



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

Monday, April 22, 2024, 1:30 p.m.

CITY HALL COUNCIL CHAMBER

3400 30 Street

Vernon B.C.

Pages

1. CALL REGULAR MEETING TO ORDER

1.a 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.

1.b Move to Committee of the Whole

THAT Council move to the Committee of the Whole meeting.

2. RECONVENE REGULAR MEETING AND RESOLUTION TO CLOSE MEETING

2.a Resolution to Close Meeting

THAT the meeting be closed to the public in accordance with Section 90 (1) of the *Community Charter* as follows:

(c) labour relations or other employee relations;

(e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the municipality.

3. RECONVENE TO OPEN COUNCIL AT 1:30 PM

3.a 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.

3.b Agenda

THAT the Agenda for the April 22, 2024 Regular Open Meeting of Council be adopted as circulated.

3.c Adoption of Minutes and Receipt of Committee of the Whole

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THAT the minutes of the Regular meeting of Council held April 8, 2024 be adopted;

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held April 8, 2024 be received.

4. BUSINESS ARISING FROM THE MINUTES

5. GENERAL MATTERS

5.a Lifesaving Society Affiliate Award Presentation

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Mayor Cumming will recognize the Vernon Aquatic Centre as the recipient of the 2023 Lifesaving Society Affiliate Award for the Highest Participation in First Aid Programs in a community with a population of 20,000 - 50,000. Mayor Cumming will also recognize Tina Naveri, Deck Leader, for teaching the most Leadership Candidates in the Thompson-Okanagan Region.

THAT Council receive for information the memorandum titled "Lifesaving Society Affiliate Award", dated April 4, 2024 and respectfully submitted by the Manager, Aquatics, which recognized the Vernon Aquatic Centre won the 2023 affiliate award for the "Highest Participation in First Aid Programs" in a community with a population of 20,000-50,000.

5.b Delegation - BC SPCA

22

Ashley Fontaine, Senior Manager, and Nicholas Weeda, Community Services Coordinator, with the BC SPCA will introduce the new Community Services Coordinator and provide Council with information about the program.

THAT Council receive the April 22, 2024 presentation from Ashley Fontaine and Nicholas Weeda of the BC SPCA for information.

5.c Presentation - Social Planning Council Quarterly Report

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Annette Sharkey, Executive Director with the Social Planning Council will provide the 2024 First Quarter Report to Council.

THAT Council receive the 2024 First Quarter Social Planning Council Report, as provided by Annette Sharkey at the April 22, 2024 Regular Council Meeting.

6. COUNCIL INQUIRIES

7. ADMINISTRATION UPDATES

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THAT Council receive the Administration Updates dated April 22, 2024 for information.

8. UNFINISHED BUSINESS

8.a Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road (3340-20)

THAT Council support Official Community Plan Amendment Application 00088 (OCP00088) to amend the Future Land Use designation from CR NORD – Country Residential to RLD – Residential Low Density for Lot 3, Section 18, Township 5, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road) as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road” dated March 27, 2024 and respectfully submitted by the Planner;

AND FURTHER, that Council direct Administration to bring forward the “7025 Herbert Road / 7110 Bates Road Official Community Plan Amendment Bylaw 5991, 2024”, for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support Zoning Amendment Application 00369 (ZON00369) to rezone from CR NORD – Country Residential to R5 – Four-plex Housing Residential for Lot 3, Section 18, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road) as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road” dated March 27, 2024 and respectfully submitted by the Planner;

AND FURTHER, that Council direct Administration to bring forward the “7025 Herbert Road / 7110 Bates Road Zoning Amendment Bylaw 5992, 2024”, for initial readings and scheduling of a Public Hearing;

AND FURTHER, that final adoption of the OCP and Zoning Amendment Bylaws be considered subsequent to the outstanding conditions of approval as set out in Attachment 8 in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road”;

AND FURTHER, that prior to final adoption of the OCP and Zoning Amendment Bylaws, the Development Permit be ready for issuance.

9. MATTERS REFERRED

10. NEW BUSINESS

10.a Official Community Plan and Zoning Amendment Applications for 6092 Okanagan Landing Road (3340-20)

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THAT Council support, in principle, Official Community Plan Amendment Application 00095 (OCP00095) to amend the Official Community Plan land use designation from PUBINS - Public & Institutional to RMD - Residential Medium Density for the property at Lot 1, District Lot 66, ODYD, Plan KAP92604 (6092 Okanagan Landing Road), as shown in Attachment 1 and outlined in the report titled "Official Community Plan and Zoning Amendment Applications for 6092 Okanagan Landing Road" dated April 4, 2024 and respectfully submitted by the Current Planner;

AND FURTHER, that Council support presenting the proposed Official Community Plan Amendment Application at a public open house in order to seek public input prior to the Public Hearing;

AND FURTHER, that Council support, in principle, Rezoning Application 00406 (ZON00406) to rezone from P3 - Private Institutional to RH1 - Low Rise Apartment Residential the property at Lot 1, District Lot 66, ODYD, Plan KAP92604 (6092 Okanagan Landing Road), as shown in Attachment 2.

10.b Reallocation of Infrastructure Program Funding (5700-04)

182

THAT Council receive the memorandum titled "Reallocation of Infrastructure Program Funding" dated April 2, 2024, and respectfully submitted by the Manager, Infrastructure Projects;

AND FURTHER, that Council direct Administration to delay the Pleasant Valley Road at 39th Avenue - Roundabout Project 2024-08 until 2025 with a change in funding at a cost not to exceed \$4,830,000 funded \$325,000 from Sewer Reserves, \$1,847,050 from Development Cost Charges, \$507,950 from the Growing Communities Fund, and \$2,150,000 from the 2025 Infrastructure Levy and Infrastructure Reserve;

AND FURTHER, that Council approve the 32nd Avenue - 15th Street to 18th Street Reconstruction Project 2024-24 at a cost not to exceed \$2,550,000 funded \$2,150,000 from the Growing Communities Fund, and \$400,000 from Sanitary Reserves.

10.c Recreation Services - 2024 First Quarter Report (7700-01)

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THAT Council receive for information the memorandum titled "Recreation Services - 2024 First Quarter Report" and the accompanying presentation, dated April 11, 2024 and respectfully submitted by the Manager, Customer Service - Recreation.

10.d UBCM Community Emergency Preparedness Fund - Emergency Support Services Equipment and Training 2024 Program (1855-20) 199

THAT Council receive the memorandum titled "UBCM Community Emergency Preparedness Fund - Emergency Support Services Equipment and Training 2024 Program, dated April 2, 2024 and respectfully submitted by the Emergency Program Coordinator;

AND FURTHER that Council authorize the expenditure of the \$30,000 grant received from the 2024 Emergency Support Services Equipment and Training Program, funded entirely from the Provincial Community Emergency Preparedness Fund, for the project 'Vernon Emergency Support Services Preparedness'.

10.e Downtown Vernon Association - 2024 Budget (1970-13) 203

THAT Council receive the Downtown Vernon Association Budget for 2024, pursuant to the requirements of "The Primary BIA Establishment Bylaw Number 5584, 2016" and "The Secondary BIA Establishment Bylaw Number 5585, 2016", as attached to the memorandum titled "Downtown Vernon Association - 2024 Budget" dated April 12, 2024, respectfully submitted by the Manager, Financial Operations;

AND FURTHER, that Council authorize administration to make payment for the initial installment of the 2024 Business Improvement Area tax levies for the total amount of \$235,203 in accordance with Bylaws 5584 and 5585.

11. LEGISLATIVE MATTERS

11.a Bylaws for Adoption

11.a.1 Bylaw 5993 223

THAT Bylaw 5993, "Building Bylaw (Zero Carbon Step Code Requirements) Amendment Bylaw 5993, 2024", a bylaw to amend Building Bylaw 5900 to include provisions for Zero Carbon Step Code Requirements, be adopted.

11.b Bylaws for First, Second and Third Readings

11.c Bylaws for First and Second Readings and Set Public Hearing Date

11.c.1 Bylaw 5991 225

THAT Bylaw 5991, "7025 Herbert Road/7110 Bates Road Official Community Plan Amendment Bylaw 5991, 2024", a bylaw to redesignate the subject lands from "Country Residential" to "Residential Low Density" be read a first and second time;

AND FURTHER, that the Public Hearing for Bylaw 5991, be scheduled for Monday, May 27, 2024, at 5:30 pm, in Council Chambers.

THAT Bylaw 5992, "7025 Herbert Road/7110 Bates Road Rezoning Amendment Bylaw 5992, 2024", a bylaw to rezone the subject lands from "CR NORD - Country Residential" to "R5 - Four-plex Housing Residential", be read a first and second time;

AND FURTHER, that the Public Hearing for Bylaw 5992, be scheduled for Monday, May 27, 2024, at 5:30 pm, in Council Chambers.

12. COUNCIL INFORMATION UPDATES

12.a Mayor and Councillors Reports

13. INFORMATION ITEMS

13.a Correspondence

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1. Letter dated March 29, 2024 from Predator Ridge Resort re: Letter of Support - Foreign Buyer Ban
2. Letter dated April 8, 2024 from the Honorable Ravi Kahlon, Minister of Housing, re: Bill 16 - Inclusionary Zoning
3. Letter dated April 10, 2024 from the Honorable Ravi Kahlon, Minister of Housing, re: Small-Scale Multi-Unit Housing Developments
4. Letter dated April 16, 2024 from the District of North Vancouver re: Support for UBCM Resolution Black Bear Cub Conflict

13.b Minutes from Council Committees

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- Joint Biosolid Advisory Committee, October 25, 2023

14. CLOSE OF MEETING

THAT the Regular Council meeting be adjourned.

**THE CORPORATION OF THE CITY OF VERNON
MINUTES OF THE REGULAR MEETING OF COUNCIL**

**April 8, 2024, 1:30 p.m.
CITY HALL COUNCIL CHAMBER
3400 30 Street
Vernon B.C.**

Mayor and Council
Members Present:

Mayor V. Cumming

T. Durning
K. Fehr
K. Gares
B. Guy
A. Mund
B. Quiring

Administration
Present:

K. Poole, Director, Corporate Administration

D. Law, Director, Financial Services
D. Lind, Chief, Fire Rescue Services
B. Bandy, Manager, Real Estate
B. Everdene, Long Range Planner
C. Isles, Deputy Corporate Officer
C. Ovens, General Manager, Public Works
C. Sheel, Project Manager, Active Living Centre
D. Pridham, Manager, Recreation Operations
J. Perrott, Manager, Economic Development & Partnerships
J. Winquist, Communications Officer
L. Walker, Manager, Customer Service - Recreation
M. Dowhaniuk, Manager, Infrastructure
M. Austin, Current Planner
R. Crosson, Manager, Financial Operations
R. Nuriel, General Manager, City Planning
S. Melenko, Info. Tech I
T. Martens, Manager, Financial Planning & Reporting
D. Devries, Manager, Transportation
J. Blood, Director, Recreation Services
S. Smith, Sr. Executive Assistant
K. Harper, Exec. Asst, Corp Services & Real Estate
T. Barton, Director, Planning and Community Services
K. McCarty, Specialist, Climate Action
C. Baldrige, Manager, Communications and Grants
E. Hamming, Director, Financial Services
S. Wood, Corporate Officer

Also Present: Insp. Blake Macleod, Vernon RCMP

1. CALL REGULAR MEETING TO ORDER

Mayor Cumming called the meeting to order at 8:41 am.

1.a 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.

1.b Move to Committee of the Whole

Moved by: Councillor Gares

Seconded by: Councillor Guy

THAT Council move to the Committee of the Whole meeting.

CARRIED

2. RECONVENE REGULAR MEETING AND RESOLUTION TO CLOSE MEETING

Mayor Cumming reconvened the Regular Meeting at 9:44 am.

2.a Resolution to Close Meeting

Moved by: Councillor Durning

Seconded by: Councillor Guy

THAT the meeting be closed to the public in accordance with Section 90 (1) of the *Community Charter* as follows:

(c) labour relations or other employee relations;

(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.

CARRIED

3. RECONVENE TO OPEN COUNCIL AT 1:30 PM

Mayor Cumming called the meeting to order at 1:35 pm.

3.a 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.

3.b Agenda

Moved by: Councillor Mund

Seconded by: Councillor Gares

THAT the Agenda for the April 8, 2024 Regular Open Meeting of Council be amended as follows:

1. ADD ITEM - 5.d.1 General Matters - Public Input - Development Variance Permit 00623 for 3106 16 Avenue, Email dated April 4, 2024 from Y. Beringer.
2. ADD ITEM under Unfinished Business - 8.c SILGA Resolution - Eliminate Fossil Fuel Funding - Updated Rationale for discussion.

CARRIED

3.c Adoption of Minutes and Receipt of Committee of the Whole

Moved by: Councillor Mund

Seconded by: Councillor Gares

THAT the minutes of the Regular meeting of Council held March 25, 2024 be adopted;

AND FURTHER, that the minutes of the Committee of the Whole Meeting of Council held March 25, 2024 be received.

CARRIED

4. BUSINESS ARISING FROM THE MINUTES

5. GENERAL MATTERS

5.a Introduction of New Manager, Legislative Services

The Director, Corporate Administration introduced Sue Wood as the new Manager, Legislative Services.

5.b Presentation - RCMP Quarterly Report

Insp. Blake Macleod, Operations Manager, Vernon RCMP provided Council with the Fourth Quarter Report for 2023 (October to December).

Overviews were provided on the following topics:

- Community Events

- Section Reports
- Operations Statistics
- Integrated Crisis Response Team (ICRT)
- Toxic Drug Crisis Response
- Traffic Enforcement (Engagement)
- Reserve Constable Traffic Enforcement
- Forensic Identification Section
- Police Dog Service
- Statistics Broken Down by Crime Type (Vernon & Vernon Rural)

Moved by: Councillor Quiring

Seconded by: Councillor Mund

THAT Council receives the RCMP Fourth Quarter Report for 2023 (October to December), as provided by Insp. Blake Macleod, Operations Manager, RCMP at the April 8, 2024 Regular Council Meeting.

CARRIED

5.c Delegation - Okanagan Regional Library (0380-20)

Danielle Hubbard, CEO Okanagan Regional Library and Kristy Hennings, Librarian presented Council with the Okanagan Regional Library's new strategic plan initiatives and current activities in our local library branch.

The following points were noted:

- Okanagan Regional Library vision outlined
- Okanagan Regional Library goals of the strategic plan identified
- Collection of materials overview
- Financial Allocation Model explained
- What's New at the local Vernon branch

Moved by: Councillor Gares

Seconded by: Councillor Guy

THAT Council receive the April 8, 2024 presentation from Danielle Hubbard and Kristy Hennings of the Okanagan Regional Library for information.

CARRIED

Councillor Quiring declared a conflict of interest as he owns property within 300 feet of the applicant's property and left the meeting at 2:25 pm.

5.d Development Variance Permit (DVP00623) - 3106 16 Avenue

Following a motion from the floor, the public input session began.

The Corporate Officer advised that one written submission had been received.

- Email dated April 4, 2024 from Y. Beringer

Mayor Cumming called a first time for submissions from the public who believed their interest in property was affected by Development Variance Permit 00623.

Andrew Stanton

- Inquired if any roads would be closed to complete the build;
- Had concerns with the lot lines on the property; and
- Was concerned with reduced parking requirements.

Sheyne Almond, property owner

- Highlighted that there is a housing crisis and believes this neighbourhood will benefit from more units being developed.

Mayor Cumming called for a second, third and final time for representation from the public, and there being none, closed the Public Input for DVP00623.

Moved by: Councillor Guy

Seconded by: Councillor Durning

THAT Council support Development Variance Permit Application 00623 (DVP00623) to vary Zoning Bylaw 5000 for Lot 3, Sec. 34, Twp. 9, ODYD, Plan 7135 (3106 16th Avenue) for construction of a four-plex development as outlined in the report titled “Development Variance Permit Application for 3106 16th Avenue” dated March 27, 2024 and respectfully submitted by the Planner, as follows:

- a. Section 9.12.5(b), minimum side yard (east) from 4.5m to 1.7m;
- b. Table 6.1, Minimum Landscape Buffer Schedule, RH1 Zone Level 2 Landscape Buffer for the west side yard and rear yard from “a minimum 1.5m vegetative landscape buffer combined with a fence” to “a minimum 1.5m vegetative landscape buffer”; and
- c. Table 7.1 - Parking Schedule from eight (8) to six (6) parking spaces for a four-plex with three or more bedrooms in each unit;

AND FURTHER, that Council’s support of DVP00623 is subject to the following:

- a. That the development generally complies with the Site Plan & Zoning, prepared by CM Designs, dated August 14, 2023 (Attachment 3) to be attached to and form part of DVP00623;
- b. That the maximum building height does not exceed 11.4m.

CARRIED

5.d.1 Permit Issuance - DVP00623

Moved by: Councillor Durning

Seconded by: Councillor Fehr

THAT the Corporate Officer be authorized to issue Development Variance Permit DVP00623 for LOT 3, SEC 34, TWP 9, ODYD, PLAN 7135 (3106 16 Ave), to vary Zoning Bylaw 5000 to allow for construction of a four-plex development, once all conditions of Council are satisfied.

CARRIED

Councillor Quiring returned at 2:40 pm.

6. COUNCIL INQUIRIES

Bus Shelters

Council inquired regarding fires occurring in bus shelters and the cost of potential repairs due to damage. An Admin update will be provided.

Downtown Washroom Safety

Council inquired regarding concern for overdoses occurring in the downtown public washrooms. An Admin update will be provided.

Eastside Road Conditions

Council inquired regarding Eastside Road conditions and plans for road improvements. Administration advised paving was done at the end of last year, and administration will continue to work on ways to mitigate deterioration to the road.

Highway 97 & 30 Avenue Crosswalk

Council inquired regarding pedestrian safety at Highway 97 & 30 Ave crossing. An Admin update will be provided.

Lake Access Water Licenses

Council inquired regarding timeline and process for securing water licenses at City owned lake access sites. An Admin update will be provided.

7. ADMINISTRATION UPDATES

Moved by: Councillor Gares

Seconded by: Councillor Quiring

THAT Council receive the Administration Updates dated April 8, 2024, for information.

CARRIED

8. UNFINISHED BUSINESS

8.a Official Community Plan and Transportation Plan Engagement Strategy & Budget - Supplemental Information (6480-06)

Councillor Durning left the meeting at 3:08 pm and returned at 3:10 pm.

Councillor Fehr left the meeting at 3:17 pm and returned at 3:19 pm.

Moved by: Councillor Quiring

Seconded by: Councillor Gares

THAT Council receive for information the memorandum titled "Official Community Plan and Transportation Plan Engagement Strategy and Budget - Supplemental Information", dated March 26, 2024, and respectfully submitted by the Manager, Transportation and the Long Range Planner.

CARRIED

8.b 2024 Southern Interior Local Government Association (SILGA) Conference - Updated Attendance (0530-10)

Moved by: Councillor Mund

Seconded by: Councillor Gares

THAT Council receive the memorandum titled "2024 Southern Interior Local Government Association Conference (SILGA) - Updated Attendance" dated March 26, 2024 and respectfully submitted by the Senior Executive Assistant;

AND FURTHER, that Council ratifies the attendance of Councillor Brian Guy to the 2024 SILGA Conference, to be held in Kamloops, B.C. from April 30 - May 3, 2024.

CARRIED

8.c SILGA Resolution - Eliminate Fossil Fuel Funding

Moved by: Councillor Mund

Seconded by: Councillor Fehr

THAT Council receive for information the updated rationale regarding the SILGA Resolution - Eliminate Fossil Fuel Funding as presented at the April 8, 2024 Open meeting of Council.

9. MATTERS REFERRED

9.a RATIFIED FROM THE COMMITTEE OF THE WHOLE MEETING HELD
APRIL 8, 2024

Moved by: Councillor Gares
Seconded by: Councillor Mund

THAT Council ratifies and confirms the following resolution adopted at the April 8, 2024 Committee of the Whole meeting of Council:

'THAT Council receive for information the memorandum titled "Active Living Centre Validation Report" dated April 5, 2024 and respectfully submitted by the Senior Manager, ALC Project and the Manager, Project Program;

AND FURTHER, that Council receive and endorse the Active Living Centre Validation Report, including the IPD Design & Construction team's commitment to "designing, constructing, and delivering this project to (the City): in accordance to the Base Program outlined (in the report), for a final Actual Cost not exceeding the Base Target Cost of \$121,030,909 described (in the report) and to strive for the goal of reaching substantial completion and opening in the fall of 2026";

AND FURTHER, that Council authorize Administration to enter into an Integrated Project Delivery Hansen Bridgett Contract with the ALC IPD signatories as listed on the Validation Commitment page of the Active Living Centre Validation Report;

AND FURTHER, that Council authorize the City of Vernon ALC Project Team to approve the inclusion of Added Value Incentive Items up to the threshold of \$99,000 and direct the Project Team to bring forward any Added Value Incentive Items for consideration in excess of the threshold.'

CARRIED

9.b DECLASSIFIED MOTION FROM THE IN CAMERA MEETING HELD
MARCH 25, 2025

Affordable Housing Advisory Committee Membership (0540-20)

THAT Council appoint Anne Murphy to the Affordable Housing Advisory Committee as a Builder representative for a term to expire January 2026.

10. NEW BUSINESS

10.a Recreation Services Concession Services Update (7700-16)

Moved by: Councillor Mund

Seconded by: Councillor Durning

THAT Council receive the memorandum titled "Recreation Services Concession Services Update" dated March 26, 2024 and respectfully submitted by the Manager, Customer Service - Recreation;

AND FURTHER, that Council endorse the provision of providing additional funding of up to \$278,000 to the Recreation Facility Major Maintenance Reserve, which has a current balance of \$845,241, towards the upgrades to Concessions at Kal Tire Place.

CARRIED

10.b Kal Tire Place Air-Cooled Liquid Chiller Repair (8215-24)

Moved by: Councillor Mund

Seconded by: Councillor Gares

THAT Council authorize Administration to fund the Kal Tire Place air-cooled liquid chiller repair, of up to \$60,000, from the Recreation Services Major Maintenance Reserve.

CARRIED

10.c Digital Scoreboard Purchase for Kal Tire Place (7800-11)

Moved by: Councillor Mund

Seconded by: Councillor Gares

THAT Council receive the memorandum titled "Digital Scoreboard Purchase for Kal Tire Place" dated February 23, 2024 and respectfully submitted by the Director, Recreation Services;

AND FURTHER, that Council direct Administration to bring forward a 2025 budget request of up to \$300,000 for the purchase and installation of a digital scoreboard at Kal Tire Place.

CARRIED

10.d 2024 Sustainability Grants Program (5280-01)

Moved by: Councillor Quiring

Seconded by: Councillor Gares

THAT Council amends the Sustainability Grants Program and endorses increasing the maximum grant amount to \$2,000 per grant, as outlined in

the memorandum titled "2024 Sustainability Grants Program", dated March 27, 2024 and respectfully submitted by the Specialist, Climate Action.

CARRIED

10.e 2024 Tax Rate Options (1970-13)

Moved by: Councillor Quiring

Seconded by: Councillor Mund

THAT Council select Option 1, Using Prior Year Tax Base Proportions but Maximizing Utility Class Revenue, as identified on Page 2 of Attachment 1 in the report titled "2024 Tax Rate Options", dated March 28, 2024, respectfully submitted by the Manager, Financial Operations;

AND FURTHER, that Council direct Administration to prepare the Tax Rates Bylaw #5990 for initial readings at the April 22, 2024, Regular meeting of Council.

CARRIED (5 to 2)

OPPOSED: Councillors Durning and Fehr

10.f 2024 Projected Reserve Balances (1830-02)

Councillor Mund left the meeting at 4:12 pm and returned at 4:14 pm.

Moved by: Councillor Quiring

Seconded by: Councillor Gares

THAT Council receive for information the memorandum titled "2024 Projected Reserve Balances" dated March 27, 2024 and respectfully submitted by the Manager, Financial Planning & Reporting.

CARRIED

10.g 2025 - 2029 Financial Plan Schedule (1700-02)

Moved by: Councillor Guy

Seconded by: Councillor Durning

THAT Council approve the 2025-2029 Financial Plan timeline as set forth in the memorandum respectfully submitted by the Manager, Financial Planning & Reporting dated March 27, 2024 titled "2025-2029 Financial Plan Timeline".

CARRIED

10.h 2023 Year-End Results - Sewer Only (1830-02)

Moved by: Councillor Mund

Seconded by: Councillor Guy

THAT Council receive for information the memorandum titled "2023 Year-End Results - Sewer Only", dated March 28, 2024 and respectfully submitted by the Director, Financial Services.

CARRIED

10.i Appointment of Corporate Officer (0570-03)

Moved by: Councillor Guy

Seconded by: Councillor Fehr

THAT Sue Wood be appointed Corporate Officer and assigned the powers, duties and functions under section 148 of the Community Charter;

AND FURTHER, that Sue Wood be appointed a Freedom of Information (FOI) Head for the City of Vernon as required under section 77 of the Freedom of Information and Protection of Privacy Act.

CARRIED

11. LEGISLATIVE MATTERS

11.a Bylaws for Adoption

11.a.1 Bylaw 5989

Moved by: Councillor Mund

Seconded by: Councillor Guy

THAT Bylaw 5989, "Subdivision and Development Servicing (Water Servicing Requirements) Amendment Bylaw 5989, 2024", a bylaw to amend "City of Vernon Subdivision and Development Servicing Bylaw #3843, 1992", to correct inconsistencies and conflicts with Regional District of North Okanagan Subdivision and Development Servicing Bylaw 2650, be adopted.

CARRIED

11.b Bylaws for First, Second and Third Readings

11.b.1 Bylaw 5993

Moved by: Councillor Mund

Seconded by: Councillor Guy

THAT Bylaw 5993, "Building Bylaw (Zero Carbon Step Code Requirements) Amendment Bylaw 5993, 2024", a bylaw to amend Building Bylaw 5900 to include provisions for Zero Carbon Step Code Requirements, be read a first, second and third time.

CARRIED

12. COUNCIL INFORMATION UPDATES

12.a Mayor and Councillors Reports

12.a.1 Councillor Durning

- Completed BC Winter Games legacy allocation and will be distributing legacy money on April 18th

12.a.2 Councillor Fehr

Attended:

- Provinces seasonal hazard call with Minister of Emergency Management and Climate Readiness
- Fundraiser by Packman Opens Hearts
- Opening of new Dynacare Vernon medical health services location

12.a.3 Councillor Guy

Attended:

- Climate Action Advisory Committee meeting
- Greater Vernon Advisory Committee meeting
- Webinar on Edmonton's new City plan
- Opening of new Dynacare Vernon location
- Volunteered at 3rd Annual Sovereign 2 SilverStar Ski Marathon

12.a.4 Councillor Gares

Attended:

- Chamber Expo
- Shoparama
- North Okanagan Columbia Shuswap Regional Hospital board meeting
- Regional District of North Okanagan meeting
- Regional Agricultural Advisory Committee meeting

12.a.5 Councillor Mund

Attended:

- Chamber Expo
- Shoparama

Advised that the U18 Women's National Hockey Esso Cup is coming up April 21-27, 2024.

12.a.6 Councillor Quiring

Attended:

- Regional Agricultural Advisory Committee meeting
- Indigenous Awareness Course through BCIT

12.a.7 Mayor Cumming

Attended:

- Ribbons of Green Trail Society meeting
- Advisory Planning Committee meeting
- Beach Radio interview
- Call with Minister Ravi Kahlon
- Seasonal hazard update call
- North Okanagan Columbia Shuswap Regional Hospital meeting
- Okanagan Basin Water Board meeting
- Climate Action Advisory Committee meeting
- Greater Vernon Advisory Committee meeting
- Climate Caucus focusing on new zoning bylaw for Edmonton

13. **INFORMATION ITEMS**

13.a Correspondence

1. Letter dated February 29, 2024 from the Town of Osoyoos re: Support for Resolution
2. Letter dated April 1, 2024 from SilverStar Mountain Resort re: Federal legislation regarding the prohibition of residential property by non-Canadians

13.b Minutes from Council Committees

- Climate Action Advisory Committee, November 8, 2023
- Climate Action Advisory Committee, January 31, 2024
- Tourism Commission, February 21, 2024
- Advisory Planning Committee, March 12, 2024

14. **RECESS**

The Mayor called a recess at 4:30 pm.

15. **RESOLUTION TO RECONVENE CLOSED MEETING**

Moved by: Councillor Gares
Seconded by: Councillor Quiring

THAT the meeting be closed to the public in accordance with Section 90 (1) of the Community Charter as follows:

(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.

CARRIED

16. RECONVENE OPEN COUNCIL MEETING

The Regular meeting reconvened at 5:35 pm.

17. CLOSE OF MEETING

Moved by: Councillor Guy
Seconded by: Councillor Durning

THAT the Regular Council meeting for April 8, 2024 be adjourned.

CARRIED

The Mayor closed the meeting at 5:35 pm.

Mayor

Corporate Officer



THE CORPORATION OF THE CITY OF VERNON

MEMORANDUM

TO: Patti Bridal, Chief Administrative Officer **FILE:** 7700-01
PC: Jason Blood, Director, Recreation Services **DATE:** April 4, 2024
FROM: Gary Lefebvre, Manager Aquatics
SUBJECT: LIFESAVING SOCIETY AFFILIATE AWARD

On March 8, 2024, the Lifesaving Society BC & Yukon Branch hosted their annual general meeting. As part of the meeting/event they presented a number of affiliate awards. The Vernon Aquatic Centre won a 2023 affiliate award for "Highest Participation in First Aid Programs" in a community with a population of 20,000-50,000.

Tina Naveri, Deck Leader, also received an award for teaching the most Leadership Candidates in the Thompson-Okanagan region. Tina Naveri obtained her National Lifeguard Instructor Certification in 2022 and has been teaching and assisting with a number of courses throughout the Thompson-Okanagan region.

This is the third year that the Vernon Aquatic Centre has won an affiliate award and the first year Tina has won an award. The Aquatic Department is very proud of both of these achievements as we continue to build capacity for staffing the new Active Living Centre.

RECOMMENDATION:

THAT Council receive for information the memorandum titled "Lifesaving Society Affiliate Award", dated April 4, 2024 and respectfully submitted by the Manager, Aquatics, which recognized the Vernon Aquatic Centre won the 2023 affiliate award for the "Highest Participation in First Aid Programs" in a community with a population of 20,000-50,000.

Respectfully submitted:

Gary Lefebvre
Manager, Aquatics

Approved for the Agenda by the CAO 

BC SPCA Community Services Coordinator Community Update



BC SPCA in Vernon



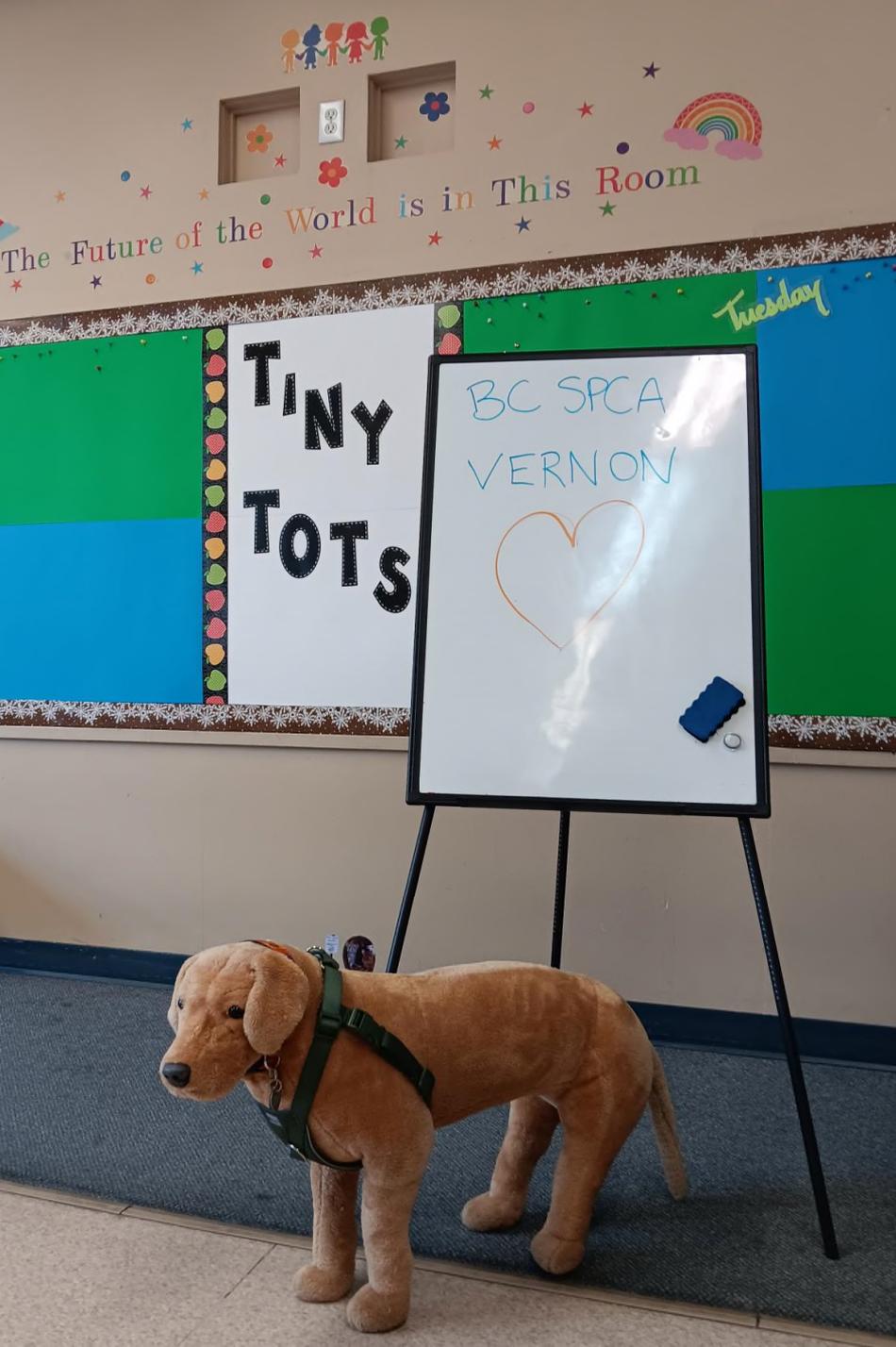
- Following the closure of the BC SPCA Community Animal Centre in Vernon, we created a new position to maintain our presence and services in the Vernon area
- Nicholas Weeda joined the BC SPCA team as our **Community Services Coordinator** in February 2024.

Coordinator's Role

To maintain and ensure the successful delivery of BC SPCA programs and services in the Vernon area, including:

- Pet food bank
- Animal transfers
- Volunteer coordination
- Veterinary partnerships
- Relationship-building





Community Engagement

- Communicating with community members via:
 - Vernon BC SPCA Facebook page
 - Local media sources
- Attending **Sunshine Festival** on June 15
- Hosting a community **Open House** on June 22

Volunteer Coordination

- Hosted a **Volunteer Appreciation Event** on April 14 to celebrate and re-engage with local volunteers
- Created a new Community Ambassador role for volunteers
- Welcoming new volunteers and grateful for **84** current volunteers
- spca.bc.ca/ways-to-help/volunteer





BC SPCA Pet Food Bank

Maintaining existing relationships and fostering new ones:

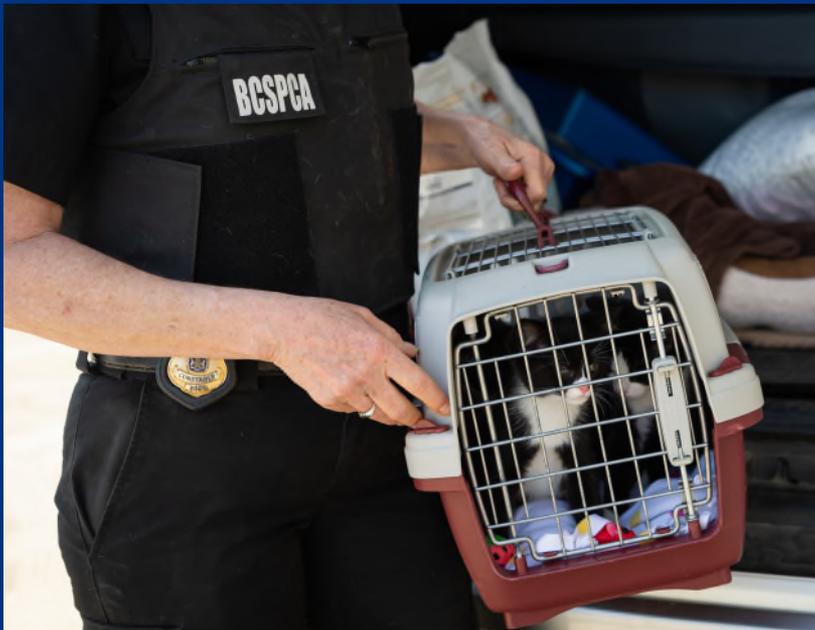
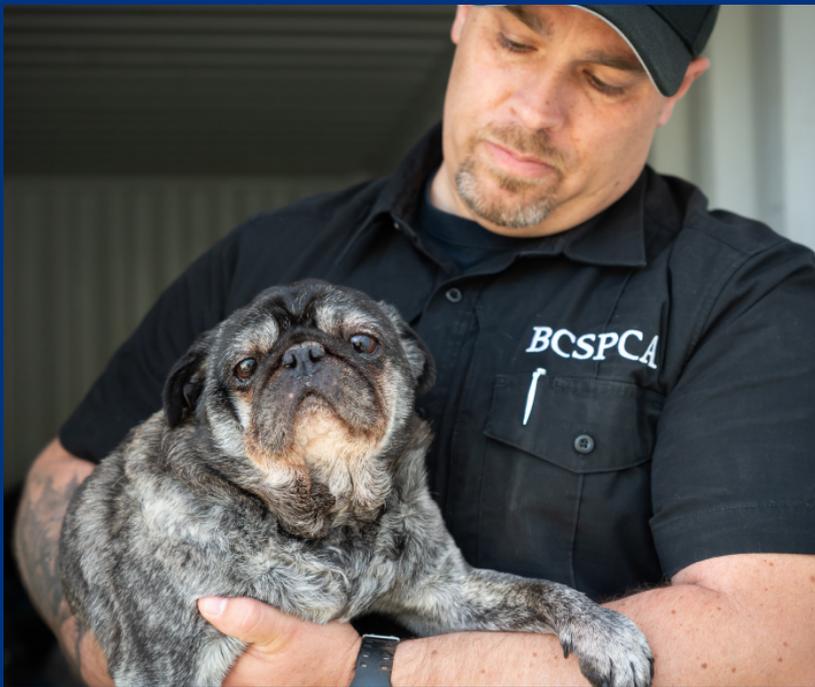
- Armstrong Food Bank
- Enderby Food Bank
- Lumby Food Bank
- Upper Room Mission
- Individual pet food drop-offs in the community
- Donations from local pet stores and other retailers

Veterinary Partnerships

Working to strengthen relationships and engage with local veterinarians:

- Creekside Animal Clinic
- Central Animal Hospital
- Sunridge Veterinary Clinic
- Mills Veterinary Services
- Silver Star Animal Care Clinic





Animal Care Services

Facilitating and helping to coordinate:

- Animal transfers from the Vernon area to nearby BC SPCA Community Animal Centres
- Emergency and compassionate boarding requests
- Animal surrenders

Thank you!

Nicholas Weeda

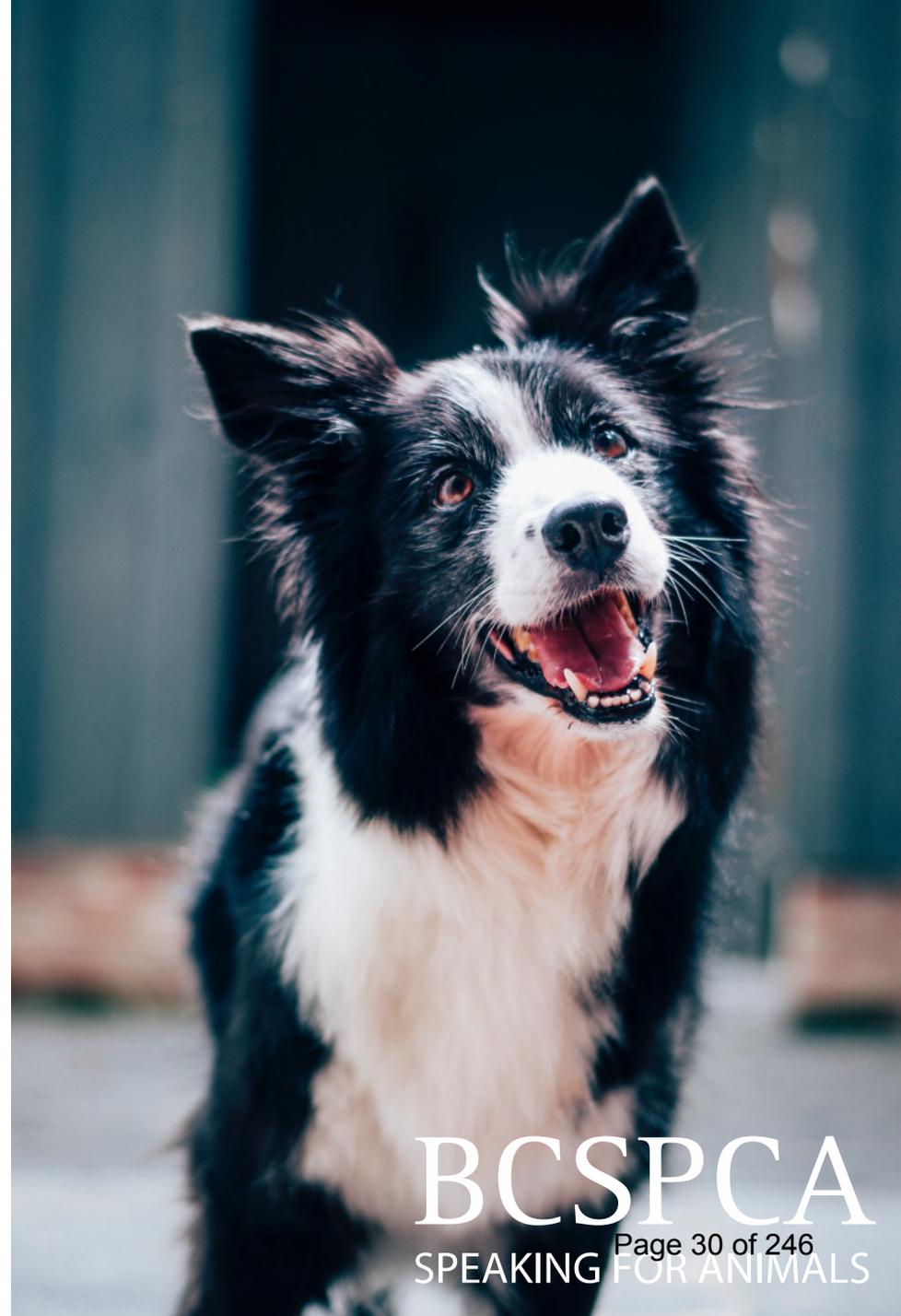
Community Services Coordinator

Nweeda@sPCA.bc.ca

Ashley Fontaine-Ost

Senior Manager, BC SPCA
Thompson-Nicola & Okanagan
Region

Afontaine@sPCA.bc.ca



SOCIAL PLANNING COUNCIL QUARTERLY REPORT TO THE CITY OF VERNON

January 1 – March 31, 2024

VISION STATEMENT: A safe, healthy and inclusive community in which to live, work and grow

MISSION STATEMENT: To identify and implement manageable solutions to social issues by mobilizing community-based action teams

SOCIAL PLANNER/COMMUNITY DEVELOPER POSITION: Social Planning Council for the North Okanagan

COMMUNITY DEVELOPER FUNDING SOURCE: City of Vernon

COMMITTEES: HART Committee, COOL Team, Housing Action Team, Local Immigration Partnership Council

COMMITTEES/ACTION TEAM FUNDING SOURCES: Provincial and Federal Government, Local Funders and Various Foundations

STRATEGIC GOALS:

- Build awareness and understanding of social issues
- Work collaboratively to problem-solve areas of concern
- Develop resources/policies to address gaps
- Monitor and evaluate action teams and their outcomes
- Provide sustainability for the Partners in Action model and Community Committees

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|-----------------------------|-----------------|--|--|---|--|
| Homelessness/Housing | | | | | |
| COOL Team Update | Ongoing | The COOL team is a partnership between bylaw officers and outreach workers for a collaborative approach to addressing homeless campers. Bylaw officers and outreach workers connect campers to services provided by Turning Points Collaborative, emergency food programs and Interior Health. | Census/survey of homeless population every two years. Protocol development and updates. | The COOL team works closely to monitor the health and safety of people sleeping in public spaces. | The COOL Team have been monitoring the service needs of people sleeping outside and ensuring ongoing access to meals, showers, laundry, harm reduction supplies and referrals to mental health/substance use programs. In February 2024, the Ministry of Transportation provided eviction notices to people camping on their property in the North end of the community. Outreach workers assisted as best they could to problem solve storage issues and support clean up efforts. |

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|---|-----------------|---|---|--|---|
| Extreme Cold Weather Action Team | Open | In order to be prepared for an extreme cold weather event, a team was formed with participation from Turning Points Collaborative, the Upper Room Mission and a community partner who provides a warming bus. | A protocol was developed that outlines the additional resources to be made available during a cold weather event. | Plan in place with community partners in case of cold weather event. People sleeping outside have safe, warm spaces available. | The goal of the team is to ensure that people sleeping outside have an opportunity to come inside and stay warm during a significant drop in temperature. Social Planning Council provides updates to the COOL Team during cold weather events to advise when additional resources are to be put in place and when they are to be decommissioned. During the cold snap in January 2024, the shelter at Turning Points Collaborative and the winter shelter at the Upper Room Mission provided extra mats to bring more people inside. In addition, the warming bus was activated overnight while temperatures remained below -10. Community partners provided hot beverages and winter clothing as well as promoting the additional services, in an effort to keep people warm and safe during the extreme cold weather event. |
| Food Security and Emergency Food Access | Closed | In March 2024, the North Okanagan Land 2 Table Network hosted a Community Food Security Planning Session. The Social Planning Council was a member of the planning team and played an advisory role for the session. In addition, the Social Planning Council worked with faith groups to ensure that free meals were provided over the Easter long weekend. | Community Food Security Planning Session Easter Meal Calendar | Emergency food partners provided input into funding priorities for infrastructure and collaborative food security projects. Low-income households have access to at least one free meal per day over the Easter long weekend. | The Community Food Security Planning Session was attended by 21 different organizations and provided partners an opportunity to network, share, learn, and provide input into funding priorities for upcoming infrastructure and food security projects. In addition, the community is fortunate to have dedicated groups willing to provide free meals over the Easter long weekend. Thanks to volunteer and faith groups, Vernon provides emergency food access 365 days of the year, even on long weekends and during holiday seasons. |

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|----------------------------------|-----------------|--|---|--|--|
| Housing Action Team | Ongoing | The housing action team meets quarterly to review the housing inventory, identify gaps and explore opportunities. This provides the non-profit housing sector a chance to network, brainstorm and be strategic with plans for future affordable units. | Quarterly meetings. Updated inventory. Increased collaboration and partnership development. | Increased number of affordable units owned and managed by the non-profit sector. | In February 2024, Social Planning Council hosted an in-person presentation by CMHC to the Housing Action Team. CMHC provided an overview of their funding and programs and promoted the launch of their seed funding grants. The seed funding provides financial assistance to community housing providers for the costs of early development activities related to the predevelopment costs of building a new affordable housing project or renovating an existing affordable housing project. At least two of our local nonprofits will be pursuing this funding. |
| Building Safer Communities Grant | Open | The City of Vernon has received funding from Public Safety Canada to implement the Vernon Gun & Gang Violence Prevention Strategy. Social Planning Council is part of the City of Vernon's Project Team as well as a member of the Steering Committee. | Vernon Gun & Gang Violence Prevention Strategy Steering Committee and Evaluation Framework. Partnership development between the City of Vernon and NOYFSS, OKIB and CMHA. | Increase access to supports with an Outreach and Navigator Support Program for at-risk youth. Provide cultural safety through an Indigenous, peer based, Youth Mentorship Program. Provide access to mental health supports through a Youth Service Waitlist Management Program. | In March 2024, the community partnerships for the three youth-based programs were finalized and contracts provided to NOYFSS, OKIB and CMHA. Urban Matters developed an Evaluation Framework for the project in consultation with the community partners. The Steering Committee has met to review the Evaluation Framework and to better understand the components and scope of each of the youth-based programs. The programs are expected to be launched by each partner in early May 2024. |

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|---|-----------------|--|--|---|--|
| Harm Reduction/HART | | | | | |
| Harm Reduction Team (HART) | Open | Vernon receives provincial funding to address the opioid crisis at the local level and support Community Action Teams (known locally as the HART Committee). | <p>Grant secured.</p> <p>Launch of RCMP/OAT Pilot Project.</p> <p>Development and launch of Folks on Spokes Program.</p> <p>Development and launch of Peer Outreach Program.</p> | <p>Enhance access to treatment, recovery, social stabilization, and supports.</p> <p>Reduce the community impacts of opioid addiction.</p> | <p>The Social Planning Council and the HART Committee oversee the implementation of the <i>Harm Reduction and Opioid Overdose Response Strategy</i>. The goal of the strategy is to reduce and prevent overdose deaths in Vernon.</p> <p>Tragically, during the pandemic, the number of overdose deaths began to rise significantly, with Vernon recording 26 deaths in 2020, 44 deaths in 2021, 51 deaths in 2022, and 54 deaths in 2023. These are devastating statistics for the families, friends and coworkers who are impacted by the loss of loved ones. Service providers and peers are now regularly planning and attending Memorial Services for clients who have died due to the toxic drug supply.</p> |
| Peer and Indigenous Peer Outreach Program | Open | The main role of this action team was to get direct input from key target populations with lived experience and to develop and support peer led programs. | Peer Outreach Program. | <p>Ensure people know where to access harm reduction interventions, treatment and recovery programs.</p> <p>Strengthen cultural supports/services for Indigenous peoples.</p> | <p>The Street Clinic continues to host the peer outreach program which provides harm reduction supplies, overdose prevention services, referrals to treatment, and support services to marginalized people. The team consists of 7 individuals with at least 4 peers working weekly to support the daily drop-in and harm reduction program.</p> <p>An Indigenous Peer, Elder, and Artist have co-developed a series of sessions where Indigenous women with lived experience have an opportunity to come together on a monthly basis and participate in low-barrier cultural activities. Funding was also leveraged to develop a program to support Indigenous men.</p> |

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|--|-----------------|--|---|---|---|
| Communication Plan with DVA and Community Safety Office | Open | An action team was formed to better inform downtown businesses of the variety of programs and services offered by the Community Safety Office. | <p>Community Safety Office updated resources.</p> <p>Webpage of resources posted on the DVA website.</p> <p>Monthly submissions to the DVA newsletter from the Community Safety Office.</p> | <p>Increased awareness of Community Safety Office programs and services available to downtown businesses.</p> | <p>The DVA website now has a resource page that provides an overview of the programs, services and resources available to downtown businesses for various situations.</p> <p>This includes information on the Sharps Hotline, Folks on Spokes and who to call for various situations including aggressive panhandling, public intoxication, and vandalism.</p> <p>The Community Safety Office is also partnering with the DVA on a three-part series in the DVA newsletter on Crime Prevention Through Environmental Design (CEPTED).</p> |
| Anti-racism/Inclusiveness/Multiculturalism | | | | | |
| Local Immigration Partnership Council (LIPC): Immigration and Settlement Strategy for Vernon | Open | The final strategy document as well as supporting research reports are available at www.socialplanning.ca | Vernon Immigration and Settlement Strategy. | <p>Newcomers choose Vernon as their new home.</p> <p>Newcomers participate in the local labour market, broader community and social networks.</p> | <p>The Local Immigration Partnership Council (LIPC) implements and monitors Vernon’s Settlement and Immigration Strategy. The purpose of the strategy is to attract and retain Immigrants to Vernon.</p> <p>The LIPC meets three times each year, to provide input, direction and feedback on the implementation of the strategy.</p> <p>The meetings also provide partner members an opportunity to share information and promote collaboration on initiatives that support newcomers to Vernon.</p> |

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|---|-----------------|---|---|---|---|
| Rural and Northern Immigration Pilot - Vernon | Open | Social Planning Council is a member of the Advisory Committee for the federal Northern and Rural Immigration Pilot (RNIP). | Pilot project that assists employers to attract and retain Immigrant employees. | Newcomers choose Vernon as their new community. | <p>Given the skills shortage and local labour challenges, this program has been an important tool to assist employers in recruiting new staff. More than 465 employers have been approved to access the program. As of March 2024, approximately 900 individuals have been recommended from over 50 different countries.</p> <p>Although the RNIP program will be ending in August 2024, the Rural Community Immigration Pilot will launch in the fall of 2024. It aims to ensure that RNIP communities continue to have the ability to access programs that address labour shortages and help local businesses find the workers they need.</p> |
| Resilience BC Funding | Open | In the Summer of 2023, the Social Planning Council received another \$7500 grant from the Province of BC to coordinate anti-racism projects at the local level. | <p>SAGE (Service Agencies Grounded in Equity) Meetings</p> <p>Events and Workshops.</p> | <p>Identify and address racism at the local level.</p> <p>Provide resources and education to service providers and community members.</p> | <p>In conjunction with members of the Local Immigration Partnership Council, the Social Planning Council is hosting ongoing SAGE (Service Agencies Grounded in Equity) meetings, grounded in anti-racism and anti-oppressive work.</p> <p>SAGE members have the opportunity to engage in educational workshops and work collaboratively to create a safer and equitable environment for equity deserving populations, specifically IBPOC (Indigenous, Black, and People of Color) members.</p> <p>A workshops series on Anti-Racist & Anti-Oppressive Practice in the Workplace was hosted by the Social Planning Council in March 2024 with approximately 20 organizations taking part in the three-part series.</p> |

| Action Team | Open/ Closed | Background/Activities | Outputs | Direct Outcomes | Updates/Follow Up |
|---|-----------------|--|--|--|--|
| Access to Health Services | | | | | |
| Community Health Clinic – Business Case | Open | Community Futures North Okanagan, City of Vernon and the Social Planning Council have formed an action team to research the feasibility of a non-profit Community Health Clinic in Vernon. | Grant Secured. | Improve access to primary care in Vernon. | <p>Community Futures North Okanagan was successful in securing funding to hire consultants to develop a business case for a non-profit Community Health Clinic in Vernon.</p> <p>Social Planning Council is assisting the action team with initial community consultations within the health sector and with social service providers.</p> <p>The business case should be completed by May 2024.</p> |
| Evaluation of Partners in Action Committee | | | | | |
| Indicator Updates | Ongoing | As part of the evaluation process, the Social Planning Council collects statistics from local partners as well as regional and national sources on an annual basis. | Indicator data tool on a wide range of topics. | Evaluation and monitoring of data guides informed decision making. | The data is used on an ongoing basis by the Social Planning Council and partners to inform the discussion of social issues in the community and ways to address these problems/concerns. |

ADMINISTRATION UPDATES

APRIL 22, 2024 REGULAR COUNCIL MEETING

PLANNING AND COMMUNITY SERVICES

Highway 97 and 30th Avenue Crosswalk

At the April 8, 2024 Regular Meeting, Council inquired about collisions and near misses with pedestrians at Highway 97 and 30th Avenue.

Near misses are typically not reported to the RCMP or ICBC, so there is no data available.

Since May 2019, there were approximately 16 collisions at this intersection. Half of them involved a pedestrian, cyclist, or scooter rider.

Administration is working with the Ministry of Transportation and Infrastructure on the upcoming Transportation Plan and will include options to improve active transportation safety along both Highway 6 and Highway 97 in the Plan.

Highway 97 Vernon Traffic Management Study

At the April 8, 2024 Regular Meeting, Council inquired about the status of the highway corridor studies. The Highway 97 Vernon Traffic Management Study was last updated in July 2015, and is summarized on pages 16-19 of the [Master Transportation Plan](#). Most of the minor improvement recommendations, such as changing signs and signals, have been completed. None of the capital project recommendations, such as changing lane configurations at intersections or adding a traffic signal at 35th Avenue, have been completed. The majority of these capital projects fall under the responsibility of the Ministry of Transportation and Infrastructure.

The traffic improvements recommended by this study will be reviewed and considered for inclusion in the new Transportation Plan, in collaboration with the Ministry of Transportation and Infrastructure.

OPERATION SERVICES

Stormwater Drainage Bylaw

Administration has a draft Stormwater Drainage Bylaw that is being coordinated with interfacing bylaws. Administration will present this bylaw to Council at the May 27, 2024 meeting. The current draft of the bylaw includes the ability of the City to fine up to \$50,000 for violations of the bylaw.

Infrastructure Projects Update 2019-2023

The Infrastructure Project Update 2019-2023 report is currently being coordinated between various internal divisions and will be presented to Council at the May 27, 2024 Regular Council Meeting.

Deer Park ([Project 2019-22](#))

The playground area is open. The contractor will be on site to address deficiencies related to the tennis court in late April for paving and May for the surface coating. Work will take place when ambient temperatures allow for the application of the tennis court surface coating.

Transit and Active Transportation Infrastructure - Girouard Park Path ([Project 2024-22](#))

Girouard Park path connection from 43rd Avenue to Girouard Park has been completed.



BX Sediment Pond ([Project 2019-2](#))

The BX Sedimentation Pond project was completed in 2022. As part of the approval process for the project, the Department of Fisheries and Oceans required a significant amount of riparian planting. The contractor that constructed the project will be weeding and replacing dead plants this spring as part of the warranty agreement.

FIRE RESCUE SERVICES

Bus Shelter Fires and Downtown Public Washrooms

During the Regular Council Meeting of April 8, 2024, Council inquired about the number of fires in bus shelters and the magnitude of cost for repair. Council also inquired about the number of overdose calls in the downtown bus exchange washrooms (31st St. and 31 Ave.) and the public washrooms near Nature's Fare (35th St. and 30th Ave.). Due to how this information is collected, it is not possible to provide a precise quantitative answer. Our response "heat maps" provide a general picture of where certain types of calls are occurring.

From January 1, 2024 until April 8, 2024 these maps indicate the following:

- The highest concentration of fires is located between 32nd St. & 35th St. from 25th Ave. to Coldstream Ave. (City wide total fires as of April 12, 2024 is 86)
- The highest concentration of overdose/man down calls is located along 25th Ave. focused near 34th St. and 37th St. (total overdose/man down calls as of April 12, 2024 is 244)

Conversation with firefighters provided the following qualitative information:

- We do respond to fires in bus stops with some frequency. There have been at least two (2) fires in the bus shelter located near the Upper Room Mission. Another recently occurred at the 3700 block of 33rd St., where the bench was burned. Often the fires are small and not a lot of damage occurs.
- There have been minor fires in the downtown washroom near Nature's Fare where toilet paper and other combustibles have been set on fire.
- There have been overdoses in and around both the washrooms near Nature's Fare and those near the bus exchange.

As of April 12, 2024 VFRS, has responded to a total of 1286 calls for service.



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Lydia Korolchuk
Current Planner, Planning

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: April 22, 2024
REPORT DATE: March 27, 2024
FILE: 3340-20 (OCP00088) 3360-20 (ZON00369)

**SUBJECT: OFFICIAL COMMUNITY PLAN AND ZONING AMENDMENT APPLICATIONS FOR
7025 HERBERT ROAD / 7110 BATES ROAD**

PURPOSE:

To review the Official Community Plan (OCP) and zoning amendment applications subsequent to the OCP open house for the property located at 7025 Herbert Road / 7110 Bates Road, which propose changes to the future land use and zoning of the subject property in order to facilitate a new residential housing development.

RECOMMENDATION:

THAT Council support Official Community Plan Amendment Application 00088 (OCP00088) to amend the Future Land Use designation from CR NORD – Country Residential to RLD – Residential Low Density for Lot 3, Section 18, Township 5, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road) as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road” dated March 27, 2024 and respectfully submitted by the Planner;

AND FURTHER, that Council direct Administration to bring forward the “7025 Herbert Road / 7110 Bates Road Official Community Plan Amendment Bylaw 5991, 2024”, for initial readings and scheduling of a Public Hearing;

AND FURTHER, that Council support Zoning Amendment Application 00369 (ZON00369) to rezone from CR NORD – Country Residential to R5 – Four-plex Housing Residential for Lot 3, Section 18, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road) as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road” dated March 27, 2024 and respectfully submitted by the Planner;

AND FURTHER, that Council direct Administration to bring forward the “7025 Herbert Road / 7110 Bates Road Zoning Amendment Bylaw 5992, 2024”, for initial readings and scheduling of a Public Hearing;

AND FURTHER, that final adoption of the OCP and Zoning Amendment Bylaws be considered subsequent to the outstanding conditions of approval as set out in Attachment 8 in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road”;

AND FURTHER, that prior to final adoption of the OCP and Zoning Amendment Bylaws, the Development Permit be ready for issuance.

ALTERNATIVES & IMPLICATIONS:

THAT, Council not support Official Community Plan Amendment Application 00088 (OCP00088) to amend the Future Land Use designation from CR NORD – Country Residential to RLD – Residential Low Density and Zoning Amendment Application 00369 (ZON00369) to rezone from CR NORD – Country Residential to R5 – Four-plex Housing Residential for Lot 3, Section 18, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road).

Note: This alternative does not support the OCP and rezoning amendment applications and prevents the alignment of designations from NORD to City of Vernon designations. The prevailing land use designation and zoning of the subject property would remain unchanged and the applications would be closed.

ANALYSIS:

A. Committee Recommendations

At its meeting of March 26, 2024, the Advisory Planning Committee passed the following resolution:

That the Advisory Planning Committee recommends that Council support Official Community Plan Amendment Application 00088 (OCP00088) to amend the Future Land Use designation from CR NORD – Country Residential to RLD – Residential Low Density for Lot 3, Section 18, Township 5, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road) as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road” dated March 12, 2024 and respectfully submitted by the Planner;

AND FURTHER, that Council support Zoning Amendment Application 00369 (ZON00369) to rezone from CR NORD – Country Residential to R5 – Four-plex Housing Residential for Lot 3, Section 18, ODYD, Plan 29910 (7025 Herbert Road / 7110 Bates Road) as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road” dated March 12, 2024 and respectfully submitted by the Planner;

AND FURTHER, that final adoption of the OCP and Zoning Amendment Bylaws be considered subsequent to the outstanding conditions of approval as set out in Attachment 8 in the report titled “Official Community Plan and Zoning Amendment Applications for 7025 Herbert Road / 7110 Bates Road”;

AND FURTHER, that prior to final adoption of the OCP and Zoning Amendment Bylaws, the Development Permit be ready for issuance.

B. Rationale:

1. Public Information Session

In accordance with OCP Amendment Applications Policy – Section 4, a public open house was hosted by the City of Vernon to provide community residents with an additional opportunity to consider the OCP amendment application prior to the proposed bylaw amendment being considered by Council for First Reading.

The public open house was advertised in the local newspaper (the Morning Star) on two dates (Thursday October 5 and October 12, 2023). The open house was held in-person and on-line at Council Chambers, City Hall on Tuesday, October 17, 2023. Written submissions were accepted from September 26 until October 17, 2023.

The Info Session was well attended with approximately 50 people in attendance. Twelve pieces of written correspondence were also submitted to staff, six from City of Vernon residents and six from RDNO residents (Attachment 1).

Concerns were raised relating to:

- Increased traffic and noise for Manning Place and Herbert Road
- Rezoning for high density housing
- City’s commitment to reduce GHG emissions

- Forest fire risk
- Construction noise and disruption to existing area residents
- Lack of transit/ area services
- Narrow roads in relation to garbage collection, snow removal and on-street parking

The applicant was in attendance and is aware of the comments raised and was encouraged to follow up with respondents.

2. Project Overview

This application proposes to build 57 stratified residential units in the form of semi-detached, tri-plex, and four-plex buildings (Attachment 2). The development would be served by an internal strata road with access/egress from Bates Road on the north side, and a second access/egress via Herbert Road to the south. A pedestrian connection is proposed along the western border of the property for public use.

The applicant is requesting to change the Future Land Use from the existing Regional District of North Okanagan (RDNO) designation to the City of Vernon OCP designation of RLD – Residential Low Density and to the R5 – Four-plex Housing Residential zone (Attachments 3 & 4). The property has a total area of 21,143.97 m² (2.01 hectares).

3. Background

The City of Vernon annexed the parcel from the RDNO on May 23, 2014. At that time, the 'CR NORTH – Country Residential' designation was retained. The site is directly adjacent to the Foothills Neighbourhood area on the south side of Silver Star Road (Figure 1). The Regional Growth Strategy (RGS) designates the Foothills Neighbourhood area as a 'growth area' and the annexation of the property makes the site eligible for connection to City services.

The parcel currently contains two dwellings and an outbuilding. It is within an area bounded to the south by a steep ravine area, above a belt of land within the Agricultural Land Reserve. With its frontage onto Silver Star Road, traffic created by the development would not be directed into existing agricultural areas, nor would it be expected to impact current and future farming activities.

With the property being adjacent to the Foothills Neighborhood Plan Area, along with the transportation network and the urgency of meeting the need for multi-family housing, Administration supports increased density on this parcel.

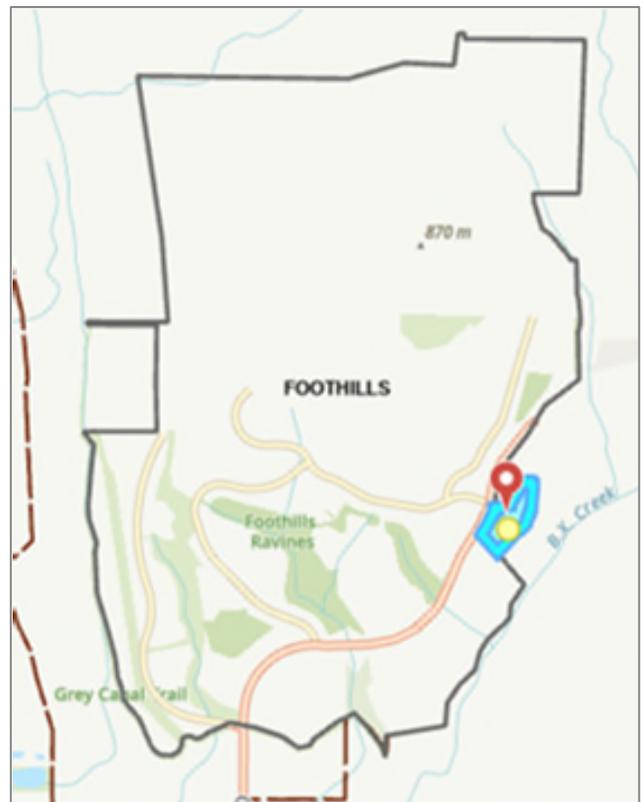


Figure 1 – Location of Subject Property

4. Neighbourhood Context

The [Foothills Neighbourhood Plan](#) area was endorsed by Council in October 2013. The subject property was not included in the Plan area as it was not annexed into the City of Vernon until the following year. The Foothills Neighbourhood Plan area is within Neighbourhood Plan Area 2 (NPA-2) and Development District #3 – Hillside Residential and Agricultural District as identified in the OCP. Because much of the

land in the Foothills Neighbourhood Plan area is sloped and contains several highly sensitive ecosystems, both the Hillside Guidelines and the Environmental Management Areas Strategy apply and will play a large role in directing future development in this area.

5. OCP and Rezoning Amendment

The subject property is currently zoned CR NORD – Country Residential (RDNO). The applicant is seeking to rezone the parcel to R5 – Four-plex Residential Housing to allow for multi-family ground-oriented units. The building form allowed in the zone includes: single, semi-detached, tri-plex and four-plex housing on urban services and has a maximum density of 30 units/ha. This is consistent with the OCP designation of Residential Low Density (RLD) and with existing urban development in the surrounding area.

6. Environmental Management Considerations

The applicant submitted an Environmental Impact Assessment (EIA) report dated March 2023 (Attachment 5). The report concluded that nothing has been identified that would preclude development activities. Bounded on all sides by existing roads, the parcel has limited functionality as a wildlife corridor and is not anticipated to cause further landscape or habitat fragmentation.

The applicant's geotechnical report dated March 2, 2021 (Attachment 6) assessed the underlying soil and groundwater conditions on site and found them suitable for the support of future roadways, servicing infrastructure and typical residential foundations. The report recommends a follow-up geotechnical investigation at the Development Permit stage, as well as onsite stormwater, groundwater and snow storage management plans.

7. Engineering Development Services

As per Engineering Development Services requirements, the applicant submitted a Traffic Impact Assessment (TIA), dated March 21, 2023 (Attachment 7 & Attachment 8), to assess the impact of the proposed development on the intersection of Silver Star Road and Phoenix Drive/Bates Road. Silver Star Road is classified as an arterial road and is in the jurisdiction of the City. The City does not allow direct access onto an arterial road, in this case, Silver Star Road. Access to Bates Road and Herbert Road are within the RDNO boundary and are under the jurisdiction of the Ministry of Transportation and Infrastructure. This development is bounded by both roads and relies on them for primary access/egress. However, the development has been designed to limit access points to these rural residential roads and instead make use of an internal strata road. The new access on Herbert Road may feed traffic to the extension of Manning Place road.

Given that traffic volumes are in the order of 10,000 vehicles per day and the posted speed limit is 60 km/h, the TIA recommends that a marked crosswalk with rectangular rapid flashing beacons should be installed at Silver Star Road. This crosswalk should be located on the south side of the intersection to tie-in to the Silver Star Road multi-use pathway. The developer may consider installing a sidewalk or path to connect the site to the crosswalk; while not required in the Transportation Master Plan, this would enhance the safety and liveability of the new development and encourage active transportation.

The development design proposes a pedestrian connection with the adjacent property to the south (Manning Place) that could support a portion of a future link to the BX Trail. Administration recommends that the development continue this connection to the intersection of Silver Star Road and Bates Road and coordinate shared implementation of the pedestrian pathway and intersection crosswalk improvements with the adjacent Manning Place development.

Any and all future development of the project site will be subject to the requirements of City of Vernon Subdivision and Development Servicing Bylaw 3843, Greater Vernon Water Subdivision and Development Servicing Bylaw 2650, and all other applicable City and RDNO bylaws. Requirements may include professional reports/studies, offsite infrastructure improvements, and road dedication, as appropriate. Should Council support the OCP and zoning amendment applications, Administration would recommend that the Development Permit and any variances (if required) be ready for issuance prior to final adoption of the bylaw amendments.

Administration supports the proposed OCP and zoning amendments for the following reasons:

- a. The applicant has provided the City with appropriate studies and documentation to review the proposed development and ensure compliance with provincial legislation and requirements.
- b. OCP amendments requested are in accordance with the guiding principles of the OCP and the RDNO's Regional Growth Strategy. The subject parcel is adjacent to a designated RDNO growth area and having been annexed to the City, is eligible for connection to City services. Thus, it currently meets the RGS definition of a growth area, that is, "*serviced by water and sewer infrastructure*".
- c. The zoning amendments propose to change the existing RDNO rural zoning designation to a low-density multi-family residential zone ('R5 – Four-plex Housing Residential') that provides housing to the community where services and transportation infrastructure are available, in a form and design that is compatible with the transitional urban to rural character of the area.
- d. Development of the subject property would allow for the creation of a substantial number of new dwellings (approximately 57 units) that would support a diverse mix of household types and income levels, while increasing active transportation, trail connections and infrastructure improvements at the intersections of Silver Star Road, Phoenix Drive and Bates Road.

C. Attachments:

- Attachment 1 – Public Comments
- Attachment 2 – Proposed Site Plan
- Attachment 3 – OCP Map
- Attachment 4 – Zoning Map
- Attachment 5 – Environmental Assessment Report
- Attachment 6 – Geotechnical Report
- Attachment 7 – Engineering Development Servicing Report
- Attachment 8 - Traffic Impact Assessment

D. Council's Strategic Plan Alignment

- | | |
|---|--|
| <input type="checkbox"/> Governance & Organizational Excellence | <input checked="" type="checkbox"/> Livability |
| <input checked="" type="checkbox"/> Recreation, Parks & Natural Areas | <input type="checkbox"/> Vibrancy |
| <input type="checkbox"/> Environmental Leadership | <input type="checkbox"/> Not Applicable |

E. Relevant Policy/Bylaws/Resolutions:

1. Official Community Plan Bylaw 5470:
 - Current OCP Designation: CR NORD – Country Residential (RDNO)
 - Proposed OCP Designation: RLD – Residential Low Density
 - Development District #3 – Hillside Residential and Agricultural District
2. Zoning Bylaw 5000:
 - Current Zoning: CR NORD – Country Residential (RDNO)
 - Proposed Zoning: R5 – Four-plex Housing Residential

3. Foothills Neighbourhood Plan

- Provide the Right Housing in the Right Place: Clusters of four-plexes and rowhouses near major roads provide housing variety while encouraging density along these routes, necessary for services like transit to be provided.

4. Local Government Act:

- Division 3 – Public Hearings on Planning and Land Use Bylaws
- Sec. 464 – Requirement for a public hearing before adopting a bylaw

BUDGET/RESOURCE IMPLICATIONS:

N/A

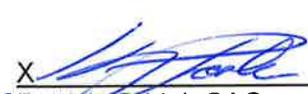
FINANCIAL IMPLICATIONS:

- None
 Budget Previously Approved
 New Budget Request
 (Finance Review Required)

Prepared by:

X 
 Lydia Korolchuk
 Current Planner, Planning

Approved for submission to Council:

X 
 Patricia Bridal, CAO
 Date: April 15, 2024

X 
 Terry Barton, Director
 Planning and Community Services

REVIEWED WITH

- | | | |
|--|---|--|
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning (Approving Officer) |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input checked="" type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input checked="" type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (March 26/24) | | |
| <input type="checkbox"/> OTHER: | | |

Attachment 1

City of Vernon Resident

From: Garry n MaryAnne HAAS <[REDACTED]>
Sent: Monday, October 2, 2023 11:14 AM
To: Patti Bridal <PBridal@vernon.ca>; Mayor <Mayor@vernon.ca>
Cc: Akbal Mund <AMund@vernon.ca>; Brian Guy <BGuy@vernon.ca>; Brian Quiring <BQuiring@vernon.ca>; Kari Gares <KGares@vernon.ca>; Kelly Fehr <KFehr@vernon.ca>; Teresa Durning <TDurning@vernon.ca>
Subject: Foothills Housing

Use Caution - External Email

I am not adding this as a attachment as I suspect many do not read it

am writing this because it for two main reasons. First I believe this is wrong and many of my coffee friends also think this and wish me to write this. The second is that people in the foothills hills according to castanet (where this item was taken from) also disagree with you.

“A proposed project to build 57 strata units at the northeastern edge of Vernon is moving forward to a public open house.”

The reason for the letter is simple I have tried the public meetings and open house idea many times as find that they do not work. I have gone to five or six and have never had a question answered clearly, and written submissions well they do not get made public either online or are available at the meetings.

“The plan is to rezone a country residential property just outside the Silver Star foothills community to allow for 13 semi-detached buildings, one triplex, and seven quadruples.”

No where do you indicate whether these are going to be low cost or a market value for sale or rent.

“It received glowing praise from councillors and passed unanimously to the next step in the process.”

“This is a great project, exactly what we want,” said Coun. Brian Quiring. “This is exactly what the community needs.”

What criteria is Mr. Quiring using to make this statement

“He added the development would be close to schools and fire protection services.”

On elementary school any others schools are fifteen minutes or better from this area. Is the fire department volunteer or full time. If volunteer what effect would it have on making it full time and at what cost

“Located at 7025 Herbert Rd. and 7110 Bates Rd., the two-hectare parcel is located on land annexed from the Regional District of the North Okanagan in 2014.”

Lovely agricultural land

“It also borders Silver Star Road, but there would be no access points directly off it.”

But if built it will create a major traffic problem with all the cars and people turning.

“The project is in early stages, and now moves ahead to allow for public input as early as next month.

Coun. Kari Gares said she was “thrilled’ to see the project come to council.”

I too am excited to see a project like this come up but not with no information for the public to go to a p open house on

“She added it speaks to the housing needs of the community.”

What the community requires is low cost and small houses and apartments to be built so the regular public can afford to have a dry and clean place to live

“Housing needs and affordability have been an ongoing issue in Vernon and across B.C. as rental vacancies continue to hover near zero.”

This is true but you have to built smaller apartments with simpler apartments to keep all costs down and they must have a long term rent control on them so that in the future they turned into places for those with the money to stay or live.

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Barbara Everdene

From: Jeanie Fraser [REDACTED]
Sent: Tuesday, October 17, 2023 6:35 PM
To: Planning
Subject: Concerns re OCP Amendment Application OCP00088

Hello,

I am writing this on behalf of my husband and myself. We just came from the Open House regarding the OCP00088 amendment application and we left feeling discouraged that our feedback, along with our neighbours's feedback, was not seriously considered, and so we are putting it in writing.

We recognize the need for additional housing in Vernon. Our concern is the safety and noise impact of increased traffic on the narrow local street of Manning Place with the addition of these 57 units. If it were guaranteed that none of these units would be using Manning Place to get to or from their home, and solely using Silver Star Rd. to access their homes, then we would not have issue with this application. We were told this development needs to have two exits in the event of emergency. The exit onto Herbert Rd is problematic as it will significantly increase traffic on Manning Place. A reasonable compromise could be gating that exit, with emergency staff having the ability to open the gate in the event of an emergency.

Manning Place currently is basically a single lane when cars are parked on the street, and very narrow, especially in the snowy season. Most units front the street so quality of life will be negatively impacted by dramatically increased traffic from an additional 57 units. With snow pile ups, visibility is reduced creating a problematic safety concern. Silver Star Rd has been designed to accommodate heavier levels of traffic, so traffic for this development needs to be routed via Silver Star Rd.

We hope staff and council will delay moving forward with this application until a viable solution is in place to ensure traffic moves solely via SilverStar Rd to access this development.

We trust you will take these concerns under serious consideration.

Jean Fraser and Daniel Jarvis

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Barbara Everdene

From: Cheri Faris [REDACTED]
Sent: Wednesday, October 4, 2023 7:26 AM
To: Planning
Subject: Bates/Manning Project

Categories: Megan

Smaller more affordable housing is a good thing. I support this project.

Cheri Faris
Foothills Resident

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Barbara Everdene

From: Scott Graham [REDACTED]
Sent: Thursday, October 12, 2023 11:08 AM
To: Planning
Subject: OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

Hello

I am writing to express my opposition to this project. I live in the Foothill, on Blackcomb Crt and if this project were to go ahead, will be dealing with the consequences for decades. My opposition stems from the appropriate location of high density housing. While I agree for the need for high density, the location is dependent on its success. Two reasons why this project will not be successful are:

1. Lack of Transit. Due to the lack of transit, each household should be expected to have and use at least 2 vehicles, that adds a tremendous amount of traffic to a single road in and out. This will also increase Vernon's production of green house gas.
2. Lack of Services. High density is a fantastic tool to create community, however, with out services such as grocery stores, coffee shops and other community hubs, this community will just be a bedroom community having to access services away from home.

Keep high density projects close to services, not in rural low density areas.

Thank you for your time and the opportunity to comment.

Scott Graham
[REDACTED]

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Barbara Everdene

From: Eric-Judy STANG [REDACTED]
Sent: Sunday, October 15, 2023 1:05 PM
To: Planning; Eric-Judy STANG
Subject: OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

You have not provided a public input form to this amendment as shown on your City of Vernon Website so as the closing of public input will be at the end of the Public Hearing scheduled for October 17th at 7:00pm I am obliged to reach out in writing.

I am a resident of Manning Place and have seen over the past 6 months major changes to our neighborhood. I am not against an individual or business developing a property and like so many tax paying citizens, rely on the governance of City Hall to look after the community best interests. The increase in density to the above project is extreme. I am aware that the city is looking for increased housing capacity but this is not the location for it.

I would hope that common sense would prevail.

In principle, my objections are:

1. No public transportation to the Foothills neighborhood. How are families without multiple vehicles

to access amenities like groceries. Children, especially teenagers will have to rely on family for transportation to and from extra curricular activities outside of school bus operations.

2. There does not appear to be a designated playground area. One can only assume young children will require

outdoor space as there appears to be very little with this project and the proposed density.

3. Seven (7) fourplexes is not in keeping with what already exists in the Foothills neighborhood. Restricting the use

of four plexes to only three plex units and reducing the number from 7 to 6 would at least be a start to the congestion (reduced by 10 units).

4. Parking issues will always be a problem. Assuming at least one to one- and one-half vehicles per unit where are they all to park if not on the road. Even on a wide road like the existing Manning Place roadside vehicles are a concern on garbage collection days and what about winter snow removal. Have these issues really been considered?

5. And lastly, has anyone thought about the impact to the homeowners already on Herbert? Are they not entitled to some protection?

I leave you with these issues for your consideration. Don't take the easy way out and fall prey to the pressure all communities\ are under to increase their housing commitments.

Respectfully;

Judy Stang
[REDACTED] Manning Place



Virus-free. www.avast.com

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Barbara Everdene

From: Lucas Baldo [REDACTED]
Sent: Tuesday, October 17, 2023 7:48 PM
To: Barbara Everdene; Planning
Subject: 7025 Herbert Road Questions and Comments

Dear Barbara and Planning Committee,

First off, thank you for the open house and the opportunity to discuss the growth in this area. As encouraged, please find below my concerns with the request to raise these to the Planning Committee and City Council.

I would greatly appreciate brief feedback on these points via return email, if possible.

1. Please explore the potential for the establishment of a firm condition of completion of the roundabout at Bates / Silverstar / Phoenix to ensure safe access to Silverstar Road from Bates Road prior to commencement of Herbert Road development.

- Based on discussion at the open house, the plan is for 2025, but may be pushed as late as 2028, with no firm condition tied to the development of Herbert.
- I would strongly support a condition on the development timeline such that safe egress from Bates Road can be ensured during construction of the development, as well as during occupation when vehicle traffic will be increased.
- As is, it is currently unsafe to turn left from Star Road or Bates Road onto Silverstar with Silverstar traffic often travelling well in excess of the 60 kph limit. This situation will only be worsened by increasing the number of people coming and going.
- The plan already dictates the construction of this roundabout, so please consider the benefit of having this roundabout in place before area occupancy is quadrupled (from roughly 30 current units on Manning Place to approx. 120 units on new Manning and Herbert). I would strongly suggest proactive action to complete the roundabout prior to Herbert development, so Herbert construction vehicles (concrete trucks, semi-trucks carrying gravel, etc.) can safely enter Silverstar Road.
- The construction of the roundabout itself will be an unavoidable inconvenience, so building the roundabout prior to increasing occupancy and therefore traffic in the area is sensible.
- An added benefit is the immediate improvement of safety to Phoenix Road access to Silverstar and calming of Silverstar Road traffic.
- Make sure you put a ladder to get out of the pool before inviting people to try the diving board. Safe egress must be ensured prior to increasing vehicle traffic, not after.

2. No left turn onto Silverstar Road from Star Road.

- This notion was indicated, perhaps erroneously, from the Developer of Manning Place.
- I think this option should be explored. If the roundabout is being built at Bates / Silverstar as a safe means to access Silverstar Road, then its use should be encouraged.
- By placing a barrier across the centerline of Silverstar Road, left turning at Star Road would be discouraged and traffic would be encouraged to use the intended access.

3. Pedestrian Crossing at Silverstar Road

- This is currently an extremely unsafe crossing, requiring stepping over a tall barrier (impossible with a stroller) on the west side of the road, and essentially blind in both directions.
- Crossing at the existing Foothills Drive pedestrian crossing requires walking approximately 250m along the shoulder of Silverstar Road, which is unacceptable.
- Crossing at the proposed Phoenix Road roundabout is approximately 350m from the potential Manning Place crossing.
- Please consider a pedestrian crossing at Manning Place, or at least a safe means to travel Silverstar Road to access the Foothills Drive crossing.
- As of now, the only park in the area is at Whistler Place, approximately 950m from Manning Place. It is unrealistic to expect pedestrians to walk uphill approximately 350m to the new Phoenix Drive crossing, nearly doubling the distance to the park, so it is sensible to facilitate a safe crossing at Manning Place or a safe means to access the Foothills Drive crossing and avoid unsafe crossing.

4. Greenspace / Playground for Manning / Herbert / Bates

- With multi-family housing come families. As of right now, the only play structures are located on the other side of a dangerous Silverstar Road crossing, approximately 1.5 km from 7025 Herbert Road.
- While I see "amenity areas" are foreseen in the plans of 7025 Herbert, there is currently no indication of a play structure.
- Please consider a public play structure and greenspace on the east side of Silverstar Road to allow family access to play areas without use of a car or crossing Silverstar Road.

5. Manning Place Traffic Calming

- Is there a possibility of traffic calming means on Manning Place to discourage speeding?
- For example a small roundabout at the end of the existing Manning place, where the extension of Manning Place is currently underway, to slow uninterrupted speeding down the road and discourage shortcutting via Manning Place and keeping traffic on Silverstar Road.
- The road is not yet finished, so there is time to make this change yet.

6. Shared BX Trail Connection

- a "Shared BX Trail Connection" can be seen in Figure 3 of *7025 Herbert Rd Traffic Impact Assessment*
- Is there a plan to provide access to the BX Creek below via Manning Place or Herbert Road? Where is the access foreseen?

7. Access to 7025 Herbert Road

- As per Page 9 of *7025 Herbert Rd Traffic Impact Assessment* : "the main access could shift to Herbert Road."
- I suggest eliminating this potential. Silverstar to Bates Road offers direct access to 7025 Herbert Road with directing traffic needlessly onto Herbert Road.

Thank you for your time and consideration and looking forward to your feedback.

Lucas Baldo

Manning Place

Barbara Everdene

From: Todd Fitzpatrick [REDACTED] RDNO Resident
Sent: Thursday, October 12, 2023 2:51 PM
To: Planning
Subject: Public Input Session - Questions - OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

Use Caution - External Email

See questions below that I would like answered by the City of Vernon and/or developer at the Open House on Oct. 17, 2023:

1. What steps did the City of Vernon and RDNO take to gather input from Herbert Road residents when 7025 Herbert Road was annexed in 2014? Shouldn't there have been an opportunity to provide input in 2013/2014 on the annexation?
2. If this proposed rezoning and development moves forward is the City of Vernon and the developer prepared to compensate Herbert Road homeowners (that are directly impacted) for years of construction noise/traffic and devaluing of our country properties?
3. Is the City and/or developer prepared to buy our property above market value if this development moves forward?
4. As Herbert Road residents living directly across from the proposed complex, that have fulltime home offices, please explain what compensation the developer and/or City is prepared to offer when our home offices are vibrating from heavy construction that impacts our ability to run our home offices and earn an income?

Note: This is already having an impact because of the Manning Place development and Herbert Road connection.

5. Explain how adding 57 units (plus the additional 29 units on Manning Road) into Country Residential zoned area isn't *Urban Sprawl*?

Section 3, Page 3:

"In summary, Administration finds that this proposal is unlikely to encourage sprawl into the rural protection area. Given the close proximity of the subject property to the Foothills Neighborhood

Plan Area, services and the transportation network and the urgency of meeting the need for multi-family housing, Administration supports increased density on this parcel."

6. Provide details on proposed visual and sound barriers to reduce the impact on Herbert Road rural residents?

Section 1, Page #2:

"Given that this parcel is on the urban/rural fringe, a landscape buffer has been included in the design to limit visual impact to the rural large lot properties to the east in the Regional District of the North Okanagan (RDNO)."

7. The Foothills Neighborhood Plan, completed in 2013, but did not include the subject property (7025 Herbert Road). How do you now justify applying this plan to the subject property? It appears the document is suggesting it was *close enough* to be immersed into the plan.

Section 4, Page 3:

*The Foothills Neighborhood Plan Area (Plan Area) was endorsed by Council on October 2013. **The subject property was not included in the Plan** because it was not part of the City of Vernon during the planning process. However, as the subject property is on the immediate eastern boundary of the Plan Area (Figure 3). Given its proximity, Administration considered the Plan Area's policy objectives for residential development in the analysis of this application.*

Todd Fitzpatrick

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Barbara Everdene

From: Janet [REDACTED]
Sent: Sunday, October 15, 2023 5:00 PM
To: Planning
Subject: OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

Use Caution - External Email

Bates Road "Development"

As a non-resident of the City of Vernon, but a resident of Herbert Road, we have so many questions/comments about this development.

1) Why was this property annexed into the City of Vernon?

This property was part of a development created in the late 70's as "Country Residential". Meaning that unless that property was of a certain size only one residence was allowed – larger lots were allowed a second smaller residence.

2) Density of neighbouring properties.

The adjoining development on Manning Place has 29 residences. The Foothills area does not have high density. The properties on Herbert and Bates have low density. This proposal has 57!! Double its adjoining neighbour!

3) Silver Star Road

As per the traffic study – there "are in order of 10,000 vehicles per day" adding another 57 – 114 vehicles to the "Silver Star 500" is only adding to a road that is ill equipped to handle the existing volume. The proposed traffic circle, to be added in 2024-2025, will not alleviate the flow. And as a side note: How are the logging trucks and heavy equipment going to manoeuvre the traffic circle?

4) Amenities in this Area

There are none. No bus route. No retail. And the new Silver Star Pathway is so severely underused that it could be deemed a waste to money. The only mention of any recreation is the pathway on the southern end of this development. A pathway, that doesn't connect to anything, at this time. A pathway that is encouraging people to use it, but there is no allowance for vehicle parking for users. Will this be a "private" user's path?

5) The Proposed Design of the Development

The strata road entrance/exits are onto roads not maintained by the City of Vernon. The history of maintenance and snow removal on Herbert and Bates is slow (snow plowing can occur 2-3 days after a snow fall). The exit onto Bates is almost in a haphazard place – almost a blind corner.

There needs to be a rethink of this development. It is too dense and ill designed to the property and area.

Jack & Janet Mazereeuw

[REDACTED] Herbert Road

15 October 2023

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Barbara Everdene

From: Esther Wolters [REDACTED]
Sent: Monday, October 16, 2023 8:50 PM
To: Planning
Subject: Ref OCP00088/ZON00369
Attachments: Vernon Councillors you ask is this exactly what we want.docx

Use Caution - External Email

Please see attached document

Vernon Councillors you ask is this exactly what we want?

My answer is NO not at all!

The Bates and Herbert Rd "rural" acreage community have families that have lived on their properties for over 30 years. Newer residents to our neighborhood moved here for the rural country lifestyle. Rural being defined as those that reside in characteristic of the countryside rather than town. A whopping 52 unit strata does not scream rural living.

There is plentiful development happening in the neighboring areas. Above in the Phoenix Dr area as well as in the Foothills. According to council records the Foothills development is not even close to being finished which would create a substantially large amount of housing.

Also between Blackcomb way and Rugg Rd a very large portion has been clear cut for future development. Last but not least Manning Pl is now also under development for even more homes. Which by the way is encroaching on the Bates/Herbert Rd residents. Bates/Herbert Rd was once a "No thru Rd" unbeknownst to its residents unfortunately now receives more traffic due to the development of Manning Pl. As you can see there is ample development going on here. Herbert/Bates Rd does not need 52 more homes lining a developers pockets. While leaving long term Vernonites feeling unheard and unacknowledged, because let's face it that's what's really happening here. Ask yourself this, would you want 52 strata units added to your neighborhood? It has been stated that "52 units has medium environmental sensitivity impact." That is not to be taken lightly medium does not mean low impact. How is 52 units even considered low density zoning? I read the towns vision for the foothills area. Tell me how does clearing the area of vegetation and housing for animals protect the wildlife corridors? When the amount of people living in an area increases this will also bring in more noise and vehicles. This does not protect our wildlife. I am concerned about the noise pollution that will be created from the Bates/Herbert Rd proposed development. For those unaware noise pollution is defined as the environmental disturbance caused by noise. Examples being construction, increased traffic and neighborhood noise. It can impact not just the health of humans but it can affect wildlife and our livestock, causing them unwanted stress. The light pollution that will be created by this development is also a concern. Light pollution is the excessive or inappropriate use of outdoor artificial light. Which has a disruptive effect on natural cycles and inhibits the observation of stars and planets. It affects human health and wildlife behavior. Our neighborhood has already been dealing with these affects from the above Phoenix Dr, Apex and Nikiska Dr. Etc. developments. This has gone on for years. I am very proud of how low impact our rural neighborhood is on light pollution. As the town is already aware this area is a wildlife corridor for animals to go down to BX creek. We get bears, badgers, cougar, lynx, coyote, deer and owl to name just a few animals we peacefully share our neighborhood with. I cannot say the same for the other developments in the area. I have already noticed a decrease in wildlife in the four areas I previously mentioned. Another concern is the extra construction traffic this development would bring to the neighborhood. My kids walk down from the top of Bates Rd after school and I worry for their safety. The merging of Manning Pl has already brought safety issues. On three separate occasions I have almost been struck by truck drivers from said development cutting the corner at the bottom of Herbert Rd. I am sure other residents have had similar concerning experiences of what was once a quiet no thru rd. Also there is no need to create a new access trail for the BX creek trail system. There is already an accessible walking distance trail entry at the top of Star rd. across from Marmot Ct. There is no need to disrupt more vegetation and wildlife. I hope my concerns will not be taken lightly and hope that they will be acknowledged and considered for our small rural neighborhood. I leave my concerns with a beautiful photo of what this area once looked like. It was pristine in all its glory, sad to say it is not as charming as it once was. We request the property stay RDNO Country Residential. Let's keep some parts of Vernon Beautiful please.



Regards
-The Wolters and Randle family
[REDACTED] Herbert Rd

Barbara Everdene

From: Brad Baker [REDACTED]
Sent: Tuesday, October 17, 2023 10:50 AM
To: Brad Baker; [REDACTED]; Planning
Subject: Re: Public Input Session - Questions - OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

Pleased find below questions and concerns regarding the above mentioned proposed OCP Amendment and subsequent development:

Annexation

The property at 7025 Herbert Road was annexed into the City as a single property. It was explained to us (by a current City of Vernon Councilor) that under today's "rules", this may not be permitted and that a minimum of four properties would be required to be annexed as a group. Is this correct and what "rule" does this fall under (Provincial or municipal)?

Reviewing the North Okanagan Regional Growth Strategy (RGS), had the property (7025 Herbert/7110 Bates) NOT been annexed into the City would it had still been within the rural protection area under the RGS bylaw?

Growth Management – comments provided by RDNO/Laura Frank to CoV/Laurie Cordell upon review of the proposal:

"Growth Management – There do not appear to be any buffers to the adjacent properties, some of which currently have agricultural activities occurring (hobby farms).

Fringe Area Planning

4.5.1 The Regional District encourages adjacent municipalities to consider the rural context and character of Electoral Areas "B" and "C" when reviewing development along the urban/rural fringe.

4.5.2 The Regional District requests that the adjacent municipalities adhere to best management practices regarding development along the Electoral Area "B" and "C" boundary, including participating in collaborative fringe management planning, limiting suburban density, requiring appropriate buffering and discouraging further suburban and urban sprawl into rural and agricultural areas."

- Please explain how the developer plans to respond to the above comments. We note that there is some proposed "vegetation buffer" noted on one of the illustrations, however we also note that the Traffic Impact

Assessment calls for vegetation adjacent accesses to be limited in height to 0.3 m. These seem to contradict each other, how will the buffer be handled?

- 30 units/hectare seems much greater than any neighboring properties and goes against RDNO's recommendation of "limiting suburban density." What is the current density of the Manning Place Development?

4.5.3 Regional District is committed to coordinating efforts with the neighboring municipalities to ensure that growth adjacent to Electoral Area "B" and "C" boundaries occurs in a planned and sustainable manner that reflects the unincorporated rural character valued by the residents of Electoral Area "B" and "C".

- Please explain how the City of Vernon is coordinating with RDNO on this planned development "reflects the unincorporated rural character valued by the residents of Electoral Area B and C?"

Please let it be known that we, Brad and Lori Baker, of [REDACTED] Herbert Road are concerned with the rezoning of the proposed rezoning of 7025 Herbert/7110 Bates from Country Residential. We purchased our property in good faith (well before the annexation of 7025 Herbert) based on the current CR zoning of all of the properties on Herbert/Bates. We feel that the proposed rezoning, and subsequent proposed development will lessen the enjoyment of our property and neighborhood, and potentially devalue the same. We ask that Vernon City Council NOT support the applications to amend the OCP and land use designation (OCP00088 and ZON00369) and that the prevailing zoning and land use designations of the subject properties remain.

Sincerely

Brad and Lori Baker

[REDACTED] [Herbert Road](#)

[Vernon BC.](#)

Barbara Everdene

From: Sue Evans [REDACTED]
Sent: Tuesday, October 17, 2023 3:47 PM
To: Planning
Subject: RE: Questions - Public Input Session - Questions - OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

Importance: High

Good afternoon,

I reside on Herbert Road within very close proximity to the proposed 57-unit development, and for the record, I am completely opposed to the rezoning of 7025 Herbert Rd / 7110 Bates Rd from Country Residential to "R5 — Four-plex Housing Residential". How does the addition of 86 units (29 units to be built in the Manning Place subdivision currently under construction) fit in with the **RDNO Official Community Plan for Electoral Districts B and C** stating the following points - see **Fringe Area Planning Policies** - section 4.5.1 (page 42)?

"FRINGE AREA PLANNING POLICIES

- 4.5.1 The Regional District encourages adjacent municipalities to consider the rural context and character of Electoral Areas "B" and "C" when reviewing development along the urban/rural fringe.
- 4.5.2 The Regional District requests that the adjacent municipalities adhere to best management practices regarding development along the Electoral Area "B" and "C" boundary, including participating in collaborative fringe management planning, limiting suburban density, requiring appropriate buffering and discouraging further suburban and urban sprawl into rural and agricultural areas.
- 4.5.3 Regional District is committed to coordinate efforts with the neighboring municipalities to ensure that growth adjacent to Electoral Area "B" and "C" boundaries occurs in a planned and sustainable manner **that reflects the unincorporated rural character valued by the residents of Electoral Area "B" and "C" residents.**
- 4.5.4 Encourage inter-jurisdictional fringe area planning between the Regional District, District of Coldstream, Township of Spallumcheen and City of Vernon that is respectful and collaborative.
- 4.5.5 Encourage adjacent jurisdictions to provide referrals on applications and issues that relate to land use planning and management to the Regional District, especially along the rural-urban fringe.
- 4.5.6 Work with adjacent jurisdictions, the Ministry of Agriculture and Agricultural Land Commission to protect the Agricultural Land Reserve along the urban-rural fringe.
- 4.5.7 Refer to other agencies, all land use planning applications or issues which may affect another jurisdiction. All affected agencies or municipal Councils, which receive referrals from the Regional District, shall be encouraged to give due consideration and timely responses to referrals."

When 7025 Herbert Road was annexed into the City of Vernon, there was no opportunity for the residents of Herbert Road to provide input. It has also been noted that under current rules, this annexation may not have been permitted. That would be a question for this evening's public input session. Other key factors to be considered are the lack of public transit, lack of amenities in this area, increase in crime (already happening), noise and light pollution, road safety and the impact of heavy traffic and construction on not only the residents of this neighbourhood, but also on the wildlife in this area. Until the start of the Manning Place excavation and bulldozing, we used to see bears and deer (even the occasional lynx) on a regular basis on our property which sits right above the ravine and is part of the wildlife corridor. The ongoing vibrations and noise has not only had a negative impact on our mental and physical health, but I surmise has driven away the wildlife which we have peacefully co-existed with for the last ten years. We are relative newcomers to this beautiful neighbourhood (February 2014), but fiercely care about maintaining its rural charm. When we moved here, the fact that all the properties on Herbert Road had the same zoning made it a safe bet for us to have our "forever" home in the country. Now, not so much...

Please take all of these points under consideration, along with those of our concerned Herbert Road neighbours and friends.

Regards,

Sue Evans

[Redacted signature block]

[Redacted signature block]

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Barbara Everdene

From: Suz Singh [REDACTED]
Sent: Wednesday, October 11, 2023 10:46 PM
To: Planning
Subject: OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road)

Use Caution - External Email

Dear Mayor Cumming and Council Members,

I am writing to you regarding OCP Amendment #00088 / Rezoning #00369 (7025 Herbert Road / 7110 Bates Road). I have 2 major concerns with the rezoning of this property for high density housing. With the City's commitment to reduce emissions we should be focusing future high density homes in the downtown to reduce gas vehicle emissions from transportation needs. Expanding high density housing at a distance (especially uphill) from downtown means more burning of fossil fuels as inhabitants drive to and from their homes. Furthermore, this proposed build site is on the edge of a densely forested area. Given our now regular wildfires, doesn't that place the new homes, and the already existing homes at a greater risk to forest fires? Keeping some distance between the dense forest and the homes in the Foothills seems prudent. Building 4 plex on this land could create a bridge for a forest fire to the existing homes in the Foothills. I urge you for both of these reasons to consider denying the rezoning of this land.

Sincerely,
Suzanna Singh

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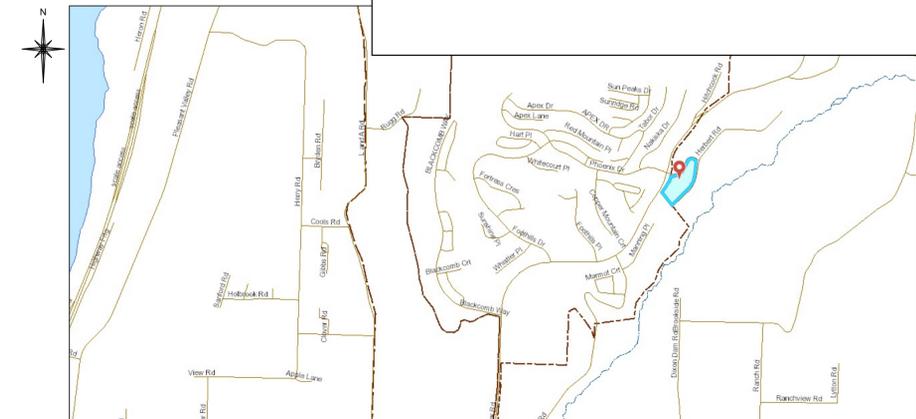
KOFOED GROUP

PROJECT INFO:

CIVIC ADDRESS:
7025 HERBERT RD.

Legal Description:
PID: 004-119-665
Plan: 29910
Lot: 3

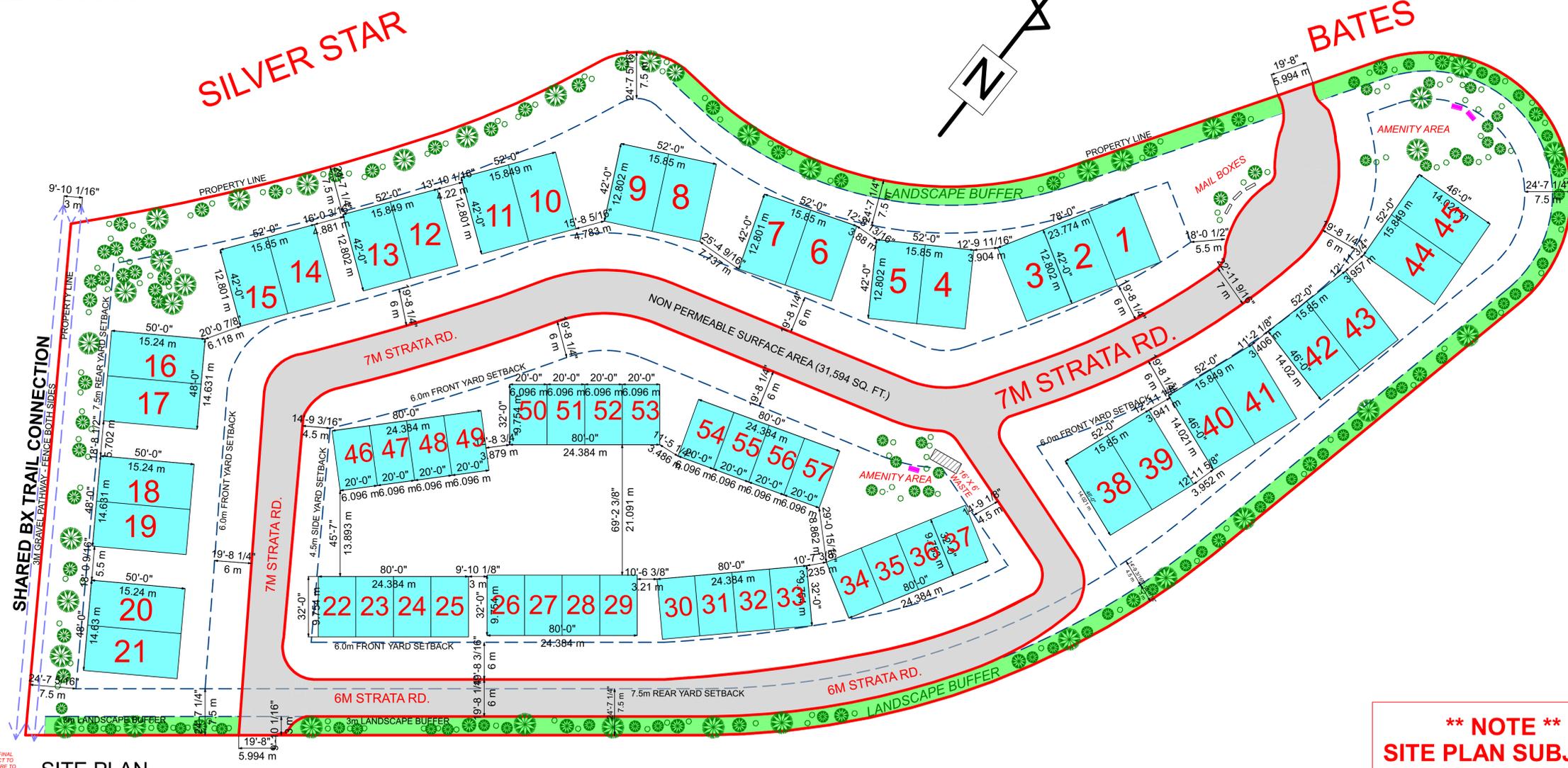
| | | | |
|---|--------------|--------|-------------------------|
| TOTAL PROPERTY AREA | 20,139.97 | SQ. M. | (216,781.6 SQ. FT.) |
| SITE COVERAGE | | | |
| BUILDING FOOTPRINTS | 23.5% | | (51,068 SQ. FT.) |
| STRATA ROAD | 14.4% | | (31,313 SQ. FT.) |
| TOTAL SITE COVERAGE INCLUDING NON-PERMEABLE SURFACES | 37.9% | | (82,662 SQ. FT.) |



SOURCE: NORTH OKANAGAN MAP(GIS)

GENERAL NOTES

1. ALL CONSTRUCTION AND BUILDING TO BE IN ACCORDANCE TO THE LATEST BRITISH COLUMBIA BUILDING CODE (2018).
2. CONSTRUCTION TO COMMENCE IN ACCORDANCE TO ALL LOCAL BYLAWS.
3. DRAWINGS ARE NOT TO BE SCALED. ALL DIMENSIONS ARE TO WALL CENTERLINES AND EXTERIOR OF SHEATHING.
4. CONTRACTORS ARE TO REVIEW ALL DRAWINGS AND REPORT ANY DISCREPANCIES AND ERRORS PRIOR TO CONSTRUCTION.
5. PRIOR TO PROCEEDING WITH CONSTRUCTION THE OWNER/BUILDER IS TO ENSURE ALL REQUIRED INSURANCES AND WORKSAFE BC CONFORMANCE ARE IN PLACE PRIOR TO COMMENCEMENT OF CONSTRUCTION. IT IS THE RESPONSIBILITY OF ALL TRADES TO CHECK AND VERIFY ALL DIMENSIONS AND DETAILS BEFORE COMMENCING CONSTRUCTION.
6. LICENSED AND INSURED PROFESSIONALS MUST VERIFY ALL INFORMATION, DIMENSIONS, SPECIFICATIONS OF THIS PLAN PRIOR TO CONSTRUCTION.
7. ERRORS AND EMISSIONS. ZIOLA DESIGN & BRENT ZIOLA SHALL NOT BE RESPONSIBLE FOR ANY VARIATIONS OR ADJUSTMENTS RESULTING IN CONDITIONS ENCOUNTERED AT THE JOB SITE, AND IS THE SOLE RESPONSIBILITY OF THE OWNER OR CONTRACTOR. EVERY EFFORT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE DRAWINGS. ZIOLA DESIGN OR ITS TECHNICIANS CAN NOT ELIMINATE THE POSSIBILITY OF HUMAN ERROR, THEREFORE DRAFTING TECHNICIANS, OR ZIOLA DESIGN, OR BRENT ZIOLA SHALL NOT BE LIABLE FOR ANY ERRORS OR EMISSIONS.



SURVEY REQUIRED FOR FINAL LOT DIMENSIONS. SUBJECT TO CHANGE. ALL DRAWINGS ARE TO BE CONFIRMED BY OWNER BEFORE BUILDING PERMIT SUBMISSION.

SITE PLAN
SCALE: 1/32" = 1'

HERBERT

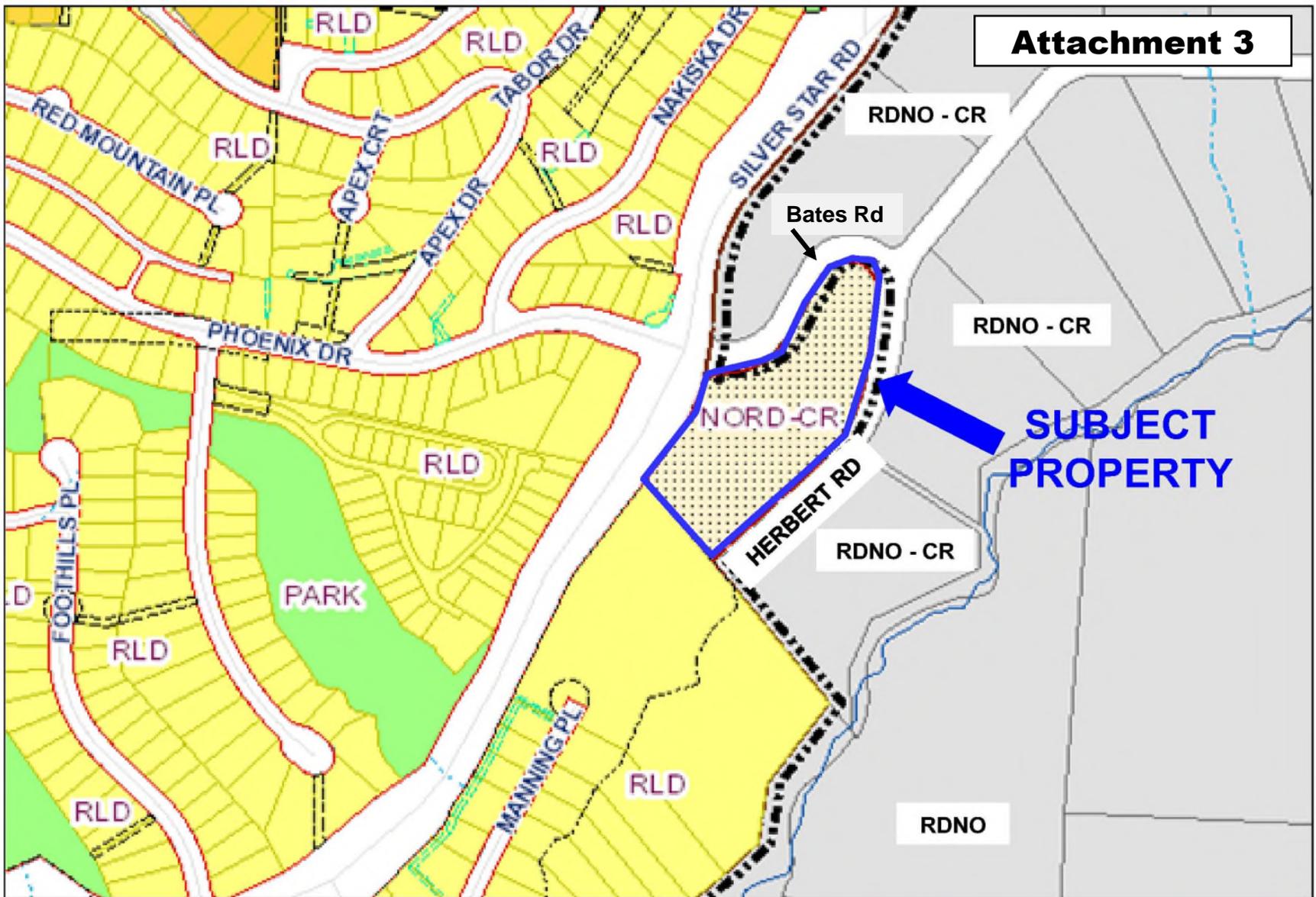
**** NOTE ****
SITE PLAN SUBJECT TO CHANGE, SITE SURVEY REQUIRED



**HERBERT ROAD
VERNON BC**

| | |
|----------------|-------------|
| PROJECT TITLE | |
| TITLE | |
| SCALE | |
| DATE | MAR-20-2023 |
| PROJECT NUMBER | Z-138-02 |
| DRAWING NUMBER | 1.12 |
| SHEET | |

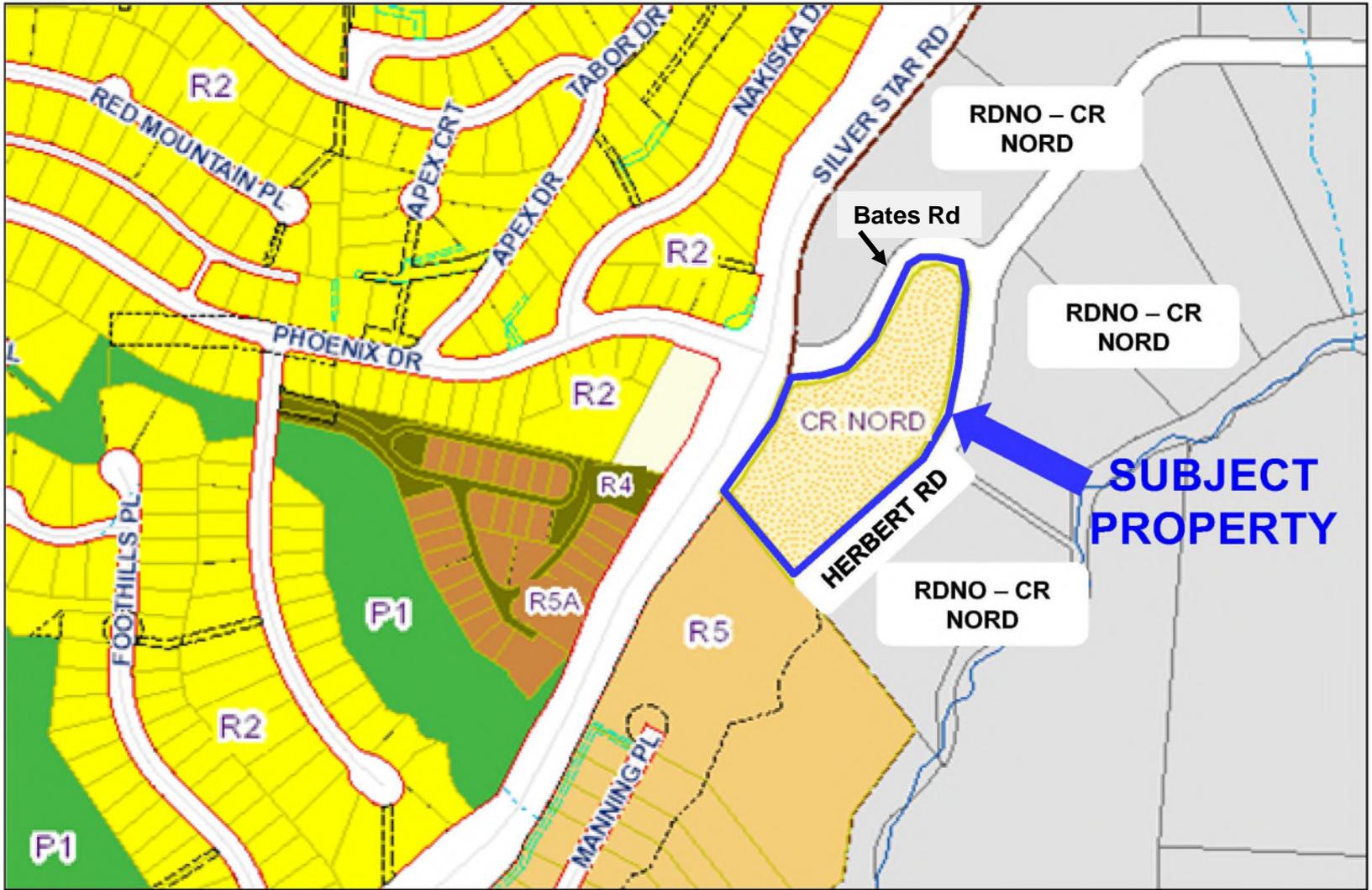
1 of 1



-  NORD-CR – NORD Country Residential
-  RLD – Residential – Low Density
-  PARK – Parks & Open Space

OCP Future Land Use

Attachment 4



-  CR NORD – Country Residential – NORD Bylaw 1888, 2003
-  R5 – Four-plex Residential
-  R2 – Large Lot Residential
-  R4 – Small Lot Residential
-  R5A – Semi-Detached Residential

Attachment 5



Zoning Amendment Application Environmental Impact Assessment

7025 Herbert Road, Vernon, BC

Kofoed Contracting Inc.



| Revision History | | | |
|-------------------------|-------------|--|--------------------------|
| Project Name | | Environmental Services 7025 Herbert Road, Vernon, BC | |
| Project Number | | 10902 | |
| Report Title | | Zoning Amendment Application Environmental Impact Assessment | |
| Document # | | K4196 | |
| Report Author(s) | | Patty Skinner and Kellen Smith | |
| Version | Date | Document Stage | Description/Notes |
| Rev1.1 | 19Oct22 | Draft | |
| Rev1.2 | 21Oct22 | Internal Review | |
| RevA | 21Oct22 | Client Review | |
| RevB | 09Mar23 | Final | |
| | | Choose an item. | |

| Document Reviews | | | |
|-------------------------|-------------|--------------------|--------------------------------------|
| Version | Date | Review Type | Reviewed by |
| V1.1 | 19Oct22 | Peer Review | Patty Skinner, Biologist, Triton |
| V1.2 | 21Oct22 | Senior Review | Bill Rublee, Senior Biologist, RPBio |
| | | Choose an item. | |
| | | Choose an item. | |
| | | Choose an item. | |

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| Authentication | | | |
|--|------------------------|--------------------|--|
| Version (and sections, if applicable) ¹ | Role | Name | Signature/Date or Professional Seal² |
| V1.2 | Professional of Record | Bill Rublee, RPBio | 21Oct22 |
| | Choose | | |
| | Choose | | |

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Disclaimer

This report is rendered solely for the use of Kofoed Contracting Ltd. (the Client) in connection with the zoning amendment application for a proposed development at 7025 Herbert Road, Vernon, BC (the Project), and no person may rely on it for any other purpose without Triton Environmental Consultants Ltd.'s (Triton) prior written approval. Should a third party use this report without Triton's approval, they may not rely upon it. Triton accepts no responsibility for loss or damages suffered by any third party as a result of decisions made or actions taken based on this report.

The objective of this report is to address the following scope requirements:

- Prepare an Environmental Impact Assessment (EIA) as per the requirements set out by the City of Vernon's Official Community Plan and Environmental Management Areas strategy.

This report is based on facts and opinions contained within the referenced documents, including the results of any data collection programs carried out in relation to this report. We have attempted to identify and consider facts and documents relevant to the scope of work, accurate as of the time period during which we conducted this analysis. However, the results, our opinions, or recommendations may change if new information becomes available or if information we have relied on is altered.

The following assumptions were relied on during the preparation of this report:

- The GIS mapping from the Regional District of North Okanagan (RDNO) is accurate for the needs of this report; and
- The provincial and federal web link mapping resources and layers are satisfactory with respect to reported data.

We applied accepted professional practices and standards in developing and interpreting data. While we used accepted professional practices in interpreting data provided by the Client or third-party sources, we did not verify the accuracy of any such data.

This report must be considered as a whole; selecting only portions of this report may result in a misleading view of the results, our opinions, or recommendations.

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1.0 Introduction

1.1 Project Purpose

Triton Environmental Consultants Ltd. (Triton) was retained by Kofoed Contracting Ltd. (the Client) to complete a habitat assessment and prepare an Environmental Impact Assessment (EIA) at 7025 Herbert Road, Vernon, BC (the Property). The Client has submitted an application to amend the zoning of the Property to the City of Vernon (the City). The services of a qualified professional are required in accordance with the City's Environmental Management Areas (EMA) Strategy (City of Vernon, 2012) to support the zoning amendment application and the Development Permit application for the Property.

1.2 Methodology

This report was prepared through a review of the existing background information including maps, provincial databases, desktop resources, and reconnaissance field visits to the Property. Desktop review was completed prior to the site visit to identify the biophysical resources of the Property, as well as any potential environmental resources including rare and endangered species or critical habitat that could potentially occur. The sensitive ecosystem inventory (SEI) was reviewed, and SEI classifications were determined and verified during the site visit. Additional resources including the City's Official Community Plan (OCP) and EMA Strategy, and the Regional District of North Okanagan (RDNO) ArcGIS website (as well as additional web resources) were used to determine the location of the Property boundaries, Property description, and biodiversity indexes. Site visits were conducted to review the natural resource values associated with the Property and any potential sensitivities associated with the proposed development area. Photographs taken during the site visits are provided in Appendix 1.

1.3 Project Location

The Property is located at 7025 Herbert Road, Vernon and in the RDCO (Figure 1). The PID for the Property is 004-119-665 and it is 2.01 hectares in size. The legal description is Lot 3, Plan No. 29910, Section 18, Township 5, Osoyoos Division Yale District (Table 1). The Property is bounded on the west by Silver Star Road, to the northwest and west by Bates Roads, to the east by Herbert Road, and to the south by a residential development (Figure 2). The foothills residential neighborhood of Vernon is on the west side of Silver Star Road. The City limits end directly north of the Property and north of the Property are rural and agricultural properties.

Table 1. Site description and classifications

| Classification | Description |
|----------------------------------|--|
| Administrative Boundaries | |
| Forest Region | Thompson Okanagan Region |
| Forest District | Okanagan Shuswap Forest District |
| Natural Resource District | Okanagan Shuswap Natural Resource District |
| Watershed Group | Okanagan River |
| Regional District | North Okanagan |

| General Location | |
|---|---|
| Municipality | Vernon |
| UTM | 11U 342758 E 5575101 N |
| Ecosystem Classification | |
| Ecodomain | Dry |
| Ecodivision | Semi-Arid Steppe Highlands |
| Ecoprovince | Southern Interior |
| Ecoregion | Thompson Okanagan Plateau |
| Ecosection | Northern Okanagan Basin |
| Biogeoclimatic Ecosystem Classification: Biogeoclimatic Zone Subzone Variant | Interior Douglas Fir (IDF) Very Dry Hot (xh) Okanagan (1) |
| Elevation Range (m) | ~ 650-670 m ASL |

¹Source: Province of British Columbia, 2021.

1.4 **Historic, Current, and Proposed Use and Access**

The Property has historically been used for residential and agricultural purposes. Existing structures at the Property include a mixture of residential and farm buildings which include two houses and outbuildings. Vehicle access to the Property and the houses is via two paved driveways, one accessed from Bates Road, and one accessed from Herbert Road. Hiking pathways are located at the end of Herbert Road off of the southern section of the Property. These pathways connect Herbert Road with Manning Place to the south. The Property is currently zoned country residential (CR) and a zoning amendment application has been submitted to the City. The Client proposes to build a multi-unit townhome development on the Property. A preliminary site plan of the proposed development is provided in Appendix 2. These plans are preliminary and are subject to change prior to submission of the Development Permit application and development.

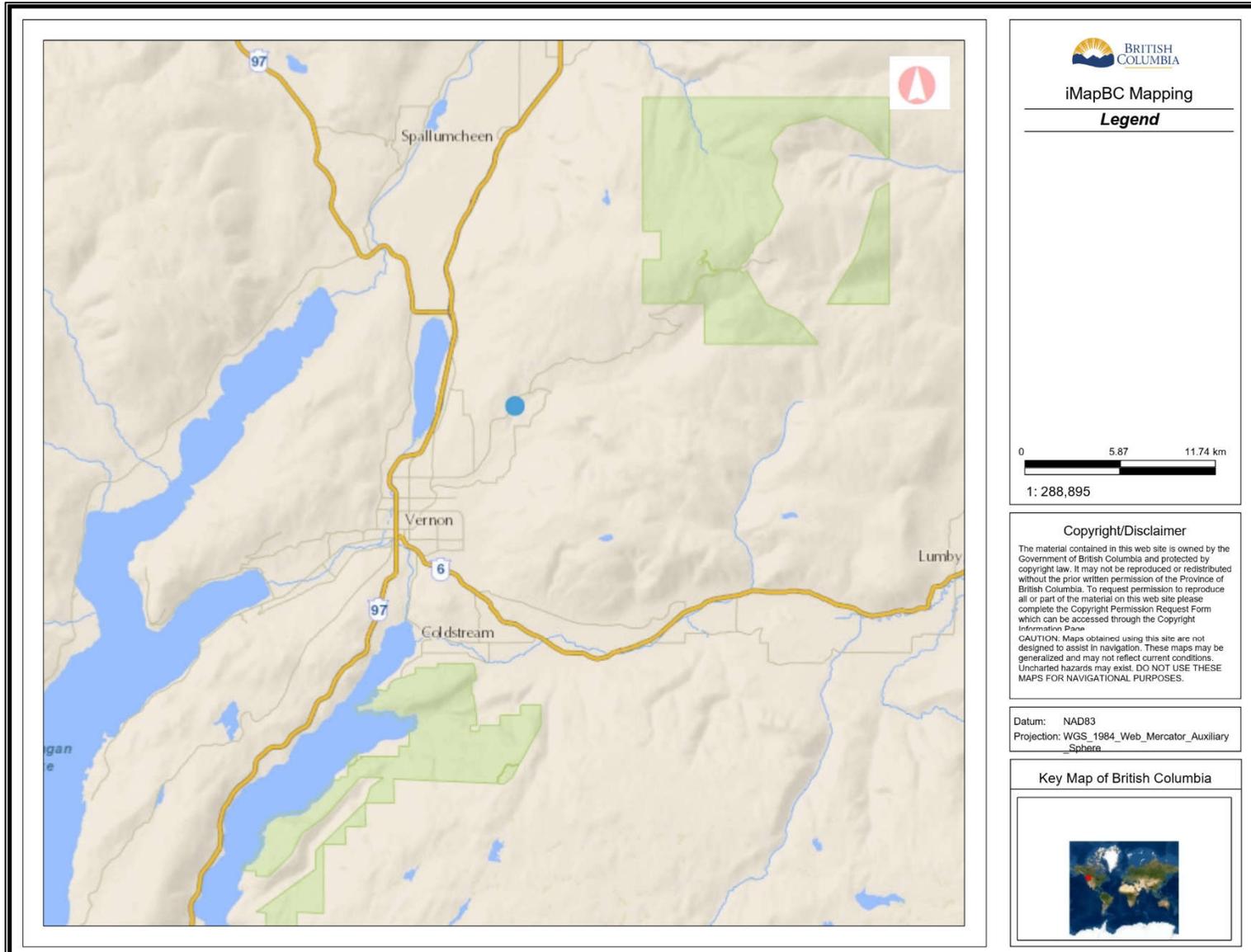


Figure 1. Project location (source: iMapBC)

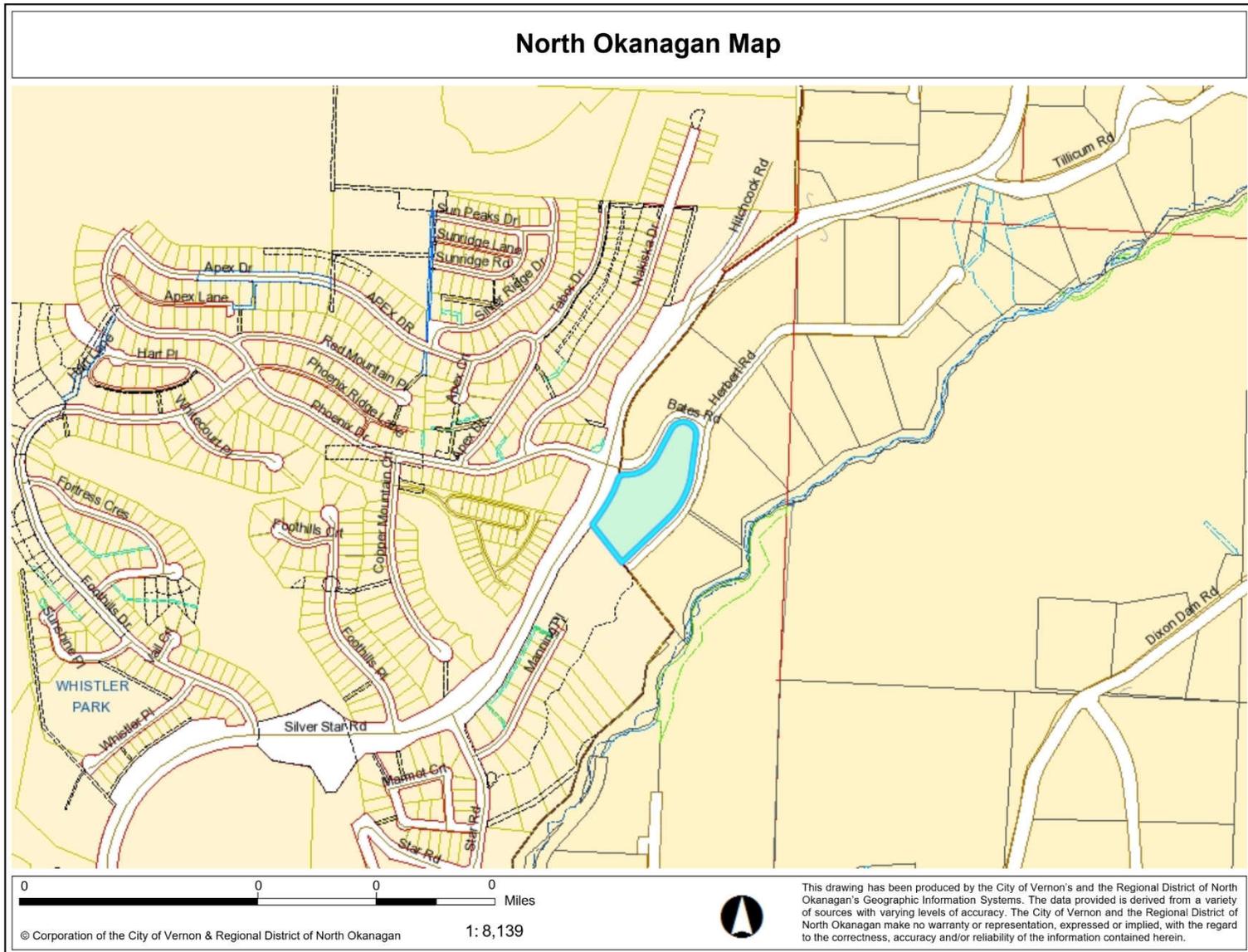


Figure 2. Project location (source: RDNO GIS)

2.0 Background Inventory Review

2.1 Property Overview

A desktop background review was conducted to collect existing information relevant to the area and identify potential environmental sensitivities which could occur within the area using provincial and federal government databases and mapping tools. The background review included searches for mapped watercourses and known occurrences of rare and/or endangered species known to be present or potentially present within the project area. Searches were conducted again in September 2022 to reflect current conditions of the Project area. Databases and sources utilized in the background review included:

- DataBC iMapBC Mapping Tool (DataBC, 2022);
- BC Ministry of Environment's (MOE) Fish Inventories Data Queries (FIDQ) (MOE, 2022);
- Sensitive Ecosystem Inventory (SEI): Vernon to Commonage (Iverson et al., 2005) and SEI: of the Okanagan Valley: Vernon to Osoyoos (Iverson et al., 2008);
- RDNO GIS mapping and associated layers (RDNO, 2022);
- BC Conservation Data Centre (CDC) BC Species and Ecosystems Explorer. (CDC, 2022); and
- The City of Vernon Environmental Management Areas Strategy (City of Vernon, 2012).

2.2 Biogeoclimatic Zone and Climate

According to the Biogeoclimatic Ecosystem Classification (BEC) for BC, the Property exists in the Interior Douglas Fir (IDF) biogeoclimatic zone within the Very Dry Hot subzone Okanagan variant (xh1) (DataBC, 2022). The climate of the Okanagan region is generally very dry as it is in the rain shadow of the Coast and Cascade mountain ranges. Warmest temperatures occur during June, July and August and the coldest month is January. Precipitation is mainly in the form of rain with highest rainfalls occurring in the summer months from May to September. The average amount of precipitation for the Okanagan Valley is approximately 350 mm per year (Meidinger, D., J.Pojar, 1991).

The forests of the IDF BEC zone are dominated by Douglas fir (*Pseudotsuga menziesii*) with sections of lodgepole pine (*Pinus contorta* var. *latifolia*), with ponderosa pine (*Pinus ponderosa*) found in the lower, drier elevations. The understory is dominated by pinegrass (*Calamagrostis rubescens*), birch-leaved spirea (*Spiraea betulifolia*), Saskatoon (*Amelanchier alnifolia*) and tall Oregon grape (*Mahonia aquifolium*). Soopolallie (*Shepherdia canadensis*) and kinnikinnik (*Arctostaphylos uva-ursi*) are also common understory shrubs. In wetter phases trembling aspen (*Populus tremuloides*) and red-osier dogwood (*Cornus canadensis*) are common. Frequent fires favour Douglas fir due to its thick protective bark (Meidinger, D., J.Pojar, 1991).

2.3 Topography

The topography of the Property is relatively flat on the upper portion of the Property adjacent to Silver Star Road. It gradually slopes to the east and a low spot occurs in the north of the Property at the corner of Bates Road and Hebert Road (Figure 3). There is a small area of pooling water observed in this section of the Property during the field visit in February 2021 which further indicates the low point of the Property.

2.4 Sensitive Ecosystem Ranking

The City's EMA Strategy identifies a three-class rating system which ranks sensitivities of an area from low to high. Each class requires different levels of consideration during development based on their simplified Sensitive Ecosystem Rankings (SER) value. Green or low risk areas are considered previously disturbed and require the lowest level of conservations and protection planning but must also account for site specific conditions. Yellow or medium risk ranking reflect areas with moderate levels of disturbance and moderate sensitivity. Development proposals in these areas are required to consider conservation, protection, and mitigation as part of the development permit application process. Red or high-risk rankings reflect areas with no previous disturbance and high sensitivity. The Property is identified as being medium risk (City of Vernon, 2012).

2.5 Sensitive Ecosystem Inventory

The City's tiered system of EMAs is largely a reflection of the Sensitive Ecosystem Inventory (SEI) works. SEI uses Terrestrial Ecosystem Mapping (TEM) and modelling to identify and predict ecosystems at risk, which can then be used by various levels of government to aid in development planning. SEI ranked the Property as GR:dg (grasslands and disturbed grasslands dominated by invasive species) (Iverson, 2008) (Figure 4). These ecosystems develop following the disturbance of grassland ecosystems, and no longer consist of climax species typical of undisturbed grasslands. These systems differ from grassland ecosystems due to the presence of noxious weed species (10 – 50%). Many of the species who inhabit grassland ecosystems can also find habitat in disturbed grassland ecosystems, and many rare, endangered and protected species are found in these areas (Iverson, 2008).

2.6 Environmental Development District

In addition to the SEI ranking, the City divides development groups into three sectors with different requirements for development permits (DPs). Each Development District is characterized by different proportions of identified low, moderate, and high sensitivity ecosystem polygons to reflect different levels of significance for conservation and protection. The Property is within Development District 3 – Hillside Residential and Agriculture (DD3), which notes steep slope management; ridgeline and hilltop protection; grassland and rangeland management and protection; as key considerations for projects (City of Vernon, 2012). Further, the SEI study identified riparian areas of all types, grassland and rangeland and sparsely vegetated, as well as associated wildlife habitats and potential wildlife corridor areas as sensitive ecosystems of concern in DD3. Other goals for DD3 include:

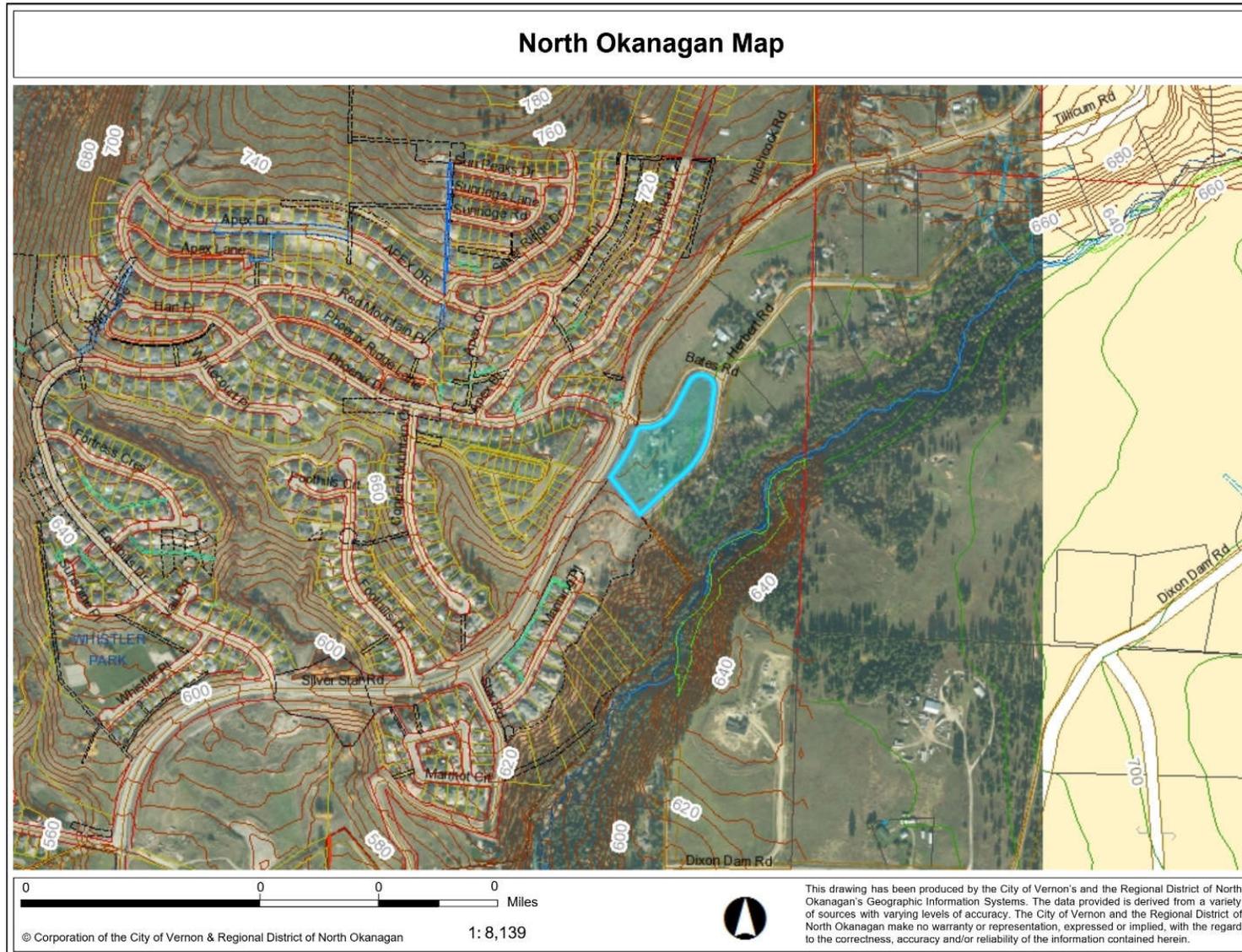


Figure 3. Slope contours (5 m interval-red lines) for the Property (outlined in blue) and surrounding area (source: RDNO GIS)

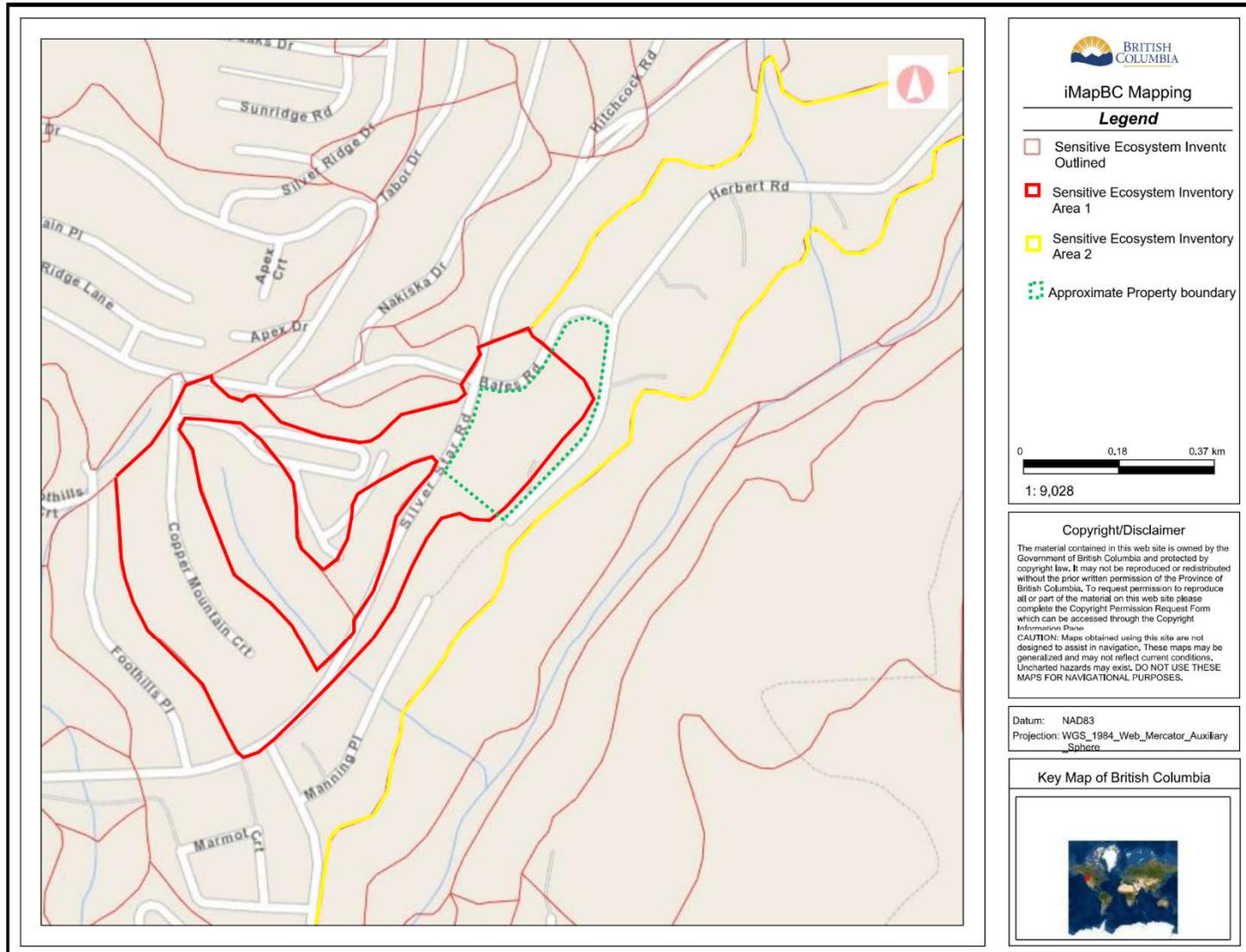


Figure 4. SEI rankings identified at the Property (source: imapBC)

- invasive species management;
- protection of biodiversity;
- maintenance of ecosystem function;
- forest land and fire protection;
- reclaimed water use;
- moderate and high sensitivity ecosystem protection and management; and
- hazard land exclusions from use.

2.7 Aquatic Resources

There are no mapped watercourses on the Property. BX Creek (watershed code: 310-939400-08200) is approximately 140 m east of the Property and Herbert Road at the bottom of a steep gully. It is a 3rd order stream, is approximately 24.89 km long, and is one of the largest tributaries to Swan Lake which eventually flows into Okanagan Lake. According to the BC Ministry of Environment's (BC MOE) Fish Inventories Data Queries (FIDQ) system, various fish species have been recorded in BX Creek (Table 2) (Province of BC, 2022).

Table 2. Fish species recorded in BX Creek

| Common Name | Scientific Name |
|-------------------|--------------------------------|
| Bridgeslip Sucker | <i>Catostomus columbianus</i> |
| Brook Trout | <i>Salvelinus fontinalis</i> |
| Burbot | <i>Lota</i> |
| Carp | <i>Cyprinus carpio</i> |
| Prickly Sculpin | <i>Cottus asper</i> |
| Pumpkinseed | <i>Lepomis gibbosus</i> |
| Rainbow Trout | <i>Oncorhynchus mykiss</i> |
| Redside Shiner | <i>Richardsonius balteatus</i> |
| Suckers (general) | <i>Catostomus</i> spp. |

The outlet of BX Creek to Swan Lake is approximately 7.3 km downstream of the Property. According to the FIDQ, several fish species have been recorded in Swan Lake (Table 3). The lake has been stocked yearly with Rainbow Trout (*Oncorhynchus mykiss*) since 1948 and with Brook Trout (*Salvelinus fontinalis*) between 1967 – 2006 (Province of BC, 2022).

Table 3. Fish species recorded in Swan Lake

| Common Name | Scientific Name |
|---------------------|----------------------------------|
| Bridgeslip Sucker | <i>Catostomus columbianus</i> |
| Brook Trout | <i>Salvelinus fontinalis</i> |
| Burbot | <i>Lota</i> |
| Northern Pikeminnow | <i>Ptychocheilus oregonensis</i> |
| Rainbow Trout | <i>Oncorhynchus mykiss</i> |

| Common Name | Scientific Name |
|-------------------|--------------------------------|
| Redside Shiner | <i>Richardsonius balteatus</i> |
| Suckers (general) | <i>Catostomus</i> spp. |
| Yellow Perch | <i>Perca flavescens</i> |

2.8 Terrestrial Resources

2.8.1 Rare and Endangered Wildlife

Species at risk information is available from provincial and federal sources (Table 4). Provincially, BC MOE maintains information on the BC Species and Ecosystems Explorer for species in the province (CDC, 2022). Data on known species at risk occurrences are available through the BC Conservation Data Centre (BC CDC) online database (CDC, 2022). Federally, the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) was established under Section 14 of the *Species at Risk Act* (SARA) and ranks species. Schedule 1 of SARA provides the list of species at risk. SARA typically only applies to federal land and only aquatic species as defined by the federal *Fisheries Act* and migratory birds listed under the federal *Migratory Bird Act* are protected under SARA on private or provincially owned lands.

Table 4. Definitions of conservation status classifications

| Regulation | Status | Definition |
|------------------------|----------------------|---|
| COSEWIC (federal) | Endangered (E) | A species facing imminent extirpation or extinction. |
| | Threatened (T) | A species that is likely to become endangered if nothing is done to reverse the factors leading to its extirpation or extinction. |
| | Special Concern (SC) | A species that may become threatened or endangered because of a combination of biological characteristics and identified threats. |
| BC CDC (provincial) | Red-listed | Species, subspecies, or ecological communities considered to be Extirpated, Endangered, or Threatened. |
| | Blue-listed | Species, subspecies, or ecological communities considered to be of Special Concern (formerly Vulnerable). |
| | Yellow | Species or subspecies that is apparently secure and not at risk of extinction. |

2.8.2 Wildlife Species at Risk

The Project area has the potential to provide important foraging, breeding, nesting, and travel corridor habitat for rare and endangered wildlife. The CDC database was used to prepare a list of red- and blue-listed wildlife species which have the potential to occur in and around the Project area. Results showed 22 provincially red- (five) or blue-listed (seventeen) animal species could potentially occur within the project area (CDC, 2022) (Table 5).

Table 5. Animal species at risk with potential to occur in Project area

| Common Name | Scientific Name | BC Status |
|-----------------|------------------------|-----------|
| American Badger | <i>Taxidea taxus</i> | Red |
| Barn Owl | <i>Tyto alba</i> | Red |
| Barn Swallow | <i>Hirundo rustica</i> | Blue |

| Common Name | Scientific Name | BC Status |
|--------------------------------------|--|-----------|
| Bobolink | <i>Dolichonyx oryzivorus</i> | Blue |
| Columbia Plateau Pocket Mouse | <i>Perognathus parvus</i> | Blue |
| Fringed Myotis | <i>Myotis thysanodes</i> | Blue |
| Gopher Snake, deserticola subspecies | <i>Pituophis catenifer deserticola</i> | Blue |
| Grasshopper Sparrow | <i>Ammodramus savannarum</i> | Red |
| Great Basin Spadefoot | <i>Spea intermontana</i> | Blue |
| Horned Lark, merrilli subspecies | <i>Eremophila alpestris merrilli</i> | Blue |
| Lark Sparrow | <i>Chondestes grammacus</i> | Blue |
| North American Racer | <i>Coluber constrictor</i> | Blue |
| Olive-sided Flycatcher | <i>Contopus cooperi</i> | Blue |
| Preble's Shrew | <i>Sorex preblei</i> | Red |
| Short-eared Owl | <i>Asio flammeus</i> | Blue |
| Spotted Bat | <i>Euderma maculatum</i> | Blue |
| Swainson's Hawk | <i>Buteo swainsoni</i> | Red |
| Townsend's Big-eared Bat | <i>Corynorhinus townsendii</i> | Blue |
| Western Harvest Mouse | <i>Reithrodontomys megalotis</i> | Blue |
| Western Rattlesnake | <i>Crotalus oreganus</i> | Blue |
| Western Skink | <i>Plestiodon skiltonianus</i> | Blue |
| Western Small-Footed Myotis | <i>Myotis ciliolabrum</i> | Blue |

¹Search parameters: Animals Okanagan Shuswap Forest District; RDNO; BGC Zone: IDF

2.8.3 CDC Identified Wildlife Occurrences

The CDC database and mapping tool was accessed to identify known occurrences of wildlife species at risk (an area of land and/or water where a species or ecosystem is known to occur) within and in proximity (within 1 km) to the Project area. One rare and endangered animal species occurrence was recorded in the search radius of the Property.

2.8.3.1 **American Badger (Occurrence ID No. 74373)**

The American Badger (*Taxidea taxus*) is provincially Red-listed and listed as an Endangered species under COSEWIC and SARA (Schedule 1-Endangered). The Property is within a large mapped American Badger range polygon extending from the U.S. border to the north end of Okanagan Lake (ID #74373). The occurrence polygon is inclusive of 498 reported sightings of badgers (most between 1995 and 2012), occurring throughout the polygon, but are concentrated within grassland/agricultural interface zones in the Vernon, Lumby, Mission Creek, Osoyoos, Anarchist Mountain/Rock Creek, and Grand Forks areas (DataBC, 2022).

2.8.4 Critical Habitat

The CDC database and mapping tool was accessed to identify designated critical habitat of wildlife species at risk and in proximity (within 1 km) to the Project area. The

Project area overlaps with proposed critical habitat for the American badger (CDC, 2022).

2.8.4.1 American Badger (Proposed Core Critical Habitat ID No. 73112)

The Recovery Strategy for the American Badger *jeffersonii* subspecies is currently in the public comment period (ECCC, 2021). As part of the recovery strategy, several proposed “core” (necessary to support feeding, foraging, and denning functions) and “safe movement” (necessary to support movement activities to sustain all other life functions) critical habitat polygons for American Badger have been identified. A core polygon overlaps the Property, and several other core and safe movement polygons occur within 1 km of the Project area (BC CDC, 2022). Core critical Habitat ID No. 73112 overlaps the Project area. The polygon is approximately 25 hectares in size.

2.8.5 Vegetation Species-at-Risk

The BC Species and Ecosystems Explorer database (BC CDC, 2022) was searched to determine at risk plant species with the potential to occur in and around the Project area. Results showed 13 provincially Red- (three) and Blue-listed (ten) plants were identified (Table 6).

Table 6. Plant species at risk with potential to occur in project area¹

| Common Name | Scientific Name | BC Status |
|--------------------------|---|-----------|
| American sweet-flag | <i>Acorus americanus</i> | Red |
| blue vervain | <i>Verbena hastata</i> var. <i>scabra</i> | Blue |
| cut-leaved water-parsnip | <i>Berula erecta</i> | Blue |
| dark lamb's quarters | <i>Chenopodium atrovirens</i> | Blue |
| dark-green hawthorn | <i>Crataegus atrovirens</i> | Blue |
| Engelmann's knotweed | <i>Polygonum engelmannii</i> | Red |
| Mexican mosquito fern | <i>Azolla Mexicana</i> | Red |
| orange touch-me-not | <i>Impatiens aurella</i> | Blue |
| peach-leaf willow | <i>Salix amygdaloides</i> | Blue |
| porcupinegrass | <i>Hesperostipa spartea</i> | Blue |
| red-rooted Cyperus | <i>Cyperus erythrorhizos</i> | Blue |
| three-flowered waterwort | <i>Elatine rubella</i> | Blue |
| Tweedy's willow | <i>Salix tweedyi</i> | Blue |

¹Search parameters: Plants Okanagan Shuswap Forest District; RDNO; BGC Zone: IDF

2.8.6 CDC Identified Vegetation Occurrences

The CDC database and mapping tool was accessed to identify known occurrences of vegetation species at risk within and in proximity (within 1 km) to the Project area. No vegetation species at risk occurrences were identified (DataBC, 2022).

2.8.7 Ecological Communities

The BC CDC was queried to identify mapped occurrences of rare ecological communities within a 1 km radius of the Project area. Two red-listed ecological communities occur within this radius (Table 7).

Table 7. Mapped ecological communities at risk in the vicinity of the Project area

| Occurrence ID | Ecological Community | Scientific Name | BC Status | Comments |
|---------------|--|--|-----------|---|
| 81517 | trembling aspen / common snowberry/ Kentucky bluegrass | <i>Populus tremuloides</i> / <i>Symphoricarpos</i> <i>albus</i> / <i>Poa</i> <i>pratensis</i> | Red | Occurrence is located on the lower slopes of the Okanagan Valley in draws and low-lying areas. It is surrounded by grasslands, areas of rural and agricultural development, and coniferous woodlands. |
| 77540 | black cottonwood / common snowberry - roses | <i>Populus trichocarpa</i> / <i>Symphoricarpos</i> <i>albus</i> – <i>rosa</i> spp.) | Red | Occurrence is located near the bottom of the Okanagan valley along 5.5 km of BX Creek in a gully (approx.. 150 m south of the Project area). Area is surrounded by coniferous forests and agricultural and urban development. |

2.8.8 Masked Occurrences

One “masked occurrence” was identified in the search radius of the property. Masked occurrences are species or ecodata that is considered to be susceptible to persecution or harm if data is publicly available. CDC personnel will be contacted prior to development to determine if the proposed project would impact the species.

3.0 Field Visits and Impact Assessment

3.1 Field Visits

An initial field visit was conducted by Triton on February 25, 2021 to confirm findings of the desktop review and identify additional information and parameters. Representative photographs from the site visit are provided in Appendix 1. The site visit was done when the Property was covered in snow which reduced the ability to survey vegetation. Additional field visits were conducted on September 21, 2021 and September 28, 2022 during snow free conditions. Points of interest at the Property are provided in Figure 5. Additional field surveys are expected to be conducted during the Development Permit stage and prior to development.

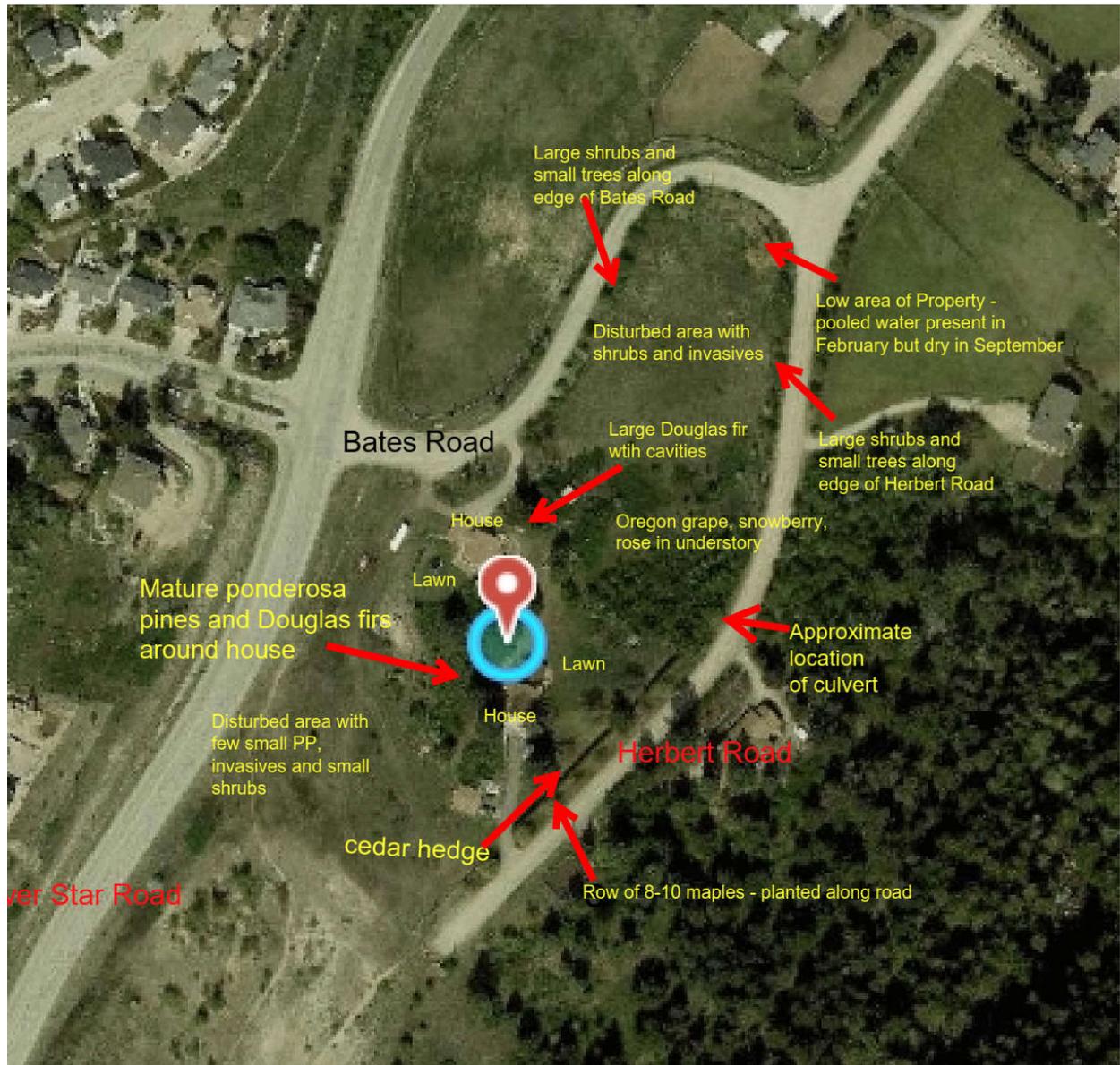


Figure 5. Additional points of interest assessed during field visits

3.2 Terrestrial Resources

3.2.1 Vegetation Resources

The south, west, and north portions of the Property can be described as Disturbed Grassland based on SEI classification and vegetation observed during the field visits. Vegetation in these areas indicate a high degree of anthropologic influence and disturbance and limited native species contributing to habitat or ecological value. These sections of the Property are predominately disturbed fill with forbs, shrubs, and small trees interspersed with non-native and invasive weed species dominant in the understory (Table 8). Young (seral stage) ponderosa pine are interspersed in the southern section of the Property.

Table 8. Dominant non-native vegetation species observed in disturbed areas of the Property

| Common Name | Latin Name | Comments |
|--------------------|---|--|
| Canada thistle | <i>Cirsium arvense</i> | Non-native species associated with the disturbed areas in the southwest and northern portions of the Property. These areas show signs of previous disturbance and placement of non-native fill material. |
| cheatgrass | <i>Bromus tectorum</i> | |
| common burdock | <i>Arctium minus</i> | |
| dalmatian toadflax | <i>Linaria genistifolia</i> ssp. <i>dalmatica</i> | |
| dandelion | <i>Taraxacum officinale</i> | |
| great mullein | <i>Verbascum thapsus</i> | |
| sulphur cinquefoil | <i>Potentilla recta</i> | |
| chicory | <i>Cichorium intybus</i> | |
| rush skeletonweed | <i>Chondrilla juncea</i> | |

Large, mature trees and areas of native shrubs, forbs, and grasses were observed in the central portion of the Property and adjacent to the two houses (Table 9). Dominant overstory species in this section of the Property consist of ponderosa pine, Douglas fir, trembling aspen, and water birch (*Betula occidentalis*). Willow (*Salix* sp.) and black cottonwood (*Populus balsamifera*) trees were observed along Herbert Road but in lower numbers than the dominant tree species. A densely vegetated area dominated by shrubs including Oregon grape, rose (*rosa* sp., red osier dogwood, hawthorn (*Crataegus* sp.), and common snowberry (*Symphoricarpos albus*) occurs east of the houses and extends down to Herbert Road. Additionally, one mature black cottonwood (*Populus trichocarpa*) tree was observed at the northern area of the Property. An old farm fence borders the Property along Bates Road and Herbert Road. A strip of shrubs occurs between the road and the Property.

Table 9. Dominant native vegetation species observed at the Property

| Common Name | Latin Name | Comments (location) |
|----------------------|---|--|
| Trees | | |
| black cottonwood | <i>Populus balsamifera</i> | Upslope and adjacent to the culvert inlet. |
| Douglas fir interior | <i>Pseudotsuga menziesii</i> var. <i>glauca</i> | Multiple mature Douglas fir trees in central portion of Property. One large Douglas fir with several cavities. |
| ponderosa pine | <i>Pinus ponderosa</i> | Multiple mature ponderosa pine trees in central portion of Property and around the |

| Common Name | Latin Name | Comments (location) |
|----------------------|--------------------------------|---|
| | | houses. Young ponderosa pines in disturbed areas. |
| trembling aspen | <i>Populus tremuloides</i> | Groups in various stages in central portion of Property. |
| water birch | <i>Betula occidentalis</i> | Groups in various stages in central portion of Property. |
| willow | <i>Salix</i> sp. | Observed in the low portion of the Property which had pooling water during the February field visit. |
| Shrubs | | |
| black hawthorn | <i>Crataegus douglasii</i> | Along the edge of Bates Road and Herbert Road between the fence and Property. |
| choke cherry | <i>Prunus virginiana</i> | Along the edge of Bates Road between the fence and the Property. |
| common snowberry | <i>Symphoricarpos albus</i> | Dominant understory species which occurs throughout Property in disturbed and undisturbed areas. |
| mountain alder | <i>Alnus incana</i> | Observed in central portion of Property in the densely vegetated, shrub-dominated area upslope of the culvert inlet and Herbert Road. |
| Oregon grape | <i>Mahonia aquifolium</i> | Dominant understory species which occurs throughout the Property in disturbed and undisturbed area. |
| red-osier dogwood | <i>Cornus stolonifera</i> | Observed in central portion of Property in the densely vegetated, shrub-dominated area upslope of Herbert Road. |
| rose | <i>Rosa</i> spp. | Dominant understory species which occurs throughout Property in disturbed and undisturbed area. |
| Saskatoon | <i>Amelanchier alnifoli</i> | Dominant understory species which occurs throughout Property in disturbed and undisturbed area. |
| smooth sumac | <i>Rhus glabra</i> | Along the edge of Bates Road and Herbert Road between the fence and Property. |
| Forbs | | |
| Arrowleaf balsamroot | <i>Balsamorhiza sagittate</i> | Native forbs in understory in central portion of Property. |
| showy milkweed | <i>Asclepias speciosa</i> | Observed along Bates Road and Herbert Road, especially on the northern edge of the Property. |
| silky lupine | <i>Lupinus sericeus</i> | Native forbs in understory in central portion of Property. |
| yarrow | <i>Achillea millefolium</i> | Native forbs in understory in central portion of Property. |
| Grasses | | |
| bluebunch wheatgrass | <i>Pseudoroegneria spicata</i> | Native grass species in understory in central portion of Property. |
| rough fescue | <i>Festuca</i> sp. | Native grass species in understory in central portion of Property. |

3.2.2 Wildlife Resources

3.2.2.1 **Avian**

Several mature ponderosa pine and Douglas fir trees were noted in the central portion of the Property between the two houses. One large Douglas fir near the driveway access to the upper house off of Bates Road has several cavities in the lower portion of the trunk. No other snags or nests were observed during the field visits. No active nests were noted at the time of site visits, but this area could contain both ground and cavity nesting species at appropriate times of the year.

3.2.2.2 **Amphibians**

Standing water, wetlands, and slow-moving watercourses provide breeding habitat for amphibians and rearing habitat for tadpoles. Upland areas become more important during the adult stage. Within the Property there is a small area of pooled water from recent snowmelt. This pooling did not appear to have inlet or outlet channels and is likely only wet during spring snow melt. This area was dry during the site visits in September 2021 and September 2022. There is a low possibility of amphibian use in this area however it is recommended to survey the Property during the assessments during the Development Permit phase.

3.2.2.3 **Reptiles**

In general, reptiles prefer warm, drier areas and are negatively impacted by agriculture and urban developments (CDC, 2021). This limits the likelihood of finding key reptile features, such as dens, rock outcrops or fissures, within the Property. Masked occurrences may move through the Property, but overall habitat value is low for reptiles. No key habitat features were identified on site.

3.2.2.4 **Mammals**

Well vegetated areas can provide thermal protection, cover, foraging habitat, and migratory routes for a variety of mammals including ungulates (Iverson et al, 2008). White-tailed deer (*Odocoileus virginianus*) have the potential to also forage on grasses in the undisturbed portion of the Property. High insect density and mature trees provide forage and nesting habitat for bats (Iverson, 2008). The proximity of roadways and residential areas may limit the area being regularly used by larger mammals.

3.3 **Aquatic Resources**

There are no mapped watercourses on the Property. BX Creek is located approximately 140 m east of the Property. There is an area in the north-western portion of the Property near the corner of Bates Road and Herbert Road which had pooling water during the field visit conducted in February 2021. This area was dry during the site visits in September 2021 and September 2022. This area occurs on a low spot on the Property and likely collects snow melt during the spring months. A roadside ditch runs along the eastern portion of the Property and Herbert Road. It is densely vegetated with hawthorn and birch, and it ends at a culvert under Herbert Road at approximately the center point of

the Property. The inlet was visible during the site visits, but the outlet could not be found during the initial site visit due to snow cover. The ditch was dry, and no flow or indication of recent flow was observed in the ditch during any of the site visits. The ditch is overgrown with vegetation and there is no indication that a significant amount of flow runs in the ditch for extended periods of time. Directly upslope of the culvert is a section of dense vegetation. There is potential this area historically captured runoff from the upslope portion of the Property. However, the upper portion of the Property adjacent to Silver Star Road has been disturbed with fill and construction of the houses. The culvert outlets at a property across Herbert Road and there was no indication of a channel downstream of Herbert Road observed during the site visits. Based on the field assessments conducted in September 2021 and September 2022, the ditch would not be subject to assessment under the Riparian Areas Protection Regulation (RAPR).

3.4 Environmentally Sensitive Areas

The City's EMA Strategy identifies the requirement for stratification of communities within the Property based on their environmental sensitivity (City of Vernon, 2012). This allows for the identification of areas of significant environmental values, or Environmentally Sensitive Areas (ESAs), to take into consideration or avoid during development on the Property. It also allows for the identification of areas on the Property for development opportunities. For the purposes of this report, the ESA ratings were done in a preliminary fashion and were based on the SEI inventory, background information, and observations made during the field visit. Development planning is in the initial stages and the ESAs will be revisited at an appropriate time of year, during the Development Permit process and prior to any development.

4.0 Recommendations During Development

4.1 Proposed Development

At this stage, the Client has submitted a zoning amendment application to the City with an intent to amend the zoning designation of the Property. Preliminary mitigation measures to implement during construction are presented in the following sections. A detailed Environmental Management Plan will be prepared by a Qualified Professional during the Development Permit stage and prior to development.

4.2 Potential Disturbance from Development

Proposed development should limit disturbance to trees or other vegetation as much as feasible. Any trees removed by construction must be compensated for with native vegetation at a rate of 3:1 as per the City's guidelines (City of Vernon, 2012). A list of recommend shrubs and trees for replanting efforts are provided in Table 10. Staking from plants located on site could be the most effective method for ensuring planting success. All planted vegetation should be monitored in subsequent years to ensure success.

Table 10. Suggested plant list for restorative native planting

| Tree Species | |
|---------------------|------------------------------|
| Common Name | Latin Name |
| ponderosa pine | <i>Pinus ponderosa</i> |
| Douglas fir | <i>Pseudotsuga menziesii</i> |
| maple spp. | <i>Acer spp.</i> |
| mountain alder | <i>Alnus tenuifolia</i> |
| Shrub Species | |
| Common Name | Latin Name |
| Saskatoon | <i>Amelanchier alnifoli</i> |
| chokecherry | <i>Prunus virginiana</i> |
| common snowberry | <i>Symphoricarpos albus</i> |
| prickly rose | <i>Rosa acicularis</i> |
| Oregon Grape | <i>Mahonia aquifolium</i> |
| birch leaved spirea | <i>Spirea betulifolia</i> |
| common juniper | <i>Juniperus communis</i> |
| red osier dogwood | <i>Cornus sericea</i> |
| mock orange | <i>Philadelphus lewisii</i> |
| smooth sumac | <i>Rhus glabra</i> |

4.3 Potential Access

There are two existing accesses to the Property. It is anticipated these existing accesses will be used during construction and as access for the future development and no additional access points should be necessary.

4.4 Further Studies

At this stage a zoning amendment application has been submitted to the City. This EIA report is a required component of the zoning amendment application. This report is

based on the site plan for proposed development that has been provided by the Client (Appendix 2). Prior to development, an updated EIA report and Environmental Management will be prepared.

4.5 Environmental Monitoring Plan

The purpose of this section is to provide recommendations to implement prior to and during development to reduce the potential of negative impacts on the environmental features at the Property. The following section provides recommendations and best management practices to follow during development.

- Silt fencing or snow fence should be placed around the portion of the Property to be developed to identify a limit of construction and protect other areas from encroachment or damage.
- Vehicle traffic and parking areas will be restricted to existing or designated access roads and landings. Roads should be constructed so mud and sediment are not generated between the interface of existing roads and unpaved, undisturbed areas.
- Protect large old trees and snags which provide important wildlife habitat.
- Control invasive species by managing human and vehicular access. Invasives should be removed from the Property and properly disposed of to prevent spread to other areas of the Property.
- Revegetate exposed soils following land alteration to prevent erosion and noxious weed infestation including the replacement of native bunchgrass and wildflowers.
- Timing of development should consider and avoid times of year when critical wildlife activities occur (e.g., bird breeding and nesting) to protect bird nesting habitat as per the *Migratory Bird Convention Act*, the *Migratory Birds Regulations*, and the *BC Wildlife Act*. If this cannot be avoided, a breeding bird nest field survey will be necessary prior to commencement of tree removal activities proposed to occur within the bird breeding and nesting period for the region (April 1 to August 15) (ECCC, 2022).
- Conduct wildlife sweeps prior to construction to identify any American Badger dens. If identified, prepare necessary management plans and implement mitigation measures during construction.
- Retain as much existing vegetation as possible by implementing the following measures during construction:
 - Minimize clearing of vegetation for equipment access and storage wherever possible;
 - Minimize the quantities and duration of on-site material (e.g., soil and aggregate stockpiling) and limit to previously disturbed areas;
 - Physically mark the boundaries of construction to ensure vegetated areas are not unnecessarily cleared; and

- Washing or disposal of sediment including from equipment into local drainages, ditches, catch basins, storm sewers, etc. will not be permitted.
- Spill containment kits should be onsite and placed on each piece of equipment onsite during construction.
- Work site will be maintained in a clean state - oil containers, cans, grease, tubes, rags, etc. and any other material or packaging will be removed from the work area to an approved disposal location immediately on completion of servicing.
- All equipment used in and around the development must be weed free to minimize the transport of weeds. All contractors should inspect their equipment and vehicles daily to ensure they do not transport noxious weed/seeds onto or off the Property. It is the expectation that equipment will:
 - Be free of weeds and cleaned;
 - Have no leaks and be in good working order; and
 - Have a spill containment kit.
- Topsoil and overburden materials should be obtained from uncontaminated sources and as free of weed seeds as possible.

5.0 Conclusion

This EIA report was prepared to assist in the planning of proposed development areas of the Property. The Property at 7025 Herbert Road, Vernon, BC contains a grasslands: disturbed grasslands classified SEI and moderate risk EMA. Additional field surveys during the warmer growing seasons are required to further assess baseline conditions and ESAs of the Property, potential impacts from development, and mitigation measures to implement during construction to satisfy the requirements of the City's EMA Strategy. The current report and assessments to date have not identified any critical habitats or species at risk that would preclude activities within the proposed development area. However, further assessments and development planning will be required to consider the environmental features and values on the site.

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- Regional District of North Okanagan. Accessed October 2022. Interactive Mapping Application tool. Available at: <http://www.rdno.ca/index.php/map>

APPENDIX 1
PHOTOGRAPHS



Photograph 1. View northeast from central area of Property showing disturbed grasslands (February 25, 2021).



Photograph 2. View north towards Silver Star Road showing flat terrain, invasive weeds and limited treed vegetation (February 25, 2021).



Photograph 3. View south showing existing cedar hedging along Herbert Road (February 25, 2021).



Photograph 4. View northeast showing existing maple trees along Herbert Road (February 25, 2021).



Photograph 5. View of pooling water on the Property (February 25, 2021).



Photograph 6. View of ponderosa pine stand mid-Property (February 25, 2021).



Photograph 7. View northeast of vegetated ditch adjacent to Herbert Road (February 25, 2021).



Photograph 8. View of densely vegetated area on the Property upslope of the culvert inlet (February 25, 2021).



Photograph 9. View of the house and driveway accessed from Herbert Road on the lower portion of the Property (February 25, 2021).



Photograph 10. View of the area around the culvert inlet under snow cover (February 25, 2021).



Photograph 11. View of shrubs on edge of Property adjacent to Bates Road (September 28, 2022).



Photograph 12. View south of Property from Bates Road. This portion of the Property has been previously disturbed and is dominated by non-native vegetation (September 28, 2022).



Photograph 13. View of the low spot on the Property at the corner of Bates Road and Herbert Road. This area was dry during the site visit in September 2021 (September 21, 2021).



Photograph 14. View of the low spot. This area was dry in September 2022 (September 28, 2022).



Photograph 15. View south of ditch on the side of Herbert Road. The ditch was dry and overgrown with vegetation during all site visits (September 28, 2022).



Photograph 16. View of shrubs and vegetation on edge of Property adjacent to Bates Road (September 28, 2022).



Photograph 17. Downslope view of the culvert inlet at Herbert Road (September 21, 2022).



Photograph 18. Downstream view of the culvert inlet (September 28, 2022).



Photograph 19. View of the culvert inlet at Herbert Road (September 28, 2022).



Photograph 20. View upslope of densely vegetated area upslope of culvert inlet (September 28, 2022).



Photograph 21. View south of planted maple trees along Hebert Road (September 21, 2022).



Photograph 22. View of the driveway and lawn near the house on the lower portion of the Property accessed from Herbert Road (September 21, 2022).



Photograph 23. View of the lawn and cedar hedges at the edge of the Property adjacent to Herbert Road (September 21, 2022).



Photograph 24. View of the lawn of the house on the lower portion of the Property (September 28, 2022).



Photograph 25. Upslope view of the house on the lower portion of the Property (September 28, 2022).



Photograph 26. View of the disturbed area (Canada thistle and other non-native species) on the portion of the Property south of the house on the lower portion of the Property (September 28, 2022).



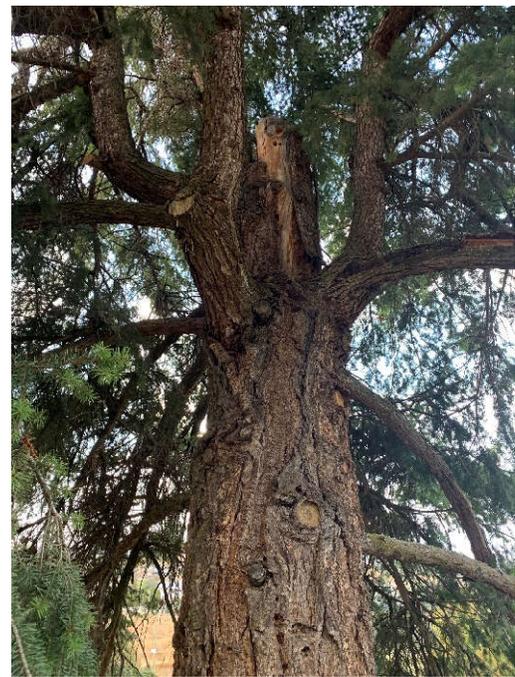
Photograph 27. View of house on the upper portion of the Property accessed from Bates Road (September 28, 2022).



Photograph 28. View north of the upper portion of the Property east of Silver Star Road (September 28, 2022).



Photograph 29. View south of the upper portion of the Property east of Silver Star Road. The foothills neighbourhood is shown in the right-hand side of the photograph (September 28, 2022).



Photograph 30. Large Douglas fir tree with multiple cavities near the driveway of the house on the upper portion of the Property (September 28, 2022).

APPENDIX 2
PPRELIMINARY SITE PLAN

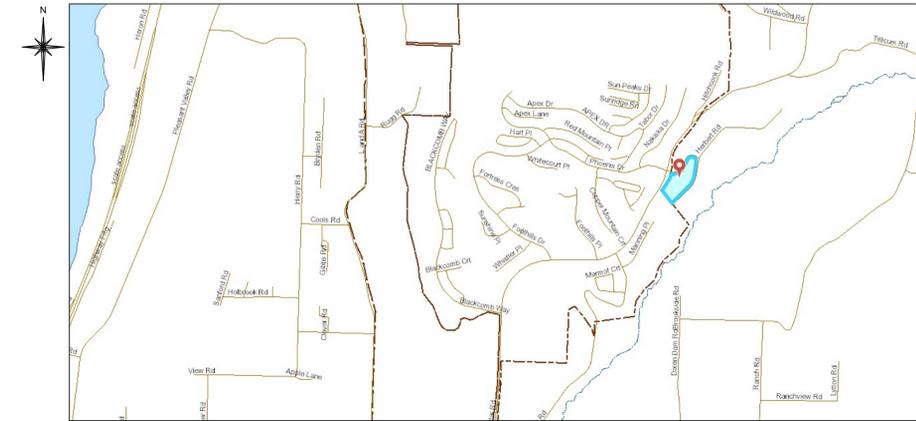
KOFOED GROUP

PROJECT INFO:

CIVIC ADDRESS:
7025 HERBERT RD.

Legal Description:
PID: 004-119-665
Plan: 29910
Lot: 3

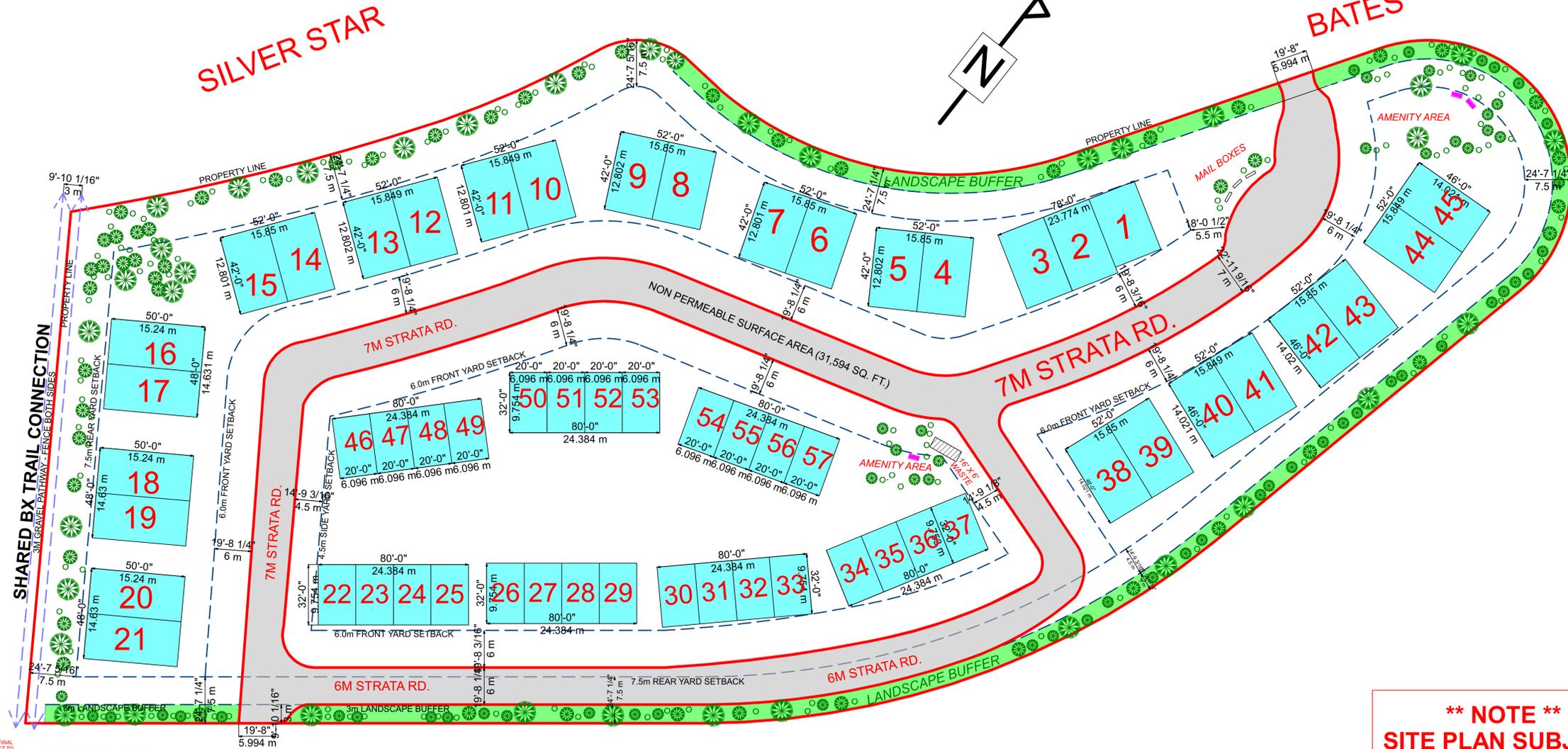
| | | | |
|---|--------------|--------|-------------------------|
| TOTAL PROPERTY AREA | 20,139.97 | SQ. M. | (216,781.6 SQ. FT.) |
| SITE COVERAGE | | | |
| BUILDING FOOTPRINTS | 23.5% | | (51,068 SQ. FT.) |
| STRATA ROAD | 14.4% | | (31,313 SQ. FT.) |
| TOTAL SITE COVERAGE INCLUDING NON-PERMEABLE SURFACES | 37.9% | | (82,662 SQ. FT.) |



SOURCE: NORTH OKANAGAN MAP(S)

GENERAL NOTES

- ALL CONSTRUCTION AND BUILDING TO BE IN ACCORDANCE TO THE LATEST BRITISH COLUMBIA BUILDING CODE (2018).
- CONSTRUCTION TO COMMENCE IN ACCORDANCE TO ALL LOCAL BYLAWS.
- DRAWINGS ARE NOT TO BE SCALED. ALL DIMENSIONS ARE TO WALL CENTERLINES AND EXTERIOR OF SHEATHING.
- CONTRACTORS ARE TO REVIEW ALL DRAWINGS AND REPORT ANY DISCREPANCIES AND ERRORS PRIOR TO CONSTRUCTION.
- PRIOR TO PROCEEDING WITH CONSTRUCTION THE OWNER/BUILDER IS TO ENSURE ALL REQUIRED INSURANCES AND WORKSAFE BC CONFORMANCE ARE IN PLACE PRIOR TO COMMENCEMENT OF CONSTRUCTION. IT IS THE RESPONSIBILITY OF ALL TRADES TO CHECK AND VERIFY ALL DIMENSIONS AND DETAILS BEFORE COMMENCING CONSTRUCTION.
- LICENSED AND INSURED PROFESSIONALS MUST VERIFY ALL INFORMATION, DIMENSIONS, SPECIFICATIONS OF THIS PLAN PRIOR TO CONSTRUCTION.
- ERRORS AND EMISSIONS. ZIOLA DESIGN & BRENT ZIOLA SHALL NOT BE RESPONSIBLE FOR ANY VARIATIONS OR ADJUSTMENTS RESULTING IN CONDITIONS ENCOUNTERED AT THE JOB SITE, AND IS THE SOLE RESPONSIBILITY OF THE OWNER OR CONTRACTOR. EVERY EFFORT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE DRAWINGS. ZIOLA DESIGN OR ITS TECHNICIANS CAN NOT ELIMINATE THE POSSIBILITY OF HUMAN ERROR. THEREFORE DRAFTING TECHNICIANS, OR ZIOLA DESIGN, OR BRENT ZIOLA SHALL NOT BE LIABLE FOR ANY ERRORS OR EMISSIONS.



SITE PLAN
SCALE: 1/32" = 1'

**** NOTE ****
SITE PLAN SUBJECT TO CHANGE, SITE SURVEY REQUIRED



**HERBERT ROAD
VERNON BC**

| | |
|----------------|-------------|
| PROJECT TITLE | |
| TITLE | |
| SCALE | |
| DATE | DEC-20-2022 |
| PROJECT NUMBER | Z-138-02 |
| DRAWING NUMBER | 1.11 |

SHEET
1 of 1



MATERIALS TESTING • SOILS
CONCRETE • ASPHALT • CORING
GEOTECHNICAL ENGINEERING

#1 – 1965 MOSS COURT
KELOWNA, B.C. V1Y 9L3
250-860-6540
INFO@INTERIORTESTING.COM

Kofoed Contracting Ltd
11925 McGowan Road
Kelowna, BC V4V 1J2

March 2, 2021
Job 21.094

Attention: Mr Merlin Kofoed

Dear Sir;

Re: **Preliminary Geotechnical Report
Proposed Residential Subdivision
7025 Herbert Road
Vernon, BC**

As requested, and further to our email proposal dated February 22, 2021, Interior Testing Services Ltd (ITSL) has carried out a preliminary geotechnical investigation for the proposed residential subdivision. Please find the following information attached to this letter report:

- Site Plan : Drawing 21.094-1
- Typed Test Pit Soil Logs : Drawings 21.094-2 to 21.094-5
- Preliminary Subdivision Layout Plan : Drawings 21.094-6

At the end of this letter report, we attach a copy of our standard two-page “Terms of Engagement” that governs our work on this project, previously accepted and signed.

We understand this report is to be submitted to the City of Vernon as part of your permit application. We identify the City of Vernon as an authorized user of this preliminary report, subject to the attached “Terms of Engagement”.

1.0 INTRODUCTION

As per our proposal, and as shown on the attached preliminary subdivision layout plan (Drawing 21.094-6), ITSL understands that currently a total of 46 units are proposed for the subject property. In addition, onsite roads, driveways and site servicing will also be constructed as part of the overall development of the site.

From their email of February 19, 2021, ITSL understands that the City of Vernon requires a preliminary report discussing the feasibility of the development from a geotechnical perspective.

The purpose of our investigation was to identify the underlying soil and groundwater conditions with respect to preliminary geotechnical comments with respect to site suitability for development. The following report presents our investigation and laboratory results, along with recommendations for further investigations and preliminary site suitability comments.

2.0 SITE DESCRIPTION

The subject site is located at 7025 Herbert Road in Vernon, BC. The property is irregularly shaped and it is our understanding that it is approximately 2 hectares (4.9 acres) in plan area. The middle or west-middle of the site is generally the local highpoint, with the topography typically sloping down in all directions. There are two homes on the property, one of which (off Bates Road) appears to have been built up locally with fill. The other home, to the east end (off Herbert Road), may have been constructed after some excavation into the existing slope.

There are a variety of local bushes onsite and several areas of mature trees. The northeast corner of the site is low relative to the adjacent roadways, and likely acts as a collection area for drainage and storm water. No readily or easily visible drainage infrastructure was observed in this area.

The subject property is bordered by roadways to the west, north and east and private property to the south.

3.0 GEOTECHNICAL INVESTIGATION

On February 25, 2021, a tracked excavator provided by the client was used to advance a total of four test pits (TP) across the site to as deep as roughly 3 m below the existing site surface grades. The soil profile of each test pit was continuously logged in the field by ITSL staff and occasional, representative samples were recovered and returned to our laboratory for additional analysis. In addition, one standpipe piezometer was installed within TP2 to allow for future groundwater monitoring.

Locations of the test pits are approximately shown on the attached site plan (Drawing 21.094-1) which was adapted from the City of Vernon online mapping resource.

4.0 RESULTS

4.1 Soil Profile and Groundwater Conditions

The detailed soil descriptions are shown on the attached test pit logs (Drawings 21.094-2 to 21.094-5), which are to be used in preference to the generalized soil descriptions that follow.

In general, the site appears to be covered with a layer of topsoil materials and / or silty overburden. Following the topsoil material, natural, silty SANDs and GRAVELs were typically encountered to the base of each test pit. These natural, silty materials were difficult to dig through and were noted in the field as compact to very dense, and often described as "till-like".

No groundwater or seepage was observed in any of the test pits at the time of the investigation. As a general comment, groundwater levels may vary seasonally and will likely be affected by drainage and infiltration conditions. Moreover, as mentioned above, the northeast section of the site may collect storm and drainage water as it is below the adjacent road grades, and no readily visible drainage infrastructure was observed during our field visit.

4.2 Laboratory Work – Moisture Content

Given the preliminary nature of this scope of work, the samples recovered were only tested for moisture content. The oven-dried samples had moisture contents ranging from 5 to 12%.

5.0 GEOTECHNICAL RECOMMENDATIONS

5.1 Additional Geotechnical Investigations and Analysis

In order to confirm that the site is safe for the use intended, ITSL recommends a follow up geotechnical investigation be completed.

The follow up geotechnical investigation should include a site review to further evaluate potential geotechnical hazards and at least 4 additional test pits should be advanced. Additional sampling of the soils is recommended so that adequate laboratory analysis can be carried out with respect to re-using the natural materials as fill, the subgrade strength of the existing materials, and the potential bearing pressures to be preliminarily used for residential foundation design. Other geotechnical items to be addressed include but are not necessarily limited to, site stripping, engineered fill materials and slope finishing.

In addition, some site survey sections through the property will also be useful in further identifying potential slope related issues. ITSL also recommends that we be provided with the final subdivision layout schemes, as well as the site grading plans.

As needed, ITSL can prepare a proposal for this scope of work, including budget estimates.

5.2 Preliminary Site Suitability for Development

Subject to the recommendations above and based on our observations of the four test pits that were advanced on February 25, 2021, it appears reasonable in our opinion to preliminarily conclude that the land can likely be used safely for the use intended, which at this time is support of future roadways, servicing infrastructure and typical residential foundations.

At this time, the City of Vernon has not provided a design level of safety for consideration, and to the best of our knowledge there is no generally accepted level of landslide safety in British Columbia. However, ITSL understands that the British Columbia Ministry of Transportation and Infrastructure (MoTI) commonly accepts an assessment of probability of landslide occurrence less than 10% in 50 years (1 in 475), in reference to a landslide that can cause injury to persons or severe damage to the home. This probability of occurrence appears to be reasonable, at this preliminary stage of the design.

Based on the City of Vernon email of February 19, 2021, which notes that the initial report can be preliminary, ITSL anticipates that the above comments will be satisfactory at this time.

6.0 CONCLUSIONS

As requested, ITSL has carried out a geotechnical investigation on the subject property with respect to the proposed residential subdivision. Recommendations for further investigations and analysis have been provided above, and our preliminary comments on site suitability for development are also discussed above.

Please forward the final proposed subdivision layout scheme and the site grading plans.

We trust the above comments are sufficient at this stage. After your review, please feel free to call and discuss if you have any questions.

Best Regards,
Interior Testing Services Ltd

Prepared By:



Jeremy Block, P Eng
Senior Geotechnical Engineer

Reviewed By:



Peter Hanenburg P Eng
Principal Geotechnical Engineer

| Revision No. | Date | Comments |
|--------------|---------------|-----------------|
| 1.0 | March 2, 2021 | Issued for use. |
| | | |



LEGEND



+/- TEST PIT LOCATION

NOTES

1. REFERENCE PLAN ADAPTED FROM THE CITY OF VERNON ONLINE MAPPING RESOURCE.
2. TEST PIT LOCATIONS ARE APPROXIMATE AND MAY VARY FROM THAT SHOWN.
3. FOR DETAILED SOIL DESCRIPTIONS REFER TO TEST PIT LOGS (DRAWINGS 21.094-___ TO 21.094-___).

KOFOED CONTRACTING LTD

PROPOSED SUBDIVISION
7025 HERBERT ROAD
VERNON, BC

SITE PLAN

INTERIOR TESTING SERVICES LTD

1-1965 MOSS COURT, KELOWNA, BC V1Y 9L3

PH: 250-860-6540 E-MAIL: INFO@INTERIORTESTING.COM

DATE OF INVESTIGATION: FEBRUARY 25, 2021

JOB NUMBER: 21.094

DRAWING NUMBER: 21.094-1

TEST PIT LOGS

February 25, 2021
Job 21.094

**Soil Profile Review
Proposed Subdivision
7025 Herbert Road
Vernon, BC**

Notes:

1. Depths shown are in meters, measured from ground surface at the test pit locations.
 2. All test pits were excavated using an excavator provided by the client on February 25, 2021.
 3. No groundwater was encountered unless otherwise noted below.
-

TP 1 – South End

Sample / Moisture Content

| | | |
|------------|---|--|
| 0.0 – 0.15 | Topsoils and overburden material. | |
| 0.15 – 3.0 | Brown, dense to very dense, silty, fine SAND, some gravel, occasional cobble. | S1 – 0.6 m / 7% S2 – 2.1 m / 7% |
| <u>3.0</u> | Base of test pit. | |



Site Photo 1 – TP1

TEST PIT LOGS

February 25, 2021

Job 21.094

TP 2 – West End

| | |
|------------|--|
| 0.0 – 0.45 | Brown, silty SAND and GRAVEL. |
| 0.45 – 2.4 | Grey, very dense, silty SAND and GRAVEL (till-like). |
| <u>2.4</u> | Base of test pit. |

Sample / Moisture Content

S1 – 0.3 m / 9%

S2 – 0.9 m / 8%

S3 – 2.1 m / 5%



Site Photo 2 – TP2

DRAWING 21.094-3

TEST PIT LOGS

February 25, 2021
Job 21.094

TP 3 – East of Existing Home

Sample / Moisture Content

| | | |
|------------|---|--|
| 0.0 – 0.3 | Topsoils and overburden material. | |
| 0.3 – 2.4 | Brown, dense, silty SAND and GRAVEL, some cobble and boulder sized materials. | S1 – 0.9 m / 5% S2 – 2.1 m / 6% |
| <u>2.4</u> | Base of test pit. | |



Site Photo 3 – TP3

TEST PIT LOGS

February 25, 2021
Job 21.094

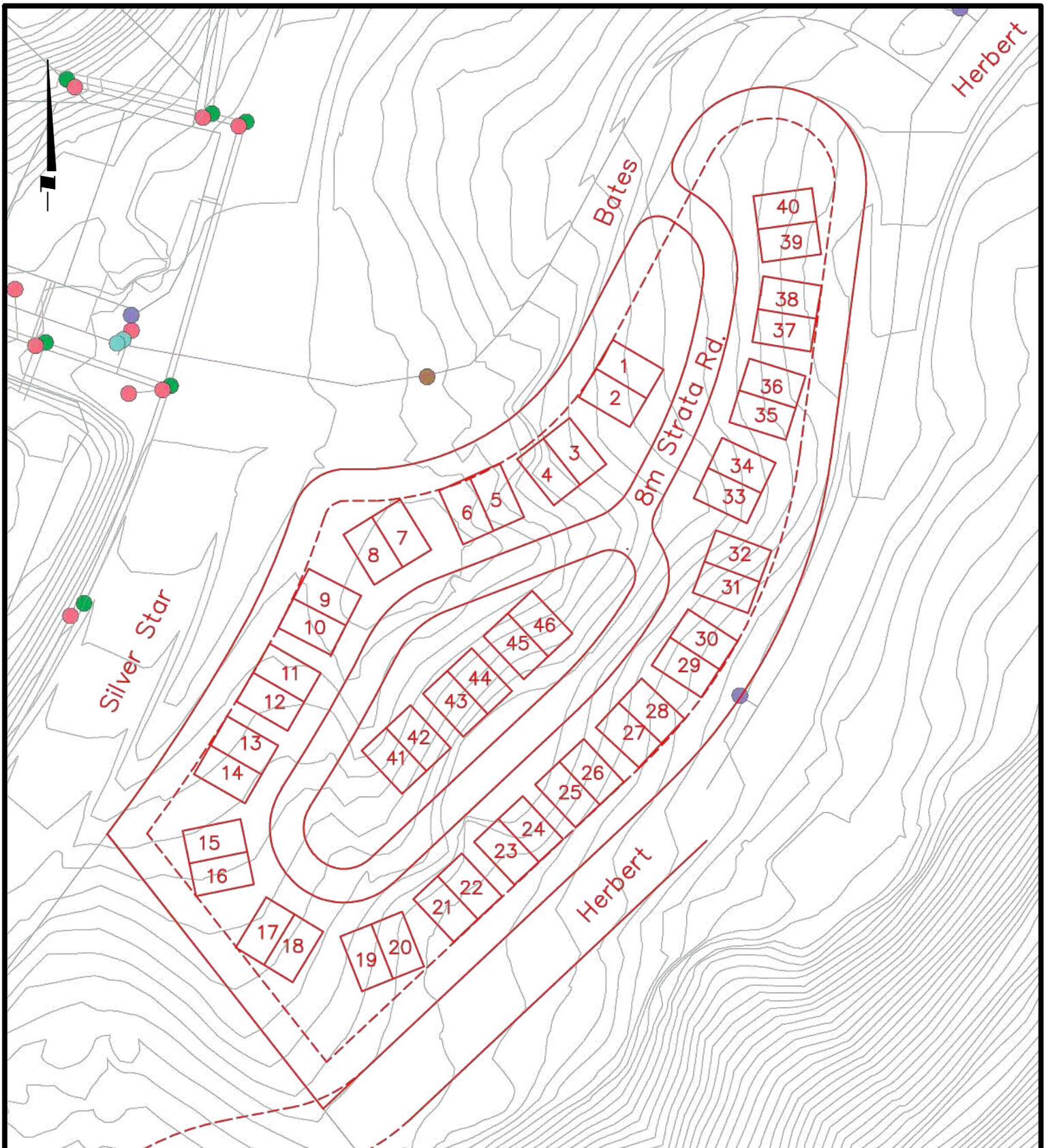
TP 4 – North End

Sample / Moisture Content

| | | |
|------------|--|-------------------------|
| 0.0 – 0.45 | Topsoils and overburden material. | |
| 0.45 – 2.4 | Brown, compact to dense, SILT / fine SAND, trace to some gravel. | S1 – 1.8 m / 12% |
| 2.4 – 3.0 | Grey, dense, silty SAND and GRAVEL. | S2 – 2.8 m / 10% |
| <u>3.0</u> | Base of test pit. | |



Site Photo 4 – TP4



NOTES

1. REFERENCE PLAN PROVIDED BY CLIENT.
2. FOR GEOTECHNICAL COMMENTS AND RECOMMENDATIONS, PLEASE REFER TO PRELIMINARY GEOTECHNICAL REPORT DATED MARCH 2, 2021.

KOFOED CONTRACTING LTD

PROPOSED SUBDIVISION
7025 HERBERT ROAD
VERNON, BC

**PRELIMINARY
SUBDIVISION LAYOUT
PLAN**

INTERIOR TESTING SERVICES LTD

1-1965 MOSS COURT, KELOWNA, BC V1Y 9L3

PH: 250-860-6540 E-MAIL: INFO@INTERIORTESTING.COM

DATE OF INVESTIGATION: FEBRUARY 25, 2021

JOB NUMBER: 21.094

DRAWING NUMBER: 27.094-6

TERMS OF ENGAGEMENT

GENERAL

Interior Testing Services Ltd. (ITSL) shall render the Services performed for the Client on this Project in accordance with the following Terms of Engagement. ITSL may, at its discretion and at any stage, engage subconsultants to perform all or any part of the Services. Unless specifically agreed in writing, these Terms of Engagement shall constitute the entire Contract between ITSL and the Client.

COMPENSATION

Charges for the Services rendered will be made in accordance with ITSL's Schedule of Fees and Disbursements in effect from time to time as the Services are rendered. All Charges will be payable in Canadian Dollars. Invoices will be due and payable by the Client within thirty (30) days of the date of the invoice without hold back. Interest on overdue accounts is 12% per annum.

REPRESENTATIVES

Each party shall designate a representative who is authorized to act on behalf of that party and receive notices under this Agreement.

TERMINATION

Either party may terminate this engagement without cause upon thirty (30) days' notice in writing. On termination by either party under this paragraph, the Client shall forthwith pay ITSL its Charges for the Services performed, including all expenses and other charges incurred by ITSL for this Project.

If either party breaches this engagement, the non-defaulting party may terminate this engagement after giving seven (7) days' notice to remedy the breach. On termination by ITSL under this paragraph, the Client shall forthwith pay to ITSL its Charges for the Services performed to the date of termination, including all fees and charges for this Project.

ENVIRONMENTAL

ITSL's field investigation, laboratory testing and engineering recommendations will not address or evaluate pollution of soil or pollution of groundwater. ITSL will co-operate with the Client's environmental consultant during the field work phase of the investigation.

PROFESSIONAL RESPONSIBILITY

In performing the Services, ITSL will provide and exercise the standard of care, skill and diligence required by customarily accepted professional practices and procedures normally provided in the performance of the Services contemplated in this engagement at the time when and the location in which the Services were performed. ITSL makes no warranty, representation or guarantee, either express or implied as to the professional services rendered under this agreement.

LIMITATION OF LIABILITY

ITSL shall not be responsible for:

- (a) the failure of a contractor, retained by the Client, to perform the work required in the Project in accordance with the applicable contract documents;
- (b) the design of or defects in equipment supplied or provided by the Client for incorporation into the Project;
- (c) any cross-contamination resulting from subsurface investigations;
- (d) any damage to subsurface structures and utilities;
- (e) any Project decisions made by the Client if the decisions were made without the advice of ITSL or contrary to or inconsistent with ITSL's advice;
- (f) any consequential loss, injury or damages suffered by the Client, including but not limited to loss of use, earnings and business interruption;
- (g) the unauthorized distribution of any confidential document or report prepared by or on behalf of ITSL for the exclusive use of the Client.

The total amount of all claims the Client may have against ITSL under this engagement, including but not limited to claims for negligence, negligent misrepresentation and breach of contract, shall be strictly limited to the lesser of our fees or \$50,000.00.

No claim may be brought against ITSL in contract or tort more than two (2) years after the Services were completed or terminated under this engagement.

PERSONAL LIABILITY

For the purposes of the limitation of liability provisions contained in the Agreement of the parties herein, the Client expressly agrees that it has entered into this Agreement with ITSL, both on its own behalf and as agent on behalf of its employees and principals.

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

THIRD PARTY LIABILITY

This report was prepared by ITSL for the account of the Client. The material in it reflects the judgement and opinion of ITSL in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. ITSL accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report. This report may not be used or relied upon by any other person unless that person is specifically named by us as a beneficiary of the Report. The Client agrees to maintain the confidentiality of the Report and reasonably protect the report from distribution to any other person.

INDEMNITY

The client shall indemnify and hold harmless ITSL from and against any costs, damages, expenses, legal fees and disbursements, expert and investigation costs, claims, liabilities, actions, causes of action and any taxes thereon arising from or related to any claim or threatened claim by any party arising from or related to the performance of the Services.

DOCUMENTS

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

FIELD SERVICES

Where applicable, field services recommended for the Project are the minimum necessary, in the sole discretion of ITSL, to observe whether the work of a contractor retained by the Client is being carried out in general conformity with the intent of the Services.

DISPUTE RESOLUTION

If requested in writing by either the Client or ITSL, the Client and ITSL shall attempt to resolve any dispute between them arising out of or in connection with this Agreement by entering into structured non-binding negotiations with the assistance of a mediator on a without prejudice basis. The mediator shall be appointed by agreement of the parties. If a dispute cannot be settled within a period of thirty (30) calendar days with the mediator, the dispute shall be referred to and finally resolved by an arbitrator appointed by agreement of the parties.

CONFIRMATION OF PROFESSIONAL LIABILITY INSURANCE

As required by by-laws of the Association of Professional Engineers and Geoscientists of British Columbia, it is required that our firm advises whether or not Professional Liability Insurance is held. It is also required that a space for you to acknowledge this information be provided.

Our professional liability insurance is not project specific for the project and should not be regarded as such. If you require insurance for your project you should purchase a project specific insurance policy directly.

Accordingly, this notice serves to advise you that ITSL carries professional liability insurance. Please sign and return a copy of this form as an indication of acceptance and agreement to the contractual force of these Terms of Engagement.

ACKNOWLEDGEMENT: _____



ENGINEERING DEVELOPMENT SERVICING REPORT

FILE: OCP00088 | ZON00369

DATE: 15/09/2021

Attachment 7

LEGAL: LT 3 PL 29910 SEC 18 TWP 5 ODYD

LOCATION: 7025 HERBERT RD

SUBJECT: OCP amendment from CR NORD to HRES; Rezoning from CR NORD to HR2 to facilitate the future development of duplexes and row housing

Engineering Requirements

With regards to the rezoning application, Engineering Development Services will require that:

A traffic impact study be completed by the applicant to assess the impact of the proposed development on the intersection of Silver star road, Phoenix Drive and Bates Road. All recommendations from the traffic impact study must be incorporated into the design.

Non-conforming off-site works and servicing not installed as a condition of the current rezoning application must be installed to the bylaw standards at the time of any future application for development of this lot.

Future Development Requirements

Any and all future development of the lot will be subject to the requirements of City of Vernon Subdivision and Development Servicing Bylaw #3843, Greater Vernon Water Subdivision and Development Servicing Bylaw No. 2650, and all other applicable City and RDNO bylaws.

Requirements may include professional reports/studies, offsite infrastructure improvements, road dedication, etc. It is highly recommended that the applicant review all applicable bylaws prior to conducting preliminary work or submitting an application.

For the purposes of reviewing basic bylaw requirements:

- The fronting street, Silver Star Road is classified as an Arterial Road in the Master Transportation Plan.
- The subject property is in Development District 3 as defined by the Official Community Plan (OCP).
- Bates Road and Herbert Road are not in the Vernon City boundary. They reside in the RDNO boundary.

Signed:



Jeff Reeves, Municipal Technician

Endorsed:



Brian Derrick, Manager Engineering Development Services

Memorandum

| | | | |
|----------------------|--|------------------|---------------------|
| Attention: | Merlin Kofoed | File No.: | A22-051 |
| Organization: | Kofoed Contracting Ltd | Project: | 7025 Herbert Rd TIA |
| Phone: | | Date: | March 21, 2023 |
| Email: | merlin@kofoedgroup.com | Revision: | 2 |
| cc: | | | |

RE: 7025 Herbert Rd Traffic Impact Assessment

1 Introduction

Align Engineering Ltd. (ALIGN) was retained by Kofoed Contracting Ltd to develop a traffic impact assessment (TIA) for the proposed 7025 Herbert Road development Vernon, BC. The following memorandum provides the TIA. The Terms of Reference for the study are provided in **APPENDIX A**.

The proposed development would rezone the property from CR (Country Residential) to the R5 (fourplex residential) zone to provide 57 single-family attached units (13 duplexes, one [1] triplex, and seven [7] fourplexes). The site plan is attached in **APPENDIX B**. Adjacent lots to the south are currently zoned R5.

2 Existing Conditions

The proposed study site location is shown in **FIGURE 1**. The land parcel is located within the City of Vernon and borders the North Okanagan Regional District (NORD) lands. The site is accessed from Bates Road via Silver Star Road. Silver Star Road is classified as an arterial road and is in the jurisdiction of the City of Vernon. Adjacent to the development, Silver Star Road has one southbound (downhill) lane, two northbound (climbing and fast lane), bicycle accessible shoulders, and a multi-use pathway on the west side south of Phoenix Drive. The northbound climbing lane ends prior to the intersection with Bates Road / Phoenix Drive. Silver Star Road has a posted speed of 60 km/h. Bates Road and Herbert Road are local roads within the NORD and are under the jurisdiction of the Ministry of Transportation and Infrastructure. These local roads have posted speeds of 50 km/h.

Winter traffic counts were collected at the intersection of Silver Star Road & Bates Road Phoenix Drive to capture higher volume activities associated with the SilverStar Mountain Resort. These volumes are shown in **FIGURE 2** and were collected on:

- Saturday January 28, 2023, between 9:00 AM to 11:00 AM and 3:00 PM to 5:00 PM.
- Tuesday January 31, 2023, between 7:00 AM to 9:00 AM and 3:30 PM to 5:30 PM.

Traffic volumes collected during the afternoon Saturday peak hour were approximately 60% higher than the other peak hours. Therefore, the analysis will review the peak Saturday PM in the winter when SilverStar Mountain Resort is operating. Collected traffic counts are provided in **APPENDIX C**.

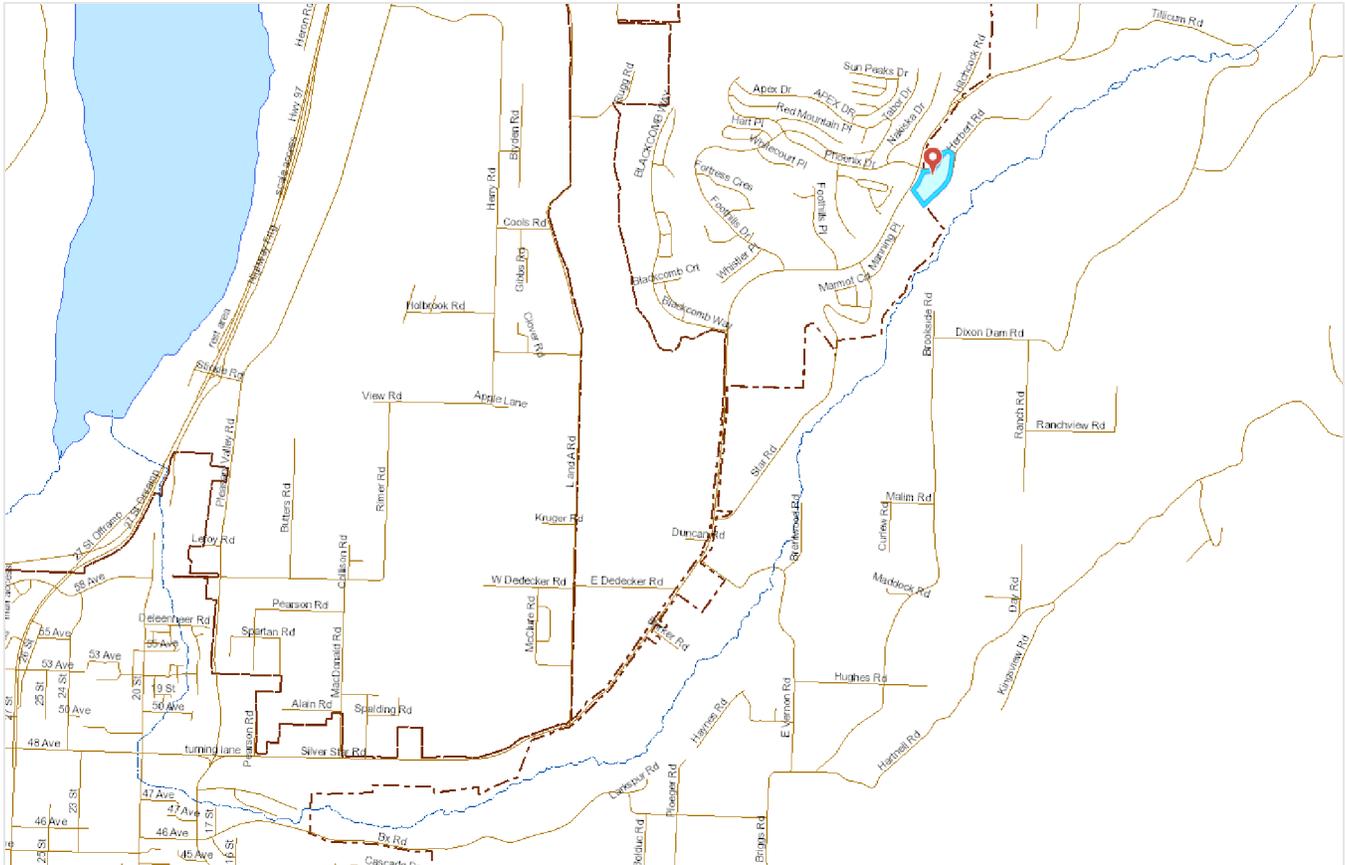


Figure 1: Proposed Development Site Location

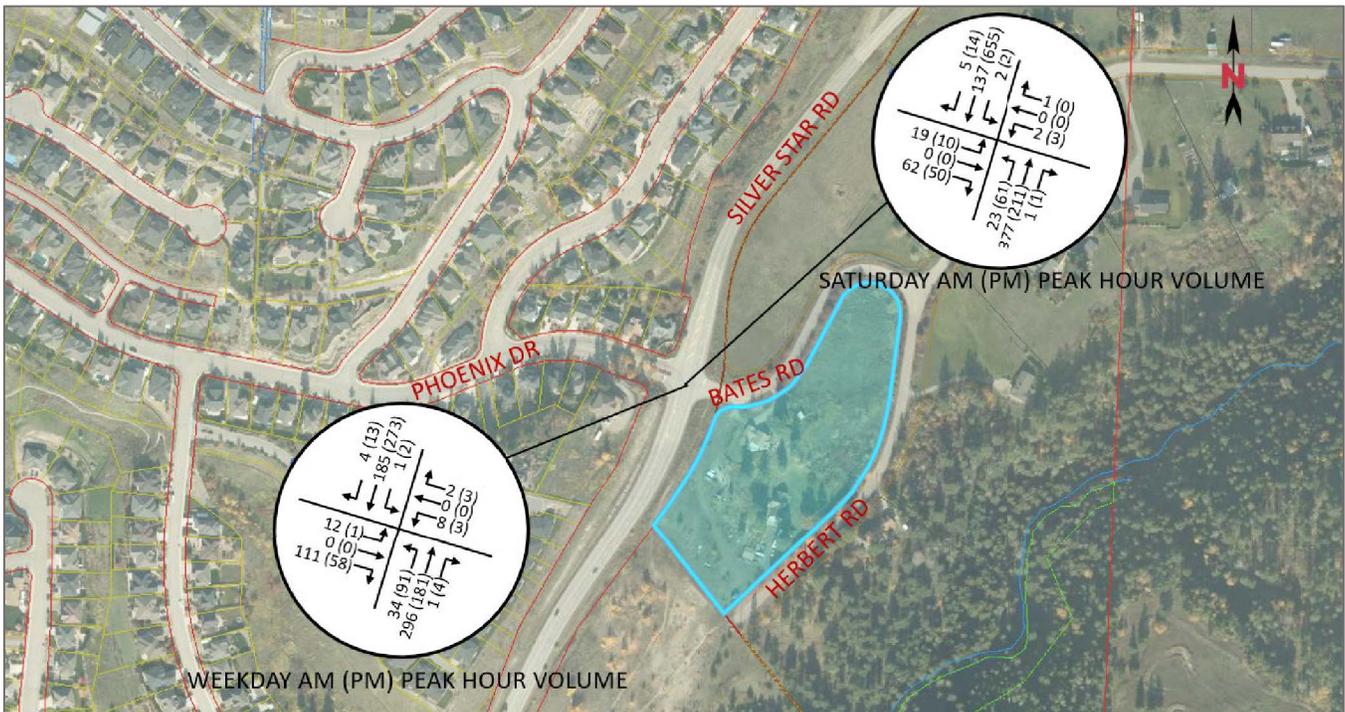


Figure 2: 2023 Existing Winter Weekday & Saturday AM & PM Peak Hour Volumes

2.1 Traffic Analysis

The traffic analysis was conducted with using a network intersection model with Synchro 11 and verified with microsimulation using SimTraffic. These provide with the following measures of effectiveness:

- **Volume-to-Capacity Ratio (v/c):** A measure of the volume of traffic relative to the capacity that can be accommodated.
- **Delay:** A measure of additional time incurred to each vehicle due to traffic control in units of seconds per vehicle
- **95th Percentile Queue (Queue):** Length of vehicles queuing with a five-percent probability of being exceeded during the peak hour of analysis. Units of metres where the average vehicle length is 7.5 m from the front of the vehicle to the front of the next vehicle.
- **Level of Service (LOS):** A qualitative measure of the quality of traffic flow. LOS A refers to free flow (uninterrupted conditions) and breaks down at LOS E or F. The Highway Capacity Manual defines LOS for unsignalized and signalized intersections based on average vehicle delay as per the following:

| LOS | Description | Unsignalized Intersection | Signalized Intersection |
|-----|---------------------------|---------------------------|-------------------------|
| A | Free Flow | ≤ 10 sec | ≤ 10 sec |
| B | Reasonable Flow | 10 – 15 sec | 10 – 20 sec |
| C | Stable Flow | 15 – 25 sec | 20 – 35 sec |
| D | Approaching Unstable flow | 25 – 35 sec | 35 – 55 sec |
| E | Unstable Flow | 35 – 50 sec | 55 – 80 sec |
| F | Failing / Breakdown Flow | > 50 sec | > 80 sec |

The criteria for analysis include:

- Unsignalized Intersections:
 - Individual movement level of service (LOS) is LOS D;
 - Individual movement v/c 0.90; and
 - 95th percentile vehicle queue lengths do not exceed the available storage length.

Exceeding these criteria would trigger the future planned roundabout at the intersection of Silver Star Rd & Phoenix Drive / Bates Road.

TABLE 1 summarizes existing traffic conditions for the Weekday and Saturday AM and PM peak hours. All peak hours operate at LOS A overall with LOS D on the side streets of Phoenix Drive and Bates Road in the Saturday PM peak hour. Traffic modeling results are provided in **APPENDIX D**.

Table 1: 2023 Existing Winter Traffic Conditions

| | Phoenix Dr | | | Bates Rd | | | Silver Star Rd | | | | | | TOTAL | |
|------------------------------|------------|------|-------|-----------|------|-------|----------------|------|-------|------------|------|-------|-------|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Weekday AM Peak Hour | | | | | | | | | | | | | | |
| Vol | 12 | 1 | 111 | 8 | 1 | 2 | 34 | 296 | 1 | 1 | 185 | 4 | 654 | |
| v/c | 0.27 | | | 0.12 | | | 0.04 | 0.22 | | | 0 | | | - |
| Delay | 12 | | | 22 | | | 8 | 0 | | | 0 | | | 4 |
| LOS | B | | | C | | | A | A | | | A | | | A |
| Queue (m) | 8 | | | 3 | | | 1 | 0 | | | 0 | | | - |
| Weekday PM Peak Hour | | | | | | | | | | | | | | |
| Vol | 1 | 1 | 58 | 3 | 1 | 3 | 91 | 181 | 4 | 2 | 273 | 13 | 629 | |
| v/c | 0.12 | | | 0.06 | | | 0.08 | 0.13 | | | 0.01 | | | - |
| Delay | 12 | | | 15 | | | 8 | 0 | | | 0 | | | 3 |
| LOS | B | | | C | | | A | A | | | A | | | A |
| Queue (m) | 3 | | | 2 | | | 2 | 0 | | | 0 | | | - |
| Saturday AM Peak Hour | | | | | | | | | | | | | | |
| Vol | 19 | 1 | 62 | 2 | 1 | 1 | 23 | 377 | 1 | 2 | 137 | 5 | 629 | |
| v/c | 0.15 | | | 0.03 | | | 0.02 | 0.28 | | | 0 | | | - |
| Delay | 12 | | | 15 | | | 8 | 0 | | | 0 | | | 2 |
| LOS | B | | | C | | | A | A | | | A | | | A |
| Queue (m) | 4 | | | 1 | | | 1 | 0 | | | 0 | | | - |
| Saturday PM Peak Hour | | | | | | | | | | | | | | |
| Vol | 10 | 1 | 50 | 3 | 1 | 1 | 61 | 211 | 1 | 2 | 655 | 14 | 1007 | |
| v/c | 0.35 | | | 0.10 | | | 0.09 | 0.16 | | | 0.00 | | | - |
| Delay | 26 | | | 30 | | | 10 | 0 | | | 0 | | | 3 |
| LOS | D | | | D | | | A | A | | | A | | | A |
| Queue (m) | 11 | | | 3 | | | 2 | 0 | | | 0 | | | - |

Note: v/c – volume to capacity ration, delay – seconds of delay per vehicle, LOS – Level of Service, Queue – 95th percentile queue in metres.

3 Background Traffic

The Foothills Neighbourhood plan estimates 1,944 residential units in the undeveloped upper section. Since the plan was developed, approximately 143 units were developed (1801 units remaining). Of the remaining development, there is an estimated 177 units of row housing and the remaining as detached single-family. **TABLE 2** provides a summary of estimated trips generated that could be developed by the remaining Foothills neighbourhood. This would include an estimated 1222 vehicle trips in the AM peak hour, 1682 vehicle trips in the PM peak hour, and 1595 vehicle trips in the Saturday peak hour. The Foothills Neighbourhood Plan was adopted by the City of Vernon in October 2013. Since then, 143 units were constructed and occupied averaging nearly 18 units per year. Assuming the Upper Foothills Neighbourhood continues to grow by 25 units per year. This would allocate the following additional units to Phoenix Drive:

- 125 vehicle cumulative units for 2028 five-year build-out and
- 375 vehicle cumulative unit for 2038 fifteen-year build-out.



To be conservative in this analysis, all of these trips were assigned the intersection of Silver Star Road & Phoenix Drive / Bates Road.

Table 2: Estimated Upper Foothills Remaining Development

| Land Use | | Mode | Units | Peak Period | Trips | Entering | Exiting |
|---|--------------------------------|---------|-------|-------------|-------|----------|---------|
| 210 | Single-Family Detached Housing | Vehicle | 1624 | AM | 1137 | 296 | 841 |
| | | | | PM | 1527 | 962 | 565 |
| | | | | Sat | 1494 | 807 | 687 |
| 215 | Single-Family Attached Housing | Vehicle | 177 | AM | 85 | 26 | 59 |
| | | | | PM | 101 | 58 | 43 |
| | | | | Sat | 101 | 48 | 53 |
| Total | | Vehicle | 1801 | AM | 1222 | 322 | 900 |
| | | | | PM | 1628 | 1020 | 608 |
| | | | | Sat | 1595 | 855 | 740 |
| 2028 Five-Year Foothills Upper Build-out | | Vehicle | 125 | AM | 85 | 22 | 62 |
| | | | | PM | 113 | 71 | 42 |
| | | | | Sat | 111 | 59 | 51 |
| 2038 Fifteen-Year Upper Foothills Build-out | | Vehicle | 375 | AM | 254 | 67 | 187 |
| | | | | PM | 339 | 212 | 127 |
| | | | | Sat | 332 | 178 | 154 |

Note: Rates for Weekday AM and PM peaks are for Adjacent Peak Hour Traffic Under General Urban / Suburban settings.
 Rates for Saturday are for the Peak Hour Generator Traffic under General Urban / Suburban settings.

Background traffic on Silver Star Road is assumed at a linear growth rate of 1% per year with the Upper Foothills growth and contributing to the Silver Star Road traffic volume.

3.1 Trip Distribution

Trip distributions for analysis were derived from the collected traffic counts. The data indicates the following trip distributions:

- 85% of development traffic travelling to / from the south (Vernon city centre)
- 15% of development traffic travelling to / from the north (SilverStar)

3.2 2028 Background Traffic

TABLE 3 summarizes the background traffic conditions for 2028 show LOS F on Phoenix Drive and Bates Road. The SimTraffic simulation indicates lower delay for these movements, that would equate to LOS C-D.



Table 3: 2028 Background Traffic Conditions

| | Phoenix Dr | | | Bates Rd | | | Silver Star Rd | | | | | | TOTAL | |
|------------------------------|------------|------|-------|-----------|------|-------|----------------|------|-------|------------|------|-------|-------|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Saturday PM Peak Hour | | | | | | | | | | | | | | |
| Vol | 18 | 1 | 93 | 3 | 1 | 1 | 111 | 222 | 1 | 2 | 688 | 23 | 1161 | |
| v/c | 0.70 | | | 0.17 | | | 0.16 | 0.17 | | | 0.00 | | | - |
| Delay | 51 | | | 52 | | | 10 | 0 | | | 0 | | | 7 |
| LOS | F | | | F | | | B | A | | | A | | | A |
| Queue (m) | 34 | | | 5 | | | 4 | 0 | | | 0 | | | - |
| Sim Delay | 12 | 28 | 10 | 15 | 17 | 2 | 6 | 0 | 1 | - | 1 | 0 | 3 | |
| Sim Queue | 22 | | | 6 | | | 14 | 0 | | | 0 | | | - |

Note: v/c – volume to capacity ration, delay – seconds of delay per vehicle, LOS – Level of Service, Queue – 95th percentile queue in metres
 Sim Delay – SimTraffic delay in seconds, Sim Queue – SimTraffic 95th percentile queue in metres

3.3 2038 Background Traffic

TABLE 4 summarizes the 2038 background traffic conditions. The Synchro analysis shows the Phoenix Road and Bates Road approaches with substantially higher delays and queues. SimTraffic indicates more moderate increases to delays and queues with delays in the order of LOS D.

Table 4: 2038 Background Traffic Conditions

| | Phoenix Dr | | | Bates Rd | | | Silver Star Rd | | | | | | TOTAL | |
|------------------------------|------------|------|-------|-----------|------|-------|----------------|------|-------|------------|------|-------|-------|----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Saturday PM Peak Hour | | | | | | | | | | | | | | |
| Vol | 33 | 1 | 181 | 3 | 1 | 1 | 212 | 243 | 1 | 2 | 753 | 41 | 1469 | |
| v/c | 1.25 | | | 0.42 | | | 0.28 | 0.15 | | | 0.00 | | | - |
| Delay | 190 | | | 158 | | | 11 | 0 | | | 0 | | | 34 |
| LOS | F | | | F | | | B | A | | | A | | | A |
| Queue (m) | 102 | | | 11 | | | 9 | 0 | | | 0 | | | - |
| Sim Delay | 29 | - | 19 | 31 | 20 | 4 | 10 | 0 | 0 | 0 | 2 | 1 | 6 | |
| Sim Queue | 45 | | | 6 | | | 29 | 0 | | | 0 | | | - |

Note: v/c – volume to capacity ration, delay – seconds of delay per vehicle, LOS – Level of Service, Queue – 95th percentile queue in metres
 Sim Delay – SimTraffic delay in seconds, Sim Queue – SimTraffic 95th percentile queue in metres



4 Post Development

4.1 Trip Generation

TABLE 5 summarizes the ITE Trip Generation 11th Edition weekday trip generation rates for vehicle trips.

Table 5: ITE Trip Generation Weekday Peak Hour Rates

| Land Use | | Trips | Peak Period | Trip Gen Rate | Entering | Exiting |
|----------|--------------------------------|---------|-------------|---------------|----------|---------|
| 210 | Single-Family Detached Housing | Vehicle | AM | 0.70 | 26% | 74% |
| | | | PM | 0.94 | 63% | 37% |
| | | | Sat | 0.92 | 54% | 46% |
| 215 | Single-Family Attached Housing | Vehicle | AM | 0.48 | 31% | 69% |
| | | | PM | 0.57 | 57% | 43% |
| | | | Sat | 0.57 | 48% | 52% |

Note: Rates for Weekday AM and PM peaks are for Adjacent Peak Hour Traffic Under General Urban / Suburban settings.
Rates for Saturday are for the Peak Hour Generator Traffic under General Urban / Suburban settings.

TABLE 6 shows a breakdown of the estimated vehicle trips for the proposed 7025 Herbert Road development. According to the ITE Trip Generation Manual, the proposed 57-unit single-family attached residential development would generate an estimated 27 vehicles per hour in the weekday AM, 32 vehicles per hour in the weekday PM, and 32 vehicles in the Saturday peak.

Table 6: ITE Trip Generation Weekday Peak Hour Volumes

| Land Use | | Mode | Units | Peak Period | Trips | Entering | Exiting |
|----------|--------------------------------|---------|-------|-------------|-------|----------|---------|
| 215 | Single-Family Attached Housing | Vehicle | 57 | AM | 27 | 8 | 19 |
| | | | | PM | 32 | 18 | 14 |
| | | | | Sat | 32 | 15 | 17 |

Note: Rates for Weekday AM and PM peaks are for Adjacent Peak Hour Traffic Under General Urban / Suburban settings.
Rates for Saturday are for the Peak Hour Generator Traffic under General Urban / Suburban settings.

4.2 2028 Post Development Traffic

The post development traffic conditions apply the development traffic to the background traffic. In the 2028 post development scenario, conditions worsen from the background traffic due to higher volumes on the Bates Road approach which include a higher portion of left-turn movements. **TABLE 7** shows the Saturday PM peak hour traffic volumes for 2028 with the proposed development. The westbound delay doubles and queue extends to three vehicles. The SimTraffic simulation indicates delays doubling for the westbound and 95th percentile queues equating to 6 vehicles on the eastbound left-turn with LOS F. This indicates that the intersection operations are sensitive to small increases in left-turn movements from Bates Road. Regular daily variation in these traffic volumes or other development in the RDNO accessing Bates Road during peak periods can significantly impact the level of service. This indicates that the Silver Star Road & Phoenix Drive / Bates Road roundabout should be in-service prior to 2028.

Table 7: 2028 Post Development Traffic Conditions

| | Phoenix Dr | | | Bates Rd | | | Silver Star Rd | | | | | | TOTAL | |
|------------------------------|------------|------|-------|-----------|------|-------|----------------|------|-------|------------|------|-------|-------|----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Saturday PM Peak Hour | | | | | | | | | | | | | | |
| Vol | 18 | 1 | 93 | 17 | 1 | 3 | 111 | 222 | 14 | 4 | 688 | 23 | 1193 | |
| v/c | 0.71 | | | 0.63 | | | 0.16 | 0.17 | | | 0.01 | | | - |
| Delay | 53 | | | 115 | | | 10 | 0 | | | 0 | | | 10 |
| LOS | F | | | F | | | B | A | | | A | | | A |
| Queue (m) | 35 | | | 21 | | | 4 | 0 | | | 0 | | | - |
| Sim Delay | 51 | - | 25 | 25 | 32 | 13 | 7 | 0 | 0 | 3 | 1 | 1 | 5 | |
| Sim Queue | 44 | | | 11 | | | 14 | 0 | | | 3 | | | - |

Note: v/c – volume to capacity ration, delay – seconds of delay per vehicle, LOS – Level of Service, Queue – 95th percentile queue in metres
 Sim Delay – SimTraffic delay in seconds, Sim Queue – SimTraffic 95th percentile queue in metres

4.3 2038 Post Development Traffic

Traffic conditions for the addition of the 7025 Herbert Road traffic to the Silver Star Road & Phoenix Drive / Bates Road intersection are summarized in **TABLE 8**. Traffic conditions breakdown further with the additional traffic on Bates Road increasing queues on Phoenix Drive due to the sensitivity of the intersection to accommodate more traffic on Bates Road.

Table 8: 2038 Post Development Traffic Conditions

| | Phoenix Dr | | | Bates Rd | | | Silver Star Rd | | | | | | TOTAL | |
|------------------------------|------------|------|-------|-----------|------|-------|----------------|------|-------|------------|------|-------|-------|----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Saturday PM Peak Hour | | | | | | | | | | | | | | |
| Vol | 33 | 1 | 181 | 17 | 1 | 3 | 212 | 243 | 14 | 4 | 753 | 41 | 1501 | |
| v/c | 1.28 | | | 2.27 | | | 0.28 | 0.18 | | | 0.01 | | | - |
| Delay | 203 | | | 895 | | | 11 | 0 | | | 0 | | | 64 |
| LOS | F | | | F | | | B | A | | | A | | | F |
| Queue (m) | 105 | | | 55 | | | 9 | 0 | | | 0 | | | - |
| Sim Delay | 120 | - | 93 | 65 | 53 | - | 11 | 1 | 0 | 3 | 2 | 1 | 18 | |
| Sim Queue | 134 | | | 17 | | | 30 | 0 | | | 3 | | | - |

Note: v/c – volume to capacity ration, delay – seconds of delay per vehicle, LOS – Level of Service, Queue – 95th percentile queue in metres
 Sim Delay – SimTraffic delay in seconds, Sim Queue – SimTraffic 95th percentile queue in metres

5 Active Modes & Transit

There is an existing asphalt multi-use pathway on the west side of Silver Star Road connecting to the southwest corner of the intersection with Phoenix Drive. The BX Trail runs east of the development connecting to the Grey Canal Trail and parallel to Silver Star Road. The development contemplates a joint connection with the adjacent property to the south (Manning Place) that could support a portion of a future link to the BX Trail. The development should continue this connection to the intersection of Silver Star Road & Bates Road. As the Upper Foothills and 7025 Herbert Road developments build-out, more pedestrian activity can be expected to cross Silver Star Road. While the existing volumes from the winter counts are low, these are anticipated to be higher in the spring, summer, and fall and can easily reach



15 equivalent adult units. Traffic volumes are in the order of 10,000 vehicles per day and the posted speed limit is 60 km/h. According to the TAC Pedestrian Crossing Control Guide, a marked crosswalk with rectangular rapid flashing beacons (RRFBs) should be applied. This crosswalk should be located on the south side of the intersection to tie-in to the Silver Star Road multi-use pathway. Implementation for crosswalk and pathway connections to Silver Star Road should be shared by the 7025 Herbert Road and adjacent Manning Place developments.

Future transit service is anticipated to a neighbourhood centre site south of Bates Road. Connections to 7025 Herbert Road through to Manning Place would provide access for residences on Herbert Road.

6 Access

The site plan in **FIGURE 3** shows the access to Bates Road. This location would be placed adjacent to a 7% road grade, on the inside of a horizontal curve, approximately 60 m from the Bates Road & Herbert Road intersection, and obstructed by adjacent foliage (see **FIGURE 4**). To manage the access, foliage on the inside of the curve should be no higher than 0.3m and no fencing along the property line should obstruct sightlines to the access from Bates Road. Alternatively, the main access could shift to Herbert Road.

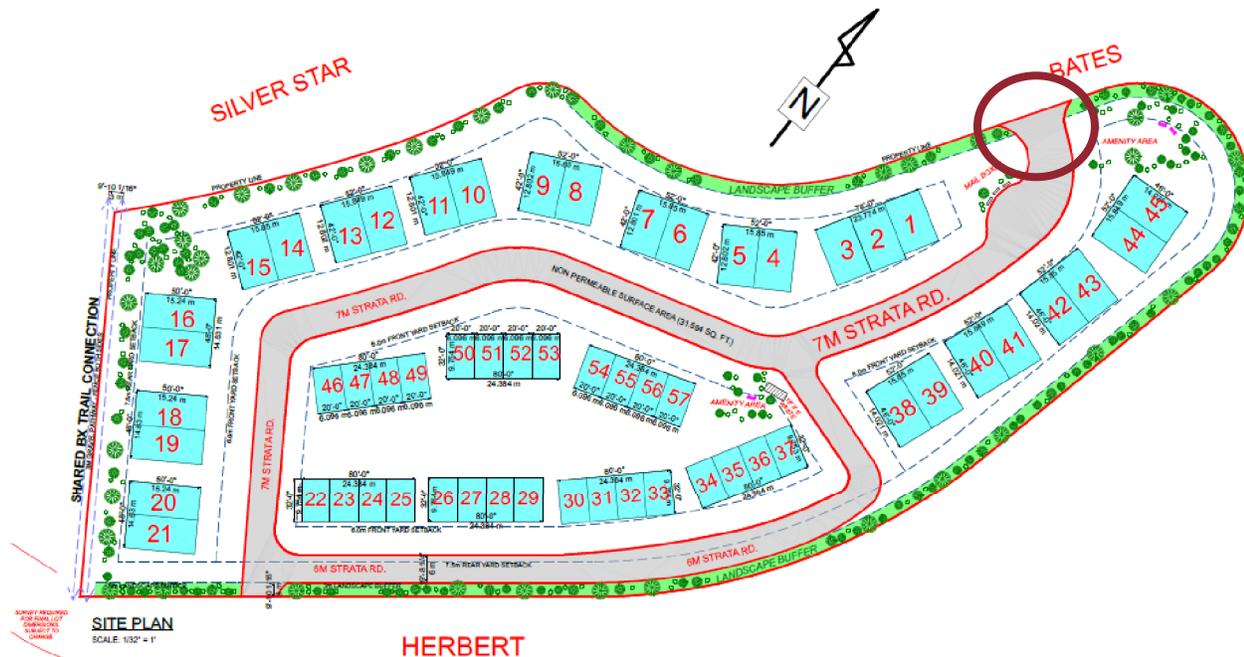


Figure 3: 7025 Herbert Rd Site Plan & Access to Bates Rd



Figure 4: Proposed Access Location

7 Road Safety

According to ICBC collision data, there were three (3) collisions at Silver Star Road & Phoenix Drive / Bates Road between 2017 and 2021. Two of these occurred in 2017 and one in 2020. Two of the collisions were casualty collisions and one was a property-damage-only collision. None of the collisions involved vulnerable road users. The addition of a roundabout at the intersection is expected to reduce risk of injury collisions, but may experience more property damage only collisions in the form of rear-end collisions. This is considered a safer treatment to the existing condition as it would lower speeds entering and exiting the intersection, lower severity collisions, and improve visibility to existing and future vulnerable road users.

8 Summary & Recommendations

The proposed 7025 Herbert Road development would rezone the property from CR (Country Residential) to the R5 (four-plex residential) zone to provide 57 single-family attached units (13 duplexes, one [1] triplex, and seven [7] fourplexes). The development proposes a shared pathway connection between the Manning Place property to the south and along the east side of Silver Star Road to Bates Road. In addition, an RRFB crosswalk should be implemented with the development that would work with the future roundabout.

It is recommended that the City:

- Construct the roundabout at Silver Star Road & Phoenix Drive / Bates Road prior to 2028 to safely accommodate future Upper Foothills and 7025 Herbert Road traffic.
- Coordinate shared implementation with the neighbouring Manning Place property for the pedestrian pathway right-of-way, and intersection crosswalk improvements.

Please contact me at 250-870-3865 if there are any questions or comments. Thank you.

Sincerely,

Align Engineering Ltd

Authored by:



Tom Baumgartner, MSc, P.Eng., RSP₁
Senior Transportation Engineer | Principal
Permit to Practice Number: 1000340

Reviewed by:

A handwritten signature in blue ink that reads "Elisabeth Hofbauer-Spitzer".

Elisabeth Hofbauer-Spitzer, MSc, P.Eng.
Senior Transportation Engineer



Appendix A: Terms of Reference

Memorandum

| | | | |
|----------------------|--|------------------|---------------------|
| Attention: | Merlin Kofoed | File No.: | A22-051 |
| Organization: | Kofoed Contracting Ltd | Project: | 7025 Herbert Rd TIA |
| Phone: | | Date: | February 14, 2023 |
| Email: | merlin@kofoedgroup.com | Revision: | 2 |
| cc: | | | |

RE: 7025 Herbert Rd Terms of Reference

1 Introduction

Align Engineering Ltd. (ALIGN) was retained by Kofoed Contracting Ltd to develop a traffic impact assessment (TIA) for the proposed 7025 Herbert Road TIA in Vernon, BC. The following memorandum provides the terms of reference (ToR) for the TIA.

The proposed development would rezone the property from CR (Country Residential) to the R5 (four-plex residential) zone to provide 57 single-family attached units (13 duplexes, one [1] triplex, and seven [7] fourplexes). A site plan is attached in **APPENDIX A**. Adjacent lots to the south are currently zoned R5.

2 Study Scope

The proposed study site location is shown in **FIGURE 1**. The land parcel is located within the City of Vernon and borders the North Okanagan Regional District (NORD) lands. The site is accessed from Bates Road via Silver Star Road. Silver Star Road is classified as an arterial road and is in the jurisdiction of the City of Vernon. Adjacent to the development, Silver Star Road has one southbound (downhill) lane, two northbound (climbing and fast lane), and bicycle accessible shoulders. The northbound climbing lane ends prior to the intersection with Bates Road / Phoenix Drive. Silver Star Road has a posted speed of 60 km/h. Bates Road and Herbert Road are local roads within the NORD and are under the jurisdiction of the Ministry of Transportation and Infrastructure. These local roads have posted speeds of 50 km/h.

Traffic counts were collected at the intersection of Silver Star Road & Bates Road Phoenix Drive on:

- Saturday January 28, 2023:
 - 9:00 AM to 11:00 AM and
 - 3:00 PM to 5:00 PM.
- Tuesday January 31, 2023:
 - 7:00 AM to 9:00 AM and
 - 3:30 PM to 5:30 PM.

Traffic volumes collected during the afternoon Saturday peak hour were approximately 60% higher than the other peak hour. Therefore, the analysis will review the peak Saturday PM in the winter when SilverStar Mountain Resort is operating.

Table 2: ITE Trip Generation Weekday Peak Hour Volumes

| Land Use | Mode | Units | Peak Period | Trips | Entering | Exiting | |
|----------|--------------------------------|---------|-------------|-------|----------|---------|----|
| 215 | Single-Family Attached Housing | Vehicle | 57 | AM | 27 | 8 | 19 |
| | | | | PM | 32 | 18 | 14 |
| | | | | Sat | 32 | 15 | 17 |

Note: Rates for Weekday AM and PM peaks are for Adjacent Peak Hour Traffic Under General Urban / Suburban settings.
Rates for Saturday are for the Peak Hour Generator Traffic under General Urban / Suburban settings.

2.1.1 Background Traffic

The Foothills Neighbourhood plan estimates 1,944 residential units in the undeveloped upper section. Since the plan was developed, approximately 143 units were developed (1801 units remaining). Of the remaining development, there is an estimates 177 units of row housing and the remaining as detached single-family. **TABLE 6** provides a summary of estimated trips generated that could be developed by the remaining Foothills neighbourhood. This would include an estimated 1222 vehicle trips in the AM peak hour, 1682 vehicle trips in the PM peak hour, and 1595 vehicle trips in the Saturday peak hour.

Table 3: Estimated Upper Foothills Remaining Development

| Land Use | Mode | Units | Peak Period | Trips | Entering | Exiting | |
|--------------|--------------------------------|----------------|-------------|------------|-------------|-------------|------------|
| 210 | Single-Family Detached Housing | Vehicle | 1624 | AM | 1137 | 296 | 841 |
| | | | | PM | 1527 | 962 | 565 |
| | | | | Sat | 1494 | 807 | 687 |
| 215 | Single-Family Attached Housing | Vehicle | 177 | AM | 85 | 26 | 59 |
| | | | | PM | 101 | 58 | 43 |
| | | | | Sat | 101 | 48 | 53 |
| Total | | Vehicle | 1801 | AM | 1222 | 322 | 900 |
| | | | | PM | 1628 | 1020 | 608 |
| | | | | Sat | 1595 | 855 | 740 |

Note: Rates for Weekday AM and PM peaks are for Adjacent Peak Hour Traffic Under General Urban / Suburban settings.
Rates for Saturday are for the Peak Hour Generator Traffic under General Urban / Suburban settings.

2.2 Trip Distribution

Trip distributions for analysis were derived from the collected traffic counts. The data indicates the following during the Saturday peak analysis period:

- 85% of development traffic travelling to / from the south (Vernon city centre)
- 15% of development traffic travelling to / from the north (SilverStar)

2.3 Active Modes & Transit

The study will assess active transportation. This will include warrants for a safe pedestrian crossing of Silver Star Road to connect to the multi-use pathway on the west side of Silver Star Road and the BX Trail on the east. There is no current transit service to the area but is noted as part of the future transit network in the Master Transportation Plan.

2.4 Access

The study will assess safe access to the adjacent road network from an assessment of sightlines and traffic operations at the access points and the Silver Star Road & Bates Road / Phoenix Drive intersection. Site observations and ICBC collision maps will be reviewed to assess safety performance.

2.5 2.6 Reporting

The study will provide recommendations on required engineering measures to mitigate impacts and integrate into the transportation network. The findings of the study will be summarized in a technical memorandum.

Please contact me at 250-870-3865 if there are any questions or comments. Thank you.

Sincerely,

Align Engineering Ltd



Tom Baumgartner, MSc, P.Eng., RSP,
Senior Transportation Engineer | Principal



Appendix B: Conceptual Site Plan

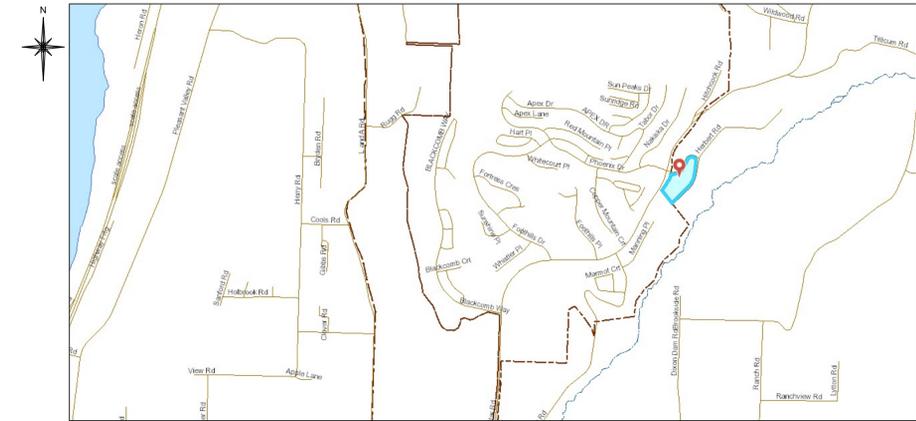
KOFOED GROUP

PROJECT INFO:

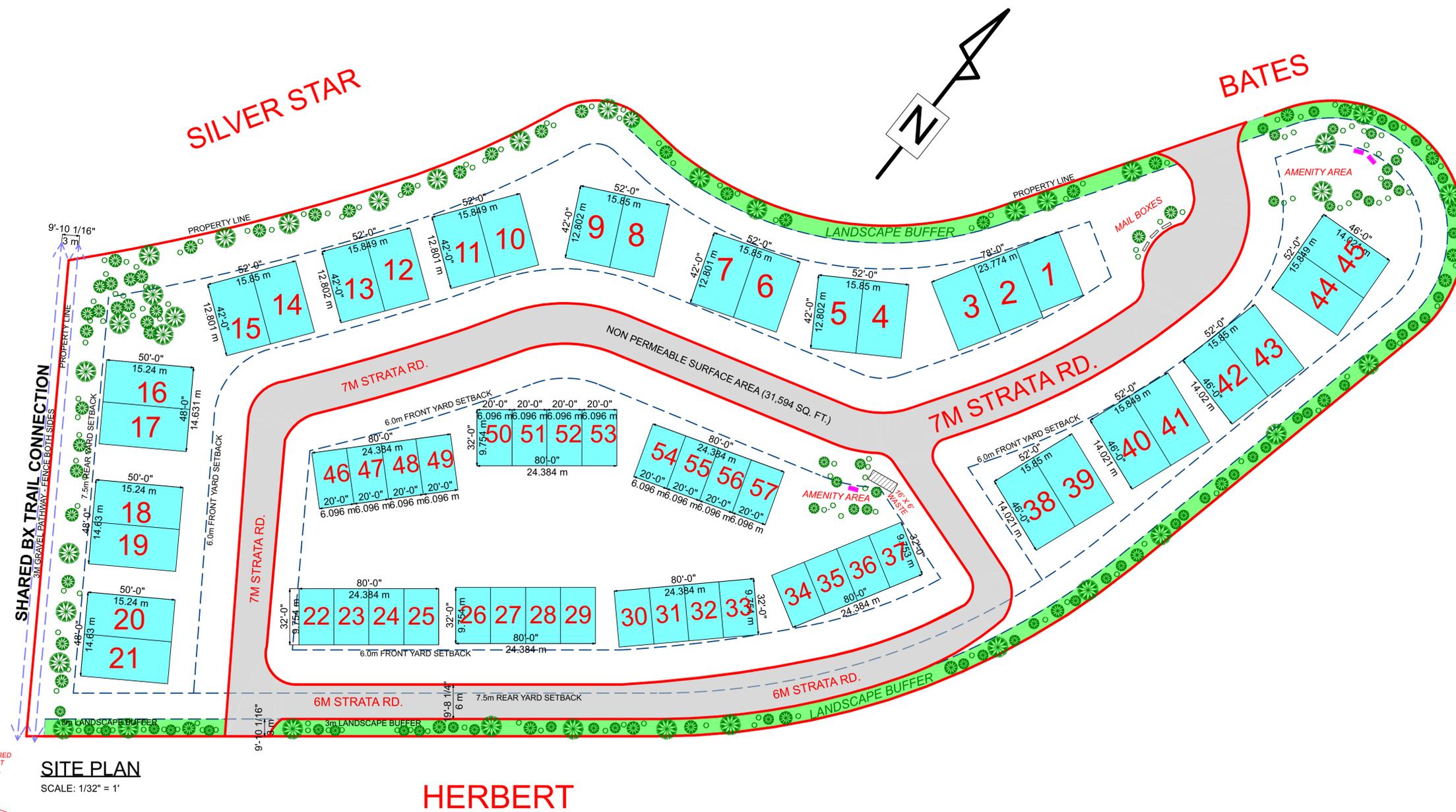
CIVIC ADDRESS:
7025 HERBERT RD.

Legal Description:
PID: 004-119-665
Plan: 29910
Lot: 3

| | | | |
|---|-----------|--------|---------------------|
| TOTAL PROPERTY AREA | 20,139.97 | SQ. M. | (216,781.6 SQ. FT.) |
| SITE COVERAGE | | | |
| BUILDING FOOTPRINTS | 23.5% | | (51,068 SQ. FT.) |
| STRATA ROAD | 14.5% | | (31,594 SQ. FT.) |
| TOTAL SITE COVERAGE INCLUDING NON-PERMEABLE SURFACES | 38.1% | | (82,662 SQ. FT.) |



SOURCE: NORTH OKANAGAN MAP(GIS)



SURVEY REQUIRED FOR FINAL LOT DIMENSIONS. SUBJECT TO CHANGE.

SITE PLAN
SCALE: 1/32" = 1'

| | |
|----------------------------|-----------------------|
| PROJECT TITLE | |
| HERBERT ROAD VERNON BC | |
| TITLE | |
| SCALE | |
| DATE JUL-21-2022 | |
| PROJECT NUMBER Z-138-02 | DRAWING NUMBER 1.9 |
| SHEET | |

1 of 1

Appendix C: Traffic Counts



Intersection Turning Movement Count Report

N/S Street Silver Star Rd
 E/W Street Bates Rd / Phoenix Dr
 Location Vernon, BC

Counter Evan Geck
 Peak Hr 9:00 AM to 10:00 AM

Date Saturday January 28, 2023
 Weather Sunny
 Job# A22-051

All Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total Volume | Hourly Volume | Pedestrian Crossings | | | |
|-----------------------|----------|-------------|----------|-------------|-------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------|----------------------|----------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | N | S | W | E |
| 9:00 AM | 9:15 AM | 5 | 0 | 14 | 1 | 0 | 0 | 6 | 88 | 0 | 0 | 41 | 0 | 155 | | 0 | 0 | 0 | 0 |
| 9:15 AM | 9:30 AM | 5 | 0 | 16 | 0 | 0 | 1 | 5 | 117 | 1 | 1 | 35 | 1 | 182 | | 0 | 0 | 0 | 0 |
| 9:30 AM | 9:45 AM | 5 | 0 | 14 | 0 | 0 | 0 | 8 | 85 | 0 | 0 | 31 | 0 | 143 | | 0 | 0 | 0 | 0 |
| 9:45 AM | 10:00 AM | 4 | 0 | 18 | 1 | 0 | 0 | 4 | 87 | 0 | 1 | 30 | 4 | 149 | 629 | 0 | 0 | 0 | 0 |
| 10:00 AM | 10:15 AM | 4 | 0 | 13 | 0 | 0 | 1 | 3 | 76 | 2 | 1 | 50 | 1 | 151 | 625 | 0 | 0 | 0 | 0 |
| 10:15 AM | 10:30 AM | 5 | 1 | 12 | 4 | 0 | 0 | 12 | 63 | 1 | 0 | 31 | 4 | 133 | 576 | 0 | 2 | 3 | 0 |
| 10:30 AM | 10:45 AM | 5 | 0 | 14 | 0 | 0 | 0 | 12 | 78 | 0 | 0 | 46 | 3 | 158 | 591 | 0 | 0 | 1 | 0 |
| 10:45 AM | 11:00 AM | 2 | 0 | 15 | 0 | 0 | 1 | 8 | 70 | 0 | 0 | 72 | 4 | 172 | 614 | 0 | 0 | 0 | 0 |
| TOTAL | | 35 | 1 | 116 | 6 | 0 | 3 | 58 | 664 | 4 | 3 | 336 | 17 | | | 0 | 2 | 4 | 0 |
| Peak Hr Vol | | 19 | 0 | 62 | 2 | 0 | 1 | 23 | 377 | 1 | 2 | 137 | 5 | | | 0 | 0 | 0 | 0 |
| Peak Hr Factor | | 0.95 | | 0.86 | 0.50 | | 0.25 | 0.72 | 0.81 | 0.25 | 0.50 | 0.84 | 0.31 | | | | | | |

Passenger Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|----------|-----------|----------|------------|-----------|----------|----------|------------|------------|----------|------------|------------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 9:00 AM | 9:15 AM | 5 | 0 | 14 | 1 | 0 | 0 | 6 | 87 | 0 | 0 | 39 | 0 |
| 9:15 AM | 9:30 AM | 5 | 0 | 16 | 0 | 0 | 1 | 5 | 117 | 1 | 1 | 35 | 1 |
| 9:30 AM | 9:45 AM | 5 | 0 | 14 | 0 | 0 | 0 | 8 | 85 | 0 | 0 | 31 | 0 |
| 9:45 AM | 10:00 AM | 4 | 0 | 18 | 1 | 0 | 0 | 4 | 87 | 0 | 1 | 30 | 4 |
| 10:00 AM | 10:15 AM | 4 | 0 | 13 | 0 | 0 | 1 | 3 | 76 | 2 | 1 | 48 | 1 |
| 10:15 AM | 10:30 AM | 5 | 1 | 12 | 4 | 0 | 0 | 12 | 62 | 1 | 0 | 31 | 4 |
| 10:30 AM | 10:45 AM | 5 | 0 | 14 | 0 | 0 | 0 | 12 | 78 | 0 | 0 | 45 | 3 |
| 10:45 AM | 11:00 AM | 2 | 0 | 15 | 0 | 0 | 1 | 8 | 70 | 0 | 0 | 71 | 4 |
| TOTAL | | 35 | 1 | 116 | 6 | 0 | 3 | 58 | 662 | 4 | 3 | 330 | 17 |
| Peak Hr Vol | | 19 | 0 | 62 | 2 | 0 | 1 | 23 | 376 | 1 | 2 | 135 | 5 |

Heavy Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|----------|-----------|----------|-----------|-----------|----------|-----------|------------|-----------|-----------|------------|-----------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 9:00 AM | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 9:15 AM | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:15 AM | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:30 AM | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:45 AM | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| % Heavy Vehicle | | 0% | | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | 1% | 0% |

Bicycles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|----------|-----------|----------|----------|-----------|----------|----------|------------|----------|----------|------------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 9:00 AM | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Intersection Turning Movement Count Report

N/S Street Silver Star Rd
 E/W Street Bates Rd / Phoenix Dr
 Location Vernon, BC

Counter Evan Geck
 Peak Hr 3:15 PM to 4:15 PM

Date Saturday January 28, 2023
 Weather Sunny
 Job# A22-051

All Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total Volume | Hourly Volume | Pedestrian Crossings | | | |
|-----------------------|---------|-------------|----------|-------------|-------------|----------|----------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------|----------------------|----------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | N | S | W | E |
| 3:00 PM | 3:15 PM | 2 | 0 | 11 | 0 | 1 | 0 | 14 | 73 | 0 | 0 | 95 | 1 | 197 | | 0 | 0 | 2 | 0 |
| 3:15 PM | 3:30 PM | 4 | 0 | 11 | 2 | 0 | 0 | 9 | 66 | 0 | 1 | 133 | 7 | 233 | | 0 | 0 | 0 | 0 |
| 3:30 PM | 3:45 PM | 6 | 0 | 16 | 1 | 0 | 0 | 18 | 56 | 0 | 1 | 191 | 1 | 290 | | 0 | 0 | 0 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 13 | 0 | 0 | 0 | 16 | 47 | 1 | 0 | 188 | 6 | 271 | 991 | 0 | 0 | 0 | 0 |
| 4:00 PM | 4:15 PM | 0 | 0 | 10 | 0 | 0 | 0 | 18 | 42 | 0 | 0 | 143 | 0 | 213 | 1007 | 0 | 0 | 0 | 0 |
| 4:15 PM | 4:30 PM | 1 | 1 | 11 | 1 | 0 | 0 | 19 | 46 | 1 | 2 | 116 | 3 | 201 | 975 | 0 | 0 | 0 | 0 |
| 4:30 PM | 4:45 PM | 0 | 1 | 10 | 1 | 0 | 0 | 15 | 40 | 0 | 0 | 82 | 6 | 155 | 840 | 0 | 0 | 0 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 11 | 1 | 0 | 0 | 18 | 39 | 0 | 2 | 57 | 4 | 132 | 701 | 0 | 0 | 0 | 0 |
| TOTAL | | 13 | 2 | 93 | 6 | 1 | 0 | 127 | 409 | 2 | 6 | 1005 | 28 | | | 0 | 0 | 2 | 0 |
| Peak Hr Vol | | 10 | 0 | 50 | 3 | 0 | 0 | 61 | 211 | 1 | 2 | 655 | 14 | | | 0 | 0 | 0 | 0 |
| Peak Hr Factor | | 0.42 | | 0.78 | 0.38 | | | 0.85 | 0.80 | 0.25 | 0.50 | 0.86 | 0.50 | | | | | | |

Passenger Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|---------|-----------|----------|-----------|-----------|----------|----------|------------|------------|----------|------------|------------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3:00 PM | 3:15 PM | 2 | 0 | 11 | 0 | 1 | 0 | 14 | 73 | 0 | 0 | 95 | 1 |
| 3:15 PM | 3:30 PM | 4 | 0 | 11 | 2 | 0 | 0 | 9 | 64 | 0 | 1 | 132 | 7 |
| 3:30 PM | 3:45 PM | 6 | 0 | 16 | 1 | 0 | 0 | 18 | 56 | 0 | 1 | 191 | 1 |
| 3:45 PM | 4:00 PM | 0 | 0 | 13 | 0 | 0 | 0 | 16 | 46 | 1 | 0 | 188 | 6 |
| 4:00 PM | 4:15 PM | 0 | 0 | 10 | 0 | 0 | 0 | 18 | 42 | 0 | 0 | 143 | 0 |
| 4:15 PM | 4:30 PM | 0 | 1 | 11 | 1 | 0 | 0 | 19 | 45 | 1 | 2 | 111 | 3 |
| 4:30 PM | 4:45 PM | 0 | 1 | 10 | 1 | 0 | 0 | 15 | 40 | 0 | 0 | 82 | 6 |
| 4:45 PM | 5:00 PM | 0 | 0 | 11 | 1 | 0 | 0 | 18 | 38 | 0 | 1 | 55 | 4 |
| TOTAL | | 12 | 2 | 93 | 6 | 1 | 0 | 127 | 404 | 2 | 5 | 997 | 28 |
| Peak Hr Vol | | 10 | 0 | 50 | 3 | 0 | 0 | 61 | 208 | 1 | 2 | 654 | 14 |

Heavy Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|---------|-----------|----------|-----------|-----------|----------|----------|------------|-----------|-----------|------------|-----------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3:00 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| 3:30 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 |
| TOTAL | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 8 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| % Heavy Vehicle | | 0% | | 0% | 0% | | | 0% | 1% | 0% | 0% | 0% | 0% |

Bicycles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|---------|-----------|----------|----------|-----------|----------|----------|------------|----------|----------|------------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3:00 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Intersection Turning Movement Count Report

N/S Street Silver Star Rd
 E/W Street Bates Rd / Phoenix Dr
 Location Vernon, BC

Counter Evan Geck
 Peak Hr 7:45 AM to 8:45 AM

Date Tuesday January 31, 2023
 Weather Cloudy, Light Snow
 Job# A22-051

All Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total Volume | Hourly Volume | Pedestrian Crossings | | | |
|-----------------------|---------|-------------|----------|-------------|-------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------|----------------------|----------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | N | S | W | E |
| 7:00 AM | 7:15 AM | 1 | 0 | 12 | 0 | 0 | 0 | 5 | 27 | 0 | 0 | 17 | 0 | 62 | | 0 | 0 | 0 | 0 |
| 7:15 AM | 7:30 AM | 1 | 0 | 21 | 2 | 0 | 0 | 5 | 34 | 0 | 0 | 20 | 0 | 83 | | 0 | 0 | 0 | 0 |
| 7:30 AM | 7:45 AM | 1 | 0 | 27 | 1 | 0 | 0 | 6 | 56 | 0 | 1 | 51 | 2 | 145 | | 0 | 0 | 0 | 0 |
| 7:45 AM | 8:00 AM | 3 | 0 | 35 | 1 | 0 | 1 | 3 | 58 | 0 | 0 | 45 | 0 | 146 | 436 | 0 | 0 | 0 | 0 |
| 8:00 AM | 8:15 AM | 5 | 0 | 40 | 5 | 0 | 0 | 9 | 61 | 0 | 1 | 58 | 1 | 180 | 554 | 0 | 0 | 0 | 0 |
| 8:15 AM | 8:30 AM | 1 | 0 | 21 | 0 | 0 | 1 | 9 | 83 | 1 | 0 | 45 | 2 | 163 | 634 | 0 | 0 | 0 | 0 |
| 8:30 AM | 8:45 AM | 3 | 0 | 15 | 2 | 0 | 0 | 13 | 94 | 0 | 0 | 37 | 1 | 165 | 654 | 0 | 0 | 0 | 0 |
| 8:45 AM | 9:00 AM | 1 | 0 | 22 | 0 | 0 | 2 | 14 | 69 | 1 | 0 | 32 | 1 | 142 | 650 | 0 | 0 | 0 | 0 |
| TOTAL | | 16 | 0 | 193 | 11 | 0 | 4 | 64 | 482 | 2 | 2 | 305 | 7 | | | 0 | 0 | 0 | 0 |
| Peak Hr Vol | | 12 | 0 | 111 | 8 | 0 | 2 | 34 | 296 | 1 | 1 | 185 | 4 | | | 0 | 0 | 0 | 0 |
| Peak Hr Factor | | 0.60 | | 0.69 | 0.40 | | 0.50 | 0.65 | 0.79 | 0.25 | 0.25 | 0.80 | 0.50 | | | | | | |

Passenger Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|---------|-----------|----------|------------|-----------|----------|----------|------------|------------|----------|------------|------------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 AM | 7:15 AM | 1 | 0 | 12 | 0 | 0 | 0 | 5 | 25 | 0 | 0 | 17 | 0 |
| 7:15 AM | 7:30 AM | 1 | 0 | 21 | 2 | 0 | 0 | 5 | 32 | 0 | 0 | 19 | 0 |
| 7:30 AM | 7:45 AM | 1 | 0 | 27 | 1 | 0 | 0 | 5 | 54 | 0 | 0 | 50 | 2 |
| 7:45 AM | 8:00 AM | 3 | 0 | 35 | 1 | 0 | 0 | 2 | 58 | 0 | 0 | 45 | 0 |
| 8:00 AM | 8:15 AM | 4 | 0 | 40 | 5 | 0 | 0 | 8 | 61 | 0 | 0 | 56 | 1 |
| 8:15 AM | 8:30 AM | 1 | 0 | 21 | 0 | 0 | 1 | 9 | 83 | 1 | 0 | 45 | 2 |
| 8:30 AM | 8:45 AM | 3 | 0 | 15 | 2 | 0 | 0 | 13 | 91 | 0 | 0 | 36 | 1 |
| 8:45 AM | 9:00 AM | 1 | 0 | 21 | 0 | 0 | 2 | 14 | 69 | 1 | 0 | 31 | 1 |
| TOTAL | | 15 | 0 | 192 | 11 | 0 | 3 | 61 | 473 | 2 | 0 | 299 | 7 |
| Peak Hr Vol | | 11 | 0 | 111 | 8 | 0 | 1 | 32 | 293 | 1 | 0 | 182 | 4 |

Heavy Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|---------|-----------|----------|-----------|-----------|----------|-------------|------------|-----------|-----------|------------|-----------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 AM | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 7:15 AM | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| 7:30 AM | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| 7:45 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 |
| 8:15 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| 8:45 AM | 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| TOTAL | | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 9 | 0 | 2 | 6 | 0 |
| Peak Hr Vol | | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 0 |
| % Heavy Vehicle | | 9% | | 0% | 0% | | 100% | 6% | 1% | 0% | | 2% | 0% |

Bicycles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|---------|-----------|----------|----------|-----------|----------|----------|------------|----------|----------|------------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 AM | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Intersection Turning Movement Count Report

N/S Street Silver Star Rd
 E/W Street Bates Rd / Phoenix Dr
 Location Vernon, BC

Counter Evan Geck
 Peak Hr 3:30 PM to 4:30 PM

Date Tuesday January 31, 2023
 Weather Cloudy, Light Snow
 Job# A22-051

All Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Total Volume | Hourly Volume | Pedestrian Crossings | | | |
|-----------------------|---------|-------------|----------|-------------|-------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------|----------------------|----------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | N | S | W | E |
| 3:30 PM | 3:45 PM | 0 | 0 | 15 | 2 | 0 | 3 | 22 | 52 | 2 | 2 | 76 | 1 | 175 | | 0 | 0 | 0 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 17 | 0 | 0 | 0 | 21 | 45 | 1 | 0 | 68 | 5 | 157 | | 1 | 0 | 1 | 0 |
| 4:00 PM | 4:15 PM | 0 | 0 | 13 | 0 | 0 | 0 | 26 | 34 | 1 | 0 | 69 | 2 | 145 | | 0 | 0 | 0 | 0 |
| 4:15 PM | 4:30 PM | 1 | 0 | 13 | 1 | 0 | 0 | 22 | 50 | 0 | 0 | 60 | 5 | 152 | 629 | 0 | 0 | 0 | 0 |
| 4:30 PM | 4:45 PM | 1 | 0 | 13 | 0 | 0 | 0 | 19 | 41 | 1 | 0 | 42 | 2 | 119 | 573 | 0 | 0 | 0 | 0 |
| 4:45 PM | 5:00 PM | 1 | 0 | 10 | 0 | 0 | 0 | 18 | 48 | 2 | 0 | 30 | 1 | 110 | 526 | 0 | 0 | 0 | 0 |
| 5:00 PM | 5:15 PM | 0 | 0 | 10 | 0 | 0 | 0 | 27 | 57 | 3 | 0 | 27 | 2 | 126 | 507 | 0 | 0 | 0 | 0 |
| 5:15 PM | 5:30 PM | 2 | 0 | 13 | 0 | 0 | 0 | 23 | 49 | 1 | 0 | 35 | 3 | 126 | 481 | 0 | 0 | 0 | 0 |
| TOTAL | | 5 | 0 | 104 | 3 | 0 | 3 | 178 | 376 | 11 | 2 | 407 | 21 | | | 1 | 0 | 1 | 0 |
| Peak Hr Vol | | 1 | 0 | 58 | 3 | 0 | 3 | 91 | 181 | 4 | 2 | 273 | 13 | | | 1 | 0 | 1 | 0 |
| Peak Hr Factor | | 0.25 | | 0.85 | 0.38 | | 0.25 | 0.88 | 0.87 | 0.50 | 0.25 | 0.90 | 0.65 | | | | | | |

Passenger Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|---------|-----------|----------|------------|-----------|----------|----------|------------|------------|-----------|------------|------------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3:30 PM | 3:45 PM | 0 | 0 | 15 | 2 | 0 | 1 | 20 | 50 | 2 | 1 | 74 | 1 |
| 3:45 PM | 4:00 PM | 0 | 0 | 17 | 0 | 0 | 0 | 20 | 43 | 1 | 0 | 68 | 5 |
| 4:00 PM | 4:15 PM | 0 | 0 | 13 | 0 | 0 | 0 | 25 | 34 | 1 | 0 | 68 | 2 |
| 4:15 PM | 4:30 PM | 1 | 0 | 13 | 1 | 0 | 0 | 22 | 50 | 0 | 0 | 58 | 5 |
| 4:30 PM | 4:45 PM | 1 | 0 | 13 | 0 | 0 | 0 | 19 | 41 | 1 | 0 | 42 | 2 |
| 4:45 PM | 5:00 PM | 1 | 0 | 10 | 0 | 0 | 0 | 17 | 48 | 2 | 0 | 28 | 1 |
| 5:00 PM | 5:15 PM | 0 | 0 | 10 | 0 | 0 | 0 | 26 | 57 | 3 | 0 | 27 | 2 |
| 5:15 PM | 5:30 PM | 2 | 0 | 13 | 0 | 0 | 0 | 23 | 48 | 1 | 0 | 35 | 3 |
| TOTAL | | 5 | 0 | 104 | 3 | 0 | 1 | 172 | 371 | 11 | 1 | 400 | 21 |
| Peak Hr Vol | | 1 | 0 | 58 | 3 | 0 | 1 | 87 | 177 | 4 | 1 | 268 | 13 |

Heavy Vehicles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|---------|-----------|----------|-----------|-----------|----------|-------------|------------|-----------|-----------|-------------|-----------|-----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3:30 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 2 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 5:00 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 0 | 1 | 7 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 1 | 5 | 0 |
| % Heavy Vehicle | | 0% | | 0% | 0% | | 200% | 5% | 2% | 0% | 100% | 2% | 0% |

Bicycles

| Interval | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------|---------|-----------|----------|----------|-----------|----------|----------|------------|----------|----------|------------|----------|----------|
| Start | End | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3:30 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hr Vol | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

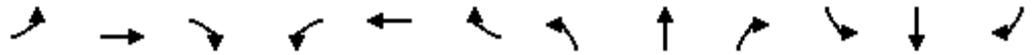


Appendix D: Synchro & SimTraffic Reports

HCM Unsignalized Intersection Capacity Analysis

2: Silver Star Rd & Phoenix Dr/Bates Rd

03-09-2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | | ↕ | |
| Traffic Volume (veh/h) | 10 | 1 | 50 | 3 | 1 | 1 | 61 | 211 | 1 | 2 | 655 | 14 |
| Future Volume (Veh/h) | 10 | 1 | 50 | 3 | 1 | 1 | 61 | 211 | 1 | 2 | 655 | 14 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.42 | 0.25 | 0.78 | 0.38 | 0.25 | 0.25 | 0.85 | 0.80 | 0.25 | 0.50 | 0.86 | 0.50 |
| Hourly flow rate (vph) | 24 | 4 | 64 | 8 | 4 | 4 | 72 | 264 | 4 | 4 | 762 | 28 |
| Pedestrians | | 2 | | | | | | | | | | |
| Lane Width (m) | | 3.6 | | | | | | | | | | |
| Walking Speed (m/s) | | 1.0 | | | | | | | | | | |
| Percent Blockage | | 0 | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1200 | 1198 | 778 | 1260 | 1210 | 266 | 792 | | | 268 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1200 | 1198 | 778 | 1260 | 1210 | 266 | 792 | | | 268 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 84 | 98 | 84 | 93 | 98 | 99 | 91 | | | 100 | | |
| cM capacity (veh/h) | 147 | 169 | 396 | 113 | 166 | 773 | 827 | | | 1296 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 92 | 16 | 72 | 268 | 794 | | | | | | | |
| Volume Left | 24 | 8 | 72 | 0 | 4 | | | | | | | |
| Volume Right | 64 | 4 | 0 | 4 | 28 | | | | | | | |
| cSH | 264 | 160 | 827 | 1700 | 1296 | | | | | | | |
| Volume to Capacity | 0.35 | 0.10 | 0.09 | 0.16 | 0.00 | | | | | | | |
| Queue Length 95th (m) | 11.3 | 2.5 | 2.1 | 0.0 | 0.1 | | | | | | | |
| Control Delay (s) | 25.8 | 30.1 | 9.8 | 0.0 | 0.1 | | | | | | | |
| Lane LOS | D | D | A | | A | | | | | | | |
| Approach Delay (s) | 25.8 | 30.1 | 2.1 | | 0.1 | | | | | | | |
| Approach LOS | D | D | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 58.9% | | ICU Level of Service | | | | | B | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

2: Silver Star Rd & Phoenix Dr/Bates Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 3.9 | 0.2 | 0.1 | 0.5 | 0.1 | 0.6 |
| Total Del/Veh (s) | 6.7 | 6.3 | 8.3 | 11.7 | 7.4 | 1.7 | 4.5 | 0.2 | 1.1 | 0.6 | 0.0 | 1.3 |

Total Network Performance

| | |
|--------------------|-----|
| Denied Del/Veh (s) | 0.6 |
| Total Del/Veh (s) | 1.9 |

Intersection: 2: Silver Star Rd & Phoenix Dr/Bates Rd

| Movement | EB | WB | NB |
|-----------------------|-------|-------|------|
| Directions Served | LTR | LTR | L |
| Maximum Queue (m) | 28.5 | 8.2 | 8.2 |
| Average Queue (m) | 9.3 | 1.4 | 4.9 |
| 95th Queue (m) | 18.3 | 6.4 | 11.3 |
| Link Distance (m) | 132.6 | 106.4 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (m) | | | 30.0 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Network Summary

Network wide Queuing Penalty: 0

HCM Unsignalized Intersection Capacity Analysis

2: Silver Star Rd & Phoenix Dr/Bates Rd

03-09-2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | ↗ | ↘ | | | ↔ | |
| Traffic Volume (veh/h) | 18 | 1 | 93 | 3 | 1 | 1 | 111 | 222 | 1 | 2 | 688 | 23 |
| Future Volume (Veh/h) | 18 | 1 | 93 | 3 | 1 | 1 | 111 | 222 | 1 | 2 | 688 | 23 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.50 | 0.25 | 0.78 | 0.38 | 0.25 | 0.25 | 0.85 | 0.80 | 0.25 | 0.50 | 0.86 | 0.65 |
| Hourly flow rate (vph) | 36 | 4 | 119 | 8 | 4 | 4 | 131 | 278 | 4 | 4 | 800 | 35 |
| Pedestrians | | 2 | | | | | | | | | | |
| Lane Width (m) | | 3.6 | | | | | | | | | | |
| Walking Speed (m/s) | | 1.0 | | | | | | | | | | |
| Percent Blockage | | 0 | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1374 | 1372 | 820 | 1488 | 1387 | 280 | 837 | | | 282 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1374 | 1372 | 820 | 1488 | 1387 | 280 | 837 | | | 282 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 65 | 97 | 68 | 86 | 97 | 99 | 84 | | | 100 | | |
| cM capacity (veh/h) | 104 | 121 | 374 | 59 | 119 | 759 | 795 | | | 1280 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 159 | 16 | 131 | 282 | 839 | | | | | | | |
| Volume Left | 36 | 8 | 131 | 0 | 4 | | | | | | | |
| Volume Right | 119 | 4 | 0 | 4 | 35 | | | | | | | |
| cSH | 228 | 92 | 795 | 1700 | 1280 | | | | | | | |
| Volume to Capacity | 0.70 | 0.17 | 0.16 | 0.17 | 0.00 | | | | | | | |
| Queue Length 95th (m) | 34.1 | 4.5 | 4.4 | 0.0 | 0.1 | | | | | | | |
| Control Delay (s) | 50.8 | 52.2 | 10.4 | 0.0 | 0.1 | | | | | | | |
| Lane LOS | F | F | B | | A | | | | | | | |
| Approach Delay (s) | 50.8 | 52.2 | 3.3 | | 0.1 | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 7.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 66.2% | | ICU Level of Service | | | | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

2: Silver Star Rd & Phoenix Dr/Bates Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.2 | 0.1 | 0.1 | 0.1 | 3.7 | 0.5 | 0.3 | 0.6 | 0.9 | 0.8 |
| Total Del/Veh (s) | 11.5 | 27.7 | 10.1 | 15.4 | 16.9 | 1.7 | 6.3 | 0.3 | 0.5 | 1.0 | 0.4 | 2.3 |

Total Network Performance

| | |
|--------------------|-----|
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 3.2 |

Intersection: 2: Silver Star Rd & Phoenix Dr/Bates Rd

| Movement | EB | WB | NB |
|-----------------------|-------|-------|------|
| Directions Served | LTR | LTR | L |
| Maximum Queue (m) | 28.5 | 8.2 | 14.6 |
| Average Queue (m) | 13.2 | 1.5 | 7.3 |
| 95th Queue (m) | 22.4 | 6.3 | 13.8 |
| Link Distance (m) | 132.6 | 106.4 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (m) | | | 30.0 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Network Summary

Network wide Queuing Penalty: 0

HCM Unsignalized Intersection Capacity Analysis
 2: Silver Star Rd & Phoenix Dr/Bates Rd

03-09-2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | | |  | |
| Traffic Volume (veh/h) | 33 | 1 | 181 | 3 | 1 | 1 | 212 | 243 | 1 | 2 | 753 | 41 |
| Future Volume (Veh/h) | 33 | 1 | 181 | 3 | 1 | 1 | 212 | 243 | 1 | 2 | 753 | 41 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.75 | 0.25 | 0.85 | 0.38 | 0.25 | 0.25 | 0.95 | 0.95 | 0.25 | 0.50 | 0.95 | 0.75 |
| Hourly flow rate (vph) | 44 | 4 | 213 | 8 | 4 | 4 | 223 | 256 | 4 | 4 | 793 | 55 |
| Pedestrians | | 2 | | | | | | | | | | |
| Lane Width (m) | | 3.6 | | | | | | | | | | |
| Walking Speed (m/s) | | 1.0 | | | | | | | | | | |
| Percent Blockage | | 0 | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1538 | 1536 | 822 | 1748 | 1562 | 258 | 850 | | | 260 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1538 | 1536 | 822 | 1748 | 1562 | 258 | 850 | | | 260 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 37 | 95 | 43 | 63 | 95 | 99 | 72 | | | 100 | | |
| cM capacity (veh/h) | 70 | 83 | 373 | 22 | 80 | 781 | 787 | | | 1304 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 261 | 16 | 223 | 260 | 852 | | | | | | | |
| Volume Left | 44 | 8 | 223 | 0 | 4 | | | | | | | |
| Volume Right | 213 | 4 | 0 | 4 | 55 | | | | | | | |
| cSH | 209 | 38 | 787 | 1700 | 1304 | | | | | | | |
| Volume to Capacity | 1.25 | 0.42 | 0.28 | 0.15 | 0.00 | | | | | | | |
| Queue Length 95th (m) | 102.2 | 10.8 | 8.8 | 0.0 | 0.1 | | | | | | | |
| Control Delay (s) | 190.2 | 158.0 | 11.4 | 0.0 | 0.1 | | | | | | | |
| Lane LOS | F | F | B | | A | | | | | | | |
| Approach Delay (s) | 190.2 | 158.0 | 5.3 | | 0.1 | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 34.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 78.1% | | ICU Level of Service | | | | | D | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

2: Silver Star Rd & Phoenix Dr/Bates Rd Performance by movement

| Movement | EBL | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.1 | 0.1 | 0.1 | 3.6 | 0.6 | 0.1 | 0.7 | 0.9 | 1.0 |
| Total Del/Veh (s) | 28.8 | 18.5 | 30.8 | 19.8 | 4.3 | 9.8 | 0.4 | 0.0 | 1.7 | 0.8 | 5.2 |

Total Network Performance

| | |
|--------------------|-----|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 6.1 |

Intersection: 2: Silver Star Rd & Phoenix Dr/Bates Rd

| Movement | EB | WB | NB |
|-----------------------|-------|-------|------|
| Directions Served | LTR | LTR | L |
| Maximum Queue (m) | 53.5 | 8.2 | 51.0 |
| Average Queue (m) | 24.7 | 1.5 | 15.1 |
| 95th Queue (m) | 45.3 | 6.3 | 29.3 |
| Link Distance (m) | 132.6 | 106.4 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (m) | | | 30.0 |
| Storage Blk Time (%) | | | 1 |
| Queuing Penalty (veh) | | | 2 |

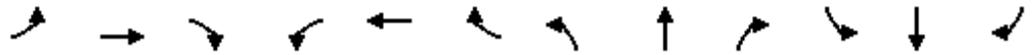
Network Summary

Network wide Queuing Penalty: 2

HCM Unsignalized Intersection Capacity Analysis

2: Silver Star Rd & Phoenix Dr/Bates Rd

03-09-2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 18 | 1 | 93 | 17 | 1 | 3 | 111 | 222 | 14 | 4 | 688 | 23 |
| Future Volume (Veh/h) | 18 | 1 | 93 | 17 | 1 | 3 | 111 | 222 | 14 | 4 | 688 | 23 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.50 | 0.25 | 0.78 | 0.50 | 0.25 | 0.35 | 0.85 | 0.80 | 1.00 | 0.50 | 0.86 | 0.65 |
| Hourly flow rate (vph) | 36 | 4 | 119 | 34 | 4 | 9 | 131 | 278 | 14 | 8 | 800 | 35 |
| Pedestrians | | 2 | | | | | | | | | | |
| Lane Width (m) | | 3.6 | | | | | | | | | | |
| Walking Speed (m/s) | | 1.0 | | | | | | | | | | |
| Percent Blockage | | 0 | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1386 | 1390 | 820 | 1502 | 1400 | 285 | 837 | | | 292 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1386 | 1390 | 820 | 1502 | 1400 | 285 | 837 | | | 292 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 64 | 97 | 68 | 41 | 97 | 99 | 84 | | | 99 | | |
| cM capacity (veh/h) | 100 | 118 | 374 | 58 | 116 | 754 | 795 | | | 1270 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 159 | 47 | 131 | 292 | 843 | | | | | | | |
| Volume Left | 36 | 34 | 131 | 0 | 8 | | | | | | | |
| Volume Right | 119 | 9 | 0 | 14 | 35 | | | | | | | |
| cSH | 224 | 74 | 795 | 1700 | 1270 | | | | | | | |
| Volume to Capacity | 0.71 | 0.63 | 0.16 | 0.17 | 0.01 | | | | | | | |
| Queue Length 95th (m) | 35.0 | 21.3 | 4.4 | 0.0 | 0.1 | | | | | | | |
| Control Delay (s) | 52.8 | 115.0 | 10.4 | 0.0 | 0.2 | | | | | | | |
| Lane LOS | F | F | B | | A | | | | | | | |
| Approach Delay (s) | 52.8 | 115.0 | 3.2 | | 0.2 | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 10.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 66.9% | | ICU Level of Service | | | | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

2: Silver Star Rd & Phoenix Dr/Bates Rd Performance by movement

| Movement | EBL | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | All |
|--------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 3.6 | 0.5 | 0.4 | 2.9 | 0.6 | 0.9 | 0.8 |
| Total Del/Veh (s) | 51.1 | 25.0 | 24.6 | 32.2 | 13.0 | 7.1 | 0.4 | 0.2 | 3.1 | 1.2 | 0.8 | 4.4 |

Total Network Performance

| | |
|--------------------|-----|
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 5.2 |

Intersection: 2: Silver Star Rd & Phoenix Dr/Bates Rd

| Movement | EB | WB | NB | SB |
|-----------------------|-------|-------|------|-------|
| Directions Served | LTR | LTR | L | LTR |
| Maximum Queue (m) | 72.3 | 20.5 | 14.6 | 8.4 |
| Average Queue (m) | 17.8 | 3.0 | 8.3 | 0.3 |
| 95th Queue (m) | 44.2 | 11.0 | 14.4 | 2.9 |
| Link Distance (m) | 132.6 | 106.4 | | 141.7 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (m) | | | 30.0 | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 0

HCM Unsignalized Intersection Capacity Analysis 2: Silver Star Rd & Phoenix Dr/Bates Rd

03-09-2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | | |  | |
| Traffic Volume (veh/h) | 33 | 1 | 181 | 17 | 1 | 3 | 212 | 243 | 14 | 4 | 753 | 41 |
| Future Volume (Veh/h) | 33 | 1 | 181 | 17 | 1 | 3 | 212 | 243 | 14 | 4 | 753 | 41 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.75 | 0.25 | 0.85 | 0.38 | 0.25 | 0.25 | 0.95 | 0.95 | 0.25 | 0.50 | 0.95 | 0.75 |
| Hourly flow rate (vph) | 44 | 4 | 213 | 45 | 4 | 12 | 223 | 256 | 56 | 8 | 793 | 55 |
| Pedestrians | | 2 | | | | | | | | | | |
| Lane Width (m) | | 3.6 | | | | | | | | | | |
| Walking Speed (m/s) | | 1.0 | | | | | | | | | | |
| Percent Blockage | | 0 | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1554 | 1596 | 822 | 1782 | 1596 | 284 | 850 | | | 312 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1554 | 1596 | 822 | 1782 | 1596 | 284 | 850 | | | 312 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 35 | 95 | 43 | 0 | 95 | 98 | 72 | | | 99 | | |
| cM capacity (veh/h) | 67 | 76 | 373 | 20 | 76 | 755 | 787 | | | 1248 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 261 | 61 | 223 | 312 | 856 | | | | | | | |
| Volume Left | 44 | 45 | 223 | 0 | 8 | | | | | | | |
| Volume Right | 213 | 12 | 0 | 56 | 55 | | | | | | | |
| cSH | 204 | 27 | 787 | 1700 | 1248 | | | | | | | |
| Volume to Capacity | 1.28 | 2.27 | 0.28 | 0.18 | 0.01 | | | | | | | |
| Queue Length 95th (m) | 105.3 | 55.3 | 8.8 | 0.0 | 0.1 | | | | | | | |
| Control Delay (s) | 203.1 | 894.7 | 11.4 | 0.0 | 0.2 | | | | | | | |
| Lane LOS | F | F | B | | A | | | | | | | |
| Approach Delay (s) | 203.1 | 894.7 | 4.7 | | 0.2 | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 64.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 78.5% | | ICU Level of Service | | | | | D | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

2: Silver Star Rd & Phoenix Dr/Bates Rd Performance by movement

| Movement | EBL | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR | All |
|--------------------|-------|------|------|------|------|-----|-----|-----|-----|-----|------|
| Denied Del/Veh (s) | 3.1 | 2.4 | 0.2 | 0.1 | 3.5 | 0.6 | 0.6 | 0.8 | 0.8 | 0.8 | 1.4 |
| Total Del/Veh (s) | 119.6 | 93.4 | 65.2 | 52.7 | 11.0 | 0.5 | 0.4 | 3.4 | 1.9 | 1.0 | 17.0 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.4 |
| Total Del/Veh (s) | 17.9 |

Intersection: 2: Silver Star Rd & Phoenix Dr/Bates Rd

| Movement | EB | WB | NB | SB |
|-----------------------|-------|-------|------|-------|
| Directions Served | LTR | LTR | L | LTR |
| Maximum Queue (m) | 137.2 | 27.5 | 50.9 | 6.4 |
| Average Queue (m) | 56.6 | 5.0 | 16.7 | 0.4 |
| 95th Queue (m) | 133.9 | 16.5 | 30.3 | 3.1 |
| Link Distance (m) | 132.6 | 106.4 | | 141.7 |
| Upstream Blk Time (%) | 12 | | | |
| Queuing Penalty (veh) | 0 | | | |
| Storage Bay Dist (m) | | | 30.0 | |
| Storage Blk Time (%) | | | 1 | |
| Queuing Penalty (veh) | | | 2 | |

Network Summary

Network wide Queuing Penalty: 2



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Lydia Korolchuk
Manager, Current Planning

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: April 22, 2024
REPORT DATE: April 4, 2024
FILE: 3340-20 (OCP00095 / ZON00409)

SUBJECT: OFFICIAL COMMUNITY PLAN AND ZONING AMENDMENT APPLICATIONS FOR
6092 OKANAGAN LANDING ROAD

PURPOSE:

To present for Council’s consideration, an amendment to the Official Community Plan future land use designation from PUBINS - Public & Institutional to RMD - Residential Medium Density and rezoning from P3 - Private Institutional to RH1 - Low Rise Apartment Residential for the property located at 6092 Okanagan Landing Road, in order to permit a new multi-residential housing development.

RECOMMENDATION:

THAT Council support, in principle, Official Community Plan Amendment Application 00095 (OCP00095) to amend the Official Community Plan land use designation from PUBINS - Public & Institutional to RMD - Residential Medium Density for the property at Lot 1, District Lot 66, ODYD, Plan KAP92604 (6092 Okanagan Landing Road), as shown in Attachment 1 and outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 6092 Okanagan Landing Road” dated April 4, 2024 and respectfully submitted by the Current Planner;

AND FURTHER, that Council support presenting the proposed Official Community Plan Amendment Application at a public open house in order to seek public input prior to the Public Hearing;

AND FURTHER, that Council support, in principle, Rezoning Application 00406 (ZON00406) to rezone from P3 - Private Institutional to RH1 - Low Rise Apartment Residential the property at Lot 1, District Lot 66, ODYD, Plan KAP92604 (6092 Okanagan Landing Road), as shown in Attachment 2.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support Official Community Plan Amendment Application 00095 (OCP00095) to amend the Official Community Plan land use designation from PUBINS - Public & Institutional to RMD - Residential Medium Density and rezoning application 00406 (ZON00406) to rezone from P3 - Private Institutional to RH1 - Low Rise Apartment Residential for the property at Lot 1, District Lot 66, ODYD, Plan KAP92604 (6092 Okanagan Landing Road), as outlined in the report titled “Official Community Plan and Zoning Amendment Applications for 6092 Okanagan Landing Road” dated April 4, 2024 and respectfully submitted by the Current Planner.

Note: This alternative does not support the OCP and rezoning amendment applications. The property would retain the existing designations.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. Project Overview

The applicant is requesting an Official Community Plan (OCP) and Zoning Bylaw amendment for the subject property at 6092 Okanagan Landing Road, in the Okanagan Landing East neighbourhood. The parcel is located to the southeast of the Vernon Regional Airport (Figures 1 and 2). Refer to Attachment 3 for the Project Rationale submitted by the applicant.

2. Background

In 2017, Council supported applications to amend the OCP Future Land Use designation from RLD – Residential Low Density to PUBINS – Public & Institutional and rezoning from A3 – Rural Small Holdings to P3 – Private Institutional in order to accommodate a seniors' supportive housing development. See Attachments 1 and 2.

3. The project did not proceed at that time and due to current changing market conditions, the applicant is seeking to revise the application to appeal to a wider demographic.

4. The applicant has suggested that the proposal would remain similar in nature to the building design and overall density of the previously approved development applications. This would be reviewed through the Development Permit application process.



Figure 1: Property Location Map



Figure 2: Aerial View of Property

The primary change is to the building tenure with the provision of purpose-built rental housing that is available to a broader market. By changing the OCP and Zoning designations, affordable rental housing options would be made available to not only seniors, but to young professionals and families as well. This change would provide a more diverse housing development that integrates seniors into the community rather than isolating them. A Housing Agreement would be required through the Development Permit process to ensure the rental tenancy for the site.

5. The city's future growth will see increased density focused within Development District 1 (City Centre) and Development District 2 (Neighbourhood). Growth within Development District 3 (Hillside Residential and Agricultural) will be focused to key areas primarily adjacent to arterial roadways. This will be reflected in the Official Community Plan update that is currently underway.

6. The rear of the property is adjacent to an environmentally sensitive area (Vernon Creek). As part of the previous applications, the highly sensitive areas of the parcel were dedicated to the City of Vernon and a statutory right of way was registered for the portion of land located to the south of Vernon Creek for the purpose of a public trail access.
7. The property is vacant as the existing buildings were demolished as part of the original application approvals. There has been recent ground work occurring as site preparations for the project proposal.

| | Zoning | Existing Use |
|--------------|--|---|
| North | I1 - Light Industrial I2 - Airport Industrial | Various industrial uses/ businesses including outdoor storage |
| East | A3 - Rural - Small Holdings | Single detached housing |
| South | P1 - Parks and Open Space A3 - Rural - Small Holdings | Vernon Creek Single detached housing |
| West | A3 - Rural - Small Holdings | Single detached housing |

Table 1: Surrounding Properties - Zoning & Actual Use

8. Administration supports the OCP and rezoning amendment applications for the following reasons:

The development:

- adds density to an area that will be targeted in the OCP update for increased density and redevelopment as it is located on an arterial road, provides easy access to transit, amenities and services and to job opportunities in the area;
- adds to the rental housing pool within the City of Vernon and provides housing opportunities to a wider range of the population; and
- will provide further opportunities to protect the environmentally sensitive area adjacent to Vernon Creek through the Development Permit process.

C. Attachments:

- Attachment 1 - OCP Map
- Attachment 2 - Zoning Map
- Attachment 3 - Applicant Letter of Rationale

D. Council's Strategic Plan Alignment

- | | |
|---|--|
| <input type="checkbox"/> Governance & Organizational Excellence | <input checked="" type="checkbox"/> Livability |
| <input checked="" type="checkbox"/> Recreation, Parks & Natural Areas | <input checked="" type="checkbox"/> Vibrancy |
| <input type="checkbox"/> Environmental Leadership | <input type="checkbox"/> Not Applicable |

E. Relevant Policy/Bylaws/Resolutions:

1. Official Community Plan Bylaw 5470:
 - Current OCP Designation: PUBINS - Public & Institutional
 - Proposed OCP Designation: RMD - Residential Medium Density
 - Development District #3 - Hillside Residential and Agricultural District
2. Zoning Bylaw 5000:
 - Current Zoning: P3 - Private Institutional
 - Proposed Zoning: RH1 - Low Rise Apartment Residential

3. Local Government Act:

- Division 3 - Public Hearings on Planning and Land Use Bylaws
- Sec. 464 - Requirement for a public hearing before adopting a bylaw

BUDGET/RESOURCE IMPLICATIONS:

N/A

FINANCIAL IMPLICATIONS:

- None
 Budget Previously Approved
 New Budget Request
 (Finance Review Required)

Prepared by:

X 
 Lydia Korolchuk
 Manager, Current Planning

X 
 Terry Barton, Director
 Planning and Community Services

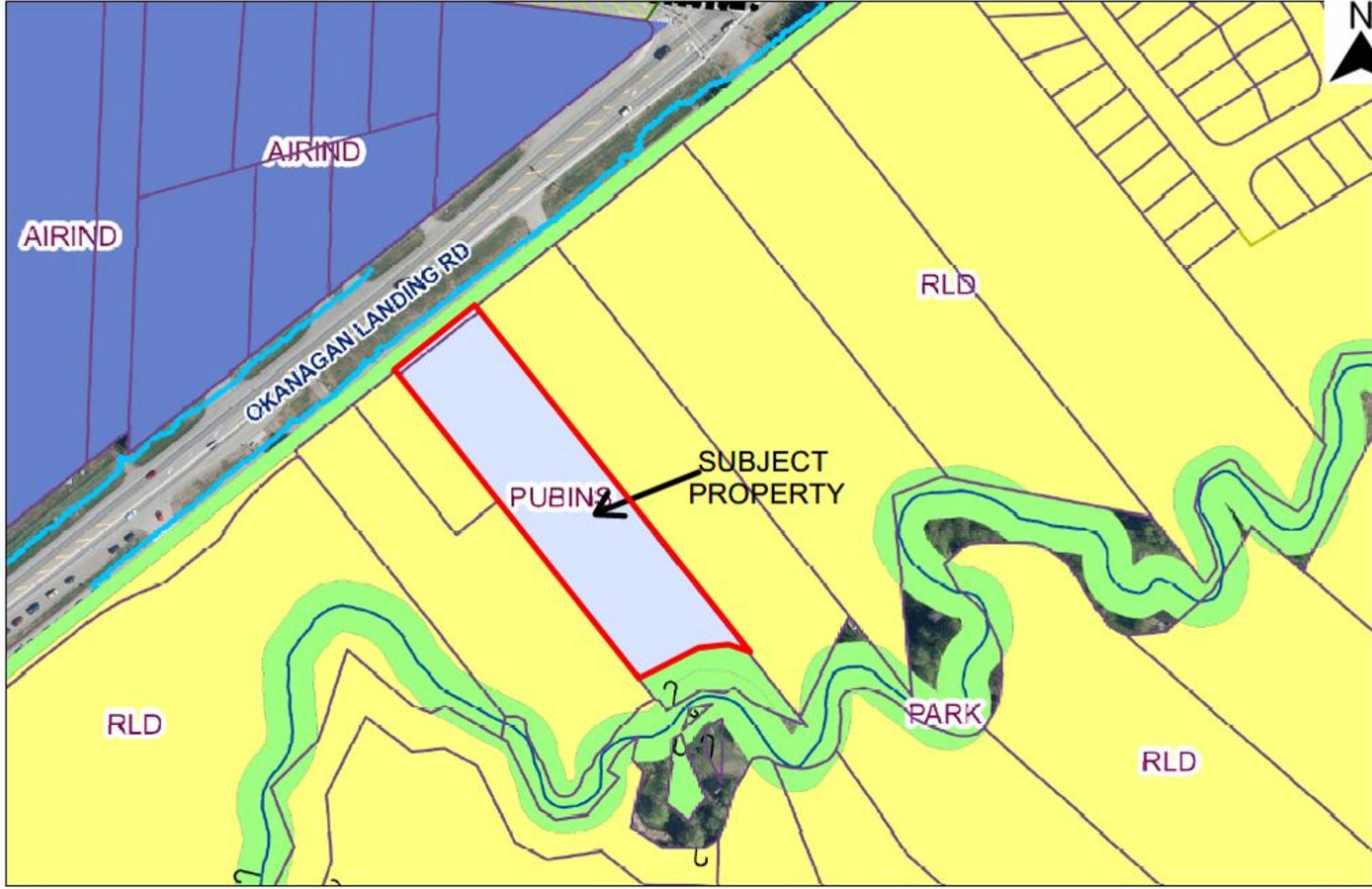
Approved for submission to Council:

X 
 Patricia Bridal, CAO

Date: April 15, 2024

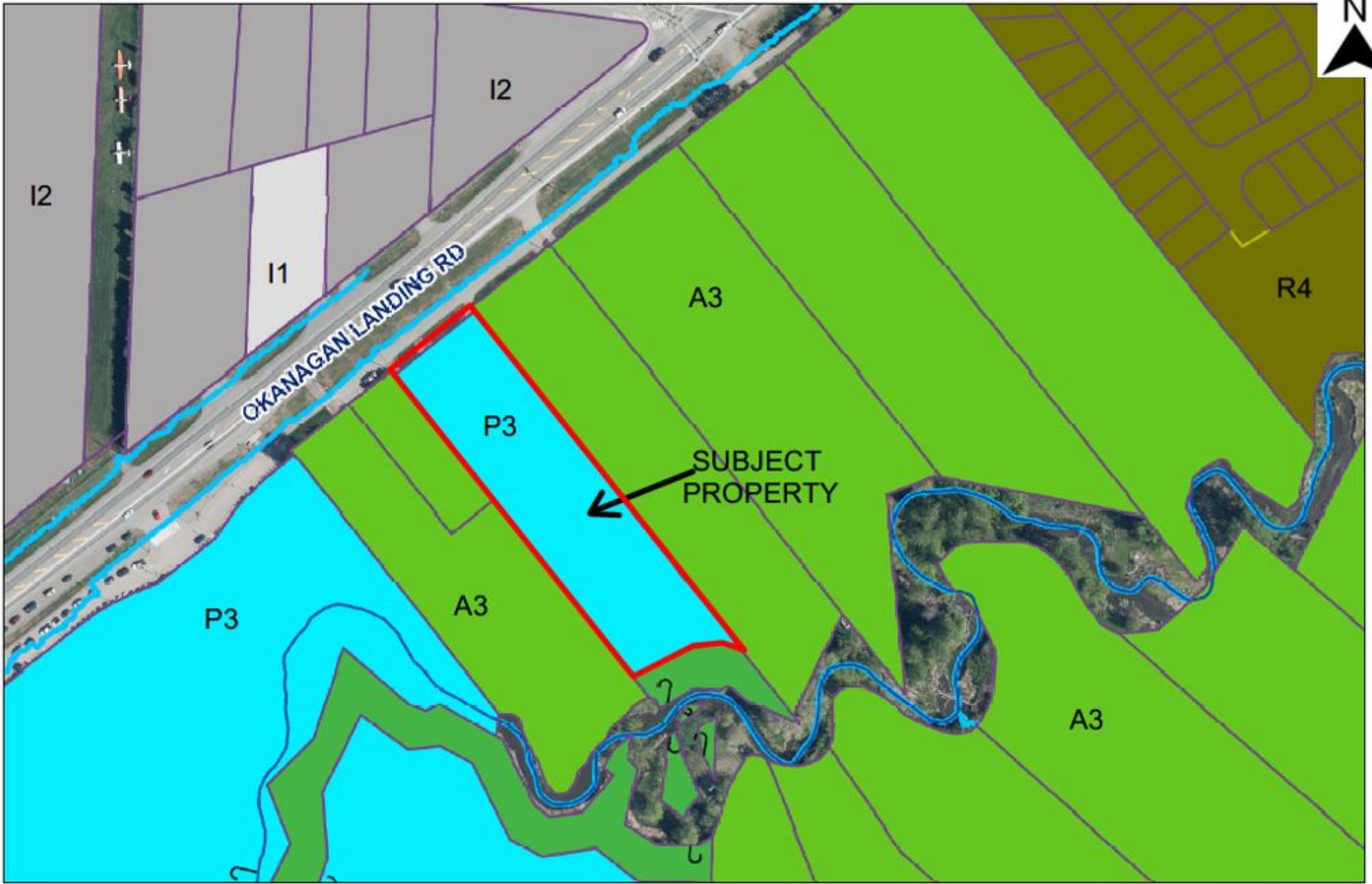
REVIEWED WITH

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



- RLD – Residential Low Density
- AIRIND – Airport Industrial
- PUBINS – Public & Institutional
- PARK – Parks & Open Space

OCP Designation



- A3 – Rural Small Holdings**
- R4 – Small Lot Residential**
- I1 – Light Industrial**
- I2 – Airport Industrial**

- P1 – Parks & Open Space**
- P3 – Private Institutional**

Attachment 2



City of Vernon
Planning Department
Vernon, BC

July 21, 2023

Attention: Roy Nuriel
Barbara Everdene
Michelle Austin

Dear members of the Planning Department,

RE: Official Community Plan Amendment – Proposal for Zoning Change

I am writing to formally submit an application for an Official Community Plan Amendment to change the land use on a development property in the City of Vernon. The purpose of this proposal is to request a zoning change from the current P3 seniors care services designation to a multifamily zoning classification. This amendment aims to address the pressing need for attainable rental housing while incorporating sustainable and community-oriented features, including organic gardens for the benefit of the residents.

Our project represents a significant opportunity to align with the City of Vernon's overall housing strategy and contribute to the realization of its goals. The following rationale outlines the key reasons why this amendment should be considered favorably:

1. Meeting the Housing Needs: The City of Vernon, like many other communities, faces a critical shortage of affordable rental housing options. By rezoning the property to allow for multifamily development, we aim to create a diverse housing stock that caters to the needs of various demographic groups, including seniors, young professionals, and families. This zoning change would ensure that residents from different walks of life can find suitable and affordable housing in our community.

After the pandemic, it became abundantly clear that many seniors in our communities are facing severe loneliness. Increasing evidence demonstrates that social isolation has a detrimental impact on individual's health and well-being. Studies have found that social isolation and loneliness are major risk factors that have been linked with poor physical and mental health status: increased blood pressure, heart disease, obesity, diminished immune system functioning, depression, anxiety, poorer cognitive functioning, increased risk of Alzheimer's disease, and mortality. Social isolation has been associated with an approximately 50% increased risk of developing dementia, a 29% increased risk of incident coronary heart disease and a 32% increased risk of stroke.

<https://ghrp.biomedcentral.com/articles/10.1186/s41256-020-00154-3>

A google search for "research on seniors isolation during covid" yields 201,000 results, with report after report confirming the above data and highlighting the severe and critical exacerbation of these issues through the pandemic. Seniors living in isolation is a real problem.



Western societies are one of the only places we see this cultural trend of, for lack of a more eloquent way of saying it, depositing our elderly in isolating and homogenous demographic homes to be visited on occasion, outsourcing their care to third parties.

One of the major take aways from the covid-19 pandemic is that we have to change the way we are thinking about how we take care of our elderly. By creating a more multi-faceted community building, we can ensure seniors are integrated into community networks, rather than isolated from them.

2. Supporting the Housing Continuum: As per the City's housing strategy, it is essential to provide housing options that cater to different stages of life. Our proposed development will include amenities and features that are conducive to seniors while also attracting young professionals and families. The proximity of the building location to more comprehensive seniors care facilities that include assisted living and more critical care allows seniors to age in place within their own neighbourhood. Being able to consider potentially transitioning to Creekside Manor, the neighbouring care facility, located on the same block. This approach aligns with the City's vision of a well-rounded and inclusive community, ensuring that individuals can age in place and families can grow within the same neighborhood.

3. Sustainable and Community-Oriented Design: Our proposal goes beyond the mere provision of housing units. We are committed to integrating organic gardens within the development, which will serve as a valuable resource for residents. These gardens will not only promote healthy eating habits but also foster a sense of community, as residents can engage in gardening activities and share the harvest. This sustainable and community-oriented design aligns with the City's goals of promoting healthy living and fostering a strong sense of belonging within neighborhoods.

We have to start innovating in building design – thinking of the environment, the wellbeing of the residents, the building efficiencies and the ability to reduce everyone's carbon footprint as part of an overall picture. Housing should be more than a building, it should incorporate a nourishing lifestyle, that benefits the residents, the environment and the community.

Getting our hands in the dirt, sharing in community, feeling good about our decisions and reduction of our footprint on the planet, sharing a communal meal and sharing of our wisdom and knowledge – old to young – is all part of an integrated community and a healthy lifestyle.

4. Economic and Social Benefits: The proposed zoning change will have a positive impact on the local economy. The construction of the development will create jobs and generate economic activity in the region. Additionally, by providing attainable rental housing options, our project will attract and retain a skilled workforce, supporting local businesses and encouraging economic growth. Moreover, the inclusion of organic gardens will contribute to food security, improve the overall well-being of residents, and promote a sustainable lifestyle.

5. Use Change Not Density Change: We know our request for RH1 zoning is outside of the COV current OCP, but so is our current P3 zoning. We are not asking for an increase in density, just a shift in use.

Our new request for an OCP amendment does not contemplate an increase in density at all, but merely a shift in building use to adapt to the changing situation as a result of the shifting demographic needs of the community.



ZEN
GROUP

The building use is still focused on seniors active, affordable, living, but in a mixed-use, community oriented building with younger individuals as well, rather than a homogenized setting, to allow for more community integration and to adapt to the dramatic shift in market conditions.

6. Seniors Care Services: The site was rezoned P3 almost 10 years ago now and we have struggled since that time to secure an appropriate seniors housing care facility operator for the site. This issue has continued to today as the site has some limitations that have prevented it from being attractive to a housing operator. It's proximity to Creekside seniors facility, which is currently expanding another 96 beds, further exacerbates this issue as the market saturation for seniors care facility beds is already met in this area.

7. Attainable Housing: We would consider as part of the rezoning efforts dedicating a percentage of the units for attainable housing, to meet the needs of seniors in the community that are struggling with the dramatically increasing rental housing market in bachelor/studio or 1 bedroom units. This would be a discussion with the COV to balance density with project feasibility and community needs being addressed. We would be open to a dedication of 10% of the future density towards attainable housing for the City of Vernon, and would enter into a Housing Agreement for same.

In conclusion, we believe that the proposed Official Community Plan Amendment to change the land use zoning is aligned with the City of Vernon's overall housing strategy and will significantly contribute to meeting the community's needs. Our development will provide much-needed attainable rental housing options while incorporating sustainable and community-oriented features such as organic gardens. We kindly request the Planning Department's careful consideration and approval of our application to bring this project to fruition.

Thank you for your time and attention. We look forward to the opportunity to present our proposal in detail and address any questions or concerns you may have.

Sincerely,

889769 BC Ltd

Per: *Krystine McInnes*
Krystine McInnes



THE CORPORATION OF THE CITY OF VERNON

MEMORANDUM

TO: Patti Bridal, Chief Administrative Officer **FILE:** 5700-04

PC: James Rice, Director, Operations **DATE:** April 2, 2024
Debra Law, Director, Financial Services

FROM: Trevor Scott, Manager, Infrastructure Projects

SUBJECT: REALLOCATION OF INFRASTRUCTURE PROGRAM FUNDING

The purpose of this memorandum is to obtain Council authorization to delay the construction of Pleasant Valley Road at 39th Avenue – Roundabout Project 2024-08 (Attachment 1) until 2025, and proceed with Phase 3 of the 32nd Avenue – 15th Street to 18th Street Reconstruction Project 2024-24 (Attachment 2) in 2024.

The construction of the Pleasant Valley Road at 39th Avenue project requires relocation of BC Hydro powerlines. The original design concept for this relocation has changed and is now significantly more complex. BC Hydro is doing their best to expediate the design to mitigate schedule delays but is still developing the final plans for this revised concept. At this time, it is not practical to expect that this project would be completed before the fall, prior to the end of paving season, and would result in traffic challenges over the winter.

To minimize disruption to the community, Administration is recommending that Council consider delaying the construction of the Pleasant Valley Road at 39th Avenue project until the spring of 2025.

There is an opportunity to reallocate funding from the Pleasant Valley Road at 39th Avenue – Roundabout project to the final Phase 3 of the 32nd Avenue corridor completing that work one year early in 2024. The reallocation of funding would include a portion of the Growing Communities fund (\$2,150,000) that would be replaced with the Infrastructure Levy and Infrastructure Reserve in 2025.

Figure 1 shows the project phasing for the 32nd Avenue corridor from Pleasant Valley Road to 15th Street. The construction contract for Phase 2 of the project (2024-09) 32nd Avenue Reconstruction – 20th Street to 18th Street (Attachment 3) was strategically tendered with the option of adding Phase 3 to the contract. The work currently underway on Phase 2 is progressing quickly, and the contractor has indicated their availability to complete the Phase 3 work, 32nd Avenue Reconstruction – 15th Street to 18th Street, within the 2024 construction season.

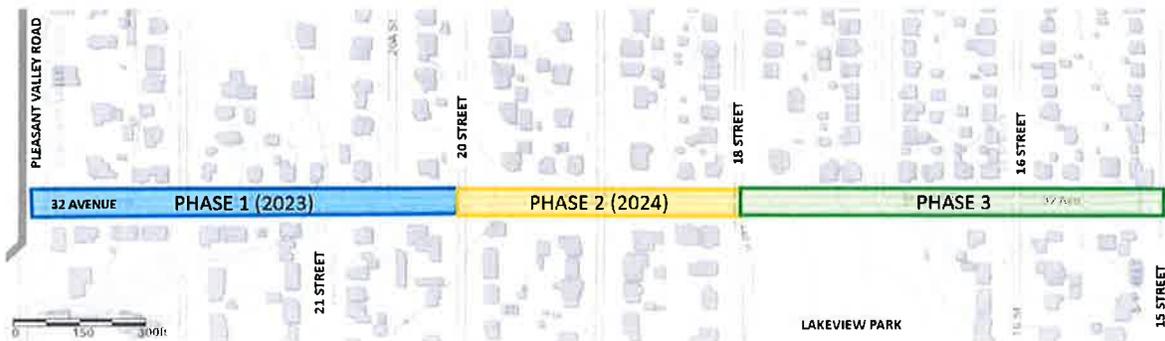


Figure 1: 32nd Avenue Phasing

The 32nd Avenue Reconstruction – 15th Street to 18th Street Reconstruction project was included in the rolling five-year infrastructure program. Figure 2 shows a typical cross section for this phase, and is consistent with Phases 1 and 2, with the addition of on-street parking at the Lakeview Park property frontage.

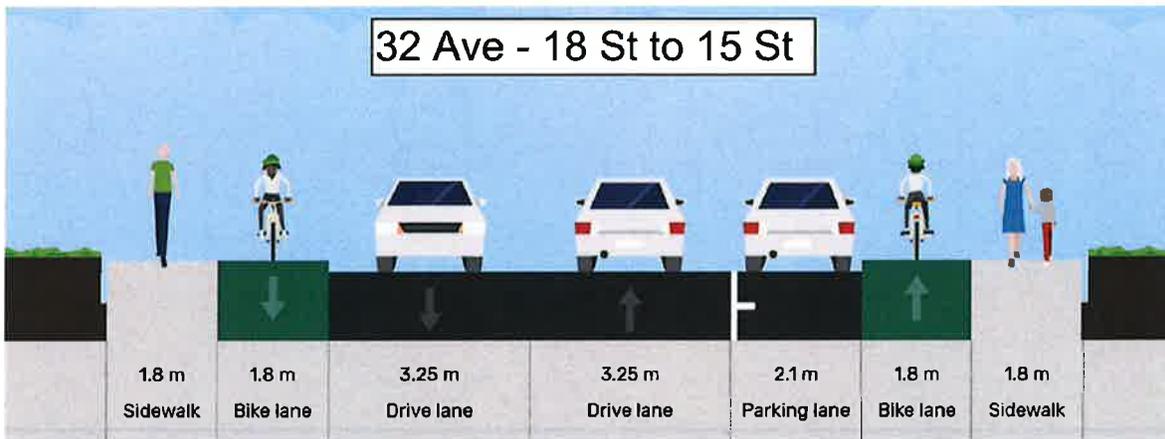


Figure 2: 32nd Avenue Phase 3 Cross-Section at Lakeview Park

Completing project 2024-02 in place of project 2024-08 is recommended due to lower overall project risk, and also has the benefit of reducing traffic disruption in the East Hill neighbourhood area in 2024 and 2025.

RECOMMENDATION:

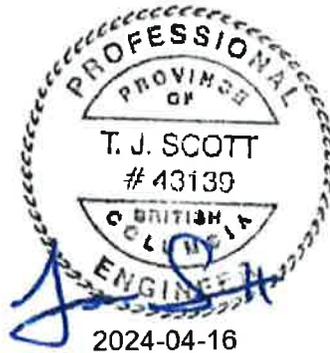
THAT Council receive the memorandum titled “Reallocation of Infrastructure Program Funding” dated April 2, 2024, and respectfully submitted by the Manager, Infrastructure Projects.

AND FURTHER, that Council direct Administration to delay the Pleasant Valley Road at 39th Avenue – Roundabout Project 2024-08 until 2025 with a change in funding at a cost not to exceed \$4,830,000 funded \$325,000 from Sewer Reserves, \$1,847,050 from Development Cost Charges, \$507,950 from the Growing Communities Fund, and \$2,150,000 from the 2025 Infrastructure Levy and Infrastructure Reserve.

AND FURTHER, that Council approve the 32nd Avenue -15th Street to 18th Street Reconstruction Project 2024-24 at a cost not to exceed \$2,550,000, funded \$2,150,000 from the Growing Communities Fund, and \$400,000 from Sanitary Reserves.

Respectfully submitted:

Trevor Scott, P.Eng.
Manager, Infrastructure Projects
Permit to Practice No. 1002911



Attachments:

- Attachment 1 – 2024-08 Pleasant Valley Road at 39 Avenue - Roundabout
- Attachment 2 – 2024-24 32nd Avenue Reconstruction – 15th Street to 18th Street
- Attachment 3 – 2024-09 32nd Avenue Reconstruction – 20th Street to 18th Street

Approved for the Agenda by the CAO

A handwritten signature in blue ink, appearing to be "K.P.", located below the approval checkbox.

ATTACHMENT 1

PLEASANT VALLEY ROAD AT 39 AVENUE— ROUNABOUT

PROJECT #2024-08



Total Capital Costs: \$ 4,830,000
Operation and Maintenance Estimated Yearly Costs: \$ 4,500

Project Summary

The general project scope includes a roundabout intersection design and construction, left turn onto 20 Street, shallow/overhead utility restoration or relocation in 39 Avenue and PV Road, new curb, gutter, retaining walls, street lighting (including pedestrian crossing flashers), associated drainage, sanitary and water works.

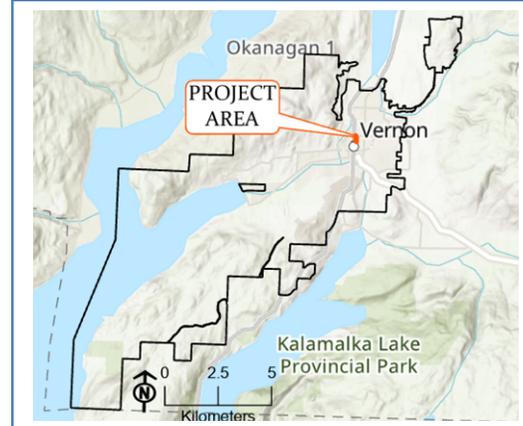
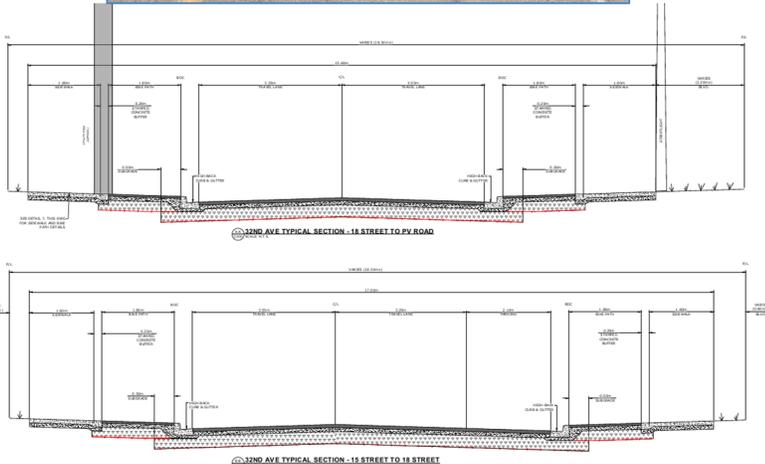
The Regional District of North Okanagan (RDNO) Greater Vernon Water (GVW), is also engaged with the same services for design and construction of the water system in the project area. The consultant will be working for both owners concurrently on the project.

The City is coordinating with adjacent properties to accommodate the roundabout.

Project funding will be split between Transportation Development Cost Charges and the Growing Communities Fund.

32nd AVENUE RECONSTRUCTION 18th STREET TO 15th STREET

PROJECT #2024-24



| | |
|--|---------------------|
| Total Capital Costs: | \$ 2,550,000 |
| Operation and Maintenance Estimated Yearly Costs: | \$ 10,000 |

Project Summary

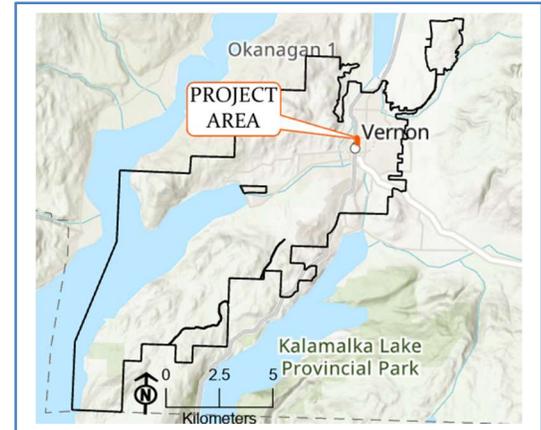
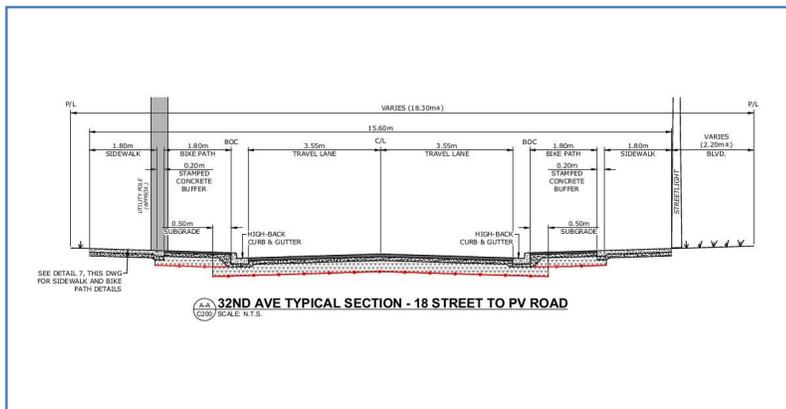
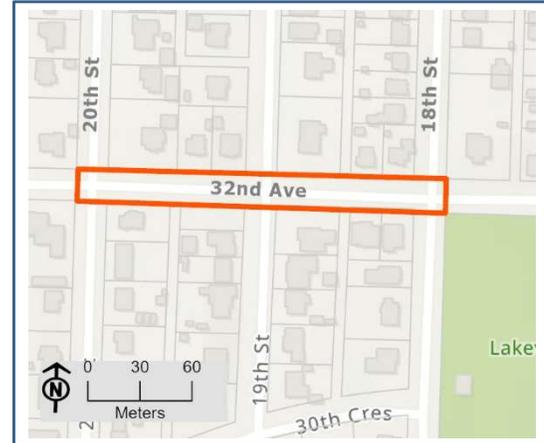
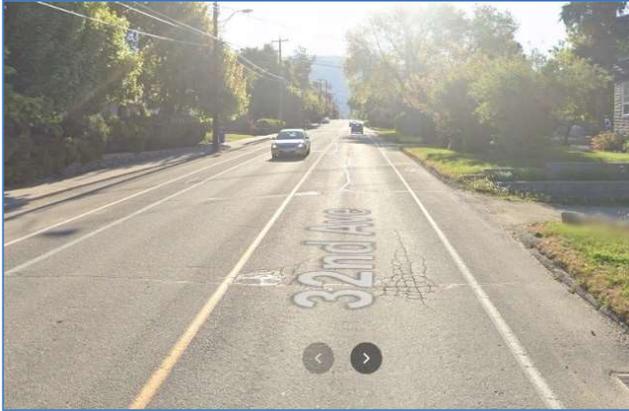
The project scope includes, sanitary and storm main replacement on 32nd Avenue from 18th Street to 15th Street, new curb, gutter, sidewalk, associated drainage, water and sanitary services. The cross section will be modified from the current layout to include sidewalk on both sides of the road (currently only on the north) and moving the bike lanes to above the curb line. Parking is planned to be removed on the north side of the road to accommodate the new sidewalk. Parking is planned on the south side of the road.

RDNO will also be partnering on the project to renew water infrastructure.

32nd AVENUE RECONSTRUCTION

20th STREET to 18th STREET

PROJECT #2024-09



Total Capital Costs: **\$ 2,534,287**
Operation and Maintenance Estimated Yearly Costs: **\$ 10,000**

Project Summary

The project scope includes, sanitary and storm main replacement on 32nd Avenue from 20th Street to 18th Street, new curb, gutter, sidewalk, associated drainage, water and sanitary services. The cross section will be modified from the current layout to include sidewalk on both sides of the road (currently only on the north) and moving the bike lanes to above the curb line. Parking is planned to be removed on the north side of the road to accommodate the new sidewalk.

The water main is also being replaced in cooperation with Greater Vernon Water.



THE CORPORATION OF THE CITY OF VERNON

M E M O R A N D U M

TO: Patti Bridal, Chief Administrative Officer **FILE:** 7700-01
PC: Jason Blood, Director, Recreation Services **DATE:** April 11, 2024
FROM: Leah Walker, Manager, Customer Service - Recreation
SUBJECT: RECREATION SERVICES – 2024 FIRST QUARTER REPORT

The first quarter of 2024 saw the first phase of the implementation of the two-tier fee structure for Recreation Services and the introduction of the Vernon Resident Pass for those who are residents of the City of Vernon and those who's municipalities have entered in to a fee for service with the City. Currently, those communities are the District of Coldstream, Areas B & C of the Regional District of the North Okanagan. This quarter saw the Recreation Clerks issue over 3,000 Vernon Resident Passes, which involved verifying residency for each individual. This was a huge undertaking for the clerks and they did it efficiently and effectively. The issuing of the Vernon Resident Pass was over and above regular pass sales.

There was a decrease in Vernon Aquatic Centre drop-in participation in the first quarter of 2024, as well as a decrease in membership sales, over the first quarter of 2023. Though it is unknown if the total decrease in attendance and membership sales is due to the implementation of the two-tier system, it is a contributing factor.

Recreation Services hosted many community events this quarter, the majority of which saw their largest crowds in recent history. Recreation Services programs and facilities continue to be vibrant and safe spaces for all community members.

RECOMMENDATION:

THAT Council receive for information the memorandum titled "Recreation Services - 2024 First Quarter Report" and the accompanying presentation, dated April 11, 2024 and respectfully submitted by the Manager, Customer Service - Recreation.

Respectfully Submitted:

Leah Walker

Attachment 1 – 2024 First Quarter PowerPoint Presentation

Approved for the Agenda by the CAO

**THROUGH RECREATION WE
IMPROVE QUALITY OF LIFE**

ACTIVATE LIFE  

Recreation Services Winter 2024 Quarterly Report



Programs Participants

1,127 - Swim Lessons
300 - School Lessons
108 - Lifesaving

2023

1478 - Swim Lessons
407 - School Lessons
116 - Lifesaving



Father and daughter enjoying their parented swim lesson.



Aquatic Centre Programs

Aquatics
RECREATION SERVICES

Aqua Awareness

112 AquaDapt
5 Paraswimmers

2023

56 AquaDapt
3 Paraswimmers



Student Participating in SD22 Adapted Swim Program.



Aquatic Centre Programs

Aquatics
RECREATION SERVICES

Vernon Aquatic Centre

Masters/VKSC Swim Meet

Jan 14th, 2024

Jopo Swim

Feb 4th, 2024

Teen Swim

Feb 9th, 2024

Family Day Swim

Feb 25th, 2024



Swimmers playing with balloons as part of Jopo Swim Activities.



Seasonal Events

Aquatics
RECREATION SERVICES

Playschool

109 Participants
9 Activities

2023

147 participants
12 activities



Kidnastics Class in the Dogwood Gym



Playschool Gym

Recreation Programs
RECREATION SERVICES

Youth Programs & Camps

88 Participants
9 Activities

2023

107 participants
15 activities



Camp Activity in the Auditorium



Youth Programs

Recreation Programs
RECREATION SERVICES

Youth Sports

Drop-in Sports

265 User Visits

2023 430 User Visits

Sports Skills

127 Participants

11 Sports

2023 112 Kids 8 Sports

Skating Lessons

146 Kids 15 Classes

2023 168 Kids 21 Classes



Skating Lessons – Kal Tire Place North



Youth Sports

Recreation Programs

RECREATION SERVICES

Teen Night

50 Participants

7 Activity Stations

Through funding support
from the North Okanagan
Optimist Club



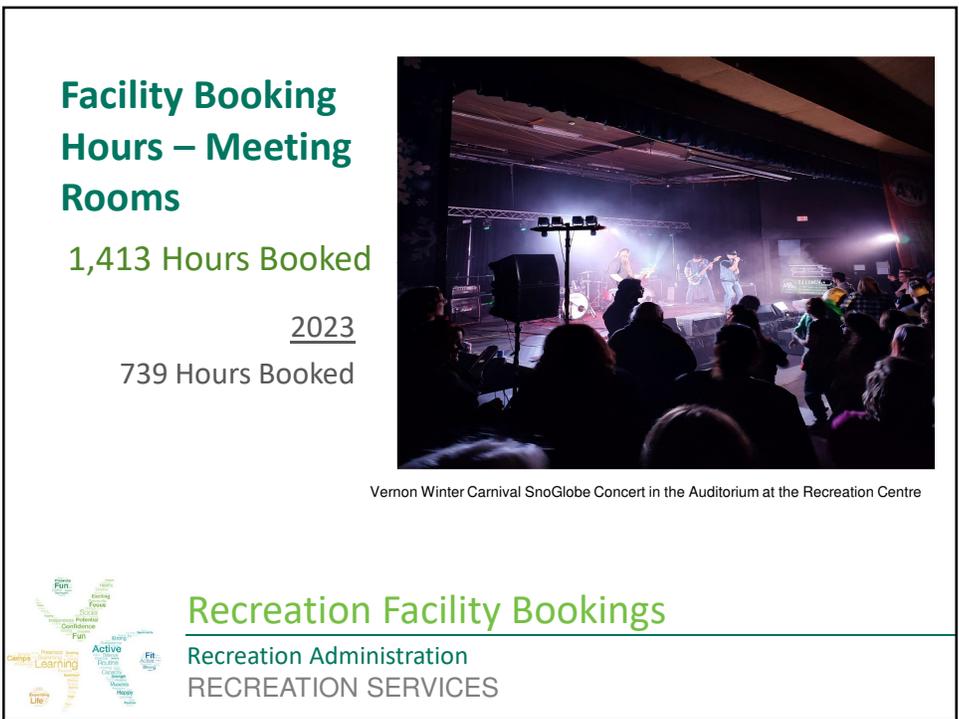
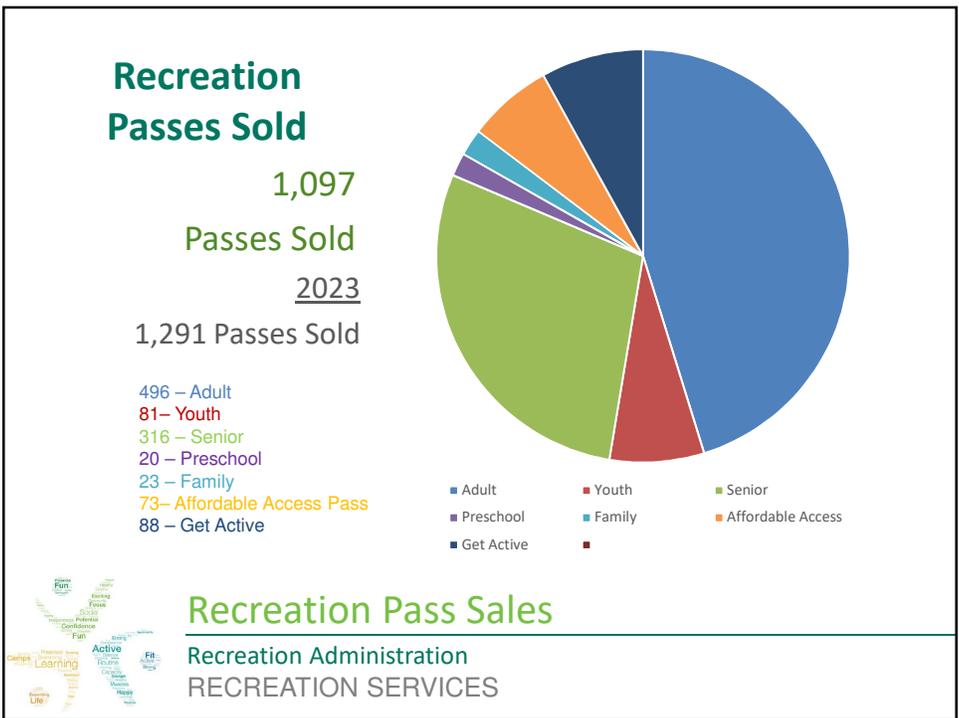
Teen Night Activity in the Auditorium



Special Events and Activities

Recreation Programs

RECREATION SERVICES



Facility Booking Events

29 Major Events

2023

23 Major Events



Balloon Glow at Kal Tire Place North



Recreation Facility Bookings

Recreation Administration
RECREATION SERVICES



THE CORPORATION OF THE CITY OF VERNON

MEMORANDUM

TO: Patti Bridal, Chief Administrative Officer **FILE:** 1855-20

PC: Mike Walroth, Deputy Chief Emergency Management **DATE:** April 2, 2024

FROM: Sue Saunders, Emergency Program Coordinator

SUBJECT: **UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND – EMERGENCY SUPPORT SERVICES EQUIPMENT AND TRAINING 2024 PROGRAM**

At their January 22, 2024 Regular meeting, Council authorized the City's application to the Union of BC Municipalities (UBCM) Community Emergency Preparedness Fund – 2024 Emergency Support Services Equipment and Training 2024 Program through the following resolution:

THAT Council authorize Administration to apply for a \$30,000 grant from the *UBCM Community Emergency Preparedness Fund – Emergency Support Services Equipment and Training 2024 Program*, as attached to the report of the same title, dated January 9, 2024 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.

On February 25, 2024, Administration was informed by UBCM, in confidence until March 29, 2024, that the City was successful in its grant application for the total of \$30,000 for the purchase of Emergency Support Services equipment and training (Attachment 1).

RECOMMENDATION:

THAT Council receive the memorandum titled "UBCM Community Emergency Preparedness Fund – Emergency Support Services Equipment and Training 2024 Program" dated April 2, 2024 and respectfully submitted by the Emergency Program Coordinator;

AND FURTHER that Council authorize the expenditure of the \$30,000 grant received from the 2024 Emergency Support Services Equipment and Training Program, funded entirely from the Provincial Community Emergency Preparedness Fund, for the project 'Vernon Emergency Support Services Preparedness'.

Respectfully submitted:

Sue Saunders

Digitally signed by: Sue Saunders
 DN: CN = Sue Saunders OU = COV
 Users, Fire_Rescue_Services
 Date: 2024.04.15 11:54:05 -07'00'

Sue Saunders, Emergency Program Coordinator

Attachment 1 – UBCM Approval Letter



Approved for the Agenda by the CAO



February 26, 2024

Patti Bridal, CAO
City of Vernon
3400 - 30th Street
Vernon, BC V1T 5E6

Reference: LGPS-10317

**Re: 2024 Emergency Support Services Equipment and Training – CONFIDENTIAL
Approval Agreement & Terms and Conditions of Funding**

Dear Ms. Bridal,

Thank you for submitting an application, dated January 6, 2024, for the 2024 Emergency Support Services Equipment and Training funding stream under the Community Emergency Preparedness Fund.

I am pleased to inform you **in confidence** that your project, *Vernon Emergency Support Services Preparedness*, has been recommended for funding. A grant in the amount of \$30,000.00 has now been approved.

As outlined in the *Program and Application Guide*, grant payments will be issued when the approved project is complete and UBCM has received and approved the required final report and financial summary.

The Ministry of Emergency Management and Climate Readiness has provided funding for this program and the general Terms and Conditions are attached. In addition, and in order to satisfy the terms of the contribution agreement, the following requirements must be met in order to be eligible for grant payment:

- (1) This approval agreement is required to be signed by the Band Manager, CAO, or designate and returned to UBCM within 30 days of the date of this letter;
- (2) To provide the Province of BC with the opportunity to make announcements of funding approvals under this program, please keep information regarding this funding approval **in confidence until March 29, 2024.**
- (3) The funding is to be used solely for the purpose of the above-named project and for the expenses itemized in your approved application and budget;
- (4) All expenditures must meet eligibility and funding requirements as defined in the *Program and Application Guide* (refer to Sections 4-6);
- (5) All project activities must be completed within one year and no later than February 26, 2025;
- (6) The final report is required to be submitted to UBCM within 30 days of project end date and no later than March 26, 2025;

The Community Emergency Preparedness Fund is funded by the Province of BC

- (7) Any unused funds must be returned to UBCM within 30 days following the project end date.

Please note that descriptive information regarding successful applicants and projects will be posted on the UBCM and/or provincial government websites, or shared through provincial governments news releases or events, and all interim, progress and/or final report materials will be made available to the provincial government.

I would like to congratulate you for responding to this opportunity support emergency preparedness and resiliency in your community.

If you have any questions, please contact 250-952-9177 or cepf@ubcm.ca.

Sincerely,



Sasha Prynne
Program Officer

cc. Sue Saunders, Emergency Program Coordinator, City of Vernon

Reference: LGPS-10317

Approval Agreement (to be signed by the Band Manager, CAO, or designate)

I, _____, authorized designate of the City of Vernon, have read and agree to the general Terms and Conditions and the requirements for funding under the **2024 Emergency Support Services Equipment and Training** funding stream of the Community Emergency Preparedness Fund.

Signature

Date

Please return an electronic copy of this signed Approval Agreement to cepf@ubcm.ca.



THE CORPORATION OF THE CITY OF VERNON

MEMORANDUM

TO: Patti Bridal, Chief Administrative Officer **FILE:** 1970-13
PC: Elma Hamming, Director, Financial Services **DATE:** April 12, 2024
FROM: Rena Crosson, Manager, Financial Operations
SUBJECT: DOWNTOWN VERNON ASSOCIATION – 2024 BUDGET

The Downtown Vernon Association (DVA) has submitted their 2024 Budget (Attachment 1) as required in Bylaw #5584 - Downtown Vernon Business Improvement Area – Primary (2017-2027) and Bylaw #5585 - Downtown Vernon Business Improvement Area – Secondary (2017-2027).

As per Section 5 in Bylaw Numbers 5584 (Attachment 2) and 5585 (Attachment 3), the DVA has submitted to Council their annual budget for the calendar year which outlines revenues and expenditures related to carrying out the Business Promotion Scheme before March 31st annually.

As per Section 2, the annual levy shall be made payable to the DVA in two equal payments. The 2024 amounts to the DVA payable upon receipt of the DVA Budgets is as follows:

| | |
|----------------------|------------------|
| Primary Bylaw 5584 | \$319,876 |
| Secondary Bylaw 5585 | \$150,530 |
| Total | <u>\$470,406</u> |
| Divided by 2 | <u>\$235,203</u> |

The remaining one-half shall be issued when the DVA’s 2023 Audited Financial Statements are received by the City of Vernon and presented to Council.

RECOMMENDATION:

THAT Council receive the Downtown Vernon Association Budget for 2024, pursuant to the requirements of “The Primary BIA Establishment Bylaw Number 5584, 2016” and “The Secondary BIA Establishment Bylaw Number 5585, 2016”, as attached to the memorandum titled “Downtown Vernon Association – 2024 Budget” dated April 12, 2024, respectfully submitted by the Manager, Financial Operations;

AND FURTHER, that Council authorize administration to make payment for the initial instalment of the 2024 Business Improvement Area tax levies for the total amount of \$235,203 in accordance with Bylaws 5584 and 5585.

Respectfully submitted:

A handwritten signature in black ink, appearing to be 'S.A.', enclosed within a large, loopy oval stroke.A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal tail.

Attachment 1 – Downtown Vernon Association Signed Budget for 2024
Attachment 2 – BIA Primary Bylaw 5584
Attachment 3 – BIA Secondary Bylaw 5585



250-542-5851
 info@downtownvernon.com
 #101 - 3334 30th Avenue
 Vernon, BC V1T 2C8

Schedule 'B'

Bylaw 5584 (Primary BIA)

APPROVED BUDGET

Year ending December 31, 2024

| | |
|--|------------|
| Staff | \$194,531 |
| Office | \$69,700 |
| Advertising, Special Events, Promotion | \$98,974 |
| Parking Awareness Program | \$1,020 |
| Streetscape improvements | \$38,827 |
| Research | \$0 |
| Miscellaneous | \$0 |
| Total: | \$403,052 |
| 2024 BIA Primary BIA Levy | -\$319,876 |
| Other Funding Sources | -\$23,664 |

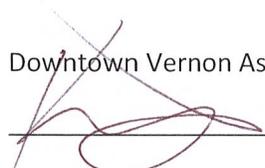
Downtown Vernon Association Executive Director – Keelan Murtagh

Downtown Vernon Association Treasurer – Jordan Kennedy

Schedule 'B'**Bylaw 5585 (Secondary BIA)****APPROVED BUDGET****Year ending December 31, 2024**

| | |
|--|------------|
| Staff | \$91,544 |
| Office | \$32,800 |
| Advertising, Special Events, Promotion | \$46,576 |
| Parking Awareness Program | \$480 |
| Streetscape improvements | \$18,272 |
| Research | \$0 |
| Miscellaneous | \$0 |
| Total: | \$189,672 |
| 2024 BIA Secondary BIA Levy | -\$150,530 |
| Other Funding Sources | -\$11,136 |

Downtown Vernon Association Executive Director – Keelan Murtagh



Downtown Vernon Association Treasurer – Jordan Kennedy



THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5584

A bylaw of the City of Vernon to re-establish a **Primary** Local Service Area
for the purpose of annually funding the
Downtown Vernon Business Improvement Area
(2017-2027)

WHEREAS Section 210 of the *Community Charter* provides Council with the authority to establish by bylaw Specified Areas for annual funding of Business Improvement Areas (BIA);

AND WHEREAS the Council of the City of Vernon has been notified by the Downtown Vernon Association (DVA) that the Association on behalf of the owners of certain properties in the downtown area wish to re-establish a **Primary** Local Service Area to enable the Association to market and promote business within that area;

AND WHEREAS the Council of the City of Vernon has mailed to the owners of the parcels liable to be specially charged, pursuant to Section 213 of the *Community Charter*, notice of Council's intention to proceed with a bylaw to establish the Downtown Vernon Association BIA for the years 2017 – 2027 in order to provide certain services, through the DVA, under a business promotion scheme;

AND WHEREAS notice of Council's intention to proceed with a bylaw to re-establish the Downtown Vernon BIA for the years 2017 – 2027 in order to enable the DVA to provide certain services under a business promotion scheme has been published in a newspaper pursuant to Section 213 of the *Community Charter*;

AND WHEREAS any petition received against the proposed work was not sufficient pursuant to Section 212 of the *Community Charter*, to prevent Council from proceeding;

NOW THEREFORE the Council of the Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

BYLAW NUMBER 5584

1. Those lands within the area shown as shaded on the map attached hereto and forming part of this bylaw as Schedule "A" are designated as a Business Improvement Area (BIA) within the meaning of the *Community Charter*, and shall be known as the **Primary Downtown Business Improvement Area**.

2. Council is hereby empowered to grant to the Downtown Vernon Association annually, for the term of this bylaw, money not exceeding the following amounts:

| YEAR | LEVY |
|------|-----------|
| 2017 | \$248,045 |
| 2018 | \$257,222 |
| 2019 | \$266,740 |
| 2020 | \$276,609 |
| 2021 | \$286,844 |
| 2022 | \$297,457 |
| 2023 | \$308,463 |
| 2024 | \$319,876 |
| 2025 | \$331,711 |
| 2026 | \$343,985 |
| 2027 | \$357,712 |

and the annual levy shall be made payable to the Downtown Vernon Association in two equal payments, annually, on January 15 and July 15 subject to submission of the annual budget and the audited financial statements as outlined in Sections 5 and 6 of this bylaw.

3. The money granted under Section 2 of this bylaw must be expended only by the Downtown Vernon Association.

4. Money granted pursuant to Section 2 of this bylaw shall be expended only for the purpose of a comprehensive and multi-faceted marketing and promotions program including, but not limited to, physical revitalization, special events coordinator, area

BYLAW NUMBER 5584

maintenance and beautification, access and parking management, business recruitment/retention, creation of promotional publications and co-op advertising opportunities, networking, education, communication and advocacy for its members, as provided in the annual budget submitted by the Downtown Vernon Association and approved by Council.

5. The Downtown Vernon Association shall submit to the Council of the City of Vernon, annually, on or before March 31, a budget for the calendar year, which outlines revenues and expenditures related to carrying out of the Business Promotion Scheme. The budget shall be in the similar form attached hereto and forming part of this bylaw as Schedule "B".

6. The Downtown Vernon Association shall submit an annual audited financial statement annually, on or before June 30, which shall be prepared in accordance with generally accepted accounting principles and shall include a Balance Sheet and a Statement of Revenue and Expenditure. The statement shall account for the money granted and approved by Council for the previous, in the manner and similar form attached hereto and forming part of this bylaw as Schedule "C"

7. The books of the Downtown Vernon Association shall be available to the City Treasurer or designate for audit purposes, if required.

8. The Downtown Vernon Association shall not incur any indebtedness or other obligations beyond each budget year.

9. There shall be levied annually against all taxable land and improvements that fall or would fall within Class 5 or 6 of the Assessments – Classes and Percentage Levels Regulation, B.C. Reg. 438/81, excluding Federal, Provincial and Municipal owned properties used for government purposes, and based on assessed values, rates sufficient to raise the annual sum in accordance with Section 2 of this bylaw.

BYLAW NUMBER 5584

10. The Downtown Vernon Association is required to take out and maintain general liability insurance in the amount of \$3,000,000.00 with the City of Vernon to be named on the insurance policy in order that the City will be advised of any changes or cancellation of the policy. The policy is to indemnify and save harmless the City of Vernon, its officials, employees and agents from and against any and all losses, claims, damages, actions or cause of action arising from the operation of a Business Improvement Area by the Downtown Vernon Association. A copy of the insurance is to be provided annually with the Annual Budget, as outlined in Section 5.

11. a) The Downtown Vernon Association is independent from the City of Vernon and shall bear all the responsibility for managing its own affairs, hiring its own employees, and paying all its own expenses including all salaries, office rent, etc., subject to the terms of this bylaw.
- b) Employees of the Downtown Vernon Association are not employed by the City of Vernon and as such, are not bound by or benefit from the terms and conditions set out in agreements made between the City of Vernon and its employees.
- c) The Downtown Vernon Association will not in any manner whatsoever commit or purport to commit the City of Vernon to the payment of any money to any person, firm or corporation.

12. This bylaw shall be effective from the date of adoption and expire December 31st, 2027.

13. This bylaw may be cited as **“The Primary BIA Establishment Bylaw Number 5584, 2016”**.

BYLAW NUMBER 5584

READ A FIRST TIME this 12 day of September, 2016.

READ A SECOND TIME this 12 day of September, 2016.

READ A THIRD TIME this 12 day of September, 2016.

IN ACCORDANCE WITH THE *COMMUNITY CHARTER*, publication of a Notice of this Bylaw was published in the **October 2, 2016 and October 9, 2016** issues of the Morning Star and within one month after the publication of the said Notice, a majority of the owners representing at least 50% of the value of the parcels that are liable to be specially charged, **failed to petition the Council** not to proceed with the program.

ADOPTED this 28 day of November, 2016.

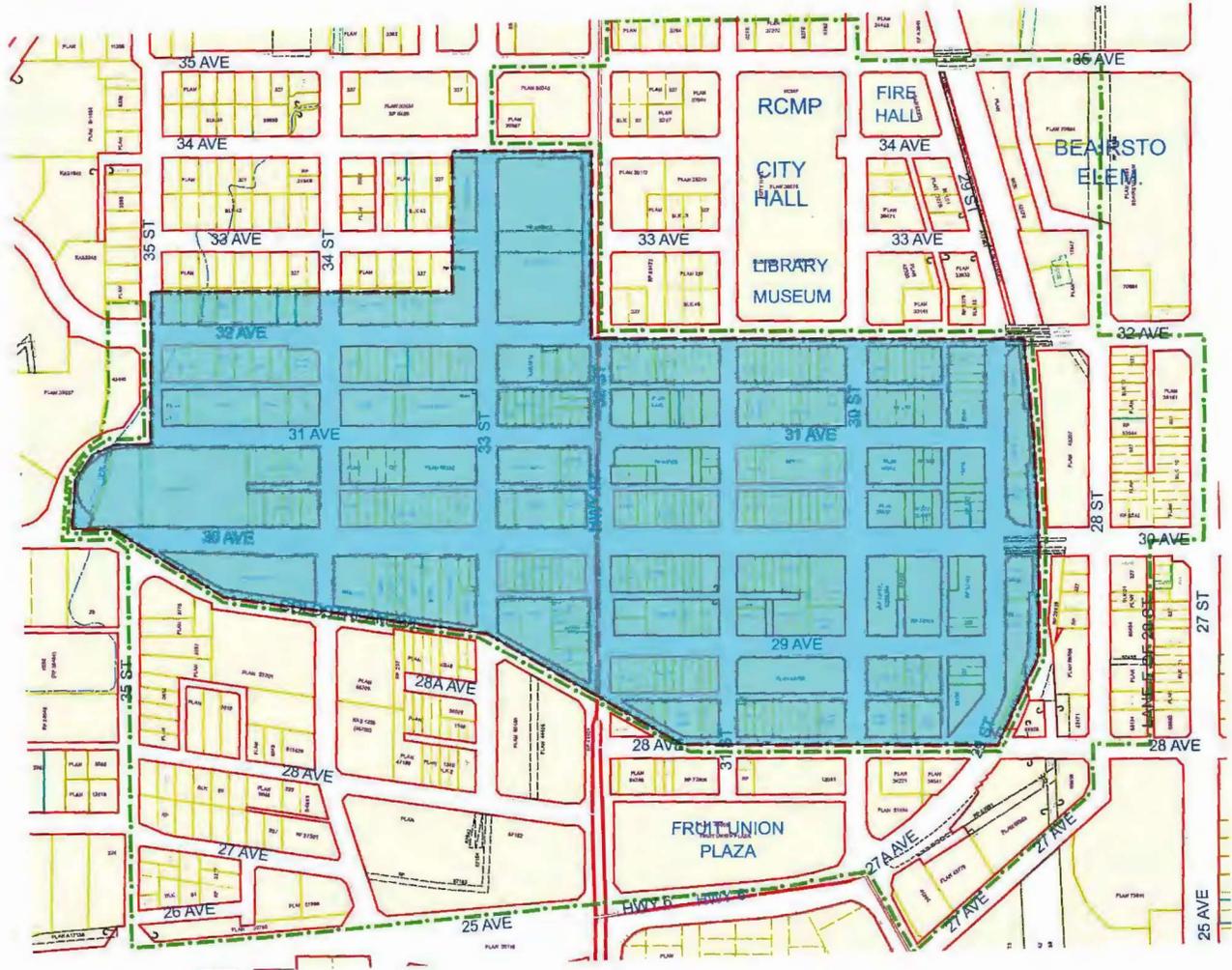
Mayor: 



Dep. Corporate Officer

BYLAW NUMBER 5584

SCHEDULE 'A'



BYLAW NUMBER 5584

SCHEDULE "B"

SAMPLE BUDGET

For the year ending _____

| | |
|--|----------|
| Staff | \$ |
| Office | |
| Advertising, Special Events, Promotion | |
| Parking Awareness Program | |
| Streetscape Improvements | |
| Research | |
| Miscellaneous | _____ |
| TOTAL: | \$ _____ |

BYLAW NUMBER 5584

SCHEDULE "C"

SAMPLE STATEMENT OF ACCOUNT

For the year ending _____

| | <u>Budget</u> | <u>Actual</u> |
|--|----------------------|----------------------|
| Staff | | \$ |
| Office | | |
| Advertising, Special Events, Promotion | | |
| Parking Awareness Program | | |
| Streetscape Improvements | | |
| Research | | |
| Miscellaneous | | _____ |
| | TOTAL: | \$ <u>_____</u> |

Signing Officer:

Signing Officer:

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5585

A bylaw of the City of Vernon to re-establish a **Secondary** Local Service Area
for the purpose of annually funding the
Downtown Vernon Business Improvement Area
(2017-2027)

WHEREAS Section 210 of the *Community Charter* provides Council with the authority to establish by bylaw Specified Areas for annual funding of Business Improvement Areas (BIA);

AND WHEREAS the Council of the City of Vernon has been notified by the Downtown Vernon Association (DVA) that the Association on behalf of the owners of certain properties in the downtown area wish to re-establish a **Secondary** Local Service Area to enable the Association to market and promote business within that area;

AND WHEREAS the Council of the City of Vernon has mailed to the owners of the parcels liable to be specially charged, pursuant to Section 213 of the *Community Charter*, notice of Council's intention to proceed with a bylaw to establish the Downtown Vernon Association BIA for the years 2017 – 2027 in order to provide certain services, through the DVA, under a business promotion scheme;

AND WHEREAS notice of Council's intention to proceed with a bylaw to re-establish the Downtown Vernon BIA for the years 2017 – 2027 in order to enable the DVA to provide certain services under a business promotion scheme has been published in a newspaper pursuant to Section 213 of the *Community Charter*;

AND WHEREAS any petition received against the proposed work was not sufficient pursuant to Section 212 of the *Community Charter*, to prevent Council from proceeding;

NOW THEREFORE the Council of the Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

BYLAW NUMBER 5585

1. Those lands within the area shown as shaded on the map attached hereto and forming part of this bylaw as Schedule "A" are designated as a Business Improvement Area (BIA) within the meaning of the *Community Charter*, and shall be known as the **Secondary Downtown Business Improvement Area**.

2. Council is hereby empowered to grant to the Downtown Vernon Association annually, for the term of this bylaw, money not exceeding the following amounts:

| YEAR | LEVY |
|------|-----------|
| 2017 | \$116,727 |
| 2018 | \$121,046 |
| 2019 | \$125,525 |
| 2020 | \$130,169 |
| 2021 | \$134,986 |
| 2022 | \$139,980 |
| 2023 | \$145,159 |
| 2024 | \$150,530 |
| 2025 | \$156,100 |
| 2026 | \$161,876 |
| 2027 | \$167,685 |

and the annual levy shall be made payable to the Downtown Vernon Association in two equal payments, annually, on January 15 and July 15 subject to submission of the annual budget and the audited financial statements as outlined in Sections 5 and 6 of this bylaw.

3. The money granted under Section 2 of this bylaw must be expended only by the Downtown Vernon Association.

4. Money granted pursuant to Section 2 of this bylaw shall be expended only for the purpose of a comprehensive and multi-faceted marketing and promotions program including, but not limited to, physical revitalization, special events coordinator, area

BYLAW NUMBER 5585

maintenance and beautification, access and parking management, business recruitment/retention, creation of promotional publications and co-op advertising opportunities, networking, education, communication and advocacy for its members, as provided in the annual budget submitted by the Downtown Vernon Association and approved by Council.

5. The Downtown Vernon Association shall submit to the Council of the City of Vernon, annually, on or before March 31, a budget for the calendar year, which outlines revenues and expenditures related to carrying out of the Business Promotion Scheme. The budget shall be in the similar form attached hereto and forming part of this bylaw as Schedule "B".

6. The Downtown Vernon Association shall submit an annual audited financial statement, annually, on or before June 30, which shall be prepared in accordance with generally accepted accounting principles and shall include a Balance Sheet and a Statement of Revenue and Expenditure. The statement shall account for the money granted and approved by Council for the previous year, in the manner and similar form attached hereto and forming part of this bylaw as Schedule "C"

7. The books of the Downtown Vernon Association shall be available to the City Treasurer or designate for audit purposes, if required.

8. The Downtown Vernon Association shall not incur any indebtedness or other obligations beyond each budget year.

9. There shall be levied annually against all taxable land and improvements that fall or would fall within Class 5 or 6 of the Assessments – Classes and Percentage Levels Regulation, B.C. Reg. 438/81, excluding Federal, Provincial and Municipal owned properties used for government purposes, and based on assessed values, rates sufficient to raise the annual sum in accordance with Section 2 of this bylaw.

BYLAW NUMBER 5585

10. The Downtown Vernon Association is required to take out and maintain general liability insurance in the amount of \$3,000,000.00 with the City of Vernon to be named on the insurance policy in order that the City will be advised of any changes or cancellation of the policy. The policy is to indemnify and save harmless the City of Vernon, its officials, employees and agents from and against any and all losses, claims, damages, actions or cause of action arising from the operation of a Business Improvement Area by the Downtown Vernon Association. A copy of the insurance is to be provided annually with the Annual Budget, as outlined in Section 5.

11. a) The Downtown Vernon Association is independent from the City of Vernon and shall bear all the responsibility for managing its own affairs, hiring its own employees, and paying all its own expenses including all salaries, office rent, etc., subject to the terms of this bylaw.
- b) Employees of the Downtown Vernon Association are not employed by the City of Vernon and as such, are not bound by or benefit from the terms and conditions set out in agreements made between the City of Vernon and its employees.
- c) The Downtown Vernon Association will not in any manner whatsoever commit or purport to commit the City of Vernon to the payment of any money to any person, firm or corporation.

12. This bylaw shall be effective from the date of adoption and expire December 31st, 2027.

13. This bylaw may be cited as **“The Secondary BIA Establishment Bylaw Number 5585, 2016”**.

BYLAW NUMBER 5585

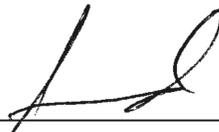
READ A FIRST TIME this 12 day of September, 2016.

READ A SECOND TIME this 12 day of September, 2016.

READ A THIRD TIME this 12 day of September, 2016.

IN ACCORDANCE WITH THE *COMMUNITY CHARTER*, publication of a Notice of this Bylaw was published in the **October 2, 2016 and October 9, 2016** issues of the Morning Star and within one month after the publication of the said Notice, a majority of the owners representing at least 50% of the value of the parcels that are liable to be specially charged, **failed to petition the Council** not to proceed with the program.

ADOPTED this 28 day of November, 2016.



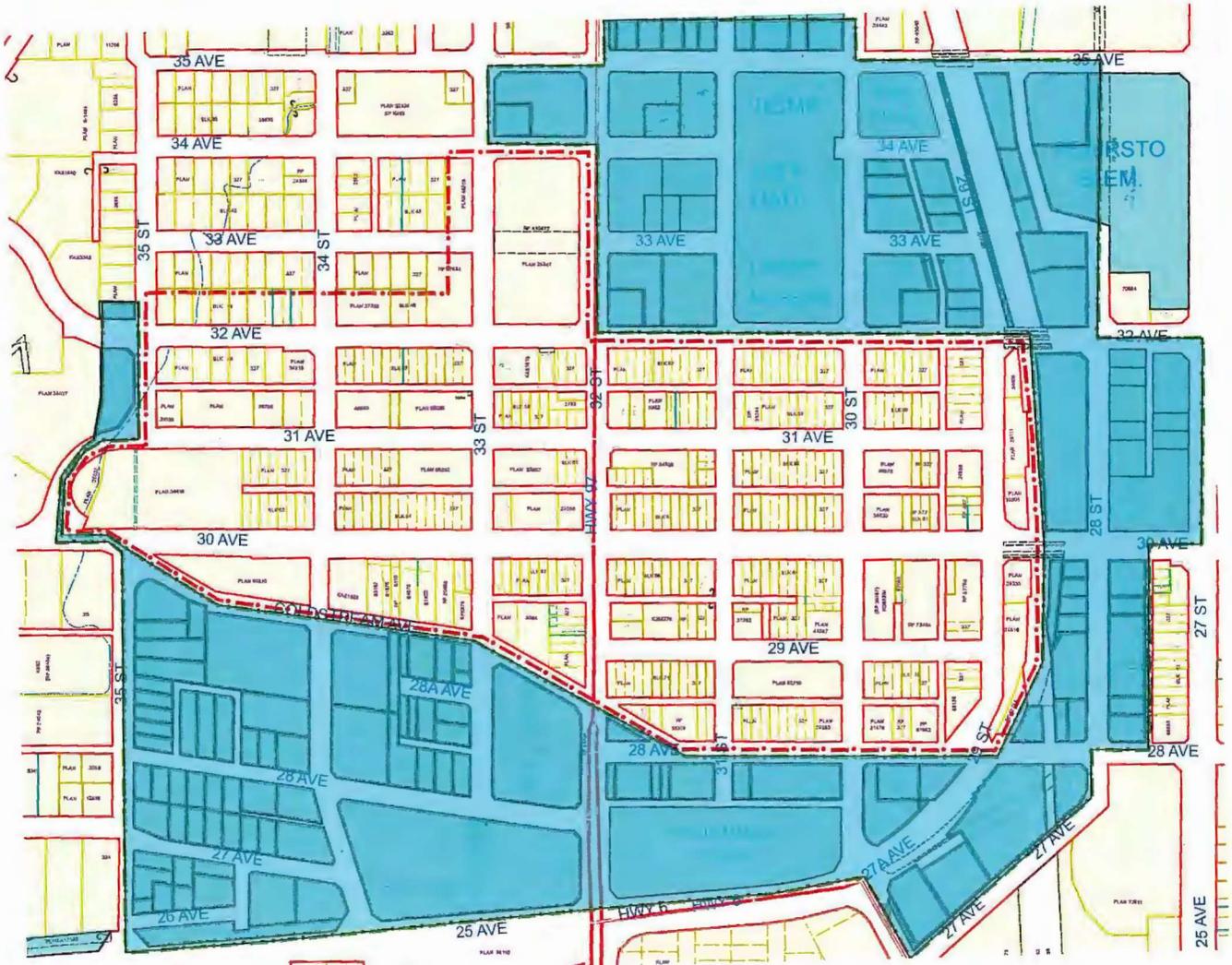
Mayor:



Corp. Corporate Officer

BYLAW NUMBER 5585

SCHEDULE 'A'



BYLAW NUMBER 5585

SCHEDULE "B"

SAMPLE BUDGET

For the year ending _____

| | |
|--|----------|
| Staff | \$ |
| Office | |
| Advertising, Special Events, Promotion | |
| Parking Awareness Program | |
| Streetscape Improvements | |
| Research | |
| Miscellaneous | _____ |
| TOTAL: | \$ _____ |

BYLAW NUMBER 5585

SCHEDULE "C"

SAMPLE STATEMENT OF ACCOUNT

For the year ending _____

| | <u>Budget</u> | <u>Actual</u> |
|--|---------------|---------------|
| Staff | | \$ |
| Office | | |
| Advertising, Special Events, Promotion | | |
| Parking Awareness Program | | |
| Streetscape Improvements | | |
| Research | | |
| Miscellaneous | | _____ |
| TOTAL: | | \$ _____ |

Signing Officer:

Signing Officer:

THE CORPORATION OF THE CITY OF VERNON

BYLAW 5993

A bylaw to amend Building Bylaw 5900 to include provisions for zero carbon step code requirements

WHEREAS the Council of the City of Vernon has determined to amend the “City of Vernon Building Bylaw No. 5900, 2021”.

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 “**Building Bylaw (Zero Carbon Step Code Requirements) Amendment Bylaw 5993, 2024**”.
2. That **Part 15: ENERGY CONSERVATION AND GHG EMISSION REDUCTION** be amended as shown in **Red** on attached Schedule ‘A’;
3. The “City of Vernon Building Bylaw No. 5900, 2021” is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 8th day of April, 2024.

READ A SECOND TIME this 8th day of April, 2024.

READ A THIRD TIME this 8th day of April, 2024

ADOPTED this day of , 2024.

Mayor

Corporate Officer

PART 15: ENERGY CONSERVATION AND GHG EMISSION REDUCTION

Zero Carbon Step Code Requirements

- 15.6 A building regulated by Part 9 of the Building Code must be designed and constructed to meet or exceed the performance requirements specified in GHG Emission Level 1 (measure only) of the Zero Carbon Step Code.

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5991

A bylaw to amend the City of Vernon's Official
Community Plan Bylaw Number 5470

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the "Official Community Plan Bylaw Number 5470, 2013";

AND WHEREAS all persons who might be affected by this amending bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as **"7025 Herbert Road/7110 Bates Road Official Community Plan Amendment Bylaw 5991, 2024"**.

2. That Schedule "A" of Official Community Plan Bylaw Number 5470 is hereby amended as follows:

That the following legally described lands be redesignated from **"CR Nord – Country Residential"** to **"RLD – Residential Low Density"** as shown on Schedule "A" attached hereto and forming part of this bylaw.

Legal Description:

**LOT 3, SEC 18, TWP 5, ODYD, PLAN 29910
(7025 Herbert Road/7110 Bates Road)**

and by changing the Official Community Plan Map accordingly, all in accordance with the shaded area as shown on Schedule "A" attached to and forming part of this bylaw.

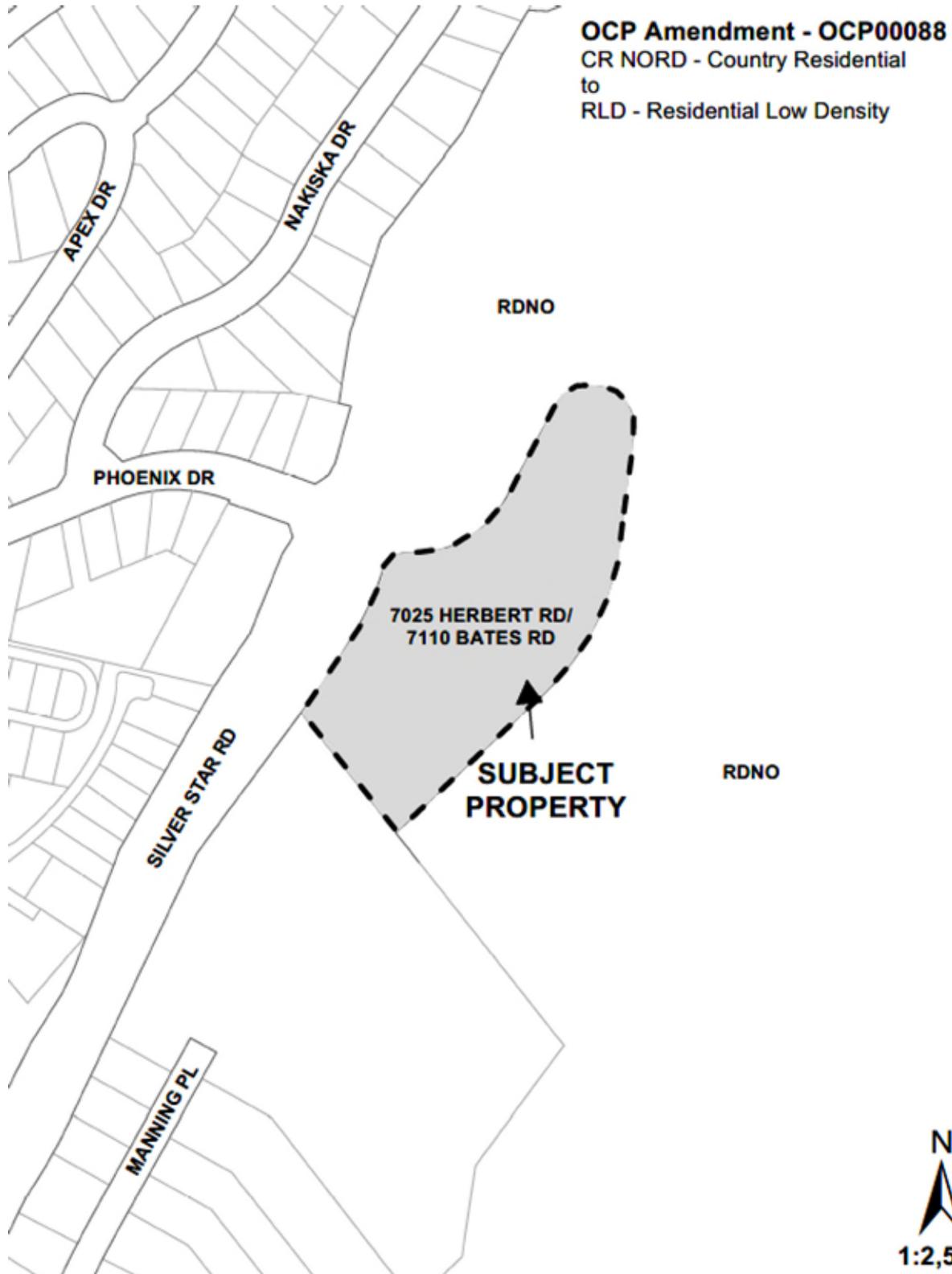
PAGE 2
BYLAW 5991

3. Official Community Plan Bylaw Number 5470 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this day of April, 2024
READ A SECOND TIME this day of April, 2024
PUBLIC HEARING held this day of May, 2024
READ A THIRD TIME this day of May, 2024
ADOPTED this day of May, 2024.

Mayor

Corporate Officer



THE CORPORATION OF THE CITY OF VERNON

BYLAW 5992
A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000;

AND WHEREAS Section 464 of the *Local Government Act* does not require a local government to hold a public hearing on a proposed zoning bylaw if an official community plan is in effect for the area that is the subject of the zoning bylaw and the bylaw is consistent with the official community plan;

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 **"7025 Herbert Road/7110 Bates Road Rezoning Amendment Bylaw 5992, 2024"**.
2. Pursuant to the Official Zoning Map, Schedule "A" attached to and forming part of Bylaw Number 5000, is hereby amended as follows:

That the following legally described lands be rezoned from **"CR NORD – Country Residential"** to **"R5 – Four-plex Housing Residential"**.

Legal Description:

**LOT 3, SEC 18, TWP 5, ODYD, PLAN 29910,
(7025 Herbert Road/7110 Bates Road)**

and by changing the Zoning Map accordingly, all in accordance with the shaded area as shown on Schedule "A" attached to and forming part of this bylaw.

PAGE 2
BYLAW 5992

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this day of April, 2024

READ A SECOND TIME this day of April, 2024

PUBLIC HEARING held this day of May, 2024

READ A THIRD TIME this day of May, 2024

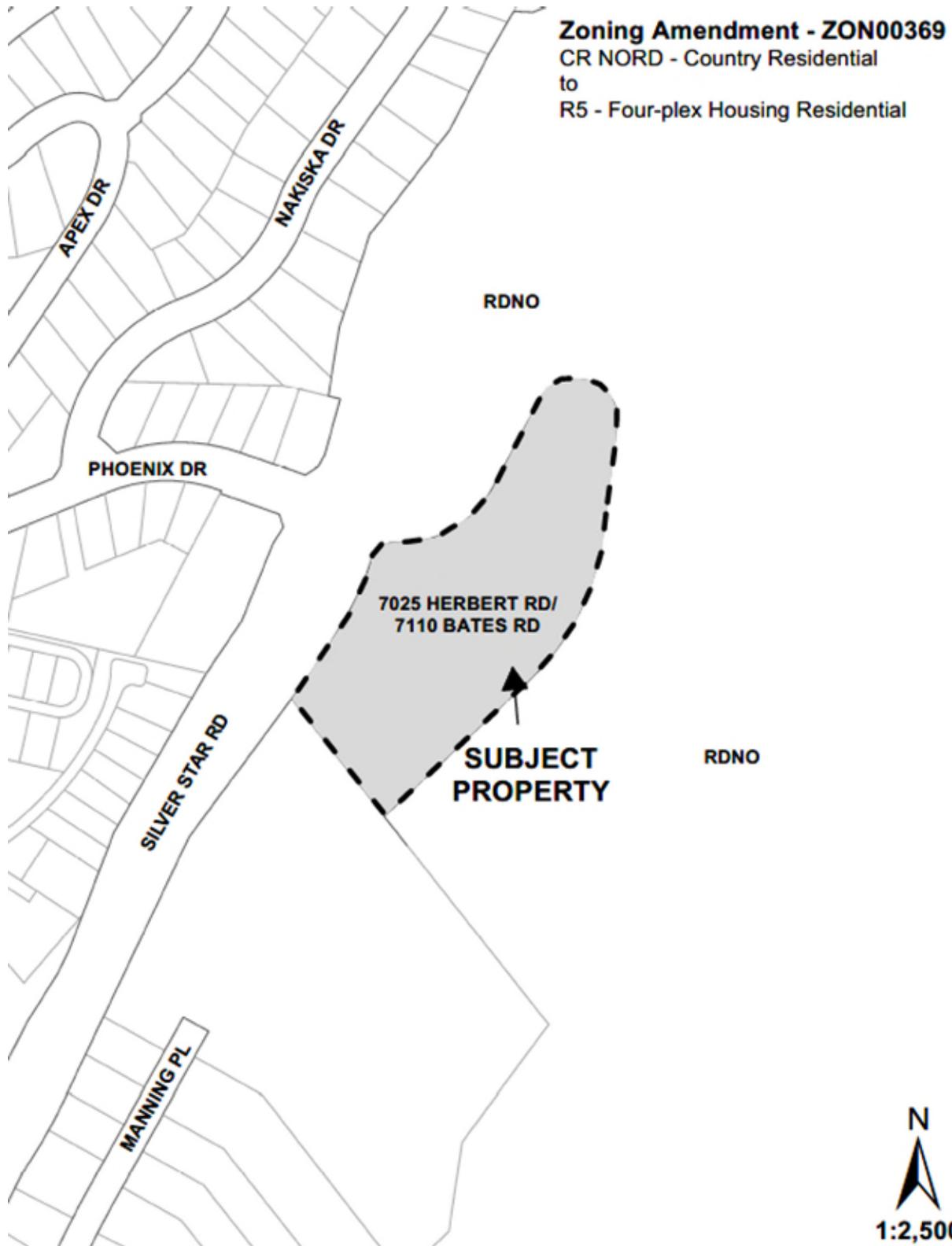
ADOPTED this day of May, 2024.

Mayor:

Corporate Officer:

SCHEDULE 'A'

**Attached to and Forming Part of Bylaw 5992
"7025 Herbert Road/7110 Bates Road Rezoning Amendment Bylaw Number 5992,
2024"**



From: Brad Pelletier
Date: April 15, 2024 at 12:19:53 PM PDT

Subject: Letter of Support - Foreign Buyer Ban

Good Morning Mayor and Council,

I want to express my sincere gratitude for your support, as we navigated through the proposed impacts of the STR legislation. Your leadership and proactive stance on this issue, as well as the expanded Speculation Tax have been unparalleled among municipalities, for which I am deeply appreciative. I acknowledged your role in a recent communication to our residents, which is attached for your reference. Despite the extensive time commitment required, it was recognized by the provincial government that our situation was an “unintended consequence” and that our operational model mirrors that of other mountain resorts in the province.

I am sure you have seen the recent coverage on Sun Peaks and SilverStar seeking exemptions from the federal foreign buyers ban. This has been a pivotal issue for us, particularly after the Federal Liberal Party’s decision to extend the ban through 2027. Our owner has proactively addressed this issue by submitting a letter to relevant authorities. With the anticipation of sharing some significant news this spring, we want to ensure our inclusion in any potential exemptions. It is critical that resorts, regardless of whether they cater to winter or summer activities, operate under the same set of rules. We are very proud of our brand’s national position and we are dedicated to expanding and showcasing our resort and our special region to the world.

Below are the two links to the mentioned petitions::

<https://www.castanet.net/news/Kamloops/481456/Resort-seeks-ban-exemption>

<https://www.castanet.net/news/Vernon/482108/SilverStar-petitions-RDNO-to-help-receive-exemption-from-federal-foreign-property-purchase-ban#482108>

I am reaching out to request your support and collaboration in drafting a letter that advocates for an exemption for Predator Ridge from the current foreign buyers ban. As a pivotal contributor to the region's economy through tourism, we believe that our operations do not contribute to the national housing crisis. Our resort has been consistently zoned for tourism since 1991, and we have diligently worked to enhance our services and reputation both within Canada and internationally.

Your endorsement of our exemption would be invaluable, and I appreciate your ongoing support.

As always, I am available anytime to discuss further.

Regards,

Brad

Brad Pelletier

Senior Vice President, Wesbild | Okanagan

C: [REDACTED] **O:** [REDACTED]

301 Village Centre Place Vernon BC, V1H 1T2



BRITISH
COLUMBIA

VIA EMAIL

Ref: 66489

April 8, 2024

Their Worship Victor Cumming
Mayor of the City of Vernon
Email: mayor@vernon.ca

Dear Mayor Victor Cumming:

On April 5, 2024, I introduced new legislation, Bill 16, intended to support local governments in their efforts to build more affordable and liveable communities. The proposed legislation strengthens the shift towards pro-active zoning by providing local governments with new authorities to secure affordable housing units and site-level infrastructure in new developments and to enable municipalities to adopt bylaws to help tenants facing eviction from redevelopment.

These changes are part of the broader set of local government changes that started in fall 2023 with Bills 44, 46 and 47 to help get more housing built faster while enabling updated and new tools to effectively fund the costs of infrastructure and amenities to support increased housing supply and growth. Those changes will result in fewer site-by-site rezonings, which many local governments currently rely on to secure key outcomes such as affordable housing, tenant protections, and site-level infrastructure. If passed, Bill 16 will provide authorities to local governments to secure these outcomes within a pro-active zoning framework.

Bill 16 will establish a new **Inclusionary Zoning** tool that allows local governments to require affordable housing in new development without relying on the rezoning process and to accept cash-in-lieu of affordable housing or affordable units on a different site by agreement. Local governments will need to undertake a financial feasibility analysis and consultation when developing Inclusionary Zoning bylaws to ensure that enough density is provided to offset the costs of providing affordable housing. They will also need to report annually on the outcomes of Inclusionary Zoning bylaws for transparency and to support provincial monitoring of implementation.

.../2

Office of the
Minister of Housing

Website:
www.gov.bc.ca/housing

Mailing Address:
PO Box 9074 Stn Prov Govt
Victoria BC V8W 9E9
Phone: 236 478-3970

Location:
Parliament Buildings
Victoria BC V8V 1X4
Email: HOUS.Minister@gov.bc.ca

The **Density Bonus** tool will be updated to clarify how it is used and to help ensure it works effectively with Inclusionary Zoning. Financial feasibility analysis and consultation will now be required to ensure that Density Bonus provisions are achievable and calibrated to local conditions. The proposed legislation clarifies that local governments can accept cash-in-lieu of affordable units and/or units on a different site. It also clarifies use of Density Bonus authorities in Transit-Oriented Areas (TOAs).

By mid-2025 (or a later date prescribed by regulation) local governments will be required to update all existing density bonus bylaws to comply with the new legislation, and density bonus authorities will only be able to be used above the minimum allowable densities in TOAs.

Bill 16 will also provide municipalities with the authority to develop **Tenant Protection Bylaws** that are implemented at the development permit stage. Municipalities will be able to withhold development permits until owners meet the conditions of the tenant protection bylaws. In addition, municipalities will be able to request information about the effect of proposed redevelopments on tenants, which will give municipalities more data to design tenant protection bylaws.

Lastly, Bill 16 proposes new authorities for local governments to secure site-level infrastructure to service new development without relying on the rezoning process. These changes will give local governments clearer authority to require **works and services** for infill developments (i.e. at the building permit stage). As well, the legislation provides local governments with an expanded list of works and services they can require, including, for example, benches, street lamps, parklets, and sustainable design features like rain gardens. Local governments will also be able to require developments provide land adjacent to developments for new or upgraded roads without subdivision to support alternative transportation, accessibility and safety (such as wider sidewalks, bike lanes, and street trees). The legislation also gives local governments a new authority to define and require **Transportation Demand Management** measures within new developments, which can include, for example, charging stations or secure bicycle parking facilities.

.../3

Their Worship Victor Cumming
Page 3

If Bill 16 is passed, local governments can use the capacity funding distributed in January to adopt these new tools.

The Province will continue to engage and collaborate with local governments to support implementation of the new legislative tools and requirements. Later this year, we will provide guidance for adoption of the new authorities: Inclusionary Zoning and Density Bonus, Works and Services and Transportation Demand Management, and Tenant Protection Bylaws. In the coming months, we will also be providing further guidance to support the implementation of the fall 2023 legislation, including guidance on the Interim Housing Needs Reports and comprehensive guidance on the development finance tools.

I appreciate all the work being undertaken to transition to a pro-active zoning planning framework and to help get more homes built for British Columbians.

Sincerely,



Ravi Kahlon
Minister of housing

pc: The Honourable Anne Kang, Minister of Municipal Affairs
Teri Collins, Deputy Minister, Ministry of Housing
Okenge Yuma Morisho, Deputy Minister, Ministry of Municipal Affairs
Bindi Sawchuk, Assistant Deputy Minister, Ministry of Housing
Tara Faganello, Assistant Deputy Minister, Ministry of Municipal Affairs
Patti Bridal, City Manager/CAO (pbridal@vernon.ca)

Links:

Local Government Housing Initiatives Webpage: [Local government housing initiatives - Province of British Columbia](#)

Bill 16 Announcement: <https://news.gov.bc.ca/releases/2024HOUS0049-000471>



BRITISH
COLUMBIA

VIA EMAIL

Ref. 66386

April 10, 2024

His Worship Victor Cumming
Mayor of the City of Vernon
Email: mayor@vernon.ca

Dear Mayor Victor Cumming:

British Columbia is facing an unprecedented housing shortage. We need every local government in the province to work with us to enable the development of more housing in every community. We need all types of housing; rental housing, family housing, housing that is appropriate and accessible for seniors and housing that presents real opportunities for ownership to first time buyers. That is why in the 2023 fall legislative session, we passed three legislative packages (Bills 44, 46 and 47) designed to shift land use planning away from site-by-site rezoning decisions that slow down the delivery of housing and amenities toward more 'up-front' planning and zoning practices.

Collectively, these legislative changes will help to address the housing crisis in BC by promoting greater diversification of the housing stock to address the unique needs for homes across a variety of demographics, tenures, household lifecycles, and income ranges. They will enable more efficient and predictable planning for housing need, reduce administrative and negotiation costs, help deliver more housing options for a range of incomes, and contribute to economic growth.

In our consultations on the Small-Scale Multi-Unit Housing legislation with planning staff and home builders, we heard clearly that this type of housing, four to six units on a single-family lot, can be challenging to realize within overly prescriptive site guidelines. Allowing for maximum flexibility on site will ensure we have the best chance of seeing "gentle" density realized in our communities. And because we know this type of development can be challenging and that streamlined development approvals process will help, Bill 44 also requires that you do not unreasonably restrict or prohibit the development of Small Scale Multi-Unit Housing.

.../2

**Office of the
Minister of Housing**

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His Worship Victor Cumming
Page 2

We also expect many Small-Scale Multi-Unit Housing Developments will be strata titled and provide more accessible pathways to homeownership for people who would not be able to afford a single-family home in many communities. The Province recommends local governments allow stratification at every opportunity.

Alongside these bills, we also published the Provincial Policy Manual and Site Standards for Small Scale Multi-Unit Housing. This manual provides a framework that will create a healthy development environment to realize the diverse housing types needed to meet the unit level density required by Bill 44. I would like to remind you that Bill 44 requires that you consider this policy guidance when crafting your zoning bylaw amendments. We strongly encourage you to adopt the provincial site standards around lot coverage, building height and setbacks and to allow as many unit types as possible in as many residential zones as you can so we can build more homes for people.

I know your staff are already working hard to prepare your bylaw amendments to meet the compliance deadline of June 30, 2024, and I appreciate the work and thought that you are putting into this process.

Thank you for working with us to address restrictive zoning and make it easier for people to build small scale, multi-unit homes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ravi Kahlon', with a stylized, cursive script.

Ravi Kahlon
Minister of Housing

pc: Patti Bridal, Chief Administrative Officer (pbridal@vernon.ca)

April 16, 2024

To British Columbia Municipalities

Dear Mayor and Members of Council:

Re: Support for Resolution Black Bear Cub Conflict Response by British Columbia Conservation Officer Service

At its Regular Meeting held on Monday, February 26, 2024 the District of North Vancouver Council unanimously passed the following motion:

RECOMMENDATION:

THAT the Union of British Columbia Municipalities resolution Black Bear Cub Conflict Response by British Columbia Conservation Officer Service is supported for Lower Mainland Local Government Association consideration:

WHEREAS *the British Columbia Conservation Officer Service currently can independently decide how to handle black bears and cubs in conflict situations, without the oversight of an independent external public board;*

AND WHEREAS *there is no mandate for orphaned black bear cubs to be taken to a Wildlife Sanctuary for health assessment and treatment by a qualified wildlife veterinarian, and be the sole authority to perform a humane euthanasia of black bear cubs if needed.*

THEREFORE BE IT RESOLVED *that the Union of British Columbia Municipalities request the Province of British Columbia to initiate changes to the British Columbia Conservation Officer Service, Human-Black Bear (Single) Conflict Response Guideline, to include a review of actions through an independent civilian-led oversight board, orphaned bear cubs to be transported to a wildlife sanctuary for health assessment of cubs by qualified wildlife veterinarian, for treatment or euthanasia, and an audit done by the Solicitor General on the British Columbia Conservation Officer Service actions, policies and procedures.*

We are anticipating that this will be considered at the upcoming Lower Mainland Local Government Association's Annual Conference, and we would appreciate your support.

Sincerely,



Mayor Mike Little



MINUTES OF THE JOINT BIOSOLIDS ADVISORY COMMITTEE

HELD WEDNESDAY, OCTOBER 25, 2023

PRESENT: VOTING

Kelowna Councillor Loyal Woodridge (via Zoom)
Kelowna Councillor Gord Lovegrove
Vernon Councillor Brian Guy (Chair)
Vernon Mayor Victor Cumming

ABSENT: Kelowna Councillor Mohini Singh

STAFF: Kevin Van Vliet, Utility Services Manager, Kelowna (via zoom)
Mac Logan, General Manager, Infrastructure, Kelowna (via zoom, 10:46)
Scott Hoekstra, Landfill and Compost Manager, Kelowna
Jose Garcia, Biosolids Supervisor, Kelowna
Chris Ovens, General Manager, Public Works, Vernon
Serge Kozin, Manager, Water Reclamation Centre, Vernon
Jade Adams-Longworth, Secretary I – Corporate Services, Vernon

ORDER

The Chair called the meeting to order at 10:03 a.m.

**LAND
ACKNOWLEDGEMENT**

As the Chair of the Joint Biosolids Advisory Committee, and in the spirit of this gathering, I recognize the Cities of Vernon and Kelowna are located in the traditional territory of the Syilx people of the Okanagan nation.

ADOPTION OF AGENDA Moved by Mayor Cumming, seconded by Councillor Lovegrove:

THAT the agenda for the Joint Biosolids Advisory Committee meeting of Wednesday, October 25, 2023 be adopted.

CARRIED.

ADOPTION OF MINUTES

Moved by Councillor Lovegrove, seconded by Mayor Cumming:

THAT the minutes for the Joint Biosolids Advisory Committee meeting of Thursday, February 16, 2023 be adopted.

CARRIED.

UNFINISHED BUSINESS:

BUSINESS ARISING FROM THE MINUTES

The Chair brought forward some questions from the previous minutes and the following was noted:

- Clarification was given on the 2022 Financial Summary, that refer to the updating of the City of Kelowna’s bylaws so that Odogrow could be sold outside of the original market.
 - The original market being the Central Okanagan region and City of Vernon.
 - Wanted the flexibility to be able to sell out of the Okanagan.
- Questions were asked about capital costs and budgetary items, odour management, go forward plans, disaster planning, and facility expansion, they were deferred to later in the meeting.

2023 UPDATE

Jose Garcia, Biosolids Supervisor provided an update of the 2023 year and the following points were noted:

- Processed a total of 31,200 WMT (wet metric tonnes) of biosolids in 2022.
- 22, 547 WMT (wet metric tonnes) of biosolids has been processed in the first three quarters of 2023, which is comparable to 2022.
 - Kelowna is comparable to last year with 15,326 WMT
 - Vernon has had a reduction of -10% (6,214 WMT)
 - Lake Country has had a reduction of -37% (904 WMT)
 - Lake Country is sending half of their biosolids to the Ingerbelle Compost Facility.
 - Silver Star is comparable to last year with 104 WMT
- Price changes were adopted in Kelowna’s Solid Waste Management Bylaw (in the spring of 2023).
 - A flat rate system has been brought in to help incentivize more individuals and organizations to buy the product.
 - The previous price structure was based on the total volume purchased per year, where as the new price structure is based on the volume purchased at an individual time.
 - The new price structure should help all businesses benefit, including the smaller local businesses and organizations.
 - Wanted to provide the incentive for locals to buy in bulk and sell in smaller portions.
 - New wholesale prices are:
 - Odogrow sold at 551 Commonage Road

- 3-7 cubic yards: \$15.00/per yrd³
- 7+ cubic yards: \$4.00/per yrd³
- Ogogrow sold at the Glenmore Landfill
 - 3-7 cubic yards: \$20.00/per yrd³
 - 7+ cubic yards: \$7.50/per yrd³
- Glengrow sold at the Glenmore Landfill
 - 3-7 cubic yards: \$25.00/per yard
 - 7+ cubic yards: \$8.00/per yard
- New retail prices are:
 - Supplied bag of Ogogrow or Glengrow: \$4.29
 - Glengrow (0.5 - 3 yrd³): \$30.00/per yrd³
 - Ogogrow (0.5 - 3 yrd³): \$25.00/per yrd³
 - Mulch (1 yrd min): \$15.00/per yrd³

* Retail above sold at Glenmore Landfill
- There are premiums on certain products that come from moving the product (physically).
- Total Ogogrow compost sold in the first three (3) quarters (of 2023) amounts to 35,393 yrd³ (27,060 m³) with a projected total of 45,000 yrd³ (34,405 m³) by the end of the year.
- Revenue is lower than the past few years, but it is similar to pre-covid sales revenue, and we are expected to fall somewhere between the 2019 and 2020 sales figures.
- With the new rate structure, the Ogogrow Cumulative Revenue will be more predictable and linear pattern.

REGULATORY UPDATE Jose Garcia, Biosolids Supervisor provided a Regulatory Update and the following points were noted:

Leachate Update

- Continuing to haul leachate via truck to Vernon’s Water Reclamation Centre.
- There is a Request for Proposal (RFP) for the leachate hauling contract.
 - Clarification was given on what kind of truck is able to haul leachate – A Vacuum/Hydrovac Truck is required.
 - D&L Environment is the current hauling provider, they have offices throughout the whole valley.
 - The RFP has created a fair bit of interest.
- In the process of developing a design for leachate re-circulation.
- Paving program is continuing and ongoing.

Odours Update

- Only one odour complaint currently in 2023; it was received in January.
- There were issues with the pond, while the water was being pumped out due to a break in the line.

- When the water turns over in the pond, sulfur is released.
- The de-sludging process helps take the material out, this should help mitigate the odours given off as well.
- Currently optimizing odour monitoring system on site.
 - The new system works in current time with the concentration of gas percentages present.
 - Will allow for data to be collected and reviewed to create a baseline for what is standard and non-standard. This will also help to mitigate what gaseous material is going into the atmosphere.
- Clarification was given on if two separate odour monitoring systems and two sets of sensors would be running at the same time for data comparison.
 - The intent is just to monitor from the perimeter, and only run one system and sensor set, due to cost of purchasing a second set.
 - The question was raised if a second set of data values could be obtained by utilizing handhelds with little to no cost added.
 - The purpose for the new odour monitoring system is to meet a new permit requirement.
- Question was raised on the optimal time and frequency of the de-sludging of the pond.
 - Best time of year would be late summer, early fall, where the only foreseeable issue is that is an irrigation period.
 - Would want the moisture present, but potential for runoff will have to be monitored closely.
 - First desludging was a learning experience.
 - Looking at adding multiple trucks and creating additional frequencies of de-sludging.
- Prior to the de-sludging process, the neighbouring property owners were informed and communications throughout the process were managed well.

Organic Matter Recycling Regulation

- BC Ministry of Environment and Climate Change Strategy targeting 2024 for amendments to the OMRR (Organic Matter Recycling Regulation), but no timeline has been made available (as of yet).
- The Ministry did release intention papers in both 2018 and 2021, and most of the changes will not have a significant impact on the facility.
 - There will be a 10-year grandfathering in period for facilities currently running.
 - There is one item that will require facilities (like the Regional Facility) to be covered in the future.

- Ministry of Environment is trying to combat odours, and leachate leaking.
- A response was sent to the Ministry outlining that this compliance item may be unnecessary for this facility due to the odour trend, minimal complaints and unreasonable costs.
- There will be a way for cases to be evaluated on a case by case basis on non-compliance issues.
- Keeping up to date records, in regard to odours and odour complaints is really important and will keep the facility operational.
- Biggest way to combat climate action is zero waste, and this is a waste management facility. Coming down hard on this type of facilities, strategically goes against the clean, climate action initiatives.

KELOWNA AND VERNON BIOSOLIDS UPDATE

Updates were provided on both Vernon and Kelowna's biosolids. The following points were noted:

City of Vernon – Update

- High-Rate Anaerobic Digester (HRAD) is now operational.
- Has been a reduction in biosolids sent to the facility.

City of Kelowna – Update

- Utility Planning has reached an anerobic digester design, however it is now being deferred for the time being.
 - City of Kelowna is currently looking at other facilities to renew and the new go forward plan is to divert the solids for the next few years.
 - It will be in future phases, and may happen in the next 10-15 years.
- Continue to divert solids to the Ingerbelle facility.
- Toured the Brenda Renewables facility.
 - Thoroughly impressed with the facilities.
 - Leader in odour control, with their odour control pit.
 - Clarification was given that Brenda Renewables has yet to accept any materials at this time.

NEW BUSINESS:

STRATEGIC PLAN AND LONG-TERM PLANNING

Jose Garcia, Biosolids Supervisor provided an overview of the current strategic approaches for the Regional Compost Facility and the following was noted:

- No Strategic Plan specifically for the Regional Compost Facility – to date it has been performed at Municipal Levels separately.
 - Each City worked on different strategic strategies individually.

- City of Vernon has the High-Rate Anerobic Digester.
- City of Kelowna has been diverting biosolids to other facilities, and has been capitalizing on bulk sales of the product.
- In 2016 there was a Biosolids Strategy Review to determine what the Facility could handle. The conclusion advised against expansion because the facility was already creating more product than the market could take.

Mac Logan, General Manager, Infrastructure entered the meeting via zoom at 10:46 a.m.

- With separate strategies it is advisable to create a guiding document that aligns with the current plans, future plans, action plans and fold it together with budget implications.
 - The question was posed whether or not key targets should be included
- Clarification was given if a plan for de-commission of the facility was needed in this document, it was deemed un-necessary due to that it is not currently needed for the (operating) permit for the Regional Compost Facility.
- The creation of this document should be broken down, with the next step of action being an projected outline with a summary of the plans and policies is currently in place.

Moved by Councillor Lovegrove, seconded by Mayor Cumming:

THAT the Joint Biosolids Advisory Committee recommends to respective Councils of the City of Vernon and City of Kelowna, that staff be directed to return to the Committee with a compiled background, an action plan, budget outline, and a process of delivery that ultimately provides the facility with a Draft Strategic Plan.

CARRIED.

MARKETING STRATEGIES

The Committee discussed that the Marketing Strategies that were briefly touched on, and the conclusion was that the Marketing Strategies should be integrated into the Strategic and Long-term Planning sessions to come.

FIRE SAFETY AND EMERGENCY CONTINGENCY PLAN

Jose Garcia, Biosolids Supervisor provided an overview of the current Fire Safety and Emergency Contingency Plan, and the following was noted:

- The current Fire Safety and contingency plan was revamped within the last year (January 2023), and is reviewed and updated annually.
 - In the review that took place in January 2023, wildfires were taken into consideration. Biosolid diversion

opportunities were looked if the facility was no longer accessible.

- City of Kelowna has enough alternate facilities in place to divert all of their Biosolids.
- City of Vernon is reassessing their capabilities, and would be able to go 2-3 days at most.
- Both facilities will be looking closer at the separate diversion plans for emergency situations as if both accesses to the facility were no longer or if the facility was no longer (due to a natural disaster i.e. wildfire)

Councillor Lovegrove left the meeting at 11:27 p.m.

- Clarification was given on whether the property is fire smart. The grass is kept low, and most fuel is on neighbouring properties.
- The question was raised on whether or not any gaps had been identified in the plan due to the 2022 Wildfire season. Clarification was given that any gaps found were addressed in the 2023 update.
- The facility is physically in the jurisdiction of the Regional District of the North Okanagan (RDNO), however, there is an agreement in place with Vernon Fire Rescue Services (VFRS), to respond when necessary.
 - VFRS came up and reviewed the facility and identified what types of equipment and response plans would be necessary in an emergency situation.
 - The Facility has purchased equipment, such as hoses and sprinklers for fire protection.
 - Repaired necessary curb stops and sandpipes.

Councillor Lovegrove re-entered the meeting at 11:35 p.m.

- The Committee requested that the Fire Safety and the Emergency Contingency Plans both be integrated into the Strategic Plan for the Regional Compost Facility.
- Clarification was given for the need for external plans to be part of the wastewater treatment plans, coming from the perspective of the treatment facilities (both City of Kelowna and City of Vernon's Water Reclamation sites).

**REGIONAL BIOSOLIDS
FACILITY JOINT
OPERATION
AGREEMENT
RENEWAL**

Jose Garcia, Biosolids Supervisor provided an overview of the proposed changes to the Regional Biosolids Facility Joint Operation Agreement for the purposes of the renewal, and the following was noted:

- A number of areas within the agreement needed some updates, this included language changes, terms changes, and schedule changes.
 - Changes to section 1c, include the nature of agreement and schedules:

- Proposing to remove the current 'Schedule B' as it was intended to be a schedule to the bylaw, and replace it with the new 'Fire Services Terms of Reference'.
- Proposed to omit the current 'Schedule C' because of the regulations in have now been incorporated in the ENV permit.
- Changes to section 2, the proposal to the term being that the agreement will stay in place unless one of the parties (City of Kelowna or City of Vernon), terminates the agreement.
- Remove section 5d, as the charges are no longer on title.
- Changes to section 6g, to bring the agreement up to date with the current best practices, and amendments to the language.
- Changes to section 6h, to include the loaders in 'Schedule A'.
 - Clarification was given on the purpose of Schedule A, and that it is an asset list for the Regional Compost Facility and not focuses on dollar amounts.
- Changes to section 6k, to include a hyperlink to the bylaw (which may change over time).
- Changes to section 7, to increase the amount from \$10,000 to \$100,000, and making it more in line with current practices.
- Changes to section 8D, due to the ENV permit, and the changes in the outlines for material acceptance and processing.
- Changes to section 20a, keeping insurance coverage current and adding environment liability.
- Changes to section 23, revised to match the current practices and the proposed new 'Schedule B'.
 - Clarification was given that the Facility is currently in RDNO and that there are agreements in place for VFRS to attend the scene in an emergency.
- Changes to section 24, removing names and replacing them with titles and updating the titles, creating perpetuity in the agreement.
- Changes to Schedule A, replacing table SA-1 with SA-2, to include the 3 front-end loaders in the asset renewal program.
- Changes to Schedule B, replacing the current schedule completely with the Fire Protection Terms of Service

Moved by Councillor Lovegrove, seconded by Mayor Cumming:

THAT the Joint Biosolids Advisory Committee recommends to call an additional meeting for final review of the amended Regional Compost Facility Renewal Agreement.

CARRIED.

Councillor Wooldridge left the meeting via zoom at 11:49 a.m.

NEXT MEETING

The next meeting is to be tentatively scheduled for April 2024.

Mac Logan, General Manager, Infrastructure left the meeting via zoom at 12:00 p.m.

ADJOURNMENT

The meeting of the Biosolids Advisory Committee adjourned at 12:01 p.m.

CERTIFIED CORRECT:

Chair

A handwritten signature in black ink, appearing to be 'K. G.', is written over a horizontal line. The signature is cursive and extends below the line.