-02-19
Stacey Ainslie	Vernon	2022-02-19
Ken Mairs	Vernon	2022-02-19
Tanya Hostyn	Vernon	2022-02-19
	•	•

Pamela Stennett	Abbotsford	2022-02-19
C Mairs	Vernon	2022-02-19
Joe Cardillo	London	2022-02-19
Billie Thibodeau	Bonnyville	2022-02-19
Tyler Sheasby	Vernon	2022-02-19
Gregory Palmer	Vernon	2022-02-19
Clifton Stone	Lumby	2022-02-19
Sawyer Lehr	Vernon	2022-02-19
Sarah Stainton	Hamilton	2022-02-20
brad boivin	Vernon	2022-02-20
Dan Fran	Vernon	2022-02-20
Jen Dietz	Vernon	2022-02-20
Isaac Halford	Vernon	2022-02-20
Robyn bay	Edmonton	2022-02-20
Kyle Stensrude	Vernon	2022-02-20
Matt White	Vernon	2022-02-20
Lindsay Cochrane	Vernon	2022-02-20
Ora Tsang	Vernon	2022-02-20
Lance MacBain	Vernon	2022-02-20
Ross Laflamme	Vernon	2022-02-20
Spencer Royds	Kelowna	2022-02-20
Tanis Palmer	Vernon	2022-02-20
jason satterthwaite	kelowna	2022-02-20
Chris Godard	Vernon	2022-02-20
Christine Straza	Vernon	2022-02-20
Lico Vincent	Vernon	2022-02-20
Joy Johnson	Vernon	2022-02-20
Irish Subijano	Vernon	2022-02-20
Kristen Cartwright	Coldstream	2022-02-20
David Kirkup	Vernon	2022-02-20
Coleen Stensrude	Vernon	2022-02-20
Dana Hudson	Vernon	2022-02-20
Aaron McVey	Vernon	2022-02-20
Brady VanKeulen	Lumby	2022-02-20
Clint Houlbrook	Vernon	2022-02-20
Matt Bramall	Vernon	2022-02-20
Kim Rose	Vancouver	2022-02-20
jeff navratil	Salmon arm	2022-02-20
Jennifer Bitz	Coldstream	2022-02-20
Nicky Dunlop	Vernon	2022-02-20
Christa Nicholson	Vernon	2022-02-21
Hollie Rakos	Vernon	2022-02-21
Kyle Johnson	Vernon	2022-02-21
Catherine Hill	Vernon	2022-02-21
Andrew McWilliam	Vernon	2022-02-21
Megan Purnell	Okanagan	2022-02-21
Mark Wasyliuk	Vernon	2022-02-21
Joseph Simpson	Vernon	2022-02-21
Matt MacMillan	Vernon	2022-02-21
Rachel Day	Vernon	2022-02-21
Kim Castro	West Palm Beach	2022-02-21
Ramona Rieder	Vancouver	2022-02-21
Richie Turley	Kelowna	2022-02-21
Rick Harman	Vernon	2022-02-21

Tom Wilson	Kelowna	2022-02-21
Connor Keegan	Vernon	2022-02-21
Curtis Poznikoff	Vernon	2022-02-21
Miles Jones	Vancouver	2022-02-21
Trevor Bowers	Vernon	2022-02-21
Chris Krusel	Vernon	2022-02-21
Ashley Berg	Vernon	2022-02-21
Evan Zaleschuk	Vernon	2022-02-21
Chris Dougherty	Lake Country	2022-02-21
darren martin	armstrong	2022-02-21
sherrie hodkinson	Langley	2022-02-21
Nicole Cabrejos	Vernon	2022-02-21
Tanya Meyer	Coldstream	2022-02-21
Wendy Murphy	Trail	2022-02-21
Mike Budgen	Kelowna	2022-02-21
Chris McLeod		2022-02-21
Christie Anderson	Vernon	2022-02-21
Hayley Rakos	Vernon	2022-02-21
Martin Spedding	Vernon	2022-02-21
Tracy Spedding	Vernon	2022-02-21
Brad Rice	Armstrong	2022-02-21
Andrew Sellars	Vernon	2022-02-21
Ian Galbraith	Vernon	2022-02-21
Andrew Dye	Vernon	2022-02-21
Craig Stishenko	Kelowna	2022-02-21
Pam Taylor	Vernon	2022-02-21
Clint Hardie	Vernon	2022-02-21
Laura Rolandi	Vernon	2022-02-21
David Strahl	Vernon	2022-02-21
Susan Taylor	Surrey BC Canada	2022-02-21
Hannah Wells	Vernon	2022-02-21
Maryann Brock	Salmon Arm	2022-02-21
Nicole Stensrude	Vernon	2022-02-21
Kendall Guerrero	Vernon	2022-02-21
Ashley Esplen	Kelowna	2022-02-21
Brittany Wright	Vernon	2022-02-21
Jessica Bernier	Vernon	2022-02-21
Holi Calder	Vernon	2022-02-21
Kristen Hanson	Vernon	2022-02-21
Dorte Kargut	Vernon	2022-02-21
Charlene Fair	Vernon	2022-02-21
Ken Wright	Vernon	2022-02-21
Dawn Guenette	Vernon	2022-02-21
Caitlyn Bennett	Oliver	2022-02-21
Steven Hammond	Silverstar	2022-02-21
Sarah Zak	Ottawa	2022-02-21
Craig Gallagher	Vernon	2022-02-21
Shaun Erikson	Vernon	2022-02-21
Amanda Pretty	Vernon	2022-02-21
Megan Epp	Lumby	2022-02-21
Mike Hamilton	Vernon	2022-02-21
Erik Reimer	Coldstream	2022-02-21
Brandy Hughes	Smithers	2022-02-21
Amanda Cormier	Kelowna	2022-02-21
, ananaa Commen	ACIOWIIA	2022-02-21

Don Yee	Kelowna	2022-02-21
Lisa Patterson	Vancouver	2022-02-21
Victoria Marks	Kelowna	2022-02-21
Mallory Schunter	Vernon	2022-02-21
Jamee	Vernon	2022-02-21
Moffat(Shepherd)		
Kristian Buechert	Coldstream	2022-02-21
Todd Semeniuk	Vernon	2022-02-21
Tara holliday	vernon	2022-02-21
Cara Illerbrun	Vernon	2022-02-21
Todd Farrer	Kelowna	2022-02-21
Tomi Steck	Vernon	2022-02-21
Dionne Martyn	Coldstream	2022-02-21
Bree Cawley	Vernon	2022-02-21
Shannon Laser	Vernon	2022-02-21
Linda Leepart	Enderby B.C.	2022-02-21
Sherrie Erickson		2022-02-21
Jesse Muckle	Lakewood	2022-02-21
Nicole Langner	Vernon	2022-02-21
Zach Langner	Vernon	2022-02-21
Angela Bali	Vernon	2022-02-21
justine melville	Vernon	2022-02-21
Amelia Sirianni	Toronto	2022-02-21
Dale Tiessen	White Rock	2022-02-21
Maureen Lannon	Vernon	2022-02-21
Nicki Moore	Vancouver	2022-02-21
Sam Burnett	Vernon	2022-02-21
Willie Fogel	Vernon	2022-02-21
Mike Lehna	Vernon	2022-02-21
Laura Meikle	Vernon	2022-02-21
Bill McKeown	Kelowna	2022-02-21
Liam Springinotic	Vernon	2022-02-21
Jonas Porup	Vernon	2022-02-21
Judith Westman	Vernon	2022-02-21
Misty Flemming	Vernon	2022-02-21
Azeb Gemechu	Vernon	2022-02-21
Leah Frye	Vernon	2022-02-21
Buffy Ayre	Armstrong	2022-02-21
Joe Hostyn	Vernon	2022-02-21
Dorell Meikle	Powell River	2022-02-21
Matt Munro	Vancouver	2022-02-21
Sylvain Sopow	Salmon Arm	2022-02-21
Kelsey Bench	Vernon	2022-02-21
Kimberly King	Vernon	2022-02-21
Debra Large	Vernon	2022-02-21
Scott Payton	Vernon	2022-02-21
Ray Wolsey	Coldstream	2022-02-21
Ashley Ashworth	Vernon	2022-02-21
Roy Ollenberger	Vernon	2022-02-21
Sean Cameron	Nelson	2022-02-21
Tim Ashworth	Vernon	2022-02-21
Sean Gracey	Vernon	2022-02-21
Shaun Bell	Kelowna	2022-02-21
Josh Wade	Coldstream	2022-02-21
·	•	•

Eileen Podanowski	armstrong, bc	2022-02-21
Chris Andruchow	Kelowna	2022-02-21
Alejandro Umerez	Vernon	2022-02-21
Taylor Carrington	Salmon Arm	2022-02-21
jenny dey	Mission	2022-02-21
Terra Wolsey	Vernon	2022-02-21
James O'Neill	Vernon	2022-02-21
Jen Kossowan	Vernon	2022-02-21
Scott Vest	Vancouver	2022-02-21
Ryan Macgregor	Victoria	2022-02-21
Ashley Porter	Calgary	2022-02-21
Jesse Edwards	Vernon	2022-02-21
Vaea Verbeeck	Vernon	2022-02-21
Anthony Evans	Penticton BC	2022-02-21
Marie-José Mercier	Granby	2022-02-21
Alison ludditt	Vernon	2022-02-21
Willy McDowell	Vernon	2022-02-21
Gillian Warner	Vancouver	2022-02-21
Lisa Boden	Vernon	2022-02-21
Daniel Facey	Victoria	2022-02-21
Charles Mercier	Vancouver	2022-02-21
Rob Cartwright	Vernon	2022-02-21

ADMINISTRATION UPDATES February 28, 2022 **REGULAR** COUNCIL MEETING

File: 0550-05

COMMUNITY INFRASTRUCTURE AND DEVELOPMENT SERVICES (REGULAR)

Vernon Native Housing Society (VNHS) New Development at 5577 27th Avenue

On February 4, 2022, the building permit for the new five storey, 35 unit non-profit rental apartment at 5577 27th Avenue for VNHS was issued. Further to Council's comments during the public input session at its Regular Meeting of September 7, 2021, the applicant has revised the fence design to use a solid screen fence, and changed the parking light standard to adjust the height and lumens. These changes would allow for more privacy and reduce the impact of lights shine on the adjacent residents.

Crosswalk on Alexis Park Drive

Arising from Council Inquiries at its Regular Meeting of February 14, 2022, Council inquired about the lack of a crosswalk on Alexis Park Drive and Gateby Place south of the bus stop on the east side of Alexis Park Drive. Administration confirms there is no painted crosswalk on the east leg of the intersection (crossing Gateby Place) and will install the crosswalk this year as conditions and resources permit. There is an existing activated flashing crosswalk on the north leg of the intersection (crossing Alexis Park Drive) and a standard crosswalk on the west leg of the intersection (crossing 32nd Avenue). No crosswalk is recommended on the south leg of the intersection at this time.

Compost Bin Program

At its Regular Meeting of February 14, 2022 Council raised questions regarding the long term placement of a community compost bin, following the commencement of the household organics collection. Administration will report back on this at Council's Regular Meeting of March 14, 2022.

Civic Memorial Park

Rough grading for this park was completed in the fall. The landscape contractor has now commenced the construction of the park, with the majority expected to be completed by June.

Marshall Field Playground

The bulk of this project was completed in the fall. The remaining pieces of the project include irrigation, tree planting, sod and drinking fountain installation. These are expected to be complete early spring, in advance of the grand opening with Canadian Tire Jumpstart Charities.

Deer Park

Planning for this park is complete. There have been delays due to other priority projects, however, Administration is now finalizing the last details before tendering this project. It is expected to go to tender in the next month, with construction to begin this year.

Hilltop Manor Residential Development at 4001 34A Street

At its Regular Meeting of November 8, 2021 Council did not approve the development variance permit application to vary sections of Zoning Bylaw #5000 to allow for the development of a second rental apartment building with 29 units on the property located at 4001 34A Street. Following the meeting, the applicant revised the proposal to meet the RH1: Low-Rise Apartment Residential zoning district development regulations, without the need for variances. The new proposal includes a four and a half storey building, with 27 rental units. As the revised proposal meets all conditions in Zoning Bylaw #5000, Administration has issued a development permit for the project.



HILLTOP MANOR RESIDENTIAL

4001 34A St, Vernon, BC V1T 8C4



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO:

Will Pearce, Chief Administrative Officer

FILE:

5360-05

PC:

James Rice, Director, Operations Services

DATE: February 22, 2022

FROM:

Ian Adkins, Manager, Roads, Drainage and Airport

SUBJECT:

WASTE COLLECTION SERVICES - ORGANICS PROCESSING

Recently there have been questions directed to members of Council regarding the City's new organics collection program scheduled to commence in May and the method of composting that will be used as part of the organics program. Specifically, an alternative method of composting (Bokashi) has been suggested.

In 2021, Administration released a Request for Proposal (RFP) for Waste Collection Services. The RFP included the collection of residential garbage, commercial garbage, commercial recycling, and the collection of downtown garbage cans. Respondents were also asked to include a proposal for the collection and processing of residential yard and food waste (organics) that needed to comply with all applicable regulatory requirements. Of the six proposals received, only two different methods of organics processing were proposed. The first was the construction of a biodigester and the second involved the use of various compost facilities around BC. No other methods of organics processing (including Bokashi) were received as part of the tender process.

Following tendering and a lengthy evaluation process, the waste collection contract that included organics collection and processing, was awarded to Emterra Environmental. The method of organics processing included in the contract is composting (aerobic process) at a local facility.

RECOMMENDATION:

THAT Council receive the memorandum titled "Waste Collection Services - Organics Processing", dated February 22, 2022, respectfully submitted by the Manager, Roads, Drainage and Airport for information.

W

Ian Adkins, Manager, Roads, Drainage and Airport



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO: Will Pearce, CAO FILE: 5400-14

PC: James Rice, Director, Operations Services DATE: February 16, 2022

FROM: Chris Ovens, General Manager, Public Works

SUBJECT: 2022 SPRING SWEEPING - UPDATE

At the May 25, 2021 Regular meeting Administration provided Council the memorandum titled "Spring Sweeping Program - Update" dated May 10, 2021 (Attachment 1) for information. The memo identified the following improvements that had recently been made to help reduce dust:

- The addition of a new regenerative air sweeper
- Changes to winter grit specifications that aligned closely with Ministry best practices
- An increase in street flushing.

The May 10, 2021 memorandum also identified improvements that were to be implemented following the 2021 spring sweeping program. These improvements included:

- The installation of air quality monitor stations(s).
- Increasing the winter sweeping activity.
- Enhance staff training relating to snow and ice control services to ensure correct levels of sand are being applied.

All of the additional improvements identified in the memorandum have been completed.

As identified previously by Administration, the Ministry of Environment and Climate Change Strategy monitors and provides air quality data captured by a monitoring station located at the Okanagan Science Centre in Polson Park. Administration is concerned that the data captured at this location is heavily influenced by the close proximity of Highway 97 and Highway 6. The Ministry did recently agree to install an additional temporary monitoring station at the Vernon Regional Airport, in an effort to address this issue (figure 1). Data from the Ministry's newly installed monitoring station as well as the recently installed City owned monitoring devices will help to provide a more comprehensive understanding of Vernon's air quality. Early readings indicate there may be air quality differences throughout the community. Additional data and analysis will be provided to Council later this spring.



Figure 1 - Ministry of Environment and Climate Change Air Quality Monitor Station Locations

The 2021 – 2022 winter season has proved to be a challenge with a number of snow and ice events that resulted in significant accumulations of winter sand on city roads and parking lots. City street sweepers have already been active on our streets removing large amounts of this material. The full spring sweeping program is scheduled to commence in March (weather dependant) with a full support of contract equipment.

Administration is committed to continually improving our spring sweeping program, however, it is important to note that despite our best efforts, spring conditions result in dust. Road grit is pulverized into smaller particles on heavily used roadways; dirt and debris is deposited onto roads and parking areas from the under carriages of vehicles; and periods of dry spring weather result in airborne particulate that can be trapped in our valley due to our surrounding topography and localized weather inversions.

RECOMMENDATION:

THAT Council receive the memorandum titled "2022 Spring Sweeping - Update" dated February 16, 2022 respectfully submitted by the General Manager, Public Works for information.

Chris

Digitally signed by: Chris Ovens
DN: CN = Chris Ovens email =
Covens@vernon.ca OU = COV
Users, Yards
Date: 2022.02.22 11:12:03-08:00

Chris Ovens General Manager, Public Works

Attachment 1 - Memorandum re: Spring Sweeping Program Update dated May 10, 2021



INTERNAL MEMORANDUM

TO:

Will Pearce, CAO

FILE:

5400-14

PC:

James Rice, Director, Operations Services

DATE: May 10, 2021

FROM:

Chris Ovens, General Manager, Public Works

SUBJECT: SPRING SWEEPING PROGRAM - UPDATE

The City's 2021 spring sweeping program began on March 10 and was completed on April 23. The program is completed with City and contractor forces, typically operating 16 hours a day seven days a week. The scope of work includes approximately 197km of sidewalk and more than 615 lane kilometres of road

Sand applied to roadways as winter traction material can be a significant source of spring road dust and have a detrimental effect on air quality. The Ministry of Environment and Climate Change Strategy monitors and provides air quality data captured by a monitoring station located at the Okanagan Science Centre. The data collected at the monitoring station is likely impacted by Highway 97 and Highway 6 which are located in close proximity on three sides of the monitoring station. The data provided from this location may not be an accurate representation of the dust levels in the community. Administration is working with the Ministry to determine if installing additional monitoring stations within the community is a possibility.

Prior to this year's spring sweeping program, Administration made a number of changes to help reduce the amount of spring road dust. These changes included the following:

- Addition of new regenerative air sweeper in sweeping program (Council Approved).
- Changed winter grit material to align closely with Ministry suggested "Best Practices".
- Repurposed fleet equipment to increase the speed of the flushing program.

The following table outlines key performance indicators for the spring sweeping program. Spring rainfall levels have also been added to this table since rainfall has such a significant effect on road dust.

Goal	Key Performance Indicators	2018	2019	2020	2021
TSUG	Total spring rainfall (mm)	59.3	25.1	20.3	6.6
G ROAD	Spring dust advisories	14	20	13	12
CE SPRING	Days required to complete spring sweeping	n/a	n/a	n/a	45
REDUC	Dust complaints	12	9	9	6

Administration is planning on making the following adjustments prior to next spring's sweeping program and will report back to Council on the effectiveness of these changes:

- Install additional air quality monitor station(s) to ensure that the performance indicators being used to asses this program are accurate.
- Increase sweeping activities through the winter prior to the spring sweeping program to reduce the amount of sand that needs to be removed in the spring.
- Enhance staff training relating to snow and ice control services to ensure correct levels of sand are being applied and that over sanding is not occurring.

RECOMMENDATION:

THAT Council receive the memorandum titled "Spring Sweeping Program - Update" dated May 10, 2021 respectfully submitted by the General Manager of Public Works.

May 17 2021 4:40 PM

For:

Chris Ovens

General Manager, Public Works

x Qnh.



INTERNAL MEMORANDUM

TO: Will Pearce, Chief Administrative Officer

6520-32 FILE:

PC:

Kim Flick, Director, Community Infrastructure and DATE: February 17, 2022

Development

Doug Ross, Director, Recreation Services

FROM:

Laurie Cordell, Manager, Long Range Planning and Sustainability

SUBJECT: KIN RACE TRACK ATHLETIC PARK TEST FIT REVIEW

At its Regular Meeting of January 24, 2022, Council passed the following resolutions:

"THAT Council direct Administration to remove affordable housing from the Kin Race Track Lands Concept Plans;

THAT Council direct Administration to ensure Wetland Area Trail Network #7 with a connecting road link (with bridge) be included in the Kin Race Track Lands Concept Plans;

THAT Council direct Administration to include a site for the Active Living Centre in all future Kin Race Track Lands Concept Plans;

THAT Council direct Administration to ensure the Kin Race Track Lands Concept Plans include a third sheet of ice at Kal Tire and an outside skating rink with potential heat capture;

THAT Council direct Administration ensure the Kin Race Track Lands Concept Plans include two artificial turf playing fields, a skate park and a domed facility of 100,000 square feet (field house);

THAT Council direct Administration ensure Kin Race Track Lands Concept Plans include outdoor courts for uses including, but not limited to basketball, pickleball, hard surface sports and wheelchair sports;

THAT Council direct Administration ensure the Kin Race Track Lands Concept Plans include a dog park, continuous walking trail and public washrooms:

THAT Council direct Administration ensure Kin Race Track Lands Concept Plans include a continuous ingress and egress for Road A to Old Kamloops Road: and

THAT Council direct Administration to include two ball diamonds in the Kin Race Track Lands Concept."

Subsequently, Administration requested the consulting team "test fit" or layout all the requested elements on the footprint of the park (Attachment 1). This layout shows what can fit on the site, but doesn't reflect the final layout of the park.

The test fit was able to include the Active Living Centre, synthetic fields, sport courts, skating, ball diamonds, walking trails, dog park, creek crossing, access to Old Kamloops road, parking and some smaller features like a playground and water play area. The test fit also includes a "promenade" which provides pedestrian access through the park and access for emergency vehicles or event set up.

There are several items that Administration is requesting Council consider:

- 1. Field House: A 100,000 square foot covered field house <u>does not fit</u> with the other requested components and required parking. Council could consider supporting the addition of a third gym space to the Active Living Centre as shown in the layout, rather than a free-standing field house. The third gym could be designed with operable walls to make the flow between indoor and outdoor courts seamless and have flooring that is adaptable to allow markets as well as a variety of sport uses.
- 2. Ball Diamonds: The test fit shows ball diamonds that are sized for minor baseball. This was done following a review of the Park Master Plan and Recreation Master Plan which indicate an adequate supply of fields but identify that there may be a potential future need for midget or minor baseball fields.
- 3. Synthetic Fields: In the test fit the placement of the fields leaves no space for laydown areas or for the team to gather beside the fields. This location has a high water table and will require a large amount of gravel fill to prevent freeze thaw cycles that can damage the fields.
- 4. Skating Rink/Sport Courts: In order to fit the outdoor rink, the test fit has layered the outdoor skating over the sport courts. In spring, summer and fall they would be multi-purpose courts and in the winter they would be the skating surfaces. The skating loop proposed around the courts would be over 400 m in length.
- 5. Natural Wetlands: The middle of the site has some existing natural wetlands. The original plan showed the natural ponds on these areas as a feature and to address the stormwater issues. This area is now required for other components, as per Council's direction. The City will need to engage qualified professionals to review and understand the requirements in relation to these wetland areas.
- 6. Storm Water Management: Stormwater management and related infrastructure will be a priority early in the design development process. Retention and detention facilities are important considerations and if specific programmed areas of the site are deemed necessary for stormwater management, it may have implications on functionality. Storage capacities and discharge rates need to be considered.
- 7. Skatepark: A small skatepark may fit on the site. The skatepark requires a location with high visibility and vehicle access.

- 8. Event Space: No specific space is marked for events, but by adding a location for event power, and by having portable staging, the park could accommodate outdoor events or concerts. This would make the park more adaptable to community needs and reflect a key desire from the survey responses.
- 9. Parking: The parking requirements for the proposed uses in the park fit, but take up much of the park. In order to maximize the park space, structured parking under the gyms for the Active Living Centre could be considered. This would add significant cost, but leave more room for fields and park development.
- 10. Costing: High level costing for a park with all these items is likely to be in the range of \$40 million.
- 11. Operations and Maintenance Costs: This type of athletic park will have significant operations and maintenance costs. The current process is to assign an amount based on the assets in the park. It is difficult to know at this time what the cost will be, but a high level estimate is a minimum of \$415,000 annually, at build out.
- 12. Timing: The Active Living Centre should be one of the first of the main park amenities constructed as the construction impacts and laydown area is significant. This would ensure that damage does not occur to newly constructed park amenities. It is possible that park construction could begin with some of the northern features or wetland trails. Administration will bring forward a proposed phasing plan once the concept plan has been endorsed by Council.

RECOMMENDATION:

THAT Council confirms the inclusion of (to be cited by Council) in the Kin Race Track Athletic Park and directs Administration to proceed to develop a concept plan for public engagement to be presented to Council for its consideration at its Regular Meeting of April 25, 2022 as outlined in the memorandum titled "Kin Race Track Athletic Park Test Fit Review" dated February 17, 2022 and respectfully submitted by the Manager of Long Range Planning and Sustainability.

Respectfully submitted:

Laurie Cordell,

Manager, Long Range Planning and Sustainability

ATTACHMENTS:

Attachment 1 - Kin Race Track Test Fit Layout

\\gw1\groups\6400-6999 PLANNING AND DEVELOPMENT\6520 COMMUNITY PLANNING - NEIGHBOURHOOD PLAN\32 Kin Race Track\10 Reports\2022\220217 LC Memo KRT Test Fit.doc



Test Fitting for Sport Centre Option Kin Race Track Lands - Land Use & Park Plan 23-02-2022

For scale reference, the area outlined here is equivalent to 100,000 sq ft fieldhouse

LEGEND

A Block

ALR buffer and BX Creek tralls

B Block

Sportsfields, grass minor ball diamonds and synthetic soccer fields, with Gathering Areas (G) for spectator viewing /sporting activites and events

C Block

Sport courts, inside and outside programming

D Block

Aquatic, inside and outside programming,

E Block

Shared-space parking with landscaped perimeter, adaptable to possible future sport tourism commercial retail units (CRUs), restaurant(s)

F Block

New surface parking, with servicing to accommodate Vernon Farmers Market

G Block

Kal Tire Place West with posible Climbing Club extension on south facade to activate 43rd Avenue

Central Promenade

Sport Centre spine, with continuous tree canopy, amenities, arbours, site furnishings, Programmable Spaces, (PS), vehicle-rated for event programming, Fire and EMS access

G Series (Gathering /Spectator Views)

Gathering spaces /areas for spectator viewing

PS Series (Programmable Spaces)

Programmable Spaces that contribute an artful expression of placemaking with spaces to linger a while, visit with a group of friends, and take in the views, along the green spine of the Promenade

Internal Street

New connection between 43rd Ave , Old Kamloops Rd; future creek crossing to 34th St

On-streetBike Lane 🚤 🚤 🚤

Looped network along surrounding streets and through the site on new park roadway

Perimeter Pathway / Greenway ___ __ __

Looped network connections to Central Promenade

P Series (Parking Areas)

Surface parking expanded with new layout to accommodate planned programme of uses



INTERNAL MEMORANDUM

TO: Will Pearce, CAO FILE: 4330-01

PC: Keri Ann Austin, Manager, Legislative Services DATE: February 17, 2022

Kim Flick, Director, Community Infrastructure and

Development

FROM: Matt Faucher, Current Planner

SUBJECT: RETAIL CANNABIS BUFFER AMENDMENTS

At its Regular Meeting of January 24, 2022, Council adopted the following resolution:

THAT Council direct Administration to bring forward the following amendment bylaws for Council's consideration at the February 14, 2022 Regular Meeting of Council as outlined in the report titled "Retail Cannabis Licensing Regulations and Sensitive Uses" dated January 11, 2022 and respectfully submitted by the Current Planner:

- a) Amend Zoning Bylaw #5000 to include a 500m proximity buffer prohibition on retail cannabis stores from other retail cannabis stores (not to apply in Business Improvement Areas 1 and 2) and a 250m proximity buffer prohibition from K to 12 schools:
- b) Amend Delegation of Authority Bylaw #5727 to include the delegation of Council's authority to make recommendations and comments on provincial applications for a retail cannabis store licence in response to referrals provided by the Liquor and Cannabis Regulation Branch; and
- c) Amend Business Licence Bylaw #5480 to include a lapse provision for applications that are not active for a period of twenty-four months.

In accordance with Council's resolution, Administration has prepared Zoning Text (Retail Cannabis Proximity Buffer Prohibition) Amendment Bylaw 5887, 2022 (Attachment 1), for Council's review and consideration of First and Second Readings, as well as scheduling of a Public Hearing.

Administration is concerned that the above resolution does not capture Council's intent. For clarity, based on the above resolution, the text amendment would enact the following regulations:

- A 500m separation buffer would be applied throughout the City between retail cannabis store locations. The primary and secondary Business Improvement Areas (BIA) would be exempt from this regulation.
- The primary BIA would have a maximum of six retail cannabis stores permitted within its boundaries as per the resolution passed by Council on April 23, 2019.

- The secondary BIA would not have a maximum number of stores and be exempt from the 500m separation. As per the resolution passed by Council on November 25, 2019, the secondary Business Improvement Area was removed from the April 23, 2019 Council resolution which limited the number of retail cannabis stores within both the primary and secondary BIAs to six.
- A 250m separation buffer would be applied throughout the City between retail cannabis stores and the location of K to 12 schools, regardless of the proposed location being within the primary or secondary BIAs.

If it was <u>not</u> Council's intent to exclude the primary and secondary BIAs from the 500m proximity buffer between locations, the January 24, 2022 resolution above would need to be rescinded. This would not impact existing locations, however, it would prevent further retail cannabis stores from being located within 500m of any existing location throughout the entire city. If this is Council's intent, Administration recommends rescinding the resolution from the January 24, 2022, Regular Meeting and that Council clarify its intent as follows:

THAT Council direct Administration to bring forward the following amendment bylaws for Council's consideration as outlined in the report titled "Retail Cannabis Licensing Regulations and Sensitive Uses" dated January 11, 2022 and respectfully submitted by the Current Planner:

- a) Amend Zoning Bylaw 5000 to prohibit retail cannabis stores from being located within 500m of another retail cannabis store location and further that retail cannabis stores be prohibited from being located within 250m of K to 12 schools;
- b) Amend Delegation of Authority Bylaw 5727 to include the delegation of Council's authority to Administration to make recommendations and comments on provincial applications for a retail cannabis store licence in response to referrals provided by the Liquor and Cannabis Regulation Branch; and
- c) Amend Business Licence Bylaw 5480 to include a lapse provision for applications that are not active for a period of 24 months.

Should Council wish to proceed with the proposed resolution to apply the 500m buffer between locations throughout the entire city (including the primary and secondary BIAs), Administration has provided a version of Zoning Text (Retail Cannabis Proximity Buffer Prohibition) Amendment Bylaw 5887, 2022 (Attachment 2) that reflects the inclusion of the primary and secondary BIAs in the 500m buffer prohibition.

In both instances, Administration has included the following exemptions to the buffer provisions to mitigate unreasonable implementation of the buffer prohibitions, as follows:

New locations:

 The proposed location does not meet the distance requirements "as the crow flies", however, due to a separation created by a body of water or other natural obstruction, the traveling distance by road between the locations does meet the separation distance requirement.

Relocation of an existing store:

- The proposed location is within the same parcel (a store relocating to another commercial unit within the same property).
- The proposed relocation site is not closer to another retail cannabis store or K to 12 school than its current location (does not increase an existing non-conformity).
- The proposed location does not meet the distance requirements "as the crow flies", however, due to a separation created by a body of water or other natural obstruction, the traveling distance by road between the locations does meet the separation distance requirement.

A bylaw to amend Delegation of Authority Bylaw 5727 will be brought forward for Council's consideration at the Regular Meeting of March 14, 2022. A bylaw to amend Business Licence Bylaw 5480 to include a lapse provision for applications that are inactive for a period of 24 months will be brought forward for Council's consideration in alignment with consideration of Third Reading of Zoning Text Amendment Bylaw 5887 as there is a requirement for public notification and public input related to the lapse provision in accordance with Section 59(2) and Section 8(6) of the Community Charter.

RECOMMENDATION:

Option 1 (exclude the primary and secondary BIAs from the 500m buffer regulation):

THAT Council support the proposed amendment to Zoning Bylaw 5000 to incorporate a proximity buffer prohibition on Retail Cannabis Stores and exclude the primary and secondary Business Improvement Areas from the 500m buffer regulation as contained in Attachment 1 of the memorandum titled "Retail Cannabis Buffer Amendments" dated February 17, 2022, and respectfully submitted by the Current Planner.

Option 2 (the 500m buffer regulation applies throughout the City including both the primary and secondary BIAs):

THAT Council rescind the following resolution from the January 24, 2022 Regular Meeting:

THAT Council direct Administration to bring forward the following amendment bylaws for Council's consideration at the February 14, 2022 Regular Meeting of Council as outlined in the report titled "Retail Cannabis Licensing Regulations and Sensitive Uses" dated January 11, 2022 and respectfully submitted by the Current Planner:

a) Amend Zoning Bylaw #5000 to include a 500m proximity buffer prohibition on retail cannabis stores from other retail cannabis stores (not to apply in Business Improvement Areas 1 and 2) and a 250m proximity buffer prohibition from K to 12 schools;

- b) Amend Delegation of Authority Bylaw #5727 to include the delegation of Council's authority to make recommendations and comments on provincial applications for a retail cannabis store licence in response to referrals provided by the Liquor and Cannabis Regulation Branch; and
- c) Amend Business Licence Bylaw #5480 to include a lapse provision for applications that are not active for a period of twenty-four months;

AND FURTHER Council direct Administration to bring forward the following amendment bylaws for Council's consideration as outlined in the report titled "Retail Cannabis Licensing Regulations and Sensitive Uses" dated January 11, 2022 and respectfully submitted by the Current Planner:

- a) Amend Zoning Bylaw 5000 to prohibit retail cannabis stores from being located within 500m of another retail cannabis store location and further that retail cannabis stores be prohibited from being located within 250m of K to 12 schools;
- b) Amend Delegation of Authority Bylaw 5727 to include the delegation of Council's authority to Administration to make recommendations and comments on provincial applications for a retail cannabis store licence in response to referrals provided by the Liquor and Cannabis Regulation Branch; and
- c) Amend Business Licence Bylaw 5480 to include a lapse provision for applications that are not active for a period of 24 months;

AND FURTHER Council support the proposed amendment to Zoning Bylaw 5000 to incorporate a proximity buffer prohibition on Retail Cannabis Stores throughout the city as contained in Attachment 2 of the memorandum titled "Retail Cannabis Buffer Amendments" dated February 17, 2022, and respectfully submitted by the Current Planner.

Respectfully submitted:

Matt Faucher, Current Planner

Community Infrastructure and Development

Attachments:

- 1. Zoning Text (Retail Cannabis Proximity Buffer Prohibition) Amendment Bylaw 5887, 2022 (excludes the primary and secondary BIAs from the 500m buffer)
- 2. Zoning Text (Retail Cannabis Proximity Buffer Prohibition) Amendment Bylaw 5887, 2022 (applies the 500m buffer throughout the entire city)

BYLAW 5887

A bylaw to amend the City of Vernon Zoning Bylaw 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw 5000 to add a proximity buffer prohibition on retail cannabis stores within the City of Vernon;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the <u>Local Government Act</u>, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

- 1. This bylaw may be cited as the "Zoning Text (Retail Cannabis Proximity Buffer Prohibition) Amendment Bylaw 5887, 2022".
- 2. The City of Vernon Zoning Bylaw 5000 be, and is hereby amended, as follows:
 - (i) AMENDING Section 5, Specific Use Regulations by ADDING new sub section 5.19 Retail Cannabis Store as shown in red on attached Schedule 'A', attached to and forming part of this bylaw.
- 3. Zoning Bylaw 5000 is hereby ratified and confirmed in every other respect.

BYLAW 5887

	PAGE 2		
READ A FIRST TIME this	day of	, 2022.	
READ A SECOND TIME this	day of	, 2022.	
PUBLIC HEARING held this	day of	, 2022.	
READ A THIRD TIME this	day of	, 2022.	
Approved pursuant to section 52(3)(a) of the Tra	nsportation Act this	day of	
, 20			
for Minister of Transportation P. Infrastructure			
for Minister of Transportation & Infrastructure BYLAW 5887/eDAS?			ADOPTED this day of
, 2022.			ADDITED this day of
			(8)
Mayor		rnorate Office	ar

Attached to and Forming Part of Bylaw 5887 "Zoning Text (Retail Cannabis Proximity Buffer Prohibition)

Amendment Bylaw 5887, 2022"

5.19 Retail Cannabis Store

- 5.19.1 An application to authorize a new retail cannabis store or relocate an existing authorized retail cannabis store must not be approved unless the proposed location of the new retail cannabis store is at least 500m from any other authorized retail cannabis store. The 500m separation distance does not apply to retail cannabis stores located in the primary and secondary business improvement areas. A maximum of six locations are permitted in the primary business improvement area.
- 5.19.2 An application to authorize a new retail cannabis store or relocate an existing authorized retail cannabis store must not be approved unless the proposed location of the retail cannabis store is at least 250m from any institution, public or independent, that provides delivery of the Provincial education curriculum to minors including elementary, middle and secondary schools.
- 5.19.3 If an application to authorize a new retail cannabis store does not comply with Sections 5.19.1 and/or 5.19.2 the application may be approved if any of the following circumstances apply:
 - The shortest travelling distance by road between the proposed location and the location of another authorized retail cannabis store is greater than 500m due to a physical separation created by a watercourse, body of water or other natural landscape feature.
 - The shortest travelling distance by road between the proposed location and the location of an institution identified in 5.19.2 is greater than 250m due to a physical separation created by a watercourse, body of water or other natural landscape feature.

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 5887 "Zoning Text (Retail Cannabis Proximity Buffer Prohibition)

Amendment Bylaw 5887, 2022"

- 5.19.4 If an application to authorize the relocation of an existing authorized retail cannabis store does not comply with Sections 5.19.1 and/or 5.19.2 the application may be approved if any of the following circumstances apply:
 - The proposed new location has the same permanent parcel identifier assigned under the *Land Title Act* as its current location.
 - The proposed new location is not closer to another use identified in 5.19.1 and/or 5.19.2 than its current location.
 - The shortest travelling distance by road between the proposed location and the location of another authorized retail cannabis store is greater than 500m due to a physical separation created by a watercourse, body of water or other natural landscape.
 - The shortest travelling distance by road between the proposed location and the location of an institution identified in 5.19.2 is greater than 250m due to physical separation created by a watercourse, body of water or other natural landscape feature.

BYLAW 5887

A bylaw to amend the City of Vernon Zoning Bylaw 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw 5000 to add a proximity buffer prohibition on retail cannabis stores within the City of Vernon;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the <u>Local Government Act</u>, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

- 1. This bylaw may be cited as the "Zoning Text (Retail Cannabis Proximity Buffer Prohibition) Amendment Bylaw 5887, 2022".
- 2. The City of Vernon Zoning Bylaw 5000 be, and is hereby amended, as follows:
 - (i) AMENDING Section 5, Specific Use Regulations by ADDING new sub section 5.19 Retail Cannabis Store as shown in red on attached Schedule 'A', attached to and forming part of this bylaw.
- 3. Zoning Bylaw 5000 is hereby ratified and confirmed in every other respect.

BYLAW 5887

Mayor		orporate Office	er
, 2022.			J ADOPTED this day o
for Minister of Transportation & Infrastructure BYLAW 5887/eDAS ?			ADODTED this days
Approved pursuant to section 52(3)(a) of the <i>Tran</i>	nsportation Act this	day of	
READ A THIRD TIME this	day of	, 2022.	
PUBLIC HEARING held this	day of	, 2022.	
READ A SECOND TIME this	day of	, 2022.	
READ A FIRST TIME this	day of	, 2022.	
	PAGE 2		

Attached to and Forming Part of Bylaw 5887 "Zoning Text (Retail Cannabis Proximity Buffer Prohibition)

Amendment Bylaw 5887, 2022"

5.19 Retail Cannabis Store

- 5.19.1 An application to authorize a new retail cannabis store or relocate an existing authorized retail cannabis store must not be approved unless the proposed location of the new retail cannabis store is at least 500m from any other authorized retail cannabis store.
- 5.19.2 An application to authorize a new retail cannabis store or relocate an existing authorized retail cannabis store must not be approved unless the proposed location of the retail cannabis store is at least 250m from any institution, public or independent, that provides delivery of the Provincial education curriculum to minors including elementary, middle and secondary schools.
- 5.19.3 If an application to authorize a new retail cannabis store does not comply with Sections 5.19.1 and/or 5.19.2 the application may be approved if any of the following circumstances apply:
 - The shortest travelling distance by road between the proposed location and the location of another authorized retail cannabis store is greater than 500m due to a physical separation created by a watercourse, body of water or other natural landscape feature.
 - The shortest travelling distance by road between the proposed location and the location of an institution identified in 5.19.2 is greater than 250m due to a physical separation created by a watercourse, body of water or other natural landscape feature.
- 5.19.4 If an application to authorize the relocation of an existing authorized retail cannabis store does not comply with Sections 5.19.1 and/or 5.19.2 the application may be approved if any of the following circumstances apply:
 - The proposed new location has the same permanent parcel identifier assigned under the *Land Title Act* as its current location.
 - The proposed new location is not closer to another use identified in 5.19.1 and/or 5.19.2 than its current location.
 - The shortest travelling distance by road between the proposed location and the location of another authorized retail cannabis store is greater than 500m

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 5887 "Zoning Text (Retail Cannabis Proximity Buffer Prohibition)
Amendment Bylaw 5887, 2022"

- due to a physical separation created by a watercourse, body of water or other natural landscape.
- The shortest travelling distance by road between the proposed location and the location of an institution identified in 5.19.2 is greater than 250m due to physical separation created by a watercourse, body of water or other natural landscape feature.



INTERNAL M E M O R A N D U M

TO:

Will Pearce. Chief Administrative Officer

FILE:

8215-05

PC:

Doug Ross, Director, Recreation Services

DATE: February 18, 2022

FROM:

Shayne Wright, Manager, Community Recreation

SUBJECT: CHILD CARE SPACE CREATION PROJECTS PROGRESS - FEBRUARY

The purpose of this memo is to provide Council with a high-level report on the progress of the Child Care Space Creation Projects. Four months into the construction phase, both child care facility builds are moving forward, on time and on budget.

The Recreation Complex Child Care Facility - Sawchuk Developments

Sawchuk completed the placement of the facility walls during the last week of January. Currently the installation of the roof joists and sheathing is underway and will be completed by the end of February. The start of interior plumbing and install of windows and exterior doors is planned for mid-March. (Attachment 1)

The Lakers Child Care Facility - ANR Construction

ANR completed the facility roof joist install and sheathing in mid-February. ANR is currently working on installing the roof underlayment water membrane and the preparations for the install of exterior windows and doors. Inside the facility, plumbing is underway along with the completion of some interior walls. The facility is planned to be at the lock-up stage in early March. (Attachment 2)

RECOMMENDATION:

THAT Council receive for information the memo titled "Child Care Space Creation Projects Progress - February", dated February 18, 2022 and respectfully submitted by the Manager, Community Recreation.

Respectfully submitted:

Shavne Wright

Manager, Community Recreation

Shapeter

Attachment 1 – Photos of the Recreation Complex Child Care Facility

Attachment 2 - Photos of the Lakers Child Care Facility

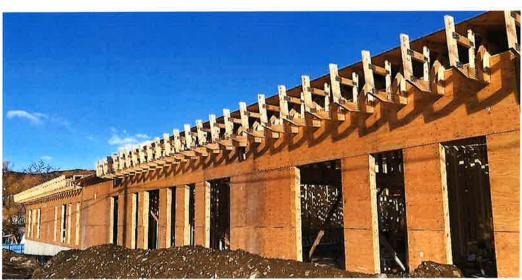
Photos of the Recreation Complex Child Care Facility



West side of the facility (Infant Rooms); wall sheathing being installed



View looking down the centre hall from entry; roof joists being installed on the south side.



South side of the facility facing 35th Ave; roof joist with sheathing being installed



View of the south and east facing side of the Lakers Child Care from Cummins Rd.



View of the west side of the facility from the Lakers parking lot.



Inside entry hall in front of infant room looking out to Lakers Park and Cummins Rd



INTERNAL MEMORANDUM

TO:

Will Pearce, CAO

FILE:

4000-10

PC:

Kevin Poole, Director, Community Safety, Lands

DATE: February 8, 2022

and Administration

FROM:

Darren Lees, Manager – Protective Services

SUBJECT: PROTECTIVE SERVICES 2021 YEAR END REPORT

The Protective Services 2021 Year End Report (Attachment 1) provides a detailed analysis of Protective Services operations including Bylaw Compliance and the Community Safety Unit which consists of Community Safety and Crime Prevention programs.

Bylaw Compliance continues to respond to and investigate calls for service throughout the community on a complaint basis focussing on customer service and professional standards. Proactive priorities continue to include management of the parking system throughout the Business Improvement Area's (BIA) as well as maintaining a dedicated Specialized Enforcement Unit (SEU) which provides a daily uniformed presence patrolling downtown Vernon and surrounding parks liaising with the RCMP and social agency outreach teams.

The attached report and graphs relate to Bylaw Compliance Investigations and Calls for Service for the year 2021 show a 12.9% decrease from the previous year (5,354 down from 6,148) in the total number of files investigated. The primary contributing factors affecting the decrease over 2020 in total overall volume of complaints includes a 14.4% decrease (2,400 to 2,055) in Parks and Public Places complaints and a 42.6% decrease (2,583 to 1,481) with respect to complaints regarding the Street Entrenched Population Target Analysis (SEPTA). Bylaw Compliance experienced an overall downward trend in all files in 2021. This decrease in overall files may be attributed to the continued presence of Bylaw Compliance and the RCMP Downtown Enforcement Unit within the BIA's and adjacent parks, increased connections with social service providers, increased provincially funded affordable housing options and ongoing COVID-19 Public Health Orders which limited activity throughout the community.

The Community Safety Unit forms part of the City's Protective Services team and includes two community safety coordinators and over 60 dedicated RCMP volunteers. With a primary focus on community-based policing and regulatory programs, the Community Safety Unit provides education and information for residents, businesses and community groups to help reduce opportunities for crime in the community and foster a better understanding of crime prevention.

The Community Safety Coordinator - Public Programs looks after Community Safety Office (CSO) operations and safety programs related to education involving schools,

seniors and area businesses and works closely with social service providers in all aspects of crime prevention through social development. Despite the pandemic, the storefront Community Safety Office kept its doors open to the public to provide refuge and critical community resource information when extreme weather and wildfire conditions severely impacted the community. Volunteers worked with 2,426 community members requiring assistance or a place to get out of the heat/smoke/cold. CSO programs such as Folks on Spokes, the Anti-Tag team, and Police Information Check document service were busy throughout the year. Other information and resources were available to the public upon request. Educational programming such as personal safety, drug awareness, and internet safety for a broad spectrum of the community moved online when necessary. Crime Prevention Through Environmental Design (CPTED) security audits in the community were also steady throughout the year. Participation in Partners in Action, specifically focusing on the Camp Okanagan Outreach Liaison team (COOL) and the Harm Reduction Team (HART) was crucial especially in the face of severe weather, the opioid and housing crisis, drug alerts and the ongoing pandemic.

The Community Safety Coordinator — Crime Prevention looks after operational community safety programs related to crime prevention by engaging community members to be part of the solution to crime in their neighbourhood and throughout the city. During 2021, the Vernon RCMP Volunteers provided 6,735 operational hours supporting a variety of regular and special initiatives. The regular programs included Vehicle Patrols, Speed Watch Operations, Distracted Driving Operations, Lock out Auto Crime, and Vessel Safety Pre-Check Operations. In addition to those programs, the RCMP Volunteers assisted with special initiatives such as Winter Carnival, Scooter Safety Operation, Quick Response Teams, and Emergency Support Services (ESS) Assistance. It is important to highlight the impact of 2021's extreme heat wave and close proximity of the White Rock Lake Fire on the RCMP Volunteer initiatives. The heat and poor air quality meant that some regular programs were suspended and instead volunteers were tasked with patrols for falling embers, managing public access to evacuated areas of Vernon as well as providing support to ESS.

Protective Services continues to support Council's strategic priority of a "vibrant downtown" by maintaining a continued daily proactive presence in the downtown core through uniformed Bylaw Compliance officers and crime prevention evening vehicle patrols, and mobile overnight security patrols to enhance public safety while providing education and resources to address a variety of safety and bylaw related concerns throughout the community.

RECOMMENDATION:

THAT Council receives the memorandum titled "Protective Services 2021 Year End Report", dated February 8, 2022 respectfully submitted by the Manager – Protective Services, for information.

Respectfully submitted:

Darren Lees, Manager Protective Services

Attachment 1 - Protective Services 2021 Year End Report

The Corporation of the City of Vernon

PROTECTIVE SERVICES 2021 Year End Report



Darren Lees, Protective Services Manager

Table of Contents

Bylaw Compliance Synopsis	3
Bylaw Compliance Calls for Service and Investigated Files	5
Bylaw Compliance Complaints by File Type 2021:	6
Bylaw Compliance Downtown BIA Related Files:	7
Downtown Business Improvement Area Related Files:	8
Bylaw Compliance Parks and Public Places Files:	9
Bylaw Compliance Specialized Enforcement Unit (SEU)	10
Bylaw Compliance Violation Ticket Summary:	12
Bylaw Compliance File Type 5 Year Comparison:	13
Community Safety Unit Synopsis	20
Community Safety Office	21
Crime Prevention Program	24

Bylaw Compliance Synopsis

Bylaw Compliance Investigations and Calls for Service for the year 2021, show a 12.9% decrease from the previous year (5,354 down from 6,148) in the total number of files investigated. The primary contributing factors affecting the decrease in total volume of complaints includes a 14.4% decrease (2,400 to 2,055) in Parks and Public Places complaints and a 42.6% decrease (2,583 to 1,481) with respect to complaints regarding the Street Entrenched Population Target Analysis (SEPTA).

Bylaw Compliance has experienced an overall downward trend in all files in 2021 with the exception of zoning bylaw related files and miscellaneous files. This decrease in overall files may be attributed to the continued presence of Bylaw Compliance and the RCMP Downtown Enforcement Unit within the BIA's and adjacent parks, increased connections with social service providers, increased provincially funded affordable housing options and ongoing COVID-19 Public Health Orders which limited activity throughout the community.

Proactive priorities continue to include management of the parking system throughout the Business Improvement Area's, maintaining a dedicated Specialized Enforcement Unit (SEU) and continuing to foster relationships with social agencies, RCMP, local businesses and citizens throughout the community. Bylaw Compliance officers worked with significant file loads during peak periods through 2021, on occasion having 50 or more open files per full time officer. The two primary regulatory dayshift officers concluded the year with a substantial file load of over 650 files each. In addition to multiple inquires to clarify ongoing changes to Provincial Public Health Orders, regulatory dayshift officers investigated 218 COVID-19 Calls for Service. These investigations related to potential violations of Provincial Health Orders and required officers to liaise with Interior Health, WorkSafe BC and RCMP where necessary. Officers continue to address file backlogs into 2021, as 70 investigative files from 2021 remain open at the time of this report.

Specialized Enforcement Unit operations continue with two full time officers and two seasonal bike patrol officers who assisted with monitoring parks and public places, regulation of homeless temporary shelters, partnered with the RCMP for downtown patrols and also accompanied social agency outreach teams. Two full time officers began SEU operations on April 5 conducting frequent foot, bike and vehicle patrol of the downtown core and surrounding parks. In order to maintain core parking system patrol and maintenance operations, two additional SEU officers commenced operational duties on September 6 working through to October 31. SEU assisted RCMP in locating 18 individuals wanted on warrant and liaised with social service providers to assist in helping 8 individuals with housing options. Between April 5 and December 31, SEU investigated a total of 1,481 SEPTA files which equates to 27.7% of the Bylaw Department's files for 2021 and a 42.6% decrease in SEPTA Calls for Service over the previous year (1,481 down from 2,583).

Calls for service in the Business Improvement Area (BIA) have been trending downwards from 2018 to present with a 31% decrease over 2020 (634 down from 924) BIA related files as SEU continues to be a daily presence to deter suspicious activity and enhance public safety in the BIA. In August 2021, the Strengthening Communities Grant was awarded to the City of Vernon which included funding for the SEU program for an additional two officers. Through a combination of

grant funding and SEU allocated budget, a four-officer unit will work full time until December 1, 2022.

The overnight seasonal security contract continued in 2021 from May 1 to September 30. The security service operated 7 days per week from 11 P.M. to 7 A.M. in a marked security vehicle to maintain a visible security presence during the overnight hours with a primary duty to observe, record, and report occurrences within the downtown core business improvement areas. The overnight patrol will again be operational in 2022.

Bylaw Compliance continues to support Councils' strategic priority of a "Vibrant Downtown" by maintaining a daily uniformed presence in the downtown Business Improvement Area's to enhance public safety through proactive patrols via foot, bike and vehicle while also addressing a variety of calls for service on a complaint basis throughout the entire community. Officers continue to focus on customer service and professional standards in all aspects of their daily duties.

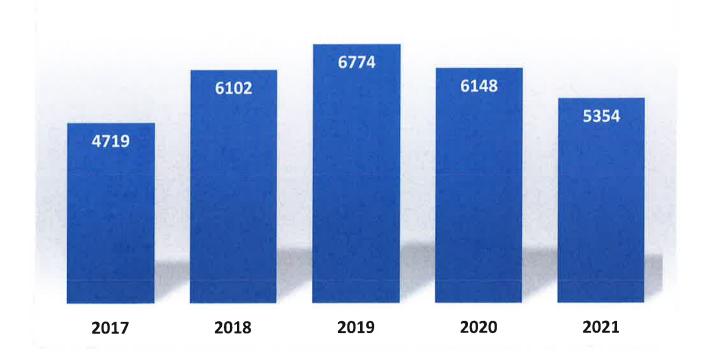
Bylaw Compliance Calls for Service and Investigated Files

5 Year File Volume Comparison:

Year	File Count	Change over Previous Year		
2021	5354	-12.9%		
2020	6148	-9.2 %		
2019	6774	11.0 %		
2018	6102	29.2 %		
2017	4719	13.0 %		

A 12.9% file decrease in 2021 is largely related to less Calls for Service and files investigated regarding parks and public places, the street entrenched population (SEPTA), the delayed start of the Seasonal Enforcement Unit (SEU) bike patrol operations in order to maintain core traffic operations and the ongoing impact of COVID-19 Provincial Health Order restrictions.

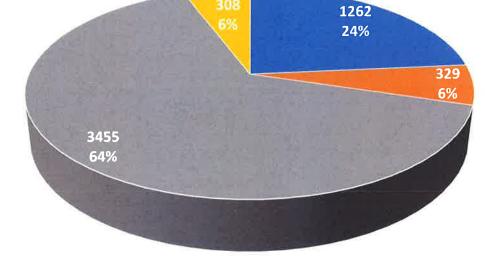
5 Year File Volume Comparison



Bylaw Compliance Complaints by File Type 2021:

	5480 Business Licence	5600 Traffic	3148 Refuse Collect	4711 False Alarms	4980 Noise	4980 Pan handle	4980 Prop. Maint.	5000 Zoning	5057 Parks and Public Places	5635 Fire Service	Misc.	Total (% Total)
Bylaw Generated Complaints	1	87	1	0	0	25	14	5	1070	7	52	1262 23.6%
COV Staff Generated Complaints	2	50	6	0	0	1	14	6	190	10	50	329 6.1%
Public Calls For Service	65	1338	59	0	198	37	288	167	769	71	463	3455 64.5%
RCMP Transfer or Assist	1	12	1	247	1	0	1	0	26	5	14	308 5.8%
Number of Complaints for These File Types	69	1487	67	247	199	63	317	178	2055	93	579	5354 100%





- Bylaw Generated Complaints
- COV Staff Generated Complaints

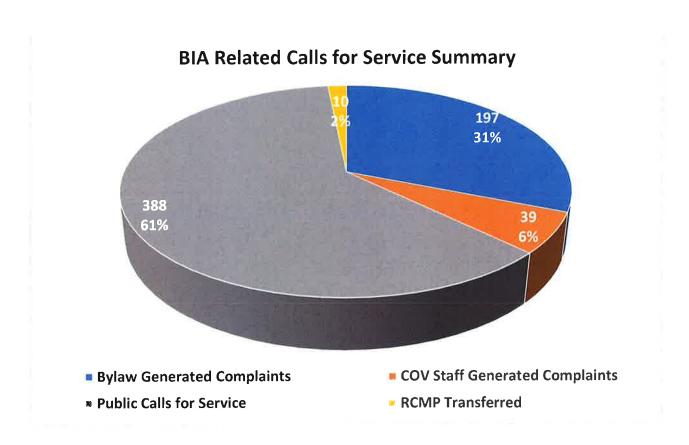
■ Public Calls for Service

RCMP Transferred

Bylaw Compliance Downtown BIA Related Files:

Call Origin	2020	2021	Percent Change
Bylaw Generated	328	197	-39.9%
COV Staff Generated	24	39	62.5%
Public Calls for Service	545	388	-28.8%
RCMP Transferred	27	10	-63.0%

Note: The decrease in files in the BIA as noted above, may be attributed to the increased activity and presence of RCMP and Bylaw Compliance and the continued dispersing of the street entrenched encampments from the BIA to other locations throughout the city including parks. The decrease may also be attributed to increased connections with social service providers, increased provincially funded affordable housing options and COVID-19 Public Health Order restrictions which limited public activity throughout the community including the BIA.



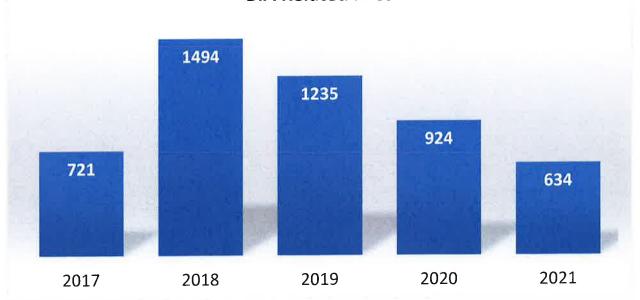
Downtown Business Improvement Area Related Files:

File Type	Number
Business License	2
COVID-19 Related	54
Dumpster Related	7
Fight/Confrontation	8
Fire and Fire Services Related	17
Graffiti	12
Mental Health	17
Miscellaneous	115
Noise	10
Panhandling	12
Property Maintenance and Snow Removal	44
Referred to Public Works or Contractor	9
Rubbish Clean Up	23
Safety/Security (Warrants/RCMP Assist)	27
Sign Related	5
Substance Related (Drug/Alcoh/Sharps)	80
Temporary Shelters	48
Traffic Related	134
Urinate/Defecate in Public	2
Vandalism	8
Total	634

Generated By	Total	Percentage
Bylaw Officer	197	31.0%
COV Staff Generated	39	6.2%
Public Complaints	388	61.2%
RCMP	10	1.6%

Note: BIA files relate to several different bylaws including the Traffic Bylaw, Good Neighbour Bylaw, Parks and Public Places Bylaw, Business Licence Bylaw and Fire Services Bylaw.

BIA Related Files

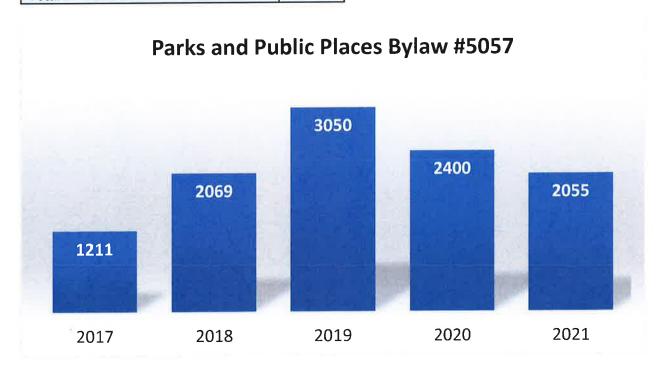


Bylaw Compliance Parks and Public Places Files:

Year	2020	2021	Percent Change		
Calls for Service	2400	2055	-14.4%		

File Type	Number
Fight/Confrontation	4
Fires in a Public Place	24
Mental Health	36
Miscellaneous	311
Referred to Public Works or Contractor	145
Rubbish Clean Up	155
Safety/Security (Warrants/RCMP Assist)	86
Substance Related (Drug/Alcoh/Sharps)	462
Temporary Shelters	787
Urinate/Defecate in Public	7
Vandalism	38
Total	2055

Generated By	Total	Percentage
Bylaw Officer	1070	52.1%
City Employee	190	9.2%
RCMP	26	1.3%
Public Complaint	769	37.4%



Bylaw Compliance Specialized Enforcement Unit (SEU)

Bylaw Compliance utilizes the RCMP's definition of Street Entrenched in order to standardise reporting to aid in interagency communications and file follow-up. All Bylaw Compliance files relating to the street entrenched population are referenced as Street Entrenched Population Target Analysis (SEPTA).

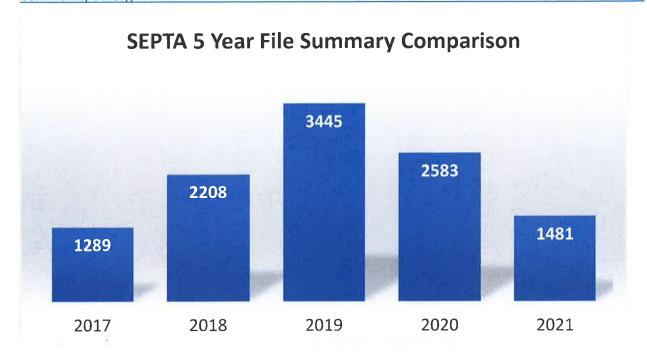
SEPTA files include all calls for service where concerns relate to drugs, alcohol, sharps, paraphernalia, temporary overnight shelters, encampments, panhandling, personal security related complaints, mental health, urinating/defecating in public or damage and vandalism to public facilities is reported or witnessed.

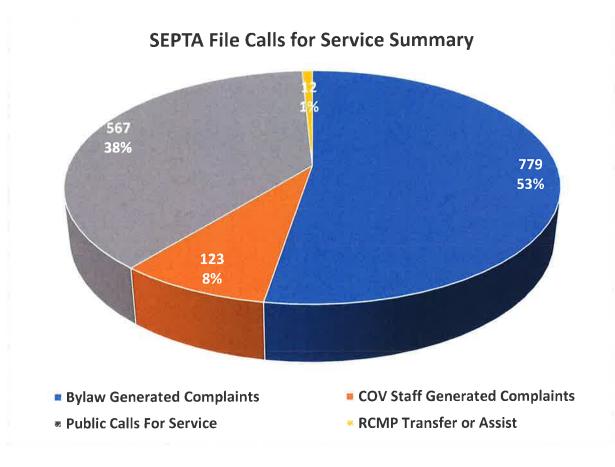
The Specialized Enforcement Unit (SEU) consists of two full time Bylaw Compliance Officers and two seasonal Bike Patrol officers responsible for patrolling and responding to calls for service daily, predominantly in the downtown core and surrounding parks. Two officers began SEU operations on April 5 conducting foot, bike and vehicle patrols. In order to maintain core parking system patrol and maintenance operations, two additional SEU officers commenced operational duties on September 6 working through to October 31. Bike patrol officers were assigned to a dedicated foot and bike patrol which allowed for frequent patrols of the BIA and surrounding parks. Bike patrol officers were very well received by the public and worked through until October 31. SEU officers continue to focus on minimizing the impact of street entrenched persons on park community. public throughout the business owners and the users.

Between April 5 and December 31, SEU investigated a total of 1,481 SEPTA files which equates to 27.7% of the total year end file volume with a 42.6% decrease in SEPTA files over 2020 (1,481 down from 2,583). This decrease may be attributed to the delayed start of the two additional SEU officers, shorter SEU seasonal program duration, increased connections with social service providers, increased provincially funded affordable housing options, COVID-19 related Provincial Health Order restrictions which limited public activity throughout the community and the continued Bylaw Compliance and RCMP Downtown Enforcement Unit pro-active presence within the BIA and adjacent parks to reduce nuisance issues and behaviors.

Street Entrenched Person Target Analysis (SEPTA) File Count:

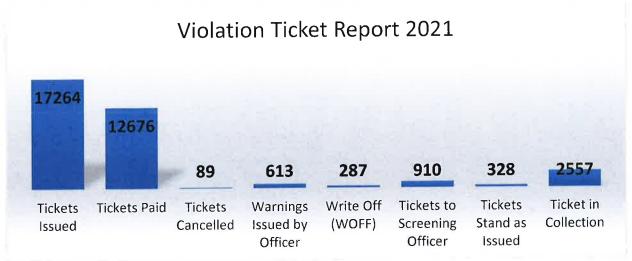
Year	Bylaw Department Yearly File Count	SEPTA Files to Year End	Percentage of Total Files
2020	6148	2583	42.0%
2021	5354	1481	27.7%





Bylaw Compliance Violation Ticket Summary:

Year	Tickets Issued	Tickets Paid	Tickets to Dispute/Collection/Write Off/Convert to Warnings	Percent Paid
2020	14482	10297	3685	71.1%
2021	17264	12676	1987	73.4%



NOTE: 12 small claims court actions occurred in 2021 which resulted in a recovery of \$6,884.00 from individuals with significant outstanding unpaid parking violation tickets.

Comments: This report is not intended to balance, as disputed tickets may be cancelled, reduced to warnings or paid prior to adjudication by the disputant. In addition, there may be more than one dispute per ticket or more than one payment. The report is intended solely to indicate the level of activity the Division required throughout the year to meet the demands of the parking system and the public.

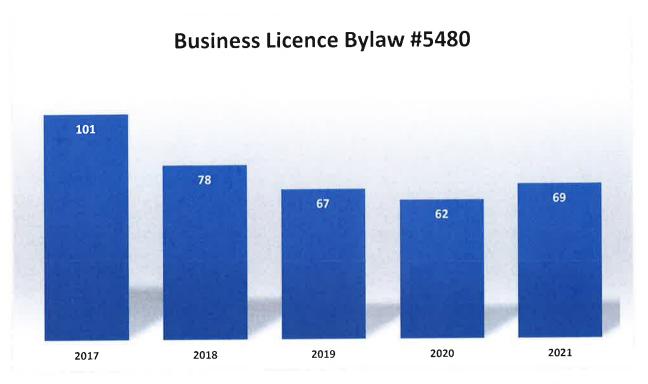
"Write Off - WOFF": includes tickets "written off" where they were issued to out of Province Plates or where the Registered Owner Information is not available.

"Cancelled": are normally tickets cancelled due to a parking meter issue, issued to exempted vehicles (RCMP) or officer error, and were cancelled after issuance.

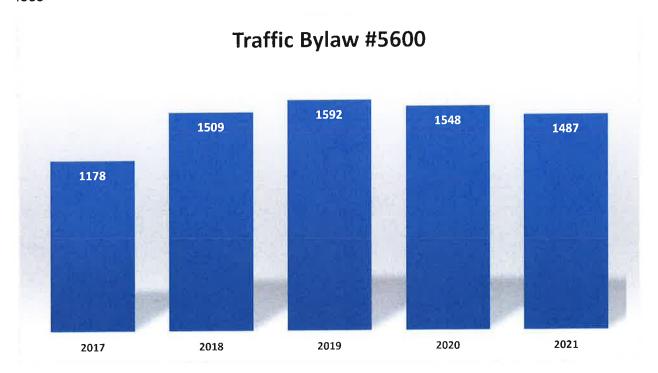
"Warnings": may be tickets written as warnings, or tickets issued and then reduced to a warning through the appeal processes.

"Stands as issued": are tickets which have been appealed, but upheld by the Screening Officer.

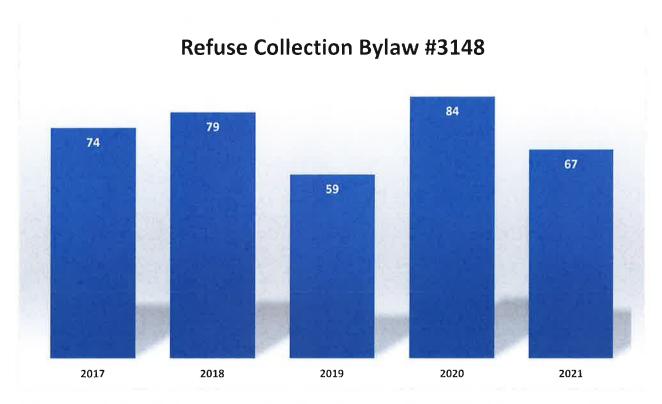
Bylaw Compliance File Type 5 Year Comparison:



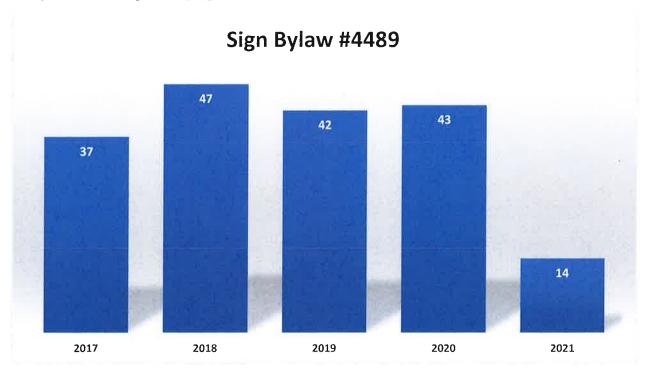
Bylaw 5480 Business Licensing – commercial businesses without a license or with overdue fees



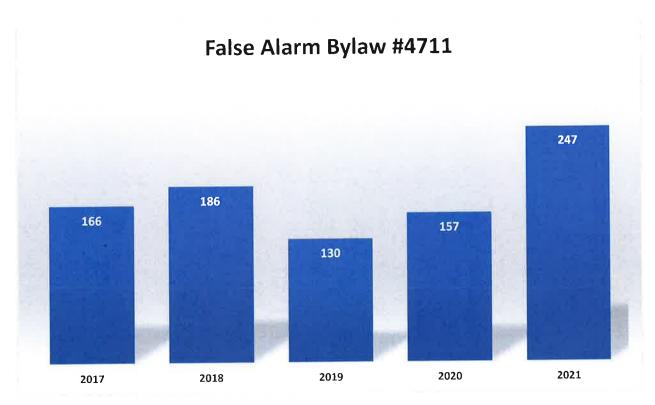
Bylaw 5600 Traffic – traffic issues, including snow complaints of sidewalks not clear of ice/snow or pushing snow into roadway.



Bylaw 3148 Refuse Collection – Residential and commercial rubbish pickup and recycling complaints and illegal dumping.



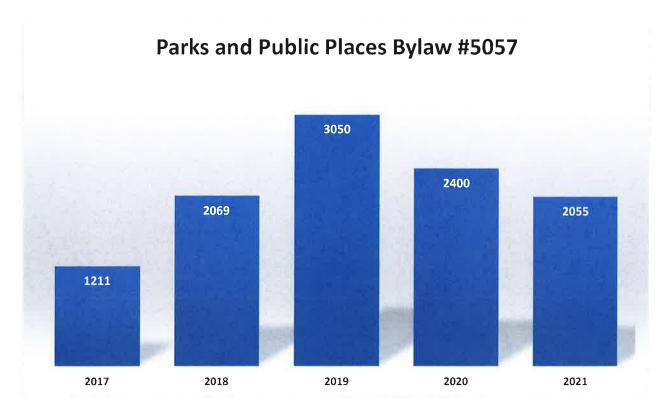
Sign Bylaw #4489 – Signs blocking traffic visibility, unpermitted signs and portable sign permitting.



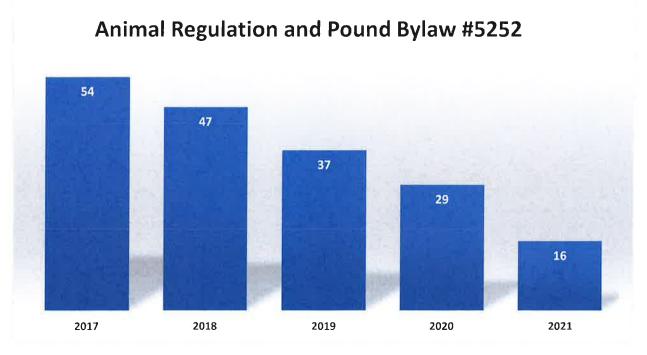
False Alarm Bylaw #4711 – Audible residential and commercial alarms as well as panic alarms confirmed false by the RCMP and transferred to Bylaw Division.



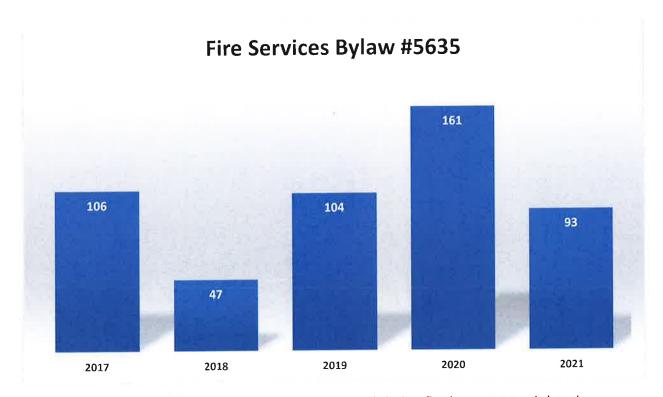
Zoning Bylaw #5000 – Fence height and location, Cannabis dispensaries, vacation rentals and vehicles stored on residential lots.



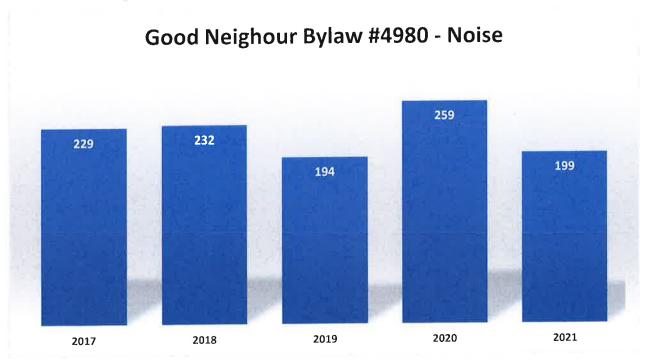
Parks and Public Places Bylaw #5057 – Homeless temporary shelter, needle disposal, alcohol and drug use in parks and public places.



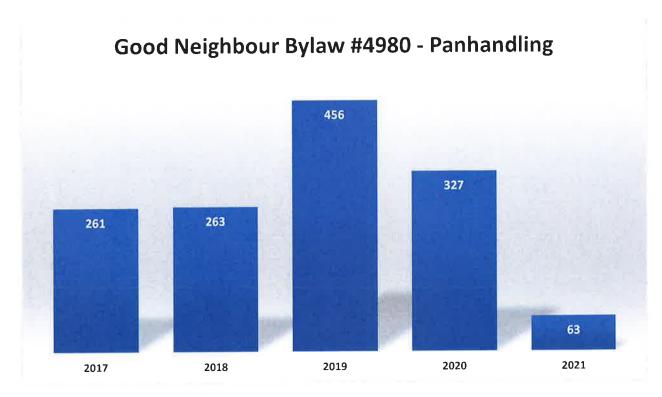
Animal Regulations and Pound Bylaw #5252 – to monitor number of companion animals and chicken/pig registration and dogs in hot vehicles.



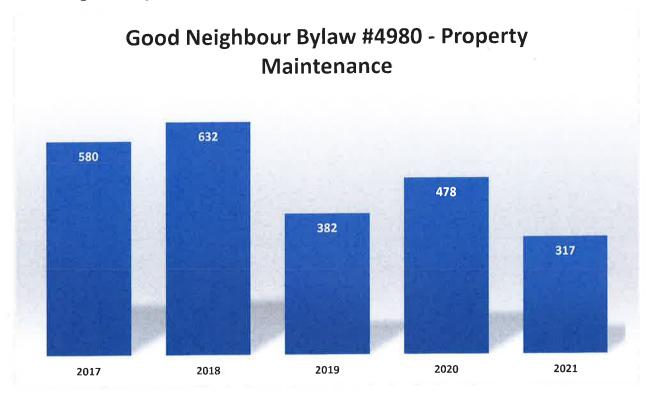
Fire Services Bylaw #5635 – regulation of fire control during fire bans, open air burning regulations, illegal accumulation of combustibles, and to secure vacant buildings against unauthorized entry.



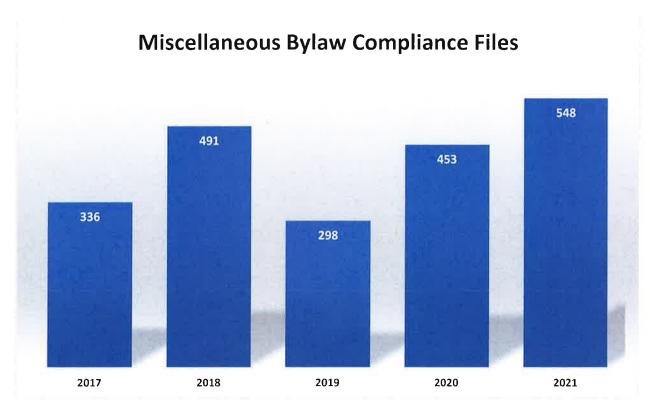
Good Neighbour Bylaw #4980 – Noise complaints from construction and residential properties including parties



Good Neighbour Bylaw #4980 -. Panhandling complaints.



Good Neighbour Bylaw #4980 – Property Maintenance includes smoke, boulevards/lanes, and RCMP assist to private properties.



Miscellaneous Complaints - General assistance to public, traffic control for RCMP or Fire, found property on private property, shopping cart pickup off private property for RCMP, needle pick up requests on private property and other assorted complaints. Also includes; graffiti, tree protection, safe premise, building and plumbing, soil removal and deposition, firearms and weapons, rental standard of maintenance, bee keeping and landscape standards.

**Note: 2021 Misc. complaints also consisted of 218 COVID-19 Calls for Service.

Community Safety Unit Synopsis

The Community Safety Unit forms part of the City's Protective Services team and includes two community safety coordinators and over 60 dedicated RCMP volunteers. With a primary focus on community-based policing and regulatory programs, the Community Safety Unit provides education and information residents, businesses and community groups to help reduce opportunities for crime in the community and foster a better understanding of crime prevention.

The Community Safety Coordinator – Public Programs looks after Community Safety Office operations and safety programs related to education involving schools, seniors and area businesses and works closely with social service providers in all aspects of crime prevention through social development. The Community Safety Coordinator – Crime Prevention looks after operational community safety programs related to crime prevention by engaging community members to be part of the solution to crime in their neighbourhood and throughout the city.

Despite the pandemic, the storefront Community Safety Office kept its doors open to the public to provide refuge and critical community resource information when extreme weather and wildfire conditions severely impacted the community. Volunteers worked with 2,426 community members requiring assistance or a place to get out of the heat/smoke/cold. Programs such as Folks on Spokes Clean Team and Bridge Program, the Anti-Tag team, and Police Information Check document service were busy throughout the year. Other information and resources were available to the public upon request. Educational programming such as personal safety, drug awareness, and internet safety for a broad spectrum of the community moved online when necessary. However, in-person presentations increased substantially in 2021. CPTED security audits in the community were also steady throughout the year. Participation in Partners in Action, specifically focusing on the Camp Okanagan Outreach Liaison (COOL), Harm Reduction Action Team (HART) and Vehicular Homelessness Action Team Action Teams was crucial especially in the face of severe weather, the opioid and housing crisis, drug alerts and the ongoing pandemic.

During 2021 the Crime Prevention RCMP Volunteers provided 6,735 hours supporting a variety of regular and special initiatives. The regular programs included Vehicle Patrols, Speed Watch Operations, Distracted Driving Operations, Lock out Auto Crime, and Vessel Safety Pre-Check Operations. In addition to those programs, the RCMP Volunteers assisted with special initiatives such as Winter Carnival, Scooter Safety Operation, Quick Response Teams, and Emergency Support Services (ESS) Assistance. It is important to highlight the impact of 2021's extreme heat wave and close proximity of the White Rock Lake Fire on the RCMP Volunteer initiatives. The heat and poor air quality meant that some regular programs were suspended and instead volunteers were tasked with patrols for falling embers, managing public access to evacuated areas of Vernon as well as providing support to ESS.

Community Safety Office

Despite the continuing pandemic, the Community Safety Office (CSO) was able to keep its doors open, often providing refuge (within the parameters of the MHO orders) when extreme weather severely impacted the community. Foundational programs such as Folks on Spokes, Anti-Tag team, Operation Cat's paw and Police Information Check document service kept the CSO RCMP Volunteers busy. Other information and resources were available to the public upon request.

Few public programs or community events ran in 2021 due to COVID-19. The persistence of the pandemic, the heat dome, forest fires, and the deep freeze of December presented a myriad of challenges. That said, the CSO volunteers continued to keep the office open for our community members in need. Operating with a skeleton crew, volunteers helped the community cope with the oppressive heat by becoming a community hub for access to drinking water, to cool off or escape the smoke from the forest fires and also, the deep cold in December. Volunteers were also instrumental in working with the Peer Outreach Workers of the Folks on Spokes program and staffing the sharps hotline.

Similarly, the typical activities of the Coordinator were diversified as business, seniors, and community continued to struggle with COVID-19 restrictions. Some presentations moved to Zoom and others were able to occur indoors under strict COVID-19 protocols or were moved outside where possible.

The CSO Coordinator continued to be actively involved with Partners in Action specifically the Camp Okanagan Outreach Liaison (COOL) team, Harm Reduction Team (HART) especially in the face of severe weather, drug alerts and the pandemic. Further, the Vehicular Homelessness Action Team, a subset of the COOL Team, worked together to help tackle the issue of RV camping in public spaces and how to support both the RV owners as well as Bylaw compliance.

In August, we were notified that an expansion of Folks on Spokes was included in the Strengthening Communities Grant awarded to the City of Vernon. It is the third expansion in three years. Folks on Spokes will expand to include a peer ambassador program to help the community to curb concerns with public washrooms. The success of the Folks on Spokes has allowed for Peers to bridge the gap and connect those typically forgotten to the community as a whole.

The Ambassador program extension framework began to take shape. Peers would be trained to work with community partners to help deal with issues surrounding public toilets. An attempt was made to have the program in place before Christmas. However, a surge in the Omicron variant, a severe cold snap, heavy snow and the holidays proved too challenging to coordinate with all of the partners.

The Vernon Survival Guide was updated and circulated.

The Coordinator participated in a collaborative approach to educating the community regarding the leaving of combustible items in alleyways.

Safety and Security Workshops Delivered:

- Drug Safety Awareness workshop was delivered to grade 6 class at Ecole Beairsto
- Living Life in a Digital World (aka internet safety) x 5 also at Ecole Beairsto
- Two virtual presentations were delivered on Digital Literacy/Safety to the Silver Star Elementary Grade 6/7.
- 5 in-class presentations were given at Ecole Beairsto for grades 3,4,5, and one 6/7 class on Digital Citizenry
- Internet Safety NOYFSS, Mara House
- Wilderness Safety Vernon Rec Services
- Bike Safety Vernon Rec Services and four classes of grades 3/4 at Ecole Beairsto.
- To address rising safety concerns from the management of McCollough Court, located at 3400 Coldstream Ave a workshop in Personal Safety coupled with Operation Identification (engraving of belongings) was delivered to residents.
- De-escalation workshop with the DVA in February

Crime Prevention Through Environmental Design (CPTED) Audits:

As requested by Archway Society for Domestic Peace in the absence of Victim's Assistance or the Vernon RCMP x 5

Cursory CPTED audits were conducted at Tidal Elements North Valley Gymnastics Gateby Place Place 4000

Volunteers:

A total of 1,919 hours have been donated by volunteers in 2021.

Due to the persistence of the COVID pandemic the volunteers with the Community Safety Office are running a skeleton crew. There are currently 10 active volunteers.

Community Safety Storefront:

Public engagement & phone calls:

A total of 620 important phone calls were documented to this office and 2,426 people came into the Community Safety Office. This does not include staff /volunteer calls and visits or Folks on Spokes.

Operation Cat's Paw

Under the auspices of the RCMP and Bylaw Compliance, RCMP Volunteers with the CSO maintain the pawnshop program by ensuring those agencies that fall under the Secondhand Dealers and Pawnbrokers Bylaw #4878 are complying to the bylaw. Volunteers enter all of the data provided by the merchants on a weekly basis. The CSO Coordinator further liaises with Bylaw Compliance and /or the RCMP if there is a concern of non-compliance or other concerns. 5,887 entries were made into the pawn program data base.

Police Information Checks (PIC's)

From January through December the CSO received 939 PIC's from the RCMP for pick-up

Sharps Hotline: April-November

The sharps hotline received a total of 26 calls for service.

Folks on Spokes (FOS)

Folks on Spokes (FOS) returned for their third year. Initially, 20 Peer outreach workers were hired and trained in April. The program formally launched April 22. With residual funding the FOS program was operational a full extra month until the end of November

FOS picked up 517 improperly disposed needles and 486 bags of garbage from the downtown core.

The FOS Bridging Program housed at the amalgamated emergency shelter and coordinated by the Folks on Spokes started in January of 2021 with residual funds from the Community Action Initiative grant. It continued to the first week of April and picked up again November 15, 2021. The program provides a neighborhood clean-up 3 times a week facilitated by FOS Peers and 10 shelter guests.

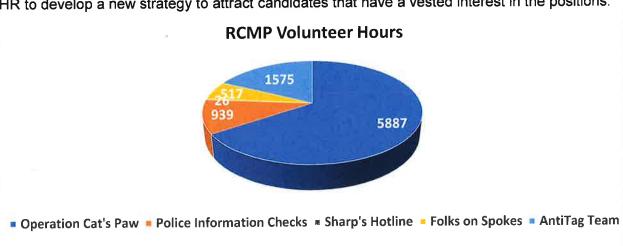
Garage 529

Garage 529 is a world-wide bicycle registration program that helps reduce bike theft and promote cycling. The CSO assisted with 47 bike registrations in 2021.

Anti-Tag Team

The CSO was home to the Vernon Anti-Tag team from May - August 20. The Team identified 1,575 instances of highly visible graffiti vandalism in the city. This includes private property, public utilities, municipal property, dumpsters and Canada Post boxes. The most prolific tags were Nugz, Cody Balls, Weedee, OTN, Sheesh and Ponk. The magnitude of damage inflicted on property by these taggers alone is staggering. Of the 1,575 instances, 804 were remediated by either the property owner or the Anti-Tag Team.

Unfortunately, we were unable to hire the Safety Ambassadors for the first time since the program began in 2001 (not including the hiring freeze in 2020). Like many sectors, we were unsuccessful in hiring in a highly competitive market. In 2022, it is envisioned Community Safety will work with HR to develop a new strategy to attract candidates that have a vested interest in the positions.



Crime Prevention Program

RCMP Volunteer means an individual who provides a direct service to or on behalf of the RCMP without compensation, other than reimbursement for expenses actually incurred. "E" Division describes an RCMP volunteer as someone who:

- Works collaboratively with the RCMP.
- Is officially screened into the RCMP, including mandatory security clearances.
- Is oriented to the RCMP mission, vision and values.
- Receives all training necessary to carry out the activities associated with their position.
- Is willing to contribute a minimum number of hours to the program, project or activities they are assigned to in Vernon it's 80 hours per annum.

The role of the RCMP Volunteer Program is to support the Vernon RCMP Detachment by being additional eyes and ears in the City of Vernon.

As of December 31, 2021, we have **50** Vernon RCMP Volunteers. Of these 1 is Administration only and 3 are on medical leave. We had a Core Training class in October, which saw 7 new candidates graduate. 5 are operational, 2 are waiting for security clearance. We had 5 volunteers retire in 2021.

Regular Duties for 2021

Citizens on Patrol

Speed Watch Operation

Engaged Cell Phone Watch Operation

Marine Vessel Safety Pre-check & Invasive Mussel Operation

9pm Routine – Cst. Terleski

Special Duties for 2021

Winter Carnival Christmas Light Up

BC Winter Games - promotion event

Crime Stoppers Shred-it Event

Vernon Downtown Association Sunshine Day

Scooter Safety Operation

Emergency Support Services (ESS) Assistance

Quick Response Teams

January 1 to December 31 Statistics

Total Volunteer Hours Worked (All Operations including ESS) = 6,735

Citizens on Patrol:

Vehicle patrols provide an increased visibility in the community in an effort to deter and prevent crime. Volunteers observe, report and record suspicious and/ or criminal activity directly to the Watch Commander or OCC. Vehicle patrols occur 3 nights per week and may receive additional patrol assignments for special operations.

Kilometers Driven on Patrol in the City = 7,297

Number of licence plates checked to see if they were stolen = 18,371

Crime Prevention Notices issued for expired insurance decals = 538

Patrol Shifts worked = 102

Speed Watch Operations:

Speed Watch is an ICBC sponsored educational program aimed at reducing incidents of speeding. This program not only provides awareness to drivers who are speeding, but also provides valuable data to the RCMP and ICBC on areas where speeding is a significant problem.

Speed Watch Operational Hours = 572

Number of Speed Watch Deployments = 129

Number of vehicles targeted to slow down = 42,258

Engaged Cell Phone Watch Operation:

Cell Watch is an educational initiative aimed at reducing distracted driving incidents in communities throughout B.C. and it is conducted in partnership with police, RCMP Volunteers and ICBC's Road Safety Department. The program is designed to remind drivers that it is illegal and dangerous to use hand-held cell phones and other portable electronic devices (PED's) when driving.

Cell Watch Operational Hours = 315

Visible Hours on Post = 151

Number of Operations = 58

Number of Vehicles observed = 80,029

Number of Drivers observed texting/talking = 112

Marine Vessel Safety Pre-check & Invasive Mussel Operation:

The Marine Vessel Safety Pre-Check is a voluntary program that boaters can participate in to ensure the boaters have all the items required under the Canada Shipping Act 2001. Volunteers review the required equipment checklist with the boat operator before they launch. This safety pre-check assists the RCMP members in their efficiency while patrolling Okanagan Lake.

In addition to the Marine Vessel Safety Pre-Check volunteers assist with the Invasive Mussel Operation which is run in conjunction with OASISS, a non-profit organization dedicated to working collaboratively to prevent, monitor and control the spread of invasive species in the Okanagan-Similkameen region. Volunteers are stationed at Paddlewheel Park boat launch checking vessels for Quagga and Zebra invasive mussels.

No. of Vessel Check Operations = 17

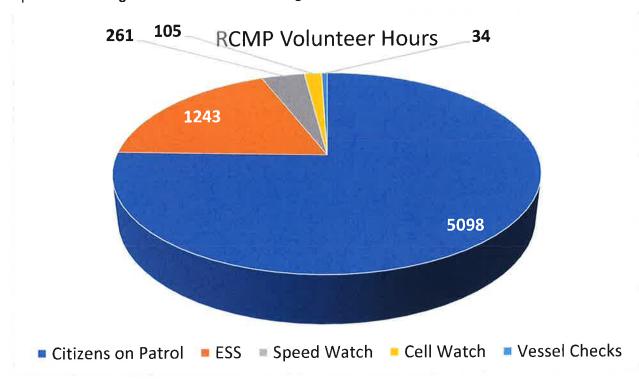
Vessel Pre-Checks Completed = 288

Vessels found with potential mussels = 2 (asked to clean - unverified)

Visible Hours on Location = 79

Emergency Support Services (ESS) Assistance:

Sixteen RCMP Volunteers assisted Emergency Support Services (ESS) from August 1 to September 7, 2021. Volunteers provided an immediate response to help quickly establish and operate the Vernon ESS Reception Center in response to the White Rock Lake Fire Evacuation Orders and Alerts. Volunteers assisted in processing evacuees and continued to support ESS operations through the wildfire event working a total of 1,243 hours.



Quick Response Teams:

There were two Quick Response Teams (QRT) each consisting of a Team Leader and six members. The QRT's were assembled for short notice callout by a Vernon RCMP Watch Commander or Search and Rescue Manager. During the 2021 forest fire season, the QRT's assisted with fire patrols and managing public access to evacuated areas of Vernon.

Block Watch Program:

There are a total of 98 Crime Prevention Groups in Vernon representing over 2,200 homes and 4,000+ residents.

In Vernon we have 7 Crime Free Multi-Housing Properties.

Challenges 2021:

In 2021 there were some challenges for the Crime Prevention Programs. The continuation of the COVID-19 pandemic meant that in person volunteer training was not always possible which resulted in some volunteer training and training refreshers being coordinated through the Zoom online platform.

An additional challenge faced in 2021 was an extreme heat wave in the Okanagan and the White Rock Lake fire which was in close proximity to Vernon. The heat and poor air quality meant that some of the regular programs such a Cell Watch Operation and Speed Watch Operation were suspended. The White Rock Lake fire event, which was in close proximity to Vernon, meant that volunteers were tasked with patrols for falling embers and managing public access to areas of the community that were on evacuation alert.



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO:

Will Pearce, Chief Administrative Officer

FILE:

7380-01

PC:

DATE: February 15, 2022

FROM:

David Lind, Director, Fire Rescue Services

SUBJECT:

FIXED, LARGE VOLUME NOZZLE PROJECT

At their Special Budget meeting on November 29, 2021, Council approved the purchase of a fixed, large volume nozzle to be installed on Rescue 701 in the amount of \$16,500. Since the original quote of \$16,500, the cost has increased to \$20,500. There is also an unanticipated cost for Fleet Services to install the monitor in the amount of \$3,000.

Administration is requesting an additional \$9,350 to complete the project. This includes \$4,000 for the increase in price, \$3,000 for the installation and \$2,350 for contingency. The additional funding would come from the Fire Equipment Reserve which is projected to have a balance of \$334,568 as of December 31, 2022.

The fixed, large volume nozzle provides firefighters with the ability to apply large volumes of water quickly, without deploying a hose line. This type of application is best used when an engine company arrives at a structure or vehicle with heavily involved fire conditions.

RECOMMENDATION:

THAT Council authorize the additional funds from the Fire Equipment Reserve in an amount up to and not exceeding \$9,350 for the completion of the Fixed, Large Volume Nozzle Project, as outlined in the memorandum titled "Fixed, Large Volume Nozzle Project" dated February 15, 2022, and respectfully submitted by the Director, Fire Rescue Services.

David Lind

Director, Fire Rescue Services



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO:

Will Pearce, CAO

FILE:

6970-20

PC:

Kim Flick, Director, Community Infrastructure and

DATE: February 16, 2022

Development

FROM:

John Perrott, Manager, Economic Development and Tourism

SUBJECT:

2021 FOURTH QUARTER & YEAR END DEVELOPMENT & TOURISM

INDICATORS SUMMARY

The purpose of this memorandum is to provide Council with an update of planning and building applications, the Development Approval Process Review implementation, and tourism indicators managed by the Community Infrastructure and Development Services Division during the fourth guarter (Q4) of 2021. Figures found within this memorandum include building permits by type and value, applications by type and volume, development cost charges collected, and Municipal Regional District Tax (MRDT) revenues (received through November 2021).

DEVELOPMENT ACTIVITY INDICATORS

The fourth quarter of 2021 continued with the high permit volumes experienced in previous quarters. 115 applications and permits were processed representing more than \$52 million (Figure 1). The bulk of the permitting activity was related to residential projects which accounted for 63% of total permits and 62% of building permit values.

Figure 1: Building Permit Issuance Summary - Q4, 2021

		2016		2017		2018		2019		2020		2021
	Q4 #	Q4 Value	Q4#	Q4 Value								
Single Family Dwelling												
New	31	\$12,506,988	41	\$15,244,633	19	\$9,210,800	27	\$12,561,000	18	\$9,113,400	32	\$19,360,600
Addition/Reno/Upgrade/Suite	26	\$1,612,596	14	\$689,437	13	\$652,151	17	\$2,037,550	25	\$857,767	31	\$2,785,611
Multi-Family Dwelling							U D					
New	6	\$3,940,000	21	\$21,145,500	10	\$13,707,060	13	\$9,791,000	9	\$5,522,921	9	\$9,990,000
Addition/Reno/Upgrade	1	\$97,500	0	\$0	1	\$50,000	0	\$0	1	\$8,000,000	1	\$180,000
Commercial												
New	0	\$0	0	\$0	1	\$1,250,000	1	\$9,353,000	0	\$0	1	\$4,500,000
Addition/Reno/Upgrade	6	\$308,000	11	\$1,745,250	15	\$3,600,420	14	\$4,308,485	13	\$1,402,200	12	\$5,457,701
Industrial												
New	0	\$0	0	\$0	0	\$0	0	\$0	1	\$300,000	1	\$3,000,000
Addition/Reno/Upgrade	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Institutional												
New	0	\$0	0	\$0	1	\$1,600,000	0	\$0	0	\$0	2	\$5,900,000
Addition/Reno/Upgrade	1	\$500,000	0	\$0	2	\$719,000	1	\$98,000	0	\$0	5	\$530,000
Other												
Total Other	18	\$394,867	19	\$419,400	21	\$1,245,750	20	\$285,373	23	\$1,899,540	21	\$310,000
Total # of BPs	89		106		83		93		90		115	
Total Value of BPs		\$19,359,951		\$39,244,220		\$32,035,181		\$38,434,408		\$27,095,828		\$52,013,912

Figure 2 shows a summary of the Building Permits issued and their respective construction values for the year 2021. 2021 was a record year for the City of Vernon with total building permit values exceeding \$173 million.

Figure 2: Building Permit Issuance Summary - Year End, 2021

		2016	511	2017		2018		2019		2020	17.0	2021
Type of Application	#	Value	#	Value	#	Value	#	Value	#	Value	#	Value
Single Family Dwelling												1 1 1 1 1 1
New	117	\$45,438,723	159	\$64,732,314	119	\$50,572,600	96	\$39,177,152	75	\$37,813,514	110	\$64,563,474
Addition/Reno/Upgrade/Suite	90	\$4,184,437	83	\$4,558,309	67	\$3,943,562	90	\$4,945,157	100	\$5,605,150	104	\$8,521,434
Multi-Family Dwelling			يحدا		1							
New	28	\$25,169,457	45	\$35,664,098	51	\$61,883,624	47	\$51,871,780	32	\$28,296,635	39	\$37,762,373
Addition/Reno/Upgrade	4	\$1,243,186	4	\$362,000	- 6	\$750,800	2	\$1,615,000	3	\$11,531,360	5	\$234,900
Commercial												
New	3	\$19,387,000	2	\$798,000	3	\$2,495,000	2	\$10,543,000	2	\$2,530,000	3	\$6,828,808
Addition/Reno/Upgrade	62	\$7,057,634	52	\$10,733,348	50	\$9,701,895	56	\$14,050,485	46	\$10,458,169	41	\$32,506,414
Industrial												
New	1	\$160,000	0	\$0	2	\$1,540,000	3	\$2,450,000	2	\$3,550,000	1	\$3,000,000
Addition/Reno/Upgrade	2	\$180,000	. 0	\$0	2	\$18,000	1	\$9,500	3	\$185,000	3	\$103,500
Institutional												
New	2	\$19,300,000	1_	\$11,500,000	2	\$4,113,000	0	\$0	0	\$0	3	\$15,800,000
Addition/Reno/Upgrade	7	\$578,000	3	\$75,000	7	\$10,796,500	3	\$248,000	3	\$485,000	9	\$2,396,389
Other												
Total Other	78	\$3,420,249	84	\$1,689,778	98	\$3,061,438	71	\$1,623,273	104	\$3,054,439	115	\$1,857,861
Total # of BPs	394		433		407		371		370		433	
Total Value of BPs	- Const	\$126,118,686		\$130,112,847		\$148,876,419		\$126,533,347		\$103,509,267		\$173,575,153

As shown in Figure 3, staff managed 301 applications in the fourth quarter, 12% more than Q4 in 2020, and 28% more than the five year average (2016 to 2020) of 236 applications. Overall, 1,276 applications were processed in 2021 (Figure 4) – the highest volume of the last six years.

Figure 3: Application Summary (Q4 and Year End)

		2016		2017		2018		2019		2020		2021	
	Q4	Year End											
Land Use Applications	42	177	37	193	38	201	42	190	55	211	38	226	
Building Permits	89	394	106	433	83	407	93	371	90	370	115	425	
Miscellaneous Applications	103	441	81	444	107	438	94	474	124	470	148	625	
TOTAL	234	1012	224	1070	228	1046	229	1035	269	1051	301	1276	

Figure 4: Application Summary 2021

		2021								
	Q1	Q2	Q3	Q4	Year End					
Land Use Applications	61	76	51	38	226					
Building Permits	102	95	113	115	425					
Miscellaneous Applications	172	159	146	148	625					
TOTAL	335	330	310	301	1276					

Figures 5 and 6 provide an overview of the types of Land Use Applications received for the fourth quarter and year end numbers for 2016 to 2021, and show 2021 by quarter. The fourth quarter saw a slight dip in application volumes compared to previous final quarters, but overall application activity in 2021 was the busiest year of the last six.

Figure 5: Land Use Application Summary

		2016		2017		2018		2019		2020		2021
Type of Application	Q4	Year End	Q4	Year End	Q4	Year End	Q4	Year End	Q4	Year End	Q4	Year End
ALR Exclusion	0	0	1	3	0	0	0	1	0	1	0	1
Boundary Extension	0	0	0	0	0	0	0	0	0	0	0	0
Board of Variance	0	4	1	6	1	2	0	0	2	6	2	6
Cannabis Retail Licensing	n/a	n/a	n/a	n/a	n/a	n/a	0	21	0	0	0	0
Development Permit	13	48	11	64	10	49	13	47	14	51	12	63
Development Variance Permit	14	47	4	28	- 6	28	9	22	13	46	7	40
Heritage Revitalization / Alteration	0	0	2	4	0	0	1	5	1	9	0	3
Liquor Licensing	0	2	2	9	3	20	2	18	3	10	3	14
LUC Amendment / Discharge	1	1	1	1	0	1	0	1	1	3	0	6
OCP Amendment	1	5	0	1	3	7	0	3	2	3	1	4
Revitalization Tax Exemption	0	3	1	1	0	2	0	5	2	3	0	3
Rezoning	3	17	3	14	5	34	4	20	3	18	2	15
Subdivision	5	30	5	37	5	28	8	22	8	26	7	29
Tree Removal Permit	5	20	6	25	5	30	5	25	6	33	4	42
Total Applications	42	177	37	193	38	201	42	190	55	209	38	226

Figure 6: Land Use Application Summary 2021

			2021		
Type of Application	Q1	Q2	Q3	Q4	Year End
ALR Exclusion	0	0	1	0	1
Boundary Extension	0	0	0	0	0
Board of Variance	0	3	1	2	6
Cannabis Retail Licensing	0	0	0	0	0
Development Permit	16	19	16	12	63
Development Variance Permit	7	19	7	7	40
Heritage Revitalization / Alteration	2	1	0	0	3
Liquor Licensing	0	6	5	3	14
LUC Amendment / Discharge	3	1	2	0	6
OCP Amendment	2	0	1	1	4
Revitalization Tax Exemption	0	2	1	0	3
Rezoning	7	4	2	2	15
Subdivision	12	6	4	7	29
Tree Removal Permit	12	15	11	4	42
Total Applications	61	76	51	38	226

Figures 7 and 8 provide a breakdown of the miscellaneous applications received in the fourth quarter of 2021 and by quarter for 2021. Overall, the fourth quarter was 42% higher than the 2016 – 2020 fourth quarter average. The increasing Property Information Requests over the year reflects the strong activity in the real estate sector.

Figure 7: Miscellaneous Application Summary – Q4 and Year End (2016 – 2021)

		2016		2017		2018		2019		2020		2021
Type of Application	Q4	Year End	Q4	Year End	Q4	Year End	Q4	Year End	Q4	Year End	Q4	Year End
External Referrals	2	5	0	6	2	6	0	5	1	4	0	0
Hoarding	20	99	25	105	28	101	21	86	29	83	35	113
Moving Permit	0	0	0	0	1	1	0	0	0	0	0	0
Property Info Request	31	115	23	158	44	166	43	206	70	271	81	383
Sidewalk / Blvd Area use	0	3	0	1	0	0	1	2	0	0	0	0
Sign Permit	50	219	33	174	32	164	29	175	24	112	32	129
TOTAL Applications	103	441	81	444	107	438	94	474	124	470	148	625

Figure 8: Miscellaneous Application Summary 2021

	4		2021		
Type of Application	Q1	Q2	Q3	Q4	Year End
External Referrals	0	0	0	0	0
Hoarding	18	27	33	35	113
Moving Permit	0	0	0	0	0
Property Info Request	116	107	79	81	383
Sidewalk / Blvd Area use	0	0	. 0	0	0
Sign Permit	38	25	34	32	129
TOTAL Applications	172	159	146	148	625

Figure 9 provides a summary of the DCCs received in each quarter of 2021 and historical year-end values received for the years 2018 through 2021.

Figure 9: Development Cost Charges (2018 – 2021)

	2018	2019	2020	2021					
Type of DCC	Year End	Year End	Year End	Q1	Q2	Q3	Q4	YTD	
Sanitary Disposal	\$278,738	\$393,090	\$149,055	\$1,340	\$567	\$283	-\$1,618	\$572	
Sanitary Collection	\$183,994	\$209,148	\$361,293	\$49,765	\$88,677	\$144,846	\$91,016	\$374,305	
Sanitary Treatment	\$140,138	\$197,232	\$126,691	\$12,456	\$19,908	\$27,816	\$28,044	\$88,224	
Water Facilities	\$481,633	\$645,658	\$393,351	\$34,865	\$76,784	\$109,241	\$71,513	\$292,403	
Transportation	\$864,306	\$3,022,155	\$1,169,473	\$201,797	\$451,384	\$306,340	\$660,758	\$1,620,279	
Stormwater	\$119,222	\$108,322	\$213,128	\$27,916	\$58,639	\$83,641	\$50,401	\$220,597	
Parks & Open Space (CoV, 2019)	n/a	\$13,225	\$381,979	\$48,348.00	\$88,792	\$124,007	\$122,776	\$383,923	
Parks & Open Space (RDNO)	\$1,059,353	\$1,472,767	\$255,463	\$28,817,16	\$52,937.60	\$73,605.00	\$74,477.98	\$229,837.74	
Total Value of DCCs	\$3,127,384	\$6,061,597	\$3,050,433	\$405,304	\$837,689	\$869,779	\$1,097,367	\$3,210,140	

^{*} Note: Coldstream Sewer DCCs are included in the figures.

DEVELOPMENT APPROVAL PROCESS REVIEW IMPLEMENTATION UPDATE

Throughout Q4, Administration continued to progress with the implementation of recommendations of the Development Approval Process Review (Attachment 1). Implementation activity accomplishments from this quarter include:

- Action #26: That application timelines be monitored and reported annually see Attachment #2 for timelines for Single Family Building Permits. Additional timelines will be tracked and included in 2022 quarterly updates.
- Action #32: First and Second Readings of the bylaw at the February 14, 2022 Council meeting to increase the Development Permit exemption criteria from \$50,000 to \$200,000.

- Action #33: First, Second and Third Readings of the bylaw at the February 14, 2022 Council meeting to increase the Minor Development Permit exemption criteria from \$50,000 to \$200,000.
- Action #34: First, Second and Third Readings of the bylaw at the February 14, 2022 Council meeting to increase the servicing requirement threshold from \$50,000 to \$200,000.
- Action #35: First and Second Readings of the bylaw at the February 14, 2022
 Council meeting to reduce the percent of building construction value limit from 10% to 5%.
- Action #13 & #15: Continued efforts to host pre-application meetings with applicants to provide guidance, process information, and discuss the most efficient manner to process applications.
- Ongoing recruitment of staff for vacant positions within the Community Infrastructure and Development Services Division to aid in reviewing and processing applications in a timely manner.
- Action #22 Continued delivery of training to managers and staff to support the desired organizational "culture".

In addition, the first meeting of the Development Approval Working Group is scheduled for March 9, 2022. The Canadian Home Builders (CHBA), Urban Development Institute (UDI), and Greater Vernon Chamber of Commerce (GVCC) have all designated representatives to attend. Several community members at large have also been identified to participate including Jacob Kuiken (Everton Ridge Homes), Matt Brenton (Brentwell Construction), Brian Monaghan (Monaghan Engineering and Consulting Ltd.), and Kimberly Fuller (Lake Monster Studio).

TOURISM INDICATORS

Tourism sector activity is typically gauged by monthly hotel room revenues and is tracked using MRDT disbursements from the Province to the City. These monthly disbursements are normally provided to the City of Vernon approximately three months after the month-end remittances by accommodation providers to the Province. As such, the new data contained in this memorandum is for the period of January through November, 2021.

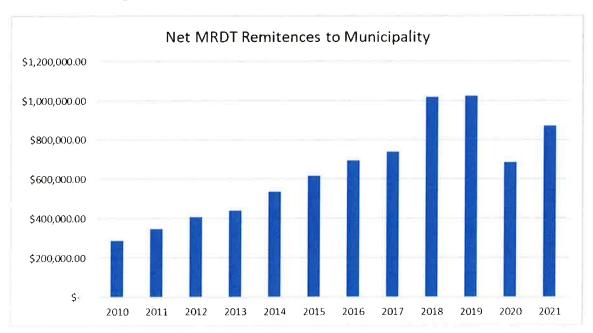
Overall, the tourism sector enjoyed a better than expected year despite numerous challenges relating to COVID-19, heat domes, and wildfires. With only 11 months of 2021 MRDT remittances received by the municipality at the time of this memorandum, MRDT remittances exceeded \$870,000 (Figure 10) – making 2021 the third best year for MRDT revenues for Tourism Vernon since its inception in 2010 (Figure 11). Tourism Vernon has so far received more than \$76,000 from the Online Accommodation Platform's MRDT remittances for 2021 in addition to above MRDT amount. Additionally, in nine out of the eleven months reported, monthly MRDT remittances to the City exceeded the rolling average (2016 to 2020) monthly amounts (Figure 12).

Figure 10: Municipal Regional District Tax

Month	2019 Room Revenue (\$M)	2019 3% MRDT*	2020 Room Revenue (\$M)	2020 3% MRDT*	2021 Room Revenue (\$M)	2021 3% MRDT*
January	1.39	\$ 38,231	1.48	\$ 40,976	1.1	\$ 30,557
February	1.87	\$ 51,772	0.38**	\$ 10,755**	1.5	\$ 44,078
March	2.47	\$ 68,477	0.17**	\$ 4,714**	1.7	\$ 47,359
April	2.21	\$ 61,209	0.06**	\$ 1,689**	1.2	\$ 35,037
May	3.43	\$ 95,555	1.95**	\$ 54,678**	1.3	\$37,887
June	5.12	\$142,709	0.84**	\$ 23,471**	3.9	\$110,890
July	4.75	\$132,306	2.21**	\$ 61,824**	5.7	\$159,696
August	4.98	\$138,860	8.48**	\$ 237,315**	5.7	\$160,086
September	3.93	\$109,519	3.74**	\$ 103,974**	3.9	\$110,706
October	2.44	\$ 67,648	2.33	\$ 64,706	2.4	\$67,227
November	2.16	\$ 59,794	1.39	\$ 38,267	2.4	\$67,886
December	2.05	\$ 56,878	1.55	\$ 42,716		
	\$36.8	\$1,022,958	\$24.6	\$ 685,085	\$30.8	\$871,409

^{*}Although a 3% MRDT is collected, the City of Vernon receives 2.8% of the tax with the remaining 0.2% going to the provincial Tourism Events Program

Figure 11: Historical Net MRDT Remittances to Municipality



^{**} As noted above, figures for February to September 2020 reflect actual MRDT received by the City during those months. However, as accommodators were not required to submit PST and MRDT to the Province until September 30, 2020, the figures do not reflect actual monthly room revenue collected during that period.

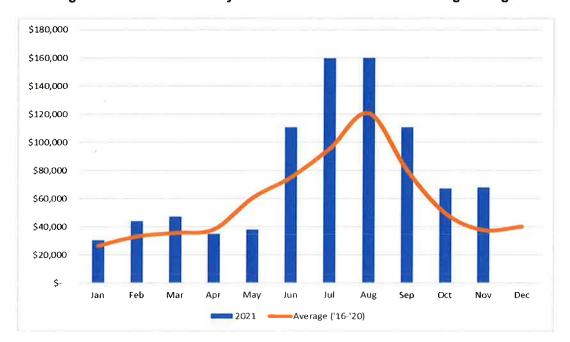


Figure 12: Net 2021 Monthly MRDT Collection vs. 5-Year Rolling Average

2021 is the fourth year of a five year agreement with Destination British Columbia and Vernon accommodation providers who collect and remit the MRDT.

The Community Infrastructure and Development Services Division provides development and tourism statistics to Council on a quarterly and annual basis. The next update is scheduled for May 2022 and will include the 2022 first quarter development and tourism indicators summary information.

RECOMMENDATION:

THAT Council receive for information the memorandum titled "2021 Fourth Quarter and Year End Development and Tourism Indicators Summary" dated February 16, 2022 and respectfully submitted by the Manager, Economic Development and Tourism.

Respectfully submitted:

John Perrott

Manager, Economic Development and Tourism

Attachment #1: Development Approval Process Review Implementation Strategy

Attachment #2: Development Application Timeline Tracking

G:\6400-6999 PLANNING AND DEVELOPMENT\6970 PLANNING REPORTS AND STATISTICS\20 Planning Reports and Statistics\2021\Quarterly Stats\Q4\220216_LF_jp_memo_2021_Q4_Dev_Stats.doc

DEVELOPMENT APPROVAL PROCESS REVIEW IMPLEMENTATION STRATEGY

(Updated: February 16, 2022)

Recommendation	Lead	Expected Completion	Status
1.That a Development Liaison Working Group comprised of industry representatives, municipal staff representatives and a RDNO regional staff representative be created to establish an ongoing dialogue between the City and the development industry	Manager, Ec Dev & Tourism/ Director	2021	 Terms of reference endorsed at the Regular Meeting of July 19, 2021 Advertising completed; agency reps and community members identified First meeting scheduled for March 9, 2022 at 10:00am.
2.That consideration be given to adjusting staffing to address concerns raised in this Study	Council	2021	COMPLETE
3.That the new Development Application Form (Appendix C) be finalized and implemented for Planning applications with clear submission requirements	Current Planning	2021	Form currently under development
4.Finalize and release the public Building Permit Process Guide (Appendix A)	Building	2021	Guide currently under development
5.Finalize and use the Internal BP Process Chart (Appendix B)	Building	2021	Chart currently under development
6.That electronic plan submissions be made possible	Building	2021/2022	
7. That all work groups involved in the development approval process use the City's electronic permit system	CID Managers	2021	
8. That the permit system be enhanced to provide automatic / online access to the status of applications for applicants	Building	2021/2022	
9. That the permit system be enhanced to provide annual reporting of project approval times	Building	2021/2022	
10.Provide as much information as possible online	Building	2021/2022	
11. That staff resources be applied to the introduction of an enhanced permit system including electronic applications and automated status updates and provision of online application materials	Building	2021/2022	

12. That the pre-application stage of all forms of development approval be given a higher priority to ensure that applicants have the information they require to submit a complete application. The reallocation of resources or new resources may be required to achieve this	Current Planning	2021/2022	
13. That pre-application meetings be held to provide guidance to applicants with input from all relevant departments. Submission requirements should be specified and documented at this stage with staff offering flexibility to suit the nature of the application	Current Planning	2021/2022	
14. That a higher level of "gatekeeping" be introduced and emphasized to ensure that applications received are complete. This needs to be complimented by increased support for applicants at the pre-application stage	Current Planning	2021/2022	
15. That the most efficient manner of processing applications be determined in consultation with applicants, including the concurrent processing of applications whenever possible	Current Planning	2021/2022	
16.Place more emphasis on the pre- application process and gatekeeping to assist with the smooth processing of applications once received	Current Planning	2021/2022	
17. That staffing be adjusted, as necessary, to enhance the pre-application process and application gatekeeping as outlined in this Study	Current Planning	2021/2022	
18. That development applications have clear project leads with the ability to guide staff input, including input from the Development Review Group	Current Planning	2021/2022	
19. That the RDNO utilities group be better integrated into the development approval process, including building permit and planning applications	Current Planning	2021/2022	15
20.That the Fire Department be better integrated into the development approval process, including building permit and planning applications	Current Planning	2021/2022	
21. That other opportunities be explored to increase the ability for DP applications to be processed as Minor DP applications	Current Planning	2021/2022	

22. That training be provided to managers	CID		
and staff to cultivate the desired	Managers	2021	In Process
organizational "culture"			
23.Establish clear expectations for staff	CID	2024	
response times to enquiries from the public	Managers	2021	In Process
24.Engage in succession planning to support	CID		
staff retention and maintain continuity in the	Managers	2022	
workplace	,a.i.agaira		
25.That tentative schedules, including major	Current		
milestones, be provided to applicants for	Planning		
most planning applications. While such	i idiiiiii		
schedules cannot be guaranteed and cannot			
be taken as a firm commitment, they are very		2022	
		2022	
useful for applicants and staff. Several			
schedules can be provided to demonstrate			
alternative timing, depending upon shifting			
circumstances			
26.That application timelines be monitored	Current	2021	See Attachment 2
and reported annually	Planning		
27.Ensure that new regulations that impact	Development		
development are vetted to ensure that their	Review	2021 and	
impact on development is reasonable and	Working	ongoing	
can be implemented in an efficient manner	Group		
28.That the Board of Variance Bylaw #4875	Current		
be amended and the July 12, 204 Board of	Planning		
Variance Policy be rescinded to allow the BoV			
to handle more "minor" variances based		2021	In progress; requires
upon "hardship" using its discretion, as per		2021	approval by Council
the Local Government Act and that the			
requirement for staff referrals and a written			
staff report be deleted			
29.That clauses in the Zoning Bylaw that	Current		
require regular amendment be revised to	Planning	2022	Requires approval by
avoid the need for DVPs			Council
30.That Zones in the Zoning Bylaw be revised	Current		
to include development standards all	Planning		Requires approval by
permitted building forms to avoid the need	i idiniiiig	2023	Council
for DVPs			Council
31.That the Development Permit categories	Long Pango		
within the OCP be revised to more clearly	Long Range		
	Planning and		
categorize the Development Permit purposes	Sustainability	2024	Requires approval by
and that the application forms be revised to		2021	Council
clearly distinguish between the types of			
Development Permit applications as well as			
Guidelines and submission requirements			

32.That the Development Permit exemption criteria (OCP page 143) be increased from \$50,000 to \$200,000	Long Range Planning and Sustainability	2021	Bylaw received First and Second Readings at the February 14, 2022 Council Meeting
33.That the Minor Development Permit criteria (OCP page 149) be increased from \$50,000 to \$200,000	Long Range Planning and Sustainability	2021	Bylaw received First, Second, and Third Readings at the February 14, 2022 Council Meeting
34. That the servicing requirements threshold in section 7.01 of the Subdivision & Development Control Bylaw # 3843 be revised to increase the amount from \$50,000 to \$200,000	Engineering Development Services	2021	Bylaw received and Second Readings at the February 14, 2022 Council Meeting
35.That consideration be given to reducing the percent of building construction value limit from 10% to 5%	Engineering Development Services	2021	Bylaw received First and Second Readings at the February 14, 2022 Council Meeting
36.That reductions to the servicing requirements for smaller corner sites be considered	Engineering Development Services	2021	Amendments reducing building construction value from 10% to 5% may address this issue; to be monitored and brought forward to Council if necessary.
37.That Vernon be competitive with the marketplace in terms of salaries and benefits	Council		Requires approval by Council
38. That consideration be given to revising the Vernon Fees and Charges Bylaw #3909 to better reflect the actual costs of processing applications	Current Planning	2021	In Progress
39. That consideration be given to revising the Vernon Fees and Charges Bylaw #3909 to set fees for the following four years	Current Planning	2021	Requires approval by Council
40. That the practice of charging partial fees for planning applications be replaced with full upfront fees, with a refund policy for applications that do not proceed	Current Planning	2021	COMPLETE

Attachment 2

Development Application Timeline Tracking





THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO:

Will Pearce, CAO

FILE:

1830-01

PC:

Terry Martens, Manager, Financial Planning &

DATE:

February 18, 2022

Reporting

FROM:

Debra Law, Director, Financial Services

SUBJECT: 2021 FINANCIAL IMPACT OF COVID

In 2020, the City received from the Province a COVID Safe Restart grant totalling \$4,997,000. The funds can be used for a wide variety of operating purposes related directly to COVID costs and to address revenue shortfalls caused by COVID. The funds do not need to be used in one year and can be deferred for future years to assist with the ongoing impacts of the pandemic. For 2020, the City allocated \$2,894,147 to fund direct costs and revenue shortfalls. The remaining balance available to the City in 2021 and beyond is \$2,102,853.

Direct costs related to COVID in 2021 have been tracked separately throughout the year. The following is a summary of direct costs, net of available funding sources:

Total Direct Costs	\$	139,833
--------------------	----	---------

Less: Identified Funding Sources:

Water fund expenses funded by GVW contract (31)

Recreation expenses funded by recreation agreement (42,945)

Net Unfunded Costs \$ 96,857

Unfunded costs are as follows:

Labour	\$	62,761
Disinfection materials & supplies		16,840
Contract services		16,693
Cell phones		<u>563</u>
	¢	96 957

Note that in 2021 the City reached out to its partners for Recreation services to assist with funding an anticipated budget shortfall of \$365,107 (\$249,733 City of Vernon, \$59,087 Area B & C, \$56,287 District of Coldstream). Although the 2021 year-end is not complete, Administration has determined that there will be a surplus in the Recreation budget and the monies requested from our partners are not required. Administration recommends returning the COVID Restart grants to its partners.

Revenue shortfalls experienced in 2021 are summarized below:

Provincial Gaming Funds	\$1,110,468
Parking Revenues	206,807
Parks Revenues	<u>82,973</u>
Total	\$1,400,248

In 2020, the City transferred \$1,622,520 from the COVID Safe Restart grant for casino revenues not received that year after receiving only \$342,223. The amount was determined based on the previous 5-year average of casino grant revenues averaging \$1,964,743. The COVID Safe Restart funds were transferred to the Infrastructure reserve due to reporting requirements for the Casino reserve.

In 2021, the City received \$854,275 in casino grant revenues during the last half of the year. All of these funds have been transferred to the Casino reserve. Administration is recommending we transfer COVID Safe Restart grant funds in the amount of \$1,110,468 to the Infrastructure reserve. This amount is based on the 5-year average casino grant revenues received that was used for the 2020 calculation. This amount will be transferred to the Infrastructure Reserve.

At the beginning of 2021 there was a balance of \$2,102,854 in the COVID Safe Restart Grant reserve. Administration recommends <u>not</u> transferring \$249,733 to the Recreation function and transferring \$1,497,105 from the COVID Safe Restart Grant reserve for the purpose of funding \$96,857 in direct costs for COVID, and \$1,400,248 for the purpose of replenishing unearned revenues due to COVID. This will leave a net balance in the COVID Safe Restart Grant reserve of \$605,749 for 2022-2025.

RECOMMENDATION:

THAT Council direct Administration to not transfer \$249,733 to Recreation Services from the COVID Safe Restart Grant funds for a 2021 anticipated budget shortfall in Recreation Services;

AND FURTHER, that Council direct Administration to return COVID Safe Restart Grant funds to the District of Coldstream (\$56,287) and the Regional District of North Okanagan Electoral Areas B & C (\$59,087);

AND FURTHER, that Council appropriate \$96,857 for direct COVID costs in 2021, and appropriate \$1,400,248 for net revenue shortfalls related to COVID, for a total of \$1,497,105 from the Provincial Safe Restart Grant, as identified in the memorandum dated February 18, 2022 respectfully submitted by the Director, Financial Services.

Respectfully submitted:

Law



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO: Will Pearce, Chief Administrative Officer FILE: 4000-02

PC: Kevin Poole, Director, Community Safety, Lands DATE: January 31, 2022

and Administration

FROM: Darren Lees, Manager – Protective Services

SUBJECT: PAY BY PHONE TRANSACTION FEES

In 2016, an agreement was reached with Pay by Phone Technologies (PBP) to provide a wireless application to enhance the payment process for parking at flat surface parking lots and on-street metered stalls owned and managed by the City of Vernon.

PBP allows customers to download the PBP Application to their mobile device and offers a convenient option to pay for parking. The application allows the client to input their vehicle licence plate, vehicle description and link their account to a payment method.

The parking system is divided into several zones each with a specific location code. All flat surface lots that offer hourly and daily parking have a specific location code. Onstreet metered spaces are divided into three location codes based on 30-minute, 2 hour and 4-hour maximum time restrictions. As the 2-hour zone encompasses the majority of the downtown core, clients who purchase time using this location code may move and park at any 2-hour on-street meter for up to a total of 2 hours. This allows clients to visit several downtown businesses without having to pay for parking each time they stop at a metered space. Bylaw Compliance Officer ticketing software has the ability to connect with PBP to ensure clients have paid for parking corresponding to the location codes where they are parked.

Although this mobile application does offer a quick and easy way to pay for parking, PBP does charge the client a convenience transaction fee of \$0.25 for each transaction. Clients who choose to use PBP pay the \$0.25 convenience surcharge, which ensures the taxpayers are not subsidizing this additional payment service option chosen by the customer. As this convenience transaction fee is collected by the City and later paid to PBP each month, the convenience transaction fee must be documented in the Fees and Charges Bylaw #3909.

RECOMMENDATION:

THAT Council approve Bylaw amendments to "The Fees and Charges Bylaw #3909" as presented in the memorandum titled "Pay by Phone Transaction Fees", dated January 31, 2022 and respectfully submitted by the Manager, Protective Services.

Respectfully submitted:

Darren Lees,

Manager, Protective Services

Attachment 1: Fees and Charges Bylaw #3909

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5891

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 5891, 2022".
- 2. That Schedule "A" <u>Fee Schedule</u> of Fees and Charges Bylaw Number 3909, 1993 be amended as follows;
 - a. Section 4 BYLAW ENFORCEMENT SERVICES:
 - (i) **ADD** C. Pay by Phone Convenience Transaction Fee as shown in Red on attached Schedule 'A';
- 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	day of	, 2022
READ A SECOND TIME this	day of	, 2022
READ A THIRD TIME this	day of	, 2022
ADOPTED this day of	, 2022.	

Mayor	Corporate Officer	=

SCHEDULE 'A'
Attached to and forming part of
"Fees and Charges (Annual Updates) Amendment Bylaw Number 5891, 2022"

10. BYLAW ENFORCEMENT SERVICES	FEES
A. Sidewalk and Boulevard Area Use Permit – Business Licence/Traffic Bylaws	
a. Application Fee	\$100.00
b. Renewal Fee	\$50.00
c. Sidewalk Public Area Rental Fee	\$3.00 per square foot
d. Newspaper Distribution Box	\$3.00 per box
e. Boulevard Public Area Rental Fee (Bylaw 5410)	\$3.00 per square foot
B. Metered Parking – Traffic Bylaw	\$1.00 per hour
C. Pay by Phone Convenience Transaction Fee	\$0.25 per transaction
D. Administration Fee for Direct Bylaw Enforcement Action	Greater of 15% of actual costs of Direct Bylaw Enforcement or \$50 (Bylaw 5850)



SUBMITTED BY:

K. Flick, Director

Community Infrastructure and

Development

COUNCIL MEETING: REG oxdots COW oxdots I/C oxdots

COUNCIL MEETING DATE: February 28, 2022

REPORT DATE: February 22, 2022

FILE: 3900-02

SUBJECT:

PROPOSED AMENDMENTS TO BYLAW #3909 (FEES AND CHARGES)

PURPOSE:

To review Bylaw #3909 (Fees and Charges) to ensure rates reflect the cost of providing services, as well as comply with Council's direction and policies.

RECOMMENDATION:

THAT Council support amendments to Bylaw #3909 (Fees and Charges) as identified on Attachment 1 in the report titled "Proposed Amendments to Bylaw #3909 (Fees and Charges)" dated February 22, 2022 and respectfully submitted by the Director, Community Infrastructure and Development.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support amendments to Bylaw #3909 (Fees and Charges) as follows: (to be cited by Council).

Note: Council may support some of the proposed amendments and not others. Council may also identify additional amendments that are not identified on Attachment 1. Administration would report back on any implications, if necessary.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

- 1. The proposed amendments to existing fees related to Building, Planning and Engineering functions are as follows (Attachment 1):
 - a) Housekeeping Amendments: Housekeeping amendments are minor in nature and do not reflect substantive changes. The following housekeeping amendments are proposed:
 - i. Amend the title of Section 2.E (i) b) from "Non Complex Buildings" to "Simple Buildings" to align with the new Building Bylaw 5900 adopted January 10, 2022.
 - ii. Delete Section 2.F (i) a) "Connection to a Sewer Fee". The work associated with connections to a sewer are covered under the Plumbing Permit fees, so it is recommended that this fee be removed.

- b) Increase the minimum plumbing permit fee in Section 2.F (i) c) from \$90.00 to \$150.00, and include the first five fixtures. A plumbing permit is required for new construction, alterations and repair to a plumbing system. The current minimum plumbing permit fee was established in 2003 and has not been changed since. The proposed fee is intended to better reflect the amount of staff time spent processing the application, issuing the permit and completing the required inspections.
- c) Increase the non-refundable application fee in Section 2.E (i) b) non complex buildings ("simple") from \$100.00 to \$150.00. The proposed fee is intended to better reflect the amount of staff time spent processing the application and reviewing for compliance.
- d) Delete Section 2.E (i) a) "Projects valued at less than \$100,000". The non-refundable application fee listed in Section 2.E (i) b) is a better reflection of staff time spent processing the application and reviewing for compliance, so it is recommended that this fee be removed.
- e) Increase the fee for memorial structures in Section 2.FF to reflect the increased costs of purchase and installation of memorial benches and picnic tables. It is recommended that benches increase from \$2,500 to \$3,000 and picnic tables from \$3,000 to \$3,850.

C. Attachments:

Attachment 1 – Proposed Amendments to Bylaw #3909 (Fees and Charges) Section 2. Planning, Development and Engineering Services

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

The report involves the following objectives in Council's Strategic Plan 2019 – 2022:

> Review application processes to ensure they are as efficient as possible

E. Relevant Policy/Bylaws/Resolutions:

N/A

BUDGET/RESOURCE IMPLICATIONS:

The proposed increases are intended to more accurately reflect the cost of providing the services.

Prepared by:	Approved for s	ubmission to Council:
X Krin Oluh	1	<i>/</i>)·
Signer 1	Will Pearce, CA	0
Kim Flick, Director	Date: 21.Fa	B. 2022
Community Infrastructure & Deve		
REVIEWED WITH		
☐ Corporate Services	☐ Operations	☐ Current Planning
☐ Bylaw Compliance	□ Public Works/Airport	□ Long Range Planning & Sustainability
□ Real Estate	☐ Facilities	⊠ Building & Licensing

□ RCMP	☐ Utilities	□ Engineering Development Services
☐ Fire & Rescue Services	☐ Recreation Services	☐ Infrastructure Management
☐ Human Resources	□ Parks	
☐ Financial Services		⋈ Economic Development & Tourism
☐ COMMITTEE:		
☐ OTHER:		

G:\3700-4699 LEGISLATIVE AND REGULATORY SERVICES\3900 BYLAWS\02 Bylaws, by subject\FEES & CHARGES\Correspondence and Reports\2022\220217_Fees_Charges_CIDS.docx

(i)	Non-refundable application fees:	
	a) Projects valued at less than \$100,000	\$-50.00
	b) Non-complex Simple buildings	\$100.00 \$150.00
	c) Complex buildings	\$250.00
(ii)	Commercial, industrial, residential, and miscellaneous Building Permit fees:	
	a) for each \$1000 of permit value or part thereof up to \$500,000	\$ 10.00
	b) for each \$1000 of permit value or part thereof from \$500,001 to \$1,000,000	\$ 9.00
	c) for each \$1000 of permit value or part thereof exceeding \$1,000,000	\$ 8.00
(iii)	Building Permit Fees issued in accordance with the City of Vernon Building Bylaw for Complex Buildings shall be reduced by 10% of the total building permit fee payable. (Bylaw 5882)	
(iv)	Re-inspection fees levied in accordance with the City of Vernon Building and Plumbing Bylaw.	\$150.00 (Bylaw 5626)
(v)	After hours inspection fees levied in accordance with the City of Vernon Building and Plumbing Bylaw.	\$175.00
(vi)	Voluntary inspection fees levied in accordance with the City of Vernon Building and Plumbing Bylaw.	\$150.00 (Bylaw 5677)
(vii)	Design Modification (after completed plan review)	\$150.00 (Bylaw 5882)
(viii)	Building Permit Security Deposit	
	(a) for a simple building permit	\$1,500.00 (Bylaw 5882)
	(b) for a complex building permit	\$2,500.00 (Bylaw 5882)
	(c) for a demolition permit	\$1,500.00 (Bylaw 5882)
	(d) for building move permit	\$5,000.00 (Bylaw 5882)

\$1,500.00 (Bylaw 5882)
\$-90.00
\$ 10.00
\$ 90.00 \$150.00
\$150.00 (Bylaw 5626)

FF.Memorial Structures:	and the part latter speed
a) Bench	\$2,500 \$3,200
b) Picnic Table	\$3,000 \$3,800
c) Tree (Bylaw 5827)	\$ 800



SUBMITTED BY: Brett Bandy, Real Estate Manager COUNCIL MEETING: REG ☑ COW ☐ I/C ☐

COUNCIL MEETING DATE: February 28, 2022

REPORT DATE: February 23, 2022

FILE: 3900-02

SUBJECT: PROPOSED AMENDMENTS TO BYLAW #3909 (FEES AND CHARGES)

PURPOSE:

To review Bylaw #3909 (Fees and Charges) to ensure rates reflect the cost of providing services, as well as comply with Council's direction and policies.

RECOMMENDATION:

THAT Council support amendments to Bylaw #3909 (Fees and Charges) as identified on Attachment 1 in the report titled "Proposed Amendments to Bylaw #3909 (Fees and Charges)" dated February 23, 2022 and respectfully submitted by the Real Estate Manager;

ALTERNATIVES & IMPLICATIONS:

1. THAT Council support amendments to Bylaw #3909 (Fees and Charges) as follows: (to be cited by Council).

Note: Council may support some of the proposed amendments and not others. Council may also identify additional amendments that are not identified on Attachment 1. Administration would report back on any implications, if necessary

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

- 1. The proposed amendments to existing fees related to Hangar Sales at the Vernon Regional Airport (Attachment 1):
 - a) Increase the Hangar Sale Fee in Section 9. D from \$100.00 to \$250.00. The current administrative fee has never been increased. The proposed fee increase is intended to better reflect the amount of staff time and work spent processing lease assignment documents and informing agencies of ownership changes.

C. Attachments:

Attachment 1 - Proposed Amendments to Bylaw #3909 (Fees and Charges) Section 9. Airport Services

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

The report involves the following objectives in Council's Strategic Plan 2019 – 2022:

> Review application processes to ensure they are as efficient as possible

E. Relevant Policy/Bylaws/Resolutions:

N/A

BUDGET/RESOURCE IMPLICATIONS:

The proposed increase is intended to more accurately reflect the cost of providing the service.

Prepared by:	Approved for	submission to Council:
X Signer 1 Brett Bandy, Real Estate Manager	Wall Pearce, 0 Date:	CAO 23. FEB 2022
X Signer 2 Division Director		
REVIEWED WITH		
 □ Corporate Services □ Bylaw Compliance □ Real Estate □ RCMP □ Fire & Rescue Services □ Human Resources □ Financial Services □ COMMITTEE: □ OTHER: 	 □ Operations □ Public Works/Airport □ Facilities □ Utilities □ Recreation Services □ Parks 	 □ Current Planning □ Long Range Planning & Sustainability □ Building & Licensing □ Engineering Development Services □ Infrastructure Management □ Transportation □ Economic Development & Tourism

Click here to enter text.

9.	AIRPORT SERVICES	FEES
	D. Hangar Sale Fee (to seller):	
	 Administration fee to inform agencies of new hangar ownership; lease commitment release, and lease assignment letter 	



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY:

Craig Broderick

Manager, Current Planning

COUNCIL MEETING: REG ☑ COW ☐ I/C ☐

COUNCIL MEETING DATE: February 28, 2022

REPORT DATE: February 17, 2022 **FILE**: 3060-20 (ZON00380/DP000940)

(x-ref: DP000581)

SUBJECT:

REZONING APPLICATION FOR 8801 TAVISTOCK ROAD

PURPOSE:

To present the application to rezone the subject property located at 8801 Tavistock Road from RH1 – Low-Rise Apartment Residential to RM1 – Row Housing Residential in order to construct five, semi-detached dwellings for Council consideration.

RECOMMENDATION:

THAT Council support rezoning application 380 (ZON00380) to rezone Lot B, DL 298, Plan KAP91703, ODYD (8801 Tavistock Road) from RH1 – Low-Rise Residential to RM1 – Row Housing Residential in order to construct five semi-detached dwellings as outlined in the report titled "Rezoning Application for 8801 Tavistock Road" dated February 17, 2022 and respectfully submitted by the Manager, Current Planning;

AND FURTHER, that Council direct Administration to waive the Public Hearing as per Section 464(2) of the Local Government Act for the zoning amendment for 8801 Tavistock Road as the rezoning complies with the Official Community Plan.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support rezoning application 380 (ZON00380) to rezone Lot B, DL 298, Plan KAP91703, ODYD (8801 Tavistock Road) from RH1 – Low-Rise Apartment Residential to RM1 – Row Housing Residential in order to construct five two-family dwellings as outlined in the report titled "Rezoning Application for 8801 Tavistock Road" dated February 17, 2022 and respectfully submitted by the Manager, Current Planning.

Note: This alternative does not support the rezoning application and as a result the application as submitted would not proceed. The applicant would need to redesign their development to comply with the RH1 – Low-Rise Apartment Residential zoning district.

ANALYSIS:

A. <u>Committee Recommendations:</u>

At its meeting of February 15, 2022, the Advisory Planning Committee passed the following resolution:

"THAT Council support application ZON00380 to rezone Lot B, DL 298, Plan KAP91703, ODYD (8801 Tavistock Road) from RH1 – Low-Rise Residential to RM1 – Row Housing Residential in order to construct five semi-detached dwellings."

B. Rationale:

- 1. The subject property is located at 8801 Tavistock Road and forms part of the Adventure Bay neighbourhood (Figures 1, 2 and 3). The land is designated Residential Medium Density in the Official Community Plan (OCP) (Attachment 1). The site is designated Hillside Residential Multi-Family in the Bella Vista West Neighbourhood Plan. The subject property is within the RH1 Low-Rise Apartment Residential zoning district (Attachment 2).
- The subject property is 19,365m² (1.9 ha/4.8 ac) and is currently vacant. The site was prepared and serviced for development in 2017 (Figure 2). The property is terraced as per the previous grading plan and slopes to the south-west (Figure 3).
- 3. The subject property and rest of the Adventure Bay area were rezoned in 1996 to City zoning districts from Regional District of North Okanagan zoning districts (Bylaws 4247 and 4577). At that time, the subject property was rezoned to R5 Residential which permitted two-family dwellings.
- 4. As part of Zoning Bylaw 5000, adopted in 2004, the subject property was zoned RH1 Low-Rise Apartment Residential. That zoning district allows a range of housing forms, but not two-family dwellings (semi-detached or duplexes). In 2015, a Development Permit for five semi-detached dwellings was approved and that approval was extended to 2016. The services for the proposed five semi-detached dwellings were installed and the site graded.
- 5. The owner wishes to proceed with the proposed five semi-detached dwellings. The RH1 zoning district is proposed to be changed to RM1 Row Housing Residential (Attachment 3) to accommodate the proposed project. The RM1 Row Housing Residential district conforms to the RMD Residential Medium Density OCP designation.
- 6. The applicant has submitted the required drawings to allow for a Development Permit to be issued (Attachment 4).

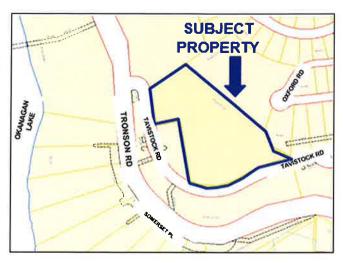


Figure 1 – Property Location Map



Figure 2 – Aerial Map of Property

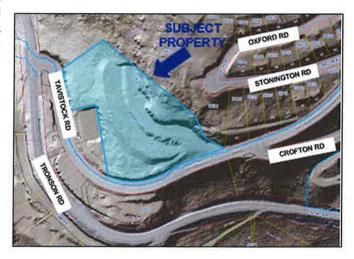


Figure 3 – LIDAR Imagery of Lot

7. The surrounding land uses are generally single detached houses, a tennis court and treed hillside. The property below the subject property is zoned HR2 – Hillside Residential Multi-Family and as such, could be developed for ground oriented multi-family (i.e. four-plex, three-plex and semi-detached). The proposed rezoning to RM1 is in keeping with the neighbourhood. The existing RH1 zoning would allow for a 4.5 storey apartment which would not be in keeping with the surrounding and planned land uses.

- 8. As the proposed rezoning is compliant with the Official Community Plan, Administration supports waiving the Public Hearing as per Section 464(2) of the *Local Government Act*. The proposed rezoning is considered a "downzoning" in that it limits the density currently permitted on the site (the proposed rezoning is supported by the property owner). As such, it is unlikely to generate neighbourhood concern.
- 9. Administration supports the proposed rezoning from RH1 to RM1 based on the following:
 - it is in compliance with the OCP;
 - the proposed semi-detached homes are in keeping with the neighbourhood character; and
 - the rezoning recognizes that services have been installed in anticipation of the proposed project.

C. Attachments:

Attachment 1 – Current Official Community Plan (OCP) designation

Attachment 2 - Current zoning district RH1 - Low-Rise Apartment Residential and Map

Attachment 3 – Proposed zoning district RM1 – Row Housing Residential

Attachment 4 - Proposed site plan and development permit drawings

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

The subject application involves the following objectives in Council's Strategic Plan 2019 – 2022:

Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP

E. Relevant Policy/Bylaws/Resolutions:

- 1. Official Community Plan:
 - 7.3 Support the development of the City Centre District, neighbourhood centres, and designated multiple family areas to the densities outlined in the OCP to build compact, complete neighbourhood areas within the community and to achieve the maximum use of municipal infrastructure.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

Craig Broderick

Manager, Current Planning

Will Pearce, CAO

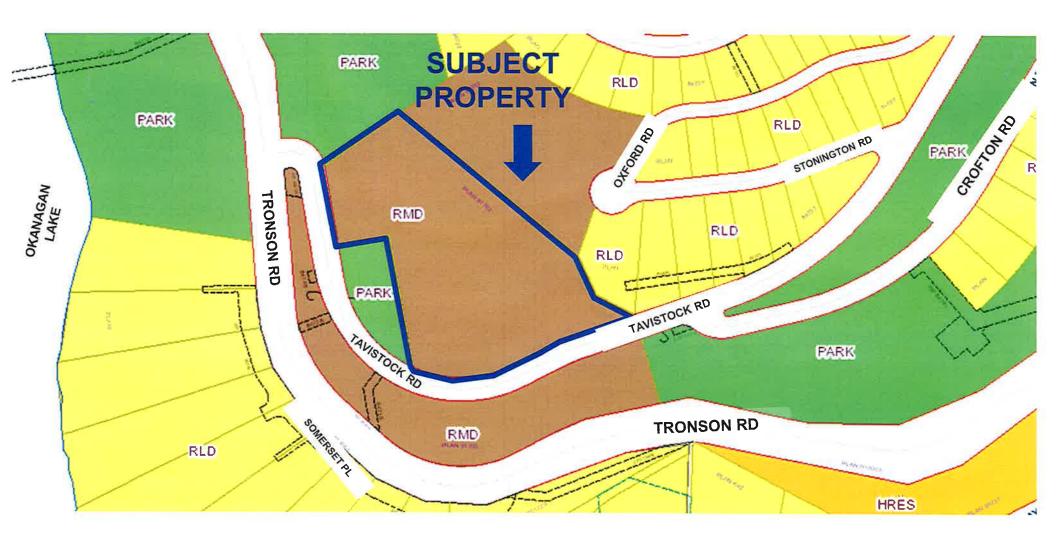
Date: 23. Feb. 2022

Kim Flick

Director, Community Infrastructure and Development

REVIEWED WITH		
☐ Corporate Services ☐ Bylaw Compliance ☐ Real Estate	☐ Operations☐ Public Works/Airport☐ Facilities	 ☑ Current Planning ☐ Long Range Planning & Sustainability
☐ RCMP ☐ Fire & Rescue Services	☐ Utilities ☐ Recreation Services	 ☐ Building & Licensing ☐ Engineering Development Services ☐ Infrastructure Management
☐ Human Resources ☐ Financial Services	☐ Parks	 ☐ Transportation ☐ Economic Development & Tourism
☐ COMMITTEE: (APC Feb.15/22) ☐ OTHER:		

G:\3000-3699 LAND ADMINISTRATION\3360 ZONING AND REZONING\20 Applications\ZON00380\2 PROC\Rpt\220217_cb_Rpt_ZON00380.docx









9.12 RH1: Low-Rise Apartment Residential

9.12.1 Purpose

The purpose is to provide a **zone** primarily for medium **density** apartments on urban services.

9.12.2 Primary Uses

- apartment housing
- care centres, major
- group home, major
- seniors assisted housing
- seniors housing
- seniors supportive housing
- stacked row housing

9.12.3 Secondary Uses

- home based businesses, minor
- real estate sales centres (in apartment housing only)

9.12.4 Subdivision Regulations

- Minimum lot width is 30.0m.
- Minimum lot area is 1400m², or 10,000m² if not serviced by a community sewer system.

9.12.5 Development Regulations

(a) Density:

The maximum Floor Space Ratio (FSR) is 1.50, except that:

- With a housing agreement pursuant to Section 4.9, the maximum density shall be increased by FSR 0.25; and
- Where parking spaces are provided completely beneath habitable space of a primary building or beneath useable common amenity areas, providing that in all cases the parking spaces are screened from view, the maximum density shall be increased by FSR 0.25; or
- Where all the required parking is not accommodated completely beneath the habitable space of a primary building or useable common amenity areas, the additional density permitted shall be determined through multiplying the FSR 0.25 by the percentage of parking proposed to be provided beneath habitable space of a primary building or useable common amenity areas;

Provided that the maximum Floor Area Ratio with all bonuses shall not exceed FSR 2.00.

(b) Building Regulations:

- Maximum site coverage is 65% and together with driveways, parking areas and impermeable surfaces shall not exceed 85%.
- Maximum height is the lesser of 16.5m or 4.5 storeys, except it is 4.5m for secondary buildings and secondary structures.

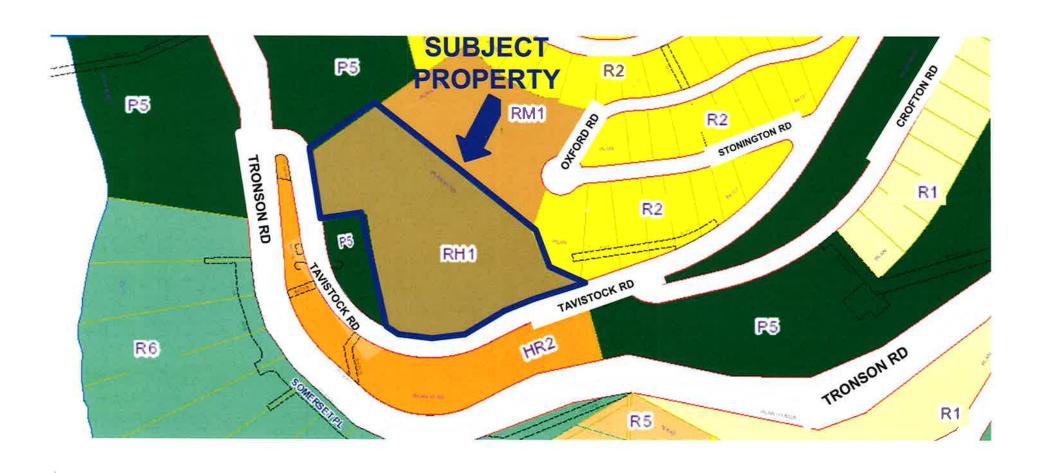
C

RH1 - 1 of 2

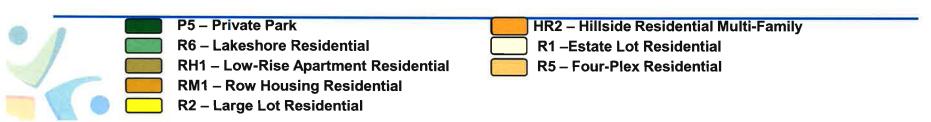
- Minimum front yard is 4.5m.
- Minimum side yard is 4.5m, except it is 4.5m from a flanking street.
- Minimum rear yard is 9.0m, except it is 1.0m for secondary buildings. (Bylaw 5661)

9.12.6 Other Regulations

- A minimum area of 5.0m² of private open space shall be provided per **bachelor dwelling**, **congregate housing bedroom** or group home **bedroom**, 10.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- No continuous **building frontage** shall exceed 40.0m for a 3 to 4.5 **storey building**, or 65.0m for a 2 **storey building**. If the frontage is interrupted by an open courtyard equivalent in depth and width to the **building height**, the maximum continuous 4.5 **storey building frontage** may be 80.0m provided that no **building** section exceeds 40.0m
- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. (Bylaw 5440)
- For seniors assisted housing, seniors housing and seniors supportive housing, a safe drop-off area for patrons shall be provided on the site.
- 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. (Bylaw 5339)
- 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)



Zoning DP000940





9.10 RM1: Row Housing Residential

9.10.1 Purpose

The purpose is to provide a **zone** for ground oriented medium **density row housing** on urban services.

9.10.2 Primary Uses

- care centre, major
- duplex housing
- four-plex housing
- group home, major
- row housing
- semi-detached housing
- seniors housing
- single detached housing

9.10.3 Secondary Uses

- boarding rooms (Bylaw 5440)
- care centres, minor
- home based businesses, minor
- secondary suites (in single detached housing only)
- seniors assisted housing
- seniors supportive housing

9.10.4 Subdivision Regulations

- Minimum lot width is 26.0m, except it is 7.5m for fee simple row housing and semi-detached dwellings.
- Minimum lot area is 800m², or 10,000m² if not serviced by a community sewer system.
- Maximum density is 48.0 units per gross hectare (19.5 units/gross acre).
- Maximum site coverage is 65% and together with driveways, parking areas and impermeable surfaces shall not exceed 85%.

9.10.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot Area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	225m²	275m²	7.5m	9.0m
Row Housing	150m²	200m ²	6.5m	7.8m

9.10.6 Development Regulations

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be 60.0 units per gross hectare (24.5 units/gross acre).
- Where parking spaces are provided completely beneath habitable space of a primary building or beneath useable common amenity areas, providing that in all cases the parking spaces are screened from view, the maximum density shall be 60.0 units per gross hectare (24.5 units/gross acre). Where all the required parking is not accommodated completely beneath the habitable space of a primary building or useable common amenity areas, the additional density permitted shall be

SECTION 9.10: ROW HOUSING RESIDENTIAL ZONING BYLAW NO. 5000 (2003)

RM1 - 1 of 2

- determined through multiplying the additional 12.0 units per gross hectare (5 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas.
- Maximum site coverage is 50% and together with driveways, parking areas and impermeable surfaces shall not exceed 55%.
- 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 4.0m, except it is 6.0m from a garage or carport to the back of curb or sidewalk for vehicular entry.
- Minimum side yard is 1.2m, or 0.0m for shared interior party walls except it is 4.5m 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. The side yard is 0.0m for fee simple row housing and semi-detached dwellings.
- Minimum rear yard is 6.0m, except it is 1.0m for secondary buildings.
- Maximum six dwelling units located in a building, with each row housing unit having a minimum width of 6.5m and 7.5m for semi-detached housing units.

9.10.7 Other Regulations

- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. (Bylaw 5540)
- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- For strata developments, common recreation buildings, facilities and amenities may be included in the strata plan. Recreational buildings shall be treated as **secondary buildings** for the purpose of determining the size, **height** and **setbacks** of the **building** as specified in each **zone**.
- A minimum area of 25m² of private open space shall be provided per dwelling.
- Vehicular access to the **development** is only permitted through either a driveway shared by at least 3 units or a rear lane.
- For seniors assisted housing, seniors housing and seniors supportive housing, a safe drop-off area for patrons shall be provided on the site.
- No more than 6 dwellings may be located in a row house building.
- 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)

SKETCH PLAN OF PROPOSED SITE PLAN OF STRATA DEVELOPMENT ON LOT B DISTRICT LOT 298 OSOYOOS DIVISION YALE DISTRICT PLAN KAP91703



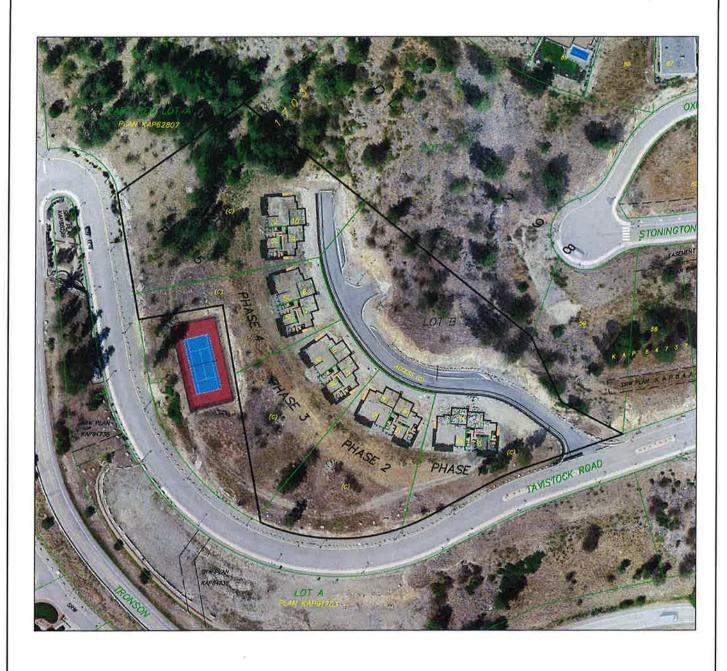
LEGEND

SL DENOTES STRATA LOT

(C) DENOTES COMMON PROPERTY

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.

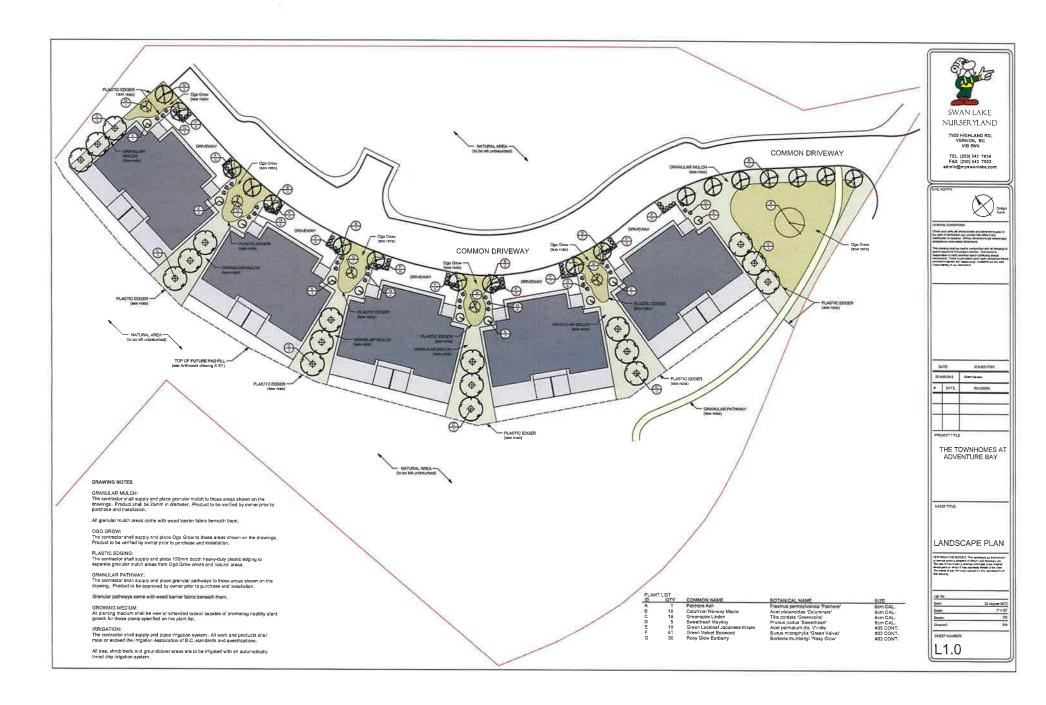




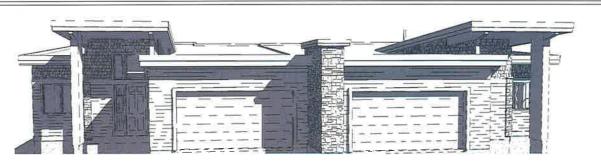
MONASHEE Surveying - Geomatics

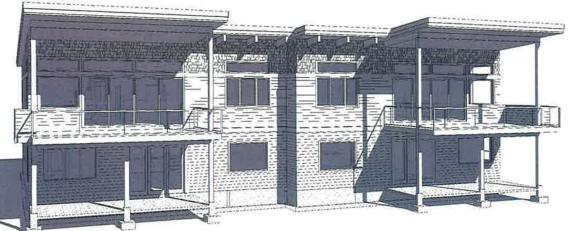
3710A 28th. Street Vernon, B.O. V1T 0x2 Tel. (250) 545 5990 Fex (250) 545 5912

SKETCH PLAN OF PROPOSED SITE PLAN OF STRATA DEVELOPMENT ON LOT B DISTRICT LOT 298 OSOYOOS DIVISION YALE DISTRICT PLAN KAP91703 SCALE: 1:750 THE INTENDED PLOT SIZE OF THIS PLAN IS 432mm IN WIDTH BY 560mm IN HEIGHT (C SIZE) WHEN PLOTTED AT A SCALE OF 1:750 LEGEND SL DENOTES STRATA LOT (C) DENOTES COMMON PROPERTY ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF. 05 OXF PART REM LOT A PLAN KAP62807 LOT C 4 Q STONINGTON B EASEMENT PLAN KAP LOT B SRW PLAN KAP84738 TAVISTOCK ROAD PHASE SRW PLAN PONSON KAP84738 LOT A PLAN KAP91703 MONASHEE SURVEYING - GEOMATICS \$710 A 28th. Street Vernon, B.C. V1T 9X2 Tel. (250) 545 5690 Fax (250) 545 5612









CONCESS. LETTED:

These discusses outlook be govern's checker and quality of the work and some of its orbital. Parts not standed what the construction in successful was been been as what the construction is not confirmed in the part of the stand, and will not provide the parts of the stand. The confirmed is the part of the stand is not confirmed to the parts of the confirmed in the confirmed to the confirmed to

incorporation in the work. Materials and windows retains to value part 6500°C, Part 10°C "Entity" of University Teaching and Water Editory".

**The Teaching of the Section of the Section

while firstly the Coronalist of any descriptions are observed or explanations are negative.

OCOSTINATION DIVISION.

Listening while is herealth state. 25 should sel 90 cc.

Listening while it has been been a state of the country.

3-14 control of displanations.

3-14 control of displanations.

3-14 control of displanations.

3-15 control of displanations.

4-15 results of displanations.

4-15 results of displanations.

4-15 results of displanations.

5-15 results of displanations.

5-15 results of displanations.

5-15 results of displanations.

5-15 results of displanations.

1-15 results of displa

That discrime instances in John a maintain with sour of 4° 4.0° for drygous.

Owners Parachetic Needs:

Discrime Facilities to the excellent Needs:

John and to the excellent Needs:

John and to the excellent Needs:

John and to the excellent Needs of the form of the excellent Needs of the excelle

separation of the micro user strates in more portants.

All controls entirely as it is a series of the micro of the ACL detailing menual m. 315;

All refs as all accounts on the latest edition of the ACL detailing menual m. 315;

All refs as all accounts on its registration with the detailing refs (in extrated and over of any detailing micro of the micro

therein.

Except the excitator and owner in writing where soil contribute are found to be infirm or potentially unstable;

Switches were later to conform to C.S.A. G.O.B. and to be appead min. 8° or one full grid whichever

Simplified were litter to notion to ILSA. COOL and to be speed in wit. Or or an fail gits with were ILSA detailed spin spin to the AD by discrete insignated. II.Purities discretely spike speeds it approved promote losing discharge injeries. ICM them explicitly all bothorge are foundation which all mit, ACP whiteld it believing for branches ICM them explicitly all bothorge are foundation with all mit, ACP whiteld it believing for branches ICM them explicitly all the actions of the action of the ac

Common Francing Notice.

1 Francing Landau Service (1997) 1997 of 1997

LEGAL DESCRIPTION Lat 20.

Assemblies - With HRV

Min. 3 1/2" Concrete State on 2" Rigid insulation 2-Ply Torch on Maintrains on (See Structural) 1/2" Gypsum Board

24"x8" Concrete Foundation
Min. 3"-0" Below Grade
ciw 4" Perforated Perimeter
Drain surrounded with Drain
Rock and Filter Cloth

② Back

(1) Front

- ® Reinforced Concrete Well
- Column on Structural Concrete Footing on Compacted Fill
- Concrete Foundation Wall
 Damp Proofing Below Grade
 3" Airspace
 2x (824" o/c
 Fill With Bart Insulation RSI3 87(eff 3.05)R-22
 6 ML, Poly Vapour Barrior
 1/2" Cysputem RSI 0.08
 TOTAL (eff. RSI: 3.14
- Floor Finish on 3.4 TAG Prywood Sub-floor 11 7/8 TJJ Johns @15" o/c Fill w/ Batt Insulation 1/2" Gypsum Board Floor Finish on 4" Concrete Slab on Grade 6Mil. Poly Vapour Barrier 4" Min. Screened Gravel on(For RG Exhaust) Compected Fill Party Wall W15s 1.5HR (STC 66) 2 Layers S/8* (Sypourn Board Both Sides of 2st Stud Wall 1* Air Space 2st Stud Wall c/w Soud Batt Insulation
- Compacted Fill

 (0) 4" Concrete Stab on Grade
 12" Min. Gravel on
 Compacted Fill
 (IP) 5" Concrete Stab on Grade
 4" Min. Screened Gravel on
 Compacted Fill
 (0) Bitaining Wall
- (in) Retaining Wall on Foundation Steps Down
- 4'-0" Wide Perimeter 3" SM Rigid Insulation RSI 2.64 Where Slab is at Grade

- 1/2" Gypsum Board Both Sides of 2x4 @ 16" q/c Hortzontal Fibre Cement Siding on Horbcontal Fibro Coment Siding on Building Repare on Page 10, 128 Horbcontal Fibro Siding Risk 10, 128 Horbcontal Fibro Siding Risk 10, 111 Horbcontal Fibro Siding Risk 10, 111 Horbcontal Fibro Siding Risk 10, 128 Horbcontal Fibro Siding Risk 11, 128 Horbcontal Fibro Si 1/2" Gypsum Board Both Sides of 2x6 Supporting Wall on Footing Footing

 \$1.2" Gynsum Board

 216 @ 16" olc

 FII With Bart Insulation
 6 Mile Poly Vapour Barrier

 \$6" "Type X" Gypsum Board

 \$6" "Type X" Gypsum Board

 \$6" Type X" Gypsum Board

 \$1" TAS TJ IJ olsts @ 18" o/c

 1/2" Gypsum Board
 - K2 Natural Stone System on Building Paper on
 1" Rigid insulation (or R5 Wrap) RSI 0.88
 1/2" Plywood Exterior Sheathing RSI 0.11
 245 @ 24" o/c
 Fill With Batt Insulation RSI 3.52 (eff 2.78) R-20 6 Mils Pcly Vapour Barrier 1/2" Gypsum Board RSI 0.08 TOTAL RSI: 3.74
 - Fibrs Coment Shake Stding on Building "ager or "1" Rigid hesidation (or R5 Wrap) RSI 0.88 1/2" Plywood Extends Shealthing RSI 0.11 226 92.4" Vapous Barrier 1.26 92.4" Vapous Barrier 1.72" Oppour Board RSI 0.88 150 0.88
 - Deck Finish on 3/4" Exterior Plywood on 2x12 @16* o/c Slope to Drain Exterior Soffit

- EPDM Roof Membrane on Building Paper 5/8" T&G Roof Sheething Pre-Engineered Trusses

 RSI 9.8 Insulation R-50
 6 Mils Poly Vapour Barrier 1/2° Gypsum Board RSI 0.08 TOTAL RSI: 8.88
- Perforated Aluminum Soffit
- 12* Horizontal Accent Band
- Pre-Engineered Beam Engineered Hidden Truss for Flush Ceiling
- Aluminum & Glass Guard Rail 42° A F.F.

Type Mark	Family	Type	Court
1	Single-Raised Panel with Sidelight	36" x 96"	2
2	Overhead-Sectional with trim	16-0" x 5-0"	2
3	Single-Flush	36" x 80" 3/4hr	6
4	Single-Flush	32" x 60"	4
5	Single-Flush	30" x 80"	6
7	Single-Flush	25" x 80"	4
	Pocket Door	30" x 80"	6
8	Double-Flush	50° x 80°	4
9	Double-Flush	48" x 80"	2
10	Double-Flush	36" x 80"	2
11	Skding-Closet	60°x 80°	4
12	4-Pane Silding Class Door 4528	192" x 96"	2
10	3 Panel Sliding Door 2276	3.×8,	2
	Opening - Square	30" x 80"	2

Door Schedule

Type Man	Family and Type	Court
	Fixed with Trim: 96" x 60"	2
11	Fixed with Trim: 96" x 24"	12
2	Fixed with Trim: 94" x 24"	4
9	Fixed with Tilm: 84" x 60"	2
	Fland with Trim: 72" x 60"	4
1	Fixed with Trim: 72" x 24"	4
5	Fixed with Trim: 36" x 48"	2
	Fixed with Trim: 18" x 48"	2
	Casement Dol w Trim: 72" x 50"	2
2	Slider with Trim; 48" x 48"	2
	Sider three panel with Trim: 96" x 60"	2
m	Casement with Trim2: 36" x 60"	2
	Capament with Trien2: 24" x 60"	2

DUPLEX SITE B Adventure Bay Vernon BC

925

250.307.6818 - \$25RDesign.com

Cover Sheet

Date	Mar 13 2018
Drawn by	ML
Project No.	9258_17067
Scale	1/4" = 1'-0"
A0	A

272



THE CORPORATION OF THE CITY OF VERNON

INTERNAL MEMORANDUM

TO:

Will Pearce, Chief Administrative Officer

FILE: 0530-10 (2022)

PC:

Kevin Poole, Director, Community Safety, Lands,

DATE: February 18, 2022

and Administration

Debra Law, Director, Financial Services

FROM:

Keri-Ann Austin, Manager, Legislative Services

SUBJECT:

SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOCIATION 2022

CONVENTION AND FEDERATION OF CANADIAN MUNICIPALITIES ANNUAL

CONFERENCE AND TRADE SHOW 2022 – COUNCIL ATTENDANCE

Pursuant to the "Travel and Expense Policy – Mayor, Council, Boards and Committees" (Attachment 1), a resolution of Council is required in order to permit the Mayor and Members of Council to conferences, subject to available budget. Administration has confirmed that the available budget for travel and conferences for 2022 has a balance of \$25,500.

The Southern Interior Local Government Association (SILGA) 2022 Convention will be held in Salmon Arm, BC from April 26 to 29, 2022. Program details are included in Attachment 2. The cost per registrant is \$460 per person (plus applicable taxes) if registered on or before March 13, 2022. Administration notes the SILGA 2023 convention will be held in Vernon from April 25 to 28, 2023.

The Federation of Canadian Municipalities Annual Conference and Trade Show 2022 will be held in Regina, SK from June 2 to 5, 2022. Program and registration details are included in Attachment 3. The cost per registrant is \$895 per person (plus applicable taxes) if registered on or before April 22, 2022 for in person attendance or \$480 per person (plus applicable taxes) for virtual attendance. There is no early bird rate for the virtual attendance option.

For Fall planning purposes, Administration also notes that the Union of British Columbia Municipalities (UBCM) Annual Convention will be held in Whistler from September 12 to 16, 2022.

RECOMMENDATION:

THAT the memorandum titled "Southern Interior Local Government Association 2022 Convention and Federation of Canadian Municipalities Annual Conference and Trade Show 2022 - Council Attendance" dated February 18, 2022 and respectfully submitted by the Manager, Legislative Services be received;

AND FURTHER, that Council approve (to be cited by Council) to attend the Southern Interior Local Government Association 2022 Convention, to be held in Salmon Arm, BC from April 26 to 29, 2022;

AND FURTHER, that Council approve (to be cited by Council) to attend the Federation of Canadian Municipalities Annual Conference and Trade Show 2022, to be held in Regina, SK, from June 2 to 5, 2022.

Respectfully submitted,

For: Keri-Ann Austin

Manager, Legislative Services

Attachment 1 – Travel and Expense Policy

Attachment 2 - SILGA Conference Info

Attachment 3 – FCM Conference Info



THE CORPORATION OF THE CITY OF VERNON

 $3400-30^{\text{th}}$ Street, Vernon, B.C. V1T 5E6 Telephone: (250) 545-1361 Fax: (250) 545-4048

website: www.vernon.ca

Corporate Policy

Section:	Financial Services	
Sub-Section:		
Title:	Travel and Expense Policy – Mayor, Council, Boards and Committees	

RELATED POLICIES

Number	Title	

APPROVALS

POLICY APPROVED BY:	AMENDMENT APPROVAL:	SECTION AMENDED
Approved by:	Amendment Approved by:	Section 2.2 – Courtesy Accommodation increased
"Barry Beardsell"	"Wayne Lippert"	to \$30.00 per diem and the addition of a \$20.00 incidental per diem for
Acting Mayor	Mayor	Council Members.
		2. Section 2.1 (b) Council members will receive \$0.51 per kilometer when
Date: September 26, 2005	Date: January 14, 2008	attending meetings on behalf of Council.
		3. Amend Section 3.6 reporting – "attendees must provide Council with an oral or
		written report".

	4. Clarify Approval
Approved by: "Wayne Lippert" Mayor Date: November 14, 2011	Numerous revisions *see K. Bertles report dated November 8, 2011 RMS#0110-40
Approved by: "Victor Cumming" Mayor Date: February 25, 2019	Attendance Requirement or Costs Absorbed by Member Policy Name Changed from Council – Travel and Expense Policy to Travel and Expense Policy – Mayor, Council, Boards and Committees
Approved by: "Victor Cumming" Mayor Date: September 7, 2021	1. Department name amended 2. Air Transportation (2.1 a) added 'be' after Claims should 3. Automobile Transportation (2.1 b) replaced \$0.52 per km with for the first 5,000 km 4. Per Diem Allowances (2.4) amended with more clarity and details

POLICY

Training, professional development and networking opportunities for Council members, commission and committee members and the Administrator, are recognized as important opportunities for the City. Expenditures for such events will be reimbursed in accordance with this policy providing funds have been budgeted in the annual operating budget and/or subject to pre-event authorizations as set out in this policy.

PROCEDURES

1. AUTHORIZATION TO TRAVEL

The following travel will require the following pre-approvals, with expenditures required to be within budgeted funds.

	CONVENTIONS/SEMINARS, EXPENSES AND TRAVEL	OUT OF PROVINCE AND OUT OF CANADA TRAVEL COSTS
Mayor and Council	Council Resolution or Approval of the Mayor, for early registration, with Council ratification	Council Resolution
Board, Commission and Committee Members	Committee Resolution and Council Resolution	Committee Resolution and Council Resolution

In the case of the Mayor, Council, board, commission and committee members, requests are to be submitted in writing outlining the nature of the event, projected expenditures, event location, and date details.

Travel within B.C. to attend meetings for City business does not require prior approval, provided they are within the budget.

2. ALLOWABLE COSTS

2.1 Transportation Costs

(a) Air Transportation

All air transportation should be arranged through Administration and carriers operating from the Vernon Airport to be given first consideration if the transportation is at a comparable cost. Transportation should be arranged using the most direct route, at the lowest available economy class fare. Claims should be supported by original ticket stubs or confirmation notices for internet bookings.

Wherever possible, advance bookings should be made to take advantage of lower fares. In those cases where the lower fare requires the individual to extend the trip, the City will pay the additional costs, provided that there are overall cost savings.

Associated travels which may be claimed include:

- (i) ground transportation
- (ii) necessary excess baggage charges;
- (iii) other necessary travel related costs.

(b) Automobile Transportation

Where an individual chooses to travel by automobile, reimbursement will be the lesser of the travel claim (including associated costs) based on the prevailing mileage rate and the total transportation costs that would have been payable if the individual had traveled by air.

Associated costs of automobile travel such as parking fees, bridge, ferry, or highway tolls, and en-route accommodation are also claimable, if supported by original receipts.

Council Members will receive a per kilometer rate for attendance at meetings on behalf of Council. The rate paid will be the CRA automobile allowance rate for the first 5,000 km.

2.2 Accommodation Costs

Accommodation will be reimbursed based on reasonable accommodation for the particular event attended. Accommodation claims shall be supported by the original copy of the hotel bill.

Where accommodation is arranged or accepted at a relative or friend's residence, a nightly rate of \$30.00 will be paid to cover a house gift or other expression of appreciation.

2.3 Registration Fees

The City will pay the applicable registration fees for attendance at approved events.

2.4 Per Diem Allowances

The City will pay for meals/incidentals on a per diem basis, as per UBCM standards, as follows:

Breakfast	\$15.00
Lunch	\$15.00

Supper \$30.00 Other incidental expenses \$20.00

Breakfast – leave before 6:00 am, return after 10:00 am Lunch – leave before 10:00 am, return after 2:00 pm Dinner – leave before 2:00 pm, return after 6:00 pm Incidental expenses – absent at least 24 consecutive hours or more

Incidental expenses typically include such items as: metered parking where no receipt is available, small personal expenses, tips on meals or other snack foods and beverages (except alcohol).

3. GENERAL POLICIES

3.1 Spousal or Partner Travel

Costs of spousal travel, including transportation, accommodation, registration and meals, are an expense of the individual, and not the City, unless approved by Council.

3.2 Mayor's Discretionary Expenses

The annual budget provides for expenditures for the hosting of individuals and/or organizations for City purposes. Any expenditure from this budget category must be approved by Council before the Mayor can be reimbursed.

3.3 Rental Cars

In circumstances where a rental car is necessary or warranted, the type of car booked shall be a reasonable size car dependent upon the specific circumstances.

Applicable additional car rental costs, such as insurance and gasoline, will be reimbursed. All claims must be accompanied by original receipts. Collision insurance must be purchased for the rental vehicle. Liability insurance is not required as the City carries a \$10 million liability policy for these rentals.

3.4 Travel Insurance

The City will pay the cost of trip cancellation insurance and baggage loss insurance, where the insurance is booked at the time air travel tickets are acquired.

3.5 Extension for Personal Travel

Where an individual combines a business trip with personal travel, the City will not reimburse any part of the personal travel expenses. The cost born by the City shall be that which would have been incurred if the individual had traveled on business only.

3.6 Reporting

Costs are to be submitted on the Travel Expense Report available from the Finance Division. The information must include the nature of the event, the date and any attendees on whose behalf these expenses were incurred. If the costs relate to a group, then the name of the group and the number in the group must be stated (i.e. a delegation from a Sister City).

For the Mayor, Councillors and Committee members, payment of the reimbursement claims will require authorization by the Manager Finance and the Administrator.

3.7 City Credit Cards

City credit cards cannot be used for any travel expenses. *No member of Council, including the Mayor, will be provided with a City Credit Card.* Travel expense advances can be obtained from the Finance Division. Costs are to be reported as per item 3.5 with any unused advance being refunded to the City.

3.8 Non-Attendance, Once Registered

Should Administration register a **member** for a conference, training, or professional development event and the **member** does not subsequently attend (excepting in **emergent** situations, at the discretion of the Mayor) the **member** shall reimburse the City of Vernon for all related non-recoverable costs.

Members who self-register for a conference, training, or professional development event and who subsequently do not attend (except in **emergent** situations, at the discretion of the Mayor) shall not be entitled to reimbursement for expenses incurred.



Sessions

- 1. BC Social Procurement Initiative OR
- 2. Big Moves in Climate Action

Tuesday, April 26th Afternoon

Salmon Arm Fun Activities

- 1. Shuswap and Northyard Cideries (includes tastings, snacks, transportation)
- 2. Lawn bowling
- 3. Golf at Salmon Arm Golf Club

Evening

Grub Pub Night - Salmon Arm Legion

Tours

- 1. Innovation Centre/Zest Food Hub
- 2. Salmon Arm Art Gallery
- 3. Robotic Dairy Farm Tour

Wednesday, April 27th Morning

Opening Ceremonies

Trade show opens

UBCM President Address

Creating a healthy organizational culture for resilience

Afternoon

The Diversified Multi-Asset Class Fund

UBCM - Review of the Resolution Process

Resolutions

Evening

Welcome Reception - Song Sparrow Hall

Breakout Sessions:

- 1. Risk and Crisis Communication: Lessons Learned from Wildfires
- 2. Turn When into Now Making Infrastructure Projects Feasible
- 3. Climate Change and Health Communities Moving Forward through Mitigation, Adaptation and Resilience

Film Industry Panel

Emerging Issues with States of Emergency

Keynote Speaker Jesse Wente

Attainable Housing Panel

Breakout Sessions:

- 1. The Value of Cultural Mapping for Local Governments
- 2. Connecting Communities with an Integrated Approach to Geohazard Risk Management
- 3. Airport Service Development

Trade show closes

Banquet - Prestige Harbourfront Resort

Community Excellence Awards

High Tech Business Panel

Minister of Municipal Affairs Josie Osborne

Grand Prize Draw

Afternoon

Thursday, April 28th

Morning

Friday, April 29th Morning

Evening

SILGA CONFERENCE FEES

Registration Options

	Early Bird	After March 13, 2022
✓ Registration Fees	\$460	\$500
Tuesday, April 26, 2022		
Pre-Conference Afternoon Sessions		
BC Social Procurement InitiativeBig Moves in Climate ActionNo thanks		
OR		
Salmon Arm Fun Activities 1:00 pm to 4:00 pm		
 ○ Cideries (Cost \$55) (1:00pm - 4:00pm) ○ Lawn bowling (Cost \$10) (1:00pm - 4:00pm) ○ Golf at Salmon Arm Golf Club (Cost \$25) (12:30pm ○ No thanks 	n - 4:00pm)	
☐ Pub Night – Salmon Arm Legion (5:30pm - 8pm)		
Wednesday, April 27, 2022		
☐ Breakfast		
Morning Tours/Session		
 Innovation Centre/Zest Food Hub (Spaces Remain Salmon Arm Art Gallery (Spaces Remaining: 40) Robotic Dairy Farm Tour (Spaces Remaining: 40) No thanks 	ing: 30)	
☐ Lunch		
☐ Welcome Reception (Evening)		
Thursday, April 28, 2022		

□ Breakfast
Morning Breakout Sessions
 Risk and Crisis Communication: Lessons Learned from Wildfires Turn When into Now - Making Infrastructure Projects Feasible Interior Health - Climate Change and Health No thanks
Lunch
Afternoon Breakout Sessions
 The Value of Cultural Mapping for Local Governments Connecting Communities with an Integrated Approach to Geohazard Risk Management Airport Service Development No thanks Banquet (Evening) Friday, April 29, 2022 Breakfast
Complimentary Code:
Submit Code
If you only want to attend the Welcome Reception or the Banquet, please use this form.

Payment Information

Legend

Live streamed sessions = ((·))

Recorded sessions =

Subject to change without notice.

Day 1

Day 2

Day 3

Day 4

Thursday, June 2

8 a.m.-3 p.m.

Exhibitor registration and move-in

8 a.m.-3 p.m.

Delegate registration

Sponsored by Municipal Information Network

8:30 a.m.-5:30 p.m.

Big City Mayors' Caucus (BCMC) meeting (S/I) ((-))

Study tours

1. Cowessess renewable energy site and cultural tour

mâmawêyatitân centre

3. Behind the scenes at Mosaic Stadium

4. Brandt Industries: Pinkie Road manufacturing facility

5. Regina's waste management education room and landfill gas-

to-energy facility

1-4 p.m.

1-3 p.m.

Blanket exercise: reconciliation through learning (TBC)

3-4 p.m.

Orientation session for first-time attendees (S/I) ((•))

4-5 p.m.

Regional caucus meetings

5–7 p.m.

Official Trade Show opening and reception

Sponsored by Port of Vancouver

Friday, June 3

7-8 a.m.

Breakfast on Trade Show floor

7 a.m.-2:30 p.m.

Exhibitor registration

Day 1	Day 2	Day 3	Day 4	
7 a.m.–2:30 p.m.	Trade Show			
7 a.m.–6 p.m.	Delegate regi Sponsored by		rmation Network	
8–9 a.m.		Opening ceremony (S/I) ((•)) Sponsored by Shaw Communications		
9–9:30 a.m.	Political keyno	Political keynote #1 (S/I) ((•))		
9–11 a.m.	Companions	access to Trade	e Show	
9:30–10:30 a.m.	President's Fo	orum (S/I) ((-))		
10:30-11 a.m.	Coffee break			
10:45 a.m.–12:45 p.m.	 Brandt Indu City of Reg Regina's water to-energy fa 	istries: Pinkie R ina's upgraded aste manageme acility	ergy site and cultural tour load manufacturing facility wastewater treatment plant ent education room and landfill gas- e for innovators	
11 a.m.–12:30 p.m.	Workshops	T		
11 a.m.–2 p.m.	Connected La	b		
12:30–2 p.m.	Lunch on Trac Sponsored by		e Management Organization	
2–2:30 p.m.	3 rd VP candid	ate presentatio	ns (S/I) ((•))	
2:30–3 p.m.	Political keyno	ote #2 (S/I) ((·))		

Day 1	Day 2	Day 3	Day 4
3:15–5:15 p.m.	Study tours 1. mâmawêyatitân centre 2. Behind the scenes at Mosaic Stadium 3. City of Regina's upgraded wastewater treatment plant 4. New transit maintenance facility, materials yard and asphalt plant 5. Conexus Cultivator: a place for innovators		
3:15–3:45 p.m.	Coffee break i	n workshop roon	ns
3:30-4:30 p.m.	Workshops		
6:30-8:30 p.m.	Mayor's welcome reception		
Saturday, June 4			
7:30-8:30 a.m.	Breakfast		
7:30 a.m2 p.m.	Exhibitor registration		
7:30 a.m. – 2:30 p.m.	Trade Show		
7:30 a.m.–6 p.m.	Delegate registration Sponsored by Municipal Information Network		
8–9 a.m.	Resolutions Pl	enary (S/I) ((·))	
9–10 a.m.	Rural Plenar	y (S/I) ((·))	
9–11 a.m.	Companions a	ccess to Trade S	Show
10–10:30 a.m.	Political keyno	te #3 (S/I) ((•))	
10:30–11 a.m.	Coffee break		

AGM & elections (S/I) ((·))

8:30-10 a.m.

10-10:30 a.m.	Coffee break
10 a.m12:30 p.m.	Selection of candidates for Board of Directors ((-))
12:30–1 p.m.	Selection of candidates for regional caucus chair ((-))
12:15–1:30 p.m.	Lunch
1:45–2:15 p.m.	FCM 2022-2023 Board members – election results (S/I) ((-))
2:15–3:15 p.m.	Closing Plenary (S/I) ((•))
6–11 p.m.	Host City Closing Gala Dinner

Day 1 Day 2 Day 3 Day 4

Program subject to change without notice.

FCM Conference registration fees

Registration type	In-person*	in-person*	Virtual**
MEMBER	Early Bird (February 14 to April 22)	Regular (After April 22)	Anytime
Municipal / Affiliate • Elected official or staff	\$895	\$1,055	\$480
NON-MEMBER			
Municipal • Elected official or staff	\$1,055	\$1,250	\$560
Provincial / Federal / Territorial government • Elected representative or staff	\$1,055	\$1,250	\$560
Exhibitor / Sponsor / Corporate partner (Only current registered exhibitors / sponsors are eligible for these fees)	\$680	\$795	\$364
Students Important: must be full-time student and show proof of current enrollment (student ID) to register.	\$205	\$205	\$149

Contact registration to provide proof and get your access code to register.

HOST CITY SOCIAL EVENTS

Mayor's Welcome Reception	\$60	\$60	N/A
Host City Reception and Closing Dinner	\$140	\$140	N/A

^{*5%} GST will be added to your registration fee.

^{**}For virtual attendees, the taxes applied to your registration fee are determined by your home province or territory.

THE CORPORATION OF THE CITY OF VERNON BYLAW NUMBER 5885

A bylaw to amend the "City of Vernon Subdivision and Development Servicing Bylaw #3843, 1992"

WHEREAS it is the intention of the Council of The Corporation of the City of Vernon to amend "Subdivision and Development Servicing Bylaw #3843, 1992" to adjust the minimum triggering threshold and maximum potential value for offsite works and servicing requirements;

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 "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022".
- 2. City of Vernon Subdivision and Development Servicing Bylaw No. 3843 is amended by:
 - (i) AMEND SECTION 7 SERVICING REQUIREMENTS FOR HIGHWAYS ABUTTING A SITE, 7.01 as shown in Red on attached Schedule 1;
 - (ii) AMEND SECTIONS 1 9 to update general numbering and formatting, and update or replace references, including those associated with the following Acts, as shown in **Red** on attached **Schedule 1**:
 - Drinking Water Protection Act
 - Local Government Act
 - Professional Governance Act
 - Public Health Act
 - Water Sustainability Act
 - Water Utility Act

BYLAW NUMBER 5885

PAGE 2

Subdivision and Development Servicing Bylaw #3843,	1992 is hereby ratified and confirmed in
every other respect.	

READ A FIRST TIME this READ A SECOND TIME READ A THIRD TIME thi	this 14 th day of February, 2022.	
ADOPTED this da	of , 2022.	
Mayor	Corporate Officer	

SECTION 2 - INTERPRETATION

In this bylaw, unless the context requires otherwise:

"Act" means Municipal Local Government Act, Land Title Act, Public Health Act, and any other Act named in this Bylaw and found in the Revised Statutes of British Columbia, 1979, as amended from time to time both before and after the date of this Bylaw.

"Applicant" means a person applying for the approval of a subdivision, pursuant to the provision of the *Land Title Act*, or a person applying for development other than subdivision, whether as the owner of the property proposed to be subdivided or developed or as agent for the owner or his contractor.

"Approval, Final" means the Approving Officer's affixation of his signature to the subdivision plan pursuant to Section 88 of the *Land Title Act*.

"Approval, Preliminary Layout" means written notification of a review of information presented to the Approving Officer previous to submission of a subdivision plan for final approval.

"Approving Officer" means any person duly authorized by the Municipal Council to act as Approving Officer pursuant to the provisions of the *Land Title Act*.

"Boulevard" means that portion of a highway between the curb lines or the lateral boundary lines of a roadway and the adjoining property or between curbs on median strips or islands, but does not include curbs, sidewalks, ditches, or driveways.

"Building Inspector" means the Building Inspector of the City of Vernon.

"Building Regulations" means the City of Vernon Building Bylaw No. 3283 as amended.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

"City Engineer" means the Engineer of the City of Vernon appointed as such by the Municipal Council, or his designate.

"Community Sewer System" means a sanitary sewer or a system of sewage disposal works which is owned, operated and maintained by the municipality.

"Community Water System" means a system of waterworks within the meaning of Section 21 of the Health Act water supply system within the meaning of the Drinking Water Protection Act which is owned, operated and maintained by the Municipality, an Improvement District under the Water Sustainability Act or the Municipal Local Government Act, or which is regulated under the Water Utilities Utility Act, and authorized by the Municipal Council.

"Council" means the Municipal Council of the Corporation of the City of Vernon.

"Cul-de-sac" means a highway with only one point of intersection with another highway and which terminates in a vehicle-turning area and is designed to be permanently closed except for a lane or a walkway, by the pattern of subdivision.

"Developer's Engineer" means the Professional Engineer engaged by the developer to design and prepare drawings for construction of works in a subdivision or development, or his authorized representative.

"Development" means an activity that requires a Building Permit or that alters the exiting surficial characteristics of the land.

"Drainage System" means a system of works designed and constructed to control the flow of storm water and/or ground water.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

"Frontage" means the length of a lot boundary which immediately adjoins a highway other than a lane or a walkway.

"Highway" includes a street, road, lane, walkway, bridge, viaduct, and any other way open to public use. Except for highways created under Section 4 of the *Highways Act*, the width of a highway is measured from lot line to lot line. A highway does not include private easements on private property.

"Highway, Arterial" means a street used primarily by fast or heavy traffic of which a significant portion has both its origin and destination outside of the subdivision area.

"Highway, Collector" means a street which carries traffic from local streets to arterial streets and includes the principal entrance streets for circulation of traffic within such a subdivision.

"Highway, Local" means a street used primarily for travel and access to and from the parcels of land contiguous thereto.

"Irrigation District" means an irrigation district incorporated under the Municipal Local Government Act or in the Water Sustainability Act.

"Lane" means a public thoroughfare or way having a width of less than 7 m (22.97 ft.) which affords only a secondary means of access to a lot at the side or rear.

(Bylaw No. 4496, Apr. 26, 1999)

"Lot" means an area of land designated as a separate, distinct parcel on a legally recorded subdivision plan or description filed in the Land Title Office, and having a principal frontage upon a public street or road.

"Lot Depth" means the shortest horizontal distance between the front and rear lot lines.

SCHEDULE 1

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

"Lot Line" means a legally defined boundary of any lot.

"Lot Width" means the horizontal distance between the side lot lines measured at right angles to the lot depth.

"Medical Provincial Health Officer" means the Medical Provincial Health Officer appointed under the *Public Health Act*.

"Municipality" means the City of Vernon or the area within the municipal boundaries thereof as the context may require.

"Owner" shall be interpreted as defined in the Municipal Local Government Act.

"Potable Water" means water which is approved for drinking purposes by the Medical Provincial Health Officer.

"Professional Engineer" means a person who is registered or duly licensed as such under the provisions of the Engineers Professional Governance Act of British Columbia.

"Proven Supply" means that a supply of potable water is available and proven with respect to volume, delivery and continuity of supply from an on-site groundwater system, a source requiring a water license from the Ministry of Environment or a community water system.

"Roadway" means the portion of the highway that is improved, designed or ordinarily used for vehicular traffic.

"Service Level" means the standard of municipal services required for development of subdivisions and other developments not requiring subdivision under the provisions of this bylaw.

"Street" means a highway except a lane, trail, or walkway.

"Subdivision" means the division of land into two or more parcels by plan or apt descriptive words.

"Top of Slope, Embankment or Escarpment" means the natural defined top edge of a slope, embankment or escarpment; or, where a gradual steepening exists, the point at which the slope exceeds 30% grade.

"Walkway" means a highway intended to carry pedestrian and non- motorized traffic.

"Watercourse" means any natural or man-made drainage course or source of water, whether usually containing water or not, and includes any lake, river, creek, spring, ravine, swamp, gulch, or source of ground water, whether enclosed in a conduit or not, or as required by a designated official of the Ministry of Environment, Lands and Parks of the Province of British Columbia.

"Zone" means an area created by the Zoning By law of the City of Vernon as amended or as replaced from time to time both before and after the effective date of this bylaw.

SCHEDULE 1

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

SECTION 3 - SUBDIVISION AND DEVELOPMENT REQUIREMENTS AND REGULATIONS

Compliance with Bylaw

3.01 No person shall subdivide or undertake development of land in the City of Vernon except in compliance with the provisions of this Bylaw.

General Requirements for Design of Subdivisions

- 3.02 No subdivision of land shall be approved which:
 - a) is not suited to the configuration of land being subdivided;
 - b) is not suited to the use to which it is intended; or
 - c) will make impracticable the future subdivision of the land within the proposed subdivision or of any adjacent land.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

SECTION 4 - PROVISION OF SERVICES IN SUBDIVISIONS AND DEVELOPMENTS

Level of Service

4.01 Unless otherwise approved by a Development Variance Permit issued by the Council pursuant to Section 922 Part 14, Division 9 of the Local Government Act, all subdivisions and developments shall be provided with services as prescribed in Schedule A of this Bylaw and the level of services required may be different for different zones as established by the Zoning Bylaw in accordance with the provisions of Schedule A of this Bylaw.

<u>Subdivisions and Developments Where Servicing Requirements May Be</u> Waived

- 4.02 Notwithstanding Subsection 4.01, the servicing requirements prescribed in Schedule A of this Bylaw may be waived where the lot created or developed is to be used solely for the unattended equipment necessary for the operation of:
 - a) a community water system;
 - b) a community sewer system;
 - c) a community gas distribution system;
 - d) a community radio or television receiving antennas;
 - e) a radio or television broadcasting antenna;
 - f) a telecommunications relay station;
 - g) an automatic telephone exchange;
 - h) an air or marine navigational aid;
 - i) electrical substations or generating stations; or
 - j) any other similar public service or quasi public service facility or utility.

Notwithstanding Subsection 4.01, the servicing requirements prescribed in Schedule A pertaining to provision of community sanitary sewer system, community water supply system, storm sewer system or street lighting are not required for consolidations or boundary lot adjustments.

Notwithstanding Subsection 4.01, connection to the City's storm sewer system may be waived for building permits relating to interior renovations and reconstruction of damaged buildings. Further, building permits for new single- and two- family homes, where no storm main is directly adjacent, as well as additions to single- and two- family homes may be waived where a registered professional has verified that an on-site storm disposal system is adequate. (Bylaw 5511, Sept 8/14)

Attached to and Forming Part of Bylaw 5885 "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

Expense of Services to Be Borne by Owner

4.03 Unless otherwise provided in this Bylaw, all works and services required in this Bylaw shall be constructed and installed at the expense of the Applicant.

Bonding and Development Agreement Required

- 4.04 a) All works and services to be constructed and installed to serve any proposed subdivision of any lands shall be constructed and installed at the expense of the applicant as prescribed in Schedules A to H herein and be subject to a warranty period of one (1) year for Works and two (2) years for landscaping, or such further period as provided herein, from the date of the inspection and acceptance by the City Engineer of the aforesaid Works and services as completed (hereinafter referred to as the "Acceptance of the Works") prior to the approval of such subdivision by the Approving Officer. A plan of subdivision may be finally approved prior to:
 - i) the expiry of the Warranty Period of the required Works and services and after Acceptance of the Works, where the applicant deposits with the City letter of credit, or other security in a form acceptable to the Manager of Finance, prior to the final approval of the subdivision by the Approving Officer, in an amount equal to 10% of the cost of installing and constructing all of the aforesaid Works and services for the subdivision and, notwithstanding the above, the security amount shall not be less than \$10,000.00 or more than \$75,000.00 for each \$1,000,000.00 or portion thereof of cost and to enter into a form of Agreement with the City as set out in Schedule J herein. Any security provided under Section 4.14(b) of this bylaw for the same works will be credited to any Agreements under this subsection:
 - ii) the Acceptance of the Works as required by this bylaw where the applicant deposits security in a form acceptable to the Manager of Finance in an amount equal to 150% of the cost of underground sanitary sewer and storm sewer works, including services and trench backfill plus 125% of the cost of all other works required to be constructed and installed by the Owner as required by the Approving Officer before the subdivision plan is finally

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

approved by the Approving Officer and to enter into a form of Agreement with the City as contained in Schedule J herein.

- b) All works and services to be constructed and installed to serve any proposed development that does not require a subdivision of any lands shall be constructed and installed at the expense of the applicant as prescribed in Schedules A to H herein and be subject to a warranty period of one (1) year for Works and two (2) years for landscaping, or such further period as provided herein, from the date of Acceptance of the Works prior to the approval of such development by the City. A development may be finally approved prior to:
 - i) the expiry of the Warranty Period of the required Works and services and after Acceptance of the Works, where the applicant deposits with the City letter of credit, or other security in a form acceptable to the Manager of Finance, in an amount equal to 10% of the cost of installing and constructing all of the aforesaid works and services for the development and notwithstanding the above, the security amount shall not be less than \$10,000.00 or more than \$75,000.00 for each \$1,000,000.00 or portion thereof of cost and to enter into a form of Agreement with the City as set out in Schedule J herein. Any security provided under Section 4.14(b) of this bylaw for the same works will be credited to any Agreements under this subsection.
 - ii) the Acceptance of the Works as required under this bylaw where the applicant deposits a letter of credit or other security in a form acceptable to the Manager of Finance in an amount equal to 150% of the cost of underground sanitary sewer and storm sewer works, including services and trench backfill plus 125% of the cost of all other works required to be constructed and installed by the Owner as required by the City Engineer before the development is finally approved by the City and to enter into a form of Agreement with the City as contained in Schedule J herein;
- c) The City will reduce the amount of security deposited pursuant to provisions of this bylaw herein from time to time and in accordance with the following:
 - i) the credit reduction will be equal to the cost of the work completed and approved by the City Engineer;

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

- ii) no reduction will be allowed for any amount less than 10% of the total cost of the construction and installation of the work;
- iii) upon completion of the works and services required herein, the provisions of Section 4.07 have been complied with in respect to provision of as-built drawings and service cards in paper and acceptable electronic formats;
- iv) notwithstanding sub-paragraphs (i) and (ii) above, the City will not refund an amount whichever is the lesser of 10% of the total cost of the constructing and installing of the work or \$75,000.00 for each \$1,000,000.00 or part thereof of the cost of the construction and installation of the works and services required herein until the expiry of the warranty period or such further term as provided herein following the Acceptance of the Works. Notwithstanding the above, the minimum deposit required to be held shall be not less than \$5,000.00:
- v) the warranty period provided for herein will be extended by the following periods of time if any of the following occurs:
- a) from the time a deficiency is discovered until the time it is repaired; and
- b) if a deficiency is repaired and the sufficiency of that repair cannot be determined due to weather or soil conditions until such time as the City Engineer, acting reasonably, is able to determine the deficiency of the repair of the Work;

Notwithstanding the above, the City Engineer may waive the requirement to extend the warranty period as set out above in whole or in part;

vi) Upon the expiry of the aforesaid warranty period or such further term as provided herein and provided that the Owner is not then in default under any of his covenants herein contained, and upon final approval of the Work by the City Engineer, the City will, as soon as possible, reduce the remaining security to zero (nil).

SCHEDULE 1

Attached to and Forming Part of Bylaw 5885 "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

Excess or Extended Capacity

4.05 Pursuant to Section 939 Part 14, Division 11 of the Local Government Act, the City may require that the Applicant provide excess or extended services to provide access to or service land other than the land being subdivided or developed.

Right-of-Way Agreement

- 4.06 Where the provisions of this bylaw require an Applicant to grant a utility or drainage Right-of-Way to the City of Vernon, the Applicant shall be required to:
 - a) enter into an Agreement substantially in the form prescribed in Schedule K of this Bylaw, as amended;
 - b) provide that the Statutory Right-of-Way Agreement will be registered free and clear of any financial charges, options, rights of first refusal or any other encumbrances that in the opinion of the City's solicitors may jeopardize the attachment of the Statutory Right-of-way to the lands;
 - c) either allow the City to register the Statutory Right-of-way in the Land Title Office against the lands of the applicant at the expense of the applicant or, at the option of the applicant, have the applicant's solicitor provide an undertaking to register same on terms acceptable to the City's solicitors; and
 - d) pay all associated costs in preparing and registering the Statutory Right-of-Way Agreement, including legal costs.

<u>Design and Field Review of Construction by a Professional Engineer and</u> Geoscientist

4.07 All engineering drawings required in this bylaw for works and services, shall be prepared by a Professional Engineer and Geoscientist registered to practice in the Province of British Columbia.

The Applicant shall engage a Professional Engineer and Geoscientist to carry out all necessary field reviews and inspections during the construction of works and services required as a condition of subdivision approval. The City requires full time inspection during the construction and installation of all underground works. The Professionals shall submit a report in the format set out in Schedule M of this bylaw certifying that the works and services have been carried out in compliance with this bylaw

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

and the plans, drawings and supporting documents submitted in support of the subdivision application which were accepted by the City of Vernon.

All applications for subdivision shall include a letter of commitment from the Applicant in the format set out in Schedule L of this bylaw, that a Professional Engineer and Geoscientist have been engaged to carry out all necessary design works and undertake all field services for the subdivision.

- Upon completion of the works and services, the applicant shall provide to the City Engineer final, as-built drawings and service cards in paper and electronic acceptable formats signed and sealed by a professional engineer of all work constructed or installed pursuant to the application.
- b) If there are any deficient or missing drawings or service cards upon completion of the work, any refund due will be debited in the amount of \$2,500.00 per asbuilt sheet and \$500 per service card.

Exception for Service Connection

4.08 Notwithstanding Section 4.07 above, in a subdivision where only service connections to existing works and services are required, the City may not require that the Applicant engage a Professional Engineer or Geoscientist to design those service connections where service grade, elevation and pipe size are not an issue.

Geotechnical / Slope Stability

4.09 A geotechnical report(s) on slope stability is required prior to land use redesignation, subdivision, development and/or building permit approval. A report is required wherever the slope of the subject lands, or portions thereof exceed 15 percent or where past subsidence, slippage or seepage is evidenced in the vicinity of the site. Lands in excess of 30% slope are not to be developed unless otherwise approved for development as part of an adjoining larger area of 30% or less slope as per the Hillside Guidelines.

The requirement for a geotechnical report for slope stability may be waived by written authorization from the City Engineer. The City Engineer may also require a Geotechnical report for sites with soil conditions, groundwater, or other such conditions which, in the opinion of the City Engineer, require special attention.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

- a) Slope stability reports shall contain a minimum of the following information:
 - i) existing property lines shown on plan(s);
 - ii) top of slope, embankment or escarpment; and toe of slope;
 - iii) contour mapping as required by the Geotechnical Engineer;
 - iv) Stability Limit (S.L.) line(s) shown on plan(s). The S.L line is defined as the line that corresponds to a slope stability Safety Factor (S.F.) of 1.5 and delineates the Developable Area where S.F. is greater than 1.5, from the Undevelopable Area where the S.F. is less than 1.5. To define the S.L. line, the slope is to be analyzed in the existing natural condition using the highest expected groundwater condition, both natural and man-made;
 - v) the effects of and extent of slope failure on the subject land and adjacent properties and the methods for protection of the lands:
 - vi) a setback line, drawn in relation to the S.L. Line and within the developable area, which shall define the point nearest the S.L. line that structures (including streets, underground utilities, building foundations, swimming pools, etc.) can be constructed without jeopardizing the slope stability at the S.L. line. The building setback line shall be no closer to the top of slope than:
 - a) that line determined by a Geotechnical Engineer using the method described in this section, or
 - b) the "rear yard setback" distance as specified in the City of Vernon Zoning Bylaw No. 5000, as amended measured from the top of the slope, embankment or escarpment.
 - vii) identification of proposed fill areas and development of a filling plan addressing ultimate topography, fill materials, methodology, inspection, testing, revegetation, slope stability and setbacks as defined in this section; and
 - viii) assessment and recommendations regarding the effects of rainfall, runoff and irrigation.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

- b) Existing lands within areas of 30% slope or less where the S.F. < 1.5 may be considered for development by the City Engineer if the existing slope is modified using recognized remedial procedures which will yield a S.F. greater than 1.5.
- c) Slope stability reports shall be prepared by a Professional Geotechnical or Geological Engineer.
- d) It is the responsibility of the developer to ensure that slope stability reports are initiated and that development conforms to the recommendations in the report.
- e) All rock removal and rock blasting are to be designed and field reviewed by a Professional Geotechnical or Geological Engineer.
- f) An erosion/sedimentation control plan must be prepared by a Professional Geotechnical or Geological Engineer that addresses dust, erosion and sediment control at all stages of development. The plan must be implemented and measures maintained at the Applicant's expense until the Acceptance of Works.

Traffic Impact Analysis

4.10 The Approving Officer may require the Applicant to provide a traffic impact analysis.

Off-Site Utilities Impact Analysis

4.11 The Approving Officer may require the Applicant to provide an off-site utilities impact analysis.

Site Preparation

4.12 In no case shall land be excavated, filled, paved or graveled or the surface features of land otherwise be altered for the purpose of development without the prior written approval of the Approving Officer or City Engineer.

Off-Site Services

4.13 The Applicant may be required to contribute towards the cost of upgrading or upsizing off-site roads and utilities.

Attached to and Forming Part of Bylaw 5885 "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

Works within existing Right-of-ways)

- 4.14 Where a subdivision or development must construct works within a City road or right-of-way, the following is required:
 - a) Provide engineering drawings for the works in accordance with the provisions of this bylaw.
 - b) Provide security in a form acceptable to the Director of Financial Services in the amount of 150% of the cost of underground sanitary sewer and storm sewer works, including services and trench backfill plus 125% of the cost of all other works required to be constructed within the City road or right-of-way plus engineering development review and inspection fee in accordance with the City of Vernon's current Fees and Charges Bylaw. If the applicant has entered into an Agreement pursuant to Subsection 4.04(a)(ii) or 4.04(b)(ii), the above security can be credited against the security for the same works provided for in the above-mentioned Agreement. (March 23/15, Bylaw 5549)
 - c) Obtain a Permit from the City for construction within a Right-of-way.

Exception for Property Boundary Adjustments

- 4.15 Notwithstanding Subsection 4.01 of this Bylaw, subdivisions involving only property boundary adjustments where the number of lots is not increased shall not be subject to the requirements of this Bylaw, except in the following cases:
 - a) Where road dedication is required, all dedication for future road widening shall be obtained at the time of the property boundary adjustment application.
 - b) Any unprotected or existing servicing that encroaches on adjustment parcels shall be protected by means of easement or statutory Right-of-Way or relocated as required by the City Engineer. Any relocation of services shall be governed by the regulations of this Bylaw.

The applicant must provide a plan showing the location of all existing structures, road and utilities in order to demonstrate compliance with the above requirements.

Attached to and Forming Part of Bylaw 5885 "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

4.16 In those areas within Plan Vernon designated as a development permit area because of fire hazard, the Approving Officer will require a fire hazard assessment from a registered professional forester.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

SECTION 5 -SERVICING REQUIREMENTS FOR SUBDIVISIONS UNDER LAND TITLE ACT

<u>Highways</u>

- 5.01 All highways created by plan of subdivision, including the widening of highways, shall:
 - a) comply with the dimensions, location, alignment, drainage, and gradient requirements set out in Schedules A, B and F of this Bylaw; and
 - b) be cleared, graded and surfaced in accordance with standards set out in Schedules A and B of this Bylaw.

Sidewalks, Curbs and Gutters (June 14/04, Bylaw No. 4846)

5.02 In subdivisions where highways are created, sidewalks, curbs and gutters shall be provided as required in Schedule A and constructed in accordance with the standards set out in Schedule C of this Bylaw.

Where in the opinion of the City the construction of curb, gutter and sidewalk improvements would be impractical at the time of subdivision, a cash deposit shall instead be deposited with the City in accordance with the conditions and requirements of paragraph 7.01 (d) (iv) of this Bylaw, to be used by the City for the future construction of curb, gutter and sidewalk improvements on the highway adjacent to the lands being subdivided.

Street Lighting

5.03 In subdivisions where highways are created, street lighting shall be provided as required in Schedule A and constructed in accordance with the standards set out in Schedule G of this Bylaw.

Electrical and Communications Wiring and Gas Distribution System

In subdivisions where parcels are created, each parcel shall be provided with power supply consistent with the standards set out in Schedule A and Schedule H of this Bylaw. Where cablevision and gas service are to be provided, such services shall be provided consistent with the standards set out in Schedule A and Schedule H of this Bylaw.

Water Distribution System

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

In subdivisions where parcels are created, each parcel shall be supplied with a complete water distribution system connected to a community water system as required in Schedule A, and all system components shall be installed in accordance with the standards set out in Schedule D of this Bylaw.

Sanitary Sewer

- 5.06 In subdivisions where parcels are created, each parcel shall be:
 - a) provided with a complete sewage collection system connected to the community sanitary sewer system, or
 - b) provided with an on-site sewage disposal system as required in Schedule A of this Bylaw and all system components shall be installed in accordance with the standards set out in Schedule E of this Bylaw.

Drainage System

In subdivisions where parcels are created, each parcel shall be provided with a complete and fully operative drainage system as required in Schedule A of this Bylaw and constructed in accordance with the standards set out in Schedule F of this Bylaw.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

SECTION 6 - SERVICING REQUIREMENTS FOR DEVELOPMENTS NOT REQUIRING SUBDIVISION

Developments Not Requiring Subdivision

As a condition of the issuance of a building permit on a site being developed, the City of Vernon may require that the Applicant provide works and services which are directly attributable to the development consistent with the provisions of this section.

Prior to issuing a building permit on a site being developed, the City of Vernon may require the Applicant to prepare a site servicing plan and details prepared by a Professional Engineer which shall identify how the Applicant intends to construct services on the site. All site servicing plans are to be approved by the City Engineer.

Domestic Water

6.01.1 Where the provisions of Schedule A require a parcel containing a development to be served by a community water system, the water distribution system on the parcel shall be constructed and connected to the community water system consistent with a site servicing plan approved by the City Engineer and the provision of Schedule D of this Bylaw.

Sanitary Sewer

6.01.2 Where the provisions of Schedule A require a parcel containing a development to be served by a community sewer system, the sewage collection system on the parcel shall be constructed and connected to the community sewer system consistent with a site servicing plan approved by the City Engineer and the provision of Schedule E of this Bylaw.

Site Drainage

- 6.01.3 The development shall be provided with site drainage collection and disposal facilities in accordance with a site servicing plan approved by the City Engineer and the provision of Schedule F of this Bylaw.
- 6.01.4 For developments where on-site parking or on-site loading facilities are required, the development shall be provided with vehicle access from a highway or highways in accordance with an access permit and a site servicing plan approved by the City Engineer.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

For developments located on sites fronting on a controlled access highway designated pursuant to the *Highway Act*, the proposed method of providing access to the site shall also be subject to the approval of the Ministry of Transportation and Highways Infrastructure.

Hydro, Telephone and Cablevision Wiring

6.01.5 Where the provisions of Schedule A require underground wiring, all hydro, telephone and cablevision wiring shall be installed underground consistent with the provisions of Schedule H of this Bylaw.

Exceptions for Developments Not Requiring Subdivision

6.02 Notwithstanding the requirements of Section 6.01 above, the following exceptions to the servicing standards set out in this bylaw may be permitted for developments not requiring subdivision:

Water Service Pipe

6.02.1 Polyethylene series 160 water service piping shall be accepted as an alternative to Type K copper. Corporation stops and curb stops shall be required for each lot or unit serviced.

Trench Backfill

- 6.02.2 Gravel backfill is the preferred material. Native backfill may be allowed in non-roadway areas only provided that the following is provided by the Developer and approved by the City Engineer prior to backfilling any trenches or excavations:
 - a) engineering design for a modified road structure;
 - b) engineering report detailing the procedure and equipment required to compact native material to requirements specified;
 - c) test results to the satisfaction of the City Engineer to confirm the level of compaction has been achieved.
- 6.02.2 No road work shall be constructed until the test results have been reviewed and approved by the City Engineer.

Materials

6.02.3 Materials suppliers and manufacturers other than those specified in this Bylaw are acceptable subject to the approval of the City Engineer.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

SECTION 7 - SERVICING REQUIREMENTS FOR HIGHWAYS ABUTTING A SITE

(June 25/94, Bylaw 4046)

- 7.01 As a condition of the approval of a subdivision or development or the issuance of a Building Permit, the City of Vernon shall require that the Applicant provide works and services directly attributable to the development on that portion of a highway immediately adjacent to the site being subdivided or developed, and only to the centerline of the highway for items (a) and (d) immediately below only. Where the value of a Building Permit is less than \$50,000 \$200,000 the applicant will be required to conduct the necessary offsite works adjacent to the site up to the centerline up to the maximum value of 10% of the building permit value, with a cumulative maximum value being equal to the estimated total value of works required to conform to current bylaw standards at the time of application exempted from this requirement. On building permits with a total construction value greater than \$200,000, the maximum value of the works and services to be provided shall be 5% of the total building permit construction value. Works and services which are required include:
 - a) Where there is no existing work, highway improvements including clearing, grading, drainage and surfacing in accordance with the standards set out in Schedules A and B of this Bylaw.
 - b) Where existing works are deemed adequate for the development proposed, no highway improvements, or connection to the City's storm sewer system shall be required. (Sept 8/14, Bylaw 5511)
 - c) Residential low and medium density development with adjacent lanes is required only to widen the lane structure to the minimum widths defined in Schedules A and B. Where the Public Works Manager deems the surface condition of the existing lane unacceptable to accommodate additional use resulting from new development, the applicant may be required to re-grade and chip seal the portion of the lane being utilized. (Dec 10/12, Bylaw 5398)
 - d) Sidewalk, curb and gutter improvements in accordance with the standards set out in Schedules A and C of this Bylaw subject to the following: (April 9/01, Bylaw 4650)
 - i) The construction of a sidewalk may also include without limiting the generalities of the foregoing, the construction of additional off-site works such as curbs, gutters, catch basin, storm sewer main extensions, handrails and retaining walls so that the sidewalk can be properly installed and

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

> Such additional off-site works shall be maintained. constructed in accordance with the standards contained within Subdivision and Development Servicing Bylaw #3843 as amended. The City Engineer is to confirm the extent and details of the additional off-site construction works associated with a required sidewalk.

- ii) Sidewalks are not required to be constructed within the City road right-of-way adjacent to a property for which a Building Permit or Subdivision application has been submitted under the following conditions:
 - a sidewalk has not been designated by the authority having jurisdiction for the side of the road right-of-way adjacent to the subject property under application;
 - a sidewalk is not required as per Table A.2 of b) Subdivision and Development Servicing Bylaw #3843 as amended;
 - c) where the Subdivision Plan only involves consolidation of lots or road dedication or road closure or phased building strata or lease plan;
 - where the Building Permit application only involves d) signs or internal renovations or exterior renovations without additions or accessory buildings or small public utility structures such as pumphouses and park washrooms or portable classroom and washroom structures:
 - where the road right of way adjacent to the subject property under application is insufficient in width to accommodate the designed sidewalk and where the right of way acquisition is not part of the application approval provisions:
 - where the building permit application is for renovations or reconstruction of an existing building as a result of a fire or other catastrophe, at the discretion of the City Engineer, provided there is no change is use, or
 - g) notwithstanding 7.01 of this Bylaw, where a building permit application for single or two family home involves an addition to a primary structure that will not

Attached to and Forming Part of Bylaw 5885 "Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

ultimately increase the demand on the existing City infrastructure and provided there in no change in use. (Sept. 8/14, Bylaw 5511)

- iii) Where the existing works are deemed adequate for the development proposed, no improvements will be required.
- iv) Where in the opinion of the City the construction of curb, gutter and sidewalk improvements would be impractical at the time of subdivision or development, shall instead enter into a Works Contribution Agreement and provide a cash deposit equal to 125% of the estimated cost of the works. The estimate shall be provided by City staff for all works related to infill development adjacent to existing City roads within OCP Development Districts 1 and 2 to be used by the City for the future construction of curb, gutter and sidewalk improvements on the highway adjacent to the lands being subdivided or developed. The provision of the cash deposit shall be subject to the following: (June 14/04, Bylaw 4846, Dec 10/12, Bylaw 5398)
 - a) the amount of the cash deposit shall be equal to the total estimated costs of constructing the required curb, gutter and sidewalk improvements, as determined by the City, based upon the City's then current unit rates for such construction and the requirements of Table A2 of Schedule A and Schedule C of this Bylaw;
 - b) without limiting the generality of (a), the construction of the curb, gutter and sidewalk improvements shall include all additional and ancillary works including, but not limited to such items as base, and sub-base material, catch basins, storm sewer main extensions, steps, handrails and retaining walls needed for the proper installation of the curb, gutter and sidewalk improvements;
 - the City shall hold the cash deposit in trust and only use it for the future construction of curb, gutter and sidewalk improvements and ancillary components on the highway adjacent to the lands being subdivided or developed;
 - d) the timing of the future construction of the curb, gutter and sidewalk improvements shall be at the sole discretion of the City; and

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

- e) the provisions of the cash deposit shall constitute full and complete compliance with the requirements of subsections 7.01 (d) and 5.02 of this Bylaw and, where the actual costs of construction of the curb, gutter and sidewalk improvements vary from the amount of the cash deposit, no refund shall be payable by the City nor shall the applicant be responsible for the shortfall.
- e) Water system improvements including construction of water distribution components in accordance with the standards set out in Schedule D of this Bylaw as required to service the development.
- f) Sewer system improvements including construction of sewage collection system components in accordance with the standards set out in Schedule E of this Bylaw where Schedule A of this Bylaw requires the development of a sewer system as required to service the development.
- g) Drainage system improvements including the provision of drainage facilities as required in Schedule A of this Bylaw, and construction of specific drainage system improvements in accordance with the standards set out in Schedule F of this Bylaw as required to service the development.
 - i) Where residential infill construction requires extension of the storm sewer system, the cost of which is greater than 5% of the building permit value, installation of on-site storm systems, which have been designed by a qualified professional, may be permitted by the City Engineer, subject to the applicant entering into a Works Contribution Agreement to fund their benefitting share of the estimated storm extension cost. (Dec 10/12, Bylaw 5398)
- h) Where the provisions of Schedule A require underground wiring, all hydro, telephone and cablevision, ducting and junction facilities shall be installed in accordance with the provisions of Schedule H of this Bylaw as required to service the development.
 - i) Where residential infill construction requires provision of ground transformers or other works, the cost of which is greater than 5% of the building permit value, installation of a new overhead transformer or other works, excluding service to the building, may be permitted by the City Engineer, subject to the applicant entering into a Works Contribution Agreement to fund their benefitting share of the estimated ground transformer cost.

 (Dec 10/12, Bylaw 5398)

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

SECTION 8 - ADMINISTRATION AND ENFORCEMENT

Application Fee

- 8.01 Application fees shall be paid in accordance with the following:
 - a) An applicant for subdivision approval shall submit with the application a fee in accordance with the City of Vernon's current Fees and Charges Bylaw. (March 23/15, Bylaw 5549)
 - b) This application fee shall cover all processing and review of preliminary subdivision layout plans up to the issuance of a preliminary layout approval or the equivalent thereof.
 - c) Following the granting of a preliminary layout approval an applicant for subdivision shall submit an engineering development review and inspection fee in accordance with the City of Vernon's current Fees and Charges Bylaw. The estimated cost of the works shall be approved by the City Engineer. (March 23/15, Bylaw 5549)
 - d) An applicant for development approval shall submit with the application a fee in accordance with the following:
 - i) any fee payable under the Building and Plumbing Bylaw of the City at the time of application;
 - ii) prior to the issuance of a permit where a permit is required or prior to construction where no permit is required, for engineering development review and inspection fee, an applicant for development shall submit a fee in accordance with the City of Vernon's current Fees and Charges Bylaw. The estimated costs of the works shall be approved by the City Engineer. (March 23/15, Bylaw 5549)

Preliminary Layout Approval

An Applicant may, before causing a plan of subdivision to be prepared and submitted for approval pursuant to the provisions of the *Land Title Act*, make a submission for Preliminary Layout Approval. This submission shall be accompanied by preliminary plans of the proposal and shall include information as required by the Approving Officer to appraise the proposed subdivision.

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

- 8.02.2 Preliminary Layout Approval of any subdivision shall not be construed as final approval for land registration or any other purpose, nor is a submission for Preliminary Layout Approval considered an application under Section 938 Part 14 of the Local Government Act. This approval shall not be considered as acceptance by the Municipality or its Approving Officer of anything except the general layout of the proposed subdivision, and a list of minimum conditions which would be taken into consideration on an application for final approval. Preliminary Layout Approval is revocable by the Approving Officer at any time before final approval is granted.
- 8.02.3 The Preliminary Layout Approvals (PLA) approval period shall be a maximum of two (2) years with a maximum one (1) year re-approval period permitted wherein the re-approval conditions may vary from the initial approval conditions. (Mar. 11/19, Bylaw 5737)

Authorization to Enter on Lands Being Subdivided

8.03 Officers of the City of Vernon, or their designates are authorized to enter, at all reasonable times, upon the lands for which application to subdivide has been made, in order to ascertain whether the provisions of this Bylaw are being met.

Violation

- 8.04 Every person who:
 - a) violates any of the provisions of this bylaw;
 - b) causes or permits any act or thing to be done in contravention or violation of any of the provisions of this Bylaw;
 - c) neglects or omits to do anything required under this Bylaw;
 - carries out, causes or permits to be carried out any development in a manner prohibited by or contrary to any of the provisions of this Bylaw;
 - e) fails to comply with an order, direction or notice given under this Bylaw;
 - f) prevents or obstructs or attempts to prevent or obstruct the authorized entry of an officer on property under Section 2;

Attached to and Forming Part of Bylaw 5885

"Subdivision and Development Servicing (Sections 1 through 9) Amendment Bylaw 5885, 2022"

shall be deemed to be guilty upon summary conviction of an offence under this Bylaw.

Offence

- 8.05 Each day's continuance of an offence under Section 3 constitutes a new and distinct offence.
- 8.06 Any person who violates any of the provisions of this Bylaw shall, on summary conviction, be liable to a penalty not exceeding \$10,000 plus the cost of prosecution for each offence.

Completion

8.07 Should any person fail to construct or install any works or services required under this Bylaw, the municipality, its agents or servants may construct or install the works, services, asbuilts and service cards at the expense of the person in default, and the expense thereof, with interest at the rate of six percent (6%) per annum with costs, may be recovered in like manner from the bond or as municipal taxes.

<u>Severability</u>

8.08 If any section, subsection, sentence, clause or phrase of this Bylaw is for any reason deemed to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Bylaw.

Schedules Form Part Of Bylaw

8.09 Schedules "A" through "O" are attached to and form part of this Bylaw.

Authorization

8.10 The Manager of Engineering Services and or Manager of Engineering Development Services and Clerk are authorized to sign on behalf of the City the Agreement set out in Schedule J without further resolution of Council if such Agreement conforms with the provisions of this bylaw.

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5892

A bylaw to amend Election Procedure Bylaw Number 3971, 1993

WHEREAS the Council of The Corporation of the City of Vernon wishes to amend the procedures and requirements in the Election Procedure Bylaw;

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 "Election Procedure (Randomized Ballots, Advance Voting, Nomination Documents) Amendment Bylaw 5892, 2022".
- 2. Election Procedure Bylaw Number 3971, 1993 is hereby amended as follows:
 - a) **ADD** new Section 3. Required Advance Voting Opportunities, as shown in **red** on attached Schedule 'A';
 - b) **REMOVE** Section 4. (a) as shown in **red** on attached Schedule 'A';
 - c) **ADD** new Section 8. Public Access to Nomination Documents, as shown in **red** on attached Schedule 'A';
 - d) **ADD** new Section 10. Order of Names on Ballot Determined by Lot, as shown in **red** on attached Schedule 'A';
 - e) **UPDATE** Local Government Act section references as required;
 - f) **RENUMBER** existing sections, as required.
- 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.

PAGE 2

BYLAW NUMBER 5892

Mayor:		Corporate Officer:	
ADOPTED this	day of , 2022	2.	
READ A THIRD TIME this	day of	, 2022.	
READ A SECOND TIME this	s day of	, 2022.	
READ A FIRST TIME this	day of	, 2022.	

SCHEDULE 'A'

Attached to and forming part of "Election Procedure (Randomized Ballots, Advance Voting, Nomination Documents) Amendment Bylaw 5892, 2022"

2. <u>Voter Day Registration (Bylaw 4939, June, 2005)</u>

- (a) For the purposes of all elections and other voting under Part 3 and Part 4 of the *Local Government Act*, a person may register as an elector only at the time of voting.
- (b) Registration as an elector under section 485 2(a) of this bylaw is effective only for the voting or other matters on which the opinion of the electors is being sought at the time of voting.

3. Required Advance Voting Opportunities

- (a) As required by the *Local Government Act*, the following advance voting opportunities are established for each election, to be held in advance of general voting day for each election. Advance voting opportunities will be held during the hours of 8:00 am to 8:00 pm on:
 - (i) the tenth (10th) day before general voting day; and
 - (ii) the third (3rd) day before general voting day.

4. Additional Advance Voting Opportunities:

(a) As authorized under Section 108 of the Local Government Act, the following additional advance voting opportunities are established for each Election or other voting to be held in advance of General Voting Day for each election or other voting:

As authorized under section 108 of the *Local Government Act*, the council authorizes the chief election officer to establish additional advance voting opportunities for each election or other voting to be held in advance of general voting day and to designate the voting places, establish the date and the voting hours for these voting opportunities. (*Bylaw #4939, June, 2005*)

8. Public Access to Nomination Documents

Nomination documents will be available for public inspection in City Hall during regular office hours and available on the City's website from the time of delivery until 30 days after the declaration of the election results.

10. Order of Names on Ballot Determined by Lot

Candidate names will appear on the ballot as determined by lot in accordance with the procedures set out in section 117 of the *Local Government Act*.

OFFICE OF THE MAYOR



January 28, 2022

File No. 0400-60

Dear UBCM Member Municipalities,

I am reaching out to local governments in British Columbia to urge your support for Private Members Bill C-216, Health-Based Approach to the Substance Use Act, which has received first reading in the House of Commons.

The proposed Act would amend the Controlled Drugs and Substances Act and enact the Expungement of Certain Drug-related Convictions Act and the National Strategy on Substance Use Act. Under Bill C-216, the National Strategy proposes to:

- (a) address the harm associated with the criminalization of substance use;
- (b) ensure that interventions are founded on evidence-based best practices and address the root causes of problematic substance use;
- (c) ensure low-barrier access to a safe supply of medically regulated substances;
- (d) provide universal access to recovery, treatment and harm reduction services for problematic substance use and substance use disorder, including overdose prevention services, relapse prevention services and supervised consumption sites and services;
- (e) implement evidence-based prevention programs that address social and economic factors that contribute to problematic substance use; and
- (f) reduce the stigma associated with substance use, including through outreach and public awareness programs.

Cumberland Council has expressed its support for Bill C-216 to Prime Minister Trudeau and to the Minister of Health and Addictions Carolyn Bennett and I would encourage your Council or Board to do the same in an effort to finally secure Federal aid on decriminalization, safe supply and access to recovery, treatment and harm reduction services.

Yours sincerely,

Leslie Baird

Mayor

OFFICE OF THE MAYOR



January 28, 2022

File No. 0400-40

The Honourable Carolyn Bennett, P.C., M.P. Minister of Health and Addictions Carolyn.Bennett@parl.gc.ca

Dear Minister,

I am very pleased to be able to write to you in support of the Private Members Bill C-216, Health-based Approach to the Substance Use Act, which received first reading on December 15, 2021 and which is sponsored by Gord Johns, Member of Parliament for Courtenay-Alberni.

The Council of the Village of Cumberland endorses the National Strategy to address the harm associated with the criminalization of substance use and to ensure that interventions are founded on evidence-based best practices to address the root causes of problematic substance use.

In 2016, harm reduction was restored as a key pillar of Canada's drug strategy with the establishment of the Canadian Drug and Substances Strategy, however further measures are needed to protect the lives of Canadians. I trust that you will support Bill C-216 in order to provide federal aid on decriminalization, safe supply and access to recovery, treatment and harm reductions services.

Yours sincerely,

Leslie Baird

Mayor

OFFICE OF THE MAYOR



January 28, 2022

File No. 0400-40

The Right Honourable Justin Trudeau, P.C., M.P. Prime Minister of Canada Justin.Trudeau@parl.gc.ca

Dear Prime Minister,

I am very pleased to be able to write to you in support of the Private Members Bill C-216, Health-based Approach to the Substance Use Act, which received first reading on December 15, 2021 and which is sponsored by Gord Johns, Member of Parliament for Courtenay-Alberni.

The Council of the Village of Cumberland endorses the National Strategy to address the harm associated with the criminalization of substance use and to ensure that interventions are founded on evidence-based best practices to address the root causes of problematic substance use.

In 2016, harm reduction was restored as a key pillar of Canada's drug strategy with the establishment of the Canadian Drug and Substances Strategy, however further measures are needed to protect the lives of Canadians. I trust that you will support Bill C-216 in order to provide federal aid on decriminalization, safe supply and access to recovery, treatment and harm reductions services.

Yours sincerely,

Leslie Baird

Mayor



PO Box 440, 826 Okanagan Ave, Chase, British Columbia V0E 1M0

Office: **250.679-3238** Fax: 250.679-3070 **www.chasebc.ca**

February 1, 2022

Via email: mel.arnold@parl.gc.ca

Mel Arnold, Member of Parliament North Okanagan-Shuswap House of Commons Ottawa, Ontario Canada K1A 0A6

Dear Mr. Arnold:

RE: BC Wildfires Petition-District of Lillooet

At their January 11, 2022 regular meeting, the Village of Chase Council considered correspondence from the District of Lillooet regarding the increasing risk and occurrences of wildfires, landslides and flooding in British Columbia.

In support of the 'Call to Action' petition and the District of Lillooet's motion, the following resolution was passed by Chase Council:

"THAT the Village of Chase send a letter to our Member of Parliament, Mel Arnold and copy our Member of the Legislative Assembly, Todd Stone, the Minister of Forests, Lands, Natural Resources Operations and Rural Development, the Minister of Public Safety and Solicitor General, the Premier of British Columbia (with copies to the District of Lillooet and all UBCM member local governments) requesting that our Provincial and Federal Governments provide better forest management and wildfire protection practices in British Columbia by reviewing and assessing the current policies and guidelines and inviting feedback from a wide variety of stakeholders, with the sincere intent to make meaningful changes to the forest management and wildfire protection practices in British Columbia to provide better protection for all of us from wildfires, landslides, and floods."

As we are all aware, the wildfires, landslides and floods that have ravaged so much of British Columbia over the past years will only continue to damage valuable forests, businesses, homes and take the lives of humans and animals, if no action is taken to lessen the effects of climate change in BC with particular attention to forest management and wildfire protection practices.

We respectfully request that you share this correspondence with the House of Commons, and that the Call to Action will be answered as quickly as possible.

Sincerely,

VILLAGE OF CHASE

Rod Crowe, Mayor

Cc: Todd Stone, MLA, Kamloops-South Thompson

District of Lillooet

All UBCM Member Local Governments

THE CITY OF VICTORIA



OFFICE OF THE MAYOR

February 2, 2022

To whom it may concern,

I am writing on behalf of Victoria City Council, requesting favourable consideration and resolutions of support for the current legal challenge against the discrimination of freedom of religion in Quebec's Bill 21 - An Act respecting the laicity of the State.

In July 2019, Victoria joined Brampton, Ontario in condemning Quebec's ban of religious symbols at work, and many Canadian municipalities to support the National Council of Canadian Muslims (NCCM), the World Sikh Organization of Canada (WSO) and the Canadian Civil Liberties Association (CCLA) in their legal challenge against Bill 21 in Quebec.

Since then, cities across Canada have been demonstrating leadership with the cities of Brampton and Toronto each pledging \$100,000 to support the legal challenges brought forward by the NCCM, WSO, and CCLA. The cities of Calgary, London, Mississauga and Winnipeg have opposed Bill 21 and are considering financial aid as well. Brampton's Mayor Patrick Brown has also issued an appeal to 100 Canadian Mayors to join the Brampton City Council in the fight against Quebec's Bill 21.

Victoria Council values the Charter of Rights and Freedoms; and believes we cannot allow the defense of the Charter and the foundational value of religious freedom to be on the backs of racialized communities against the Province of Quebec with unlimited legal resources. Additionally, a Supreme Court decision allowing the infringement of religious freedom would have negative consequences for Victorians and all Canadians.

Therefore, Victoria City Council has authorized funding of \$9500, based on a contribution of 10 cents per capita from the 2022 contingency, to the joint legal challenges of Bill 21 by National Council of Canadian Muslims (NCCM), the World Sikh Organization of Canada (WSO) and the Canadian Civil Liberties Association (CCLA).

.../2

"The City of Victoria recognizes the Songhees and Esquimalt Nations in whose traditional territories we live and work "Hay swx qa"

A STATE AND A STAT

THE CITY OF VICTORIA

Office of the Mayor

Please see the attached Appendix for a copy of the Council Member Motion which was approved on January 6, 2022 Council. We invite all those copied to share this letter with their members and to support the legal challenge.

Sincerely,

Lisa Helps

Victoria Mayor

Cc: Union of British Columbia Municipalities

Federation of Canadian Municipalities

Association of Vancouver Island and Coastal Communities

Capital Regional District

Members of Parliament that represent British Columbia Members of the Legislative Assembly of British Columbia



Council Member MotionFor the Committee of the Whole Meeting of January 6, 2022

To: Committee of the Whole Date: December 15, 2021

From: Councillor Sharmarke Dubow

Subject: City of Victoria continues to support the legal challenge of the Government of

Quebec - Bill 21

BACKGROUND

Whereas, in July 2019, Victoria joined Brampton, Ontario in condemning Quebec's ban of religious symbols at work, and many Canadian municipalities to support the National Council of Canadian Muslims (NCCM), the World Sikh Organization of Canada (WSO) and the Canadian Civil Liberties Association (CCLA) in their legal challenge against Bill 21 in Quebec.

Whereas Victorians value the Charter of Rights and Freedoms; and

Whereas Victoria Council believes we cannot allow the defense of the Charter and the foundational value of religious freedom to be on the backs of racialized communities against the Province of Quebec with unlimited legal resources; and

Whereas, if Canadian cities assist to fund the legal challenge, then we level the playing field since it is not a fair legal fight in the absence of federal government involvement; and

Whereas a Supreme Court decision allowing the infringement of religious freedom would have negative consequences for Victorians and all Canadians;

Whereas, cities across Canada are demonstrating leadership with the cities of Brampton and Toronto each pledging \$100,000 to support the legal challenges brought forward by the NCCM, WSO, and CCLA. Additionally, the cities of Calgary, London, Mississauga and Winnipeg have opposed Bill 21 and are considering financial aid as well.

RECOMMENDATIONS

Therefore Be It Resolved:

- 1. That the City of Victoria support the current legal challenge against the discrimination of freedom of religion in Quebec's Bill 21 An Act respecting the laicity of the State; and
- 2. That the Council of the Corporation of the City of Victoria authorize funding of up to \$50,000 from the 2022 Contingency to the joint legal challenges of Bill 21 by National Council of Canadian Muslims (NCCM), the World Sikh Organization of Canada (WSO) and the Canadian Civil Liberties Association (CCLA), with staff identifying the appropriate funding source; and
- 3. That a copy of this Resolution be sent to:
 - a. the Union of British Columbia Municipalities, the Federation of Canadian Municipalities (FCM) and the Association of Vancouver Island and Coastal Communities requesting they share with all their members inviting municipal and local authorities to support the legal challenge; and
 - b. the Capital Regional District and all Members of Parliament-House of Commons that represent British Columbia, and all Members of the legislative assembly of British Columbia.

Respectfully submitted,

Sharmarke Dubow

The City of North Vancouver

OFFICE OF MAYOR LINDA BUCHANAN

February 17, 2022

The Honourable Omar Alghabra Minister of Transport House of Commons Ottawa, ON K1A 0A6

Sent VIA email: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

Dear Minister Alghabra:



Firstly, as Mayor in the City of North Vancouver, I want to thank you on behalf of Council for your service to Canadians. This pandemic has created previously unimaginable challenges and I appreciate your dedication and leadership in keeping people and our economy moving.

As you are well aware, electric micromobility devices — such as electric scooters, electric skateboards, and electric bicycles — have continued to grow in popularity with Canadians across the country as more people turn to more active and sustainable transportation alternatives. In all likelihood interest in micromobility devices will not decrease anytime soon.

This is an exciting opportunity for communities everywhere as these devices have the potential to reduce congestion, enhance goods movement, lower greenhouse gas (GHG) emissions, and support the movement, health, and wellbeing of people of all ages and abilities. Cities must now plan for the use of micromobility devices and integrate them into our existing transportation networks.

There is, however, a key challenge in this: a lack of regulation from Transport Canada.

Innovation in micromobility has rapidly outpaced government regulation which creates uncertainty as well as barriers that prevent local governments and people from fully embracing these new travel technologies.

Your government has committed to delivering better and cleaner modes of transportation. Council shares this same priority. Engaging with other levels government on how to best regulate the personal use of micromobility devices is a crucial step forward in re-imagining how people move around our communities.

This letter is to inform you that on Monday, January 24, 2022 Council unanimously passed the following motion:

WHEREAS the City of North Vancouver and Council have a goal of making this municipality "the healthiest small city in the world";

WHEREAS the City has prioritized an All Ages and Abilities (AAA) active transportation network of "mobility lanes" providing protection and separation from people walking and motor vehicle traffic for active modes, like bikes and other people-powered and electric assist "micromobility" devices;



AND WHEREAS a multitude of micromobility devices are increasingly used for daily, practical transportation, as well as for commercial cargo in the City and around the world, and the City is a participant in the Province of BC's Electric Kick Scooter Pilot project;

THEREFORE BE IT RESOLVED THAT the Mayor, on behalf of Council, write a letter to Transport Canada requesting that it establish clear and consistent technical specification, testing, labelling and safety standards for the range of available electric assist micromobility devices, including, but not limited to e-cargo bicycles, e-bikes, e-scooters and e-skateboards, and conduct robust consultation with key stakeholders on universal accessibility, active transportation and road safety, given the importance of consumer safety and protection, and to provide clarity for businesses that manufacture, import, distribute, retail and provide insurance products for micromobility.

Our ask is that your government and staff within Transport Canada work with local governments to determine clear and consistent regulations that make the use of micromobility technologies safe for everyone.

I am proud to say that the City of North Vancouver is one of the first communities in British Columbia to pilot the personal use of electric micromobility devices. We are working with the Province of B.C. and adjacent municipalities to support this pilot through enabling bylaws. After a two year period the Province and the City will review data from this pilot and determine a path forward.

Now is the time for Transport Canada to come to the table and help us shape the future of transportation.

Should you require any follow up information with regard to the content of this letter, or should your calendar be able to accommodate a brief meeting to discuss the untapped potential of micromobility in communities such as the City of North Vancouver, you can contact me via my staff at mayor@cnv.org.

Sincerely,

Linda C. Ruchanan

Mayor Linda Buchanan

c.c City of North Vancouver Council

Hon. Johnathan Wilkinson, Minister of Natural Resources and MP for North Vancouver Hon. Rob Fleming, Minister of Transportation

Hon. Bowinn Ma, Minister of State for Infrastructure and MLA for NV Lonsdale City of Kelowna

City of Vancouver Mayor and Council

District of North Vancouver Mayor and Council

District of West Vancouver Mayor and Council

City of Vernon Mayor and Council

Michael Keenan, Deputy Minister, Transport Canada

Arun Thangaraj, Associate Deputy Minister, Transport Canada

Michael Koski, Executive Director, BC Cycling Coalition



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF THE **ADVISORY PLANNING COMMITTEE MEETING** HELD ON WEDNESDAY, DECEMBER 14, 2021 at 4:00 PM COUNCIL CHAMBERS (OKANAGAN LAKE ROOM)

PRESENT: VOTING

Don Schuster Doug Neden Jamie Paterson Lisa Briggs

Mark Longworth, Chair Monique Hubbs-Michiel

Phyllis Kereliuk Harpreet Nahal Joshua Lunn

NON-VOTING: Mayor Cumming

STAFF: Craig Broderick, Manager, Current Planning

Matt Faucher, Planner Michelle Austin, Planner

Tracy Mueller, Committee Clerk

ORDER The Chair called the meeting to order at 4:01 PM

LAND As Chair of the City of Vernon's Advisory Planning Committee, and

ACKNOWLEDGMENT in the spirit of this gathering, I recognize the City of Vernon is located

in the traditional territory of the Syilx people of the Okanagan Nation.

ADOPTION OF AGENDA Moved by Jamie Paterson, seconded by Don Schuster:

THAT the Advisory Planning Committee agenda of

December 14, 2021, be adopted.

CARRIED.

ADOPTION OF MINUTES Moved by Don Schuster, seconded by Phyllis Kereliuk:

THAT the minutes for the Advisory Planning Committee

meeting of November 23, 2021, be adopted.

CARRIED.

NEW BUSINESS:

DVP00537 (9261 EASTSIDE RD)

Michelle Austin, Planner, provided an overview of the application as follows:

- The Applicant is requesting to build on a slope that is 30% or greater.
- The subject site was once part of a bigger parcel that was divided off. The owners propose to build a two storey walkout.
- The parcel slopes steeply from Eastside Road toward Okanagan Lake.
- The building site is situated on a flat area below the driveway.
- Staff presented a copy of the site plan to illustrate where the applicant intends to build and reviewed the geotechnical assessment report (provided on-table) with the Committee.
- Staff advised that, should the project receive approval, a
 more detailed slope analysis report would be requested of
 the applicant, which would show the entire slope in
 conjunction with the proposed development.
- Staff confirmed that the Province has already approved the Riparian Assessment Report stating that, because of the significant challenges with the lot, the proposed location is the only suitable area for the applicant to build on the subject site.

The following comments / questions were posed by members of the Committee:

- In response to a question from the Committee, staff clarified that development proposals must comply with Council resolutions, including any conditions; however, staff recommendations can be worded to allow some flexibility during construction and development. Staff further clarified that, given the steepness of the property and the required riparian setback, the buildable area is very restricted.
- Staff clarified that the height of the structure is measured from the average grade on the lowest side. The proposed house has a number of different roof lines, making the determination of height more complicated. Height details are yet to be fully worked out with the Applicant.
- Concern was expressed with the road curbing / driveway and the location of the proposed garage. Staff noted that the entry would be from the front (south elevation) into a garage and that the house would be built into the hillside.

- Clarification was requested in terms of the hillside guidelines and the subdivision process as related to future developments. Staff noted the aim is to catch steeper lots at the subdivision stage for variances and require applicants to prove out the best and safest area to build at that time. For the benefit of the Committee, staff clarified that the Official Community Plan (OCP) was adopted in 2008; and the 30% slope guidelines were put in effect in 2004.
- Staff clarified that "undo hardship" cases along the lake and within riparian areas are determined by the Provincial Government. There are a number of criteria considered such as proximity to the lake, building constraints of the property, and previous land disturbance. If the buildable area is significantly restricted, then owners can request that consideration be given to hardship.
- In response to a question from the Committee, staff noted they have had discussions with the applicant regarding any potential retaining wall construction and that is still being worked out.

<u>Moved</u> by Monique Hubbs-Michiel, and seconded by Jaime Paterson:

THAT Council approve Development Variance Permit #DVP00537 on Lot 1, Sec 10, TP 13, ODYD, Plan EPP42660 (9261 Eastside Road) by varying Zoning Bylaw #5000, Section 4.16.1 – Hillside Development Areas regulations to allow construction of buildings, structures or swimming pools on a slope of 30% or greater;

AND FURTHER that, prior to the issuance the Development Variance Permit #DVP00537, the following conditions be satisfied:

- a) That the site plan, by Hillside Design, dated December 8, 2021, be attached to and form part of DVP00537;
- That the house elevations, by Hillside Design, dated December 8, 2021, be attached to and form part of DVP00537;
- That the slope analysis, by McPherson Maddox,
 December 2, 2021, be attached to and form part of DVP00537;

- d) That the Geotechnical Assessment, by Cascade Geotechnical, dated October 3, 2011, be attached to and form part of DVP00537; and
- e) That the applicant provides an updated Geotechnical Assessment, to the satisfaction of Administration, based on the exact siting and house plans to be attached to and form part of DVP00537, as outlined in the report titled "Development Variance Permit Application for 9261 Eastside Road" dated December 9, 2021 and respectfully submitted by the Current Planner.

CARRIED.

DVP00464 (4300 35 AVENUE)

Matt Faucher, Planner, provided an overview of the application as follows:

- The requested variance is for a site that had a previous zoning and OCP amendment that received adoption from Council.
- The Applicant is requesting a variance related to the upper portion of the site, rather than the portion of the property fronting 32nd Avenue.
- The Zoning Bylaw stipulates 10m or 2.5 storeys for dwellings. Given the typography, in order to meet the definition of 2.5 storeys, the applicant would need to backfill and put up a retaining wall to achieve bylaw compliance. The applicant is pursuing a variance to increase the maximum height to 10m or 3.0 storeys and Administration is recommending support.
- Staff clarified that both the zoning and OCP have already gone forward to Council through the formal OCP and rezoning amendment proposal; and, at that time residents were given the opportunity to speak to the project.

The following comments / questions were posed by members of the Committee:

- In terms of access to the development, it is difficult to determine ingress and egress. Staff clarified that the entrance and exit would be off Turtle Mountain Boulevard and it would be built out as part of the development.
- In response to questions from the Committee regarding site access, staff confirmed that at this time, there is only one access point in and out of the proposed site as it abuts the Agricultural Land Reserve (ALR), and has steep topography to the south.

- Staff noted that in the future there will be an additional emergency access point created through development to the west of Turtle Mountain.
- A question was posted regarding the orientation and location of the road in the strata development and if it could be modified. Staff clarified the recommendation to the applicant is to ensure that the road access is made wide enough in order to accommodate emergency services. Administration will work with applicants on matters such as internal strata roads within the legislative parameters.
- In response to a question from the Committee, staff noted there are some environmentally sensitive areas and walkways that will be a requirement of the subdivision. Staff further clarified that parks can be privately owned and maintained if the land in question is not suitable for public ownership.

Moved by Don Schuster, and seconded by Doug Neden:

THAT Council Support Development Variance Permit Application (DVP00464) to vary the following section of Zoning Bylaw #5000 to permit the construction of a townhome development on LT A DL70 ODYD PL KAP68832 Except PL KAP80911 (4300 35th Avenue):

a) Section 9.10.6 maximum height is the lesser of 10m or 2.5 storeys to 10m or 3 storeys;

AND FURTHER, that Council's support of DVP00464 is subject to the following:

 a) the site plan and building elevations illustrating the general siting and height of the proposed development be attached to and form part of DVP00464.

CARRIED.

INFORMATION ITEMS

Craig Broderick, Manager, Current Planning, provided a brief overview regarding some of the projects discussed at Council on **December 13, 2021,** as follows:

 Impacts of Provincial Termination of all Land Use Contracts (LUCs) - The termination process was discussed.
 There are approximately 450 property owners who will be impacted. Staff will notify all impacted property owners by June 30, 2022, and provide a detailed information package.

- Review of Retail Cannabis Licensing Regulations
 Staff submitted a report to Council regarding cannabis retail applications and licensing fees and buffering.
- Rezoning Application for 4408 25 Street (ZON00374 3360-20) - Council reviewed a report regarding a requested rezoning for a strata development (located directly behind a Subaru dealership).
- Official Community Plan and Zoning Amendment Applications for 6141 Highway 97, 6162 Pleasant Valley Road and 5975 Lefoy Road (3340-20 OCP00085 & ZON00363) - Staff noted that the application for rezoning was introduced to Council. Staff will collect public input by way of the City website (i.e. Engage Vernon).
- Notice of Motion Councillor Anderson Decorative Metal Fences - A Notice of Motion was presented by Councillor Anderson concerning a requested zoning amendment regarding fence regulations and the removal of spikes from fencing in order to mitigate harm to wildlife.

NEXT MEETING

The next meeting of the Advisory Planning Committee is tentatively scheduled for **Tuesday**, **January 11**, **2022** at **4:00 PM**.

Moved by Don Schuster, seconded by Phyllis Kereliuk:

THAT the Advisory Planning Committee meeting of December 14, 2021 be adjourned.

CARRIED.

ADJOURNMENT

The meeting of the Advisory Planning Committee adjourned at 4:45 PM.

CERTIFIED CORRECT:

Chairperson